Table 2, describes the intersections featuring 10 – 17 motor-vehicle collisions by the total number of fatal, major and minor injured pedestrians (2012-2020):

Table 2. Intersections Featuring 10-17 Motor-Vehicle Collisions by Total Fatal, Major & Minor Injured Pedestrians (2012-2020)

AREA (PROXIMITY)	Street 1	Street 2	Crash Count	Total Pedestrian Fatalities	Total Pedestrians Major & Minor Injuries	Total Injured by Intersection (Fatal+Major & Minor)
City Centre	Broadway	Donald St	10	0	10	10
City Centre	Portage Ave	Vaughan St	10	0	10	10
City Centre	Arlington St	Portage Ave	10	1	9	10
	Portage Ave	Valour Rd	11	0	11	11
City Centre	Balmoral St	Sargent Ave	11	0	12	12
North-End	Leila Ave	McPhillips St	11	2	10	12
North-End	Arlington St	Notre Dame Ave	12	0	12	12
City Centre	Morley Ave	Osborne St	12	1	11	12
City Centre	Osborne St	River Ave	15	0	16	16
	Dalhousie Dr	Pembina Hwy	15	1	16	17
City Centre	Marion St	Tache Ave	16	0	17	17
City Centre	Donald St	Ellice Ave	17	0	17	17

Source: Manitoba Public Insurance (MPI), 2023 Data Tabulation: Jairo Viafara, 2023

2025 Councillor Rollins Motion & Remarks Presented to Standing Policy Committee Public Works (Check against Delivery)

As you know, every city that has reduced collisions has done so by rebalancing the street by investing in pedestrian design, in cycling networks, and in transit people can actually afford to use. When residents have safe cycling options and affordable transit fares, we reduce both car dependency and speed, and that is what ultimately saves lives. Pedestrian safety cannot be separated from broader multimodal investment like this program has presented.

I am at standing policy committee today to speak to the pedestrian and cycling program investments and provide you with a motion, I hope you pass, that is like a hand to a glove, in other words a complimentary item.

As you know, Ms. Rosalie Tennison, lost her life in the ward I represent. She was a pedestrian struck by a car in an unsafe environment. This was not an isolated tragedy. Fatal and serious collisions continue to rise in Winnipeg, and almost half of them — 44.9% — happen in the City Centre and Downtown. Osborne Street remains one of the most dangerous corridors in our city, with repeated fatalities, injuries, and near misses. As the local Councillor I will say there is never just one person hit at a time in the ward. Generally, they are hit in clusters always on the same day. They come in twos. Oftentimes, it feels to residents that commuter traffic has been prioritized over the safety of people walking, biking, and rolling. Concerning Osborne, there are specific reports opposite traffic safety motions that underline that commuter traffic is indeed prioritized over safety and they have been before committee last term and this term.

Osborne is a case study in what happens when we try to solve systemic issues piecemeal. The built environment is not working for the people who need it most. Whether children or seniors. Whether the scramble crossing and prioritized pedestrian safety pilot for Osborne or

investments where we've installed new signalization — like the east–west green light at Morley where the timing still isn't long enough for people with mobility challenges to cross safely.

That's why an In-Service Road Safety Review is essential. It is the evidence-based tool our own Road Safety Strategic Action Plan calls for, a detailed analysis of real-world conditions that identifies concrete measures to reduce collisions. This motion asks the City to apply its own policy to one of its highest-risk streets to improve pedestrian safety.

Success depends on pairing this review with sustained investments in our cycling and pedestrian program and with transit fares that keep transit accessible. A safe Osborne is a multimodal Osborne. People walking need protected crossings and humane signal times. People cycling need infrastructure that separates them from fast-moving traffic. And people taking transit need reliable service and fares that give them a real alternative to driving. So I will be back in a few days asking you to consider holding transit fare to the current rates in budget. For now, I will send along the motion.