Agenda – Council – July 17, 2025

Report – Standing Policy Committee on Public Works – July 3, 2025

Item No. 4 Wellington Crescent (Academy Road to Stradbrook Avenue) Bike Lane Pilot Project – formerly Speed Limit Reduction on Wellington Crescent

STANDING COMMITTEE RECOMMENDATION:

On July 8, 2025, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Public Works and submitted the following to Council:

1. That the Wellington Crescent Bike Lane Pilot project be created within the 2025 Pedestrian and Cycling program (project #1832200425) in the amount of $400,000 and that this project be funded by transferring funds from the 2024 Active Transportation Studies project (project #1832300224).

2. That the speed limit on Wellington Crescent between Academy Road and Stradbrook Avenue be set to 40 km/h, and that this speed limit change be implemented as part of the Wellington Crescent (Academy Road to Stradbrook Avenue) –Bike Lane Pilot Project installation.

3. That the Public Service be directed to report back to the February 2026 meeting of the Standing Policy Committee on Public Works with the results of consultations regarding the Pilot project and seek final approval for the installation of the updated design.

4. That the City Solicitor and Director of Legal Services be instructed to prepare an amendment to Speed Limit By-law No. 63/2019 in accordance with Recommendation 2 and bring same directly to Council for enactment.

5. That the Winnipeg Public Service be directed to make the first Walk Bike Design Study in 2025 resulting from the recently adopted Pedestrian and Cycling Strategies update to be the design for permanent, separated bike lanes on Wellington Crescent from Academy Road/Maryland Bridge to Stradbrook Avenue.

6. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

Report – Standing Policy Committee on Public Works – July 3, 2025

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On July 8, 2025, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Public Works and submitted the matter to Council.

Aro van Dyck, submitted a communication in opposition to the matter.

STANDING COMMITTEE RECOMMENDATION:

On July 3, 2025, the Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service with the following amendments:

- In Recommendation 2, insert the word "installation" after "Welling Crescent (Academy Road to Stradbrook Avenue) – Bike Lane Pilot Project"

- Delete Recommendation 3 in its entirety and replace with the following:

    "3. That the Public Service be directed to report back to the February 2026 meeting of the Standing Policy Committee on Public Works with the results of consultations regarding the Pilot project and seek final approval for the installation of the updated design."

- Add the following new Recommendation 5 and renumber the remaining recommendation accordingly:

    "5. That the Winnipeg Public Service be directed to make the first Walk Bike Design Study in 2025 resulting from the recently adopted Pedestrian and Cycling Strategies update to be the design for permanent, separated bike lanes on Wellington Crescent from Academy Road/Maryland Bridge to Stradbrook Avenue."

and submitted the matter to the Executive Policy Committee and Council.

Report – Standing Policy Committee on Public Works – July 3, 2025

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION (continued):

The following persons submitted communications in support of the matter:

- Wayne Manishen
- Tim Fennel
- Sylvie Hebert
- Joshua Schmidt
- Aaron Maciejko
- Mark Cohoe

The following persons submitted communications in opposition to the matter:

- Adrian Werner
- A'isha de Saint-Boni'
- Anny Chen
- Arielle Villarin
- Aro van Dyck
- Bailey Zacharias
- Dave Elmore
- David Grant
- Greg Oughton
- Hannah Muhajarine
- Jackson Unger
- James Beddome
- Kate Garinger
- Katie Daman
- Lex van Dyck
- Lila Asher
- Linda van de Laar
- Mandalyn Unger
- Mel Marginet
- Michael Bagamery
- Michael Veith
- Nicole Askin
- Robyn Dyck
- Rowan Boonstra
- Samantha Beiko
- Sara Warkentin
- Tury Al-Jaqobi
- Wendy Van Loom

On June 12, 2025, the Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and granted an extension of up to 30 days to report back on the following:

1. Wellington Crescent (Academy Road to Stradbrook Avenue) Bike Lane Pilot Project – formerly Speed Limit Reduction on Wellington Crescent.

The following persons submitted communications in support of the matter:

- Ian Walker
- Tim Fennell

Report – Standing Policy Committee on Public Works – July 3, 2025

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION (continued):

The following persons submitted communications in opposition to the matter:

- Adam Johnston
- Andrea Pelletier
- Corey Dyck
- Cynthia Ratelle
- Jason Ward
- Josh Ng
- Kolton Stubbs
- Kyle McCulloch
- Lily Pulliam
- Michael McMahon
- Steve West, Chair, City Centre Local Bike Group, Bike Winnipeg
- Steven Jenne
- Josh Ng

COUNCIL DECISION:

On April 14, 2025, the Standing Policy Committee on Public Works granted an extension of time to its June 12, 2025 meeting for the Winnipeg Public Service to report back on the following:

1. That the Winnipeg Public Service be directed to report back to the Standing Policy Committee on Public Works with an interim solution to improve safety for cyclists (ahead of a more permanent WalkBike design study for separated cycling infrastructure can be undertaken), to allow for consideration for initial implementation in 2025.

On December 12, 2024, Council concurred in the recommendation of the Executive Policy Committee and adopted the following:

1. That the Winnipeg Public Service be directed to report back to the Standing Policy Committee on Public Works in 120 days with an interim solution to improve safety for cyclists (ahead of a more permanent WalkBike design study for separated cycling infrastructure can be undertaken), to allow for consideration for initial implementation in 2025.

2. That the Winnipeg Public Service be directed to work with community partners, including Bike Winnipeg to support public engagement and prioritization of Wellington Crescent within the City of Winnipeg plans and priorities in the upcoming Transportation Master Plan 2050 and updated Pedestrian and Cycling Strategies.

Report – Standing Policy Committee on Public Works – July 3, 2025

DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

3. That the Winnipeg Public Service be directed to work with community partners, including Bike Winnipeg to support targeted stakeholder engagement, focusing on potentially impacted fronting property owners.

4. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

David Grant submitted a communication with respect to the matter.

Charlie and Deborah Guertin submitted a communication with respect to the matter.

ADMINISTRATIVE REPORT

Title: Wellington Crescent (Academy Road to Stradbrook Avenue) Bike Lane Pilot Project – formerly Speed Limit Reduction on Wellington Crescent

Critical Path: Standing Policy Committee on Public Works - Executive Policy Committee - Council

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P.Eng.	J. Berezowsky	T. Graham	S. Armbruster, Interim CAO

EXECUTIVE SUMMARY

The Public Service was recently directed to improve safety for cyclists on Wellington Crescent:

- First via an interim solution to be considered for implementation in 2025; and,
- Longer-term, via design study to develop permanent separated bike infrastructure.

The proposed interim solution is piloting one-way bike lanes on Wellington Crescent from Academy Road to Stradbrook Avenue. This pilot is designed to be temporary but is significantly more robust in approach than previous temporary bike infrastructure.

While the initial direction was to implement temporary measures in Summer 2025, this timeline would not allow adequate consultation with fronting property owners prior to implementation, as was also directed. Instead, it is recommended the pilot take a four-phased approach.

- Phase 1: Fall/Winter 2025
    - Collect feedback from fronting property owners about potential impacts and make any resulting adjustments to the pilot design.
- Phase 2: Early 2026
    - Communicate the design and construction plans.
- Phase 3: Spring 2026
    - Install the proposed pilot solution.
- Phase 4: Spring 2027
    - Evaluate the pilot via consultation with both road users and fronting property owners after one year in place.
    - Analyzing traffic data to determine impacts on both traffic volume on neighbouring streets and travel delays.

It is important to note this four-phased approach is atypical of a traditional pilot. A pilot would typically see infrastructure put into place prior to any feedback collection. The proposed infrastructure could be implemented in 2025; the Public Service would then modify the plan to more closely resemble a typical pilot and collect feedback from both road users and fronting residents after they have an opportunity to experience the change.

The proposed pilot design is attached in detail as Appendix A, and includes:

- Painted lanes, plastic bollards, and adjustable pre-cast concrete curbs that are more aesthetically pleasing then previous temporary measures (e.g. construction barricades);
- A speed limit reduction on Wellington Crescent to 40 km/h;
- Reducing Wellington Crescent from four lanes to two on a segment of roadway;
- Additional safety enhancements like turn restrictions, special left turn lanes, and turn restrictions at key intersections; and,
- Removal of approximately 29 evening and weekend parking stalls between Cockburn Street N and Wardlaw Avenue.

Implementing the pilot as recommended would be beneficial for several reasons, including:

- Closing a significant gap in the City's cycling network;
- Supporting the existing high volume of users of the corridor;
- Aligning with network recommendations in the draft Pedestrian and Cycling Strategies update;
- Aligning with recommendations in the draft Transportation Master Plan to test innovative, modular, and adaptable cycling infrastructure; and
- Responding to ongoing safety concerns, a trend of non-fatal collisions on the corridor, and the recent cyclist fatality.

The proposed solution would improve cyclist comfort and safety and could be constructed quickly and at a low cost. As it would use temporary infrastructure that can be moved, removed, and reused, it could be modified in response to public feedback and observed road user behaviours.

Traffic modelling predicts the pilot would result in minimal traffic impacts, including a minimal delay to motorists at the intersection of Wellington Crescent and Academy Road and sporadic delays on the segment of Wellington Crescent being reduced from four travel lanes to two due to left-turning vehicles impeding through traffic.

RECOMMENDATIONS

1. That the Wellington Crescent Bike Lane Pilot project be created within the 2025 Pedestrian and Cycling program (project #1832200425) in the amount of $400,000 and that this project be funded by transferring funds from the 2024 Active Transportation Studies project (project #1832300224).

2. That the speed limit on Wellington Crescent between Academy Road and Stradbrook Avenue be set to 40 km/h, and that this speed limit change be implemented as part of the Wellington Crescent (Academy Road to Stradbrook Avenue) –Bike Lane Pilot Project.

3. That the Public Service be directed to report back in 270 days on the result of consultations with fronting property owners regarding the Pilot project.

4. That the City Solicitor and Director of Legal Services be instructed to prepare an amendment to Speed Limit By-law No. 63/2019 in accordance with Recommendation 2 and bring same directly to Council for enactment.

5. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

REASON FOR THE REPORT

On December 12, 2024, Council concurred in the recommendation of the Executive Policy Committee and adopted the following:

1. That the Winnipeg Public Service be directed to report back to the Standing Policy Committee on Public Works in 120 days with an interim solution to improve safety for cyclists (ahead of a more permanent Walk Bike design study for separated cycling infrastructure can be undertaken), to allow for consideration for initial implementation in 2025.

2. That the Winnipeg Public Service be directed to work with community partners, including Bike Winnipeg to support public engagement and prioritization of Wellington Crescent within the City of Winnipeg plans and priorities in the upcoming Transportation Master Plan 2050 and updated Pedestrian and Cycling Strategies.

3. That the Winnipeg Public Service be directed to work with community partners, including Bike Winnipeg to support targeted stakeholder engagement, focusing on potentially impacted fronting property owners.

This report serves two functions:

- To satisfy Council's direction to report back on an interim solution; and
- The recommendations require a By-law amendment to the Speed Limit By-law No. 63/2019 and must be approved by Council.

IMPLICATIONS OF THE RECOMMENDATIONS

Due to the urgency of the project and rapid timeline, funding is being reprioritized within the Pedestrian and Cycling program to be able to embark on this project in 2025.

Approval of this report will reduce the 2024 budget for Active Transportation Studies (project #1832300224) by $400,000. After approval of this report, the amended budget for this project will be $100,000.

This pop-up style bike lane is planned to remain in place until a Walk Bike Design Study can be completed and permanent infrastructure installed. The study will be scoped in a future year of the Pedestrian and Cycling Program.

Implementing the pilot will reduce evening and weekend on-street parking by approximately 29 stalls.

HISTORY/DISCUSSION

Rational for Improved Cycling Accommodation on Wellington Crescent:

In addition to the December 12, 2024, direction of Council, there are several reasons for improving cycling accommodation on Wellington Crescent:

- Wellington Crescent between Academy Road and Stradbrook Avenue is now a significant gap in the City's bike network with the Seasonal Bike Route on Wellington Crescent west of Academy Road and new protected bike lanes on River Avenue and Stradbrook Avenue.
- Wellington Crescent is a popular route for people cycling year-round in Winnipeg. It is shown on the City of Winnipeg produced Bike Map as an "Informal On-street Route" and green "Bike Route" signs are present along the street.
- The draft Pedestrian and Cycling Strategies, the City's walking and cycling plan, identifies Wellington Crescent as a high priority for future bicycle infrastructure improvements.
- The draft Transportation Master Plan, which recommends implementing pop-up style bike lanes (similar to the propose pilot) as a short-term, "quick win" innovation.
- In June 2024, a person cycling was hit and killed by a speeding car on Wellington Crescent. Between 2012 and 2022, there have also been over ten collisions of motor vehicles with pedestrians and cyclists that did not result in a fatality, but have produced injuries and/or psychological trauma for the persons involved.
- A pilot is a cost-effective way to allow people to experience and understand a change in the street and provide detailed feedback to the City prior to a permanent implementation.
- The pilot utilizes temporary infrastructure that can be moved, removed, and reused, it can be modified in response to public feedback and observed road user behaviours.

Proposed Bike Lane Pilot

The Public Service was recently directed to improve safety for cyclists on Wellington Crescent. In response, improvements are planned to happen in four phases:

- Phase 1: Fall/Winter 2025
    - Collect feedback from fronting property owners about potential impacts and make any resulting adjustments to the pilot design.
- Phase 2: Early 2026
    - Communicate the design and construction plans.
- Phase 3: Spring 2026
    - Install the proposed pilot solution.
- Phase 4: Spring 2027
    - Evaluate the pilot via consultation with both road users and fronting property owners after one year in place.
    - Analyzing traffic data to determine impacts on both traffic volume on neighbouring streets and travel delays.

The Public Service has designed an interim solution for unidirectional bike lanes on Wellington Crescent from Academy Road to Stradbrook Avenue to improve safety for people cycling. This design represents an innovation to previous temporary active transportation measures.

These pop-up style bike lanes will include a mix of painted bike lanes, polyposts and adjustable pre-cast concrete curbs at strategic locations within the existing curb to curb pavement. Utilizing the existing curb to curb pavement is paramount for creating a cost-effective, easy to implement interim solution to improve safety for cyclists. Including physical separation between cyclists and vehicles with polyposts and curbs reduces cyclist collision risk and improves safety for all. The design drawing and cross-sections are attached as Appendix A. This strategy balances the quick build and temporary nature of this project with accommodating increasing cycling demand.

This project incorporates many traffic calming features including narrower traffic lanes, temporary traffic calming curbs, adjustable pre-cast curbs, and flexible bollards. These design features all encourage lower vehicle speeds and support a reduced posted speed limit. It is recommended that the speed limit on Wellington Crescent from Academy Road to Stradbrook Avenue be set to 40 km/h as part of the project. This improves comfort and safety for people biking and reflects emerging best practice for a painted bike lane on road with high traffic volumes. Schedule A to the Speed Limit By-law 63/2019 will be amended just prior to installation of the pilot infrastructure.

Materials

The design proposes the use of the following materials:

- Adjustable pre-cast curbs
- Traffic calming curbs
- Polyposts
- Seasonal polyposts (to be removed for winter months)
- Jersey barricades
- Signage (hazard markers, keep left/right, turning vehicles yield to bikes)
- Traffic paint
- Artistic paint

As this is a pilot project, all of the materials are temporary in nature. They can be removed at the end of the pilot to return the streets to their pre-pilot condition. There may also be opportunity to refine the design, such as through the addition or subtraction of materials to respond to comments received from residents and road users. This adaptability can allow the design to evolve to meet as many residents and road users' needs as possible while achieving the goal of creating a safe interim solution for cyclists on Wellington Crescent. A benefit of this temporary pilot is that the majority of the materials can be reused again in future capital projects or pop-up style road safety and active transportation projects.

Adjustable pre-cast curbs are already in place on several bike lanes in the city, including on Bannatyne and McDermot Avenues. They are a pre-made concrete curb that is installed on top of an existing road without requiring significant construction disruption to the street. Polyposts can be installed on top of the curbs to enhance their visibility. They improve cyclist safety by creating a physical barrier between bikes and motor vehicles.

Adjustable curbs will be used to protect segments of the bike lane in the section east of Grosvenor. The design uses the curbs to establish the bike lane near intersections and private approaches where conflicts between cars and bikes are most common. The design does not include protecting the entire length of the bike lane as this is a pilot project where quick installation and cost efficiencies factor in to the temporary nature of the design. The City has past experience adjusting the location of these curbs in response to stakeholder feedback.

Seasonal polyposts are already in place on several buffered bike lanes in the city. These polyposts would be installed in areas where the bike lane is painted only. They enhance the visibility of a painted bike lane which contributes to cyclist safety. These polyposts would be removed in October ahead of winter snow clearing activities and would be reinstalled in the spring after clean-up. The painted bike lane would remain through the winter.

Traffic calming curbs are a new type of quick-build, pre-cast curb that is being piloted in Winnipeg to help slow down vehicles and improve the safety of active modes. They have been used successfully across Canada as a cost-effective way to modify the roadway cross section. They are yellow in colour and larger/ heavier than the adjustable pre-cast curbs, which provides increased protection and channelization in areas with elevated vehicle-cyclist conflict risk.

In response to previous concerns regarding the use of temporary orange construction barricades on the enhanced summer bike routes, the Public Service will work with local artists to paint the pre-cast concrete Jersey barricades and provide a more aesthetic way to channelize traffic and close lanes as required for this pilot projects. Similar to the style of the vibrant, painted concrete barricades at Portage Avenue and Main Street, the Jersey Barricades used for this project will become public art pieces along the right-of-way.

Communication and Stakeholder Engagement

Due to the short timeline that accompanied this motion, the Public Service was not able to achieve all of the requirements outlined in the clauses of the motion for pilot implementation in 2025. An interim pilot design was created, which was presented to Active Transportation Advisory Committee (who indicated support) but there was insufficient time to engage with fronting property owners prior to implementation of the pilot. To respond fully to all clauses in the motion, the Public Service requires time to engage with fronting property owners prior to the implementation of the pilot project. The timeline requirements for doing this would push the pilot implementation to the start of the 2026 construction season. This engagement process would be developed upon approval of this report.

If the pilot goes ahead in 2025, front property owners will be notified by way of mailers and signage on the street. A project-specific email address will be developed and advertised as a point of contact for the project. In this case, the pilot project would act as the public engagement tool for fronting property owners. A pilot project is one of the best ways to solicit feedback, with people being able to experience something tangible when compared to a drawing or map. This allows people to fully understand the benefits and challenges of the new concept and the opportunity for them to provide highly constructive feedback.

In either scenario, an online survey will be launched approximately six months after implementation. The online survey will collect feedback to identify any issues in the pilot, potential mitigation measures, and to inform the future Walk Bike study and permanent infrastructure design.

The bike lane pilot can remain until a more permanent solution is found through a Walk Bike design study. This study would require between one to two years to complete and would include public engagement. This will begin once the Pedestrian and Cycling Strategies update is adopted and the project is scoped in the Pedestrian and Cycling Program.

Project Delivery

This project requires a new and extensive line painting design, the procurement and installation of adjustable pre-cast concrete curbs and plastic bollards. This work requires a consultant for pre-pilot stakeholder engagement, contract administration and contractor(s) for implementation.

The project will be implemented with existing funding in the Pedestrian and Cycling Program. The estimated cost of the pilot project, $400,000, represents a Class 3 estimate.

Future Walk Bike Design Study

This pop-up style bike lane is planned to remain in-place until a Walk Bike design study can be completed and permanent infrastructure installed, which is anticipated to be multiple years. The design study will be scoped and delivered upon adoption of the updated Pedestrian and Cycling Strategies, which presents this segment of Wellington Crescent as a high priority project. The study will be scoped in a future year of the Pedestrian and Cycling Program, presented in the annual Pedestrian and Cycling Program report in September 2025. That study will consider lessons learned from the operation of the pilot and any relevant feedback obtained. The study will include targeted stakeholder engagement with a focus on potentially impacted fronting property owners.

Road Safety Issues and Risk

Wellington Crescent is a highly utilized east-west cycling connection in the city. The newly constructed protected bike lanes on River Avenue and Stradbrook Avenue, coupled with the recent Seasonal Bike Route on Wellington Crescent west of Academy Road, creates a welcoming environment for commuting and recreational cyclists. However, the 1.2 km segment of Wellington Crescent from Academy Road to Stradbrook Avenue, between these two facilities, is a significant gap in this desired cycling route. This stretch of roadway leaves people cycling on a four-lane road with high traffic and vehicle speeds of 50km/h and above.

Over a ten-year period from 2012-2022, there were eight cycling collisions and five pedestrian collisions along Wellington Crescent in the gap between Academy Road to Stradbrook Avenue. Additionally, a fatality occurred in June of 2024, where a cyclist was killed by a speeding vehicle. This is a significant number of vulnerable road user crashes along a short section of road.

With the completion of the River Avenue and Stradbrook Avenue bike lanes last summer, it is anticipated that cyclist volume and demand will increase along this route. This will increase cyclist collision exposure risk along this unprotected section and gap in the network which further warrants a pilot project to improve cyclist safety in the short term.

Implications for Existing Conditions and Maintenance

Reallocating road space will result in some increased delay to motorists throughout the pilot area. Wellington Crescent is currently only two travel lanes west of Grosvenor Avenue but is four lanes east of Grosvenor Avenue (to Stradbrook Avenue). The segment that is currently four travel lanes and being reduced to two travel lanes may experience some increased delay to motorists, particularly when left turning motorists at driveways and minor approaches are impeding through traffic in the single travel lanes.

There will also be additional delay experienced at the intersection of Wellington Crescent and Academy Road where the design removes one vehicle lane from the westbound approach and modifies the signal timing to more safely accommodate bike movements. The design includes left turn lanes at the intersections of Wellington Crescent with Hugo Street N and at Grosvenor Avenue. It is anticipated that these intersections will function fairly similar as to how they do today with the four lanes.

The operational impacts will be monitored and assessed during the course of the pilot.

Restrictions are required for the below turning movements because the existing road geometry results in poor sightlines and allows for higher speed turns, both of which are a hazard for people cycling.

- westbound left turns from Wellington Crescent to Dorchester Avenue
- northbound left turns from Dorchester Avenue onto Wellington Crescent
- westbound left turns from Gertrude Avenue to Wellington Crescent

Two blocks of Wellington Crescent between Cockburn Street and Wardlaw Avenue currently allow parking on the south side outside the hours of 7:00 a.m. and 5:30 p.m. on weekdays and on weekends. This segment of parking is approximately 29 stalls, which would no longer be available with the travel lane reallocation required for the bike lane. The rest of the neighbourhood is a grid-style street pattern with lots of street parking opportunities nearby. All of the multi-family apartment buildings have off-street parking and many have access to streets other than Wellington Crescent. As this is a pilot project, it is anticipated that the majority of the on-street parking would be returned when permanent cycling infrastructure is constructed.

Winter maintenance is a key consideration of this project. The areas that include the adjustable pre-cast curbs will require sidewalk plows in addition to regular street clearing. The street cross-section between Academy Road and Grosvenor Avenue will be similar to Harrow Street with two narrow travel lanes and narrow bike lanes. Harrow Street is challenging to maintain, with snow and ice migrating into the bike lanes through high winds and freeze-thaw cycles. This is expected to be the case for this segment of Wellington Crescent, and extra attention will be required to mitigate this issue.

The other maintenance requirements are the flexible bollards and pre-cast adjustable curbs. The flexible bollards will require removal and reinstallation each fall and spring. From time to time the pre-cast adjustable curbs get damaged and moved, also requiring attention.

Transit

The timing of this pilot project will be after Winnipeg Transit's switch to the new Primary Transit Network on June 29, 2025. With the new network in place, Transit will only be operating on Wellington Crescent east of Grosvenor. This process is also consolidating bus stop locations, which will result in the cancellation of the eastbound and westbound bus stops at Wellington Crescent and Warlaw Avenue as well as the eastbound stop at Cockburn Street N. The remaining bus stops near Stradbrook Avenue, Hugo Street, and Dorchester Avenue will remain.

At the eastbound and westbound bus stops at Hugo Street and the westbound stop at Dorchester Street, the design of the painted bike lane will have buses block the bike lane while loading and unloading. Constructing a bike lane bypass of these Transit stops would be included in the future permanent infrastructure.

FINANCIAL IMPACT

Financial Impact Statement

Date: February 27, 2025

Project Name:

First Year of Program **2025**

Wellington Crescent (Academy Road to Stradbrook Avenue) Pop-up Bike lane Project – formerly Speed Limit Reduction on Wellington Crescent

	2025	2026	2027	2028	2029
Capital					
Capital Expenditures Required	$ 400,000	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	400,000	-	-	-	-
Additional Capital Budget Required	$ -	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal	$ -	$ -	$ -	$ -	$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	$ -	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ -				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ -	$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	25,194	-	-	-	-
Net Cost/(Benefit)	$ (25,194)	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	(25,194)	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: Capital expenditures of $400,000 are the estimated cost to install the Academy Road Stradbrook Avenue Pop-up bike lane inclusive of $25,194 in capital overhead charges and will be funded by a transfer within the Public Works Pedestrian and Cycling Program project # 183230024. Incremental Revenue / Recovery represents departmental and corporate interest and administrative overheads.

J. Ruby, 2025-03-06

J. Ruby CPA, CA
Manager of Finance and Administration

CONSULTATION

This Report has been prepared in consultation with:

- Legal Services

OURWINNIPEG POLICY ALIGNMENT

2.1 Climate Action Targets - Meet and exceed greenhouse gas emissions reduction targets of 20 percent by 2030, relative to 2011, and net zero by 2050, by working towards partnerships with the community, businesses, and government bodies including Indigenous, Federal and Provincial governments.

3.17 Sustainable Transportation Connectivity - Prioritize enhancements to the integrated and sustainable transportation system that improve its viability and access to places such as educational institutions, employment opportunities, recreation and library facilities, providers of essential goods and services and health providers, especially for children, and for neighbourhoods most impacted by poverty.

4.10 Transportation Safety - Design, construct, maintain, and regulate an integrated and sustainable transportation system and related infrastructure that optimize safe, connected and reliable mobility, and minimize severe injuries and fatalities for all road users.

Transportation Master Plan

Section 5.2 Active Transportation

Enabling strategies

n) Seek innovative and new partnerships to support AT programs and facilities

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

Strategic Opportunity #3 Advancing Sustainable Transportation 3.4 Increase Active Transportation Rates

Strategic Opportunity #3 Advancing Sustainable Transportation 3.5 Reduce Traffic Congestion

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Action #1 Adopt a poverty reduction approach to service delivery

Action #2 Use poverty data to inform decision making

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: C. Baker, MCIP, RPP, Senior Active Transportation Planner
Date: May 7, 2025

Attachments: Appendix A – Draft Wellington Bike Lane Pilot Design Drawing and Cross Sections