Bike Winnipeg Submission

Executive Policy Committee

December 4, 2024

Speed Limit Reduction on Wellington Cr.

Bike Winnipeg supports the motion to reduce the speed limit on Wellington Crescent between River Avenue and Academy Rd to 30 km/h and to have the public service begin work on interim and long term designs towards the development of a safe, comfortable bike route along Wellington Cr.

This motion will provide for a consistent speed limit along Wellington Cr. now, something we think will provide an immediate improvement to people's safety and comfort along a key cycling route. Importantly, the motion calls on the public service to begin working on the design of interim measures that can be implemented in 2025, further enhancing safety and comfort until a permanent solution has been developed and implemented. We are grateful for the leadership shown by the city centre and public works committees in moving and passing this motion,

These steps to provide a safe cycling route on Wellington Cr **build on twenty-plus years of city planning calling for the development of a cycling route on the south side of the Assiniboine River**. In particular, this motion aligns with policy and goals laid out in the draft Transportation Master Plan 2050 to enable more active transportation use in all seasons through improved operations and maintenance.

Winnipeg has made a strong commitment to providing all ages, all season cycling routes, especially along what we have deemed to be the primary routes in our cycling network, such as Wellington Cr. This motion takes actions to implement existing and soon to be adopted plans, moving the city towards its strategic goals.

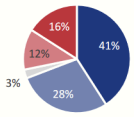
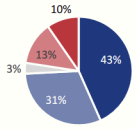
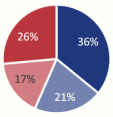
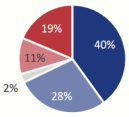
As the 2023 report on the Enhanced Summer Bike Routes shows, there is significant support for the seasonal 30 km/hr speed limit along Wellington Cr, extending this speed limit to four seasons is not that big of a change.

Satisfaction of the 2022 Enhanced Summer Bike Route by users, residents, and adjacent residents

Question: Overall, how satisfied were you with the 2022 program and its conditions on this street?

Key:

- I was very satisfied with it
- I was somewhat satisfied with it
- I was neutral
- I was somewhat dissatisfied with it
- I was very dissatisfied with it

Street	Overall	Users	Residents	Nearby residents
Wellington Crescent	Total responses: 575 	Total responses: 217 	Total responses: 53 	Total responses: 305 

It's worth noting that a portion of those who indicated that they were 'somewhat dissatisfied' have included a lack of enforcement of the speed limit. I think it's fair to say that those people are favourable to the speed limit reduction and traffic calming, but are dissatisfied by a lack of enforcement of those measures.

As a primary route in the city's bike network, Wellington Cr connects people to key bridges leading into Polo Park, West Broadway, and the Downtown from the west and south of the city, serving a large and growing number of people choosing to bike to their destinations. Winnipeg's climate and transportation plans call for the number of people walking and biking to double or triple during the coming years as a key part of our transition to a sustainable future. Wellington Cr will see a large influx of new riders in the coming years.

Tragically, the recent death of Rob Jenner as he biked to work on June 6th has highlighted the lack of cycling facilities along Wellington Cr. The shock of Rob's death was compounded by news that a teenager was injured in a collision on Wellington Cr in July. Collisions and near misses have been far too frequent on Wellington Cr. We need to see changes along Wellington Cr to ensure that a safe route is provided to all users of this critical route.

On a four lane road with an average of over 15,000 vehicles per day, people biking along Wellington Cr must mix with traffic. While people on bikes average 15 to 20 km/hr, vehicle speeds are set at 50km/hr, but often exceed that. This is not safe; we need to see actions taken immediately to improve safety along Wellington Cr.

Reducing the speed limit to 30 km/hr would put speeds on Wellington Cr in line with recommended speeds for roadways that lack separated cycling facilities, that is, roads where people on bikes must mix with motorized vehicles. For instance, 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).

It is important that we start working now on solutions to provide all users of Wellington Cr with safe, comfortable transportation options. Residents and through travelers alike deserve a safe roadway that provides separated travel for those on foot and bike, that provides safe crossing opportunities for those on foot and bike as well as those entering and exiting driveways and side streets with their vehicles. Most importantly, we need a roadway that encourages safe interactions between users at safe speeds. We want to see a roadway design where the prudent driver sets the pace of traffic on the roadway, something that is not the case now.

Finally, it should be noted that a redesign of Wellington Cr to improve cycling facilities will also offer an opportunity to improve conditions for people walking along Wellington Cr as well as those making use of transit on Wellington. Winnipeg's Transit Master Plan states that "bus stops need to be constructed in pairs, with safe, accessible crossings between them." (Transit Master Plan, pg. 68). Improved pedestrian crossings can be included in the reconfiguration of Wellington Cr, providing better access to transit and the growing number of condos and apartments along Wellington Cr.

There is a huge demand for walking and cycling in this neighbourhood. Improvements to walking conditions will be welcomed and will aid us in reaching our targets for increased walking and biking trips. Similarly, an improved roadway design that better accommodates left turns into driveways and sideroads would be welcome, and would help reduce weaving of traffic on Wellington, a known factor in collisions.

Arlington Street Bridge Over the CPR Yards Rehabilitation Feasibility and Preliminary Design Study

Bike Winnipeg concurs with the recommendation in the admin report to accept the preliminary design, and urge the committee and council to include funding for this project to the 2025 budget.

We will work with the public services planning moves forward on tweaks to the configuration of the approaches at Logan and Stella Aves to improve safety of the eventual designs.

While we would love to see plans for the removal of the rail lines and rail yards, and are thrilled that a study looking into the feasibility of such an action is underway, in the absence of any budgeted plans to remove the CPR Winnipeg Yards and mainline, the Arlington Street Bridge must be replaced to maintain access between the neighbourhoods.

Omand Park Pedestrian Bridge Replacement

Bike Winnipeg supports the recommendation for the Public Service be directed to proceed with the planning and design of the replacement of the Omand Park Pedestrian Bridge to be constructed no later than 2029.

Sincerely,

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