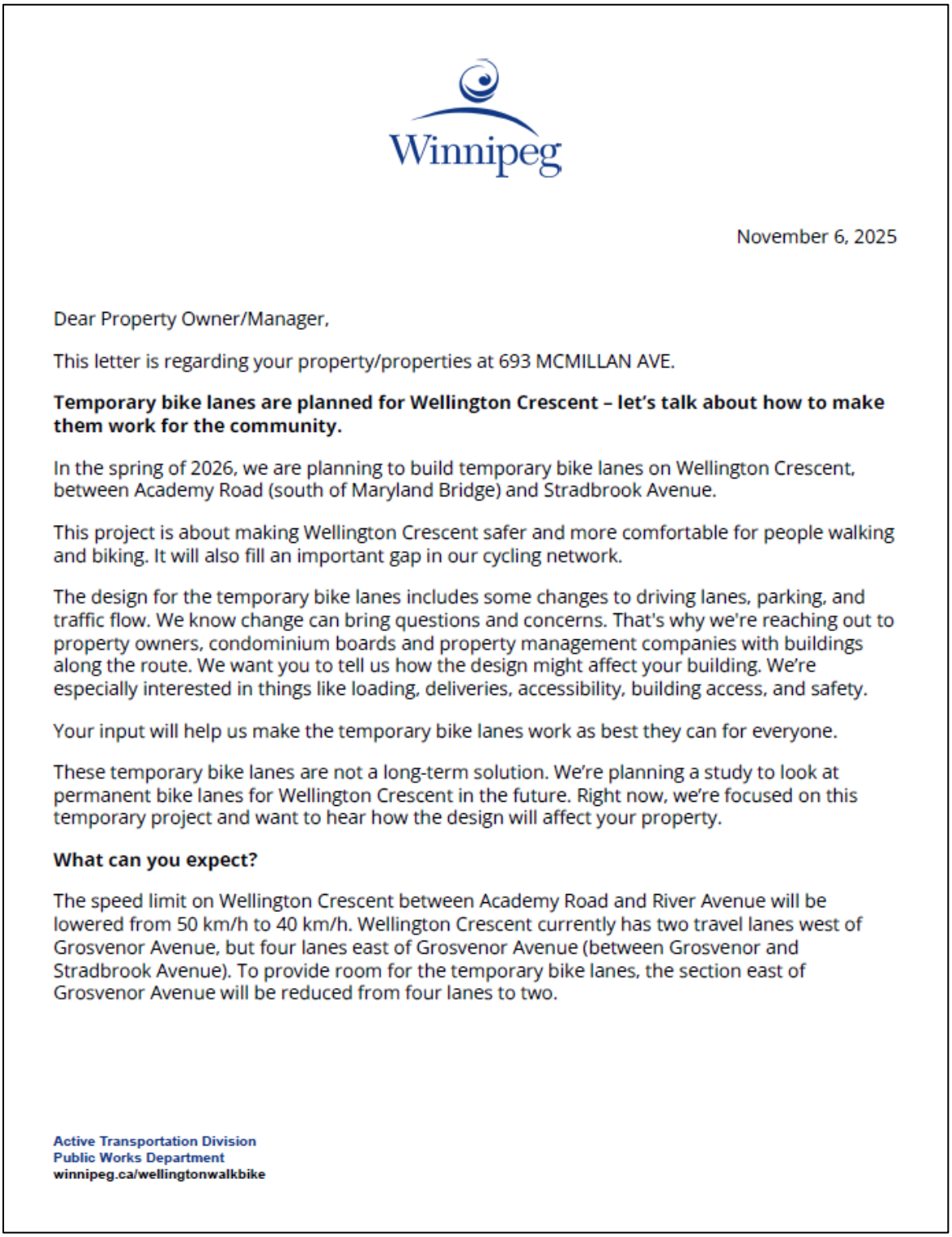
Appendix A – Communication materials

Appendix A – Communication materials

Project notification letter



Winnipeg

November 6, 2025

Dear Property Owner/Manager,

This letter is regarding your property/properties at 693 MCMILLAN AVE.

Temporary bike lanes are planned for Wellington Crescent – let's talk about how to make them work for the community.

In the spring of 2026, we are planning to build temporary bike lanes on Wellington Crescent, between Academy Road (south of Maryland Bridge) and Stradbrook Avenue.

This project is about making Wellington Crescent safer and more comfortable for people walking and biking. It will also fill an important gap in our cycling network.

The design for the temporary bike lanes includes some changes to driving lanes, parking, and traffic flow. We know change can bring questions and concerns. That's why we're reaching out to property owners, condominium boards and property management companies with buildings along the route. We want you to tell us how the design might affect your building. We're especially interested in things like loading, deliveries, accessibility, building access, and safety.

Your input will help us make the temporary bike lanes work as best they can for everyone.

These temporary bike lanes are not a long-term solution. We're planning a study to look at permanent bike lanes for Wellington Crescent in the future. Right now, we're focused on this temporary project and want to hear how the design will affect your property.

What can you expect?

The speed limit on Wellington Crescent between Academy Road and River Avenue will be lowered from 50 km/h to 40 km/h. Wellington Crescent currently has two travel lanes west of Grosvenor Avenue, but four lanes east of Grosvenor Avenue (between Grosvenor and Stradbrook Avenue). To provide room for the temporary bike lanes, the section east of Grosvenor Avenue will be reduced from four lanes to two.

Active Transportation Division
Public Works Department
winnipeg.ca/wellingtonwalkbike

Turn Restrictions

Some turn restrictions are needed to improve safety for people walking and biking. The current road layout creates poor sightlines and allows higher-speed turns, which can be dangerous. The following turns will not be allowed in the temporary design:

- Westbound left turns from Wellington Crescent onto Dorchester Avenue
- Northbound left turns from Dorchester Avenue onto Wellington Crescent
- Westbound left turns from Gertrude Avenue onto Wellington Crescent

Reduced On-Street Parking

We will remove about 29 temporary parking spaces on the south side of Wellington Crescent between Cockburn Street and Wardlaw Avenue. These spots are currently available outside of weekday rush hours (7 a.m. to 5:30 p.m.) and on weekends.

Impact to traffic

We used traffic modeling to look at 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 15-20% 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 you 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

Active Transportation Division
Public Works Department
winnipeg.ca/wellingtonwalkbike

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

To help you understand this project in more detail, we have created a video that provides a visual overview of how the temporary bike lanes will impact Wellington Crescent between Academy Road (south of Maryland Bridge) and Stradbrook Avenue. Detailed drawings are also available.

To view the video and/or the detailed drawings:

Scan the QR code	Visit the project website
	winnipeg.ca/ wellingtonwalkbike

What you need to know about how your input will be used:

You know your street best. Your input will help us fine-tune the design of the temporary bike lanes and guide planning for a long-term solution.

Your voice will be used to:

Understand impacts - We want to know how this project might affect your building, the local area, or your business, so we can answer questions and respond to concerns

Shape what comes next - What we hear now will be shared with decision-makers and will help guide planning for future permanent bike lanes

Your voice matters – it helps us see the full picture of how this project affects the community and what opportunities it can bring. We want to hear from you!

How can you share your feedback?

We are looking for a representative from each property to speak on behalf of the building. We invite property owners, condominium board presidents/directors, and property managers to participate.

Active Transportation Division
Public Works Department
winnipeg.ca/wellingtonwalkbike

We'd like to talk with you in whatever way works best for you.

Want to speak with the Project Team? Email us to set up a Virtual Meeting.

Members of our project team are available to speak with you about the project and record your feedback. Send an email to meghan@dialoguepartners to schedule a virtual meeting.

Prefer to connect by phone?

Call 1-866-269-1276 ext. 106 and leave a message for our project team. We'll return your call to schedule a time to collect your feedback by phone.

Don't have a lot of time? Complete the online survey.

An online survey is available for you to share your feedback. You can access the survey by:

Scanning this QR code	Visiting this webpage
	winnipeg.surveymonkey.com/r/BDQHVWL

How can residents of your building(s) share their feedback?

We also want to hear from residents of condo and apartment buildings, as well as the broader public. Please invite your residents to share their input through the public survey on the project website at winnipeg.ca/wellingtonwalkbike.

For more information and to sign up for project updates, visit our project website at winnipeg.ca/wellingtonwalkbike.

Thank you for your interest and participation in this Walk Bike project.

If you require alternate formats to participate or for more information, please contact:

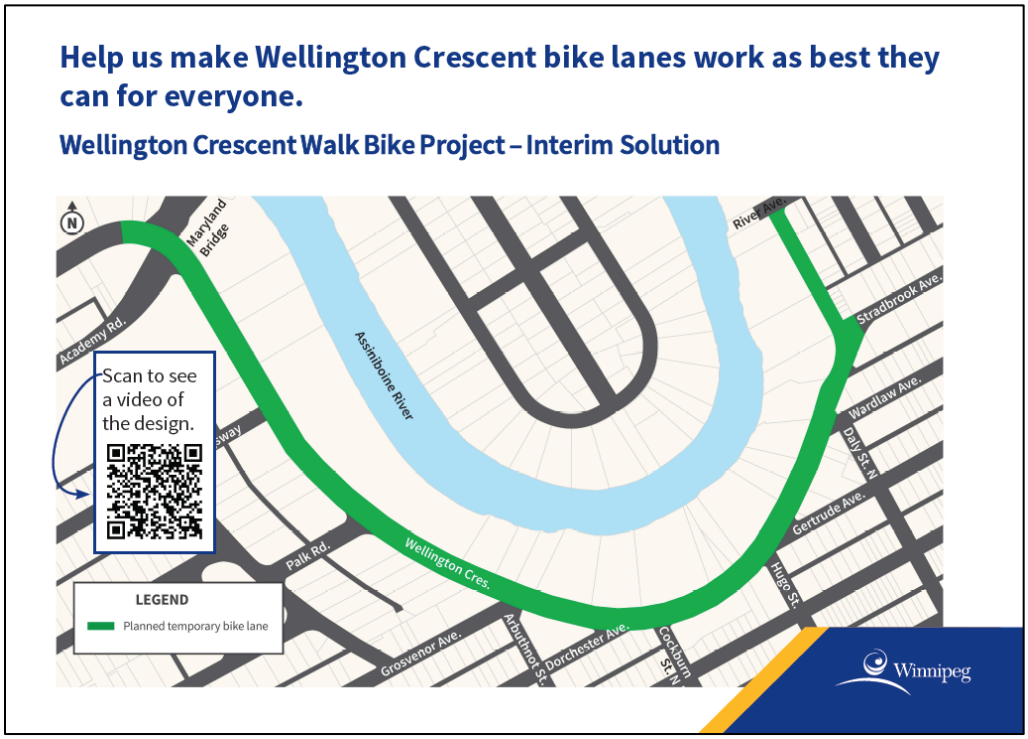
Meghan Cox
1-866-269-1276 ext. 106
Meghan@dialoguepartners.ca

Active Transportation Division
Public Works Department
winnipeg.ca/wellingtonwalkbike

Project postcard

Temporary bike lanes are coming to Wellington Crescent – let's talk about how to make them work for the community.

We're making Wellington Crescent safer and more comfortable for people walking and biking. We're also closing an important gap in the city's cycling network. Your input will help us make adjustments where we can and give us a better understanding of how this project affects the area.


Help us make Wellington Crescent bike lanes work as best they can for everyone.
Wellington Crescent Walk Bike Project – Interim Solution
Maryland Bridge
Academy Rd.
Assiniboine River
River Ave.
Stradbrook Ave.
Wardlaw Ave.
Daly St. N.
Gertrude Ave.
Hugo St.
Cockburn St. N.
Dorchester Ave.
Arbuthnot St.
Grosvenor Ave.
Palk Rd.
Wellington Cres.
Scan to see a video of the design.
LEGEND
Planned temporary bike lane
Winnipeg

Project poster

Temporary bike lanes are coming to Wellington Crescent – let's talk about how to make them work for the community.

We're making Wellington Crescent safer and more comfortable for people walking and biking. We're also closing an important gap in the city's cycling network. Your input will help us make adjustments where we can and give us a better understanding of how this project affects the area.



Learn more and view an animated video of the design

Scan here to link to the video

Complete the survey by December 12, 2025

Scan here to complete the survey

If you have questions or require alternate formats or accommodations to participate, please contact:

204-986-4243

wellingtonwalkbike@winnipeg.ca

winnipeg.ca/wellingtonwalkbike

Winnipeg

Appendix B – Submissions from stakeholders

Appendix B – Submissions from stakeholders

Email 1 – December 1, 2025

From: The Board of Directors, [number deleted] Wellington Crescent

Please note that the following is not a consensus of our building owners/residents; given the shortsightedness of the City to not consult with/engage those who live along the proposed 'strip' of Wellington Crescent, we have not had ample opportunity to ensure that ALL of our voices heard! Hence the following is based on informal conversations with residents/owners in our building – rather than an accurate reflection of all concerned.

1. **What level of impact will the project design have on how vehicles or people access your property (for example: driveways, parking areas, sidewalks)?**
    - None
    - Low
    - Medium
    - **X** High

      If you answered Medium or High please provide additional information.

Most importantly, our building at [number deleted] Wellington Crescent 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! Based on the planned reduction to 2 lanes, emergency vehicles, as well as larger delivery and moving vehicles to name a few, would have no choice but to park in the only traffic lane in front of our building. This would result in many traffic tie-ups due to no second lane for vehicles to travel in! The bike lane may be an option for these emergency vehicles – IF there are no bollards placed directly in front of our building.

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! This will be an issue for every condo along this strip, as well as for any vehicular traffic coming from the River Ave direction attempting to turn left onto a street along this strip.

2. **What level of impact will the project design have on your property's accessibility? Accessibility means making sure people of all ages and abilities can use a space.**
    - None
    - Low
    - Medium
    - **X** High
    - If you answered Medium or High please provide additional information.

See response to #1 as this applies to accessibility as well

3. **What level of impact will the project design have on loading and deliveries at your property?**
    - None
    - Low
    - Medium
    - **X** High
    - If you answered Medium or High please provide additional information.

See response to #1 as this applies to loading/deliveries as well.

4. **What safety concerns, if any, do you have about the temporary bike lanes and road changes?**
    - None
    - Low
    - Medium
    - **X** High
    - If you answered Medium or High please provide additional information.

Our building, like many others on this ‘strip’, is populated primarily with 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! An additional crosswalk between Hugo and Stradbrook is much needed! This would also have the added benefit of slow traffic.

Removing parking along this strip is also a safety concern as some residents and many visitors to the area will have to park on side streets where parking is already at a premium, especially at night! This is not only an inconvenience, but also a safety concern – especially for the elderly.

On a positive note, pedestrian safety will be improved by creating a segregated bike lane and by calming traffic with fewer turns and a lower speed limit. Currently, because of the known dangers of this section of Wellington Crescent, bicycles and scooters, etc often use the sidewalk. This is a big risk for older pedestrians, in particular. The opportunity to calm traffic on this purely residential street is welcome. This will also improve pedestrian safety. The planned Reduction to access at several uncontrolled intersections is appreciated, as these intersections are particularly hazardous.

5. **Which statement best describes your view in regards to the difference between the temporary bike lanes and a future permanent design:**
    - **X** I/we understand the difference and would like to see a permanent design in the future.
    - I/we understand the difference and am/are not interested in a permanent design.
    - I/we understand the difference and am/are not interested in either a temporary or a permanent design.
    - I/we don't fully understand the difference between temporary and permanent designs.
    - I'm/we're not sure.

We understand that this temporary design is a 'trial run' for a permanent solution. However, deleting not one but 2 lanes of traffic is very shortsighted – the number of cyclists on this strip does not warrant a full vehicular lane in both directions being deleted! Why was using ONE vehicular traffic lane not considered as a temporary solution? This would maintain the parking spots and perhaps allow for several much needed turning lanes.

Why was the amount of vehicular and cyclist traffic on this strip not formally assessed? This may have provided additional insight re: the proposed temporary and longer-term plan for this project. Were speed bumps along this strip considered? This would be an easy fix to reduce the speed at which too many vehicles travel here! Ideally, bike lanes that run alongside/abutting the sidewalks would be ideal - along with the reduction in speed limit to 40 will go a long way to make our street safer for pedestrians, cyclists, and drivers.

6. **Is there anything else you'd like City staff or Council to understand about this project?**

It is very unfortunate that the City did not consult with residents/owners earlier in the planning for this temporary solution, as the proposed temporary plan appears to focus only on the voice of the cyclists.

Thank you again for the opportunity to provide this feedback.

Best regards,
[Name deleted]

Email 2 – December 3, 2025

Winnipeg Condominium Corporation [number deleted] – [number deleted] Wellington Crescent

Submission - Proposed Bike Lanes
We are writing in response to the proposed changes presented in the recent video outlining modifications from Academy/Maryland (Wellington West) through to Wellington at River/Stradbrook (Wellington East). After reviewing the plans, we have several concerns regarding traffic flow, safety, and access to residential properties.

In order of the video:

1. Maryland Bridge Access – Removal of the Dedicated Right Turn Lane
Eliminating the turn lane toward Academy and the Maryland Bridge will cause significant congestion. Currently, right-turning vehicles can safely turn on red. With only a single through-lane, right-turning traffic will be forced to wait behind vehicles proceeding straight, resulting in substantial delays, particularly during peak travel times.

2. Grosvenor Interchange – Reduction to One Turn Lane
The redesign reduces the existing two turn lanes from Grosvenor onto Wellington Crescent to just one. For residents exiting our parking garage and attempting to travel east, this will increase wait times at the Grosvenor stop sign. A single turn lane will require “zipper merging,” forcing residents to rely on other drivers yielding space. This change reduces efficiency and increases frustration for all road users.

3. Access to [number deleted] Wellington
For westbound drivers on Wellington, it appears left-turn access across the centre line into our front parking area may be removed. The continuous yellow line and dedicated left-turn arrows at Grosvenor suggest this movement will no longer be permitted. Additionally, the proposed centre-line barrier appears to prevent left turns when exiting

our front parking area, which would make our building the only property on the Crescent without this option.

4. Dorchester Access Restrictions
The proposal prohibits left turns from Dorchester onto the Crescent, forcing residents to detour via McMillan and then north on Cockburn to reach Wellington—a rerouting that shifts traffic onto residential streets. Further, westbound access to Dorchester from Wellington would be eliminated. Our residents rely on Dorchester to reach our indoor parkade, located at the rear of our building. This change forces unnecessary circulation through residential streets to access our parkade.

5. Overall Congestion and Emergency Response Impacts
Reducing Wellington Crescent to a single lane in each direction will create significant backups throughout the corridor, especially at peak hours. This raises serious concerns for emergency response. With only one lane, vehicles will have no space to pull aside, potentially delaying critical services. For example, fire trucks first-responding to Hampton Green (323 Wellington Crescent) cannot access their ramp due to the portico height and must park on Wellington, which would effectively block all westbound traffic. Emergency vehicles, including ambulances travelling to HSC and St. Boniface Hospital, frequently rely on Wellington Crescent as the most efficient route.

Conclusion
While we support efforts to enhance safety and livability along Wellington Crescent, the current proposal creates substantial access issues and traffic inefficiencies for residents and commuters. We urge the City to reconsider the elements related to left-turn access, lane reductions, and the Maryland Bridge approach. We would also support interim speed-limit reductions while a permanent solution is pursued—one that makes use of existing boulevard space and maintains two travel lanes on Wellington Crescent.
Thank you for the opportunity to provide feedback.

Winnipeg Condo Corporation [Number deleted]

[Addressed deleted]

[Name deleted]

[Phone number deleted]

Email 3 – December 7, 2025

Dear Wellington Crescent Walk Bike Project Group,

We have lived at [address deleted] since 1971 and as you can imagine have seen quite a lot of changes. Over the last 5 to 10 years on our streets and around its intersections we have seen a huge increase in traffic volume, speed, aggressive driving and many close calls or potential accidents between cars, pedestrians and cyclists. 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. It is highly commendable and long overdue.

We walk in the neighbourhood a lot but when we walk on Wellington Crescent we do so with great caution. The intersection of Dorchester, Cockburn and Wellington is particularly dangerous for pedestrians and bicyclists. Drivers are distracted by difficult left hand turns particularly onto Cockburn when trucks or cars are parked right up to the Wellington sidewalk.

As well many cyclists use the sidewalk on the South side of Wellington to avoid the hazardous roadway. These cyclists often travel at speed so pedestrians are vulnerable as are the cyclists themselves at that intersection. Providing cyclists lanes will get these bikes off the sidewalks. It's amazing there haven't been more serious accidents.

We welcome change that will protect both pedestrians and cyclists on the stretch of the Crescent from Stradbrook to Academy.

Overall we liked what we saw in your plan. We would suggest a few tweaks. We view the temporary aspect as a positive, in that the City is going to do something soon. In our view there's a lot of good thinking in this proposal.

Our concerns centre around the corners of Wellington-Dorchester-Cockburn. From our observations many drivers turn left on and off these intersections ultimately going to or coming from Corydon avenue probably trying to avoid other routes and controlled intersections. Neither Cockburn nor Dorchester, both residential streets, are designed to take this level of traffic. Traffic from Wellington currently turns onto Dorchester in high volumes and at high speeds trying to get past oncoming traffic. The street was

narrowed substantially when it was resurfaced several decades ago so with parked cars and pedestrians crossing and bikers it has become very dangerous. That traffic should in our view be directed via Wellington Crescent to Hugo and Grosvenor which have controlled intersections. This would make left hand turns safer and help facilitate the traffic to flow onto Corydon which is a main traffic corridor.

It is critical that the back lane between Dorchester and MacMillan 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.

We would suggest restricted left hand turns on and off of Cockburn in the same vein as the proposed restricted left hand turns on and off of Dorchester. As with Dorchester such left hand turns dangerously cross over high volumes of opposing traffic including cars and buses and the very vulnerable pedestrians and cyclist traffic.

In addition parking should be restricted from the corner of Cockburn and Wellington to the Dorchester back lane. Often there are vans, trucks or large vehicles parked there that obscure drivers' sight lines. Restricting parking by at least two car lengths, will improve vehicle drivers' sight lines helping them to see pedestrians and cyclists coming down Wellington on the Southside. If left hand turns continue to be allowed from Cockburn onto Wellington this parking restriction will also help drivers see traffic coming from the left.

All of these changes will rightly push more traffic onto Hugo and Grosvenor which are both controlled intersections. To accommodate this increase in volumes we think the corner of McMillan and Hugo should become a four-way stop.

[Name deleted]
[Address deleted]
Winnipeg

Submission – Neighbours for a Safe Wellington Crescent

Wellington Bike Lane Pilot Project: How Did We Get Here?

A submission to the City of Winnipeg's Office of Public Engagement

December 2025

Introduction

On December 8, 2025 the working group for a Safe Wellington Crescent was invited by the Office of Public Engagement to provide an overview of our activities regarding the Wellington Bike Lane Pilot Project (aka the interim solution).

Who We Are

The working group grew from a handful of neighbours to a team of about 30, including representation from numerous condominium buildings, homeowners, and renters from Wellington and the adjacent streets. Over the last six months we have held a number of events in the community.

What We Have Done

- A picnic in Munson Park on September 27, 2025 attended by about 80 members of the community. The attendees were overwhelmingly in favour of the pilot project, and the working group displayed a diagram of the proposed pilot project, explaining it to guests.
    - Community members enthusiastically wanted any safety improvements made, as soon as possible. People unanimously noted how dangerous the driving is on Wellington and how hard it is for pedestrians and bike riders to travel safely along Wellington.
    - People wanted something to change immediately to address concerns.
    - While there were various concerns with the pilot and additional changes people would have liked to see implemented, the main takeaway was that anything was better than the current conditions on Wellington.
- A community walk on October 17, 2025 to tour about 30 neighbours through the pilot project area, explaining what would be changing and where, based on the City's plan.
    - Participants noted the fast driving along Wellington and dangerous turning as drivers tried to turn onto Wellington from side streets.
    - We noted the places where it felt dangerous to cross, particularly the slip lane at Gertrude, the crossing at Cockburn, the crossing at Dorchester.

- Lemonade stands were set up on Wellington at Hugo to facilitate conversations with neighbours out on walks, to ensure they were aware of the pilot project and the upcoming though yet-to-be publicized consultation.
    - Neighbours noted how dangerous it feels to cross Wellington and even to walk down Wellington with the driveways, intersections, and sliplanes.
    - Every person recounted multiple close calls and dangerous/scary interactions with cars.
    - Neighbours noted the excessive speed along Wellington.
    - Cyclists commented on how unsafe it felt to ride along Wellington.
    - People especially noted the challenges of crossing Wellington for elderly and disabled people and families with small kids.
    - Every time we did a lemonade stand we witnessed dangerous driving and near-misses where pedestrians were almost hit by cars doing something dangerous.
- Hot chocolate stands were set up at Wellington/Hugo and at 'Late Nights on Lilac' when the weather turned.
    - The vast majority of people were strongly in favour of safety improvements on Wellington crescent, as soon as possible. We also had people driving by who honked their support to our "Do You Want a Safe Wellington?" sign.
    - There were only 4 out of approx 70 people (across two hot chocolate stands) who were strongly opposed because they just don't like bike lanes. A few other people were in favour of safety changes but had concerns about congestion and loss of visitor street parking.
- Lobby Meet & Greets
    - Most residents are supportive of increased safety (pedestrian, cyclists, motorists etc). - Many residents are concerned about the lack of law enforcement (speeding, distracted driving, cyclists and motorized transportation that are not vehicles (electric scooters, etc..) using the pedestrian sidewalks).
    - Several tenants said reducing the speed limit was a good idea. Also a dedicated bike line would make it safer for pedestrians.
    - Some tenants were concerned about having to watch for both pedestrians and cyclists when entering and leaving the apartment parking space. One also noted that the fire truck that responds to medical emergencies in the building parks in front.

    - The group learned that the City's postcards, announcing the public survey, were not delivered consistently within condominium blocks. To address this, we obtained postcards and distributed them at our hot chocolate stands and representatives in condominium blocks distributed them as well.
- Kelvin students promoted the survey through the Youth in Philanthropy class.
- Working group members did door-knocking and flyering of Wellington and adjacent areas.
    - Most neighbours expressed concerns about the safety of Wellington Cres as currently configured, citing vehicle speeds, volume of traffic, and difficulty crossing Wellington and connecting side streets as a pedestrian, especially Cockburn, Dorchester, and Gertrude.
    - Many neighbours knew about the proposed bike lane and expressed confusion that it hadn't been implemented yet. Those who had been following the project more closely were more likely to express frustration with city council for delaying the project.
- City staff asked to meet with the working group.
    - This meeting was held on December 8, 2025 with about 30 people in attendance.
    - The meeting was positive, informative and constructive, and all in attendance were grateful to Natalie Geddes and Chris Baker taking time out of their evening to meet with us.

What We Have Heard

Throughout our many, many interactions with neighbours and community members, the working group heard from hundreds of concerned citizens eager to see improvement in road safety.

Residents we've spoken with find the speeds on Wellington excessive, making it hard to cross the street on foot, or even to exit the driveways of their condominium complexes by car, and that traffic speeds and close passes make it dangerous for cycling. Last year alone, there was one cycling fatality, several documented injuries and near-misses, plus likely many more incidents never reported. Clearly, this stretch of road needs urgent attention and change to make it safe for people on foot, on bikes, on mobility aids and in cars.

We heard overwhelmingly positive support for the City's pilot project. Only a handful of residents expressed opposition to the pilot project. Acknowledging Council's previous investments in road safety and active transportation policy and infrastructure, we encourage

Council to proceed to implement the pilot project in early 2026, without further delay, with close monitoring of its effects on safety as well as any impacts on the neighbourhood. We further encourage Council to pursue the long-term solution to provide full protection of vulnerable road users to make Wellington a safe walkable, bikeable and driveable place.

Submitted in good faith,

Neighbours for a Safe Wellington Crescent
December 2025

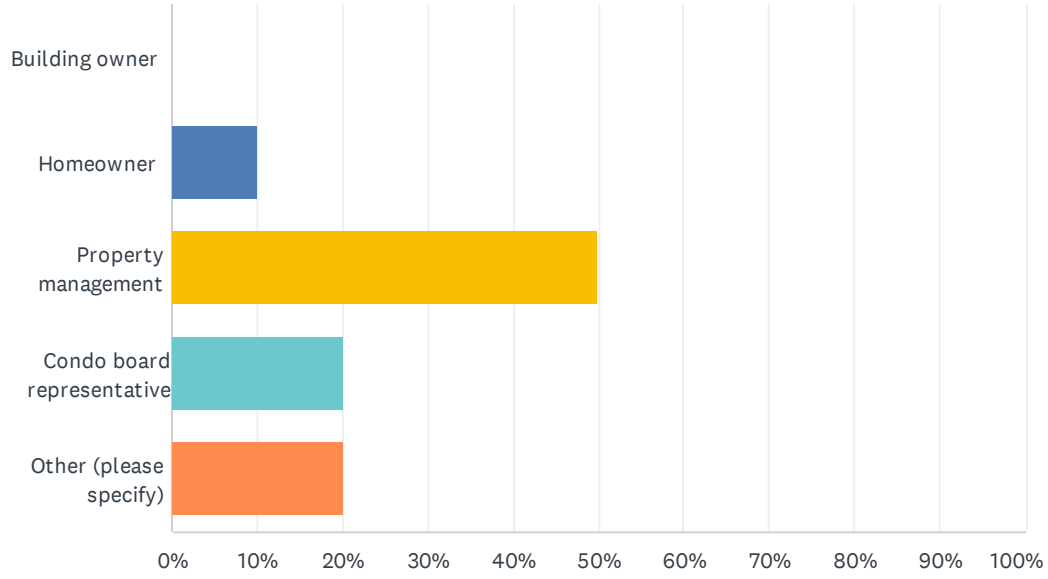
Appendix C – Survey results

For surveys, add this note:

Please note: the views expressed in the verbatim survey comments are those of residents and are not those of the City of Winnipeg. The City of Winnipeg reviews comments to analyze feedback and remove comments that are inconsistent with our moderation policy.

Q3 Which of the following best describes your relationship to this address:

Answered: 10 Skipped: 0

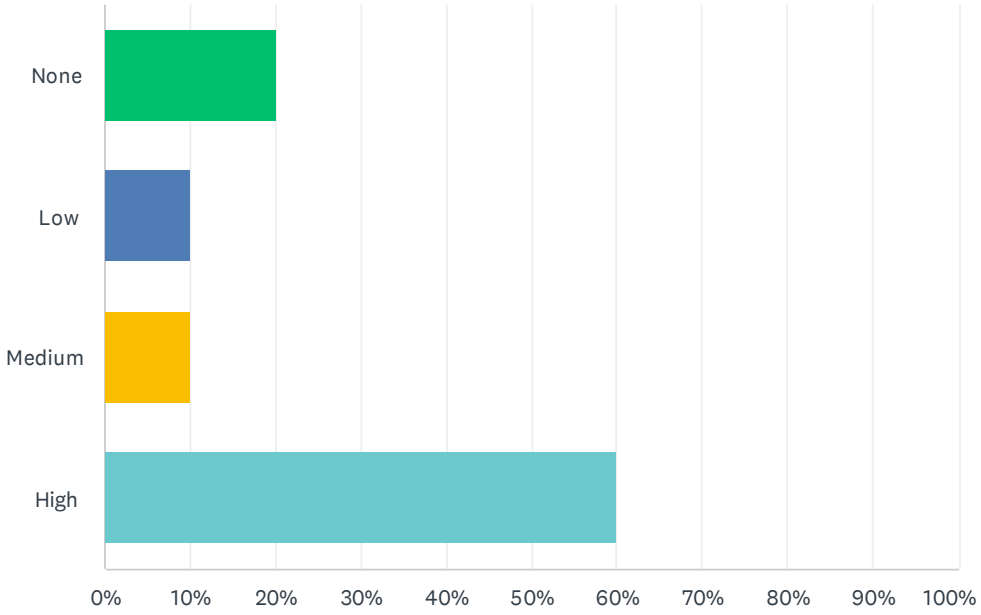


ANSWER CHOICES	RESPONSES	
Building owner	0.00%	0
Homeowner	10.00%	1
Property management	50.00%	5
Condo board representative	20.00%	2
Other (please specify)	20.00%	2
TOTAL		10

#	OTHER (PLEASE SPECIFY)	DATE
1	Osborne Village BIZ	12/2/2025 12:52 PM
2	President of Unit Owner Board for WCC No. 484	11/22/2025 4:52 PM

Q5 What level of impact will the project design have on how vehicles or people access your property (for example: driveways, parking areas, sidewalks)?

Answered: 10 Skipped: 0



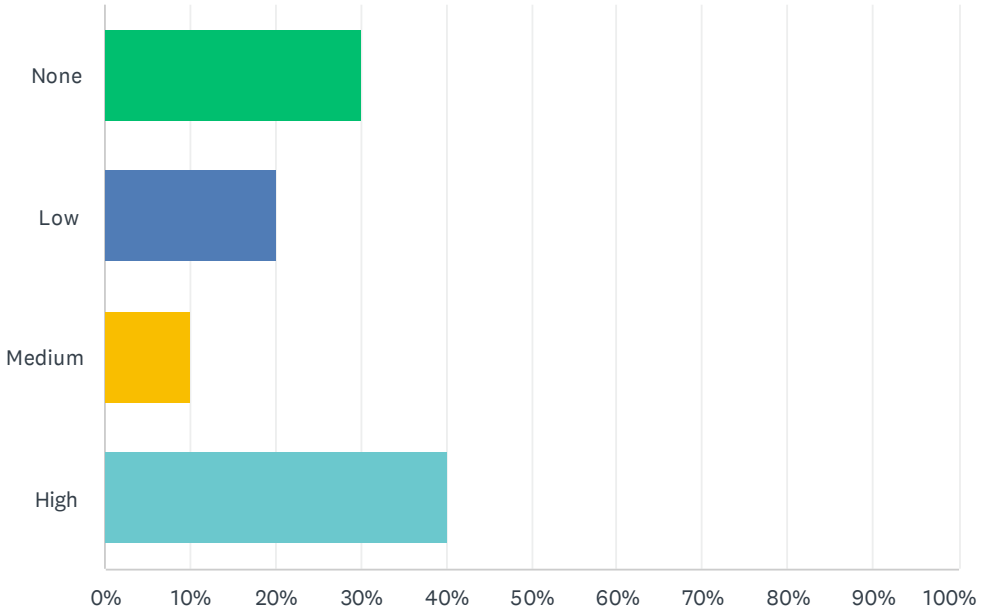
ANSWER CHOICES	RESPONSES	
None	20.00%	2
Low	10.00%	1
Medium	10.00%	1
High	60.00%	6
TOTAL		10

#	IF YOU SELECTED MEDIUM OR HIGH, PLEASE EXPLAIN. INCLUDE ANY DETAILS ABOUT CHANGES TO VEHICLE OR PEDESTRIAN ACCESS THAT MAY AFFECT YOU.	DATE
1	With one lane of traffic it would make it very difficult exiting and would cause major back up of traffic getting into the property. I don't think the city has considered how many people live on Wellington Crescent. Getting in and out of our building will cause a lot of problems.	12/12/2025 12:04 PM
2	Due to our unique location, our exit is literally at the focal point of 4 roads (both directions on Wellington, plus 2 intersecting side streets where vehicles turn from). This is made worse by the curve on Wellington on the left creating a blind spot. While there can be bicycles present, a dedicated bike lane, especially approaching from the left would encourage more opportunities for collisions. Given the "plan" to single lane the street for vehicular traffic may appear to reduce risks, it will bottle up traffic likely resulting in less gaps for which to allow for save traffic merges from our property. Reducing the speed may help, but will also jam up the flow of traffic.	12/12/2025 11:57 AM
3	The property is located right at an intersection with traffic lights. It already is difficult to exit the property due to traffic. Reducing Wellington to one lane will result in increased back up of	12/11/2025 1:10 PM

	traffic and increased difficulty entering and exiting the property in a timely manner.	
4	This change will significantly improve the safety of family and friends parking in front of our place, and exiting their vehicle and walking across the street.	12/9/2025 9:47 AM
5	People park on Wellington in front of the building.	12/2/2025 7:19 PM
6	Please note that the following is not a consensus of our building owners/residents; given the shortsightedness of the City to not consult with/engage those who live along the proposed 'strip' of Wellington Crescent, we have not had ample opportunity to ensure that ALL of our voices heard! Hence the following is based on informal conversations with residents/owners in our building – rather than an accurate reflection of all concerned. Most importantly, our building at 237 Wellington Crescent 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! Based on the planned reduction to 2 lanes, emergency vehicles, as well as larger delivery and moving vehicles to name a few, would have no choice but to park in the only traffic lane in front of our building. This would result in many traffic tie-ups due to no second lane for vehicles to travel in! The bike lane may be an option for these emergency vehicles – IF there are no bollards placed directly in front of our building. 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! This will be an issue for every condo along this strip, as well as for any vehicular traffic coming from the River ave direction attempting to turn left onto a street along this strip.	12/1/2025 12:59 PM
7	Our building entrance is cramped and difficult for delivery, moving trucks, trade equipment such as lifts and material delivery, emergency vehicles, etc. to navigate off and back onto Wellington Cr. Turn radius is cramped. Reduction of width of unrestricted traffic lanes off and back onto WC will compound existing limitations.	11/22/2025 5:28 PM

Q6 What level of impact will the project design have on your property's accessibility? Accessibility means making sure people of all ages and abilities can use a space.

Answered: 10 Skipped: 0

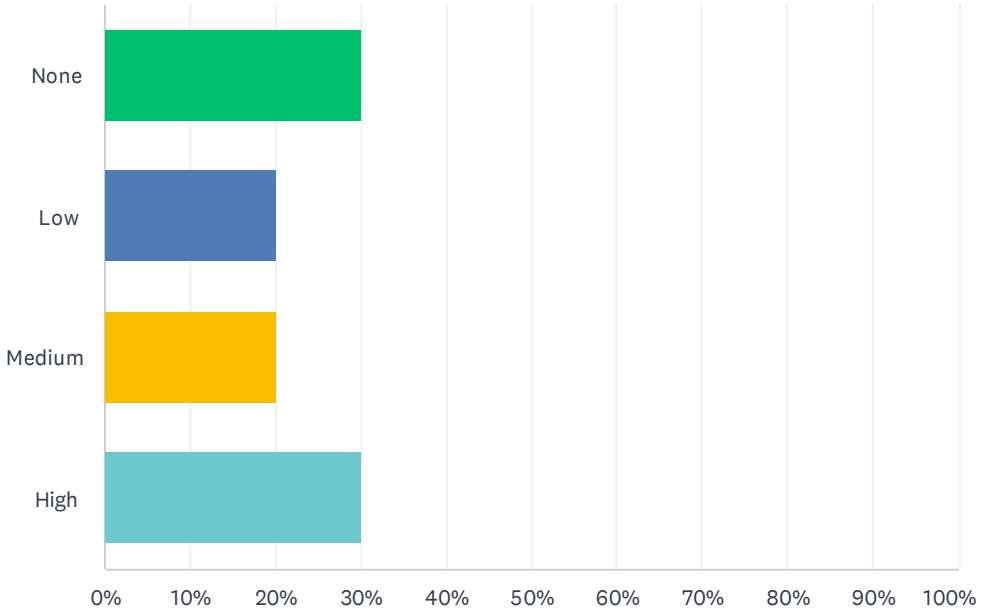


ANSWER CHOICES	RESPONSES	
None	30.00%	3
Low	20.00%	2
Medium	10.00%	1
High	40.00%	4
TOTAL		10

#	IF YOU SELECTED MEDIUM OR HIGH, PLEASE EXPLAIN. PLEASE INCLUDE A DESCRIPTION OF ANY UNIQUE VEHICLES THAT MUST BE ACCOMMODATED.	DATE
1	Things will be much more congested.	12/12/2025 12:04 PM
2	Visitors of residents on Wellington who may have mobility impairments will be impacts as access to close street parking will be essentially eliminated. Some properties have limited visitors parking to begin with and this removes accessible parking on the street.	12/11/2025 1:10 PM
3	For the same reason people will feel safer negotiating the street. And disabled guests will be safer removing wheelchairs and crossing the street.	12/9/2025 9:47 AM
4	See response to #1 as this applies to accessibility as well	12/1/2025 12:59 PM
5	Access to our Building depends almost exclusively upon the WC entrance. We do have a ramp off Grosvenor down into our underground parkade, but this point of access is extremely limited as to height and size of vehicles that can enter our parkade. No relief is available via the parkade ramp from the problems set out above.	11/22/2025 5:28 PM

Q7 What level of impact will the project design have on loading and deliveries at your property?

Answered: 10 Skipped: 0



ANSWER CHOICES	RESPONSES	
None	30.00%	3
Low	20.00%	2
Medium	20.00%	2
High	30.00%	3
TOTAL		10

#	IF YOU SELECTED MEDIUM OR HIGH, PLEASE EXPLAIN.	DATE
1	It will make it very difficult for Moving trucks, Gargage and recycling trucks getting in and out of the entrances and exits which will back up the traffic.	12/12/2025 12:04 PM
2	Delivery trucks will have fewer speedy cars to have to deal with.	12/9/2025 9:47 AM
3	There is no parking lot at our property. Amazon deliveries etc will have trouble.	12/2/2025 7:19 PM
4	See response to #1 as this applies to loading/deliveries as well	12/1/2025 12:59 PM
5	The mock-up video provided does not accurately depict the proximity of the entrance next to our property for Executive House or the angle and short length and width of the entrance lane and exit lane at the front of our property. Large vehicles frequently drive over our curbs and rock protection of paved areas on our property because insufficient room is already available for them to readily negotiate access and egress from our property. If deliveries and emergency vehicles cannot use our entrance way to gain access to our building that might normally require them to park around the corner on Grosvenor however in that area next to our building there is only one vehicle lane going west on Grosvenor at the corner - not a realistic alternative. Currently fire engines often park on WC when attending condo buildings on the westbound lane due to problems accessing residential buildings with high populations of aging	11/22/2025 5:28 PM

	residents. Bike lanes on both sides of WC and resulting reduction to single car lanes will make this situation even more difficult/impossible.	

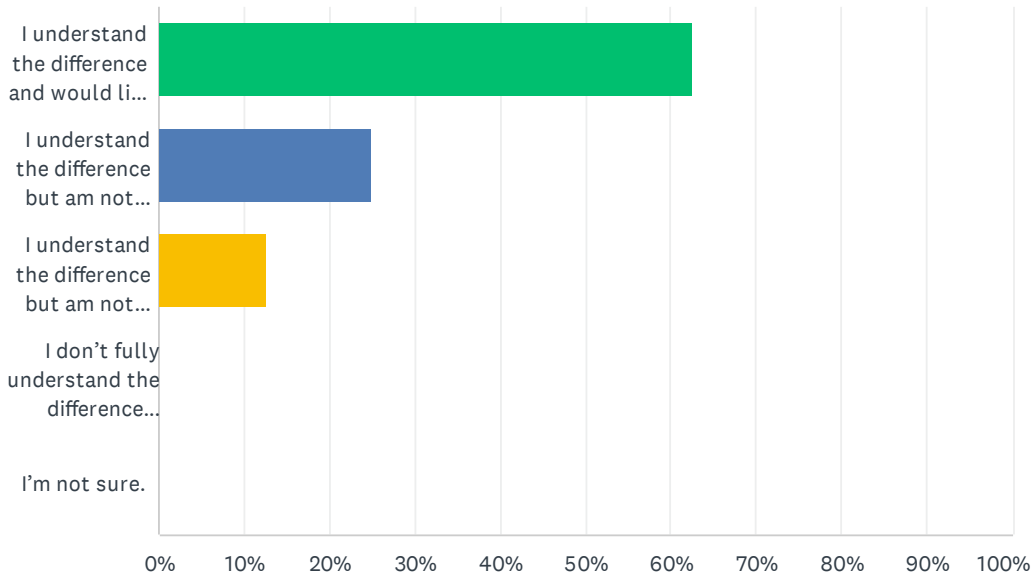
Q8 What safety concerns, if any, do you have about the temporary bike lanes and road changes?

Answered: 8 Skipped: 2

#	RESPONSES	DATE
1	My main concerns are about delivery trucks on the eastbound lanes of wellington. Frequent amazon and other delivery vehicles stop in the current curbside lane while unloading deliveries, and I hope there will be surveillance to ensure they do not continue to do so, as this would block the bike lanes and force cyclists to divert into traffic. This has been a significant problem along many intermittently bollarded bike lanes in dense areas (ie downtown!), and signage with listed fines for blocking bike lanes may need to be added to the length of the road as well as no parking/stopping anytime signs.	1/12/2026 9:27 AM
2	I am very much concerned. Those who don't live here have no idea the amount of traffic Wellington Crescent received daily. I am certainly not for this.	12/12/2025 12:04 PM
3	Biggest concerns lie with the safety of trying to exit our property via the driveway.	12/12/2025 11:57 AM
4	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.	12/11/2025 1:10 PM
5	I have no concerns with safety with the changes in place. This change will increase safety of pedestrians and cyclists in our area	12/9/2025 9:47 AM
6	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! An additional crosswalk between Hugo and Stradbrook is much needed! This would also have the added benefit of slow traffic. Removing parking along this strip is also a safety concern as some residents and many visitors to the area will have to park on side streets where parking is already at a premium, especially at night! This is not only an inconvenience, but also a safety concern – especially for the elderly. On a positive note, pedestrian safety will be improved by creating a segregated bike lane and by calming traffic with fewer turns and a lower speed limit. Currently, because of the known dangers of this section of Wellington Crescent, bicycles and scooters, etc often use the sidewalk. This is a big risk for older pedestrians, in particular. The opportunity to calm traffic on this purely residential street is welcome. This will also improve pedestrian safety. The planned Reduction to access at several uncontrolled intersections is appreciated, as these intersections are particularly hazardous.	12/1/2025 12:59 PM
7	none	11/25/2025 5:13 PM
8	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. The WC/ Grosvenor intersection is extremely prone to accidents. I have occupied a Unit overlooking that intersection since 2005 and estimate that there are at least 4 vehicle/bike/pedestrian accidents at that corner each year.	11/22/2025 5:28 PM

Q9 Which statement best describes your view?

Answered: 8 Skipped: 2



ANSWER CHOICES	RESPONSES	
I understand the difference and would like to see a permanent design in the future.	62.50%	5
I understand the difference but am not interested in a permanent design.	25.00%	2
I understand the difference but am not interested in a temporary or permanent design.	12.50%	1
I don't fully understand the difference between temporary and permanent designs.	0.00%	0
I'm not sure.	0.00%	0
TOTAL		8

Q10 Is there anything else you'd like City staff or Council to understand about this project?

Answered: 7 Skipped: 3

#	RESPONSES	DATE
1	This proposed plan is an encouraging and meaningful step from the City of Winnipeg to improve cyclist and pedestrian safety in our densely populated areas. The Osborne Village Biz fully supports this effort and hopes that the City will implement further traffic calming, safety-first solutions to Osborne Village as well. This is a long overdue first step to towards filling dangerous gaps in our cycling infrastructure! Great work!! Let's keep moving forward with life saving changes.	1/12/2026 9:27 AM
2	How many of the City Staff or Council live on Wellington Crescent? I'm assuming from this project not one of you live here. If you did you would not agree to this change.	12/12/2025 12:07 PM
3	Bike safety is an important issue, and I agree that there are steps which need to be taken to ensure that the safety of cyclists is taken into consideration. I do not however agree with reducing an already busy road to a one lane system to accommodate this. Reduction in speed limits or speed radar installment would be a much more suitable measure to ensure that flow of traffic and access to properties is not impeded upon. A prime example is the bike lane on River Avenue, this has caused significant traffic back up since it was installed. The solution to bike safety is not to remove roadways. It is to build systems in place that account for cyclists to either be off road, or a bike lane be installed on the boulevard. Residents who reside in these areas should not have reduced street parking and reduction in traffic flow. In my personal experience, there are many areas in the city where bike lanes are present and cyclists will still be riding on the roadway in the middle of traffic.	12/11/2025 1:17 PM
4	This change may cause motorists to need a few minutes more to pass through our neighbourhood but I think it's a small price to pay for greater safety for pedestrians and cyclists.	12/9/2025 9:51 AM
5	We understand that this temporary design is a 'trial run' for a permanent solution However, deleting not one but 2 lanes of traffic is very shortsighted – the number of cyclists on this strip does not warrant a full vehicular lane in both directions being deleted! Why was using ONE vehicular traffic lane not considered as a temporary solution? This would maintain the parking spots and perhaps allow for several much needed turning lanes Why was the amount of vehicular and cyclist traffic on this strip not formally assessed? This may have provided additional insight re the proposed temporary and longer term plan for this project. Were speed bumps along this strip considered? This would be an easy fix to reduce the speed at which too many vehicles travel here! 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 It is very unfortunate that the City did not consult with residents/owners earlier in the planning for this temporary solution, as the proposed temporary plan appears to focus only on the voice of the cyclists.	12/1/2025 1:00 PM
6	none	11/25/2025 5:14 PM
7	Any permanent bike lane design for the intended length of WC should, in our view, at least consider a single protected lane for bikes in the center of WC or, even better - should accommodate shared use of the wide existing margin for the sidewalk on just one side of WC. This area is beautiful and attracts many walkers whose 'rights' must also be considered. And WC is an effective vehicular traffic route which cannot readily be replaced. Fire engines travel this route at least twice a day!!! Where will they travel during the intended 'trial' period????	11/22/2025 5:39 PM

Q11 If you have time, please tell us what you thought of this survey.How would you rate your experience? One star is a poor experience and five stars is an excellent experience.

Answered: 1 Skipped: 9

4.0★
average rating

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1	4.00