14 June, 2024

Executive Policy Committee
Mayor Scott Gillingham
Councillor Browaty
Councillor Duncan
Councillor Lukes
Councillor Mayes
Councillor Rollins

Concerning: Consultation regarding Transit Master Plan, Wolseley, Buses 10 and 28

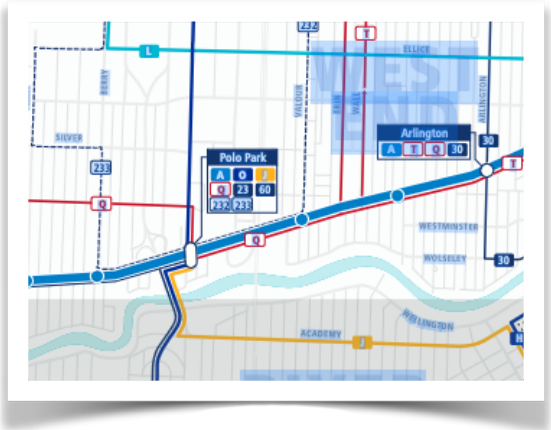
Dear Elected Representatives,

I was pleased to hear that Winnipeg Transit is undergoing a major revamp. It is much needed and will be appreciated by many of us who support Transit throughout Winnipeg. The challenges identified in the MasterPlan are accurate and the Network Goals are exciting.

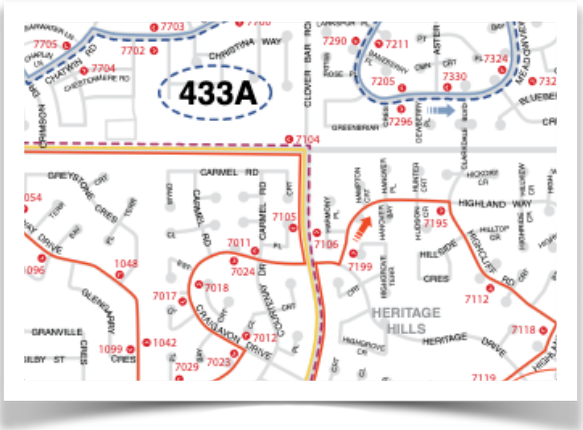
I hoped there would be consideration of making Winnipeg Transit a more attractive option than driving. I hoped the plan would result in something like I experienced in Sherwood Park, Alberta with a small feeder bus within minutes of homes to make it easy to connect to the main bus routes throughout the City.

Unfortunately, making transit choices more attractive and accessible does not appear to be the result In Winnipeg even though these are some of the Network Goals. A quick screen shot of the proposed plan for Wolseley shows that at the east end of Wolseley, there will only be bus service only on Arlington.

*Proposed Wolseley Screenshot*




Sherwood Park Screen Shot



Like many, I would appreciate a conversation to understand how this determination serves our neighbourhood more effectively and more accessibly.

Not many years ago, bike lanes were installed on both sides of Westminster Avenue. This decision has limited traffic in both directions and created an unsafe bottleneck at Westminster and Maryland. I attended “consultation” sessions for this plan and unfortunately discovered they were not consultations but presentations.

Recently, Wolseley Avenue has been designated a greenway. Were different City departments working collaboratively? It would seem one street, Wolseley or Westminster, should be operating as a Greenway and the other as a regular residential street. Now we have Westminster reduced to traffic flow and the Wolseley greenway with a bus running on it 7-8 times per hour. Again, like many, I would appreciate a conversation to understand how this decision is determined to be the best option.

Consultation is time consuming and can be difficult to collate and effectively integrate into plans. However, our elected representatives and the people working for the City have an obligation to undertake this work.

It appears the plan was developed with considerable systems expertise with the professionals from Stantec, Morr Transportation and Transit knowledge. I see a list of people responsible for Communications and Public Engagement. Was a User committee established to be part of these discussions? Systems and data analysis is a key component as is User Experience in quality design. As we now know, few Winnipeggers were engaged in the planning and certainly not given adequate time to respond to proposed plans.

Users and communities are key stakeholders. We manage our finances, our homes, we understand the need to make pragmatic choices. We need to be part of the planning.

I understand and wholly support revamping Transit in Winnipeg. I agree with your stated challenges and goals. Unfortunately though, while what Transit has proposed addresses these challenges and goals, it does so in a way that will increase safety risk, lower accessibility to transit options in some neighbourhoods, and create barriers to increased transit use.

Sincerely,



Angela Chotka Clark

cc  Counsellor Gilroy