



October 29, 2025

Re: Public Works Report, Item 2: Route 90 Improvements - Taylor Avenue to Ness Avenue Value for Money Study Findings and Next Steps

Greetings Mayor Gillingham and city councillors,

Thank you for the opportunity to share our written delegation in regards to the expansion project for Route 90. At Green Action Centre, we promote sustainable practices in the home, workplace, and beyond.

We've reviewed the latest reports from the Route 90 Improvement Study. Since the last Cost-Benefit Analysis in 2024, we see that the benefit cost ratio has decreased further still (1.17 to 1.06) and that the overall projected benefit of the project has fallen by 50%. As 40% of the benefits in last year's report were attributed to time savings during construction it's clear that widening Route 90 is doomed to be a financial boondoggle. We recommend that city council:

1. Reject the recommendation to put this project forward to the budget process;
2. Reject the recommendation to spend \$5 million to expropriate land currently dedicated to housing;
3. Approve a motion supporting rehabilitating the existing infrastructure.

The current report recommends spending \$5 million dollars to expropriate what is currently housing (a tax base) in order to pave over it and maintain it forever (a liability). Worse, this recommendation comes as the city is grappling with a housing crisis.

Councillors are rightfully asking how it is possible for the city to have \$5 million dollars for land acquisition for a road expansion, when projects in their wards (with much better cost-benefits), remain unfunded.

Green Action Centre contributed to [this brief](#) on the Route 90 expansion project, based on the previous report for 2024. We note that many of the concerns raised in this brief remain unanswered and unaddressed. Most notably:

- the issue of induced demand remain unaddressed;
- the emissions reductions benefits account for just two days of emissions;
- city councillors are not able to evaluate the cost benefit analysis of widening the roadway in comparison to other transportation demand management strategies, such as rapid or frequent express transit, since such reports have never been considered or executed;
- current information to the public does not account for how the city will pay to maintain the increased infrastructure in its operating funding in the future;
- residents in the north end of the city are still grappling with the loss of the Arlington Bridge, as well as the end-of-life reality of the Louise Bridge, while this project will create yet another bridge for the south end.

In this time where the City of Winnipeg is facing so many critical challenges, we urge city council to move on from this idea that widening a short stretch of road for an exorbitant amount of money will move us towards our larger goals and vision in any meaningful way.

Now is the time to remain focused on projects that will move us forward toward our goals for mode shift, climate change, financial stability and equity, and to let go of projects from a bygone era of our past.

Sincerely,

Mel Marginet
Green Action Centre