To: Mayor Gillingham & the Executive Policy Committee:
Janice Lukes, Jeff Browaty, Evan Duncan, Brian Mayes, Sherri Rollins

Re: Report of the Standing Policy Committee on Public Works Dated July 11, 2024
Primary Transit Network Service Implementation Plan for Wolseley

The proposed transit plan for Wolseley, designed by Winnipeg Transit in 2021, does not meet the actual needs of residents of Wolseley in terms of accessibility and efficiency within the current architecture and context of our community. Wolseley has unique transportation needs as a downtown, residential neighbourhood, which is surrounded by major bus arteries and which includes a new greenway, innovative eclectic housing and local businesses, and a long history with transit.

The transit plan for Wolseley was developed and finalized without adequate consultation with the residents of Wolseley on what an efficient plan means for the people most impacted. Many of us in Wolseley support public transportation. We tried to engage with Winnipeg Transit and city councillors in a good faith process this Spring 2024 for a better shared solution. Nearly 500 residents weighed in, concerned about the impacts of a new high frequency bus route, and asking for a pause on the bus plan for more viable options. Strong, evidence-based arguments were put forward at the Public Works Committee meeting on July 11, 2024 by Wolseley delegates about these impacts on residents, and viable options to mitigate risks on the community.

As long-term residents of Arlington Street (30 years) on the proposed new transit route, we believe that the #28 transit route planned for Wolseley places unique, undue burdens on Arlington Street and Wolseley Avenue. This new thoroughfare will not meet the accessibility needs of many residents and will have serious impacts on the community as a whole. We have tried it and we have lived some of these impacts with a long history of the bus on Arlington that has had serious environmental and infrastructural impacts on our houses and roads. The bus plan compromises the vision of a safe, active, green community as reflected in the new Wolseley greenway that was recently approved by City Council.

The premise of high frequency and accessibility in design of a bus plan without considering the actual needs and impacts on community does not translate into efficiency or innovation. It does not serve, nor is it accountable to, the people it is designed for. The current, proposed Primary Transit Network Plan for Wolseley poses real risks to quality of life for residents of Wolseley and to trust in a fair, shared process of consultation.

We ask that you fully weigh the evidence that was presented on July 11th to the Public Works Committee and that will come forward on July 18th to you from residents of Wolseley to reconsider the bus plan for Wolseley.

Sincerely,

Dhiwya Attawar & Greg Tonn

Please consider the evidence and pause Route #28 in Wolseley for a better shared solution with the community.

- The #28 route will add 8 regular buses per hour in both directions to Arlington St. and Wolseley Ave. at more than peak times.
- The North – South Arlington grid line planned changes as it narrows into Wolseley – with 3 blocks of street facing houses, a corner store, a daycare, a bakery -- toward the river.
- The East – West Wolseley Ave. line on the planned grid is now a greenway with several schools. Adding up to 8 regular diesel buses per hour on even ½ of Wolseley is not green.
- Residents of Wolseley and those who live on the proposed #28 route are the most impacted stakeholders and deserve a say in what is an efficient transit plan for Wolseley.