Submitted: Wed, 06/11/2025 - 09:51

Personal Information

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I am writing about Agenda number 8, the Transportation Master Plan.

I am writing in support of the Transportation Master Plan 2050. We are at a crossroads in our city. Analysts project our city to reach one million people within the next decade. In this challenge, we must look at moving our city around in a more equitable, economical and environmentally sustainable manner. While not perfect, the Transportation Master Plan 2050, including the updated Pedestrian and Cycling Strategies provides a blueprint on how we can support our growing city, while ensuring we are utilizing our own resources more effectively.

We need to have an honest and clear conversation about how we get around our city. For far too long, our city has favoured planning that supports the automobile rather then people and neighbourhoods.

Winnipeg has its own unique challenges compared to other Canadian cities. We have the largest Indigenous population for a Canadian urban centre. We need to ensure that we are creating opportunities for equitable, and sustainable forms of transportation for citizen in our mature neighbourhoods, which often have a higher percentage of Indigenous Peoples, and visible minorities.

A recent Probe Research survey shown lower income Winnipeggers and those who live in inner city communities (i.e. Down Town, West End, North End, and Elmwood) identify themselves more likely to be consider climate change a top concern, according to Probe Research analysis. As a homeowner who lives in one of our inner city neighbourhoods in the Talbot-Grey area of Elmwood, I see the intrinsic value cycling has for many people getting around this area as a financially, equitable and environmentally sustainable way of getting around.

Transportation Master Plan 2050 attempts to address these by supporting improving our cities public transit and active transportation concerns. We need to improve our public transit frequency, (which the new Primary Transit Network System will work towards), as well as making public transit more financially accessible for those who face economic barriers. We need to finish our active transportation network to ensure people have access to further modes of equitable of transportation by walking, cycling, and micro mobility.

Again, while the TMP 2050 and Pedestrian and Cycling Strategies reports may have some flaws, I still think this is start to address ultimately the transportation equity, financial and environmental concerns are city faces as we reach 1 million people. I urge public works to not delay and support moving this forward.

Thank you

Adam Johnston