SUBMISSION – KATHRIN MONCASTER

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 - 08:01

Delegation information

Committee you want to address
Council

Agenda item you want to address (number and title)
Public Works Item 2. Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

Support or oppose recommendations
I am opposed to the recommendations

Submit comments in writing checkbox
Submit comments in writing

Comments
I own a condo on Wellington Crescent and have lived there for almost 15 years. For the past 5 years, I have biked to work year-round. I strongly support the pilot walk bike project. I am extremely frustrated with the continued delays and broken promises when it comes to safety on the street I call home.

I am in the unique position of having deep concerns about the consequences if the permanent infrastructure is built too fast and also if it is not built fast enough.

As a fronting property owner, I am very wary of the permanent design being rammed in without enough consultation or any evidence that we need to tear up the boulevard, which it will surely require. Trees and greenspace are such a precious commodity in Winnipeg and are a vital part of the character of my neighbourhood. To skip the pilot project is to skip determining whether there is evidence that mature trees need to be ripped out.

As someone who bikes on or walks along Wellington Crescent every day, I have experienced and witnessed far too many close calls. My friends and family constantly worry about me biking on this stretch. I worry about my elderly neighbours not being able to cross the street safely or walking to the park under the threat of being hit by a cyclist who is too scared to ride on the road. We've all noticed the disturbing trend of rapidly increasing reckless and distracted driving on our roads. We've all also noticed the exponential growth

of people choosing to ride or roll instead of drive. It doesn't take an economist to predict record numbers of people biking this summer due to increasing gas prices, the on-going affordability crisis, and frustration with Winnipeg Transit. This stretch of Wellington Crescent is a critical missing link in the active transportation network. It needs safety measures implemented now.

While I am concerned about the permanent design being implemented too quickly, I am also sceptical that it is at all possible for it to happen in 2027. It's already been delay after delay after delay for a temporary pilot project. It feels incredibly naïve to expect a permanent design, consultation, and implementation can possibly take a fraction of that time. And considering there is an election looming, it is entirely possible that councillors making promises about 2027 won't even be on the same committees, let alone council itself, in 2027.

I urge council to reconsider this motion and reinstate the temporary project for implementation this summer. We must make permanent decisions based actual evidence and outcomes instead of guesses.
If we continue with the original plan to put in the pilot project, it will buy time to properly study, design, consult, and adjust instead of blasting a $5.5 million dollar path through greenspace. In terms of safety, finances, and public trust, cancelling the pilot project would be an absolutely reckless choice.

Personal information

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