Bill Hamlin's Comments Regarding

Speed Limit Reduction on Wellington Crescent

Thank you for the opportunity to share my thoughts on this important issue.

Thanks to Sherri Rollins for her leadership on this issue in initiating this motion and thanks to Janice Lukes and the Public Works Committee their proactive thinking on how to implement this in a practical manner.

I am a resident on Wellington Crescent and use it regularly as a driver, cyclist and pedestrian.

I wish to express my strong support for a 30 km/hr speed for the entire length of Wellington Crescent (right to Assiniboine Park). I will speak to the specific Public Works Committee recommendations in my conclusion.

I also support the recommendations related to Omand's Creek. It is important to provide a creek crossing that is more accessible to everyone, that remains accessible during high water levels and that enhances and supports all of the current activities like tobogganing and river access for viewing, fishing, boating and winter trails.

However, I am primarily here to focus on making Wellington Crescent safer. A 30 km/hr for the full length of Wellington Cr is justified by a meaningful body of evidence.

- Studies demonstrate that accidents are far less likely to occur at slower speeds and when they do happen result in far fewer

serious injuries and fatalities at 30 km/hr than at 40 or 50 km/hr.

- Under the existing Enhanced Summer Bike Route Program, the speed limit is already reduced to 30 km/hr between May and October. There is no reasonable justification to drive faster during the winter months. Perhaps this assumes that cyclists, pedestrians and others are not on the roads after October. This is clearly not the case. In fact, Wellington Crescent is used much more heavily for active transportation in the winter than other streets designated as Greenways year-round.
- While a tragic event continues to be an important catalyst for action, this proposal is not reactionary. It a rational proposal that builds on more than 20 years on city planning calling for the development of a cycling route along Wellington Cr.
- A year-round speed limit of 30 km/hr across the full length of Wellington Cr would align with policy and goals laid out across a multitude of city plans and processes including:
    - Our Winnipeg 2045
    - Complete Communities 2.0
    - Pedestrian and Cycling Strategies
    - The Transportation Master Plan 2050
    - And many others
- In March of 2023, when considering the Enhanced Summer Bike Route speeds on Wellington Crescent, the Public Works Committee concurred with best practice and retained the 30 km/hr (rather than increasing it to 40 km/hr).
- This speed is also consistent with Transportation Association of Canada guidelines that recommend a speed of 30 km/hr along roadways where cyclists and vehicles share space.

- There have already been 3 related consultations/engagements for Wellinton Cr., most recently in association with the 2022 Enhanced Sumer Bike Route Program. Under that engagement:
    - More responses were received on the Wellington route than for other routes.
    - The suggestion is sometimes made that Wellington residents oppose reduced speeds… this is false. There are diverse views.
    - Under that engagement, a majority of residents were either satisfied or somewhat satisfied with the program.
    - The most common reason given for their level of satisfaction was that respondents **liked the reduced speed**.
    - I would also note that many of the submissions and delegations on this motion today, are from Wellington residents.
- My experiences as a resident, cyclist and driver under the Enhanced Summer Bike Route Program is that it results in significant benefits:
    - Traffic speeds are reduced and drivers are more attentive.
    - As a cyclist and driver, I feel safer.
    - More cyclists and pedestrians use the crescent.
    - The neighbourhood is significantly less noisy and more enjoyable.
    - Importantly. 30 km/hr did not significantly increase my driving times. The additional time for most trips it was a matter of a seconds. And to travel the full length of the crescent adds about 3 minutes. This is not a significant inconvenience to make my neighbourhood safer for everyone.

    - However, having the speed change during the year adds confusion and frustration for drivers and cyclists. Having one lower speed throughout the year would lead to clearer expectations and greater compliance.
- Winnipeg is a winter city.
    - I see more and more people using the crescent during the winter. This includes many students that I see and worry about during the busiest commuting times.
    - I have also witnessed numerous winter accidents especially where vehicles fail to navigate the many bends in the crescent. Having lower speeds would minimize these accidents and the potential to involve cyclists or pedestrians.
    - Once again, it does not make sense to increase the speed for the winter.
- While some drivers may choose to take alternative routes to avoid travelling at 30 km/hr, Wellington would remain a relatively quick and stress-free route.
- Limiting vehicles to one lane each way would greatly enhance safety in addition to lower speeds. Options like poly poles could be an effective interim measure to:
    - inhibit speed,
    - separate cars and bikes and
    - preclude passing.
    - This would be a significant benefit until more permanent infrastructure can be implemented.

With respect to the Public Works Committee's specific Recommendations:

1. I support the reduced speed limit on Wellington Crescent, from River Avenue to Academy Road, to 30 km/h.
2. I support directing the Winnipeg Public Service to report back to the Standing Policy Committee on Public Works with an interim solution to improve safety for cyclists. However, I suggest that 120 days is too long to develop a report on an interim solution. Within that time we should be able to have not just planned but actually implemented an interim solution.
3. I support the recommendation for the Winnipeg Public Service to working with community partners, including Bike Winnipeg, to support the prioritization of Wellington Crescent within the City of Winnipeg plans and priorities.
4. I support Winnipeg Public Service working with community partners, including Bike Winnipeg, to support targeted stakeholder engagement that includes potentially impacted fronting property owners.

In conclusion, an all-season reduction in speed is required now. There is a sufficient body of knowledge and adequate consultation has taken place to implement an interim solution.

Let’s make Wellington safer for everyone!

And let’s do it now.