# Update on a separated bike lane for Wellington Crescent

**Summary**


- Wellington Crescent is a gap on a priority network that needs to be prioritized, planned, and fixed by constructing separated bike lanes, and until completed, reducing the speed to 30km.
- The City of Winnipeg is consulting on the Transportation Master Plan and Pedestrian Cycling Strategy documents. Once approved by Council (Fall 2024) the public service will scope, study, and implement the "highest" and the "high" priorities on the map within the Pedestrian and Cycling Program.
- Wellington Crescent is a high priority within the draft bike route priority map (see page 118 attached).


*Bicycle priority scoring in the 2024 Pedestrian Cycling Strategies (page 116)*

**EXHIBIT 4.4: BICYCLE PRIORITY SCORING**

| Factor | Points |
|---|---|
| Primary Network | 3 |
| Gap in Current Network | 2 |
| Geographic Areas of Higher Poverty | 2 |
| >1 Historical Bike Injury Collisions (Safety) | 2 |
| Long Term Transit Network | 1 |



**Next Steps**

1. **Engage green action centre on revising safe routes to school;**
2. **Write a draft Council motion requesting 30km until there is a separated bike lane on Wellington Crescent;**
3. **Prepare material to boost City of Winnipeg's efforts of engagement on the Transportation Master Plan 2024 Pedestrian and Bike Strategies including featuring Wellington Crescent;**
4. **Design and partner with the community, Bike Mayor, Bike Winnipeg to support engagement and prioritization of Wellington Crescent and provide public feedback and ownership of the City of Winnipeg plans and priorities within the TMP;**
5. **Move the community from fear towards a mobility justice framework.**

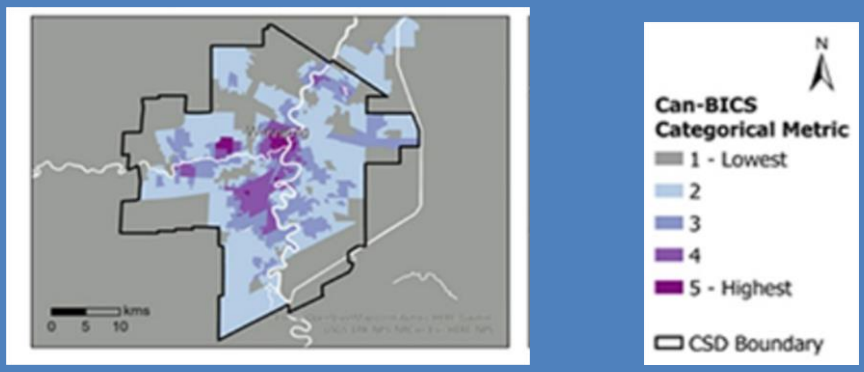
**Key Background**

- Council's strategic priorities action plan prioritizes *"a green and growing city"* and the multi-year budget is set to invest significantly in the priority within the Public Works Pedestrian and Cycling program and Road Safety within budgets.
- The adopted City of Winnipeg Capital budget 5-year forecast provides 28, 988 a six-year total of 31,149 for the Pedestrian and Cycling Strategy. Taken together with the potential of other governments to invest as they have in the past in Winnipeg's cycling

infrastructure, (ie., the Wolseley to Downtown walk/bike project), this is a healthy amount and an increase from the previous multi-year budget with a prospect for more.

- Despite good evidence, and advocacy Winnipeg's bike infrastructure is behind other cities. Winnipeg's network has grown over time and unevenly throughout the city mostly concentrating in the city centre and the south.
- The Canadian Bikeway Comfort and Safety metric (Can-BICS) provides national

Figure 2




Canadian Bikeway Comfort and Safety categorial metric for City of Winnipeg

Statistics Canada

**Sources:** Infrastructure data from OpenStreetMap contributors (2022), metrics from Canadian Bikeway Comfort and Safety (2022) and boundaries from Statistics Canada (2016).

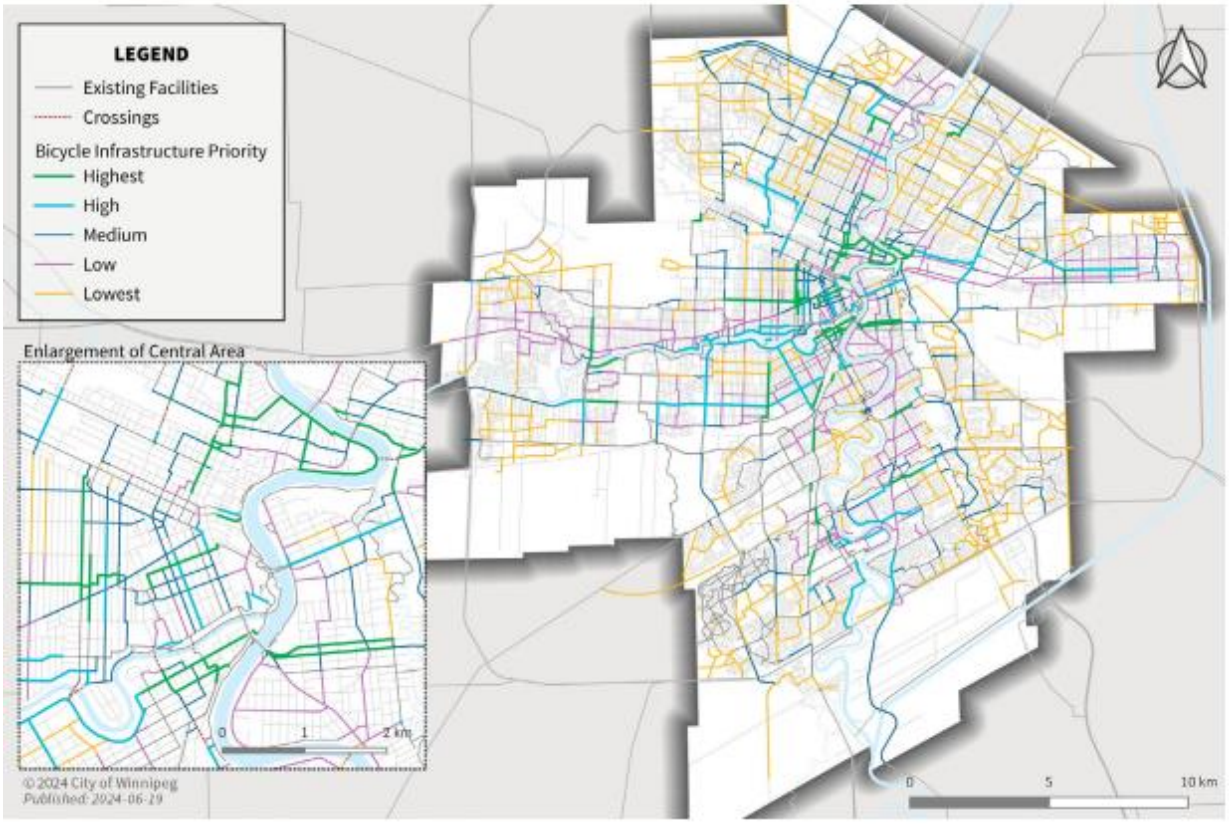
measures of the bicycling environment for use in research and policy. It is a visual reminder to consider carefully higher needs neighbourhoods and equity when designing and striving for a more even distribution of cycling infrastructure.

- The prioritization framework and emphasis on equity within the Transportation Master Plan 2024 Pedestrian and Cycling Strategies is particularly important in Winnipeg and Council should adopt it. In particular, equity deserving, but historically under-served populations and creating better geographic equity should be better understood with data and a plan such as the annual prioritization including a commitment to the four targets laid out in the plan 2050: Accessibility and Equity; Road Safety; Mode Share, and Economic Prosperity.

## Attachment

Results from the application of bicycle infrastructure prioritization are illustrated in Map 8.

**MAP 8: BICYCLE PRIORITY SCORING RANGES**




Councillor Rollins Fort Rouge East Fort Garry