SUBMISSION – ADELINE SOKULSKI

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: Mon, 03/23/2026 - 19:50

Committee you want to address
Council

Agenda item you want to address (number and title)
Item No. 2 Wellington Crescent (Stradbrook Avenue to Academy Road)-Bike Lane Pilot Project

Support or oppose recommendations
I am opposed to the recommendations

Submit comments in writing

Comments: I am writing to entreat His Worship, Mayor Gillingham, and all the Councillors to vote against the recommendation to abort the Pilot Project of Temporary Bike Lanes on Wellington Crescent from Stradbrook Avenue to Academy Road. The Pilot Project addresses safety issues which have existed for years and gives all concerned a chance to evaluate the plan. Some of you will vote in opposition to the recommendation and I applaud you for that and extend to you a heartfelt thank you. Others will vote in favour. Why, I don't know. If it's the cost which seems to be $400,000 that steers you in that direction, I bring to your attention the cost of losing newly planted trees on boulevards due to neglect by the City during the last few years. Four hundred of those trees at a cost of $1,000 each equates to $400,000.

I am a senior who has lived in a condo on Wellington Crescent for the past forty years. I am a walker, a cyclist, and an automobile driver. When I examined the Pilot Project, I was happy to see the addressing of trouble spots such as the intersection of Dorchester and Wellington Crescent where I narrowly escaped being run over by a vehicle speeding left off Wellington Crescent onto Dorchester. I had looked for oncoming cars and noted they were a block away. I had time to cross. Wrong, I didn't.

Speed is a huge issue. Drivers going west on Wellington Crescent from Stradbrook to Academy may or may not have to stop even once. All depends on whether the controlled intersections at Hugo and Wellington Crescent and the one at Grosvenor and Wellington Crescent are activated by a sensor (Hugo & Wellington) or by a pedestrian using the pedestrian crossing button at either location. Wellington Crescent has become a

“speedway” for many drivers in either direction and drivers who comply to a “speedway” way of driving seem to take ownership of the roadway. A lower speed limit is most welcome. Calgary and Edmonton implemented a 40 Km/h speed limit in 2021 and both cities attest to safer streets for drivers, pedestrians, and cyclists.

Safety delayed is safety denied so please keep that in mind when making your voting decision.

Thank you.
Adeline Sokulski