First, I would like to acknowledge that we are on Treaty 1 territory, the traditional gathering place of the Anishinaabe, Cree, Oji-Cree, Dakota and Dene people and the traditional homeland of the Métis people.

I would like to thank all health care workers for their tremendous efforts during COVID.

I would also like to thank Mayor Brian Bowman and all city councillors and staff for their important and challenging public service during COVID.

I am speaking in support of the motion that was unanimously approved at the infrastructure, renewal and public works committee meeting on June 10th by hard working city councillors, IRPW chair Councillor Allard, Councillor Browaty, Councillor Chambers and Councillor Sharma.

I would also like to thank my many, many neighbours for their community spirit. You are an inspiration and it is an honour to volunteer with you.

We are concerned and affected homeowners on an emergency COVID expanded Sundays and holidays bike route – namely, Wellington Crescent. We have had a very successful Sundays and Holidays bike route for a number of decades and we have no safety concerns with that closure. It's the proposed seven day a week, 14 hour a day, six months of the year bike route that causes safety issues for all who are using it.

Due to a total lack of community consultation, we were unaware, until it happened, of the expanded hours of the bike route coming into force for COVID but we were relieved to be told by our area Councillor Orlikow that the expanded seven day a week hours are strictly a COVID response measure and that this won't happen again in non emergency-Covid times. Our concerns are about **safety** for all who use Wellington Crescent, Academy Road and side streets in the area of north river heights.

Our concern is not theoretical, we have learned from the experience to date that serious problems arise from a seven day a week closure based on health and safety. The City's commitment to active transportation should be commended. The City has invested significant amounts of money for cycle routes and there currently exists cycle access through all the trails maintained by the City from downtown to Headingley, including the cycle path on Grosvenor. There is also ample cycle room on Wellington Crescent which has always been enjoyed by cyclists, sharing the road with motorists. The very wide median boulevard is effectively used by both cyclists and pedestrians and also makes Wellington Crescent even more friendly to both cyclists and pedestrians.

.

However, I have been made aware of the safety issues arising in North River Heights as a result of the expanded Sunday and holiday bike route hours from over 100 impacted residents, some of whom work as nurses, physicians, front line workers and essential service personnel throughout COVID.

Wellington Crescent, as you know, is different from all of the other designated bike routes as it is a collector route for traffic that often originates from Tuxedo and Charleswood communities with some 8700 motor vehicles per day during normal times and a total of 17 cross streets that intersect with it between Lanark and Guelph. With this much additional traffic being diverted onto Academy Road, the dangers for residents trying to cross Academy Road in cars, as pedestrians and as cyclists, are enormous. In addition, this increase of 8700 motor vehicles per day on Academy Road enhances already existing congestion and safety issues on that particular thoroughfare for an even greater number of residents, motorists, businesses, pedestrians and cyclists in the area. Wellington Crescent is also unique in that, as I mentioned, it has a very wide median with a pedestrian and cycle path that is very well used by both cyclists and pedestrians. However, when there is the 7 day a week closure, the hazardous combination of pedestrians walking and jogging on the road, cyclists going at high speeds and cars travelling multiple blocks on Wellington Crescent, none of which has changed from last year, despite the new communications that pedestrians are not allowed to walk on the street, creates a very serious safety issue.

Also, with only three controlled intersections, crossing Academy from Wellington Crescent sometimes requires travelling several blocks by vehicle to access either Oak, Queenston or Lanark. In addition, the previously mentioned health care workers and essential service personnel are unnecessarily delayed in their commute to their workplaces, often the hospital.

Residents continue to be harassed in their cars when they try to access their homes on the street. There are many disabled people and older people who are residents and there are concerns with access to residents by emergency vehicles, health care providers and taxis.

School buses and delivery vehicles are also challenged. Residents are also nervous about excess traffic in the east-west back lanes off the Crescent and there is also danger for people north of Academy who have to access Academy from their narrow back lanes, which during non-Covid lockdown times would experience a dangerous increase in traffic as a result of the Wellington Crescent closure.

I practiced as a lawyer in the area of human rights for over two decades. I am concerned that there is also a serious human rights issue in that a non-Covid seven day a week bike route closure discriminates against people from north river heights and indeed from all over the city who cannot ride bikes due to a physical disability or age related mobility challenge. These individuals can only travel by motor vehicle and can only enjoy this scenic route by motor vehicle. This means that they are disproportionately disadvantaged by this closure as compared with the able bodied cyclists whose rights, in this case, have been given priority over those of disabled and older citizens.

We acknowledge that the City needs to balance the desire to promote active transportation with safety and other concerns.

We know that you, Mayor Bowman, and indeed all city Councillors are supportive of and promote open government and transparency, and that you also care deeply about the safety of all Winnipeg residents.

It is for these reasons that we support the amendment unanimously brought forward by IRPW chair Councillor Allard and members Councillor Browaty, Councillor Chambers and Councillor Sharma . This amendment preserves the open streets program while reasonably accommodating the specific safety issues of the north river heights area as well as King's Drive.

We thank you Mayor Bowman along with all city councillors who are members of this committee for your consideration. Thank you, Merci and Meegwetch.

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June 10, 2020

John Orlikow, City Councillor
River Heights / Fort Garry
City Hall
Council Building
510 Main St.
Winnipeg, MB R3B 1B9

Dear John:

Re: Concern on Wellington Crescent Being Closed to Traffic on Weekdays

We are very concerned at the extended closure of Wellington Crescent to vehicular traffic that has been going on now for two months. As a longtime resident on Waterloo Street, our primary traffic route to and from home has been via Wellington Crescent for the past 20 years. To now be required to navigate back lanes to visit neighbors that could more readily be served in a safe way by travelling on Wellington Crescent is not only inconvenient, more importantly it is a safety risk given that there are many blind corners when going from street to street via the back lane.

The alternative of going to Academy Road is unacceptable given how difficult it is to safely get on to Academy Road going east or west because the road is under construction and there is a high volume of traffic every day. In addition, travelling on Wellington Crescent after 8:00 am on weekdays, and navigating past the barriers and the many walkers on the roadway even though it is after 8:00 am, is also a safety hazard to the drivers of cars and individuals and cyclists who walk or ride in the middle of the street with complete disregard to approaching cars.

There is a further longer term risk from temporarily converting a high volume traffic street like Wellington Crescent to a pedestrian pathway – that of young children getting used to walking on the roadway, not realizing it is a temporary closure and not a permanent closure. Children may lose their awareness of cars coming from behind and might carry this habit over to Wellington Crescent when traffic eventually reopens. Habits once learned can be quickly forgotten when there is an extended closure on Wellington Crescent, putting pedestrians at risk when the rules change and the roadway returns to its normal vehicular traffic function.

Wellington Crescent is an historic street with incredible significance in our community. Not only are the houses historical and the area beautiful, attracting countless visitors simply to sightsee, Wellington Crescent has a very large boulevard and walking trail that gives pedestrians a park-like atmosphere while allowing car traffic to meander along. Both the vehicular traffic and pedestrian traffic have their areas devoted to them and both have coexisted cooperatively for many generations. It makes no sense to change this temporarily to eliminate the vehicular traffic and devote the entire roadway, plus the large boulevard with its walking trail, to pedestrian traffic. The boulevard area is never overwhelmed with people even when heavily loaded on weekends.

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We urge you to do all you can to see to the speedy reopening of Wellington Crescent to its normal combined vehicular and pedestrian usage, with the cars on the roads where they belong and the pedestrians on the massive boulevard and walking trail where they belong.

Sincerely,

Gerry & Barb Price
57 Waterloo St.
Winnipeg, MB R3N 0S3

cc/ Georgina Sabesky, Executive Assistant to Councillor John Orlikow

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Ingrid K. Nickel, B.A., LL.B.
Stephen R. Schmidt, LL.B., B.Com. (Hons)
Jon Velasco, B.A., J.D.
Ayo Olunlade, LL.B., BL

April 29, 2021

Mr. John Orlikow, City Councilor
City of Winnipeg
City Hall
Council Building
510 Main Street
Winnipeg, MB R3B 1B9

Dear Sirs:

Re: Wellington Crescent

This is to confirm the writer is a resident and has been a resident of Wellington Crescent for some 25 years. The writer noted the headline in the Winnipeg Free Press in the "City Business" section which indicates "City moves toward open summer streets". In particular, it indicates that

> "The seasonal act of transportation routes would limit vehicle access to just one block of travel in set hours and are currently slated to open as early as May 3 and last until November 5.
>
> If council approves a pilot program for most of the now-labeled "enhanced summer cycling routes" would operate that way from 7:00 a.m. to 9:00 p.m. daily. Four of the routes are currently slated for weekend and holiday hours only with exact times being sorted out."

As a resident of one of these routes and specifically, again according to the Free Press, the writer's street, Wellington Crescent, would be unavailable for my use from 7:00 a.m. to 9:00 p.m. daily from May 3 to November 5. As a resident, this of course creates

Restall & Restall LLP

many difficulties. In particular, it forces many residents to use cross streets with no lights to access Academy Road. This obviously creates a very dangerous and inconvenient situation for many residents who are not within a block of a street with cross lights at Academy Road. In addition, it makes various other services including school bus pick up, homecare and repair work unduly challenging. The writer has not heard a convincing argument that indicates that such a street should be solely dedicated to cyclists, especially when it creates such danger and inconvenience for residents. The writer would also note that like all homeowners, he pays substantial city taxes for the services provided and obviously one of the services is to be able to utilize his front street. It would seem that a compromise may well be to allow the individuals who are residents on Wellington Crescent and other service providers to have access to the street as would be the normal course for any residential street with perhaps a sticker or some sort of indication that they are residents of the street. These stickers could be supplied as an attachment to the annual realty tax bill.

This is a great concern. The writer has had the opportunity to speak to some of his neighbours who share his position.

Yours truly,

Restall & Restall LLP

Per:

IAN A. RESTALL

/pdd
Encl.
cc Councilor Brian Mayes

Margaret Egan
[redacted]
Winnipeg MB R3N 0A5

20 May 2021

Brenlee Carrington – Trepel
Via email

Hello Brenlee,

It was good to speak to you this week about the Open Streets program and particularly how it affects us as residents and taxpayers of Wellington Crescent. Thank you for organising to forward residents' views to the appropriate City individuals and departments.

As a homeowner celebrating 50 years on Wellington Crescent (since 1971), I am happy to add my family's comments.

MY POSITION

As Covid is still in our midst, I support continuing the 2020 Open Streets closure of Wellington Crescent (7 days a week, 7am-9pm) throughout this 2021 summer.

However, I consider limiting use to cyclists both unfair and unrealistic. People are already using the roadway much as they were encouraged to do last year – for walking, running and for using strollers, scooters, rollerblades, skateboards and importantly, walkers and wheelchairs. I am surprised and disappointed that a solution was not found to create an amendment or a one-year exception to the Highway Traffic Act to allow pedestrian as well as cycle use.

Looking ahead, I am disturbed by the possibility and oppose any proposal that the pilot project as it stands now – turning Wellington Crescent into a cycle-only route 7 days a week for 6 months annually – will become a permanent policy.

Once Covid 19 is under control, I would hope we revert to the traditional Sunday /Holiday Openings template and that steps are taken - including whatever amendments are required to the Manitoba Highway Traffic Act - to ensure that on those Sundays/Holidays, the Crescent including the roadway is open not only to cyclists but - in the spirit of Winnipeg's Pedestrian & Cycling Strategies - to pedestrians on foot or using the above-mentioned modes.

My reasoning for this opinion follows.

MY REASONING

First, let me state that as resident of Wellington Crescent, I do not object to this summer's extended limit on vehicular traffic nor do I object to similar practices on traditional Sunday/Holiday Open Streets. I think as residents of Wellington Crescent, we are happy to share our beautiful street with others on these occasions as we do with increasing regularity (in usual times) for marathons, charity walkathons and the like.

However, I would object to any suggestion that as residents of Wellington Crescent who pay some of the highest taxes in the city, we would be banned from driving more than one block on the street where we live for 14 hours a day, 7 days a week for 6 months of the year. From informal discussions with my neighbours, I know I am not alone in this opinion.

Second, I am not opposed to increased cycle infrastructure in Winnipeg. As one who works in climate change and sustainable cities and holds degrees in Urban Planning and Environmental Studies, I fully support active transportation and cleaner, healthier modes of travel. However, making Wellington Crescent a cycle-exclusive route does not achieve that for reasons including:

- it is exclusionary and contradicts the spirit of the City's Pedestrian and Cycling Strategies
    - depriving non-cyclists of the opportunity to use the roadway on Open Days
- it diverts – but does not reduce – traffic – specifically to:
    - the back lanes on the south side of Wellington Crescent
        - vehicles illegally travelling multi blocks
        - including large trucks which sometimes knock out utility wires
    - the already very busy Academy Road
        - affecting drivers trying to turn into or off Academy Road to side streets
        - making pedestrian crossing even less safe due to limited traffic lights
- it cannot be effectively or equitably enforced
    - people formerly encouraged to walk on the road are and will continue to do so
    - many vehicles are still travelling multi-blocks on "closed "streets dodging around barriers and people – and will continue as there is nothing to stop them.

Therefore, I believe that Open Streets - a creative and inclusive community-minded solution to the restrictions of the pandemic - should not outlive that pandemic nor should it become a permanent traffic policy for Wellington Crescent. I hope 2022 will see the return to the traditional Sunday/ Holiday opening schedule and that access to Wellington Crescent on those days will be available to cyclists and pedestrians alike.

I appreciate the opportunity to add my views to that of my fellow residents of Wellington Crescent and thank you again for collecting and forwarding our comments to the relevant people. Look forward to their response!

Margaret Egan

Richard and Hillaine Kroft

Dear Brenlee

Thank you for responding to our inquiry in regard to the issue of access by pedestrians, cyclists, and motorists to Wellington Crescent. It is an important matter, and clearly members of the city administration, elected officials, and many concerned citizens have been giving it extensive and appropriate consideration. We have reviewed much of the material that has been presented, and are impressed by the care and attention that has obviously been brought to bear. Wellington Crescent is a valuable and cherished part of the infrastructure of our city, and it is critical that its use takes into consideration the many interests that are involved. Because we live between Academy Road and Wellington Crescent, on Ash Street, we have great familiarity with Wellington Crescent, and obviously care a great deal about it. At the same time, we are conscious of the fact that safe and sensible use of the thoroughfare is important to Winnipeggers from many parts of the city, as a route to and from their homes and places of work, a recreational area for walking, running and riding, and as a place of pride to show to visitors.

We believe that most of the issues have been raised in public presentations so far, and we are deeply interested in all of them. We do want, however, to put particular emphasis on the issue of public safety which we know, from our own daily experience, is seriously compromised when Wellington Crescent is closed to through traffic on weekdays. Academy Road can simply not handle the greatly increased traffic flows that are imposed upon it, and access to it from the north-south side streets is extremely difficult and hazardous.

It is important that the treasure of Wellington Crescent is available to everyone. That sharing must continue to be done on a fair and sensible basis as it been for so many years. We therefore strongly support the position you advanced in your presentation to the Standing Policy Committee on Infrastructure Renewal and Public Works, and we sincerely hope that the decision of that committee will be carried forward successfully.

Richard and Hillaine Kroft

Gail Asper, O.C., O.M., LL.D.

June 8, 2021

Councillor John Orlikow
& City Council
Council Building
510 Main Street
Winnipeg, Manitoba
R3B 1B9

Dear Councillor Orlikow and City Council:

Re: Delegation of Authority for the Setting of Sunday/Holiday Bicycle Routes

I am writing to express my strong support for the efforts of River Heights residents to oppose the closure of Wellington Crescent from 7:00 a.m. to 9:00 p.m. 7 days a week from May to November, once the COVID emergency period has passed. I have lived on or very near to Wellington Crescent for the past 56 years. My parents, Babs and Israel Asper, chose to make their home on Wellington Crescent and Elm Street in 1964 because they realized that Wellington Crescent is arguably one of the most beautiful streets in all of Winnipeg and it provides citizens and visitors an opportunity to enjoy that beauty whether in a vehicle, on a bicycle or strolling down the boulevard.

I use Wellington Crescent regularly to travel to and from my workplace downtown. I, like thousands of other motorists, choose to drive down Wellington Crescent because the sight of beautiful, 100-year-old trees, lilacs and cherry blossoms in full bloom, spectacular gardens of the homeowners and the stunning homes themselves gives me a sense of peace and calm and never fails to lift my spirits, no matter how stressful my day has been. It is a really important mental health break for me and I'm sure for many others.

I was therefore deeply concerned and saddened by the intended closure of the street from Harrow to Assiniboine Park from May to November, 7 days a week, 14 hours a day. I can support it as a COVID emergency only measure but I cannot support the closure past the COVID emergency.

For over 100 years, Wellington Crescent has been used by motorists, cyclists and pedestrians. As I said, I use it to drive on. I also regularly rode my bike on it as a child and of course, there is a lovely wide boulevard that has been serving pedestrians, including myself, and there is simply no reason why it cannot continue to do so.

I have no problem with the closure of the street on Sundays and holidays as has been the tradition for many years, but it is simply unfair to ban all vehicles from having any opportunity to experience Winnipeg's most beautiful street! Winnipeg has an aging population and is a very large, spread out city so people living in other parts of the city who want to visit Wellington Crescent shouldn't be banned from doing so simply because they aren't able-bodied enough to ride a bike. It also isn't realistic to expect families with young children to be able to bike from Transcona, for example, to Wellington Crescent.

Wellington Crescent is also used by tour buses to showcase the city to tourists and is always a highlight of our city and bus tours. It is also routinely used by people showing the city off to potential employees who are from out of town and are being enticed to move here.

One other point that really bothers me about a six month closure is this: Why should Wellington Crescent be closed down when the street is at its most beautiful! Why should motorists only get the benefit of WC in its most bleak state with no lush gardens and flower filled trees or blazing colours of the fall! That is a truly horrendous thought! I ADORE my drives in the fall! Why should motorists be relegated to the less scenic months of the year???

It seems to me that if the City needs more bike paths, then it should do what every city has done, and build them, not cavalierly commandeer a major, popular driving route. Even in busy New York, there are still roads that vehicles can use when driving through beautiful Central Park.

I strongly believe in bike paths, but I do not believe in closing important and historic streets like Wellington Crescent in order to make space for bike paths 7 days a week. This is discriminating against thousands of Winnipeggers and I submit there is simply no need for this, when cars, bikes and pedestrians have co-existed for decades.

I understand the need to make an exception during the COVID-19 emergency period but my concern is that this closure may be permanent for six months of the year and I definitely don't support that! I urge the City to rescind its decision, once the pandemic emergency is over, to close down Wellington Crescent. I also urge the City not to take the route of permanently shutting down this important and beloved street that provides an important mental health break for motorists from every part of the city.

Yours very truly,



Gail Asper, O.C., O.M., LL.D.
GSA/sc

Scott MacDonald

John,

We live on Wellington Crescent.

A unique street between Harrow and Lindsay in that we enjoy a broad median down the middle with a substantive path/trail.

We purchased our property here in 2004 and understood the concept and value of summertime Sunday/Holiday opportunities for expanded recreation on our street.

Basically, we signed up for those restrictions and related vehicular inconvenience in spite of paying some of the highest property taxes in all of Winnipeg.

Furthermore, we also appreciated the fact that once our city was effectively shutdown and shut in due to Covid that a temporary expansion of that vehicular inconvenience was appropriate and warranted. At that time, vehicular traffic (even on weekdays) in Winnipeg was very limited. A very unique and hopefully temporary situation.

We did, however, recognize the burden this daily restriction became once Winnipeg began to open up again and more vehicles traveled for work and pleasure last summer and fall. Academy road became a traffic nightmare. Academy cannot have been designed, nor intended for that volume of perpetual/daily traffic.

Now, with most folks back at work and most retail establishments re-opened, traffic both on weekends and even more so on weekdays is much closer to 'back to normal'.

I do not understand why closing Wellington down weekdays when most folks are working or on Saturdays when people are trying to do errands is of nearly the value it might have been last summer towards the front end of our Covid challenges.

Also, expanding the restriction to 6 months would/will include four months when kids will be committed to daily schooling.

I see no reason to change the rules of engagement from what they had been for many years prior to Covid, especially on a stretch of street with a uniquely wide center median with broad pathway and four full traffic lanes.

I should also point out that I ride my bike in Winnipeg virtually every day that I am here (year round) so I know a thing or two of what I speak.

If you have any interest in discussing this further, please do not hesitate to call me.

I feel very strongly that this extended or renewed pilot project is, on balance, a mistake which disappoints me as a directly impacted resident and loyal tax paying citizen greatly.

Regards, Scott MacDonald

Paula Havixbeck

Hi Brenlee,

I'm writing you to tell you about my experiences and share my views about the now two spring/summer seasons of the closure of Wellington Crescent. I'm writing you as simply a citizen using the street living in north River Heights, and also as someone who has been one of the administrators for the River Heights Community Watch page on Facebook, although we have no position on the street closure.

When the pandemic first began late in March 2020, I began cycling more as my gym was closed. Also at that time schools were closed to in-person learning and many businesses were closing or had closed, which meant quite a few people were at home. This led me to three incidents in total on Wellington Crescent. The first one occurred at the end of March and was relatively minor however could have had a greater impact. There were five people walking across Wellington Crescent fairly spaced apart. This group consisted of teenagers. There was a cyclist ahead of me who rang her bell, however I don't think she was heard as the teenagers moved left on the road squeezing her toward the curb and I was right behind her so essentially we both ended up almost on the median.

The second incident for me was much worse as I literally fell off my bike and landed on the ground. This incident occurred around April 15 or 16th. I didn't go to my doctor to determine whether I had fractured any ribs but I did go to my chiropractor and athletic therapist for a couple of months after that incident. I did have a doctor appointment May 5, 2020, and she confirmed that my ribs had been either broken or sprained.

This incident involved what appeared to be a family of eight people walking across the road including one child approximately five years old on her bike with training wheels and they also had their dog. There was a cyclist ahead of me who was going much faster and stuck to the left on the road. We were heading eastbound approximately near Niagara and Wellington. The child was veering on her bike as was the dog and there was very little room in between the grouping of people and the curb. The cyclist was going very fast probably at least as fast as car and swerved to miss the little girl resulting in his tires hitting the side of the curb and falling to the left. This all happened so fast however the same thing happened to me because they didn't stop her from swerving and she swerved into my path. I fell on the median on my bike landed on the road and the people were yelling at me and the guy who had fallen that the accident was our fault even though they took up the whole space of the road.

People were distracted in their conversations not paying attention to what was going on. I did say "on your left" and still nobody heard me because there was so much talking and many other distractions. The other fellow did say the same but nobody paid attention to him or this child who was veering.

My third fall was due to hitting a pothole which had subsequently been repaired. The overall condition of Wellington is terrible and should not be considered a suitable cycling route until it is completely reconstructed.

The second part of why I'm writing you is to tell you what our group witnessed as administrators of the Facebook page. This page was started by two individuals with whom I'm friends with-Paul Turner and Jonathan Torchia. These individuals wanted to start a page that I actually did something and reported crimes mostly against property. One of our observations was that people were coming in their vehicles and bringing kids, strollers, bikes and their dogs. They park on the side street and walk the Crescent.

Normally one would think this would be a good thing because they are enjoying perhaps a different part of the city than they normally see, however the waste accumulation in the garbage bins became not only an eyesore but a hygiene problem. I wrote 311 for months (May - August 2020) and first learned that the garbage receptacles were changed every 10 to 12 days. I lobbied to have this changed to weekly which I think had been done for awhile. More bins have been added to the Crescent and they are larger, which is helpful. They are also the type that can't be spilled out, which was also a problem. I observed kids dumping the bins over last summer (2020).

The second issue of note and probably more significant is the crime that quite literally walks across the bridge at both ends (Maryland and at the west by the creek). I have asked that there be some support in terms of cadets monitoring those entry points. People coming into the area with empty shopping carts leaving with full shopping carts during the night does not lend itself to looking legitimate. The two fellows that I manage the Facebook page with took two turning people away anywhere from 9 to 10 PM at night at the two bridge points. These entrances are often dark and not well lit. I also worked with 311 to have some of the tree line scaled back which was done this spring. This does reduce or even eliminate people from being as hidden. The fact that Wellington Crescent is closed however poses an issue because fewer people are on site to see these individuals coming in with their empty shopping carts and to be there to be more of a deterrent. Individuals are coming over the bridge day and night. They target yards they can access quickly.

The fact that from Guelph to Academy was open last year presented a staging area for the bike thieves. A truck waits for individuals to load bikes and off they go. I have witnessed this several times, followed them and called police. The bikes are technically not stolen yet as people don't even realize they're missing or are not able to report. They are chopped up very quickly for parts at houses off Selkirk and Salter area. I have tried working with police to detain them however they say that suspicious behaviours are not detainable for as long as it takes people to report their bikes missing. I can tell you from the number of police that I have spoken with, they were not consulted about the street closures. They face new challenges with this and no one really looked at the crime patterns in the neighbourhood before agreeing to close Wellington again. It is important to note that this occurred last year. This year (2021) Wellington to Guelph has the signs up and appears closed to vehicles. This does eliminate more of the chance for vehicles to wait and fill up but it also further reduces the ability to walk.

Our Councillor is the person to tie everyone together. In my conversation with Cllr. Orlikow mid-April, I told him about all of these occurrences and he assured me a street closure to vehicles would not occur without consultation.

As an update, after the first 5 days of the street being closed this year, I observed too many people walking on the road. I have given up trying to ride my bike there so avoid it all together. Given what happened to me last year and the lack of consideration by pedestrians, I won't subject myself to that to avoid any more falls, so I ride my bike on Academy. It is important to note that it also takes approximately 12 minutes mid-day to cross Academy at an uncontrolled intersection. This is ridiculously long and would be indicative of the traffic increasing substantially. It used to take maximum 2 minute prior to Wellington being closed this spring.

I reported to 311 when there were many vehicles driving on the Crescent very fast and further than one block. This was happening frequently. 311 told me to report to police non-emergency, which I have. A few days later, I noticed many more police both on bike and vehicle.

My final point about this, is that this has caused more problems than it has solved. I would argue it is discriminatory to not allow vehicles every single day of the week to use the road and be able to drive from one end to the other. My mother has been in a pch, has survived covid and now that we are close to being able to take her for a simple car ride, something she longs for, on one of her favourite streets in the city, we can't use it. Does this make any sense? How is this fair to someone who contributed to society her whole life. There has to be a better balance to allow ALL users access to this beautiful street in our city.

I have all backup emails in communicating with 311 if they are required. You may share this email publicly if it helps. I hope my experience is helpful and if you need anything, please let me know. This is a very important issue for many reasons and needs to be rectified to strike a better balance for all. I do live in the immediate area but do not wish for my address to be made public.

Kind regards,
Paula Havixbeck

Chris Lindquist

Hi Brenlee,

I wanted to express my support in hopes of reversing the decision by the city to close Wellington Crescent to vehicle traffic all summer. I do not live on the Crescent but work at St Boniface hospital and rely on Wellington Crescent for my commute to and from work. It is already one of, if not the most, cyclist and pedestrian friendly streets in the entire city and I feel the road can easily be shared. I oppose the decision of the city to close a street that so many people rely on during rush hour. When the road was closed last year, I thought it would be a temporary measure to encourage people to get outdoors during the initial period of lockdown. Extending this closure beyond the lockdown period diverts traffic onto roads that are already congested by construction. I would be very upset if my street were closed to traffic for 6 months out of the year, and I would be even more opposed to it if I lived there. People who purchased homes there did so with the understanding that their homes would be easily accessible.

Chris Lindquist

Joel Wolodarsky and Jennifer Teskey

To Councillor Orlikow and Mayor Bowman,

As residents of Wellington Crescent, we are writing to address our concerns regarding the planned closure of our street. We had similar objections last year.

Safety is at the forefront of our concerns. Last year, the street closure brought large numbers of people to the street, both cyclists and pedestrians. There were large groups congregating together, not adequately social distancing. There were many days that we did not feel comfortable allowing our own children on the street. It is simply not fair to put residents in this neighborhood at further risk of the covid virus by bringing large numbers of people into the area. Currently with variants of concern, our protection from the spread of this virus is even more imperative.

Our safety and security were further compromised by our vehicle being broken into on many occasions (which was not the case in prior years). We feel this is attributed to the increased volume of non-residents in the area because of the street closure. Additionally, last summer saw a huge increase in litter and vandalism in the area.

Furthermore, I was threatened, yelled at, and physically blocked by cyclists and pedestrians, on a daily basis, while driving the 1 block allowed to access my residence. On many of these occasions, my young children were in the car, and were extremely frightened.

Moreover, cycling with our family on wellington crescent roads during the closure often felt hazardous. Pedestrians and cyclists were moving in all different directions, with no order to the flow of traffic. Electric bicycles and speed bikes were going extremely fast, weaving around people in a dangerous fashion. My children were almost hit numerous times. On particularly high pedestrian and cyclist traffic days, we were forced to leave our street to seek a safer place for our children to bike ride.

While we were assured by your offices that police and other staff were monitoring and enforcing rules, this was simply not happening in reality.

We pay substantial property taxes to live here. It is completely unreasonable and unacceptable to have limited access to our residence for 14 hours a day, 7 days a week, for 7 months. I can't imagine either of you would be receptive to this for your homes. Our alternate route on Academy Road, became a traffic nightmare last year, as a result of the street closure. It could often take double or triple the amount of time to reach our destination. Over the years we have dealt with the inconveniences and safety hazards of movie sets, marathons, and other events which shut down our street. Our access to our home has already been compromised by the Harrow Street blockade. It simply does not make sense for cyclists to require 4 lanes of the street on Wellington Crescent 14 hours a day, 7 days a week. It would make more sense to have a designated lane for cyclists.

The city must remember that this is a residential street and these are our homes. It is our right to have convenient access to our residence 24 hours a day. It is our right to live on a safe street, free of

violence, vandalism and crime. This is simply not right. We implore you to stop the closure of Wellington Crescent.

Sincerely,

Joel Wolodarsky and Jennifer Teskey

Renate Singh

Date: May 14, 2021 at 12:58:12 PM CDT
To: Brenlee Carrington-Trepel

FW: Wellington Crescent closure

Hi Brenlee!

Please see below regarding my communication last summer with Councillor Orlikow.

I would like to add the following to my argument against a full 6 month closure of our street.

1) I have personally been harassed and berated by cyclists when attempting to drive down the street outside of the open street hours, as well as when I was the only motorist on the road. There was one instance at 8:00 am on a Saturday after a night shift that a cyclist intentionally wove back and forth in front of my car in objection to my using my own street even though we were the ONLY 2 vehicles on the road.
2) I have had pedestrians hit the hood of my car while trying to access my own driveway.
3) I have had countless people walk on my lawn and not clean up the poop their dog left there. And yes.....I have actually witnessed this personally.

As per my email below, Councillor Orlikow has failed to address the EVIDENCE behind the street closure. He has failed to demonstrate that the traffic issues on Academy created by closure of the crescent do not adversely affect our street, as well as every neighborhood street that abuts the crescent: it is virtually impossible to turn left onto Academy from any of these streets other than Lanark, Oak and Queenston which have controlled intersections. This is particularly bad when school is in session: the traffic backup down Academy and Maryland increase the time for me to get home by over 30 minutes minimum. When Maryland was under construction this took OVER AN HOUR!!!!! Where are the results of the traffic study? How many cyclists and pedestrians are using the street on a daily basis and what are the hours where utilization is at a maximum??? WHERE is the evidence for such a change? He has yet to produce it, and I would hazard a guess that such a study has not been undertaken.

I leave for work at 6:45 every morning. I occasionally have a later start. I also am often home after 6 pm, so I use this street at ALL hours of the day and these are my observations:

1) There is plenty of room in the morning for cyclists and vehicles to share the road. No safety issues to cyclists exist here if they are adhering to the rules of the road.
2) There are NO cyclists on the road after 6 pm after labour day.
3) When it is less than 15 degrees outside, the number of people using the crescent drops off DRAMATICALLY....on foot or on bicycle.
4) Of late there is no issue with physical distancing that stands out along the walking path.....so essentially NO NEED for anyone to be on the street.

Subjecting us to the blatant abuse of a minority of entitled cyclists is absolutely against our rights as property owners here. I pay almost 12K a year in property taxes, and I contend that this entitles me to at minimum the same rights as property owners anywhere else in Winnipeg! Does my address make abuse of my rights as a homeowner here more palatable? I would love to know John Orlikow's thoughts on this.

I will be passing your name to my neighbours on both sides.

In gratitude,

Renate Singh

Communication sent last summer from Renate Singh:

Hi John,

I hope this finds you well and that you're having a good summer. Just wanted to touch base with you on your position regarding Wellington crescent closure ongoing. I have a few comments.

It would seem from a recent survey that the city is considering making this closure a permanent state. Is this not completely irrational in the setting of (basically) a 6 month cycling season in this city? Our climate here does not justify the shutting down of a significant thoroughfare permanently based on a small minority of vocal cyclists.

This route IMO is underused presently for what it was intended. The idea of open streets in a pandemic to encourage healthy lifestyles and allow physical distancing was commendable but does NOT apply to our current situation in Manitoba. Rec centres, gyms and pools are all open now, and the numbers of pedestrians on the crescent is dramatically decreased. Have you given any thought to tracking the use of these open streets to advise your decision? I think changes that restrict the ability of residents to use their own street should be based on facts and numbers and not just pure sentiment.

I have been working tirelessly during this pandemic at HSC dealing with unprecedented challenges over the last several months. I have to say that it's a slap in the face to be coming home after working all night, only to be berated by cyclists on the road for using my own street to access my property. It's also a challenge to be coming home late at night and encountering cyclists who are coming the wrong way down the road straight toward my car and pretty much flaunting their right to do as they wish because

they feel that this is now their right. This has now become the norm on Wellington crescent, and for those of us that live on this street that have been here all summer, this unnecessary abuse is becoming tiresome. I would really like to know what your stance is on this situation, and what you plan to do in order to uphold the rights of the property owners in your area.

Sorry to be a pest, but I feel that an email is a far better way to try and express my sentiments. The street that we live on should be a shared space that is monitored for respectful behaviour on the part of cyclists and motorists alike. This is just my 2 cents worth on this situation, but I would love to discuss this further with you at a later date. I look forward to hearing back from you.

Sincerely,

Renate Singh

Linda Bugas

Hi John,

To the idea of Wellington crescent being closed all summer into the fall. It is not a good idea.

Last time it was closed for months: Academy was insanely packed as it is the only main road open when Wellington Crescent is closed.

This May, June since closing, Academy is crazy busy. During the rush hours even more so with cars parked on Academy and people turning left during rush hour. Not only at those times, but always.

My son was driving home from work and stopped at the light at Lanark and he was rear ended by a driver so hard that then 2 other cars in front of him also got hit. My son did have the proper amount of space between the car in front. Drivers are so jam packed and the street was so full because of only having one way from west to east and east to west. It will only get worse.

I would sooner see cars being able to use Wellington cres than only having one main route.

There is a huge walk way in the middle that people can use instead of the street. Bikers already use the road and so do people who want to instead of the boulevard. The amount of bikers and runners does Not warrant the crescent being closed.

This May/June- people with strollers, bikers, people running, are in the middle lane, blocking cars like mine from driving one block. I was having new trees planted a week and a half ago and a huge truck was parked in front of our home. Moms with kids and seniors would actually walk on the street beside these trucks instead of the boulevard. It was so unsafe and crazy! There are not enough bikers, walkers to warrant Wellington Crescent being turned into a public park.

When you close the roads, the people that live on the street are treated like trespassers onto their own properties. I am not kidding. I am extremely careful at all times when driving, but when I try to cross from Ash through to my home on wellington, people block me from crossing and make me feel very unsafe as well as my family. Men on bikes known to the police department have come across train tracks trying to get into my home as well as the neighbours many times. With hardly any police on streets and no traffic on the street, it's more unsafe.

I love the fact that on Sundays and holidays the street is closed for anyone to walk and their families and many fundraising runs, but having it closed for months is a hazard and totally unnecessary. All side streets are open and not busy and there are many parks on those streets etc. The bikers don't warrant having the street closed till time. They already ride on the crescent. I hope I have explained myself properly. Please do not close Wellington Crescent.

Thank you,
Linda Bugas
North River Heights Affected Resident

Karen Johnson

re: City of Winnipeg Approval of Cycling Routes

The recent approval by our members of City of Winnipeg limiting vehicle traffic on 14 streets throughout the City of Winnipeg is concerning. The fact that these "open streets" are for "enhanced summer cycling" and will prohibit pedestrians due to a possible infraction to the Highway Traffic Act is one thing, but it does not address another huge detriment called traffic flow. While I am all for those choosing a healthier mode of transportation for themselves and our Earth, surely the plan must be properly analyzed before any action is voted upon, let alone implemented.

I am a resident of River Heights and can only speak from my experience with last years closure of Wellington Crescent which forced those vehicles onto the next available parallel street, in this case Academy Road. It resulted in bumper-to-bumper traffic for blocks on-end with regular wait periods in excess of ten minutes to get onto Academy from our back lanes. However, let us ignore the thousands of residents being personal inconvenienced and directly affected by this brainstorm and look strictly at the numbers.

I was surprised that no data has been provided by the City with regard to the number of daily vehicles and cyclists that travel along Wellington Crescent and Academy Road under normal circumstances, the number of vehicles re-routed onto Academy Road during lockdown, nor the number of cyclists taking advantage of the temporarily designated bike route (which has occurred every Sunday & holiday for years as well as periods of lockdown). One would think that's pretty important data if one wants to analyze benefit vs. drawbacks to better determine whether the (then) proposal was even feasible. I checked the City of Winnipeg Public Works Department records on-line, and while there are numbers provided for Academy Road, none were available for Wellington Crescent. Further investigation showed that a "motion to study" Wellington Crescent was "in progress" and indicated a date of September 16, 2020, but no resulting data from that study was provided on-line as yet, nor was there any indication of its completion. I was surprised to learn that as at 2018 (their latest update) the average weekday daily traffic on Academy Road between Kenaston Boulevard and Stafford Street was 22,300 and the number recorded between Stafford and Wellington Crescent was shown at 31,900 (!). Just to give a comparison, Corydon Avenue between Kenaston and Stafford reported 15,900. Grant Avenue fluctuates from 20,300 at Kenaston and ends with 17,300 at Stafford. So for starters, Academy Road already accommodates a much larger traffic flow than the major (and divided) adjacent parallel streets and that's before we even consider the extra vehicles detoured from Wellington Crescent. With numbers like that, perhaps I should be thankful our wait times have only been around ten minutes, but I digress.

Now, I'm no city planner, but who is and shouldn't crunching numbers like this be completed groundwork before council votes on and implements the measure or releases a questionnaire asking citizens to weigh in? Pretty sure a few people are getting paid to actually analyze the pros and cons, but one would never know it with this kind of roll-out. According to one report "60% voted in favour", but that is out of only 5,600 respondents, so this is being deemed a good idea based on a mere 3,360 residents. Hardly a ringing endorsement. Of those who did respond either negatively or positively to the proposal, it might have been relevant to note if they are cyclists, taxpayers close to these potentially shut down streets, or someone else who just thought it was a good idea (a Councillor in the making perhaps?).

Another consideration being ignored is the possibility of those Wellington Crescent drivers finding their alternate routes along Kingsway or Grosvenor Avenues. It could pose a real safety issue for three elementary schools and a middle school who often utilize child patrols to ensure a safe street crossing for fellow students. An influx of motor vehicles in any school zone would certainly make pedestrian crossing a little more difficult and, in some circumstances, downright dicey. One cannot justify lowering the speed to 30 kms, but then increase the traffic through a school zone by a few hundred cars per day and still claim they are concerned for student safety (not that the City provided any data on the necessity of lowing those speed limits either, but back to the issue at hand). It comes as no surprise that a quick check on the City website indicates no traffic numbers are available for either of those avenues.

Another undesirable result has been instances of abuse towards those driving vehicles even within the one-block allowance. More than once I have witnessed drivers being sworn at and told to get off the road only to see that vehicle pull into their Wellington Crescent driveway. I heard incidents of cyclists spitting onto and hitting cars as they passed. This is unacceptable.

In addition to all this, during last years closure of the Crescent we had pedestrians socially distancing along with the cyclists which was appropriate given the lockdown restrictions. Now, it has been found that having pedestrians walking on the road is in violation of the Highway Traffic Act and will not be allowed, which means that this closure would leave cyclists as the sole beneficiary with extended access from 7am - 9pm daily from May to November. This then begs the question how many cyclists are we actually accommodating? Are we talking about a dozens, hundreds, or a Tour de France scenario?

In my opinion, it seems like Council is asking for an "A" when they haven't done homework all year, and until they know all the implications by collecting and analyzing all necessary data it would be premature and perhaps even reckless for any of you to even consider such a motion let alone enact this ill-conceived plan. Yes, these street closures sound like a lovely idea, but they have to make sense as well. Sadly, in this case it is doubtful that the benefits outweigh the disadvantages, and pleasing the few to the detriment of many just isn't reasonable - it's the tail wagging the dog. This approval, at least with regard to Wellington Crescent, creates more problems than it pretends to solve. "Share the road" is

great messaging for us all, so I propose we continue to do just that until proper and full information is collected and disclosed.

Brent Trepel

05 May 2021

Director

Public Works Department

City of Winnipeg

Re: Extending the Sunday/Holiday Bicycle Route

We are deeply troubled by the lack of transparency and the absent communication displayed by the city regarding the recent rushed decision to extend the Sunday / Holiday Bicycle Routes.

We have received letters from over 30 residents on Wellington Crescent who are firmly opposed to 'Open Streets' due to the lack of safety and security this program has created and the significant burden it places on residents living on the 'Open Streets'.

This is also a human rights issue as this discriminatory policy favors able bodied cyclists to the detriment of people who are unable to ride bikes but can only enjoy the street by motor vehicle.

In addition , this program empowers some cyclists and pedestrians to intimidate and threaten and yell at motorists who have the legitimate right to drive on the street. This in and of itself is a disaster waiting to happen and makes residents feel in danger on their own street.

The concerns we would like to raise are that there has been no attempt made in the past by the Public Works Department to directly engage or inform the local residents who stand to lose the peace, privacy and enjoyment of our properties and no acknowledgement that land owners will be negatively impacted, or that we even exist in this matter.

In an era when on-line live webinar engagements can be easily and quickly arranged, there is no justification for not reaching out for open discussions with the landowners to clarify/define issues, clear up misconceptions, and work towards a consensus.

We are puzzled, dismayed and disappointed that our government leaders continue to fail to acknowledge and collaborate with its property taxpaying citizens on identifying issues that might be mutually resolved or addressed within the context of a definition of the public interest.

The non-existent engagement with residents most directly impacted and runs contrary to the planning concept of 'inclusionary open streets' that purposefully excludes the actual taxpaying landowners who live along the streets as well as violating the human rights of the disabled who are not cyclists and therefore are excluded from the use of the street.

We request that this program be subject to a proper, fulsome and direct engagement with the impacted ratepayers and prior to any further actions on this matter as several questions / concerns remain outstanding ranging from safety to security to human rights discrimination to other issues:

- Access for fire and ambulance equipment
- Access to delivery vehicles, maintenance and service vehicles, construction, mail, Fedex, UPS, taxis, Uber, Skip the dishes, florists and many others who have been turned away by angry cyclists and pedestrians telling them they cannot travel on the street as they search for the delivery address.
- Who is monitoring the cyclists going at dangerous speeds mixing with pedestrians and vehicles on the street? This is a serious safety concern with potentially devasting outcomes.
- Access of property owners to their residence without interference from cycists and pedestrians who harass, hit cars and block homeowners from travelling the one block to access their property
- Increased congestion on side streets off Wellington Crescent and the addition of 7,000-9,000 cars/day onto Academy.

- Access to disabled people who cannot ride a bike and can only experience Wellington Crescent by vehicle. This is a human rights violation favoring able bodied cyclists and discriminating against the disable who can't ride bikes.
- Increased safety concerns from residents due to less activity on the street leading to several residents having complained of increased theft, vandalism and trespassing.

Respectfully submitted,

Brent Trepel

Robert Oleson

From: Robert Oleson >
Date: May 14, 2021 at 2:51:37 PM CDT
To: Brenlee Carrington-Trepel

Subject: FW: Wellington Crescent

Renate informed me that you and some others are organizing to fight the closure of Wellington Crescent this summer. I have opposed the shut down in the past but have only the email in my archive. I have spoken with Georgina (Orlikow aide) in the past opposing the closure. In those conversations I emphasized the inconvenience the closure presents to property owners on the crescent forcing them to take inconvenient routes to access downtown and to get groceries at Tuxedo Centre Safeway on Corydon (taking the Crescent I hit only one stop sign at Tuxedo at the Rady centre). I also draw attention to the fact that there is a path all the way from Guelph to near Kenaston for people to walk and cycle. Why can't people just use that facility ?

As noted below we do not get a tax break to compensate for the closure, and we have to live with a loss of services.

I was out this afternoon and Wellington has been blocked off and the one block rule in effect. No notice of this closure was received by me and unlikely no other residents on the Crescent.

I would note that I have followed coverage of the closures in the Free Press and on radio/tv news. The only closure of the Crescent referenced has been the closure from Academy to Guelph.

Robert V. Oleson

Shirley McKenzie

From: Shirley McKenzie

Date: May 2, 2021 at 5:16:36 PM CDT
To: Brenlee Carrington-Trepel **Subject: Fwd: re Wellington Crescent open / closure situation**

To Councillor Orlikow and Mayor Brian Bowman,

As longtime residents on Wellington Crescent we, Shirley and Ken MCKENZIE do NOT want our street closed to vehicular traffic from May 3 to Nov. seven days a week . This limits freedom of access to our home and will create undue unlicensed bicycle traffic that we have to contend with each time we wish to leave our home. We are supportive of the closure of Wellington Crescent on Saturdays, Sundays and holidays but definitely NOT 7 days a week. .

Here are our reasons.....

1. If the residents of WC are to ONLY drive 1 block to cross Academy then we All are in great danger because we need lights to cross SAFELY and right now we only have lights at Oak, Queenston, and Lanark and way down at Academy and Wellington by the Maryland bridge. (I can use that but much prefer Oak because it gets me where I am shopping LOCALLY!!! But that is about 6 blocks from my house. For instance TRYING to cross at Guelph (1 block away for me) the homeowners do not trim their hedges so with the curve in Academy Rd. there it is impossible to see cars coming in either direction...So to keep residents driving 1 block will the city put the necessary lights on Academy so we ALL can cross safely if they insist we only travel 1 block????? Councillor Orlikow , you closed HARROW which has lights so will you open that now for safety reasons? Also do you add crosswalks where the sidewalk ends and the boulevard in the middle starts. (between Harrow and Guelph) ?

2. Also With the new enhanced summer cycling route from Academy to Guelph I bet I will have the same treatment there from cyclists Re yelling that I am not allowed in a car when I try to go even 1 block to cross at Academy which has happened many, many times in the past. ALSO cyclists do not move over and besides yelling rude remarks also give you the finger too. To make matters worse you cannot report these cyclists to any one as they are not licenced. Slow down signs for

both cars and cyclists are necessary too. An automated speed sign that records your speed is a great idea as other streets have these. Cyclists also often ride 4 abreast and do not move for traffic forcing drivers to drive behind them at their speed for the next 2 miles which we have experienced often. So cyclists should have the same rule as cars...travel in single file so both cars and bikes can use the road.

3. Also what about delivery trucks and taxis who have to GUESS where to turn off Academy to get to our homes . as the numbers on Academy do not correspond to the numbers on Wellington. At the council meeting Coucillor Ross Eadie expressed concerns he had about delivery vehicles and the final vote WILL LIMIT sections of Scotia Street and Rover Avenue to what we are asking you...LIMIT our road closure to weekends and holidays as well.

4. Also if cyclists get to enjoy our beautiful Wellington Crescent then HANDICAPPED PERSONS who cannot walk and depend on someone driving them down our gorgeous street to see the history which SHOWCASES Winnipeg cannot experience this bit of history and beauty...

5. These changes are being brought about without any community consultation or consideration of the residents on Wellington Crescent and the potential impact on property values and consequent tax revenue to the city. AT the council meeting Councillor Kevin Klein (Charleswood, Tuxedo, Westwood) VOTED AGAINST this plan .

6. Wellington Crescent has a boulevard approximately 50 feet wide that can accommodate 8 people socially distancing 6 feet. Walkers and joggers prefer to use the concrete street as the boulevard has been poorly maintained by the city as there are holes and unexpected depressions everywhere as well as puddles on the pathway. Cyclists have access to the street now and there are two lanes in each direction so they do not need nor should be granted exclusive legal use of the street to the detriment of the home owners and taxpayers.

7. Last year the traffic on Academy Road was increased dramatically because of Wellington Crescent road being open which made getting on to it from Wellington Crescent very difficult and unsafe . Also businesses on Academy Road suffered tremendously because of a shortage of parking there.

Respectively submitted,

Shirley and Ken McKenzie

Darena Snowe

I AGREE WITH ALL THIS AND MORE. I WOULD LIKE A PROPER LIT UP CROSS WALK WHERE THE SIDEWALK ENDS AND YOU ARE FORCED TO CROSS TO THE BOULEVARD PATHWAY. Will the cyclists have rules to stop for the pedestrians crossing? I see them going at top speed more often than not, taking up the entire road with side by side cyclists.

I pay huge taxes to live on Wellington Crecent and you are not allowing me to enjoy my street with casual drives to show my guests? Or use my street to go locally shopping? Or to visit my many friends or relatives on the same street? I would have to go up to Academy and then back if they are 2 blocks away?

I AGREE WITH CLOSING THE STREET ON WEEKENDS AND HOLIDAYS. No one is stopping cyclists to use the street during the week with vehicular traffic.

Some of the cyclists are extremely rude and driving dangerously, zigzagging so you can't pass in your car in the designated one block. PROFANITIES SHOUTED OUT AND THE MIDDLE FINGER SHOWN!

Please help us to feel safe and proud.

PS the boulevard walking path is in need of serious repair. Its filled with holes and mud and dog mess on the grass parts are often an obstical course.

SLOW DOWN signs and AUTOMATED SPEED SIGNS and POLICE TICKETING PRESENCE for during the week, I feel would solve many issues.

Thank you for your attention

Darena Snowe

Brenlee,

As we discussed, I think the intent is well meant as it was a refreshing change in Spring 2020 when families were out walking on the Crescent and it gave everyone a lift during the initial lockdown and onset of the pandemic. We had a wonderful summer and speaking personally, the one block wasn't a big deal for us as we just go down Oak Street as it has the traffic lights and our cross street is Ash.

This bylaw seems very flawed and naive to think people won't walk on the street if they know it's closed to cars other than one block. The feeling will likely be "what's the worst that can happen to me if it's bicycles only?"

I foresee yelling between residents driving to their homes encountering people walking in the middle of the street etc.

Definitely think it needs to be much more thought out. And our preference is for it to be a Sundays and Holidays closure only as it always has been.

Is there some way of giving badges to residents to put on their dashboard so cyclists and pedestrians see individuals who have every right to drive down the street their home is located on for one block ?

Warmest regards,

Name Withheld for privacy

Naomi Z. Levine and Art Mauro

Sent: April 25, 2021 2:27 PM
To: John Orlikow <jorlikow@winnipeg.ca>
Subject: From Naomi Levine and Art Mauro

To; Mayor Brian Bowman and Councillor John Orlikow

Re: closure of Wellington Crescent to pedestrians and vehicles

I am writing to express my concern regarding this decision by the City of Winnipeg.

Residents of Wellington Crescent pay significant taxes for the luxury of living on this street. In return, we expect that we have the use of the street as would residents of other streets. That includes being able to drive more than one block on the street.

As a compromise, why not make one lane on each side of the street closed to vehicles, and used for bikes and pedestrians while the second lane on each side is used for vehicles. That would seem to accommodate all.

Yours sincerely,

Naomi Z. Levine

Gerry Price

From: Gerry Price
Date: May 14, 2021 at 5:04:22 PM CDT
To: jorlikow@winnipeg.ca
Cc: Brenlee Carrington-Trepel

Subject: Wellington Crescent problems with pedestrian and bike traffic

Hi John,

I've written to you on several other occasions to express our concern on Wellington Crescent on weekdays, not to mention the problems on Sundays when the street is closed for motorists (last year).

Because so many pedestrians and bike riders ignore the rules of the road, and seem to have forgotten past courtesies, it is getting more dangerous for motorists, pedestrians and bike riders alike.

On weekdays when the pedestrians are supposed to be on the boulevard walkway, or if on the street, walking near the curb facing traffic, they are walking far from the curb, going with traffic or against traffic, occasionally cutting right across the traffic without looking. Some follow the rules; however far too many have no courtesy, don't follow the rules, and expect motorists to give way. I'm extra cautions now on Wellington Crescent from some close calls when I had to slam on my brakes to avoid hitting a pedestrian who cut across me without looking, and barely avoiding people walking down the middle of the road as if it's their exclusive walkway.

I still see bike riders riding two or three abreast or in a group, taking away the entire curb lane, which works fine until they come to a parked car and swing out into the boulevard lane. I've had to slow down to a crawl several times in the past 2 weeks to keep from crowding or hitting a bike rider who had no desire to share the road in a courteous way with motorists. There needs to be enforceable rules for bike riders c/w fines including:

1. Licensing bicycles
2. Follow rules of the road- no riding double- no babies on backs or chests of riders
3. Mandatory lights at dusk
4. Reflective clothing at dusk
5. No ear buds that limit their ability to hear an approaching car.

Weekends when Wellington Crescent is closed for motorists is another story. I've mentioned in my earlier emails how dangerous this is for motorists who must instead rely on Academy Road, which is virtually impossible to get onto safely during rush hours,

I thought you should know that there still is a big safety risk on Wellington Crescent from aggressive bike riders and pedestrians who do not follow the rules of the road and normal courtesies. Many years ago, motorists, bike riders and pedestrians respected each other and shared the road with courtesy to each other. This has changed for the worse.

Thanks,

Gerry

Karl Dornetshuber

From: Karl Dornetshuber

Date: April 25, 2021 at 4:58:13 PM CDT
To: Brenlee Carrington-Trepel
Subject: Wellington Crescent

To whom it may concern:

We are strongly opposed to close Wellington Crescent for car traffic.

Not only is it very inconvenient for us not being able to use the road as we have to drive kids in both ways of the Crescent.

It is more concern for us having a lot of people who do not live in this area walking and biking here, leaving their trash and dog waste in front of our houses and it is also a security concern.
I hope that with our hefty property tax bill our voices will be heard.

Yours sincerely

Karl and Petra Dornetshuber

Theresa and Bill Parrish

For the attention of Mayor Brian Bowman and Councillor John Orlikow

As residents of Wellington Crescent, we object to it being closed to all but bicycle traffic from 9:00 until 7:00 seven days a week from May until November. We would support a closure on weekends and holidays but not seven days a week!

Six months is too long a time period to close this major traffic route through Winnipeg. It is inconvenient not only to residents of Wellington but also the many residents of southwest Winnipeg who use Wellington Crescent on a daily basis.

The closure of Wellington led to greatly increased traffic on Academy last summer; it was extremely congested, especially with construction projects on Corydon. Crossing Academy at any time is extremely difficult with only a few intersections with lights.

With two lanes, Wellington Crescent is already very accessible to cyclists so closing it to vehicular traffic only hurts this who like to drive down this beautiful street and local residents.

It would perhaps be appropriate to have some community consultation before implementing such an impactful new policy.

Respectfully submitted,

Theresa and Bill Parrish

Dan Murray

Hi Brenlee,

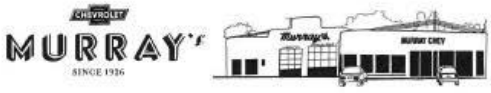
I hope this finds you and your family healthy and well. Sorry for the delay in getting back to you regarding the possible change in Wellington to 7 day/week walk/cycle. I would support the idea that shutting it down in the summer on weekends, as past custom makes sense but not on a more long term plan. That makes no sense. Scott MacDonald tells me you are doing a fantastic job on behalf of the Wellington homeowners in making sure our opinion is heard at the city. Thank you.

Dan Murray

1700 Waverley St

Winnipeg, MB R3T 5V7

204 261-6200



Aaron Wojnowski

To whom it may concern,

My name is Aaron Wojnowski. I am writing this letter to express my concern over continuing the active transportation route program on Wellington Crescent in 2021 and any years to follow. I specifically encountered a number of issues during the time that the program was active in 2020, and believe that these issues would repeat themselves if the program were to take place again:

- There was an elevated amount of garbage left on the boulevards and centre pathway stemming from the increased numbers of pedestrians and cyclists
- There was an elevated amount of pet waste left on the boulevard in front of my property
- Academy Road suffered from increased congestion during peak and non-peak hours, adding to commute and travel time for all residents in the area
- When travelling the one block along Wellington Crescent to access my property, I encountered a number of hostile pedestrians. In one incident, a pedestrian stood in front of my car and refused to move until I got out of my car and explained that I live here and my house was 50 feet from where he was standing

Ultimately, Wellington Crescent is not a park and the infrastructure is not in place for it to be used as such. I hope that this feedback can be taken into consideration when reviewing the active transportation route program.

Aaron Wojnowski
Founder, Musi Inc.

Matthew Frankel

>
> Hi Brenlee,
>>
>> Thank you for taking this issue on. I am a radiologist here in Winnipeg. My colleagues and I that work at St. Boniface Hospital, Misericordia Health Centre and Concordia Hospital regularly take Wellington Crescent to and from work- both during regular work hours and on call. We have been very frustrated with its closure without the permission of the citizens of this city, which adds time to our commute. This is particularly frustrating given the already congested city traffic related to summer construction on other roads. My colleagues and I would be happy to sign a petition to reopen Wellington Crescent if that would be helpful.
>>
>> Thank you again for your efforts.
>>
>> Sincerely,
>>
>> Matthew Frankel
>>

Ellie & Ron Rosenblat

From: Ellie47
Date: April 28, 2021 at 1:00:14 AM CDT
Subject: Wellington Street Closure

To Whom It May Concern,
We have concerns regarding the plan to close off the Crescent to traffic from May 4 to November continuing seven days a week from 7am to 9pm.
The plan appears to be rather " misleading", as it looks like the Crescent will be closed to vehicular & pedestrian traffic.
In essence, the Crescent will become a bicycle path only.
As a result of this closure during the week days , traffic will increase substantially on Academy Road., causing major traffic " jams"
Perhaps Provincial & / or City Officials could consider an alternate plan by
Closing the Crescent only on weekends & Holidays .
This seems to have worked well in the past.

Ellie &Ron Rosenblat

Babette Cohen and Keith Levin

April 25, 2021

To Whom It May Concern:

We are very dismayed to hear that there is a permanent change being considered to turn Wellington Crescent into a cycle route only. One of the many aspects of living on Wellington Crescent that we have grown to love is simply stepping out our front door to go for a walk. It is one of the main attractions to having property on this street. It is also very upsetting to not be able to drive on the street that we live on, except for the one block that allows us to access our homes. . While we have dealt with this restriction on Sundays for part of the year, we would be opposed to having this restriction every day of the week. The proposed closure would require all the traffic that currently uses this route to be re-routed to Academy Road, which can barely accommodate the traffic it currently has during rush hour.

As residents of Wellington Crescent, we have always felt that we pay a premium in taxes for the luxury of living on this street. We would harbor immense resentment to be limited on how we access and enjoy our property.

We respectfully ask you to reconsider this decision.

Thank you.

Babette Cohen and Keith Levin

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John H. Restall, Jr., B.A., LL.B.

John H. Restall, Q.C. (1942-1983)

Ian A. Restall, B.A., LL.B., B.C.L. (Oxon)*

Ingrid K. Nickel, B.A., LL.B.

Jon van der Krabben, B.A., LL.B. (Hons)

Stephen R. Schmidt, LL.B., B.Com.

Sean R. Restall, B.Com. (Hons), J.D.

Jon Velasco, B.A., J.D.*

Brittany Tofangsazan, LL.B. (Hons), LL.M.

Ayo Olunlade, LL.B., BL

June 15, 2021

Mr. John Orlikow, City Councilor

City of Winnipeg

City Hall Council Building
510 Main Street
Winnipeg, MB R3B 1B9

Dear Sirs:

Re: Wellington Crescent

This is to acknowledge receipt of your executive assistant's e-mail dated May 14, 2021 at 2:59 p.m. This was of course in response to the writer's letter to you dated May 13, 2021.

The writer would note that your executive assistant did not respond to his specific questions in the earlier letter. In particular, the writer wishes to understand the evidence upon which the decision to close Wellington Crescent to all but bicycle traffic was based. The writer specifically wishes to know the specific data that was utilized. In particular, he wishes to be advised as to whether the volume of vehicular traffic was reviewed and the relative volume of vehicular traffic compared to that of cyclists. The writer has noted in terms of his utilization of Wellington Crescent that there is a complete paucity of cyclists utilizing the street both in weekday mornings and weekday afternoons. The writer is interested in the justification for closing Wellington Crescent for only bicycle use when there is an apparent absence of cyclists utilizing the route during weekdays and further, he wishes to understand the logic by which a vehicular route of substantial volume could be closed for the purposes of the utilization by such a limited number of cyclists when, historically, both vehicles and cyclists could simultaneously utilize this thoroughfare.

The writer also notes your executive assistant indicates in her response that:

> "The Wellington Crescent program is in response to health restrictions associated with Covid. These restrictions limit people's ability to safely get exercise and meet with friends. Therefore, closing Wellington Crescent to through traffic will provide a safer environment for people and families to get some exercise and meet with friends."

The writer does not understand how creating a bicycle route where pedestrians cannot be on the road enhances the ability of people to meet with friends.

The writer further believes that there are some other issues and difficulties posed to the residents of not only Wellington Crescent but also those of North River Heights and the Academy Road area that militates against the limitation of use of Wellington Crescent as a street for vehicular traffic and reserving it for the sole use by the relatively few cyclists who are often not a part of this neighbourhood. These issues include:

1. There is clearly an issue of danger to North River Heights residents who cannot utilize Wellington Crescent excepting for one block when requiring they have to access the alternate route of Academy Road. There are only a few intersections where there are traffic lights and many of the residents, including the writer, cannot drive one block to access traffic lights to turn left on Academy Road. A great danger is presented to the motorists who must turn left onto Academy Road especially with its enhanced traffic volume and there is a level of concomitant enhanced danger, not only for these motorists but also pedestrians and cyclists.

2. The new restrictions prevent Wellington Crescent from being utilized for traffic from other parts of South Winnipeg. This has resulted in enhanced the traffic on Academy Road creating greater traffic volume and therefore congestion with attendant safety issues once again for residents and pedestrians. The writer also believes that there are negative effects for the community businesses in the area.

3. The requirement compels area residents to utilize Academy Road instead of Wellington Crescent which increases traffic on the side streets and lanes as alternate routes to reach intersections on Academy Road with traffic lights so as to make left turns for the downtown commute. This creates further danger to residents and children utilizing the lanes. The writer has also noted that some cyclists actually utilize their vehicles to bring their bicycles into the area creating further parking and congestion problems in the neighbourhood.

4. The writer would note that creating greater congestion on Academy Road and preventing vehicular use on Wellington Crescent has the effect of further delaying medical workers and essential services personnel in hospitals and other care facilities and their ability to arrive at their work stations.

Another concern of the writer is the inequity that the Wellington Crescent closure creates. The inequity has of course a Human Rights element to it to the extent that individuals and residents on Wellington Crescent and North River Heights are disadvantaged and some might say discriminated against by these closures. As you can readily appreciate, disabled individuals and seniors cannot effectively access their neighborhood and this of course creates additional difficulties when their residences have to be accessed by caregivers, delivery drivers, handi-transit and even emergency services.

There is another inequity. It seems the residents of Wellington Crescent and North River Heights are having to disproportionately bear the burden of this closing as Covid response measure. The writer wishes to understand whether alternative closures were considered. Why Wellington Crescent, especially in view of the fact that it is a major traffic route to downtown. Were other streets considered? In order to more effectively distribute the burden, was a rotating system of cycling closures and routes considered? This would seem to the writer to be a far more equitable approach to this issue.

Finally, the writer wishes to know why Scotia Street in the north side of the City (where the writer grew up) but a very analogous river side street proximate to a major civic park was not similarly closed. The writer would also note that Scotia Street does not have the same status as a major vehicular thoroughfare.

The writer looks forward to your specific responses to these specific issues raised so that the matter may be resolved in an equitable fashion.

Yours truly,

Restall & Restall LLP

Per:

IAN A. RESTALL

/pdd

Allison Minarik

May 4, 2021

To Whom it may concern: As a homeowner on Wellington Crescent, please be advised that I oppose closing the Crescent to vehicular traffic, except on Sundays and holidays. The "assumption of ownership" exhibited by some of the people that seems to go along with the restrictions, or I believe will, with the proposed restrictions, sets the stage for heated confrontations. As homeowners I feel we should be able to come and go from our driveways via whatever mode of transportation is necessary, especially on weekdays and Saturdays. We should be able to take a leisurely drive down our street, and/or drive straight down our street to visit another resident on the Crescent. I have been subjected to the icy stares when I am trying to approach our home via the one block before, have had to explain myself to complete strangers to get on to the street, and I have witnessed negative exchanges between, walkers, bikers and drivers alike. I fully support any measures that will reduce vehicular use of the Crescent as a freeway between downtown and Tuxedo/Charleswood, by way of installing speed bumps, or radar cameras.

Respectively yours,

Allison Minarik

Jenny Motkaluk

From: Jenny Motkaluk < **Date:** May 4, 2021 at 6:37:53 PM CDT
To: "Orlikow, John" <jorlikow@winnipeg.ca>
Cc: Brenlee Carrington-Trepel < **Subject: Wellington Crescent Open Streets**

Dear John,

I'm absolutely opposed to closing Wellington Crescent from 7am to 7pm, 7 days a week from May to November.

I think that most of my neighbours will agree that the Sunday and Holiday road closures are a lovely feature of this neighbourhood and we all welcome the opportunity enjoy the crescent in a car-free way once a week during the summer. I think that in the initial days of the pandemic last year, when all the parks and playgrounds were closed that the road closure gave many of us a little space to get outside. However, as the summer wore on and the road remained closed many of my neighbours, myself included, became unhappy with the situation.

The idea of keeping this road closed for ½ the year to accommodate only those who would ride a bike on Wellington is simply unreasonable. Wellington Crescent is not only a lovely scenic route to drive that should be available to everyone, but it is also a major route to school and work for many people, including those of us who live on or nearby this road. My daughter's school bus will need to be entirely rerouted as a result of this closure. Furthermore, all the traffic will move to Academy, making that already busy road, even more so.

I'll remind you that currently, bicycles on Wellington Crescent already have the option of being physically separated from cars by riding on the median path.

I urge you reconsider this decision and leave Wellington Crescent as it was, available to ALL types of traffic, including bicycles.

Sincerely,

Jenny Motkaluk

Leon Stein and Edith Diner

Date: May 2, 2021 at 2:26:09 PM CDT
To: Brenlee Carrington-Trepel **Subject: Re: Wellington Crescent closure**

Dear Mr . Bowman and Mr Orlikow , we are vehemently opposed to closing Wellington Crescent to cyclists and in the future pedestrians . As taxpayers who live on Wellington Crescent we want our rights to drive down our own street . As per Brenlee Carrington points we are fully in agreement with her .

Leon Stein and Edith Diner

Alyce Kupskay & Nigel Furgus

From: Alyce Kupskay < **Date:** May 3, 2021 at 10:52:55 AM CDT
To: Brenlee Carrington-Trepel **Cc:** Nigel Furgus <
Subject: Wellington Crescent - Closure for cyclists

To Councillor Orlikow and Mayor Bowman.

As residents we do not want to see our street closed to vehicular traffic May to November, seven days a week. This limits and restricts our freedom of access to our home and will create undue pedestrian and unlicensed bicycle traffic that we will have to contend with each and every time we leave our home.

We are supportive of the closure on Sundays and holidays from dawn until dusk. With the provincial laws restricting pedestrians on the street, if this becomes law then Wellington Crescent will become a bike path.

As a taxpayer, we have paid for many bicycle paths/routes in the city and cyclists are not prohibited or restricted from using Wellington Crescent any day they would like. There is plenty of space for pedestrians to walk and enjoy the crescent on the current walking path in the middle.

With the situation currently in effect regarding cyclists there is very little net gain for the residents that reside along Wellington Crescent.

Thank you,

Alyce Kupskay & Nigel Furgus

Michael Mercury

From: Michael Mercury < **Date:** April 30, 2021 at 3:41:21 PM CDT
Subject: Re: Wellington Crescent Road closure

Dear, Brenlee, further to your e-mail I have checked the Highway Traffic Act and noted that section 86 in effect provides that any change to the use or closure of a Highway,(Wellington Crescent) for a period less than two years can only take place if the municipal authority such as the City of Winnipeg passes a resolution for closure and is approved by the Minister of Highways or his delegate. To be effective the approval must be attached to the resolution.Has this taken place? If so when did it happen and can you get a copy of it?. The clerk of the City should be able to provide it for you. If a resolution proposing to restrict traffic on Wellington Crescent from 7 am till 9 pm from May 3 to November 5,2021 has not been passed and approved, then, as a resident for the past fifty three years I would strongly oppose such a resolution if it came up for consideration. I would do so for many reasons,the main ones being those of safety and convenience. Let me explain. For a number of years Wellington Crescent, between Academy road at the Maryland Bridge on the east and the end of Academy Road on the west, has been closed on Sundays and holidays commencing with the Victoria Day long weekend to and including Thanksgiving Day between 8AM to sunset and yet, in spite of these closures I have witnessed many drivers get ticketed for speeding or driving in a restricted area and on Sundays when there is little traffic as opposed to week days when there is considerable more traffic. It should also be noted that many houses on Wellington Crescent have garages facing the Crescent and,as in my case, one is compelled to back out onto the Crescent. In backing out one must look west to the left because that is where the traffic is coming from and yet I have had near misses because joggers and others including little children on tricycles keep coming from the east,from the opposite direction and against the flow of traffic. Given that my house is situated on the south west corner of the Crescent and Elm St.and that my driveway and the sidewalk on Elm St. is separated by a long hedge, my view to the east is impeded making the backing out onto the Crescent hazardous. I am certain that others like me are in a similar situation.It should also be pointed out that on weekdays between the hours of 7am and 9:30 am and again between 3:30pm and 6pm there is a constant stream of traffic heading down town coming from Charleswood and also from north River Heights. Later in the day the same amount of traffic goes home toward the west. Another fact is this: residents who live between Academy Road and the Crescent and who work downtown and drive there via the Crescent will, if the resolution passes, be forced to go to work via Academy Road and come back the same way. Since parking on the side streets north of Academy Road is permitted only on the west side of the street, traffic will double and pose a serious hazard to many of the young children who live and play there. For example a resident whose house is located on Queenston St. between Academy and the Crescent must park on the west side of Queenston. This means that on his way home one will have turn right on to Queenston St from Academy road,go north as far as the Crescent ,cross the Crescent ,then turn left and go west to Brock ,then left and then right onto Queenston and then travel down to where his house is located and park on the right side of the street.. This means that traffic on Queenston St.will double. Whereas instead of going down town via the Crescent and coming back the same way turning left and parking on the west side of the side street one will now have to go and come back from work via Queenston St. This side street. is to similar to all neighboring streets in that parking is only permitted on the right hand side of the street.These

side streets all have young families with children,playing on the lawns,sidewalks,boulevards, and ,yes,behind parked cars. This gives cause for concern because the closure of Wellington Crescent shifts traffic to the side streets where many young children play. In short It is mainly for reasons of safety, the inconvenience which many citizens will suffer and the additional traffic which Academy Road will have to endure that causes me to express my strong objection to the City of Winnipeg extending the restrictions as they presently exist.

Sincerely, Michael J Mercury Q.C.

Paula Facioli

It's been nothing but frustrating having the crescent closed last summer.

We understand that we all are going though some difficult times with limited entertainment and exercises resources and we are not opposed to the street being closed for public use with limitations and restrictions in place, in order to guarantee the well being and safety of the Crescent residents.

Wellington Crescent is primarily a residential street and we strongly believe that decisions of closing the street without consulting with residents is disrespectful and unfair to the residents, who pay high taxes to live in the street.

We have had discussed this issue with several of our neighbours and we have all been experiencing animosity and a lack of respect from the people walking on the street towards us- residents and Wellington Crescent property taxes payers. Last year we did respect the one block driving restriction rule put on our street, however, a high volume of pedestrians chose not to move away when we are driving, or simply stopping on the middle of the street, delaying us to getting to our home, screaming at us, and some giving unappropriated hand gestures.

In addition to the lack of disrespect from some visitors, we also experienced an increase violation of our privacy. Unfortunately some visitors felt entitled to walk into our backyard and/or take a peek at our home.

Lastly, we also experienced porch pirating a few times last year for the first time for the last 5 years that we have been living in this property. After the crescent was open for motor trafficking , we no longer experienced porch pirating.

Again, we do not have any issue of having our street closed for public use at certain times, however, we strongly believe that some restrictions and measurements must be put in place in order to satisfy both residents and visitors and to guarantee the safety and well-being of residents.

We believe that it would be considerate and fair that:

1. Street was closed only during none business hours and/or,
2. Pedestrians were only allowed to walk on one side of the road (one side in each direction) and,
3. Signs were put up informing visitors that they are not allowed to walk on private property and,
4. Sign reminding visitors that Wellington crescent is a residential street and residents access must be respected and,
5. Rubbish to not be thrown on the street and private properties- with fine associated.

Thank you in advance for advocating for the well being of the neighbourhood.

Paula Facioli

David and Nené Rush

Hi Brenlee.

Our principal concern is that
our street (and neighborhood) may become more noisy, less tidy, less private, and perhaps even less safe, for us (the current residents), during the most enjoyable part of the year.

Thank you for helping us to express our concern/s

David and Nené Rush,

Jeff Marantz & Barb Hutcheson

To whom it may concern,

We strongly oppose the closure of Wellington Crescent from May - November 2021, 7 days a week for pedestrian traffic only. We live in this neighborhood & pay taxes accordingly to use our streets to drive. The last closure of Wellington Crescent for pedestrian traffic only caused many issues including people parking on all side streets preventing people that actually live here could not park in front of their own homes. The other issue is Academy road was so congested you could barely get onto it from the lanes or front street causing a driving hazard. We had no problem with the one day being Sunday closure for people to enjoy but this is ridiculous.

Thank you,
Jeff Marantz & Barb Hutcheson

Hi Brenlee,

We both agree that it's a big inconvenience and the closure does not sit right with us as a resident of Wellington Crescent. We too have had numerous people yell and give us the finger as we try and get to our home.

The traffic congestion that it causes on academy is also dangerous and problematic.

Thank you for including us in this email.

Name Withheld

Jim Fields

Hello Brenlee. We have lost our privacy on the crescent. I have had people tell me not to cut my lawn on a Sunday. People rode their bicycles the wrong way down the street , a potential collision in the making. On one occasion people would not allow me to exit my driveway in my car. When I did exit one person spat on my car. Not nice, In fact very hostile. I have lived in my home for 42 years. The solitude of the area has definitely declined recently. Very concerning and unfair to the residents

Jim Fields

Shazad Bukhari

Pedestrians and cyclists are under the incorrect impression that no vehicles are allowed on Wellington Cres. As such are walking/riding in a manner that may make them more susceptible to an accident. In my roughly 100 meter stretch from Academy while driving at 30km per hour I've narrowing missed a couple of collisions as the people were genuinely surprised by my vehicle being on the road. While I am supportive of crescent being closed Sundays and long weekends, I don't believe the pandemic should be used as justification/rationale for long term street closures advocated by a small but well organized group.

Shazad Bukhari

Jocelyn Teskey

Hi there,
I am writing to raise awareness about the open bike route along Wellington Crescent between Academy Road and Guelph Street, and appeal to you to seriously consider amending this plan as it is currently outlined. I travel along Wellington Crescent daily as I commute to my kids' school and work. As a motorist, cyclist and pedestrian I share this roadway and the walking path with many other community members.

The City's 2021 open bike route limits all access to motorists and allows cyclists four unencumbered bike lanes during peak daytime for six months. I object to this and find it an excessive allotment of space and time from 7am-9pm during May to November. The 2021 bike route will have a significant impact on the traffic on Wellington Crescent and Academy Road as all residents will be forced to find alternate routes and it will increase southbound traffic to Academy Road. There are very few safe entry points to access eastbound routes onto Academy because it is an undivided road and there are few controlled intersections with traffic lights. Motorists joining westbound traffic will have fewer difficulties; however, motorists entering eastbound on Academy Road will face more challenges, delays, and risks of collision.

I am pleased that the City is asking pedestrians to stay off the roadway of Wellington Crescent because last year the mix of cyclists and pedestrians travelling in both east and west directions on the same side of Wellington was a dangerous and chaotic practice. People travelling at different speeds could not always adjust their course or stop quickly enough to avoid collisions.

In closing, I think a designated cycle lane is sufficient without closing all lanes to motorists for six months. I also object to the 7am-9pm timeframe. The previous 8am-8pm was sufficient. Moving forward I hope the City, planners, and councillors will award due respect to the community members most impacted and who reside along these routes by offering some form of public hearings. I hope you will reassess these routes periodically and that changes can be undone.

Thanks,

Jocelyn Teskey

Isabelle Ellerby

TO WHOM IT MAY CONCERN;

This morning upon returning from my morning outing. I went to drive down the Crescent, as is my usual route, and discovered that once again it was closed !!

I am 80 years of age. I have lived on the Crescent in 2 residences since 1998. It is a part of my life in more ways than you will ever know.
At 8 years of age, my parents would take us for a Sunday drive down the Crescent from the North End , to enjoy the beauty of the trees, the magnificent homes and the feeling of doing something so special each Sunday as a family.
Our Wellington Crescent Drive was also the dream that one day we would have a home on the Crescent. Each Sunday as we drove the Crescent, one of us would say...."here is my house coming up ."

Why ??? What on earth would be the rationale to close it to all people except for those on bikes?
Since becoming a young adult in my early 20's, I always lived near or on the Crescent.
Regardless of how far the route was out of my way, the pleasure and memories of being on it ....always took precedence for my travel. I and my grown family as well, enjoy the beauty of it in all Seasons. WE go out of our way to drive it, just to have that gift of a beautiful drive.

And you are going to deprive myself and others because of cyclists !!!!
.PUULEASE...consider that there are other people who deserve the pleasure of driving Wellington Crescent.

Thank you for your attention.
Isabelle Ellerby

Dear Councillor Orlikow,

My husband and I were surprised to learn about the lengthy closure of Wellington Crescent via the Winnipeg Free Press. We recently moved on to Wellington Crescent, and assumed any closure/inaccessibility for that amount of time would have consulted residents first.

As the parents of three young boys aged 7 and under, the fast-moving car traffic is a primary concern for us. However, a similar result, considering the closure is solely for cyclists, could be achieved by introducing a 30km/hour speed limit (as on Crescent Park Drive), speed bumps and stop signs to discourage cars from using our beautiful residential street as a thoroughfare through the city, and encourage a more community-oriented use.

Closing the street to cyclists isn't a universal use and wouldn't benefit pedestrians, people in wheelchairs, joggers etc. It is a large, impactful, disruptive move to residents for serving such a small population, particular from Sept-Nov. Our family made much appreciated use of the closure last year during the lockdown prior to living on Wellington, as well as the summertime, and we're grateful for the lovely opportunity to do so safely. As such, we would be supportive of limited closure for the length of a lockdown and through summer months. However, as a resident now, this street is our neighbourhood, and the closure is very restrictive and actually quite dangerous. We are forced to use Guelph in order to access Academy, which is nearly impossible to cross even without the additional traffic it will attract from the closure, and has very limited/poor visibility from high hedges and a bend in the road when trying to turn. So much so, that there is currently a sign to inform drivers a cross street is actually there. Between 3:30-5:30, the situation is further restricted as We are unable to turn left until Elm street, almost a kilometre in the wrong direction.

It also means my children can't take their school bus as a number of kids live on Wellington, and the bus wouldn't be permitted to drive along and pick up them up.

Finally, I do not want to feel harassed by cyclists for driving on a road that I live on, one that also comes with a very high property tax bill. Cyclists often travel at high speeds with little regard to their surroundings, pedestrians included, and I am concerned about the ability to even safely back out of my driveway.

While I am very much in favour of finding a compromise, it can't disadvantage those who call this neighbourhood/street home. At the very least, if a 6 month closure remains, residents need to be issued permits to drive more than one block. It otherwise causes not just grievances, but presents a dangerous driving situation in terms of accessing and crossing our only exit (Academy).

We are so incredibly lucky to live on this gorgeous street and it should be shared by pedestrians, cars and cyclists alike; but there has to be consideration given to those who are residents.

Thank you,

Name Withheld for Privacy

Shadi Rezazadeh and Ray Aslani

I have attached paula's letter as myself and

My husband, Ray are totally agreed with her points.

"Wellington Crescent is primarily a residential street and we strongly believe that decisions of closing the street without consulting with residents is disrespectful and unfair to the residents, who pay taxes to live in the street.

We have had discussed this issue with several of our neighbours and we have all been experiencing animosity and a lack of respect from the people walking on the street towards us- residents and Wellington Crescent property taxes payers. Last year we did respect the one block driving restriction rule put on our street, however, a high volume of pedestrians chose not to move away when we are driving, or simply stopping on the middle of the street, delaying us to getting to our home, screaming at us, and some giving unappropriated hand gestures.

In addition to the lack of disrespect from some visitors, we also experienced an increase violation of our privacy. Unfortunately some visitors felt entitled to walk into our backyard and/or take a peek at our home.

Lastly, and most importantly, we also experienced porch pirating a few times last year (and against this year- right after 3 days the steer was closed) for the first time for the last 5 years that we have been living in this property. After the crescent was open for motor trafficking (winter 2020) we no longer experienced porch pirating. It started again this year after the street was closed)".

We give you authorization to present us with the above points

Shadi Rezazadeh and Ray Aslani

Armita Salingheh and Klayton Kaleta

We are opposed to the closure of Wellington Crescent due to the following:

1. Pedestrians and bicyclist not respecting the rules in place, walking and riding in whatever direction that suits them, in the middle of the street, leading to several near accident situations.

2. Increased theft in the area. Our cars were riffled through- and the presence of video surveillance did not deter these people.

3. Increased traffic on academy making it impossible to cross this street, specially on peak traffic hours.

Thanks

Armita Saligheh
Klayton Kaleta