Bike Winnipeg Submission

Public Works Committee

2026-03-04

Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

Bike Winnipeg supports implementation of the temporary bike lanes on Wellington Cr in 2026 as proposed in the administration report. We see this as a crucial step toward installation of permanent protected bike lanes on Wellington Cr as envisaged in the City's Pedestrian and Cycling Strategies as well as the 2026 Capital Budget and Five Year Forecast. The temporary bike lanes will deliver immediate safety and comfort benefits to all road users while providing real life experience that will inform the planned long-term design of protected bike lanes on Wellington Cr.

For over 18 months, Winnipeg residents have organized, attended consultations, and demanded a safer Wellington Crescent. The planned temporary bike lanes will provide real benefits in line with feedback received in public engagement, which note that overall, participants supported the goal of making Wellington Crescent safer, more walkable, and bike-friendly. The temporary bike lane designs presented in this plan will help regulate speed on Wellington Cr. and create more predictable traffic flow. As noted in the public engagement report, out of about 12,000 vehicles that use Wellington Crescent each weekday, up to 20 percent – or 2,300 vehicles - were traveling 55 km/h or faster. About 1,000 of those were traveling 60 km/h or faster. The benefit of the plan to reduce travel lanes and add bike lanes to Wellington Cr is that it allows the prudent driver to set the pace on Wellington Ave. Lane switching, a major source of unpredictability, will be removed.

Walkability on Wellington Cr will also be greatly improved due to turning restrictions and reduced crossing widths introduced at the intersections of Gertrude St and Dorchester Ave. Cut through traffic between Wellington Cr and Osborne St along Gertrude St, a concern that has previously been brought before this committee, is also addressed through the proposed design. It will be important to monitor the effects of these changes on cut through traffic, as the permanent design can help ensure that cut through traffic concerns are addressed.

One recommendation is to extend the reduced speed limit on Wellington Cr from Stradbrook back to River, where an existing 30 km/hr advisory speed limit has been set for the curb where River Ave transitions into Wellington Cr. This would mark a logical transition zone, and prevent a

situation where the speed limit changes from 50 km/hr to 30 km/hr to 50 km/hr and back to 40 km/hr over a short length of roadway.

Reduced-Speed Neighbourhood Pilot and the City's Default Speed Limit

Bike Winnipeg supports reducing residential speed limits. However, our position—first brought to City Council in 2013—is that 30 km/h is the appropriate default for residential streets where vehicles mix with people on foot or bike. The evidence is clear: a pedestrian struck at 50 km/h has roughly a 1.5 in 10 chance of survival; at 40 km/h, 6 in 10; at 30 km/h, 9 in 10 (World Health Organization). A reduction to 40 km/h is a step in the right direction, but it is a compromise with physics, and physics does not compromise. We urge both the City and the Province to consider a 30km/h default speed limit for residential streets and to expedite the regulatory changes required to make this change.

Speed Limit - Arlington Street from Portage Avenue to Wolseley Avenue

While we support reducing the speed limit on Arlington Ave between Portage Ave and Wolseley Ave, we agree that it makes sense to delay any report until a decision on the recommendations in the Reduced Speed Neighbourhood Pilot project has been made as that decision will have consequences for any report on speed limits for Arlington St.

Sincerely,
Mark Cohoe
Executive Director
Bike Winnipeg