SUBMISSION – STEVE WEST

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 - 09:01

Delegation information

Committee you want to address
Council

Agenda item you want to address (number and title)
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
Mayor Gillingham and Members of Council:

I am opposed to the recommendations as they do not include the immediate safety improvements City Council approved last summer, subject to the consultation that occurred last winter, which demonstrated that the vast majority of survey respondents feel Wellington Crescent is not safe for all users.

The Wellington bike lane pilot project is supported by area Councillor Sherri Rollins, and it is my understanding that Council colleagues traditionally support motions and initiatives of area Councillors.

The pilot project bike lane is a relatively inexpensive investment that was always presented as contributing to a more deliberate and considered approach to designing a permanent solution that everyone can live with, while, in the meantime, protecting vulnerable road users on a stretch of road proven to be unsafe.

Cancelling the pilot project sends a terrible message to the community members who took the time to participate in good faith in the public engagement, as well as those who engaged with neighbours to help build awareness of the facts in the proposal in the absence of temporary physical changes that would be typical of a pilot project. Cancelling it also rejects the evidence-based, best professional advice of your public servants, as

recently as the Public Works meeting this month.

The results of the public survey clearly demonstrate that an overwhelming majority of the neighbourhood feels Wellington Crescent is unsafe, whether driving, walking, cycling, or using a mobility aid. This alone should be sufficient rationale for proceeding with the Council-approved pilot project without further delay.

The timeline of spring 2027 seems unlikely to allow for a thorough public engagement process in advance of completing design and engineering, plus tendering and construction. It's not unreasonable to believe this could delay the project to 2028. The result of this will be to erode the trust of those who have participated in the process in good faith.

To close, I encourage you to consider the words in the submission by a delegation to Executive Policy Committee on March 17, family physician and advocate Dr. Ann Loewen, who succinctly reminded the committee of its responsibility 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.”

Citizens like Dr. Loewen, myself, and my neighbours care about the safety of our neighbourhood. You have the power to make Wellington Crescent a safer street for all of us and the citizens who pass through this year. Please restore the interim plan you approved last summer to prevent the next near-miss or worse.

In the event you no longer support the full pilot, please make interim adjustments to the dangerous slip lanes, including Wellington at Gertrude, where a serious two-car collision occurred adjacent to the pedestrian crossing. As a pedestrian crossing there, I often see or encounter near misses due to speeding or inattentive drivers.

Please, authorize immediate changes to protect my neighbours, family, friends and me, this year.

Thank you,

Steve West