Letter of Support for Motion to Reduce Speed Limit

on Wellington Crescent

Winnipeg Executive Policy Committee – December 4, 2024

Dear Members of the Executive Policy Committee,

I want to first thank you for all the hard work you have done to make Winnipeg a safer city for vulnerable road users. While our cycling network is not complete, it's come a long way in recent years and that needs to be acknowledged.

I am writing to express my full support for the motion to reduce the speed limit on Wellington Crescent, from River Avenue to Kenaston Boulevard, to 30 km/h until a protected bike lane is added to Wellington Crescent.

As someone who lives in South Tuxedo, I often drive, bike and go jogging on Wellington as part of my commute and recreation. I often encounter vehicles speeding and when I'm on my bike, close passing.

The proposal to lower the speed limit is a prudent and necessary measure to enhance the safety of all road users, particularly pedestrians and cyclists. Research consistently shows that reducing vehicle speed limits to 30 km/h can significantly decrease the likelihood and severity of traffic collisions involving vulnerable road users.

A comprehensive study conducted by the World Health Organization (WHO) highlights that lower speed limits correlate with reduced fatalities and injuries. Specifically, the WHO's "Managing Speed" report (2017) demonstrates that a pedestrian hit by a car driving at 30 km/h has a 90% chance of survival, compared to a 50% chance at 45 km/h. These findings emphasize the critical impact that speed reductions can have on pedestrian and cyclist safety. Cities around the world that have implemented 30 km/h speed limits in residential and high pedestrian traffic areas have witnessed remarkable improvements in road safety. For example, the City of London introduced a 30 km/h speed limit in central areas, resulting in a significant reduction in casualties. A study by the London School of Hygiene & Tropical Medicine found a 38% decrease in road traffic injuries in areas with a 30 km/h limit. Many jurisdictions in Canada have already reduced their residential speed limits to 30 km/h or in some cases 40 km/h. On the topic of 40 km/h, I want to strongly discourage a half-measure. 40 km/h can still be an unsafe speed, and the evidence suggests that 30 km/h is a significantly safer speed to have as a limit in residential areas. Winnipeg cannot afford to reduce the speed limit to 40 km/h only to reduce it again to 30 km/h in another decade.

Given the compelling evidence supporting the reduction of speed limits to 30 km/h, I believe that implementing this change on Wellington Crescent will create a safer environment for all residents and visitors. Moreover, this measure will align with our broader efforts to promote sustainable transportation and encourage more people to choose walking and cycling as viable modes of travel.

Reducing the speed limit on Wellington Crescent from 60 km/h to 30 km/h needs to also include changes to our photo radar enforcement. I realize that this is a provincial matter, and that

Councillor Chambers wants to push the province to review the legislation, and I really hope that EPC and city council work to encourage the province on this matter.

In conclusion, I urge the EPC to approve the motion to reduce the speed limit on Wellington Crescent to 30 km/h. This decision will be a significant step toward enhancing road safety and fostering a more livable and inclusive community.

Thank you for considering my support for this important

Ryan Surowich