SUBMISSION – ANN LOEWEN

Item 2 of the Report of the Standing Committee Policy on Public Works dated March 4, 2026 (Wellington Crescent [Academy Road to Stradbrook Avenue] – Bike Lane Pilot Project)

Submitted: Wed, 03/25/2026 - 08:39

Delegation information

Committee you want to address
Council

Agenda item you want to address (number and title)
Agenda item 3 Wellington Crescent Bike Lane Project Standing Policy Committee Public Works

Support or oppose recommendations
I support the recommendations

Submit comments in writing checkbox
Submit comments in writing

Comments
I write to encourage you to vote in favour of the project for implementation of bike lanes and other traffic regulation measures that promote and safeguard active transportation and recreation on Wellington Crescent between Academy Road and Stradbrooke Avenue. Physical separation of bike lanes from vehicle traffic, restricted turning, reduced weekend and overnight parking, 40km / hour speed limit - are needed here and elsewhere. I strongly support Council choosing the right path, right here, to take these and other measures while awaiting the construction of permanent infrastructure.
This is not just a neighbourhood issue. Protection of cyclists and pedestrians, along with the reduced speed limit itself, helps the City achieve its own goals of reduced greenhouse gas emissions by encouraging less vehicle traffic. This is a benefit for all Manitobans and indeed the whole planet.
Winnipeggers also need safe cycling and pedestrian infrastructure for their immediate health and well-being, including the sheer joy of cycling 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 – pickup trucks, EVs and SUVs that are heavy and elevated and as a result maximize damage when they collide with pedestrians and cyclists. Not uncommonly, drivers are distracted and in a hurry and travel above the speed limit, increasing the risk. In low light and in a variety of weather conditions it can be difficult to see non-vehicles who share the road. Headlights are now extremely

bright but not well directed, which can cause temporary blinding of 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 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 our City supports active transportation and recreational movement through urban areas, the better off we all are.
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.

Personal information

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