SUBMISSION – DAVID FULLER

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: Sun, 03/22/2026 - 11:04

Delegation information

Committee you want to address
Council

Agenda item you want to address (number and title)
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'm writing to urge you to vote against a delayed (2027 implementation) permanent bike lane and instead to vote in favour of the city immediately constructing the planned and ready temporary bike lanes and related safety infrastructure on Wellington Crescent this spring, as voted for and promised by city council last year.

There is obvious merit to a permanent bike lane infrastructure in that area of Wellington, but that should be informed by the implementation of this pilot program. The community and area residents, as well as those who regularly commute through that stretch of Wellington, recognize the need for safer streets right now. To kill the pilot program with the idea of doing a permanent bike lane and related safety infrastructure later not only denies road users a safe environment now, it denies city planners the opportunity to build an optimized design that has the benefit of real-world experience by pedestrians, cyclists, wheelchair users, and motorists.

I regularly travel this stretch of Wellington Crescent from Osborne Village to Sherbrook Street bridge, as a motorist, cyclist, and pedestrian. Its main problems are a lack of clear space for all road users as well as a tendency to "take your chances" -- as a motorist, looking for a way to quickly get onto or off Wellington without a controlled intersection; as a pedestrian, looking for a safe place to cross, and as a cyclist, trying to just use the road. The proposed pilot project is a marked improvement in all these cases. We won't know what further improvements might be needed for a permanent design until the pilot project

is in place and we see how people use it year round.

Spring is around the corner. There is an opportunity to see how families and students will use a redesigned Wellington before the end of the school year, as well as how summer traffic flows through the area, before the fall brings back-to-school increases in students in the area using it to get to school. The immediate improvement in safety is the chief reason to roll out this already-approved design; the opportunity to connect distant areas of the city by making this stretch of Wellington safe for all road users is another.

Lastly -- this will also save the city money. Not only because the temporary infrastructure is cheaper, it will prevent spending money on a permanent design that might have to be changed, if that is implemented without real-world experience of people using it. And bikes put far less wear and tear on the roadways, while still allowing just as many people to use the street. That's money saved in street repairs for the city, and for the taxpayers.

Please vote to begin building the pilot program bike lanes and related infrastructure for Wellington Crescent this spring.

Thank you.

Personal information

First name
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Last name
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