Agenda – Executive Policy Committee – March 17, 2026

Report – Standing Policy Committee on Public Works – March 4, 2026

Item No. 2 Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project

STANDING COMMITTEE RECOMMENDATION:

On March 4, 2026, the Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service, as amended, and submitted the following to Council:

1. That the Winnipeg Public Service be directed to develop a permanent bike lane solution on Wellington Crescent between Academy Road and Stradbrook Avenue, engaging an engineering consultant to deliver a detailed design for a permanent bike lane solution, informed by thorough public consultation to include equity groups and those with lived experience, to empower stakeholders through a principle of collaboration, building upon the work completed on the interim concept.

2. That the Winnipeg Public Service be directed to install the initially scheduled 2029 permanent bike lane on Wellington Crescent from Academy Road to Stradbrook Avenue with a construction date of Spring/Summer of 2027.

3. That $5.47 Million be funded through Interim Financing from the General Capital Fund to be repaid in 2029.

4. Subject to the approval of Recommendations 1, 2, and 3, that the Winnipeg Public Service be directed to do the following:

    A. Conduct an enhanced public awareness campaign in the subject area to communicate the significant changes that are to be implemented on Wellington Crescent.

    B. Investigate and if a solution exists, implement a temporary alternate route, including traffic calming if required, and promote the alternate route for active transportation in the spring of 2026 via appropriate signage and any other measures deemed necessary by the Winnipeg Public Service.

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

Report – Standing Policy Committee on Public Works – March 4, 2026

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On March 4, 2026, the Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service, with the following amendments:

- Delete Recommendations 1, 2, and 3 in their entirety and replace with the following, and renumber the remaining recommendation accordingly:

    "1. That the Winnipeg Public Service be directed to develop a permanent bike lane solution on Wellington Crescent between Academy Road and Stradbrook Avenue, engaging an engineering consultant to deliver a detailed design for a permanent bike lane solution, informed by thorough public consultation to include equity groups and those with lived experience, to empower stakeholders through a principle of collaboration, building upon the work completed on the interim concept.

    2. That the Winnipeg Public Service be directed to install the initially scheduled 2029 permanent bike lane on Wellington Crescent from Academy Road to Stradbrook Avenue with a construction date of Spring/Summer of 2027.

    3. That $5.47 Million be funded through Interim Financing from the General Capital Fund to be repaid in 2029.

    4. Subject to the approval of Recommendations 1, 2, and 3, that the Winnipeg Public Service be directed to do the following:

        A. Conduct an enhanced public awareness campaign in the subject area to communicate the significant changes that are to be implemented on Wellington Crescent.

        B. Investigate and if a solution exists, implement a temporary alternate route, including traffic calming if required, and promote the alternate route for active transportation in the spring of 2026 via appropriate signage and any other measures deemed necessary by the Winnipeg Public Service."

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

Report – Standing Policy Committee on Public Works – March 4, 2026

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION (continued):

The following persons submitted communications in support of the matter:

Aaron Maciejko
Alison Conrad
Andy Roper
Ariel Desrochers
Asha Nelson
Beth Martin
Brigit Tronrund
Charles Feaver
Claire Ksionzyk
Cynthia Ratelle
Dale Howard
Dave Elmore
David Ruiz Trejo
Deepthi Mohan
Dunja Kovacevic
Ed Benjamin
Eliza Binding
Elsa Cerdon
Emma Reznichek
Emma Villarin
Hedley Auld
Holly Beddome
Ian Scott
Jakob Finley
Jason Ward
Jenn Allen
Jennifer Still
Joanne van Dyck
Josh Ng
Juan Villarin
Judith Dueck
Karen Fletcher
Katherine Boschmann
Katie Daman
Kristen Masters
Laurielle Villarin
Lee Klimpke
Lindsay Joy
Lisa Hunt
Maia Graham-Derham
Marianne Jantz Olson
Michael Minor
Michael Ramsay
Michelle Panting
Nicola Spasoff
Phanie Koncan
Robyn Lowe
Sara Thorne
Saru Chahal
Savannah Shore
Tabitha Hemphill
Thomas Strike
Villarico Villarin
Adam Carroll
Adam Johnston
Adam Wazny
Aishah Adewale
Alex Penny
Alex West-Massey
Alexander Poersch
Andrew Burkholder-Wenger
Andrea Pelletier
Ann Loewen
Anna Weier
Annette Proulx
Anny Chen
Arielle Villarin
Aro van Dyck
Beth McKechnie
Bev Plett
Brendan Stothers
Camila Jerger
Campbell Hennessey
Carly Lo
Celine Brandt
Christian Boulley
Christina Gavino
Craig Kwiatkowski
Daria Salamon
Dylan Young
Elise Epp
Elizabeth McAdam
Emily Clark
Fio Cobbs
Hannah Burkholder-Wenger
Hannah Muhajarine
Jackson Unger
James Beddome
Jane Orion Smith
Jeremy Rempel Smith
Jessica Carvell
John Samson Fellows
Julian Nedohin-Macek
Katarina Mohammad-Lou
Kelly Livesley
Ken Schykulski
Kimberly Rempel Smith
Libby Weier
Lindsay Hamel Somers
Lorelei Brown

Report – Standing Policy Committee on Public Works – March 4, 2026

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION (continued):

The following persons submitted communications in support of the matter (continued):

Luc Desjardins
Lynn Rutner Devisscher
Madeleine Wichert
Maggie Tarr
Mark Cohoe
Mary Horodyski
Michelle Curry
Nadia Langelotz
Natalie Smith
Nicole Aiken
Nicole Kundert Dezall
Paige Procter
Parker Andreas
Patricia Holbrow
Patty Wiens
Paulson Des Brisay
Rachael Alguire
Rennie Regehr
R.J. Leland
Robyn Dyck
Rodney Kennish
Sam Wijesinghe
Sara Allen
Sara Stasiuk
Sarah Hannan
Shirley Forsyth
Sofia Salsi
Stephanie Molloy
Sylvie Hebert
Tessa McDonald
Zachary Martin
Zohreh Gervais
Robert Beattie

The following persons submitted communications in opposition to the matter:

Abigail Cerdon
Adam Fathalla
David Grant
Debra Shaen
Linda Postma
Sean Buchanan
Stephanie Shaver
Tom Derrett
Wade Wawryk
Atticus Morse
Catherine Lampkin
Chelsea Kiz
Deb Shaen
Marc Molet-King
Shanell Dupras

On February 4, 2026, the Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and granted an extension of time of 60 days to report back on the following:

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

Report – Standing Policy Committee on Public Works – March 4, 2026

DECISION MAKING HISTORY (continued):

COUNCIL DECISION:

On July 17, 2025, Council concurred in the recommendation of the Standing Policy Committee on Public Works and adopted the following:

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

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

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

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

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

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

The following persons submitted communication with respect to the matter:

- Aro van Dyck
- David Grant
- Wendy Van Loon
- Steve West

ADMINISTRATIVE REPORT

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

Critical Path: Standing Policy Committee on Public Works

AUTHORIZATION

Author	Department Head	CFO	CAO
Patman, David	J. Berezowsky	T. Graham	M. Dryburgh, acting for J. Dunford

EXECUTIVE SUMMARY

The Public Service asked residents for their opinion about temporary bike lanes on Wellington Crescent (Academy Road and Stradbrook Avenue). They spoke with local property owners, residents and groups. There was an online survey that was also shared publicly, and with area residents.

Key findings of the discussions with local property owners, residents and stakeholder organizations were:

- **Traffic and private access impacts:** The new bike lanes and safety features, like turn restrictions, will change how traffic moves on Wellington Crescent. This might affect how people drive in the area. These changes are carefully planned to minimize disruptions.
- **On-street parking reduction:** Nearby streets offer street parking to help meet parking needs. The future study will look at options to bring back street parking.
- **On-street loading and deliveries:** On the north side of Wellington Crescent, vehicles stopping to deliver items is contrary to existing curbside regulations. On the south side, a new loading zone is planned on Cockburn Street.
- **Emergency response:** Fire trucks can still park next to the curb, blocking the bike lane like a bus would. There's enough room for other traffic to pass in both directions. Fire trucks will have access without needing detours.
- **Safety benefits:** The interim bike lane design prioritizes safety as much as possible in a quick-build scenario.

Key findings of the online survey were:

- 83 percent of respondents think this section of Wellington Crescent is currently unsafe for people who are cycling.
- 84 percent of people who cycle think the proposed interim bike lanes would be a positive experience.
- 46 percent of residents on this section of Wellington Crescent think the experience would be positive, while 48 percent think it would be negative.
- 74 percent of respondents understand the difference between temporary and permanent bike lanes and want to see a permanent design in the future.

The feedback led to improvements to the interim bike lane design. This will help inform the future permanent bike lane design study.

The interim bike lane project will bring changes to Wellington Crescent. These include adjustments to parking, loading, and impacts to traffic flow. Based on public engagement, the Public Service considers this project viable.

Any project that changes the right-of-way involves trade-offs. For the interim bike lane, these trade-offs are temporary.

The permanent design will explore options to:

- better accommodate loading;
- re-introduce parking; and
- maximize traffic flow.

RECOMMENDATIONS

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.

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.

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.

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

REASON FOR THE REPORT

On July 17, 2025, Council concurred in the recommendation of the Standing Policy Committee on Public Works and adopted the following:

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

IMPLICATIONS OF THE RECOMMENDATIONS

Funding for this project is included in the Pedestrian and Cycling Program and was approved by Council on July 17,2025.

The interim bike lanes are planned to remain in place until a Walk Bike Design Study can be completed and permanent infrastructure installed. The study will be scoped in a future year of the Pedestrian and Cycling Program.

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

HISTORY/DISCUSSION

This section is divided into the following subject headings:

1. Public engagement process
2. Fronting property owner / resident feedback
3. Stakeholder groups feedback
4. Public feedback (online survey)
5. Considerations for future permanent infrastructure
6. Interim Bike Lane Design Refinements
7. Traffic Study
8. Next Steps

1. Public engagement process

It is important for the City to understand how the design may affect people who live, work and travel along Wellington Crescent, because the temporary bike lanes will be installed within the existing roadway. Feedback was collected to:

- Understand impacts: We wanted to know how this project might affect residents, the local area, or businesses, so we can answer questions and respond to concerns.
- Shape what comes next: What we heard helps guide planning for future permanent bike lanes.

Engagement began with outreach to stakeholder groups, homeowners, property owners, property managers and condominium boards for all 71 properties along the project corridor. The engagement period was five weeks. The conversations and input that followed helped staff understand how the project affects daily routines, building access and safety along the street. Feedback was also collected from people who use the road and from the wider neighbourhood through an online survey to help inform future planning.

Outreach included project notification letters to front-facing properties and 111 follow-ups via emails and telephone calls. Unresponsive properties were given up to three follow-ups. Outreach also included:

- News release – November 6, 2025
- Public engagement newsletter – November 6 and 18, 2025

- Postcards – 5,718 delivered to area residents
- Posters – Posted outdoors along project corridor
- Social media – two posts on the City's Facebook and Instagram accounts included a geotargeted post with 388 clicks

The online survey received feedback from 2,648 respondents. Of the 2,648 respondents, 309 had a direct connection to Wellington Crescent. The stakeholder outreach part of the process heard from 17 property representatives (condo boards, building managers and property owners). Of the 71 properties along the project corridor, feedback was received from 17.

2. Fronting property owner / resident feedback

The following presents a summary of feedback from fronting property owners and residents based on common themes.

Traffic and private access impacts

Multiple respondents had concerns over impacts to traffic flow in the area. These are related to increased traffic congestion on Wellington Crescent, getting in and out from driveways, changes to vehicular circulation, traffic re-routing through the neighbourhood and increased delay at the intersection of Wellington Crescent and Academy Street.

Traffic flow will be impacted by the interim bike lanes, which is a required trade-off that is proposed to be mitigated as best as possible in the design. Eastbound left-turning vehicles may cause stoppages in traffic; however, these are to private approaches which are generally low volume. Traffic signals along the corridor will create gaps in traffic, providing the opportunity to make left turns. At the higher volume intersections along the corridor, westbound left turns are accommodated by three dedicated left turn lanes (one if these were added based on stakeholder feedback). Changes to vehicular circulation and traffic re-routing are because of turn restrictions that are required for the safety of all road users. The future permanent study will review options to optimize traffic flow and private access. A traffic monitoring program will be implemented to identify potential short cutting traffic re-routing through neighbourhood streets.

On-street parking reduction

As previously reported, approximately 29 temporary on-street parking stalls are planned to be removed to accommodate the interim bike lanes. The parking stalls are located on the south side of Wellington Crescent between Cockburn Street North and Wardlaw Avenue. They are signed No Parking 09:00-17:30 Monday to Saturday. There is concern from respondents on the loss of this on-street parking. They indicated that visitors to the area use this parking, and it would be especially difficult for those with accessibility needs. There is also a concern that this loss of temporal parking will add pressure to other street parking in the area.

There are on-street parking opportunities on all adjacent streets, which will help absorb parking demand during the interim phase of this project. The future permanent study will include reviewing options to reinstate on-street parking and loading.

On-street loading and deliveries

Respondents from seven properties on Wellington Crescent indicated the design of their building and/or parking and loading areas cannot accommodate large vehicles such as delivery trucks. They also reported that deliveries from larger vehicles is done in the north curb lane of Wellington Crescent. The curb side parking regulations on the north side of Wellington Crescent within the study area are No Parking Anytime. The Winnipeg Parking By-law defines parking as a vehicle that is left unattended or stopped for more than five minutes. The practice of loading in the curb lane at these locations is contrary to existing curbside regulations when the driver leaves the vehicle or takes more than five minutes. Operationally, if loading vehicles continue this practice and block the interim bike lane, then someone cycling has the option to dismount and use the sidewalk or merge into the travel lane to bypass.

Respondents from the south side of Wellington Crescent reported that one building's site design does not accommodate larger delivery vehicles. They also reported that loading for larger vehicles is often done in the south curb lane of Wellington Crescent. The curb side parking regulations on the south side of Wellington Crescent in this segment are No Parking 09:00-17:30 Monday to Saturday. To help support this loading from a designated parking lane, a new loading zone on Cockburn Street just south of Wellington Crescent is proposed. The future permanent study will include reviewing options to reinstate on-street parking and loading zones on Wellington Crescent.

Emergency response

Multiple respondents indicated that firetrucks currently use the curb lanes to park when responding to calls and impede traffic, and there was concern that the interim bike lane will impact EMS responses. However, this is not the case and emergency responders will not be hindered by the interim bike lanes. See Appendix A, cross-section C. A firetruck will block the bike lane the same as a loading transit bus. People cycling will be required to dismount and use the sidewalk or merge into the adjacent travel lane during these emergency response situations.

Safety benefits

Participants shared that lower speed limits, turn restrictions, and the introduction of designated bike lanes could improve overall safety along the project corridor. Respondents noted that these changes could reduce the likelihood of collisions and support safer conditions for all road users. It was also noted that many people cycling use the sidewalks; the provision of the bike lane would improve safety and comfort for people walking as cyclists are anticipated to move off of the sidewalks and into the bike lanes.

3. Stakeholder groups feedback

In addition to gathering feedback from front-facing property owners, the project team connected with four area stakeholder groups (Bike Winnipeg, Neighbours for a Safe Wellington Crescent, Corydon Avenue BIZ and Osborne Village BIZ) who expressed interest in sharing perspectives on the project. Key highlights from these conversations are summarized below.

Bike Winnipeg

Bike Winnipeg shared insights gathered through their own outreach activities, which included walks, door-knocking, and participation in local events. Through this outreach, they reported

strong interest and support for the project among residents, pedestrians, and cyclists. The overall sentiment they heard was positive, and Bike Winnipeg indicated they intend to continue advocating for the project as it moves forward.

Feedback was also provided on specific intersections and locations along the corridor, with suggestions to improve safety within the current design. These suggestions included adding bike boxes, realigning sidewalks, and providing clearer road markings where the bus lane merges into the bike lane.

Concerns were raised about winter maintenance, particularly based on experiences with bike lanes on other streets. Questions focused on snow-clearing priorities, snow storage, and whether clearing thresholds could be adjusted to keep bike lanes usable and safe during winter conditions.
Bike Winnipeg also raised concerns about vehicle speeds, especially on side streets and at intersections where traffic may re-route. Suggestions included the use of speed reader boards, additional monitoring, and tracking changes over time. There was interest in understanding what data would be collected and how it would be used to inform future decisions.

Neighbours for a Safe Wellington Crescent

This is a group of area residents who support adding cycling infrastructure to Wellington Crescent.

Speeding and safety emerged as widely shared concerns among neighbourhood residents, particularly near key crossings. Participants frequently referenced risks faced by vulnerable road users, including students, families, and cyclists.

Self-led pop-up activities to educate area residents on the temporary design, door-knocking, and a shared picnic with Bike Winnipeg were reported to be well attended. Through these engagements, participants experienced high levels of resident interest and overall support for both the temporary bike lanes and a future permanent solution, with only a small number of resident concerns, noted.

There was also strong interest in understanding progress toward a permanent solution, including timelines, evaluation of design options, the Council decision-making process, and how updates would be communicated at future project milestones.

Participants raised additional concerns related to building access, including loading and parking blockages, emergency vehicle access, enforcement and monitoring, and the need for clearer communication, noting that some residents did not receive project information.

Corydon Avenue BIZ

Corydon Avenue BIZ expressed strong concerns related to the loss of on-street parking, traffic re-routing, and turn restrictions. Participants shared worry that these changes could make it more difficult for customers to access businesses along Corydon Avenue and could negatively affect small businesses in the area that rely, on vehicle access.

While there was general understanding of the goal of improving safety, participants expressed concern that the temporary design creates more trade-offs than benefits. It was noted that a

permanent solution could better address challenges related to parking, loading zones, and lane configuration.

Additional feedback included questions about how the project scope was established, the role of Council, and whether business groups were adequately engaged early in the process. Corydon BIZ also indicated they would like more time to consult their members, in order to, provide a formal submission. At the time of this report, a formal submission was not received and may be submitted directly to the Standing Policy Committee on Public Works (SPC-PW).

Osborne Village BIZ

Osborne Village Biz raised concerns about delivery trucks stopping in curbside lanes, which could block the bike lane and force cyclists into traffic if not properly managed or enforced. Suggestions to reduce this safety concern included stronger enforcement, additional signage, and clearly posted fines to discourage vehicles from stopping or parking in the bike lane.

At the same time, the project was viewed as a positive and meaningful step toward improving cycling and pedestrian safety in a busy, densely populated area. Strong support was expressed for the project, along with encouragement for the City to continue implementing traffic calming and safety improvements in the area.

4. Public feedback (online survey)

Current conditions

Respondents said this section of Wellington Crescent is very or somewhat safe for people who are driving (72 percent), while 83 percent said this section feels very or somewhat unsafe for people who are cycling.

Feelings about safety for people walking or using other active transportation are mixed, with a few more saying it's safe (52 percent) versus unsafe (42 percent).

Temporary bike lanes

When asked how the temporary changes will impact their experience, generally, the response was positive, with cyclists seeing the most potential for a positive experience and those with a direct connection seeing the most potential for a negative experience.

- Not surprisingly, cyclists see the most potential for positive change, with 84 percent of respondents saying their experience will be very or somewhat positive.
- About 34 percent of people who live on or own property along Wellington Crescent think their experience will be very negative with the changes.
- Very few respondents were neutral or unsure about the changes.

There is a strong sense of positive outcomes from the temporary bike lanes. Overall, survey respondents said the changes would make things safer. Safety benefits were chosen more often than any other answer. Concerns included: Driving delays and congestion was (38 percent of survey respondents), turn restrictions making it harder to get around (33 percent of survey respondents), and reduced on-street parking (28 percent respondents)

Permanent bike lanes

Most people want permanent bike lanes. Nearly three out of four respondents (74 percent) said they understand the difference between temporary and permanent bike lanes and would like to see a permanent design in the future. The majority of respondents had clear feelings on the issue – with only five percent saying they didn't understand the difference or were unsure.

5. Considerations for future permanent infrastructure

Respondents also provided comments on issues to be considered in the permanent design. These will all be considerations for the permanent study.

Design solutions to reduce congestion and turning conflicts

Participants emphasized that permanent bike lane designs should explore options that improve traffic flow and reduce congestion.

Improving walkability and pedestrian crossings

Participants expressed a desire to make the neighbourhood more walkable, particularly for older residents. To support this, additional pedestrian crossings should be considered, and existing crossings should improve visibility.

Fully separated cycling infrastructure

Participants shared support for permanent and completely physically separated bike lanes. Suggestions include making use of the wide boulevard space along Wellington Crescent or rethinking the roadway layout to accommodate fully separated bike lanes while improving traffic flow and increasing parking and loading opportunities.

6. Interim Bike Lane Design Refinements

The following list of design changes is based on feedback from the engagement process.

1. Improve the northbound right turning radius at Arbuthnot Street and Grosvenor Avenue. This will make it easier for motor vehicles to make this turning movement.
2. Update design at the corner of Dorchester Avenue and Wellington Crescent to allow westbound left access for emergency vehicles. This turn will still be restricted with signage. Also, a left turn into the right turn slip lane will be restricted with additional median curbs.
3. Add a dedicated westbound left turn lane at Cockburn Street North. This will improve traffic flow on Wellington Crescent and expand neighbourhood access options over the previously proposed design.
4. Add a loading zone on Cockburn Street south of Wellington Crescent. This will provide a loading opportunity for the surrounding area and help mitigate the loss of loading opportunities in the area.

7. Traffic Study

Prior to executing the engagement process, a traffic modeling study reviewed how vehicle traffic might change after adding the temporary bike lanes. Traffic modeling helps predict what will happen to traffic after changes are made to streets.

The model predicts that about 15 to 20 percent of drivers who currently use Wellington Crescent will choose other routes. The information below about traffic changes is provided for discussion – it is not an exact result. We will keep monitoring traffic and, may adjust signal timing to help traffic move safely and smoothly.

When traveling through the project area, drivers can expect the following:

- Travel times along Wellington Crescent are expected to be about five seconds longer.
- In areas where the road goes from four lanes to two, only small traffic delays are expected when drivers turn into driveways. Traffic signals along the route will help create breaks in traffic. It will also be easier to leave a driveway because drivers will only need to cross one lane of traffic.

The intersection of Academy Road and Wellington Crescent is expected to see the biggest traffic changes:

- During rush hour, drivers going north or west are expected to experience a delay of about 30 seconds.
- Drivers going south or east will see only small delays – about three seconds on average.
- Eastbound drivers turning left onto the Maryland Bridge will only be able to turn during a controlled left-turn signal. This change will make the intersection safer but will add wait time for traffic turning – about 20 seconds longer in the morning peak-period and up to one minute longer in the afternoon peak-period. These times are very dependent on how many eastbound, drivers take a different route.
- The westbound lanes will change from separate lanes to one shared lane for both going straight (through-traffic) and turning right. This will make the line of cars longer during busy times for drivers going straight or turning onto the Maryland Bridge.

8. Next Steps

The implementation of the interim bike lane project will come with some changes to existing conditions on Wellington Crescent. There will be changes to parking and loading opportunities and traffic flow. The public service is sympathetic to concerns raised during engagement, however this project is still viable. All projects that represent a change to the right-of-way require trade-offs. The interim project and trade-offs are temporary and the permanent design will study ways to accommodate loading, re-introduce parking and maximize traffic flow.

If the recommendations of this report are approved, the next steps for the Public Service are:

- Submit a by-law amendment to reduce the speed on Wellington Crescent between Academy Road and Stradbrook Avenue to 40 km/h, per Council's July 17, 2025, direction.
- Engage an engineering consultant to deliver detailed design and oversee construction of the interim bike lanes.

- Begin an ongoing traffic and bike monitoring program on Wellington Crescent and surrounding streets.
- Review how the design operates for consideration in the future design of the permanent bike lanes on Wellington Crescent.
- Begin the preliminary design study for the permanent bike lanes on Wellington Crescent.

FINANCIAL IMPACT

Financial Impact Statement

Date: February 3, 2026

Project Name:

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

First Year of Program **2026**

	2026	2027	2028	2029	2030
Capital					
Capital Expenditures Required	$ 400,000	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	400,000	-	-	-	-
Additional Capital Budget Required	$ -	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal	$ -	$ -	$ -	$ -	$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	$ -	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ -				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ -	$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	25,194	-	-	-	-
Net Cost/(Benefit)	$ (25,194)	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	(25,194)	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: Capital Expenditures Required represent the Pedestrian Cycling Program budget allocation to the Wellington Cresent - Temporary Bike Lane initiative as directed by Council July 17, 2025. The currently planned temporary bike lane activities as described in this report are funded and will be completed within existing approved resources. Incremental Revenue / Recovery represents estimated departmental, corporate interest, and administrative overheads.

A. Fischer CPA,CA *2-3-2026*

for J. Ruby CPA,CA
Manager of Finance and Administration

CONSULTATION

This Report has been prepared in consultation with: Office of Public Engagement and Transit

OURWINNIPEG POLICY ALIGNMENT

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

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

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

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

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

Strategic Opportunity #3 Advancing Sustainable Transportation 3.5 Reduce Traffic Congestion

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Action #1 Adopt a poverty reduction approach to service delivery

Action #2 Use poverty data to inform decision making

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: Chris Baker, RPP, Active Transportation Project Manager
Date: February 3, 2026

Attachments:

Appendix A – Updated Interim Bike Lane Design for Wellington Crescent
Appendix B – Fronting Property Owner, Resident and Stakeholder Feedback Report
Appendix C - Public Engagement Report