

**Profession:**

I'm a semi-retired small business owner. I've been in general contracting for the last 15 years, home building and commercial/residential renovations. I have a background in sales & marketing, strategic planning, and energy efficient lighting and building systems.

**Education:**

After leaving high school, I began my professional life working for others at first, then setting out on my own. I have owned several successful businesses. I believe in life-long learning so I continue to educate myself in a number of fields that are of interest to me.

**Short Biography:**

I was born and raised in Edmonton, Alberta, I came to Winnipeg when I was eighteen. I am a professionally certified ballroom dance instructor, I owned and operated a dance school downtown. I have done some acting, coaching hockey, choreography and dance competitions. I have five children and five grandchildren with another on the way. I've lived in Fort Garry for the past 10 years, I am interested in my community, social justice and get involved when I can assist. I enjoy spending time with family and friends. I have a wild tree farm near Richer, Manitoba.

**Why did you decide to run for office?**

I want to make a difference by advocating a change in our civic governance structure to eliminate the Executive Policy Committee (EPC). The EPC functions as the mayor's "cabinet" and creates a two-tiered system where half of city council is involved in very substantial policy development processes and the other half isn't which makes our mayor the most powerful of any in Canada. I want the residents to have a strong voice and equal representation because any other form of governance is not democratic.

**What are the biggest issues facing your community?**

Property crime in parts of the community, road repair, infill housing by lot-splitting has been a problem and some community clubs need maintenance and repairs. Businesses are thriving although some are having difficulty

with construction and there are some issues with parking. Fairly heavy congestion on the main routes.

### **What is your position on reopening Portage and Main to pedestrians?**

I believe it should remain closed to pedestrians for safety reasons, particularly during winter months, the traffic gridlock and the cost. The rush hour gridlock will force us to spend \$5.5 million more to bolster Winnipeg Transit's fleet to accommodate rush-hour delays. The consultants hired by the city to plan the design say that keeping it closed "conflicts with the walkable neighbourhoods where we crave to live and the areas we seek out as tourists, Portage and Main should be a similar haven". A university professor said, in part, "there would likely be barrier changes, a redeveloped median and a concerted effort to make Portage and Main a place where people want to linger". I am quite certain that people should not be encouraged to linger in or around a busy intersection and as a Winnipegger I know that if there is an accident, a stalled vehicle or other problem at Portage & Main it impacts our entire city's commute. Just view pedestrian traffic crossing Broadway & Main or Hargrave & Portage to imagine the delays at Portage & Main. The Forks is the place to gather and linger, not a major intersection, unless it is for an impromptu public celebration or public demonstration.

### **What should Winnipeg's plan be for the future of public and active transit?**

Right now we need to implement better overall route scheduling, new feeder routes, more buses, a frequent service network, free passes for all students, seniors, persons with disabilities and low income earners upon application. Fund and maintain our core-transit service and implement measures to ensure safety for drivers and passengers. Secure adequate operating and capital funding from the province and apply for other federal transportation infrastructure programs. In future, I believe a combination of light rail and electric bus service routes (feeders & frequent network/rapid routes), with regular reviews and upgrades as needed along the way. Active transportation appears well funded, much has been done and council is being asked to approve funding for the Pedestrian and Cycling Program of \$5.4 million in 2018 (+2.5M), \$5.4 million in 2019 and \$5.4 million in 2020. I believe that the city needs a green-space master plan

which can incorporate the active(walking)routes, we have to consider our inclement weather that does not reasonably or safely allow most people to bike in the winter months. There are many parks that can be used for winter activities. The city has trouble snow clearing roads & sidewalks, I'm concerned that a plan to clear active transportation walkways and separated bike lanes will have to be formulated or if not cleared, simply closed for the winter, much like the river walk in the spring. The city needs to rethink our priorities our roads must be fixed and better maintained. Numerous studies confirm that the number one cause of road fatalities and serious injuries are poorly maintained roads and bridges, including engineering design flaws, so fixing and maintaining our roads is priority one.

### **What actions should the city take to progress toward reconciliation with Indigenous Canadians?**

I believe that our city needs a sixteenth seat on council for an Indigenous councillor (at large)to be elected by Indigenous residents of Winnipeg. This will give our Indigenous residents a seat at the table, he or she would be privy to all reports and policies and would also be the person to speak on indigenous issues and initiatives. I believe in and will advocate to implement a program for Indigenous peoples moving to the city from the North and other remote communities that is similar to those available to newcomers but with a culturally appropriate focus. Ensure that the city agrees it has a duty to consult Indigenous people on city plans that may impact historical or natural areas of significance to Indigenous peoples.

### **How can the city tackle growing problems with drug addiction?**

This month, the city created the Crystal Meth Crisis Task Force, to be made up of experts in addictions and trauma, and representatives of Public Health, Public Safety, the Public Service and Elected Officials that will compile a report in 90 days. The report will provide a detailed analysis of the crisis, review best practices of other jurisdictions that have dealt with addictions, consult with frontline workers, community-based organizations, health & social agencies to devise a concrete plan to deal with the crisis and trauma suffered by individuals, families and the community. I believe the task force is a good start. I believe the city must compel the province to

do its share in this crisis, we need treatment facilities and we need resources to address the root causes of the crisis.

**Tell us about something you've seen in another city that Winnipeggers should consider implementing here.**

Proper traffic engineering standards which include appropriately timed yellow lights & 1-2 second delay timing after red at some wider intersections. For instance the lights at St. Mary's Road and Bishop Grandin turn red before you are able to safely clear the intersection even though you entered as the light turned yellow. Our city has the lights timed for 4 seconds at every intersection whether the speed limit is 50 km or 80 km. Any reasonable person understands that the stopping distance is not the same when you are travelling 50 km as compared to 80 km. Let's not forget that the reason the yellow/amber light timing is important is that it is meant as a warning that the light is changing and to safely clear the intersection. I have many ideas that I will add.