Speed Limit Reduction on Wellington Cresent

Starting at River heading west bound the traffic is always fast. Many vehicles turn south at Daly, Hugo, Cockburne or Dorchester. This causes traffic to quickly change lanes from behind these cars into to the curb lane where cyclists are riding. This section is not wide enough for "sharing" so these high-speed lane changes keep me from riding this section of Wellington as it feels much too dangerous. Cyclists also must watch for vehicles and delivery trucks coming out of the multi family buildings on the north side.

When traveling east, the south side intersections are oddly shaped, large, have multiple roads merging into them, which is difficult to judge traffic as many cars seem to "roll stop" instead of stopping so they can break into the fast traffic. The north side has multiple family living which has numerous entrances creating the same dangerous lane changes as I described earlier when heading West.

Additionally, all of this is happening on a long sweeping bend in the road where drivers can misjudge and veer in or out to where cyclists are riding.

Possibly compounding all these issues is that it is the first section of road where drivers can increase speed after leaving the slow area of the exchange district. It is also the end of what many call "The Wellington Highway" in the other direction.

Overall, there are so many intersections, entrances and exits on this stretch or road it is overwhelming trying to ride a bike on it. I have always avoided this dangerous section for these facts. My decision to avoid this section has been re-enforced by the tragic and senseless driver hitting cyclist incidents and many close calls, me included, reported by cyclists.

I genuinely believe a reduction in the speed limit and protected bike lanes will make this section safer for cyclists. It is great there is now a protected bike lane on River. I believe this protected bike lane should have been built on the Wellington first.