



City of Winnipeg
Survey
Capital Budget Public Consultation



Councillor Scott Fielding
Chairperson of the Standing Policy Committee on Finance

December 6, 2010, Sturgeon Heights Community Centre (Sturgeon Creek), 210 Rita St.
December 9, 2010, Winnipeg Convention Centre, Room 5, Main Floor, 375 York Ave.

Your Opinion Matters

Please take time to fill out and return this survey.



Introduction

Maintaining and improving the City's assets and infrastructure is essential in meeting the needs of Winnipeg citizens and attracting new investment and business to the City of Winnipeg. The cost to raise the City's infrastructure to an appropriate condition is estimated at \$3.5 billion growing to \$7.4 billion over the next ten years. Council has been exploring innovative solutions to address this deficit, such as increasing pay-as-you-go in the capital plan and pursuing strategic partnerships. As we plan for the future, we would like your opinion on how we should spend our capital budget dollars and how to move forward to address the infrastructure deficit over the next several years.

Winnipeg residents, businesses, community groups and associations have been invited to these consultation sessions, which are being hosted by Councillor Scott Fielding, Chairperson of City Council's Standing Policy Committee on Finance, and supported by Mike Ruta, the City's Acting Chief Administrative Officer.

"The input from the public consultations will assist us in developing the capital budget, which will determine the scope and level of investment in the City's infrastructure," Councillor Fielding said. "The greater the public participation, the closer we get to meeting the needs and priorities of all Winnipeg residents."

We look forward to your input into the 2011 Capital Budget.

TYPES OF CITY INFRASTRUCTURE

- Regional streets
 - Local streets and back lanes
 - Sidewalks
 - Bridges and grade separations
 - Traffic Signals
 - Active transportation corridors
 - Recreational walkways and bike paths
 - Streetscaping and downtown enhancements
 - Community centres
 - Arenas
 - Pools
 - Recreation and leisure facilities
 - Parks and open spaces, including Assiniboine Park, regional and community parks, athletic fields
 - Playground structures
 - Reforestation
 - Golf courses
 - Riverbank stabilization/greenways
 - Libraries
 - Police stations
 - Fire and Paramedic stations
 - Transit buses
 - Rapid transit
 - Bus shelters
 - Land drainage and flood control, including flood pumping stations, retention ponds
 - Waterworks System, including Water treatment plants, water main renewal
 - Sewage disposal system, including sewer main renewal, water pollution control centres
 - Solid waste disposal system, including landfill, recycling
 - Cemeteries
 - Technology improvements
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Thinking about the challenges of developing a capital budget, what do you think is more important for the 2011 budget? (Please pick one)

 X (28) Maintaining existing infrastructure

(please specify _____)

- Maintain existing infrastructure, no new roads.
- Repairing and maintain current infrastructure with exception of Rapid Transit.
- You've got to look after what you've built first and foremost.

 X (18) Building new infrastructure

(please specify _____)

- Build new bike paths and sidewalks.
- Only when there's a strategic reason to do so.

- Improve the environment, improve Winnipeg's image.
- Rapid Transit systems including bike paths.
- Rapid Transit.
- Phase II of Rapid Transit.
- Finishing Bus Rapid Transit to the U of M.
- Bus Rapid Transit, AT infrastructure, limit all other new infrastructure and focus on improving condition of existing infrastructure Community Centres and sewer renewal. Expand Bus Garage space and number of Buses to increase frequency.
- The exception to this would be new Rapid Transit and active transportation infrastructure to get the most out of our existing infrastructure.
- We need rapid transit to continue being built. Downtown doesn't have a chance at renewal until proper rapid transit is in place.
- The construction of an effective rapid transit system is the single most important infrastructure project possible because it will have a positive effect on almost everything else. i.e. downtown renewal, offset the problem of never ending automobile infrastructure expansion, radically affect sustainable development (infill).
- Rapid Transit and active transportation options should be the number one priority for transportation.
- Within the core area of Winnipeg, also infrastructure renewal.
- It is difficult to say one or the other, because it's not black and white. Maintenance is not just making sure buildings, roads or bridges don't collapse, but also doing renovations to bring existing infrastructure into the current day, renovating facilities and bridges that are sub-par, or if necessary, tearing them down and starting from scratch. You can't pick one over the other. Both are equally important - maintaining what was built in the past, while building for the future.
- I want to see new sidewalks (mandatory for all city streets including new subdivisions), new bicycle paths (again, mandatory), new playgrounds. I want to see new things that bring young families and seniors and everyone out to meet their neighbours, get out of their houses and cars and interact. It WILL help our city's crime rate and liveability.
- Streets, sidewalks and back lanes are in terrible condition in the inner city neighbourhoods.
- Fix the old and then build the new. There's too much old infrastructure that's not being looked after.
- By building new infrastructure, I would look at this as projects to improve existing traffic flow issues (e.g. Chief Peguis trail extension), improving sewer systems by reducing combined sewer systems were possible and appropriate, new civic buildings (combined/new community centres, libraries, police and fire stations) but not a new stadium.
- Winnipeg seems to have an abundance of old, crumbling bridges and under passes that don't seem to lead anywhere. To get to various parts of the city, especially from downtown, you have to navigate a maze of streets (i.e. from downtown to regent). Replace all the old maze of streets with one main transportation route that can handle

the traffic and the maze of streets will see less wear and tear and become much less important to repair.

- As with the age of the infrastructure the age of our population will impact heavily on the demand for affordable, accessible, safe housing options, serviced by affordable utilities. These will have to be concentrated within the confines of the current inner city - not the suburbs and beyond.
- When infrastructure maintenance is left to languish for so many years by allowing urban sprawl to 'pick up the slack' so to speak, we are now in a ridiculous situation where we can't come close to paying for the cost of maintaining it. There was no good reason for this to happen except for bad city management. At a minimum, we must learn fiscal responsibility and discipline from this. In short, the area we should be paying to maintain for a city of this size would be only 2/3.
- Local streets and back lanes.
- BAD ROAD - ACADEMY RD.
- Build new roads rather than replace surfaces that will be redesigned in a couple years.
- More Bike Paths.
- The city's already-established neighbourhoods must be maintained. Stop the growth of suburbs. Cease allowing people to live just outside the perimeter where they pay lower taxes while Winnipeg residents are forced to pay for the infrastructure to support their vehicle-centered lifestyles.
- The active transportation that has begun in Winnipeg is a good start. Continuing to invest is important because we have started late. In order to entice more people to use active transportation we need more and SAFER routes, when this happens there will be a noticeable impact on potential users. More people will leave their car @ home and this will free up space on the road for those who have no option but use their vehicle. SAFETY & AVAILABILITY OF INFRASTRUCTURE WILL MAKE A BIG DIFFERENCE.
- We have to fix what we have now, especially arena's to keep the youth active. But, we must move forward on transit too, as it can't be done over night.
- Infill development and increased density given fuel costs and other issues will make the drive only suburbs harder and harder to support; developments need to be fully functional with amenities in walking distance and employment opportunities close by...along with public transportation.

Should the City's spending on infrastructure and capital works (please check one)

1. Be increased? ____ (39) _
 2. Be decreased? ____ (1) _
 3. Stay the same? ____ (7) _
- The city's spending should be increased according to be able to build Rapid Transit and accommodate inflation.
 - 4. Be based on what the city can afford.

Based on your answer above, answer the matching question(s) below.

If you chose 1,

a) How should the extra money be spent?

- Bike paths, sidewalks, transit, improving transportation, choice.
- On Rapid Transit with bike paths.
- Commit to Phase II of Rapid Transit to the U of M. More buses.
- Bus Rapid Transit, Increased Transit service, increased Active Transportation spending, community centres.
- Concentrating on reducing sprawl and encouraging growth within the parts of the City already developed, especially those on expanded Rapid Transit system and Transit-oriented development.
- Extending the Southwest Transit Corridor to make it viable.
- Completing the second phase of BRT (LRT yes, but let's get something started and move from there).
- Rapid Transit.
- Improving transit in dense neighbourhoods.
- Rapid Transit.
- Bus Rapid Transit was already approved and started. It should progress now.
- Bringing existing roadways into a state of repair and building Rapid Transit and AT infrastructure to reduce or at least cap demand on those roadways.
- Maintain existing infrastructure, especially those that directly benefit public good.
- Children and youth: via infrastructure/community centres, Rapid Transit/non-profits serving children/families. Environmental issues → recycling, composting, grants for green projects.
- Spend the money on our roads, bridges, but also on new development - make Winnipeg a place people want to live in, work in and visit. Look at the skylines of Calgary and Vancouver - they're constantly in flux. We need to rejuvenate our city - it's becoming stale.
- Fixing roads, water mains and community centres.
- It should be doubled.

- Addressing the infrastructure deficit on existing streets, lanes, paths and sidewalks in poor condition.
- Make Winnipeg the bike capital of Canada. Safer crossings and paths, and more of them.
- Rebuild roads and back lanes. More money for transit. Fund parks, community centres, after-school programs for youth.
- West End communities road and lane repairs.
- Make sure that all new projects include active transportation as part of the plan. Not just in word but as a priority. Don't stop what has been started this past summer and make sure that it is maintained and that drivers & cyclists are educated in how to use what has been built.
- On community clubs for kids in the inner city to give them healthy activities instead of committing crimes. Fix our roads.
- Road projects to improve traffic movement.
- Replacing community centres that cannot be repaired (e.g. new Bronx Park centre).
- Fire hall replacement.
- Building infrastructure that makes traveling and living in this great city easier. One issue is creating a direct route from downtown to Regent Ave. Another is repairing the Main street underpass at Higgins. Another is removing all the bars, walk-in clinics and pawn shops from the stretch of Main between the underpass and Selkirk.
- Upgrading the city's most busy intersections, wither improving traffic flow or building interchanges where possible.
- Improve the condition of city streets. Improve traffic flow (not with bike lanes).
- Community centres & roads.
- On completing the current Rapid Transit corridor for reasons listed above.
- Reliable & sustainable water supply.
- Separation of sewage from gray water in waste recycling; storm sewage to be returned to river system; raw sewage to be treated in upgraded facilities."
- Update on roads, bridges.
- Covered walkways, innovative solutions to the streets renewal, better address signage everywhere, transportation and parking options, permitting development of city owned property into smaller seniors housing complexes, installing smaller pools connected to community centres/schools for multi age access.
- Bike paths, Rapid Transit, better pedestrian access.
- Increasing capacity on major routes and regional streets through redevelopment with the next 15 to 25 years in mind and build as many kilometers of light rail or bus Rapid Transit corridors as possible.

- b) Where would the money come from? (raising taxes or utility rates, user fees, securing funding from other levels of government, increasing debt, a reprioritization of spending, etc.)
- Raising business taxes and securing funding from other levels of government.
 - Raise taxes, user fees for roads (like those living outside the city who commute in), user fees garbage, reprioritize spending away from new roads.
 - Maintain existing roads.
 - Redirected any saved money to bike commuting paths, Rapid Transit, stabilize river banks and maintain public parks.
 - Securing funding from other levels of government.
 - Not: increasing debt. Increase user fees/ utility rates only if providing subsidies for low income folks.
 - Accepting federal and provincial dollars earmarked for Rapid Transit property and business taxes.
 - 1. Reprioritization of spending: less on new roads at the edges of the City and move on projects in already developed area or, transit oriented development, etc. and 2. New fees or taxes that would help promote a shift in new development in the inner city and developed parts of the city. For example, a tax on parking spaces on surface parking lots outside downtown. Cheap parking at big box stores or suburban shopping centres tip the balance against retail and services downtown.
 - Raise property taxes, consider a municipal gas tax similar to Montreal, Vancouver, Victoria tax or parking spaces, paid curbside parking directed into parking improve districts plastic bag tax. Payments in lieu of parking.
 - Raise taxes already. Enough with the freeze on property taxes. How can a city function without taxpayers playing a key financial role? It's not possible.
 - User fees, an inflationary raise in property taxes, and trying to secure funding from other levels of government.
 - Raising taxes. Taxes in this city are incredibly inexpensive compared to other cities.
 - Modest increase in property taxes and seeking additional funds (e.g. matched funds for individual projects) from other levels of government.
 - Increase utility rates.
 - Securing funding from other levels of government. Reprioritization of spending.
 - Securing funding from other levels and a reprioritization of spending.
 - Raising taxes. I would like to see a municipal gas tax as used in Montreal, Vancouver, and Victoria.
 - I'm all for user fees, especially when it comes to infrastructure. Stop subsidizing the personal & wasteful use of the automobile. This will help reduce the dependence and habit of using the auto for every trip and will have a significant impact on the health and attractiveness of our city to outsiders.
 - Utility rates have been increased for water sewer each year so that has been done.
 - A small tax increase 1% to be directed to infrastructure).

- Private-public partnership funding of road developments
- In this order:
 - 1- lower expenses - too much WASTED money
 - 2- re-prioritize spending
 - 3- funding from other levels of government
 - 4- user fees
 - 5- increasing debt
 - 6- raise taxes
 - 7- utility rates
- A tax on purchases of new automobiles.
- Raise taxes / reprioritize spending. (All major projects should be approved by referendums so you get real input from the public not through interest groups.)
- Raising taxes, registration fee on vehicles, increasing debt.
- Securing funding from other levels of government. A city-wide sales tax. Don't raise property taxes.
- Charge higher drivers license premiums to those drivers with more offences
- User fees & raising taxes.
- Using increased tax revenue from developments resulting from the existence of a Rapid Transit system. Securing funding from other levels of government for Rapid Transit. (like many other Canadian cities).
- Reprioritization of spending, user fees, cooperation within city departments.
- Gas tax, raising taxes, re-prioritization of spending.
- Raise taxes, funding from province and federal governments
- User fees must be increased. Taxes should be reflective of the services provided as well as the facilities in the given community. Snow clearing of streets and feeders should have a levy added from the distance to downtown. A freeze of new subdivisions to be implemented immediately. Areas need to be developed to help pay for their cost of maintenance.
- Increased property taxes for new and existing suburban single family properties and user fees

If you chose 2,

- a) What capital works should be reduced or deleted?
 - New suburban roads.
- b) Where should savings be redirected?
 - Existing infrastructure.

If you chose 3,

- a) If you feel that overall spending should stay the same, do you feel there should be a shift from one area to another?
- I suppose, as needed.
 - As no info was provide, shifting what from where? I assumed that there would be no shifting and it would be status quo.
 - Need information.

Do you have any suggestions on how to improve the delivery of the capital program (design and construction methods)?

- Study the Rapid Transit system build in Edmonton and get on with it.
- Prepare land development plans; prepare a transportation plan; prepare a parks plan; prepare a Rapid Transit plan; prepare land drainage, sewer, water plans.
- A unified public consultation voice in the city. We need to create a culture of public consultation in Winnipeg so that NIMBY's voices are lessened and there is greater public understanding. The public also needs to realise that there is an additional cost for a certain level of infrastructure service.
- Advertise community consultations en masse!
- I'm not familiar enough with it to have any suggestions.
- Hold companies contracted to do the work more accountable.
- Make sure that new developments follow a complete streets model that encourages sustainable transportation.
- Look at what is being done in other cities and choose things that have already proven that they work.
- Kill the bus Rapid Transit corridor and entire idea.
- Start a night shift of construction workers so that any projects that are of a longer duration get done quicker. McPhillips Ave comes to mind.
- Also especially when Kenaston gets worked on, the traffic gridlock will be frightening.
- Improved estimates must be made. A strong draft project scope is needed at the start of each project. This may allow for more accurate cost estimation. Increasing use of geomapping may allow services at or along a project site to be better mapped to reduce unforeseen costs. Trying to get a clear acceptable/not acceptable message at the outset.
- Public-private partnership seems to be a good, effective way at this point of replacing infrastructure... increase the frequency of these deals as long as the costs end up being lower than other methods.
- See last question. (All aspects of a project should be open to the public through organized referendums.) (You might actually engage the public and get some good ideas if you have to get people to vote for options.)
- Provide incentives for contractors to finish projects early that cause congestion.
- Webcasting consultation forums... make it possible to submit questions over the internet.

- Design and construction methods for Rapid Transit are well-known all over the world. Just study them and get going. Winnipeg should follow through with bus Rapid Transit (on dedicated corridors) and then convert to light rail when the population, finances and developments make it feasible.
- Full disclosure on capital expenditures; who are the major contractors & what percentage of the capital budget is attributed to supporting new development over continued maintenance of existing infrastructure.
- Full disclosure of the real cost of developing property and not the 'hidden' long term debt strategy to cover the infrastructure costs."
- More private-public contracts with guaranteed cost limitations. Less state of the art and more basic service standards, better succession planning when staff are retiring - flexibility of work. Develop better methods of gaining census information for projections of all aspects of population change.
- no
- Contracting services of this nature should attempt to secure local firms first. (bids open to Winnipeg firms) This is good for the local economy. Roads need to be better designed to withstand our climate and geography. No new roads until we can pay for the maintenance of our current ones.
- Internal processes require transparency, there is a lot of talent within the city; recognize, value, develop and utilize this talent, consult externally only as required; stay away from lowest bids on tenders unless they really have value.
- Increase capacity on major north/south corridors over the Assiniboine and creation of an east/corridor near downtown.

Additional comments:

- With expansion of CentrePort, the existing roads will have to be improved. I.e. Sturgeon Rd and Saskatchewan Ave. Bike paths and sidewalks, as well as paved shoulders should be included in any improvements to roads. Access to CentrePort should be available to different modes of travel, cycling and transit.
- Priorities; Active transit pathways, community centres, parks, riverbank stabilization, Rapid Transit. All directly related to preserving public space, safety and stronger healthier communities.
- Building an effective Rapid Transit system is the single most positive way to improve Winnipeg (or any city). It acts as a catalyst to sustainable, more dense development. It benefits the ecology, saves money on expanding of road systems. Large numbers of people can be moved to and from major attractions such as hockey games, football games, The Forks, parades etc. It improves the City's image.
- It is a serious concern that in the 5-year plan there is not mention of Transit. Winnipeg needs a long-term strategy as Rapid Transit is critical for city liveability, dealing with greenhouse gas initiating and potentially rising gas prices.
- Surprised that there appears to be no provision in upcoming budgets for continuing to construct a Rapid Transit system. Rapid Transit needs to be put back as a high priority,

especially because it is a way of 1. bettering the quality of life of citizens and 2. creating long-term savings for the City by shifting development energy in the city from sprawl at the edges to transit-oriented development or redevelopment in already developed parts of the city, especially downtown and the inner city. Some taxes need to be increased, including the property tax that hurts those with lower incomes less than increasing user fees on water and sewer and recreation. I encourage more creative use of the tax system to make it more attractive to develop/redevelop in the inner city and less at the fringes. The city needs to find more ways to partner with other levels of government and the private sector to build more affordable housing, especially rental housing. The city and province are not taking sufficiently into account increased immigration to the City and the housing crisis which we are already beginning to experience.

- Would like to see Capital spending concentrated towards the inner city.
- Better cost/benefit analysis.
- Good work everyone! Keep it up!
- Spend on existing infrastructure first and infill projects second; new development outside existing developed areas will lead to increased infrastructure costs in the longer term.
- If the condition of our streets gets any worse, we will reach the point of no return where it will be far more costly to correct.
- The implications of not dealing with it are not just financial, our image is at stake.
- Developing active transportation will make Winnipeg a more liveable and attractive city to live in. Make a commitment to encourage people to be less dependent on the automobile and you will reduce future infrastructure costs.
- Make fiscal responsibility a priority. There is enough money, it just needs to be allocated properly. Don't use it on frivolous stuff like planters, catered dinners, the new helicopter and the proposed stadium. Put that money towards the kids and recreation facilities. Make children a priority.
- Let the Bombers pay for the stadium themselves. Put more officers on the beat downtown. We have a horrible situation with crime - be part of the social solution, don't just use a big bright flying band aid to cover the root cause of the problem.
- Hard to answer or give comments when there has not been any information provided in this survey to digest financially. A link would have been helpful.
- This is the main reason why I or maybe others haven't participated in this survey or meetings, because the depth of knowledge needed here, is huge and this is over my head. (I'm not afraid to admit that either.)
- Have to realize that this will never end, fixing our roads etc. Can't please everyone.
- Need to set a set priority like in transit and do not waiver. The citizens need to see action here, not complacency, as we have to move ahead.
- Can't do further expansion of this city until we fix what we have. Citizens get annoyed they move out of the city, and how does that help property tax revenues?

- This city should not be wasting money on building a substandard stadium (it should have a full roof so it can be used year round (seating not just the field).
- I am a graduate of the U of M and live within walking distance of the existing stadium as such I have several reservations about the decision to proceed with this project.
- 1) I do not think the new location is a good fit there is not enough parking and the existing infrastructure will not support the extra traffic.
- 2) I seriously doubt that the city will be able to find a developer that will be able to develop the existing stadium site. (This part of the city does not need any more retail, I doubt that it needs more office space in this location and there is already a large amount of unused or dilapidated industrial capacity in St James Brooklands).
- 3) As a resident of the northern half of the city (and a Bomber season ticket holder) I have grave reservations.
- Why does the City of Winnipeg continue to ignore the November 2008 City Auditor's report that recommended that major capital projects have a cost-benefit analysis to assist in determining which projects have the most merit?
- Why does the City of Winnipeg continue to see expansion of the regional street system as the primary way to deal with congestion? Much more emphasis should be placed on 'Transportation Demand Management' (TDM) to reduce or delay the need to expand the regional street system. The savings can be reinvested to fix the streets and other infrastructure we already have.
- The background for the capital budget survey ignores that a major challenge the City of Winnipeg faces is the need to reduce GHG emissions. This has major implications for decisions about transportation capital projects since transportation is one of the largest sources of GHG emission in Winnipeg.
- The city needs to get serious about Rapid Transit. No more dithering. Get a plan and stick to it.
- Since I chose "4. Be based on what the City can afford". I should provide some context. First, Capital Budget allocations should never be spent on general operations and maintenance (okay, except for true emergencies). Second, we need to reinvest in our existing assets on the basis of life-cycle analysis. Third, we should invest in new infrastructure on the basis of plans. These plans (principality Plan Winnipeg and secondary plans, but also transportation plans, transit plans, parks plans, land drainage plans, etc.) Need to go further in expressing priority actions, time curves for implementation and ballpark costing. And, yes, obviously when the province and feds mandate capital investments the City has no choice but to play along. But wouldn't the City be in a better position if it could lead the way by expressing its own Capital Budget priorities, based on planning its own future?
- It is really unbelievable that the continuation of the present Rapid Transit corridor is not even on the five year budget projection. The current project is not long enough to make a big difference and will get negative reactions because it is not long enough to convince commuters to leave the car at home.
- More transparency in the contractual agreements between city & provincial governments and the private sector.

- Annual audits by independent sources as to the contractual performance of developers and all sub-contracted services and the publication of these reports.
- How much of the annual infrastructure budget is attributed to supporting development of new property over sustained maintenance of existing.
- How does the selection process benefit the few and the expense of the many.
- What are the terms and conditions that developers must comply with in converting surplus city property for commercial private use.
- Priority must be given to supporting existing infrastructure requirements over development of new property."
- Thank you for the opportunity to participate.
- Rapid Transit (LRT, underground in downtown) should be the main project for the next 10 years.
- Refer to plan Winnipeg or its replacement, stay with the concepts captured through public consultation, this city has such potential which is lost time and again when it caves in to developers or special interest groups - the recent round of ill-conceived bike routes being painted onto streets is a good example, so is the notion of big box stores and all the wasted concrete of parking lots and people driving from one side of a parking lot to another because the distances between the big boxes are too big and its too cold here.



Comment Sheet

1. Can you offer suggestions for improving the capital budget consultation process?
 - Larger email notice.
 - If you are going to "consult", then please respect the ideas that came out, (example; with Speak-up Winnipeg, impression that the process was not sincere even though the process could have been very meaningful). Perhaps re-think how you invite and publicize the events so that people will come.
 - If there are only 23 people total than have everyone introduce themselves (rather than only municipal representatives who are introduced).
 - Hold meetings at community centres.
 - Publicize the consultation meetings.
 - Not sure of how public was notified - heard from Jenny Gerbasi who is City Councillor for the area where I work.
 - More throughout the city. For example, ask each councillor to hold meetings in his or her own ward.
 - Have some debates among councillors in the weeks leading up to the consultations in order to stir up more interest.
 - Publish results.
 - Demonstrate the connections between plan Winnipeg and Capital Budget priorities. Show that the City Winnipeggers want is reflected in Capital Investments. Make these connections clear and you'll likely see more than a dozen attendees.
 - Seeking public feedback is a good start. Continued web presence is a must. Also is disclosing the results of this survey, and letting us know how our input made a difference.
 - Radio, TV and newspaper ads.
 - Not promoted well enough to the average citizen. Councillors should be more active in reaching out to their constituents.
 - Hear submissions from groups before making the final decisions on the budget.
 - When it involves a lot of money, there should be a referendum, or public vote, held to ensure that's what the citizens of Winnipeg want.

- A better advertisement to this survey may help. I found out about it from reading one of the local regional papers and had no idea about the public consultations. Increased access to this survey may get more input.
- More publication of times etc.
- You need to advertize this process more effectively I did not find out about the consultation hearings until after they had concluded.
- Provide more background info for citizens so we can see how much the City of Winnipeg spends on a per capita basis for various categories of capital projects relative other cities in Canada.
- This survey was a good idea. Whoever came up with this idea should get to come up with more of them.
- Having Councillors actively consult with their constituency would be nice.
- Publicize the meetings more.
- Not at this time.
- Without seeing the end, I hope I can print what I have just presented.
- Full description should be made in the public newspapers and notice (short description) on radio and TV. Ongoing City of Winnipeg website forum.
- The online survey and info on the website is an improvement, thanks.

2. Would you participate again if called upon in the future?

- Yes (42)
- If (and only if) this process legitimate and sincere.
- Possibly
- Yes, if I was given more information to digest before hand. This is a poorly done survey and it's not fun drifting here.
- Preferable electronically as I work full time and my evenings are seldom free.
- This is a survey, (optional) you do not call on people to fill it out you advertise it.
- Happily
- Maybe
- Absolutely.
- Will just follow and comment on own.