**Submitted:** Mon, 12/02/2024 - 15:13

# Delegation information

**Committee you want to address**
Executive Policy Committee

**Agenda item you want to address (number and title)**
Speed Limit Reduction on Wellington Crescent

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
I would like to submit my support for the lowering of the speed limit on Wellington Crescent between River/Stradbrook to the west end of its junction with Academy Road to 30 kph. This will provide a much safer option for this highly used bicycle commuting route. It will also benefit greatly residents both in the area and those that commonly use this area for recreational cycling and other activities. Further this represents a significant east west connection in the city's bicycle network.
Winnipeggers currently using Wellington are forced to mix with motor vehicle traffic. As someone that has used this route for over 35 years of commuting, it is noteworthy that it is far more comfortable and safe during the summer months when the speed limit is reduced to 30 kph. It is unfortunately also a commonly used alternative route for motor vehicles and many drivers exceed the posted limit. In addition, the volume of traffic using this route increases significantly in the fall when the speed reduction associated with the Enhanced Summer Bike Route ends. Adding to the issues related to speed is the inconsistency that changing the speed limit back and forth causes for drivers. My experience cycling along this route is that many drivers appear unaware of the changes and even in the summer months drive well above the posted limit. The inconsistency in the speed limit seasonally creates uncertainty for drivers and increase safety risks for everyone.
In the absence of cycling specific infrastructure along this entire route, this would be a good starting point. It would also build on twenty-plus years of city planning calling for the development of a cycling route along Wellington Crescent. Extending a 30 km/hr speed limit from River/Stradbrook to the junction of Wellington Crescent and the west end of Academy Road would provide a consistent speed limit along Wellington Crescent and reduce the amount of cut through motor vehicle traffic using the route. It would also align with policy and goals in the Transportation Master Plan 2050 related to both enabling active transportation and meeting our greenhouse gas emission targets.
With specific reference to the speed limit reduction on the portion between River/Stradbrook and Academy Road (at the Maryland Bridge), this would also benefit pedestrians as well. This area is densely populated and locations to cross this wide roadway at intersections are few. We have already experienced the death of one cyclist along this stretch of roadway this past summer and many other close calls. These are for the most part related to speed, because speed is always a contributing factor.
It should be noted that the Transportation Association of Canada guidelines for bikeway design recommend a speed of 30 km/hr along roadways where people are expected to cycle in a shared space with vehicles (pg. 34, chapter 5, Integrated Bicycle Design, Geometric Design Guide for Canadian Roads,

Transportation Association of Canada, June 2017).
Regardless of which of the many studies and references related to speed and the chance of death or serious injury you look at, 30 kph is the safe speed where vulnerable road users are mixing with motor vehicles. A risk of death or serious life altering injury of 10% at 30 kph versus 70 to 80% at 50 kph is an unacceptable level of risk. It should also be noted that even an increase from 30 to 40 kph results in a significant increase in the risk of death or serious injury. 30 kph is the safe speed. One loss of life is too many and the City needs to take action to reduce the speed limit on this stretch of roadway to improve the safety of the many vulnerable road users that frequently use it for transportation, recreation and in many cases simply live in the area.

# Public engagement (optional)

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

# Personal information

**First name**
Dave

**Last name**
Elmore

**Job title (optional)**
Member/Volunteer

**Organization title (optional)**
Safe Speeds Winnipeg, Bike Winnipeg