Wellington Crescent Walk Bike Project – Interim Solution

Public Engagement Report

Background

Wellington Crescent is a popular place to walk, bike, and drive. To make the street safer for everyone, the City of Winnipeg is adding temporary bike lanes between Academy Road (south of Maryland Bridge) and Stradbrook Avenue in spring 2026.

Engagement

Because the temporary bike lanes will be installed within the existing roadway, it is important for the City to understand how the design may affect people who live, work and travel along Wellington Crescent. 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 will help plan 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 (see Table 2). The conversations and input 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.

We used multiple methods to share the design (Table 1). This helped improve understanding and ensure informed feedback.

Table 1: Public and stakeholder engagement

ACTIVITY	DESCRIPTION	PARTICIPATION
Public engagement opportunities		
Online survey	Available from November 6 – December 12, 2025. Self-selected participation (not representative of all Winnipeggers) See full results in Appendix B.	**2,648 respondents**
Project webpage	Online hub for all project information. Stats reflect unique visits from November 6 and December 13, 2025. winnipeg.ca/wellingtonwalkbike	**8,500+ visits**

ACTIVITY	DESCRIPTION	PARTICIPATION
Fly-over video	An animated, four-minute video flying through the project corridor to highlight changes. youtube.com/watch?v=VWSojug90zs	**4,600 views**
Stakeholder engagement opportunities		
Stakeholder meetings	The project team met representatives of front-facing properties and four area stakeholder groups (Bike Winnipeg, Corydon Avenue BIZ and Neighbours for a Safe Wellington Crescent) to discuss potential impacts. See Appendix A.	**8 meetings 4 phone discussions**
Stakeholder survey	Available from November 6 – December 12, 2025. Available only to stakeholders through an unlisted link to discuss potential impacts with representatives from front facing properties. See Appendix A.	**9 respondents**

Table 2: Promotion of public engagement opportunities

ACTIVITY	DESCRIPTION	REACH
News release	City of Winnipeg news release issued on November 6, 2025.	**Local news media outlets**
Public engagement newsletter	Featured the project in the City of Winnipeg public engagement newsletter (November 6 and 18, 2025).	**5,800 subscribers**
Postcards	Delivered through Canada Post's Neighbourhood Mailing system. Map of delivery area in Appendix C.	**5,718 postcards sent**

ACTIVITY	DESCRIPTION	REACH
Posters	Posted outdoors along project corridor on November 6 and 13, 2025.	**20 posters + 10 posters reposted**
Direct contact	Delivered letters to building owners, property managers and/or condo boards using taxation contact records. Recipients asked to share project information with their building. Follow-up communication included 84 emails and 27 phone calls. Emails sent to three organizations. Emails sent to 120 delegates who had participated in meetings of Council on this topic.	**49 letters couriered** **19 letter mailed**
Social media	2 posts shared from November 6 – December 12, 2025: • Facebook (45,000 followers) • + Geotargeted Facebook and Instagram posts (388 clicks) • X (131,000 followers) • Instagram (16,000 followers)	**2 posts on 3 platforms**

Data analysis

We asked people who took the online survey to describe their connection to Wellington Crescent between Academy Road and Stradbrook Avenue:

- I live on this part of Wellington Crescent
- I own property on this part of Wellington Cresent but do not live here
- I own or run a business/organization on this part of Wellington Crescent
- I work at a business/organization on this part of Wellington Crescent
- I live nearby
- I use the street to drive, walk or bike but do not live on, own property on, work on, or live near it
- General interest

Those who live along the route or own property were then asked to share their street address. We wanted to be able to group the feedback, so we had to confirm if the addresses of those who said they live along the route were along the route or nearby. Only Wellington Crescent addresses from Academy Road to Stradbrook Avenue were included in results for those who live or own property on this part of Wellington Crescent.

Because there are mostly multi-family buildings along the this part of Wellington Crescent, multiple responses were allowed from the same address.

Survey respondents were also asked to identify how they typically use this route:

- As a pedestrian
- As a cyclist
- As a motorist
- As a transit rider
- Using another active mode of transportation (e.g. skateboard, rollerbladed, e-bike, e-scoter)
- I don't typically use this route

Respondents were asked to select all that apply. Most respondents (67 percent) said they use the route in more than one way. Because of this, more than half of respondents are counted in more than one use category. Figure 1 shows the responses from all online survey participants.

Open-ended responses were sorted into themes. Similar themes were grouped together to show common reasons why people felt positively or negatively about the temporary bike lanes.

The City's Transportation Master Plan 2050, adopted by Council in June 2025, defines vulnerable road users as "road users where the consequences of collisions are more severe such as pedestrians, cyclists, children, and older adults." More feedback was received from motorists, but their comments were not given more weight than feedback from pedestrians, cyclists, or other users. This is in recognition of vulnerable road users and how they are considered in City plans and policies.

Feedback from residents with a direct connection (live or own along the route) was given consideration separate from those who live nearby and route users to achieve our objectives of understanding the impacts of the design and understanding how the design could mitigate impacts. See Figure 4 for the full breakdown of respondent's connection to the route.

Who we heard from

The project team contacted every property along the project corridor. The goal was to learn how the temporary bike lanes may affect daily access and building needs. We asked building owners or representatives about common issues like loading, visitor access, maintenance, and special vehicle needs. The project team received detailed feedback from property leadership at 17 of the 71 front-facing properties. See Appendix A for details on the stakeholder engagement process.

Figure 1: How respondents use the route

How do you typically use this route? Check all that apply. Total 2,389.

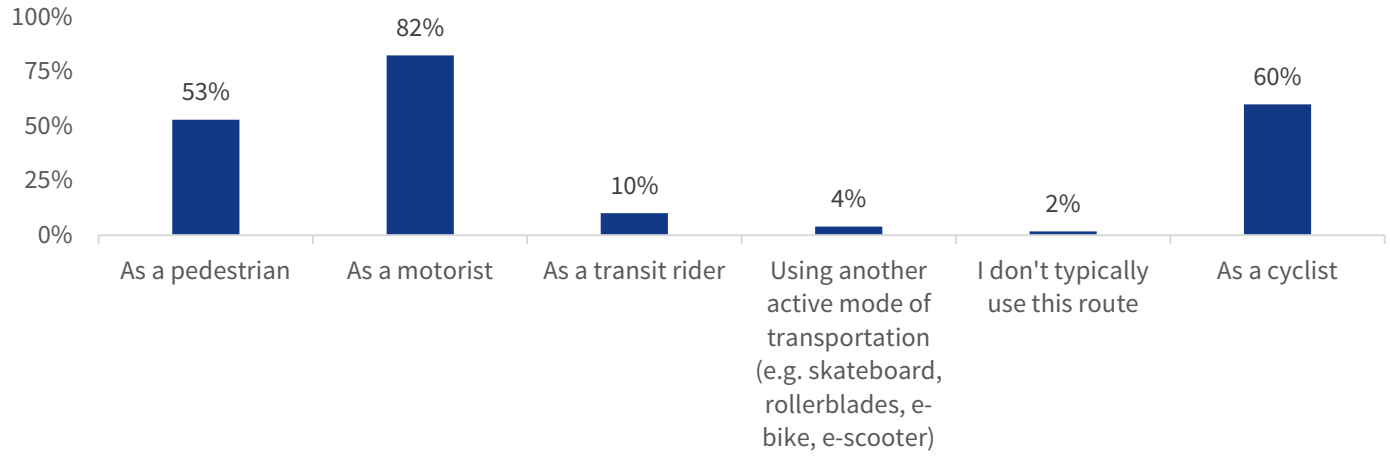
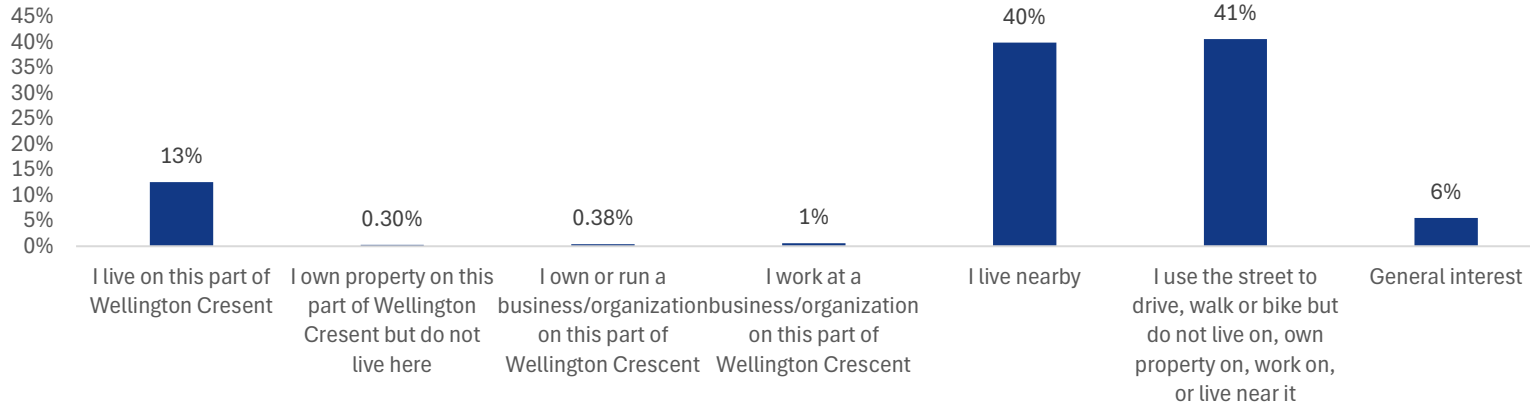


Figure 2: How respondents connect to the route

How would you describe your connection to the section of Wellington Crescent from Academy Road to Stradbrook Avenue? Total 2,648



Key findings

Right now…

- **cycling feels unsafe**



83 percent of online survey respondents think this section of Wellington Crescent is currently unsafe for people who are cycling.
Even those who do not typically use this route as a cyclist recognized it is not safe for cyclists.

- **driving feels safe**



72 percent of online survey respondents think this section of Wellington Crescent is safe for people who are driving

- **walking feels safe for some and unsafe for others**



42 percent said this section of Wellington Crescent is unsafe for people who are walking or using an alternative mode of active transportation (52 percent said it was safe)

The road is used in different ways by different people



Most of the respondents (67 percent) indicate that they use the road in multiple ways, and are not limited to just walking, driving or biking.

If we put in the temporary bike lane…

The impacts of adding a temporary bike lane on Wellington Crescent are not equal to all users.
When asked about overall experience along this section of Wellington Crescent with the temporary bike lane in place:

- **Most cyclists think the changes would be positive**



84 percent of cyclists think the experience would be positive .

- **Residents on this section of Wellington Crescent are split between thinking the experience would be positive and negative**



Residents on the street have more mixed reactions: 48 percent very or somewhat negative vs. 46 percent very or somewhat positive.

- Top concerns center on access and convenience.
- Concerns include traffic congestion, ongoing and increasing difficulty getting in and out of driveways, loss of on-street parking and a few unique cases where the property is reliant on on-street loading for large vehicles.

There is lots of support for a permanent solution



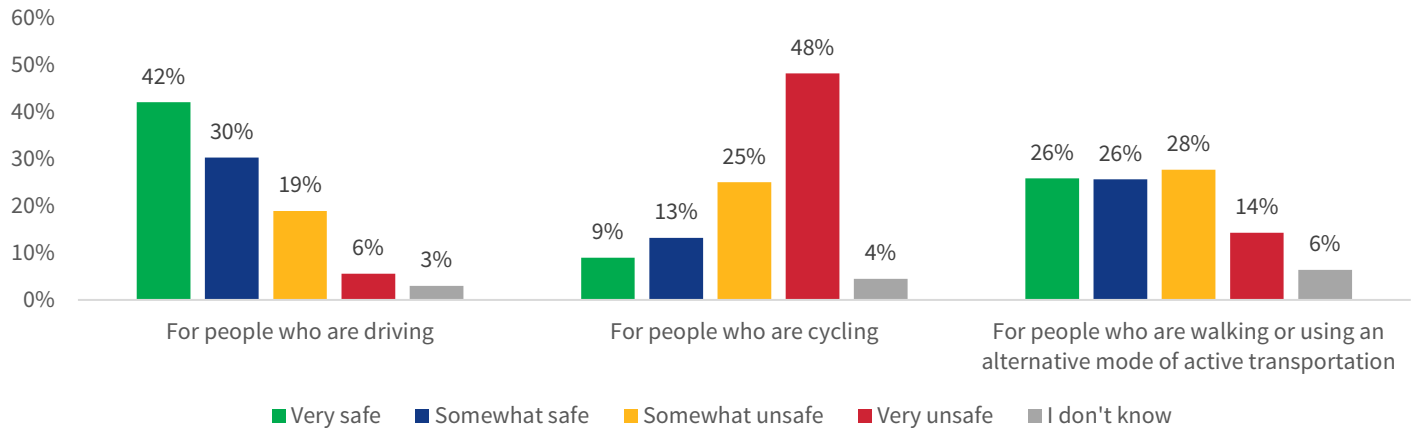
There is a strong desire for a permanent solution. Nearly three out of four respondents (74 percent) understand the difference between temporary and permanent bike lanes and want to see a permanent design in the future.

What we heard – 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).
    - Cyclists showed a similar pattern in the next section. They were asked how safe and comfortable the temporary bike lanes would make them feel. Almost four out of five people who cycle in the area said the lanes would make them feel safer and more comfortable.

Figure 3: Safety for road users on Wellington Crescent

In your experience, how safe is this section of Wellington Crescent currently? Total responses: 2,389.



What We Heard – interim solution

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. See Figure 4 below for the full breakdown by road user group and by those who live nearby.

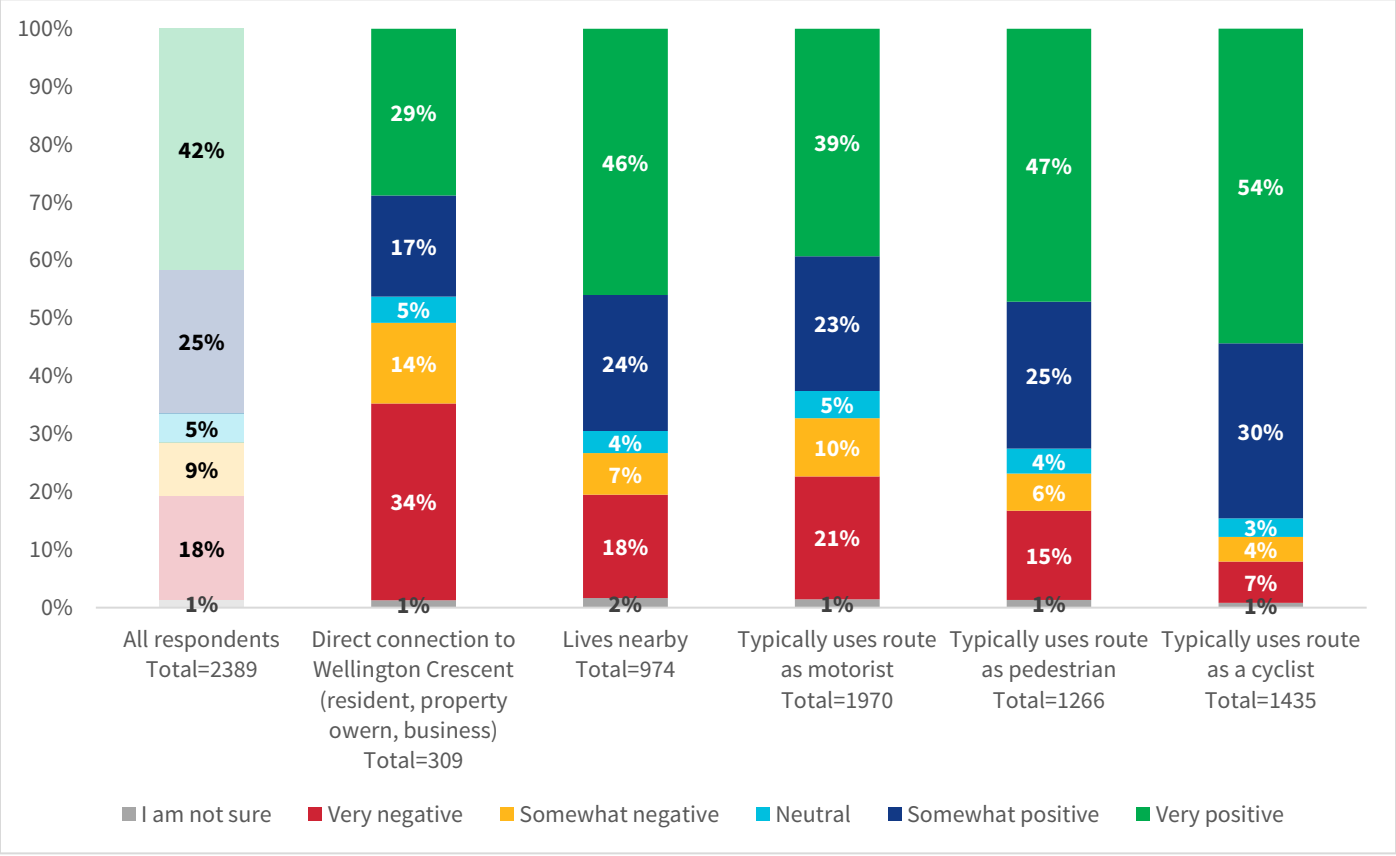
- Not surprisingly, cyclists see the most potential for positive change, with 84 percent of respondents saying their experience will be very or somewhat positive.
- About 34 percent of people who live on or own property along Wellington Crescent think their experience with the changes will be very negative.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

- Further analysis (not shown) revealed stronger feelings among user groups who typically only use the route with a single mode. These respondents made up about 33 per cent of everyone who took the survey. This group is different from the remaining 67 percent of respondents who report using the road in several ways. Among the single-mode users, the pedestrians and cyclists grouping felt more positive about the changes, 78 percent and 88 percent positive respectively. In contrast, the respondent group who only drive more negative perceptions of the temporary lane at 57 percent negative.

Figure 4: Expected impact by connection to Wellington Crescent

Overall, what do you think your experience will be along this section of Wellington Crescent with the temporary changes in place? Total responses: 2,389

Note: Respondents could select more than one option.



Impact of temporary bike lanes on all respondents

- In addition to concerns 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.

Figure 5: Impacts from all respondents

How do you think the changes will affect you? Select all that apply. Total response: 2,389
Note: Respondents could select more than one option.



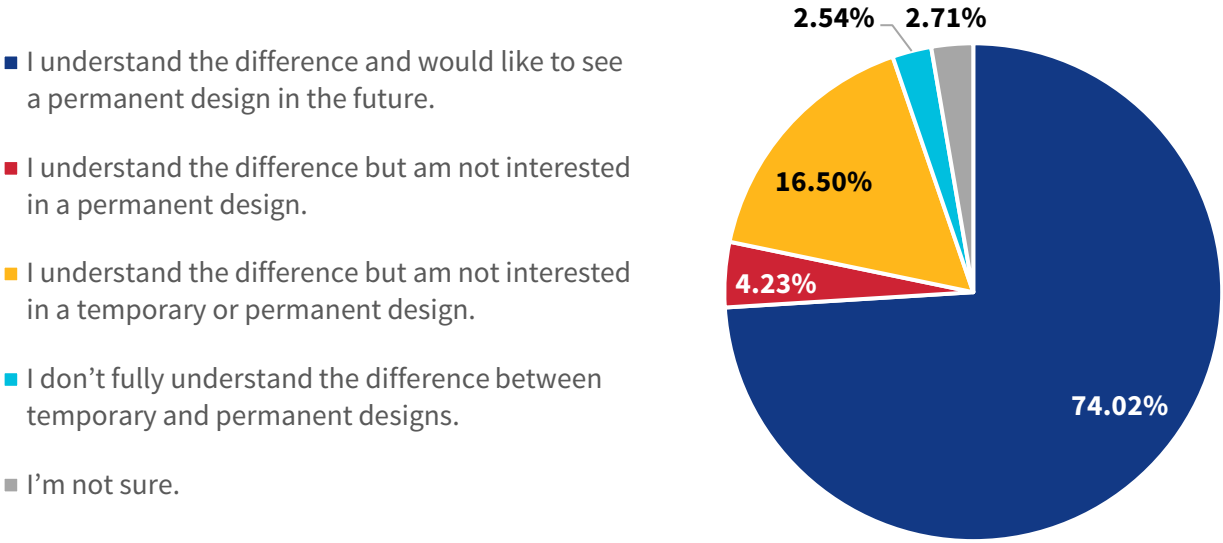
Respondents could also write their own answer by choosing "other." The most common comments were about improving cycling overall (369 comments), wanting permanent bike lanes (242 comments), concerns about speeding vehicles (158 comments), and general support for the temporary bike lanes (145 comments).

What We Heard – permanent bike lanes

- The majority of respondents had clear feelings on the issue – with only 5% saying they didn't understand the difference or were unsure.
- Most people want permanent bike lanes. Nearly three out of four respondents (74%) said they understand the difference between temporary and permanent bike lanes and would like to see a permanent design in the future.

Figure 6: Views on temporary bike lanes and future permanent bike lanes

Which statement best describes your view? Total responses: 2,363.



What we heard – Wellington Crescent residents

A major objective of this engagement was to understand how the changes affect people who live on Wellington Crescent. Below are top concerns from both stakeholder discussions and resident feedback. Detailed findings from work with stakeholders helped us understand each building's unique needs and any possible impacts. Detailed responses to concerns and design updates are listed in the Table 4**.**

Access



Traffic congestion and flow

Rush-hour traffic is currently busy and reduction to two lanes will cause increased congestion due to turning cars blocking the single lane.



Driveway Access

Getting in and out of driveways is already hard, and the changes are expected to make it even harder due to road congestion and bike traffic.

Accessibility

	On-street parking loss	On-street parking reduced with the loss of 29 stalls. Concern of increased walking distance to building visitors.

Loading and deliveries

	Reliance on on-street loading	Response from seven properties indicated reliance on on-street loading for larger vehicles because of barriers on the property.
	Emergency vehicles	Concern that vehicle congestion or bike lanes will get in the way of emergency vehicles.

How feedback was considered

Table 4: What we heard and how it was considered

What we heard	How it was considered
Impact to residents on Wellington Cresent	
Conflict points on Wellington driveways Concern that the bike lane will add more for drivers to watch for, making it harder and more stressful for residents to enter and exit their properties safely. Concern that visibility is already limited. **Survey quote:** *Exit from our garage and driveway requires crossing the bike lane. There are visibility issues for both bikers and residents.*	**Considered, no change recommended:** There are bike lanes on many streets in Winnipeg that have front approaches. Awareness of those crossing the turning path before entering is part of the responsibility of operating a motor vehicle. **Noted for future phases:** Sightline issues will be assessed as part of the permanent study.

What we heard	How it was considered
Emergency and large vehicle access Adding bike lanes and removing vehicles from the curb lane will block fire trucks, ambulances, delivery trucks, and other service vehicles. Concern this will cause safety problems and traffic delays, especially near big apartment buildings with small or limited driveways. **Survey quote:** *FIRETRUCKS… will be blocking ENTIRE lanes while trying to attend emergencies.*	**Considered, no change recommended:** Emergency vehicles are able to park adjacent to the curb. This would block the bike lane and people who are cycling would have to merge with vehicle traffic. This would function similar to how the transit stops will operate.
Property access and parking Seven property owners shared that their properties do not have parking and loading areas that can accommodate large vehicles. **Survey quote:** *We have no onsite area for loading. The street has been used exclusively for moving vans or furniture delivery.*	**Change recommended:** A new loading zone is now being recommended on Cockburn Street south of Wellington Crescent.
Road use	
Traffic congestion & flow Left turns into buildings will create significant backups as single-lane traffic cannot bypass waiting vehicles. Rush hour congestion will worsen as traffic is funneled into fewer lanes**.** **Survey quote:** *I expect very few breaks in westbound traffic. This will make left turns into the apartment and condo buildings for residents and visitors very difficult. Long lines will form behind left turning vehicles.*	**No change recommended:** 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. **To be monitored:** Traffic will be monitored after installation of the interim bike lanes. **Noted for future phases:** The future project will take this issue into account and mitigations will be included in the design.

What we heard	How it was considered
Enforcement and ticketing Without regular police enforcement and ticketing, changes to road design alone will not improve unlawful use of vehicles or bikes. **Survey quote:** *The laws are on the books for the speed of 50 km, but everyone speeds because there are no consequences.*	**Design explanation:** Along with lowering the speed limit, the temporary design uses physical features like narrower lanes and raised crosswalks. These features help signal to drivers that they should slow down and follow the rules, even without constant police enforcement. **Shared with other departments:** Police can enforce the posted speed limit on any road as resources and priorities allow.
Cycling usage and necessity Some respondents questioned whether there are enough cyclists using Wellington Crescent to justify removing a vehicle and parking lane. **Survey quote:** *There is very little bike traffic in the bike lanes in front of our building.*	**To be monitored:** Many people who cycle in the area avoid this segment of Wellington Crescent because the road is not a comfortable or safe place to cycle. This route is a high priority in the City's Pedestrian and Cycling Strategies and is identified as a gap in the cycling network between the newly constructed protected bike lanes on River Avenue and Stradbrook Avenue and the Enhanced Summer Bike Route on Wellington Crescent, west of Academy Road. We will monitor cycling and vehicles to better understand if the temporary bike lane has an impact on how many cyclists use this route.
Loss of on-street parking Concern that removing parking on Wellington Crescent will make it much harder for residents, visitors, seniors, and event attendees to find parking. Worry this will increase competition for limited spaces, push parking onto side streets, and negatively affect daily living and nearby community events. **Survey quote:** *Removing parking from the street—where will people park? There already isn't enough on street parking in the area.*	**Noted for future phases:** On-street parking is available 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.

What we heard	How it was considered
Pedestrian crossings and safety Changes do not do enough to improve pedestrian safety, especially when crossing Wellington Crescent. We heard crossings are already difficult because of traffic, curves, speed, and driver awareness. and More marked crossings, better visibility, and clearer signs are needed to protect people walking. **Survey quote:** *Crossing Wellington at any point is risky.*	**Noted for future phases:** The speed reduction to 40 km/h coupled with the road narrowing is anticipated to bring overall speeds down. The design also proposed a raised crossing at the existing lit pedestrian crossing at Kingsway Avenue. The recommended interim solution is balancing user accommodation and the low-cost, quick build nature of this type of project. The interim solution is focused on adding bike lanes. Pedestrian improvements will be a greater focus in the future permanent design study.
Pavement conditions Poor road and sidewalk conditions already put pedestrians and cyclists at risk. Without fixing pavement, curb cuts, and crossings, painted bike lanes alone will not improve safety and may force cyclists back into traffic. **Survey quote:** *The bike lanes will be of limited value if the potholes and sunken man holes aren't fixed. Cyclists will be forced out of the bike lane into traffic the same as they are now.*	**Noted for future phases:** In the spring of 2026, prior to the installation of the interim bike lanes, Wellington Cresent will be assessed for potholes and repaired as required. Pavement condition will be reviewed as part of the future permanent study.
Limited protection for cyclists Painted lane markings and bollards may not provide sufficient protection for cyclists from vehicle traffic. **Survey quote:** *A little bit of paint and a plastic bollard does not protect the cyclists.*	**Noted for future phases:** The recommended interim bike lane design is balancing comfort for people cycling and the easy implementation/low-cost nature of a quick build project. The design includes a large number of plastic bollards and a 40km/h speed limit. These will help demarcate the bike lane and slow down traffic. The future permanent bike lane is expected to incorporate more permanent, protective measures like concrete curbs separating the bike lane or raising the bike lane to curb height.

What we heard	How it was considered
Impact to vulnerable road users	
Cyclist safety and comfort Respondents said the bike lanes make cycling safer and more comfortable, helping them feel less exposed to vehicle traffic. **Survey quote:** *I will feel more comfortable cycling Wellington—currently I try and avoid it when on my bike because of how close I am to the cars on the road.*	**Design explanation:** Improved cyclist safety and comfort is one objective of the interim bike lanes. The future permanent bike lanes will provide more complete separation between the travel lane and bike lane, further enhancing safety and comfort.
Encouraging active transportation People noted the changes may encourage more residents to walk or bike, use alternative routes, and reduce car traffic. **Survey quote:** *They may encourage more people to use active transportation as it creates an important safe connection.*	**Design explanation:** An interconnected network of safe and comfortable cycling infrastructure is the single most important thing a city can do to encourage more people to cycle, as outlined in the Council approved Pedestrian and Cycling Strategies.
Pedestrian safety and walking environment Some respondents highlighted that separating bikes and vehicles improves pedestrian safety, especially for families, seniors, and children. **Survey quote:** *I like the idea of walking and cycling being separate. Currently cyclists use the sidewalk and the road is dangerous.*	**Design explanation:** The addition of the bike lanes coupled with the 40 km/h speed limit will reduce traffic speeds, improving the pedestrian environment.

What we heard	How it was considered
Process	
Education and adjustment period Respondents expect a learning period as drivers, cyclists, and pedestrians get used to the changes. They feel clear signs, education, and observation—especially early on and in winter—are important to reduce confusion, improve cooperation, and keep everyone safe. **Survey quote:** *There will definitely be a learning curve for drivers, cyclists and pedestrians to adapt to the changes.*	**To be monitored:** The project team will be collecting data following implementation to better understand the impacts of the change. **Design explanation:** Signage will let road users know how they should use the road and when they should be aware to take extra care to watch for other road users. Engagement subscribers, fronting property owners and residents will be informed of the implementation timeline for this project.
Monitoring and evaluation Importance of ongoing monitoring of traffic volumes, speeds, congestion, emergency response times, and traffic diversion to understand the real-world impacts of the interim design and support adjustments where needed. **Survey quote:** ***Have a traffic unit monitor traffic for cycling infractions, speed and noise issues.***	**To be acted on:** Monitoring is an important part of this project. Once the interim bike lanes are implemented the City will be monitoring motor vehicle traffic and cycling use.
Permanent solution Preference for a better, long-term solution that keeps four vehicle lanes while moving bike lanes to the boulevard or placing cycling on one side of the street to reduce conflicts. **Survey quote:** *The Boulevard is wide enough for a bike lanes and pedestrian sidewalk. Won't interfere with traffic.*	**Noted for future phases:** The recommended interim solution is a low-cost, quick build solution. The permanent project will consider higher cost options that use the boulevard space to allow for four vehicle lanes.

What we heard	How it was considered
Delaying permanent bike lanes Respondents expressed concern that temporary bike lanes may postpone or replace a proper, long-term solution. **Survey quote:** *… it will postpone or cancel the installation of a proper solution; which is to have both direction of cycling on the south (westbound) curb*.	**Not a current concern:** The plan is to implement the interim bike lanes and monitor following implementation. This will provide valuable insight for study of permanent bike lanes. The City's multi-year budget: 2026 update included forecasted funding for permanent bike lane design in 2027.

Next steps

Our objective right now is to make sure the temporary bike lanes work as best they can for the community. The feedback gathered through this engagement, along with property-specific concerns that were not included in this report, helped the City refine the interim bike lane design and will help inform future permanent bike lane design.

This summary will be included in a report to Council, seeking their approval for the revised interim solution design

If Council approves, we will:

- Submit another report to Council to reduce the speed limit to 40 km/h
- Hire an engineering consultant to finalize and build the temporary bike lanes
- Begin a traffic and bike monitoring program to collect data along this section of Wellington Crescent
- Initiate a study into permanent bike lanes
    - Funded within the City's **Multi-year budget: 2026 update** for design in 2027

Appendices

Appendix A – Stakeholder report
Appendix B – Online survey results
Appendix C – Promotion
Appendix D – Submissions