Wellington Crescent Walk Bike Project – Interim Solution Stakeholder Engagement Report

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Prepared by Dialogue Partners

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Acknowledgement

We would like to thank everyone who participated in the engagement activities. Your contributions are greatly appreciated, and we hope you see your ideas, comments and input reflected in these pages.

A note for reporting

Abiding by the Code of Ethics of the International Association of Public Participation (IAP2), the project team has aimed to reflect themes and summarize participant input

from the community engagement activities in a manner that captures the essence of what was shared. Any errors or omissions made in this summary report are based solely on our interpretation and analysis of that input.

Executive summary

Wellington Crescent is a busy street. People walk, bike, and drive on it every day. Because of safety concerns, the City of Winnipeg (the City) plans to add temporary bike lanes in the spring of 2026. The temporary bike lanes will run between Academy Road and Stradbrook Avenue. This area is important because it connects existing bike routes. The temporary bike lanes are meant to improve safety while the City plans a permanent design.

This engagement focused on property owners, building managers, and condo boards along this part of Wellington Crescent. The goal was to understand how the temporary bike lanes may affect daily needs. These include getting in and out of buildings, loading and deliveries, accessibility, and safety. The engagement also explained why the project is happening and how feedback will help plan future bike lanes.

The engagement ran from November 5 to December 12, 2025. Stakeholders could share feedback in ways that worked best for them. Options included an online survey, virtual meetings, and phone calls. People who use the street and those who live nearby were also invited to share input through a public process. This report includes feedback from stakeholders only. All feedback is included in the public engagement report.

The project team contacted 47 property owners, 26 building managers, and 23 condominium boards. We used letters, emails, and phone calls. Several attempts were made to reach each stakeholder. We heard from four property owners, eight building managers, and five condominium boards.

During the engagement, participants shared concerns about how the project may affect their property:

- **Access** concerns were about traffic and vehicles movement. Participants worried about getting in and out of their properties with fewer lanes and new turn rules. They expected longer waits for left turns and more traffic backups. Some felt they would need to take longer routes to reach parking garages.

- **Accessibility** feedback focused on visitors with mobility needs. Some buildings rely on street parking for visitors. The design of the temporary bike lanes removes some of this parking. This could mean longer walks for visitors. Longer

walks are harder in winter or low light. This is especially true for seniors and people with mobility issues.

- **Loading and deliveries** were a major concern. Some properties rely on stopping on the street for deliveries, garbage collection, moving trucks, and emergency vehicles. Residents from seven buildings said their properties do not have on-site loading or space for large vehicles. Participants were concerned that fewer lanes could cause stopped vehicles to block traffic. They also worried this could delay emergency response times.

- **Safety** feedback showed different views. Some participants felt that slower speeds, fewer turns, and separated bike lanes could make the street safer. Others worried about new safety problems. These included more traffic, conflicts at driveways, and bike lanes marked only with paint. Delays for emergency vehicles were also a major concern. This matters because many older residents live along this section of Wellington Crescent.

Looking ahead to permanent bike lanes

In addition to feedback about the temporary bike lanes, participants shared ideas for permanent bike lanes. Many suggested changing lane layouts, turns, and traffic signals to improve traffic flow. Others suggested adding more crosswalks to make the area easier to walk, especially for older residents. Other ideas included using the wide boulevard space or placing bike lanes closer to sidewalks. This could reduce conflicts with cars and driveways. Many people also supported keeping lower speed limits.

Overall, participants supported the goal of making Wellington Crescent safer, more walkable, and bike-friendly. They also stressed the importance of carefully managing impacts to access, accessibility, operations, and emergency response.

Feedback from this engagement will help the City improve the temporary bike lane project. It will also guide the design of future permanent bike lanes.

Why this, why now

Wellington Crescent is a popular place to walk, bike, and drive. To make the street safer for everyone, the City of Winnipeg (City) is planning to add temporary bike lanes in spring 2026.

Wellington Crescent between Academy Road (south of Maryland Bridge) and Stradbrook Avenue is a high priority in the City's Pedestrian and Cycling Strategies. It also represents a gap in the bike network. This section is between the Seasonal Bike Route west of Academy Road and the newly constructed protected bike lanes on River Avenue and Stradbrook Avenue.

Based on measurements from winter 2025, we know most drivers follow the speed limit. However, 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.

Since there are many people driving, walking, and biking here - and vehicles are often moving quickly - it's important to keep cyclists and vehicles separated for safety.

In June 2024, a person cycling on Wellington Crescent was hit and killed by a person driving over the speed limit. There were at least 10 more collisions between motor vehicles and pedestrians and cyclists from 2012 to 2022. This underscores the importance of road safety culture for all road users.

The installation of a temporary bike lane will allow the City to quickly address the safety concerns of the project area, while also beginning to inform area residents and road users of the planned permanent design.

Why we engaged

Because the temporary bike lanes will be installed within the existing roadway, it was important for the City to understand how the design may affect properties located directly along the route. For this reason, the engagement focused on homeowners, property managers, and condominium boards along the project corridor. The engagement explored potential impacts to building access, accessibility, and loading and deliveries, as well as any unforeseen safety issues that may arise from the temporary design.

How we engaged – front-facing properties

Wellington Crescent between Academy Road and Stradbrook Avenue is lined with a mix of single-family homes, apartment and condominium buildings, schools, churches, and businesses. Because the temporary bike lanes may affect how these properties function day-to-day, we focused this engagement on creating opportunities for more in-depth input from those representing directly impacted buildings.

The engagement included outreach to home and property owners, property managers, and condominium boards representing 71 properties along the project corridor. These conversations provided insight into how the project intersects with daily routines, building access, and safety along the street. This engagement also created space for participants to ask questions, share concerns, and offer detailed suggestions to help inform the project's next steps.

How we communicated

A range of communication tools were used to connect with property owners, property managers, and condominium boards along Wellington Crescent. In addition to broader project promotion aimed at the general public, targeted outreach focused on properties directly fronting the project corridor. Contact information came from tax records, signs on building fronts, and information found online.

Targeted communication activities included the distribution of project notification letters to front-facing properties:


49 project notification letters were hand delivered by courier


19 project notification letters were sent by letter mail

Note: The total number of project notification letters does not correspond to the number of properties in the engagement area as some letters were sent to companies that manage multiple properties, and some letters were sent to both the property address and the owner's mailing address. Letter mail notification was used for recipients outside of Winnipeg and city addresses not accessible to courier delivery.

After allowing time for the notification letters to be delivered, the project team followed up directly with properties that had not yet shared feedback. This follow-up was intended to ensure stakeholders were aware of the engagement opportunities and had multiple ways to participate. Up to three contact attempts were made for each property by email and/or phone:

84 outreach emails

27 outreach phone calls

In addition to direct outreach, broader project communications methods were used to ensure the community was aware and that residents may encounter project information in multiple ways to better attract their attention. This 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 – 2 posts on the City's Facebook and Instagram accounts included a geotargeted post with 388 clicks

How we engaged

Survey

An online stakeholder survey was available from November 5 to December 12, 2025. The survey shared details of the temporary bike lane design and asked participants to describe how the project may affect the day-to-day needs of their property.

A total of nine completed surveys were received, representing the following stakeholder groups:

- 1 response from a property owner
- 5 responses from property management representatives
- 3 responses from condominium board representatives

9 survey responses

Virtual meetings

The project team was available to meet with stakeholders virtually during the engagement period. These meetings were an opportunity for discussion, questions, and detailed feedback.

In total, four virtual meetings were held with the following stakeholder groups:



- 1 meeting with property owners
- 1 meeting with property management representatives
- 2 meetings with condominium board representatives

4 virtual meetings

Phone calls

The project team was available throughout the engagement period to speak with stakeholders by phone and collect feedback from those who preferred this format.

In total, four phone conversations were held with the following stakeholder groups:



- 2 conversations with property owners
- 2 conversations with property management representatives

4 phone calls

Feedback from area stakeholder groups

In addition to engagement with front-facing properties, the project team met with other stakeholder groups in the area that expressed interest in sharing feedback on the project. One stakeholder group also provided input through the stakeholder survey.

The stakeholder groups engaged through these additional conversations included:

- Bike Winnipeg
- Corydon Avenue Business Improvement Zone (BIZ)
- Osborne Village BIZ
- Neighbours for a Safe Wellington Crescent

Feedback from 4 area groups

What we heard – introduction

The engagement was designed to understand how the temporary bike lane design may affect individual properties along Wellington Crescent. Participants were asked to share the impacts the project may have on property access for vehicles and pedestrians, accessibility, and loading and deliveries. Participants were also invited to identify any safety concerns related to the design of the temporary bike lanes.

In addition, participants were asked whether they understood the difference between the interim bike lane solution and a future permanent solution, and whether they were interested in future permanent cycling options. Participants were also given the opportunity to share any additional comments related to the project.

This engagement focused specifically on property-level impacts rather than broader, corridor-wide considerations. Participants were asked questions related to their own buildings, and this information was carefully collected and reviewed by the project team. The feedback summarized below reflects this property-specific focus. A list of concerns by building was provided to the project team for review and future needs. The concerns are not identified by building in this public report to maintain anonymity.

During the engagement, participants also shared broader perspectives on the project, including comments related to traffic flow, turn restrictions, and area-wide safety considerations. While this input was collected and shared with the project team and will help inform future permanent bike lane planning, it is not reflected in the summaries below, which focus on impacts to individual properties.

The feedback presented in the following sections includes input from the public survey where multiple residents raised concerns related to access, loading, accessibility, or safety in cases where building leadership did not participate directly in the engagement.

This engagement focused on understanding the specific, day-to-day impacts of the temporary bike lanes on individual properties, including access, loading, accessibility, and safety. The comments below represent 25 of 71 properties and should not be interpreted as applying to all properties.

The sections that follow outline the feedback that emerged through this engagement.

What we heard – front facing properties

Access

We asked:

What impact will the project design have on how vehicles or people access your property?

We heard:

Turning into and out of property driveways

Participants raised concerns that property driveways may become more difficult to access due to a reduction in the number of vehicle travel lanes along Wellington Crescent. Participants shared that fewer lanes could contribute to increased traffic congestion, resulting in longer wait times for vehicles entering and exiting their properties. In particular, concerns were raised about left-turning vehicles experiencing extended delays while waiting for breaks in heavier oncoming traffic. Participants also noted that vehicles waiting to turn could block the single travel lane, leading to frustration and traffic back-ups for drivers behind them.

"With one lane of traffic it would make it very difficult exiting (our property) and would cause major back up of traffic getting into the property."

"Vehicles attempting to turn into our building entrance lane from the north/west will be a nightmare for 2 reasons: 1) the oncoming traffic will be heavier with only one lane, causing delays and 2) traffic behind the turning vehicle will be held up because there is not another lane for them to go around the turning vehicle!"

Use of alternate routes to access properties

Participants also shared that turn restrictions included in the temporary bike lane design would require residents of some buildings to take less direct routes to access parking garage entrances. This was raised as a concern related to convenience and day-to-day access for residents.

Visitor parking impacts

Due to the removal of on-street parking along Wellington Crescent, participants expressed concern that visitors who would normally park on the street may instead use unmonitored visitor parking areas associated with nearby buildings. Participants noted that this could reduce the availability of visitor parking for those accessing the buildings for their intended purposes.

Accessibility

We asked:

What impact will the project design have on your property's accessibility?

What we heard:

Participant feedback related to accessibility focused on impacts to visitors with mobility needs.

Reduced availability of on-street parking for visitors
Participants shared concerns that several buildings along the project corridor have limited on-site visitor parking and that guests currently rely on on-street parking located directly in front of buildings. Participants noted that a reduction in street parking could require visitors to park farther away on side streets. For visitors with mobility limitations, this increased distance was raised as a concern, particularly during winter conditions or in the evening when lighting and weather may further affect comfort and safety.

"Visitors of residents on Wellington who may have mobility impairments will be impacted as access to close street parking will be essentially eliminated."

Loading and deliveries

We asked:

What impact will the project design have on loading and deliveries at your property?

What we heard:

Participant feedback related to loading and deliveries focused on reliance on on-street stopping and access constraints for larger vehicles.

Reliance on on-street loading and deliveries
Feedback revealed that seven properties along the project corridor either do not have on-site parking or have parking and loading areas that cannot accommodate large

vehicles. As a result, delivery trucks, moving vehicles, garbage trucks, and service vehicles routinely stop on Wellington Crescent, often blocking a travel lane. Participants expressed concern that this practice would continue and may become more difficult to manage once the temporary bike lanes are installed.

"There is no parking lot at our property. Amazon deliveries etc. will have trouble."

"Our building does not have a driveway/parking area in front … and access around to the back of the building is limited because of a very narrow entrance driveway, a tight turn around to the back of the building, and a low ceiling at the rear."

Emergency vehicle access

Participants also raised concerns about emergency vehicle access. Participants noted that fire trucks and ambulances frequently stop on Wellington Crescent due to limited or restricted access at a number of properties. With fewer travel lanes, participants expressed concern that stopped emergency vehicles could block traffic entirely in some locations along the project corridor.

"Our building does not have a driveway/parking area in front of the building for emergency vehicles, and access around to the back of the building is limited because of a very narrow entrance driveway, a tight turn around to the back of the building, and a low ceiling at the rear. Hence, these vehicles have no choice but to park on the street!"

Safety

We asked:

What safety concerns, if any, do you have about the temporary bike lanes and road changes?

What we heard:

Participants shared a range of perspectives on safety. Feedback included views that elements of the temporary bike lane design could improve safety along Wellington Crescent, as well as concerns that the interim design could introduce new or heightened safety risks.

Perceived safety benefits of the temporary bike lane design

Reduced speed limits and turn restrictions

Participants shared that lower speed limits, fewer turning movements, 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.

"Your efforts reducing the speed limit on Wellington, restricting turning onto Dorchester and providing safe cycling lanes will go a long way in avoiding potential accidents and possible fatalities."

Improved pedestrian safety

Participants noted that cyclists currently use sidewalks because existing road conditions are perceived as unsafe for cycling. Respondents shared that the introduction of temporary bike lanes could reduce cycling on sidewalks, which in turn may improve pedestrian safety. Participants also noted that reduced vehicle speeds and turn restrictions could increase pedestrian safety at intersections.

"Pedestrian safety will be improved by creating a segregated bike lane and by calming traffic with fewer turns and a lower speed limit."

Turn restrictions at intersections

Participants commented that the curved alignment of Wellington Crescent creates intersections where vehicles are able to turn at higher speeds. Respondents shared that the turn restrictions included in the temporary bike lane design could reduce high-speed turning movements and improve safety for pedestrians, cyclists, and other drivers.

"The planned reduction to access at several uncontrolled intersections is appreciated, as these intersections are particularly hazardous."

Improved sightlines due to parking removal

Participants noted that the removal of on-street parking could improve sightlines at some intersections by increasing visibility for drivers. Respondents shared that clearer sightlines could help prevent collisions and improve driver comfort when navigating the area.

Safety concerns related to the interim design

Driveway access and visibility challenges

Participants raised concerns about vehicles entering and exiting property driveways, particularly near busy intersections and in areas where the curve of Wellington Crescent limits visibility. Respondents noted that existing traffic volumes and blind spots already make these movements challenging and expressed concern that the addition of bike lanes could further complicate safe access. Participants also shared concerns that vehicles attempting to merge into traffic may block the bike lane, forcing cyclists to stop or navigate around vehicles.

"(When exiting our property) … the curve on Wellington on the left creates a blind spot. While there can be bicycles present, a dedicated bike lane, especially approaching from the left, would encourage more opportunities for collisions."

"In such tight quarters, drivers will have difficulty accommodating cyclists in the proposed east bound lane in front of our property. It will be especially difficult for vehicles leaving our entrance way. As it is, they typically have to ease out into traffic which would obstruct the proposed bike lane while they wait for the light to change at Grosvenor or for a gap in eastbound traffic."

Emergency vehicle response times

Participants expressed concern that reducing the number of travel lanes could increase congestion and slow emergency vehicle response times. This concern was raised in the context of the corridor's population, noting that many older residents live in properties along Wellington Crescent and may require more frequent emergency services.

"The demographic of Wellington Crescent is mainly elderly folk. Due to this, there is a frequent need for emergency response and reducing the roadway to one lane will increase wait times and delay access to property in a timely manner. The individuals who reside in this area require these services regularly and the delays this would cause could have devastating consequences."

Limited protection for cyclists

Participants shared concerns that painted lane markings and bollards may not provide sufficient protection for cyclists from vehicle traffic.

"A little bit of paint and a plastic bollard does not protect the cyclists."

Pedestrian crossing challenges

Concerns were also raised about pedestrian safety when crossing Wellington Crescent. Participants noted that pedestrians would need to navigate crossing both vehicle lanes

and the bike lane, which could be particularly challenging for older residents in areas with limited traffic signals or crosswalks.

"Our building, like many others on this 'strip,' is populated primarily with an aging/elderly residents/owners. Crossing the street along this strip will become even more of a challenge than it is now – with few traffic lights/crosswalks."

Additional comments

All stakeholders were given an opportunity to share any additional comments or feedback they wished to provide to the City. In addition to feedback related to access, accessibility, loading and deliveries, and safety, participants raised the following considerations.

Traffic congestion and turning challenges

Participants expressed concern that reducing Wellington Crescent to two travel lanes could decrease traffic flow and increase congestion. Respondents noted that these changes could create traffic tie-ups and make it more difficult for vehicles to turn into and out of building entrances. These concerns were particularly emphasized for properties located near intersections or curves, where visibility is already limited and gaps in traffic can be difficult to find.

Traffic diversion to side streets and back lanes

Participants raised concerns about where traffic may be diverted as a result of turn restrictions and drivers seeking alternate routes to avoid congestion. Respondents worried that increased traffic volumes on nearby side streets and back lanes—many of which are not designed to accommodate higher volumes or speeds—could create new safety challenges.

"It is critical that back lanes be protected against increased and high speed traffic looking for alternative shortcuts. Speedbumps could reduce both traffic volumes and higher speeds. People are backing into these laneways, children play in and around them, so it is important to keep them safe."

Access to bike lanes and sidewalks during future construction

Participants noted that future development is planned for vacant properties along Wellington Crescent and raised questions about how construction associated with these developments may affect access to sidewalks and bike lanes in the future.

Monitoring and evaluation of traffic impacts

Participants emphasized the importance of ongoing monitoring of traffic volumes, speeds, congestion, and traffic diversion. Monitoring was viewed as necessary to understand the impacts of the temporary bike lanes and to support adjustments where needed. Participants also noted that information gathered through monitoring could help inform the design of future permanent bike lanes.

What we heard – area stakeholder groups

In addition to gathering feedback from front-facing property owners, the project team connected with four area stakeholder groups that 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 (electronic signs that tell drivers how fast they are traveling and when the are traveling over the speed limit), 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.

Corydon Avenue BIZ

The Corydon Avenue BIZ expressed strong concerns related to the loss of on-street parking, traffic re-routing, and turn restrictions. They 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, BIZ representatives 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, why the group was not included in initial outreach, the role of Council, and whether business groups were adequately engaged early in the process. Corydon Avenue BIZ also indicated they would like more time to consult their members to provide a formal submission.

Osborne Village BIZ

The 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.

Neighbours for a Safe Wellington Crescent

Speeding and safety emerged as widely shared concerns among the Neighbours for a Safe Wellington Crescent group, particularly near key crossings. The group referenced risks faced by vulnerable road users, including students, families and people cycling.

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, the group 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.

Neighbours for a Safe Wellington Crescent 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.

See submission in Appendix B.

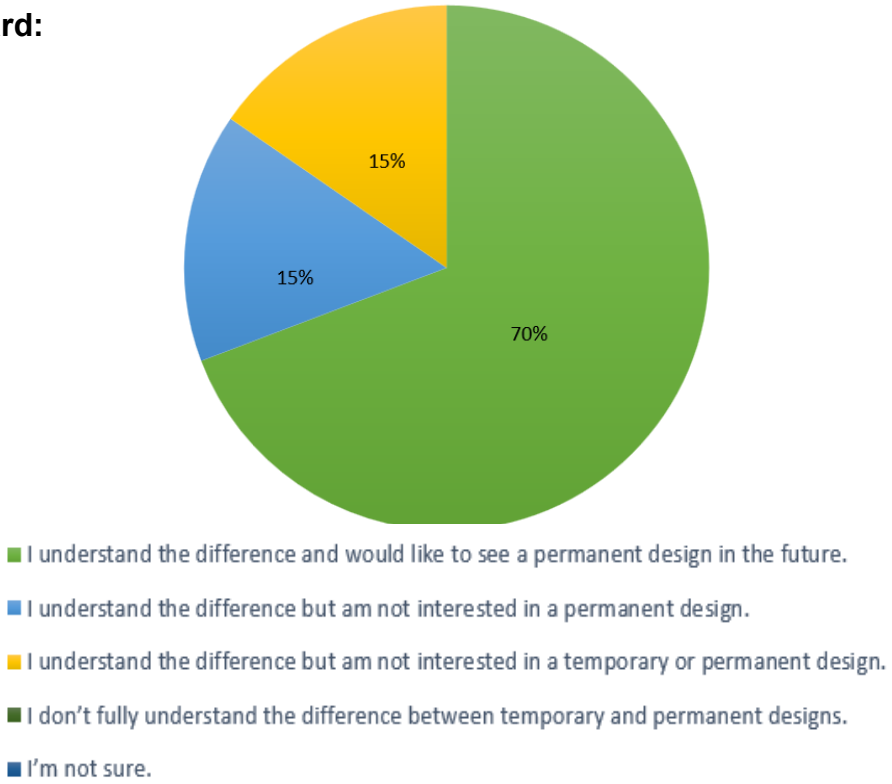
Looking ahead to permanent bike lanes

Understanding and support for temporary vs. permanent bike lanes

Survey participants were provided with information about the difference between the temporary bike lanes and future permanent bike lanes. Participants were informed that the temporary bike lanes are an interim solution designed to work within the existing roadway footprint. In contrast, a future permanent bike lane project could explore a broader range of options, including using boulevard space and implementing longer-term improvements intended to better serve all users. When asked for their view from five options, most survey participants said they understand the difference and would like to see the permanent design in the future. See the figure below for more information on responses to this question.

We asked: Which statement best describes your view?

We heard:



A total of 13 participants responded to this question.

Considerations for permanent Infrastructure

Throughout the engagement, participants shared ideas and considerations related to the design of future permanent bike lane infrastructure along Wellington Crescent. This feedback reflected participant interest in long-term solutions that address safety, access, and usability for all road users.

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, particularly near intersections and curves where visibility is limited and turning into and out of properties can be challenging. Suggestions included carefully reviewing lane configurations, turn movements, and signal timing as part of a future permanent design.

“I am grateful that you are working to increase people's safety on Wellington. As someone who lives and uses both a bike and a car in this area, I am in favour of temporary and permanent bike lanes, and hopeful that the city will address resulting traffic issues through more consultation.”

Improving walkability and pedestrian crossings

Participants expressed a desire to make the neighbourhood more walkable, particularly for older residents. To support this, respondents suggested that permanent infrastructure consider adding more pedestrian crossings, improving crossing visibility, and reducing crossing distances along Wellington Crescent.

“An additional crosswalk between Hugo and Stradbrook is much needed! This would also have the added benefit of slow traffic.”

Creating physically separated cycling facilities

Participants shared support for permanent, physically separated bike lanes. Suggestions included using the wide boulevard space along Wellington Crescent or rethinking the roadway layout to reduce conflicts with driveways and intersections.

“Any permanent bike lane design for the intended length of Wellington Crescent should consider a single protected lane for bikes in the center of Wellington Crescent or, even better, accommodate shared use of the wide existing margin for the sidewalk on just one side of Wellington Crescent.”

“Ideally, bike lanes that run alongside/abutting the sidewalks would be ideal - along with the reduction in speed limits to 40 will go a long way to make our street safer for pedestrians, cyclist, and drivers.”

“The solution to bike safety is … to build systems in place that account for cyclists to either be off road, or a bike lane be installed on the boulevard.”

Balancing parking needs with safety and visibility

While the loss of on-street parking was raised as a concern, participants suggested targeted approaches that could improve safety and visibility without removing parking throughout the corridor. Examples included restricting parking a few car lengths back from intersections to improve sightlines.

Building on support for speed reductions and traffic calming

Participants expressed support for reduced speed limits and shared that these measures improve safety and quality of life. Respondents noted that a future permanent design should continue to prioritize traffic calming to support a walkable and bike-friendly neighbourhood.

Evaluation

The City of Winnipeg's Engage Winnipeg Policy outlines principles intended to support meaningful, respectful, and productive engagement. The table below summarizes these principles, their definitions, and how they were reflected in the stakeholder engagement approach for the Wellington Crescent Temporary Bike Lane Project.

Engagement Principle	Principle Description (Engage Winnipeg Policy)	How the Principle Was Applied in This Engagement
Accountability	Provides insight on how input was considered and incorporated. If input was not incorporated, rationale is provided as to why.	Feedback gathered through the engagement was documented and shared with the project team. This report outlines what was heard through the stakeholder engagement process. How input will help inform refinements to the interim project and future permanent bike lane planning is outlined in the "What we Heard" table in the public engagement report.
Knowledge and partnership seeking	Recognizes community-based knowledge and experience as a valuable component in decision-making and seeks dialogue with those who hold that knowledge and experience. Seeks opportunities to partner with community and stakeholder groups, when possible, to further reach the potential for meaningful involvement.	Community knowledge and lived experience were recognized as important inputs to the project. In addition to front-facing property owners, the project team engaged with stakeholder groups and business associations affected by the temporary bike lanes to hear a broader range of perspectives.

Engagement Principle	Principle Description (Engage Winnipeg Policy)	How the Principle Was Applied in This Engagement
Communication	Those who participate have the information to engage meaningfully, related to key decisions. Effective communication is often an integral part of public participation but is not engagement in itself.	Project information was shared in multiple formats to support understanding, including written materials and a video “fly-through” of the design. Clear information was provided so stakeholders could understand the project and provide informed feedback.
Equity	Identifies barriers to involvement and works to reduce or eliminate them. Those with lived experience are invited and supported to help the team determine which measures should be taken. This may include honorariums, covering the cost of travel, childminding, and capacity building.	Efforts were made to reduce barriers to participation by offering multiple ways to provide feedback, including an online survey, virtual meetings, and phone conversations. The engagement period was extended to allow additional time for participation.
Evaluation	Assesses performance in meeting engagement principles to strive towards learning from outcomes and moving towards advancement, improvement, and innovation.	Throughout the engagement, the project team reviewed how the process was working and made adjustments where needed to improve participation and responsiveness, making multiple attempts to reach property owners we had not yet heard from.
Timeliness	Opportunities to engage are provided as early as possible to allow the greatest opportunity for feedback to fully inform the	Opportunities to engage were provided early enough to allow feedback to inform refinements to the interim design and to help

Engagement Principle	Principle Description (Engage Winnipeg Policy)	How the Principle Was Applied in This Engagement
	project direction and final outcomes.	shape considerations for future permanent bike lane planning. The engagement window was extended in response to a Canada Post labour disruption to ensure stakeholders had sufficient time to learn about the project and participate.
Transparency	The information needed to meaningfully engage and understand the project and decision-making processes are available to those involved. Regular updates are provided throughout the process.	Information needed to understand the project and the engagement process was made available to stakeholders. Regular updates and clear explanations were provided to support informed participation.
Trust	Seeks to build relationships through consistent application and reflection of all other principles of engagement. Actively and intentionally uses approaches that do not cause harm and centers relationships between the City of Winnipeg and its residents and communities.	The project team made a concerted effort to reach representatives from all front-facing properties through multiple outreach attempts using available contact information. Additional meetings were scheduled outside the formal engagement window to allow more feedback to be collected and included in this report, with the goal of supporting informed, respectful dialogue and building trust.

Factors that shaped engagement

As engagement began with property owners, property managers, and condominium boards along Wellington Crescent, several challenges emerged that affected how easily all stakeholders could be reached.

Three main factors shaped the outreach process:

- Limited access to contact information
- A Canada Post labour disruption
- Limited response from properties

The following sections describe these factors and the steps taken to reduce their impact.

Limited access to contact information

There are 71 properties that face directly onto the project corridor, not including abandoned buildings or empty lots. Of these properties, 37 are apartment or condominium buildings, with the remainder consisting of single-family homes, duplexes, churches, schools, and businesses.

To build a complete and accurate contact list, several tools were used:

- Taxation billing records
- Online address searches
- A physical walk along the project corridor to collect property management contact information

Identifying contact information for single-family homes, duplexes, churches, schools, and businesses was generally straightforward. However, locating appropriate contacts for the 37 apartment and condominium buildings proved more challenging and required extensive online searches and follow-up to identify the correct owners or property managers.

Responses from the online public survey were also reviewed. When individuals associated with apartment or condominium buildings provided their contact information, follow-up outreach was conducted to request details about their property management company to connect with the appropriate building representatives.

Canada Post labour disruption

Engagement began during a Canada Post labour disruption. At the time of project launch, Canada Post was not providing full delivery service and advised that delivery delays were expected. This affected the original outreach approach, as letter mail and postcards were initially planned as the primary methods for informing residents and property owners along Wellington Crescent about the engagement.

To reduce the impact of the disruption, the following steps were taken:

- **Extending the engagement period**
  To allow additional time for project information to reach stakeholders, the engagement period was extended from four to six weeks. Engagement ran from November 5 to December 12.

- **Courier delivery of project notification letters**
  To support timely delivery, 49 project notification letters were hand delivered by courier. These letters encouraged stakeholders to share project information and the project website with building residents to support broader awareness and outreach.

For nine properties - primarily secure condominium buildings or properties owned by individuals living outside the province - courier delivery was not possible. In these cases, project notification letters were sent using regular letter mail. To increase chances that the letter would reach the intended stakeholder, notification letters were sent to both the property address and the registered owner mailing address, where possible.

Limited response from properties

All properties along the project corridor were sent a project notification letter by courier or letter mail. In addition, the project team made three separate attempts to contact stakeholders using the contact information available, including phone numbers and email addresses where possible. Despite these efforts, not all properties chose to participate in the engagement.

While these factors influenced how engagement was carried out, the overall goal remained the same: to engage in a transparent, accessible, and inclusive way, and to

ensure those located along Wellington Crescent had opportunities to learn about the project and share their feedback.

Next steps

The feedback gathered through this engagement will help the City refine the interim bike lane project and inform future permanent bike lane design.

This report, along with the property-specific concerns that were provided to the City, will be considered along with the broader community's feedback. The City will then provide responses and incorporate feedback into the design of the temporary bike lanes where possible. Highlights from this report, responses to feedback and details on the next steps in decision making will be included in the public engagement summary that this report will be attached to.

Appendices

Appendix A – Stakeholder communications Materials: Stakeholder notification letter, Postcard and Poster

Appendix B – Submissions from stakeholders

Appendix C – Survey results for property owners, condo boards and property managers