To whom it may concern,

I am writing in regard to item #5 (Neighbourhood Greenway Reduced Speed Pilot Results and Recommendations, and item #6 (Enhanced Summer Bike Routes) on the report of the Standing Policy Committee on Public Works Dated March 7, 2023.

On Monday, major news publications around the world published news of a report by the International Panel on Climate Change that clearly indicated that humanity is already experiencing the severe effects of a changing climate and that we are running out of time to lower emissions to prevent the crisis from deepening. The report highlights that humanity already has the tools to lower emissions and that with a concerted effort made by people and elected officials that we can reduce our emissions to net zero and maintain a habitable global climate in the coming decades. The United Nations called on all levels of government to act on everything, everywhere, all at once.

The United Nations and the World Health Organization have identified 30 km/h speed limits as one of the key tools to reduce greenhouse gas emissions in urban environments. Lower vehicle speeds reduce tailpipe emissions for those operating motor vehicles (by reducing the amount of acceleration and deceleration done on low-speed streets) and lower vehicle speeds are associated with higher numbers of people actively commuting which reduces overall transportation emissions. Lowering vehicle speeds has a positive impact on transit use as transit is usually accessed via active transportation.

Ultimately, Winnipeg needs to reduce the default speed limit to 30kmh to allow for active transportation on all residential streets that do not have separate bicycle and/or pedestrian infrastructure. In the meantime, building out a network of low traffic, low speed streets is a good place to start making our communities safer and more comfortable for active commuting. Completing our bicycle network will help Winnipeggers choose low emission modes of transportation and completing it can be cheap as we've already built much of the infrastructure that can be used to create comfortable, low speed, low traffic environments where people can ride their bikes safely and confidently. As highlighted in the report, neighborhood greenways represent hundreds of kilometers of Winnipeg's bike network and without them, it will be impossible to build a complete network for people to actively commute. 30 km/h or lower speed limits are internationally recognized standards for spaces where people on bikes share space with people in motorized vehicles.

In terms of report #6 on the Enhanced Summer Bike Routes, please choose 30 kmh for these routes. That is the internationally recognized safe speed for routes designated for riding bikes and part of the recommendations from the public services on neighborhood greenways.

Supporting reports #5 and #6 is in line with policies that many of you have already supported. The public service's recommendation to lower vehicle speeds on neighborhood greenways is an important component of Our Winnipeg, Winnipeg's climate action plan, the transportation master plan, the Winnipeg Poverty Reduction Strategy and Winnipeg's award winning pedestrian and cycling strategy.

Please do the right thing and approve report #5 and report #6.

Sincerely yours,

Ian Walker (on behalf of Safe Speeds Winnipeg)