Submitted: Fri, 02/27/2026 - 19:23

Delegation information

Committee you want to address
Standing Policy Committee on Public Works

Agenda item you want to address (number and title)
3 and 8 (Transit Route Speed Reduction and Speed Limit - Arlington Street from Portage Avenue to Wolseley Avenue)

Support or oppose recommendations
I support the recommendations

Submit comments in writing checkbox
Submit comments in writing

Comments
I was pleased to see that the concerns of Arlington Street residents are starting to be addressed. Slowing the speed of buses along the street between Portage and the Wolseley Greenway will hopefully begin to mitigate some of the negative impacts (house shaking, noise, liveability, safety) that residents have experienced since the new Transit routes were implemented last July. I was particularly relieved to see that Transit had used a radar gun to confirm that buses had indeed been going much more than the permitted 30 km/h (and sometimes above 50 km/h), as residents have been saying. Given that the existing speed reduction order has not yet been very effective, with many drivers ignoring the speed restriction, I hope that the additional measures (reminders for drivers) will be fully implemented alongside increased vigilance by Transit. This will be especially important once the routes start running after midnight, when most people are trying to asleep. Ridership data show that very few people get on and off the bus at stops within the heart of Wolseley (to date, the maximum daily average has been 12-15 people during weekday peak mornings and peak afternoons and under 1 person on daily average at most other times), so drivers are probably encouraged to speed along. But they must slow down even if they are not picking up or dropping off passengers. We will continue to monitor the situation, but very much appreciate that some changes are coming.

Given that Transit will be going at the slower speeds now, it only makes sense to expect other traffic to do the same. We are a narrow residential street carrying an oversized

transportation burden for the benefits of others and reduced through-traffic might balance out some of the other negative effects.

Public engagement (optional)

I consent to being contacted to participate in potential public engagement related to this matter.
Yes

Personal information

First name
Margerit

Last name
Roger