Submitted: Wed, 03/11/2026 - 20:21

Delegation information

Committee you want to address
Executive Policy Committee

Agenda item you want to address (number and title)
Item No. 2 Report on Standing Committee on Public Works re Wellington Crescent Bike Lane Pilot Project

Support or oppose recommendations
I am opposed to the recommendations

Register as a delegation_checkbox
Register as a delegation

Register as a delegation
Via zoom

Submit comments in writing checkbox
Submit comments in writing

Comments
EPC report on Standing Policy Committee on Public Works – March 17th, 2026, Winnipeg City Hall
Agenda item 2: Wellington Crescent Bike Lane Pilot Project
Thank you, EPC and members of the Public Works Committee, for this opportunity to again encourage you to implement the pilot project for temporary bike lanes on Wellington Crescent between Academy Road and River Avenue. These protective measures - the physical separation of bike lanes from vehicle traffic, restricted turning, reduce weekend and overnight parking, 40km / hour speed limit - are needed here and elsewhere. I strongly support Council choosing the right path, right here, and proceed with the plan to install temporary protected bike lanes and other measures now, with the expectation of permanent infrastructure in 2027. There is much to be gained through the learning and experience of these temporary measures, along with the potential to prevent injury and even death.
Winnipeggers need this infrastructure for their health, including the benefit of the sheer joy of cycling safely along a beautiful route that encompasses our City's past and future. The opposite of joy is not sadness, it's fear. And fear of being injured or killed by a vehicle while cycling is real. Especially now that personal vehicles have become civilian versions of light armoured vehicles – SUVs that are heavy and elevated and as a result maximize damage when they collide with pedestrians and cyclists. Not uncommonly, drivers are distracted, sometimes in a hurry and above the speed limit, increasing the risk. In low light and in various weather conditions it can be difficult to see non-vehicles who share the road. Worse again, headlights on newer vehicles are unnecessarily bright and poorly directed, which temporarily blinds oncoming drivers.
Our built environment – that is, the physical infrastructure and layout of the City – influences personal decisions about whether or not to walk or cycle, take the bus or drive a personal vehicle. These personal decisions, made over and over again, incrementally maintain or worsen the population's health. Transportation and economic trajectories have become uncoupled in recent decades, which allows for greater latitude in decision-making. And active transportation infrastructure is one tenth the

maintenance cost as compared to vehicle infrastructure. The more the City supports active transportation and recreational movement through urban areas increases, the better off we all are. Among the tenants of population health are the concept that a small difference to a large number of people is of much greater impact than a big change for a few. And counterfactuals – that is, accounting for events that do not occur – are important to take into consideration even though they are not initially apparent.
We trust our elected officials to protect citizens from harm by making good choices on their behalf. In this case, the right choice is to take all possible and immediate measures to protect citizens from the harms of vehicular traffic and not delay the installation of temporary protected bike lanes on Wellington Crescent.

Submission for a committee of council
EPC re Public Works delegation on bike lane pilot.docx

Public engagement (optional)

I consent to being contacted to participate in potential public engagement related to this matter.
Yes

Personal information

First name
Ann

Last name
Loewen

Job title (optional)
Dr. (Family physician)

Organization title (optional)
Canadian Association of Physicians for the Environment

City (optional)
Winnipeg

Province or territory (optional)
Manitoba