SUBMISSION – LILA ASHER

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 - 09:50

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 am writing in opposition to this motion as passed at EPC because of the amendments made at the Public Works meeting. I am opposed to waiting any longer for safety improvements and to the idea that the best permanent infrastructure design can be developed without the benefit of a pilot. Point 4 is especially egregious, offering posters and "investigation into an alternate route," a calculation that cyclists already make every day, instead of real change. We need safety improvements on Wellington this year. I hope that this motion can be amended today to meet the urgent safety needs of the community.

Wellington Crescent is unsafe for pedestrians, cyclists, and drivers. There was a car crash just last week where Wellington meets Hugo and the Gertrude slip lane. A recent engagement report conducted by the public services shows that of 2,648 survey respondents, 83% feel unsafe while cycling on Wellington, 42% feel unsafe while walking, and 25% feel unsafe while driving. The danger of Wellington Crescent was tragically shoved into the spotlight in June 2024 when Rob Jenner was killed by a driver while cycling to work. The condo buildings on the north side of Wellington are home to many seniors and the surrounding neighbourhood has many families with small children. These neighbours are especially vulnerable to speeding vehicles.

Rather than act to protect these residents and road users, City Council has delayed much-needed safety improvements since December 2024. A speed limit reduction could have

happened immediately. Instead, Councillor Lukes promised more extensive improvements including an interim bike lane protected by curbs and posts, as a pilot project for future permanent infrastructure. These interim improvements were delayed in 2025 for a consultation dubbed as “atypical for a pilot” even by the public service. Now, with the events of this month surrounding this motion, we see safety improvements being delayed yet again.

The arguments deployed by councillors against the pilot project make no sense. They say that Wellington is moving faster than any other project, but what does “fast” even mean for a project that has not yet reached the finish line? At the same time, they ask us if we believe they can move on this as fast as this current council moved on Portage and Main. They say that there hasn’t been enough awareness of this project, but the engagement for the pilot garnered almost 9x as many responses as previous engagement for the immediately adjacent bike lanes on River & Stradbrook. They say that they don’t want to put something “bad” in and then have to “rip it out”, and yet they deny themselves the most effective tool for designing good infrastructure -- a pilot project.

Rather than listen to community members, City Council insults us and tries to intimidate us to keep us from participating in the democratic process. Mayor Gillingham said he’s not considering seniors in his decisions about this project. Councillors call cycling advocates the “radical bike lobby” and say that they don’t represent typical Winnipeggers. Councillor Eadie asked a 10-year-old who came to delegate about Wellington if she’s aware that there are lots of places in Winnipeg that are dangerous to bike. Security at City Hall forbids water bottles in the gallery and escorts anyone trying to sneak a sip of water, including a new mother, back to the lobby. The front entrance of the council building is under construction, with installation of new metal detectors and entrance control measures budgeted at $261,189 (which is 65% of the cost of the Wellington pilot project being cancelled). Councillor Lukes told the press it’s because security has had to “physically remove people from the chambers for their outbursts”. Metal detectors are not relevant to whether people yell when council decides, 9 hours into a meeting, to do the opposite of what fifty delegates have asked. Council reacts quickly with budget dollars to remedy (incorrectly) perceived threats to their own safety, but when a cyclist neighbour literally dies from a dangerous road, we are told to shut up and go home.

Personal information

First name
Lila

Last name
Asher