Agenda – Council – December 12, 2024

Report – Standing Policy Committee on Public Works – November 29, 2024

Item No. 4 Speed Limit Reduction on Wellington Crescent

STANDING COMMITTEE RECOMMENDATION:

On December 4, 2024, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Public Works, as amended, and submitted the following to Council:

1. That the Winnipeg Public Service be directed to report back to the Standing Policy Committee on Public Works in 120 days with an interim solution to improve safety for cyclists (ahead of a more permanent WalkBike design study for separated cycling infrastructure can be undertaken), to allow for consideration for initial implementation in 2025.

2. That the Winnipeg Public Service be directed to work with community partners, including Bike Winnipeg to support public engagement and prioritization of Wellington Crescent within the City of Winnipeg plans and priorities in the upcoming Transportation Master Plan 2050 and updated Pedestrian and Cycling Strategies.

3. That the Winnipeg Public Service be directed to work with community partners, including Bike Winnipeg to support targeted stakeholder engagement, focusing on potentially impacted fronting property owners.

4. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

Report – Standing Policy Committee on Public Works – November 29, 2024

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On December 4, 2024, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Public Works, as amended, and submitted the following to Council:

1. That the Winnipeg Public Service be directed to report back to the Standing Policy Committee on Public Works in 120 days with an interim solution to improve safety for cyclists (ahead of a more permanent WalkBike design study for separated cycling infrastructure can be undertaken), to allow for consideration for initial implementation in 2025.

2. That the Winnipeg Public Service be directed to work with community partners, including Bike Winnipeg to support public engagement and prioritization of Wellington Crescent within the City of Winnipeg plans and priorities in the upcoming Transportation Master Plan 2050 and updated Pedestrian and Cycling Strategies.

3. That the Winnipeg Public Service be directed to work with community partners, including Bike Winnipeg to support targeted stakeholder engagement, focusing on potentially impacted fronting property owners.

4. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

The following persons submitted communications in support of the matter:

- Mark Cohoe, Executive Director, Bike Winnipeg
- Atul Sharma
- Alexandre Poersch
- Jonathan McGavock
- James Colangelo
- Holly Poklitar
- Mike Troschuk
- Roland Sawatzky
- Cynthia Ratelle
- Sharon Kirk
- Brandi Smith
- Nicole Surowich
- Ryan Surowich
- Amelia Fay
- Erik Brommell
- Adam Johnston
- Ken Schykulski
- Emma Durand-Wood
- Corey Dyck
- Derek Ferens
- Kathrin Moncaster
- Dave Elmore
- Linda van de Laar
- Max Schreckenbach
- Kyle McAulay
- Nicolas Connor
- Marco Essig

Report – Standing Policy Committee on Public Works – November 29, 2024

DECISION MAKING HISTORY (continued):

EXECUTIVE POLICY COMMITTEE RECOMMENDATION (continued):

- Alex Penny
- Bill Hamlin
- Carol Manishen
- Kele Schreckenbach
- Christina López
- Julian Nedohin-Macek
- Brad Vrolijk

STANDING COMMITTEE RECOMMENDATION:

On November 29, 2024, the Standing Policy Committee on Public Works submitted the following to the Executive Policy Committee and Council:

1. That the Winnipeg Public Service be directed to reduce the speed limit on Wellington Crescent, from River Avenue to Academy Road, to 30 km/h.

2. That the Winnipeg Public Service be directed to report back to the Standing Policy Committee on Public Works in 120 days with an interim solution to improve safety for cyclists (ahead of a more permanent WalkBike design study for separated cycling infrastructure can be undertaken), to allow for consideration for initial implementation in 2025.

3. That the Winnipeg Public Service be directed to work with community partners, including Bike Winnipeg to support public engagement and prioritization of Wellington Crescent within the City of Winnipeg plans and priorities in the upcoming Transportation Master Plan 2050 and updated Pedestrian and Cycling Strategies.

4. That the Winnipeg Public Service be directed to work with community partners, including Bike Winnipeg to support targeted stakeholder engagement, focusing on potentially impacted fronting property owners.

5. That the Proper Officers of the City be authorized to do all things necessary to fulfill the intent of the foregoing.

Report – Standing Policy Committee on Public Works – November 29, 2024

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION (continued):

The following persons submitted communications in support of the matter:

- Dave Elmore, Bike Week Winnipeg, Bike Winnipeg, Safe Speeds Winnipeg
- Linda van de Laar, Registered Nurse, Saint Boniface General Hospital
- Skylar Greenslade
- Atul Sharma
- Gail Faveri
- Wendy Van Loon
- Walter Kleinschmit
- Nicholas Ewert
- Lindsay Somers, Executive Director, On Screen Manitoba
- Fabio Hofnik
- Kathrin Moncaster
- Paul Dixon
- Connor Neufeld
- Kevin Miller
- Nicole Molin
- Matthew Carvell
- Joshua Schmidt
- Steve West
- Bill Hamlin
- Mel Marginet, Green Action Centre
- Alex Penny
- Ann Loewen, Physician, Canadian Association of Physicians for the Environment MB
- Tim Fennell
- Alexandre Poersch
- Mark Cohoe, Executive Director, Bike Winnipeg

David Grant submitted a communication in opposition to the matter

COMMUNITY COMMITTEE RECOMMENDATION:

On November 18, 2024, the City Centre Community Committee passed the following motion:

WHEREAS tragic deaths and troubling near-misses involving both pedestrians and cyclists on Wellington Crescent within the Fort Rouge-East Fort Garry and River Heights-Fort Garry Wards demonstrate an unacceptable level of risk posed to vulnerable road users traveling along this stretch of road;

AND WHEREAS Wellington Crescent between Academy Road and River/Stradbrook Avenue currently has no cycling facilities, forcing people on bike to ride in mixed traffic along a roadway with traffic volumes and speeds where separation of people on bikes is recommended, stands as a major gap in the city's planned primary bicycle network;

Report – Standing Policy Committee on Public Works – November 29, 2024

DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

AND WHEREAS Wellington Crescent is used by a high volume of pedestrian and bicycle traffic, with an anticipated doubling of that volume by 2030 (City of Winnipeg Climate Plan);

AND WHEREAS a significant increase in bike traffic during the months that Wellington Crescent between Academy Road and Guelph Street operates as a seasonal bike route with a 30 km/h speed limit highlights the strong desire for a permanent, year-round low-stress cycling route on Wellington Crescent;

AND WHEREAS the City of Winnipeg is currently finalizing updates to the Transportation Master Plan and Pedestrian and Cycling Strategies, which are expected to go before Council in the winter of 2025;

AND WHEREAS Wellington Crescent is identified as a high priority pathway within the draft bike route priority map, highlighting the need for safety interventions;

THEREFORE BE IT RESOLVED that the Standing Policy Committee on Public Works be requested to direct the Winnipeg Public Service to reduce the speed limit on Wellington Crescent, from River Avenue to Academy Road, to 30 km/h until such time that a low stress, all ages and abilities cycling route can be provided along this route;

BE IT FURTHER RESOLVED that the Winnipeg Public Service be directed to work with community partners, including Bike Winnipeg to support public engagement and prioritization of Wellington Crescent within the City of Winnipeg plans and priorities in the upcoming Transportation Master Plan 2050 and updated Pedestrian and Cycling Strategies.

The following persons submitted communications in support of the matter:

- Hillary Rosentreter
- Gabriel Molin
- Corey Dyck, Director, MNP
- Rachael Alguire
- Jeffrey Hodgins, Fire Fighter, Winnipeg, Fire Paramedic Service
- Jason Ward
- Tyler Crichton
- Samantha Wiebe
- Hillary Siemens
- Noah Redden
- Alyson Betz
- Scott Murray
- James Watts
- Whitney Smith
- Aro van Dyck
- Paul Hagerman
- Cynthia Ratelle
- Kathrin Moncaster
- Max Schreckenbach
- Nathalie Kleinschmit
- Kevin Miller
- Michael Abon
- Julia Schroeder
- Dave Elmore
- Patty Wiens

Report – Standing Policy Committee on Public Works – November 29, 2024

DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

- Ian McCausland, Ian McCausland Photography
- Elise Candas
- Lex van Dyck
- Owen Preston
- Andrew Single
- Wendy Van Loon
- Atul Sharma
- Sharon Kirk
- Robyn Dyck, Meteorologist
- Mark Cohoe, Executive Director, Bike Winnipeg
- Steve West
- Erik Brommell

The following persons submitted communications in opposition to the matter:

- Tom Derrett