**Submitted:** Sun, 03/01/2026 - 10:07

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
4

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
I write to encourage the committee to adopt this report as is and expedite implementation as soon as possible. The safety of all road users is of paramount importance.

With regards,
Aaron Maciejko

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

**Personal information**

**First name**
Aaron

**Last name**
Maciejko

**Submitted:** Fri, 02/27/2026 - 18:31

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
#4 Bike Lane Pilot Project at Wellington Crescent.

**Support or oppose recommendations**
I am opposed to the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

**Personal information**

**First name**
Abigail

**Last name**
Cerdon

**Submitted:** Thu, 02/26/2026 - 16:13

**Public hearing participation**

**Identify the item and your position**

**Public hearing item**
Wellington Crescent Walk Bike Project - Interim Solution

**Position on the proposed development**
Opposition

**How would you like to participate?**

**Participation options**
Submit comments in writing

**Comments**
I support the construction of permanent physical bike lanes adjacent to the road, but I oppose the interim painted lines.

**Personal information**

**Personal information**

**Full name**
ADAM Fathalla

**Submitted:** Mon, 03/02/2026 - 16:13

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Wellington crescent bike lane pilot

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer biking in one of my favourite spots in the city. I have had close calls on Wellington simply due to cars getting too close to me while I was biking or zooming by. This is not safe for anyone.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. Temporary infrastructure can be extremely effective as we have seen on Westminster Ave. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Sincerely,

Alison

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

**Personal information**

**First name**
Alison

**Last name**
Conrad

**Submitted:** Thu, 02/26/2026 - 16:58

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

This year also marks 3 years since being struck by a vehicle while riding my own bike. Since that incident, and the sluggish response by the city in the wake of Rob's death, I've never considered riding down Wellington as an acceptable option.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable. We cannot wait another handful of years without any protection from vehicles.

Sincerely,

Andy Roper

## Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

## Personal information

**First name**
Andy

**Last name**
Roper

**Submitted: Mon, 03/02/2026 - 14:52**

**Delegation information**

**Committee you want to address**
**Standing Policy Committee on Public Works**

**Agenda item you want to address (number and title)**
**Item 4, Wellington Crescent Bike Lane Pilot Project**

**Support or oppose recommendations**
**I support the recommendations**

**Register as a delegation_checkbox**
**Register as a delegation**

**Register as a delegation**
**In person**

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
**Yes**

**Personal information**

**First name**
**Ariel**

**Last name**
**Desrochers**

To Whom it May Concern,

I am writing to express my sincere support for the recommendations made by Public Services in their admin report on Item #4 Wellington Cresent Bike Lane Pilot Project. I also want to express my concern over any possible delays in moving this project forward.

As an avid cyclist who frequently uses Wellington Crescent as my part of my community, I regularly do not feel safe with driving regularly zooming past me or failing to shoulder check when making a turn. I've had several close calls on the street, and fear the situation only seems to be getting worse.

While I am in full support of permanent bike infrastructure and am eager to see it installed, the temporary pilot project does not preclude or delay long-term improvements. In fact, it provides immediate safety benefits for the neighborhood and cyclist community while a permanent solution is being planned. It also allows the City to better engage the surrounding community to ensure the design works for everyone.

We cannot afford another senseless death or critical injury. I urge you to move forward with the Wellington Crescent Bike Lane Pilot Project as planned to prioritize the safety of all road users.

Sincerely,

Asha Nelson

**Submitted:** Fri, 02/27/2026 - 09:33

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
No. 4 Wellington crescent bike lane

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
We need temporary bike infrastructure now, not proposed unknowns without a timeline. No infrastructure, even temporarily, puts bicyclists and pedestrians at extreme risk of death or injury, which is an unfortunate and common occurrence in this city. Cyclists need infrastructure to keep them safe from drivers who deem the roads only for motorized vehicles.

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

**Personal information**

**First name**
Beth

**Last name**
Martin

**Submitted:** Fri, 02/27/2026 - 14:03

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
4. Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
I am writing in support of the recommendations made by the Public Service in their administrative report on Item No. 4 Wellington Crescent (Academy Road to Stradbrook Ave) - Bike Lane Pilot Project.

I was relieved to hear that the safety improvements to this section of the city in the summer of 2025, and was disappointed to hear of the delay. I filled out the feedback survey on the pilot project in support of installing temporary bike lane infrastructure and lowering the speed to 40km/h, with the eventual goal of collecting vital data to inform the permanent infrastructure to the best that it can be. Hearing of budget cuts and even more delays to this plan has made me worried that this important safety update isn't getting the support and resources that it needs, and that all of Winnipeg's streets will remain behind the times in terms of public safety and road engineering.

I live in the neighbourhood of Wellington Crescent, and often walk for leisure or to bus stops. I frequently feel unsafe as a pedestrian along the route of the planned bike lane, and fear that I and my cyclist neighbours are the lowest priority in terms of traffic in this area. I often find myself practicing "defensive walking" along Wellington Crescent, in that I do not anticipate automotive vehicles to behave in predictable ways. I have been accurate in this assumption uncountable times when not given the right of way on crosswalks, or correctly hesitated in starting to cross because a driver has not been paying sufficient attention to the sidewalk or their surroundings and instead made their move into traffic without pause. I believe that with slower speed limits, AND the installation of temporary bike lane infrastructure that this area will be made safer for all involved: pedestrians, cyclists AND drivers.

The importance of starting this project with temporary infrastructure comes not only with the gradual easing of change to a section of road to educate all road users, including bikes, on what differences they will encounter, but also to collect important road safety data with infrastructure that is easy to both install and to make additional edits. Leaping to permanent infrastructure, for which budgeting has already been assigned for years from now, will not allow engineers and road

specialists access to this vital information, and will restrict the knowledge of city council for important safety decisions in the future. Temporary infrastructure can also be installed quickly and near immediately, and allows for safety improvements without the upfront costs attached to permanent infrastructure. I do not support the proposal that Councilor Janice Lukes has put forward in the media about cancelling the pilot/temporary infrastructure in order to design permanent infrastructure, because of the integral part temporary infrastructure plays in making fully informed decisions.

Thanks very much for your time and your consideration.

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

**Personal information**

**First name**
Brigit

**Last name**
Tronrud

**Submitted:** Mon, 03/02/2026 - 14:23

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item 4: Wellington Crescent Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
I support the recommendation for immediate action to provide bike lanes and reduce the speed on this stretch of Wellington Crescent. I live very close to this road, I am a regular cyclist, but i avoid riding on that stretch of Wellington because I feel it is very dangerous. If I go there, i use the sidewalk to be safe. I know that is wrong, but I don't want to risk injuries on that road.
It is a key connection between river heights/Crescentwood and Osborne Village or downtown. I know people who have chosen not to bike to work because they don't want to ride that bit of road.
This project has been delayed already. It is 2026. If Winnipeg wants to achieve a shift away from transport by personal vehicles by 2030, or even 2050, we have to act now, and help people make the transition.

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

**Personal information**

**First name**
Charles

**Last name**
Feaver

Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Sincerely,
Claire Ksionzyk
Wellington Crescent Resident

**Submitted:** Mon, 03/02/2026 - 14:07

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
4. Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
I have sat in meetings for 2 years about this. I have emailed councillors, submitted written comments to Council and various committees, and taken part in demonstrations on this stretch. The slow-moving process is a personal affront to me, as I have family who were killed cycling in Winnipeg, and a life can be taken in an instant yet years later we're still talking about a possible solution.

At my job, even a small injury results in an extensive review process. Yet when I leave work, I'm subject to a city where the slightest engineering control to save lives are too late, incredibly slow, and allow for egregious mistakes like taking the life of a commuting worker while on a joy ride.

It's been years. There are hundreds of painful intersections and stretches of road in the city. Put something in the ground already.

On Page 14, under the section marked "OurWinnipeg Policy Alignment", mention is made of cutting emissions by 20% of 2011's amounts by 2030, and reaching net zero by 2050. That isn't going to happen if the cycling "network" continues to require workarounds and extreme bravery and luck.

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**

Yes

**Personal information**

**First name**

Cynthia

**Last name**

Ratelle

**Submitted:** Mon, 03/02/2026 - 10:30

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item #4 Wellington crescent bike lane pilot project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Sincerely,

Dale Howard

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

**Personal information**

**First name**
Dale

**Last name**
Howard

**Submitted:** Fri, 02/27/2026 - 07:33

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
I am in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

As with all cyclists, I was excited to see the city move quickly to consider a pilot program for these improvements in the summer 2025 but just as quickly disappointed when they were delayed to undertake further public engagement and study.
I have become aware that an alternative is being considered that would further delay this project. While I am fully supportive of a permanent solution on Wellington, to delay the pilot program is not only unacceptable, it is a slap in the face to the many Winnipeggers that were promised again, that this project would proceed in 2026. It is also a slap in the face to Rob Jenner's family who have lobbied with those Winnipeggers to get these changes made, now 2 years after his death.
The pilot program also offers an opportunity for the city to study and make improvements to the design of a permanent solution. The installation of temporary infrastructure has been used to great advantage in many cities across Canada to quickly put in place bike lanes and in some cases complete entire downtown networks. These can then be studied and tweaked to ensure that they are working effectively for all road users before a permanent solution is put in place. While this may appear to be an additional cost, I would submit that it is instead an opportunity to avoid more costly changes to permanent infrastructure in the future.
I do not support a further delay of this project to consider instead proceeding the design of a permanent solution. Even if there is some level of cost savings we should not be putting the safety of vulnerable road users at further risk. Please proceed with the pilot project as

soon as possible.

## Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

## Personal information

**First name**
Dave

**Last name**
Elmore

**Submitted:** Sun, 03/01/2026 - 18:39

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
4

**Support or oppose recommendations**
I am opposed to the recommendations

**Register as a delegation_checkbox**
Register as a delegation

**Register as a delegation**
Via zoom

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
I have been riding a bike longer than any of you have been alive. I have done so with care and have never been afraid of traffic because of its speed. I have often avoided riding on certain roads because I felt the danger could be avoided. I have also learned that only steel and concrete can protect me from an errant vehicle. The very tall curbs on the Burrard Bridge, and between me and traffic in Dallas and in Sarnia, actually protected me and my bike. Lines on Winnipeg pavement and glued sticks cannot possibly stop an out-of-control vehicle. The curbs on Assiniboine south of 450 Broadway are no more than reminders to the careful. The lanes you have created are dangerous. You should stop pushing the myth that they protect. They will congest traffic during the day and cost many times more than doing this right.

In the photo that I attached is a bike path that I used long ago. You can see that those on bikes and on foot are equally protected. The steel guardrail keeps even errant cars and trucks from harming the vulnerable. What you propose cannot do this.

The jersey barriers you used on QE Way years ago actually protected. The bike path east of

Pembina, under PTH100, is far enough from traffic to protect riders.

For far less money, you could actually protect cyclists on Wellington. If you did not depend on PE, and had much more actual in-person enforcement, that 19 year old would have been clocked by WPS radar long before June 6.

If you follow your plan, any bad driver can enter this curve at a criminal speed and kill anyone on a bike when their car loses control.

I suggest that you emulate the bike-path in the pic. Add a walking path near the sidewalk on one side, and upgrade the existing pavement to serve cyclists. Leave the road untouched, but add signage prohibiting cyclists. As I have asked you before, you should add a tall concrete curb-barrier on the outer edge of the current road pavement.

If your current plan had been in place, on June 6 2024, Rob would still have been killed. You should not pretend otherwise.

If you had engaged a competent safety engineer, to mitigate the danger, your proposal would look far different. I note that the drawing in your Agenda is official looking. I note further that it has not been signed and stamped by a professional engineer, and is not accompanied by an engineer's report. Because this pretends to be an engineering drawing, using it in this way is probably a violation of the Act.

**Submission for a committee of council**

Picture1.jpg

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

**Personal information**

**First name**
David

**Last name**

Grant



**Submitted:** Mon, 03/02/2026 - 14:03

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4 Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
I completely support more bike infrastructure along Wellington Crescent. The current situation is unsafe, as cyclists have died along this street. Please install a proper bike lane here and elsewhere in Winnipeg.

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

**Personal information**

**First name**
David

**Last name**
Ruiz Trejo

**Submitted:** Thu, 02/26/2026 - 17:39

# Public hearing participation

# Identify the item and your position

**Public hearing item**
Wellington Crescent walk bike project - interim solution.

**Position on the proposed development**
Opposition

# How would you like to participate?

**Participation options**
Submit comments in writing

**Comments**
As a neighbourhood resident, I have walked, biked and driven this section of Wellington Crescent for over sixty years. Drawing lines on the current road would be a safety hazzard for drivers, who would have to drive closer to each other.
I understand the desire to appease an interest group, however, this is not the solution -- even in the interim.
The construction of a bike lane on city property parallel to the road (not narrowing the road) would alleviate this problem without sacrificing one group over another.
Sometimes an immediate solution is not available. The public will feel heard, knowing that a permanent solution is in the works.
This is an important issue. I trust that the interest shown by the community will encourage the City to allocate funds in the upcoming budget to construct a permanent parallel bike lane.

# Personal information

# Personal information

**Full name**
Debra Shaen

**Submitted:** Sun, 03/01/2026 - 13:40

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Agenda 4 Wellington Crescent Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Hello Committee

There should be no further delay in installing a safer path for bikes on Wellington Crescent. Anyone who stands in opposition to this is making a death wish upon someone else's children. You have the power to make a simple change that makes lives safer in Winnipeg. Everything necessary to make that change is ready, and it is being stalled for no good reason by Janice Lukes.

If this project does not go through because of you all, then you MUST take personal responsibility for every collision that occurs there because of your inaction. If you are unwilling to do that, then do everything in your power to make sure that temporary bike lane is installed without any further delays. It must be one or the other- you do not get to play with our lives and that of our children without any accountability!

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

**Personal information**

**First name**
Deepthi

**Last name**
Mohan

**Submitted:** Sat, 02/28/2026 - 07:52

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I lived on Wellington for 3 years and still live close by. I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Dunja Kovacevic

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

**Personal information**

**First name**
Dunja

**Last name**
Kovacevic

**Submitted:** Mon, 03/02/2026 - 13:58

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4 Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project:

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want Winnipeg to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road.

Sincerely,
Ed Benjamin

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

**Personal information**

**First name**
Ed

**Last name**
Benjamin

**Submitted:** Thu, 02/26/2026 - 22:38

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
#4 Wellington Crescent Bike lane pilot project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.
I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. I bike to the University (U of W) and the Wellington/Academy intersection is along my route. It honestly feels very unsafe to cycle along there and I tend to avoid going past Academy for that reason even if I want to in order to have more freedom around the city. Getting temporary infrastructure in place this summer will make me feel safer moving around the neighbourhood and help me feel more connected to the city as I'd be able to safely bike between Osborne village, the university, my home, and my church.

June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my city to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road, as well as provide quicker safe infrastructure for cyclists. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

We were promised some sort of infrastructure for spring 2026, please keep your promise.

Sincerely,
E

## Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

## Personal information

**First name**
Eliza

**Last name**
Binding

**Submitted:** Fri, 02/27/2026 - 18:16

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
#4 Bike Lane pilot in Wellington Crescent

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Bike lane is necessary for safety in residential area.

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

**Personal information**

**First name**
Elsa

**Last name**
Cerdon

**Standing Policy Committee on Public Works – March 4, 2026**
**Item No. 4 Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project**

I am in support of the recommendations made by the Public Service in their administrative report; specifically, that the "**Updated Interim Bike Lane Design for Wellington Crescent, as contained in Appendix A, be approved**".

I want to respond to a news release from Councilor Lukes, i**dentifying her intent to forgo the temporary bike lane on Wellington Crescent in favour of immediately pursuing a permanent design.**

Respectfully, I am strongly **against this proposed motion** for the following reasons:

1. The time required for a full preliminary and detailed design for a permanent bike route is absolutely unacceptable without a temporary design in place.

2. The purpose of a temporary solution is to offer immediate, and desperately needed, improvement to the safety of all travellers along this route while also creating a means to refine the permanent design through a pilot study.
    a. The public service report clearly outlines the value of a temporary design. It identifies solutions to some public concerns over traffic and loading, while also outlining how these will be monitored once the temporary design is in place.
    b. Public concerns about bike lanes on Wellington Crescent, particularly those related to parking and loading, are based on speculation and personal belief. These are not appropriate as foundations for the details of a permanent design.
        i. Bike lane projects worldwide often face significant parking and loading related opposition that ends up amounting to nothing*. By implementing a temporary solution, the preliminary design of a permanent solution can be based on actual data. This is critical for preventing a permanent solution that requires road widening, which would have serious negative repercussions (notably, on the tree canopy).
        ii. Not to mention, members of the public service were only able to collect feedback from 17 of 71 properties along the project corridor. Considering the very high population density along this corridor, I hardly find that to be a representative sample.

3. Forgoing a temporary bike lane is an enormous overstep from elected officials.
    a. The engagement process for this bike lane asked if there was support for a permanent solution (which there obviously was), but it never asked the public or community organizations if they would rather have no temporary bike lane and wait even longer for a permanent design. This is a blatant lack of transparency, and using this feedback as justification for not doing a temporary design at all is a gross misrepresentation of public feedback.

Greetings to all of you!,  Chair Person Janice Lukes and councillors of the Standing Policy Committee for Public Works.
Let me go straight to the point.
I have learned that the Bike Lane Pilot project on Wellington Crescent will no longer be implemented because the Chairperson wanted to “fastrack” permanent bike lanes instead. When you hear fastrack, it would sound like it’s a good idea. “Fastrack means an accelerated process or route designed to achieve results faster than usual”. However, the fast track that the chairperson is suggesting is not going to happen anytime soon. In fact, it is way way way far from happening. Now, I wonder why? What is the reason behind Councillor Janice Luke’s wanting to skip a plan for temporary bike lanes on Wellington Crescent? I quote “Why throw away half a million dollars? Why not just do it  permanent?” (Councillor Luke speaking to reporters Feb 25, cbc.ca). My question is why would our chairperson say that we are throwing away such an amount of money? That money is being used to keep us safe, to save us from being killed.
You worry about money, yet you should be more worried about your community. Maybe if all of you try to ride a bike going to work, in fact I challenge you all to ride a bike going to work or even just doing errands and experience what our cycling communities have been experiencing then maybe that half a million dollars to build a temporary bike lane wont feel like a waste! And if you ask me, YES I did try biking and scared the hell out of me.
May I remind you that you are in your current position because people trusted you. That you care, that you would act on things that matter to us(us who voted for you) in a timely manner. Now do the right thing, proceed with the Bike lane Pilot project! That is what would keep us safe for now while we do wait for the permanent one. Please do not let another person die just because you want to save money.

Sincerely,
Emma Villarin(mother)

| | | | |
|---|---|---|---|
| TO: | City Clerk, City of Winnipeg | FROM: | Hedley Auld<br>[redacted]<br>Winnipeg MB R3M 3X3 |
| SUBJECT: | **Standing Policy Committee on Public Works – March 4, 2026** | DATE: | February 27, 2026 |

**Re: Agenda Item No. 4**
**Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project**

**Re: WINNIPEG PUBLIC SERVICE RECOMMENDATION #1:**

1. That the Winnipeg Public Service be directed to bring directly to Council an amending by-law to amend the Speed Limit By-law 63/2019 to reduce the speed limit on Wellington Crescent between Academy Road and Stradbrook Avenue to 40 km/h.

While I support the recommendation for a reduced speed limit of 40 km/h on the section of Wellington Crescent between Academy Road and Stradbrook Avenue, in addition:

a) the reduced speed limit zone should extend to the adjacent stretches of Wellington Crescent, River and Stradbrook Avenues situated northeast of the section of Wellington Crescent between Academy and Stradbrook now under consideration for new bike lanes; and

b) the speed limit reduction should proceed immediately, independent of whatever decisions may be made regarding new interim or permanent bike lanes.

The zone for a reduced speed limit of 40 km/h should extend to include: i) Wellington Crescent between River and Stradbrook Avenues, and ii) River and Stradbrook Avenues between Wellington Crescent and Nassau Street ("Extended Zone".) Streets in this "Extended Zone" already feature permanent bike lanes constructed as part of the River/Stradbrook Pavement Renewal and Bike Lane Project completed in 2023. The reduced speed limit should also apply here, for many safety reasons:

- The north side of River Avenue and west side of Wellington Crescent north of Stradbrook Avenue has an exceptionally high population density (14,000 per sq km in Roslyn area, vs 384 for City of Winnipeg) and high density of private access points in right curb lane (10 driveways serving 8 buildings over 11 storeys high, on average). This section of River Avenue and Wellington Crescent, from Nassau Street to Stradbrook Avenue, is a one-way street with two vehicle lanes and one parking lane in the left curb lane. The right curb lane, with two transit bus stops and paralleled by a protected bike lane and sidewalk, is used by high volumes of vehicles to enter/exit these buildings.

- Vehicles entering a driveway occupy the right curb lane to slow down to turn right, and may stop if the sidewalk or bike lane is occupied. Large speed differentials exist between vehicles turning into driveways and through traffic currently moving at 50 km/h and higher. Large speed differentials increase safety risks for vehicle collisions and near-misses from rear-ending and sideswipes, and for

serious injuries to pedestrians and cyclists. A reduced 40 km/h speed limit will reduce driveway speed differentials and increase safety for everyone.

- On River Avenue west of Nassau Street and on Wellington Crescent south of River Avenue, there are two hazardous horizontal curves sign-posted with advisory speeds already below the default speed limit of 50 km/h: 30 km/h at River/Wellington intersection, and 40 km/h at Wellington/Stradbrook intersection. The default speed limit upstream and between these horizontal curves should be reduced from 50 to 40 km/h, to be uniform and consistent with the rest of Wellington Crescent between Stradbrook Avenue and Academy Road.

- Another hazardous horizontal curve exists at the intersection of Wellington Crescent at Stradbrook Avenue. Vehicles that turn from Wellington onto Stradbrook Avenue encounter conflicts with a signalized crosswalk and slip/merge lane. The intersection lacks adequate warning signs or a posted reduced advisory speed. A reduced speed limit from 50 km/h to 40 km/h on Stradbrook Avenue between Wellington and Nassau is justified by many safety hazards: horizontal curve geometry, restricted sight lines onto Stradbrook, the pedestrian corridor in the exit lane, and the unmarked slip lane from Wellington (controlled by a yield sign posted in a position that is ambiguous and confusing for drivers).

- The River/Nassau and Stradbrook/Nassau intersections, both controlled by traffic lights, are where the existing permanent bike lanes on these streets have bike boxes to connect with the existing Nassau Street neighbourhood greenway bike lanes. Extension of the proposed 40 km/h reduced speed limit to include these intersections would increase safety for pedestrians and cyclists at these intersections. These are logical and practical starting/ending points for a new 40 km/h reduced speed limit zone.

Again: Recommendation #1 of Winnipeg Public Service for a reduced speed limit of 40 km/h on Wellington Crescent between Academy Road and Stradbrook Avenue should also apply to adjoining streets in the Extended Zone so the default speed limit will be lower and consistent throughout this street network, and so these streets will be safer for everyone to walk, bike, and drive.

**Re: WINNIPEG PUBLIC SERVICE RECOMMENDATION #2:**

2. That the Updated Interim Bike Lane Design for Wellington Crescent, as contained in Appendix A, be approved, and that the Winnipeg Public Service be directed to engage an engineering consultant to deliver detailed design and oversee construction of the interim bike lanes.

One element of this Updated Interim Bike Lane Design for Wellington Crescent preliminary plan is to reduce two existing vehicle lanes to one vehicle lane, at a point immediately north of the Wellington/Stradbrook intersection, on the section of Wellington Crescent between River and Stradbrook Avenues that is one-way southbound. (See Exhibit on page 4, below)

While I generally support the recommendation to increase safety through new bike lanes for Wellington, I strongly oppose this element of the Updated Design recommended by the Winnipeg Public Service.

I submit that, if implemented, a 2:1 vehicle lane reduction located here, immediately north of Wellington/Stradbrook, will worsen safety for vehicle operators, pedestrians, and cyclists. This design element should be reconsidered and revised. Instead, to channel two lanes of southbound through traffic

safely into a single vehicle lane upstream of the Wellington/Stradbrook intersection to accommodate new bike lanes on Wellington, any 2:1 lane reduction should be located further upstream, either at the River/Nassau intersection or within the block of River Avenue between Nassau Street and Wellington Crescent. The right curb lane on westbound River and southbound Wellington should be marked and dedicated for exclusive use by Winnipeg Transit and by vehicles that enter/exit driveways.

It would be hazardous and unwise to install a 2:1 lane reduction immediately north of Wellington/Stradbrook:

- This would create a "chicane" within the immediate approach to a pedestrian corridor with side-mounted flashing beacons, within a Winnipeg Transit bus stop, and within a left-turn vehicle lane (southbound Wellington onto Stradbrook).

- During evening rush hour, a 2:1 lane reduction at this location would become a dangerous "bottleneck" with tailbacks in two southbound vehicle lanes. This would worsen existing delays for vehicles that enter/exit driveways on the west side of this block of Wellington. "Zipper" merging of rush-hour traffic immediately upstream of the pedestrian corridor would increase distractions and hazards for vehicle operators, and decrease the safety of pedestrians and cyclists using the pedestrian corridor.

- Today, long commercial and emergency vehicles (e.g. fire trucks, moving vans, tractor-trailer combinations that re-supply Safeway at River and Osborne) make wide-radius left turns into the slip lane to proceed eastward on Stradbrook Avenue by turning from the right curb lane on Wellington immediately north of the Stradbrook intersection. The proposed location of the 2:1 lane reduction would block long vehicles from use of the right lane to make left turns; this would compel these commercial and emergency vehicles to continue south on Wellington and use a circuitous route.

**Re: WINNIPEG PUBLIC SERVICE RECOMMENDATION 3:**

3. Subject to the approval of Recommendation 2, that the Winnipeg Public Service be directed to begin an ongoing traffic and bike monitoring program on Wellington Crescent and surrounding streets, and that the preliminary design for the permanent bike lanes on Wellington Crescent be initiated in the future.

I support this recommendation, provided the traffic monitoring program would incorporate installation of new vehicle speed feedback signs (radar speed signs) on Wellington Crescent, specifically on the southbound one-way section between River and Stradbrook Avenues where speeding is a chronic problem.

Drivers often "floor it" after emerging from the sharp left turn from River onto Wellington. Approaching the horizontal curve at Stradbrook, drivers' line of sight around this curve is blocked by the multi-storey building Sutton Place at 155 Wellington. Reduced vehicle speeding here would enhance safety for everyone.

Respectfully submitted.

**Exhibit:** Extract of "Updated Interim Bike Lane Design for Wellington Crescent"




View north-east across Welliington / Stradbrook Intersection. To enter Stradbrook, long vehicles must use right curb lane on Wellington to make wide turn around curb bulb-out and through narrow slip lane.

*Standing Policy Committee on Public Works - March 4, 2026 meeting.*
*Agenda Item 4. Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project*
*Addendum to written submission by Hedley Auld, dated 27 February 2026.*




Re: Winnipeg Public Service Recommendation #2.
> The Updated Interim Bike Lane Design for Wellington Crescent has proposed to locate a 2:1 vehicle lane reduction immediately north of Wellington / Stradbrook intersection.
> This would worsen safety for vehicle operators, pedestrians, and cyclists during rush hours.
> The location of any 2:1 lane reduction to accommodate new bike lanes should be reconsidered and moved upstream to River Avenue.
> This photo, taken Sunday, March 1, 2026, illustrates how a dangerous bottleneck then tailbacks would form in the two southbound vehicle lanes.

Submission in support of Item 4: Wellington Crescent Bike Lane Pilot Project

Good morning,

I am writing to ask why cancelling plans to install temporary cycling infrastructure along Wellington Crescent is even being considered. Wellington is widely seen as the most pressing route in the city to improve for active transit users, and its current design makes it far too easy for motorists to travel at unsafe speeds. It is a falsehood to state that by cancelling the temporary plans, permanent infrastructure will be built any sooner. We would be far better off installing temporary infrastructure, much like that exists along Westminster, to immediately reduce risk to the thousands (tens of thousands, likely) of cyclists that use this route annually.

Thank you,
Holly Beddome

**Submitted:** Fri, 02/27/2026 - 23:46

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item 4: Wellington Crescent Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
The Wellington bike lane pilot project needs to proceed now. This is a community that we live, ride and commute in. Please avoid more unnecessary delays. We don't need to risk more people's lives with vehicular accidents. The temporary infrastructure is sufficient and we can't wait years for permanent infrastructure that will require more maintenance.

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

**Personal information**

**First name**
Ian

**Last name**
Scott

**Submitted:** Mon, 03/02/2026 - 14:51

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I am opposed to the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,
I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.
I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.
I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.
Sincerely,
Jakob Finley.

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**

No

**Personal information**

**First name**

Jakob

**Last name**

Finley

**Submitted:** Mon, 03/02/2026 - 12:42

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item 4: Wellington Crescent Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Janice Lukes and Members of the Standing Policy Committee on Public Works,

I am writing to express my support for the Public Service recommendations in the administrative report for Item No. 4 regarding the Wellington Crescent (Academy Road to Stradbrook Avenue) Bike Lane Pilot Project.

I had been looking forward to the planned safety improvements in summer 2025 and was discouraged to hear they have been delayed. Installing temporary infrastructure this season would help me feel safer travelling within my community. June 2026 will mark two years since Rob Jenner was killed while cycling on Wellington Crescent. I want to live in a neighbourhood where people of all ages and abilities can move safely, and where the City responds meaningfully when serious collisions occur.

While I ultimately support permanent infrastructure, the temporary pilot is a practical and necessary step. It allows the City to collect real-world data on how changes affect residents and road users before finalizing long-term designs. I do not support the suggestion, raised publicly by Councillor Lukes, to cancel the pilot and proceed directly to permanent design work. Planning alone does not improve safety on the ground, and further delay is difficult to justify.

Thank you for your consideration.

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

**Personal information**

**First name**
Jason

**Last name**
Ward

**Submitted:** Mon, 03/02/2026 - 15:33

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4 Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

The delay on these promised safety improvements is unacceptable and incredibly disappointing. I frequently ride my bike down Wellington, just like Rob Jenner did, and having temporary infrastructure in place this summer would make me feel safer moving around my neighbourhood. I often default to avoiding Wellington Crescent altogether when on my bike because it's so dangerous. I've had several close calls myself, both before and after Rob's tragic death. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

While I ultimately support permanent infrastructure, I believe the temporary pilot is a crucial step. It allows the City to collect real-world data on how the changes impact residents and road users. I do NOT agree with Councillor Lukes' public comments suggesting the pilot be cancelled in favour of beginning design work for permanent changes. Temporary infrastructure would start saving lives and protecting community members right now. Why delay that? It's incomprehensible why anyone would be in favour of delaying safety. It's also incredibly insulting to Rob Jenner's life and loved ones.

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**

No

**Personal information**

**First name**

Jenn

**Last name**

Allen

March 2, 2026

Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I am eagerly awaiting the promised safety improvements in summer 2025, and am hugely disappointed to learn of the delay of much needed infrastructure to connect our active transportation bikeways. Getting temporary infrastructure in place this summer will help me and my family and loved ones and neighbours feel safer as we move around our neighbourhood on bicycles, on foot and in vehicles.

June 2026 will mark two years since Rob Jenner was tragically killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs. Better yet, to develop safer routes to avoid tragedy altogether.

I support permanent infrastructure as well, but the temporary pilot is important to gather information now, on how changes affect people who live in the area and use the road.

I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Sincerely,
Jennifer Still

Winnipeg

**Submitted:** Sun, 03/01/2026 - 22:23

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item 4 Wellington Crescent Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
I support moving forward with the ready-to-go bike lanes for Wellington Crescent. This pilot is important to gather information on how the changes impact those who live in the neighbourhood and use Wellington Crescent. Please don't cancel the pilot to simply start design work for permanent changes. I support permanent changes too, but we cannot abide any further delay which can cost lives.
Thank you.

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

**Personal information**

**First name**
Joanne

**Last name**
van Dyck

**Submitted:** Sun, 03/01/2026 - 23:10

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
4. Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Members of the Public Works Committee:

I am writing to express my support for the recommendations represented by the Winnipeg Public Service to implement the speed limit reduction and the Interim Bike Lane. Like 83% of surveyed users, I, too, find it unsafe to cycle in this section of Wellington Crescent. Due to the fast traffic and lack of safety infrastructure, I have feared for my own safety while using the road and for the safety of those who I know commute here daily on a bike.

It has been almost two years since the death of Rob Jenner, who inspired the cycling community to advocate for a safer Wellington Crescent. Despite countless delegations, crashes and near-misses that continue to happen, it has been quite regrettable to see that there has not been any real improvement on the road to date, as safety initiatives continued to be compromised or delayed with the excuse to “study permanent solutions.” The lack of urgency has shown that the decision makers are prioritizing motorists’ convenience over ensuring no more vulnerable road users get hurt, especially when these vulnerable road users have been voicing their ongoing concerns and have to continue using the road feeling unsafe.

Now that the Public Engagement Report shows an overall support for the interim bike lanes, there should be no further excuses to delay actions, as the initial goal—from two years ago—has been to make it safe as soon as possible. One death is too many when it could’ve been prevented with the right infrastructure.

I urge the Committee to approve the recommendations and show that Winnipeg can also move towards Vision Zero through small steps.

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

**Personal information**

**First name**
Josh

**Last name**
Ng

**Submitted:** Fri, 02/27/2026 - 15:43

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public
Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue)
- Bike Lane Pilot Project.

It will be nearly 2 years since the tragic passing of Rob Jenner yet nothing has been done to improve safety around Wellington Crescent. Are we just waiting for another tragedy to happen? The pilot project is a step in the right direction and provides needed changes to make the neighborhood a safer place. Cancelling the pilot will not expedite the design and implementation of a permanent solution. A step in the right direction is better than no step at all.

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

# Personal information

**First name**
Juan

**Last name**
Villarin

**Submitted:** Thu, 02/26/2026 - 17:50

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item 4: Wellington Crescent Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Register as a delegation_checkbox**
Register as a delegation

**Register as a delegation**
In person

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Things that would be very cheap to do immediately would be:
- speed bumps
- Lowering the speed limit
- photo speed control
- creating no turns at some streets
- redesigning the plan to have a wider bike lane on one side (for two way bike traffic) or some other method to keep 3 lanes of traffic. This would also allow for:
-parking in some areas,
-turning lanes where absolutely necessary
-some indents for bus stops so they do not hold up traffic
-possibly places for condo building vehicles to enter the trafflic easily
-a few more pedestrian crossings - especially at daly
I do not need to address the committee. My comments are included above for the committees consideration.

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

# Personal information

**First name**
Judith

**Last name**
Dueck

**Submitted:** Sun, 03/01/2026 - 09:03

**Public hearing participation**

**Identify the item and your position**

**Public hearing item**
Wellington Crescent Bike Lane. I am in support of the bike lane and am concerned that we get this right as the impact to people living on Wellington Crescent is significant. In order to do this well it will be important to go ahead with the temporary plan, get feedback and then implement a permanent plan.

**Position on the proposed development**
Support

**How would you like to participate?**

**Participation options**
Submit comments in writing

**Comments**
I live on Wellington Crescent between Hugo and Grosvenor on the river side of the street. My primary way of getting around is walking (4 seasons) and cycling (3 seasons) and I drive a car when necessary. I walk everyday on Wellington and in the area and it is rare that I don't have a close encounter with a car going too fast or running through the red lights at Hugo or at Grosvenor. While I agree a bike lane is necessary (I always look for routes with bike lanes to get around) this is a unique stretch that has entrance/exits to large condo/apartment complexes every few yards. It is very densely populated and there are a lot of residents in these buildings who drive a car. It is already very difficult to get out onto Wellington and the bike lane will make it more challenging....I have some fear that it may make it more dangerous for me when I am cycling. While it will be considerably more inconvenient for me as, from the plan, it looks like I won't be able to make a left turn into my building whether driving or cycling, it is still important to have protected bike lanes as part of the active transportation route. However, equally important, if not more important, would be lowering the speed limit immediately to 40, though this will be useless unless it is enforced. In 4 years of living here I have yet to see any enforcement occurring and I see speeding so often every day it would be impossible to report on the frequency, it is constant. Also, the condition of the road close to the curb is filled with pot holes and sunken drain covers, a bike lane alone won't help in keeping cyclists safe.
I understand there is a proposal to go ahead with the implementation of a permanent solution without the trial that is to start imminently. I believe this would be a mistake. I can't

imagine that the city will get this right the first time out (I am thinking of the recent Transit reorganization), feedback from all stakeholders will be crucial in getting this right.

**Personal information**

**Full name**
Karen Fletcher

Submitted: Mon, 03/02/2026 - 14:22

Delegation information

Committee you want to address
Standing Policy Committee on Public Works

Agenda item you want to address (number and title)
Item No. 4 Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

Support or oppose recommendations
I support the recommendations

Submit comments in writing checkbox
Submit comments in writing

Comments
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. I believe getting temporary infrastructure in place this summer will make moving through this neighbourhood safer for everyone - pedestrians, cyclists, and drivers. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I travel through this neighbourhood regularly and want it to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Sincerely,

Kathryn Boschmann

Public engagement (optional)

I consent to being contacted to participate in potential public engagement related to this matter.
No

Personal information

First name
Kathryn

Last name
Boschmann

**Submitted:** Thu, 02/26/2026 - 15:38

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Janice Lukes & Committee Members,

I am writing to you once again in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

As someone who walks, bikes, and drives, this bike lane pilot project is of utmost importance to me. You see, I live in South Osborne and have many friends who live in Wolseley, the West End, and in River Heights. In summer, my favourite way of getting to them is via bike down Wellington. This is a scary and dangerous path, one which I would feel much more confident on with a bike path, particularly given the recent death of Rob Jenner. I cannot understand waiting years for this critical piece of Winnipeg infrastructure. It is unnecessary and negligent.

I am also a car driver, and I anxiously drive down this street with much caution given the difficulty in visibility for pedestrians and cyclists. I must slow down and put extra effort into watching out, which is again undue and unnecessary stress for drivers trying to do their best to care for fellow Winnipeggers.

Help us out, don't make it harder! Further, it is terrible practice to go back on a commitment made to the public. How can we trust that you truly represent our interests? I implore you to reconsider your statement to scrap the pilot project, when permanent lanes are not scheduled for another few years. We must have safe infrastructure in this busy and frequented area of Winnipeg.

Sincerely,
Katie Daman

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

**Personal information**

**First name**
Katie

**Last name**
Daman

**Submitted:** Thu, 02/26/2026 - 20:26

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

As someone who lives in the area and commutes frequently by bicycle, I eagerly await the promised safety improvements along this dangerous stretch of road. This June will be 2 years after the tragic death of Rob Jenner, killed by a motorist as he was cycling on Wellington Crescent. I get chills biking past his memorial ghost bike, knowing that the memorial itself—totally stationary—was struck by another motorist months later.

Summer 2025 came and went, and I was incredibly disappointed to hear of the delay to install temporary, life-protecting infrastructure. And again, instead of action, all I hear is delay, delay, delay. I do not support the ideas that Councillor Lukes has put forward about cancelling the temporary pilot to begin design work for permanent infrastructure. We have waited far too long already for improvements to this street. Every delay in implementing a temporary measure is putting people's lives at risk. This pilot project is an important means in implementing a solution rapidly, allowing for insights to be gathered on the usage of the bike path which can inform the design of the permanent infrastructure. Family and citizens in my neighbourhood deserve to feel safe while travelling on this road, the the pilot project is a very sensible means of offering this in a timely manner.

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

## Personal information

**First name**
Kristen

**Last name**
Masters

**Submitted:** Fri, 02/27/2026 - 16:49

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Bike Lane Pilot Project on Wellington Crescent

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

**Personal information**

**First name**
Laurielle

**Last name**
Villarin

Submitted: Mon, 03/02/2026 - 14:28

Delegation information

Committee you want to address
Council

Agenda item you want to address (number and title)
Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

Support or oppose recommendations
I support the recommendations

Submit comments in writing checkbox
Submit comments in writing

Comments
I live on wellington cres () and don't own a car - I walk and bike and use the car co-op. There's plenty of space for a bike lane pilot. There's plenty of space for permanent biking infrastructure. Investment for bike infrastructure is pennies on the dollar compared to auto-infrastructure. It is so obvious as a place for a bike lane, right now it is a nightmare to bike down - to work, to buy groceries, to visit friends. Please build asap.

Thank you,
Lee

Public engagement (optional)

I consent to being contacted to participate in potential public engagement related to this matter.
Yes

Personal information

First name
Lee

Last name
Klimpke

**Submitted:** Thu, 02/26/2026 - 22:30

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
#4 Wellington Crescent

**Support or oppose recommendations**
I am opposed to the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Wellington Crescent is not safe for pedestrians or cyclists. It has been almost 2 years since a cyclist was killed there and still NOTHING has been done! How many people will need to be killed until something is done? And frankly I cannot trust you when you say it will happen in 2027 as promises made in the past regarding Wellington Crescent have not been kept. Put in the temporary lanes now!!!

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

# Personal information

**First name**
Linda

**Last name**
Postma

**Submitted:** Mon, 03/02/2026 - 10:14

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I live a couple blocks from where Rob Jenner was killed on Wellington Crescent, and where later, his ghost bike was damaged by being hit by a car that veered off the road. My partner uses this route to bike to work and I have worried about him coming home ever since this happened.

While I do support eventual permanent infrastructure, I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. We have already waited for two years since Rob was killed and scrapping the temporary infrastructure will cause more delay.

Sincerely,
Lindsay Joy
(on Gertrude near Wellington)

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**

Yes

**Personal information**

**First name**

Lindsay

**Last name**

Joy

**Submitted:** Mon, 03/02/2026 - 11:06

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item 4: Wellington Crescent Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Register as a delegation_checkbox**
Register as a delegation

**Register as a delegation**
In person

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer actively participating in my city. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want to live in a city that responds appropriately when tragedy occurs and prioritizes the safety and wellbeing of all citizens, regardless of how they to choose to travel.

I want to make it clear that I support permanent infrastructure but immediate action is necessary to gather information on the changes and make any immediate adjustments to

the roadway to prevent further fatalities and injuries. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

If we continue to prioritize the convenience of vehicles over the safety of our most vulnerable road users, we will see more preventable deaths occur in our city.

Sincerely,
Lisa Hunt

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

**Personal information**

**First name**
Lisa

**Last name**
Hunt

**Submitted:** Fri, 02/27/2026 - 09:27

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
No. 4 Wellington Bike Lane

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
I am writing to show support for the current recommendations to proceed with temporary bike infrastructure along Wellington Cresc. We need safe infrastructure now, not in future that has yet to be budgeted.

As a parent and cyclist it is impossible to connect my children to osborne or surrounding neighbourhoods due to terrifying speeds, unsafe design and unconnected infrastructure. Temporary solutions will provide an immediate respite to both cyclists and neighbourhood residents until the city can appropriately budget for a permanent solution. Any delay in moving forward with the recommendation by public works continues to put Winnipeggers at risk of death or harm. We all deserve to feel safe and exist in our communities outside of a vehicle.

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

# Personal information

**First name**
Maia

**Last name**

Graham-Derham

March 2, 2026

Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I live on McMillan Avenue and walk, ride or drive on Wellington Crescent everyday. I was eagerly awaiting the promised safety improvements in summer 2025 and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood.

Wellington Crescent is a residential street and yet is quite unsafe to navigate with the numerous slip lanes, wide travelling lanes promoting a high rate of speed and very few pedestrian crossing. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well, but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Sincerely,
Marianne Jantz

**bmitted: Mon, 03/02/2026 - 15:48**

**Delegation information**

**Committee you want to address**
**Standing Policy Committee on Public Works**

**Agenda item you want to address (number and title)**
**4**

**Support or oppose recommendations**
**I support the recommendations**

**Submit comments in writing checkbox**
**Submit comments in writing**

**Comments**
**Please implement the pilot project on Wellington without further delay.**

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
**Yes**

**Personal information**

**First name**
**Michael**

**Last name**
**Minor**

**Submitted:** Fri, 02/27/2026 - 00:17

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4 Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
I understand there is a motion to cancel the Bike Lane Pilot Project in favour of pursuing a "permanent" solution.

I support making cycling safe on Wellington, but it is unrealistic to expect that a permanent solution will happen anytime soon. Large projects take years of study and are vulnerable to delays, changes in government, and shifting political priorities. In the meantime, the safety issues on Wellington remain real and immediate.

There is no such thing as a truly permanent solution - only measures that respond to present conditions and adapt over time. Framing infrastructure as "permanent" risks delaying practical action in favour of an ideal outcome that may be years away. A pilot project, by contrast, is a responsible and pragmatic step. It allows the City to gather data, assess impacts, and refine the design while addressing urgent safety concerns now.

For these reasons, I strongly support proceeding with the Bike Lane Pilot Project as a necessary and timely step toward a safer Wellington.

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

**Personal information**

**First name**
Michael

**Last name**
Ramsay

**Submitted:** Mon, 03/02/2026 - 11:19

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item 4:Wellington Crescent Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
I was saddened to hear of Councillor Lukes' plan to oppose the Wellington Crescent Bike Lane Pilot Project to instead propose waiting for permanent infrastructure through the 2029 plan.

As a cyclist in the area who uses Wellington Crescent for both professional commuting and recreational purposes, this decision affects me, and others in the community, directly.

We can't afford to wait.

Wellington is a thoroughfare for so many of us in this area, and currently it's lack of any cycling support infrastructure has long been frustrating — well before these recent conversations after the tragedy of a couple years ago. It leaves a gaping hole in cyclists ability to safely and comfortably navigate between Osborne Village, West Broadway, Corydon, and elsewhere.

Cycling is a tremendous way to interact with a city and community. It gets you moving, reduces congestion and emissions, and makes a city feel lived in and healthy.

I've advocated for it as a viable form of funcitonal transportation for many years, but by far the most common response I receive is "I'm scared." How sad for our city. That being said, when I'm on my way to work or headed to Munson Park to meet friends and cars are rushing past at 50 km/h with nothing to protect me but the assumption these drivers are paying

attention, I can understand their concerns.

How many more cyclists (or pedestrians, for that matter) need to be scared back into their vehicles or, god forbid, be injured or killed because of our decision-makers preference to wait, delay, or simply prioritize motorists convenience?

Temporary infrastructure installed now will provide immediate improvement ahead of more permanent solutions. Our safety is worth it — our lives are worth it.

Thank you,
Michelle Panting

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

**Personal information**

**First name**
Michelle

**Last name**
Panting

**Submitted: Mon, 03/02/2026 - 12:07**

**Delegation information**

**Committee you want to address**
**Standing Policy Committee on Public Works**

**Agenda item you want to address (number and title)**
**Item 4: Wellington Crescent Bike Lane Pilot Project**

**Support or oppose recommendations**
**I support the recommendations**

**Submit comments in writing checkbox**
**Submit comments in writing**

**Comments**
**I live a few blocks from Wellington Crescent, and almost every day I walk along it on my commute to work, to get groceries, or to reach my volunteer job. Sometimes I bike instead, and I usually (carefully, so as not to menace pedestrians) use the sidewalk as the street feels so unsafe. I walked by Rob Jenner's broken bicycle less than half an hour after he was hit. I never feel particularly safe even on foot; every street crossing is scary, because the street is so clearly designed for cars to move along it as quicky and efficiently as possible, to the detriment of safely. I have been filled with hope about the pilot project, which I believe will help us develop a design that will make everyone safer. I was extremely disappointed to learn of the proposed delay. I hope the pilot project will proceed this summer as recommended by the experts.**

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
**Yes**

**Personal information**

**First name**
**Nicola**

**Last name**
**Spasoff**

**Submitted:** Mon, 03/02/2026 - 11:57

**Delegation information**

**Committee you want to address**
Executive Policy Committee

**Agenda item you want to address (number and title)**
Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

**Support or oppose recommendations**
I support the recommendations

**Register as a delegation_checkbox**
Register as a delegation

**Register as a delegation**
Via zoom

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
My name is Phanie Koncan and my interactions with the City of Winnipeg are slowly turning me into a Disability Rights Advocate. Today I want to speak in support of protected micro-mobility infrastructure, like Protected Lanes on Wellington Cres and urge the Council to approve the immediate implementation of this road safety feature. These are not JUST Bike lanes. Protected infrastructure from cars is Accessibility infrastructure as well.

As a disabled person, I'm constantly being excluded from my community. I shared these concerns with my Councilor Janice Lukes, alongside my disappointment in the cuts to the road safety budget. I explained that I'll need to move out of Winnipeg if the city is constantly refusing to make my community accessible.

Let me read to you some excerpts from Councillor Lukes' reply. She said, "I really want you to understand the 'big picture' at play here. IF there were other avenues to keep the $2.5 [million dollars] in Road Safety budget – I would have found it. I encourage you to direct your concerns – to the Province – who have cancelled funding for Road Safety."

This email from Councillor Lukes inspired me to delegate to the council today. I want Council to understand how I personally see the “Big Picture” and completely disagree with Councilor Lukes’ finger pointing to the Province. I do not blame the Province at all. If anything, I respect the Province more, as they (and the Federal government) are so far saying NO to the City’s request for funds regarding the latest road mega-projects of Chief Peguis Trail and Route 90.

That’s how I see the “Big Picture”. The City of Winnipeg repeatedly pours infrastructure dollars into boondoggle projects that mainly affect car users and that they will interpret data depending on their end goals. I also see the City of Winnipeg growing more and more resentful towards the Cycling and Disability community. The City only seems to fight hard in support of rich home owners on Wellington crescent, or antiquated infrastructure for the shrinking percentage of Winnipeggers that own a private vehicle. 2.5 Million dollars for road safety? No, sorry! Nothing can be done. Billions of dollars on car infrastructure that the City’s own report proves will not save any time in the long run? Sure! More of that please!

I just want to be able to navigate my city safely as a cane, rollator, or wheelchair user. I don’t want to be solely dependent on loved ones to drive me around. But maybe that’s just asking too much of Winnipeg and I will need to choose another city that has safe infrastructure that is accessible for ALL of its citizens.

Lastly, I will end my delegation by reiterating my comments regarding my disappointment with the recent “Nuisance Protest” by-law. If a Councillor does not want to hear their constituents speaking passionately and from the heart about the deaths of their loved ones or community members, then it’s probably time you re-evaluate your tenure in politics.

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

**Personal information**

**First name**
Phanie

**Last name**
Koncan

**Submitted:** Wed, 02/25/2026 - 22:19

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
4. Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
I own and live in a condo at 245 Wellington Crescent. I fully support the implementation of the bike lane project as a pilot so that the plan can be monitored, refined and implemented in the future as a permanent solution with the kinks already worked out.

It has been nearly two years since the cyclist, Mr. Jenner, was killed on my street (I was walking my dog that morning and saw the aftermath of the collision - mangled bike, running shoe in the middle of the road). We need a safety plan in place before there is another fatality. Further delays are unacceptable.

I urge the committee to proceed with the pilot project so that adjustments can be made to the design if aspects of the plan are found to be problematic. Skipping the pilot project and implementing something permanent without testing it in the community that will be impacted simply does not make sense.

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

**Personal information**

**First name**
Robyn

**Last name**
Lowe

**Submitted:** Fri, 02/27/2026 - 12:30

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
No 4 Wellington Crescent Bike Lane

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Sincerely,
S Thorne

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

**Personal information**

**First name**
Sara

**Last name**
Thorne

**Submitted:** Sat, 02/28/2026 - 07:49

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I lived in Wellington for 8 years and always wanted a bike lane installed. I still live nearby and i'm eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Saru Chahal

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

**Personal information**

**First name**
Saru

**Last name**
Chahal

**Submitted:** Thu, 02/26/2026 - 18:01

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Rob Jenner was my colleague. We parked our bikes next to each other in the loading dock at the Canadian Museum for Human Rights. His bike was always there before mine as he was eager to start his day. Rob should still be here, and his memorial on Wellington Crescent was struck by a car. Changes need to be made because it is costing Winnipeggers their lives. Everyone deserves to feel safe on the road and not worry if they

will get home safe. You have the responsibility to protect the lives of each citizen, not just those in cars. I urge you to take immediate action before more lives are senselessly taken by speeding cars.

Sincerely,
Savannah Shore

## Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

## Personal information

**First name**
Savannah

**Last name**
Shore

**Submitted:** Fri, 02/27/2026 - 17:39

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Temporary safety infrastructure on Wellington

**Support or oppose recommendations**
I am opposed to the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
I am writing to express my support for proceeding with a temporary bike lane installation on Wellington Crescent, and to respectfully urge reconsideration of the motion before the Standing Policy Committee on Public Works that would bypass this critical interim step in favour of advancing directly to a permanent solution.

While I strongly agree that permanent, protected bike lanes on Wellington Crescent are a worthy long-term goal — and welcome the acknowledgment that this corridor is a top active transportation priority — I believe the temporary installation is not a step to be skipped. It is a step the city cannot afford to miss. The motion's goal of advancing permanent lanes sooner is understandable, but permanent infrastructure design, tendering, and construction cannot happen overnight. A temporary installation can be in place in a matter of months, providing real safety improvements to cyclists and pedestrians on one of the city's most dangerous corridors without delay. Waiting for a fully designed permanent solution means cyclists continue to face unnecessary risk in the interim. A temporary lane is not a consolation prize — it is an immediate safety solution.

Thank you

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**

Yes

**Personal information**

**First name**

Sean

**Last name**

Buchanan

**Submitted:** Mon, 03/02/2026 - 07:45

**Delegation information**

**Committee you want to address**
Executive Policy Committee

**Agenda item you want to address (number and title)**
Item 4: Wellington Crescent Bike Lane Pilot Project

**Support or oppose recommendations**
I am opposed to the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Sincerely,

Steph Shaver

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

**Personal information**

**First name**
Stephanie

**Last name**
Shaver

Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing in support of the recommendations made by the Public Service in their administrative report on Item 4: Wellington Crescent (Academy road to Stradbrook ave) Bike Lane Pilot Project.

Despite living less than one kilometre from Wellington crescent and being an experienced cycle commuter, I avoid cycling on Wellington because of numerous close calls and feeling extremely unsafe. I was disappointed when the safety improvements that were promised were delayed last year. Having dedicated infrastructure whether temporary or permanent is a huge factor in allowing people who navigate their neighbourhood without a vehicle to feel safe as well.

I absolutely support permanent cycling infrastructure as well but I believe the temporary measures are necessary in the interim to prevent injury and save lives. I do not support cancelling the pilot to start designing a permanent route, as I believe both can be beneficial and more delay is unacceptable. Please move forward on implementing the temporary bike lanes without delay.

Sincerely,

Tabitha Hemphill

**Submitted:** Mon, 03/02/2026 - 15:25

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works:

I am writing this submission in support of the recommendations made by the Public Service in its administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer (2026) will make me feel safer moving around my neighbourhood. As a resident of 221 Wellington Crescent, I regularly walk, cycle and drive on Wellington. As a pedestrian, I would like sidewalks free of cyclists who are seeing sidewalks as a safer alternative than the street. As an avid cyclist, I would like a separated cycling lanes to provide some protection against often speeding drivers. and as a driver, i would like better controlled intersections. This is a very densely-populated and active neighbourhood. Unlike many neighbourhoods, it teems with pedestrians and cyclists year round.

June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbours to be able to move safely using the mode of transportation that they prefer. I expect my City government to care and respond appropriately and expeditiously when tragedy occurs.

While I obviously support permanent infrastructure improvements as well, I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do support the ideas that Councillor Lukes has put forward in the media about moving forward on the design and implementation of permanent infrastructure changes. However, I do NOT support doing so in the absence of implementing the pilot project that has already been designed and ready to be implemented this year. The two alternatives are NOT mutually exclusive.

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

**Personal information**

**First name**
Thomas

**Last name**
Strike

**Submitted: Mon, 03/02/2026 - 13:52**

**Public hearing participation**

**Identify the item and your position**

**Public hearing item**
**Wellington Crescent Walk Bike Project - Interim Solution**

**Position on the proposed development**
**Opposition**

**How would you like to participate?**

**Participation options**
**Submit comments in writing**

**Comments**
**Is this really the greatest good for the greatest number of people. I drive this road every single work day to and from downtown. Peak use- July and August I may encounter 20 cyclists taking this path. If this really the best use of taxpayer funds - lowering speed limits on a critical artery in and out of downtown to create a non permanent piece of public infrastructure?**

**If there was a permanent solution that made a more efficient use of taxpayer funds and resulted in safer roads for all users I would listen but this halfhearted temporary measure will lack take up from cyclists just like other temporary bike paths in our city.**

**Personal information**

**Personal information**

**Full name**
**Tom Derrett**

**Submitted:** Sun, 03/01/2026 - 03:19

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Wellington Pilot Mar 2026

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Prioritize safety. Delaying this kind of project/initiative put people and community at risk. An alternative solution is far better than nothing.

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

**Personal information**

**First name**
Villarico

**Last name**
Villarin

**Submitted:** Thu, 02/26/2026 - 22:40

# Public hearing participation

# Identify the item and your position

**Public hearing item**
Wellington Crescent bike/walk project

**Position on the proposed development**
Opposition

# How would you like to participate?

**Participation options**
Submit comments in writing

**Comments**
When asked for public comment on this matter, I and other residents submitted lengthy objections to this project. We reside on the river side of the Crescent and will be grossly affected by the switch to single lanes in either direction. egress and access to our properties will be strangled by the amount of traffic travelling past. With two lanes operating, there is frequently enough of an opportunity to gain access to the street. No one that I have spoken with saw any form of traffic counting being conducted, but the City reports 12,000 vehicles per day passing through the area. If true this amount of traffic funnelled into one lane in either direction is untenable. When I asked, I was told that NO count was done of the bicycle traffic, at all! I believe that our objections to the temporary changes were minimized. I do support Councillor Lukes' motion to proceed straight to a permanent solution, and leave the traffic lanes alone. Bicycle lanes could be constructed on the boulevard on the more lightly populated south side of the street with less traffic interruptions.

# Personal information

# Personal information

**Full name**
Wade Wawryk

**Submitted:** Tue, 03/03/2026 - 09:49

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4 Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
I am in full support of the Public Service recommendations for the Wellington Crescent (Academy Road to Stradbrook Avenue) Bike Lane Pilot Project.

The safety improvements promised for summer 2025 were important to many of us and the repeated delays has been deeply disappointing. Even temporary infrastructure this summer would make a real difference in how safe I feel traveling through the neighbourhood in my vehicle and on my bike. I am also in support of permanent infrastructure, but that should not stop us from doing something now.

As someone who drives through this corridor regularly, it's chaotic. Drivers turning left across uncontrolled intersections, turning right into the many driveways, other drivers speeding around vehicles waiting to turn. The current design encourages conflict. A reduction in speed would help. I have heard delegations in support of safer speeds rebutted by councillors as unrealistic because of enforcement and simply hoping and pleading with the public to just slow down. That is not a serious response to a safety issue and a hollow argument. Some drivers will always speed, they already do. Others try to follow the limit and are met with honking, tailgating, and aggressive passing. But many people do follow posted limits. Lowering it would have an effect, and over time it would change behaviour. To refuse to implement a lower speed because we assume non-compliance is baffling. If that logic held, why have speed limits at all?

As someone who USED TO regularly bike through this section, I can tell you it's even worse on a bike. All of that chaos but now there's nothing between you and the speeding 2 ton vehicles. I commute to work by bike about 3 days per week and this section used to be part of my route. I hated it but would just clench my teeth tighten my grip and get through as

fast as I could. Rob Jenner's death was the last straw for me. I haven't cycled that stretch since. I take a longer route. I do not want my wife receiving the call that Wendy Van Loon received.

There is inherent risk in using our streets, but this corridor clearly needs change. Even Public Service is recommending it. If we value expertise, we should listen. Choosing to do nothing for another two or three years is not neutral, it is a decision to maintain the status quo.

I would challenge any councillor to ride through that stretch during rush hour and then reflect on the adequacy of a "Bike Route" sign. If we are unwilling to improve the design, perhaps the signage should be removed until the street actually reflects it.

## Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

## Personal information

**First name**
Adam

**Last name**
Carroll

**Here is a template for a written submission to City Council. Please personalize this by updating the language or adding your own story about your experience on Wellington!!**

Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing in support of the Public Service in their administrative recommendations in the report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was hoping for safety improvements in summer 2025 and was extremely disappointed to learn about the delay. We need short-term infrastructure in place ASAP to make me and our city feel safer for cyclists. In June, we will mark the two-year anniversary of Rob Jenner being killed by a driver on Wellington Crescent. We, as vulnerable road users, deserve places to feel safe while getting around in Winnipeg, and city officials need to respond appropriately when tragedy occurs.

I want a long term permanent solution for infrastructure. However, right now a temporary pilot is vital to gather ddata on how changes impact people who live around the area and use the road. I don't support the ideas Councillor Janice Lukes has discussed in the media about eliminating the pilot project to just start design work for permanent changes. I encourage public works to think things as another delay is not acceptable to us all.

Sincerely,

Adam Johnston

Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

Like most people who live in the area, I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood. The number of times myself or my partner have come into a very dangerous situation while commuting by bicycle on Wellington has become too many to count. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure on the Crescent. That has to be the end goal. However, the temporary pilot is important to put in place immediately to ensure the safety of all users and to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward about cancelling the pilot to just start design work for permanent changes – especially when no permanent plan has been finalized, according to reports.

People’s lives are in danger. Further delays regarding Wellington bike infrastructure is unacceptable.

Sincerely,

Adam Wazny
[redacted]

**Submitted:** Tue, 03/03/2026 - 10:50

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,
I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and I was disappointed to learn of the delay. My first experience on Wellington Crescent was as a pedestrian, and the speed of passing vehicles felt intimidating even then. Before I began cycling in the summer, I was already concerned about how unprotected the road felt. Hearing that the pilot project was planned gave me reassurance as I started to ride my bike more often.

Getting temporary infrastructure in place this summer would make me feel significantly safer when riding through Wellington from Assiniboine Park, which I visit frequently during the warmer months. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want this neighbourhood to be a safe place for everyone to move around, and I want the City to care and respond appropriately when tragedies occur. We should not have to become statistics before protection is provided.

While I also support permanent infrastructure, I believe the temporary pilot is essential for gathering information on how changes affect residents and all road users. I do not support the idea raised by Councillor Lukes in recent media coverage about cancelling the pilot in order to begin design work for permanent changes. A design alone does not save lives, and further delays are unacceptable. A temporary pilot would help drivers adjust to protected

bike paths and would provide safer conditions for both cyclists and pedestrians as early as summer 2026.
Sincerely,
Aishah Adewale

## Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

## Personal information

**First name**
Aishah

**Last name**
Adewale

**Submitted:** Tue, 03/03/2026 - 08:58

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item 4: Wellington Crescent Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I love biking down Wellington Crescent. Well, at least in theory I do. It's a wonderful and beautiful community to soar through when traffic is light. However, it is also terrifying when traffic is not light. Having to share Wellington with vehicles travelling at higher speeds in which passing vehicles have very little concern for cyclists feels dangerous. It is not surprising to me that Rob Jenner was killed on this road on June 6, 2024.

I think one problem Wellington has is that while it is supposed to be a residential area with a speed limit of 50km/h, the way the road is designed does not communicate that so its easy for vehicles to drive much faster than that. I can't say for certain, but Wellington seems as wide as Sterling Lyon Parkway which is not a residential road and has a speed limit of 80 km/h. I also think reducing Wellington's speed limit to 30 km/h is a good idea but thats for a different time.

Adding permanent bike infrastructure is an excellent idea that will help narrow Wellington so it feels more like a residential street, and will help cyclists feel safe biking down this road. I do not believe that Wellington is currently living up to those green bike safe signs. I also believe that temporary infrastructure, while not perfect, is an incredible first step to making Wellington feel safer. Please do not cancel the plans for temporary infrastructure. I pinky promise that it will be used - and I will personally start using Wellington to get to work

instead of the alternate path I've been using!

While I know change is a difficult thing to sell, it can be great. This city council has done great things in the past. For instance, opening up Portage and Main has worked out great so far and YOU did that even in face of widespread opposition (I believe the plebiscite was 70% against back in 2018). And it's been great! You can do this as well! And I guarantee people will be grateful.

Thank you,
Alex Penny

## Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

## Personal information

**First name**
Alex

**Last name**
Penny

**Submitted:** Mon, 03/02/2026 - 20:11

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Projec

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Sincerely,
Andrew Burkholder-Wenger

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

## Personal information

**First name**
Andrew

**Last name**
Burkholder-Wenger

**Submitted:** Tue, 03/03/2026 - 08:55

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
item #4

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
The temporary cycling infrastructure should be implemented ASAP this year as recommended by the public service. The temporary bike lanes will provide much needed safety for cyclists, as well as identify unforeseen factors that can be adjusted and inform the permanent infrastructure. The idea to skip right to permanent infrastructure is going to further delay the needed safety measures that cyclists need now. The idea that you will save money by skipping right to permanent is misguided. No more delays!

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

# Personal information

**First name**
Andrea

**Last name**
Pelletier

Thank you, Councillor and Chair Janice Lukes and members of the Public Works Committee, for this opportunity to encourage the pilot project for temporary bike lanes on Wellington Crescent between Academy Road and River Avenue. Protective measures - physical separation of bike lanes from vehicle traffic, restricted turning, reduce weekend and overnight parking, 40km / hour speed limit - are needed here and elsewhere. I strongly support Council choosing the right path, right here, and proceed with the plan to install temporary protected bike lanes and other measures while awaiting the permanent infrastructure. There is much to be gained through the learning and experience of these temporary measures, along with the potential to prevent injury and even death.

Winnipeggers need this infrastructure for their health, including the sheer joy of cycling safely along a beautiful route that encompasses our City's past and future. The opposite of joy is not sadness, it's fear. And fear of being injured or killed by a vehicle while cycling is real. Especially now that personal vehicles have become civilian versions of light armoured vehicles – SUVs that are heavy and elevated and as a result maximize damage when they collide with pedestrians and cyclists. Not uncommonly, drivers are distracted and in a hurry and travel above the speed limit, increasing the risk. In low light and in a variety of weather conditions it can be difficult to see non-vehicles who share the road.

Our built environment – that is, the physical infrastructure and layout of the City – influences personal decisions about whether or not to walk or cycle, take the bus or drive a personal vehicle. These decisions, made over and over again, incrementally maintain or worsen the population's health. Transportation and economic trajectories have become uncoupled in recent decades, which allows for greater latitude in decision-making. And active transportation infrastructure is one tenth the maintenance cost as compared to vehicle infrastructure. The more the City supports active transportation and recreational movement through urban areas increases, the better off we all are.

We trust our elected officials to protect citizens from harm by making good choices on their behalf. In this case, the right choice is to take all possible and immediate measures to protect citizens from the harms of vehicular traffic.

**Submitted:** Mon, 03/02/2026 - 20:49

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item 4: Wellington Crescent Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
We definitely need the pilot bike lane and pedestrian improvements on Wellington Crescent. I am very glad that the recommendation is to implement these improvements right away. These safety improvements have already taken so long when lots of community members have been working to improve road safety on Wellington Crescent since Rob Jenner died in 2024. I am in support of the temporary plans, so that we can have safety improvements right away and gather feedback about the interventions. I am also in support of implementing permanent road safety improvements that are slated to take place in 2029, after implementing the temporary pilot this summer.

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

# Personal information

**First name**
Anna

**Last name**
Weier

Dear Chairperson Janice Lukes and Members of the Standing Policy Committee for Public Works,

As a resident of Wellington Crescent, I am writing in strong support of the Public Service's recommendations on Item No. 4: *Wellington Crescent (Academy Road to Stradbrook Avenue) – Bike Lane Pilot Project.*

I live at XXX. This street is not an abstract policy issue — it is my home. It is where people of all ages, including myself, walk every day, where children learn to ride their bikes, and where many of us rely on walking or cycling as part of daily life. The neighbourhood's density and livability depend on safe, accessible active transportation.

Residents deserve the freedom to choose how they move — to walk, bike, roll, or drive without fear. When infrastructure is designed only for vehicle flow, that freedom is restricted. When we design for people, it expands.

June 2026 will mark two years since Rob Jenner was killed while cycling on Wellington Crescent. His death is a tragic reminder that street design decisions have real consequences. A safe, vibrant city is built through practical choices that prioritize human life. This pilot is one of those choices.

Temporary infrastructure is a best practice, not a delay. Cities everywhere use pilots to test and refine improvements before permanent construction. They are low-cost, high-impact, and allow the city to gather real data, understand traffic patterns, evaluate community response, and make informed long-term decisions. Most importantly, they improve safety immediately.

I support permanent infrastructure as well. But permanent design without interim action does not protect anyone. Cancelling the pilot to begin design work would only push safety improvements further down the road. More delay is unacceptable.

This neighbourhood is full of seniors, families, and children who deserve safe cycling space. Prioritizing people in our street design is not anti-car — it is pro-community, pro-safety, and pro-livability.

I urge you to move ahead with the pilot this summer. It is a responsible, evidence-based step toward a safer Wellington Crescent and a healthier Winnipeg.

Sincerely,

Annette Proulx

**Submitted:** Tue, 03/03/2026 - 00:37

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Register as a delegation_checkbox**
Register as a delegation

**Register as a delegation**
In person

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

While I appreciate that Councillor Lukes is committed to permanent bike lanes on Wellington Crescent, I believe that it is crucial that Public Works and City Council proceeds with implementing the already delayed temporary bike lanes and pilot this spring, while also working towards permanent infrastructure in the future.

June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. We must not let another year pass without protected bike lanes on Wellington Crescent -- delaying the implementation would put cyclists, drivers, and pedestrians at risk.

In addition to safety, there are other good reasons to proceed with the pilot with the intention of installing permanent infrastructure. The City's Active Transportation Plan outlines the intention to permanently alter streets to create better safety and support active transportation as they are due for renewal -- it makes sense then to install an interim solution and invest when Wellington Crescent is ready for renewal, rather than tearing up a good street. A pilot also allows important data to be gathered about the use of the bike lane and how it affects the neighborhood. The City also has set a goal to fix disconnected bikeways, and proceeding with the pilot will address this at

least a year, and more realistically multiple years, sooner.

I use Wellington Crescent to bike to see friends, often alongside young ones, and having this temporary infrastructure in place this summer will make me feel safer moving around on foot and on bike, as well as as a driver.

I do not support cancelling the pilot. While Councillor Lukes may have had good intentions, new design work and additional consultations will cause unacceptable delays that will risk lives. The City should proceed with the temporary bike lanes and pilot, while also committing to permanent bike lanes.

Sincerely,
Anny Chen

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

**Personal information**

**First name**
Anny

**Last name**
Chen

**Submitted:** Tue, 03/03/2026 - 11:02

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
4. Wellington Crescent Bike Lane Pilot Project and 5. City's Default Speed Limit

**Support or oppose recommendations**
I support the recommendations

**Register as a delegation_checkbox**
Register as a delegation

**Register as a delegation**
In person

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

As a resident of Wellington Crescent who walks, bikes, and drives in my neighbourhood I urge you to approve item no.4, the Wellington Crescent Bike Lane Pilot, and utilize the great effort that the Public Service has engaged on for over a year and a half now.

Approving the above recommendations will allow the City to immediately address the road safety issues on Wellington Crescent between Academy Road and Stradbrook Avenue that have been brought in front of this Committee by members of this neighbourhood since June 2024, when Rob Jenner was killed while cycling down this route. Approving the recommendations not only brings immediate safety to the neighbourhood for kids, the elderly, and everyone who is a vulnerable resident—it also benefits the design and implementation of a permanent solution by providing real world use data.

This means that delaying the pilot program, and the invaluable data the City would collect from it, will also delay any permanent bike lane project on Wellington Crescent.

Madam Chair, the purpose of an interim solution is to offer an immediate solution, and that is what the community has been asking for, while the City continues to work on a refined

permanent design that can take years. A perfect design will not protect lives if it is not installed.

Take for example, the one-year anniversary of Rob Jenner's death. The community held a neighbourhood block party to celebrate his life and there, a community-made protected bike lane from Hugo to Cockburn existed, if only for a few hours. It wasn't perfect, but it did bring immediate safety.

The impact was immediate. Toddlers were biking down Wellington Crescent. Passers-by on bikes had smiles on their faces instead of fearing for their lives as cars blew past. My neighbourhood felt safer because there was more space allocated to people, not cars. It was a feat of traffic calming that increased the movement of people using all sorts of transportation. Don't you want to be a part of making that happen during an election year? Don't you want a ribbon-cutting now?

I understand that politics means weighing priorities and that this Committee fears unpopularity if it were to stand up and become leaders in road safety. But that fear is usually greater than reality—last year, Mayor Gillingham made the executive decision to open up Portage and Main, even though it was very unpopular as we can see from the plebiscite back in 2018 (more unpopular, it seems, than bike lanes on Wellington Crescent as per the Community Engagement report for this project, see fig. 2)—and drivers did not become an angry mob because of an added 54 seconds to their commute. You can, actually, have it all.

So do the right thing for road safety this time by approving the installation of these bike lanes and supporting other road safety initiatives like item no. 5, reducing the City's default speed limit (although to the science-backed 30kmh instead of the arbitrary 40kmh), on this agenda. It's the least you could do, Madam Chair, after voting to axe the Road Safety Budget by $2.5 million at the Executive Policy Committee Meeting a few weeks ago.

Once again, this is what I ask: that the Committee approve an immediate solution—temporary or permanent—in which tangible changes to road safety are felt by this neighbourhood and everyone in the community who takes this route as soon as the ice has melted: a feat that, for over a year, has been deemed possible by the Public Service.

I thank the Public Service for their hard work in bringing together a solution that will save lives as soon as it is implemented.

**Submission for a committee of council**
PW March4.pdf

## Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

## Personal information

**First name**
Arielle

**Last name**
Villarin

*Figure 1:* Community-made “bike lanes” at neighbourhood block party on the one-year anniversary of Rob Jenner’s death, June 6, 2025.

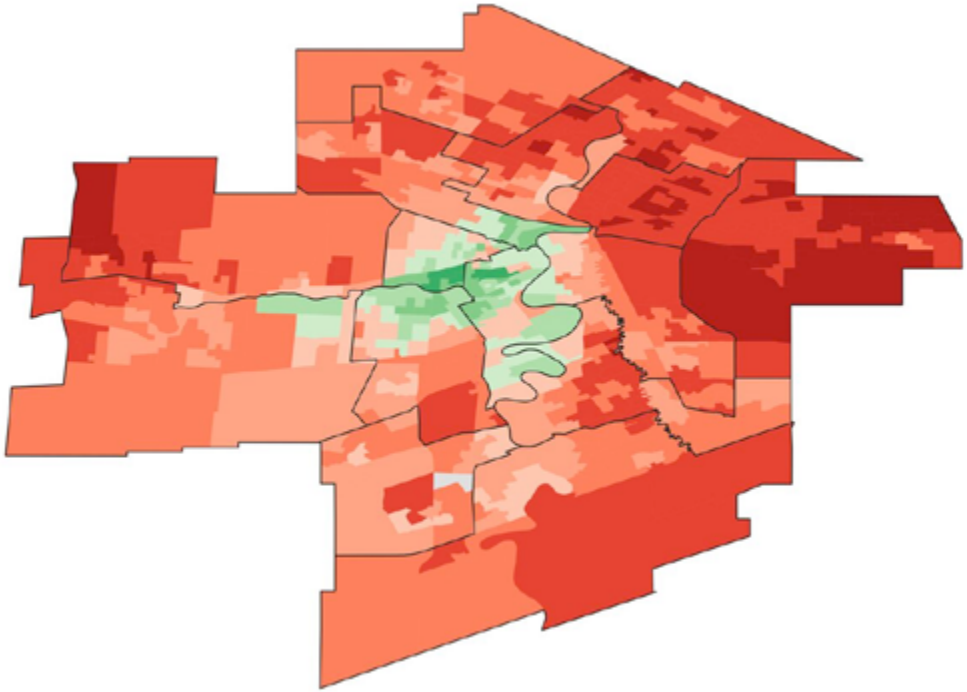






*Figure 1:* Community-made “bike lanes” at neighbourhood block party on the one-year anniversary of Rob Jenner’s death, June 6, 2025.

*Figure 2:* The opening of Portage and Main is more unpopular than the idea of bike lanes on Wellington Crescent. The addition to commute times is also larger for opening up Portage and Main than for installing bike lanes on Wellington Crescent.



Portage and Main plebiscite results in 2018:

| | |
|---|---|
| Supports opening P&M | 22% |
| Opposes opening P&M | 65% |

Appendix C: Public Engagement Report:

| | |
|---|---|
| Adding bike lanes would be positive | 46% |
| Adding bike lanes would be negative | 48% |

"Motorists travelling southbound on Main Street in the morning window saw their commute time increase by an average of 0.9 minutes to between Higgins and Assiniboine avenues — up from 7.2 to 8.1 minutes."

— Nathan Liewicki, CBC News, Dec 2025

"During rush hour, drivers going north or west are expected to experience a delay of about 30 seconds."

— Public Works Agenda March 4, 2026
Item no. 4, 7. Traffic Study

**Submitted:** Mon, 03/02/2026 - 21:02

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
4. Wellington Crescent Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Register as a delegation_checkbox**
Register as a delegation

**Register as a delegation**
In person

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
The experts at the Public Works department are recommending that the pilot bike lane go forward. Listen to the experts who you pay to be experts on Public Works matters. Should anyone be planning to do something weird, like scrap the pilot in the hopes that they would be able to get the permanent bike lane built sooner, ignore them! Get cyclists on Wellington protected ASAP with something imperfect, and take lessons from the pilot when the permanent infrastructure gets built. Don't leave us high and dry for years. Enough delays. We don't need "perfect" on Wellington, we need "good enough" all over the place. Get it done, honour the work that Public Works staff have put in on this project, honour the input from respondents to the feedback process. Get it in the ground! Do it for Rob!

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

# Personal information

**First name**
Aro

**Last name**
van Dyck

**Submitted:** Tue, 03/03/2026 - 09:09

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
#4 - Wellington crescent bike lane pilot project

**Support or oppose recommendations**
I am opposed to the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Sincerely,
Atticus Morse

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

## Personal information

**First name**
Atticus

**Last name**
Morse

**Submitted:** Mon, 03/02/2026 - 19:20

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4 Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project:

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I am writing because a good friend of mine commutes by bicyle using Wellington and tells me they do not feel safe cycling this route. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want this neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Sincerely,
Bev Plett

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

## Personal information

**First name**
Bev

**Last name**
Plett

**Submitted:** Tue, 03/03/2026 - 11:10

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4 Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

Supporting bicyclists through infrastructure designed to protect them from accidents with cars is incredibly important to ensure everyone has a safe method of transportation (whether it be through a car, bike, or just walking). The promised improvements to safety with Wellington Crescent is a good step towards that even if only as a temporary measure to ensure that all bicyclists who employ the use of that route feel safe and comfortable in doing so. It will have been two years since the passing of Rob Jenner while cycling on Wellington Crescent coming soon, and his unfortunate and preventable death serves us a reminder how important good infrastructure is in regards to everyone's safety and something which the City should respond to.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Sincerely,
Brendan Stothers

## Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

## Personal information

**First name**
Brendan

**Last name**
Stothers

**Submitted:** Mon, 03/02/2026 - 22:15

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Sincerely,

Camila Jerger
605-330 Stradbrook Ave

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

## Personal information

**First name**
Camila

**Last name**
Jerger

**Submitted:** Mon, 03/02/2026 - 17:38

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Wellington Crescent Walk Bike Project - Interim Solution

**Support or oppose recommendations**
I am opposed to the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
I would like to comment on the the proposed interim solution. I live in the area and when I first saw the flyers, I was excited. I am a cyclist and while I almost always share the road with cars, if I need to go down that section of Wellington, I like many other cyclists take the sidewalk. Unfortunately, as I read the plan, I got the feeling that it is more about being seen to do something about the situation rather than actually creating a safe route for cyclists. Ultimately, this plan does not segregate cyclists physically (only visually) from traffic and it does not eliminate the narrow section of Wellington west of Grosevenor. The proposed speed limit will do nothing to counteract drivers who choose to vastly exceed it and a visual separation won't protect a cyclist from a car that loses control.

Interim solutions often have a bad habit of becoming permanent. For the limited improvement on cyclist safety, this project has a large impact on the local community. The loss of the evening parking spaces on Wellington will move more people to park on the side streets. I already am often unable to find parking on my side street. Parking is becoming even more of an issue as variances are issued to larger construction projects in the area to offer less parking on-site than the city plan allows.

I am also concerned about the loss of access to and from Gertrude Avenue onto Wellington. This was not discussed in detail in any of the documentation and I don't feel that the city has considered its impact. Busses to Gladstone school use that access, as do emergency vehicles, particularly fire trucks. I assume that the straighter entry on Gertrude may be preferable for those vehicles rather than going up to Warsaw. It also merits consideration that the intersection of Warsaw and Wellington, due to the nature of a (rather confusing for non-locals) shared intersection between Daly/Wardlaw/Wellington. The Wellington/Getrude intersection is one of the busiest (and personally I find it one of the safest) in the area and I did not get the feeling that this was looked at at all.

One alternative that I have heard discussed is formally authorizing bike traffic on the north side sidewalk of Wellington, this is already the norm and cyclists and walkers generally get along well. Even with this interim solution, I think most people will still keep doing it anyways for safety (I will). Posting signs and encouraging cyclists to avoid the south side sidewalk would ensure that walkers who need to use lots of the sidewalk but are unable to step off also have an option. Long term widening the north sidewalk would be an excellent way to keep cyclists/cars moving and keep cyclists protected (it would also be a beautiful - instead of nerve wracking - ride). By making the temporary solution on the street, I feel like the city will wed itself to the idea of using the street... ultimately leading to an expensive street widening at some point in the future. Better start with the infrastructure we have and aim for maximum segregation of cars/bicycles while still ensuring safety for other sidewalk users.

Overall, I feel like this plan will spend $400,000 to create the feeling that Winnipeg is doing something for cyclists and will disrupt the local community. Better to just admit that the required funds aren't available for a solution that makes a difference. Same road, same width with visual markers does not make a safe segregated bike lane. Please consider asking the public service to go back to the drawing board and offer proposals on a more permanent solution.

## Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

## Personal information

**First name**
Campbell

**Last name**
Hennessy

**Submitted:** Tue, 03/03/2026 - 08:48

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
#4: Wellington Crescent bike lane pilot project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Sincerely,

Carly Lo

## Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

## Personal information

**First name**
Carly

**Last name**
Lo

**Submitted:** Mon, 03/02/2026 - 17:19

# Delegation information

**Committee you want to address**
Standing Policy Committee on Community Services

**Agenda item you want to address (number and title)**
Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

**Support or oppose recommendations**
I am opposed to the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4:

Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was disappointed to learn of the delay in implementing the project. Getting temporary infrastructure in place this summer will make those who use Wellington Crescent safer moving around that area of the city. Lots of people from other areas use that route to cycle, together with residents in that neighbourhood. It is a popular public corridor.

June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I do not want to see another life lost before changes are implemented. I believe the City should care and respond appropriately when tragedy occurs, and not wait for further tragedy before taking action.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes.

A design does not save lives, and more delay is unacceptable.

## Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

## Personal information

**First name**
Catherine

**Last name**
Lampkin

**Submitted:** Tue, 03/03/2026 - 11:02

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable

I have family who live on Wellington and bike daily, I see no reason to postpone trialing a safer design.

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

## Personal information

**First name**
Celine

**Last name**
Brandt

**Submitted:** Tue, 03/03/2026 - 00:23

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4 Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I am opposed to the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

There are many bike paths in the city that I use year-round to reliably and safely transport myself to work, to get groceries and run errands, and be involved in my community that are designated as temporary. These temporary solutions offer ways to get around safely until permanent solutions are installed. I think it's highly hypocritical to call the cancellation of a temporary bike lane progress towards safety in any way instead of what it actually is a

regression of safety in this city. And subsequently actively and intentionally putting countless lives in danger daily and putting your name as responsible for the next cyclist death that occurs. It is hipocritical because of how much of the city's current infrastructure is temporary, unfinished, and fragmented.

It is imperative that this temporary bike lane is installed without anymore delays as countless lives depend on it. This bike lane will help connect other less accessible bike infrastructure and ensure a safer city.

It's your job to do they right thing.

Sincerely,

Chelsea Kiz

## Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

## Personal information

**First name**
Chelsea

**Last name**
Kiz

Dear Chairperson Lukes and the Standing Policy Committee for Public Works,

I write to you in support of the recommendations from public works in the administrative report regarding Item No. 4: Wellington Crescent (Academy to Stradbrook) – Bike Lane Pilot Project.

As a frequent cyclist who previously lived in the Crescentwood area and has been heartened to experience the improvements in Winnipeg's cycling network since then, I have been excitedly anticipating improvements to cycling through Osborne Village the connecting neighbourhoods. Too many close calls, accidents, and even the death of a cyclist have plagued Wellington Cres. for many years, so I was excited to hear about the advocacy for and City response of promised safety improvements and public engagement for this summer's temporary infrastructure while studies and designs for permanent changes could be undertaken. I was however very disappointed to read the recent change in direction to delay any changes until permanent infrastructure is built in some 3-5 years!

I support permanent infrastructure as well and believe the existing dedicated protected bike lanes have provided a reliable and safe anchor to the city's network. I want my partner and colleagues who are less confident cyclists to feel safe enough to venture out of our local neighbourhoods and these permanent facilities are a key part of achieving this end. However, the temporary pilot will be important to gather information for permanent designs, allow more time to properly fund and implement future changes, and demonstrate to road users and community members how a reduced traffic flow on Wellington can feel (safer, quieter, more accessible). I want this for all our city, but for now the urgent improvement of safety for all road users to connect some of our most popular summer neighbourhoods seems like the best step we can take.

To be clear, I do not support the proposal of Councillor Lukes regarding cancelling the pilot and focusing on permanent design work instead. I do support the public administration recommendation for temporary infrastructure in the interim while permanent designs are properly developed, informed by the pilot, and construction funded.

Thanks for your time and consideration.

Sincerely,

Craig Kwiatkowski

Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am a resident who lives a few houses off of Wellington Crescent and use that route to bike commute to work.

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Sincerely,
Daria Salamon
Wardlaw Avenue

**Submitted:** Tue, 03/03/2026 - 09:37

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Wellington Crescent walk bike project - interim solution

**Support or oppose recommendations**
I am opposed to the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
As a neighbourhood resident, I have walked, biked and driven this section of Wellington Crescent for over 60 years. This 'interim' solution is a dangerous appeasement to a vocal interest group, not a solution for all who use this roadway.
The construction of a bike lane on city property adjacent to the road would alleviate the congestion, without sacrificing one interest group over another.
People often want immediate solutions, but as importantly, they want to be heard and know that their concerns are being taken seriously by the City. Funds had not been allocated for a bike lane on this section of Wellington Crescent in the past. This can be rectified in the upcoming budget, as we have seen bike lanes constructed on streets with less bicycle traffic.
We are fortunate in Winnipeg to have the option for these discussions and to make changes that benefit all concerned. Imagine standing on the curb in Mumbai or Hanoi, Rome or Montreal. People navigate these streets every day. We don't have to deal with this level of congestion.
Build the bike lane adjacent to the road. Emphasize safety and who has the right of way to student drivers. Erect signage on Wellington Crescent as a constant reminder to drivers to watch out for others on the road. Do not create unnecessary traffic bottle necks in the short term, in hope that the problem will go away.
The problem is there. The solution is a permanent adjacent bike lane.

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

# Personal information

**First name**
Deb

**Last name**
Shaen

**Submitted:** Tue, 03/03/2026 - 02:27

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item 4: Wellington Crescent Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was hoping to see the improvements promised last summer, and was extremely disappointed by the delay. Biking is my primary form of transportation, getting the temporary bike lane installed would make me feel a lot safer this spring. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Cres. I have found the Cities response to this tragedy inadequate, I don't want to hear of any more cyclists or pedestrians being killed or injured. Every day that passes without changes on Wellington Cres. people are facing unnecessary risk just trying to get around. I want Winnipeg to be a safe place for everyone to get around, especially us cyclists and pedestrians who are way more vulnerable.

I went to school in River Heights, and when I biked to school from Wolseley every day I avoided that stretch of Wellington because it is particularly terrifying to bike down. If we had safer infrastructure here It would connect so many bike routes together (Wolseley/West Broadway and River Heights/Osborne), currently there's a very obvious gap in the cycling network.

I of course would support permanent infrastructure as well. But I think the temporary pilot is important to gather information needed to design the permanent solution, and we need something in the ground as soon as possible before someone else gets injured or killed on

Wellington. Any more delays would be unacceptable.

Sincerely,
Dylan Young

## Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

## Personal information

**First name**
Dylan

**Last name**
Young

**Submitted:** Tue, 03/03/2026 - 10:28

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item 4. Wellington Crescent bike lane pilot project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
I support the motion put forward by the civil service as we need immediate action and cannot put off safety measures, even temporary ones, any longer.

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

# Personal information

**First name**
Elise

**Last name**
Epp

**Submitted:** Tue, 03/03/2026 - 08:58

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item number 4: Wellington Crescent( Academy Road to Stradbook Ave) bike lane pilot project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
As a cyclist and motorist who uses the above section of roadway, I am concerned about the volume of mixed traffic and the danger to cyclists and motorists. A physical separation in types of traffic is a straightforward way to reduce the risk of using this well traveled street. Distractions happen and there is currently no protection from the physical harms that a car/ bicycle collision causes, nor for the emotional harms to car occupants and cyclists. Any further delay in creating a separate bicyle lane risks further harms.

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

# Personal information

**First name**
Elizabeth

**Last name**
McAdam

Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am here today to express my support for the recommendations in the administrative report regarding the Wellington Crescent Bike Lane Pilot Project.

As a winnipegger who loves the outdoors and lives with a disability, I want to speak to the importance of safe, accessible active spaces in our city. Outdoor public spaces like Wellington Crescent are not just roadways, they are community spaces.

They are where people walk with their children, cycle to work, push strollers, use mobility aids, run, connect with neighbours, and spend time outdoors. These spaces contribute directly to physical health, mental wellbeing, and a sense of belonging.

Safe infrastructure is essential to making these spaces truly accessible to everyone. When streets feel unsafe, many people simply opt out, especially seniors, families with young children, and those who are less confident cycling or navigating busy traffic. Thoughtful, people centered design sends a message that our city values recreation, sustainability, and inclusive mobility.

Access to safe outdoor recreation space is not a luxury. It is a fundamental part of building healthy communities. As our city grows and changes, we need to ensure that our public spaces evolve in ways that support active living and make it easier, not harder, for residents to choose walking, cycling, and other forms of active transportation.
I support both immediate safety improvements and long term planning to ensure Wellington Crescent remains a vibrant, accessible space for all users.

Moving forward with the pilot project is an important step in creating a safer and more welcoming environment for everyone. By terminating the pilot project, we risk more lives being impacted by vehicle incidents while we wait.

Thank you for your consideration.
With gratitude,
Emily Clark

**Submitted:** Mon, 03/02/2026 - 20:20

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item no. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) Bake Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

I don't want to see another pedestrian killed in my city due to issues that could be solved through improved pedestrian infrastructure. Further, I want more pedestrians to be and feel safe when using active modes of transportation. Approving and moving forward with this pilot project will encourage more Winnipegers to use active and greener modes of transportation rather than cars, and increase their safety.

Sincerely,
Hannah Burkholder-Wenger

## Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

## Personal information

**First name**
Hannah

**Last name**
Burkholder-Wenger

**Submitted:** Tue, 03/03/2026 - 11:16

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
4. “Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project”

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
I am writing on behalf of Climate Reality Project Canada in support of Item No.: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project. I would urge the Public Works Committee to follow the recommendations made by the Public Service to proceed with the pilot project and the installation of interim cycling infrastructure.

Climate Reality Canada engages citizens concerned about the climate in public education and advocacy on local climate issues in communities across Canada. As part of our work building public literacy on local climate policy, we led a participatory data collection project where volunteers collect data measuring a variety of climate and sustainability indicators at the municipal level across Canada. We found that when it comes to kilometres of bike lanes per capita, Winnipeg ranked ninth of out ten among large cities in Canada. That data is from 2021, and we know that there has been some new cycling infrastructure installed since then—but Winnipeg is likely still lagging. Our methodology does not distinguish between types of cycling infrastructure—while permanent lanes are undoubtedly superior to temporary ones, temporary infrastructure still saves lives.

We also support the arguments put forward by Manitoba environmental organizations in their joint submission, including:

Pilot projects are an important part of figuring out what works as we adapt to the realities of a changing climate and our responsibility to act. We were disappointed when this project was delayed three times last year, rather than being implemented in summer 2025 as originally promised. The pilot will provide important information to inform future permanent infrastructure, as well as offering vital safety improvements for cyclists, pedestrians, and neighbourhood residents in the interim.

We are keen to see active transportation infrastructure investments move forward in Winnipeg as one part of our responsibility to mitigate climate change. As the report from the public service indicates, this pilot project is aligned with the climate action targets that the City committed to in OurWinnipeg2045. The City's Community Energy Investment Roadmap identifies that transportation is the biggest source of emissions in the city, and that investing in active transportation infrastructure is an important way to reduce these emissions. This is also aligned with Strategic Opportunity #3, Advancing Sustainable Transportation, in Winnipeg's Climate Action Plan.

Ensuring that people feel safe cycling, walking, and using other modes of active transportation is key to sustainable transportation. We know that the City's Pedestrian and Cycling Strategies identify Wellington Crescent as a priority gap in Winnipeg's cycling network. As cyclists ourselves, the Winnipeg members of Climate Reality Canada's team were unsurprised to learn from the recent engagement report that 83% of cyclists feel unsafe on Wellington Crescent. It certainly aligns with our experiences on this street. stand with the cycling community in grieving the death of Rob Jenner in June 2024.

We urge you to pass this report as written by the public service and implement the temporary infrastructure without further delay.

## Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

## Personal information

**First name**
Hannah

**Last name**
Muhajarine

Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

As someone who recently moved downtown, I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure but the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media regarding cancelling the pilot to start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Sincerely,
Jackson Unger
[redacted]

March 3, 2026

Dear Chairperson Janice Lukes, Mayor Gillingham, and Councillors of the Standing Policy Committee for Public Works,

We, the undersigned local environmental organizations, are writing to you **in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project**.

We are keen to see active transportation infrastructure investments move forward in Winnipeg as one part of our responsibility to mitigate climate change. As the report from the public service indicates, this pilot project is aligned with the climate action targets that the City committed to in *OurWinnipeg2045*. The City's *Community Energy Investment Roadmap* identifies that transportation is the biggest source of emissions in the city, and that investing in active transportation infrastructure is an important way to reduce these emissions. This is also aligned with Strategic Opportunity #3, Advancing Sustainable Transportation, in *Winnipeg's Climate Action Plan*.

Ensuring that people feel safe cycling, walking, and using other modes of active transportation is key to sustainable transportation. We know that the City's *Pedestrian and Cycling Strategies* identify Wellington Crescent as a priority gap in Winnipeg's cycling network. We are unsurprised to learn from the recent engagement report that 83% of cyclists feel unsafe on Wellington Crescent. Many of us (as staff and board members of these organizations) are cyclists ourselves and have experienced close calls with cars on Wellington. We stand with the cycling community in grieving the death of Rob Jenner in June 2024.

Pilot projects are an important part of figuring out what works as we adapt to the realities of a changing climate and our responsibility to act. We were disappointed when this project was delayed three times last year, rather than being implemented in summer 2025 as originally promised. We do not support the proposal that Councillor Lukes has discussed in the media of cancelling the pilot project to begin design work for permanent infrastructure. The pilot will provide important information to inform future permanent infrastructure, as well as offering vital safety improvements for cyclists, pedestrians, and neighbourhood residents in the interim.

We urge you to pass this report as written by the public service and implement the temporary infrastructure without further delay.

Sincerely,

Manitoba Eco-Network,
Trees Please Winnipeg,
the Manitoba Energy Justice Coalition, and
the Canadian Association of Physicians for the Environment - Manitoba Chapter (co-chairs Ann Loewen, MD, and Riley Deblonde, MD)

**Submitted:** Tue, 03/03/2026 - 09:42

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4 Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I support the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

Getting safety improvements in place is critical. Temporary infrastructure in place this summer will make us feel safer as cyclist (esp as one of us is disabled - ride a tryke - a further head injury could be catastrophic). June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood - the city as a whole- to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs (deaths, but also all forms of injury particularly to cyclists and pedestrians who are highly vulnerable).

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Sincerely,
Jane Orion Smith and Janet Ross

## Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

## Personal information

**First name**
Jane Orion

**Last name**
Smith

**Submitted:** Mon, 03/02/2026 - 20:43

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item #4: Wellington Cres bike lane pilot project (Academy to Stradbrook)

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I eagerly anticipate every development towards safer active transportation infrastructure. I am born and raised a Winnipegger and have spent many years cycling in the city, including in the winter. I love the city and want to see it thrive. But having also lived overseas in a city designed around safe, 21st century, mixed-mode transportation, where I felt safe cycling everywhere I needed to go, Winnipeg is embarrassingly unsafe. The idea that a cyclist could be killed in 2024 on such a prominent cycling corridor as Wellington Crescent, yet have no meaningful change by 2026, is disappointing to say the least. Getting temporary infrastructure in place this summer will make me feel safer moving around the neighbourhood. I want the neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Thank you.

## Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

## Personal information

**First name**
Jeremy

**Last name**
Rempel Smith

**Submitted:** Mon, 03/02/2026 - 20:27

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
#4 - Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
I am writing in support of the Winnipeg Public Service's recommendations to improve the safety of Wellington Crescent. I am a resident of the Crescentwood community for the last six years. I walk, cycle, and drive on Wellington Crescent on a daily basis. I've have numerous near misses as a pedestrian and cyclist, and am aware of many of my neighbours had similar experiences.

The Bike Lane Pilot Project is a positive step towards addressing the known safety issues. Reducing speeds, implementing turn restrictions, and creating a temporary bike lane will increase safety for all road users. These safety measures are needed now. Further delay comes at the expense of and risk to the thousands of drivers, cyclists, and pedestrians who use this road daily.

Thank you for your commitment to public safety and your support for the Wellington Crescent Interim Bike Lane Project.

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

# Personal information

**First name**
Jessica

**Last name**
Carvell

**Submitted:** Tue, 03/03/2026 - 10:56

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4 Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Standing Policy Committee on Public Works,

I ride my bike up to 5 days a week year-round to visit my aging parents who live on Wellington and to get to work from my home in Crescentwood. It is by far the most dangerous part of my life. I continually have close calls and unsettling experiences with cars between Stradbrook and Academy. I would feel so much relief if I could look forward to feeling safer this spring. Please install temporary bike lanes as soon as possible, as the report you commissioned recommends. A delay would be irresponsible and cruel. Thanks for your time and your work.

John Samson Fellows,
Crescentwood.

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

# Personal information

**First name**
John

**Last name**

Samson Fellows

**Submitted:** Mon, 03/02/2026 - 18:33

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
No. 4: Wellington Crescent - bike lane pilot project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

As a regular traveler along Wellington Crescent, the temporary infrastructure this summer will enhance my safety and motivate me to keep using this route. Several tragedies have occurred here, including one involving Rob Jenner two years ago, and I want to prevent future incidents.

The temporary pilot is crucial at this stage to evaluate its impact on the local community. I oppose Councillor Lukes' proposal in the media to cancel the pilot. Delaying further puts more lives at risk.

Sincerely,
Katarina Mohammad Lou

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

# Personal information

**First name**
Katarina

**Last name**
Mohammad Lou

**Submitted:** Tue, 03/03/2026 - 10:20

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Items 10 and 11. Stop signs at Harstone Rd and Elmhurst Rd.

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
As a regular user of the Harte Trail and member of the community, I strongly support the motions to relocate the stop signs at:

Harstone Road and Glenbush Street / Harte Trail

Elmhurst Road and Ridgewood Avenue / Harte Trail

The Harte Trail is a heavily used corridor for both pedestrians and cyclists. Currently, motor vehicle traffic at these crossings is uncontrolled, creating confusion and risks for trail users and drivers alike.

Relocating the stop signs to these trail crossings is a simple, practical, and feasible measure that will significantly reduce risks for trail users and demonstrate Council's commitment to active transportation and road safety.

I respectfully urge the Committee to support these motions.

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

# Personal information

**First name**
Kelly

**Last name**
Livesley

**Submitted:** Tue, 03/03/2026 - 11:22

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4 Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
I encourage the City to move ahead with the construction of "temporary/pilot project" protected bike lanes and associated infrastructure on Wellington Crescent in 2026 to provide the much needed safety for cyclists using that route. At the same time I encourage the City to begin the process for permanent cycling infrastructure in the same area. The two are not mutually exclusive and the need for improvements in cycling infrastructure is immediate.

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

# Personal information

**First name**
Ken

**Last name**
Schykulski

**Submitted:** Mon, 03/02/2026 - 21:38

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer riding my bike and will make me more likely to bike rather than drive. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my city to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Sincerely,
Kimberly Rempel Smith

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

## Personal information

**First name**
Kimberly

**Last name**
Rempel Smith

**Submitted:** Tue, 03/03/2026 - 09:50

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item 4: Wellington Crescent Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
No more delays. No more cancellations. I want to see the Wellington Crescent Bike Lane project happen this summer!

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

# Personal information

**First name**
Libby

**Last name**
Weier

**Submitted:** Tue, 03/03/2026 - 09:38

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing as a resident of Wellington Crescent in strong support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) – Bike Lane Pilot Project.

I live at XXX. This is not an abstract policy issue to me — it is the street outside my home, the place where seniors walk daily, where children learn to ride their bikes, and where many of us choose to move through the city on foot or by bicycle. The character of this neighbourhood is defined by its density, its livability, and the number of people who rely on active transportation every day.

Freedom of movement and freedom of choice matter. Residents should be able to choose to walk, bike, roll, or drive without fear. When infrastructure only prioritizes vehicle throughput, it limits that freedom. When we design for people first, we expand it.

June 2026 will mark two years since Rob Jenner was killed while cycling on Wellington Crescent. That loss is not theoretical. It is a reminder that the way we design streets has real and lasting consequences. A healthy, vibrant city is built through practical decisions that prioritize safety and human-scale design. This pilot is one of those decisions.

Temporary infrastructure is not a delay tactic — it is a best practice. Pilots are widely used across cities to test, measure, and refine improvements before permanent construction. They are relatively low lift and high impact. They allow the City to gather real data, assess traffic patterns, evaluate community response, and make informed long-term design

decisions. Most importantly, they can improve safety now.

I support permanent infrastructure as well. But design drawings alone do not make streets safer. Implementation does. Cancelling the pilot in favour of beginning permanent design work would only extend the timeline for safety improvements. More delay is unacceptable.

This neighbourhood is full of seniors, families, and children who deserve safe cycling space. Prioritizing people in how we design and move through our city is not anti-car — it is pro-community. It is pro-safety. It is pro-livability.

Please move forward with the pilot this summer. It is a measured, responsible, and evidence-based step toward a safer Wellington Crescent and a healthier Winnipeg.

Sincerely,
Lindsay Hamel Somers
Wellington Crescent Resident

## Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

## Personal information

**First name**
Lindsay

**Last name**
Hamel Somers

**Submitted:** Tue, 03/03/2026 - 10:36

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4 Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
I want to express my support for better cycling infrastructure in this city. I believe that any endeavour to make cycling safer and more accessible benefits everyone, motorists included. I also want to express concern that if the certainty of a temporary bike lane is set aside for a nebulous 'in the next two years' 'permanent' bike lane, the project will only end up being kicked down the road indefinitely. Please pursue this with the goal of preventing more tragic deaths like Rob Jenner.

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

# Personal information

**First name**
Lorelei

**Last name**
Brown

**Submitted:** Mon, 03/02/2026 - 21:36

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4 Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

## Personal information

**First name**
Luc

**Last name**
Desajrdins

**Submitted:** Tue, 03/03/2026 - 11:01

# Delegation information

**Committee you want to address**
Standing Policy Committee on Community Services

**Agenda item you want to address (number and title)**
#4

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Hello
Wellington from River to Academy has turned into a freeway of cyclists, walkers and cars.
The ancient road is getting dangerous for all.
Please lower the speed limit to 40, on this very busy stretch of roadway.
Drivers often hurry past the current 50 and above.
There is a lot of pressure to speed up on this big curve along the river and people are dying.
A 40 mph on this stretch would help a lot of people who need to travel this dangerous part of Wellington Crescent .

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

# Personal information

**First name**
Lynn

**Last name**
Rutner Devisscher

**Submitted:** Tue, 03/03/2026 - 07:36

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item 4: Wellington Crescent Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) Bike Lane Pilot Project. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want Winnipeg's roads to be safe for all commuters, and bike lanes are a sensible place to start.

A temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support Councillor Lukes' position that the project should be scrapped in favour of starting the design work for permanent changes. Even the temporary infrastructure could be enough to save lives and I see no reason for further delay.

Regards,
Maggie Tarr

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

# Personal information

**First name**
Maggie

**Last name**
Tarr

**Submitted:** Tue, 03/03/2026 - 07:58

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
I live in the neighbourhood affected by the proposed Wellington Ave bike lanes. I would very much like to see the pilot project go through as planned. I am greatly looking forward to have a safe path this summer to ride my bike and also have a better walking experience.

I agree with everyone that a permanent solution would be best but it is important to follow through with the pilot project for 3 reasons: First, you need to collect information about how the proposal works in the real world so that you can build a useful permanent path; and second, we need to take bold action on the climate crisis as soon as possible -- there is no time to wait. Every car journey that we change to cycling or scootering or walking is a positive move. And finally, but not least, we need to keep cyclists and pedestrians safe now -- the pilot project can save lives.

Regarding safety measures of the pilot project, I saw in the news that Janice Lukes called plastic posts "useless" but aren't those what are also installed on Cambridge St to calm traffic? I haven't seen any of those posts down. If plastic posts are "useless", why does the City install them? I also would like a better solution than plastic posts but they are better than the nothing that Councillor Lukes is now suggesting.

I primarily use public transit to go to work downtown but when I drive downtown, or to Osborne Village, or St Boniface, I do often drive down Wellington. I will be more than happy to change my driving route if it means more safety for cyclists and pedestrians. In fact, I would likely drive less if there was a better route for cycling and walking!

I sometimes walk to Osborne Village, and Google Maps suggests that Wellington Cres is the most efficient way to walk but despite all the lovely trees, it is an unpleasant street to walk along with all the traffic. I don't think I have ever ridden my bike on that stretch of Wellington, although I often ride on the other part of Wellington to get to Assiniboine Park. It is simply too dangerous to cycle on the stretch that the pilot project aims to improve. We need to implement the pilot project as soon as

possible. Believe me, the Wellington Cres residents who are naysayers will get used to the change and after a while, they will even embrace it.

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

**Personal information**

**First name**
Mary

**Last name**
Horodyski

**Dear Chairperson Janice Lukes and Members of the Standing Policy Committee on Public Works,**

I am writing to express my support for the recommendations made by the Public Service in their administrative report on Item No. 4: *Wellington Crescent (Academy Road to Stradbrook Avenue) – Bike Lane Pilot Project*.

I had been eagerly anticipating the promised safety improvements for summer 2025, and I was disappointed to learn of the delay. Implementing temporary infrastructure this summer is essential to improving safety for everyone in the neighbourhood.

This need is deeply personal for me. My daughter was struck by a car while riding her bike although not on Wellington very close to the area and in the same neighbourhood. She was physically able to walk away, but the emotional and psychological impacts have been profound and life-changing. No parent should experience that fear, and no child should suffer long-term consequences simply for moving through their own community.

We also know that incidents like hers are not isolated. Winnipeg has seen a troubling and significant rise in serious collisions involving pedestrians and cyclists over the past two years. These numbers reflect a growing crisis on our streets—one that calls for immediate action, not further delay.

June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. Our neighbourhood continues to feel the weight of that tragedy. I want this community to be a place where such losses are prevented, and where the City responds to known safety risks with urgency and care.

While I support the development of permanent infrastructure, I believe the temporary pilot is a necessary and responsible step. It will allow the City to gather important data on how changes affect residents, cyclists, drivers, and everyone who uses Wellington Crescent, while providing immediate safety improvements.

For this reason, I do not support the proposal shared by Councillor Lukes in recent media coverage to cancel the pilot in favour of moving directly to permanent design work. A design alone cannot save lives. Delaying interim safety measures when proven solutions are available is unacceptable.

I strongly urge the Committee to approve the Public Service recommendations and proceed with the pilot project without further delay.

Thank you for your time and consideration.

Sincerely,
Michelle Curry

**Submitted:** Mon, 03/02/2026 - 21:37

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
To whoever it may concern (or whoever will actually read this):

Fourteen years ago I was hit riding my bike at the intersection of Academy Road and Wellington Crescent. Almost two years ago Rob Jenner was killed on Wellington Crescent. In between these two accidents, countless other pedestrians and cyclists have been killed on the road at the hands of big chunks of metal (CARS). Yet - the city continues to live in favour of widening roads instead of investing in infrastructure that will benefit cyclists, yes, but also vehicles.

Related to this specific item, plans are in place and ready to implement, yet for some reason, there is a talk of a motion that the city should forego these plans that are READY and wait another x number of years (who knows how long???). This is...frankly absurd!

Cars don't have to hate cyclists and cyclists don't have to hate cars, but when infrastructure is made to favour one party over the other, it makes it difficult to keep any kind of peace. Safety for cyclists is safety for all.

Seems obvious...

Kindly,
Nadya Langelotz

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

## Personal information

**First name**
Nadya

**Last name**
Langelotz

**Submitted:** Mon, 03/02/2026 - 19:40

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
4. Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Sincerely,
Natalie Smith

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

## Personal information

**First name**
Natalie

**Last name**
Smith

**Submitted:** Tue, 03/03/2026 - 10:47

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4 Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Thank you for supporting this and helping our city improve.

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

# Personal information

**First name**
Nicole

**Last name**
Aiken

**Submitted:** Tue, 03/03/2026 - 10:50

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4 Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Thank you for being safety conscious!

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

# Personal information

**First name**
Nicole

**Last name**
Aiken

**Submitted:** Tue, 03/03/2026 - 10:06

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item 4: Wellington Crescent (Academy Road to Stradbrook Avenue) Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025 and was disappointed to learn of the delay. Getting temporary bike lane infrastructure in place this summer will make me feel safer moving around the neighbourhood. June, 2026, will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want this neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well, but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Sincerely,
Nicole Kundert Dezall

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

## Personal information

**First name**
Nicole

**Last name**
Kundert Dezall

**Submitted:** Tue, 03/03/2026 - 10:57

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4 - Wellington Crescent Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
I'm an avid cyclist and rely on it for transportation, however, I have serious concerns about our lack of proper infrastructure. I would like to see the temporary bike lanes on Wellington Crescent installed as soon as possible. I shouldn't be worried about my safety while commuting to work or going to buy groceries, and yet the City chooses to delay actual safety improvements. Opting for permanent infrastructure will inevitably stall the process further, and cyclists will continue being put in danger. Interim infrastructure may also provide some valuable insights into how the permanent infrastructure should be developed. I largely choose to cycle to limit my greenhouse gas emissions and mitigate climate change. Constructing these temporary bike lanes will help the City to meet its climate commitments.

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

# Personal information

**First name**
Parker

**Last name**
Andreas

**Submitted:** Tue, 03/03/2026 - 09:43

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item 4 Wellington Crescent Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
I support the Public Service recommendation that this project go forward.
The City urgently needs to be addressing pedestrian safety. Faced with navigating public streets in the face of impatient and/or inattentive drivers, in the safety of their heavy vehicles, is taking precious lives and causing needless grief and changed lives. We need action, even if not perfect or permanent, to be taken now ! People are precious and irreplaceable.

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

# Personal information

**First name**
Patricia

**Last name**
Holbrow

## Wellington Crescent Temporary Bike Lanes

I support having a permanent, protected bike lane on Wellington Crescent. People in the community have been asking for safer cycling infrastructure along this route for over twenty years. A permanent fix will take time—planning, engagement, budgeting, construction—but a pilot project gives us real-world data to help get it right. Most of the equipment for the pilot is already purchased, and work can start as soon as the snow melts, so it makes sense to keep things moving.

The pilot is meant to make the street safer right away while helping shape the long-term design. If it gets cancelled and nothing changes in 2026, people walking and biking on Wellington Crescent will still face the same unsafe conditions that have already caused deaths, injuries, and countless close calls. That would also ignore the strong public support—83% of people said they want safety improvements here.

I want the same thing Councillor Lukes says she wants: permanent, protected infrastructure on Wellington Crescent. But cancelling a ready-to-go pilot and banking on a permanent solution that hasn't even entered the design phase isn't a real plan. It just creates a gap where people continue to get hurt.

Temporary safety measures and long-term planning can happen at the same time. Winnipeg can move ahead with near-term protections while the permanent design gets finalized. Delaying action again only erodes public trust and undermines the City's commitment to reducing serious injuries and deaths.

## Citywide Speed Limit Reductions

I also support reducing residential speed limits. But my position is that 30 km/h should be the default on residential streets where cars mix with people walking or biking. The evidence is clear: if someone walking is hit at 50 km/h, their chance of surviving is about 1.5 in 10. At 40 km/h, it jumps to 6 in 10. At 30 km/h, it's 9 in 10. Dropping the limit to 40 km/h is a positive step, but it's still a compromise with physics, and physics doesn't compromise. I'm urging both the City and the Province to move toward a 30 km/h default and speed up the regulatory work needed to make it happen.

Every delay means more preventable injuries and deaths. Speed reduction should be treated as an urgent, citywide safety action—not something that gets pushed off until after the 2026 City election.

**Submitted:** Tue, 03/03/2026 - 09:23

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item 4: Wellington Crescent Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

This stretch of Wellington is an area I use frequently on my daily commute by bike, to access the river walk in the winter, and while jogging. I am often accompanied by at least one of my two children, who I transport by bike. I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

# Personal information

**First name**
Paulson

**Last name**
Des Brisay

**Submitted:** Mon, 03/02/2026 - 22:15

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4 Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Sincerely,
Rachael Alguire

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

## Personal information

**First name**
Rachael

**Last name**
Alguire

**Submitted:** Tue, 03/03/2026 - 11:11

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item 4: Wellington Crescent Bike Lane Pilot Project.

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I live on Wellington Crescent and was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make my spouse and I feel safer moving around our neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. We very much want our neighbourhood to be a place where everyone is able to get around safely.

I support permanent infrastructure as well but the temporary pilot is crucial to gathering information about how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot simply to begin the designing process with permanent changes happening later. A design does not save lives, and more delay is unacceptable. We cannot wait for a couple of years. We need the proposed changes to take effect immediately. Particularly critical is a reduction in the speed limit to 40 kph.

Sincerely,

## Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

## Personal information

**First name**
Rennie

**Last name**
Regehr

Dear Members of the Public Works Committee,

I am writing to you in support of the recommendation to commence with the construction on a Bike Line Pilot Project on Wellington Crescent (Item Number 4). I'm also writing with concern about the reports that I've read that you will be delaying the current plan to begin implementing safety improvements on Wellington Crescent, beginning this year.

I understand that the intent of the delay is to skip an interim period and jump ahead to installing permanent improvements. I write to express two concerns about that plan. First, I worry that it will lead to considerable further delay on improving safety on Wellington. We've already delayed that process enough. Second, I worry that jumping ahead to permanent infrastructure will undermine information gathering that would be possible in a temporary pilot project, and which might lead in the end to a better system for all those affected by the safety improvements.

I'd ask y'all to please move ahead with the plan to proceed with the safety pilot as soon as possible.

Sincerely,

R.J. Leland



**Submitted:** Tue, 03/03/2026 - 11:08

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
#4: Wellington Crescent Bike Lane Pilot Project

**Support or oppose recommendations**
I am opposed to the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Public Works Committee,

I am writing as a Crescentwood resident, a father of two young children, and someone who lives a few blocks from Wellington Crescent. My family uses this corridor regularly by bike and on foot. I respectfully ask that the public works committee proceed with the Wellington Crescent Bike Lane Pilot Project this spring.

Over the past 18 months, residents have attended consultations, submitted feedback, and asked clearly for safer conditions on this corridor. The engagement results showed 83% support for safety improvements. That is not a marginal signal. It is a strong public mandate.

At the same time, the road safety budget has been reduced by $2.5 million. When funding tightens, the most cost-effective safety interventions should rise to the top of the list. A pilot project that uses already-purchased materials and can be installed quickly after the melt is precisely that type of intervention. It delivers immediate protection while generating real-world data to inform permanent design.

Permanent infrastructure is the goal. I support it. But permanent design, tendering, and construction will take years. Cancelling a ready-to-implement pilot in the hope of accelerating a permanent solution that has not yet entered design creates a gap. During that gap, people continue to walk and cycle in conditions that have already resulted in serious injuries and fatalities. That is not a neutral decision, and it carries risk for my children and me.

We know from global data that speed and street design directly determine survival

outcomes. According to the World Health Organization, a pedestrian struck at 50 km/h has roughly a 15% chance of survival. At 40 km/h, survival increases to about 60%. At 30 km/h, it rises to about 90%. Physics does not negotiate. Small reductions in speed translate into dramatic reductions in death and severe injury.

Lowering default residential speeds to 40 km/h is a step forward. But on a corridor like Wellington Crescent, where people mix by foot, bike, and vehicle, physical protection matters just as much as posted limits. Speed signs without design changes rely heavily on compliance. Protected infrastructure builds safety into the road itself.

There is also a broader health and economic case. Jurisdictions with connected active transportation networks see measurable improvements in cardiovascular health, reduced rates of chronic disease, and lower health care expenditures over time. Increasing active transportation is one of the few policy levers that simultaneously reduces emissions, improves public health, and lowers long term system costs. Even modest shifts in mode share can offset infrastructure investments through avoided health care costs.

As a father, I want my two sons to be able to ride safely to friends' homes, to the river path, and eventually to school without me worrying that a single driver error could be catastrophic. I also want Winnipeg to be a city that young families choose to stay in. Safe, complete streets are a core part of that.

The pilot and the permanent plan are not competing ideas. They are sequential steps. Implement the pilot now. Collect collision data, speed data, usage counts, and community feedback. Use that evidence to refine and strengthen the permanent design. That is good governance.

Delaying action until potentially 2029 does not improve safety in 2026, 2027, or 2028. It simply postpones it.

I urge the Committee to move forward with the Wellington Crescent Bike Lane Pilot Project this spring and to treat speed reduction and protected infrastructure as urgent, evidence-based public health interventions.

Winnipeg residents have been clear. The data is clear. The risk of inaction is clear.

Thank you for your consideration.

Sincerely,
Robert Beattie

## Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

## Personal information

**First name**
Robert

**Last name**
Beattie

**Submitted:** Mon, 03/02/2026 - 22:30

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Items 4 Wellington Cres Bike Lane Pilot and 5 Reduce Speeds Neighbourhood Plan and the City's Default Speed Limit

**Support or oppose recommendations**
I support the recommendations

**Register as a delegation_checkbox**
Register as a delegation

**Register as a delegation**
Via zoom

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project and Item No 5: Reduce Speeds Neighbourhood Plan and the City's Default Speed Limit .

I was eagerly awaiting the promised safety improvements to Wellington Cres in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my city. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my city to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and

more delay is unacceptable.

I support the reduction in traffic speeds as indicated in item 5, although based on the City of Winnipeg's own reporting, it is known that the risk of a pedestrian dying when hit by a car that is travelling at 50 km/hr is over 80%. At 30 km/hr, the risk of death is 5%. In residential areas, areas with high volume of foot traffic, any street with a school, any faster traffic speed is just negligence.

Sincerely,
Robyn

## Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

## Personal information

**First name**
Robyn

**Last name**
Dyck

**Submitted:** Mon, 03/02/2026 - 19:05

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item 4 and Item 5

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project as well as some of the recommendations made by Public Service in their report on Item No. 5: Speed Neighbourhood Pilot and Default Speed Limit.

The default speed limit should be 30 on all residential streets; including Wellington.

The City should also install the temporary bike lanes and not delay their response any further; including in anticipation of a permanent solution.

The permanent solution should be expedited; but not at the expense of any interim solutions.

I do not support Lukes proposal to delay changes any further as represented in the media.

The City should ask the Province to amend the HTA in order that we may be able to change our default speed limit, but that default limit should be 30.

If there are roads which as deemed safe for 40, I would not object to them being signed for 40; but the default unposted limit should be 30 as that should be the assumed baseline drivers anticipate for consistency across all complex environments which they may encounter.

I also support changing the City of Winnipeg Policy to design roads for desired limits, and not over; which as I understand is the policy currently that the report also recommends amending.

## Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

## Personal information

**First name**
Rodney

**Last name**
Kennish

**Submitted:** Mon, 03/02/2026 - 22:08

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item 4: Wellington Crescent Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
After hearing about the saddening news of what happened to Mr. Jenner, I was devastated. I myself am not a cyclist but have a deep appreciation towards them. They always take the bigger risk by travelling regularly on a mode of transporatation that has a positive impact on climate and yet it is appalling that the city is not taking measures to safeguard their transit. I strongly believe that the city should take this seriously and install the bike lane on Wellington, so that no other cyclist has to suffer the same fate as Mr. Jenner did.

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

# Personal information

**First name**
Sam

**Last name**
Wijesinghe

**Submitted:** Tue, 03/03/2026 - 09:44

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
4: Wellington Crescent Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Lukes and Members of the Standing Policy Committee on Public Works,

I'm writing in support of the Public Service recommendations on Item No. 4: the Wellington Crescent Bike Lane Pilot Project.

I live on Wellington Crescent because this is one of the most densely populated and pedestrian-heavy neighbourhoods in town, yet this stretch of Wellington is one of the most dangerous streets to cycle down so I actively avoid it. I had been very much looking forward to the promised safety improvements for summer 2025, so the delay was disappointing.

Having temporary measures in place this summer would make it safer for my neighbours and me to move around our community. June 2026 will mark two years since Rob Jenner was killed while cycling on Wellington Crescent. Our neighbourhood deserves to be a place where people can travel safely and where the City responds with care and urgency when tragedy occurs.

I support building permanent infrastructure, and I believe the temporary pilot is a necessary step. It will help us understand how changes work for the people who live here and use the road every day. I do not support suggestions to cancel the pilot and move straight to permanent design work.

Thank you for your attention to this important safety issue.

Sara Stasiuk

## Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

## Personal information

**First name**
Sara

**Last name**
Stasiuk

Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood, especially with my child. They are learning to ride a bike, and it's a very scary place to do so. I've lived in four countries (besides Canada) as an adult and never owned a car before moving to Winnipeg. I had planned to cycle full-time here as well, however, the lack of infrastructure, and repeated close calls have left me (even as a life-long cycle commuter) too scared to cycle much at all. The city must take responsibility for improving the safety of cyclists and pedestrians.

June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Sincerely,
Sarah Hannan

Dear City of Winnipeg's Standing Policy Committee on Public Works,

I am concerned about Councillor Janice Lukes' recommendation to not implement the Wellington Crescent bike lane pilot project in favour of "speeding up" the permanent bike lanes. While I do agree it would be beneficial for the bike community to install the permanent bike lanes sooner, I don't think it should be at the cost of safety measures being put in place this year.

As a cyclist and bike commuter, travelling down this section of Wellington Crescent should be on my normal bike commute, but I take detours to avoid it, especially after Rob Jenner's death on this section of road last year. It is a scary section of road where motorists are often going above the speed limit and are often impatient around other commuters such as pedestrians and cyclists.

I'm opposed to Councillor Lukes' suggestion to not install temporary bike infrastructure on that portion of Wellington Crescent. It is important to me, and many other active commuters in the city, that this section of Wellington Crescent receives safe infrastructure, even if it's temporary while a permanent solution is researched, in 2026 as soon as possible.

I agree with Bike Winnipeg's news release on the matter this morning that, while speeding up the permanent solution and lowering speeds to 40 km/h are beneficial, it shouldn't be at the cost of implementing cyclist safety measures now.'

Thank you,
Shanell Dupras
City of Winnipeg citizen, federal public servant, and River Heights resident

Sofia Salsi
Winnipeg, MB, R3L 0E7

**March 3, 2026**

Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I live on the corner of River Avenue and Wellington Crescent, and I consider my neighborhood and home to be Wellington Crescent. I use Wellington Crescent every single day as a driver, pedestrian and cyclist in all seasons. Every day, I walk and ride where Mr. Jenner, a cyclist like myself, was killed by a driver while cycling on Wellington Crescent in June of 2024.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood, and will benefit pedestrians and cyclists and drivers alike, so that we can all share the road and protect those not using cars who are most vulnerable. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I wholeheartedly support permanent infrastructure, but I absolutely think the temporary pilot project is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable. The Wellington Crescent and broader community deserves better.

Sincerely,

Sofia Salsi

**Submitted:** Mon, 03/02/2026 - 19:05

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around this neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want this neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.
I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

# Personal information

**First name**
Stephanie

**Last name**

Molloy

**Submitted:** Mon, 03/02/2026 - 20:50

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item 4, Wellington Crescent (Academy Road to Stradbrook Avenue - Bike Lane Pilot Project)

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am in support of the recommendations made by the Public Service in their administrative report on Item 4, Wellington Crescent (Academy Road to Stradbrook Avenue - Bike Lane Pilot Project). In regards to item 5., I prefer to see the default speed be 30km/hr rather than 40 km/hr as is proposed.

I want the City of Winnipeg to prioritize cycling infrastructure and active transportation. I'm a Winnipeg resident and have not owned a car for about 20 years. I choose not to have a car for many reasons but mainly because I want to reduce my carbon footprint as I'm concerned about the climate crisis and I want to be an example to others. So, I cycle to get around, and I use public transit too.

I cycled on Wellington Crescent on multiple occasions last year to travel from my home to Assiniboine Park and will again this Spring and Summer. I wish there was bicycle infrastructure there already as I don't feel safe riding on that road, and I'm not the only one feeling that way. In the Public Engagement Report (Appendix C) on p. 5, it says that 83% of cyclists surveyed feel unsafe on Wellington Crescent.

I support Item 4 because temporary bike infrastructure installed this summer would mean cyclists can feel safe this year on Wellington Crescent. I had heard in the news that Councillor Lukes is proposing cancelling the temporary infrastructure but I don't like that option because I would like all cyclists to feel safer and be safe on Wellington Crescent as soon as possible.

In regards to safe speeds, the World Health Organisation has a statistic that there is a 9 in 10 chance of survival when a person is hit by a car at 30km/hr but it's a 5 in 10 chance at 40km/hr. Let's make all our residential streets safer by making the default speed 30 km/hr.

Sincerely,

Sylvie Hébert

## Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

## Personal information

**First name**
Sylvie

**Last name**
Hebert

**Submitted:** Tue, 03/03/2026 - 02:32

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item 4: Wellington Crescent Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

# Personal information

**First name**
Tessa

**Last name**
McDonald

**Submitted:** Tue, 03/03/2026 - 08:48

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Agenda Item No. 4 - Wellington Crescent Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Hello everyone,

I'm writing in support of the Wellington Crescent bike lane pilot project and its temporary infrastructure. Temporary bike lanes are one of the smartest tools a city can use when planning long-term transportation improvements. They allow us to test designs, understand what works, identify what doesn't, and make informed decisions before investing in permanent infrastructure. Skipping this step increases the risk of costly mistakes and lower ridership.

As a cyclist and long-time bike commuter, I would love to see temporary lanes used as the first step toward a permanent, well designed route. Let's learn from real world use, gather data, and build something that serves cyclists, drivers, and pedestrians. In the long run, testing with temporary designs saves money and ensures we get the best value.

More cycling infrastructure means fewer cars, less road maintenance, lower emissions, reduced congestion, and a healthier population. That's more money back into the city's budget and a better quality of life for everyone.

As a university student and proud Winnipegger, I want to see our city make thoughtful, forward looking choices. I can't help but think of Rob Jenner (RIP), someone who might still be with us today if safer cycling infrastructure had been in place.

Signed,
A fellow Winnipegger who wants the best for our cycling community.

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

## Personal information

**First name**
Zachary

**Last name**
Martin

**March 2, 2026**

**Statement in Support of the Wellington Crescent Bike Lane Pilot Project**

Dear Chairperson Janice Lukes and Members of the Standing Policy Committee on Public Works,

I am writing on behalf of Osborne Village BIZ to express our support for the Public Service's recommendations regarding Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) – Bike Lane Pilot Project. This project is an important and urgently needed step toward improving safety for all road users in Winnipeg.

This pilot will provide immediate protection for cyclists and pedestrians while long-term infrastructure is being developed. It also allows the City to gather real-world feedback from residents, businesses and road users, ensuring that future permanent designs will be practical, effective, and responsive to community needs. The pilot project is not a substitute for permanent infrastructure; temporary and permanent solutions must work together to make meaningful progress toward safer streets. Delaying the pilot pushes meaningful safety improvements years into the future, leaving vulnerable road users at continued risk.

Winnipeg has a troubling record of delaying or failing to follow through on promised infrastructure improvements that could save lives. Measures like bike lanes, scramble crossings, and traffic calming infrastructure are often postponed, re-evaluated, or abandoned. The Wellington Crescent pilot project has already faced delays and additional consultations not typical of similar projects in other areas. This pattern of delay undermines public trust and puts lives at risk.

The City must demonstrate its commitment to following through on infrastructure projects that protect vulnerable road users and prioritize safety. Winnipeg residents deserve streets that are safe and accessible for everyone.

Respectfully,

Zohreh Gervais, Executive Director

Osborne Village BIZ

Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Sincerely,
Alex West-Massey

**Submitted:** Tue, 03/03/2026 - 11:44

**Delegation information**

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item 4: Wellington Crescent Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I regularly commute to work by bike and my route involves cycling on Wellington Crescent between Cockburn and Academy street. Despite wearing high visibility gear and having front and rear flashing lights, I do not feel safe on this stretch of my route as cars often do not see me as they are turning onto or from Grosvenor or Cockburn, or try to pass me on Wellington without giving enough space. Alternative forms of transportation are beneficial to the city, environment and community overall, reducing traffic congestion, lowering greenhouse gas emissions, and supporting active lifestyles that can reduce long-term healthcare costs. As our city considers ways to improve air quality and climate resilience, expanding bike infrastructure is a practical and visible step forward. Most importantly, safer bike infrastructure creates more equitable transportation options. Not everyone can afford a car, and many residents—especially students, seniors, and working families—depend on affordable alternatives. A connected bike network increases access to jobs, schools, and essential services.

The majority of Canadian cities are actively expanding their bike infrastructure to encourage alternative forms of transportation. Cities that have prioritized protected bike lanes have seen dramatic reductions in traffic injuries while increasing mobility for residents of all ages. When bike infrastructure is safe and clearly separated from vehicle traffic, more people feel comfortable choosing to ride. In addition, as the population of Winnipeg continues to rise, cycling infrastructure is significantly less expensive to build and maintain than expanding roadways for cars.

The temporary pilot is important to gather information on how changes affect people who live in the area and use the road, allowing feedback from residents before the implementation of permanent

changes. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot.

There is an opportunity to make changes immediately and prevent more unnecessary deaths or injuries from occurring. Thank you for your time and your service to our community. I appreciate your leadership on this issue and would welcome the opportunity to support these efforts in any way.

Sincerely,
Christina Gavino

**Public engagement (optional)**

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

**Personal information**

**First name**
Christina

**Last name**
Gavino

For: item 4, Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project, Public Works Meeting
Wednesday, March 4, 2026, 9:30am, City Hall

I have been involved with meetings regarding planning and active travel for the Corydon Osborne area for over 20 years, and we have made very little progress. Unfortunately, changes to increase safety are usually proceeded by a fatality, such the death of a child at Daly and Pembina; this tragedy eventually resulted in the installation of lights at that intersection. Now, there has been another, foreseeable, fatality on Wellington Crescent.

During the community meetings and calls for submissions, (2011 to 2014) there were many residents who spoke out about the traffic in the area, and these concerns were ignored by the City. We were told they would be dealt with in another forum which never happened. In 2013, Bike Winnipeg made a submission, *Corydon-Osborne Neighbourhood Plan Recommendations,* and, although the community would have liked to make some amendment's to these recommendations, McMillan should have been turned into a neighbourhood greenway to aid east/west bicycle traffic north of Corydon (similar to Warsaw on the south side of Corydon). Residential traffic speeds should have been slowed to 30 km/h as per the recommendations and lives would have been saved, and injuries prevented.

Since the Corydon-Osborne Neighbourhood Plan was implemented, traffic and speeds have increased with no apparent measures to stop this trend. In 2024 – 2025, Wellington Crescent handled approximately 12,000 vehicles per weekday. Measurements from winter 2025 indicated that up to 20% of drivers (approx. 2,300 vehicles) travel 55 km/h or faster, with 1,000 vehicles traveling 60 km/h or faster. Between 2012 and 2022, there were at least 10 reported collisions between motor vehicles and pedestrians/cyclists, with a fatal collision in June 2024. It is unknown how many unreported accidents have occurred as I, myself, have had a car make physical contact with me, and never reported it.

Proposed Changes: Reduce speed to 40 km/h on Wellington Cres and 30 km/h on residential streets with a means of catching individuals who break the law. Implement protected bike lanes and create a greenway on McMillan. The suggested changes to speed limits need to be done as a priority in 2026. A reduction in traffic lanes from four to two in certain sections could potentially divert 15-20% of vehicles through the adjacent communities where speed limits may remain at 50 km/h, and this could result in more fatalities.

Attachment: Bike Winnipeg, ***Corydon-Osborne Neighbourhood Plan Recommendations*** November 12, **2013**
**Excerpts from Bike Winnipeg document are below**:

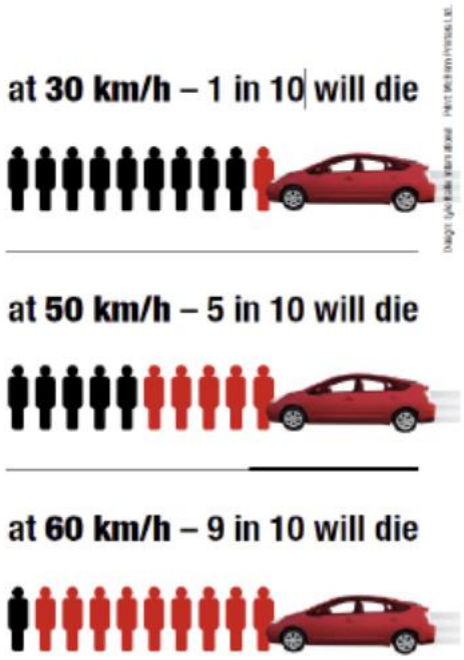
bikewinnipeg

***Corydon-Osborne Neighbourhood Plan Recommendations***
November 12, 2013




## *Residential Speed Limits*

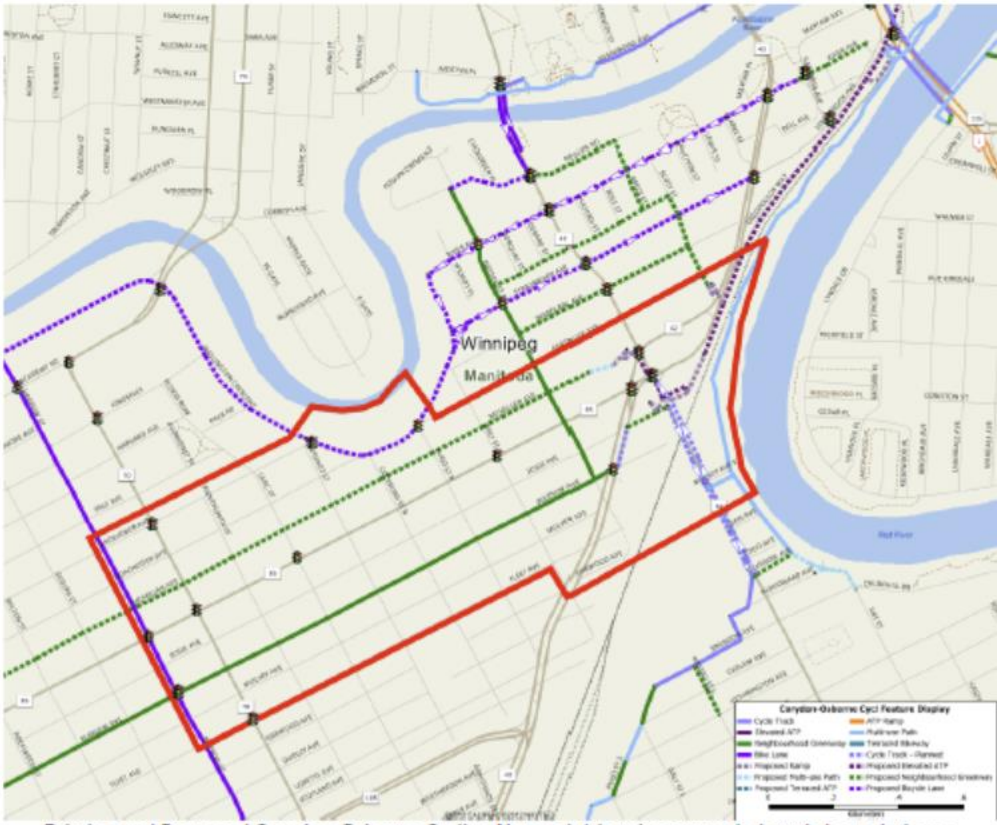
We would like to see speed limits on residential streets within the study area set to 30 km/hr., with appropriate traffic calming measures installed to reinforce that limit. Such a reduction would improve pedestrian and cyclist safety, make residential streets friendlier to pedestrians and cyclists, and reduce noise in the neighbourhood.




## *Cycling Network Improvements*

### The Proposed Cycling Network

Except for McMillan, Wardlaw, and the back lane between River and Stradbrook, all of the routes shown below are part of the City of Winnipeg's proposed AT network, and should be part of the Corydon-Osborne Neighbourhood Plan.



Existing and Proposed Corydon-Osborne Cycling Network (showing expanded study boundaries as proposed by Bike Winnipeg)

## Short Term Connectivity Solutions from 2013

**McMillan Neighbourhood Greenway**

Given width restrictions and demand for parking on Corydon, we would like to see McMillan turned into a neighbourhood greenway to aid east/west bicycle traffic north of Corydon (similar to Warsaw on the south side of Corydon). We think that McMillan could serve this function very well with minimal cost or impact to parking by utilizing traffic diverters and turned stop signs to provide continuous flow to cyclists.

To provide cyclists with a direct and comfortable route along McMillan, the number of stops along McMillan would need to be greatly reduced. Ideally, the number of stops along McMillan would be reduced to less than or equal to the number of stops along Corydon or Warsaw. Traffic diverters could provide potential pocket park sites, a neighbourhood feature that produced quite a lot of support in previous neighbourhood consultations. Cockburn @ McMillan would be an excellent location for such a diverter, particularly as this intersection is roughly midway between Nassau and Stafford and already has Benson Park in its northwest corner.

Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

As a former Osborne Village resident and a current Wolseley resident, I regularly cycle down Wellington Crescent as part of my commute and to get around the city. Of all portions of my commute, Wellington Crescent is where I feel the least safe, having experienced numerous close calls with vehicles. I was eagerly awaiting seeing safety infrastructure put in place for summer 2025 and I'm frustrated to learn that there is a potential for a delay in this project.

But my experience is not unique, the safety of cycling infrastructure sends a broader message about whether Winnipeg is a city that takes alternative transportation seriously. A report by the Canada West Foundation found that one of the main reasons young people leave Winnipeg is the desire for a more walkable city with transportation modes beyond a car. Reducing the speed along Wellington Crescent would signal that Winnipeg is serious about enhancing alternative modes of transportation and creating a richer urban environment that can retain and attract young people from across Canada.

While permanent infrastructure is ultimately the right goal, the pilot serves a distinct and irreplaceable purpose: it generates real-world data on how changes affect residents, businesses, and road users, information that will actually improve any permanent design. Bypassing the pilot in favour of going straight to design work does not accelerate safety outcomes; it only defers them. Every season of delay is another season of preventable close calls on Wellington Crescent. A design on paper does not save lives. I urge the committee to proceed with the pilot as recommended by the Public Service without further delay.

Sincerely,

Alexandre Poersch

**Submitted:** Tue, 03/03/2026 - 11:44

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,
I am writing to strongly support the implementation of a temporary bike lane on Wellington Crescent. Having walked, driven, and cycled on that section of Wellington, I was eagerly looking forward the safety improvements that prioritize vulnerable users. Other cities like Toronto have implemented similar pilot projects with great success. I have been disappointed in Winnipeg's delays, and especially with the suggestion that the temporary bike lane be abandoned in favour of long-term plans.
I support permanent infrastructure as well but I think the temporary pilot is important to immediately improve safety, as vulnerable people's lives are imminently on the line. A temporary design would also allow the city to gather information on how changes affect people who live in the area and use the road, thus improving the future permanent lane design. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.
Sincerely,
Madeleine Wichert

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

# Personal information

**First name**
Madeleine

**Last name**
Wichert

**Submitted:** Tue, 03/03/2026 - 11:55

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
#4 - Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,
I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.
These safety improvements long overdue, in my opinion. Getting temporary infrastructure in place this summer will make me feel safer moving through this neighbourhood, which I bike through frequently, as it lies between my home (near Polo Park) and my parent's home. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. In these past years, I have ridden down that same stretch of road where he was killed dozens of time, fully conscious of the danger that I was in while doing so. I want my city to be a safe place for everyone to get around and for City Council to care and respond appropriately when tragedy occurs.
I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and the risk of delaying outweighs any benefits.

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

# Personal information

**First name**
Christian

**Last name**
Boulley

**Submitted:** Tue, 03/03/2026 - 11:55

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item No. 4 Wellington Crescent (Academy Road to Stradbrook Avenue) Bike Lane Pilot Project

**Support or oppose recommendations**
I am opposed to the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
The decision to delay the installation of protected lanes on Wellington Crescent will only increase the chances that someone else will be seriously hurt xand/or killed on this stretch of road. After needlessly putting off the pilot project to collect feedback, the response is overwhelming in favour of the bike lane. Now Janice Lukes wants to delay meaningful action even more by forgoing the temporary lane entirely.
If she was truly interested in saving taxpayer's dollars, she wouldn't have proposed a pre-emptive collection of feedback for a pilot project which was not (and may never be) installed. She has wasted community members' time and energy by choosing to not hear delegates regarding this issue, which is doubly insulting now.
The report she and the Standing Policy Committee on Public Works commissioned says the community wants this to happen, so why does the Committee insist on refusing to do what was promised?

When the next person is hurt on this dangerous road, blood will be on Lukes' and the Public Works Committee's hands.

Both angry and disappointed,
Marc Molet-King

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

# Personal information

**First name**
Marc

**Last name**
Molet-King

March 3, 2026

Re: **Item No. 4 Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project**
The Standing Policy Committee on Public Works

Dear Standing Policy Committee members,

As a condo owner on Wellington Crescent, I was dismayed and disheartened to hear of a further delay in adding cycling facilities to our section of the street this summer. There are many details to be settled, which will require time to address, but in the meantime we need safety measures added to the street.

I am a home owner, cyclist, driver and pedestrian on Wellington Crescent (between Hugo and Daly), and see every day the need to provide safer accommodation for cyclists on this well-used route. After having lived on the Crescent for more than eight years now, I have noticed a marked increase in motorists' speeds and level of aggression (which I also notice when driving, not only when cycling or walking).

The double-hit of further delays in making this section of Wellington Crescent safer for cyclists combined with a reduction of $2.5 million in road safety measures (while funding a road widening for Kenaston that will further increase traffic volumes over time) is heartbreaking. It sounds dramatic, but I honestly hope that I, or someone I know and love, won't be the next road fatality that makes the news.

I truly appreciate that these are hard financial decisions to make but please place lives and neighbourhood livability ahead of speed and enabling more vehicles on the road.

Sincerely,

Beth McKechnie
[redacted]

**Submitted:** Tue, 03/03/2026 - 11:49

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
Item 4: Wellington Crescent Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Sincerely,
Fio Cobbs

# Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
No

## Personal information

**First name**
Fio

**Last name**
Cobbs

**Submitted:** Tue, 03/03/2026 - 11:51

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
tem No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

As a resident of River Heights who lives off of Wellington Crescent, I was eagerly awaiting the promised safety improvements in summer 2025, and was disappointed to learn of the delay. Getting temporary infrastructure in place this summer will make me feel safer moving around my neighbourhood. I attend the Unitarian Universalist Church of Winnipeg at 603 Wellington Crescent, where many congregants bike to church. I frequently worry the safety of them and others I know who ride along the proposed route. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs. The proposed temporary bike lane would make one of the most used bike routes safer for everyone.

I support permanent infrastructure as well but I think the temporary pilot is essential to gather information on how changes affect people who live in the area and use the road. The transit system upgrade skipped this pilot and consultation step and has been plagued by problems affecting those who use the service most.

I do not support the ideas that Councillor Lukes has put forward in the media about

cancelling the pilot to just start design work for permanent changes. I also disagree her suggestion in the media that the proposed temporary bike lane wouldn't make much of a difference in safety. Any improvement in safety is important. I stopped riding my tricycle on this route because it felt so unsafe. I felt safer riding on the sidewalk and stopping to let pedestrians pass than riding on the road where vehicles sped past and squeezed me close to parked cars.

Furthermore, her comment in the media that skipping the proposed temporary bike lane to begin designing a permanent bike lane would lead to a permanent bike lane in 2027 is unrealistic. Temporary bike lanes have stayed up and in use for longer than planned across the city.

I strongly support the recommendations. This pilot will improve safety while gathering valuable information for the designing of a permanent bike lane. As someone who drives a car along the proposed route frequently, I will gladly deal with an increase in the length of time it takes to get to church of a minute or two, if it means cyclists can more safely get around. Furthermore, as a pedestrian, it will improve my safety as fewer cyclists will opt to use the sidewalk.

Sincerely,
Sara Allen

## Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

## Personal information

**First name**
Sara

**Last name**
Allen

**Submitted:** Tue, 03/03/2026 - 11:47

# Delegation information

**Committee you want to address**
Standing Policy Committee on Public Works

**Agenda item you want to address (number and title)**
in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

**Support or oppose recommendations**
I support the recommendations

**Submit comments in writing checkbox**
Submit comments in writing

**Comments**
Dear Chairperson Janice Lukes and Councillors of the Standing Policy Committee for Public Works,

I am writing on behalf of the For Our Kids Winnipeg Family-Led Environmental Group to show our support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project.

We were eagerly awaiting the promised safety improvements in summer 2025 as parents who regularly use cycling as our chosen mode of transportation and prioritize the safety of our children, and were disappointed to learn of the delay. Getting temporary infrastructure in place this summer would make us feel safer moving around our neighbourhood. June 2026 will mark two years since Rob Jenner was killed by a driver while cycling on Wellington Crescent. I want my neighbourhood to be a safe place for everyone to get around and for the City to care and respond appropriately when tragedy occurs. This has been one tragedy too many and we do not want the next one to involve severely injuring or the fatal death of a child or a child losing their guardian due to a incident that could have been prevented had the proper infrastructure been in place.

I support permanent infrastructure as well but I think the temporary pilot is important to gather information on how changes affect people who live in the area and use the road. I do not support the ideas that Councillor Lukes has put forward in the media about cancelling the pilot to just start design work for permanent changes. A design does not save lives, and more delay is unacceptable.

Sincerely,
For Our Kids Winnipeg

## Public engagement (optional)

**I consent to being contacted to participate in potential public engagement related to this matter.**
Yes

## Personal information

**First name**
Paige

**Last name**
Procter

# Bike Winnipeg Submission

Public Works Committee

2026-03-04

## Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

Bike Winnipeg supports implementation of the temporary bike lanes on Wellington Cr in 2026 as proposed in the administration report. We see this as a crucial step toward installation of permanent protected bike lanes on Wellington Cr as envisaged in the City's Pedestrian and Cycling Strategies as well as the 2026 Capital Budget and Five Year Forecast. The temporary bike lanes will deliver immediate safety and comfort benefits to all road users while providing real life experience that will inform the planned long-term design of protected bike lanes on Wellington Cr.

For over 18 months, Winnipeg residents have organized, attended consultations, and demanded a safer Wellington Crescent. The planned temporary bike lanes will provide real benefits in line with feedback received in public engagement, which note that overall, participants supported the goal of making Wellington Crescent safer, more walkable, and bike-friendly. The temporary bike lane designs presented in this plan will help regulate speed on Wellington Cr. and create more predictable traffic flow. As noted in the public engagement report, out of about 12,000 vehicles that use Wellington Crescent each weekday, up to 20 percent – or 2,300 vehicles - were traveling 55 km/h or faster. About 1,000 of those were traveling 60 km/h or faster. The benefit of the plan to reduce travel lanes and add bike lanes to Wellington Cr is that it allows the prudent driver to set the pace on Wellington Ave. Lane switching, a major source of unpredictability, will be removed.

Walkability on Wellington Cr will also be greatly improved due to turning restrictions and reduced crossing widths introduced at the intersections of Gertrude St and Dorchester Ave. Cut through traffic between Wellington Cr and Osborne St along Gertrude St, a concern that has previously been brought before this committee, is also addressed through the proposed design. It will be important to monitor the effects of these changes on cut through traffic, as the permanent design can help ensure that cut through traffic concerns are addressed.

One recommendation is to extend the reduced speed limit on Wellington Cr from Stradbrook back to River, where an existing 30 km/hr advisory speed limit has been set for the curb where River Ave transitions into Wellington Cr. This would mark a logical transition zone, and prevent  a

situation where the speed limit changes from 50 km/hr to 30 km/hr to 50 km/hr and back to 40 km/hr over a short length of roadway.

## Reduced-Speed Neighbourhood Pilot and the City's Default Speed Limit

Bike Winnipeg supports reducing residential speed limits. However, our position—first brought to City Council in 2013—is that 30 km/h is the appropriate default for residential streets where vehicles mix with people on foot or bike. The evidence is clear: a pedestrian struck at 50 km/h has roughly a 1.5 in 10 chance of survival; at 40 km/h, 6 in 10; at 30 km/h, 9 in 10 (World Health Organization). A reduction to 40 km/h is a step in the right direction, but it is a compromise with physics, and physics does not compromise. We urge both the City and the Province to consider a 30km/h default speed limit for residential streets and to expedite the regulatory changes required to make this change.

## Speed Limit - Arlington Street from Portage Avenue to Wolseley Avenue

While we support reducing the speed limit on Arlington Ave between Portage Ave and Wolseley Ave, we agree that it makes sense to delay any report until a decision on the recommendations in the Reduced Speed Neighbourhood Pilot project has been made as that decision will have consequences for any report on speed limits for Arlington St.

Sincerely,
Mark Cohoe
Executive Director
Bike Winnipeg