

Appendix A – Stakeholder report



Wellington Crescent Walk Bike Project – Interim Solution Stakeholder Engagement Report

January 2026

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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 they 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.

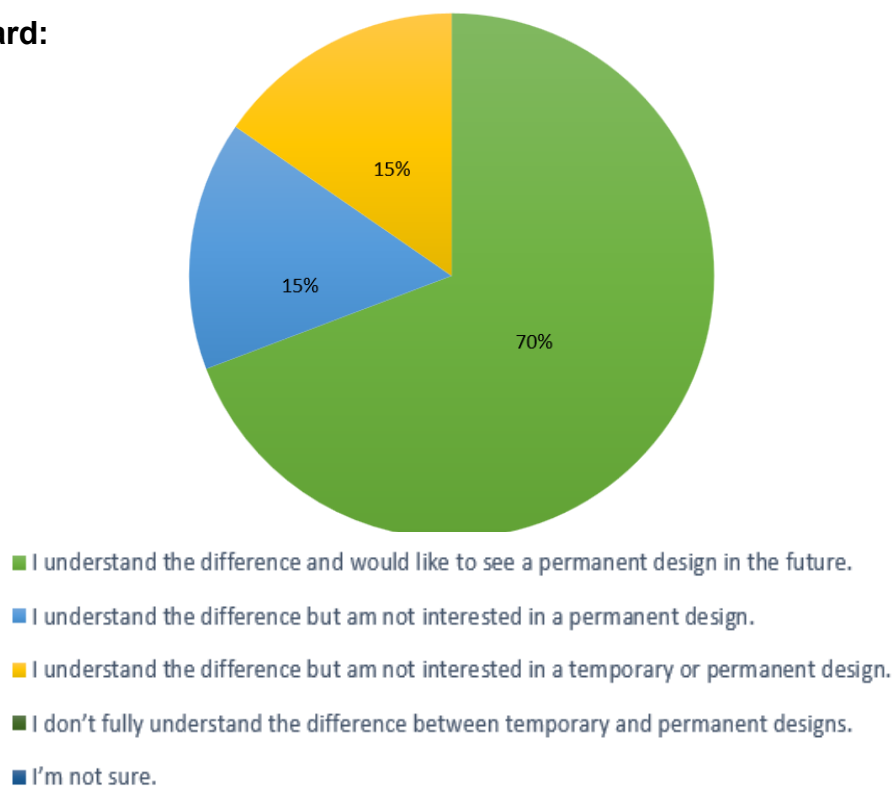
Looking ahead to permanent bike lanes

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

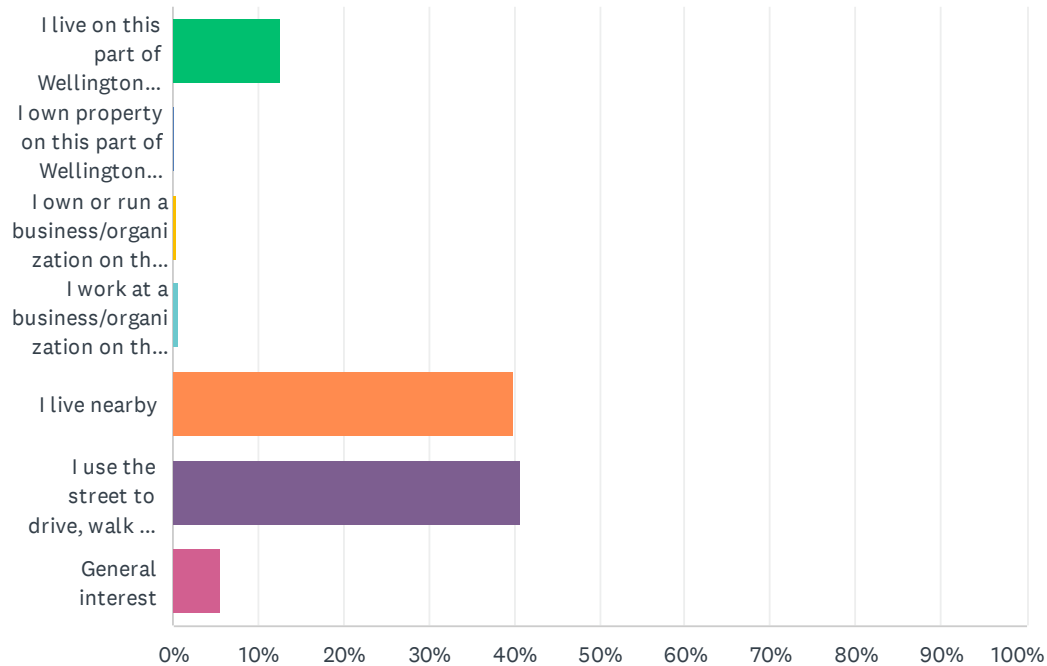
Appendix C – Survey results for property owners, condo boards and property managers

Appendix B – Survey results

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](#).

Q1 How would you describe your connection to the section of Wellington Crescent from Academy Road to Stradbroke Avenue?

Answered: 2,648 Skipped: 0



ANSWER CHOICES	RESPONSES	
I live on this part of Wellington Crescent	12.58%	333
I own property on this part of Wellington Crescent but do not live here	0.30%	8
I own or run a business/organization on this part of Wellington Crescent	0.38%	10
I work at a business/organization on this part of Wellington Crescent	0.60%	16
I live nearby	39.95%	1,058
I use the street to drive, walk or bike but do not live on, own property on, work on, or live near it	40.63%	1,076
General interest	5.55%	147
TOTAL		2,648

Q2 Street number:

Answered: 388 Skipped: 2,260

#	RESPONSES	DATE
1	555	12/22/2025 2:07 PM
2	605	12/22/2025 2:06 PM
3	122	12/15/2025 1:53 PM
4	277	12/12/2025 11:27 PM
5	238	12/12/2025 10:53 PM
6	99	12/12/2025 8:38 PM
7	277	12/12/2025 6:13 PM
8	277	12/12/2025 5:41 PM
9	141	12/12/2025 5:40 PM
10	277	12/12/2025 5:05 PM
11	277	12/12/2025 5:01 PM
12	303	12/12/2025 4:23 PM
13	229	12/12/2025 3:34 PM
14	277	12/12/2025 2:32 PM
15	229	12/12/2025 1:32 PM
16	277	12/12/2025 7:59 AM
17	277	12/12/2025 2:31 AM
18	333	12/11/2025 11:08 PM
19	255	12/11/2025 9:03 PM
20	570	12/11/2025 8:42 PM
21	237	12/11/2025 7:31 PM
22	141	12/11/2025 3:57 PM
23	141	12/11/2025 2:47 PM
24	229	12/11/2025 1:26 PM
25	333	12/11/2025 1:25 PM
26	141	12/11/2025 1:21 PM
27	229	12/11/2025 11:39 AM
28	141	12/11/2025 9:19 AM
29	229	12/10/2025 10:47 PM
30	141	12/10/2025 7:37 PM
31	221	12/10/2025 5:34 PM
32	221	12/10/2025 4:53 PM
33	221	12/10/2025 3:19 PM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

34	595	12/10/2025 7:55 AM
35	810	12/9/2025 9:39 PM
36	333	12/9/2025 6:30 PM
37	333	12/9/2025 4:59 PM
38	255	12/9/2025 4:03 PM
39	237	12/9/2025 8:54 AM
40	277	12/9/2025 8:02 AM
41	323	12/9/2025 1:35 AM
42	333	12/8/2025 8:33 PM
43	330	12/8/2025 8:29 PM
44	255	12/8/2025 8:14 PM
45	333	12/8/2025 6:51 PM
46	141	12/8/2025 5:26 PM
47	323	12/8/2025 4:02 PM
48	260	12/8/2025 12:13 PM
49	229	12/8/2025 11:12 AM
50	412	12/8/2025 11:06 AM
51	271	12/8/2025 10:30 AM
52	99	12/8/2025 7:29 AM
53	255	12/7/2025 7:09 PM
54	255	12/7/2025 7:09 PM
55	254	12/7/2025 4:29 PM
56	255	12/7/2025 2:21 PM
57	245	12/7/2025 10:36 AM
58	141	12/6/2025 7:52 PM
59	823	12/6/2025 12:10 PM
60	255	12/6/2025 11:23 AM
61	250	12/6/2025 10:45 AM
62	255	12/6/2025 10:40 AM
63	255	12/5/2025 9:04 PM
64	256	12/5/2025 3:58 PM
65	255	12/5/2025 12:46 PM
66	412	12/5/2025 12:31 PM
67	271	12/5/2025 12:15 AM
68	1492	12/4/2025 11:05 PM
69	155	12/4/2025 8:33 PM
70	333	12/4/2025 4:09 PM
71	250	12/4/2025 3:11 PM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

72	115	12/4/2025 5:56 AM
73	323	12/3/2025 9:59 PM
74	365	12/3/2025 9:29 PM
75	221	12/3/2025 8:55 PM
76	255	12/3/2025 8:51 PM
77	333	12/3/2025 7:30 PM
78	155	12/3/2025 3:29 PM
79	123	12/3/2025 7:37 AM
80	155	12/2/2025 9:06 PM
81	333	12/2/2025 8:17 PM
82	221	12/2/2025 6:05 PM
83	323	12/2/2025 5:18 PM
84	99	12/2/2025 3:28 PM
85	221	12/2/2025 3:14 PM
86	271	12/2/2025 11:10 AM
87	221	12/2/2025 8:25 AM
88	155	12/1/2025 11:37 PM
89	99	12/1/2025 10:00 PM
90	330	12/1/2025 3:11 PM
91	99	12/1/2025 3:07 PM
92	203	12/1/2025 3:06 PM
93	375	12/1/2025 9:43 AM
94	605	12/1/2025 9:23 AM
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103	333	11/28/2025 10:12 AM
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105	333	11/28/2025 9:39 AM
106	99	11/28/2025 2:07 AM
107	277	11/27/2025 9:26 PM
108	330	11/27/2025 3:08 PM
109	277	11/27/2025 1:40 PM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

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111	99	11/27/2025 12:20 PM
112	99	11/27/2025 11:16 AM
113	595	11/27/2025 10:32 AM
114	155	11/26/2025 8:54 PM
115	99	11/26/2025 8:49 PM
116	333	11/26/2025 8:20 PM
117	277	11/26/2025 7:55 PM
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119	99	11/26/2025 3:29 PM
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121	99	11/26/2025 11:10 AM
122	277	11/26/2025 9:50 AM
123	277	11/26/2025 8:44 AM
124	99	11/25/2025 10:52 PM
125	99	11/25/2025 8:54 PM
126	99	11/25/2025 7:41 PM
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129	255	11/25/2025 2:35 PM
130	277	11/25/2025 2:28 PM
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143	221	11/23/2025 6:19 PM
144	221	11/23/2025 6:19 PM
145	342	11/23/2025 4:23 PM
146	333	11/23/2025 2:56 PM
147	99	11/23/2025 12:38 PM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

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150	163	11/23/2025 10:38 AM
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157	155	11/22/2025 11:02 AM
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181	1	11/16/2025 3:47 PM
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184	365	11/15/2025 4:57 PM
185	365	11/15/2025 4:57 PM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

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219	99	11/11/2025 4:43 PM
220	99	11/11/2025 4:32 PM
221	141	11/11/2025 4:07 PM
222	277	11/11/2025 3:32 PM
223	99	11/11/2025 10:07 AM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

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227	459	11/10/2025 6:28 PM
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231	330	11/10/2025 12:39 PM
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255	220	11/8/2025 3:24 PM
256	59	11/8/2025 2:44 PM
257	380	11/8/2025 1:11 PM
258	365	11/8/2025 12:15 PM
259	323	11/8/2025 9:38 AM
260	237	11/8/2025 9:30 AM
261	255	11/8/2025 8:36 AM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

262	221	11/8/2025 7:38 AM
263	525	11/8/2025 6:51 AM
264	704	11/8/2025 1:29 AM
265	155	11/8/2025 1:24 AM
266	502	11/8/2025 12:36 AM
267	365	11/7/2025 9:12 PM
268	380	11/7/2025 8:59 PM
269	365	11/7/2025 8:30 PM
270	277	11/7/2025 8:26 PM
271	278	11/7/2025 8:20 PM
272	278	11/7/2025 8:20 PM
273	330	11/7/2025 7:11 PM
274	333	11/7/2025 6:49 PM
275	37	11/7/2025 5:41 PM
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278	330	11/7/2025 4:26 PM
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295	177	11/7/2025 9:48 AM
296	221	11/7/2025 9:41 AM
297	245	11/7/2025 9:40 AM
298	277	11/7/2025 9:40 AM
299	221	11/7/2025 9:32 AM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

300	595	11/7/2025 9:26 AM
301	245	11/7/2025 9:25 AM
302	323	11/7/2025 9:22 AM
303	607	11/7/2025 9:08 AM
304	323	11/7/2025 8:52 AM
305	255	11/7/2025 8:39 AM
306	605	11/7/2025 8:39 AM
307	141	11/7/2025 8:37 AM
308	255	11/7/2025 8:36 AM
309	323	11/7/2025 8:35 AM
310	221	11/7/2025 8:19 AM
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315	229	11/7/2025 7:36 AM
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317	245	11/7/2025 7:09 AM
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328	466	11/6/2025 9:11 PM
329	704	11/6/2025 8:41 PM
330	43	11/6/2025 8:35 PM
331	576	11/6/2025 8:02 PM
332	380	11/6/2025 7:32 PM
333	567	11/6/2025 7:23 PM
334	2	11/6/2025 7:09 PM
335	330	11/6/2025 6:48 PM
336	229	11/6/2025 6:47 PM
337	101	11/6/2025 6:40 PM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

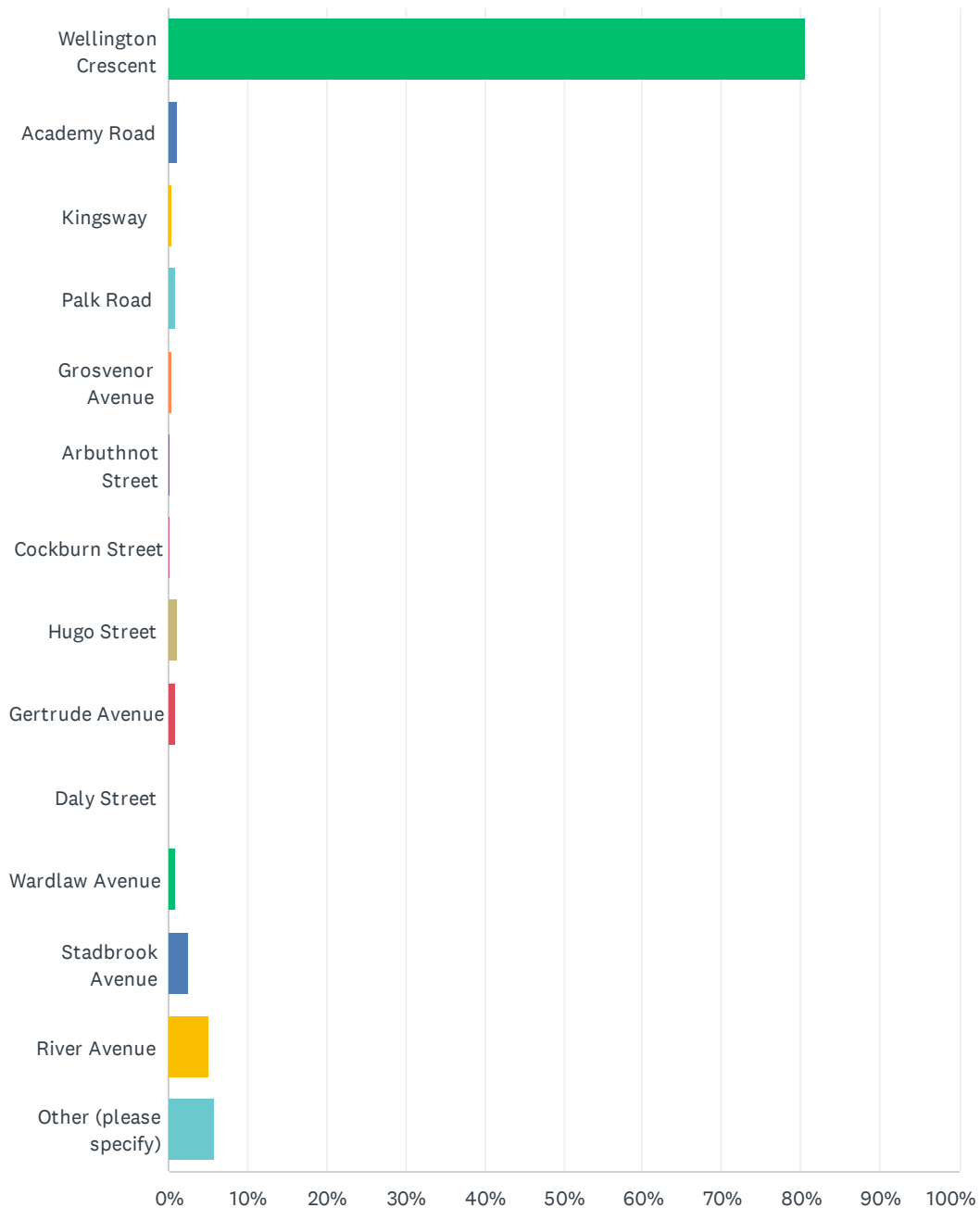
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343	245	11/6/2025 5:37 PM
344	99	11/6/2025 5:24 PM
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355	330	11/6/2025 1:26 PM
356	36	11/6/2025 1:22 PM
357	55	11/6/2025 1:15 PM
358	333	11/6/2025 1:13 PM
359	245	11/6/2025 1:07 PM
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368	255	11/6/2025 11:44 AM
369	99	11/6/2025 11:43 AM
370	605	11/6/2025 11:39 AM
371	220	11/6/2025 11:32 AM
372	220	11/6/2025 11:31 AM
373	99	11/6/2025 11:17 AM
374	330	11/6/2025 11:04 AM
375	704	11/6/2025 11:02 AM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

376	85	11/6/2025 10:36 AM
377	229	11/6/2025 10:17 AM
378	284	11/6/2025 10:12 AM
379	141	11/6/2025 10:12 AM
380	607	11/6/2025 10:07 AM
381	1	11/6/2025 10:07 AM
382	525	11/6/2025 10:04 AM
383	365	11/6/2025 10:03 AM
384	323	11/6/2025 9:58 AM
385	511	11/6/2025 9:56 AM
386	380	11/6/2025 9:56 AM
387	365	11/6/2025 9:47 AM
388	22	11/4/2025 3:48 PM

Q3 Street name:

Answered: 388 Skipped: 2,260



Wellington Crescent Walk Bike Project - Interim Solution - Survey

ANSWER CHOICES	RESPONSES	
Wellington Crescent	80.67%	313
Academy Road	1.03%	4
Kingsway	0.52%	2
Palk Road	0.77%	3
Grosvenor Avenue	0.52%	2
Arbuthnot Street	0.26%	1
Cockburn Street	0.26%	1
Hugo Street	1.03%	4
Gertrude Avenue	0.77%	3
Daly Street	0.00%	0
Wardlaw Avenue	0.77%	3
Stadbrook Avenue	2.58%	10
River Avenue	5.15%	20
Other (please specify)	5.67%	22
TOTAL		388

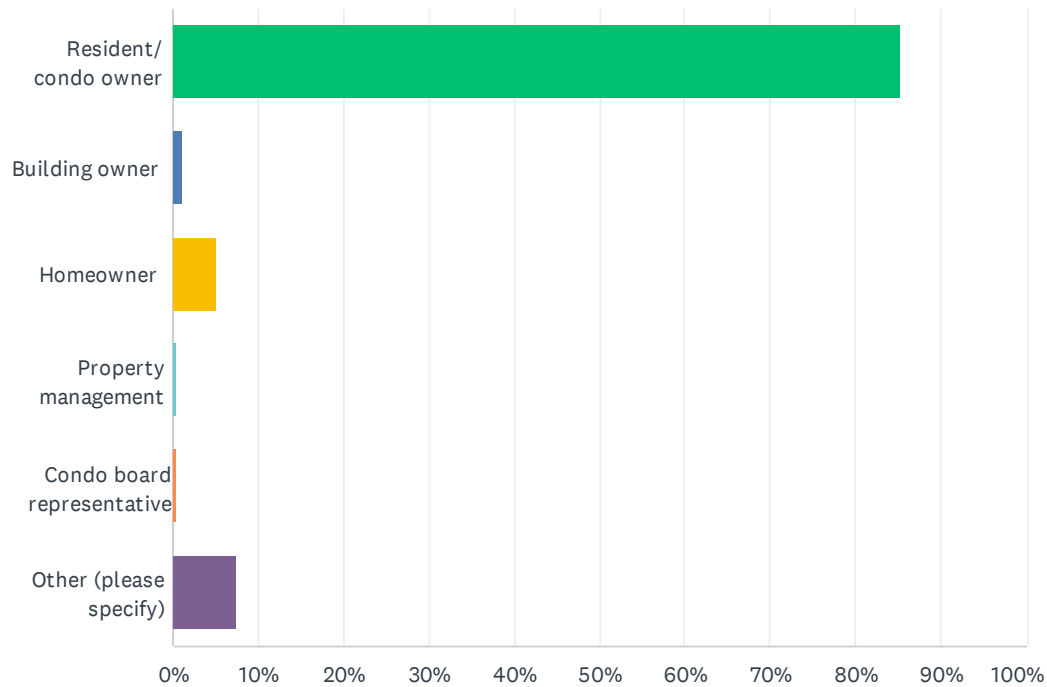
#	OTHER (PLEASE SPECIFY)	DATE
1	Cambridge	12/12/2025 4:23 PM
2	Corydon Ave	12/6/2025 12:10 PM
3	Lilac	11/23/2025 10:38 AM
4	Handsart Blvd	11/22/2025 6:51 PM
5	Roslyn Rd	11/17/2025 6:23 PM
6	McMillan	11/12/2025 9:45 PM
7	Burnell	11/10/2025 6:28 PM
8	Wilmot	11/8/2025 2:44 PM
9	Wellington crescent	11/8/2025 9:38 AM
10	Dorchester Ave	11/8/2025 1:29 AM
11	Elm	11/7/2025 1:56 PM
12	Dorchester Ave.	11/7/2025 12:41 PM
13	Borebank	11/7/2025 11:21 AM
14	Nassau ST	11/7/2025 9:48 AM
15	Dorchester	11/6/2025 8:41 PM
16	Kingsway	11/6/2025 8:35 PM
17	cote	11/6/2025 8:02 PM
18	Victoria Crescent	11/6/2025 1:22 PM
19	55 Nassau N.	11/6/2025 1:15 PM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

20	Wolseley	11/6/2025 12:01 PM
21	Dorchester Ave	11/6/2025 11:02 AM
22	Mcmillan avenue	11/6/2025 10:07 AM

Q4 Which of the following best describes your relationship to this address:

Answered: 388 Skipped: 2,260



ANSWER CHOICES	RESPONSES	
Resident/ condo owner	85.31%	331
Building owner	1.03%	4
Homeowner	5.15%	20
Property management	0.52%	2
Condo board representative	0.52%	2
Other (please specify)	7.47%	29
TOTAL		388

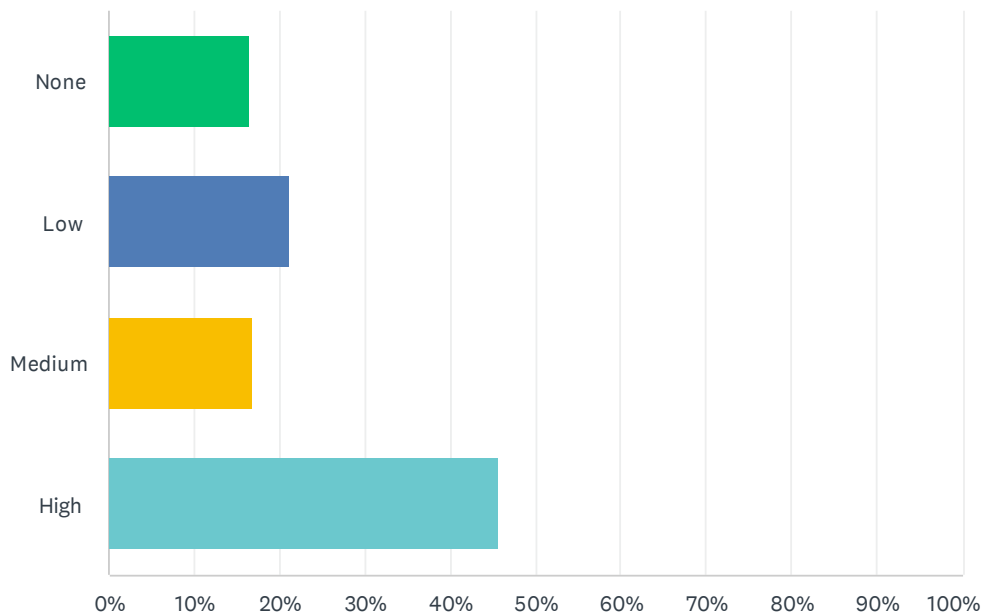
#	OTHER (PLEASE SPECIFY)	DATE
1	cond owner and condo board representative	12/12/2025 5:40 PM
2	Renter	12/11/2025 11:08 PM
3	apartment renter	12/11/2025 1:25 PM
4	Tenant	12/8/2025 11:06 AM
5	Business owner	12/6/2025 12:10 PM
6	Tenant	11/27/2025 9:26 PM
7	Lease an apartment	11/26/2025 7:55 PM
8	Long time renter	11/26/2025 2:38 PM

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9	renter	11/25/2025 2:28 PM
10	Tenant	11/24/2025 3:31 PM
11	Renter	11/24/2025 6:44 AM
12	Business owner	11/23/2025 10:38 AM
13	xx	11/16/2025 3:47 PM
14	Renter	11/15/2025 9:46 PM
15	renter	11/13/2025 1:01 PM
16	Apartment renter	11/12/2025 4:00 PM
17	Renter	11/11/2025 3:32 PM
18	Renting a condo unit	11/10/2025 9:35 PM
19	Renter	11/10/2025 11:09 AM
20	renter	11/10/2025 10:38 AM
21	rent apartment	11/9/2025 2:07 PM
22	Renter	11/8/2025 2:44 PM
23	We run an arts organization which hosts concerts/theatre and other renters annually with over 16,000 of the public in attendance. Removal of parking is a major issue.	11/8/2025 6:51 AM
24	Renter	11/7/2025 8:20 PM
25	Lived here for last 8 years	11/7/2025 8:20 PM
26	I lease a house.	11/7/2025 12:41 PM
27	Renter @ 323 for past 20 years	11/7/2025 7:10 AM
28	Apartment renter	11/6/2025 3:44 PM
29	Regular commuter	11/6/2025 12:37 PM

Q6 What level of impact will the project design have on how vehicles or people access your property (ie. driveways, parking areas, sidewalks)?

Answered: 355 Skipped: 2,293



ANSWER CHOICES	RESPONSES	
None	16.34%	58
Low	21.13%	75
Medium	16.90%	60
High	45.63%	162
TOTAL		355

#	IF YOU SELECTED MEDIUM OR HIGH, PLEASE EXPLAIN. INCLUDE ANY DETAILS ABOUT CHANGES TO VEHICLE OR PEDESTRIAN ACCESS THAT MAY AFFECT YOU.	DATE
1	It's already difficult to get in/out of our lot, will be much worse	12/12/2025 11:31 PM
2	Wellington Cres will become grid locked, especially during rush hour.	12/12/2025 8:43 PM
3	Design proposes that southbound vehicles in right lane on Wellington merge into left lane at a point between River and Stradbroke immediately north of pedestrian corridor. When southbound traffic levels peak, in evening rush hour, expect more conflicts and delays for pedestrians at crossing on Wellington and vehicles exiting 141 Wellington driveway, due to "throttling" of traffic when merged from double to single lane and vehicle queue formed upstream/north of pedestrian corridor. Also expect vehicle queue to form downstream/south of (and within) pedestrian corridor: southbound traffic flow will be slowed by high level of local and "cut-through" vehicles turning in/out of intersections at Wardlaw/Daly, Hugo, and Cockburn (including vehicles diverted by proposed turn restrictions at Gertrude and Dorchester), and by residents' vehicles turning in/out of driveways of buildings located on Wellington south of Stradbroke.	12/12/2025 6:36 PM
4	This road already gets SUPER backed up during rush hour. This would make it hell to just	12/12/2025 6:17 PM

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leave my home. It's already near impossible to pull out of my apartment onto the street due to how much traffic is always coming. Sometimes I'm waiting 15 minutes just sitting trying to get on the road.

5	The proposal will create major traffic tie ups especially when vehicles are attempting to turn left into properties across lanes and also turning left across lane onto side streets. Further the design will impede the ability of fire vehicles and ambulances to reach an emergency quickly and frequently firetrucks need to park on the street due to difficulty turning into properties already. A fire truck parked on the street will block traffic and cause yet more tie ups.	12/12/2025 5:56 PM
6	Cyclists are given priority in a city where the bike lanes are only used for maybe 6 months of the year. The bike lanes along Stradbrook & River have made it extremely dangerous & difficult for vehicular traffic. The automobile lanes are narrow, especially with snow piled by the curb. Wellington Crescent is used as an alternative for vehicular traffic both east & west bound. It can be a very busy street in AM & PM. To reduce it to 1 lane both directions is not taking in to consideration the automobile drivers. Delivery trucks are frequently parked in the curb lane. You take that away, where will they park??	12/12/2025 1:43 PM
7	Vehicles will not be able to enter our driveway when travelling East on Wellington or turn left to exit	12/11/2025 11:17 PM
8	Prevents us leaving our street directly onto Wellington westbound, prevents us returning home directly off Wellington. The closures on Gertrude will have the effect of routing extra traffic onto Daly which is already very difficult to drive down as it is effectively only one lane with the parking.	12/11/2025 8:54 PM
9	I Getting in and out of my building will be more difficult if 2 lanes of traffic are being eliminated.	12/11/2025 8:03 PM
10	At rush hours there is a significant amount of traffic so at these times right now it can be difficult to exit our condo. With narrowing of lanes as well as buses stopping along Wellington this will definitely increase the exiting problem	12/11/2025 4:16 PM
11	Ingress/egress to the property will be impacted by restricting how easy it is to enter or exist the property. Having one lane to enter the property will cause traffic to backup on Wellington. This plan will also make it difficult to exit our property onto Wellington Crescent. Firetrucks in the past have used one lane on Wellington for their firetruck.	12/11/2025 3:03 PM
12	Not sure from the details which have been given	12/11/2025 1:32 PM
13	Leaving the property will be very challenging as the proposed transition to one lane directly in front of our building will cause a huge bottleneck of traffic. This is directly at the Stradbrook/Wellington intersection. Trying to cross onto Stradbrook will be near to impossible during morning and evening rush hours. Not to mention merging onto Wellington.	12/11/2025 1:31 PM
14	If there is only one lane for vehicles going both ways I am incredibly worried about emergency vehicles getting through. It is very common for ambulances/ firetrucks to be in our area because of an older population	12/11/2025 1:29 PM
15	Having only one lane each way will impact entering the property as a left turn will block traffic	12/11/2025 11:45 AM
16	Will be extremely difficult to turn onto Wellington Crescent from our lot.	12/11/2025 9:26 AM
17	You're shutting down 2 lanes of traffic- horrible idea	12/10/2025 10:51 PM
18	Heading east on Wellington Crescent and making a left turn into our condo building will become more difficult and perhaps more dangerous given there is only 1 lane each way.	12/10/2025 5:45 PM
19	With the bollards up, will hold up traffic all behind when turning left into our building when coming from west. No way to go around others turning left when coming toward the building. Will take very long during busy times to turn left out of the building because of the backup on the street because only one lane and lots of people turn left along Wellington Cres. into condo buildings.	12/10/2025 4:57 PM
20	With the existing 2 lanes, it's already difficult for vehicles to exit 221 Wellington Cres. Traffic coming from River Ave travels too fast around that bend and, if some of them are still permitted to make a left-hand turn on to Wardlaw it will often be impossible for me to leave our driveway and turn "east" onto Wellington. With a single lane it will even be difficult to exit safely right - west - onto WC.	12/10/2025 3:41 PM
21	Many accidents have happened in front of our home where drivers didn't make the curve from	12/10/2025 8:05 AM

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Wellington onto Stradbrook so its improved with rhe crossing lights now installed however we understand it will become a two lane from one right about at this point and we're concerned about that as it a very busy road and lots more of people crossing Wellington just prior to going onto Stradbrook

22	This plan is going to cause more traffic, the current sidewalk and grass space could be used to make the bike lanes instead of reducing the already limited road space. Also reducing street parking is not good, the left turn removal for people who live in those condos shouldn't be removed as it will cause more traffic too. There's plenty of space for pedestrians to walk as it currently is. With the public transit, the idea of having one lane for most of the road will make everything slower. This is not a little town anymore, there are a lot of people with cars. Plans should be done to alleviate traffic not to make things worse. The firefighters and police cars pass by very often through Grosvenor from Wellington and having one lane is zero ideal... More people are going to be "fighting" for parking on my street and its surroundings. Just NOT ideal at all.	12/9/2025 9:50 PM
23	Dangerous turning left to get into my building	12/9/2025 5:04 PM
24	Entering and exiting the building	12/9/2025 8:04 AM
25	Traffic will be much slower and congested The turn onto Grosvenor from those going west on wellington cres will be backed up for several blocks during rush hour times There will be no parking available for visitors requiring people to walks as most blocks back to my condo Most Condo and apartment blocks in the area do not have sufficient or any visitor parking Visitors walking at night will be much more unsafe walking blocks in dark areas and walking farther on winter side walks which are not ploughed and sanded enough Cars going east will be backed up as vehicles try to turn left into apartments and condo sand turning right onto various streets from now what will be single lane roadway	12/8/2025 8:51 PM
26	Vehicles will have to wait for other vehicles turning into their driveways.	12/8/2025 8:21 PM
27	the loss of the second lane heading east at Grosvenor will make the left turn into our parking lot impossible during high traffic times without holding up traffic significantly	12/8/2025 7:30 PM
28	If vehicular traffic is reduced to one lane each direction, I am very concerned about how difficult it will be for us to turn from our exit out onto Wellington Crescent. It is already difficult to exit, especially to make a left turn towards Safeway; with the traffic backed up in one lane travelling each direction, right turns will be even more difficult and left turns will be impossible. When we or others travelling eastbound on Wellington Crescent need to make a left turn into the property, traffic will be backed up behind us, as we wait...and wait...and wait for a break in the one-lane westbound traffic. Access into and out of our property is already quite difficult; if these plans are approved, it will be impossible, and will endanger those on the street due to frustration.	12/8/2025 4:30 PM
29	I ride my bike as a main transport médium	12/8/2025 12:41 PM
30	It will impact the building POSITIVELY as I am nearly hit by walking or biking to my residence weekly. It is incredibly difficult for family and friends who are walking to biking to visit my residence without fear. This change will make my daily commute on foot and bike incredibly more safer and enjoyable. My window faces Wellington Crescent and I see near misses and accidents too often. This needs to change.	12/8/2025 11:12 AM
31	Access to/from Wellington Crescent to parking lot.	12/8/2025 10:40 AM
32	This is dangerous. There are multiple driveways entering properties on River and Wellington. It is already not easy to see pedestrians and cyclists. Turns are difficult because of tight angles and traffic does not flow properly. Lanes will too narrow and result in significant congestion particularly during rush hour traffic.	12/8/2025 7:35 AM
33	Traffic volume already high this will make it super slow, limiting each access point to each building on this street. Emergency vehicles will make traffic come to a complete standstill when they need to attend to accidents.	12/7/2025 7:25 PM
34	Already difficult to cross to Hugo or go left. Cars never leave space to cross. High traffic especially rush hour.	12/7/2025 7:23 PM
35	There will be a great hardship in exiting or entering our driveway. It will be a nightmare. How long will I be waiting to turn and holding up traffic behind who will become annoyed!? How long will I have to wait to exit my building and make a left hand turn? No! The only safe way will for	12/7/2025 2:36 PM

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me to go out of my way. Turn right and circle around. A waste of gas but more importantly time. Now after circling around, I will be stuck again waiting for an opening in traffic to turn right. What about parking? Not just for my guests but take a look around. Many apartments here have no parking available. It is already a challenge to find a parking spot. The city wants to put meters on corydon. Now those going to restaurants will also be coming looking for free parking. Did you really think this through? We are next door to the walkway to the river. It is used year round. Now, where will people park to go to river especially in winter. Again, did you think? I watch the traffic. Early morning, rush hour.. now only one lane... do you understand how backed up traffic will be? And now I want to turn as I said. People will be honking and pressuring me to make a turn that could very well be unsafe. We paid a lot of money to live here. Our taxes are premium. And now, my home life will be so stressed.

36	Reduced parking spaces	12/7/2025 10:39 AM
37	Technically I am on Corydon so I don't imagine it will impact me other than general traffic slow, but I am also wholly unconvinced that we need two full lanes for vehicles. I have lived in the area for 5 years and frequent Wellington on a near daily basis and there is never a need for both lanes of traffic	12/6/2025 12:12 PM
38	Poor access to into private driveways Poor traffic flow along Wellington	12/6/2025 10:47 AM
39	Difficult at normal times to enter and exit our property and my assumption with these changes will make entering and exiting 255 Wellington Crescent more challenging and dangerous.	12/5/2025 9:08 PM
40	Many of our guests park on Wellington after hours. It is difficult enough trying to get out of our property now because of the angle and even harder trying to turn left.	12/5/2025 4:05 PM
41	Even with two lanes each way, it can be a challenge to exit our property especially at rush hours.	12/5/2025 12:53 PM
42	Just NO!!! I will start to feel some sympathy toward cyclists when cyclists start following the rules of the road. Too many don't.	12/4/2025 11:10 PM
43	Parkade exit stops at sidewalk and bicycle lane starts at same public sidewalk. I believe this will be dangerous for cyclists. Cyclists often don't look when passing parkade exit and it's difficult to watch for cyclists and our second parkade exit and the cars exiting the apartment next to us. There are 3 exits side by side.	12/4/2025 8:42 PM
44	i live just east of the intersection with Grosvenor. it can often be challenging to turn left into our parking lot, either directly from east bound Wellington or once one merges (turning right) off of Grosvenor. at least now there are two lanes so that other drivers can utilize the right hand lane to ensure traffic flow. i can only imagine the pile up when trying to turn left when there is only a single lane; cars will now be backed up coming from the opposite direction as well. in addition, if our guest parking lot is full, where will people park with those 29 spaces removed? honestly, it feels as though the people who live in the neighbourhood are being punished for choosing to live centrally. emergency vehicles often park right on Wellington; is that being taken into account? never mind garbage and recycling trucks, which need to pull forward into the second lane in order to back up into our property to access bins. i am largely a driver and pedestrian. i am concerned about increased traffic of cyclists, especially e-bikes, many of whom do not display much respect for pedestrians.	12/4/2025 4:33 PM
45	Idk what the plan is. I don't see how it works unless the lane is on the north side running parallel with the park.	12/4/2025 3:18 PM
46	It's already challenging getting into and out of the driveway. I am convinced your plan will cause major traffic jams and cars, ambulances, etc. will find it much more difficult to get into and out of our driveways. As a pedestrian, it will be more difficult to walk across unless you walk to a traffic light.	12/3/2025 10:07 PM
47	First and foremost this action nakedly appears to be at the behest of the so called 'bike lobby' who like us all, are lamenting the regrettable death of a lone cyclist. I must remind you however that this death was caused by an egregious criminal act which has not been repeated since or before in recent memory. That person should be punished severely for that act without penalizing the general public. As a more than five year resident of Wellington Crescent who spends a considerable amount of time on the street as a pedestrian and driver I have several comments regarding the plans. The entire renovation will make the access from our homes and apartment buildings to the street exceedingly more difficult than it already is. Narrowing the traffic to a single lane in either direction will make left turn egress from our parking or our	12/3/2025 9:02 PM

return, near impossible at points during the day. In my years in the neighbourhood I have not observed any traffic counting device being operated. Has the City considered this, or are we hoping that a narrowing and perhaps anticipated slowing of vehicular speed will reduce the traffic through the area? If so this is a myopic view. First I will offer a summary of my overall response. Speed is one thing but I am also constantly confronted by bicycles being operated on the sidewalks which is in direct contravention of the Highway Traffic Act. Riders should also obey traffic control signals and signs, ride as close as possible to the right curb, use hand signals and ride in a single file. I see one or all of these laws being broken on a daily basis by cyclists. If they consider their rights to the street and safety as sacred, they could start by obeying the law themselves. In addition to the lawlessness of many cyclists, I constantly see cyclists in low light, or darkness operating with no lighting or reflectors who are also dressed as [REDACTED] in dark or black pants and black sweatshirts with their hood up. These people do nothing at all to help themselves or their safety and I feel that drivers would be unfairly punished when accidents occur. I also cannot help but notice that the presence of e-scooters on our roadways and worse, on our sidewalks is a dangerous situation awaiting very serious injury or a fatality. As we leave our parkade, to one side our view is obstructed by a shrub on the next property which disguises a Hydro junction box. E-scooters are often operated at near maximum speeds on this sidewalk and are a dangerous situation awaiting the inevitable. Before anything is considered, regulate them. Now. This plan is extremely intrusive on the operation of traffic in the area. In essence, committing to enforcing the existing laws, on the existing streets and sidewalks would alleviate many or most of the safety issues for all. Issues: Regarding the plan, starting at the far west end of the proposed project I question the need for a 'bike box' eastbound on Academy Road 'for safer left turns'. Unless the City plans to change this, no one can turn left at this intersection. As the roadway between Academy Road and Grosvenor Ave is already a single lane in each direction adding a bike lane is not controversial. Narrowing the lanes on Wellington to two westbound at Academy will add enormous congestion to that area considering the need for Synagogue, 529 and St. Marys Academy access and egress. Beyond Grosvenor, I see that the plan is to limit the turn from eastbound Dorchester to a right hand one to go eastbound on Wellington. This will inevitably lead to drivers making this turn and immediately trying to turn left into 323 Wellington Crescent to use that front area to reverse direction and travel west on the Crescent. I fail to see any logic whatsoever in denying the current right turn onto Gertrude eastbound. There are a great number of people that take this turn to travel southbound on Daly towards Pembina or onto Osborne Street to reach areas to the south. People coming from the west will either cause congestion making an awkward turn at the planned two way intersection or have to travel further to Wardlaw, causing further congestion at that intersection. We are directly affected by congestion in this intersection, exiting our driveway. Forcing a right turn for westbound Gertrude traffic will just encourage drivers to make this turn, and then U turn on the Crescent to continue westbound. If the planners think that a simple 'right turn only' sign will deter drivers, I can almost assure you that Winnipeg drivers will make attempts at this. Between the beginning of Wellington Crescent at Stradbroke and Grosvenor I estimate that there are approximately 676 living units on the river side of the street alone. Many of these apartment counts are accurate, some an estimate. I am sure that residences on the south side total one third of the river side and many/most of them leave their parking areas onto side streets. But they will still be affected by the traffic jams and blocked, formerly accessible routes along with the removal of evening parking on their side. 155-73 units 229-52 units 221-46 units 229-30 units est. 245-30 units est. 255-86 units 271-40 units 277-192 units 323-103 units 333-24 units est. From my suite I have a view of the street in front of the first 200 or so of these housing units. There are countless times when moving trucks, delivery vehicles or WFPS vehicles that park on the street as they cannot fit into driveways or under awnings. When these frequent events occur Wellington Crescent will be backed up onto River Avenue. Many westbound River Heights and other residents use this route to avoid the congestion on Osborne and at 'Confusion Corner'. Osborne Street will never be widened so the River/Wellington diversion will continue. Many turn left at Wardlaw to travel southbound on Daley to access their area residences or travel south on Pembina. This intersection alone will cause a major backup and deny our access to the street. I am sure that most of our neighbours in this area, many being in their seventies, will not respond to the Winnipeg Free Press article and watch the City video, and, realize the impact on their lives. This resident does. ————— In short, this proposal is untenable, if put into place do you think that bicycles will disappear from the sidewalks? Will they suddenly adhere to all traffic rules and become responsible citizens? Will drivers when given an open road hold to 40 kph? This scheme is a dream, and unfortunately a bad dream for the residents along the Crescent. Please re-examine the plan and consider something like a single two way bicycle lane on the south side that only consumes less than one traffic lane. Or, take a portion of the boulevard to construct a single two way bike lane. All of this being

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said, I am sufficiently in touch with reality to realize that the political solution to this issue is to go ahead with the waste of taxpayer money and fully commit to this project. Please do not let the bike lobby get the win here.

48	Driving east on Wellington Crescent will make it difficult to turn left into my driveway with only one lane	12/3/2025 8:57 PM
49	One way traffic going west and one way traffic going east and the entrance driveway to our block means it will bring about more risk of a collision .	12/3/2025 4:11 PM
50	Another obstruction to traffic flow in the neighborhood more parking congestion more badly behaved cyclists riding through stop signs and generally ignoring traffic laws	12/3/2025 7:41 AM
51	We're on the curve and trying to get across from our driveway to the Stradbrook fork in the road is dangerous enough without having to watch for pedestrians on the sidewalks both ways, a clearing in the traffic to cut across and then to have to watch for bikes too...ridiculous.	12/2/2025 9:15 PM
52	I have to make a left turn into the parking lot at 333 Wellington. Often there is a line of vehicles at the lights in both lanes and so I wait to make the turn. I don't mind waiting but drivers on the inside lane think they are helping but waiting for me to turn. They are actually blocking my sight line of vehicles approaching in the outside lane. There is a curve in the road and vehicles seem to be going too fast. I just wait for both lanes to clear before turning left. With the proposal I wonder if the cars behind me will still be able to go around me as I wait for a safe opportunity to make a left turn. Also there are a lot of pedestrians on the sidewalk to consider when attempting to make the left turn into the parking lot.	12/2/2025 8:31 PM
53	Making left turns into our 221 Wellington property when travelling north on Wellington will force all traffic to stop behind my vehicle. The increased single lane opposing traffic flow travelling south will increase the time to make that left turn. This will increase driver frustration and road rage and motivate discourtesy on the part of drivers.	12/2/2025 6:29 PM
54	With only one lane, people making the left turn into the property will be stopping traffic behind them. Could be a real pain during rush hour.	12/2/2025 5:21 PM
55	Limiting Wellington Crescent to one lane will slow down traffic and make accessing (entering/exiting) the parking lot more difficult.	12/2/2025 11:17 AM
56	Egress to our building parking area / drop off loop is already challenging with 4 lanes of traffic. To enter the property entrance from westbound Wellington (most frequent use) you need to turn left across traffic on Wellington. With only 1 lane of traffic in each direction, it will cause a bottleneck and stop traffic behind while waiting to turn (currently cars can pass using the curb lane to around). Also could cause collisions if cars behind aren't expecting / paying attention. In addition - exiting the property will be more challenging without 2 lanes (ie can't turn right into the curb lane and will be more difficult to turn left or go straight across to Daly st).	12/2/2025 8:35 AM
57	Entrance to our lot is small. Fire trucks cannot get in. If this plan goes ahead, all traffic behind the fire truck on the street will have to wait!!	12/1/2025 3:37 PM
58	this does not solve the bottleneck problems of dangerous left hand turn at Wellington and Cockburn where a cyclist died. As a resident nearby it's concerning that the focus is only on the throughfare of Wellington and not the entrance to and from the side streets with the most significant traffic flows. Cockburn serves as the main "shortcut" for people who pass between Wellington and corydon. Bar left hand turns from Cockburn onto Wellington.	12/1/2025 3:10 PM
59	Single entry to my condo Extremely poor access to my condo. How do I turn into my condo if I'm heading east on Wellington? There is always a bottleneck on Hugo.	12/1/2025 10:39 AM
60	I visit a lot of friends in other buildings on Wellington Crescent and I usually walk to go to theirs, so having a Wellington Crescent where I'm not always shoulder checking as a pedestrian every time I have to cross an intersection or a driveway would make me feel safer. Adding bike lanes means that the road will be narrower so drivers will go a safer speed—hopefully a speed slow enough that they actually have time to stop when they see a pedestrian crossing (especially at the Stradbrook beg button, nine times out of ten cars will just blow past after I hit the button because they either don't care and treat my neighbourhood as a speedway OR they're going way too fast that they lack the reaction time or ability to break in time before the crosswalk). Lots of people in my neighbourhood are retired and moved here to downsize because it's such a walkable neighbourhood and you see so many people out, but it's not really safe to walk in this neighbourhood because of all the drivers who don't follow the basic	12/1/2025 9:37 AM

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rules of the road. Also, it would just be so much nicer to have a neighbourhood that's not right next to a speedway. This neighbourhood is beautiful throughout the year but the noise that speeding cars make tend to make it less of a pleasant place to live and walk.

61	Turning into parking area is difficult at the best of times. If traffic is down to one lane there will be congestion with anyone turning left or right who now have to also give cyclists the right of way. Very problematic. Turning left from Grosvenor on to Wellington and then turning into parking area will now hold up the single lane of traffic.	11/30/2025 11:04 PM
62	I am a senior and concern for me to get in & out of my garage	11/30/2025 6:20 PM
63	Getting in and out of my garage	11/30/2025 6:02 PM
64	New proposal eliminates 2 of the 4 lanes in front of driveways. Traffic is already backed up with 4 lanes and will be much worse with only 2 lanes. This will be further complicated by having to cross through the Bike Lane on the North side.	11/30/2025 4:43 PM
65	Likely more difficult to turn into Apt bldg at 333 Wellington Cres from west	11/28/2025 10:17 AM
66	No left turn onto Dorchester from Wellington Crescent means access to the parkade currently made by driving from Wellington Crescent onto Dorchester and then right onto Arbuthnot to arrive at the parkade's entrance on Arbuthnot will not be possible.	11/27/2025 3:54 PM
67	Turning left into the building from Wellington Crescent is something I do at least twice a day. Having one lane is a concern for flow of traffic.	11/27/2025 1:33 PM
68	Leaving our lot will be difficult as we are on the curve and pulling out and going left onto Stradbrook will be more hazardous due to the extra curbing and reduced visibility.	11/26/2025 8:59 PM
69	Access to the driveway	11/26/2025 8:23 PM
70	Traffic will be congested with one lane in each direction. I would hope that a traffic survey will be done. FYI: there is very little bike traffic in the bike lanes in front of our building. But, I do feel these bike lane make it safer for both cyclists and vehicle traffic. Why not use the blvd. areas for cyclists and leave two lanes each way for vehicles. This would allow the speed limit to remain at 50 k/hr.	11/26/2025 3:57 PM
71	It is yet to be determined ... so many factors come into play , i can't predict if it will be overall better for safety and flow or worse .	11/26/2025 3:55 PM
72	We need parking on the crescent and traffic snarl with only two lanes	11/26/2025 2:40 PM
73	This will simply make a difficult area to navigate for everyone into an impossible area to navigate for everyone. You are just adding constructs to impede everyone - drivers, parking areas along the streets, and people trying to navigate around the bike lanes. Please don't do this!!!!	11/26/2025 11:27 AM
74	If Wellington Cres is only one lane of vehicular traffic, 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. Right now if a car is turning left there is a lane available for cars behind to go around.	11/26/2025 10:03 AM
75	It's hard enough to access our property with four lanes of traffic. Two lanes will turn it into a nightmare with more accidents involving cars, pedestrians and bikes.	11/26/2025 8:49 AM
76	It will be very difficult to make a left turn onto the property from Wellington - can see traffic backing up waiting for someone to turn in. It's not easy now with the volume of traffic on the street. It will increase traffic on the side streets as people get off of Wellington in order to make a left turn onto Wellington at a light and then make a right turn into 255.	11/25/2025 2:49 PM
77	Access to our parking lot would/should remain unchanged as it already exists in a section of one way traffic	11/25/2025 2:16 PM
78	With single lane each way the traffic will be onerous to navigate and enter or exit our bldg	11/24/2025 3:35 PM
79	Significant impact on leaving and returning routes to our home. Services from nurses, contractors, caregivers. Traffic congestion and flow of vehicles entering and exiting their respective condo buildings along Wellington. Increases potential for accidents.	11/24/2025 11:51 AM
80	it has the potential to slow traffic down, and/or deflect traffic to other streets - this can be a positive	11/24/2025 11:41 AM

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81	It's difficult right now to turn left into my building, going eastbound on Wellington. Traffic right now can go around me but it's unpopular. If two lanes become one lane only, I will block traffic while I make this turn. It's a challenging turn as that lane facing me has an advanced left, so no one will stop and when the light is red traffic volume blocks my turn. Same issue if I approach from Grosvenor as Grosvenor will lose a lane. To make this a right turn for me, I would now have to drive into Osborne village to approach my building from the other direction which is an even worse proposition.	11/24/2025 10:51 AM
82	Entrance and egress from my parkade will be restricted in two directions	11/24/2025 7:51 AM
83	taking away the little parking we have	11/24/2025 6:47 AM
84	It is difficult now to access the Crescent from our parking lot. Any changes will make it worse.	11/24/2025 2:41 AM
85	I'm anticipating slower access to and from my residence, traffic backed up along Winnipeg as residents, their visitors service vehicles etc try to turn from Wellington onto our properties, possible longer waits to turn onto Wellington from the property--especiall if crossing Wellington is involved. As wells large portion of cyclists not following the traffic laws as usual. Zero traffic enforcement nt on cycled Sts of course.	11/23/2025 9:34 PM
86	If driving eastbound on Wellington we need to make a left turn onto our driveway. With only one lane of traffic, this will back traffic up (including from all the other driveways in the same predicament).	11/23/2025 6:55 PM
87	Driving eastbound, trying to turn (left) into our property, with only one lane of traffic, this will cause traffic backups. Because there is no access to curb lane no one can pass on the RH side as we turn.	11/23/2025 6:55 PM
88	I regularly bike down Wellington crescent to commute to work and for leisure	11/23/2025 4:24 PM
89	The increase in bicycle lanes, and the overall safety of Wellington will help reduce trauma in our neighbourhood and increas pedestrian traffic.	11/23/2025 10:40 AM
90	Difficult already to exit building due to traffic - this will make it a million times worse with single lane and lower speed limit.	11/22/2025 9:25 PM
91	I walk a lot. Looking out for bikes and vehicles when crossing streets will be more difficult. When driving the same is true, especially entering and leaving the property.	11/22/2025 7:40 PM
92	We enter and exit our residence off Wellington Cres. Hopefully the changes will allow us to do so more safely. Presently, traffic comes around the bend where we enter and exit (Hugo and Wellington,) at a high speed, not only are we navigating oncoming traffic but heavy pedestrian traffic and bike traffic on the sidewalk as well. It feels like an accident waiting to happen.	11/22/2025 1:54 PM
93	We Care right on the split of Wellington to stradbrook. You have to watch for cars behind to stop and there's a pedestrian cross walk there as well. To watch for traffic coming around the curve and bikes close behind is too much going on to be safe	11/22/2025 11:12 AM
94	According to the video it is not an option to turn into the parkade of my building. I would have to drive down the street to the other entrance/exit, traverse the parking lot to enter the underground parking. There are many vehicles using the parkade. What about firetrucks, ambulances etc. They frequent the crescent and are often parked in front of buildings during a call. There is considerable traffic on the crescent and often a backlog. To reduce the traffic to one lane will present a bottleneck if turning onto the crescent from academy. The same number of vehicles will use this roadway, reducing the lanes will only accelerate bottlenecks Cyclist currently seldom stop for a red, but will drive right through. Between that ,foot traffic and one lane, attempting to enter to driveway to the building will take longer, only adding to traffic behind having to wait.	11/21/2025 3:39 PM
95	Restricting left turns for eastbound traffic will mean I will have to plan another route to access west bound Wellington Crescent. To me this is minor when balanced with what I see as multiple aspects of the proposal leading to improved overall safety. I feel that the combination of the reduction from two lanes each direction and the elimination of left turns for eastbound traffic will enhance safety on this stretch enough to justify these changes. I do expect that a number of residents on the north side of Wellington Crescent who are impacted by this restriction will feel an indigence at this minor inconvenience and raise their objections to these proposals.	11/21/2025 7:19 AM

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96	The proposed plan will cause traffic issues. The bike lanes will create issues for traffic and cause unnecessary problems. Why the city is wasting funds for this. Since the project on Goulet, traffic is terrible. All because of the terrible bike lanes. The exchange, terrible for drivers because of the bike lanes. Pembina has terrible traffic and issues caused by the bike lanes. Going ahead with this is a waste of tax dollars and will create nothing but issues. Use your head and scrap the idea.	11/20/2025 5:32 PM
97	There are currently two existing pedestrian sidewalks that line either side of Wellington. I am deeply opposed to these changes. The reduction to one lane is a terrible idea as many large delivery vehicles (UPS, Canada Post, emergency vehicles and private moving companies) often park in one of the two same directional lanes. This would cause traffic to have to enter the oncoming traffic lane which is an obvious safety risk and is unwarranted for the few seasonal bikers who choose to ride on the street rather than the existing sidewalks.	11/20/2025 1:37 PM
98	There will be the meridian at Wellington Cres and Dorchester Ave and now added bike lanes. This could make left turns from Wellington East bound, and Grosvenor into my parking lot at 333 Wellington Crescent more difficult perhaps. Or may back up traffic more as the right most curb lane will be eliminated meaning cars won't be able to go around Left turners.	11/19/2025 8:20 PM
99	exiting onto wellington and needing to turn onto gertrude or dorchester (which are the main roads i take) will not be an option anymore.	11/19/2025 6:06 PM
100	-a left hand turn into the parking lot of my building will hold up traffic. -on street parking is being reduced- guests of mine already find it difficult to find parking so these plans are making that worse	11/18/2025 1:46 PM
101	I'm a cyclist and bike on wellington all the time. This will make it much safer and more enjoyable.	11/18/2025 8:52 AM
102	Parkade entrance for 250 Wellington Cres is off Gertrude. Closing off the entrance onto Gertrude from Wellington Cres will reduce entrance points from Wellington Cres to park vehicle. I believe closing this Gertrude entrance it will reduce traffic flow on the road, especially between Hugo and Daly; however with reduced traffic I am worried about snoopers and garbage dwellers and if this will increase the traffic on Wardlaw for people to cut down there to get to Osborne. With Wellington decreasing to one lane (where now it is 2 lanes), another impact will be the increase difficulty turning on to Wellington from the side streets.	11/17/2025 8:06 PM
103	Removal of street parking will adversely affect the neighbourhood. That means residents and visitors will have even greater competition for parking spaces as this plan cannot create more parking.	11/17/2025 7:51 PM
104	Approaching from Academy, it is already difficult to turn into our driveway, due to the constriction posed by the centre median. Turning into the driveway going in the opposite direction is also difficult. The road is constantly used by emergency vehicles. Utility and city trucks - often stop to offload or provide service. In addition, it is already dangerous to walk on the sidewalks due to motorized "bicycles" speeding along on the sidewalk! In addition, my experience with cyclists in other parts of the city shows they care little for the rules of the road, often emerging from bike lanes without warning, and running red lights at will. Finally, in the winter, the sidewalks are hardly ever plowed. Add a bike lane and you will have a formula for accidents due to extended windrows from the curb. BTW, I am a former bicycle rider.	11/17/2025 5:59 PM
105	Slower speed limit and fewer lanes will be safer for entering and exiting by vehicles, cycliclists and pedestrians.	11/15/2025 5:05 PM
106	Safer walking and cycling access. Safer roads with the 40km speed limit. I will be able to leave my driveway more easily.	11/15/2025 5:04 PM
107	Left turns out of my condo's driveway are possible now and I don't know if that will remain possible with the change to two lanes of traffic.	11/15/2025 2:16 PM
108	Left turns into our parking lot will become very difficult as the traffic traveling west bound becomes one lane	11/15/2025 10:48 AM
109	Traffic backlog. Hundreds of people who live in condos exit and enter condos continually 24-7. Dumb idea. Move bike lanes to area where there are houses and only a few people live. Not suitable for condo area with huge populations.. Nightmare on Elm Street has been renamed Nightmare on Wellington Crescent. Find another street, really this is the dumbest idea I have ever heard of...	11/15/2025 8:56 AM

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110	It will make greatly improve safe access for pedestrians, cyclists, and drivers.	11/14/2025 7:30 PM
111	This is a very busy road,To access to the east it is difficult enough now without making it worse.The inner lane on the south side offers "shelter" from the fast traffic on outer east lane. To zipper in is very difficult , at times impossible.The safer alternative is turn right from 323 and left on to Grosvenor, left on Liac, left on McMillan, right onto Wellington Crescent. Coming fro the west , with left turn into 323 more problems.Luckily there are 2 lanes, seldom I can turn in left 8 am to 8pm without sitting for a break in traffic from the east.Once through the lights at Grosvenor I show left turn signal, so drivers behind me have the inner lane to get past me while I am waiting. So if you go down to one lane there can be one hell of a backup as far as Academy. Just think this situation can snowball eastward on the Crescent.A recipe for creating more dangerous traffic situations rather than easing. One last comment. A child recently was hit by a car at Osborne/Brandon.. The mother is crying out for more bike lanes, that is fine. However, I see Police saw no reason for charges against the driver.That tells me something important. It appears plainly the cyclist was at fault . I think the mother needs to teach her child there are road rules for cyclists also.I see frequently cyclists ignoring stop signs, lights etc. usually the driver is the bad guy. This recent event outcome is rare.	11/14/2025 1:28 PM
112	Many cyclists do not know or follow traffic rules. They dart from every direction, so people walking or driving will have an increased stress of getting in and out of their property/residence.	11/14/2025 8:02 AM
113	reduced traffic flow and concerns regarding visibility of bikes and cars whe entering and exiting property	11/13/2025 9:14 PM
114	Already have 12 bicycle riders a day going through garbage and recycle bins, have drug bicycle deliveries, and thieves damaging property. More paths for bikes means crime goes up exponentially.	11/13/2025 8:10 PM
115	Padastrian and bicycle will require extra attention from drivers (compared to them being on the sidewalk) will create backlog of traffic and will cause delays in the morning	11/13/2025 7:42 PM
116	In my area it will not effect us directly but as someone who drives in the area it will cause a huge problem as so many cars turn left and right into multi family dwelling and side streets	11/13/2025 1:05 PM
117	access to Gertrude Ave	11/13/2025 12:25 PM
118	The traffic on Wellington Cres will increase because of the one lane each way concept. If I am coming from Academy I need to do cross traffic to pull into my apartment as we have underground parking. I am a senior so there will be less to no parking for my family. I see increased accidents for cars and people. This is a high residential area. I think you need to be more concerned for the people who live here than those who just want a nice drive. Bikes now use the sidewalk which isn't great either.	11/13/2025 9:29 AM
119	I drive everywhere because walking is difficult for me. With your plans there is only one lane of traffic both ways and no parking period. This absolutely stupid and those who thought of this should be fired period. Anyone who lives on the river side would never get out of the parking lot period. The traffic will be bumper to bumper all day even with the reduced speed. I don't see many people in bikes they just ride on the sidewalks and don't have care to watch out of those who walk or trying to get out of the parking lot. The only time you see a lot of people walking is on Sunday during the summer months. The only way to make changes is to shrink the city boulevards and cut down the trees. The laws are on the books for the speed of 50 KM but everyone speeds because there is consequences because city doesn't want to pay for the police officers to sit in their cars for \$50 or more an hour to catch one or to drivers or over the speed limits.	11/13/2025 7:19 AM
120	Access to our parking Leaving to turn left especially Some of the neighbourhood condos have no access to park and load or unload (movers are sometimes there for hours You have not dealt with the Daly /wardlaw intersection - many westbound cars turn left at Daly - What about the Fire trucks coming down Wardlaw	11/12/2025 7:57 PM
121	Runs across the entrance to our building as we are on the curve at Stradbrook on the River side. We already have traffic coming around the corner and it's hard to know when there's no more traffic so we can pull out if the driveway onto wellington	11/12/2025 7:19 PM
122	There is a high incidence of vehicle fender benders with people turning left out of condos across from the wardlaw opening and people turning left off of wardlaw. Adding bikes in this area will be highly dangerous. Traffic is also extremely slow at 0600-0900 and 1630-1830 due to high volume of vehicles. Turning right during these times after losing entire lanes on both	11/12/2025 4:32 PM

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sides will cause a gross increase in backlogs and frustration amongst drivers leading to more road rage and accidents.

123	Anyone turning into our driveway will be holding up traffic because you are taking the 2nd lane away. And visitors to over 1000 condos or apartments will have nowhere to park!	11/12/2025 3:47 PM
124	The reduction of Wellington Crescent to one lane of traffic in each direction means that entering and exiting buildings will automatically slow down traffic, particularly for left turns and in rush hours. The traffic on Wellington Crescent during rush hours is quite heavy now with 2 lanes being available.	11/12/2025 3:34 PM
125	Traffic will back up when trying to turn left into an apartment on Wellington Cres as there will only be one lane	11/12/2025 2:25 PM
126	With all the new bike lanes installed on River and Stradbroke in the area, It is Noticeably more difficult to watch for walking pedestrians on sidewalk, while watching for traffic, plus bikers on the bike paths. It's drivers that have added stress related to this, as cyclists are very unpredictable.	11/12/2025 1:21 PM
127	It would limit parking and make access to the Crescent more difficult from side streets.	11/12/2025 11:43 AM
128	Reduction of car lanes significantly impacts residence access to their homes,PARTICULARLY during rush hours!! Access is already restrictive during these hours, given the high density of population and the NO TURNING from The N. bound traffic onto River to get to our residences DURING rush hour. Condensing traffic on Wellington will only result in far worse traffic backup along all of Osborne!!!	11/11/2025 4:22 PM
129	The driveways to/from the building are directly from/to the building I live in. I am a cyclist and am excited for the changes in safety and positive environmental move/progress!	11/10/2025 5:13 PM
130	Access to the front parking lot would be negatively affected when coming from the East. The exit would only allow a right turn, therefore creating a problem for going West.	11/10/2025 5:03 PM
131	will affect visitors, deliveries & trades visits to condominium front door somewhat. Will enhance my access to cycling routes happily.	11/10/2025 1:23 PM
132	It looks like it will be very difficult for residents to exit our parking lot and turn left onto Wellington Crescent	11/10/2025 12:47 PM
133	As a cyclist, I find it very dangerous to cycle along this section of the Crescent. As a pedestrian it's impossible to safely cross at Cockburn	11/10/2025 11:12 AM
134	limit access and exit, compound high traffic, moving trucks, post office, amazon park in car lanes, compound access/exit to 529 restaurant and St. Mary's school, no street parking when parking already a problem	11/10/2025 10:49 AM
135	crossing a dedicated bike lane	11/10/2025 10:41 AM
136	Will cause greater congestion	11/10/2025 10:24 AM
137	With only 2 lanes it will ne more difficult to turn left. Where will fire trucks, ambulances and delivery vehicles stop	11/10/2025 9:07 AM
138	The designated left hand turning lanes for the large condo buildings are a super idea. Thanks	11/9/2025 7:07 PM
139	It will increase time into and out of our building. All the present traffic that uses two lanes will now be forced into one lane. The volume of traffic will not decrease.	11/9/2025 6:52 PM
140	Crossing the bike lane both directions n and it of my property	11/9/2025 5:31 PM
141	This project will have a high impact on access because it will postpone or cancel the installation of a proper solution; which is to have both direction of cycling on the south (westbound) curb. That is a solution that eliminates many of the vehicle/cyclist intersections that are the cause of the safety concerns. This inadequate interim solution delays that proper solution.	11/9/2025 2:02 PM
142	I like the bike paths idea. I am worried about pedestrians crossing Wellington. There will likely be more congested traffic with only 2 lanes and it will be harder for pedestrians to cross. More crosswalks would help this - especially at Daly/Wardlaw and Wellington. It is such a dangerous corner.	11/9/2025 12:45 PM

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143	No street parking, no access to Gertrude which forces us to use Stradbrook to reach Osborne, exiting our driveway will cross over bike lanes, making it difficult to enter one-lane roadway. We will be forced to use side streets to access other main roadways and these are already difficult to navigate with parked cars. No parking on Wellington will add more parked cars to the side streets as well. Fire trucks and other emergency vehicles use Wellington as an emergency route and park in the curb lanes when accessing buildings on Wellington. How will they access people in need without shutting down an entire lane of Wellington? Will transit buses stop traffic on the single lane roadway to pick up riders? This is a densely populated stretch of Wellington with many senior residents who are not the people this design accommodates. St. Mary's Academy cars turn both ways onto Wellington which add to congestion, especially at the end of school day. One lane in both directions for this traffic entering Wellington will further add to this congestion.	11/9/2025 9:53 AM
144	during a good portion of the day especially morning and afternoon rush hours it is extremely difficult to turn into our driveway and most traffic behind the turning vehicle moves to the adjacent lane to bypass . if there is no lane to turn onto the build up of traffic will stretch far onto Academy Several buildings on the Crescent do not have the capacity for larger trucks - as moving trucks, large delivery trucks - to come onto their premises. presently a moving truck may spend half a day parked on Wellington crescent while someone's apartment or home is emptied or filled. The cars behind them move into the adjacent lane which is going in the same direction. In your plan the only alternative for cars traveling behind the parked vehicles in the same direction is to attempt to pass using the lane with opposing traffic.. This is unacceptable - depending on drivers to have the patience to wait and allow traffic to merge. an accident waiting to happen...	11/9/2025 9:17 AM
145	Wellington Crescent will become even more congested and entering or exiting my apartment building will become harder and even more dangerous.	11/8/2025 8:48 PM
146	Cyclists need to abide by traffic lights to avoid hitting pedestrians crossing Wellington.NO EXCEPTIONS TO TRAFFIC RULES	11/8/2025 6:22 PM
147	It will make the street more comfortable for me to walk and cycle around.	11/8/2025 3:26 PM
148	Traffic regularly is too fast on that stretch considering the population and number of cyclists and pedestrians.	11/8/2025 2:47 PM
149	I have walked in this area in non-winter months, have guests parking off-street, etc	11/8/2025 1:15 PM
150	The turns to enter exit property are on Wellington at best traffic gets very backed up and chaotic at these points especially at Gertrude Hugo intersection	11/8/2025 12:53 PM
151	It definitely will slow down the traffic and the bus will be even slower.	11/8/2025 12:20 PM
152	exiting/entering our building will become even more dangerous with only one lane of traffic in both directions! parking for visitors is significant! it will be impossible for moving vans etc to stop in front of our building!	11/8/2025 9:36 AM
153	The entrance and exit from our building obscured by the sharp curve to the east. Additional Daly and Wardlaw converge right at the exit from our building.	11/8/2025 7:46 AM
154	Parking is already an issue for people attending events, some of which see 650+ attendees at events. We have worked very hard over the last decade to convert this property to a community space and to increase what is vital income. If we lose some of these big renters it will be a huge financial well-being issue. I note you are also closing access to Gertrude which will serve to route traffic down Wardlaw. Access to Wardlaw off Wellington based on converging roads and stop signs is currently tricky and invites accidents. This is also a concern.	11/8/2025 7:00 AM
155	Traffic changes	11/8/2025 1:27 AM
156	Bicycles zoom by when trying to access my driveway	11/7/2025 9:17 PM
157	I bike to and from work every weekday. I regularly bike in this area to get to and from appointments, etc. Based on the plan, I'm most concerned that bicycle access to Gertrude will be blocked from Wellington.	11/7/2025 8:33 PM
158	This is already a high traffic area taking away a lane will affect my daily drive in a negative way. We have a parking lot that when they protested for these bike lanes they felt as if they	11/7/2025 8:33 PM

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could just park in the lot taking away from people who live here. How many others will think that's okay now that there will be less parking areas.

159	Intersection of Grosvenor & Wellington. A nightmare now	11/7/2025 8:32 PM
160	If you remove all the parking in the front of the building, it will ruin all the very limited parking for the block. There's already a massive issue with people parking in the building lots that aren't supposed to be there. Not only that, moving trucks haul things in and out frequently as it's a big building, there's no through access for big trucks and any trucks in the back alley will block anybody coming in and out of the building's lots.	11/7/2025 8:30 PM
161	Looks like people might not be able to turn in when coming from Grosvenor Ave. or from the Maryland bridge	11/7/2025 6:51 PM
162	Delivery & moving trucks have to park on Wellington as the entrance to the rear parking lot has a low overhang and most trucks cannot safely navigate it.	11/7/2025 4:50 PM
163	Access to our indoor parking which is on Arbuthnot requires access from westbound Wellington Crescent onto Dorchester. That left turn option has been taken away. If one turns left onto Arbit, not off of Wellington, you have to do a U-turn to get back to our building.	11/7/2025 3:49 PM
164	I'm concerned about vehicles exiting 255 Wellington. Will there be sufficient gaps in traffic especially if all traffic is funnelled into one lane. Turning left from 255 onto Wellington is very difficult now. I think it'll be even more so after the change.	11/7/2025 2:58 PM
165	Narrower roadways.	11/7/2025 2:05 PM
166	On days when I drive to work/use my car between 3:30-6:00 p.m., there is always a traffic build up at Wellington/Cockburn due to the parked cars on the West side of Cockburn between McMillan and Wellington. It is only ever 2-3 parked cars, but they make Cockburn a one-lane road, and drivers on Wellington cannot turn South onto Cockburn because of the parked cars and other, North-going cars trying to get onto Wellington. Having that small strip (West side of Cockburn between McMillan and Wellington) designated a No Parking zone would mean that cars could turn South off of Wellington. With the closure of Dorchester as a turning option from Wellington, I fear this problem would only get worse on Cockburn. I took photos of a traffic build-up from my car this past May, during a particularly long wait (10-15 minutes) trying to get out of my back alley onto Cockburn. I can send them if folks would like to see what I mean.	11/7/2025 1:25 PM
167	It is near impossible to turn left approaching my property on Wellington Cr never mind right turns. The street is used by many as a shortcut so traffic is now congested at many times of the day especially rush hour	11/7/2025 12:50 PM
168	Direct access to parking garage and visitor parking off of Wellington Crescent. Deliveries, Uber/Taxi service, garbage service, guests and residents will be impacted.	11/7/2025 12:50 PM
169	Positive change for pedestrians and cyclists. Hopefully there will be less car honking (frustration), with the lower speed limit.	11/7/2025 12:32 PM
170	Makes it harder to get to property	11/7/2025 11:22 AM
171	Access to the odd number buildings from Eastbound traffic on Wellington without disrupting traffic	11/7/2025 11:19 AM
172	I have 5 suites in my house. When tenants move in and out they move through the front and moving trucks park on WC. This would back up traffic on a narrower street. Delivery vehicles will also block traffic when they stop for deliveries. Not just at my house but all along the street. This does not mean I am against the proposed changes, but these are effects that need to be mitigated.	11/7/2025 10:55 AM
173	This will slow traffic on Wellington and increase congestion on already busy streets, elimination of the parking spots will make the parking worse in a parking limited area.	11/7/2025 10:26 AM
174	Further traffic "calming" initiatives on the urban blocks of Wellington Crescent may only marginally improve safety while enraged drivers ignore the measures. This will fail. Without higher speed (60km/h+) east/west routes south of the river, like Grant Avenue from Pembina to Roblin should be 60km minimum the entire way to make up for lack of express options.	11/7/2025 10:20 AM
175	Wait times will be extraordinarily long. There are few other routes to take home that are not already ridiculously contested.	11/7/2025 10:00 AM

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176	it will be easier and a more walkable environment with less vehicle noise.	11/7/2025 9:50 AM
177	My apartment building is located in Wellington Crescent facing the river. Vehicles driving eastbound need to stop at Wellington, signal left and watch the incoming traffic to be able to enter the buildings driveway. Same happens with all entrances for the buildings in the river side of WC. Changing WC to single lane might lead to some traffic jams or slow traffic due to vehicles turning left to access the buildings' driveways.	11/7/2025 9:49 AM
178	Only 3 visitor spots at my block. Side street parking is already heavily used	11/7/2025 9:27 AM
179	dangerous	11/7/2025 9:27 AM
180	It will slow down traffic which is needed	11/7/2025 8:53 AM
181	Traffic exits from condo parking via a short driveway onto Wellington Crescent. The density of traffic through one lane will make this difficult and more dangerous during the rush hours.	11/7/2025 8:47 AM
182	The project wont directly impact the entrance to the building, but stopping the left turn onto Dorchester will indirectly help! A long line of cars trying to turn onto Dorchester often blocks our entrance (when trying to turn left from Wellington) and obscures oncoming traffic in the curb lane	11/7/2025 8:14 AM
183	It might take longer to turn into the property but it will be offset by the slower speed of traffic and therefore easier to go between two slower driving vehicles rather than 2 lanes at 60km.	11/7/2025 8:06 AM
184	Safer biking	11/7/2025 8:05 AM
185	Exiting property to go east will be almost impossible due to traffic buildup in one lane. Entering property from Wellington with only one lane when coming from west will clog traffic back through the light at Grosvenor. This will happen all up and down Wellington as there are more than a dozen driveways.	11/7/2025 7:17 AM
186	Loss of parking and all of the entrances are crossing through a bike lane	11/7/2025 7:13 AM
187	All of the apartment and condo buildings along this stretch of road, create a lot of travel, with pedestrian and motor. If we include the traffic that uses this stretch as a connection between Osborne, corydon and Academy, this creates a lot of flow. I think getting rid of two lanes of traffic and replacing them with bike lanes will make it worse.	11/7/2025 6:47 AM
188	The bike lane is along the entrance drive to the condo building	11/7/2025 6:30 AM
189	Concern cars turning left anywhere along Wellington will make long back logs if there's no space to get around.	11/7/2025 5:34 AM
190	Both we as owners and our guests will have to rely on the kindness of motorists, cyclists, pedestrians and dogs to allow us both off our property (it's already a nightmare) and on our property especially during rush hour. Also, there will have to be a generous curb allowance so when we leave our property we don't encroach on the opposite oncoming lane.	11/7/2025 12:14 AM
191	Greater access to safe bike lanes could result in fewer cyclists riding on the sidewalk in front of our place.	11/6/2025 11:26 PM
192	By reducing Wellington Crescent to one lane in each direction you will be completely eliminating the space in which all of the larger delivery/moving trucks are able to park and load. There are many buildings along the river side of Wellington crescent that do not have accessible turnarounds for these larger vehicles to manoeuvre or have height clearance for. This also includes the many construction vehicles and EMERGENCY vehicles that have been working along this stretch of road over the past 5 years of my residency here. I would also like to note that both fire trucks and ambulances use this stretch of road regularly and this reduction in lanes will highly impact their response time as traffic will be more congested; and this is in an area where a large portion of the demographic are seniors. One more note would be the amount of vehicles required to turn left into the many apartment and condo buildings along Wellington crescent (while driving east bound). During higher traffic volume times the reduction to one lane will end up causing massive delays and traffic backups due to one car attempting a left hand turn. We already see this type of back up occur with cars attempting the left turn into 529 Wellington Crescent - however the reprieve of cars waiting for the lights at Wellington and Academy allow these vehicles to pass much more safely and not need to attempt their left turn between moving vehicles.	11/6/2025 11:07 PM
193	Right now, vehicles coming off the curve of Wellington as it become Stradbrook speed	11/6/2025 7:25 PM

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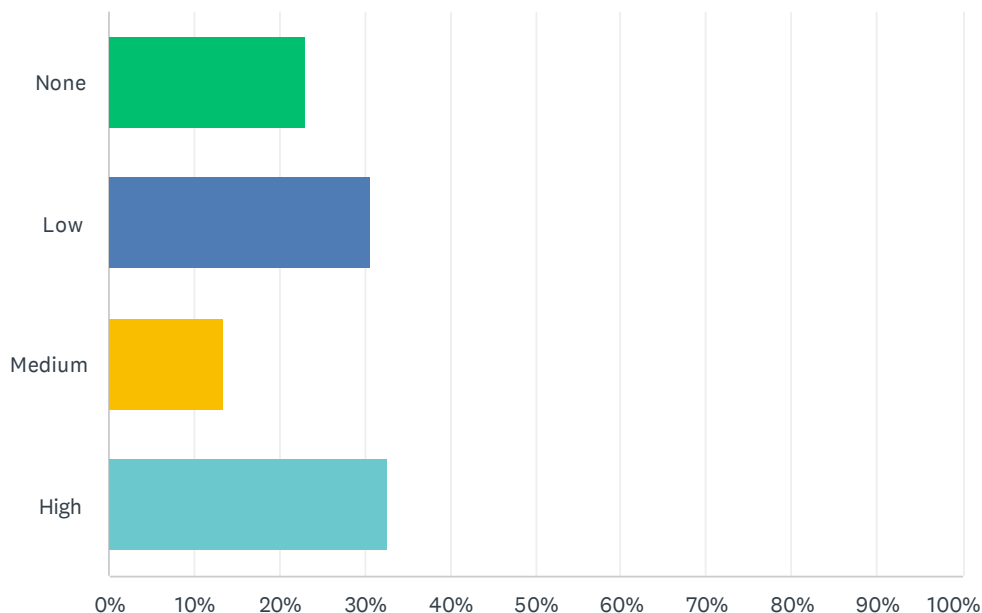
	noticeably.	
194	Commute to work will be slower with less lanes no street parking and increased frustration with cyclists & pedestrians who dont live snd pay high taxes on this street aggressively acting like they own it	11/6/2025 6:49 PM
195	Blocking access to Gertrude - I use it multiple times a day. Removing parking from the street - where will people park? There already isn't enough on street parking in the area	11/6/2025 6:07 PM
196	Loss of vehicle lanes in both directions will severely slow down traffic movement. Also, the new bicycle lanes on both River Avenue and Stradbrook Avenue are rarely used.	11/6/2025 5:32 PM
197	(1) Larger vehicles (moving trucks, delivery vans, tow trucks, etc.) are not able to get down to our river level parking lot due to height restrictions imposed by the building's extension over the lot. As a result, they're only option is to double park in front of the building. This will not be possible with 1 motorized traffic lane. (2) Turning left into our building's parking lot is already challenging and may be worsened by motorized traffic funnelled into 1 lane. Hopefully, some will choose a different route though not sure what that would be. (3) A 40 km/h speed limit is much welcomed but would need to be enforced. Drivers heading westbound come around the curve and quickly accelerate.	11/6/2025 5:31 PM
198	Driving east I need to cross oncoming traffic to access our parking lot. With proposed changes traffic will build behind me as I wait for a safe opportunity to cross traffic. Traffic now can pass in the curb lane.	11/6/2025 4:39 PM
199	I believe that it will improve sidewalk safety for pedestrians and cyclists. I also believe it will improve safety for drivers as there are more single lanes, and reduced road speed maximums. I think overall, it will improve safety for residents and for those who use wellington crescent on a regular basis.	11/6/2025 3:53 PM
200	Exiting our building is difficult at the best of times. Owing to the placement of BellMTS boxes on the boulevard, trees and the curve, the view to the east is nearly blind at the best of times. It's completely blind in the winter when ploughed snow is left at entrances and exits. I very much support the bike lanes - but the location of telecom boxes, future tree plantings and bus benches needs to be given more thought to improve safety. FedEx, UPS and other vehicles routinely park on the boulevard, adding to the challenge.	11/6/2025 3:47 PM
201	My residence parking is only accessible through back lane access which would be directly impacted by this plan making it exponentially more difficult and dangerous to access my residence.	11/6/2025 3:41 PM
202	It will be more difficult to turn into our building and more dangerous for cyclists as it introduces another diversion/hazard	11/6/2025 3:11 PM
203	Increased vehicular traffic as motorists will use Academy Road and Stanford more.	11/6/2025 2:23 PM
204	The project fronts our ingress and egress	11/6/2025 1:30 PM
205	Travelling west on Wellington Cres from Stradbrook, i exit on Dorchester to get to Arbutnot and the entrance to our parking garage.	11/6/2025 1:29 PM
206	Drive down the busy street many times for shopping, visiting, etc.	11/6/2025 1:19 PM
207	Will effect street parking.	11/6/2025 1:07 PM
208	Moving vans and delivery vehicles will be unable to access this address with the reduction to one lane.	11/6/2025 12:04 PM
209	If anything, these changes will funnel cyclists to existing bike infrastructure (which is right in front of our business, which we have invested in BECAUSE of the bike infrastructure).	11/6/2025 12:02 PM
210	1. safer environment for cyclists AND pedestrians 2. Should slow vehicles that are currently prone to speed on Wellington 3, eliminated a dangerous instersection at the confluence of Hugo, Gertrude and Wellington	11/6/2025 11:53 AM
211	Increased travel time to and from condo.	11/6/2025 11:47 AM
212	I support the bike lanes. However, my access to Wellington Crescent heading west is by turning left at Dorchester and Wellington Cr. Will this still be possible, given the median being put in place?	11/6/2025 11:08 AM

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213	Vehicles will unable to turn left from Wellington onto Dorchester to use street parking right in front of my home. This greatly affects visitors and delivery services	11/6/2025 11:08 AM
214	Driveway to building's parking crosses a sidewalk already used by bicycles who don't pay any attention to pedestrians or vehicles , they will continue to use the sidewalk even if bicycle lanes are built. This will create another opportunity for an accident as it will add a second conduit for vehicles to monitor before crossing. Because of all the apartment buildings on Wellington, vehicles are using one lane to turn left . This already causes congestion and frustrated motorists without losing a lane to cyclists. By the way, I drive this route to and from route every day, and I can say the bike lanes are usually empty, and this is not during the snow season.. Bicycles are still on the street, and not using the lanes, but now the lanes are narrower, so there is no way to get around the bicycle.	11/6/2025 10:31 AM
215	I anticipate difficulty pulling out of our parking lot when traffic is reduced to just one lane. It is already congested and difficult at times	11/6/2025 10:14 AM
216	Reducing the number of lanes for vehicle traffic will lead to back up in traffic as vehicles are waiting to turn	11/6/2025 10:11 AM
217	Hundreds of events with thousands of attendees are held at Crescent Arts centre. There is very limited parking available in the area and to lose the street parking on Wellington will make it much harder for people. Often these are seniors attending MCO for example.	11/6/2025 10:10 AM
218	Living at intersection of Grosvenor & Wellington it is very difficult to get in & out of my building now & I want to insure easy access. It's tremendously difficult now as it is . I was unable to pause your video at this juncture.	11/6/2025 10:09 AM

Q7 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: 355 Skipped: 2,293



ANSWER CHOICES	RESPONSES	
None	23.10%	82
Low	30.70%	109
Medium	13.52%	48
High	32.68%	116
TOTAL		355

#	IF YOU SELECTED MEDIUM OR HIGH, PLEASE EXPLAIN. PLEASE INCLUDE A DESCRIPTION OF ANY UNIQUE VEHICLES THAT MUST BE ACCOMMODATED.	DATE
1	An ebike is tricky as it's faster than pedestrians/regular bikes but slower than vehicles	12/12/2025 11:31 PM
2	Depending on the time of day, traffic might be backed up significantly, delaying arrival.	12/12/2025 8:43 PM
3	Expect accessibility via transit bus service to worsen at times of peak traffic levels due to vehicles queueing in proposed single vehicle lanes on Wellington between River and Grosvenor.	12/12/2025 6:36 PM
4	Will make it incredibly difficult to leave the house. Especially on time	12/12/2025 6:17 PM
5	See above re: fire and ambulance. Moving trucks will also have problems accessing the building. The elimination of parking in the area will also create problems for home care workers who come into our building daily to provide essential health care services.	12/12/2025 5:56 PM
6	With only 1 lane of traffic going each way, it will be very difficult to make a left hand turn on to the 229 property as well as making right hand turn to get off the property.	12/12/2025 1:43 PM

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7	See above	12/11/2025 8:03 PM
8	We have a crosswalk in front. Cars do stop for us when using it. I have a direct view of this. Many people don't even bother to use the crosswalk but just run across from their parking spots. Others run diagonally from Stradbrook to Wellington. Cyclists are often seen going against traffic on Wellington on the one way section between River and Stradbrook. Other cyclists are seen dodging between the sidewalk and the cycle path.	12/11/2025 4:16 PM
9	Older residents already have problems with leaving the property because of the amount of traffic. If the intent is to reduce the amount of traffic using Wellington then it would be best to lower the speed limit and enforce traffic speeds with photo radar or police.	12/11/2025 3:03 PM
10	Not sure from the details which have been given	12/11/2025 1:32 PM
11	There will be safety challenging crossing the street at the controlled crosswalk directly on Wellington, and again on Stradbrook as those are the bottlenecks. As it is, vehicles drive through these intersections even when the crosswalk lights are activated. I have had to jump a few times.	12/11/2025 1:31 PM
12	Emergency vehicles	12/11/2025 1:29 PM
13	Access heading northbound will be difficult	12/11/2025 11:45 AM
14	Fire trucks. Moving Vans, garbage trucks	12/11/2025 9:26 AM
15	Turning into my condo garage will be a nightmare It's already difficult during busy times to get in and one and now add a bike lane !	12/10/2025 10:51 PM
16	More difficult to access the building by car per above - no change for pedestrians and bikes.	12/10/2025 4:57 PM
17	As I mentioned above, more people are going to be looking for parking in my street if street parking is removed from Wellington...	12/9/2025 9:50 PM
18	See above	12/9/2025 5:04 PM
19	We now have to cross a bike lane to enter various properties	12/8/2025 8:51 PM
20	Our building contains 103 units, the equivalent of a normal River Heights block-and-a-half. Many of our residents are over 55 years of age. First responders/fire engines are required to visit the property quite often, but cannot park on the property, and so stop for the duration of their visit on Wellington Crescent, blocking one lane of westbound traffic. This fact is also true of many of the other rental and condo blocks along the Crescent. So traffic will be completely blocked for 15 minutes or a half-hour or more?	12/8/2025 4:30 PM
21	The sidewalks on Wellington Crescent are in terrible condition and the patchwork repairs have actually made them harder to navigate by walker or wheelchair. They are also hazardous for pedestrians. Disgraceful.	12/8/2025 11:17 AM
22	Right now people are subjected to the narrow sidewalks or a dangerous street to access my building and my neighbours. The temporary bike lanes and speed reduction give people of all ages and abilities another option to move around the street and to other areas of Winnipeg.	12/8/2025 11:12 AM
23	I believe this change will increase the hazards to cars, pedestrians & bikers.	12/8/2025 10:40 AM
24	Addressed in #6 above.	12/8/2025 7:35 AM
25	As above, wait times will be even much longer. High risk of attempts to cut into traffic causing more accidents Bikers would have high priority over property owners trying to use Wellington Crescent.	12/7/2025 7:25 PM
26	Line up of vehicles limit entry/ exit onto property. Dense traffic only risks more accidents	12/7/2025 7:23 PM
27	What about delivery trucks. Movers who charge by the hour! I will be paying their time while they sit on the road unable to enter or exit.	12/7/2025 2:36 PM
28	Vehicle right hand lane changes across bike lane is extremely dangerous	12/6/2025 10:47 AM
29	I am all for a bike lane but removing additional parking and drive aisles is not the solution. It will create a huge traffic back up during both rush hours.	12/5/2025 4:05 PM
30	I'll select HIGH since you've not considered that a reasonable response might be DON'T	12/4/2025 11:10 PM

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KNOW. The survey developer needs to ensure a full range of responses.

31	i do not know.	12/4/2025 4:33 PM
32	Parking is at a premium, I believe there's even laws stating that new multi unit construction must provide parking. Coupled with Amazon and skip I'm not seeing a solution where bikes aren't forced into the center lanes.	12/4/2025 3:18 PM
33	As above, ambulances, larger handy transit vehicles. There are also many delivery trucks as there are a significant number of older residents who have supplies Same difficulty for garbage and recycling trucks.	12/3/2025 10:07 PM
34	See the submission above. The congestion that this will cause will lead to vehicle accidents which would never have happened in its absence, road rage, traffic laws being broken and no improvement in overall safety.	12/3/2025 9:02 PM
35	As noted above	12/3/2025 8:57 PM
36	The entrance is near the curve and visibility regarding bicyclist or pedestrians can become obscured by delivery trucks, vans etc	12/3/2025 4:11 PM
37	PARKING throughout the neighborhood	12/3/2025 7:41 AM
38	There's a crosswalk coming from river to where it becomes Wellington and another crosswalk right across from our driveway where Wellington becomes Stradbroke. Traffic with the 2 lanes now going onto Stradbroke gets backed up all the way past Hugo during rush hour. One lane will be impossible to get anywhere.	12/2/2025 9:15 PM
39	Please refer to the previous remarks	12/2/2025 8:31 PM
40	More difficult for drivers lacking confidence.	12/2/2025 11:17 AM
41	See above. Egress will be more challenging with fewer traffic lanes.	12/2/2025 8:35 AM
42	Will create more of a bottleneck for traffic at Cockburn and Wellington Cres. Unless you bar left hand turns.	12/1/2025 3:10 PM
43	Less parking in the area makes it very difficult for visitors especially if they are seniors.	12/1/2025 10:39 AM
44	Having more protected spaces for pedestrians and bikes would help people access the building and the neighbourhood more, so I really want to see this installed ASAP. Usually, sidewalks aren't maintained well enough, or they're too narrow, or the curbs are in terrible shape, for people who use mobility aids like wheelchairs and walkers (it's a more elderly neighbourhood, so there are quite a bit of people who use walkers) and even young families that have strollers so it's really hard for a lot of people the way it is right now.	12/1/2025 9:37 AM
45	It will be difficult to look for pedestrians and cyclists and vehicle traffic to exit parking lot. It doesn't help that garbage bins and the curve of street already make visibility difficult.	11/30/2025 11:04 PM
46	Ability of ambulances, firetrucks, and other safety vehicles to enter our guest parking lot, would the above vehicles and deliveries be available?	11/30/2025 6:20 PM
47	I am a senior and using my garage and the ability to use Dorchester then right onto Arbutnot and into garage works, using Grover from Stanford	11/30/2025 6:02 PM
48	Building is primarily Senior Citizens.	11/30/2025 4:43 PM
49	Again pulling in and out of the lot will be more difficult with extra curbing. Our apartment block is predominantly seniors and emergency services and Handi Transit already have difficulties pulling in and out.	11/26/2025 8:59 PM
50	Because of the lights at Gr	11/26/2025 8:23 PM
51	Don't know	11/26/2025 3:57 PM
52	again i dont know - but feel its worth a trial period to assess its value as a permanent salutation	11/26/2025 3:55 PM
53	Same reason	11/26/2025 2:40 PM
54	The entrance to 99 Wellington is at the end of the building - not the beginning. Once you have set all that up, it will be difficult to get there.	11/26/2025 11:27 AM

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55	See above	11/26/2025 8:49 AM
56	Won't be a problem coming from the east and making a right hand turn but to come from the west (Academy) will be challenging.	11/25/2025 2:49 PM
57	We have almost 200 suites all of us with vehicles and many elderly tenants needing to access our bldg and especially with emergency vehicles	11/24/2025 3:35 PM
58	On top of turning into oncoming traffic and watching for pedestrians, this would add another 'lane' to look out for when turning.	11/24/2025 10:51 AM
59	Inconvenience previously described for residents in my building	11/24/2025 7:51 AM
60	See above...vehicle traffic to and from the property more so than pedestrians.	11/23/2025 9:34 PM
61	Many of us are seniors. We walk slower. We have mobility assists. Looking out for bike traffic and car. Traffic will be more difficult.	11/22/2025 7:40 PM
62	Again..at 155 Wellington the turn into our driveway already has too many things to watch for. The bike path ends at 255 Wellington and I feel that was for the reason im talking about. Too many things to watch for. Bikes coming around the curve, cars coming around the curve, crosswalk as Wellington becomes Stradbrook.	11/22/2025 11:12 AM
63	See above	11/21/2025 3:39 PM
64	It will be harder to jaywalk, which may over time save my life as I get slower and slower. Then there's all that extra walking/exercise to get where I want to on the south side of Wellington Crescent.	11/21/2025 7:19 AM
65	While might not be my property, neighboring units will have to deal with the "entitled" cyclists with no insurance. Accessing the sites WILL create issues.	11/20/2025 5:32 PM
66	Previously mentioned - emergency, delivery, and Postal vehicles will block this route. It is also a public bus transit route which will create further congestion.	11/20/2025 1:37 PM
67	removing weekend and evening parking makes it difficult for visitors	11/18/2025 1:46 PM
68	The curve from wellington on to stradbrook is extremely dangerous for pedestrians. This will help	11/18/2025 8:52 AM
69	It may affect garbage and recycling vehicles. Removal of garbage and recycle is accessed off Gertrude. The closing of Gertrude of Wellington Cres, there is only one access point off Daly to enter on to street. If Daly gets congested with vehicles, this may lead to impact to services to the building.	11/17/2025 8:06 PM
70	Access to our building will be adversely affected. We have limited visitor parking on our property, but often this is full as we have over 80 suites. When visitor parking is full, people must park on the street where there is already a shortage for the number of people.	11/17/2025 7:51 PM
71	It is already difficult to cross the crescent to access Munson Park without having to worry about cyclists speeding along in a dedicated lane with little regard for pedestrians.	11/17/2025 5:59 PM
72	Increased accessibility by pedestrians and cyclists.	11/15/2025 5:05 PM
73	Vehicles will be able to enter and exit more safely.	11/15/2025 5:04 PM
74	The driveway is difficult to access by car unless approaching from the east. Otherwise, it's the same as it is now for walkers.	11/15/2025 2:16 PM
75	First responders and handi transit will block the traffic on Wellington cres	11/15/2025 10:48 AM
76	Fire Trucks. Ambulances, Movers ,Amazon Trucks. Taxi, Uber Drivers, Repair Trucks for Condos	11/15/2025 8:56 AM
77	It will make it more accessible for pedestrians, cyclists, and drivers.	11/14/2025 7:30 PM
78	Elder drivers will have greater difficulties	11/14/2025 1:28 PM
79	People walking or driving will now have another situation to look out for when coming or going from their home. Traffic will slow down more than currents.	11/14/2025 8:02 AM
80	reduced lanes will back up traffic and make left turns onto propert harder	11/13/2025 9:14 PM

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81	Already have 12 bicycle riders a day going through garbage and recycle bins, have drug bicycle deliveries, and thieves damaging property. More paths for bikes means crime goes up exponentially.	11/13/2025 8:10 PM
82	Pulling into property will be risky. It is now with two lanes during busy times of the day. Business vehicles will have difficulty because even now no one stops to let you in. Having only two lanes will make it worse	11/13/2025 9:29 AM
83	Getting in and out will be difficult and will cause many accidents. You will be sitting in your vehicles forever trying to get on to the street	11/13/2025 7:19 AM
84	See above	11/12/2025 7:57 PM
85	Pur driveway is on the curve and already hard enough to know when there's a break in the traffic to be able to leave our driveway and get on to Wellington. This will cause too many distractions when pulling onto Wellington. I would imagine that's why the bike path in front of 255 stops at their building	11/12/2025 7:19 PM
86	See above	11/12/2025 3:47 PM
87	See above comments. In addition, cyclists along this stretch of the Crescent often use the sidewalk rather than the roadway - likely safer for the cyclists, but not for pedestrians! Hopefully the planned separation will improve the safety of both.	11/12/2025 3:34 PM
88	*see previous comment	11/11/2025 4:22 PM
89	moving trucks, post office, purolator, Amazon, fire trucks, ambulance, buses	11/10/2025 10:49 AM
90	same as above	11/10/2025 10:41 AM
91	Fool, I just answered this questions	11/10/2025 10:24 AM
92	You have repeated this question.	11/10/2025 10:23 AM
93	See above	11/10/2025 9:07 AM
94	In addition to paying attention to the bike lane it will be more difficult to exit condo parking lots and enter traffic.	11/9/2025 7:07 PM
95	As above	11/9/2025 6:52 PM
96	Same	11/9/2025 5:31 PM
97	Same question, same answer... This project will have a high impact on access because it will postpone or cancel the installation of a proper solution; which is to have both direction of cycling on the south (westbound) curb. That is a solution that eliminates many of the vehicle/cyclist intersections that are the cause of the safety concerns. This inadequate interim solution delays that proper solution.	11/9/2025 2:02 PM
98	We need more lights or crosswalks	11/9/2025 12:45 PM
99	See #6.	11/9/2025 9:53 AM
100	see answer above... accommodation is needed for all vehicles - especially emergency vehicles, deliveries, handi transit, vehicles with disability placards etc	11/9/2025 9:17 AM
101	Stated above	11/8/2025 8:48 PM
102	Bike lane interferes with non-impeded entry to building	11/8/2025 6:22 PM
103	Handicap vehicle	11/8/2025 1:15 PM
104	see response above! some delivery/moving vehicles cannot access our building any other way than by stopping on the street!	11/8/2025 9:36 AM
105	I bike a lot. The vehicle speed on Wellington and the potholes make bike riding dangerous. It is my main means of transport. My wife drives our car because of the issues raised above especially entry onto Wellington is a risky business	11/8/2025 7:46 AM
106	as above in #6	11/8/2025 7:00 AM
107	Turning left into the building (Eastbound turning to apartment on River Side) will likely be	11/8/2025 1:27 AM

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impossible due to cyclists and traffic backups. Trying to turn will be dangerous for westbound cyclists that will be impossible to see due to westbound traffic.

108	See question 6	11/7/2025 9:17 PM
109	I already find it difficult to turn left into my building's entrance drive by bike. I imagine it being even more difficult if no left hand bike lane turn option exists at a clear and distinct level. Motor vehicle drivers too easily disregard cyclist traffic.	11/7/2025 8:33 PM
110	Adding more people in an already congested area is going to cause alot more problems as mose bikers already don't follow the rules of the road and have no respect for the people who actively live on this street there are tons of alternative routes which they can take	11/7/2025 8:33 PM
111	See above	11/7/2025 8:32 PM
112	If you remove all the parking in the front of the building, it will ruin all the very limited parking for the block. There's already a massive issue with people parking in the building lots that aren't supposed to be there. Not only that, moving trucks haul things in and out frequently as it's a big building, there's no through access for big trucks and any trucks in the back alley will block anybody coming in and out of the building's lots.	11/7/2025 8:30 PM
113	As above	11/7/2025 6:51 PM
114	See comment above	11/7/2025 4:50 PM
115	There are a lot of delivery and service vehicles coming onto 255 Wellington. I'm concerned that it may be more difficult for them, again bc all traffic is funnelled into one lane therefore fewer gaps to make a turn.	11/7/2025 2:58 PM
116	Handi cap vehicles. Delivery vehicles.	11/7/2025 2:05 PM
117	Same answer as above: On days when I drive to work/use my car between 3:30-6:00 p.m., there is always a traffic build up at Wellington/Cockburn due to the parked cars on the West side of Cockburn between McMillan and Wellington. It is only ever 2-3 parked cars, but they make Cockburn a one-lane road, and drivers on Wellington cannot turn South onto Cockburn because of the parked cars and other, North-going cars trying to get onto Wellington. Having that small strip (West side of Cockburn between McMillan and Wellington) designated a No Parking zone would mean that cars could turn South off of Wellington. With the closure of Dorchester as a turning option from Wellington, I fear this problem would only get worse on Cockburn. I took photos of a traffic build-up from my car this past May, during a particularly long wait (10-15 minutes) trying to get out of my back alley onto Cockburn. I can send them if folks would like to see what I mean.	11/7/2025 1:25 PM
118	It is already near impossible to turn left, it can take 10 minutes..turning right is a challenge as well	11/7/2025 12:50 PM
119	The impact will be the same for all condominium residents along Wellington Crescent. The impact is a positive change due to the reduced speed limit.	11/7/2025 12:50 PM
120	Makes it harder to get to property	11/7/2025 11:22 AM
121	Same as 6	11/7/2025 11:19 AM
122	This will slow traffic on Wellington and increase congestion on already busy streets, elimination of the parking spots will make the parking worse in a parking limited area.	11/7/2025 10:26 AM
123	Not all homes/buildings have parking other than street. Not allowing left turns for west bound drivers onto Daly/Cockburn will fail.	11/7/2025 10:20 AM
124	All vehicles. All the City is doing is rerouting traffic through already conjested suburban streets ruining the overall safety of River Heights	11/7/2025 10:00 AM
125	it will be easier and a more walkable environment with less vehicle noise.	11/7/2025 9:50 AM
126	see previous comment	11/7/2025 9:49 AM
127	See above. Also delivery vehicles are too large for parking spots available so that will complicate all kinds of deliveries to this building.	11/7/2025 9:27 AM
128	dangerous	11/7/2025 9:27 AM

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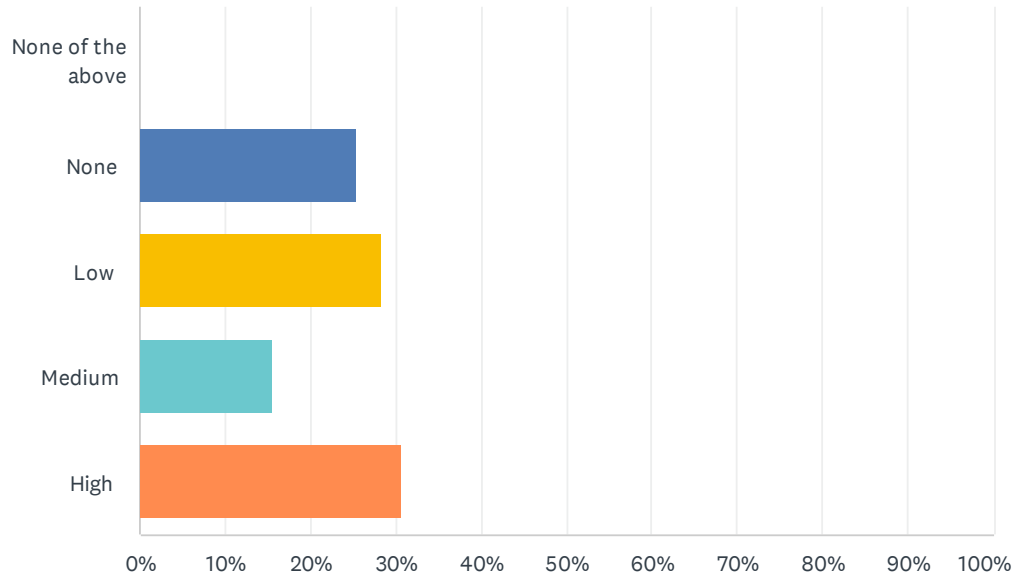
129	Same as question 6.	11/7/2025 8:47 AM
130	Why is this question the same as the one above?	11/7/2025 8:46 AM
131	Same question as 6, same answer	11/7/2025 8:06 AM
132	No street parking	11/7/2025 8:05 AM
133	Same as above	11/7/2025 6:47 AM
134	See above	11/7/2025 6:30 AM
135	See the above answer	11/7/2025 12:14 AM
136	See above	11/6/2025 11:26 PM
137	I understand the need for safe bike lanes in this stretch of road as it is a gap and has proven to be dangerous in the past. However, this proposed reworking of the roadway I don't believe is the right answer. While the traffic calming measures can help improve the safety, the restricted access for residents in the area is already heavily impacted by existing infrastructure and road rules (no left turns off of Osborne during rush hour, one way roads, no access from McMillan to Corydon on Nassau, decreased traffic flow through intersections on River, Stradbrook, and Nassau due to no right turns on red, etc.). By adding these additional restrictions and limiting access to specific roads, more and more residents of the area are being forced to do loops around the area in their vehicles just to be able to park at home, or leave. I see that from River avenue this plan will leave very restricted options for myself and all the residence in the area to be able to get out of the area as well. Traffic calming measures I think could help especially at the Gertrude turnoff from Wellington, but completely eliminating access will heavily impact all of us who live/go to school/work in the area - specifically thinking of parents driving to pick up/drop off their children at the elementary school down the road. I drive for one of my jobs and am required to have a vehicle to be able to do my work as it would be impossible for me to use another mode of transportation and complete my duties. My other job I walk to work year round and is in the area. I also walk for leisure year round and frequently walk Wellington Crescent from River Avenue to Lindsay Street.	11/6/2025 11:07 PM
138	Losing street parking with aggressive cyclists cause a lot of altercations act like the property owners don't have rights to come and go and drive on their own streets to get in and out of their own driveways!	11/6/2025 6:49 PM
139	Less direct access to the back of the building at Gertrude but I'm ok with it because it really improves safety	11/6/2025 6:35 PM
140	Garbage and recycling trucks currently enter Gertrude from Hugo/Wellington - it will be more difficult for them to turn onto Gertrude from Wellington if entrance is blocked	11/6/2025 6:07 PM
141	It can be confusing to visitors who are attempting to visit the property. Approach access will be compromised.	11/6/2025 5:32 PM
142	This appear to be a duplicate question so my response is the same: (1) Larger vehicles (moving trucks, delivery vans, tow trucks, etc.) are not able to get down to our river level parking lot due to height restrictions imposed by the building's extension over the lot. As a result, they're only option is to double park in front of the building. This will not be possible with 1 motorized traffic lane. (2) Turning left into our building's parking lot is already challenging and may be worsened by motorized traffic funnelled into 1 lane. Hopefully, some will choose a different route though not sure what that would be. (3) A 40 km/h speed limit is much welcomed but would need to be enforced. Drivers heading westbound come around the curve and quickly accelerate.	11/6/2025 5:31 PM
143	See above	11/6/2025 4:39 PM
144	I believe that it will improve safety when vehicles or people access my property. It's already a very busy place and vehicles often don't pay attention to pedestrians or cyclists using my side of wellington crescent. I think the design will reduce speed and improve overall safety.	11/6/2025 3:53 PM
145	See #6	11/6/2025 3:47 PM
146	My residence parking is only accessible through back lane access which would be directly impacted by this plan making it exponentially more difficult and dangerous to access my residence.	11/6/2025 3:41 PM

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147	see above	11/6/2025 3:11 PM
148	Increased traffic volumr	11/6/2025 2:23 PM
149	The project fronts our ingress and egress	11/6/2025 1:30 PM
150	Need all lanes for vehicles, nobody bikes on the lanes now total waste of money and very hard and unfair for vehicles who pay taxes for roads and now you want to reduce lanes for free loading bikes that no one uses very dangerous for vehicle drivers too crowded and congested	11/6/2025 1:19 PM
151	Moving vans, delivery vehicles, etc. Anything that must temporarily stop at the building.	11/6/2025 12:04 PM
152	Repeat question	11/6/2025 11:47 AM
153	Vehicles will unable to turn left from Wellington onto Dorchester to use street parking right in front of my home. This greatly affects visitors and delivery services	11/6/2025 11:08 AM
154	Snow clearning is already deficient and this will make it worse. We have to repair our boulevard every spring after damage from snow plows. These bike lanes will be in consttant need of repair and very expensive to maintain.	11/6/2025 10:31 AM
155	Reducing the number of lanes for vehicle traffic will lead to back up in traffic as vehicles are waiting to turn	11/6/2025 10:11 AM
156	Unique vehicles?	11/6/2025 10:09 AM

Q8 What level of impact will the project design have on loading and deliveries at your property?

Answered: 355 Skipped: 2,293



ANSWER CHOICES	RESPONSES
None of the above	0.00% 0
None	25.35% 90
Low	28.45% 101
Medium	15.49% 55
High	30.70% 109
TOTAL	355

#	IF YOU SELECTED MEDIUM OR HIGH, PLEASE EXPLAIN.	DATE
1	Difficult to enter/exit	12/12/2025 11:31 PM
2	Will likely decrease some street parking making our very limited visitor parking fill up faster	12/12/2025 6:17 PM
3	Larger vehicles will have significant problems turning into the property due to narrowing and or elimination of lanes. Also inevitable traffic back up caused by the difficulties created related to vehicles trig to turn left onto side streets and th emultitude of access and egress points (driveways) along this stretch of road.	12/12/2025 5:56 PM
4	Delivery trucks are frequently parked in the curb lane so if this is reduced to 1 lane, it will be even more dangerous than it is now, for cyclists, pedestrians, automobile drivers.	12/12/2025 1:43 PM
5	There will be no left hand turn into our driveway or to exit our driveway	12/11/2025 11:17 PM
6	A lot of delivery vehicles presently park on the street.	12/11/2025 8:03 PM
7	At low volume times not much will change BUT at higher volumes when large vehicles have to back in it will be significantly more difficult as traffic has to be stopped for that to happen.	12/11/2025 4:16 PM

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8	Delivery vehicles use either the building fire lanes or they occupy one lane on wellington when making deliveries. Some vehicles (garbage/recycling trucks need to stop traffic to allow them to back out of the property onto Wellington.	12/11/2025 3:03 PM
9	Will have negative impact. Several large delivery trucks park in the street while making deliveries.	12/11/2025 1:32 PM
10	Delivery vehicles will have challenges leaving the property during busy drive times for the same reason we will have as residents. Also a key issue, first responders do NOT come into the driveway, they stop in front of the buildings. This is VERY common throughout the entire stretch of Wellington Crescent under this design. Any emergency will result in complete blockage of the road.	12/11/2025 1:31 PM
11	We get Amazon delivers and someone they park on Wellington cres and out their hazards on and block a lane of traffic. We also own a condo at 237 Wellington and they do this there	12/11/2025 1:29 PM
12	Access as stated above	12/11/2025 11:45 AM
13	Firetrucks will have no access and moving vans and garbage trucks will have difficulty entering and exiting due to the choker in front of the building limiting the crescent to one lane. Traffic coming from River will have to move over to one lane in. Front of the building, creating huge bottlenecks and dangerous conditions for both cars and bikes	12/11/2025 9:26 AM
14	Same as above and where will these delivery vehicles park when your taking away less lanes how about emergency vehicles ? We must stop pandering to the small % of people who cycle and don't live on the crescent.	12/10/2025 10:51 PM
15	Big trucks with deliveries often use flashers and currently park on the street as there are 2 lanes heading west. Our building has a tight drive through and it is difficult if not impossible for some trucks to use the driveway. There are ramps in and out of the parkade which trucks can use but then they block access to residents to get in and out of the parkade.	12/10/2025 5:45 PM
16	Same as above.	12/10/2025 4:57 PM
17	accessing will have same difficulties as for resident vehicles	12/10/2025 3:41 PM
18	More traffic means more traffic...	12/9/2025 9:50 PM
19	See above	12/9/2025 5:04 PM
20	Entering and exiting the building	12/9/2025 8:04 AM
21	it will restrict larger vehicles from unloading from the street and create access issues for ones coming east on Wellington	12/8/2025 7:30 PM
22	Some deliveries and moving vehicles are able to turn onto our property, but not all. More traffic congestion as vans and semis park on the Crescent. Other properties are even worse off, as ALL delivery vehicles/moving vans/first responders have no choice but to stop on the Crescent.	12/8/2025 4:30 PM
23	None - there is no stopping on Wellington Crescent already so this would not impact delivery services or garbage collection. All deliveries and garbage is done through side streets and back lanes already.	12/8/2025 11:12 AM
24	Increased difficulty in using the parking lot	12/8/2025 10:40 AM
25	It is already difficult to make some right angle turns.	12/8/2025 7:35 AM
26	For the reasons mentioned above	12/7/2025 7:25 PM
27	Coming along River Ave would be slow but straightforward. Coming across Hugo would be frustrating as all traffic is slowed down.	12/7/2025 7:23 PM
28	I just told you.	12/7/2025 2:36 PM
29	Many truck don't want to come on to our property due to the access. I believe when trucks are leaving they will have poor visibility because if the curve and now need to be concerned about cyclists as well as traffic. Accidents will happen m	12/5/2025 4:05 PM
30	Exiting the property will be a problem for any vehicles. Entering also could be problematic- at rush hours there will be long lines of traffic from the Maryland bridge and also from Osborne	12/5/2025 12:53 PM

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bridge. Emergency vehicles will be caught up in this traffic

31	I'll select HIGH since you've not considered that a reasonable response might be DON'T KNOW. The survey developer needs to ensure a full range of responses.	12/4/2025 11:10 PM
32	as above, any property on Wellington will be negatively impacted. currently the south side has parking; the north side does not and delivery vehicles often park right on Wellington for ease of access.	12/4/2025 4:33 PM
33	See above	12/4/2025 3:18 PM
34	as per above	12/3/2025 10:07 PM
35	as explained fire trucks, ambulances, moving and delivery vans park on the street in front as they do not have height clearance under our canopy/driveway cover.	12/3/2025 9:02 PM
36	Our property has an excellent front driveway, but access to it may be impeded with reduction from four to two lanes	12/3/2025 8:57 PM
37	Our entrance is on a curve	12/3/2025 4:11 PM
38	No where for delivery vehicles to park or pull over	12/3/2025 7:41 AM
39	Delivery trucks and especially fire trucks often park on the street If only one lane, how does the traffic get past?	12/2/2025 9:15 PM
40	Please refer to the previous remarks	12/2/2025 8:31 PM
41	One lane/left turn...	12/2/2025 5:21 PM
42	There is a parking lot next to the building.	12/2/2025 11:17 AM
43	See above.	12/2/2025 8:35 AM
44	How can we drop off groceries when parking in our lot??	12/1/2025 3:37 PM
45	Again. Traffic bottlenecks at Cockburn and Wellington will increase significantly as it will take people too long to turn left off Cockburn. Make it illegal to do so.	12/1/2025 3:10 PM
46	Trucks will have a very difficult time getting into our parking lot. This includes delivery, service, and moving trucks. Presently they need to manoeuvre and that may be difficult if there is a bike lane.	12/1/2025 10:39 AM
47	Most of the buildings in this area, including mine, have driveways as loading zones. It's more of a driver problem though, because somehow there will be drivers who block the sidewalk or bike lanes, forcing people to have to interact with cars going at such high speeds. The drivers who stop wherever they want and block people's paths are asking for an accident.	12/1/2025 9:37 AM
48	Sometimes delivery vehicles stop on Wellington to deliver item to apartment.	11/30/2025 11:04 PM
49	I did answer that in the last question	11/30/2025 6:20 PM
50	I have very few deliveries and I cannot answer this as it has never effected me as we have guest parking assuming the delivery trucks, ambulance, firetrucks have access to the guest parking and taxi or Uber pick up.	11/30/2025 6:02 PM
51	Frequent Deliveries will create further traffic congestion because of having to wait to cross over the North Bike Lane.	11/30/2025 4:43 PM
52	We have no onsite area for loading. The street has been used exclusively for moving vans or furniture delivery. How will that happen now???	11/29/2025 9:06 PM
53	Likely more difficult to turn into apt located at 333 Wellington Cres from west	11/28/2025 10:17 AM
54	Again, just that left turn comes to mind. But it isn't uncommon to see u-hauls or delivery vehicles temporarily parked on or sticking out into Wellington Crescent.	11/27/2025 1:33 PM
55	Again, large vehicles such as moving vehicles, delivery vehicles, etc have difficulties already due to pulling out into the curve and maneuvering in and out.	11/26/2025 8:59 PM
56	Delivery trucks will cause congestion in our front driveway.	11/26/2025 3:57 PM
57	Causing trucks to be slowed down	11/26/2025 2:40 PM

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58	Again - it isn't just one selected block - it is the mess you are making in an area that already has congestion and problematic areas to navigate. Please don't do this!!!	11/26/2025 11:27 AM
59	Eliminating on street parking will put tremendous pressure on already limited visitor parking spaces thereby reducing areas for delivery vehicles and cars loading or unloading passengers.	11/26/2025 10:03 AM
60	See above	11/26/2025 8:49 AM
61	Same reasons as above q's 6 & 7	11/25/2025 2:49 PM
62	Almost daily we have deliveries here	11/24/2025 3:35 PM
63	Difficulty coming into the lit.	11/24/2025 2:41 AM
64	One lane in each direction makes all vehicle traffic awkward.	11/23/2025 9:34 PM
65	Deliveries and moving vans/ trucks would have difficulty moving on and off our property (especially coming off) Garbage collection trucks need to back off our driveway to get back onto the street. Complicating matters is the nearby curve where traffic is already backed up and visibility is limited. With being near Stradbrook, making a left hand turn to access Stradbrook is difficult even now, and would be near impossible.	11/23/2025 6:55 PM
66	Vehicles (delivery and moving vans, garbage trucks) should be ok entering property - as they're mostly travelling West. But getting back on the street would be difficult. There is usually a steady stream of westbound traffic around the curve on River/Wellington, so finding an opening to enter Wellington westbound would be difficult. Trying to cross the street to turn east on Wellington/Stradbrook would be nearly impossible.	11/23/2025 6:55 PM
67	impossible for delivery vehicles to enter or exit property	11/22/2025 9:25 PM
68	Same as mentioned in the other sections And there are many driveways entering all the apartments and condo. Making one lane for cars will be dangerous with cars stopping to enter the many driveways. Will slow traffic especially during rush hours. Wellington is already backed up from the Stradbrook change from Wellington turn off to Hugo.	11/22/2025 11:12 AM
69	See above	11/21/2025 3:39 PM
70	I'm unsure here I do know that delivery drivers do seem pretty good at planning out their routes. Fire trucks will not easily be able to park on west bound Wellington Crescent.	11/21/2025 7:19 AM
71	This will make delivers much harder and likely increase delivery fees. This reason alone should cancel the project. You will create traffic issues with the delivery trucks stopping in the area.	11/20/2025 5:32 PM
72	As delivery drivers are working within buildings dropping off immeasurable numbers - this will create great chaos for the vast majority of public who are trying to drive down the street. Winnipeg is seasonably unfriendly to bike riding in general and the vast majority of the population commute by car.	11/20/2025 1:37 PM
73	There will be the meridian at Wellington Cres and Dorchester Ave and now added bike lanes. This could make left turns from Wellington East bound, and Grosvenor into my parking lot at 333 Wellington Crescent more difficult perhaps. Or may back up traffic more as the right most curb lane will be eliminated meaning cars won't be able to go around Left turners.	11/19/2025 8:20 PM
74	Parking will overflow into the residential streets	11/18/2025 7:27 AM
75	Reduces access point on to Gertrude. If there is a large vehicle they now have to enter Gertrude off Daly which typically have vehicles parked on the street. If Daly gets congested with vehicles, this may lead to impact to deliveries to the building.	11/17/2025 8:06 PM
76	Parking exists for deliveries.	11/15/2025 5:05 PM
77	We have three visitor parking spots in our parking lot. We also have two spots out front of our building for larger vehicles.	11/15/2025 5:04 PM
78	Take a look at a google map view of this property and decide for yourselves. It is difficult now.	11/15/2025 2:16 PM
79	Trucks do not have access to our building other than parking on the street.	11/15/2025 10:48 AM
80	Backing up traffic driving to and from work. Drop this crazy idea and the bike people can stop feeling so entitled. How many of these bike nuts live in condos and are elderly.	11/15/2025 8:56 AM

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81	It will make it easier for drivers to get here for deliveries.	11/14/2025 7:30 PM
82	The past few questions address the same issues.	11/14/2025 8:02 AM
83	Same as prior	11/13/2025 9:14 PM
84	Already have 12 bicycle riders a day going through garbage and recycle bins, have drug bicycle deliveries, and thieves damaging property. More paths for bikes means crime goes up exponentially.	11/13/2025 8:10 PM
85	Once they are in the driveway, loading and unloading is not much of an issue unless visitors take up most of the parking spots. Sometimes visitors take up moving Van spots	11/13/2025 9:29 AM
86	How would the trucks park and load and unload goods and how would you move in or out of the building if you buy or sell your residence. You people haven't thought about that have you?	11/13/2025 7:19 AM
87	Much harder for movers	11/12/2025 7:57 PM
88	Delivery trucks, maintenance trucks and moving trucks turned into our lot right at the fork in the road where Wellington becomes Stradbroke. And there's a crosswalk as well to tend with	11/12/2025 7:19 PM
89	Moving trucks, large delivery trucks will likely scrape the barriers and block the entire lane trying to back the truck into the property lot. Traffic will not be able to move	11/12/2025 4:32 PM
90	See above	11/12/2025 3:47 PM
91	This likely is only an issue for moving vans, garbage trucks, and high trucks etc. as smaller trucks and vans should still be able to pull up into the driveway.	11/12/2025 3:34 PM
92	Same as above for vehicles	11/12/2025 2:25 PM
93	Increased traffic snarls will affect both deliveries as well as deliverers ability to exit our parking lot.	11/11/2025 4:22 PM
94	Delivery vehicles will not be able to exit our parking lot and turn left onto Wellington Crescent	11/10/2025 12:47 PM
95	Delivery vehicles park in car lane, visitor parking not accessible to large vehicles	11/10/2025 10:49 AM
96	same as above	11/10/2025 10:41 AM
97	Greater congestion	11/10/2025 10:24 AM
98	Our building (237) relies on larger vehicles parking on Wellington in front of our building. This includes larger appliance delivery vans, moving vans, and emergency vehicles. Unlike our neighbours, our building does not have a front driveway area or accessible rear entry for larger vehicles. I like this overall plan, but we need a solution for temporary parking of larger delivery and emergency vehicles in front of our building.	11/10/2025 10:23 AM
99	Where do they stop and park?	11/10/2025 9:07 AM
100	As above	11/9/2025 6:52 PM
101	Same	11/9/2025 5:31 PM
102	None - delivery companies are usually aware of areas where traffic controls are insufficient so they will just find their own safer route into the neighborhood.	11/9/2025 2:02 PM
103	again, if delivery vehicles cannot enter the driveway for extended periods of time, they will block traffic and the line ups will impede the traffic for miles (especially during rush hour) If a moving/delivery truck is parked on the street (see above) it will very difficult to receive timely deliveries even if one has a driveway	11/9/2025 9:17 AM
104	Entering and exiting will be even slower and could possibly increase costs.	11/8/2025 8:48 PM
105	Bikes need to yield to vehicles backing out onto Wellington	11/8/2025 6:22 PM
106	see response above!	11/8/2025 9:36 AM
107	The speed of to many vehicles is the main safety issue.	11/8/2025 7:46 AM
108	Same	11/8/2025 1:27 AM
109	We have limited parking. Tradespeople have to carry their tools from external to property to the	11/7/2025 9:17 PM

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	building. Eliminating nearby street parking is bad.	
110	Taking away a line will affect anything delivered to my door since there will be no where for them to stop also when people are moving that second lane is good for bigger trucks to park there as loading anywhere else just wouldn't make any sense	11/7/2025 8:33 PM
111	As explained in the previous questions, big trucks can't get through properly in the back and will block all the parking every time there's delivering or moving in and hour of the building.	11/7/2025 8:30 PM
112	As above	11/7/2025 6:51 PM
113	Trucks cannot access the rear parking area so they currently stop on Wellington, temporarily blocking one lane.	11/7/2025 4:50 PM
114	Same as above - will large garbage trucks or delivery trucks have enough room to make a wide swing turn?	11/7/2025 2:58 PM
115	Where do vehicles for moving , deliveries, first responders, handicap vehicles	11/7/2025 2:05 PM
116	Usually these drivers park farther West on Dorchester, and it doesn't seem to be a traffic problem.	11/7/2025 1:25 PM
117	There exists very high traffic already & will take much longer above and beyond property restrictions already in place encouraging some companies to avoid delivering or charging extra fees which had already happened.	11/7/2025 12:50 PM
118	Makes it harder to get to property	11/7/2025 11:22 AM
119	Due to the vehicle types used for delivery (Sprinter, Transit vans, Cube vans) required to stop on Wellington Crescent where there are not defined loading zones.	11/7/2025 11:19 AM
120	See above comment. Deliveries almost always come to the front (our back lane off Palk is a dead end) Delivery vehicles will block the street when it is one lane wide and the bike lane takes up any extra width.	11/7/2025 10:55 AM
121	This will make it more difficult for liveries to get to my property as thy must go down Wellington	11/7/2025 10:26 AM
122	Currently, when large deliveries/loading is happening at our building (221 Wellington Crescent), trucks park directly on Wellington Crescent, because they are generally too tall/long for the building entrance. How this happens with the new lane structure is an important consideration, especially for the different delivery limitations for the high rises along this stretch of Wellington Crescent.	11/7/2025 9:49 AM
123	Building doesn't have a large pull-in space for vehicles, so many large vehicles have to stop directly in front of the building.	11/7/2025 9:43 AM
124	See above	11/7/2025 9:27 AM
125	dangerous	11/7/2025 9:27 AM
126	Traffic travelling east will have to cross one very busy lane to enter the property.	11/7/2025 8:47 AM
127	It's far too much traffic crossing each other, made even worse with delivery vans blocking clear views	11/7/2025 7:13 AM
128	Same as above	11/7/2025 6:47 AM
129	Large trucks may have difficulty turning tightly enough when exiting the property.	11/7/2025 12:14 AM
130	My property will not be affected by this design - however, my property was affected by the bike lanes installed on River Avenue. The reworked street has made any temporary stops along River extremely nerve wracking as the lanes have become so narrow. This includes city transit buses that use the road as well.	11/6/2025 11:07 PM
131	The summer closing and reduced speed limits already cause delivery drivers to get yelled at and told off by pedestrians & cyclists so much that I've been told they don't want to deliver to my home	11/6/2025 6:49 PM
132	It will be more difficult for deliveries to be made - they will have to park on Gertrude which is already full most of the day	11/6/2025 6:07 PM

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133	There are very few street parking spots on Wellington Crescent. Some delivery trucks are too large to access the property.	11/6/2025 5:32 PM
134	(1) Larger vehicles (moving trucks, delivery vans, tow trucks, etc.) are not able to get down to our river level parking lot due to height restrictions imposed by the building's extension over the lot. As a result, they're only option is to double park in front of the building. This will not be possible with 1 motorized traffic lane. (2) Turning left into our building's parking lot is already challenging and may be worsened by motorized traffic funnelled into 1 lane. Hopefully, some will choose a different route though not sure what that would be.	11/6/2025 5:31 PM
135	Since loading or delivery vehicles are generally larger vehicles, I believe that the design will improve safety as these vehicles will need to pay extra attention and reduce speeds.	11/6/2025 3:53 PM
136	See #6	11/6/2025 3:47 PM
137	My residence parking is only accessible through back lane access which would be directly impacted by this plan making it exponentially more difficult and dangerous to access my residence.	11/6/2025 3:41 PM
138	Canada Post and other delivery vehicles frequently stop in front of our building for 5-10 minutes. It seems they will no longer be able to do so. This will be a disaster as we have no back lane on our side.	11/6/2025 3:11 PM
139	The project fronts our ingress and egress	11/6/2025 1:30 PM
140	Tough for trucks etc. already will be worse with less traffic lanes	11/6/2025 1:19 PM
141	It would be hard for delivery trucks to access the property because one lane is usually used for idling trucks but now, they wouldn't be able to park in the bike lane	11/6/2025 1:11 PM
142	Because of the design of 245 Wellington Crescent, moving vans can only park on the street. If this part of Wellington Crescent is reduced to one lane, it will be block all traffic.	11/6/2025 12:04 PM
143	Slower traffic will slow down deliveries	11/6/2025 11:47 AM
144	Semi trucks and large delivery vehicles will be unable to come onto dorchester from wellington	11/6/2025 11:08 AM
145	Bike lanes use up parking spaces. Cars with no place to park, just stop, put on their hazard lights and block a lane to make a delivery or pick up people.	11/6/2025 10:31 AM
146	It will become more difficult to turn onto or off of Wellington Crescent, so approaches to the property will increasingly rely on side streets.	11/6/2025 10:17 AM
147	Back up in traffic with fewer lanes for vehicles	11/6/2025 10:11 AM

Q9 What safety concerns, if any, do you have about the temporary bike lanes and road changes?

Answered: 276 Skipped: 2,372

#	RESPONSES	DATE
1	We need two lanes for vehicles and space for high pedestrian traffic, plus bikes and ebikes	12/12/2025 11:31 PM
2	It should make it safer if only have to deal with one direction of traffic	12/12/2025 10:54 PM
3	These changes may make the road impractical to use. This may frustrate drivers leading to poor decisions.	12/12/2025 8:43 PM
4	1. The sidewalk leading from the river side of Wellington Crescent (between 323 and 277) to Cockburn. The temporary bike lane will make this crosswalk a complex high traffic intersection involving pedestrians using the crosswalk, people using the bike lanes (2 ways), through traffic with cars (2 ways) as well as the drive ways for vehicles of 323 and 277 Wellington Cres. Which I believe significantly increases all types of accidents (biker v person, car v bike etc). An addition of a flashing crosswalk would be ideal. Otherwise, the addition of a pedestrian crosswalk sign and/or extra signage to remind people to be alert. (In particular some signage to prevent person/bike collisions that happen when people leave the sidewalk and stand in the bike lane waiting to cross the street). Additionally, for accessibility care should be taken to ensure the path from each sidewalk is unobstructed by the plastic bike lane markers shown in the demo video (ei, the width of a walker/wheelchair/stroller should be able to leave the sidewalk and pass through the bike lanes without having to maneuver around the bike lane marker). 2. Size/width and maintenance of the bike lane, to ensure it is safe to use. My primary concern is the build up of debris along the curbs. This is an issue I have experienced throughout the city's bike lanes but it becomes particularly dangerous when the painted bike lane is too narrow. For instance, the painted bike lane on Harrow street is very narrow. This has posed major safety issues for me as there is no room to "swerve" or move around obstacles and there is often a build up along the curb of trash/leaves/sticks/general debris and frequent large cracks/pot holes in the road. As a result, I have to be hyper vigilant using that bike lane to ensure I have the ability to stop quickly at any time without injuring myself or causing an accident between myself and another person using the lane behind me. As well as being extra cautious if there is traffic near by as any form of accident from hitting debris/a hole in the road could easily cause me to fall into the line of traffic. So ideally the width of the temporary bike lanes on Wellington should be prioritized wherever possible and at the very least, prior to/during construction any holes/cracks in the road be filled within the bike lane area. 3. In general, cars not checking for people using the bike lanes before turning through the bike lanes, either from street to street, or drive way to street and vis versa. This is a problem I experience while using the painted bike lanes throughout the city. It would be nice add even temporary signage to remind people to be vigilant.	12/12/2025 7:56 PM
5	Many. See responses to Question 6. Whether left turns will be allowed at peak periods, or generally. Absence of markings and pedestrian refuge for crossing Wellington at intersection of Cockburn/Dorchester and Wardlaw/Daly. Also: Left turns to/from driveways across vehicle, bike and pedestrian paths. Whether Right Turn on Red will continue at signalled intersections. Mixing of bike, bus, and turning traffic at Hugo. Queues of left-and-right turning traffic at Academy and Wellington that may restrict access/egress for driveway of Sherry Zedek. Delays on emergency vehicle movements, such as tighter radius left turn from left lane of southbound Wellington onto Stradbroke. Generally concerned in reduced capacity of traffic/turn lanes will result in longer vehicle queues at peak periods, tempting drivers to cross unsafely into oncoming traffic lane or into bike lane (that is buffered not protected).	12/12/2025 6:36 PM
6	I drive down here minimum 4x per day and I maybe see a biker down here once every 2 weeks. We do not have enough bikers for more bike lanes and when I do see bikers they often use the road or sidewalk instead of the bike lanes made for them.	12/12/2025 6:17 PM
7	Impeding safe and efficient flow of traffic will cause drivers to get impatient and ultimately resort to undated driving practices to go around blocked lanes and vehicles. The comments about fire and ambulance vehicles having ready access to lanes to pass vehicles when sirens	12/12/2025 5:56 PM

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are on and simply being slowed down if not totally blocked at times as a result of this poorly thought out design causes me great safety concerns. This area has the highest density of population in Winnipeg and there are many seniors in the demographic profile who frequently have greater needs for emergency services. I also think the traffic blockages caused by this design will result in more impatient drivers posing greater risk to cyclists than they currently do.

8	Don't make them temporary, they need to be permanent	12/12/2025 5:02 PM
9	None	12/12/2025 3:35 PM
10	Roadways too narrow for vehicular traffic if reduced to 1 lane both ways.	12/12/2025 1:43 PM
11	None	12/12/2025 8:02 AM
12	I am concerned about the continued delays. I am concerned that there won't be any enforcement of the speed limit and turn restrictions.	12/11/2025 9:05 PM
13	I do not believe the bike lanes would be safe as proposed. There are too many driveways along Wellington and the narrow section between Academy and Grosvenor is too tight to have a dedicated bike lane. At the moment, many cyclists travel defensively and go up the middle of the lane to prevent a car trying to pass them while there is oncoming traffic in the other lane. I fully support it when they do this and just take my time and follow behind. This road is too narrow to have two cars plus a bike side by side in many places, especially where the road curves. Putting in a separated lane on each side for bikes would suggest that you can actually fit two cars plus two bikes side by side. This would be a dangerous situation... the cars would be very close to each other and the cyclists, and the cyclists would be pushed right up to the raised curbs. Putting in lane markings takes away the cyclists ability to defensively use the road. The other issue is that given the issues on this section of Wellington, most pedestrians, myself included, don't make an issue of cyclists using the (rather wide) sidewalks on either side of Wellington. In particular in front of Munson park, I often pass cyclists while walking. I fear that if you put in lanes, cyclists will feel forced onto the road... which is actually no safer in the section from Academy to Grosvenor. The second safety issue I see is the intersection of Cockburn and Wellington. Local walkers already consider this to be a dangerous crossing. Westbound cars on Wellington that want to turn left onto Cockburn have very limited visibility of oncoming traffic due to the sharp curve towards Grosvenor. This leads them to take the turn very quickly and they are normally so focused on oncoming traffic that they fail to see people crossing. I have been cut off multiple times, including one rather close call carrying a baby. My fear is that by making traffic one lane in each direction on Wellington that a westbound car will feel even more pressure to make the left turn onto Cockburn because of the traffic behind them. This pressure will make them even more likely to impact a pedestrian (or honestly an eastbound cyclist). This could be mitigated by a traffic light at that intersection.	12/11/2025 8:54 PM
14	I am concerned that the same problems as we have on River and Stradbrook will be repeated. I am in favour of the bike lanes BUT the way they were put in are so ridiculous. Did ANYONE THINK about winter? Did anyone THINK about opening a door into the driving lane after parking? Originally there was a wide parking lane and two wide driving lanes on River and on Stradbrook. What should have happened was leave the wide parking lane so people could exit safely even when traffic is flowing. They have ONE driving lane for cars so drivers don't have to be worried about someone throwing a door open into their front end. Then the third lane should have been used for bike travel, keeping them away from sidewalks. There is no mixture of cars, bikes and people that work together. They should all be separate and wide. One wide driving lane would slow down traffic as desired. I suggest wide parking lanes because in the winter driving down River and Stradbrook is crazy. Cars and trucks can't park in the parking lane completely and open their doors because of snow banks so they end up parking partially in the driving lane beside them (that actually happens during the non snow times as well, lots of people have bad special awareness or just don't care).	12/11/2025 4:16 PM
15	Reducing Wellington to 2 lanes (one in each direction) will still crowd traffic. As it is, the amount of space on River and Stradbrook make it dangerous in the summer and even worse in the winter when the curbs are filled with snow. Putting a bike lane at the westbound Grosvenor / Wellington intersection will squeeze bike and cars causing critical incidents unless the plan is to cut into the boulevard to provide more space. Visit the site to see that there is not enough space for bikes and cars to be moving through that space at the same time.	12/11/2025 3:03 PM
16	Concerned about traffic crossing multiple lanes of bike and car traffic to enter parking lots on Wellington	12/11/2025 1:32 PM

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17	I truly believe, having lived here for years (we do have a cyclist in the family) that the plans will make things more dangerous. It provides a false sense of safety. Wellington is used as a main thoroughfare instead of a residential street. As such, cars, trucks, transport vehicles, continually speed down the street. Have these temporary lanes will add to driver anxiety and I believe will cause more accidents. Being able to see what happened with the addition of the Stradbroke bike lane adds to that belief. Currently, I still see numerous cyclists use the road lanes and the sidewalks instead of the bike lanes. I even experienced an altercation with a cyclist who yelled at me saying a "road bike" does not use the bike lanes. Now with some snow on the ground we will be back to only one lane on Stradbroke as the curbs will build up making it only one lane. As it is the parking lane is too narrow for vehicles.	12/11/2025 1:31 PM
18	Cyclists not using the bike lanes and using the road. This is VERY common. Cyclist are also supposed to cycle single file if they use the road and they don't always do. They'll cycle side by side and hold up traffic	12/11/2025 1:29 PM
19	The definition of temporary is the problem. Why are the lanes being installed before a study is completed. The study should be done then if it makes sense install bike lanes. If there is no funding then don't proceed at all.	12/11/2025 11:45 AM
20	The narrowing of the crescent between Academy and Stradbroke will cause huge problems for cars turnin g left in to the condos. There will be backup because of bus stops and the turning vehicles due to the fact there is no lane. To by pass these vehicles on the right of the traffic turning or buses stopping. Is an accident waiting to happen and possible danger for those in the bike lanes	12/11/2025 9:26 AM
21	Electric bikes are fast will they be able to access these lanes?	12/10/2025 10:51 PM
22	I think the road will feel more congested with bike lanes and 2 way traffic. There are many elderly living along this stretch of Wellington Crescent. I believe some will have difficulty driving given the restriction of 2 lanes a bike lane and a sidewalk. There will be a lot to keep track of.	12/10/2025 5:45 PM
23	More backup of traffic means more frustration, especially during at least half of the year when there is practically no bike traffic on the road.	12/10/2025 4:57 PM
24	likelihood of more fender-benders	12/10/2025 3:41 PM
25	That it goes to two lanes at Stradbroke from what I understand	12/10/2025 8:05 AM
26	Bike lanes should be built within the sidewalk space instead of grass...	12/9/2025 9:50 PM
27	No concerns	12/9/2025 6:33 PM
28	Reduction to 2 lanes is dsngeraus	12/9/2025 5:04 PM
29	It will be better than the current setup but there will still be safety concerns for bicycles due to the lack of a physical barrier from cars.	12/9/2025 8:58 AM
30	I am in support of these changes - the volume of cycling, pedestrian and car traffic on this route is high. There are also blind spots around corners and numerous on and off points on the route, increasing the risk of accidents and cyclists and pedestrians getting hit. I use the route to walk and drive to work and cycle the area in 3/4 seasons.	12/9/2025 1:38 AM
31	While bicyclist blame street safety on vehicles I have seem numerous cyclist that don't follow the rules of the road, run through lights and stop signs and ride the wring way down a one way designated bike lane I came close to hitting a cyclist coming the wrong way on one way bike lane as i didnt expect a bike to be coming from that direction There will be a lot of traffic backed up noe on Wellington Cresc Pedestrians will be at greater risk and will have to be even more cautious crossing	12/8/2025 8:51 PM
32	As much as the impact to get in and out of property I believe it poses a bigger problem for the safety of pedestrians and bicyclists crossing the driveways as there is more for a driver to watch for. As well as the one lane and traffic backed up waiting for drivers to turn into their residences.	12/8/2025 8:21 PM
33	bikes not obey lights at cross walks at Wellington and Grosvener and Wellington and Hugo	12/8/2025 7:30 PM
34	With one lane of traffic each way, how are vehicles going to be able to pull over to allow emergency vehicles to pass by? There won't be anywhere to do so! I can foresee many more	12/8/2025 4:30 PM

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collisions on this stretch of the Crescent as frustrated drivers take chances they should not - and should not have to - because of these ill-thought plans.

35	The bike lanes will be of limited value if the pothole and sunken man holes aren't fixed. Cyclists will be forced out of the bike lane into traffic the same as they are now.	12/8/2025 11:17 AM
36	I have no concerns about the change, I only have concerns about how unsafe it is now.	12/8/2025 11:12 AM
37	Most bikers do not stop at the red light on Hugo & Wellington Crescent going west River side. It's a T intersection. It makes it more dangerous to turn into and out of our parking lot. Going from 4 lanes to 2 will cause huge congestion.	12/8/2025 10:40 AM
38	Visibility. Can't always see cyclists. River is a one way and Wellington is a one way from River to Stradbrook. It is not intuitive to look for cyclists driving the "wrong" way	12/8/2025 7:35 AM
39	Reduced speed will not compensate for the highly condensed traffic this will cause. Pedestrians will have even greater difficulty crossing both bike and car lanes.	12/7/2025 7:25 PM
40	The dense activity of traffic puts pressure on drivers of bikes and cars alike. Crossing Wellington at any point is risky	12/7/2025 7:23 PM
41	A bicycle should be nothing more than another vehicle. If I am there, I should be able to turn first. If the bike is there first, let them go. No... now I could be turning and the bike is there. It is not a double lane! Maybe the bikers need to take some responsibility.	12/7/2025 2:36 PM
42	My safety concerns are only around drivers not paying attention, which is currently in the worst state it could be. Having a bike lane, even temporary, would be a huge improvement in safety already	12/6/2025 12:12 PM
43	See note 7	12/6/2025 10:47 AM
44	Bike riders at best do not follow traffic rules and this makes it difficult both as a driver and pedestrian	12/5/2025 9:08 PM
45	I feel increased bike activity giving an almost false sense of security to cyclists will actually make it more dangerous for them	12/5/2025 4:05 PM
46	Lots of westbound vehicles make left turns onto Hugo at rush hour. This will create a backlog of impatient drivers.	12/5/2025 12:53 PM
47	Looks like a huge improvement for everyone's safety.	12/5/2025 12:32 PM
48	If the city's approach to handling roads and road accessibility is any guide, I'll say that I have concerns. And then there's the whole fiasco in how the city cleans streets in winter. Where I live on Wellington Crescent, snow clearance is a joke.	12/4/2025 11:10 PM
49	See answer to #6. I believe you'll create a situation that is dangerous for cyclists.	12/4/2025 8:42 PM
50	huge concerns. the population density of this strip is high; there must be thousands of people living on this short strip, largely in high rises. every block has multiple entrance and exit ways with vehicles driving in and out at all hours of the day (not just rush hour). this plan will increase bike traffic significantly, thereby actually increasing potential contact between vehicles and bicycles. it is ill conceived. is there any other bike path that has been designed on a roadway with this many direct access points and this volume of residents? this is not the same as River or Stradbrook, where access points occur largely via back lanes. (don't get me started on what the City has done to those streets; vehicles keep getting bigger, these lane widths are so narrow. it is so unpleasant driving through my own neighbourhood, and you are about to make it far worse.)	12/4/2025 4:33 PM
51	I think there will be more road rages as drivers of all sorts get stuck in traffic.	12/3/2025 10:07 PM
52	My biggest safety concern is the continual delays and possibility that council might reject this project altogether. My second biggest concern is that this engagement will lead to compromises to favour driver convenience over the safety of others by reducing the safety features of the design. My third biggest safety concern is that the section near the Maryland Bridge is not protected. Especially since this section has fewer large buildings, I worry that west bound drivers will hit the gas in the section to try to "make up" the time lost in the previous section. I expect that the plastic sticks will be destroyed within hours of installation. I also am concerned that the 40km/h speed limit and turn restrictions (non right on red at Maryland bridge) won't be enforced at all. I'm also concerned that this design leaves slip lanes	12/3/2025 9:40 PM

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intact. In particular, all slip lanes need to be removed from the intersection with Academy at Maryland Bridge.

53	It will make it less safe for all.	12/3/2025 9:02 PM
54	It will be quite a bit more unsafe for cars, and not really make it safer for bicycles with only painted separation.	12/3/2025 8:57 PM
55	Turning into property will now cause traffic backups as cars will no longer be able to go around you.	12/3/2025 7:32 PM
56	Anything that causes traffic to slow down at the entrance and block vision is concerning g	12/3/2025 4:11 PM
57	More traffic congestion there are already sidewalks on both sides of Wellington crescent convert one to cycles	12/3/2025 7:41 AM
58	The Boulevard is wide enough for a bike lanes and pedestrian sidewalk. Won't interfere with traffic. There are too many driveways side by side here. It will be more dangerous with the bike lanes on the street.	12/2/2025 9:15 PM
59	Same	12/2/2025 8:31 PM
60	The WFD paramedics on board ladder trucks respond to many medical emergency calls in the various large residential buildings on Wellington Crescent. The fire trucks now park in the curbside driving lanes because the building access driveways do not have vertical clearance and/or space to maneuver large fire trucks. The fire trucks will have to park in the single driving lane blocking traffic during busy driving times. This will create danger for both the WFD paramedics and drivers.	12/2/2025 6:29 PM
61	It does not seem to be doing anything for pedestrian safety. A pedestrian crossing between Hugo and Grosvenor would be nice.	12/2/2025 5:21 PM
62	None	12/2/2025 3:29 PM
63	They're temporary. A little bit of paint and a plastic bollard does not protect the cyclists. What's happening to the bus stop in front of the building? What will happen on garbage collection days - the trucks will congest traffic further, no?	12/2/2025 11:17 AM
64	Fewer traffic lanes will increase congestion which generally leads to more accidents.	12/2/2025 8:35 AM
65	Believe if everyone follow the rules of the road, it might be okay.	12/1/2025 3:37 PM
66	99 Wellington is just off the route but I am very concerned that this does nothing to address the apparent issue. One person died tragically because of an out of control driver operating at a ridiculous speed. Bike lanes will not prevent that from happening again. On the other hand there is a need to connect Academy bike lanes with Wardlaw . Widening is the only real answer. During morning and evening rush hour this street is busy. Reducing it to two lane traffic may result in more accidents, not less. I do ride a bike to work on Waverley in the summer and I just avoid this section altogether. Adding the temporary lanes will not change my route because traffic will be more congested and crowded. Permanent widening (adding a cycle path while maintaining four lanes is the answer	12/1/2025 3:13 PM
67	Temporary bike lanes do not prevent the worst offenders from breaking traffic laws. Distracted and poor drivers will still bypass or make contact with the plastic poles. They seem to provide no purpose without a dedicated curb	12/1/2025 3:10 PM
68	Poor access and visibility is a huge problem. It is difficult to see pedestrians and cyclists. Pedestrians come from both directions and the speed of the cyclists may be a problem. Also, if there is a low sun, it's even more challenging. Often, to see oncoming traffic, I have had to pull out past the sidewalk. If I'm walking down the Crescent, I am very careful whenever I walk past a driveway. Will there be anything to hold back traffic, pedestrians, and cyclists to allow us to turn onto the street? We will be intersecting with pedestrians, cyclists, and cars.	12/1/2025 10:39 AM
69	I think my main concern, whether there are bike lanes or not, is that drivers who use those driveways never look for pedestrians when entering and exiting a roadway, and most of the time they block the sidewalk or almost hit people who are walking (I almost get hit everyday, as a pedestrian or a cyclist, when I'm passing the building next door at 1 Wellington Crescent because no one ever seems to notice the stop sign leaving the driveway). So it's a drivers-don't-know-how-to-drive problem and not a bike lane problem, so installing infrastructure that gives pedestrians and cyclists more protected spaces can only help. I wish that, for	12/1/2025 9:37 AM

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accessibility and safety of the elderly and young children and everyone living here, even drivers who don't want to get into accidents, we would have raised crosswalks on the riverside of Wellington Crescent because of all the driveways that are potential places to hit people. The raised crosswalks would work as speed tables, and also make it easy for people, especially people who use mobility aids or strollers, to cross those intersections. The curb cuts in my area are in terrible shape, especially from 99 Wellington Crescent and 141 Wellington Crescent—if you use anything with wheels like a wheelchair or a walker, you're usually finding yourself on the road (where it curves so bad visibility) to traverse the sidewalk.

70	Taking away vehicle lanes to accommodate cyclist (especially considering our climate) will only make this area more dangerous to cycle. Reduce the speed limit or make space on the boulevard for cyclists.	11/30/2025 11:04 PM
71	Double lines being reduced to one only	11/30/2025 6:20 PM
72	Safety is very important to me and to all. My concerns as an active senior are ambulances, firetrucks and such to get to the building to keep us safe are most Important!	11/30/2025 6:02 PM
73	Further Congestion resulting in more safety hazards.	11/30/2025 4:43 PM
74	I am concerned that cyclists will not pay as much attention to vehicles with the designated lane.	11/29/2025 9:06 PM
75	As indicated in 6 and 8	11/28/2025 10:17 AM
76	Exit from our garage and driveway requires crossing the bike lane. There are visibility issues for both bikers and residents. Bushes from #1 Wellington impede residents from seeing speeding bikes. Bikers cannot see a car leaving the parking lot.	11/28/2025 9:48 AM
77	None, instead it will make things much safer for me because I both bike and walk this section and have had too many close calls because drivers are not paying attention or driving too quickly.	11/28/2025 9:41 AM
78	I believe that reducing the road to two lanes is going to create traffic, slow downs that could cause drivers to take more risks than normally. Wellington Crescent is already a busy roadway and putting the same number of vehicles passing through two lanes will make it even busier potentially creating problems for pedestrians. I have lived on Wellington Crescent for 20 years and have walked from 99 Wellington to Academy back down to Osborne and River several times a week during summer months. I drive Wellington Crescent every day, April to September and I'm very familiar with the traffic and with cyclists using this proposed project. I really can't recall seeing more than a few cyclists during any of my walks or drives. also, I rarely see speeding vehicles. I am aware of and sympathize the very unfortunate death of a cyclist caused by a highly speeding driver and understand the pressure to create bike paths. I assume there must be some statistics to support going ahead with a very costly project however I have not seen sufficient bike traffic on Wellington Crescent to warrant the expense.	11/28/2025 2:31 AM
79	If, to circumvent the no left turn onto Dorchester from Wellington Crescent, westbound drivers choose to use the front parking lot of 330 Wellington Crescent to make a U-turn so that they can then make a right turn from the Crescent onto Dorchester, that raises huge safety concerns for pedestrians, cyclists, and the residents of 330 Wellington Crescent.	11/27/2025 3:54 PM
80	the condition of the street particular the curb lane is terrible - pot holes and manhole covers are deep and dangerous. paint will not fix this.	11/27/2025 11:19 AM
81	People pulling out and snow removal with the additional curbing is going to make snow removal and access in and out more difficult	11/26/2025 8:59 PM
82	Would suggest that more education is needed to familiarize residents and drivers how to safely use these changes.	11/26/2025 3:57 PM
83	Any change that asks pedestrians and vehicles to up the level of co-operation to share the roadway is potential for added risk - hopefully better result after a learning curve has been established .	11/26/2025 3:55 PM
84	Lots, traffic problems and people impatience	11/26/2025 2:40 PM
85	More accidents, and more problems parking, and more road rage. Few benefits - has anyone calculated how many cars are coming out of those apartment buildings all along Wellington every day? How many deliveries that need to be made?	11/26/2025 11:27 AM

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86	See above	11/26/2025 8:49 AM
87	There is driveway after driveway along this stretch of Wellington Crescent, each giving access to countless residents of (mostly) high rise towers, especially along the river side. This represents a lot of cars turning across bike lanes. Right turns, especially, are always subject to problems with blind spots. This is perhaps(?) particularly an issue for some older drivers, for whom the shoulder check seem sometimes more difficult(?), and of whom there are great numbers in these apartments. Also, these turns will cause a lot of traffic stoppages in a single lane situation, leading other drivers to impatience and perhaps to violating bike lanes while frustrated, in order to advance. This strikes me as potentially dangerous to cyclists especially.	11/25/2025 11:08 PM
88	none	11/25/2025 7:42 PM
89	I would very much appreciate a safe bike lane on this route	11/25/2025 4:02 PM
90	There is a lot to have to watch out for - pedestrians, cyclists, mobility scooters, e-bikes, other cars, ambulances, fire trucks, police cars. I don't know how this will all be accommodated with a single lane in each direction. I can also see people getting confused/frustrated with the changes.	11/25/2025 2:49 PM
91	From my suite, I have a direct view of the traffic island at Wellington Cres & Stradbroke Ave - most predominantly of the traffic flowing south and then west on Wellington Cres. Since the upgrades were made to this stretch of Wellington Cres, including the addition of the dedicated bike lane, and the narrowing of car lanes, I've noted a significant increase in the number of drivers honking at each other. I believe this to be a result of people used to wide traffic lanes and occasionally straying into the adjacent lane. Additionally, the stretch of road linking southbound Wellington Cres & east bound Stradbroke Ave isn't marked at the traffic island. I have witnessed many near accidents where a southbound car on Wellington Cres will approach the island, realize at the last moment that they've reached the turnoff onto Stradbroke Ave and slam on the brakes in order to make the turn. Or, they will approach the island slowly, make a complete stop on Wellington Cres while they decide whether to proceed onto Stradbroke Ave. I have seen people do this from both median & curb lanes on southbound Wellington Cres at the traffic island. Cars leaving the traffic island and merging onto Stradbroke Ave also (and often) do ignore the yield sign, perhaps as they expect the clear lane in front of them to be their right of way. The yield signs at this corner could be improved. Enlarged perhaps - or even with lights? I welcome the proposed change to narrow Wellington Cres to a single lane at the southbound crosswalk, just north of the traffic island. I hope that by doing so, it will at least prevent drivers from turning onto Stradbroke Ave from the right lane (Wellington Cres).	11/25/2025 2:30 PM
92	I hope that the safety of cyclists improves and that more people are able to safely access active transportation	11/25/2025 2:16 PM
93	Same as previous comments	11/24/2025 3:35 PM
94	Densely populated area with multiple vehicles entering and exiting their respective buildings into two lanes, now four.	11/24/2025 11:51 AM
95	having Wellington East bound turn into 2 lanes before the pedestrian crossing on Stradbroke appears to be unnecessary - I would think keeping this as one lane would be ideal	11/24/2025 11:41 AM
96	There is no safe way for me to turn into this building coming from the west. In this scenario, in rush hour, I am relying on oncoming traffic yielding for me to do so, which may not be safe for them or a cyclist using the path who may not expect that. Think of rush hour when it's dark.	11/24/2025 10:51 AM
97	Unclear	11/24/2025 7:51 AM
98	Heavy traffic area during rush hours with only one lane	11/24/2025 6:47 AM
99	Makes life harder for the condo residents	11/24/2025 2:41 AM
100	hopefully no pedestrians get clipped by cyclists as they attempt to cross Wellington	11/23/2025 9:34 PM
101	Vehicle density (only one lane in each direction) cyclists in both directions (likely at faster speeds due to the dedicated lanes), the probability of more cyclists using Wellington, curves that make visibility even more difficult.	11/23/2025 6:55 PM
102	I hope that cyclists won't be vulnerable to impatient motorists. I feel a bit anxious about trying to access the street whilst keeping track of greater vehicle density (one lane in either direction) and two lanes of bicycle traffic. (Because of the dedicated lanes, bicycles will probably be	11/23/2025 6:55 PM

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travelling at a high rate of speed. Also, because of the dedicated bike lanes we can probably expect more bicycle traffic along Wellington than at the present)

103	I think it's a good idea. We bike a lot and always feel leary about biking on Wellington Crescent	11/23/2025 12:06 PM
104	If you do not make the change, more people will be hurt or killed.	11/23/2025 10:40 AM
105	will need to gun out of driveway at unsafe speeds in order to get into flow of traffic / high level of potential accidents	11/22/2025 9:25 PM
106	It is very difficult to entering or exiting our property by car with lights and four possibilities to exit onto the roadway as it is. My fear is that with fewer lanes of traffic and more bike. Traffic, exiting will be much more risky. Ditto with entering the property.	11/22/2025 7:40 PM
107	Winter safety, ensuring that any physical barriers are clear and visible from drivers for cyclist safety and that cyclists are a prority	11/22/2025 6:56 PM
108	My safety concerns will be addressed if the bike lanes and road changes will go ahead.	11/22/2025 1:54 PM
109	There will be an adjustment period for all - drivers, cyclists and pedestrians. I hope everyone remains alert!	11/22/2025 11:59 AM
110	Drivers and bike riders will have to aware of traffic making turns on or off of their lanes.	11/22/2025 11:59 AM
111	There's too many things to watch for with bikes, pedestrians and and all the traffic turning into all the driveways	11/22/2025 11:12 AM
112	Other than their not being completely protected bike lanes, none.	11/21/2025 6:07 PM
113	winter snow will only accelerate their problem	11/21/2025 3:39 PM
114	As a former bike commuter, south end of Elm Street to HSC, I always A) left "early" and B) sought out parrelell routes, i.e. north via Beverly vs Sherbrook. Otherwise my on my only concern is that they are temporary.	11/21/2025 7:19 AM
115	Mostly is this safe for cyclists!	11/20/2025 8:41 PM
116	Big safety issue is that cyclist have no insurance to ride on the roads and will/have caused accidents. Why is the city of Winnipeg not enforcing cyclists to have insurance? Cyclist also have this "entitled" attitude and think they can do what every want and will ride through driveways, risking a car hitting them. Even when the car is not responsible for the accident, the "entitled" cyclists blames the vehicle. No one with common sense will know that is not correct. However, cyclists and believers in bike lanes do not understand that.	11/20/2025 5:32 PM
117	Emergency access for police, ambulance and fire are frequently restricted to stopping and parking in the curb lane designated in this plan for the 5 bicycles that may travel down this street daily. There exists a sidewalk and boulevard between Wellington and the sidewalk on the River side of Wellington commonly used when bikes encounter walkers. Spend this money in another area on another project. If we lived in a climate where even 25% of the citizens rode a bike this might make sense. In my building of 52 units (100 residents) I am 1 of only 7 people who even own a bike and I am NOT in favour of these changes.	11/20/2025 1:37 PM
118	None. I think safety will be improved!	11/19/2025 8:20 PM
119	there is no added cross walk at cockburn. I think this is necessary for the pedestrians especially if going down to 2 lanes. It's hard enough to cross the street now.	11/19/2025 6:06 PM
120	None. Safety will be improved for cars and bicycles, in my view	11/18/2025 3:12 PM
121	I hope it doesn't stay temporary forever	11/18/2025 8:52 AM
122	Any physical bike barriers will make winter cycling more difficult as these separated bike lanes do NOT get cleared from snow, forcing the cyclist onto a now narrower car lane, drastically decreasing winter bike safety	11/18/2025 7:27 AM
123	For bike and pedestrian safety, closing the entrance to Gertrude from Wellington Cres is smart because vehicles rip on to Gertrude without paying attention to bikers or pedestrians. Blocking an entrance point to Gertrude off Wellington Cres more so will be an inconvenience for the individuals living off that section of Gertrude between Hugo and Daly. Another option to not close that entrance and help with safety is by adding a speed up at the street entrance to hopefully slow down traffic entrance on to Gertrude off Wellington Cres.	11/17/2025 8:06 PM

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124	This proposal does very little to enhance safety. As far as I can see the only positive piece is reducing the speed limit to 40 km/hr. That's it. A painted line does nothing to protect us as cyclists. Neither do the bollards. Even worse, a painted line causes motorists to believe that cyclists must remain next to the curb. There are a great many hazards near the curb in this section including potholes, and sunken manholes that are dangerous to cars and worse for cyclists.	11/17/2025 7:51 PM
125	Should be permanent change.	11/17/2025 6:23 PM
126	My experience with cyclists in other parts of the city where there are bicycle lanes shows they care little for the rules of the road, often emerging from bike lanes without warning, and running red lights at will. Turning right in these areas has become a nightmare. Will these lanes be regularly and effectively plowed? As it stands, the sidewalks along the Crescent are only marginally plowed. I have seen the dedicated concrete bicycle lane on Sherbrooke often clogged with snow.	11/17/2025 5:59 PM
127	I live where Wellington & River merge. Access at our building is not an issue but i know down Wellington some neighbors are upset. During the trial speed limit should be reduced - motorists won't be happy.	11/15/2025 9:50 PM
128	No concerns, only gratitude that these changes are being planned.	11/15/2025 5:05 PM
129	None at all. Looking forward to them!	11/15/2025 5:04 PM
130	That drivers won't observe the anticipated reduction in the speed limit and I'm not sure how safe cyclists will be regardless of having their own lane.	11/15/2025 2:16 PM
131	Left crossings will become very difficult and dangerous as cars will be forced to stop and back up behind anyone turning left into the property.	11/15/2025 10:48 AM
132	Death, accidents to bikers and pedestrians, car accidents, dog walkers. Find another route where there aren't hundreds of condo residents entering and exiting their condo 24-7....	11/15/2025 8:56 AM
133	The temporary bike lanes do not protect bikers as claimed. Paint and plastic offer no protection at all. At the same time Shrinking the lanes on a very busy route puts drivers at heightened risk of accident. Riding a bike on the street is inherently risky especially considering the fact that wearing helmets appears to be hit and miss. It would be more honest simply to say so and make wearing a helmet mandatory for everA fall even with the involvement of a motor vehicle can and sometime is life altering. The cost of lives lost or diminished and the dollar cost to Winnopegers for treatment and ongoing care is enormous.	11/14/2025 10:54 PM
134	This will be a significant improvement to safety, but the bike lanes should be the permanent style as on River Ave to better protect citizens.	11/14/2025 7:30 PM
135	Put more thought into what you are proposing. You will only make things worse, not better	11/14/2025 1:28 PM
136	There is a safety issue as a number of cyclists do not know or follow traffic rules. They dart all over, even drive facing traffic. They do not even need to have a license.	11/14/2025 8:02 AM
137	None	11/13/2025 9:14 PM
138	Already have 12 bicycle riders a day going through garbage and recycle bins, have drug bicycle deliveries, and thieves damaging property. More paths for bikes means crime goes up exponentially.	11/13/2025 8:10 PM
139	Car accidents pedestrians hit Flow of traffic during rush hours buses making sched on time	11/13/2025 7:42 PM
140	It will cause a great deal of difficulty for cars turning into and out of multi family dwellings and cars turning onto side streets.	11/13/2025 1:05 PM
141	No vehicles will do 40 kph. Only 20% of the traffic does the speed limit now (50 kph). Do a speed study anonymously and see the results.	11/13/2025 12:25 PM
142	If a car is trying to enter an apartment building driveway and is trying to enter between cars, they may not notice a bike coming in bike lane and hit them. The roadway and bike lanes will be very busy and I see high incidence of accidents.	11/13/2025 9:29 AM
143	The bikers wouldn't probably use it they would be all over the street especially the bikers who wear a mask carry backpacks with tools to steal bikes or break into vehicles	11/13/2025 7:19 AM

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144	This is going to be a disaster during rush hour There must be a better way to reduce speeding How do cyclists turn left safely???	11/12/2025 7:57 PM
145	I see MANY cyclist NOT obeying road rules. They go through the light at Hugo when red going westbound if no traffic is turning off hugging to Wellington. They often ride side by side especially cycling clubs who should know better.	11/12/2025 7:19 PM
146	FIRETRUCKS come down wardlaw and onto Wellington many many many times in a day! They park in the lane in front of the condo buildings as they cannot maneuver in those lots. They will be blocking ENTIRE lanes while trying to attend emergencies. 229 Wellington specifically does not have the ability to have fire trucks in the front lot as the glass awning is too low. Other condos do not have lots to accommodate all emergencies vehicles either	11/12/2025 4:32 PM
147	None it's just going to back everything up.	11/12/2025 4:08 PM
148	None	11/12/2025 4:02 PM
149	40 kph is stupid - make it 30 kph like the other part if you really want to save lives	11/12/2025 3:47 PM
150	There will definitely be a learning curve for drivers, cyclists and pedestrians to adapt to the changes. I'm a little concerned about the potential for sight lines being blocked, particularly in winter.	11/12/2025 3:34 PM
151	These bike lanes are a great concept however at least half of the cyclists, do not use them and are still on sidewalks. My family and I have been almost knocked over on the sidewalk so many times we can't count. The worst of this is scooters and electric bikes on sidewalks. This should be completely illegal as these can excell to very high speeds and are dangerous to pedestrians. I was not going to do the survey however I was just out for a walk, and almost was a run over on the Wellington Crescent sidewalk, Walking towards the river Avenue. The person who almost hit me, laughed and said oh no, ha ha ha. Not funny. Please stop spending money on bike lanes. Start giving these jokers tickets instead.	11/12/2025 1:21 PM
152	It will greatly increase safety for pedestrians and cyclists.	11/12/2025 12:38 PM
153	If bicycles are allowed to travel in both directions in a bike lane, there are visibility concerns for drivers. Bike lane needs one direction only.	11/11/2025 4:53 PM
154	None	11/11/2025 4:32 PM
155	The speed at which bikers travel is excessive and I can see more potential car/bike accidents happening as residents have to cross the bike path in order to access their parking garages. I have seen so many close calls already!	11/11/2025 4:22 PM
156	That cyclists will not obey traffic rules and will continue not stopping at traffic lights.	11/11/2025 3:34 PM
157	Many buildings between Grosvenor and Stradbroke have no accessible driveway for emergency vehicles, moving vans, delivery vehicles, construction and service vehicles and workers. They stop along Wellington Crescent for the duration of their activity. If there is just one lane in each direction they will obstruct the only through lane. Your video shows a bus stopping in the bike lane. Will these other vehicles also have to obstruct the bike lane in order to do their work?	11/11/2025 9:21 AM
158	I believe the proposed changes will make the road safer for all users	11/10/2025 9:37 PM
159	I am a cyclist (primary mode of transportation) and have lived on Wellington Crescent for over 16 years...Have always been concerned with the speed at which many vehicles travel AND at the disregard for human beings using other forms of transportation (bike, foot, otherwise...)	11/10/2025 5:13 PM
160	There will be high volumes of vehicles in the two remaining lanes therefore making it difficult to get out.	11/10/2025 5:03 PM
161	only during early use adjustments	11/10/2025 1:23 PM
162	It looks like it will now be more difficult to get on and off Wellington at a number of intersections, and the increased number of vehicles in a now single lane going each way, will all have to cross paths with cyclists on the bike lanes, while trying to navigate intersections and driveways.	11/10/2025 12:47 PM
163	Any improvement is needed and welcomed! ...for safety	11/10/2025 11:12 AM
164	St. Mary's school access and exit will be severely affected. Difficult now for pedestrians to	11/10/2025 10:49 AM

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	cross Wellington Crescent	
165	none	11/10/2025 10:41 AM
166	Greater congestion will create more road rage and more speeding down side streets while not improving safety on Wellington Crescent. This change would not have prevented that tragedy.	11/10/2025 10:24 AM
167	I think this is a good temporary solution. I really like the proposed changes at Academy, Grosvenor Dorchester and Hugo. Eliminating some left turns off of Wellington for westbound traffic is excellent. I especially like the reduced access to Gertrude, which is so very dangerous at the moment. 40 km per hour seems like a good compromise as well. Well done!	11/10/2025 10:23 AM
168	There is no parking on stretches of the street during the day due to the volume of traffic. Moving to 2 lanes makes it more congested.	11/10/2025 9:07 AM
169	I fervently hope this will increase road safety for everyone: slower cars, possibly fewer cars mean safer walking including easier for pedestrians to cross the road and also safer biking.	11/9/2025 8:17 PM
170	I can't figure out, from the video, what is intended at Academy and Wellington Cres. That needs a better explanation.	11/9/2025 7:07 PM
171	None	11/9/2025 3:06 PM
172	This is not a safe design. Move both directions of cycling to the south side of the road. That avoids most vehicle/cyclist intersections, reducing the number of new controls that need to be installed. This design can continue at least until Harrow with dual-direction cyclists on the south side of all roadways. Garry St is done correctly. Group both directions together for better density. Better density = better safety for cyclists. The switch to 40km is fine.	11/9/2025 2:02 PM
173	I think we need speed bumps and a speed limit of 30. 40 is a strange limit because it is not used often and people are not used to it. Also speed cameras would be useful.	11/9/2025 12:45 PM
174	See #6	11/9/2025 9:53 AM
175	one lane of traffic will encourage drivers to try to pass and to have the patience to wait for oncoming traffic to ease - I think people will try to 'beat' the oncoming traffic	11/9/2025 9:17 AM
176	Big. Feel may be many more accidents as people become more frustrated trying to enter and exit.	11/8/2025 8:48 PM
177	With curves on Wellington and cyclists traveling at high speed, they could easily hit a pedestrian crossing the road. CYCLISTS YIELD TO/WATCH FOR PEDESTRIANS SIGNAGE REQUIRED BEFORE CURVES	11/8/2025 6:22 PM
178	My safety concerns are around how dangerous the road currently is for people who walk and cycle, these changes are very welcome and needed decades ago.	11/8/2025 3:26 PM
179	This change will increase safety as a pedestrian, driver and cyclist	11/8/2025 2:47 PM
180	Will take up far too much land which is not in bit supply anyway. Bikes often use the sidewalks, on both sides of W.C. Permanent bike lanes will ruin access, as they have done on Sherbrook and in fact just about everywhere which prevents me, as a handicapped user from getting into stores - this has happened many, many times.	11/8/2025 1:15 PM
181	Just widen the sidewalks That bike path on river avenue is a waste of money and those curbs are stupid, just for people and snow plows to trip over and smash. who designed this waste of taxpayers money ,??? Just put up speed cameras and arrest all those criminals speeders, SAFETY FIRST nation canada ,gracias merci thank you	11/8/2025 9:42 AM
182	it will be extremely difficult to enter/exit our building - see also response above!	11/8/2025 9:36 AM
183	Better than now. So let's try it.	11/8/2025 7:46 AM
184	Naturally reducing speeds to 40 increases driver frustration on what is really a fairly major traffic route. I travel this route frequently and experience consistently high vehicle traffic but do not recall seeing a lot of bike traffic. pedestrians with dogs yes but they are well accommodated. Not once since the bike lane on Stradbroke went in have I seen a cyclist on it. Have you clearly identified a significant need for this in the face of the level of business/resident needs for parking and traffic flow?	11/8/2025 7:00 AM
185	Left turns in either direction will result in cyclists being hit.	11/8/2025 1:27 AM

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186	Road too narrow at Grosvenor and Wellington, only 12 feet wide. Bicycle and car too close together.	11/7/2025 9:17 PM
187	As an active transport user I find most of the changes excellent! My only concern is accessing Gertrude from Wellington by bike. A blockage like that will only force people on bicycle to use the sidewalk which is less than ideal for safety.	11/7/2025 8:33 PM
188	Adding a bike lane won't solve the fact that people speed and or that the bikers don't pay attention to where they are going if they think it's so dangerous maybe they should use the other bike lanes that already exist or side streets I can see a lot more accidents happening if you take away this lane used for vehicles. Why not add the bike lane down a side or back street.	11/7/2025 8:33 PM
189	I already watch bicycles not follow a single rule of the road. The vast majority of them DO NOT stop at the stop signs on Cockburn and they disregard traffic/pedestrians moving between lanes, sidewalks and across roads. Wellington Crescent is an extremely busy road at this part where I live, especially peak hours, pushing more cycles through Wellington Crescent instead of on the side roads such as McMillan while the majority don't even follow proper rules of the road is a recipe for disaster.	11/7/2025 8:30 PM
190	Think it will improve sidewalk safety, especially if electrified bikes and scooters are removed from the sidewalk	11/7/2025 6:51 PM
191	Cars coming out of parking lot may have to block bicycle lane in order to get on road.	11/7/2025 4:57 PM
192	I wish the bike lane was more permanently separated from the road. I am eager to have bike lanes on Wellington as the current set up is very unsafe. I am a recreational cyclist. I also worry that the changes will frustrate some drivers and that there could be an increase in dangerous driving- eg speeding, illegal passing etc. I regularly see this now.	11/7/2025 4:50 PM
193	I am very concerned that while traffic on Wellington will stop at the traffic lights at Hugo (although I currently see quite a few vehicles drive thru the red light), I think many cyclists in the bike lanes will not stop at the traffic light. Therefore when trying to turn out of 255 onto Wellington there may be a break in vehicle traffic but not cycling traffic. Many cyclists sail thru the lights at Hugo now. Some cyclist is going to get hit by a turning car if they don't stop at a red light.	11/7/2025 2:58 PM
194	Bicyclists tend to get righteous if you block their lanes	11/7/2025 2:05 PM
195	1) I am VERY in favour of the bike lanes. On days when I work from home, I have witnessed several bike accidents and near misses at the Wellington/Dorchester/Cockburn intersection, including seeing the first responders to the fatal collision last year (even though I didn't witness the crash itself), and being able to hear another accident (screams and a vehicle crunch as it hit a cyclist) out of my window - I am thankful the city is doing something, as I think the problem is much worse than they might know. 2) My concern is related to the closing of Dorchester as a turning option and how to mitigate the impacts this will have on the surrounding streets that intersect with Wellington. I have personally been in a bike accident at the Wellington/Cockburn intersection. I was not hit by a car, but had to brake at the last second as the result of a car not being able to turn as expected (they were driving East and going to turn right/South on Cockburn, but cars coming North on Cockburn and other cars parked on the West side of the street meant there was no room to turn and they fully stopped in the driving lane). I had to veer and down my bike on the sidewalk to avoid hitting the back of the car - otherwise I would have had to veer into other East-going traffic on Wellington. I think the closure of Dorchester as a turning option is a good idea, and think you should proceed with that, but my fear is that this intersection is only going to get worse, and limiting street parking on Cockburn might be one solution - doing the same on other intersecting roads might also help, but I don't have personal experience with other intersections.	11/7/2025 1:25 PM
196	Many right hand turns on into different condos on Wellington may see an increase in crashes only because drivers aren't paying enough attention to cyclists when they turn right.	11/7/2025 1:20 PM
197	Wellington Cr has way too much traffic already and this is going to cause more chaos with bike lanes. Near impossible to turn left from any direction. There are plenty of wet spots of Academy.	11/7/2025 12:50 PM
198	Parts of Wellington Crescent are in need of road repair. While motorized vehicles can handle the uneven terrain (sunken manholes, potholes etc.), these imperfections are dangerous to cyclists.	11/7/2025 12:50 PM
199	I think that this is an improvement, getting bikes off of the sidewalk, allowing pedestrians a	11/7/2025 12:32 PM

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safer place to walk.

200	Roads are for cars not bikes. We need to stop catering to something you can only do for less than 6 months of the year.	11/7/2025 11:22 AM
201	Signage and interim observation	11/7/2025 11:19 AM
202	I am pleased to see protected bike lanes. The street is far too dangerous for bikes currently. Having said that, all left turns will slow down traffic - for example turning left onto Palk and Kingsway during rush hour. This shouldn't be allowed at rush hours(even thou it will complicate my access.	11/7/2025 10:55 AM
203	This whole project is an overreaction to a terrible tragedy. The added congestion of road traffic presents more danger than a bike lane that at most might be used to a few times a day if the weather is good.	11/7/2025 10:26 AM
204	Winnipeggers want safe biking options separate from cars and pedestrians. Half way measures in the meantime are just engaging and make little difference to safety as most drivers won't slow down or stop making left turns	11/7/2025 10:20 AM
205	Contested traffic and delays leading to anger and frustration with the few bikers that use these streets in the winter time.	11/7/2025 10:00 AM
206	that this hasn't been done sooner and will be too temporary/not safe enough.	11/7/2025 9:50 AM
207	These changes look like they will make the road much, much safer for everyone. Even in Winter, we see lots of people biking, walking, running, and making use of the road. This is difficult to do safely with cars weaving in and out of the lanes, especially around parked cars in the second, often underused lane. I do think it is important to consider sight lines, especially on parkade entrances that are at a steep incline (e.g., 221 Wellington Crescent's West exit and several others westward). It is already difficult for cars in some of these driveways to exit the driveway and enter the lane safely (e.g., without surprising a pedestrian/cyclist). These lanes won't make that worse, but sight line considerations can help to make sure new unintended consequences aren't added in here.	11/7/2025 9:49 AM
208	No safety concerns. I believe the changes will make it safer for bikers. However, it might also make it slower for drivers.	11/7/2025 9:49 AM
209	None	11/7/2025 9:32 AM
210	Bumper-to-bumper traffic guaranteed	11/7/2025 9:27 AM
211	I think the narrowing of an already relatively narrow street will make vehicular traffic more compromised particularly in winter when lanes are already compromised due to snow accumulation. I refer to the exit from the Safeway lot on River where the concrete structures delineating the bike lanes significantly affect the maneuverability by vehicles onto the street. A very poor idea in an older area where lanes cannot afford to be made narrower. Too "woke".	11/7/2025 9:27 AM
212	I think these changes will dramatically improve safety. I've lived in this area most of my life and I frequently have near misses with cars both as a cyclist and pedestrian.	11/7/2025 9:15 AM
213	The congestion caused by having single lanes in either direction will make it difficult for condo residents entering Wellington Crescent. It is already somewhat dangerous; it can only get worse.	11/7/2025 8:47 AM
214	The reduction of lanes will cause considerable delays. Frustrated drivers can result in poor decisions that will put other people at risk.	11/7/2025 8:46 AM
215	As a cyclist and walker I have huge concern now for safety so these suggested changes are a good start for making this a connected and safe bike route	11/7/2025 8:37 AM
216	As a walker, cyclist, and driver this project will lessen my concerns. I am particularly pleased about the intention to lower the speed limit. That in itself will be a huge relief!	11/7/2025 8:22 AM
217	I wonder about the transition from River Ave to Wellington. Will it go from 1 lane into 2 at that corner? The lanes at that corner already get quite murky and including a merge there might contribute to accidents	11/7/2025 8:14 AM
218	The crossing at Wellington and Academy should be carefully reviewed some more.	11/7/2025 8:06 AM
219	You NEED to put up 3 speed cameras to police speed	11/7/2025 8:05 AM

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220	Drivers observing the changes	11/7/2025 7:47 AM
221	Multiple driveways, single lane traffic, turning off Wellington or accessing Wellington from the driveway will be dangerous for drivers and cyclists due to traffic volume	11/7/2025 7:17 AM
222	The bike lanes should have controlled intersections at all driveways where they cross traffic	11/7/2025 7:13 AM
223	Safety to pedestrians, dogs, and me as a driver as well	11/7/2025 6:47 AM
224	This will be much better than the current situation	11/7/2025 6:38 AM
225	Making sure the signage is sufficient so drivers who are not regular travellers on the route are aware there may be cyclists coming along	11/7/2025 6:30 AM
226	Concern cars turning left anywhere along Wellington will make long back logs if there's no space to get around.	11/7/2025 5:34 AM
227	Huge concerns. I'm not sure if cyclists will be safe because there are driveways sometimes even less than 5 feet apart.	11/7/2025 12:14 AM
228	None	11/6/2025 11:26 PM
229	I do foresee traffic becoming increasingly worse in the area and increased exhibits of frustrated drivers and dangerous driving in the area. I also see the changed intersection at Dorchester becoming more dangerous with the changed access points. Too many drivers in the area already don't know or don't care about current restrictions (the amount of people driving the wrong way down River Avenue is absolutely astonishing; I work and live on River and it's absurd). I think the new design at that intersection will end up in a head on collision of some sort. I think shrinking the opening and removing the turn off lane from Wellington crescent would be the smarter move, but forcing the east bound traffic on Dorchester into what used to be an oncoming traffic lane to make their turn onto Wellington will end in disaster at some point. In addition I believe having the bike lane along the river side on the road will end in collisions with cars. With the E-bikes out it can be harder to gauge where bikes are after a vehicle as passed them. Having the bike lanes on the roadway does not allow drivers any room to react to a fast moving e-bike coming up from behind. If it were possible to either extend the existing road way, or possibly add a bike path closer to the existing sidewalk (more similar to the stretch of Wellington between River and Stradbrook), I believe both cyclists and vehicles would be much safer.	11/6/2025 11:07 PM
230	I worry about how people drive away from Dorchester (going east) onto Wellington Cres. I'm worried that Dorchester will become more of a thru street with people trying to bypass Wellington Cres & Grosvenor.	11/6/2025 8:44 PM
231	It would be more appropriate to add concrete abutments that are movable such as the ones that can be placed and attached end to end instead of expensive custom curbs. Montreal has used this for years and it is very safe and inexpensive. I also find that cycling on a two way path such as the Assiniboine bike way is more safe than the narrow one way on each side of the road. I often have fast scooters and e bikes coming towards me going the wrong way on Stradbrook single lane path. You should assign the north(east) side of Wellington Cr as the two lane bike path and then move the traffic lanes towards the south(west) side of Wellington Cr. This would take less space than your single lane plan on both sides of the road.	11/6/2025 8:41 PM
232	None	11/6/2025 7:33 PM
233	That they won't be serious enough to curb vehicle acceleration on Wellington between Grosvenor and Gertrude which is the worst.	11/6/2025 7:25 PM
234	None, I think it looks good, and very well thought out	11/6/2025 6:50 PM
235	Neighbouring properties such as 237 and 245 require street parking for large moving trucks.	11/6/2025 6:49 PM
236	Home owners are losing all access and rights to the streets they live on - this is a road not a park!	11/6/2025 6:49 PM
237	None it will improve safety.	11/6/2025 6:35 PM
238	Increased numbers of cyclists will make it difficult to make right hand turns onto side streets going east on Wellington and slow traffic down	11/6/2025 6:07 PM
239	None	11/6/2025 6:04 PM

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240	Peoplenot paying attention	11/6/2025 5:57 PM
241	I applaud the changes as a resident, transit user, driver, cyclist and pedestrian. My only request I would reduce speed to 30km/hr consistent with the other side of Wellington Crescent. This a great step forward for a Great city.	11/6/2025 5:42 PM
242	Too many blind spots exist on current (new) bike lanes. Pedestrians and cyclists are at extreme risk.	11/6/2025 5:32 PM
243	I am a commuter and recreational cyclist so am in support of protected bike lanes on Wellington crescent, however, I am concerned about drivers, when turning, being so focused on oncoming motorized traffic that they may underestimate the speed or miss the presence of oncoming cyclists.	11/6/2025 5:31 PM
244	I'm a cyclist and mostly welcome the changes.	11/6/2025 4:39 PM
245	People might park in the bike lane causing danger to cyclists. I think there needs to be more plastic bollards than what was in the video to discourage people from pulling into bike lane with cars.	11/6/2025 4:02 PM
246	The only safety concern I have about the temporary bike lanes and road changes is that it might upset some users since it is a new change, which can be difficult for some types of people. But I'm optimistic that these people will find another route or finally understand that these changes are for everyone's safety and not just bicycle users.	11/6/2025 3:53 PM
247	Speed is the biggest issue. The design is fine, but it needs to be accompanied by reduced and enforced speed limits. Photo radar cameras on light standards at a couple of locations along this stretch, along with serious fines would go a long way making the stretch safer.	11/6/2025 3:47 PM
248	My residence parking is only accessible through back lane access which would be directly impacted by this plan making it exponentially more difficult and dangerous to access my residence.	11/6/2025 3:41 PM
249	see #6 above	11/6/2025 3:11 PM
250	I have no concerns - I think the proposed changes will improve safety	11/6/2025 2:58 PM
251	Increased traffic volumes on alternate routes	11/6/2025 2:23 PM
252	no safety concerns except impatient drivers	11/6/2025 2:16 PM
253	I am in favor. We also need a speed camera as too many drivers speed on this part of Wellington and treat it as a freeway.	11/6/2025 1:30 PM
254	these are improvements, except for the parking garage issue noted above	11/6/2025 1:29 PM
255	Too much congestion and crowed narrow streets with less lanes	11/6/2025 1:19 PM
256	I ride my bike to work regularly, I am concerned about the reduction to two lanes heading west on academy. This means people turning onto the bridge will cut across the bike lane, when currently I just stay in the middle lane when I am continuing along Wellington. This seems less safe than the current design	11/6/2025 1:16 PM
257	None . i think it is a good idea however it would increase traffic because wellington cres. is an alternative to get downtown and gets quite busy during rush hour with two lanes so having one would make it packed	11/6/2025 1:11 PM
258	That drivers who don't live in the area will seek to find spots they can pass others in order to make up time when travelling through the area	11/6/2025 1:09 PM
259	As long as things are clear.	11/6/2025 1:07 PM
260	Currently most casual bikers use the sidewalks	11/6/2025 12:44 PM
261	drivers respecting the temporary lane and speed. cyclists being respectful of motorists and rules of the road	11/6/2025 12:15 PM
262	1.Concrete barriers rather than paint should be used to separate the cycling lane from vehicle traffic 2, Consideration should be given to eliminating left turn from Daly on to Wellington, given the poor visibility of westbound Wellington traffic 3. Consideration should be given to	11/6/2025 11:53 AM

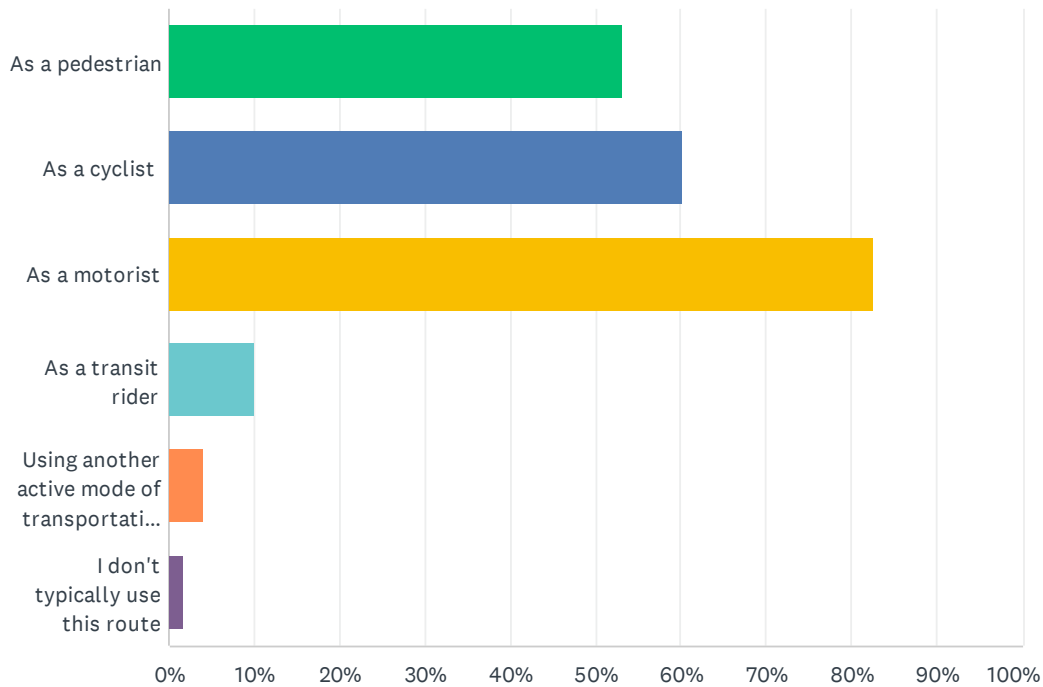
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either put in a left turn lane from Wellington on to Daly or eliminate left turn from Wellington to Daly for same visibility issue.

263	The one combined lane to go straight or turn right at academy and Wellington crescent means cars going straight could be sitting for multiple lights waiting for people going right.	11/6/2025 11:47 AM
264	this is nothing but positive	11/6/2025 11:47 AM
265	I have recently moved from 155 Wellington Crescent, 200 yards North to 605 River Avenue. 155 is at the very corner where traffic comes out of the 90 degree turn from River to Wellington and as soon as traffic, particularly motorcycle and muscle car traffic reaches that spot (155), they immediately accelerate to speeds far in excess of the speed limit. I have six+ years of noise pollution to testify to that (I was on the 2nd floor of 155 facing Wellington. The elimination of the single lane will, while creating a slowdown of traffic in the area, finally offer a safe space for cyclists, of which I am one.	11/6/2025 11:44 AM
266	There is already too much traffic from Wellington on to Hugo to access Corydon/Pembina. Something should be done to ensure this doesn't increase and that it is safe for cyclists to access the bike lanes (i.e. turning left from side street to bike lane)	11/6/2025 11:34 AM
267	As a cyclist, I would like to see concrete dividers separating the bike lanes from the roadway.	11/6/2025 11:18 AM
268	None.	11/6/2025 11:08 AM
269	The death of Rob Jenner on wellington is tragic, but would not be prevented by this. The driver was going 100km/h+ over the existing 50km/h speed limit. These kind of drivers don't follow rules.	11/6/2025 11:08 AM
270	Bicycle riders will be even more reckless since they will feel like the temporary lane makes them even more entitled to hog public and private spaces.	11/6/2025 10:31 AM
271	Turns onto and off of Wellington Crescent at Dorchester and Wardlaw are going to be much harder. In particular, I currently use those streets to turn left onto Wellington Crescent because left turns onto Wellington are prohibited at Grosvenor. The proposed median at Dorchester and closing off part of the access at Wardlaw will reduce pedestrian visibility. I hope that nobody gets hit by cars trying to make those turns.	11/6/2025 10:17 AM
272	Most people who use Wellington Cr as a throughway to and from downtown have done so for years, and having temporary bike lanes year round will not change driving habits nor improve the safety of cyclists.	11/6/2025 10:10 AM
273	I want this bike lane to be permanent! I have had so many close calls getting hit by a car on my bike or walking it's INSANE	11/6/2025 10:08 AM
274	there is already a lot of impatient drivers on this road and I see this escalating. As I walk everyday and cycle often on this stretch changes can't happen soon enough	11/6/2025 10:01 AM
275	None	11/6/2025 9:57 AM
276	The speed limit should be changed to 30km/h. I am also very concerned that this engagement is being used to water down/delay/cancel this project because the priority is actually car traffic and not safety of vulnerable road users	11/6/2025 9:49 AM

Q10 How do you typically use this route? Check all that apply.

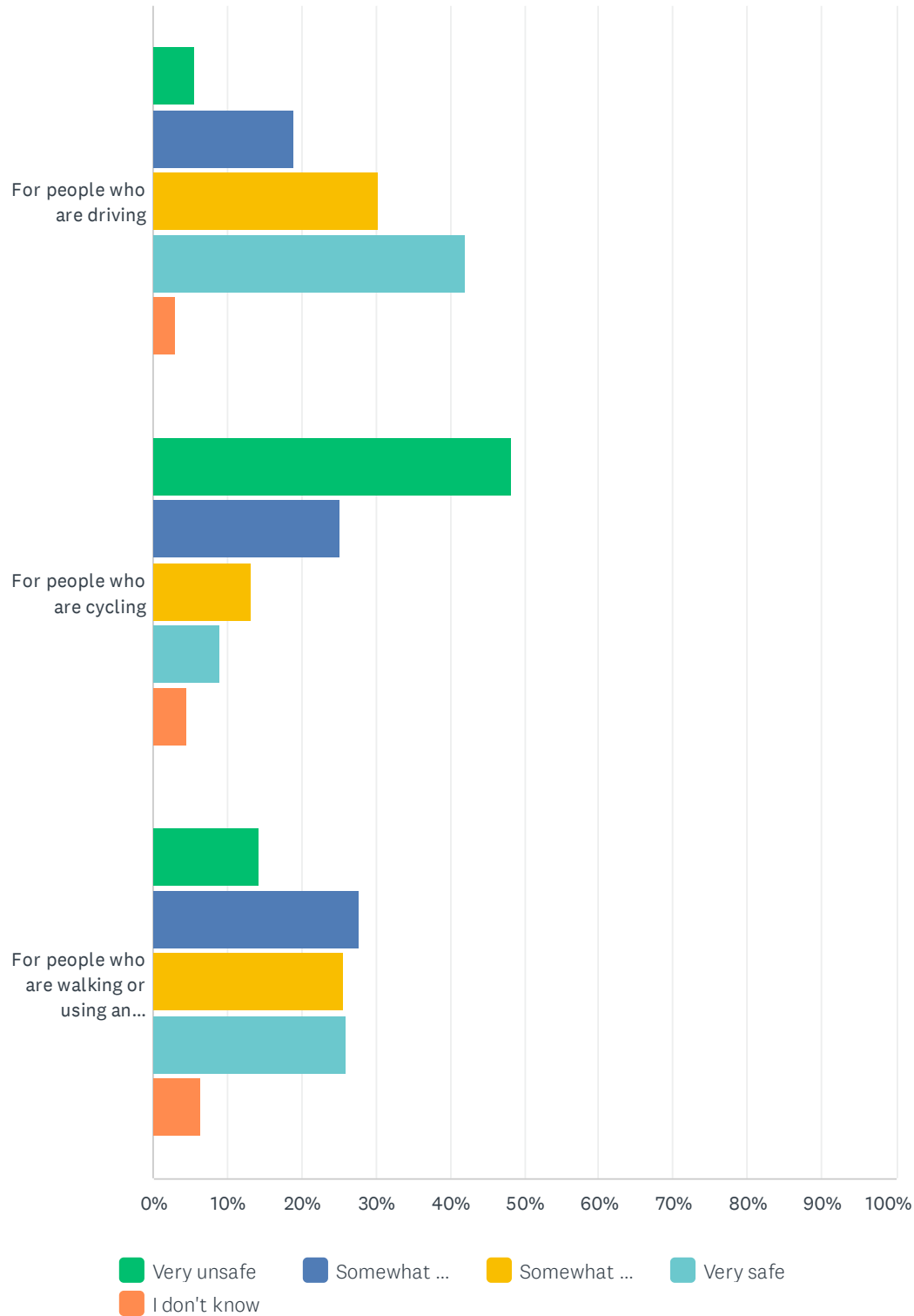
Answered: 2,389 Skipped: 259



ANSWER CHOICES	RESPONSES	
As a pedestrian	52.99%	1,266
As a cyclist	60.07%	1,435
As a motorist	82.46%	1,970
As a transit rider	10.09%	241
Using another active mode of transportation (e.g. skateboard, rollerblades, e-bike, e-scooter)	3.98%	95
I don't typically use this route	1.67%	40
Total Respondents: 2,389		

Q11 In your experience, how safe is this section of Wellington Crescent currently?

Answered: 2,389 Skipped: 259

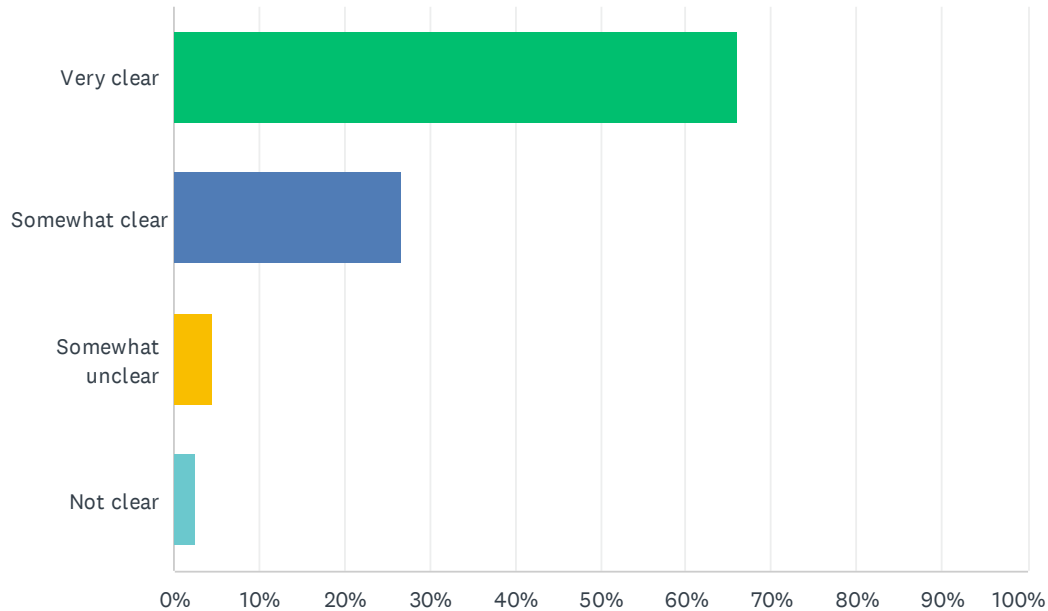


Wellington Crescent Walk Bike Project - Interim Solution - Survey

	VERY UNSAFE	SOMEWHAT UNSAFE	SOMEWHAT SAFE	VERY SAFE	I DON'T KNOW	TOTAL
For people who are driving	5.61% 134	18.96% 453	30.31% 724	42.11% 1,006	3.01% 72	2,389
For people who are cycling	48.26% 1,153	25.07% 599	13.23% 316	8.96% 214	4.48% 107	2,389
For people who are walking or using an alternative mode of active transportation	14.32% 342	27.71% 662	25.66% 613	25.91% 619	6.40% 153	2,389

Q12 How clear is the information we've shared about our temporary bike lane design?

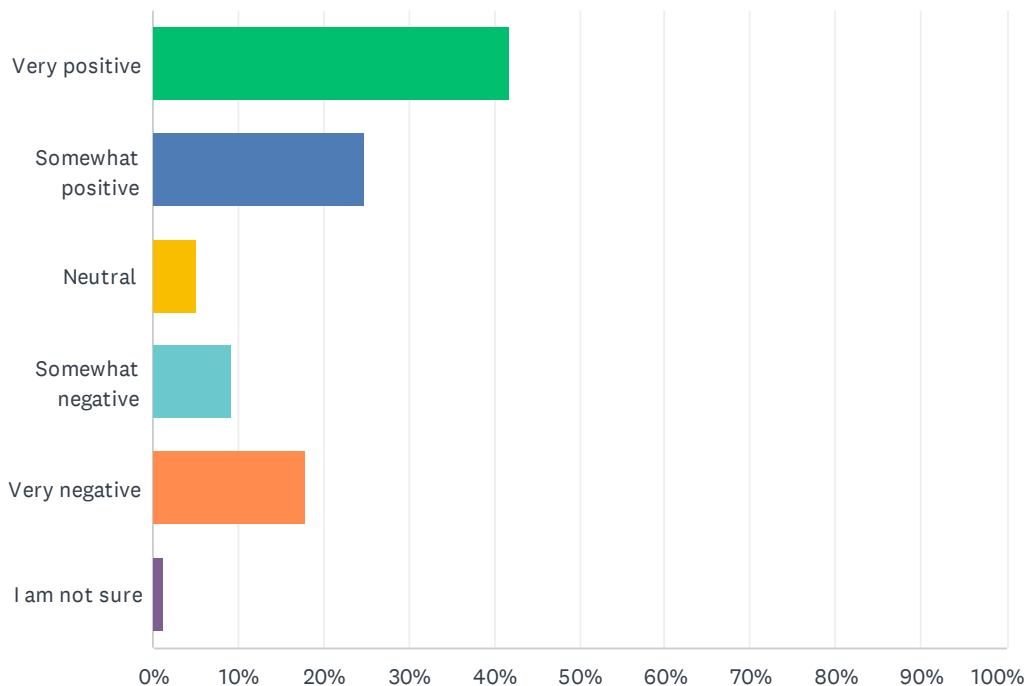
Answered: 2,389 Skipped: 259



ANSWER CHOICES	RESPONSES	
Very clear	66.09%	1,579
Somewhat clear	26.75%	639
Somewhat unclear	4.56%	109
Not clear	2.60%	62
TOTAL		2,389

Q13 Overall, what do you think your experience will be along this section of Wellington Crescent with the temporary changes in place?

Answered: 2,389 Skipped: 259

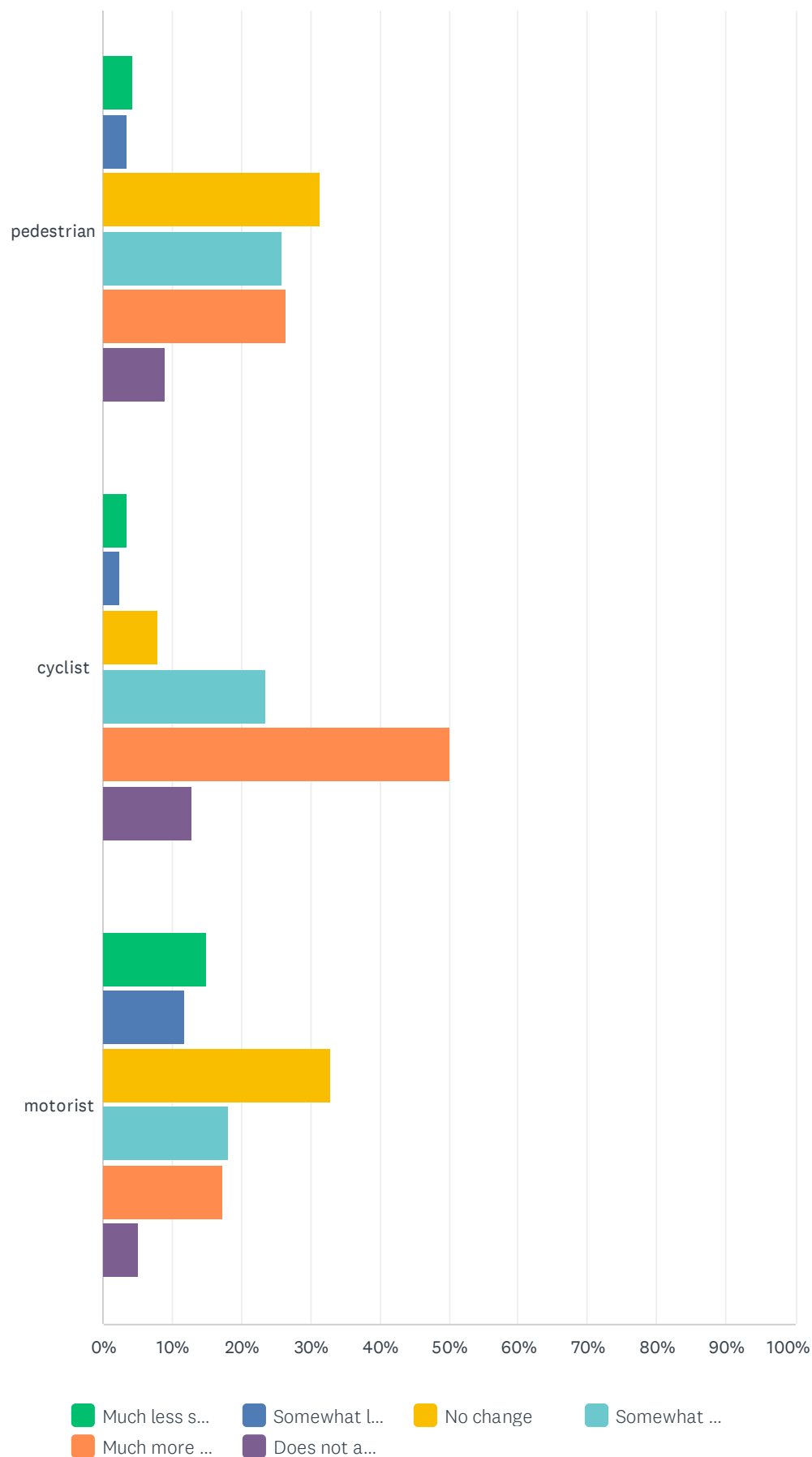


ANSWER CHOICES	RESPONSES	
Very positive	41.69%	996
Somewhat positive	24.74%	591
Neutral	5.06%	121
Somewhat negative	9.25%	221
Very negative	17.96%	429
I am not sure	1.30%	31
TOTAL		2,389

Q14 How will the changes affect how safe and comfortable you feel as a:

Answered: 2,388 Skipped: 260

Wellington Crescent Walk Bike Project - Interim Solution - Survey

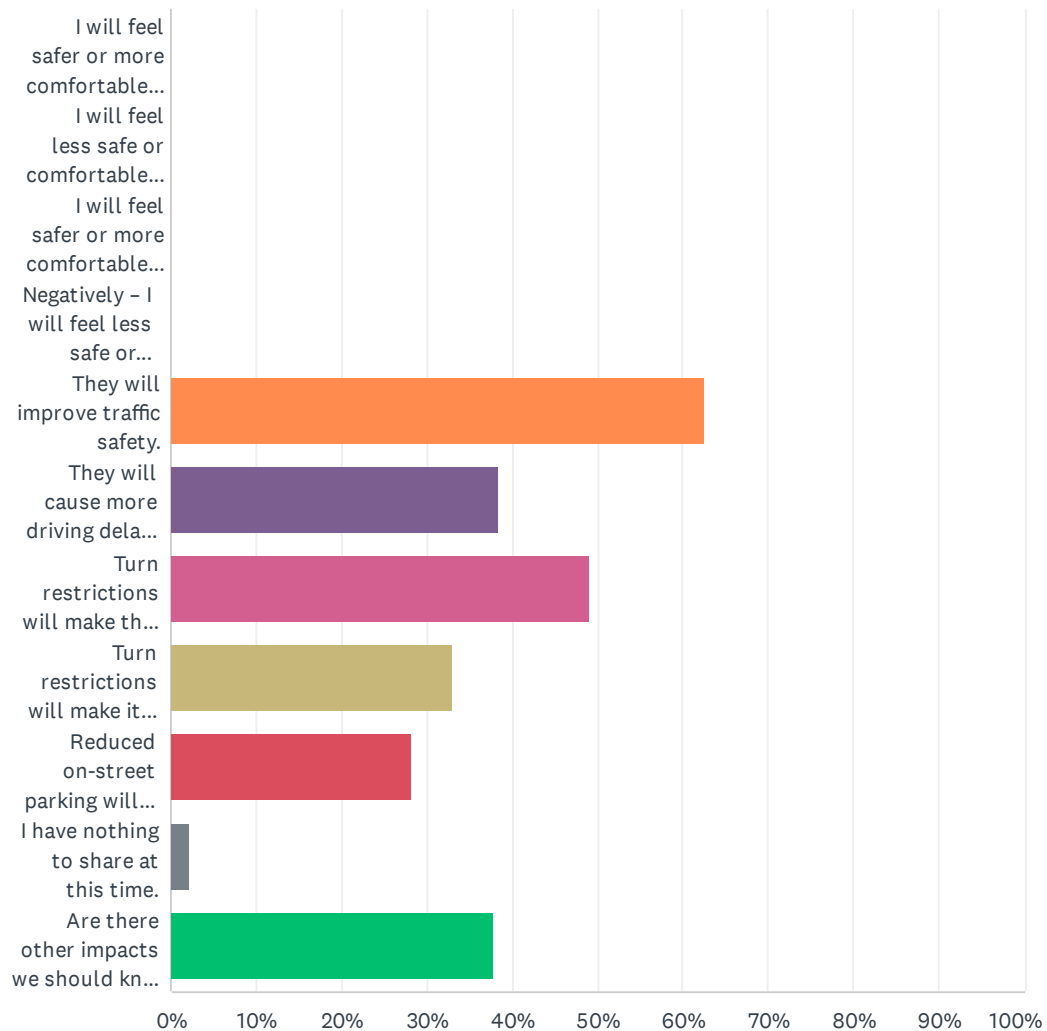


Wellington Crescent Walk Bike Project - Interim Solution - Survey

	MUCH LESS SAFE/COMFORTABLE	SOMEWHAT LESS SAFE/COMFORTABLE	NO CHANGE	SOMEWHAT MORE SAFE/COMFORTABLE	MUCH MORE SAFE/COMFORTABLE	DO NOT KNOW
pedestrian	4.16% 98	3.35% 79	31.37% 739	25.72% 606	26.36% 621	9
cyclist	3.42% 79	2.34% 54	7.97% 184	23.46% 542	50.04% 1,156	12
motorist	14.99% 354	11.69% 276	32.74% 773	18.13% 428	17.28% 408	5

Q15 How do you think the changes will affect you? Select all that apply.

Answered: 2,389 Skipped: 259



Wellington Crescent Walk Bike Project - Interim Solution - Survey

ANSWER CHOICES	RESPONSES	
I will feel safer or more comfortable biking	0.00%	0
I will feel less safe or comfortable biking	0.00%	0
I will feel safer or more comfortable walking	0.00%	0
Negatively – I will feel less safe or comfortable walking	0.00%	0
They will improve traffic safety.	62.45%	1,492
They will cause more driving delays or congestion.	38.30%	915
Turn restrictions will make the area feel safer.	49.10%	1,173
Turn restrictions will make it harder to get around.	33.03%	789
Reduced on-street parking will make it harder to find parking.	28.13%	672
I have nothing to share at this time.	2.18%	52
Are there other impacts we should know about? Please list them here.	37.67%	900
Total Respondents: 2,389		

#	ARE THERE OTHER IMPACTS WE SHOULD KNOW ABOUT? PLEASE LIST THEM HERE.	DATE
1	Stop this [REDACTED] nonsense. We need better roads for vehicles. Put bikes on the existing sidewalks use common sense	12/15/2025 2:58 PM
2	As a driver, I will feel better knowing there is a physical structure separating me and cyclists. I do not want to hit a cyclist and having dedicated, built up bike lanes protects both of us from an unwanted accident. What's more important to me than losing a couple parking spots or waiting a minute longer in traffic is that I not harm or god forbid kill anyone on the road. Having a bike lane will also narrow the street which is good because people are more likely to speed on wide streets (that's a fact, not an opinion) and when drivers are matching each other's speeds and not watching their speedometers it's too easy to suddenly catch yourself going over the limit without intending to. Another impact is that it will demonstrate that is physically and politically possible to install bike lanes in more areas so that hopefully our city can catch up and start improving access for multiple modes of transportation. People will adjust and someday we'll look back and wonder what all the fuss was about and why we ever delayed having a quieter, greener, safer, more accessible city to enjoy. I would like to see the speed limit lowered in the whole neighbourhood to match the lower speed on Wellington so that drivers aren't tempted to rip down residential roads. We know that residents want safe, quiet streets. That can be accomplished by widening the area receiving the speed limit reduction. Of course, as a cyclist, the impacts will be huge. I will be able to get to my friends' houses, businesses, and parks in the area on the fastest most direct route which I currently avoid due to the lack of safety. I won't have to just hope that drivers are paying attention; there will be a physical barrier to stop them if they aren't.	12/12/2025 11:48 PM
3	With the Hugo docks, we also get a lot of tourist traffic and parking.	12/12/2025 11:34 PM
4	As a driver I am looking forward to having more clearly labeled areas for cyclists so that they are not forced to mix with regular traffic and slow us down and also help them be more visible to me to prevent collisions.	12/12/2025 9:49 PM
5	A lineup of cars turning left off Wellington Cres could easily cause gridlock.	12/12/2025 8:47 PM
6	Increase access to safer active transit.	12/12/2025 8:08 PM
7	I'll bike on Wellington much more frequently rather than taking a longer way around to get to the West End	12/12/2025 7:57 PM
8	Bike boxes will make things safer for turns.	12/12/2025 6:23 PM
9	This change will make it much more difficult to get around, get home and leave home. And it	12/12/2025 6:21 PM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

already shouldn't be as difficult as it is.

10	Good start but billiards are not enough to stop a motor vehicle from killing a pedestrian or cyclist!! We need protected lanes ASAP	12/12/2025 6:19 PM
11	It is important for the city to invest in alternatives to cars for getting around such as bikes and public transit	12/12/2025 5:16 PM
12	Road infrastructure is important but I think another really important part is educating drivers and bringing awareness to where and how they should be yielding both to pedestrians and cyclists. Motorists always behave as if they have right of way	12/12/2025 4:56 PM
13	Congestion turning onto Gertrude and reduced parking.	12/12/2025 4:12 PM
14	I like the idea of walking and cycling being separate. Currently cyclist use the sidewalk and the road is dangerous.	12/12/2025 3:38 PM
15	Knowledge that my kids will be able to commute to school more safely.	12/12/2025 3:15 PM
16	It will be very detrimental to older and physically handicapped people, especiallyl accessing vehicles picking them up or dropping them off. And more congestion, causes more pollution.	12/12/2025 1:58 PM
17	Bike lanes too BIG.	12/12/2025 1:46 PM
18	Too many large and numerous vehicles park on Wellington for long periods and this should not be allowed	12/12/2025 1:13 PM
19	I will be more inclined to visit businesses on Osborne	12/12/2025 11:24 AM
20	The turn restriction from Wellington Crescent to Gertrude makes sense from a safety perspective, but would be inconvenient for cyclists looking to bike into the neighbourhood; it is a necessary feature due to the lack of attention many drivers have while operating a vehicle.	12/12/2025 11:24 AM
21	Could not care less about impacts to traffic congestion; this on the whole will make the area way safer for everyone (vehicles, pedestrians, cyclists).	12/12/2025 10:54 AM
22	removing parking and allowing for easier bike/pedestrian traffic will make me far more likely to travel to the village for dinner or drinks. I hate on street parking and think it shouldn't exist on arterial roads.	12/12/2025 10:31 AM
23	No street parking will help traffic flow	12/12/2025 10:25 AM
24	Existing bike lanes seem to make it more dangerous than without them	12/12/2025 9:41 AM
25	The temporary solution of curb bike paths with plastic markers really does not make me feel much safer considering the way that drivers ignore these same implementations on other streets. I agree with the reduction of speed, and hope that the city can get funding soon for a permanent, completed separated bike lanes. There are many issues with curb lanes like pot holes, collection of debris, and gravel and also they are TERRIBLE in the winter, makes this solution seem like a bandaid that's already peeling off before it's been placed on.	12/12/2025 9:40 AM
26	I believe the changes will discourage cut-through traffic along Gertrude, a known issues, and will encourage more people to bike along Wellington Cr. I am hopeful that the changes will also improve the walking environment, and reduce noise pollution for residents.	12/12/2025 9:38 AM
27	a bike lane will help reduce congestion by redirecting people into more efficient forms of transportation	12/12/2025 9:31 AM
28	encouraging other methods of transportation other than motor vehicles, such as cycling or walking, will reduce traffic and congestion in this neighbourhood	12/12/2025 9:13 AM
29	I will feel more comfortable making trips here with my kids, and not feel like I'm trading increased danger for them in exchange for a faster and more convenient route	12/12/2025 8:06 AM
30	Closing access to Gertude is a great idea as it will reduce the amount of through traffic at the school.	12/12/2025 1:01 AM
31	It will make me more likely to cycle this route instead of taking inconvenient detours for safer side roads	12/11/2025 10:38 PM
32	East bound traffic trying to access the river side condos and apartments is going to create major obstructions.	12/11/2025 10:10 PM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

33	it will be like Portage and Main - so much fuss about minimal effects on drivers but will have a huge improvement for cyclists and pedestrians	12/11/2025 9:07 PM
34	Reducing options for cyclists while in the existing narrow section	12/11/2025 8:55 PM
35	Spend the money on something else like fixing roads and sidewalks in other parts of the city. Why should tax payers be responsible for this. If the neighborhood wants it then they need to raise private funds and leave us alone. Another ridiculous project by the city of Winnipeg clowns!	12/11/2025 7:40 PM
36	The sun is sometimes blinding as you go round that corner where Rob Penner was struck. This will make it safer	12/11/2025 5:52 PM
37	The painted lanes improve cyclist safety very little, less than "the cost" to motorists. This stretch needs improvement, but the interim solution seems like something that will mostly create animosity towards cyclists.	12/11/2025 5:13 PM
38	First off, my address is 500 McMillan Ave. , I use Gertrude to access Wellington Crescent, turning left myself and other drivers have always been conscious of bike riders and pedestrians,. If traffic is light, you can manage this in less than 10-15 seconds. If traffic is heavy, it could be over 1/2 minute, or the odd time, over a minute. If there was only one lane, myself and many other drivers would need to go to the lights at Hugo,(via McMillan) which would probably be a slow down as other feeder streets will need to use the lights to access Wellington. The different rush hours that occur with 4 lanes of traffic would be out of control if reduced to 2, even if it was only between Grosvenor and Stradbrook. As well, from Grosvenor to Academy, is and has always been 2 Lane's, with traffic-in the over 20 years of driving it, have always slowed down, and given space to bike riders. I could see painted bike lanes there as it is certainly wide enough! Please do not take away the right turn lane for the Sherbrook bridge, as myself and many other drivers use it to get to Portage, or Ellice, or Notre Dame...Short note..I personally take this route to go to work..McPhillips Casino-15-20 minutes. Many drivers take this route (including myself) to get to #8 highway. Lastly, blocking off Gertrude makes absolutely no sense, asI personally use the turn off on my way home, and it is rare that I'm the only one, more often there is a couple of us in a row, and at least a couple times a month, as many as 5.	12/11/2025 3:44 PM
39	Safer cycling and pedestrian routes (and routes that connect to each other) encourages more active transportation and reduces vehicle traffic.	12/11/2025 3:43 PM
40	impacts to residents entering or leaving their proprty	12/11/2025 3:05 PM
41	This is a temporary bandaid which will cost the city money when cyclists can safely use the already very wide and large sidewalks. Sidewalks are safer than bikelanes for cyclists, no pedestrian has died from being hit by a bike but countless bikers have been killed by cars on our roads each year. The city can't fund it meaning it likely won't be up kept, construction means more traffic and noise for the people living here, for people with disabilities it makes loading and unloading harder since there's now nowhere to pull over. The bikelane forces space between the sidewalk meaning those who use a cane or walker or wheelchair or have other mobility issues have a further way to hobble over to the sidewalk then being able to pull up right against the sidewalk. This is a waste of money, a waste of time, will cause significant traffic delays, be irritating to those who live here, cause an even worse lack of parking then we already have. Bikers with children are instructed to bike on the sidewalks with their kids so clearly bikers are allowed to be on the sidewalk, this is the safest and free option.	12/11/2025 2:03 PM
42	Left turns will no longer be possible during the busier traffic times and less safe during regular traffic. What about school bus routes? Emergency vehicles? Even bus traffic? The video is definitely NOT to scale and I question whether any of the neighbourhood was reviewed or residents questions prior to the recommendation.	12/11/2025 1:35 PM
43	I might use the section more for cycling	12/11/2025 11:53 AM
44	saving lives is a bit more important than any of above	12/11/2025 7:01 AM
45	The accessibility needs of walkers is largely ignored in the plan.	12/10/2025 10:08 PM
46	I'm still not convinced this is workable for cyclist left turns onto grosvenor. I used to live in that area and cycled for a decade along that turn. Twice I was fully hit, and about three times I got taken out by somebody's side view mirror clipping me. I don't see how this design makes a left turn any safer without dismounting.	12/10/2025 8:05 PM

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47	Turning left into our condo building will feel more unsafe.	12/10/2025 5:48 PM
48	They will reduce traffic safely, as cars will be unable to easily go around those turning left.	12/10/2025 4:59 PM
49	I would just say that the regular entrance to Gertrude should only be blocked for motor vehicle traffic - having it bike accessible would enable better active transportation and biker safety to not have to be bottlenecked in with vehicles.	12/10/2025 1:51 PM
50	having a bike lane and proper sized lanes will more it more intuitive to drive safely and even in a car will reduce the effect of unsafe drivers. the idea of parallel parking on Wellington crescent is also a terrible idea and this will make it easier to know to find alternative parking	12/10/2025 1:04 PM
51	Car drivers are whiny and entitled. They don't care if people die, or if our city is beautiful or walkable, they just walk to drive fast and have parking spots	12/10/2025 12:42 PM
52	The reduction of parking will make it safer for me as a car motorist because it will stop people getting stuck behind parked cars as much and then changing lanes erratically	12/10/2025 11:49 AM
53	Saving people from dying	12/10/2025 11:48 AM
54	I don't think there are enough changes for cycling safety. There are still dangerous entry/merge points where cars and cyclists will interact and those are where cyclists are being hit.	12/10/2025 8:02 AM
55	Will protect cyclists from being killed	12/9/2025 11:14 PM
56	You appear to be cutting off cyclists from using Gertrude and this is wrong. The community has been told numerous times that Gertrude is a cycling route and you cannot just shut it down without a good explanation.	12/9/2025 11:06 PM
57	Emergency vehicles will take more time to reach the incident.	12/9/2025 8:47 PM
58	Closing the access from Wellington Crescent onto Gertrude may channel traffic excessively onto other routes, such as Wardlaw.	12/9/2025 6:25 PM
59	They may encourage more people to use active transportation as it creates an important safe connection.	12/9/2025 2:56 PM
60	more bikes = less traffic = less congestion, its a win-win for everyone to get more people commuting by bike	12/9/2025 2:04 PM
61	It will improve safety for alternative transport. The city should be more cyclist friendly. It's 2026 and most cities are embracing the Tri-Modal model	12/9/2025 1:55 PM
62	Pedestrians can feel safer not having cyclists on sidewalks.	12/9/2025 12:43 PM
63	My only concern is that painted lines and plastic bollards are not enough in this climate. A more permanent barrier must be installed	12/9/2025 9:28 AM
64	Slowing down traffic will make it safer for everyone motorists, bikers and pedestrians	12/9/2025 9:01 AM
65	This will encourage slower driving down a very fast moving road currently designed for speeding. There is hardly ever many cars parked on this street and even peak traffic hours there is a minimal difference in traffic. These changes are nothing but positive.	12/9/2025 8:11 AM
66	I have no worries about finding parking. Either there are driveways when visiting friends on Wellington or plenty of sidestreets.	12/9/2025 4:09 AM
67	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.	12/9/2025 1:41 AM
68	A dedicated bike lane and decreased speed will improve safety for all	12/9/2025 12:31 AM
69	More unsafe for visitors who have to park likely blocks away	12/8/2025 8:57 PM
70	We need permanent bike lanes to reduce vehicle congestion and encourage active transport. I'd bike more often if it were safe to do so.	12/8/2025 6:22 PM
71	Live on Kingsway between Stafford and Wellington Cres. Will increase traffic on Kingsway , Ruskin Row and surrounding streets . The Study has not considered these impacts	12/8/2025 4:40 PM
72	Many rental/condo blocks along the Crescent have little or inadequate parking for visitors or	12/8/2025 4:36 PM

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tradespeople. Where are people to find parking if it is removed from the Crescent? Parking on the Crescent is especially necessary during the winter, as so many access the River Trail at the foot of Hugo Street.

73	I live on Nassau St N at the corner of Stradbrook. Our condominium complex has its garage on a back lane that runs parallel to Stradbrook. This back lane already serves as a conduit for drivers who are unwilling to drive up Nassau to turn left to access their apartment/condo buildings on the river side of Wellington, I suspect the reduction to one lane in each direction is going to make drivers (especially older drives; I am 65) less inclined to turn left into their buildings in the face of higher single-lane traffic volumes at peak times. This is going to increase the traffic on Nassau which already serves as a by pass through Osborne Village. It will also mean further increased traffic in our back lane which is fast approaching the need for remedial paving work. As a general point, while I am all in favour of increasing pedestrian safety, if all the City is doing is squeezing the traffic that is hardly conducive to pedestrian safety. On the contrary, it makes drivers (already an impatient group) behave even more aggressively. The City's goal should be to get cars off the road, not squeeze traffic into narrower and narrower pathways. Drivers frighten me; cars will of necessity have to dart between traffic to turn left off Wellington northbound get to their buildings and they will not be focussed on oldsters (there are LOADS of them) walking along the sidewalk. This is already an issue and the plan is going to exacerbate the problem. Please focus on pedestrians. We have enough to contend with cyclists who use the sidewalks already.	12/8/2025 2:46 PM
74	Possible negative impacts on surrounding neighborhood when motorists use residential streets to get around the new restrictions on Wellington Crescent	12/8/2025 2:41 PM
75	There also needs to be an education component for the project, drivers are not taught how to drive with the increase of bike infrastructure and need to know how the changes will affect their behaviour and how to follow it to reduce risks for everyone	12/8/2025 11:14 AM
76	Emergency services will be delayed significantly.	12/7/2025 7:35 PM
77	Frequent Emergency services will be slowed	12/7/2025 7:32 PM
78	Reduced speeds will reduce traffic noise pollution	12/7/2025 4:28 PM
79	what is the statistical data for cyclists on this stretch of road? when that question is answered - what is the cost benefit analysis going to be completed to show how much of a negative financial impact it will have on the city. Road rage is an issue in Winnipeg according to WPS - with a minimal amount of cyclists on this road - and the cost of building these bike lanes - how much will this increase road rage for drivers ?	12/7/2025 2:43 PM
80	I use Gertrude and Grovenor often. It looks like these changes will significantly cause stress to my regular routes. People will be wanting to use my condo's visitor parking. We will have to pay staff to monitor our lot because the city took away street parking. What are my neighbors to.. they park on the street?	12/7/2025 2:41 PM
81	I am concerned about left turns at uncontrolled intersections causing delays and congestion.	12/7/2025 2:16 PM
82	Does not address the abysmal safety situation for pedestrians crossing Cockburn at Wellington. Much of the time I fear for my life while crossing this intersection.	12/6/2025 5:48 PM
83	It seems to me that the right turns for motorists will be illegal and more dangerous	12/6/2025 5:10 PM
84	Improved safety for everyone, not a permanent solution but should help	12/6/2025 5:00 PM
85	Just to comment on the above points about it taking more time, or being harder to navigate... currently there is very very very little slow down or congestion... if someone needing 5 extra minutes on a commute can help to SAVE A LIFE then we should all slow down	12/6/2025 12:14 PM
86	These are great steps in the right direction. Incentive to use the route as a cyclist that I currently avoid because of how unsafe it has proven to be.	12/5/2025 5:19 PM
87	It seems to me that space for bike lanes should be taken from the boulevard.	12/5/2025 12:56 PM
88	I bike here throughout the year, as it is the fastest route. But in winters i am forced on the sidewalk, this would help tremendously. Right now i've had accidents on my bike but luckily nothing more than scrapes and fear for my life.	12/5/2025 12:35 PM
89	Ever since the cyclist was killed, I have avoided cycling this section because I too have had numerous close calls (e.g., being cut off by people in cars). With these changes, even though	12/5/2025 7:54 AM

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they aren't permanent and include painted lanes, I will cycle on this section again!

90	Safety should not be a temporary measure!	12/5/2025 1:13 AM
91	Pedestrians will be safer with fewer cyclist flying down the sidewalk	12/5/2025 12:27 AM
92	Will make cycling in this area a better option for cyclists who fear for their safety	12/5/2025 12:26 AM
93	Currently most cyclists ride on the sidewalk which can be very dangerous for walkers	12/4/2025 8:46 PM
94	Cost to the taxpayer !	12/4/2025 4:46 PM
95	I will be more likely to use that as a route to get somewhere.	12/4/2025 4:41 PM
96	you are assuming that his will improve safety; however, i think it will lead to greater opportunities for collisions as drivers attempt to access their homes	12/4/2025 4:40 PM
97	Perhaps consider making Hugo and Daly 1 ways.	12/4/2025 3:21 PM
98	This will make cycling better since there will be dedicated space on the road (and I hope they can become protected bike lanes the entire way; vehicles and bikes should not be forced to share closely), and it will make walking better since bikes won't be on the sidewalks as much.	12/4/2025 12:19 PM
99	I will actually be willing to bike along it, which makes more destinations possible by cycling.	12/4/2025 12:01 PM
100	I would consider cycling along this route if there were bike lanes	12/4/2025 1:33 AM
101	Will be harder to navigate a vehicle properly. This street should not be a priority for bike lanes. It will be more dangerous.	12/4/2025 12:36 AM
102	They will make the neighbourhood feel more liveable. It will be more enjoyable to walk, bike, run, etc. This will lead to more people biking and walking which will make it even more enjoyable to spend time here	12/3/2025 9:42 PM
103	Reduction from four to two lanes for motorists will make it much less convenient and more unsafe without really making it safer for cyclists	12/3/2025 9:02 PM
104	My wife commutes along here regularly. Traffic is crazy with lots of sudden lane changes to account for cars turning and it's all around a curve, so hard for cyclists to predict what cars will do. It needs a dedicated, permanent, separated bike lane for her safety and my peace of mind. This is higher priority than parking spots.	12/3/2025 8:25 PM
105	saving lives, preventing injuries has to be exponentially more important than driver inconvenience. Hands down. No contest.	12/3/2025 7:39 PM
106	How do you pull over for emergency vehicles?	12/3/2025 6:42 PM
107	Road rage	12/3/2025 5:39 PM
108	As a cyclist, I'm genuinely so excited for this update. I think we're desperately in need of moving away from winnipeg's horrible car-reliant design...I say this as a frequent driver!	12/3/2025 3:34 PM
109	I believe it isn't taking safety changes far enough.	12/3/2025 12:46 PM
110	Bikes never follow rules and constantly claim drivers are unsafe. Stop accommodating them!	12/3/2025 9:36 AM
111	I expect driver impatience. They tend to hate turn restrictions. It takes time until drivers adjust.	12/3/2025 9:17 AM
112	My tax bill will rise once again . Montreal has a very vibrant cycle community without all the infrastructure we waste money on here cycle lanes are already a security Police so not ticket cyclists These projects serve a very small portion of Winnipeg population with great expense to rate payers. make the cyclists have license plates and liability insurance I	12/3/2025 7:47 AM
113	I was cycling with my son to daycare a few minutes behind Rob Penner when he was killed while cycling. I was fearful every time cycling that route since. These proposed changes are amazing. I am thrilled.	12/3/2025 12:30 AM
114	Closing access to Gertrude and Dorchester seems the worst part of the plan. However, I don't see why the bike lane can't be created in the first 6 feet of curb/boulevard. I'm not suggesting a separate lane or new path for bikes, rather, remove 6 ft of grass on either side so that there is space for bikes and the parts that are two-lane can remain two lane.	12/2/2025 9:30 PM

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115	Many fire trucks stop in the lane along the Boulevard. How is traffic going to get past if they and utility trucks park on the only lane	12/2/2025 9:18 PM
116	I'm not sure about the impacts but I do think that reduced speed in the section of Wellington from River to Academy will make the road safer for everyone	12/2/2025 8:36 PM
117	Reduced driving lanes and speed limit will encourage safer driving	12/2/2025 7:59 PM
118	Closing access to Gertrude will be positive for pedestrians.	12/2/2025 7:00 PM
119	The turning restrictions planned for the intersection of Gertrude Avenue and Wellington Crescent will definitely improve safety for both pedestrians and drivers. We have witnessed many close calls where fast-moving vehicles would veer right into Gertrude with no signal or advanced warning. The closure of the veering lane onto Gertrude is definitely required!	12/2/2025 6:39 PM
120	STOP this garbage!!! We do not live in a climate that is applicable to this!!! You just want to make it harder for motorists to get around. This is all part of your idiotic 15 min city crap!! Tell you what....when cyclists have to get licenses and pay into insurance to have the right to be on the road I MIGHT think about it!! These idiots cause accidents too and thus should be held accountable!! All the bike lanes all over the city and rarely ever see anyone using them!!! What a waste! How about focusing on FIXING the streets?!?!?	12/2/2025 6:10 PM
121	It will make me get out of my vehicle and on my bike more. It's currently far too unsafe to bike here which is why I drive. Reducing lanes is smart because people who don't want to be slowed down, will hopefully find other routes. This plan, in conjunction with a 30 km/h speed limit would be even better.	12/2/2025 3:34 PM
122	They will require me to reroute when driving my vehicle to work in Osborne Village, but this is a good thing overall!	12/2/2025 1:15 PM
123	Provide parking and walk access. Then walk back to your vehicle access points.	12/2/2025 11:50 AM
124	When will the temporary/interim solution be reviewed and a permanent solution put in?	12/2/2025 11:20 AM
125	Bus stop, garbage collection days etc...	12/2/2025 11:18 AM
126	It will take time and effort for motorists to adjust to watching for cyclists when making right turns.	12/2/2025 8:40 AM
127	the narrowing of the street and removal of parked cars will go a long way towards making the street safer	12/2/2025 8:06 AM
128	As a pedestrian it will be less stressful because I won't worry so much when I see cars speeding past cyclists	12/2/2025 7:08 AM
129	See my comments earlier in the survey. This temporary plan will result in single lane traffic which during rush hour will increase the probability of accidents. Cyclists might be safer but I would anticipate more vehicular accidents which I am concerned will lead to more vehicle/cycle accidents. The cars are the potential killers here and you are forcing the traffic into half the available space.	12/1/2025 3:16 PM
130	Will only have minimal impact on my life and community if left hand turns from Cockburn to Wellington are banned.	12/1/2025 3:11 PM
131	Ideally more people walking and biking down this road will result in less people driving, and hopefully reduce traffic/congestion. Winnipeg has many more improvements to make this a reality though.	12/1/2025 12:39 PM
132	Making it difficult to park and get around will increase congestion and idling and that is bad for the environment. It's a very bad idea considering the density of the area.	12/1/2025 10:46 AM
133	Public streets should not be free storage for private vehicles. Having less on-street parking would improve traffic congestion and make the street more safe because cars wouldn't be blocking the sight lines for drivers and pedestrians.	12/1/2025 9:40 AM
134	Buses, fire trucks ambulances will block all traffic bad	11/30/2025 9:26 PM
135	I will ride my bike along the route when the changes are made. Otherwise, I would not take the chance.	11/30/2025 7:47 PM
136	Concerned about safety pulling out into single lane through the Bike Lane.	11/30/2025 4:49 PM

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137	These types of bike lanes can make it harder to make turns safely as both a cyclist and driver. The area already feels safe for cycling.	11/30/2025 1:08 PM
138	Paint is not a prevention solution for motorists driving into bike lanes	11/30/2025 12:33 PM
139	I don't agree with this plan at all. Cyclists should also be educated on how to share the road. I used to drive down Wellington Cres on my way home from work as good relaxing drive. Now speed limits that are so slow are put in where I have to wake up even earlier just to take the scenic route down Wellington Cres. It's not right that this street needs to be adjusted with new speed limits and accommodating cyclists how are also careless when riding. Maybe meet in the middle. Have cameras put up to avoid going other the speed limit. This is the way I go to work and I've already adjusted the way I go to work because of the speed limit. I bought in this area for a reason and I can't enjoy it with all the new and annoying developments that are not necessary. Wellington Crescent is not the same. It's not a unique area anymore which is too bad.	11/30/2025 12:25 PM
140	Bike lanes will make very little impact to driving experience but will make a huge difference for cyclists. The street is so wide it's the easiest place to add bike lanes. I don't understand why this is even an issue	11/29/2025 2:48 PM
141	Enforce existing Drivers' manual and educate drivers, the cyclist population using thay section of road does not justify the extensive alternations to give major priority to biking, that road connects a heavily densified area that experiences high traffic use, what about those hundreds going to work and coming from work, include also the congestion cause by bus routes and multille left turns that already cause traffic every day and we have two lanes. Driving culture is what needs attention, infrastructure cannot fix safety by itself.	11/28/2025 10:04 PM
142	If there were more safe routes for cyclists on this street and other, i believe myself and others would feel more comfortable biking in this area, which would then lower the amount of cars on the road. These changes will improve the safety for everyone in the area, and will still benefit drivers even if there are more pedestrians to be aware of.	11/28/2025 6:58 PM
143	See no. 6	11/28/2025 2:35 AM
144	I would not consider this a high priority area for city investment at all	11/27/2025 7:11 PM
145	Reducing Wellington Crescent to one lane will significantly negatively impact people who live in the area, making it more difficult to enter and leave our homes, more difficult to commute due tot he congestion, will cause more frustration and ultimately make the route more dangerous. It's also going to drive down home value. This is not a valid solution to the situation, and must be revisited.	11/27/2025 6:56 PM
146	No left turn onto Wellington Crescent from Dorchester will mean those leaving the parkade at 330 Wellington Crescent will not be able to readily access Wellington Crescent to go west.	11/27/2025 4:04 PM
147	This will save lives. And this will encourage more people to use active transport in the area.	11/27/2025 1:16 PM
148	this temporary "fix" is throw away money. the design seems reasonable but secure bike lanes and improved landscaping (where access or turning have been deleted) would enhance the area and more clearly define the transportation routes	11/27/2025 11:23 AM
149	I'm wondering if delivery trucks can deliver larger goods to those apartments along the crescent road. There's not much parkings around either. Sometimes Amazon deivers park thier vehicle where is prohibited in the evening rush hour.	11/27/2025 9:12 AM
150	This is a congested area and this proposal will eliminate all street parking in our immediate building vicinity. It is going to make it more difficult for emergency vehicles to maneuver in and out. No one is policing River or Stradbrook and the cyclists should be on the roadway not the sidewalks. There are many cyclists still on the sidewalk even where there are bike paths. Why is no one enforcing this? Vancouver utilizes side streets for bike baths, not main thorough fares and bus routes. (ie. near W16th and Cambie and Granville) and near W4th. This is not what our tax dollars should be utilized for at a time like this. You are ruining the traffic flow and accessibility for vehicles and parking. Winnipeg is a 5 or 6 month cycling city.	11/26/2025 9:05 PM
151	I think all boxes checked are self explanatory.	11/26/2025 4:08 PM
152	40km per hour on a double lane roadway is ridiculous and reactionary. Not to mention, it wouldn't have stopped this tragedy from happening.	11/26/2025 3:49 PM

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153	Charge cyclists too pay for use	11/26/2025 2:42 PM
154	Congestion is already a problem - you are adding hurdles to ensure that there will be more of it - and fewer options to avoid it. This is a truly bad idea.	11/26/2025 11:29 AM
155	Having Gertrude access right after an intersection will cause more accidents to both vehicles and cyclists . Control things from the intersection	11/26/2025 6:31 AM
156	Also lowering the speed limit a great idea. The noise from cars stops this street from being good to run along even at night or in summer. Crossing the street near Cockburn street North is very dangerous. Cars are speeding all the time. Narrowing the street will make it easier to cross.	11/25/2025 10:51 PM
157	The problem is a result of very poor to driver training and no bicyclist training.	11/25/2025 10:47 PM
158	I think they really need to assess use of cyclists vs motorists. I really question the need for this expense in the first place. Who do you see making use of it? I see very few cyclists whenever I have driven this route. With a designated bike lane, I wonder that cyclists will pay even less attention to cars which would be dangerous. You can't police cyclists the way you can cars. There is also alot of theft using bicycles. I also wonder how it affects snow clearing in winter.	11/25/2025 10:39 PM
159	Complete waste of time and money. Wellington Crescent is fine the way it is. Improve the sidewalk and add cycle path beside sidewalk. Do not take away from road. To many cars use this route	11/25/2025 4:52 PM
160	It is a major route for first responders. I think these changes will have a negative impact on their ability to get to calls in a timely manner unless they take the side streets and blast through the four-way stops which makes things even more dangerous.	11/25/2025 2:54 PM
161	As a cyclist and pedestrian, this plan feels like it would put my safety concerns at par with those of motorists (which are so often prioritized). I also think that these changes would hold motorists far more accountable towards the safety of all using the road, and help reduce the amount of dangerous and irresponsible driving that is rampant along Wellington Crescent.	11/25/2025 2:48 PM
162	I feel like these measures might be a good first step to slow traffic in some spots. The cars will still speed when they get closer to Stradbrook. Only separated bike lanes would make me feel safer as a cyclist.	11/24/2025 10:26 PM
163	One negative: cyclists turning into and from Grosvenor Ave will have obstacles at the intersection Wellington/Grosvenor: it looks like they are forced into car lanes. - Cyclists connecting along Grosvenor to/from the bike lanes further west also need to be protected as the stretch between Wellington Cres., Stafford to Harrow is currently as unsafe for cyclists as the proposed stretch on Wellington Cres.	11/24/2025 9:52 PM
164	You are inconveniencing the people who live in this area for the few people who do not who want to bike though this stretch of road. If cyclists abided by the rules of the road maybe they would be safer.	11/24/2025 9:21 PM
165	Traffic along this main route is quite busy and these changes will make it worse along with accessibility to parking and certain roads. In an area that has seen large properties with old large homes torn down and replaced with condos and apartments, these changes will eliminate parking in the area which is crucial to have in the ever increasing population density of this part of the city. Seldom see cyclists on this route who seem to use the less busy side streets. This "solution" is essentially reversing the above observation. Cyclists will now use this route and traffic will divert to side streets making them congested. Having cyclist lanes can be a benefit for a city but doing so in this way will be detrimental to overall area. Our city is located in a climate where cycling is only available and safe for half the year based on weather and cycle path conditions. This temporary solution would be throwing the little money they have for this project away by designing a road now into a cycle route with a toad way attached. May as well close down the road permanently to motorists.	11/24/2025 5:53 PM
166	closing the slip lane at gertrude is so important, it's very dangerous. i'd like to see similar changes at dorchester and grosvenor.	11/24/2025 4:30 PM
167	I hope that people who are planning this are actually riding their bikes in this area because I don't trust anyone who has never ridden their bike to plan for cyclists.	11/24/2025 4:24 PM
168	An enforced speed reduction to 30km during cycling season would be the most cost efficient	11/24/2025 11:56 AM

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and safest solution.

169	delays and congestion is not a negative. Wellington Crescent is a "to space" not a "through space" - reducing traffic counts on Wellington should be a priority.	11/24/2025 11:43 AM
170	The current double lane allows other drivers to pass when other drivers are turning. The blind curve on Wellington around Cockburn is dangerous as motorists speed across it. Pedestrians regularly cross and there's no safe way to cross. Another light here or crosswalk would be better than this bike lane plan.	11/24/2025 10:54 AM
171	We have wide bullivards why not use those instead	11/24/2025 6:51 AM
172	Might cause driving delays at peak times but perhaps motorists will adjust routes. Best case scenario perhaps more people will bike	11/23/2025 11:47 PM
173	Don't do this	11/23/2025 9:33 PM
174	Trucks often park on the roadway and one must quickly react to avoid a collision. This habit started only in 5be last couple of years and should be illegal.	11/23/2025 8:03 PM
175	Please please remember that the curbs you put on the road are there in the winter, covered in snow and damaged by snow removal equipment! Please remove them in the winter. When there is alot of snow vehicles can't see the markings on the road and are liable to drive into them. These designs are great but they seem to forget what happens for approximately half of the year when we are covered in inches of thick packed snow. Please don't waste our tax dollars on avoidable, seasonal weather damage!	11/23/2025 5:31 PM
176	I think it's really important that we as a city incentivize healthy and sustainable ways of getting around, and disincentivize car use. As a musician with a lot of gear to lug around I often have to drive in addition to biking, running, and using transit, and any small driving or parking inconveniences that might apply are a minuscule price to pay to live in a city that values sustainability, health, community, and walkability.	11/23/2025 5:13 PM
177	It's not so much an impact not a recognition that adjusting to new restrictions takes time.	11/23/2025 1:35 PM
178	Morning and afternoon rush hour will be very congested on this route. Motorist in our area are always blowing horn at each other with the new bike lane change in front of our unit. The merge to one lane at Stradbrook will make it worse. Also after the turn from River Ave. to Wellington Crescent the motorists speed up past 50k. Max 40k posted would be better and also If the city could not make Wellington crest. one-way to Academy Rd. would be great.	11/23/2025 1:22 PM
179	Changes need to not be just about overall safety, but in moving people out of their cars in a long term manner.	11/23/2025 10:42 AM
180	Eastbound traffic making left turns into condos and apartments on the Riverside will totally frustrate traffic flow. They are obstructive currently when street parking is permitted. Dedicated turn off lanes are needed	11/23/2025 8:55 AM
181	Almost every time I drive Along this stretch, there are city repair vehicles, garbage pick up trucks, delivery or hydro repair trucks, or Emergency trucks parked in one lane of the street. With only one lane going east or west, I fear that going around these vehicles will create more possibilities for accidents. As I see it, we need two lanes in either direction for a safe roadway. I used to be a cyclist and wish that there would be safe cycling on this area of road... But until we can turn the Boulevard grassy space into a cyclist roadway I do not see this plan working! Using McMillan and side streets as an alternate roadway might be the best interim solution!	11/22/2025 7:51 PM
182	This statement on the CoW website regarding this study is a red flag: "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" Motorists having to wait another 30s during rush hour, especially the north-bound traffic, will be very upset. Why will these safety measures affect this northbound traffic? I would highly suggest this issue be eliminated	11/22/2025 7:11 PM
183	It will make cycling a safer choice and more attractive removing cars from road.	11/22/2025 7:01 PM
184	The removal of evening and weekend parking along Wellington Crescent will cause hardship for local residents.side streets are already used for parking, bumper to bumper. The single lane traffic will also cause congestion northbound, as folks try to turn left into all the apartment and condo building's aling this strip of Wellington Crescent.	11/22/2025 12:39 PM

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185	Love the reduced speed limit! Safer for everyone, and might divert some traffic.	11/22/2025 12:05 PM
186	We should see a reduction in the volume and speed of vehicle traffic which will be a good thing.	11/22/2025 12:05 PM
187	Turning left onto Wellington from Gertrude in a main route for many in the area. Yes you can turn onto Wellington from wardlaw but it's hard at that spot. I dont see the need for the barricade between the lanes there, we could look out for cyclists and still turn left to go east without it effecting the bike lanes. Also maybe a turning light around that area would help for people coming from river down Wellington and then turning left towards corydon. It would be helpful to have a turning light there just during rush hour.	11/22/2025 11:35 AM
188	Make it more likely that I and others will use it more frequently! Currently I avoid this area	11/22/2025 11:22 AM
189	I am fed up with tax dollars being squandered on bike lanes. It increases traffic congestion and result in more fuel emissions which is something that our society has agreed to globally. All for the benefit for maybe 1% of the population that only use it for at most half the year. Stop wasting my tax dollars. I and many others will not forget this at election time!	11/22/2025 10:50 AM
190	I don't feel this does anything to slow down the traffic. It's dangerous to walk or bike. Vehicles coming out of the driveways are never looking and dangerous for all 3 forms of transport. It should be a permanent separated bike lane with a speed reduction down the entire length of wellington with actual enforcement.	11/22/2025 10:49 AM
191	My opinion is that if an traffic accident occurs that will absolutely cause more confusion and road rage. River Ave cycling path is a one way street, which makes sense. Reduce speed to 30 km and add speed bumps.	11/22/2025 7:06 AM
192	Delivery vehicles will be forced to either block traffic or the bike paths at intersections/driveways, traffic during rush hour will get way worse and overall traffic flow will be impacted. Best solution would be to enforce safe cycling rules such as hand signals, bicycle lighting and requiring high visibility clothing for all cyclists	11/22/2025 1:12 AM
193	I don't want the Bollards used. I expect they will get torn off and become garbage lying on the street.	11/21/2025 10:25 PM
194	The survey is very poorly put together. It assumes people are concerned about something which only fishes for answers about a topic that wasn't surveyed in the first place.	11/21/2025 8:59 PM
195	Why aren't impoverished areas getting bike lanes? Like the Northend, where more people cycle for survival (to get to work, to get to school, to go grocery shopping). Instead police give cyclists tickets if they ride their bikes on the side wall in the northend, make it make sense.	11/21/2025 8:23 PM
196	I think the speed change should go to 30 km/hr for all traffic. The long uninterrupted curve of the road tends to encourage faster travel (I am speaking as car driver), and 40 is not slow enough to register for most drivers whereas 30 takes intention. I have noticed this on Wolseley.	11/21/2025 7:14 PM
197	Will cyclists refrain from using sidewalks? The cyclists using sidewalks are my greatest concern for safety as they do not proceed with caution across driveways that cross over a sidewalk. At current cycling speeds this is a highly dangerous situation for motorists as we get no chance to proceed with caution when a cyclist comes flying out of nowhere.	11/21/2025 6:05 PM
198	Its stupid wrong useless and an objective waste of money. Also its right near a goddamn hospital. Consider that on marion, ambulances barely can get to st boniface hospital because of the congestion caused by nobody having space to pull aside for them to get through safely. It FORCES people into red light intersections to get room made. This is a stupid waste of money. Complaining cyclists should not have priority as a TINY minority of road users.	11/21/2025 4:06 PM
199	Major time delays for traffic, one of the concerns when crossing at Hugo is that cars go through the red light. I don't imagine this will resolve the problem.	11/21/2025 3:43 PM
200	This IS A Waste of MY tax Paying Dollars. You will be screwing up by limiting vehicle lanes!!! and by reducing parking! WHERE do they park? This thing is wrong.	11/21/2025 1:12 PM
201	As a cyclist it will improve my safety to some extent but the lack of real protection still makes me vulnerable. The posts provide minimal is any real protection and if not taken out in summer by vehicles will disappear in winter and take away any feeling of safety. The addition of parking curbs would make a significant difference.	11/21/2025 11:45 AM

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202	I'm 81 years old and cycle on Wellington Crescent. Presently, I cycle on the sidewalk because I've been almost hit cycling on Wellington Crescent. It's important for older people like me to be able to cycle in Winnipeg and these temporary adjustments will improve my physical health. Thanks	11/21/2025 11:19 AM
203	I would much prefer temporary physical barriers on the bike lanes instead of paint and plastic bollards.	11/21/2025 9:11 AM
204	Under other I hope to get cyclists off the sidewalks. Many cyclists and Eboard users have only one speed, and blatantly ignoring the pedestrian traffic. Improve safety vs congestion, two things can be true, value based decisions ought to be our guiding principles	11/21/2025 7:33 AM
205	The speed reduction to 40kmh from 50kmh seems redundant when reducing traffic to only one lane. The posted speed has never felt like an issue as much as people disobeying it and weaving through traffic.	11/21/2025 7:20 AM
206	Il améliorera le confort de conduite en véhicule avec une vitesse de 40km/h qui est plus adapté pour les courbes et arrêts fréquent ainsi que les intersections plus simple avec interdictions de certains virages.	11/21/2025 6:26 AM
207	Your changes suck and the city would be better off with fewer staff coming up with these hare brained ideas	11/21/2025 5:35 AM
208	What about the majority of the vehicles that need to work on and along Wellington? How do lawn guys do their jobs ? How many bikes use the ones u put in on westminster ? Or sherbrook north of portage ? And those have destroyed traffic flow ! Toy made all of wolseley a 30km bike bath but is mostly used for bike marathon trainers going g 50 or more ! Your decisions and designs suck , stradbroom is another example of the empty non used bike path that now causes cars to get pinched by buses , the bike path can't be cleaned like the roads , you've made property maintenance crews jobs so much harder and for people moving in and out they now MUST use the single lane back lane (blocking the lanes) as there's no ability to pull over or onto the curb to unload , the parking lane on stradbroom is now too narrow for any large vehicle and the trees are leaning over to give you less space (saw a mirror removed by the tree) these are not appreciated or used after the fact , You can add bike lanes but done take away road space , sterling lion is 80km , has a bike lane on the boulevard, yet people ride as fast as they can on the road ! (not fast enough) its dangerous , Use more thought please , your designs have busses mounting curbs on wolseley because of your turn designs , Use your brains	11/21/2025 12:06 AM
209	Three items: 1 - adding the on-street bike lanes will reduce the width of the street between Kingsway and Academy, which is already a bottle-neck especially during early morning school drop off at St. Mary's Academy as two lanes exit the school site (1 heading west and north to the Sherbrook Bridge, and one heading east heading to Stradbroom and downtown access. Clogging up this lane to reduce width will increase the danger by making the tailbacks onto Sherbrook Bridge even longer. 2 - taking out the parking on Wellington across from Hugo Park makes it more difficult to get people to use the riverbus if it ever gets to this dock. Use of the Riverbus should be encouraged, not discouraged. 3 - reducing the speed limit is an empty gesture, and will not increase safety. Bad drivers will not obey the speed limit whatever speed the limit is set at. 50km/hr is a reasonable speed for this stretch of Wellington, just like it is a reasonable speed on other collector streets. Why would this stretch of Wellington have a different speed limit than all the other streets in the neighbourhood, including all the streets that feed into Wellington, even including side streets throughout Crescentwood and Fort Rouge?	11/20/2025 11:38 PM
210	They will save lives	11/20/2025 10:52 PM
211	You really haven't eliminated the risk at Gertrude. Snow and street cleaning with the bollards will be a challenge. How many cyclist days are there that justify this expense?	11/20/2025 9:14 PM
212	instead of taking away Vehicle lanes to make Bike lanes. Narrow or remove more of the boulevard for the additional lanes instead, because less vehicle lanes will make increasingly frustrated motorists do increasingly dangerous things to speed up the commute.	11/20/2025 8:50 PM
213	Bike lanes make it feel safer as a pedestrian too. There is a buffer from speeding cars.	11/20/2025 8:42 PM
214	short, temporary bike lanes mean cyclists must merge in our of traffic, most motorist do not predict or look for this behaviour, nor are most cyclists comfortable or skillful when merging with existing traffic	11/20/2025 8:03 PM

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215	The area is unsafe with people on illegal drugs. The funds from this project should be moved to policing. And "entitled" cyclists need to understand that they do not own the roads. The yield to cars, which for some reason is not emphasized to them. Why is the city of Winnipeg bending over to these "entitled" cyclists instead of making them have insurance?	11/20/2025 5:35 PM
216	Increased traffic on Hugo Street North and on McMillan, as well as on the back lanes, running parallel to Corydon	11/20/2025 3:52 PM
217	Certain changes will cause a long delay in traffic	11/20/2025 3:46 PM
218	Will feel comfortable biking this route, I don't currently because of the disconnect between bike lanes	11/20/2025 3:05 PM
219	Please contact me.	11/20/2025 1:41 PM
220	Studies show that narrower road cause driver to driver slower	11/20/2025 1:33 PM
221	A lot of traffic either turn on to Grosvenor, blocking that off will create alot of traffic congestion & make it hard to get around. A good number of vehicles going East/North bound turn left into the apartment blocks. This will also cause alot of traffic congestion. Reducing speeds do not help. If all parties pay attention there is no problem. STOP MAKING PEOPLE UNACCOUNTABLE AND MAKE THEM AWARE AND RESPONSIBLE FOR THEIR ACTIONS...	11/20/2025 10:15 AM
222	Whenever there is a parked car on that street, there's a whole bunch of vehicles that are shifting Lanes to get around it constantly. Not having parking will make this street. Not much slower and a whole lot safer	11/20/2025 7:41 AM
223	Get rid of the slip lane at Academy and Wellington it is extremely unsafe	11/19/2025 11:59 PM
224	I use an ebike and cycle. I also drive daily on the road from tuxedo to Osborne. My main issue is the condition of the road and numerous pot hole, and especially the sewer drains. They are the main hazard forcing swerving to avoid. The picture is nice but does not reflect the road conditions with all the cracks and holes	11/19/2025 10:36 PM
225	Appreciated the removed on street parking, this in my mind was unsafe due to its unpredictability	11/19/2025 10:06 PM
226	While this is a very good step, I see no reason and do not understand why this was not implemented last year. Also need to ensure that this will be implemented permanently	11/19/2025 9:00 PM
227	Please stop spending tax payer dollars on bike lanes like this. Looks at wolseley, and the bike lane created parallel on westminister. It's a disaster.	11/19/2025 6:56 PM
228	This will reduce congestion as people will choose to bike more than take cars.	11/19/2025 6:54 PM
229	I would just love to use the cycling/pedestrian space to look more like a wide trail and separate from traffic. Often using this route in larger cycling groups, our families and multiple kids to connect between neighbourhoods.	11/19/2025 6:30 PM
230	Concerned about the right turn/yield "slip" lanes. I hope there is adequate signage to watch for bikes and slow down as the cyclists will be crossing the intersection on the inside of the car (potentially 2 cars with a car following/going straight and a car coming in from the yield) with no where to go to avoid a collision. The open Wellington crescent streets in the summer are packed with people using the roads, I would encourage larger/wider bike lanes and wider concrete sidewalk/walking areas instead of having so much grass	11/19/2025 6:19 PM
231	When I was living there between 2015 and 2024 The excessive speed of vehicles On the one way on, Wellington was quite concerning, I could actually see them moving at excessive speed from my front living room window. hopefully with your proposed bicycle lanes, etc. it will help in slowing down that traffic on Wellington.	11/19/2025 6:09 PM
232	the lights at academy get backed up from the people turning right. maybe there needs to be a right turn light to move the traffic along because it will get stuck there very quickly	11/19/2025 6:08 PM
233	Waste taxpayer money	11/19/2025 4:55 PM
234	I drive on this route everyday. People drive far too fast, lowering the speed is good, not sure if people will slow down. Going from four lanes to two will impact my drive, this will cause frustrations for sure, it will be far less efficient. Also, where are delivery trucks and vehicles	11/19/2025 4:53 PM

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going to park, I could not see anything in the video. there will be skip the dish drivers who block lanes. I imagine this will be more difficult for the bus drivers to get in and out of traffic.

235	I don't deny that there is a need for better bike infrastructure in this part of Wellington. However, I feel adding bike lanes to the already wide boulevard is a more prudent solution. I value better active transport infrastructure, however, with our climate, bike lanes are rendered essentially useless for most of the year and are spotty in terms of snow clearing. Additionally, the reduction of lanes does not eliminate the fact that people will still stop in the lanes present to pick up or drop off fares, elderly relatives, etc. The consequence is that now you've created congestion and gridlock where it is not warranted and will pose a problem during peak travel times. Additionally, once these changes are made, drivers are more incentivized to use alternate routes in the area, creating traffic issues on other streets, parking problems for these businesses, and rendering cyclists and pedestrians in these areas, still without such in fracture, in danger. This is not a viable solution.	11/19/2025 3:38 PM
236	More unsafe for pedestrians. Crossing bike lanes is more difficult to navigate.	11/19/2025 2:46 PM
237	I appreciate that the size of the precast concrete usually used doesn't work in some areas, hence the buffered lanes in the western part of the project. If there are opportunities to test more slender/shorter precast pieces that fit those sections for better separation and future deployment elsewhere, please consider this.	11/19/2025 2:07 PM
238	I realize this is temporary, but one thing I notice as a cyclist is that when there are painted lines and occasional bollards, deliveries, taxis, ubers etc tend to park in the bike lane, forcing cyclists onto the road. Perhaps when building the long-term infrastucture, one can build in some safe loading/pickup zones	11/19/2025 10:42 AM
239	increased taxes, poor snow storage, some areas more dangerous for cyclists who will refuse to follow the paths, dangerous for cyclists to get around buses because of the narrowing of the lanes and roads	11/19/2025 10:38 AM
240	Reduced on-street parking is NOT A BAD THING.	11/19/2025 6:57 AM
241	Slowing down my drive is a worthwhile change. The drive through this section will be slower, and I see that as a good thing.	11/18/2025 10:07 PM
242	Will improve cyclist safety and the usefulness of the cycling network	11/18/2025 9:49 PM
243	Massssively improves safety in the interim!! But yes eventually we need permanent solutions	11/18/2025 9:27 PM
244	Messing around with Wellington, hobbling traffic and lowering speed limits is increasing the traffic on Academy and making everyone late and frustrated. Cyclists don't know how to navigate the roadways and drivers are shocked when cyclists veer in front of them. No one wants to hurt cyclists or pedestrians. Why don't you just stop "managing" us and let us get on with our lives without all this costly interference. Let the bike lobbyists talk and listen to Winnipeggers instead. We want to be left alone to manage our travel person to person, cyclists to driver, driver to pedestrian. cyclist to cyclist and so on. We don't need people who have nothing else to do with their time to interfere with perfectly fine relationships on the roads. You have made everyone afraid, drivers, cyclists and pedestrians. All of us are fearful and confused by your weird laws and bike infrastructure builds. Just stop it!	11/18/2025 8:24 PM
245	The opportunity cost of not funding basic infrastructure like bridges and sewage treatment.	11/18/2025 6:53 PM
246	- Even the temporary project should feature protected intersections for cyclists. The drivers WILL often block bike paths on wellington-academy when turning. - wellington merging into one lane without proper protective infrastructure will cause chaotic driver behavior which will endanger cyclists as well. - transit will still block bike lanes along the route. - drivers will block bike lanes coming from adjacent streets without any preventing/blocking infrastructure. - there should be calming infrastructure at EVERY pedestrian crossing. - having dedicated bike lanes and bad roads is a recipe for disaster. cyclists won't be safe riding on a small shoulder if the roads are no good, but at the same time they won't have any option to move left because the drivers will be mad at cyclists crossing their lane.	11/18/2025 4:48 PM
247	It's good, but fully protected bike lanes and a lower speed limit would be better. Remember, somebody was killed by a motorist on this road, safety needs to be increased.	11/18/2025 4:05 PM
248	Should've been done this year for [REDACTED] sake. We need more bike lane everywhere.	11/18/2025 2:35 PM
249	People are dying or being seriously injured on a monthly basis in Winnipeg becuase of drivers.	11/18/2025 2:01 PM

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Rob Jenner was killed on this street because a car was "able" to drive over 150km/h. In November of this year, his ghost bike memorial was once again struck by a driver operating a vehicle unsafely. please read that again with your full attention. A man who was killed by a car was "hit again" while already dead, in the exact same spot because of the delays on this project.

250	When the River Path is open in Winter, Wellington Crescent parking tends to fill up. Getting rid of this parking will likely cause residents in the area to struggle to find parking in the winter.	11/18/2025 1:54 PM
251	Other cities are removing bike lanes because of their environmental and traffic congestion impacts. Winnipeg will be tearing these up in a decade when they begin to catch up to other major cities who have reversed course on reducing driving lanes.. Complete waste of money.	11/18/2025 1:26 PM
252	Bike lanes will encourage more active transport leading to better health outcomes	11/18/2025 12:52 PM
253	This looks pretty good. 40km is a good compromise. Do this for all of Wellington Cres. Year round. No more closures.	11/18/2025 12:18 PM
254	Motorists continue to run the red lights at Hugo and at Grosvenor. There needs to be a pedestrian corridor at Cockburn to make it safer to cross Wellington.	11/18/2025 11:27 AM
255	I think the taxpayer cost to build something temporary only to spend money to build it a second time permanently is an incredible waste of money, it should be done right once. Temporarily building something because of the affluent people living there is absurd	11/18/2025 11:14 AM
256	It will improving cycling safety.	11/18/2025 10:59 AM
257	This initiative is the result of public outcry by a special interest group as a result of a tragic accident that could in no way by mitigated by these measures. Your response is a classic knee-jerk reaction to a special cause.	11/18/2025 10:59 AM
258	Designated bike lanes would make me more comfortable considering that a real option for transportation, and make me feel more confident when my husband and daughter bike the area	11/18/2025 10:42 AM
259	Bike lanes added to diminish vehicle traffic on the road is unsafe when the pedestrian sidewalks could be expanded to accommodate bikes at a lesser cost/impact on vehicle traffic	11/18/2025 10:36 AM
260	As a pedestrian, any street crossing is unsafe due to motorists AND cyclists in protected bike lanes.	11/18/2025 9:57 AM
261	As a cyclist, separation from vehicles will be a huge improvement to safety and seeing this design gives me peace of mind. I live in the neighborhood and purposefully avoid this stretch of Wellington when cycling because of how dangerous it can be. This kind of improvement will encourage more people to cycle on this route for commuting and could potentially reduce the amount of traffic and congestion. My main worry with the design is the mixed zone between buses and cyclists. Cyclists are supposed to stop behind a bus but could choose to pass the bus while stopped. I use to cycle on Graham Ave when it was a bus-only route and would pass buses when they were stopped. Buses also have much larger blind spots so cyclists could be harder to spot. I was wondering if the City could explore temporary bus stop islands so that the buses do not have to pull into the bike lane (e.g. Zicla brand "Vectorial" temporary bus platforms).	11/18/2025 9:57 AM
262	I'll take the route more, from the Forks to Assinaboine park it would be safer to take wellington all the way versus taking the Maryland bridge route.	11/18/2025 9:54 AM
263	You are focusing too much time and money on a part of the city that is too privileged and entitled and financially comfortable. Your efforts should be placed in other neighborhoods and areas that reflect poorly on Winnipeg's brand and reputation. Look outside CityHall and to the left(North on Main Street). That is of more concern for the city, imho. I feel concerned as a driver whenever I approach this area and the approximately 6-8 blocks North of City Hall on Main Street that someone will run-out into traffic and get hit by a car/truck. You should be focusing on the rehabilitation and improving the reputation of your immediate neighborhood. Turn Main into a "High Street" like in Europe/UK, create penalties for landlords that hold property and land "hostage" by speculating and not improving or attracting retailers and businesses. There should be a more concerted effort to re-brand and redevelop downtown and the arterial roads that lead to the core. It is a shame that a bike lane in an already affluent area(to add market/property values) with taxpayer dollars. Use our collective funds to cajole landlords and improve land use in the downtown. The drive from the airport to downtown and the use of the arterial roads to downtown is embarrassing. Fix your roads, roadwork 24/7 to get	11/18/2025 9:52 AM

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the job done and not dragging out for an entire season. It works in other countries, it's time to start changing our priorities to fix things and make our city work for our residents. I just returned to Winnipeg from being overseas for 17yrs. With "fresh-eyes", you/we should be embarrassed of our poor roads and how "unkept" our city has become..."the rich will be fine to wait a little longer for bike lanes". The City will make everyone wealthier if we refocus on how we look, function and feel, first. Thanks, Happy to be home but we need to fix our house, yard and road first.

264	I choose not to cycle there at this time, because of safety. I will add extra kilometers just to feel safe, so this looks like a great first step to safety!	11/18/2025 9:19 AM
265	I think the benefits of having protected bike lanes on Wellington Crescent far outweigh the issue of street parking. There are two schools, a place of worship, and a public park all on this street. I think it's a great idea especially when parallel routes like Portage Ave or Corydon are also not great for cyclist use.	11/18/2025 9:19 AM
266	Nearby residential streets may be impacted when motorists seek their next "shortcut" or "workaround". I spend time with people who live near Enderton Park, and I've heard their concerns about the current problem of speedy traffic using Ruskin Row to get to Wellington "quickly". I understand they have brought these concerns to the city for many years already, but have not yet seen any action. Some traffic calming consideration could be given to this area, especially the intersection of Lilac and Grosvenor which is often populated by many vulnerable road users, and children who attend schools in the area.	11/18/2025 9:06 AM
267	For motorists driving south on Wellington and turning left at the Grovesnor should not be able to turn left on green but only when flashing left turn green. Too many times have I witnessed and experienced a cyclist heading north on Wellington to almost be hit at this intersection by someone turning left onto grovesnor. Drivers don't understand speed of cyclists and often think they can get through an intersection before a cyclist only to nearly t-bone the cyclist or hit them.	11/18/2025 8:26 AM
268	While separated bike lanes are a very positive addition, without stronger infrastructure, skip/uber drivers, other 'drop offs' will continue to pull into the bike lane with the removal of parking - your own rendering even has a bus stopped in the bike lane - all of these force cyclists out into traffic which is the opposite intent of bike lanes.	11/18/2025 8:03 AM
269	one big impact is making active transport more of a reality, more safe, and more useful than driving!	11/18/2025 7:51 AM
270	Winter cycling will be more difficult in any bike lanes that have physical barriers as these usually do not get plowed regularly in winter	11/18/2025 7:29 AM
271	I would definitely think about biking more through there with my kids with the separated lanes in place to get from my home to the village to see friends or go to a meal, and I would feel safer passing cyclists when I am driving.	11/17/2025 11:33 PM
272	Changes Will improve traffic safety for cyclists and drivers on this high traffic route. Turns are especially dangerous for cyclists due to vehicles not properly looking before making a turn limiting turning improves the safety for all	11/17/2025 11:27 PM
273	Having a singular 40km/h zone might trip some people up. Solution is to reduce all residential streets (P2/P3) to 30km/h permanently, like they did in Vancouver.	11/17/2025 11:02 PM
274	I believe it will improve bike safety. I'm hesitate to say if it will make vehicle safety better due to the area be high traffic especially during rush hour periods.	11/17/2025 8:12 PM
275	I will feel the city still treats cyclists as second class citizens. They have hundreds of millions to widen roadways but little to keep the most vulnerable, most environmental and most fiscal responsible citizens safe.	11/17/2025 8:01 PM
276	Forces cyclists to ride next to the curb with potholes and dangerous sunken manholes	11/17/2025 7:54 PM
277	These changes will connect two parts of the cycling network that are good to ride on. I currently avoid this part of Wellington when I cycle because it's too dangerous and stressful. These changes will you enable me to use the street more. As a motorist I also welcome these as traffic calming measures. I will be glad to share the road with other forms of transport.	11/17/2025 7:28 PM
278	This will highly impact snow clearing during winter time and cyclists won't be able to cycle on them anyway as we are unsure when and if bike lanes will be cleared at the same time roads	11/17/2025 6:33 PM

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will be cleared. Suggestion, make the bike lane together with the pedestrian lane. That way, clearing the pedestrian walkway combined with adjacent bike lane will be more easy and regular.

279	This isn't a biking city it's winter 6 months of the year. There's what 5 people who cycle in the snow? Not justified to make driving worse.	11/17/2025 6:31 PM
280	The bike lanes should be protected. Paint and plastic bollards are not enough to make it safe for cyclists	11/17/2025 6:26 PM
281	Speed limit should be 30 km not 40 km. Slower speed lessens risk.	11/17/2025 6:13 PM
282	The boulevard along Wellington crescent should have enough space for a permanent bike lane, heading east bound losing that parking lane will make things worse within in the area, also snow clearing will be an issue as well as any construction needed to do repairs in the future causes more issues for motorists as well as bikers.	11/17/2025 6:02 PM
283	I'm interested in making the left turn from Wellington onto Maryland bridge as safe as possible. There are a lot of bikers on that route and it can still feel unsafe making that turn in the morning with high traffic levels	11/17/2025 4:29 PM
284	For traffic congestion especially at rush-hours it is imperative to have two lanes on Wellington/River from Grosvenor to Osborne. The new bike lanes should be installed on current Wellington River boulevards...there is enough space on the existing grass boulevards...to ensure that two lanes of traffic are maintained. Until I retired three years ago, as a commuter cyclist, I cycled YEAR-ROUND for seven years from River Heights to City Place. I used Kingsway, the Sherbrook Bridge and West Broadway to cycle to Osborne. That is a much safer route for cyclists than using Wellington/River to travel east/west from Osborne Village. West Broadway is inherently safer on the roads than Wellington/River because the curvature of roads forces motor vehicles to lower their speeds to the speed limit. It doesn't take any more time to cycle along the West Broadway neighbourhood (and on the Osborne Bridge) to Osborne/River than to take River/Wellington Crescent. Only a permanent bike lane installed on the current grass boulevards of River/Wellington is a safe solution that does not anger motorists. Temporary solutions on River/Wellington should not be a knee jerk reaction to try to appease a strident cycling-lobby-group over the unspeakably tragic cycle death on Wellington in a freak scenario involving a callous reprobate driving at three time the speed limit. Thank you.	11/17/2025 1:02 PM
285	Access to Gertrude from Wellington will continue to have a conflict with bicycles and cars. Many bicyclists use Gertrude because it's the fastest route to South Osborne, and they will continue because using Stradbroke is an unnecessary detour. The closed access to Gertrude should instead be a bicycle-only access to continue this option.	11/17/2025 11:30 AM
286	There are pedestrians who walk on the streets. They should not . Most cars and cyclists are responsible for. Those who are not will not be deterred by this proposal	11/17/2025 10:42 AM
287	There is still an issue that cars are speeding around the bend where the cyclist was killed. Recently, the memorial to this cyclist, a bike painted white, was hit by a car. In my own experience, approx 20 years ago my car which was parked at the approx same location, was hit and run. I don't feel that reducing the speed limit by 10km/hr is going to change this. What else can be done?	11/17/2025 10:40 AM
288	Minor impacts to driving time will be well worth it if the area is safer for all road users.	11/17/2025 9:50 AM
289	I love the idea of increased pedestrian and bike options but hate the idea of vehicles and bikes interacting on the same road. In addition, the numerous change in speed in the area only causes confusion. A true solution would keep vehicle, bikes and pedestrians separate. Do it right the first time so that we have a template on the right way to increase alternative transportation in the city	11/17/2025 9:45 AM
290	There is already a path on the boulevard, why take up road space. It's anti car climate nonsense	11/17/2025 7:03 AM
291	What happens when construction project, either on the street or residential, arises that takes up one lane for months on end?	11/16/2025 10:27 PM
292	I use Gertrude all the time on bike and I also use it driving sometimes. As a cyclist, I saw that you plan to close Gertrude to ALL traffic going East. As a cyclist, I don't want to have to bike several blocks north only to turn back around on Osborne and go back several blocks south	11/16/2025 7:06 PM

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again to get to South Osborne. As a cyclist, I look for the shortest route to get somewhere and this new bike lane does not provide a way to get to South Osborne easily if you close Gertrude. I don't want to be forced blocks out of my way by bike to get where I need to go.

293	I think the money being spent is not a good use of our tax dollars. Very few cycle in winter from dec through may.	11/16/2025 6:19 PM
294	slower traffic will make it easier to walk to the library and enjoy the beauty of the area	11/16/2025 5:22 PM
295	Having two lanes is very stressful as a motorist, because either one might be blocked at any time. There's not enough traffic to need both of those lanes. As a cyclist on this section, I currently only use the sidewalks because the street itself is insanely dangerous. I'm skeptical of the new bike lanes getting maintained well enough to be reliable in winter, however, and it looks like no consideration has been given to cyclists who want to turn left from Wellington onto Dorchester or Grosvenor.	11/16/2025 12:14 PM
296	I'm guessing people that only drive and are not cyclists, runners/joggers or walkers won't be happy with this but people who engage in activities I mentioned will welcome these changes.	11/16/2025 12:00 PM
297	The changes to Gertrude access from Wellington are very significant, By forcing vehicles to slow to access Gertrude you are addressing a serious safety issue. Overall, calming traffic in the area is a step in the right direction. Why is there not a red light camera at Nassau and Stradbrook? It seems so obvious even with reduced lanes from the bike lane it is still a dangerous speed zone. Slow it down even more here and you will slow it down all the way up the chain.	11/16/2025 11:00 AM
298	Removing on street parking will make the route far safer for cyclists and will not effect difficulty of finding parking too much. I use side streets for parking myself anyway.	11/16/2025 10:47 AM
299	I'm keen to foster good relationships between motorists and cyclists; concerned that turn restrictions, closing access to streets like Gertrude will not be helpful in that regard. Reducing the speed limit to 40 is reasonable, but 50 km/h is not dangerous either. I understand that the tragic death of a cyclist was the result of someone travelling close to 150km/h. Seems unlikely that the posted speed limit was the issue.	11/16/2025 10:40 AM
300	I'm forced to drive a large commercial vehicle in this area frequently. Past experience tells me this will eventually cause damage to curbs and other infrastructure when I can't navigate the narrow turns this will create.	11/16/2025 9:08 AM
301	Making a left turn from Wellington onto Cockburn is unsafe, when a car is at the stop sign and cars are parked on Cockburn. The turn gets inhibited by this, and if a pedestrian is trying to cross, it becomes more dangerous. It would help to have no parking on the section of Cockburn - it's only three cars!	11/16/2025 8:54 AM
302	I think many motorists and residents along Wellington will be upset in the beginning. Traffic congestion during rush hour could be a problem. It certainly safer I would hope for pedestrians & bikers. I bike a lot so am glad to see this happening /but will take time for folks to adjust.	11/15/2025 9:59 PM
303	Drivers will drive faster out of frustration. It is very foolish and naive to think people will ride a bike if there are bike lanes. Too much money is spent on bike lanes when streets are crumbling.	11/15/2025 8:20 PM
304	I live on Dorchester avenue and believe that the no left turn onto Dorchester will greatly impact traffic. There are many vehicles that make that turn and the new infrastructure will make it harder for people to get down Dorchester and will lead to people making illegal turns or speeding down back lanes and side streets to get to where they are trying to go. Further, there's already a lack of parking in the area so further reducing the amount of available parking will have a negative effect on people who live in the area and park on the street.	11/15/2025 5:33 PM
305	Traffic is already terrible on River where the new bike lanes have been implemented. Extending this to another road will make everything worse. Please stop downgrading our infrastructure for bike lanes which are only usable for a small minority of the population, and only in warm weather. This is a terrible idea and it needs to stop.	11/15/2025 5:27 PM
306	I am all for safer biking but rules need to be enforced for bikers. Lights, no distracted driving ie: headphones, texting and not obeying traffic laws, stop signs, red lights	11/15/2025 3:51 PM
307	As a frequent bike commuter on this section, I really like this even if it's temporary. As a motorist, I'll be impacted by the shutting of access to Gertrude, but I'm ok with that as I have	11/15/2025 1:02 PM

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many other options.

308	Speed limit should remain at 50 for this stretch.	11/15/2025 11:36 AM
309	This is a terrible and expensive idea - Reducing a major high density vehicle lanes by 50% and adding useless bike lanes that don't work in the winter. Keep the road intact, and widen the sidewalks for bikes -cheaper and effective solution. I am a bicycle commuter - bikes and cars don't mix. This is not Europe.	11/15/2025 10:50 AM
310	If you are taking away parking, you also need to take away parking on the side streets close to Wellington Cres. Currently it is very difficult to see or maneuver your car to turn onto Wellington when there are cars parked right up to the end of the street. For people who live in the area and drive to and from work, the one way streets make it a challenge to find a route and now we are also having lanes taken away from us.	11/15/2025 10:48 AM
311	Motorist can be patient as they are driving in an air conditioned vehicle with really low rate cardiac, car like spa these days. So they can chill	11/15/2025 10:04 AM
312	Huge anxiety is happening with condo owners due to selfishness of these bikers. Find another street.	11/15/2025 8:58 AM
313	Plastic bollards will not protect me as a cyclist	11/14/2025 9:03 PM
314	It would be great if the bike lanes were wide enough for 2x riders.	11/14/2025 8:52 PM
315	Not in favour of a 30 kilometre restriction.	11/14/2025 4:20 PM
316	On-street is a big problem in the city, and has to be addressed if you want to improve traffic flow.	11/14/2025 1:33 PM
317	The traffic lane will be significantly narrow which will feel unsafe especially in winter. The lanes on Stradbrook where the bike lane is, are too narrow.	11/14/2025 1:16 PM
318	I am concerned with the section of Wellington Crescent going west right at Stradbrook. Turning this area to only one lane of traffic is going to cause extreme congestion during peak travel times. I use this route several times a week and it is already congested. My suggestion would be to keep the two lanes of west and east bound traffic from Stradbrook to Hugo. Use up some of the boulevard if needed to accommodate the bike lanes similar to Maryland Street.	11/14/2025 12:46 PM
319	lack of safe infrastructure means less people, especially families, feel safe commuting through the area using active transportation. this takes a toll on future generations - kids who grew up knowing active transportation is possible will be more like to use sustainable transportation as adults, whereas kids whose families feel they need to be driven everywhere often only see driving as an option as they become adults. we need to support people driving less and choosing cleaner methods as much as possible. less cars on the road also means less wear and tear and less investment in fixing roads over time.	11/14/2025 9:28 AM
320	The turn lanes, when full will stop the flow of traffic	11/13/2025 9:44 PM
321	Easier access for bikes means more crime. It is the bike riders causing problems to residents.	11/13/2025 8:13 PM
322	The sunrise direction makes it very difficult to see driving while going towards Stradbrook and can make it near impossible at moments to see the road, so I'm concerned the increased bike traffic will be unsafe.	11/13/2025 6:19 PM
323	In my opinion 2 bike lanes is too much for the cyclist movement in this area. The traffic in the area is already found heavy and in the next year's should be increase turning the traffic complex and slower and unsatisfactory for the drivers.	11/13/2025 5:25 PM
324	I think the change to 40km is also good.	11/13/2025 5:04 PM
325	Having already had one fatality, why is this survey even necessary - lives are more important - please see to a bike lane being firmly/clearly/safely established	11/13/2025 2:20 PM
326	Overall VERY much an improvement. Using temporary lanes looks so great, and already better than much older cycling infrastructure. But. The design doesn't sufficiently consider connections for people using bicycles: Wellington/Academy: no connection to the bridge MUP which is RIGHT THERE, & already a hazardous dirt-path and broken-curb connecting to the street. Kingsway, Palk, Grosvenor: no accommodation for cyclist enter/exit—mandatory dismount crosswalks? Grosvenor single right turn lane squeezes cyclists right in an	11/13/2025 1:31 PM

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intersection (Arbuthnot), instead of providing a bike merge into the bike lane. Make that barrier look like the Exchange bike lanes. Dorchester squeezed right turn again, and no accommodation for cyclist left-turn entry or exit. Similar on Gertrude (& Hugo). Cyclists will turn every direction, and you're blocking the most direct paths, or sending cyclists past barriers in the median. Wellington between Stradbrook and River needs a 2-way path, as cyclists will not ride all the way around the block via Stradbrook–Nassau–River to access that block, or Wilmot Pl, and the neighbourhood to the N. And "plastic bollards" are marker posts, not bollards! They are not a separation nor barrier. Don't use misleading euphemisms for safety infrastructure.

327	The on street parking should have been changed ages ago. This will cause accidents. Will you keep track?	11/13/2025 1:08 PM
328	What about seniors who use walking aids such as walkers, canes and wheelchairs, they are slow and someone wanting to turn into an apartment and heavy traffic may not notice them or have to stop and cause an accident.	11/13/2025 9:34 AM
329	Creates a big inconvenience and frustration to the residents along this stretch to enter their condominiums by not allowing left hand turns due to the second lane being taken away for cyclists to bike half of the year. This affects more residents and commuters than it does cyclists. Taking away lanes is not the solution. We are a driving city.	11/13/2025 9:31 AM
330	People already go 30 and they close down through traffic during the summer when it's most busy anyways. I bike down here weekly and this is so unnecessary	11/13/2025 8:59 AM
331	As a person who uses Wellington every day, multiple times. The congestion is currently bad. If you remove an entire lane, it will be AWFUL. What about having one dedicated bike lane instead of two - like near Balmoral hall. Even just for the portion of River Ave at Wellington crescent at the "bend" in the road. I am a cyclist and pedestrian too but I think that would be a happy medium!	11/13/2025 8:49 AM
332	Will there be any loading zones or ride share pick up spots in this densely populated stretch?	11/13/2025 5:54 AM
333	it may cause vehicle traffic congestion, but I am happy to deal with that for bike safety.	11/12/2025 9:54 PM
334	I regularly bike along this route, commuting to work, leisure, exercising. I feel quite unsafe on this small stretch, yet it connects such accessible areas.	11/12/2025 9:50 PM
335	I was hit by a car at the intersection of Wellington and academy a couple of years ago. This is a welcome improvement	11/12/2025 9:49 PM
336	I think the street parking should be removed anyways	11/12/2025 9:33 PM
337	I fear there will be far more accidents of all kinds Not sure if lightning will be adequate What about winter ??	11/12/2025 8:02 PM
338	I'm really looking forward to seeing the city be more friendly to bike commuters. Currently I am commuting to this area in my car, parking and finishing my commute to downtown on my bike. More bike friendly infrastructure and education is exactly what we need!	11/12/2025 7:44 PM
339	The city seems to cater to cyclists. They have taken away traffic lanes thus slowing the traffic of a growing population in winnipeg. Cars always have to yield to bicyclists but many of them feel they have the right of way and don't yield as a precaution for their own safety. Ive seen many cross busy intersections stradbrook and Donald when they as well as cars have a red light.	11/12/2025 7:26 PM
340	Would really like to see attempts to makethis go forward after the number of cyclist incidents and would show a genuine effort from the city towards making things better!	11/12/2025 6:50 PM
341	There is already a sidewalk for pedestrians . Enlarge the sidewalk so people are not walking on the street or make another"s Sidewalk for the cyclists . The streets are not wide enough for both cyclists pedestrians and vehicles!	11/12/2025 6:31 PM
342	this is a major transportation route that already gets conjested. This traffic cannot be moved to Corydon, it's already very busy. All this will do is move traffic on to McMillan Ave and other side streets and create a mess and frustration. If you really want this to work, make the blvds narrower. Also, do not take away the limited parking there is, there is no where for it to go	11/12/2025 5:57 PM
343	Already the narrowing of river coming onto Wellington has made it extremely difficult in the winter, the ploughs don't clear enough snow so the narrow two lanes we have turn into 1.5.	11/12/2025 5:56 PM

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There isn't room for two cars to drive side by side which causes a bottle neck. Now dropping down to one lane all the way down will cause even more delays. Why can we not add bike lanes into the 20 foot already existing boulevards. Could we not dig them out and gravel a path for bike use. Also the reduction of parking in an already deprived area is also insane

344	Cyclists need to follow the highway traffic act Hand signals, follow the rules of the road, stop at stop lights, should be ticketed if rules not followed	11/12/2025 5:50 PM
345	Because of the curved nature of Wellington Crescent here, visibility is quite bad. It also means that fast-moving cars risk losing traction and veering into the outer lanes. 30 km/h would be safer than 40 km/h and have a negligible impact on commute time for motorists. I want to see it made standard city-wide. More concrete barriers would also greatly improve safety for cyclists. Perhaps you can reuse some of the materials that the community built bike lanes used when they were placed there on June 6th, 2025.	11/12/2025 5:15 PM
346	I repeat EMERGENCY VEHICLES will be impeded trying to access Wellington and there is a high volume of emergency vehicles down Wellington! There is no where for them to park except for ON THE STREET	11/12/2025 4:36 PM
347	Confidence in your department will not increase	11/12/2025 3:49 PM
348	A culture of aggression towards cyclists will not be solved by temporary bike lanes. Additional community engagement work and stronger punishments for those who endanger the lives of cyclists and pedestrians, is required.	11/12/2025 3:42 PM
349	I will cycle on Wellington Crescent! I avoid it at present.	11/12/2025 1:49 PM
350	My experience with temporary traffic calming and cycling lane measures is that the same motorists who speed and who ignore the right of way for pedestrians and cyclists actually become more aggressive when traffic calming and cycling lanes are introduced. The only way cycling will be safer is to install protected lanes along Wellington Crescent, and the only way cyclists, pedestrians and motorists will be safer from aggressive inconsiderate selfish drivers is if Winnipeg Police do a traffic enforcement blitz in that area to ticket speeders and drivers who cut off cyclists and pedestrians with the right of way, to force their own left or right turns at the intersections, most especially at Academy and Wellington. I ride my bike over the Maryland bridge daily to my office employment downtown, from River Heights, and the Wellington / Academy intersection is horribly dangerous for anyone crossing the street on foot or by bike in any direction. I can't count how many times the iron fence of the synagogue on that corner has been damaged by a car crash. Were I a parent of a child who attends the daycare at the synagogue, I would be very worried about the new play structure exactly on that corner, despite that heavy traffic stopping posts have been installed between the fence and the play structure. One particular outrageous motorist I have seen TWICE - a large black pick-up truck - on the Maryland bridge going from Misericordia hospital across to Academy, is that he travels in the far right lane, goes north (is it north ?) in the yield sign then apparently on to Wellington, but then he immediately turns form the yield in the opposite direction on Wellington, so that he can sail south (or east ?) on Wellington through the intersection with Academy, without having to wait for the long line of bridge traffic turning south / east on to Wellington. I have seen another car do the identical thing, and they need to be ticketed.	11/12/2025 1:39 PM
351	Will feel better about the safety of my children	11/12/2025 1:22 PM
352	I think that the narrowing of the street will cause people to drive slower and safer	11/12/2025 12:50 PM
353	Traffic entering and exiting St Marys academy will likely spill over onto Stafford, which should be monitored with this interim measure.	11/12/2025 10:06 AM
354	Coming from the east I cannot enter Wolseley during the day from Westminster due to similar newer construction as it takes three light changes due to traffic turning left at Maryland. I cannot enter my street off Portage due to intersection being closed. Presently I'm able to turn right at Maryland Bridge off Wellington Crescent onto Sherbrook when traffic off bridge is turning left onto Wellington. This is my route home from work.I'm all for safety. Those wide boulevards look like they could easily accommodate safer separate lanes for bikes on Wellington Crescent.	11/12/2025 7:01 AM
355	Hi. Im derpeet and I love my new country.	11/12/2025 12:35 AM
356	I've been passed while driving in the current area, this plan will remove that possibility	11/11/2025 10:25 PM
357	Quieter streets, reduced speed? thats awesome	11/11/2025 10:09 PM

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358	I am much more likely to bike now, the lack of a safe route has kept me from biking to the Village for some time. Especially after the death of the cyclist.	11/11/2025 8:56 PM
359	Despite cyclists being the focus buses stopping in their path will slow them down. Some changes will be a surprise the first time but easy to navigate and reduced confusion at intersections such as Gertrude will make it safer.	11/11/2025 8:53 PM
360	Rush hour traffic is already bad on Wellington. These changes will compound congestion.	11/11/2025 8:38 PM
361	Provides clear designation in a safer manner for all.	11/11/2025 8:02 PM
362	I believe the city should consider removing some boulevard area for cycling lanes.	11/11/2025 7:45 PM
363	These interim measures are ridiculous. All they will achieve is to make the area less navigable for motorists and pedestrians, all to appease the bike lobby. Reducing parking will affect local businesses especially on evenings & weekends. There is a substantial boulevard on the south side that could easily accommodate a bike lane without making Wellington Crescent unnavigable. Also reducing the speed limit just turns it into a speed trap. If people are not obeying the current speed limit, ticket them! Park one of the speed monitoring cars used in school zones and issue tickets for anyone over 5 km above the speed limit. This dog's breakfast of half-measures will do nothing to improve the area.	11/11/2025 5:07 PM
364	Some condos have no parking for deliveries . Vehicles remain on Wellington during deliveries which will cause significant congestion. Same issue for fire trucks.	11/11/2025 4:58 PM
365	You will back morning traffic up to river of up eliminate the right hand turn for a bike lane. REDACTED this plan	11/11/2025 4:26 PM
366	There should be no interim, it should be permanent. Stop stalling.	11/11/2025 4:16 PM
367	The intersection at Grosvenor and Wellington is currently designed so that left turns are not permitted from Grosvenor onto Wellington. This results in traffic diverting down Ruskin Row to Palk and Kingsway. I am concerned that by eliminating left turns at Dorchester and Gertrude, we will see additional traffic flow on Ruskin Row, where there is a park and children's play area, making it less safe for children and pedestrians. It would be appreciated if the city would assess the possibility of restructuring the intersection at Grosvenor and Wellington to permit left turns. I believe this would promote a safer environment for pedestrians, cyclists, and motorists.	11/11/2025 3:10 PM
368	Cause HUGE bottlenecks during rush hour!!! This whole project is a farce! Small minority again dictating to the majority negatively!!!!	11/11/2025 3:09 PM
369	I would use my bike more and my car less if biking was safer.	11/11/2025 1:17 PM
370	I think some of those statements have values built into them. Adding turning restrictions will make it harder to get around 'in a car.' More driving delays or congestion actually can add to traffic safety. I hope that westbound turns onto Dorchester from westbound (outbound) Wellington have been addressed - that's a dangerous intersection for everyone.	11/11/2025 1:16 PM
371	The turning cars that interact with (potentially crash into) bikes is not adequately addressed.	11/11/2025 12:41 PM
372	Winnipeg is not a bike friendly city the city can't keep up with snow removal just more obstacles for snow removal I'm a walker the sidewalks are not cleared enough	11/11/2025 12:14 PM
373	As an area resident, I would like to see the 40km per hour speed limit start at River and Nassau as many motorists have accidents navigating the sharp turn from River onto Wellington.	11/11/2025 12:06 PM
374	I live at 99 Wellington between River and Stradbroke and witness multiple accidents weekly with drivers going too fast taking the turn from River onto Wellington. I would like to see the speed greatly reduced in this block as well. At least down to 40km/h if not 30km/h. Possibly starting at River and Nassau.	11/11/2025 11:52 AM
375	I am deeply frustrated with how you have treated Wellington and closures in the summer. It is a key reason i do not go to the office for work. Academy is not built for the extra traffic. Construction, parking and left hand turns make driving academy a nightmare.	11/11/2025 11:26 AM
376	One lane traffic makes it very bad for vehicle breakdowns, deliveries, emergency vehicles. Dedicated bike lanes are fine when used....how many cyclists will still use the sidewalk? If	11/11/2025 11:23 AM

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most use the sidewalk, this whole temporary thing is just a waste of money, time, and effort.

377	I HOOPE there is no plan to use concrete instead of the plastic bollards. ONCE the so-called temporary measures are in place traffic will adjust and it will be safe for all ONE SUGGESTION make that whole are 40 kmph zone.	11/11/2025 10:37 AM
378	The changes will force traffic into the surrounding neighbourhood and previous changes have already forced too much traffic into back lanes and side streets. Whoever came up with this plan seriously underestimated Winnipeg drivers' aversion to waiting for people to make turns and get out of the way.	11/11/2025 10:18 AM
379	It would keep the most vulnerable road users (people outside of cars) safer, and that should be the city's priority	11/11/2025 10:08 AM
380	I'm not happy about the reduced parking spots but I think it will make the street safer so I can accept that.	11/11/2025 9:46 AM
381	Apart from the concerns I have about emergency vehicles, moving and delivery vehicles, etc. I have to say that there are many elderly people living in apartments and condos along Wellington from Grosvenor to River Ave. Many don't drive and rely on family and friends as well as public transit to pick them up and drop them off in front of their building. Only one lane of traffic will make this very difficult for them and their families. As someone whose mother was in this situation, I had to go in and get my mother and bring her down to the car. Parking on a side street would have made this near impossible. The elderly and mobility restricted individuals need to be accommodated and considered here.	11/11/2025 9:31 AM
382	This is in relation to driving, not cycling. I am in favor of a less car centric approach to road usage.	11/11/2025 8:55 AM
383	There may be confusion for cars and bikes at intersections where streets meet Wellington at an angle. People have treated these intersections as "yields" even if stop signs were present - if they continue to do so, it could put cyclists in the bike lanes at risk	11/11/2025 8:15 AM
384	This is ridiculous waste of municipal dollars that would be better spent on maintaining underfunded roads all over the city. Complete waste of time/money when a suitable alternative is already in place via Westminster - very underused and all this bike infrastructure is wasteful in a winter city.	11/11/2025 8:04 AM
385	You have already narrowed River and Stradbrook to the point of being unsafe in the winter, but did maintain two lanes. Like it or not, Wellington from River to Academy is a major corridor for people to return to River Heights from Downtown. You will dramatically slow down traffic along the whole strip, and have introduced a very dangerous and bottlenecking merge of two lanes to one where Stradbrook and Wellington meet, heading SW on Wellington. The boulevards are massive and lanes could clearly be placed there for bikes. Or widen the sidewalks and make them dual use? How does it make sense to funnel cars through residential areas (Wellington is NOT a residential street and planners need to stop trying to treat it as such. The turning lane at Grosvenor is far too short - it will lead to both the straight and turn lanes being backed up. Lowering to 40km/hr is a completely pointless decision only made to appease cyclist advocates. 50km/hr is the limit across the city and there is no need to lower this. Cyclists have their own lanes - why do they need a lower speed? This is weak leadership. Sometimes you just have to say NO. I support bike lanes - but invest properly. These temporary solutions are not long lasting and will only annoy those who use the road most	11/11/2025 7:29 AM
386	This is a step in the right direction but permanent infrastructure must be put in place	11/11/2025 1:15 AM
387	It is refreshing to see cyclist safety being given higher priority than on-street parking. If Wellington Cres. is done to only one lane in each direction, then there should be no left turns allowed during rush hour and daytime between Grosvenor and Stradbrook.	11/10/2025 8:15 PM
388	They will make me ride my bike more!	11/10/2025 7:53 PM
389	One lane in each direction is about the dumbest idea I've ever heard and trust me, I live near the Nassau "calming" circles. The idea that you are going to paint lines on the street and think ANY Winnipeg driver knows what they mean is laughable. Reducing the lanes will result in more traffic being pushed into the surrounding neighbourhood and it's already ridiculous because of the calming circles and the one way from Gertrude to McMillan. That genius idea pushed traffic into the back lanes and created 4 very busy uncontrolled intersections so, no, I don't think anyone has thought this plan through completely. As a cyclist I find that if we just	11/10/2025 6:39 PM

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fix the potholes along the curbs it would go a long way to making it safer when I don't have to veer into traffic.

390	How about educating the public on traffic safety rules—vehicle, cyclists etc. I have witnessed cyclists (families, adults, teens, any demographic it would seem) that just blatantly disregard any traffic safety measures .	11/10/2025 6:14 PM
391	These changes will be a great improvement for the area. Because of the parking, Wellington is already effectively 1 lane most of the time. Make the bike lanes protected because Winnipeg drivers don't respect painted lanes (I use the painted bike lanes on Harrow daily)	11/10/2025 5:41 PM
392	This will cause significant traffic congestion because this route has significant vehicular traffic.	11/10/2025 5:40 PM
393	Reduction of speed limits are greatly needed. 40kph should be adequate - if enforced.	11/10/2025 5:26 PM
394	It's not fair. The city caters to the rich. There's other people that live in the area that still need to get around	11/10/2025 5:20 PM
395	I wonder how the exit/entry from/onto Gertrude will work out...I also wonder about the impact this will have on Wardlaw Avenue traffic, along with other side streets...	11/10/2025 5:16 PM
396	The emergency vehicles will find it harder to get through, there are about 5 per day. The left turning lane onto Grosvenor at rush hour will backup and block traffic that wants to keep going West on Wellington.	11/10/2025 5:14 PM
397	Wellington @ Grosvenor is the only intersection I am worried about as a driver. I have sometimes had cars turning on Wellington from Grosvenor turn right widely and partially enter the left turn lane. I haven't tried cycling down Wellington this summer as the potholes make it feel quite unsafe, but if roads are resurface for these changes I am looking forward to trying to for my commutes and leisure rides.	11/10/2025 4:09 PM
398	- Cockburn and Wellington intersection needs to be reviewed, at least during rush hour times. Lots of cars turning in and out of that intersection. With Wellington to 1 lane, left turns onto Cockburn will cause major delays. Cars should be forced to either go Hugo or Grosvenor. This is also a very unsafe intersection today for people walking. - Dorchester Ave should be 1 way traffic only, with Westbound traffic only. If you need to get onto Wellington, use Hugo or Grosvenor. - Wellington westbound at Academy will see major traffic congestion during rush hour with these changes. Lots of cars on Wellinto turn Northbound on Maryland. Combining this with through traffic will cause delays unless traffic light changes are implemented. - Traffic light at Westbound Wellington and Grosvenor needs to be addressed. I have seen cars run this red light too many times, someone is going to get killed crossing the road.	11/10/2025 3:16 PM
399	I would feel safer if the speed limit was lower and there was more fully protected bike lanes	11/10/2025 3:07 PM
400	Would it be too simplistic and naive to suggest only the duplication of the current sidewalks on both directions and turn them into shared bicycle/pedestrian paths? The city cannot keep up with painting maintenance. The plastic things 'helping' to keep bike lanes separate from the traffic only make it harder for the snow plowers to clean the roads, and will certainly make worse for cyclists because the snow will be pushed to the bike lanes.	11/10/2025 3:04 PM
401	I use this route as a driver, as a cyclist, and as a runner, probably twice a day. I have experienced and also witnessed so many close calls on this corridor. A protected bike route would make me feel safer as a driver but most importantly as a cyclist, when I feel most at risk.	11/10/2025 2:43 PM
402	This change will positively impact many people and save lives. It has taken way too long for this to be improved so I'm happy it's finally happening	11/10/2025 1:38 PM
403	Is it possible to maintain safety, but eliminate unattractive yellow & black signs such as those installed in 2024 on River between Osborne & Stradbrook. Is more aesthetically pleasing signage available?	11/10/2025 1:27 PM
404	Keep in mind that "thinking" you are safer is not the same as actually being safer. You have to be careful about creating a false sense of security.	11/10/2025 12:49 PM
405	I think this is great! A needed addition is cycling infrastructure on both the Misericordia and Osborne bridges. Permanent or temporary, asap!	11/10/2025 12:43 PM
406	I think most people, like myself, are in favour of adding infrastructure for cyclist but are fed up with losing driving lanes and parking for it. Especially when they are only used 6 months of the	11/10/2025 12:24 PM

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year and are physically demarcated 12 months of the year. This city seems to revel in doing everything it can to make traffic worse with an extreme negative impact on quality of life. We are a winter city, not built for walking or cycling, most people have to drive most of the time. Even if someone lives within walking or cycling distance, -30 and icy roads makes that prohibitive. Let's consider motorists once in awhile! Stop building suburbs, outlet malls, etc. before the road infrastructure is in place for it. Route 90 is a parking lot - ON SUNDAYS, not just rush hour. People find alternate routes and the city blocks them. Did anyone speak to Winnipeg BIZ about reducing parking even more for Osborne Village shops? We need to make these areas more attractive to shoppers not less. No wonder downtown is such a hot mess. People will be moving out of there, not moving in.

407	I like the idea as I use this route to bike to work daily but I don't think the reduction of lanes is necessary as there is enough space to add a separated bike path similar to the one on river. There may be more traffic congestion now but overall I believe we should move away from cars and make this city more cycle able and transit efficient, thank you.	11/10/2025 12:08 PM
408	The city can't afford bicycle paths that can only be safely used five months of the year. The city needs to improve roads to handle all the traffic. Installing bike lanes reduces traffic flow. This has to stop.	11/10/2025 12:00 PM
409	This area is densely populated with few parking options already. Removing several spots along Wellington will hinder this further. Reducing to one lane in areas will impact the traffic flow in busy times of the day, this area is already incredibly busy with traffic. The current speed limit is fine as is.	11/10/2025 11:50 AM
410	Rerouting caused by restrictions on turns onto and off of Wellington will increase congestion on Corydon, Osborne, Broadway, and Stafford.	11/10/2025 11:13 AM
411	Why not educate cyclists better on how to cycle on streets. Like obeying the traffic laws!	11/10/2025 11:00 AM
412	Should allow no left turns at all unless at lighted intersections in the area. Left turns everywhere slow up traffic. Teach new driver the road laws better.	11/10/2025 10:44 AM
413	reduced speed is very welcomed	11/10/2025 10:43 AM
414	People need to drive and park their cars. They LIVE, WORK and VISIT in these areas. Bike lanes not only make this extremely inconvenient they make it impossible. Tryhats why no one is downtown. There's no place to park anymore! Also, bikers often ride in car lanes even when there are bike lanes. They aren't using bike lanes. Emergency vehicles can't get where they need to because they can "pass" by and vehicles can't pull over for their safe passage...I could go on. Do you drive or live in these areas?! This city is a car city especially with our very cruel winters. You are making things more difficult to live, work or visit the city by adding these bike lanes to the existing streets. IF you feel bike lanes are necessary use the existing boulevards to get them there NOT the space needed to live and drive in the city! Make smaller sidewalks if necessary but stop ruining the city with these hardly used and horribly inconvenient bike lanes!	11/10/2025 10:33 AM
415	Although I drive and cycle here, walking safety is #1. Most apartment and condo residents on Wellington are pedestrians in the neighborhood more than anything. Getting bikes and scooters off the sidewalks is the key advantage I see. Reducing the speed and volume of vehicular traffic is also desirable. We have had many near collisions as pedestrians with bikes, scooters, and impatient drivers making turns off of Wellington as a cut through, especially at rush hour. Thanks for this terrific plan!	11/10/2025 10:29 AM
416	I live at Lilac and Dorchester and use Wellington, Stradbrook and River all the time. I applaud the City for reaching out in this manner (survey form in my mailbox) and producing the video (though its value is limited because it does not show what actually will happen at Hugo and Cockburn - in its current form it tends to be misleading because it does not graphically portray what will happen in real time). Anyone who drives westbound on this segment Wellington knows that this scheme will be tortuously slow at the best of times at Hugo and Cockburn during most of the day and completely impossible during the afternoon 'rush hour' because, with only one westbound car traffic lane, everything will grind to a halt at Hugo and Cockburn due to drivers attempting to turn south. The alternative of not allowing southbound turns at those two intersections merely exports traffic overload problems and driving delays to MacMillan and Corydon - to not be able to get into Crescentwood south of Wellington from Wellington is completely unacceptable. While it would be nice to have bike lanes everywhere, most people realize it is not possible - that's just life and no amount of aggravated resentful	11/10/2025 10:27 AM

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screaming by some makes it any different. I am driving on Stradbrook and River multiple times per week at all times of the day - since the bike lanes went in I have seen a total of six bikers in those lanes !!! Additionally, the presence of a 'parking lane' on Stradbrook between Wellington and Osborne has simply off-loaded a lack of safety for bikers onto people parking their cars in this location - the parking lane is so narrow that parked cars often overhang into the most northerly eastbound lane, and passengers in the front seat of those cars have to swing the whole of the car door out into traffic and exit the car in the actual traffic lane. If you want to do a rational planning exercise, provide hard data: • redo the video animating traffic, using real data on the number of drivers making southbound turns at Hugo and Cockburn and real data for the number of westbound vehicles that will be backed up because of only one westbound lane; • provide projections of traffic increases on MacMillan and Corydon; • obtain and provide hard data on the number of people actually using the bike lanes on River and Stradbrook west of Osborne correlated to cost per kilometre of bike path; • provide projections for increased traffic flow on MacMillan and Grosvenor due to drivers no longer being able to turn westbound on Dorchester. Because someone is angry, resentful and loud does not make them right. We are stuck with the streets we have got and the weather we have got - biking is only practical for six months out of twelve except for an extremely small minority. To turn Wellington into a hash when the people who want the changes won't even be using it for half the year is crazy.

417	More traffic down residential streets	11/10/2025 10:25 AM
418	Not sure the speed limit needs to be reduced to 40km. 50km should be fine.	11/10/2025 10:11 AM
419	It's expensive relative to more important expenditures required in our city	11/10/2025 9:39 AM
420	when the river trail is open on weekends all the parking is taken up by people enjoying the trail. Parking is already at a premium in the neighborhood.	11/10/2025 9:11 AM
421	more safer bike route will have more people bike instead of driving. biking is healthier and better for the environment.	11/10/2025 6:32 AM
422	Are you truly interested in contrary comments or are you going to go ahead with plans as they are despite alternate points of view? My experience in the past is that often those views are disregarded.	11/9/2025 11:16 PM
423	Even as a motorist I will feel safer, since I really don't want to hit any pedestrians or cyclists, and I'm most afraid of other drivers, so I appreciate the traffic calming measures and clearer turns.	11/9/2025 9:44 PM
424	Reducing it to one lane of driving will impact people commuting to and from downtown in a vehicle. I drive this street every single day and there are always cars trying to pull into their condo along the river. If left hand turns aren't permitted it will only frustrate the people who live there and increase traffic as they will have to loop around in order to make a right hand turn. This proposal makes sense if the driving lanes are maintained and the biking lane is put on the wasted space on the boulevard. Amazon, postal workers, ups/fed ex will be stopping in the biking lanes regardless of biking lane or not. Snow clearing won't be done as well with the posts making the road more narrow in the winter. Road rage is a real thing and making people's commute home more difficult then it already is doesn't make sense. Having to merge 2 lanes of traffic coming down river from the Donald bridge into one lane on wellington is not a reasonable decision for the vast majority of those who live or commute through the area.	11/9/2025 9:15 PM
425	Seenm city is disproportionately reosententing the interests of minority ibtefrsf groups at the expenxe of the vast majority if residents that use Welliington to go to and from work and other necessities	11/9/2025 9:14 PM
426	More advantages: Less noise for residents, less pollution (slower cars). This should be a pilot proving that permanent bike lanes and speed reduction are warranted.	11/9/2025 8:19 PM
427	I am concerned that this will push even more traffic to Academy Rd/Sherbrook. The closure of the rest of Wellington to motorists in summer/fall made traffic on Academy very dangerous.	11/9/2025 7:15 PM
428	I think drivers who don't live in this area will start to pick other routes.	11/9/2025 7:11 PM
429	It would be ideal to have these new bike lanes cleared in the winter	11/9/2025 6:19 PM
430	Increase property value of land adjacent to bike lanes	11/9/2025 6:16 PM
431	I will feel safer riding my bike on Wellington now. Currently I don't rise down that street, since	11/9/2025 6:07 PM

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it's too dangerous. It's also dangerous as a driver, too many people speeding or exiting from apartment blocks in an unsafe manner.

432	How would snow ploughing be affected?	11/9/2025 5:53 PM
433	more people will choose not to use there cars.	11/9/2025 5:20 PM
434	turn restrictions will make traffic flow better	11/9/2025 4:18 PM
435	Please make a separated cyclist lane for this route	11/9/2025 4:06 PM
436	There needs to be clear and concise guidelines provided to drivers and cyclists. Many of the existing bike lanes are confusing for drivers and cause cyclists to believe they are safe, when in fact they must still watch for vehicles and are not safe	11/9/2025 2:45 PM
437	My concern is higher traffic volume on Wardlaw which is already very busy for residential street that drivers use instead of Stradbrook. This can be fixed with 30K speed limit on Wardlaw.	11/9/2025 2:40 PM
438	Reduced speed limits makes everyone feel safer.	11/9/2025 2:29 PM
439	Driving will be much more enjoyable without drivers speeding and swerving through traffic.	11/9/2025 2:11 PM
440	I think it will improve safety, slightly, but I do not believe the use of plastic bollards, suggested in the video, will provide a complete separation between motor vehicles and cyclists on the upcoming, temporary bike lane. Please think of something better.	11/9/2025 1:28 PM
441	Slower speeds will make everyone safer.	11/9/2025 1:15 PM
442	I know this is temporary but this is just asking for public revolt that could hamper the chances of future proper infrastructure getting built – specifically the removal of parking.	11/9/2025 1:08 PM
443	While I believe all the changes listed above apply, the improvements to traffic safety and turn restrictions is well worth the slight inconvenience to motorists (delays, turn restrictions, parking). This cost is negligible in the grand scheme of traffic safety, and will to prevent unnecessary future accidents in this area. As it exists now, I do not cycle here because of the danger it poses to me.	11/9/2025 12:56 PM
444	Harder for pedestrians to cross the street. More crosswalks, lights or stop signs are needed.	11/9/2025 12:47 PM
445	This would be a step to fill an important gap in the cycling network with access to the forks, Wolseley area and indirectly to the rapid Transit paths (Except a missing link in/around the Osborne area) - But a good first step	11/9/2025 12:00 PM
446	More safe bike paths will make it easier for pedestrians/cyclists to accesss business nearby. It will also feel safer to bike in this area.	11/9/2025 11:57 AM
447	This bike infrastructure is going to give me a more safe/viable option to commute from my house in River Heights to my work in St. Boniface on my bike. When I commute in my car on this same route I am concerned that the reduction of car lanes from 2 to 1 will cause increase congestion. To prevent this congestion I am hopeful that there will be no left turns along this stretch except at the designated turning lanes at key intersections.	11/9/2025 11:50 AM
448	Please make this permanent.	11/9/2025 10:49 AM
449	It may increase congestion but that is a result I am happy to deal with to improve cyclists safety. This is especially true because we've seen lives taken on this road. Motorists can deal with an extra few minutes to prevent unnecessary death	11/9/2025 10:09 AM
450	I don't think reducing the speed limit to 40 kmh is a correct solution. Just enforce the 50 kmh speed limit with photo radar. One person was killed which is very unfortunate but the driver was driving at an extreme speed! If everyone follows the 50 kmh speed limit, it would make the street safer. Also, there is a deep pot hole at one point that makes the vehicles veer to the right. That should be fixed immediately! In the winter, it will create a massive traffic jam when there is snowfall. There won't be enough cyclists in the dead of winter to justify this. Besides, the designated bike lanes don't get cleared of snow anyways so only a handful of die hards will be out on their bicycles.	11/9/2025 9:56 AM
451	I think that one cycling lane on the south side of Wellington Crescent accommodating cyclists going both ways is a valid alternative- as is using the boulevard for cylcing paths	11/9/2025 9:20 AM

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452	The improved clarity, including the added turn restrictions will at first cause some changes that may slightly inconvenience some motorists, however the overall improvements for ALL users far outweigh the slight inconveniences	11/9/2025 8:56 AM
453	Please develop a permanent bike lane on Wellington Crescent, and enforce reduced speed limits.	11/9/2025 8:44 AM
454	The few added slight adjustments I would need to make as a driver are not important compared to how safe I'd feel cycling. FYI: 70 percent of my time on this road is as a driver and 30 percent as a cyclist. But the times I've felt unsafe as a cyclist really stand out. I notice my body is tense until I get past academy in the west	11/9/2025 8:34 AM
455	No	11/9/2025 6:34 AM
456	I am not sure if the improvement to the St. James bridge will make merging easier?	11/9/2025 12:06 AM
457	As a cyclist, I'm always scared to ride this section; on either end there are bike routes, and this section always leaves me feeling exposed to vehicles. My only concern with this plan could be parked cars accidentally blocking bike lanes.	11/8/2025 11:06 PM
458	the money should come from the police budget instead	11/8/2025 10:55 PM
459	My perspective is from the pov of a very cyclist who is very comfortable in traffic and around cars etc. I like the addition of bike lanes along this stretch. I find that heading from river to academy, there isn't much freedom to turn left off of Wellington into the area south of Wellington. The reduction of access off and onto Wellington could frustrate drivers and potentially increase frustration and anger towards cyclists using the lanes. I do believe overall it is an important project to do as a city. I believe clarification on left turn bike boxes would be helpful as I do not understand and believe many others wouldn't have a strong understanding of how to use them either. As for the right turn from Wellington onto academy over the bridge, I think it would be good to have a dedicated right turn lane for vehicles because that is a heavily used lane and my opinion is that most people don't go straight onto Wellington north of academy.	11/8/2025 9:45 PM
460	More people will cycle on the route resulting in fewer cars so traffic flow will be fine. Traffic should use other streets anyway.	11/8/2025 9:23 PM
461	I am opposed to single lane traffic between Stradbrook to Grosvenor. Often there are delivery trucks and construction vehicles parked in the current right lane; for the purpose of servicing the condo-units.. This will cause head-on accidents or extremely long delays. Alternatively, no work trucks should be allowed to stop anywhere on that stretch. I am also opposed to reducing the speed limit. There is very little housing or schoolyards on that stretch, and with the bike lanes added, there isn't a reason to reduce speed.	11/8/2025 9:03 PM
462	Parking and driving around is bad enough in this area this plan will make it much worse	11/8/2025 7:59 PM
463	I feel like there will be more delays for motorists, but as a car driver who lives in this area I'm 100% for these changes	11/8/2025 5:20 PM
464	Many people driving east on Wellington Cresc turn have to turn left to access the condos on the river - this will tie up traffic	11/8/2025 5:02 PM
465	It will drastically cut down excessive driving speeds, with the current 4 lane situation I've seen many unsafe passing situations between 2 cars and also with myself while cycling down Wellington, I've had more close calls than I'd like to admit.	11/8/2025 4:37 PM
466	More distractions to drivers when turning on to side streets along with increased congestion of car traffic on an already busy route. This may also lead to more quick stops or slow downs which will only add to existing congestion.	11/8/2025 4:25 PM
467	Making it harder to get around, and increasing congestion is a small price for drivers to pay, for people outside of a car to feel safe. It improves driver's safety as well as the risk of collision is lowered.	11/8/2025 3:27 PM
468	I am concerned about motorists cutting off or hitting cyclists when trying to make right turns. Many motorists do not routinely shoulder check for cyclists going straight when turning right, so it will be important to provide adequate, highly visible signage to warn motorists to check for cyclists going straight before turning right. Having spent time in other cities with similarly structured bike lanes, this was often the cause of collisions and cyclist deaths. Another option	11/8/2025 2:42 PM

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could be using cyclist specific traffic lights where cyclists must stop when motorists are turning right, and motorists must stop and not be allowed right turns when cyclists are going straight.

469	Will slow vehicle traffic down somewhat, but not significantly.	11/8/2025 1:55 PM
470	As a frequent pedestrian I find the bikes on the sidewalk dangerous - I like the proposal - as a driver and resident I am concerned about traffic congestion but am overall happy with the plan	11/8/2025 12:57 PM
471	No left on Gertrude is a bad idea	11/8/2025 11:53 AM
472	The changes junk-up an otherwise beautiful route. Driving on Stradbrook is already very unpleasant with the narrowed lanes and 'stopped' vehicles	11/8/2025 11:47 AM
473	Expanding and filling gaps in the cycling network will encourage me to bike more and feel safe doing it.	11/8/2025 11:00 AM
474	You should also add designated bike lanes on the Maryland and Sherbrook bridges	11/8/2025 10:37 AM
475	The right turns are still a concern... from Wellington onto the bridge (I see pedestrians and/or cyclists almost hit every day. Also in the merge lane from Academy onto Wellington (by St Marys school)... these are two areas I don't see addressed in this plan. The rest looks a lot better.	11/8/2025 10:13 AM
476	it will be much harder to turn left, longer delays, as traffic will be one straight line. it is unfair to eliminate street parking for people who may be visiting loved ones in the area, or for people who do not have parking spots. they should not have to walk so far and congest all side streets with parking. terrible, terrible decisions here	11/8/2025 10:01 AM
477	The changes will back up traffic and cause turn offs before and after the changes to become much less safe as people try desperately to turn. The money spent on this project could be spent on different projects that improve safety and convenience for a large number of people. The project is being considered BEFORE the completion of dozens of multi-residence infill projects so the "new normal" amount of traffic in this area is not yet known and may not manageable with even fewer lanes for ingress and egress to the area.	11/8/2025 9:55 AM
478	this stretch of wellington crescent is unique in that the numerous condos/apartment buildings here that can only enter/exit the buildings via this street - there are no back lanes etc! you need to figure out a way to maintain 2 lanes of traffic in both directions for this reason! Why not have a bike lane on only one side of the street and keep the 4 lanes of traffic flow?! this would be safer; allow for continued parking in during off hours - have you thought about the impact on the Hugo docks in summer and winter? many people access this important 'attraction' and park on the Crescent! Reducing the speed limit is a great idea - this alone will make it much safer for motorists, pedestrians and cyclists!	11/8/2025 9:45 AM
479	Just widen the sidewalks ████	11/8/2025 9:43 AM
480	I find that the designated bike lanes we have in Winnipeg cause danger to pedestrians, cyclists & vehicles. The cyclists & pedestrians paths cross & the cyclists are going at a very fast speed. The automobile & bicycle lanes are too narrow	11/8/2025 9:34 AM
481	From the EGM Code of Ethics (https://www.enggeomb.ca/pdf/CodeOfEthics.pdf): They [practitioners] shall safeguard human life and welfare and the environment. To say that there is insufficient funding for safety improvements on Wellington Crescent (or any other public infrastructure) is to say that project cost is of greater importance than public safety and protection of the environment. It is clearly laid out for all engineering practitioners that this kind of cost over safety design is non-compliance and may be considered professional misconduct or unskilled practice, which may lead to a disciplinary action or an order under the Act. It short, it is a LEGAL REQUIREMENT TO PROVIDE SAFE INFRASTRUCTURE DESIGNS and not to promote ones that endanger the public because of cost, perceived personal inconvenience from 30 fewer parking spaces, or speed reductions to 40km/h. Safety is first. Period.	11/8/2025 9:17 AM
482	This change will definitely help the safety of cyclists however it will increase the already congested traffic flow. To address the traffic, a better solution would be to build bike lanes next to the pedestrian sidewalks since the boulevards generally have room. Consequently, I think this is a more costly solution. I live a few houses off of Wellington near Academy and walk my dog in the area every day. I truly don't think this is safer for pedestrians, only for cyclists and it will cause in huge increase in traffic and congestion. I think it is worth spending more for paved bike paths between the sidewalks and current road where the grass is on the boulevard. It's a	11/8/2025 8:58 AM

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better long term solution as traffic increases with electric vehicles and the fact that our winters don't cater very well to allowing more cycling 50% of the year.

483	In a city with long winters, and difficulty finding parking in that area, I don't like the idea of taking away 25 parking spots.	11/8/2025 8:28 AM
484	Visually the area will turn a beautiful street into pure ugliness.	11/8/2025 7:24 AM
485	I think it would improve overall driver understanding of the road, and be much better for cyclists.	11/8/2025 6:20 AM
486	Recent Wellington Crescent road sharing changes are poorly thought out, poorly signed and do not improve the situation for any users.	11/8/2025 6:16 AM
487	Road rage - put police there to enforce the rules for motorists that cyclists supposedly aren't following... Like careless driving everytime they speed up to turn right in front of a cyclist instead of just waiting their turn... City taxes pay for municipal infrastructure not someone that expects a subsidized parking space everywhere they go.	11/7/2025 10:07 PM
488	I will still be reluctant to bike with my 3 yr old son on board but will likely try the route by bike on my own	11/7/2025 10:07 PM
489	Just build it. Stop with the surveys. Drivers will adapt. We need cycling infrastructure for safety and for the future of our City.	11/7/2025 9:31 PM
490	Neighborhood churches will have difficulty with parking for congregation, visitors, and concert goers. Elimination of parking very bad idea.	11/7/2025 9:21 PM
491	I walk along this area daily. I was struck by a car as a pedestrian at the crosswalk heading into Munson Park at the Kingsway. DRIVERS BLOW THROUGH THIS CROSSWALK MANY TIMES PER DAY, often deliberately (laughing and giving pedestrians the finger, for example). Part of the problem is the 50km speed limit sign heading down immediately after the Wellington/Academy intersection. Road design with this sign is literally telling drivers to accelerate right before a crosswalk. The other problem here is the crosswalk is barely visible coming down from Academy. It is small, and it is partly obscured by the bus stop sign. Drive down from academy you'll how the crosswalk comes as a surprise. It's even worse in the winter. This whole stretch is incredibly dangerous for all types of transport, but especially for cyclists and pedestrians, and would benefit from PERMANENT, dedicated traffic calming, separated bike lanes, a permanent speed limit reduction, a warning sign coming down from Academy that there is a crosswalk ahead, and ENFORCEMENT against the countless reckless automobile drivers blasting through crosswalks and intersections waiting to hit and/or kill the next person. Thank you for bringing this project to life. Please expand it and make it permanent. People who live in this neighborhood and traverse these routes daily will be grateful — and safer. We all deserve the safe and accessible mobility and transportation. Good road behaviour & safety is mostly a matter of design.	11/7/2025 9:04 PM
492	Restricting car access to Gertrude will make getting around the neighbourhood considerably harder, as well as push traffic to surrounding residential streets that are not designed for high traffic volumes.	11/7/2025 8:54 PM
493	This is a main route there are no alternative routes for people in their cars adding a bike lane will further make this area worse and unsafe I know for a fact there are not enough bikers to even make this worth while I live on the street and why give them a bike they probably won't use makes no sense what so ever it will just make it harder for me a person who lives here to get out and about.	11/7/2025 8:38 PM
494	There is a ton of traffic that goes through the area, we are the main route between the 2 main bridges that get us from our side of the river to the other side of the river. Route 70, Corydon and route 42 are already packed at peak times, what do we think is going to happen when we cut off an entire lane? There's not even an abundance of cyclists in the area, I know because I live here. Ruining traffic flow and further increasing congestion to accomodate a few amount of cyclists who can already safely get between the area on the many side streets just makes zero sense. Cars on the side streets have reduced visibility crossing intersections that is an issue cyclists don't have any pushing more and more cars off of Wellington makes car traffic a lot less safer on every side street intersection with packed parking reducing visibility daily.	11/7/2025 8:38 PM
495	Turn restrictions should be designed to impact motorists. These kind of restrictions on cyclists only cause cyclists to use pedestrian routes.	11/7/2025 8:35 PM

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496	Huge improvement to pedestrian safety	11/7/2025 7:59 PM
497	I'm a resident of Wardlaw Avenue and frequently drive, cycle, and walk along this stretch (multiple times a week). I want to make clear first and foremost that this is a long overdue and very welcome set of changes. I do have two pieces of feedback to share. However, I want to note that my main message is that this change needs to happen on the fastest possible timeline. I would be very upset to see Public Works recommend delaying this overdue change even further with the excuse that they need to review these or other ideas. All of these suggestions could be added at any time, and none of them would conflict with the existing plan. ("Deferring a decision is itself a decision", as they say). 1) The slip lane from Academy to Wellington needs temporary traffic-calming measures until a longer-term solution is designed and implemented. The slip lane encourages drivers to look to their right to check for the traffic they're merging into, instead of ahead to see pedestrians that might be crossing to the traffic island. Cars often fail to give pedestrians the right of way when crossing at the slip lane, and the ability to drive without slowing down from Academy onto Wellington Crescent contributes to the high speeds on that stretch of Wellington that are so dangerous for all road users. This slip lane needs a speed bump, signage to alert drivers to pedestrians and cyclists, and tighter geometry to discourage speeding through the curve. This could be done cheaply and temporarily with a rubber speed table, or by using bollards or other temporary curbing. 2) The plastic flex posts need increased density. Painted bike lanes strike me as offering very modest protection to cyclists. The addition of plastic bollards to visually separate the lane is a positive development, but they are spaced out extremely sparsely. I understand that permanent bollards might not be acceptable (for reasons of access for Hydro, emergency vehicles, etc.). But the very nature of flex posts is that they can be driven over by emergency vehicles if needed. I count 40 flex posts in total between Academy and Arbutnot. If you spaced these at commonly recommended intervals (say every 6m), you should have nearly three times as many flex posts. This seems to be the case throughout the route. Overall: This looks great. There are many problems that are solved here that will make this section safer for all road users. Even the things that might seem like minor frustrations (e.g., not being able to turn from Wellington onto Gertrude) are welcome changes, because they are the most common places I see "near misses". I personally was nearly hit by a car exiting Wellington onto Gertrude at speed, so I am breathing a sigh of relief to see this change! Thank you for considering my feedback, and I wish you all the best with this badly needed project in our neighbourhood. Respectfully yours, [REDACTED]	11/7/2025 7:53 PM
498	Would be nice to have protected-permitted left turn signal from westbound Wellington onto southbound Hugo, particularly during afternoon rush hour, otherwise turning traffic may overflow onto the through lane.	11/7/2025 7:30 PM
499	Improved sidewalk safety	11/7/2025 6:55 PM
500	Thank you for these huge improvements! I'm so excited to have a safer neighbourhood that supports active transportation.	11/7/2025 6:45 PM
501	Why can't a sidewalk bike lane be tested if that road is that unsafe.	11/7/2025 6:42 PM
502	The city can not afford bicycle lanes. Spend the money on improving sidewalks and street repairs. Stop wasting tax payers money on bicycle paths.	11/7/2025 6:36 PM
503	The City has no plan for the increased and unacceptable traffic on Academy Road. The City has zero plans for those of us who live in River Heights.	11/7/2025 6:00 PM
504	Concrete curbs to help protect the bike lane are preferable to the poly posts	11/7/2025 5:51 PM
505	One of the turn changes will make it more annoying for me to get home, but this is a minor inconvenience compared to the drastic change in making it safer for cyclists to use the road. I'm more than happy to be a little inconvenienced if it will help keep pedestrians and cyclists safe from cars.	11/7/2025 5:32 PM
506	They will make me feel much safer cycling on this street	11/7/2025 5:28 PM
507	I, & so many other cars, turn right (north) on to the bridge from going west on Wellington Crescent and I am worried about cyclists going straight through on Wellington Crescent.	11/7/2025 5:20 PM
508	Safety of all >>> comfort of some. Govt intervention should be to promote equity. In this case, any delays to cars is a necessary cost to make the lives of everyone better, and it should be regarded as one we can definitely bear. If we are unwilling to do so, then we are saying that the lives of cyclists, such as Rob Parker who was killed there, is worth less than speeding cars.	11/7/2025 5:07 PM

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What kind of a society would we be if we make that choice? Not a good one. Signed, an economist.

509	These changes should have been done a year ago when first proposed. This is a gaping hole in the cycling network to connect to Wellington Crescent and Assiniboine Park. It seems like the city would never have implemented any changes if not for the death of Rob Jenner.	11/7/2025 4:51 PM
510	There should be no left turn onto Cockburn if no turn lane. When travelling east there should be no left turns into any of the condo complexes. Instead, there should be a turnaround at the Wellington Stradbrook intersection. With all the people turning if down to two lanes, traffic will crawl to a stop. The Blvd's are very large, why are they not being used for the bike lanes? Reducing the speed limit is a ridiculous solution that we need to stop implementing. The concept that if you slow down traffic and frustrate buyers to the point of using alternative routes, also sounds ridiculous. All routes are busy and the more that we can disperse traffic the better	11/7/2025 4:35 PM
511	When we drive east on Wellington Crescent towards home, we typically turn onto Gertrude after the stop light. We will need to adapt to the closing of Gertrude, but we feel it is worth the safety improvements. As pedestrians and cyclists we are delighted. The lowering of the speed limit will be great. Many don't even observe the 50 km limit now!	11/7/2025 4:33 PM
512	How much will this "temporary" fix cost? How much to demolish "temperary" and replace with "permanent"? Any thoughts? Punishing everyone for one idiots actions, at an unknown cost, makes no civil, financial, responsible sense.	11/7/2025 4:24 PM
513	The slip lane intersecting with the bike lane at Academy onto eastbound Wellington will result in confusion and risky encounters for cyclists. The slip lane should be removed at the earliest possible opportunity.	11/7/2025 4:13 PM
514	These changes will have NO impact on a person driving 3 times the speed limit, like the driver who killed the cyclist.	11/7/2025 3:47 PM
515	Pedestrians should be unaffected as they have had and still have a separate protected area , aka a SIDEWALK, please educate AND ENFORCE them to use it so they are not endangering the cyclist (and themselves) by needlessly forcing them off and into the path of vehicles	11/7/2025 3:44 PM
516	The right hand turn from Wellington onto the Sherbrooke Bridge should be incorporated into the design. There is no bike lane over the bridge - just a narrow 'shoulder' that gets a bit wider as you cross until it reaches Misericordia. Please make this a protected bike lane.	11/7/2025 3:38 PM
517	Nov 7 a car crashed into the ghost bike! Changes need to happen to make this area safe for anyone outside of a vehicle. Sooner the better. Please don't survey people before they can observe the change. Traffic engineers and safety experts need to be able to make recommendations without ill-informed public option.	11/7/2025 3:36 PM
518	I'm glad to have bike lanes bc the cyclists, skateboarders, etc riding on the sidewalk has become increasingly dangerous for pedestrians, esp elderly pedestrians and those walking dogs. However, I think there will be more vehicle congestion, more difficulties turning onto/off of Wellington from the many condos and apt bldgs, and cyclists will feel invincible in their new lane and won't obey traffic lights. Please consider putting up traffic cameras at Hugo and Wellington - useful in determining cause of accidents. Why not encourage cyclists to use a less busy parallel street, e.g. McMillan? Build the permanent bike lane there.	11/7/2025 3:05 PM
519	Both the slip lanes at Academy/Wellington need to be removed, as well as eliminating right turns on red - particularly if you're doing to be adding a bike lane to the intersection. It's a very dangerous intersection and there are so many close calls. (Psychologically, drivers view it as their ability to finally speed up out of rush hour). Paint is not infrastructure. The painted lines with plastic bollards provides zero protection. I've seen several bike/car accidents on St Matthews by Polo Park in a similar setup. Concrete bollards aren't expensive. Please use them. The Dorchester intersection looks like accidents waiting to happen. Just make it into a T. Reducing Wellington south/west bound to 1 lane at Stradbrook is a big win. Let's do more of that all around town please! Overall, this feels like a pretty limp plan. But its better than nothing I guess.	11/7/2025 2:58 PM
520	There will be more impatient drivers then looking for shortcuts through the side roads	11/7/2025 2:48 PM
521	Make it much safer to get around as a cyclist and lead to a greater and healthier wellington community	11/7/2025 2:23 PM

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522	Yes there will be more driving delays, but I would rather prioritize the safety of cyclists/pedestrians than my ability to drive faster.	11/7/2025 2:20 PM
523	At non light intersections and trying to make left or light onto side street, how the backup from one lane maybe frustrating.	11/7/2025 2:09 PM
524	The road has decreasing radius turns. When it is icy, this is scary. Bikes should be up where it is safe, year-round, on a new bike path, near the sidewalk.	11/7/2025 2:05 PM
525	For bikers, this is a main route to get between central downtown neighbourhoods and it's never felt safe and people have been killed. A bike lane is extremely needed, and will have a huge impact for cyclists and pedestrians who want to feel safe in this corridor.	11/7/2025 2:03 PM
526	Slightly concerned with less lanes that people will be in more of a hurry causing them to blow through the pedestrian cross walk. Often drivers don't stop for the lights even when they're a safe distance to come to a complete stop because they aren't looking for pedestrians or just assume the right of way. Would be nice to see some sort of deterrent for that sort of thing if changes are being made in the area already.	11/7/2025 2:03 PM
527	If the delivery vehicles, cabs, handi transit vehicles use/misuse it, as they do on Stradbrook between Osborne & Donald, I see this section become another nightmare for vehicles & bike/pedestrian traffic	11/7/2025 2:00 PM
528	Please do not reduce speed to 40. So unnecessary	11/7/2025 2:00 PM
529	People are in a hurry! Cars will speed up and most cyclist will still not abide by the rules of the rode.	11/7/2025 1:53 PM
530	The left turn lane from Wellington Cres onto Hugo should have space for more than 3 cars, otherwise during rush hour I suspect it will create a backup. The vehicle makes it appear like room only for 2-3 cars	11/7/2025 1:49 PM
531	Put the bike lane in the median and leave the traffic alone. Just like at the Forks in winter, they manage 3lane, walk, skate, ski - there is enough room for a bike lane in the median - the traffic on Academy makes this street unsafe - can't cross, can't park , too many speeders, more exhaust pollution and fewer trees to absorb it - degrade the River Heights neighborhood - please, we beg you, leave a commutable street like Wellington with a LARGE central median that keeps pedestrians, dogs, bikes safe and don't dump on Academy - Wellington is built for commuters	11/7/2025 1:44 PM
532	The eastbound right turn onto Gertrude is an extremely poorly designed idea. Especially changing it to one eastbound lane. It will cause the traffic to come to a stop when someone is turning to make the sharp 90 turn. Currently they can merge onto Gertrude with no disruptions. Overall making Wellington one lane both ways is a safety concern, with the amount of people that turn right and left into driveways or streets, there will definitely be rear end accidents. As well as buses stopping in the one travel lane. Other than creating safe lanes for bikes, the overall idea is not necessary and unsafe. I feel like that boulevard is wide enough for an ATV path instead. I currently use the sidewalk for biking with no issue, and use the grass to go around pedestrians.	11/7/2025 1:44 PM
533	They greatly improve cyclist safety.	11/7/2025 1:33 PM
534	Why are we creating more bike lanes in a city with a growing population and more cars on the roads. I seldom see people in the bike lanes. We have nearly 5 months of cold weather and even fewer people riding bikes for transportation. Reducing the traffic lanes for more cycling is infuriating in a commute that is nearly 2 hours per day. And I live in the city!	11/7/2025 1:28 PM
535	Street is basically single lanes each way with no room for a bike lane.	11/7/2025 1:07 PM
536	While an unfortunate incident, I feel that much of the push for bike lane changes in this area are a result of a driver that was going 160kph and hit a cyclist. None of these implemented changes will make any change in an event like this occurring. There are many other adjacent routes cyclists can take if they felt unsafe - and I am saying this as someone that mainly commutes via bike.	11/7/2025 1:07 PM
537	Traffic calming will likely make it more pleasant for street residents in terms of noise.	11/7/2025 1:03 PM
538	Eliminating left turns from Gertrude and Dorchester onto Wellington will increase safety but may cause extra congestion elsewhere, namely at Palk and Kingsway as more cars choose	11/7/2025 1:01 PM

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those streets to turn left onto Wellington. Also, cars turning left off Wellington Westbound onto Kingsway will cause more congestion since the bike lane takes up what was previously a lane wide enough for a car to pass on right. In addition, parking on Kingsway from Wellington to Ruskin will need to be eliminated to allow for 2 way traffic on an ever more congested Kingsway.

539	Reducing the speed limit to 40 kmh must be enforced with speed cameras if these bike lanes are to be safe for use. Speeding is a huge problem on Wellington Crescent	11/7/2025 12:58 PM
540	When I was younger I cycled and walked a lot!!! Apart from deliberately bad drivers, cyclists and pedestrians, the most frequent danger I and my acquaintances encountered was drivers at stopped intersections NOT taking care to look BOTH ways before turning, Frequently dangerous for pedestrians and cyclists!!! Many pedestrians are very careless. Some cyclists give responsible cyclists a bad reputation. The single lane on W Crescent westbound nearing Stradbrook is a slight congestion I can accept. The loss of street parking will effect me when visiting friends, and others for various reasons. As walking is painful this is a problem. However I cannot think of a feasible alternative, As a former cyclist I enthusiastically support the plan!	11/7/2025 12:56 PM
541	why use the street , just use the boulevards for cyclists	11/7/2025 12:55 PM
542	My concern is that since the left turns from Dorchester and Gertrude onto Wellington will be eliminated, and there is no left turn option from Grosvenor onto Wellington, this will increase traffic on Ruskin Row, Palk, and Kingsway as cars will be forced to take a left turn from Kingsway or Palk to get onto Wellington. There is already a heavy amount of congestion along Kingsway during rush hours, due to commuters, students from St. Mary's, and students from Kelvin. The private school busses also pick up and drop off on Kingsway and Ruskin. Funneling more drivers down Kingsway will therefore add to the congestion and potentially cause backups or accidents. Moreover, once the condo building on the corner of Kingsway and Wellington is built, their parking garage entrance/exit will also face the alley onto Kingsway, so this will add even more congestion to this area! The traffic on Wellington Cres at present and the spill over into our neighbourhood is already creating many challenge. The changes proposed, however, have the potential to make things much, much worse!	11/7/2025 12:47 PM
543	I think any congestion will be temporary, people will find other routes if they are unhappy.	11/7/2025 12:36 PM
544	I don't understand why everytime some idiot drives over 100kmh and unfortunelty kills someone the city has to change everthing. Yes, it was tragic but doing a rehaul and adding wait times and taking parking away and reducing speed limits is just going to agravate more drivers. If speeding is an issue, have the police set up ghost cars and stop these people. But to spend all this money just because of one stupid driver makes no sense. Pretty soon every street in the city will be down to 30kmh! Find another solution. Did anyone do a study to see just how many people cylce down this road...	11/7/2025 12:33 PM
545	The addition of designated bike lanes will provide some safety to cyclists. Appreciating these are temporary, painted bike lanes are less secure than cement bollards. I think this temporary measure is a positive step in the right direction and will reduce speeds in the area and improve cyclist safety. Keep moving towards permanent bike lanes!	11/7/2025 12:28 PM
546	I think it is fine the way it is. Losing traffic lanes is not the answer. That just makes people even more angry. The street is meant to be a major thorough fare - just leave it alone.	11/7/2025 12:25 PM
547	First of all, lowering the speed limit is not reasonable. If there are bike lanes there should be no need to lower speeds. It feels like this is just setting up more ways to fine people to pay for this change. Keep the speed limit at the accepted urban speed zone speeds of 50km. The city keeps removing parking to build bike lanes, but you have destroyed the busing system (which was already had) and are making it harder to drive places. If someone is not physically able to bike or reasonably willing to bike in winter, it is now next to impossible to get places in the core. The changes on Sherbrook and the changes in the West Broadway/Wolsely areas have meant that people who rely on cars to get around (ie. people with disabilities and mobility restrictions) can no longer visit these places without having to worry that there will not be a place they can park within walking distance to where they want to go. I personally can no longer consider West Broadway or some streets in the Corydon area as places to live because the removal of residential street parking means I wouldn't be able to reliably get to my home. I have had to not go to friends' apartments because I couldn't find an accessible place to park. Putting in bike lanes at the expense of people being able to get around the city and actually visit businesses is ableist. More poorly built bike lanes and more restriction on speed limits	11/7/2025 12:16 PM

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and where and when people can drive on roads will not significantly increase the number of people biking, because many people CANNOT bike long distances to commute. I would like cyclists to be safe but not at the expense of everyone else's lives. There needs to be better ways to build bike lanes that don't reduce the use of roads and don't make it impossible to park in the central part of the city.

548	The backup of traffic will impact all of academy and other parts of Wellington crescent. Cyclists also need to follow rules (many ride hands free wearing headphones and do not adhere to any road safety rules). I live on Wellington crescent. Poor cyclist behavior makes it unsafe for everyone	11/7/2025 12:01 PM
549	I believe the bike lane should be up beside the sidewalk instead of beside traffic, like in St. Norbert. I feel it would be safer for cyclists to be up off the street. It would also be better for motorists in our growing city to not take away lanes of traffic, and parking. Taking away parking always harms businesses. Getting cyclists off the street and up beside the walkway is the only safe solution.	11/7/2025 11:55 AM
550	i fear motorist will become more impatient and cause more near misses & accidents.	11/7/2025 11:48 AM
551	I'll probably be dead from old age before the proposal for permanent cycling infrastructure is proposed.	11/7/2025 11:45 AM
552	it's a terrible idea and going to affect everyone negatively	11/7/2025 11:36 AM
553	Existing curbs to separate cars and cyclists are hard to see and could be marked better, not all have proper signage. They should be painted.	11/7/2025 11:33 AM
554	Let's have the cyclist pay insurance similar to auto insurance. Why can't they contribute to help with the cost of construction to bike lanes. So many cyclists on the roads disobeying traffic rules. They jump from sidewalks to roads whenever they want. Are they not considered vehicles when in the roads. Let's have cyclists pay autopac to construct and use these bike lanes or roads.	11/7/2025 11:28 AM
555	This is such a stupid idea cooked up by stupid people. Do better.	11/7/2025 11:23 AM
556	Install speed bumps to slow vehicle traffic as was done on Watson between Leila and Jefferson. Leave small 30 inch sections out from each curb for cyclists use. Also City should return back to issuing licenses to cyclists for an annual fee to help contribute to cost of all these cycling safety measures.	11/7/2025 11:21 AM
557	Great work. Please consider making the 'protected' lanes even more protected/distinct from traffic (eg no long stretches of only painted lines)	11/7/2025 11:12 AM
558	As a cyclist I have to ride in a sidewalk because I don't feel safe riding in the road. The changes are necessary and will connect the bike lane to the bike lanes already in place in Osborne Village.	11/7/2025 11:11 AM
559	The proposed/enhanced left turn lanes at Hugo and Grosvenor will only hold a few cars and previously straight through traffic could still proceed. The number of cars wishing to turn will now wait in the one straight through lane and stop traffic. Grosvenor at WC needs a redesign to allow a left turn at WC. This need will increase when other options - like Dorchester- are closed. Without that change traffic cuts down Ruskin Row to Kingsway and Palk. Through a neighborhood and past peanut Park and a playground. This problem will get worse unless this is mitigated. Traffic needs to turn left on to WC somewhere, and Grosvenor is the most appropriate place. The change from 2 to 1 lane on WC at Stradbrook will lead to zippering at a cross walk. This is a bottleneck with bad sight lines. Cars should not be allowed to park so close to that crosswalk.	11/7/2025 11:09 AM
560	This will shorten my commute by making this a route I'd be willing to cycle down. As it is now, I avoid this stretch of road because it's so dangerous.	11/7/2025 11:03 AM
561	Hopefully it will reduce congestion in and around the project area as people feel more comfortable using non-motor vehicle transport.	11/7/2025 10:59 AM
562	This will be a game changer for me and for pedestrians, as due to fear of the traffic, I ride my bike on the sidewalk, always a precarious thing to do. I am an avid cyclist and I'm so excited about the bike lanes!!	11/7/2025 10:58 AM
563	I still want easy access to my Church, Redeemer on the corner of Academy	11/7/2025 10:52 AM

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564	I ride an e-bike but currently will not ride on Wellington Crescent due to the danger. I take a convoluted route through side streets instead. Having safer bike lanes will mean I will be able to enjoy riding on Wellington Crescent.	11/7/2025 10:46 AM
565	My partner and I are both cyclists and both of us were injured while riding our bikes on separate incidents. Drivers made right hand turns without shoulder checking for cyclists. I broke my collarbone and my partner's arm was driven over the vehicle's rear tire, fracturing her wrist and elbow. Please ensure there is signage asking motorists to shoulder check the new bike lanes for cyclists before making right turns to avoid accidents like ours.	11/7/2025 10:35 AM
566	How many people overall want these changes compared to an overly vocal interest group? While there are a select few who have made this project their sole purpose in life, overall most people will be negatively impacted by the project	11/7/2025 10:33 AM
567	I think this design will improve safety across the board for all modes of transportation. When driving, the lanes are so wide that people are constantly speeding. This should be an area of the city that is welcome to all and this design meets that mark.	11/7/2025 10:25 AM
568	There will be an increased risk of accidents, injuries and potential death	11/7/2025 10:25 AM
569	Road rage. This is unacceptable. Stop all Kenaston expansion before east/west south of the river is permanently resolved. Temporary measures are ineffective and are an excuse for dragging heels and funds mismanagement	11/7/2025 10:24 AM
570	This is huge for me- I will now feel safe riding my bike to many places! Instead of driving my car. I am 65 and riding my bike for transportation is important to me to help me keep fit, And to lessen my use of fossil fuels! I can't stop smiling!	11/7/2025 10:17 AM
571	This city has an obsession with cars and lack of safety for cyclists. It is imperative that we undertake changes like this to make the city more walkable/cyclable, and to encourage more people to consider taking the bus or active transit. Adding multi-level parking in the Osborne region has been a need for a while, and this will only exacerbate that. A plan to address this soon will help mitigate some of the grumbles of those used to on-street parking.	11/7/2025 10:16 AM
572	Single lane roads with frequent pedestrian crossings may cause motor vehicles to be delayed, increasing frustration, and decreasing attention. Would the city consider placing roundabouts on these intersections, similar to Waterfront crew, to increase traffic flow, decrease risk of speeding, and allow for more pedestrian/cyclist visibility once a permanent structure is discussed?	11/7/2025 10:16 AM
573	Traffic will become backed up considerably and congested when apartment dwellers are turning into riverside blocks.	11/7/2025 10:10 AM
574	As a long time past cyclist I feel the seasons in Winnipeg are not conducive to a large amount of cycling. I have noticed that many routes designated for cycling are rarely used. Also I am appalled at the disregard of road regulations by current die hard cyclists. I was always careful and followed the rules to a tee. The area you are proposing to retrofit is high traffic and relatively complex as it is. Adding these extra barriers will make things much worse for the motorists cyclists and pedestrians which could potentially cause an increase in accidents.	11/7/2025 10:01 AM
575	As a cyclist, pedestrian and motorist the scariest thing is the turning. When I am a motorist I feel more comfortable when right turns on red and not allowed and when cyclists and pedestrians get a head start so that I can see them. When I am biking and walking I feel the safest when I get a head start and don't have to worry about cars turning into me and not seeing me. I don't think the little sticks are going to do much for the bike lane portion, I would put planter boxes instead.	11/7/2025 10:00 AM
576	Increased traffic at uncontrolled intersections and on secondary residential streets particularly around Enderton Park (popular with small children)	11/7/2025 10:00 AM
577	I use this section of Wellington near daily and these changes are exactly what we need. Traffic will slow naturally. The change to Gertrude entrance and exit is great!	11/7/2025 9:56 AM
578	Environmental noise will be cut down by 15-20% if that's what your models show. There is a rash of health benefits that are rarely talked about if traffic is moved out of the city centre and pedestrian corridors/neighborhoods. Less microplastic from tires and less pollution. If drivers are moving slower, they will see more of the surrounding environment and maybe be encouraged to make changes in the neighborhoods along their commutes.	11/7/2025 9:54 AM

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579	I am curious about closing access to Gertrude, eastbound. I use this route about 2 times per week as it is shorter and more direct to get to Osborne south, where I live. Is there a strong reason for this? I have never seen an issue at that intersection, but obviously don't have the data regarding its safety.	11/7/2025 9:53 AM
580	Reduced on-street parking will make motorists safer.	11/7/2025 9:50 AM
581	Lower speed limits will also have a positive impact on reducing noise levels. 50km/h speed limit usually means people drive even faster - with many people driving far beyond the speed limit during quiet hours. The adjustment will help calm traffic and allow the neighbourhood to feel more like an actual neighbourhood instead of a by-pass freeway.	11/7/2025 9:45 AM
582	If you don't fix Wellington for my family, I will personally ensure it is closed to all users regularly.	11/7/2025 9:44 AM
583	Removing the first access to Gertrude (where the video says "Access Closed") looks like it would make it more likely for cyclists to get hit by a car turning right at the second access to Gertrude (where the video says "Access to and from Gertrude"). That's an awkward spot to turn right, especially for vehicles. It seems like it would be safer to keep Gertude open since there is more visibility and room for both cyclists and drivers there.	11/7/2025 9:44 AM
584	As a motorist, I will be more likely to shoulder check when right turning, as I usually only think to do this when there is a visible bike lane in place	11/7/2025 9:42 AM
585	i worry about changes to the Wellington/Hugo/Gertrude intersection. It is already a nightmare between parking down one side and people constantly turning on and off. Traffic is already really backed up with folks Trying to go up and down Hugo with one lane mostly blocked with parking. With Wellington going down to one lane going eastbound there could be major traffic back up with the number of cars that turn on to Hugo. I am also unsure how traffic will be affected from River onto Wellington where it reduces to one lane.	11/7/2025 9:40 AM
586	This will make our neighbourhood more desirable as a destination in general. It will also make it a more desirable route for cyclist and pedestrian traffic going to and from Corydon, Osborne Village, and Stradbroke businesses. This will have a positive impact on property values.	11/7/2025 9:39 AM
587	Enforce traffic laws on cyclists. A large majority of cyclists ride as if they own the road putting themselves at risk.	11/7/2025 9:35 AM
588	Painted lines are not adequate infrastructure for cycling safety. Hope that post interim solution, full protected lanes will be established.	11/7/2025 9:34 AM
589	This should be a permanent change and not temporary. I use that corner all the time to visit my daughter on Arbothnot.	11/7/2025 9:34 AM
590	I think it is dangerous to make the vehicular lanes in older areas of narrower to accommodate cyclists for a relatively short time of the year. Can the barriers not be there only in the cycling season so as not to make narrow lanes narrower during the snow season.	11/7/2025 9:30 AM
591	In 2023/2024 I lived at 412 Wellington Crescent. I lived on and biked this stretch of Wellington everyday to commute to my job downtown. After a couple of extremely close calls with dangerous drivers who were driving too fast, driving recklessly, not paying attention, or outright hostile to cyclists, I stopped biking on the road and started using the sidewalk. It was simply too much of a gamble to try to compete with the cars. I now live in Wolseley but still use this section of Wellington with fair regularity to get to Osbourne Village. These changes will (finally) improve the safety of cyclists on this road and I'm looking forward to their implementation. I hope that in the future the city will make improvements to the local bridges, such as the Maryland and Osbourne bridges, to further improve bike safety.	11/7/2025 9:30 AM
592	Cyclists and pedestrians should be taught road safety - cyclists should require a licence to use main routes. There has been a swift increase in winnipegs population that the city's infrastructure cannot well support - the roads/routes are already questionable. More bike lanes taking over vehicle lanes for a small proportion of users does not seem cost effective. It is already difficult to find parking in many areas of the city - perhaps do a study to improve parking and access to small businesses.	11/7/2025 9:29 AM
593	Cyclists will feel safer! All those options above centre motorists re: this change, but prioritizing motorists is NOT the point of bike lanes. This is something I believe shouldn't be temporary - it should be permanent.	11/7/2025 9:28 AM

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594	The speed should be reduced to 30km/h. Wellington has Turns that create blind spots, especially for fast moving vehicles. In Winnipeg alone, there are between 13,000 - 20,000 vehicle collisions (all degrees) every year.	11/7/2025 9:27 AM
595	Not only will I feel safer as a cyclist/pedestrian in the area, I will feel more comfortable as a driver as well. It makes me uneasy when I have to pass cyclists in a tight situation and I would much rather have the proper road infrastructure so that this is not a worry.	11/7/2025 9:18 AM
596	Signage absolutely required to make sure joggers/walkers use the provided path NOT the street! Cyclists need signage that they should be in the right lane and not assume both lanes are prioritized for them only. Very bad experiences with cyclists veering past parked cars into the lane where a moving vehicle is already present	11/7/2025 9:17 AM
597	If implemented will use this route to connect to other protected bike routes regularly.	11/7/2025 9:16 AM
598	It seems quite complex. I hope the complexity doesn't cause problems.	11/7/2025 9:14 AM
599	I live in Wolseley and use this street frequently as a motorist and sometimes as a cyclist. I would anticipate using it much more as a cyclist with the addition of bike lanes!	11/7/2025 9:01 AM
600	There are so few bikes on this road, we spend so much money on bike infrastructure. It makes driving and parking a car in Winnipeg almost impossible.	11/7/2025 9:01 AM
601	Of course this will change all present conveniences re turning, parking etc. but as a high density population next to parks and cycling areas this is essential	11/7/2025 9:00 AM
602	I do not think this is a good idea. I believe that wellington is good the way it is	11/7/2025 8:58 AM
603	I have never felt safe biking down wellington but I will likely do so with these changes.	11/7/2025 8:56 AM
604	Any accidents or construction will create huge delays. Moving companies park on Wellington Crescent at some buildings as they are unable to access some condos. This will completely block traffic in one direction. The city is paying too much attention to cyclists and not enough to pedestrians. Last winter the cyclist lanes were cleaned quickly while the pedestrians were left to struggle with icy and uneven sidewalks. I had to walk in bike lanes to be safe. Fortunately there were almost never any cyclists. My concern is that more bike lanes will result in further delays to clean sidewalks.	11/7/2025 8:56 AM
605	Left turns onto Wellington will be a huge problem. No turns on Grosvenor, Gertrude, and dorchester will cause more motorists to cut through Palk, Ruskin and Yale and Harvard. We already see a lot of traffic because of no left turn at grosvenor. PUT A LIGHT IN AT GROSVENOR AND ALLOW LEFT HAD TURNS THERE , as it used to be 20 years ago would keep traffic on the busy streets and off the residential streets. We are busy with Kelvin school, st Mary's school and allowing left hand turns at Grosvenor would be a super solution.	11/7/2025 8:51 AM
606	Cyclist who was killed on this stretch died as a result of one driver going at illegally excessive speeds. This design is reducing traffic volume by two lanes on a very busy corridor serving the community and connecting it to downtown. This is terrible idea. The existing sidewalks can be widened and divided for pedestrians and cyclists at a much lower cost to Winnipeg citizens.	11/7/2025 8:47 AM
607	Since moving to the area I have been discouraged from cycling which is one of my main modes of transportation, due to safety concerns travelling on Wellington. The proposed idea would allow me to cycle much more.	11/7/2025 8:44 AM
608	I live in the area and cycle often (although I use my vehicle more). Right now I avoid Wellington on my bike bc it's too dangerous. The proposed change will change my behaviour. I will use Wellington more. It connects major bike corridors. This is a good thing!	11/7/2025 8:42 AM
609	Restricting access to Gertrude will change how i drive, but i really shouldn't be using a residential street to cut through the village so though inconvenient for me it is good traffic design for people and the city	11/7/2025 8:39 AM
610	Council should accelerate permanent bike/ pedestrian infrastructure. Paint is not infrastructure.	11/7/2025 8:39 AM
611	Reduced fear as a cyclist	11/7/2025 8:37 AM
612	There should be linking bike paths/ routes to ensure safety for pedestrians (runners/ walkers) and cyclists can safely access this new route.	11/7/2025 8:36 AM
613	This will make me feel safer as a cyclist (not getting hit) and as a motorist (not worried about	11/7/2025 8:35 AM

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hitting cyclists when I am driving)

614	On winter weekends I like to park on Wellington in order to access the river trail at the Hugo docks. I am not sure where I will find parking for that now. I think there will be a significant traffic bottleneck for westbound traffic at Hugo. Wellington is reduced to one lane and the left turn lane at Hugo has very little stacking. I believe that stack lane will spill into the travel lane and traffic will grind to a halt.	11/7/2025 8:35 AM
615	Driver testing for [REDACTED] to obtain a Manitoba driver's licence.	11/7/2025 8:34 AM
616	The plastic separators- can they stop a car heading into the bike lane or is it more symbolic? I'm curious about the plan for moving the car traffic coming from south osborne heading onto wellington crescent towards academy. That left turn at gertrude and wellington always felt tight and visibility around the corners wasn't great to begin though I know it moved a lot of folks from northbound osborne to academy. Not sure where they'll go- Left turning light at river?	11/7/2025 8:32 AM
617	I expect the lane reductions won't cause congestion, but instead divert traffic to other roads	11/7/2025 8:30 AM
618	Bike path should be on sidewalk, separated from cars. You are not considering delivery vehicles. I couldn't find the cost of these proposed changes in the information.	11/7/2025 8:29 AM
619	This is going to cause traffic congestions and is unnecessary.	11/7/2025 8:27 AM
620	I hope permanent, separated cycling lanes are installed quickly as they are the only truly safe option. Have real questions about the green zone "left turn" feature at Wellington and Academy.	11/7/2025 8:27 AM
621	With no left turns on Gertrude, Dorchester and already grosvenor more traffic will be coming down palk and Yale and Ruskin. It is already very busy because of no left turns on Grosvenor. Restricting more left turns will make our Ruskin row area even busier. We already deal with Kelvin traffic and st Marys traffic.	11/7/2025 8:27 AM
622	New rules must be enforced.	11/7/2025 8:27 AM
623	Speed limit is my main concern even mireso than bike lanes though I am a cyclist	11/7/2025 8:25 AM
624	This will be a small inconvenience for vehicles. But on the whole an improvement for everyone, cyclists in particular.	11/7/2025 8:22 AM
625	Parking is already an issue in this area. I lived around here for 8 years, 20 years ago and winter parking was impossible	11/7/2025 8:17 AM
626	I turn right from Wellington to the Sherbrooke bridge to get to work and there is often lots of traffic trying to do the same. I wonder if combining the left hand turn lane with the lane going straight would work better, freeing up the right lane to have an advance green to turn onto the bridge while the southbound Maryland traffic has the delayed Green to turn left onto Wellington (I hope this is clear, please feel free to reach out if not)	11/7/2025 8:17 AM
627	The largest problem I have with plans surrounding bike safety is that my observations of the area don't align with the urgency of change. This is a knee jerk response to a speeding reckless driver. There is not rampant speeding in the area. Added on top of this is that these changes and the costs incurred by the city is for a deep minority. I drive this area daily and see few cyclists. That number is even more greatly reduced in the winter months where you can go weeks upon weeks without seeing any. Crumbling infrastructure around the city and we as a city spend massive amounts on things that are hardly used because a lobby group makes the most noise. It is a shameful waste of financial resources with very little benefit.	11/7/2025 8:12 AM
628	I am concerned about maintenance of the surface of "protected" bike lanes - accumulated debris, snow and poor pavement (eg Harrow bike lanes). When poor, a cyclist may need to move away from the curb - potential for confusion and conflict with motor vehicles	11/7/2025 8:11 AM
629	When putting in bike paths, it is important to be sure drivers can who are turning on or off the street can see cyclists. AVOID situations like the turn from River Avenue onto Bryce Street. The angle drivers must use to make the turn because of the cement partition for the bike paths actually creates a blind spot for the driver. An accident will occur in locations like this - a cyclist will be hit because the driver can't see well, or a car will be rear ended if a driver stops to ensure a cyclist is not nearby. Cars are allowed to park too close to this turn, making visibility even worse.	11/7/2025 8:11 AM
630	It will connect the excellent protected bike ways on River and Stradbrook to the very popular and useful Academy Road. As it is now, its like the city is luring cyclists into one of the most	11/7/2025 8:10 AM

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dangerous roads to cycle along. Ideally there would be protected lanes not just painted lanes, but this proposal is better than nothing.

631	The installation of the pedestrian crossing at Munson park had a positive impact for pedestrians, with only minor affect to cars. Dividing up a one lane street, once again neglecting the requirements of vehicular traffic, is a nod to a few loud voices that want change for their own benefit. I am old enough to remember the fatal car accidents on Wellington cres.west of Academy. The city did not demolish homes to change the curves in the road. Special interest groups are designed to bring an issue to your attention. Placating them with duct tape solutions is not the answer. If there is no money in the budget now, then determine when there could be. The development of bike lanes must be made out of the wide boulevards, not punish the vehicular drivers.	11/7/2025 8:06 AM
632	the open intersections where cars are yielding into the bike lane is very dangerous. there are other locations like this in the city or locations where bike lanes suddenly end (Sherbrooke for eg)	11/7/2025 8:04 AM
633	I am in favour of bike lanes in general but with slower side streets right there, it would seem better for everyone if the bike lanes were on those streets. There is not a good alternative for cars in that area.	11/7/2025 8:03 AM
634	I will start to use the route as a cyclist. I have always avoided it as a cyclist or used sidewalks b/c it is too dangerous.	11/7/2025 8:02 AM
635	Hopefully less car traffic!	11/7/2025 7:56 AM
636	I don't think these changes should be implemented at all. The incident where the pedestrian was killed was where a driver was going over 150 km/hr which is quite rare.	11/7/2025 7:54 AM
637	I will be more likely to cycle on this stretch of Wellington rather than taking other side streets (eg, Nassau to Mcmillan) as I usually do to avoid the risk of driving with the motor vehicle traffic along wellington that we currently have. The cars change lanes and speed past cyclists aggressively and it has never felt like a safe route so I have almost always avoided it. This change would make it safe to cycle down.	11/7/2025 7:54 AM
638	I walked this route from many years without any incident, definitely not crazy about the reduced speed limit	11/7/2025 7:51 AM
639	Monitoring and Enforcement needs to be part of this plan to make Wellington Crescent safer for Cyclists, Pedestrians, users of E-Mobile devices and Motorists.	11/7/2025 7:51 AM
640	Instead of the city constantly wasting funds on bike lanes on the road, would be easier, faster and more affordable to simply make sidewalks wider to accommodate walking and cycling	11/7/2025 7:48 AM
641	Willing to have some vehicle traffic slowdown for cyclist safety.	11/7/2025 7:44 AM
642	Reducing speed of vehicular travel is impacting already longer commutes due to congestion and adding bike lanes that are rarely used during the winter months is frustrating as the impact to vehicular travel, which is year round, is more permanent just to create a temporary solution for the dozen cyclists that continue to use it on a year round basis.	11/7/2025 7:43 AM
643	The changes will improve safety for pedestrians and cyclists, as encouraging more people to be using active transport will increase the number of people out and about, increasing public safety	11/7/2025 7:41 AM
644	Parking is already limited in a densely populated area. Left hand turns to access properties will cause traffic congestion.	11/7/2025 7:39 AM
645	Traffic delays will be minimal - there are other more urban routes to take (such as Maryland/Sherbrook and Corydon) - for pedestrians and cyclists this is a major route to use - this a modest trade off in time for increased use in alternative forms of transportation - I walk or drive this route daily for work and would never cycle it because it has been so unsafe so far - it would make biking feasible even in the winter - it will reduce parking but most nights Wellington clears out after the evening. People also don't park there for the Corydon bars/restaurants. We walk to use the winter skating trail and some may miss parking on Wellington for that but during the winter there are more spots available on the residential streets between Wellington and Corydon. So this should have a minimal impact. This plan would be a game changer. I have been nearly hit walking to work on Wellington several times as people try to run the light or make the turns at Gertrude or merge from Dorchester. I tried	11/7/2025 7:37 AM

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biking and found it very dangerous. It will add more time to get to and from Osborne Village but it's slows down traffic and is very worth it.

646	Blocking off the turn at Gertrude will be positive, but the intersection at Wellington/Wardlaw, and Wardlaw and Daly will become even more congested and dangerous. I walk my dog across that intersection every day and already during rush hour it is extremely scary to cross. Also if turning during rush hour will still be allowed there then the traffic will get so backed up if you're trying to travel southwest down Wellington. Mainly though is pedestrian and cyclist safety with people constantly trying to turn at that spot.	11/7/2025 7:35 AM
647	I fail to understand why the boulevards are not being utilized for bike lanes. For some reason the city thinks there are an equal amount of bikes and cars. In the winter bike riding drops even more dramatically.	11/7/2025 7:25 AM
648	Too much cross traffic between bike lanes and driveways	11/7/2025 7:14 AM
649	It will throttle traffic to the point of absolute frustration forcing commuters onto Corydon and other already congested routes.	11/7/2025 7:13 AM
650	The case of the cyclist tragically killed in this area won't be addressed by this change. A driver with extreme speeding (> 150 km/h) is an extreme outlier event. That driver was breaking the law. The proposed changes won't address outliers like that driver, they'll just worsen congestion and punish the majority of Winnipeg citizens who are already following the rules. Cyclists are able to use this area safely as is and I would know, I live in the area and cycle there regularly.	11/7/2025 7:11 AM
651	As a motorist I am always nervous about where the cyclist are on Wellington because there are no dedicated bike lanes, and cyclist constantly have to go around parked vehicles into a lane of traffic that is quite busy and fast. These changes will make me feel more confident as a motorist knowing cyclists will be safe, and as a cyclist knowing I will be more safe.	11/7/2025 7:10 AM
652	If you don't live in this area, you don't understand how dangerous it has become. It's been overdeveloped with large condo and rental blocks that don't have enough parking because the city keeps allowing developers to have less parking than required. The area is used as a throughway for drivers trying to get to the suburbs. It's over congested and dangerous. Drivers are trying to find shortcuts to get to their destination, they expect pedestrians, bikers, etc to get out of their way. Cars are parked inappropriately because there is not enough parking in the area causing dangerous obstacles. This isn't a solution / the solution needs to create better flow for vehicles to get out of downtown- to the suburbs. The City will cause more safety issues with this solution. Overdevelopment has caused massive congestion in this and the surrounding neighborhoods. Figure out how to make this area less congested - this is not the solution - you're causing other safety issues. Re-evaluate this area and the surrounding area of Crescentwood and Osborne - the overdevelopment with no parking is causing issues - it brought more cars to this area with no parking causing safety issues and congestion. Stop telling the people living in these areas that we need to figure it out after you approve these ideas.	11/7/2025 7:09 AM
653	pave & expand the walkin path that's already in the middle of boulevard!	11/7/2025 6:57 AM
654	Poor quality of curb lane surface causes bicycles to swerve encroach into traffic, bicycles can easily use parallel side streets (I do this), speed reduction will not be abided by, not a chance, If this route had the same bike density as somewhere in Copenhagen then so be it. Use other streets such as Hugo, Nassau, Grosvenor and Harrow (which already has a very successful bike lane).	11/7/2025 6:57 AM
655	I support these changes	11/7/2025 6:45 AM
656	Good that changes will force drivers to slow down	11/7/2025 6:45 AM
657	This is much needed and would make me want to take this route as a cyclist. Currently I avoid it because it is unsafe.	11/7/2025 6:40 AM
658	The traffic especially in the way home is already congested. Wellington Crescent with reduced speed has created too much traffic for Academy and ruined that street for stores and increased hazards given congestion	11/7/2025 6:39 AM
659	dedicated bike lanes will also motivate cyclists to stay off of sidewalks. There is no room to share sidewalks with cyclists and cyclists belong on the road	11/7/2025 6:36 AM
660	While I like the idea of the bike lanes and recognize it's a temporary change to judge its	11/7/2025 6:36 AM

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effectiveness, I feel I need to say that just painted bike lanes without any true physical barriers can be dangerous to cyclists.

661	Why have speed bumps not been actively considered?	11/7/2025 6:35 AM
662	Left turns at grovesnor on to Wellington . To improve overall flow in the neighborhood	11/7/2025 6:34 AM
663	Bike lanes decrease safety . Bike lanes need to be off the streets. The only reason they are put on the streets is to congest traffic. All designed by greeners with their climate nonsense and city Agenda 2030 fraud.	11/7/2025 6:33 AM
664	Why would you even consider a temporary bike lane in winter. Furthermore I rarely see any cyclists using the majority of the bike lanes we have. People just need to watch where they are going and stop being distracted	11/7/2025 6:28 AM
665	This project is a knee jerk reaction to a terrible accident. Please do not waste our money on this.	11/7/2025 6:18 AM
666	Bus routes will slow down, especially the D16. Dedicated bus lanes need to be a higher priority than dedicated bike lanes.	11/7/2025 6:13 AM
667	two lanes to one lane will increase the frustration and aggressive driving. be careful what you ask for you might get it...why would you expect the vehicle driver to be happy?	11/7/2025 5:58 AM
668	I have noticed the city has a lot of bike lanes hardly anybody uses even in summer. A big waste of money.	11/7/2025 5:47 AM
669	I will actually feel safe riding my bike there which I didn't before	11/7/2025 5:40 AM
670	Concern cars turning left anywhere along Wellington will make long back logs if there's no space to get around.	11/7/2025 5:36 AM
671	Less people will DIE or get injured. The collision statistics should trump small delays in vehicle time or turning challenges. Some of the options above are just plain offensive. DO BETTER	11/7/2025 4:54 AM
672	Wellington Crescent from Academy to River Road should be designated 40km/hr with signage. With Winnipeg short of infrastructure funds this money could be redirected to other critical structures such as bridge renewal.	11/7/2025 3:55 AM
673	The route will feel much safer for cyclists, and will reduce motorist frustration with sharing the road with cyclists.	11/7/2025 1:44 AM
674	It would be nice if the lights at Grosvenor and Hugo were better synchronized so exiting the properties would be easier as traffic now dribbles in from one side and then the other making it difficult to exit.	11/7/2025 12:24 AM
675	With other bike paths in the area, there are many alternative ways of cycling through this area. At the same time this stretch of the roadway is an important link between the areas of the city, with very few alternative routes. Choking traffic and giving up parking spots in response to one irresponsible driver causing a fatality seems like a waste of money and a severe overkill. At the same time, the measures are unlikely to prevent someone else going 150km/h and causing another fatality, since none of these measures prevent severe cases of stupidity.	11/6/2025 11:34 PM
676	It will provide an important connection to the cycling routes in Winnipeg which impacts more people than the local residents	11/6/2025 11:30 PM
677	There look to still be some large gaps in protections for the bike lane where there are slip lanes and wide driveways.	11/6/2025 11:28 PM
678	Greatly improved experience for cyclists, and links active transit paths safely.	11/6/2025 11:23 PM
679	Currently commuters avoid traffic lines on this section of Wellington by speeding down Ruskin Row so that they can turn on either Palk or Kingsway to turn left on Wellington. This section of Ruskin Row is adjacent to peanut park where there are no traffic calming measures or crosswalks yet there are many pedestrians and children crossing the street to access the park. By limiting left turns onto Wellington at Dorchester and Hugo this will force more traffic to Ruskin, Palk and Kingsway. Kingsway has the added challenge of very busy street parking which creates potentially dangerous conditions with the street limited to 1 lane. With the additional medium to high density housing planned and in development for the area additional barriers to accessing main routes will further impact traffic on side streets.	11/6/2025 11:21 PM

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680	Emergency vehicles frequent this route and will be heavily impacted for both their ability to park and service the residents and buildings along Wellington as well as increase the length of their response times due to traffic congestion and limitations. Moving trucks/delivery trucks will also be heavily impacted for these same residents and buildings. Increased traffic volumes down residential side streets to avoid turn restrictions/traffic jams	11/6/2025 11:15 PM
681	I will actually use it as a cyclist, which will mean I actually use the existing bike lanes on either end more effectively.	11/6/2025 11:09 PM
682	While change may not improve car traffic, it will likely improve movement of people by encouraging more active transportation, and overall improve efficiency for moving people.	11/6/2025 11:08 PM
683	I use this route to bike/bus from my home on Grosvenor to the Safeway on River. It's always been a little bit nerve wracking, and since that cyclist was killed, I have avoided the trip. I urge the city to take action.	11/6/2025 11:07 PM
684	Fully support	11/6/2025 11:04 PM
685	Suggest that the city and Gillingham in particular STOP misdirecting funds from elsewhere to projects like this. People are sick and tired of the huge and unjustified increases in sewer and water rates.	11/6/2025 10:57 PM
686	Painted bike lanes are entirely inadequate, including painted lanes with ludicrously widely-spaced flex posts. Concrete-separated lanes are the bare minimum. Pin down some concrete curbs if you want something quick.	11/6/2025 10:41 PM
687	As a resident just a block away from this area it's so obvious how much the route is dominated by people who don't even live here. On evenings and weekends it's so much calmer and there's so many people who go for walks to enjoy the wide sidewalks and parks. But this is made challenging by the noise, speed, etc. (E.g. splashing) of cars I think these changes would make this area so much more pleasant for residents. And while there might be loud voices complaining about impacts to congestion - even at rush hour when one is standing near the road watching traffic the two lanes are never used adequately. The reduction to one lane will likely improve safety outcomes for folks trying to access their residences in the high rises as well. Designing these bike lanes goes much further than benefiting cyclists. The added changes to the Gertrude and Dorchester intersections are HUGE news, these spots are so dangerous to cross as pedestrians. I'm so tired of risking my life to cross the equivalent of 4+ lanes of traffic with almost no stop signs.	11/6/2025 10:41 PM
688	They will connect vital parts of the surrounding cycle network (River, Stradbroke, Academy, etc) and make it possible to safely bike in the area.	11/6/2025 10:28 PM
689	As a resident of Yale Ave between Ruskin and Stafford who walks their child to school on lilac daily, the increased morning traffic on Ruskin due to no left turn at grovesnor at Wellington is already a concern. We cross at Ruskin at Yale and traffic speeds through without slowing to turn at Palk to get onto Wellington. Eliminating the ability to turn left at dorchester will only intensify this issue. We are a small community with many young children around peanut park and already deal with traffic pile upon stafford due to st Mary's Academy each morning and increased traffic down Ruskin. This will only make it worse and more unsafe for children crossing Ruskin. Additionally, with Wellington down to one lane traffic will be constantly backed up during peak hours, as cars are frequently turning into the their condos along the river. Which means traffic will be backed up as cars wait for oncoming traffic. As a primarily thoroughfare in our neighbourhood this will cause major delays. Despite being an active cyclist and encouraging the city to further pursue separate bike lane, this is no the right solution for this neighbourhood.	11/6/2025 10:14 PM
690	By blocking left turns on the southern residential streets to Wellington, drivers will have to continue further north, increasing traffic past peanut (Enderton) park and down Kingsway. Kingsway is already congested with parking and people dropping off and picking you students for Kelvin and St Mary's Academy. Funneling more traffic through this area will be problematic. For example, Kingsway is very busy with parking and traffic from St Mary's Academy and Kelvin. Having traffic re-routed to Kingsway for a left turns will create a lot of congestion. As it is, people often drive on my boulevard when meeting cars coming the other way. I don't so much care about my boulevard (I have often driven on it myself to make room for oncoming cars) but it's an example of the limited space on this street, completely full of parked cars Monday-Friday during work hours. Re-directing traffic will make this worse, and not only be	11/6/2025 10:12 PM

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frustrating, but be a safety issue (on Kingsway in the block between Ruskin and Wellington, and especially at Kingsway and Wellington).

691	They are ugly.	11/6/2025 10:05 PM
692	As a resident of Ruskin Row and parent of young children that frequently use Peanut Park, I am worried about increased traffic on Ruskin as motorists divert from Wellington Crescent to Ruskin Row and those that need to access a left turn from Kingsway (and can't do left turns from Grosvenor and now proposed restrictions from Dorchester and Gertrude). Traffic already backs up significantly on Kingsway during rush hours.	11/6/2025 9:49 PM
693	I commute from River Heights to downtown by cycling east on Wellington and then crossing the intersection and heading north on Sherbrook over the bridge. The worst part of my commute is that turn from east to north across the intersection. The bike box will help, as it would allow me to park ahead of the traffic and go first into the intersection. Further safety could be provided by limiting cars driving west on Wellington and turning north onto Sherbrook, while the left signal light is on for the eastbound cars and bicycles.	11/6/2025 9:47 PM
694	This will cause endless headaches and congestion on a busy transportation corridor. Lots of empty grass area adjacent to roadways. Bike lanes should be fit into that area without reducing traffic and turn lanes.	11/6/2025 9:40 PM
695	I am a runner. Are we being taken into consideration?	11/6/2025 9:39 PM
696	it will cost a lot of money, that can be spent elsewhere.	11/6/2025 9:21 PM
697	Vulnerable road users deserve protection from major bodily harm and death more than motorists deserve convenience. All traffic decisions should reflect this hierarchy of needs.	11/6/2025 9:18 PM
698	I've been hit when riding a bike on this stretch of Wellington, and I've almost been hit another time on bike and another time while walking. These changes would have prevented all of those incidents.	11/6/2025 9:16 PM
699	May push cut-through traffic on Ruskin on their way to turn left (west) on Wellington. Some people drive fast on ruskin. Traffic calming would help reduce the risk.	11/6/2025 9:15 PM
700	Stop trying to do traffic calming measures in this neighbourhood. It is making it impossible to get around. Please target other areas in need instead. This leads up to an unsafe area to cycle or walk in because of the neighbourhood along Sherbrook, not because of the traffic. I try to avoid cycling here unless I have to because the neighbourhood is bad. Don't do this.	11/6/2025 9:13 PM
701	Good first step. I think the removal of access on slip lanes like Gertrude should be done done for the entire street. Slip lanes have no business in residential areas.	11/6/2025 9:04 PM
702	As a winter cyclist i find that plastic lane protectors just get driven/ plowed over and that a bike lane that's merely demarcated with plastic and paint fills up with snow and slush, is rarely plowed and makes winter riding MORE dangerous over 5 months of the year. Studying this area to death won't help, just build a proper bike lane now and/or reduce the speed limit to 30km/hr	11/6/2025 8:57 PM
703	YES! I am a homeowner on Ruskin Row with young children who regularly cross the street on their own to access Enderton Park. For the last several years, I have implored the City of Winnipeg to install traffic calming measures on Ruskin Row, from Grosvenor to Kingsway, as vehicles are using this as a high-speed thoroughfare to get from Pembina Highway (via Lilac Ave/Ruskin Row) to Wellington Crescent and Stafford Ave. Enderton Park (formerly known as Peanut Park) is next to Ruskin Row, which means that children are being put in harm's way by the speed of which people are travelling down Ruskin Row. Undoubtedly of this stretch of Wellington Cres is restricted or slowed down more drivers will use Ruskin Row as a bypass. This is untenable and extremely dangerous. We have witnessed many near misses with speeding automobiles in front of our house and undoubtedly if traffic volume increases as anticipated there will be consequences. One fears that action will only occur once a small child gets run over. We cannot and will not support even temporary measures of Ruskin Row is not addressed in parallel.	11/6/2025 8:50 PM
704	Just worried about side streets like Cockburn & McMillan which are being overused now, how much impact will it cause these streets. It's unsafe with vehicles speeding & running stop signs now, how bad is it going to be after being frustrated with congestion on Wellington Cres down to one lane. There's plenty of backups now with people turning left (going east) into the	11/6/2025 8:49 PM

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condos on the north side of Wellington. Reducing down to 1 lane will cause major congestion, especially around rush hour.

705	You are running a bus route on narrow street lanes on both Stradbroke and River. It is unsafe for both cars and busses based on your illegal lane width which does not accommodate the truck route that it is including emergency vehicles and buses. You need to consider the safety aspects of reduced width lanes. This concept is not appropriate in a northern climate and the model used to decide to narrow the lanes should not be applied in our climate. Also the design is far too expensive because it is all custom work and takes too long	11/6/2025 8:45 PM
706	My only safety concern with the new plan is the bike lane going from westbound Wellington across academy. Many vehicles will be turning right, northbound onto the Maryland bridge. As a cyclist who is usually crossing over academy to continue westbound down Wellington, I currently move into the middle lane dedicated to through traffic. The new design would force me inside of turning vehicles who are looking south to traffic coming from academy towards the bridge. Will there be a dedicated bike traffic light here and/or a no right turn on red restriction? There is a high potential for drivers looking at traffic to their left and missing crossing cyclists to their right and turning into them. I also do not know why the speed limit on Wellington west of Academy is seasonal. For example, I have been riding this route on my commute during the first week of November along with many others and it is far less safe now that the speed limit has risen to 50. There is still no snow on the ground and many people are still cycling. It encourages drivers to use this route as a thoroughfare instead of Academy and all of my near miss incidents as a cyclist on Wellington (West of Academy) have occurred during this single week despite commuting on it weekly since the spring.	11/6/2025 8:42 PM
707	I think the 40km/h change will be confusing. There are too many speed variables in the city. I live on Wolseley Street and only the locals go 30km/h. Everyone that cuts through goes too fast because they don't read the speed signs and think it's 50km/h. So based on this experience, I think that drivers will just go 50km/h on Wellington and it will give a false sense of security to cyclists and pedestrians. As an avid cyclist, the left hand turn spots at Wellington and Academy look really confusing. I'm pretty sure that they won't be used correctly. This will also give a false sense of security which is dangerous to those most unprotected. The right turn for cars across bike lanes need much brighter or something. Cars don't understand that their lane is running alongside another lane which happens to be for bike. Bicyclists are still left with the brunt of responsibility in this situation. And again some think they are safer because they have their own lane but they are not. Again this gives a false sense of security.	11/6/2025 8:39 PM
708	Bike lanes complicate everything to the point that people do not know what to do with them. They are some kind of torture you inflict on Winnipeggers. Just streets are the best thing, People aren't so stupid that they will run over other people. That plan you propose is a dogs breakfast of a mess. You will destroy our travel confidence in Winnipeg streets.	11/6/2025 8:34 PM
709	Reducing the lanes will prevent impatient drivers from weaving between lanes at busy times	11/6/2025 8:25 PM
710	WE DONT NEED MORE BIKE LANES IN A CITY WITH 6 - 7 MONTHS OF SNOW/WINTER CONDITIONS. WASTE OF MONEY AND TIME.	11/6/2025 8:13 PM
711	Grosvenor is a labelled bike route. Going northwest on Wellington and turning left onto Grosvenor is a common use for cyclists, myself included. With the proposed temporary design, cyclists would need to merge into car traffic and use the left turning lane as is currently, and moving from a bike lane across 2 lanes of car traffic is still unsafe.	11/6/2025 8:13 PM
712	Parking? It's four lanes along there. Often park on the south side. This is such a bad idea. Turning 4 car lanes into 2. Build a new real bike lane and don't steal from cars. This is coming from someone who cycles to work everyday. The dividers they put up don't stand up to snow removal and are falling apart in a short time.	11/6/2025 8:08 PM
713	The reduction in lanes will have no significant impact on driving through here.	11/6/2025 8:04 PM
714	If accidents are the result of people excessively breaking the speed limit (150km+ in a 50km zone), why do city planners think reducing speeds will make a difference? Someone surpassing the limit to that extreme won't be deterred by a lower speed limit.	11/6/2025 8:03 PM
715	They will improve traffic safety for road users outside of vehicles	11/6/2025 7:33 PM
716	I have bit hit on my bicycle in the stretch between Cockburn and Grosvenor This stretch is truly dangerous especially in an area where there are so many pedestrians and cyclists and it's	11/6/2025 7:29 PM

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neglect as part of active transpiration network has been sending a very outdated message.

717	I know this is the cheap solution , but traffics flow in this city is terrible as it is. Making these changes will make it worse. Instead of bike lanes on the street , make the investment and build lanes in the boulevard that will not impact traffic flow.	11/6/2025 7:23 PM
718	Please adapt the connection crescent to misericordia bridge, as for now turning from east and west crescent cyclists are taking the sidewalk bridge or some the line next to the car. This should be clearly assigned.	11/6/2025 7:17 PM
719	Traffic is usually a bit dangerous on this road for cars and extremely dangerous for cyclists. The cycling lane would make it much safer for cyclists and a bit safer for cars by slowing them down a bit. I ride and drive here regularly and would rather add 30 seconds to drive through this stretch in return for a safer drive and a much safer ride on the bike. It's a win win. Don't listen to the hyper-biased, polarized opinions. Parking would get a bit tougher but there's usually not many cars parked there anyways.	11/6/2025 7:16 PM
720	Unfortunate that the changes are so minimal. Traffic speed should be 30 for the whole of Wellington Crescent.	11/6/2025 7:14 PM
721	I will likely use this route more often, as I typically avoid it right now. It would likely encourage me to travel more often to Osborne village by bike on a closer route.	11/6/2025 7:05 PM
722	Cement dividers then painted lines and plastic posts. Why can't you pick one and stick with. Our bike path system in a very underused mess.	11/6/2025 7:03 PM
723	(1) I plan to cycle along this section more often. (2) When walking, I'll feel safer when walking across the intersection at Hugo and Wellington. (3) When driving, it will take longer to reach Osborne, as I currently turn onto Gertrude from Wellington.	11/6/2025 6:58 PM
724	Please consider the rights of the homeowners who pay very high taxes to live here. Consider their safety and rights to drive on streets without being yelled at by pedestrians & cyclists who park in the neighborhood to use our streets like its a park or their own private property	11/6/2025 6:54 PM
725	Turn restrictions may improve traffic flow Buses pulling into the bike lane to access stops is not ideal	11/6/2025 6:28 PM
726	Stop pandering to small groups, this is not a bike city	11/6/2025 6:27 PM
727	Permanent bike lane would be better solution	11/6/2025 6:26 PM
728	I'm just happy the speed will be raised from 30 to 40. 30 is too slow!	11/6/2025 6:20 PM
729	Monitor the area for 2 months for cyclists activity. If the cyclist numbers are low there isn't any need to disrupt traffic or added costs to taxpayers for the temporary cycling pathways	11/6/2025 6:20 PM
730	Cyclists who ride at 45 KMH to work will not be able to. Cyclists who do not follow any rules of the road and feel they are entitled and untouchable	11/6/2025 6:14 PM
731	I'm concerned about the fire trucks which go down Wellington pretty well every day and night. I think congestion will make this a far less viable route for them.	11/6/2025 6:10 PM
732	This temporary measure relies on visibility of road paint and temporary bollards. Therefore, I am concerned that winter road conditions (covering paint) and snow clearing (possibly removing bollards) will either reduce or render completely ineffective these changes. Your video did not address this!	11/6/2025 5:49 PM
733	Less bike deaths.	11/6/2025 5:47 PM
734	As noted previously, I anticipate it will be even more difficult to turn left into our building (Crescent Villa, 245 Wellington) as a motorist. Also don't know where delivery and moving vehicles will park given they can't access our parking lot due to height restrictions. Finally, I'm concerned about safety as a cyclist given the high number of access/egress points along Wellington, especially on the north (river) side between River and Grosvenor.	11/6/2025 5:34 PM
735	Madness! To close east access off Wellington onto Gertrude is ridiculous, a move that will further exacerbate that increased auto congestion, this crazy change will create. I live on Wellington Crescent, so this is going to wreck traffic flow for me. Most of Wellington has very wide boulevards that bike lanes can be built on, without totally screwing vehicle traffic. How did the bike lobby get so strong for a city that is mostly cold and snowy? One that lives on	11/6/2025 5:31 PM

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Wellington, I see everyday how in absolute numbers the cycle traffic is far too sparse to be totally screwing up auto traffic. Complete madness that bike lanes are not instead built onto the wide boulevards! This upsets me beyond words!

736	Why punish everyone for one person's deliberate maniacal behaviour that killed someone? This plan reduces safety.	11/6/2025 5:19 PM
737	The biggest issue is what is currently in place on Stradbroke where the bicycle lane has made it dangerous for people getting out of their cars as a passenger. All it would take is for the passer To start opening their car door and it will be clipped by a passing vehicle. Passengers cannot use the side mirrors to see if a vehicle is approaching.	11/6/2025 5:18 PM
738	cyclist barely use existing bike lanes on Grosvenor and other nearby routes. adding another bike path will only cause more congestion. this new route is unnecessary given that there is already a designated bike route downtown via sherbrook/westminister/balmoral. The city seems to be caving to the demands of a small group while imposing more and more restrictions on the majority of its citizens.	11/6/2025 5:17 PM
739	Since there is no left turn from Grosvenor onto Wellington and the left turn from Dorchester and Gertrude onto Wellington will be eliminated, this will increase rushed traffic cutting through Ruskin in the morning to get onto Wellington, by taking a left onto Wellington from Palk or Kingsway. This will lead to dangerous situations in a residential area mainly used for foot traffic/cyclists. I do recommend to incorporate a left turn from Grosvenor onto Wellington to facilitate cars getting onto Wellington by using main roads and not forcing them having to use residential streets. I would recommend to allow cyclists to be able to turn right onto Gertrude A dangerous location for cyclists and pedestrians remains the right turn from Academy onto Wellington (east/south)	11/6/2025 5:10 PM
740	I don't care if it reduces on street parking.	11/6/2025 5:06 PM
741	My partner may finally agree to join me on a bike ride along this strip of Wellington Crescent.	11/6/2025 4:58 PM
742	The location of two large schools within steps from this construction will cause massive delays and congestion. Are there plans for this project to occur during the summer break? Anyone who drives between 7:30 to 9 am and 14:30 to 16:30 notices and is affected by tue increase traffic flow before and after school	11/6/2025 4:56 PM
743	This project has been needed for YEARS. I live in Wolseley and work in Osborne Village. The 635 route was cut as part of the new transit plan so biking is my best option to get to work unless you want to force me to use my car (contrary to City goals). This road is so dangerous as a cyclist (exhibit A: the harrowing display where Rob Jenner was killed on the same path I bike on every morning). The need is so great and the right of way is so wide it's a no brainer to put a bike lane here. I love everything about this plan EXCEPT it proposes to cut off access at Gertrude. This is my path to work at confusion corner as a cyclist. It is a traffic calmed street with a roundabout, bumps, and a school zone, so it should remain open for cyclists to enter. There really is no safe and convenient way for people like me to get to confusion corner or south Osborne from Wellington as the Stradbroke/River paths don't connect to bike infrastructure along Osborne. Please consider opening Gertrude. Otherwise, people like me will just skirt around the barriers on the sidewalks or opposite way lane which is also dangerous, for the sake of convenience. I want to stay informed about this so please email me [REDACTED] [REDACTED] for updates.	11/6/2025 4:40 PM
744	Some people will be mad, but too bad. This looks great!	11/6/2025 4:36 PM
745	There needs to be a priority signal for pedestrians and cyclists at intersections. There also needs to be some way to create visibility (or force motorists to slow down) at exit and entrances. The vast majority of my near miss experiences along wellington are from cars not looking for pedestrians or cyclists as they exit onto wellington. I feel they are often only looking for other motorists and neglecting pedestrians and other Vulnerable road users.	11/6/2025 4:26 PM
746	I am concerned that implementing a temporary bike lane on Wellington Crescent will significantly impact traffic flow and accessibility. The roadway is already narrow, and reducing it to a single lane—especially at turning points—would likely create substantial delays. Traffic congestion is already a challenge during morning and evening peak hours, and maintaining efficient vehicle movement on and off Wellington Crescent is essential for many motorists, myself included. Motorists use this route year-round, while cycling tends to be seasonal, so the impact of this change would be felt by a large portion of the community. Additionally, the installation of a temporary bike lane may affect the visual character of an otherwise scenic	11/6/2025 4:18 PM

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neighborhood. While cyclist safety is extremely important, many drivers and cyclists have adapted to sharing the road. A concern that should also be considered is cyclist compliance with traffic rules, particularly in situations involving turning vehicles and blind spots. Although bike lanes can be beneficial, Wellington Crescent is a key traffic corridor in Winnipeg, and changes to its function should be approached with caution. A previous example can be seen on Stradbrook, where the addition of bike lanes and limited roadway space has caused ongoing issues, including blocked lanes from delivery vehicles and increased congestion. Current planning does not always reflect the day-to-day realities of modern traffic volumes, increased delivery services, or the limited number of year-round cyclists. Decisions should consider the needs of all road users and the broader impact on the community. For these reasons, I believe implementing a temporary bike lane on Wellington Crescent would be a mistake and encourage reconsideration or exploration of alternative routes or solutions.

747	I am looking forward to changes, as I am a cyclist. The changes will increase cycling activity. It will be a little more inconvenient as a motorist.	11/6/2025 4:16 PM
748	There are lots of cars turning left into their condo /apartment lots between grovenor and stradbrook. At rush hour they often have to wait an entire light cycle. If you reduce to one lane there will be intense congestion in the lane towards stradbrook. Also i have witnessed many dangerous near misses from cars turning right into existing protected bike lanes on river ave - they aren't very protective. We need to put the bike lanes on the boulevard as their own type of lane because people in cars can see that better as an intersection. They don't see bikes coming on their right on the street and cyclists don't have enough room to gage if the car intends to turn or not. Protected bike lanes don't make me feel safer as a cyclist. They just keep cyclists out of the way of pedestrians.	11/6/2025 4:14 PM
749	The project should be permanent and have more protected bike lanes rather than only paint! My kid will not be safe on this.	11/6/2025 4:13 PM
750	There should be more restrictions added for left turns onto westbound Wellington off of northbound Cockburn as well. There is already incredible traffic congestion there (without already having lost 2 lanes) due to motorists attempting left turns there.	11/6/2025 4:06 PM
751	It will affect commute time. Also, my friend lives on Wellington and when we drive out it is already hard to get on to Wellington.	11/6/2025 4:04 PM
752	As long as westbound traffic can only turn left at 3 lane portions of Wellington, the idea is sound. I drive home this way from work every day, and people will turn left anywhere they get a chance or a break in traffic. It looks like that was addressed most places. Not sure if all.	11/6/2025 3:57 PM
753	This will greatly impact the access to Wellington from Gertrude Ave (where I live). Options are either to go south on Daly to McMillan then Hugo but on street parking make Daly and McMillan effectively one way and it is very slow to make this route. Daly to Wardlaw is acceptable but the small intersection will likely become congested with all the extra traffic going from Wardlaw to Wellington, with only two lanes this will be exacerbated as people increasingly need to turn off Wellington to Wardlaw with Gertrude being inaccessible (remember Gladstone school is on Gertrude and there is parent traffic). As someone who drives routinely from Gertrude to Academy this will greatly impact my drive. I don't understand why a speed reduction is needed when the speed limit is currently working without any segregated lanes. The loss of the straight lane to continue on Wellington at Academy will greatly slow down the flow from Wellington to Sherbrooke. I'm not sure you have considered the surprisingly large volume of traffic that turns left off Wellington onto Cockburn, this turn has always been hazardous for pedestrians since drivers can't easily see oncoming traffic and make the turn very fast, with only one lane of westbound traffic in the area, those drivers will feel under even more pressure as they will be holding up Wellington as they wait for an opportunity to turn.	11/6/2025 3:56 PM
754	Overall, this will improve everyone's safety including vehicles. I'm all for that.	11/6/2025 3:54 PM
755	I am only worried about the lack of cyclist access to Gertrude, which is a common route. I understand the potential conflicts there, but it would be easier than going around the block and I think a lot of riders are going to just jump the curb and go anyway.	11/6/2025 3:48 PM
756	I regularly turn right down Gertrude off Wellington and left down Wellington off Gertrude. It wasn't an ideal layout before, but it sucks that it's just being eliminated - would be nicer if you fixed it.	11/6/2025 3:44 PM
757	There is a sidewalk for pedestrians so walking is no problem.	11/6/2025 3:42 PM

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758	This plan directly impacts access to people's homes and creates increased danger for cyclists, motorists and pedestrians. It is a terrible plan.	11/6/2025 3:42 PM
759	I'm concerned about the one lane down Wellington, as a motorist I notice a lot of people make a left had turn to either go down a side street or their house on the river side. The one lane will severely congest traffic especially during rush hours. I could also see potential delay with the bus. I do think this is a great idea to add a bike lane, very necessary in fact, but I think perhaps taking away some of the Grass Boulevard to add a bike lane might be a better suit for the street as the boulevard is very wide and then it wouldn't affect motorists.	11/6/2025 3:42 PM
760	while it will extend the time for travel, safety is important and honestly, enforcement of the rules is important. having no left turns but no enforcement on them means people still make left turns and act like jerks when honked at to keep moving.	11/6/2025 3:41 PM
761	This is a horrible area for cycling and I am happy to see something finally being done about it! This will slow down speeding traffic and save cyclists lives	11/6/2025 3:36 PM
762	Permanent protected lanes (eg concrete barriers and bike paths) are safer than pain and bollards.	11/6/2025 3:24 PM
763	No westward turns onto Dorchester & no eastward turns onto Gertrude will be minimally safer for cyclists but will be horrible for traffic congestion	11/6/2025 3:24 PM
764	The road is already wide enough to accommodate bikes and cars.	11/6/2025 3:23 PM
765	Slows traffic movement too much - too many distractions with poor design concrete buffers and plastic poles - keep speed limit at 50 kph, not reduce it further - how does snow clearing work with this many restrictions to lanes and flow patterns?	11/6/2025 3:23 PM
766	I will be more likely to bike down that route vs taking Harrow, I will be more likely to bike with my children on that route	11/6/2025 3:22 PM
767	You plan to take a walking and driving route which is currently highly functional and degrade it in order to serve the interests of a small group of privileged zealots; the bicycle traffic is not likely to change; nor, by eliminating entire lanes on both sides of the street you will likely have made it more dangerous.	11/6/2025 3:15 PM
768	Consider winter access to Hugo Dock - on-street parking here encourages winter activity	11/6/2025 3:11 PM
769	Except you haven't stated why this is temporary and for how long. Or, more importantly, how this will be rendered permanent with either above-grade bike path or a truly protected bike lane like we have on Assiniboine, for example. My only concern is that this "temporary" solution will become "permanent" - like most things in Winnipeg. Why not do it right from the get-go?	11/6/2025 3:10 PM
770	Visually, the new changes will look terrible. Wellington Crescent is currently one of the most beautiful streets in the city, and this aesthetic will be completely ruined by the visually jarring cycling infrastructure.	11/6/2025 3:09 PM
771	It will only worsen the congestion during high traffic times	11/6/2025 3:07 PM
772	Wellington will likely have fewer vehicular traffic. A plus for all except the drivers impacted	11/6/2025 3:05 PM
773	To be clear, Wellington should be more congested. That's a good thing for the area. All it needs after permanent active infrastructure is more mixed use development.	11/6/2025 2:52 PM
774	As a cyclist this is a very scary section to ride in. People have literally died on this route and it is a major cyclist connecting corridor. If this doesn't get approved our city leadership needs to give their heads a shake. We must prioritize safety for everyone not just convince for motorists. This is essential infrastructure.	11/6/2025 2:47 PM
775	We don't need to study whether physically separated permanent bike lanes make streets safer for everyone. Many roads in this city are so wide that speeding and dangerous driving is almost encouraged.	11/6/2025 2:47 PM
776	The Gertrude access from Wellington serves as my main route to access my house on Gertrude. I travel this route to both work and daycare at least twice a day. I don't love the slip lane and I'm open to a redesign, but blocking the most direct way access my house seems unfair. I will be contacting my Councillor.	11/6/2025 2:44 PM
777	Sometimes temporary changes are hard to adjust to if there isn't great signage or	11/6/2025 2:37 PM

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understanding of when the temporary change is over. I'm curious whether this is a temporary change in order to evaluate for a long-term change?

778	I think separation between cyclist and cars will help reduce motorist anger/aggression towards cyclists	11/6/2025 2:36 PM
779	There is no need to reduce the speed on this road down 10km/h. This is not proven to increase safety.	11/6/2025 2:33 PM
780	I think it's a much needed improvement, the curvature of the road makes 50kph unsafe for visibility. The city of Winnipeg also has two bike paths on either side of this area. (West side and East side) A solution is needed.	11/6/2025 2:25 PM
781	This will make it more difficult to clear the snow off the streets because of the obstructions.	11/6/2025 2:23 PM
782	So very tired of the changes being made throughout the city to accommodate cyclists. This continues to cause traffic jams throughout the city. While I can appreciate the fact that people chose alternate modes of transportation not all of us are in a position to do so, but must continue to accomodate.	11/6/2025 2:20 PM
783	I believe bike lanes should be taken off the road completely and built along side Pedestrian side walks. Bikes/other types of same, should not be on the road with vehicles period, too dangerous!	11/6/2025 2:12 PM
784	No more on-street parking will make it easier to drive on this street. Less lanes and reduced speed will make it safer, as there will be less incentive to speed. Currently the road is wide and people forget about the speed limit.	11/6/2025 2:10 PM
785	As a cyclist, I avoid this stretch and use McMillian and Dorchester and Daly to reach the existing protected portion. I'm not sure if the plastic pylons would make me feel safe enough to use Wellington.	11/6/2025 2:10 PM
786	It will be good for cyclists, but it will cause frustration for motorists. Motorists will in-turn start using other side streets like Dorchester to race through the neighbourhood while avoiding main streets. Parking is also already a problem. There will be less on-street parking available especially since the city is also allowing new constructions with limited on site parking.	11/6/2025 2:03 PM
787	I will feel much safer using Wellington as a commuting/bike route. It will also make the area more vibrant.	11/6/2025 1:52 PM
788	The traffic delays are a small price to pay for increased safety for walking and cycling	11/6/2025 1:51 PM
789	Dedicated active transportation/bike path away from road way is what is needed. Winter plows will make this roadway even more dangerous for pedestrians and motorists.	11/6/2025 1:51 PM
790	Having a separated part of the road means less deterioration of the part that cyclists use which is safer overall. Currently the pot holes caused by motor vehicles affects cyclists when they have to merge further into traffic to avoid said holes, so this is a very welcomed change.	11/6/2025 1:50 PM
791	Designated bike lanes improve public safety and encourage individuals to use bicycle transportation. Currently I do not bike on the road at this section as I find it too dangerous to do so	11/6/2025 1:39 PM
792	What route will people take?	11/6/2025 1:34 PM
793	This is overdue. Wellington is supposed to be a bike route and it is not safe, I always take alternative longer cycle routes. This will make it easier and more accessible for bikes and walkers	11/6/2025 1:32 PM
794	This is a great idea!	11/6/2025 1:31 PM
795	Love the increased pedestrian/cyclist safety interventions at Dorchester and Gertrude. In their current configurations, those sharp turns are deathtraps for pedestrians/cyclists. As someone who lives on McMillan and walks, drives, and cycles down Wellington and usually turns onto Dorchester from Wellington, I will sacrifice the convenience of this vehicular turn for the added pedestrian/cycling safety improvements.	11/6/2025 1:24 PM
796	Make it permanent put in permanent separation for cyclists to make it actually safe.	11/6/2025 1:19 PM
797	The biggest concern I have safety wise is making left turns on my bike into my building's lot. This does not alleviate my concern.	11/6/2025 1:18 PM

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798	Reduce speed limits, improve lighting. Don't increase congestion.	11/6/2025 1:17 PM
799	I don't love closing access to Gertrude from Wellington (I often turn right onto Gertrude) but it's not the end of the world. If it makes it safer for cyclists, I'm for it.	11/6/2025 1:15 PM
800	Safety , esp. for cyclists, and encouraging more people to cycle, is more important than any congestion issues	11/6/2025 1:14 PM
801	My risk of being hit by a car and dying will be slightly reduced	11/6/2025 1:13 PM
802	Amazing plan. I notice two design flaws for Wellington and Academy. My kids and I use this intersection daily on our bike, turning from Wellington west to the bridge going north, and it is a scary turn that needs a fix. The green boxes are, as per European use, for ONE step left turns for cyclists, however seem to have been designed to create a TWO step process for cyclists turning left from Wellington onto the bridge. This creates a very dangerous situation for cyclists standing in front of impatient Academy road drivers. They should turn left with the more patient Wellington drivers by standing right in front of their cars, on the green area. Ample examples of how this works available online. So please, for the love of cycling and the safety of my kids, draw an arrow pointing left on the green block on Wellington and remove the green block on academy. We will bike up on the bikelane and then move onto the green area for the turn. Easy peasy. A secondary reason to NOT have a green area on academy going north to the bridge, is that it might encourage cyclists to use academy instead of Wellington to get to this intersection, and that would be a very dangerous development that also slows down traffic. Further, the safety for cyclists coming from the north has to be addressed. Knowing that the three lanes include fast drivers and this danger zone probably needs longer term studies, I agree that turning left from Wellington unto academy, cyclists can use the sidewalk as they do now to cross and line up to turn left onto Wellington, meaning a TWO step intersection as it is now (but as per my feedback advice, I would suggest they'd line up on the bikelane itself, not the green block on Wellington, as this is for the left turn onto the Maryland bridge). Happy to discuss further, please email me at [REDACTED]	11/6/2025 1:00 PM
803	It will likely make it slightly less quick of a route but it is not a major roadway. It should be prioritized as a critical active transportation route and not a thoroughfare	11/6/2025 12:57 PM
804	Bad plan all around. No need to spend the money or reduce speed limits. More WOKENESS at City Hall!	11/6/2025 12:56 PM
805	This will result in having more cyclists; more cyclists = less cars. Less cars inherently makes a space safer. I'm so excited to see this implemented and to see a permanent infrastructure solution that gets us on the targets for Vision Zero!	11/6/2025 12:53 PM
806	I am a homeowner on Ruskin Row, very much within proximity of this stretch of Wellington Crescent. For years, I have implored the City of Winnipeg to install traffic calming measures on Ruskin Row, from Grosvenor to Kingsway, as vehicles are using this as a high-speed thoroughfare to get from Pembina Highway (via Lilac Ave/Ruskin Row) to Wellington Crescent and Stafford Ave. Enderton Park is next to Ruskin Row, which means that children are being put in harm's way by the speed of which people are travelling down Ruskin Row. While I am generally supportive of improved active transportation, this plan will more than likely see increased traffic on Ruskin Row, as people bypass Wellington Crescent -- simply put, this cannot happen if traffic calming measures are also not installed on Ruskin Row. Without traffic calming measures on Ruskin Row, there IS going to be a tragedy, as Enderton Park is a highly-used green space, filled with children of all ages.	11/6/2025 12:52 PM
807	These changes will cause more vehicle congestion with vehicles backed up at several locations especially at Wellington between River Ave and Stradbooke; at the turn to Grosvenor from west bound Wellington with only a short turn lane and at Academy Road with only 2 lanes for cars instead of 3 In addition, vehicles will be backed up behind buses in sections with only 1 lane Cars also turn left when travelling east into apartment blocks This will block all traffic behind them going east because of only 1 lane and resulting slower traffic and longer lines of traffic going west The city seems to respond to the loud and active bicycle advocates This is frustrating many of us as driving seems to be looked down upon And because they are the vocal minority, extensive changes to roadways are being made to accommodate them Goulet Street in St Boniface is so narrow it is much more dangerous and unsafe for vehicles especially when driving with buses and large trucks A tragic bicycle accident and death occurred along Wellington Crescent But that driver was travelling at a speed of over 120 km per hour The speed limit could have 10 and it wouldn't have prevented the accident Now again an important roadway speed reduction is being proposed If the City is determined to create a	11/6/2025 12:52 PM

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bike route along this part of Wellington then widen the road and reduce the boulevards The lanes from Stradbrook to Donald Street are way too narrow and people parking in the parking lane are over too far into the driving lane I see very few bicyclists in the winter but yet the City seems determined to try to make al year round bikes routes for a cold winter prairie city

808	reduced traffic noise	11/6/2025 12:51 PM
809	Cyclist safety will be greatly improved. I appreciate the efforts to make this route safer and bike this route daily in the spring/summer/fall. It will cause congestion for vehicles, but frankly I do not care. Drivers can calm down. This is a residential route and we would do well to remember that.	11/6/2025 12:51 PM
810	Lots of great improvements, one miss in my opinion. The proposed physical turn lane median at Grosvenor does not do enough to reduce the speeds of WB vehicles turning onto Grosvenor across the cycling lane. There's been serious collisions with EB cyclists (One was in the news on May 18 2016) as the current design allows vehicles to make turns at 50+km/h. The median could be lengthened to force a more abrupt left turn which would reduce speeds. The WB turn onto Dorchester is also an issue due to a similar alignment with Wellington, it's unclear from the video whether left turns are still allowed there.	11/6/2025 12:49 PM
811	I like 40km/hr	11/6/2025 12:47 PM
812	Will there be transit islands/bump-outs for buses?	11/6/2025 12:35 PM
813	I think the changes will actually improve traffic flow and make the street more function. Also it will greatly increase safety which is direly needed.	11/6/2025 12:27 PM
814	I just want to affirm the inherent tradeoff here between increasing cycling infrastructure and diminished parking opportunities. As someone who has lived in an apartment that will be affected by this change and someone who currently cycles and drives, I wholeheartedly support this choice, despite the known impact on parking.	11/6/2025 12:25 PM
815	Cyclist safety is more important than driver comfort. Cyclists are commuters too.	11/6/2025 12:24 PM
816	My only concern is about turning left onto Wellington Crescent from Cockburn (driving). It's already pretty dicey there with sightlines and people coming from all over (especially those turning right from Dorchester), I could see this making it more complicated.	11/6/2025 12:19 PM
817	Will the city also be employing police officers to ticket cyclists who run lights and veer in and out of traffic?	11/6/2025 12:16 PM
818	I live near the corner of Wellington and river. Car speeds are terrible. Cars accelerate at the Nassau lights and are high around the corner. It's amazing more cyclists aren't hit. A	11/6/2025 12:16 PM
819	Why, in this sprawling winter city, do the needs of a few bicycle riders passing through trump the needs of car drivers, pedestrians, and – particularly in this high-density area – residents of multi-story buildings?	11/6/2025 12:12 PM
820	The narrow parking lanes on Stradbrook and River are incredibly dangerous for motorists exiting their vehicle. I have witnessed multiple close calls. These change may make it safer for cyclists but it has made it way more dangerous for parents trying to get there children out of their parked car. Someone is going to get hurt or worse. I am all for bike lanes but not at the cost of safety for motorists in parking lanes trying to safely exit their vehicles.	11/6/2025 12:06 PM
821	Whenever traffic is slowed or congested on one street, it causes motorists to move to driving on other streets. Lowering the speed limit on Wellington from Assiniboine Park to Academy from 50 to 30 km/hr, for example, made the vast majority of motorists move to Academy instead of Wellington, making Academy a great deal more dangerous not only for cyclists and pedestrians, but also for motorists. Changes shouldn't be considered in a vacuum, and phrases like "up to 20% of motorists" will change to using different streets, does not instill confidence that this 20% increase in traffic on other streets has been truly considered. Making one bit of road supposedly safer for a tiny slice of the population (cyclists) that increases risk for everyone elsewhere (including cyclists) seems like a terrible unintended and ill-considered consequence. Perhaps lowering the speed limit to 40 km/hr and enforcing it would be a better, simpler solution.	11/6/2025 12:06 PM
822	I still won't be able to bike along here with my kids. While the protected bike lanes from Osborn -> Stradbrook on River work for them, the poly-post right-next-to-moving-cars bike lines are not safe enough.	11/6/2025 12:03 PM

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823	Why are we using plastic bollards? Why can't you make it permanent? I hate looking at those ugly bollards. Why can't you make it permanent like in village???	11/6/2025 11:59 AM
824	One person excessively speeding causes bike incident, and now it's all drivers who pay the price. If a bike lane is needed, build a bike path. The roads were designed for automobiles and mass transit. This is the cheapest option and not the best one which lacks planning and is simply reactive.	11/6/2025 11:59 AM
825	I live on Wellington Crescent, near Harrow, and I recognize a definite need for permanent infrastructure to the east. Nevertheless, I am pleased to see these proposed improvements. Kudos	11/6/2025 11:58 AM
826	See previous comments These changes are long overdue. This is a very high density neighbourhood, and unlike other areas of the city has many, many year round pedestrians and cyclists.	11/6/2025 11:56 AM
827	I will be in this area more. There is a great park and lots of awesome shops, but I avoid going this way b/c it was so scary. So, for example, I'd always turn at Academy and head to a spot in West Broadway. Now I'll be able to get into the Village or turn right to the cute spots in the Corydon area.	11/6/2025 11:54 AM
828	I am a Home Care worker and the inability to find proper parking to service elderly and disabled Clients will be very negatively impacted with delays and cancellations of service, due to these modifications. Also, reducing the speed will take much longer for us to visit our home care clients in the community, resulting in Services being provided to less people.	11/6/2025 11:53 AM
829	Like most bike lane projects in the city this is overkill. I agree with reduced speed, but it's unfair to residents and business in the area where parking is already hard to find, and traffic is often very congested. This will further increase traffic on side streets and, in particular on Corydon avenue, similar to the issue on Academy road which is now congested due to changes to speed limits and limited use of Wellington crescent. Rather than seeking a middle ground, as usual this skews one way. Interesting also that MPI advertising targets only motorists, when cyclists generally choose to ignore traffic rules and put themselves needlessly at risk.	11/6/2025 11:52 AM
830	I think the improvements will have minimal impact on driving times but will add to the safety of the neighbourhood as well as reduce noise and increasing the enjoyment of the neighbourhood	11/6/2025 11:52 AM
831	Your plan takes away a driving lane and made it one lane both ways, but your plan does not account for drivers turning into apartment/condo complexes, why are their not designated turning lanes for these? Instead, your plan has one lane and no turning lanes in the median, which will impede traffic flow both ways. Why have you not considered taking away more of the boulevards to accommodate for the bike lanes & also adding median turning lanes into these complexes so that there are not long traffic line ups when someone is trying to turn against the longer one lane of traffic into their residence(s)? Your plan considers the bikers & pedestrians, but does not consider the drivers on this roadway, which will congest traffic, on an already busy roadway. Also, have you even considered the time span for the traffic light turning lanes in terms of the turning signal time? Allowing 2-3 cars to turn at the light, instead of 6-8, only adds for congestion & quite frankly frustration for those paying taxes to use the roadways. Do better with your planning, it was grossly evident when your city planners put bike lanes in the exchange district. Do better.	11/6/2025 11:52 AM
832	Community safety should should be the #1 priority, and I think this will definitely improve it.	11/6/2025 11:49 AM
833	I'm, curious about the bus in the bike lane in the video - that feels unsafe! I'd prefer to see the bus stop in the traffic lane and for there to be access for pedestrians to cross the bike lane to get the bus	11/6/2025 11:49 AM
834	Repeating my previous comment, the slight right turn coming at the corner of Wellington and Stradbrook (@155 Wellington) will continue to be an issue with motorcyclists and muscle cars and the narrowing to one lane could be an issue at that spot.	11/6/2025 11:47 AM
835	Connectivity of key routes should result in more cyclists using the new Stradbrook and River protected bike lanes, less people using Harrow-Warsaw to get around this unprotected stretch of Wellington.	11/6/2025 11:45 AM
836	There is already a large amount of traffic on residential streets attached to Wellington to access Corydon/Pembina. The impatience of drivers often makes this volatile and unsafe for	11/6/2025 11:40 AM

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pedestrians and cyclists. This project MUST be prioritized but may increase congestion and therefore have an inverse effect on pedestrian and cyclist safety.

837	I consider reduced on-street parking a good thing	11/6/2025 11:36 AM
838	potentially reduced safety when cyclists make turning movements which are not accommodated by the lanes, like left turns	11/6/2025 11:36 AM
839	This will barely slow my drive down, and I will be more comfortable driving around cyclists with lower speed limits and visible bike separation.	11/6/2025 11:29 AM
840	I think there is positive and negatives to this project. Over all it is very positive! Even as a motorist I think safety will be improved! I fully support this change!	11/6/2025 11:29 AM
841	This is a very stupid project, a waste of money and another detriment to people who have to travel in our city (most of us). Most of us use cars. This is just going to create more traffic congestion.	11/6/2025 11:27 AM
842	Clearer infrastructure for active transportation will make this area an easier commute for all road users.	11/6/2025 11:24 AM
843	This will hopefully reduce the numbers of vehicles speeding through a densely-populated, active transportation area.	11/6/2025 11:21 AM
844	The reduced speed limit will make an already congested street more difficult to navigate for both vehicles and cyclists.	11/6/2025 11:18 AM
845	It will encourage more use of AT decreasing vehicle traffic - some of the turn restrictions will prevent rat running which can make some of those residential streets dangerous.	11/6/2025 11:15 AM
846	There will be road rage, guaranteed. Putting this in place knowing it will divide motorists and cyclists even more is unsafe.	11/6/2025 11:13 AM
847	I will actually be able to cycle on this bike connection when I'm in the area. Right now, the roads are scary so I use the sidewalks or I figure out a less convenient route.	11/6/2025 11:11 AM
848	The plastic bollards are weak and should be replaced with cement or steel: introduce immediate consequences rather than delayed punishment for cars/drivers not paying attention	11/6/2025 11:10 AM
849	Encourages more people to not-drive near Osborne Village and Corydon strip... where there isn't a lot of extra bicycle parking; might cause conflicts with drivers parking there if influx of cyclists lock to street signage ~6-12" from curb of busy streets	11/6/2025 10:58 AM
850	Provided everyone 'stays in their assigned lane' it will fine.	11/6/2025 10:56 AM
851	it will make me feel safe cycling there where I currently have to avoid the area as it is too dangerous. It will connect perfectly with other existing cycling routes	11/6/2025 10:54 AM
852	I'm really happy left turn lanes are kept while most of the road is one lane. I'm also happy to see street parking gone, as it is unsafe on major roads.	11/6/2025 10:52 AM
853	I think this is a good thing and I am supportive. However, I do have a concern about the loss of street parking near Hugo. Specifically, during the winter when the river trail is open. This is a highly used parking area for people accessing the trail via the Hugo docks and I'm concerned about where people will park for this with the new configuration. There is really no alternative, the side streets are generally 100% full. Is there any option/location to provide parking somewhere at that time of year?	11/6/2025 10:51 AM
854	I live just off Wellington on Dorchester and find cars make the left turn on to Dorchester from Wellington (going west) at a very fast speed and find this to be to very dangerous....for cars, bikes and pedestrians! Same with the slanting right turn going east from Wellington onto Gertrude!	11/6/2025 10:49 AM
855	When driving I typically use this route bt/ the Maryland bridge and Osborne and use the Gertrude cut off. This change would mean I can't do that... but that's ok and I've thought before it isn't quite fair to Gertrude residents anyway so I'm fine with the change. I am basically too scared to bike down this route and avoid it/ use the sidewalks so am am very excited to see these changes	11/6/2025 10:46 AM
856	Our roads are often unmaintained. Paint is hard to see. Snow and leaves cover the road. You need permanent structure not plastic bollards and paint.	11/6/2025 10:46 AM

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857	I don't see anywhere to park even during the day.	11/6/2025 10:46 AM
858	These changes may cause vehicle drivers to choose alternate routes at rush hours, which is a positive change	11/6/2025 10:41 AM
859	They ill improve traffic safety IF the city does some education for drivers! Otherwise they seem to get angry and resentful of each new safety initiative and behave more dangerously towards cyclists.	11/6/2025 10:40 AM
860	very dumb idea, waste of taxpayer money.	11/6/2025 10:40 AM
861	This will honour the man who was killed here, showing integrity on behalf of the city.	11/6/2025 10:39 AM
862	Wellington Cresnet is too narrow to lose space to bicycle lanes. I notice that on Stradbrook, because of the bicycle lanes there are many vehicles that are too wide to fit into the smaller lanes and this is without any snowbanks. Some pickup trucks for example. Firetrucks, ambulance, garbage trucks can't turn without going into the other lane. Where parking is allowed, cars park in a sloppy manner extending into the driving lane and because it's narrower now, there's no way to pass unless the other lane is available which frequently it is not.	11/6/2025 10:39 AM
863	Yes, catering to the radical entitled bike lobby will fuel resentment and division and likely cost the mayor or council members their seat.	11/6/2025 10:35 AM
864	An important detail is how well the road surface is maintained. Is it clear of ice and snow in winter? Are cracks and potholes repaired promptly.	11/6/2025 10:35 AM
865	Close the slip lane from Academy to wellington remove right turns on reds everywhere	11/6/2025 10:35 AM
866	Leave the speed limit at 50km/hr. Allow cars to turn on all streets. There is ALREADY a pathway in the middle of the street for people & cyclists to use! The ONLY thing that could be added are a few speed bumps, but not too many. Leave everything else alone. There are NO NEEDS for big changes & it would be a big waste of money.	11/6/2025 10:30 AM
867	I live very near to this section of road, and I am a very frequent motorist, pedestrian, cyclist, and transit-user here. I cannot emphasize how much I am in favour of the changes that are being proposed here. This will remove cyclists from on the sidewalks along this stretch of Wellington, which makes it safer for pedestrians. This will also make it much safer for the cyclists themselves, as they are no longer riding in traffic. This stretch of road is incredibly dangerous due to aggressive drivers that are using it as a shortcut to avoid heavier traffic on other routes. The number of drivers that use Wellington to Gertrude to get onto southbound Osborne St is staggering. Ditto for people turning right onto Dorchester - as a pedestrian I find that intersection to be very dangerous. There will be opposition from motorist commuters that take this route, as it's now dropping from 4 to 2 lanes. Vehicles turning left from east-bound Wellington into the apartments on the north side of Wellington will back traffic up. As a pedestrian and motorist in the area, I am surprised by the amount of these turns made. The bike boxes at Academy/Wellington will likely need an education program to explain how to use/how they work.	11/6/2025 10:29 AM
868	You cant make Wellington one lane, the congestion in the morning will be terrible. No one uses the bike lanes to begin with and were wasting money putting them in.	11/6/2025 10:28 AM
869	People on bikes are going get hit by cars. The current bike lane on River and Stradbrook are used by absolutely nobody. This a colossal waste of money.	11/6/2025 10:28 AM
870	Bike lanes are a complete waste of money in Winnipeg. We often have snow on the ground 6 months a year. Nobody uses them and they increase traffic congestion.	11/6/2025 10:27 AM
871	Impatient or poor judgement drivers making right hand turns are still a huge risk to cyclists. I have cycling and hit by a car turning right 3 times - on Wellington Crescent in this very section being considered, on Harrow at Taylor, and on Pembina Hwy at Plaza Dr. The drivers try to pass the cyclists and turn in front of them, thinking that they will beat the cyclist, but not all cyclists are going the same speed, some are very fast. I can get up to 30 km/hr on my bicycle. Also, drivers trying to exit onto the main thoroughfare are prone to ease forward and block the bike lane. These buffered bike lanes are improvements, yes. But they MUST be accompanied by MORE and BETTER DRIVER EDUCATION.	11/6/2025 10:27 AM
872	Not very clear in the video regarding temporary posts & what looks like a lot of crappy posts . Snow clearing is not great now. Reduce the speed & wait until money is found. What about	11/6/2025 10:26 AM

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parking for those using water & skating access at Hugo? I understand the pressure because of unfortunate cyclist's death but this looks like a rush fix . Find the money & do a proper job & fix Grosvenor/ Wellington intersection so I can get in/ out of my condo without rear ending me or t- boning me . Ingnoramusses don't follow turning lane signage at Grosvenor.

873	A lot of money being spent for one area. Money could be better used elsewhere	11/6/2025 10:25 AM
874	My family may be able to safely bike to work and school with these changes. We've have too many near misses with the current situation	11/6/2025 10:24 AM
875	Reducing an already low travel rate of 50 to 40 is not necessary. With sidewalks in place the limit of 50 has been in place for decades. Plus there is no parking. This is all about bikers controlling the roadways. Waste of money.	11/6/2025 10:24 AM
876	I hope this will make people slow down rather than treating this section as a speedway as they cut through neighborhoods like on Gurtrude.	11/6/2025 10:21 AM
877	It will be safer for cars as well. It will be safer for people trying to access the parks (Munson, Peanut)	11/6/2025 10:20 AM
878	Southbound Maryland/Academy sees significant delays with people turning left onto Wellington and left onto Stafford/Harrow. I see measurements about increased drive time for those taking Wellington, and the associated turn signal. Unclear what the downstream impact is if 15-20%+ people opt to turn down Academy road instead, which is one of the worst choke points in the city.	11/6/2025 10:15 AM
879	People who only or primarily drive will likely be unhappy with these changes. Most of these people would have trouble getting drivers licenses in countries with stricter licensing systems. It's their own fault that these structural changes are necessary to make everyone safer. If they were better and more courteous drivers we wouldn't need the infrastructure. They had a choice, they chose to behave like animals so now they should suffer the consequences of having to protect their neighbours from them.	11/6/2025 10:15 AM
880	Major traffic delays	11/6/2025 10:13 AM
881	As a motorist I have often found getting onto or off this stretch of Wellington difficult because of the angles of the feeder streets. Closing some of these intersections and forcing others (eg. Gertrude) to be a right-angle intersction is going to improve things. Also, as with Westminster/Balmoral/Assiniboine, reducing the motor traffic to single lanes each way while making a consistent protected bike lane is going to allow more commuters to opt for bikes and the motor traffic congestion will decrease. These changes will also make it easier as a pedestrian to cross the Wellington, something I do multiple times a week when walking my dog.	11/6/2025 10:12 AM
882	I fully expect drivers will pull between the bollards frequently blocking the bike lane to park with hazard lights for deliveries, dropoffs, etc...	11/6/2025 10:11 AM
883	It will improve safety for all. We need a permanent plan and reduced speeds for this area. I am sick of cars speeding though and causing an unsafe neighborhood!!!	11/6/2025 10:10 AM
884	Reducing cyclist and pedestrian injury and fatalities should be prioritized here over everything else.	11/6/2025 10:07 AM
885	I will use this route more often as a cyclist.	11/6/2025 10:07 AM
886	I will be more likely to cycle down this part of Wellington Crescent	11/6/2025 10:06 AM
887	I will actually be able to somewhat safely bike west from osborne	11/6/2025 10:05 AM
888	Right turn at Academy Road from WC west-bound will be very problematic unless cyclist traffic west-bound across Academy will be timed to not interfere with right turn traffic.	11/6/2025 10:05 AM
889	Although there may be driving delays, overall I 100% improved safety for cyclists and motorists. There is ample parking on side streets and the fast speeds that people currently drive down Wellington, particularly at night, I think will be addressed by one lane of traffic and slower speed signs.	11/6/2025 10:04 AM
890	I understand the need to close the turn onto Gertrude as I have almost been hit on my bike several times at that intersection. I also appreciate that drivers may be upset as I too also turn	11/6/2025 10:04 AM

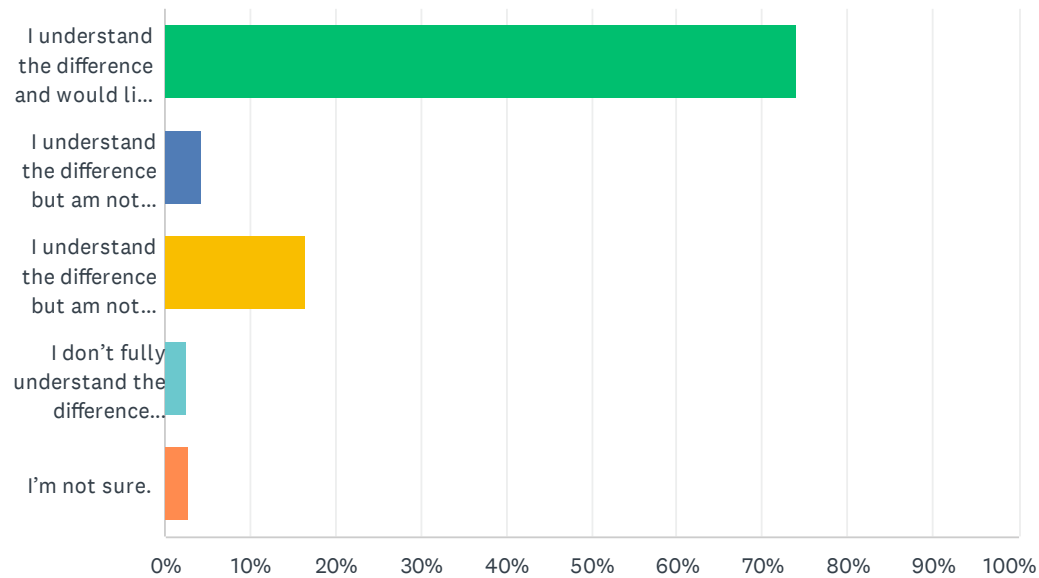
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there to get to Osborne, this may increase the traffic on Wardlaw. At this Hugo light cars often don't even stop and just make this right turn.

891	For people turning left onto Wellington Cres. by way of Gertrude from Osborne, it would be helpful to put signage that a left turn is no longer possible. Finding a safe solution for left hand turns coming from Osborne is recommended.	11/6/2025 9:59 AM
892	I will not cycle with temporary bike lanes & continue to cycle back lanes. Only dedicated bike lanes/infrastructure is safe along vehicle traffic.	11/6/2025 9:58 AM
893	Think projects like Arlington bridge are way more important to do before this project pembina highway south bike lanes hardly used and always have to jump out of way of people on sidewalks	11/6/2025 9:56 AM
894	Less cycling accidents and fatalities, safer community due to safer cycling access to Munson Park	11/6/2025 9:55 AM
895	The width of the street is not designed for both. Will make it very tight and add potential risk	11/6/2025 9:54 AM
896	Install proper pedestrian crossing facility infrastructure at street crossings to improve pedestrian safety and improve vehicle speed and stop enforcement.	11/6/2025 9:54 AM
897	Safer to ride a bike, decreasing and slowing traffic will make it quieter which will make the neighbourhood more pleasant	11/6/2025 9:51 AM
898	Separation of modes will make driving easier by reducing dangerous interactions. It will make cycling more comfortable for the same reason.	11/6/2025 9:50 AM
899	While I appreciate the effort into this "solution", this is a typical stop gap effort to fix a much larger problem and as such will be a total waste of money not really fixing the larger issue. The larger issue is that we have traffic problems east to west from Charleswood, Tuxedo and River Heights to Downtown. Losing road capacity is only going to exacerbate that problem on other arteries. We also have a active transport community that wants something it can't have- dedicated bike lanes. There simply is not enough people using this model of transportation in Winnipeg to make half efforts like this work. Spend the money and make permanent solutions that will work for the long term, not short term half solutions that create adjacent issues.	11/6/2025 9:50 AM
900	test	11/4/2025 3:49 PM

Q16 Which statement best describes your view?

Answered: 2,363 Skipped: 285



ANSWER CHOICES	RESPONSES	
I understand the difference and would like to see a permanent design in the future.	74.02%	1,749
I understand the difference but am not interested in a permanent design.	4.23%	100
I understand the difference but am not interested in a temporary or permanent design.	16.50%	390
I don't fully understand the difference between temporary and permanent designs.	2.54%	60
I'm not sure.	2.71%	64
TOTAL		2,363

Q17 Is there anything else you'd like City staff or Council to understand about this project?

Answered: 1,402 Skipped: 1,246

#	RESPONSES	DATE
1	As much as I hope this pilot goes through and as soon as possible - because we need safer infrastructure in the ground and we'll take what we can get - I do want City staff and Council to know that going about it in this backwards way of putting the survey before the pilot comes off as having cold feet and looking for an excuse not to build safer street infrastructure. I hate being made to fight for scraps when supposedly, as a Winnipegger, my City Council works for me. I deserve to be able to navigate my city safely no matter which mode of transportation I use and no one should die for riding a bike, even if that does mean putting some "unsightly" signs on Wellington Crescent.	12/12/2025 11:53 PM
2	I really think that having permanent bike lane with a bike lane would make Wellington Cres so much safer. Lately I mostly drive (especially since the bus change has been awful), but used to bike as my main form of transportation and biking down Wellington always scared me. But even as a driver I feel nervous around bikers when driving down Wellington as I feel unsure of how to safely share the road. Having actual infrastructure that is made for both cyclists and drivers brings so much more peace of mind for everyone. I'm happy there will at least be rubber pole barriers, but I do not think this is enough especially considering how aggressive drivers can be around cyclists in this area. I think my one concern as a motorist with this plan is I am nervous not being able to go around buses as easily will clog up traffic and in turn make drivers more aggressive. In an ideal world there would be a bus lane or even partial second lanes around bus routes. But I will always prefer prioritizing cyclist safety over traffic concerns. I also think that it is especially important that these bike lanes are adequately shoveled in the winter for winter cyclists and well lit. Grateful for this effort!	12/12/2025 11:52 PM
3	Hugo docks seems like a prime location for a rental shop (like at the Forks). I bet a railcar type structure to rent skis, skates, bikes and sell drinks/snacks would fo well!	12/12/2025 11:37 PM
4	This is a good change. This is a very busy road lots of near misses and too quick drivers. I don't walk because of them.	12/12/2025 10:56 PM
5	This is a step in the right direction, but without truly protected bike lanes I won't feel comfortable using this bike route in the winter. In general, I think the turning restrictions and narrowed roads will make intersections safer for me as a pedestrian and as a cyclist. And the slower speed limit will make things safer for drivers as well. I would prefer a reduction to 30 km until separated bike infrastructure is built, and would like to see the speed remain reduced to 40 km after separated bike infrastructure is installed	12/12/2025 10:43 PM
6	Two things. I trust that the pilot project will include traffic monitoring to gather data on how traffic changes in the area, particularly the plague of high-speed cut-through traffic. Secondly, the promise in this council-directed engagement, "We are installing temporary bike lanes as an interim solution" is very good to see. I hope that the standing Policy Committee on Public Works will dispense with further delays and have the courage to uphold this design and project, strongly and unanimously moving it forward to EPC and Council to make Wellington safer, much safer than it is now, as the committee has known for a long time. Now is the time to act.	12/12/2025 10:39 PM
7	Make this permit as soon as possible. Do not prioritize parking spots over the lives of those who get around on bike	12/12/2025 9:58 PM
8	The more bike lanes the merrier!	12/12/2025 9:29 PM
9	I think pedestrian and cyclist safety is vitally important and certainly more important than minor delays or inconveniences for motorists.	12/12/2025 8:56 PM
10	It's important to provide safety for cyclists but this plan ignores the negative impact to car traffic. There has got to be a better way.	12/12/2025 8:53 PM
11	I'd like City Council to know that I'm disappointed that this isn't in the ground already. At	12/12/2025 8:21 PM

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Council meetings we have seen an outpouring of support for the project, and heard from hardly any naysayers. For city staff, I am a cyclist and I am glad that this is getting done. You all rock and I hope you get all the staffing and resources that your department requires! The design is fantastic in my opinion and you've all been doing great work. I hope as part of this, something will be done to improve sightlines at the spot where Wellington splits into River and Stradbrook. I've noticed while biking through there that between cars being parked (in spots where they are allowed to be), some greenery, and some sign posts, that it is a spot where it's hard to be seen by drivers. While I've been on my bike in those situations, it also seems to me that it would be hard for pedestrians to be seen. I love that car parking is going to be removed along so much of the stretch. In particular, when I drive I often am going North up Daly to turn left onto Wellington, and parked vehicles to my right can at times make it impossible to see vehicles oncoming from River. Perhaps not a problem when the parking was laid out decades ago, but with how vehicles have grown massive in the last decade it is very hard to see there. I like the idea that was brought up at the July 17th Council meeting by one of the delegates to name this the Honorary Rob Jenner Memorial Bike Lane. By all accounts, Rob was a great guy and deserves to be memorialized. His family deserves the recognition that his death was not in vain. He, and nobody, should have had to die to spur the changes that our City needs to build a more equitable and eco-friendly future. For the City staff, keep it up. For the City Councillors, get with the times. For Public Works Committee Chair Janice Lukes in particular, I know you've been asking "what more do the cyclists want?" If you had actually listened when the dozens of cyclists who showed up to speak to you this summer were talking, as you claimed you were, you'd know that the answer is that we want 1) a bike lane on Wellington Crescent, one of the most dangerous gaps in our cycling network, and 2) a Vision Zero policy that is aggressively pursued by the city. Rosalie Tennison, John Kopchuk, Omotayo Samuel-Pepple, Egor Popov, Kerry Bonner, Kurt Paupanekis, Joseph Fortier, Nardia Bedward, Tammy Bateman, Dorris Porter, Tanner Keeper, Terry Hendrichs, Loretta Green, Rob Jenner, and so, so many more cyclists and pedestrians who have been allowed to die over the years by those in power (such as the person who has been the chair of the Public Works committee for years now, which is you) deserve to still be here. With great power comes great responsibility, and since you've been irresponsible with your power, their blood is on your hands. The City of Winnipeg needs to take action to prevent the deaths of vulnerable road users and you, Janice Lukes, are dragging your heels, saying you'd rather risk dead cyclists this winter than make Wellington Crescent look, in your opinion, "ugly" for just a few years. You have the power to change this, but you would rather risk our deaths. Literally rolling the dice with our lives. Shame on you, Janice Lukes, for your inaction. You prioritize convenience for drivers over the saving of lives. You say that you're an advocate for cyclists, but we all know that in this life, we are not judged by our words, but by our actions, and being an advocate for cyclists isn't something that you can just call yourself. It's something that you do. And you're not doing it.

12	People who skateboard/longboard, rollerblade, scooter, etc, often use bike lanes as well because it's generally not safe for them to share the sidewalk with pedestrians. So if possible with the given funding, improving the state of the roads within the bike lanes (ie, filling the very large cracks and pot holes). would be ideal to increase access and safety for non-bike active transit users.	12/12/2025 8:20 PM
13	Proposed reduction in speed limit from 50 km/h to 40 km/h, and on side streets to 30 km/h, is justified by many factors: population density and demographics, Wellington Crescent's curved roadway, large numbers of oblique intersections and driveways, and safety considerations given mixed use by pedestrians, cyclists, passenger vehicles, and transit buses.	12/12/2025 6:53 PM
14	Living in a walkable neighbourhood is a privilege and I'm very grateful to live in River heights	12/12/2025 6:50 PM
15	This is a critical project for the many cyclists who use Wellington as a transport corridor. As both a cyclist and a motorist I am happy there are changes being made and look forward to permanent infrastructure to keep cyclists safe. I think it will be good to have slower speeds forced on drivers by narrowing the road and I do not feel like street parking on Wellington is worth saving as there are many parking options in the neighbourhood.	12/12/2025 6:49 PM
16	We're so close to Osborne, there's so much traffic and so little street parking please don't make those of us who get around in motor vehicles lives more difficult. I do not see enough bikes on the road for a change like this.	12/12/2025 6:24 PM
17	There needs to be more temporary concrete barricades added to the interim design. Adding protected bike lanes and infrastructure (like bike boxes) and safer driving infrastructure will make the roads safer for everyone, including drivers.	12/12/2025 6:24 PM
18	Please try to address this as quickly as possible so we can get a permanent protected bike	12/12/2025 6:20 PM

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lane. Tired of seeing community members killed. I appreciate the temporary solution in the meantime.

19	Far less disruption to the overall safety in the area while still offering incensed safety to cyclists could be achieved by simply lowering the speed limit to either 40 or 30 km/h and provide speed enforcement. Enforcement could be accomplished with photo radar to minimize impact on already limited police resources. This solution would also save the City a significant amount of money for its clearly limited budget resources. This money could be more effectively allocate to other projects.	12/12/2025 6:13 PM
20	That projects of this nature need to be implemented city wide to improve the abilities of citizens to commute and travel leisurely by bike and on foot.	12/12/2025 5:16 PM
21	It is currently unsafe for cyclists, and I would like to see permanent, segregated lanes for cyclists.	12/12/2025 5:07 PM
22	Speed limits need to be reduced in pedestrian and cyclist heavy areas. Major roadways should be for motorists and quieter routes and residential should support active forms of transportation.	12/12/2025 4:59 PM
23	I am interested in knowing what can be done to allow wildlife to safely cross the street. I have seen a fox cross the street in the early morning in this area. I know there are deer and raccoons in the area as well crossing this part of the street. Perhaps signage as a first step would be possible.	12/12/2025 4:47 PM
24	We need more bike lanes to make bike commutes faster and safer to reduce the city's traffic congestion	12/12/2025 4:39 PM
25	I think this project is important because it signals a willingness for counsel to listen to and prioritize folks who navigate the city outside of a car. If the city of Winnipeg is to be prepared for the future expansion and increased population- we need to prioritize other modes of transportation and make it harder for single occupancy vehicles. Neighbourhoods surrounding Wellington Cres should not be used as a rat run which makes it unsafe for residents. A challenge I see is this same problem exists on many Winnipeg streets and in many neighbourhoods. How is the city going to fix each piecemeal? It needs to or should be a larger strategic plan.	12/12/2025 4:27 PM
26	Thanks for your efforts	12/12/2025 4:24 PM
27	The bike lanes will obstruct access to Gertrude during traffic and remove a bunch of parking. It is already impossible to find parking in the area with fourplexes and rentals on Gertrude and neighbouring streets. The road experiences high traffic by motorists and reducing 1 lane would cause extreme congestion. Biking is not a viable transport option for many people with restricted mobility issues or during winter.	12/12/2025 4:20 PM
28	Pedestrians and walkers must not share the same space. Currently cyclists on the sidewalks are dangerous for walkers	12/12/2025 3:41 PM
29	I love the initiative from the city to implement this temporary solution. This will help both the residents, and the commuters passing through to improve their safety and overall quality of life. My hope is that this informs a permanent solution that is effective at protecting the most vulnerable road users like cyclists and pedestrians. No one wants a repeat of what we saw with Rob Jenner. On that note, I think a small improvement, even in the temporary design, would be to have more of a physical barrier in between the proposed bike lane and vehicle traffic. I live on Harrow ave and see routinely cars driving in and along the bike lane, which is a painted line. Another pinch point is the turning from Wellington onto the Sherbrooke bridge. I have seen several close calls with drivers there as well. Importantly, I want to see enforcement of drivers on this stretch of the road. For a long stretch of this road, it is about 1.5 lanes wide. I see drivers every morning swerving into oncoming traffic, over the yellow line, to get around cars. I'm not a traffic specialist, but if there is something that could be done to minimize this type of behaviour, I think this would also improve the safety for automobile drivers. Thanks again for taking the time to listen.	12/12/2025 3:21 PM
30	Thank you for implementing this projected to make cycling safer.	12/12/2025 2:51 PM
31	Implementing the scheme as proposed would be cruel to handicapped and elderly. It would cause tailbacks with people turning left toward the river, taxis dropping passengers off or picking them up, Amazon and Uber type deliveries, as currently happens on Stradbrook	12/12/2025 2:03 PM

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between Osborne and Donald. Design a scheme that widens the sidewalks for bikes and leaves vehicle traffic as is.

32	Why does the City plow snow off of bike lanes first but leave sidewalks to clear themselves??? I doubt that this project is any different. There are MINIMAL CYCLISTS from November to April each year, yet all this time, effort & MONEY is poured in to trying to make Winnipeg a cycling city. If we were located in Victoria or other warmer climates, perhaps some of this make sense. IT DOES NOT MAKE SENSE in Winnipeg. Do more for pedestrians so that the sidewalks can be utilized better. For the 55+ crowd, walking is better for them, especially the ones that can't get away to warmer climates in the winter of which there are MANY!!!	12/12/2025 1:53 PM
33	Reduced speed limit to 30 or 40 kmph would protect everyone and is entirely feasible. This should be prioritized and enforced, it is a low cost high yield measure and should not be delayed. Thank you for this opportunity.	12/12/2025 1:16 PM
34	I've lived near the intersection of cockburn and Wellington and have seen way too much risky jay walking across Wellington there. Please do as much as you can to slow traffic and improve safety in the whole Wellington stretch. Thank you!	12/12/2025 12:55 PM
35	decentering cars, particularly on residential streets is so good!	12/12/2025 12:54 PM
36	I'm hoping a permanent design will involve true protection, not just plastic bollards. But bravo for doing something in the first place!	12/12/2025 12:15 PM
37	This section of Wellington Crescent NOT having a bike lane has never made sense to me. The fact that there is a restricted bike route on the street West of Academy that then dumps an Eastbound rider out into traffic, then a protected bike lane along Stradbroke Ave is truly mind-boggling. I have similar thoughts about how River Ave has a protected bike lane that abruptly ends when heading Westbound.	12/12/2025 11:28 AM
38	This is fantastic. The designs more accurately reflect the rest of Wellington Crescent and its users, and they properly evolve to the needs of a growing and densifying city.	12/12/2025 11:26 AM
39	I think this is a great stepping stone project with minimal project budget as a test bed to longer term solutions. These types of projects could be deployed in various parts of the city to expand out the cycling infrastructure and make our city even better. Great work to the teams who worked on this. My only concern with the project is the slip lane off Academy to Wellington. This is used by a great number of vehicles at speeds to beat traffic. Ideally, I would like to see all slip lanes closed off - especially with pedestrian crossings and cycling infrastructure involved. Seeing the slip lane on River and Nassau changed has been a huge positive impact for safety; I'd like to see the same with the slip lane on Academy at Wellington, but I also understand progress is slow! Keep up the great work expanding the cycling network!	12/12/2025 11:00 AM
40	Wellington as a cyclist feels extremely unsafe and is unfortunate, I think the addition of protected bike lanes is a necessary addition for safety of cyclists	12/12/2025 10:46 AM
41	There have been many accidents and even a death of a cyclist on this route. This change needs to happen asap	12/12/2025 10:33 AM
42	this is a good start but we need way more.	12/12/2025 10:31 AM
43	Too many pedestrians and cyclists have been killed on this single stretch of road. I appreciate the efforts to respond to this issue. I hope that the city tries to identify other areas of risk and acts to make changes before people have to die rather than waiting for innocent death to warrant changes.	12/12/2025 10:17 AM
44	Reducing traffic to one lane, and preventing turns will create congestion, and make the area difficult to navigate for drivers. I live on the street, cycle here occasionally, and have friends who cycle this stretch regularly. I understand the need for increased cyclist safety. But, the proposed changes are definitely NOT the solution.	12/12/2025 10:11 AM
45	Bikers should be fined if they don't have lights on their bikes. I have lights on me and my dog because I don't want to get hit by a car.	12/12/2025 9:58 AM
46	my mom bikes on wellington to get to work. each shift i'm afraid she might not get home without being hit by a car. bikers share the road, it's as important to make sure they're safe as it is everyone else driving. the ease for drivers should not trump the safety of everyone else.	12/12/2025 9:48 AM

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47	Reducing the speed limit unfortunately won't prevent tragedies like the speeding by the motorist who caused the fatality	12/12/2025 9:43 AM
48	I would prefer to see access to Dorchester match the plans to restrict traffic on Gertrude. I would want to see the intersection adjusted so that entry and exit from Dorchester is at a right angle to Wellington Cr. I would also like to see a pathway for people on bike connecting to Wellington Cr off of the pathway on the southbound lanes of the Maryland Bridge to better facilitate the left turn onto eastbound Wellington Cr.	12/12/2025 9:42 AM
49	We NEED to find the funding for a permanent solution before more people die on Wellington. It shouldn't be "if" we get funding, it needs to be "WHEN".	12/12/2025 9:41 AM
50	A permanent solution would be best as many cyclists still use this route in the winter. Temporary is a good start though. More awareness should be focused towards drivers so they can get a better understanding that they are the traffic, we as cyclists do not cause traffic.	12/12/2025 9:37 AM
51	bike lanes help all road users. pedestrians and cyclists will be safer, and motorists and transit riders will face less congestion	12/12/2025 9:33 AM
52	Please don't wait for another senseless death to act on these changes.	12/12/2025 9:20 AM
53	We need to move away from a car-centric infrastructure to reduce congestion, increase safety and community, and encourage other methods of transportation. Streets need to be friendlier to cycling, walking, scooters, public transit, etc.	12/12/2025 9:14 AM
54	How drivers act around bike infrastructure needs to be incorporated into driving courses and it needs to be policed and punishable. I know this isn't handled at a city level but bike lanes are useless if drivers keep parking in them, running over infrastructure, turning into cyclists, etc. bike infrastructure offers a fall sense of security if drivers still plow right through it (happens ALL the time)	12/12/2025 8:55 AM
55	Delays implementing this have had real impacts on my family. It's frustrating that it wasn't installed last summer. I worry every day that we'll see another tragedy while we wait.	12/12/2025 8:10 AM
56	No	12/12/2025 8:06 AM
57	While this is a good start, please consider the speed reduction on Wellington Crst down to 30km/hr instead of 40km/hr. This change will keep the school along the route safer & help reduce deaths on our city streets. This change would only increase travel times for motor vehicles by 36 seconds, on average. This seems like a small price to pay for saving lives.	12/12/2025 1:06 AM
58	This temporary plan is flawed. Essentially both eastbound and westbound cycling traffic is given a full lane between Grosvenor and Stradbroke (highest concentration of riverside condos and apartments). Giving a half lane ea ch way to cyclists would allow an adaption of a third middle lane to allow left turns by autos travelling in both directions,	12/11/2025 10:18 PM
59	I chose to live on Wellington Crescent because I wanted to make biking my main mode of transportation. I didn't realize how unsafe it was until I started biking here. I still can't bring myself to bike where Rob Jenner was killed. I either take the sidewalk or take the long way westbound down Wellington and eastbound through the area by Balmoral Hall. It would make so much more sense if I could just bike eastbound on Wellington Crescent and feel safe and comfortable. It is embarrassing that council has been delaying this project and allowing wrenches to be thrown into the process (ie this survey).	12/11/2025 9:13 PM
60	Speed is already reduced on the street i see no need to waste money on bike lanes	12/11/2025 9:11 PM
61	1. While notices for this engagement were posted in areas where cyclists and pedestrians travel, and notices were delivered to nearby homes, there were no visible notices to the motorists who transit this area every day. I feel like this engagement likely missed out on many impacted citizens and that the City should not be surprised if they hear from impacted motorists after making the changes. 2. While there seems to be a suggestion that these changes are to make this section of Wellington equivalent to the section west of Academy, it is important to note that that section does not have dedicated bike lanes. It is a four lane street, just like the eastern section, with street parking in one lane. It does not have a year round speed restriction, just a summer reduction. The only reason it is safer is the lower population density. It actually has less dedicated "non car" space than the eastern section since it only has one (unpaved) sidewalk. 3. If this plan goes ahead, the city should consider making the speed reduction seasonal. I would propose matching the western section. 30km/hr in summer to really slow traffic for cyclists and 50km/hr in winter. 4. This plan does not really	12/11/2025 9:09 PM

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seem to add much safety for cyclists (at least in the Academy-Grosvenor section) and while between Grosvenor and River it would improve safety, it will have major impacts on traffic flow and the ability of local residents to access Wellington by car (especially from Gertrude). I would not personally cycle on the road between Academy and Grosvenor and would continue to use the sidewalks. I would suggest you consider a different temporary solution. Perhaps by advertising one sidewalk as being open to cyclist traffic, I would propose the south sidewalk as there are fewer driveways and most pedestrians generally take the north sidewalk in my experience. To add safety for the cyclists at the intersections, you could time the light to have the "walk" signal come on before the car lights turn green, this would give cyclists a moment to get going and be more visible in the intersection to turning vehicles. This would align with the approach taken on the Maryland Street bridge where cyclists are allowed but required to yield to pedestrians. 5. This section needs a permanent, dedicated bike lane that is separate from the sidewalk. I really believe your current temporary solution does not add to the existing safety and feel that money could be better saved towards a permanent solution or doing the design work for one. I know this is partially in response to the tragic death of a cyclist in our community, unfortunately though, soft barriers and a reduced speed limit won't stop a driver who is doing 100km/hr over the limit from hitting a cyclist.

62	We don't need any more bike lanes! Traffic gets backed up enough there as it is, a bike lane won't help this!	12/11/2025 8:28 PM
63	Yes, think about the other areas of the city, stop these ridiculous projects!!!	12/11/2025 7:41 PM
64	It is extremely unfortunate about the loss of a life along there but I do not believe that putting in cycling infrastructure would have changed anything when you have an extremely aggressive driver going well over the posted speed limit.	12/11/2025 4:41 PM
65	Before you do something like this you should actually be driving in this area and not just listen to some consultant. I feel very nervous driving on Riven and on Stradbrook now. Narrowing the streets was a BAD decision. Motorists DO NOT want to injure anyone while driving. Yes there are some careless idiots out there but the vast majority of drivers and responsible people. Stop making rash decisions based on small interest groups. If you counted the number of cyclists actually using those bike lanes responsibly you would be surprised how little they are used. How much did these lanes actually cost us, the taxpayer? Also if you wanted a simple solution to bike lanes..... when not designate all North and East sidewalks as bike lanes and all South and West sidewalks as pedestrian only walkways. HmMMM just a thought and they are already in place. It would require cyclists to be more vigilant and responsible though. Just a thought as I said.	12/11/2025 4:28 PM
66	I believe Wellington Crescent is bike friendly already, except for the area between Grosvenor and Stradbrook, if you look, you will see, that just widening the sidewalk..with perhaps a painted line for bikes(with education maybe signage, "On your left/right"). From Grosvenor to Academy, more than enough space for a painted line. Please don't put up any permanent barriers, as this will just impede plowing in the winter. Off and on, I have have lived in this neighborhood for over 30 years. The 4 different places being within 4-5 blocks of Wellington Crescent. I used to bike and walk it more in the past, and now I'm-hate to say-mostly a motorist, but I love this neighborhood. I think it works well, except for minor inexpensive tweaks there is No reason to spend a bunch of money to frustrate drivers in the neighbourhood. By the way, I've only seen one bike rider in the last month when the temperature dipped to minus 5, 10, and 20!	12/11/2025 4:12 PM
67	Please extend safer cycling infrastructure west on Wellington, for cyclists travelling west. There are often parked cars at peak times on the right (cycling) lane, and a steady stream of vehicles, making it challenging to pass parked vehicles. If you extended a bike lane to where the centre/boulevard path begins, it would greatly improve safety. I have seen middle years and high school students on bicycles passing parked cars during peak times, and trying to safely turn left onto the bike lane on Harrow. Please connect the Harrow bike lane with the Wellington Crescent lane with a protected lane. Regarding this proposed plan, the bike box facing east on Wellington crescent, west of the bridge, is a bit confusing. How will bikes turn left? Will there be an advance light of 10seconds so bikes can start? Thank you for working to make active transportation safer for Winnipeggers.	12/11/2025 3:49 PM
68	The City streets have 2 sidewalks. Make one for pedestrians and one for bikes across the City. As a driver, bike riders are unsafe and often cause driving issues for drivers.	12/11/2025 3:32 PM
69	The temporary plan has issues and needs to be reconsidered in consultation with the property owners on Wellington Crescent. I believe traffic flow will be severely congested causing more	12/11/2025 3:19 PM

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frustration and increased safety issues. I believe people are using Wellington as a way to avoid traffic issues on Osborne leading to Pembina highway and that traffic flows need to be designed to take into account the additional traffic that will continue to increase as the city expands. If this area is to be used as a shared path then wheeled traffic (Bikes, scooters, skateboards, etc.) need to be aware of pedestrian traffic so that pedestrians are not run over. There have been many times when bikes/scooters have not cared to reduce speed when coming onto pedestrian traffic. Motorized vehicles need to be aware of bikes/scooters, bikes/scooters need to be aware of pedestrians. Bikes/scooters sharing the path with pedestrians doesn't seem to work. Let's find a better way for all users to share the space. There doesn't seem to be a consistent plan that's been implemented around the city.

70	We need to stop worrying about bike lanes. You are wasting money with these, you instruct parents with young children to bike on the sidewalk and not on the road so clearly cyclists are allowed to be on the sidewalk. The sidewalk is the most safe option for cycling, so why are we spending so much time and money and energy on bike lanes when sidewalks are already here and usable, and have to be used if you bring a child with you. Plus sidewalks are also cleared by the mini plows in the winter. Bikelanes block traffic, make it dangerous for drivers trying to turn over a bikelane because it creates a blind spot where a biker could easily be hit. No pedestrian has ever been killed by being hit by a bicycle, but countless bikers die on our roads every year being hit by cars so why are we doing this. This is a temporary solution to a problem that doesn't exist and will only interrupt traffic and cause further delays. You're shutting down pools, and rec facilities but building bike lanes. Why? We need money back into our communities, we need pools, playground updates, better and safer parks, places to go walking that are clean and not next to the street.	12/11/2025 2:08 PM
71	I believe the issue regarding safety for vehicles, pedestrians, and cyclists has more to do with people speeding and NOT following road driving skills more than the physical structure. If the city were to designate Wellington Crescent as a residential ONLY road at 30km an hour, then cyclists, pedestrians, and residential motorists would be much safer as those cutting through the neighbourhood would find a main route instead. Unless the city wants to rethink the "entire city" traffic system and establish a standard, things won't get any better. There does not appear to be any plan or consistency in how the city is trying to squeeze in bike lanes that give the illusion of safety. Even cyclists don't use them much. I have seen that in the new lanes on River and Osborne. They are used more by people with carts, skateboarders, and delivery folks with carts. Many cyclists do not wear helmets, or even obey the traffic lights set up for their safety. Now that is not ALL cyclists. But I think spending money for a band aid temporary solution will only cause more problems. Safety is much more complicated than this study is trying to make it appear. One simply needs to understand the age of the River/Osborne neighbourhood and the density of the population of the residents to understand. Left turns, regardless of one's direction on the road, will now become impossible. Vehicles will still push through though because moving violations are almost never caught and ticketed.	12/11/2025 1:44 PM
72	As a relatively new Winnipegger, I find it frightening how close pedestrians are to traffic at some points along Wellington. Also, how traffic going east turns into crosswalks around Hugo and Gertrude with no concerns for pedestrians.	12/11/2025 1:38 PM
73	Please do not let a small radical group of cyclists change Wellington crescent.	12/11/2025 1:31 PM
74	It's important that everyone is safe on the roads, not just people in cars. Too many people have been struck and killed by cars and there has been no action to keep pedestrians and cyclists safe.	12/11/2025 11:34 AM
75	The true problem relates to the fatal bike accident. This is due to speed on that section. These bike lanes would not have prevented this horrible accident. Speed enforcement at 30/40kph by radar control would be far superior to this expensive and ineffective control for bikes and especially car traffic on this major traffic route. The narrowing of the crescent will create terrible traffic backup and problems with Cars, emergency vehicles (which use this route constantly) and buses.	12/11/2025 9:33 AM
76	the history of this stretch should speak for itself.	12/11/2025 8:50 AM
77	This too will be nightmare. Cycling in Vancouver makes sense in better climates etc it does not make sense in our city to pander to the 1 % of tax payers who might cycle once in a while to work	12/10/2025 10:53 PM
78	I live at 141 Wellington Crescent. A bike path was completed last year along Wellington Crescent to connect the bike paths along River Avenue with those along Stradbrook. I	12/10/2025 10:43 PM

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frequently walk on the sidewalks along River Avenue, Wellington Crescent, and Stradbroke. I find all the sidewalks to be hazardous because of the numerous toe catchers and uneven transitions at intersections with streets and driveways. Those who use walkers must constantly lift them each time they come to a transition. The installation of the bike path along River, Wellington and Stradbroke did not result in any improvement of the sidewalks for pedestrians except that the installation of a pedestrian/cyclist activated light at the junction of Wellington and Stradbroke has removed a major hazard. So, I assume that although your current initiative has the word "walk" in it, it too will not remove the hazards on the sidewalks. The worst hazard for us is in crossing over from the Wellington Crescent sidewalk to the one on River. Cars speed along both streets. Some cars in the stream of cars along River turn on Wellington, while other continue along River without slowing down. For a pedestrian who is visually compromised, it is not possible to tell which car will turn and which will continue. I have had two close calls in the past two years. A stop sign for those continuing along River would make this crossing safer. Will there be money for it in your plan? In my almost daily walks along Wellington, River, and Stradbroke, I come across many walkers and runners, but only rarely see a cyclist on the bike path. In my building as in several others along Wellington Crescent, there are many seniors in residence and few there are few, if any, cyclists, and I wonder each time I walk out whether my tax dollars were wisely spent. Each year, the city struggles to find money to maintain existing infrastructure, undertake the required level of snow clearance, find shelter for the homeless, and falls short, yet it finds money to build sparsely used bike paths. River, Stradbroke, and Wellington are high density residential streets and implementing and enforcing a speed limit of 30 KPH would go a long way to improving road safety.

79	As someone who uses this street to commute via bike on a daily basis, as well as my Husband, I have had multiple weekly and almost daily close calls with vehicles that would have left me injured or dead. The city has a real responsibility to ensure the safety of all road users. Stop prioritizing vehicles over the lives of citizens just because they choose not to drive.	12/10/2025 9:37 PM
80	Go for it.	12/10/2025 8:38 PM
81	There is still nothing for coming off southbound maryland bridge onto westbound wellington. Cannot tell you how many times I've almost been struck there.	12/10/2025 8:05 PM
82	People on bikes first, pedestrians and then vehicles last	12/10/2025 7:16 PM
83	I ride my bike frequently on this part of Wellington Crescent, and the dedicated bike lanes on River and Stradbroke make a big improvement in accessibility. However I have never had trouble riding on Wellington sharing the road with drivers - there is lots of space. There are much higher priority areas in the neighbourhood for dedicated bike space - for example a route to get from North to South Osborne safely - now a very treacherous route, or putting bollards up to delineate bike area on the shoulder going over Osborne bridge. I also don't understand reducing speed to 30 km. an hour down Wellington. It is a commuter route with minimal pedestrian traffic on sidewalks removed by a boulevard from the road. Makes no sense.	12/10/2025 5:06 PM
84	Thank you for caring.	12/10/2025 3:54 PM
85	I fully support making cycling safer in Wpg - my husband was an avid cyclist (hundreds of kilometers a year) before physical constraints forced him to quit. However, as an older driver - and I believe there are many of us living on the Crescent - I am also concerned about my ability to safely exit my driveway. I am well aware of the difficulty in meeting both these goals. Good Luck! I would like to see speeds reduced on most residential streets - and enforcement of speed limits. I consider traffic cameras to be reasonable enforcement, not a cash grab.	12/10/2025 3:53 PM
86	The plastic dividers are an excellent way to ensure drivers give bikes space, slow down, and also let the bikes still be part of the visibility of road traffic. This design is superior to the way the bike lane on Maryland southbound from Portage to Wolseley was crafted which creates blind areas and actually decreases cyclist safety.	12/10/2025 1:54 PM
87	This is a good idea that should get implemented and not further delayed	12/10/2025 1:05 PM
88	People are dying and this needs to be implemented immediately. It is an embarrassment that this central neighborhood in our core is such a car sewer. Cars could be banned entirely from that section on Wellington	12/10/2025 12:44 PM
89	Slip lanes at the Academy and Wellington intersection should be closed off even for the temporary change. These are extremely unsafe for cyclists and will continue to pose a danger	12/10/2025 12:07 PM

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to them. This is especially dangerous combined with landscaping on boulevards that cause visual barriers for drivers, making them unable to see incoming cyclists.

90	Safety for all is the most important.	12/10/2025 11:49 AM
91	This is taking far too long. Rob Jenner was killed here two years ago, and we're still doing feasibility surveys - it's pathetic.	12/10/2025 10:22 AM
92	More bike infrastructure!! Move away from the car dependence. While you're at it, make Osborne street safer for pedestrians and cyclists	12/10/2025 8:03 AM
93	You're making it extremely difficult and everything is always in favour of cyclists. Make them go back to riding on the sidewalk. Parking is near impossible now in this area because of all of the bike lane changes. I can't even park on Stradbrook anymore - literally next to impossible!	12/9/2025 11:41 PM
94	Seek to implore better cycling infrastructure implementation with other streets in the city.	12/9/2025 11:15 PM
95	It is important that cyclists not be denied access to Gertrude.	12/9/2025 11:14 PM
96	Could the slip lane on academy road be closed to improve safety for cyclists	12/9/2025 11:13 PM
97	This should have been done sooner. Glad it's happening but it would have been beneficial sooner.	12/9/2025 10:38 PM
98	I think a permanent design would be beneficial but the traffic will be a disaster with being reduced down to one lane on Wellington for even a temporary fix. It is a very busy street as you get towards Osborne, especially at peak hours. I see the benefit of a permanent change involving the expansion on the sidewalk but cutting lanes of traffic until it can be decided feels like a waste of money and we have no idea how long it will take to be built.	12/9/2025 9:55 PM
99	Think about traffic too. It is not all about what you think it's better for cyclist's and pedestrians which they belong to the sidewalk. You can't do changes thinking just in 2/3 people (cyclists, pedestrians, there are drivers and people who take public transit too)..	12/9/2025 9:55 PM
100	You have to take in consideration the flow with the schools, synagogue, housing, emergency access. Winnipeg is a vehicle city, we can't make it a cycling city for a minority.	12/9/2025 8:50 PM
101	No, thank you for this info and survey.	12/9/2025 6:26 PM
102	Fix bike access route on osborne to go north or south past osborne station on a bike. The lack of connection to get north osborne without a major detour is a major missing active pathway connection. The requirement to go from brandon to osborne amd then back to pathway to forks is also terrible for families. Acquire land beside apartments at the boat launch on west side to connect the path. It is not safe either for crime or access to go behind the apartment along the river. So either a different route or a better wide and lit route along river are options	12/9/2025 6:21 PM
103	City councilors should bike and drive the route during rush hour uf they haven't before to see what it's like. Protected bike lanes are a bare minimum and there may be negative feedback about reducing the number of left turn options at Gertrude and Dorchester but as someone who drives and uses those routes fairly often I don't see a huge inconvenience directing that traffic to turn along larger routes like Grosvenor or Corydon/River	12/9/2025 6:06 PM
104	This project is very much needed, too many close calls and bad incidents along all Wellington Crescent and recently on this stretch of Wellington Crescent in particular. Very glad to see that our city is finally taking actions into the right future to protect the vulnerable road users.	12/9/2025 5:32 PM
105	This is a long overdue change. Now do getting over the tracks to South Osborne from Confusion Corner.	12/9/2025 3:19 PM
106	Projects that make streets safer for pedestrians and cyclists help make the city more inclusive. People will still be able to drive however now children and people who don't have a licence might feel safer using this important central link in the city.	12/9/2025 2:58 PM
107	Safer streets and traffic calmed neighborhoods are good for everyone. However there can be unintended consequences- for example the one way on Nassau created an ongoing issue with the alleyway being a major hazard to local pedestrians on the mcmillan sidewalks. This alley is known locally as The Girbasi HWY, I witnessed 3 accidents here alone. This being said be aware of unintended consequences.	12/9/2025 2:37 PM
108	This is an incredibly dangerous section of roadway for cyclists and pedestrians. Countless	12/9/2025 2:10 PM

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stories from friends who have been nearly run off the road or in an accident and a death only scratch the surface. This is one small fix to a larger issue of poor cycling infrastructure all over the city, and I and countless other cyclists need to see more being done all over. More cyclist commuters = fewer cars = less traffic. Everyone wins, cycling is safer, commuting by car is easier and safer. There is no losing in increasing cycling/pedestrian infrastructure. If you don't think this is a good use of funds then you have chosen to risk peoples lives to save a few bucks.

109	City should stop listening to people who are against progress and start improving safety for all including cyclist. Transportation is not limited to cars and we should stop focusing out energy on cars only road network. Improve access for all everywhere.	12/9/2025 1:57 PM
110	Just freaking do it!!! :)	12/9/2025 1:33 PM
111	I know this would be for future/more permanent plans, but I am concerned about the turning lane at Hugo. In the rendering, it does look fairly short and I know how many people turn there during rush hour, and there will be an increased number of cars turning there with Dorchester closing for turning (which should be done regardless since that pedestrian crossing is extremely dangerous). If the left turning lane onto Hugo has more than a few cars lined up to turn, it doesn't look like any cars will be able to get through to go straight. In the future, if the EB Lane of Gertrude is to remained closed, I think it would be beneficial to use that extra room to somehow make the left turn lane onto Hugo longer to avoid the traffic becoming completely clogged. Perhaps us in vehicles should just find other places to turn though, I do believe cyclist and pedestrian safety should be the priority.	12/9/2025 10:47 AM
112	This is about safety for everyone and all modes of transportation. The proposed changes will enhance overall safety and should take precedence over small potential inconveniences.	12/9/2025 9:05 AM
113	I go through that corner multiple times a week as I live directly across Corydon. I can see at particular times of day, it being a bit slower bc of one lane. That's not a bad thing since there are lots of winding blind corners that worry me as a pedestrian trying to cross the street. The most activity is at Daly-Wellington where three streets converge at one point. Pay extra attention to safety at that corner. Honestly, losing like 6 parking spots (I've never seen more during my night drives) is not a big deal at all.	12/9/2025 8:20 AM
114	GET THIS DONE ALREADY. VALUE CYCLISTS LIVES.	12/9/2025 8:12 AM
115	As someone who once owned property on Wellington for 8 years I've thought about this a lot. An alternative to losing a lane on each side is also to take out 3 to 4 feet of boulevard on each side to make the bike lanes. There is more than enough green space to do that on both side, and all the street lights and trees still won't be affected. That way, you can still have 2 lanes of traffic on each side.	12/9/2025 7:01 AM
116	This was not a « fast » process by any comparison. It should have been up a year ago. Speed should be lower than 40 km/h. We need to get past the belief that owning a car gives one a greater right to the street. We need more people opening up to new modes of transportation..,	12/9/2025 4:13 AM
117	I cycle on Wellington daily, as I commute to work. I avoid cycling east to west route between academy and Osborne, as the few times I have it has been incredibly dangerous for cyclists- I was nearly hit at high speeds. Unfortunately Rob Jenner was killed, but it could be any cyclist, and we are all at risk until this is changed. These improvements will help and are urgently needed. However, a long term plan should also be prioritized. Can it be named in honour of Rob Jenner?	12/9/2025 12:37 AM
118	I believe a bike path is long overdue on this stretch and would encourage a speed reduction for vehicles as well.	12/8/2025 11:58 PM
119	Left turns into the mostly condo and apartment buildings on the river side are very difficult and unsafe during rush hours. I am very nervous about those turns.	12/8/2025 10:17 PM
120	Currently the sidewalks are not safe both because of vehicles who ignore red lights and flashing pedestrian crosswalks, because of unsafe street crossings (i.e. at Gertrude), and because of bikes and motorized scooters on the sidewalks. I believe the changes will improve at least two of those situations.	12/8/2025 8:40 PM
121	Cut speed limit down, change to 2 lanes until a solution is decided on. Don't waste tax payers \$\$\$. Close street during summer weekends. Make Corydon wider for the extra motorists.	12/8/2025 8:26 PM
122	The death of the cyclist on the Crescent in June 2024 was tragic, and I sympathize with all	12/8/2025 4:48 PM

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who were affected (family and other cyclists). Having a reduced speed along the Crescent would not have changed this outcome; the "super-speeder" would not have cared, and would still have driven grossly over the speed limit. I have cycled along this stretch of roadway, and agree that it doesn't always feel safe. However, to sacrifice the quality of life of the thousands who live along the Crescent for the relative few who cycle is ludicrous! My windows face the Crescent - I can readily see how many people do NOT cycle along the Crescent. Could one two-way bike path (like in downtown Montreal) not be used? Or how about like the bike path on Berry Street that is paved and runs rights along the edge of the boulevard?

123	I Live on Kingsway between Stafford and Wellington Cres. With no left turn from Grosvenor to Wellington and no left turn from Dorchester to Wellington, traffic will use Ruskin and Kingsway as a cut through to get to Academy and the Crescent. This will erode the safety of the neighborhood and Peanut Park. The Study is naive on the timing for traffic delays . 10-20% drivers are expected to use other routes . But the Study does not indicate which routes will be impacted . It will impact my street and the neighborhood without due study or regard	12/8/2025 4:47 PM
124	I'm sorry that my remarks sound critical. We've lived in our current house for ca 25 years, and both my wife and I walked to work downtown for our entire careers. We are fully aware of the challenges pedestrians face, from uncleared sidewalks to reckless right turns off Osborne onto Roslyn or River.	12/8/2025 2:50 PM
125	The project is much needed to improve safety on Wellington Crescent. However the new restrictions on motorists (40km/hour, reducing left turns, reducing lanes) will likely have impacts on nearby residential streets when motorists will try to avoid Wellington Crescent. While this outcome may be unavoidable, care should be given to mitigate impacts when the temporary bike lanes are installed. This is particularly important for pedestrians on Ruskin Row near Peanut/Enderton Park, where residents have been requesting traffic calming measures to reduce often high speed motorists who cut through to Wellington Crescent from Lilac, Corydon, Grant and Pembina. Please consider installing speed humps on Ruskin Row to bolster pedestrian safety. We know that traffic will increase as we have seen it on a temporary basis such as when Harrow was closed for construction and numerous vehicles chose Lilac/Ruskin instead. The continuous car traffic can often be at higher speeds because Ruskin is a straight road that widens. People of all ages - families, high school students, retirees - use Ruskin to get to Peanut/Enderton Park at all times of day and physical traffic calming measures are needed to prevent future accidents from increased traffic due to changes on Wellington Crescent.	12/8/2025 2:48 PM
126	I live on McMillan ave, I don't know how safe it will be to take a left turn on hugo Street N from crescent with only 1 lane for cars.	12/8/2025 12:52 PM
127	The longer and more contiguous the protected bike routes can be, the more city streets accommodate healthier choices for all citizens - not merely those who choose to operate private vehicles on our public roadways.	12/8/2025 11:45 AM
128	Don't waste money on stop gap measures. Deal with the problem once and do it right.	12/8/2025 11:20 AM
129	That this project will bring so much value to Winnipeg. Being a leader for positive change has its ripple effects, and choosing to delay or to not make a permanent change will negatively affect the city. Move forward as the decision makers to make valuable investments to the city. More than just Winnipeg is watching and advocating for this change.	12/8/2025 11:17 AM
130	Please hurry up already! People have been killed and injured on Wellington Crescent for no good reason!	12/8/2025 11:03 AM
131	I understand the concerns of our biking community. This a very difficult situation. Consider using the using the space adjacent to the sidewalk off the road. I have no problem reducing the speed limit to 40 mph.	12/8/2025 10:54 AM
132	I think this is a short sighted approach for a climate that has 6 months of winter. It is responding to a strong lobbyist group that doesn't take into account all infrastructure users.	12/8/2025 7:39 AM
133	The temporary solution is highly ineffective, favouring bikers over residents, motorists and essential services. This survey should give ample feedback to help in developing a permanent plan to be implemented when funding is available. In the meantime save the money spent on this "temporary fix disaster" to happen toward a permanent plan.	12/7/2025 7:51 PM
134	The boulevards have ample space to include a cycle lane on each side of Wellington without interference of vehicles or of pedestrians using sidewalks. The street curb would already serve	12/7/2025 7:51 PM

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as a one curb and a second curb would be added to a 3 foot cemented lane. You may find this done at less cost.

135	There is a showing of zero care for the safety of cyclists while on the road, this project will rectify that. Partitions that are city wide, in particular on convoluted intersections or small yet busy roadways is the way to express to cyclists that they/we matter. You have made it illegal to ride on the sidewalk then offer no protection for us when we're forced to be on the road with 2 ton vehicles, the message that's out there is it doesn't matter what happens to anyone but motorists.	12/7/2025 6:39 PM
136	It is a disaster waiting to happen. Our condo is huge. If I am waiting to exit, so is my neighbor behind me. We are just creating more stress. I can't believe there was any thought given to this temporary solution. And how long is temporary? How will I move from my one lane when an emergency vehicle comes and wants to pass? How will I continue on my journey when an emergency vehicle has stopped to attend to a resident in a condo. How do I pass when there is oncoming traffic. Do I stop and wait 30 minutes for emergency to come out and move? Do I hold up traffic?	12/7/2025 2:47 PM
137	Bike lanes are a "NICE" to have the water treatment plant is a "NEED" to have forget about bike lanes and put the money into the water treatment plant	12/7/2025 2:45 PM
138	Wellington Crescent is a bottleneck street for vehicle traffic. It is a key artery and is always busy. Reducing lanes could potentially cause significant delays. I live in this area, and have little choice but to use this street. I worry that the reduced lanes might make it difficult to leave my own home during certain hours of the day. There really is that much traffic that uses it. Perhaps getting rid of left turns at Cockburn and Wardlaw might be prudent. That would probably eliminate most of my concerns. Everything else proposed looks good.	12/7/2025 2:20 PM
139	The current design of Wellington prioritizes driver convenience and speed, at the cost of safety and well being of everyone (drivers included). Slowing down and restricting traffic will only be good for the residents and for those who actively commute through the area. This design will make me feel much much safer while travelling through this area.	12/7/2025 9:51 AM
140	This is an essential artery for all kinds of transportation. Please make it safe for all as soon as possible.	12/7/2025 8:49 AM
141	Once all the existing streets in Winnipeg are fixed and drivable these kinds of "improvements" could be considered. This project does not seem a priority.	12/6/2025 10:19 PM
142	The plastic bollards are a good idea, but are only useful as long as they are in place. If there's no plans to replace them once the traffic knocks them down there isn't much point even putting them up.	12/6/2025 7:57 PM
143	No more bikelanes.	12/6/2025 6:53 PM
144	Paint and plastic bollards do not do much for protection, but I believe that the overall design changes (lane reduction; closed slip lanes) should reduce vehicular speed as this street was designed for nothing but quick and efficient driving and that needs to change.	12/6/2025 5:50 PM
145	Yes, I have a formal submission but it isn't entirely clear how it should be sent.	12/6/2025 5:13 PM
146	Pedestrian and cycling safety should be prioritized ahead of slight inconveniences for drivers. I am glad this is finally happening.	12/6/2025 5:03 PM
147	The current hodge podge of bike lanes in the area is actively making it less safe than more... there needs to be a continuation of the bike lanes already in existence for this area to feel safe as a cyclist... no question this should have been done all at the start!	12/6/2025 12:16 PM
148	Very excited to feel safe biking on this stretch of road. This is a good thing for cyclists and motorists alike! No more cyclist deaths!!	12/6/2025 12:13 PM
149	Bicycle lanes are very dangerous when turning off or on	12/6/2025 10:53 AM
150	More bike and pedestrians infrastructure. More TRANSIT.	12/6/2025 10:47 AM
151	Bad idea. Used boulevard for make passes as everywhere. Dont steal the roads for them. You will make more angry drivers and its will make more road rangers to the streets	12/6/2025 9:58 AM
152	Great work on this. I love to see changes that encourage more bike commuting through safer infrastructure. I have avoided this route as a cyclist because of how unsafe it has been in the	12/5/2025 5:24 PM

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past. With the proposed changes I can finally safely use this route via bike. Lastly, I know there will be pushback from motorists, however, less incentive to drive = less congestion while driving! Hopefully educating more folks on this works out. For city staff and Council, please keep moving in this direction. I am a proud Winnieperger and appreciate this move to a more sustainable future!

153	As I said above, if bike lanes are to be built, then the boulevard should be made narrower rather than using street space.	12/5/2025 12:58 PM
154	Would love to have city council and staff commute this route for a year by bike or walk.	12/5/2025 12:35 PM
155	Thank you for finally addressing this issue!!!! Makes me so excited to be able to cycle this route again.	12/5/2025 7:55 AM
156	This reminds me of Cambridge St changes and Sherbrook St bike lanes. Both infuriate drivers and cyclists. Pedestrians wheelchairs and runners need to respect these spaces too and often they do not. It's never a good idea to grant runners access into the street. In addition, please do something about these below grade manhole covers! A hazard for both cyclists and motorists.	12/5/2025 4:35 AM
157	Why the one and a half year delay between the death and this survey? If motorists feel safe travelling >100kph in city limits no one is safe and the infrastructure needs a complete overhaul	12/5/2025 1:14 AM
158	This is overdue. This project needs to be high priority. I live on Wellington Crescent and yes, I will be affected in my ability to find parking and drive around my neighborhood. However, these small inconveniences pale in comparison to the benefit this project will bring to the neighborhood. Safety for pedestrians and cyclists (for which there are MANY on this stretch) is what's most important to me. We deserve to have space and to feel safe as we travel through the neighborhood. I've consistently cycled this route for the past 16 years, despite feeling crowded and unsafe, because it is a vital artery for active transportation in the city and we NEED the city to treat it as such. People are DYING.	12/5/2025 12:39 AM
159	Temporary, tactical urbanism inspired projects are a great way to get a feel for how an idea might work and work out any kinks. There should be more temporary projects like this in the City (e.g. a Marion St bike lane?!)	12/5/2025 12:29 AM
160	Waste of time and money	12/4/2025 11:24 PM
161	Do a better job of taking care of the street, especially in winter. Demand that cyclists behave responsibly.	12/4/2025 11:13 PM
162	i encourage you to check your assumptions - especially related to safety. the greater volume of cyclists this will attract may increase altercations with drivers; drivers will be frustrated by those drivers who hold up traffic trying to get access to their properties. i honestly wonder how many cyclists are currently choosing other routes - like snaking over to Harrow where there is a dedicated bike lane. will this temporary solution work and is it worth it? please give greater consideration to those who live in this area - as opposed to those who quickly pass through it - as well as friends and family members who visit. i whole-heartedly agree with reducing the speed limit on Wellington Crescent. as a resident of the street, it is concerning to hear vehicles speeding at all hours. this will no doubt contribute to safety; however, speed cameras may be necessary for enforcement. the loss of the cyclist last year was a great tragedy. but let's be honest - this was an issue of a high risk driver driving at a highly excessive speed. little plastic markers, or even the little curbs (as per River, etc.) would likely have had no effect on that outcome. you may feel pressure to act, but please take your time. this plan is faulty.	12/4/2025 4:55 PM
163	Why not widen the sidewalk and paint a line. This would not have prevented the cyclists killed. A person was speeding no regard for laws	12/4/2025 4:48 PM
164	I would find this a major improvement in getting to some places by bike, which is my main means of transportation.	12/4/2025 4:43 PM
165	A future design that moves bikes and pedestrians away from the road (i.e. a multi use path like the one alongside the rapid transit route) would be way better; cycling and walking next to noisy and stinky traffic is not ideal. Thank you for this initiative!	12/4/2025 12:23 PM
166	extend temp curb at Wellington and Grosvenor SW corner to slow right-turning vehicles. Narrow or remove the slip lane fr EB Academy to SEB Well Cr. Prohibited turns at Dorch. are good. it looks like the curbing can be extended btwn Dorch. and Cockburn? to make for	12/4/2025 12:05 PM

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tighter/slower turns. Left from WB Wellington to SB Hugo should only be possible on a left turn signal phase. Unclear if there's a narrowing via curbs of the intersection at Well. & Wardlaw; needs to be if there isn't. Close access to Gertrude at Well. entirely; Hugo and Wardlaw are available instead.

167	Permanent bike lanes and speed reduction would be a huge upgrade for Wellington Crescent	12/4/2025 1:34 AM
168	City council needs to prioritize so many things ahead of bike lanes. Police. Fire. Hospitals. Repairing current roads properly.	12/4/2025 12:38 AM
169	Being a pedestrian on the south side of Wellington feels very unsafe, with cars turning right at high speeds onto Gertrude and Dorchester without giving way to pedestrians with the right-of-way	12/3/2025 11:53 PM
170	Sadly I have seen other projects where the city has sought comment and then totally ignored it. This seems to be a fair accompli so uncertain why you're asking for feedback.	12/3/2025 10:13 PM
171	The best time for this project would have been at least 15 years ago. The next best time is now. Please don't delay this project. I bike year round to work and hence bike on Wellington Crescent every day. It is the scariest part of my commute. There is a serious lack of good cycling routes going east-west in this area. Portage, Broadway, Corydon, Grant, etc - seeing cyclists on any of these streets is very rare because they are so dangerous. Wellington Crescent is ridiculously wide and has a tiny amount of on street parking and loading. It is a no brainer to put permanent bike infrastructure here. I've been winter cycling for the last 5 years and every year I've noticed a tremendous increase in number of people on bikes. The factors that are driving this include adoption of ebikes, economic pressure, and environmental and health considerations. These factors all are increasing and it is likely they will continue to increase for the foreseeable future. As Gretzky famously quipped, the City needs to look to where the puck is going. I know cyclists get most of the attention, but pedestrians and runners also should be considered. Having safe bike infrastructure means fewer cyclists on the sidewalks. Decreasing the speed of cars also makes it easier to go for a walk with a friend and not have to shout to be heard. It is disgraceful that cyclists and other advocates have had to fight so hard for mere scraps. I still don't understand why this engagement was suddenly needed at the last moment. I wish Council would remember they work for the people, not the person or two who have so much power and influence to sidetrack this popular pilot project. I pay a lot of property tax and spend much of my money at local businesses. I help my neighbours and do volunteer work. I don't litter or commit crimes. I dedicate my working life to bringing the arts to Winnipeggers. I have family and friends who love me. It would be a great loss on so many levels if I get killed because the City cares more about 10 seconds of a drivers' commute than my entire existence.	12/3/2025 10:04 PM
172	This is unnecessary. What happened on Wellington regarding the cyclist who was killed was tragic. However this wasn't due to unsafe street design or speed limits. The reckless driver going over 100km over the speed limit was the issue. Overhauling street designs and already safe limits are not going to prevent that disregard for laws.	12/3/2025 9:55 PM
173	Have someone, anyone, spend some time on the street to see what happens during rush and other hours of the day. Have a traffic unit monitor traffic for cycling infractions, speed and noise issues. Unmuffled motorcycles accelerate through this area rapidly as the noise that they create echoes off of apartment buildings for effect. If this is indeed a temporary experiment and study, engage MPIC to monitor traffic accidents in the area.	12/3/2025 9:11 PM
174	The recent death of a cyclist was tragic, yet was caused by very excessive speeding by an inexperienced driver, not by the absence of a bike lane. Left turns from cross streets onto Wellington from the south sides should be prohibited. The solution best solution is to increase the width of the sidewalks on each side by reducing the width of the boulevards.	12/3/2025 9:08 PM
175	It's urgency for the safety of citizens who bike, and for hesitant citizens to be encouraged to bike because there's a safe route. Too many routes suddenly stop and they're expected to rejoin the traffic, which is not safe	12/3/2025 8:33 PM
176	Already stated.	12/3/2025 6:44 PM
177	There are better alternatives that are cheaper and more practical. For example have the route go down McMillan to Lilac and along Wellington from Palk on the east side of St. Mary's Academy to Academy, This would avoid all the expense and traffic interruptions between Grosvenor and Stradbrook. Re-routing the whole area are really a few cyclists is silly. McMillan	12/3/2025 6:28 PM

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as a bike route makes sense and any serious cyclist would not mind going a block around to get where they need to go safely. DON'T waste millions on this unnessessary project.

178	I would like to have 40k on my residential street	12/3/2025 5:42 PM
179	As a resident who has witnessed collisions and near misses on the Crescent reducing lanes to accommodate cyclists would be a safety concern	12/3/2025 4:22 PM
180	It is a shame that even just this temporary measure has taken this long. I am very happy it's happening, I just wish the city didn't drag its feet on this issue. The years long delay is unacceptable, and I hope we see a change in how our city approaches safety. We need to be taking traffic calming and AT protection seriously and pre-emptively, not waiting till someone is killed, and then taking two years to get an temporary solution in place.	12/3/2025 4:11 PM
181	please work with organizations like CAPA strategies or naturequant to assess the urban heat and nature related impact of these projects. one of the worst things as a cyclist and pedestrian is the lack of foliage including bushes and tress. there is barely any protection from heat and the elements because we've chopped down all our trees. then we complain about things that could be solved by maintaining nature-based infrastructure.	12/3/2025 3:35 PM
182	When cycling this area in the past season I would opt for the sidewalk as the road felt unsafe while cycling, and also knowing there have been collisions causing serious harm and death here. As a driver this area also sometimes feels unclear between wide lanes and upcoming optional turns, the wide lanes encouraging faster speeds from other drivers, so streamlining this I think would also feel safer as a driver	12/3/2025 3:31 PM
183	I have significant concerns about cyclists in this area. In spite of bike lanes recently installed, numerous cyclists continue to use the sidewalk making it very unsafe for people walking there. I regularly see cyclists going through stop signs and red lights and rarely giving hand directional indications. Cyclists are never under scrutiny and this is remarkably unfair. I personally know people who required hospital visits after being hit by cyclists. I think all cyclists should be required to have a bike license for identification and insurance claims. Get fair!	12/3/2025 3:21 PM
184	Although I believe this will cause traffic delays and create a longer commuting time for me, I am in support of this change given the danger to cyclists along this stretch of road.	12/3/2025 1:47 PM
185	It would be great to create separate bike lanes using part of the boulevard to separate the traffic, pedestrians and other alternative ways of transport.	12/3/2025 1:41 PM
186	More should be done to reduce roadway deaths and injuries. This design is an improvement, but we need vast investment in transportation safety to have any hope of even appearing to be a Vision Zero city.	12/3/2025 12:48 PM
187	I disagree with the project. I use the Cres every day in the summer and it is fine. Don't mess it up for both cyclists and motorists. Pedestrians have the median to walk on.	12/3/2025 12:00 PM
188	It is so important to have safer infrastructure here for pedestrians and cyclists.	12/3/2025 9:54 AM
189	Please move bike lanes away from the roads. Along the river would be ideal - away from traffic where they cause accidents by not following the rules of the road. The bike lanes on Westminster are a complete disaster. School Buses can't even turn onto Westminster anymore as the lanes are so narrow and there is 20x the congestion around school drop off and pick up times for the schools in the area. The level of incompetence on the city planning committee is embarrassing.	12/3/2025 9:41 AM
190	There will need to be more traffic watch and enforcement as drivers will hate change but as in other such projects they will come to accept it over time. I think cyclists will find it feels safer. I just worry a out the actual safety as those billiards are easy to run over.	12/3/2025 9:20 AM
191	Love seeing improved safety for cyclists!! As both a cyclist and motorist, I recognize this plan will delay car traffic, but ultimately, we need to get more people feeling safe cycling. 100% in for any cycling investments. Next dream is having the City come up with ways to drastically reduce bike theft so that I feel safe cycling AND confident that my bike won't be stolen or damaged where it's locked up.	12/3/2025 9:18 AM
192	I think that this project is a good idea but it's effectiveness will depend on whether people use the bike path or if they continue to use the road as usual for biking.	12/3/2025 8:18 AM

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193	Start doing usage studies on existing g bike paths If you wonder why people leave the core of the city look at what your decisions are doing to neighborhoods	12/3/2025 7:50 AM
194	It is a necessary connection for cyclists to get through this area. The current volume and speed of car traffic makes this area unsafe for other modes. Please find a permanent solution.	12/3/2025 6:49 AM
195	Thank you for making non-vehicle transportation a priority!	12/3/2025 12:31 AM
196	We need to become a city that places much less emphasis on motorists and prioritizes pedestrians and cyclists.	12/3/2025 12:29 AM
197	Place the bike lanes on the green boulevards. Charge bike users a registration fee to pay for their bike lanes and register the bikers with MPI for insurance payments.	12/2/2025 10:14 PM
198	Do a really good thorough job without taking the entire season. These are some of our biggest tax payers and this is a heavily used route by all. So please do this correctly and efficiently	12/2/2025 10:11 PM
199	These plans need to coincide with projects educating drivers why it's important that we have more people commuting by bicycle and work on changing motorists attitudes. As long as they believe we don't belong there it will always be dangerous for us.	12/2/2025 10:05 PM
200	One comment on Facebook (amid many unhelpful ones) did have a good point. Why can't bike lanes run one street over on smaller side streets rather than reducing lanes on major thoroughfares? Also, is there data on how many bikes pass daily through nearby or adjacent parts of the network? Sharing that with citizens when presenting new designs could help public opinion, as the discourse seems to be that no one uses the bike lanes so why bother.	12/2/2025 9:33 PM
201	Narrowing stress is great for cyclists and their safety but can be challenging for drivers.we also have way more cars in the streets everywhere as more drivers it seems. But if speed limit is lowered then drivers will adjust.	12/2/2025 9:24 PM
202	Yes...it all looks pretty in a video someone has designed on a computer, but the reality is there are too many driveways side by side to be carefully watching for first, pedestrians, then bikes then trying to get into traffic, or trying to get across into traffic on the other side. You should actually come look at the situations getting in and out of traffic. Not make a bifeo of how it will look not how safe it will be for all the residents in all these high rise buildings. Look at the Boulevards.....	12/2/2025 9:23 PM
203	No	12/2/2025 8:22 PM
204	As someone who used to drive, and also hears the concerns of drivers, I anticipate there will be a loud chorus of negative feedback. But as someone who is now visually impaired, but fortunate enough to still be able to ride a recumbent trike, I feel that this type of project will not only make the city safer for pedestrians and cyclists but, over time, will improve the quality of life for everyone in Winnipeg. Thank you.	12/2/2025 8:08 PM
205	Just get the temporary bike lanes in asap while you work on permanent bike lane design so people stop dying on their bikes.	12/2/2025 7:05 PM
206	It's very frustrating how bike activists seem to run the city. There never seem to be projects to improve traffic flow or pedestrian safety nor increased enforcement. Also, cyclists break traffic rules with impunity - we need registration / licensing so that they can also be held to account for moving violations. For the most part, the boulevards are very wide in this area - bike lanes could be added completely separate from vehicle traffic and pedestrians thereby not impacting traffic at all.	12/2/2025 7:03 PM
207	I believe there is sufficient boulevard area along the Wellington Crescent loop to engineer and construct bike paths, and to sustain it as a four-lane driving roadway. The loop is essentially a large traffic circle that provides route connectivity in all directions to both vehicles and bicycles. To permanently remove vehicle throughput capacity without providing some other capacity enhancement would be a mistake.	12/2/2025 6:52 PM
208	This project results in much needed improvements to the safety of all road users. Good job city of Winnipeg!	12/2/2025 6:51 PM
209	Need to be conscious of area where bike lane connects to other streets, these spots can be tricky and dangerous. Clear signage about the transition and where bikes should move to	12/2/2025 6:45 PM
210	WASTE OF MONEY!!!!	12/2/2025 6:11 PM

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211	Protected bike lines are far safer as a cyclist. Drivers don't respect a painted bicycle on the road.	12/2/2025 3:53 PM
212	This is a high density neighbourhood where people L I V E. Do not pander to the few who have no business in this neighbourhood other than to drive through. This city needs to stop prioritizing the 'needs' of people in vehicles who simply cannot get away from that culture for whatever reason. Slow down the traffic and those who are too 'inconvenienced' will find alternate routes. Car culture is being catered to far too frequently in this city. If you want to drive, stay in the suburbs and use the highways!	12/2/2025 3:37 PM
213	Everybody's safety is the main issue.	12/2/2025 3:33 PM
214	I live on Dorchester and work in Osborne Village, so I either walk, bike, or drive this specific stretch of Wellington multiple times a day. I have significantly reduced the amount of cycling I do as a result of the dangerous conditions for cyclists. I have been knocked off my bike by a city bus, forced onto the sidewalk by fast vehicles swerving to get around left turning cars, and have narrowly avoided being hit multiple times as a pedestrian crossing the street, both from crossing the side streets as people turn right or left without watching for pedestrians, and while crossing wellington itself. This change is long overdue and badly needed. Thank you for making winnipeg safer!	12/2/2025 1:19 PM
215	Make sure that they have rest stops and maybe park benches. If they are providing a space that would amplify people's exhaustion, then they need to provide more spaces for rest and hydration.	12/2/2025 11:51 AM
216	I appreciate the efforts to make the city more bicycle-friendly, but I would prefer to see long-term solutions and substantial investments rather than the best that can be achieved with a minimal budget.	12/2/2025 11:20 AM
217	I don't disagree with changing the speed limit, however eliminating parking and having traffic constantly wait for cars making left hand turns into their driveway when approaching Stradbroke will be very disruptive. As a resident of this area, it's frustrating to see frequently empty cycling lanes when driving around Westminster that impede vehicle traffic and make parking difficult.	12/2/2025 10:57 AM
218	People will generally choose the easiest transportation method available for any given trip. I choose to walk or cycle when taking the car involves heavy traffic and parking fees. If it's bad weather I drive and enjoy the comfort despite the cost and congestion. I want the option to cycle and walk safely a lot more than I want perfect driving conditions. This plan is a leap in the right direction.	12/2/2025 8:46 AM
219	Signage and a media campaign are important to help drivers understand how to watch for cyclists when making right turns.	12/2/2025 8:42 AM
220	Question # 8 - I understand the difference and want to see something permanent - but that takes time, and we NEED something done as soon as possible. While concrete barriers are better, if paint and plastic bollards can be done in the spring, then they should be a done while planning for something more permanent	12/2/2025 7:11 AM
221	What is the plan for Wellington from Academy to Academy ? Closing it in the summer is not working - why not put temp bike lanes there to0 - so motorists can still use ?	12/2/2025 7:06 AM
222	Although I do turn left onto Wellington from westbound Gertrude, it is a challenging turn and probably safer to have it changed this way. And I appreciate the improved bike safety as a cyclist	12/1/2025 10:06 PM
223	I travel the route twice a day, usually by bike, and also by car or walking and running. From this perspective, I feel these improvements will benefit all road users and be much safer. Thanks for this investment!	12/1/2025 8:51 PM
224	My child was hit by a car riding her bike. Some thing needs to be done about road safety.	12/1/2025 7:06 PM
225	It appears that the driving public has to make many concessions - getting in and out of their driveways, etc.	12/1/2025 3:39 PM
226	Temporary fixes are a waste of time and resources. Do it properly and do it once. Also the project is focused on intersections that don't seem to create traffic problems and you've missed some key intersections that do create problems (Cockburn and Wellington)	12/1/2025 3:12 PM

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227	I feel there should also be no right turns on red lights for vehicles at Wellington turning north onto Academy, and Wellington turning south onto Hugo. I would also like to see the 40 km/h speed limit extended to Stradbrook, River, and Nassau.	12/1/2025 12:44 PM
228	City Council should consider the needs of the people that live in this neighbourhood.	12/1/2025 10:48 AM
229	I don't understand why it's taking so long when it's a temporary pilot project. How am I supposed to make informed opinions if I haven't even tried out the design for myself and see how it affects my day-to-day? I'm super pro-making streets safer but we're never going to get things right if we're afraid of getting things done.	12/1/2025 9:42 AM
230	Winnipeg does not have the climate to put money in to bike lanes. Taking away traffic lanes will only increase congestion. In winter, with slippery roads , a painted line provides no protection. Try decreasing speed limit first. This may shift drivers to re route through larger thoroughfares.	11/30/2025 11:15 PM
231	I do not understand how the bike boxe going north on Academy work.	11/30/2025 9:47 PM
232	This is ridiculous. I mostly seniors are in this area. YOu would be blocking all traffic every day, buses,etc. It will be impossible. One crazy driver should not dictate this nonsense/	11/30/2025 9:28 PM
233	Thanks :)	11/30/2025 8:00 PM
234	I live in the area and don't really even like walking down that section of Wellington as there is too much traffic. I will be a lot happier when the bike route is available.	11/30/2025 7:49 PM
235	Eliminating one lane each way as the Crescent is ver busy and this may cause heavier traffic flow	11/30/2025 6:29 PM
236	Proper study should be done for a better Final Solution with infrastructure upgrades. A Temporary Solution is most concerning as it will decrease the current level safety, which is already problematic.	11/30/2025 4:56 PM
237	As a person who uses this space for cycling and walking frequently, I have never felt unsafe here. There are many other areas of the city where I would like to see better cycling infrastructure more than Wellington crescent. If changes are made, please pay attention to how these lanes affect cyclists and drivers ability to make turns safely and easily. The new bike lanes on river avenue, with parking along side them, feel very unsafe as it is very hard to see cyclists as a driver. It seems like only a matter of time until a cyclist is hit. Adding stop signs for cyclists (as at the Westminster cycling path by balmoral hall) would help. Other solutions may be better.	11/30/2025 1:13 PM
238	I appreciate the effort to bring the speed limit down, but 50km/hr didn't prevent deaths before and 40km won't make much of a difference without physical biking infrastructure. Paint and plastic bolsters are not a solution - it has taken the city years and years to even feign interest in producing a study of Wellington, multiple deaths and collisions on that street, and still we are just given a temporary solution saying that you will embark on a study. I know things take time, but do it already, and make it a priority to put in physical barricades to actually prevent collisions.	11/30/2025 12:38 PM
239	Long overdue!	11/30/2025 11:13 AM
240	Paint is not infrastructure. This will make it better and safer for all users, all ages, and all genders.	11/30/2025 10:56 AM
241	Left turn as vehicle heads east on Wellington will be extremely more difficult resulting in backing up traffic which in turn will affect traffic trying to enter Wellington from the side streets. There are over a dozen driveways to access turning left with well over a thousand residential properties requiring access. Vehicle traffic flow will be greatly compromised.	11/30/2025 10:51 AM
242	Loss of street parking in this area will cause great disruption to residents.	11/30/2025 9:24 AM
243	More traffic lights along Wellington would definitely make pedestrians crossing Wellington much safer to access Munson Park	11/30/2025 6:58 AM
244	Full steam ahead. This section is in desperate need of improvement. Slow traffic down and make the street safer for all.	11/29/2025 9:11 PM
245	Love this! As a cyclist who recently moved into the area, the bike lanes will be part of my daily commute during the warmer months. I wasn't looking forward to riding on the sidewalk for this	11/29/2025 2:17 PM

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stretch of the road. As a motorist who has used this stretch for several years on my daily commute, it might cause more of a wait in traffic, but it will make the street safer for all. It's worth it!

246	All of this is completely pointless and misses the point that Rob Jenner (a friend of mine) was killed by a person recklessly speeding ..not because the road was dangerous.	11/29/2025 9:10 AM
247	The way the city has taken street space for bike lanes has made it more difficult for motorists to get around and adding congestion in key areas. Frustration in planning.	11/29/2025 8:47 AM
248	You cannot reduce the heavy densification in an area that clearly gets its commuting by bus or cars, not everyone works from Osborne village - wellington to nearby offices, the traffic congestion will create new hazards. Focus our city resources in prioritizing infrastructure that alleviates the traffic that the area experiences (i.e. new roads, bridges, etc. to flush traffic out of heavily used small roads as river avenue, osborne, wellington. Its understandable to prioritize safety, and educating and enforcing existing rules its probably a good start, Winnipeg is becoming a city of tailgating driving, red light drivers, and always over speed limit, if we are giving up on educating and enforcing, some changes of infrastructure will not attack the root causes that have brought very sad cases of pedestrians and bikers losing their lives.	11/28/2025 10:13 PM
249	Please, More bike lanes!	11/28/2025 7:27 PM
250	Adding a temporary bike lane is only a start, I do feel the safety of our community should be the largest priority. With winter coming up, i am concerned how visible the bike lanes will be, especially at night. A physical barrier will keep cyclists more safe, and I believe this is the best decision.	11/28/2025 7:02 PM
251	Waste of our tax money, you can put this money towards hospitals ,fire and paramedics who actually need and have been asking for help.	11/28/2025 6:36 PM
252	Speed restriction must be enforced	11/28/2025 10:20 AM
253	These changes are much needed. I have had too many close calls as both pedestrian and cyclist. I also witnessed a cyclist being hit by a car in exactly one of the areas that's asking for traffic calming. We need to make permanent changes to this road to make it safer for everyone using it.	11/28/2025 9:47 AM
254	I think our city staff and council should seriously consider the amount of money required to implement the temporary and permanent bikepath proposals. I feel resident taxpayers are already faced with high property taxes, which will continue to rise. While I do not have any accurate numbers of cyclist, using the proposed bike path route, as already mentioned that over the years, I have not noted it to be a route that is frequently used by cyclists to warrant spending a large sum of money on.	11/28/2025 2:46 AM
255	I would think there are many other things that the city can spend time and money on. The transit changes have made the bus operations significantly worse, my back lane has been awful for over a decade now and there are other routes that would warrant protected bike lanes more than this route.	11/27/2025 7:15 PM
256	I think that it's important to take feedback from people who walk, cycle and drive. We live in Winnipeg-cycling is not an option in the winter for most of us. There is ample space to widen existing sidewalks which will reduce the significant impact this will cause for a fraction of the cost. With all due respect, whoever is designing this clearly hasn't had an opportunity to either live in these neighbourhoods, or speak with the majority of people. This isn't the road to implement these changes on, and while it may be positively received by a handful of radicalists who don't care about anyone but themselves and their 'cause', this hasn't been something in our community that a majority of working class average people and homeowners have considered to be a positive change. Proceeding with something like this shows clear inconsideration for the majority of the community who rely on efficient transportation. Revisit this solution. This is not a positive solution, and it is not well received. This will additionally make it more dangerous for our first responders who have to respond and inhibit traffic when responding to emergencies at buildings they are unable to drive up to. As for the reduced speed limit, you won't have to bother if you implement these changes, no one will be able to drive faster than 10kms will the disruptions it will cause-although the cyclists will be happy about that since they don't use the bike lanes to begin with so they'll at least be able to keep up with traffic. Interested in hearing alternative solutions. Back to the drawing board!	11/27/2025 7:09 PM
257	We need more safe infrastructure academy and Wellington need bikes lanes. Paint is not	11/27/2025 6:09 PM

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infrastructure. Cities are for people not cars.

258	Idiots driving at speeds in excess of 100km/hr and killing cyclists do not justify a reduction in a speed limit. That incident would have still occurred with this temporary plan in place. Leave the speed limit alone. Despite being a cyclist who uses this route, I strongly disagree with this temporary plan. Wait until a permanent plan can be implemented.	11/27/2025 4:28 PM
259	I would like to suggest that a controlled calming circle at junction of Wellington Crescent/Grosvenor/Arbuthnot be part of the project to address safety and accessibility concerns.	11/27/2025 4:08 PM
260	Motorists will always be more safe, secure and comfortable regardless of any delays to their route when it comes to infrastructure changes. Please keep safety of all vulnerable road users top of mind in this and all future designs!	11/27/2025 2:36 PM
261	Make it happen. As someone who bikes very regularly on this section of Wellington, I still don't feel safe as cars and trucks speed through this section.	11/27/2025 1:55 PM
262	this city is car centric and that needs to change	11/27/2025 1:45 PM
263	For someone that cycles and walks daily along the entire path of this bike project, I currently feel incredibly unsafe and must be constantly calculating whether drivers are aware of my presence. The majority of risk I've faced, with many near collisions into me, are when drivers are accelerating onto Wellington Crescent or attempting to use a short time window to turn left onto Dorchester, Hugo or Gertrude streets. This project addresses the latter issue mostly, but is less effective at addressing the right turns from feeder streets onto Wellington. Drivers will likely make unsafe decisions to turn left onto Dorchester further West from the median. Traffic calming curbs at Dorchester should also have appropriate signage to warn of cyclists, as painted lines do not pose enough of a barrier to warn drivers of cyclists. This signage and more painted lines should also be present at Cockburn St. There should also be a no right turn on red sign at Hugo Street and Wellington Crescent. Again, this project should only be used as an interim solution to address immediate concerns, and a fully permanent solution should be implemented by 2027. This is necessary work to stop motorist confusion and unsafe driving in the area, which is leading to cyclist and pedestrian injuries and deaths.	11/27/2025 1:30 PM
264	this is another "Made in Winnipeg" solution. throw paint at it and it will be forgotten forever. the City should go directly to a permanent solution with hard bike lanes and improved landscaping. the reduction of 2 lanes, lost parking and reduced speed are good but where will the traffic and parking go? there really is no temporary fix. to solve the problem - DO IT RIGHT.	11/27/2025 11:28 AM
265	Reducing parking in a high congestion area that is a desirable walking neighbourhood where many people drive to and walk and enjoy Hugo dock, skating on the river, etc. is a mistake. Where are the people that go skating on the river in the winter going to park? Where are those that want to take the water taxi going to park? Many people park along Wellington Crescent and walk to hockey games downtown, fireworks, the Legislature, Osborne Village, Corydon for the Friday night music and the restaurants in the area. Many park on Wellington Crescent and walk. We think this is a huge mistake and is being done for a select group of people that could simply continue to ride on the streets including Corydon, and the side streets. And there is a huge cost for a small group of people	11/26/2025 9:09 PM
266	No	11/26/2025 4:10 PM
267	It's a good idea to proceed with a temporary implementation as a way to trouble shoot . Best of luck .	11/26/2025 4:03 PM
268	Nothing	11/26/2025 1:02 PM
269	Yes - there are a number of really critical problems facing Winnipeg that need funding. This is NOT one of them. This is the sort of thing that makes people really angry.	11/26/2025 11:31 AM
270	I am in favor of reducing the speed limit to 40 but think this stretch could benefit from speed limit enforcement too.	11/26/2025 10:06 AM
271	I think it will cause lots of problems with traffic and emergency vehicles	11/26/2025 8:52 AM
272	There's enough room for street parking and cyclists from what I can tell. Why not make that stretch of parking like Sherbrook? Thanks	11/26/2025 6:33 AM
273	My perspective on this matter is that of an international tourist who recently spent two weeks	11/26/2025 6:16 AM

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cycling around Winnipeg, and found this consultation online by chance after leaving. My experience was that Winnipeg's newer protected bike lanes are great, but Wellington Cr, close to where I was staying and difficult to avoid riding on without considerable detours, was frightening and dangerous, and needs the best possible cycling facilities, preferably protected separated cycle lanes, ASAP. I think that Winnipeg has fantastic potential to attract visitors like me who want to cycle and contribute tourist dollars to the Winnipeg economy, but it's not really there yet and needs streets like this made safe for cycling before it can truly benefit in this manner. Best wishes for the success of this project.

274	This is beyond needed, cars do not pass cyclists safely on this road and it is scary and feels like I am risking my life when I bike on Wellington daily. Making a left hand turn from Wellington to Grosvenor as a cyclist is very difficult because you have to merge into traffic with vehicles going way faster than you. A mechanism for cyclists to turn safely here is very needed in the temporary and permanent plan. I really appreciate the efforts here, this would make a huge positive impact in my life. I cycle and walk this route every day to and from work.	11/26/2025 2:32 AM
275	More local signs on sidewalks and near bus stops to get people's opinion and news out to people other than those who stalk the news feed and oppose all bike lane projects across Canada.	11/25/2025 10:53 PM
276	The present bike lane in front of 99 Wellington Crescent has created problems for handi-capped pick-up and drop-offs. I reported this, with a viable solution and nothing was done to fix it.	11/25/2025 10:51 PM
277	Somehow, I missed out on a study or appeal to citizens as to the need for this in the first place. I do not know who is behind this move. I alternately, drive or take the bus and walk, but I would cycle too, and in all likelihood, choose not to cycle in that area. It makes no sense to me.	11/25/2025 10:44 PM
278	Biking experience and safety will greatly improve without too much impact for driving.	11/25/2025 9:00 PM
279	There does not need to be consultants involved pretty straightforward approach. Do like a lot have a dual walk lane and bike lane. Current area around sidewalk has enough room to accommodate such a plan	11/25/2025 4:55 PM
280	The project shows excellent foresight by City staff in design & Council in approving, improvements for all users of the road system. I imagine there'll be an adjustment period of some months when auto-users will be unhappy with the changes, but in the long run will adapt.	11/25/2025 3:50 PM
281	Making the Crescent a two lane roadway from current four lane will hamper vehicular flow especially during afternoon rush hour !!!! I can foresee major backups extending back onto River !!! Guaranteed there will be many disgruntled drivers ... cheers	11/25/2025 3:22 PM
282	Until there is a better way for people to get around, the problem lies with the volume of traffic and the speeds at which people travel. If the speed limit could be reduced to 30 or 40 along Wellington and the limit enforced, I think it would serve everyone. There is just too much density in the area and too many vehicles for one lane each way to make any sense. The cars will go to the side streets where people are parked, visibility is obstructed, more people are walking, and there are 4 way stops at every block. This will be more dangerous. Slow everyone down and see how that works before making even temporary changes. They may not be needed.	11/25/2025 3:01 PM
283	It is not sustainable to continue to pander to motorists and to continue to create unsafe streets for alternative transportation methods. This temporary solution is a good start, and begins to take seriously the safety of pedestrians and cyclists. It shouldn't take any more loss of pedestrian and cyclists lives in order to implement this change.	11/25/2025 2:51 PM
284	I think motorists need a left turn on to Wellington, from Eastbound Grosvenor to ease frustrated traffic on residential streets nearby.	11/25/2025 2:12 PM
285	I actually had to change my commute home from work on my bike due to feeling unsafe on Wellington and Grosvenor. There are limited safe options for cyclists and loads of options for drivers. It is okay to put active transportation first, especially in densely populated, central neighbourhoods.	11/25/2025 9:10 AM
286	I am definitely satisfied with the interim solution as shown, but would not say no to more crosswalks, especially where pedestrians must cross Wellington Cres. in order to get to a bus stop (e.g. Dorchester intersection) to prevent unsafe crossing/jaywalking. However I do not	11/25/2025 8:44 AM

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think that insufficient crosswalks in the interim solution should prevent the interim solution from being implemented.

287	You are going to upset people with the limits on left turns at the two intersections and taking away part of the access to gurtrude. That said, this is a good solution for bikes. Motorists are not going to like the loss of a lane.	11/25/2025 4:32 AM
288	Safety for cyclists along Grosvenor Ave between Wellington Ave and Stafford Street, as well as between Stafford and Harrow also urgently needs to be addressed. - Thank you!	11/24/2025 9:55 PM
289	Please do not do this. Especially reducing the speed of the road. If there are bike lanes why do you need to reduce the speed????	11/24/2025 9:22 PM
290	Do it	11/24/2025 9:11 PM
291	This is very exciting and would be great for our neighbourhood!	11/24/2025 6:47 PM
292	Thus temporary change worsens the area overall for a small minority of the area that will utilize this change. You would be better off saving this money to come up with a permanent solution that benefits both motorists and cyclists. Not just cyclists. In short, why waste money on a temporary solution that is going to negatively impact the area when you can save the money until a permanent solution is affordable that will positively affect the area.	11/24/2025 5:57 PM
293	I am so tired of the delays to this project, and I am very frustrated that this pilot is being done before any infrastructure is in place. This is highly irregular, and feels like it is intended to sabotage the project. As a researcher and scientist, I am also very alarmed at the structure and design of this survey, with highly leading questions and few opportunities to shape the implementation. I expect better of the Public Works office and the engagement office and I am disappointed in the biased survey which is clearly loaded against bike lanes and other safety interventions.	11/24/2025 4:32 PM
294	Please ride your bikes to and from work so you can better understand what needs to be addressed in planning this structure.	11/24/2025 4:27 PM
295	Am against the temporary measures as described	11/24/2025 3:39 PM
296	Enforced speed reduction during cycling season would be the best solution. Keep in mind the problems associated with snow removal 6 months of the year.	11/24/2025 12:00 PM
297	This is a park road, consideration for how extensive tree planting can assist in slowing traffic by creating "shy distance" issues while enhancing our urban forest should be considered.	11/24/2025 11:44 AM
298	I don't understand how winter driving conditions would make this a safe idea, on top of my concerns already shared.	11/24/2025 10:56 AM
299	Traffic will be greatly impacted in the area. Already congested at certain times this would make it much worse. Perhaps instead of a single lane, put in more traffic lights or maybe only make the path a bike path as a walking path with bike traffic isn't the greatest	11/24/2025 10:48 AM
300	Looks like a huge waste. Traffic is getting worse by the minute in this city and nobody uses the bike lanes. Another make work project with no real objective	11/24/2025 10:36 AM
301	Use our bulivards instead	11/24/2025 6:52 AM
302	So few cyclists on the route. Almost none in winter.	11/24/2025 2:45 AM
303	I find it intrusive and am opposed to bike lane construction for less than 23500 Winnipeg citizens using bicycles as their primary mode of transportation. I don't know how many times I see cyclists on the sidewalk ignoring that there is s a cycling lane/path on the road. But again, no enforced ment.	11/23/2025 9:40 PM
304	Don't do this project	11/23/2025 9:34 PM
305	Two driving lanes are a necessity. Bike lines should be added beside the sidewalks if at all possible.	11/23/2025 8:06 PM
306	I understand the need to address cyclist safety and am willing to live with some inconvenience as a driver.	11/23/2025 7:06 PM
307	We understand that something NEEDS to be done for cyclists' safety, and I am happy to live with some inconvenience to accomplish that.	11/23/2025 7:03 PM

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308	Not about this project but I appreciate more bike paths.	11/23/2025 6:17 PM
309	Please see my other comment about weather damage.	11/23/2025 5:33 PM
310	I appreciate the transparency and would like to see this done asap. Safety should be priority number one!	11/23/2025 5:15 PM
311	I appreciate people don't like change but this is a necessary connector in a network that is long overdue. At some intersections on the video, it appeared that there would not be physical barriers/bumps beyond plastic bollards to prevent cars from cutting off bikes. That seems like a mistake, potentially creating unnecessary conflict and thus reducing safety.	11/23/2025 1:38 PM
312	I am kept informed about changes to the Crescent . Since we moved here 15 years ago it has gotten so busy. It's difficult to drive on, and worse to walk or bike on..people use the Crescent as a way to go back and forth from work, and it was never intended to be a major thoroughway	11/23/2025 12:11 PM
313	The reluctance of the City & Council to get serious about reducing the number of single operator motor vehicles on the streets of Winnipeg is disappointing. There are real opportunities to change the way our city can become safer, cleaner and more useable and a ton of research shows that public transit overhauls can do that. Stop fearing the oversized truck lobby and proceed with climate friendly density increasing measures that can create a better, more equitable society in the city!	11/23/2025 10:46 AM
314	Providing Left turning lanes is a basic requirement and fundamental to workability. In addition to access to residential buildings along the river, careful consideration to access to St Mary's Academy needs to be incorporated to avoid paralyzing delays	11/23/2025 9:00 AM
315	Maintain the trees on the boulevards. They add needed shade & beauty. Additional pedestrian lighted cross walks are needed on Wellington Crescent.	11/23/2025 1:25 AM
316	Thank you for choosing to prioritize lives, living, and safety	11/22/2025 8:52 PM
317	In the summertime, there are many Cyclists using Wellington Crescent. The numbers decrease as the weather gets colder.. I would prefer that city council ensure winter sidewalks are cleared for pedestrians and worry less about winter cyclists.	11/22/2025 7:55 PM
318	In general while I understand the need for bike lines in our city, by and large they've been rolled out in ways and places where it negatively impacts everyone. Assiniboine ave, sherbrook and the entire exchange district specifically. As such, I am loathe to have much faith in ANY new bike lane plans that don't involve input from motorists as well, since - wait for it - were the ones who have to actually pay to use the roads.	11/22/2025 6:42 PM
319	The speed limit on this section of Wellington should also be reduced, or, at the very least, enforced	11/22/2025 6:36 PM
320	This "temporary" change will obviously become a permanent change because of the city's unwillingness to tax and invest in infrastructure. So we'll end up with more traffic congestion because the city's leadership is committed to putting band-aids on existing infrastructure, pandering to cyclists (over both pedestrians and motorists), and always kicking real solutions down the road.	11/22/2025 12:54 PM
321	I love this neighbourhood and support any initiatives that improve safety. Thank you City of Winnipeg.	11/22/2025 12:12 PM
322	My wife and I have been hoping for an initiative like this for some time. We have been avoiding the use of our bikes on the Crescent because of safety concerns.	11/22/2025 12:10 PM
323	More temporary solutions, faster! Most complaints (other than the most hardcore, fundamentally opposed people, who will always complain regardless of whether they're actually impacted or not) will drop off over 6-9 months as people adapt. That's when you'll know if it was a success, needs changes, or has actually truly failed to meet objectives. This approach is what needs to happen with more city improvements. We need to make the city better, faster! Honestly people's safety depends on it.	11/22/2025 11:25 AM
324	Until cyclists follow the traffic acts they should not be given all these paths. There aren't enough cyclists on this route. They lobby for more safe route, but I OFTEN see them crossing on red lights if no traffic (Stardbrook at Donald) and Nassau and Stradbroke. They already get a slight green advance light but still go through. They should be licensed and insured like vehicles and follow the road laws.	11/22/2025 11:18 AM

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325	This project is completely unnecessary. Wellington cressent is perfectly safe if we as cyclists follow the rules of the road. The person who was killed, died because the car driver was traveling 3 times the speed limit not because the route is unsafe. The council has a responsibility to use our tax dollars responsibly, not to pander to the small group of cyclists that are a loud obnoxious minority.	11/22/2025 10:56 AM
326	I sincerely hope that any modifications or construction along this route will not result in damaging or destroying trees along the boulevard.	11/22/2025 8:04 AM
327	How about put more effort in fixing streets that are crumbling. Too much focus on bike lanes. I should have a say where my tax dollars go and bike lanes is not one of them.	11/22/2025 7:11 AM
328	Bike paths may improve some routes but are not a blanket solution for the problems presented by cyclists and motorists who either knowingly or unknowingly ignore the rules of the road and stricter enforcement of said rules is the best solution	11/22/2025 1:14 AM
329	It is all good, but please do not use Bollards. Those will bend over, be run over, break off; please think of the Bollards as a consumable. I really don't want you to use Bollards. Please consider using something like a bolt down street bump that is reflective. The bump lets drivers know where the edge is, and the reflective reminds the driver too.	11/21/2025 10:31 PM
330	If you want to understand what matters to people a survey asking about what matters would help a hieve this. This survey is constru ted in a manner to only produce a confirmation bias	11/21/2025 9:03 PM
331	Be bold with reducing the speed limit. I just spent time in both Montreal and Toronto where 30 km/hr is the norm in residential neighborhoods. It makes a huge difference in safety for both cyclists and pedestrians. Cars are already too safe: air bags, heavy, huge.....they can give up some speed for the life and limb of everyone else.	11/21/2025 7:18 PM
332	In the past 5 years, the quantity of traffic has increased in this area, especially during peak hours. When there are this many major roadways accessing one bridge, it's a constant bottleneck situation. To "push" cyclists onto the designated path, has there been consideration of incorporating some stanchion posts near major entry/exit driveways along the path?	11/21/2025 6:20 PM
333	Many of the dangers of cycling here are from major potholes that force cyclists into the center of the road, often unexpectedly. The build up of road salts and sands that accumulate on the side of the road are also deleterious to cyclist safety. I think the bike lanes are wise from Academy to Grosvenor and the Grosvenor intersection is sensible. The portion between Grosvenor and Dorchester is also sensible as the road changes rather unexpectedly into two lanes, which most drivers seem to handle poorly. The cyclist boxes are also a good idea. The lower speeds are also sensible. The considerable downsides to this project are between Cockburn and Stradbrook, which have a considerable volume of parking. The City's failure to require adequate parking in new development sites in the immediate area have made on-street parking challenging. Further, the turn from Wellington onto Gertrude will become more unsafe in this current design as cars will now make a >90° turn through the bikelane. I do not think the current approach to Gertrude should be modified. It will also force more traffic onto Wardlaw, which already sees considerable speeding and heavier use, despite the roundabout. I would again wish to see a speed bump or traffic calming options for Wardlaw. Lastly, permanent solutions should absolutely not reduce the boulevard width. The City has repeatedly failed to protect mature trees during bike lane construction. The City needs to restrain itself from reducing the boulevard slip as a solution to increasing bike lanes.	11/21/2025 6:00 PM
334	I hate it.	11/21/2025 5:38 PM
335	Have someone assess the current situation with traffic, and understand that the traffic down the crescent comes from academy, Maryland and side streets. As well, the crescent is densely populated and there are many seniors who need the availability of a ambulance/firetruck.Why can't there be a designated roadway for cyclists off of crescent in this densely populated area.	11/21/2025 3:49 PM
336	no	11/21/2025 1:25 PM
337	This is a waste of tax payers dollars! feed the homeless in the city! You will bugger up the traffic by reducing vehicle lanes and same with eliminating parking. I travel this route everyday and there are few if not zero bicycles on this corridor. Fix the potholes with this \$. Trim the city tree tops so we can see roads at night@	11/21/2025 1:20 PM
338	I get it that this is temporary and that spending the least amount of \$ on it is the intent, but it	11/21/2025 11:49 AM

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should regardless provide better protection for cyclists. Pedestrians have the sidewalk however crossing Wellington is still problematic and more dedicated X-ing points should be considered.

339	Please build more bike lanes, they are so awesome	11/21/2025 11:42 AM
340	The multiplex housing developments near this route will need to provide adequate parking for their tenants. How many exact parking spots along the route will be lost? I appreciate the no right turn onto Gertrude while driving east on Wellington. It will make things much safer for the schoolkids at the school at Gertrude and Osborne (although I'm sure the drivers who use Gertrude as a shortcut to Osborne going south won't be very happy!)	11/21/2025 11:40 AM
341	No	11/21/2025 11:00 AM
342	Since we have had several serious car on bike collisions along this stretch, I really do hope the city intends to ultimately install protected bike lanes along this route.	11/21/2025 9:12 AM
343	I think its fairly well considered.	11/21/2025 7:34 AM
344	I think the city should look into cutting into the boulevards to expand the bike routes especially the couple of blocks east of academy - they are huge.	11/21/2025 7:27 AM
345	Please don't reduce the speed, just enforce the current one	11/21/2025 7:21 AM
346	Je suis étonné par le niveau d'effort qu'a impliqué ce mesure temporaire (animation de vidéo, consultations sur plusieurs années etc). La consultation c'est important et apprécié, mais ça compromis le rapidité de la mise en chantier et j'espère que ceci ne deviendra pas une exemple pour tout les projets pilotes. Très hâte pour voir l'arrivé de ce projet! :)	11/21/2025 6:30 AM
347	STOP IT BEFORE ITS TOO LATE!	11/21/2025 5:36 AM
348	restricting car drive is unsafe for everybody. bikes are meant to be for recreation, not as a dedicated means of transport. you cannot take your family on a bike or do grocery shopping. besides, bike riders ignore all traffic rules and even become violent.	11/21/2025 5:06 AM
349	I drive 4 route daily that either have a bike lane on the road or one on the boulevard, I don't see the usage justification for losing the roadsapce, if you want to add bike lanes to be trendy , don't remove road space ! Enforcement for cyclists to use the path not the road when provided please , bikes don't stop at stop signs in more than 50% of the areas they are encouraged to share the road	11/21/2025 12:11 AM
350	I live in this neighbourhood, and travel this route at least twice a day to go to the HSC Campus, or downtown. These bike paths don't solve the issue of bad drivers driving too fast, and recklessly, and will actually make the commuting worse for everyone by limiting the width of the street in critical areas that are subject to very heavy traffic, particularly between Kingsway and Academy where school drop off/pick up and daycare drop off/pick up at the synagogue generates heavy traffic turning onto this section of road. I'm also a long-time cycle commuter, as well as a driver, and the safest bike paths would utilize the already very wide sidewalk boulevards - put the bike pathway there, where it is safe and away from car travel. I ride my bicycle on the sidewalk on these blocks of Wellington because that is where it is safe. Traffic is heavy on this route because it is a major accessway to two bridges into, and out of, the centre of the city, and clogging it up with lane width restrictions will only increase the likelihood of bad drivers becoming more frustrated, and driving more recklessly. If you are trying to introduce the bike lanes, then do so in a manner that improves the route for everyone.	11/20/2025 11:50 PM
351	There should be an open house. Citizen engagement is essential. Have representatives who can explain the video. Engage in discussion. This survey is asking for input when more of the population will be confused and resisting change. It makes the survey input less valid. The absence of an in-person event is alarming.	11/20/2025 10:12 PM
352	The city can't afford to keep its current roads and bridges safe and up to date. How can it rationalize this expense for the short period of time that cyclists use this route?	11/20/2025 9:16 PM
353	Reducing the lanes of Vehicle traffic is not the way to make the roadways safer!	11/20/2025 8:52 PM
354	One of the biggest issue on this stretch is the deterioration of the road surface	11/20/2025 8:47 PM
355	My children bike along here to their middle school and high school. I worry for their safety. My wife bikes here to get to work most days. I bike along here for a significant part of the year. I am a driver and a pedestrian too. There is plenty of space for all users here. There is never so	11/20/2025 8:46 PM

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many cars that we need both lanes. Having turn lanes in select spaces will be helpful. This will be massively helpful for connecting all road users. As a driver, I want bike lanes so I know where bicyclists are. Please support this pilot and to make this permanent.

356	Make it permanent . Also could a bike lane be made along McMillan Ave ? It's parallel to Corydon, would take bikes off Corydon. You could also connect the bikeway from Wellington to McMillan Ave all the way down . Make a continuous safe bike route accross Winnipeg.	11/20/2025 6:11 PM
357	Every section I have seen with the bike lanes has caused traffic issues, parking issues, and numerous other issues. Why we continue to please "entitled" cyclists who have no insurance, no license to operate a bike, for the most part no common sense and the city of Winnipeg takes needed traffic and parking away to please these people. That is outrageous to anyone with common sense. It should also be stated that the majority of time, no "entitled" cyclists use the bike lanes while traffic is back logged. I was require to find a new way home as the bike lanes on Goulet have created such delays, it is unebelavable. I sit in traffic and see the red light change to green and do not move for 5 to 6 lights in the winter. And during this time, zero cyclists in the area built for them. Why this was done has never been justified and the people responsible should be addressed for creating issues. Certainly appears the city of Winnipeg does not take responsibility for anything. Very disappointing with the high property taxes we pay and the poor road designs.	11/20/2025 5:50 PM
358	The speed limit should be 30 km an hour, because most vehicles travel 10 kms over the limit.	11/20/2025 4:19 PM
359	Yes! I am not sure if the full picture around that part of Wellington Crescent and Hugo Street North to Corydon has been taken into account and in particular, the upcoming developments - 45 Housing Unit on the East side of Hugo Street North, directly across from #230 and a restaurant going in at the corner of Hugo St N and Corydon. There is a HUGE potential for increased traffic along Hugo St N with these, and possibly more with the redirection of traffic as a result of removing access from/to Dorchester and Gertrude. The housing complex is only allowing for 34 parking stalls. There will be increased need for parking with a restaurant - patrons and delivery/service vehicles. This bike plan is removing a lot of nearby parking space. Hugo St N is a VERY busy little street and SO dangerous at peak traffic times, as it is the only connector between Wellington Cres and Corydon. It is also used consistently all through the day by large trucks, making deliveries to the many businesses along Corydon. The back lane is blocked all the time with these trucks and residents often have to wait 15 minutes or more in order to leave their premises. I would really like to see a traffic study done on Hugo Street North.	11/20/2025 4:05 PM
360	One lane only for vehicles is not going to accomodate people turning into apartments and condos . This will create gridlock in rush hour . Parking in this area is already very difficult to find and this will add to the problem	11/20/2025 3:24 PM
361	In general, I am disappointed with this entire initiative. Dedicated bike lanes should never be installed where parking and motor vehicle traffic is restricted, reduced, or limited. We live in Winnipeg, not San Francisco, nor Florida pr Hawaii. This is a visually sensational popular stunt to appear to have the care for one's citizens in mind when in affect, frustrates, wastes and complicates. This survey, on the other hand - I'm delighted to be contacted about and happy to participate with my opinions further and in the future. Thank you!	11/20/2025 1:48 PM
362	I drive that route daily by car. There is way too much congestion during the day - especially North East bound. This is complicated by parking on Stradbrook and cars constantly stopped in front of Nuburger on 472 Stradbrook to pick up orders blocking traffic.	11/20/2025 10:27 AM
363	I drive bike and mostly walk this route and through this neighborhood everyday to and from work. I would like to see the traffic calming at side streets as well. Every week someone comes roaring up to go through one of the side streets between that street and Corydon and almost runs us over. Without fail. It's a real problem. I think this would really help on Wellington and I'd like to see something on the side streets as well	11/20/2025 7:42 AM
364	Get rid of the slip lane at Academy and Wellington it is extremely unsafe	11/19/2025 11:59 PM
365	- Build more bike lanes. - Reduce urban speed to 40 km/h in zones where the posted speed limit is 50 km/h. Make this is the norm, not an exception, especially in residential areas. - Reduce speeds on arterial roads where pedestrians and cyclists might come into contact with high-speed motor traffic.	11/19/2025 11:33 PM
366	Not really	11/19/2025 11:14 PM

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367	I would look at a permanent seasonal solution. Removable barriers can be used in so the bike lanes are used when there is no snow and removed in the winter when cycling decreases substantially	11/19/2025 10:40 PM
368	I am absolutely pleasantly surprised by this plan. As a cyclist and pedestrian, I have had many close calls on this route and welcome the changes. Thank you so much for sharing the plan!	11/19/2025 10:22 PM
369	Please remove the slip lane on Dorchester, it is dangerous and not needed	11/19/2025 9:01 PM
370	I'd like to see only one lane of vehicle traffic in one direction from Academy to Grosvenor that is restricted to 30 km/hr.	11/19/2025 6:57 PM
371	As a constituent, I would like to see a better bike system, and other alternatives to cars being promoted as the primary system of transportation for typical commuting and trips.	11/19/2025 6:56 PM
372	Commuting to a time to implement a permanent design.	11/19/2025 6:31 PM
373	I would really hope our city can continue to make strides with better modes of transportation and really encourage this by usable and safe infrastructure. We are so car centric and we will never evolve into a tourism hub until things are set up better. We need way more pedestrian friendly projects and this would be a great start. It would also be cool to have bike rentals to use the new infrastructure!!	11/19/2025 6:21 PM
374	The bike lanes are a great addition i just fear that the 2 lanes will hinder traffic and make drivers more aggressive. when i cycled in bike lanes before i was attacked physically by a man in a car that didn't understand what a bike lane was and he drove in the bike lane until a light and called me a [REDACTED] and a [REDACTED] and got out of his car and threatened me. he kicked my bike and ran away. protected lanes are the only way to do bike lanes, but we need to find better ways to get people to stop driving and use public and active transportation.	11/19/2025 6:11 PM
375	Yes, I think traffic calming infrastructure will benefit all road users. Right now, with the large bend, this stretch of road is a menace for everyone. Having two lanes incentivizes drivers to try and pass on the right (which is how Rob Jenner was killed on this stretch). These temporary measures will help, but we need funding for a permanent solution from council ASAP. There's plenty of room in this area to create a nice bike path that is totally separate and protected from traffic (by a curb/concrete partition, etc.)	11/19/2025 5:38 PM
376	Waste of money. Make the route a Transit corridor for Buses	11/19/2025 4:56 PM
377	Why spend \$400K on a temp design? Get the permanant design in order and use that money towards putting in something that does not have to be changed.	11/19/2025 4:55 PM
378	I do bike that section regularly. I do not ever feel unsafe. The section is busy enough to have an am parking ban. There are constantly emergency vehicles, couriers, and service vehicles parked in that lane. Many times of the day turning can be difficult. It is ok now as there is another lane available. What happens to traffic when that lane is removed. Yes, some people will take alternate routes, but many cannot. I am one of those people. The section where there are bike lanes, is much more confusing. Luckily there are more controlled turns and less driveways. That section has an abundance of driveways. Since you are now having to dodge more traffic in a confined area more accidents will happen.	11/19/2025 2:57 PM
379	This is a good opportunity to roll out another quick deployment/immediate benefit project for active transportation, and to gain confidence in doing this more often and with less delay	11/19/2025 2:10 PM
380	Fully support speed reduction, and closing eastbound Gertrude at Wellington.	11/19/2025 12:44 PM
381	it seems like a no brainer to have an attractive AT route connection to The Forks/Downtown and Assiniboine Park. I'd love for there to be permanent reimagining of how cars can turn off and on to Wellington as it is not safe for anyone, regardless of mode of transportation, to navigate left turns, slip lanes, etc., especially when the speed limit is disregarded. Giving cyclists a permanent space would remove the congestion that comes when a driver is behind a cyclist but the road is too busy to pass them safely.	11/19/2025 11:49 AM
382	Please make sure the bike lane is well marked, especially in winter when the lines are not visible. Perhaps additional bollards would help.	11/19/2025 10:44 AM
383	Consider using the centre median where it is extremely wide. Consider only a two-way lane on one side Require cyclists to pay for an annual bike license	11/19/2025 10:41 AM

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384	I love the design but could probably have some turn lanes for residents on the north side of Wellington right near Grosvenor to improve flow...	11/19/2025 10:14 AM
385	I would like to see less slip lanes for vehicles as drivers tend to look for incoming cars and not for pedestrians and cyclists. The curbs blocking part of the right turn are great because it forces cars to slow down and actually look where they're going.	11/19/2025 10:12 AM
386	I do not understand the pushback from City Hall on extending bike lanes to Wellington when there are ALREADY bike lanes on Stradbrook and River that lead to...nowhere? It is only logical to extend them to the road they connect to (Wellington). I think a permanent solution/traffic study should come first so we build it once and save money in the long run. But am happy to see at least some action taken.	11/19/2025 7:01 AM
387	It's a good start	11/19/2025 6:38 AM
388	Please make this area safe for cyclists!! Rob Jenner's ghost bike was just hit by a vehicle days ago. Clearly this is a pattern of an unsafe area for cyclists and pedestrians.	11/19/2025 2:24 AM
389	Wellington/Acedemy intersection will still remain unsafe for cyclists.	11/18/2025 11:17 PM
390	The video is incredibly clear and well made. Well done to the artist who put that together. Slowing down car traffic through this section is a good idea. People driving through my neighbourhood on their way to work or the suburbs don't respect the neighbourhood and do not drive safely. This change will make driving through this section worse, and that's a good thing. Thank you.	11/18/2025 10:09 PM
391	Consider also connecting the road west to Harrow. Its not a long stretch but could absolutely benefit safety wise from a similar design of temporary bike lanes!:))	11/18/2025 9:30 PM
392	Stop wasting our tax dollars on these destructive projects. Really, none of you should be paid a salary. You should keep you day jobs so when you do attend a council meeting you would only do what you are in council for, Which is to keep the roads and infrastructure in good condition, police, and have a fire department. Everything else is unnecessary. We don't need a million bylaws constraining Winnipeggers and we don't need fancy street corner decorations and name changes. That kind of gratuitous spending is impoverishing Winnipeggers and does nothing for our wellbeing.	11/18/2025 8:31 PM
393	I feel like the city is over-influenced by a small minority of vocal cycling special interest groups. The city is broke and our infrastructure is crumbling. Bike lanes should be a low priority	11/18/2025 7:01 PM
394	Plans for the redevelopment of this street dating all the way back to the 2006 Osborne Village Neighbourhood Plan. How many years, studies, opinions, meetings or dead cyclists do you need to put proper infrastructure on the most dense streets of the city?	11/18/2025 4:55 PM
395	I cycle all the time down this stretch and it is just too tight with the cars. People get too close. We need a dedicated lane for bikes/active transport on most roads and this is a good one to go with.	11/18/2025 4:33 PM
396	Please consider drainage and road debris in design and approving the work of contractors. When I'm cycling in temporary and permanent solutions, I notice these are not covered and cause new safety issues. They also make it more difficult to use these in shoulder seasons, and force me to divert my attention from traffic risks.	11/18/2025 3:45 PM
397	This is a knee-jerk PR move after a cyclist was tragically killed by an unlicensed driver doing over 3x the speed limit. This is not a design problem and that collision would have very likely happened even with a dedicated bike lane. Don't slow traffic further in an already congested area to placate a special interest group with illusions of increased safety.	11/18/2025 3:23 PM
398	Wellington was not originally intended for so much vehicle traffic if the speed limit is reduced to thirty and enforced it may encourage use of different routes	11/18/2025 2:59 PM
399	saving lives > impatient drivers	11/18/2025 2:50 PM
400	Further down , stradbrook and scott street, very unsafe for both cyclists and drivers navigating as the on street parking essentially causes anyone to make Russian roulette decisions as you literally can't see oncoming traffic if you're travelling north on scott towards stradbrook. Parked cars also block visibility of cyclists if you're on stradbrook turning south to scott or trying to	11/18/2025 2:47 PM

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cross stradbroke from scott , to head towards Donald, which lots of people do . Parking should not be allowed on that section of stradbroke

401	Should have been done this year for [REDACTED] sake.	11/18/2025 2:36 PM
402	If it was your loved one who was killed by a reckless driver would you care? Who will it be next? A child? A grand Parent? Will you be the one to call the families and tell them their loved isn't coming home today because City Council is afraid to upset drivers in the name of safety? This city has an opportunity to create a safe bike lane from The Forks all the way to Assiniboine park. This would become a massive win for locals and tourists alike. Imagine renting a bike at the forks, making your way down through wellington to Assiniboine Park. Spending the day at The Zoo, the Leaf and the Park itself and then making your way back to the forks. The city has been pushing hard on tourism in the last few years but Winnipeg is a decade behind on infrastructure when it come to getting around without a car.	11/18/2025 2:14 PM
403	Plastic bollards do basically nothing for safety. I have more experience with the plastic bollards on pembina and it seems like all of them have been hit repeatedly by the look of them. A temporary solution like concrete bollards or barriers would do far more for safety by providing an actually barrier between traffic and cyclists with the added benefit of encouraging drivers to drive more carefully and possibly slower due to a visual narrowing of the road way. There are Dutch street design handbooks for all of this, and they really should be considered when trying to implement this kind of thing. No need to reinvent it.	11/18/2025 2:09 PM
404	Catering to the minority is never the correct path. The vocal minority is still a minority. We live in a city with weather that ensures bike lanes are not used by many for a significant portion of the year. River is already congested with the bike lanes and if someone doesn't park properly, or there is taxi/skip/uber drivers stopping in the lanes makes it difficult to navigate at the best of times. This will makes things worse. The closing of Gertrude will funnel even more traffic down wellington to river. Reducing the speed limit to 40km is also a poorly thought out idea. If a bicyclist is killed by a driver going 159km an hour (March 2025), do you realistically think reducing the speed limit is going to prevent this occurring in the future? If you do, I have some rail yard land in North Winnipeg that I would like to sell you.	11/18/2025 1:35 PM
405	I think this project moves in the right direction of using roads as conduits for movement and not for parking. Having parking cars on busy roads makes them less safe for everyone (people drive erratically to change lanes, reduced sightlines of people on sidewalks, cyclists get hit by people pulling in and out of parking, cyclists get hit by car doors). Could speed cameras be installed on this street to monitor if people are following the changes?	11/18/2025 1:30 PM
406	Every crosswalk should be raised (speed table). Speed should be 30 kms per hour. Thank you for doing something to improve cycling safety. Next the city should investigate how to stem bike theft!	11/18/2025 1:07 PM
407	It has been pitiful to watch city council and its members delay this change with all their effort after the death of a community member and multiple traffic injuries on this dangerous stretch of road. I'm thankful something is now being done, but a temporary solution isn't enough. this change needs to be permanent.	11/18/2025 12:54 PM
408	I think that the narrowing of the lane will cause people to drive slower and that will lower chances of accidents	11/18/2025 12:52 PM
409	I feel like we shouldn't waste time and resources on a temporary solution when we could just implement a permanent solution	11/18/2025 12:07 PM
410	I am in support of a solution that results in permanent bike lanes. I feel the interim solution is a waste of time and resources. Get it done once and right the first time.	11/18/2025 11:37 AM
411	This is amazing more bike infrastructure should help get more people out of cars and reduce traffic, the new transit system is horrible though.	11/18/2025 11:32 AM
412	There ar large boulevards along Wellington crescent. Hopefully the new design will use them effectively without removing mature trees. The speed limit of 40KPH is a good start, I feel 30KPH would be better. Lots of multi-unit dwellings with home care staff needing to cross Wellington on a regular basis. During the winter many people use the Hugo Docks to get to the river trails. They need to be able to cross back and forth more safely. Cameras should be installed at Hugo and Grosvenor. Also a pedestrian crossing needs to be put in at Cockburn.	11/18/2025 11:31 AM
413	Winnipeg, is not a cycling city. Stop taking up so much road space for cyclists. Its a waste of	11/18/2025 11:27 AM

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time and money. Your better off using existing infrastructure, like sidewalks and center boulevards. Making it more dangerous in my opinion. Focus on road maintenance first. You cannot take your eyes off the road for potholes, and this takes eyes away from cyclists and pedestrians. Stop with the reduced speed limits. The street is for vehicle traffic, not to accommodate walkers and the 10 or so cyclists that use the cycling trail systems. We are not Toronto, and we are certainly not Vancouver. If you are going to cater to cyclists, all year round, then please consider the use of the existing off sidewalks no one uses, and center boulevards which are just wasted weed beds.

414	Just build it permanently and do not waste taxpayer money to build it temporarily and build it twice. You wouldn't be doing this if it wasn't wellington crescent, it would just be built permanently and I am completely against this blatant waste of money	11/18/2025 11:15 AM
415	I really appreciate the city trying to encourage and promote cycling safety. This is a positive change even if it will slow traffic. This is also a positive first step towards a permanent solution which will hopefully result in a protected bike lane. However, I would ask that the city enforce the laws they create with this. For example if the speed limit is going to be 40km/hr then please ensure it is enforced. For example during the summer on Wellington Crescent between Academy and Harrow it is a 30 km/hr zone. However motorists rarely abide by it particularly on the straight stretch flying by cyclists at regular speed limits.	11/18/2025 11:04 AM
416	It is a waste of time and money	11/18/2025 11:01 AM
417	There is a real anti-cyclist sentiment in this city. Please don't allow this to become policy. Safety first, for drivers, pedestrians and especially cyclists. This should not be something up for debate	11/18/2025 10:44 AM
418	making bike lanes on major vehicle routes only cause more idling, road rages, and unsafe bike 'driving'. Bike riders seem to feel more privileged and expect vehicles to watch out for them as they don't abide by traffic rules. Right turns by cars with bike lanes are extremely dangerous!!	11/18/2025 10:43 AM
419	The two right-turn slip lanes at the Academy and Wellington intersection feel unsafe. Would it be possible to install temporary speed humps or other measures to slow drivers down? As a cyclist and pedestrian, I've had several close calls. Even when I'm driving, I feel the slip lane allows drivers to take the right turn too quickly. I would like to see crossings open on both sides of Wellington at Hugo, though I understand this may be difficult to implement in the short term. I noted this earlier in the survey, but I'm again wondering if the City can explore temporary bus stop islands so buses do not have to pull into the bike lane. The company Zicla sells the "Vectorial" modular bus island platforms that can be deployed temporarily. They sit at curb height on top of the bike lane, creating a small ramp for cyclists (which naturally slows them) and providing a clear space for pedestrians to board. This would allow buses to remain in the vehicle lane instead of pulling into the bike lane. I'm happy to hear about the "no right on red" restriction at Academy and Wellington. I also support the at the Dorchester intersection. Its skewed angle affects sight lines, and as a driver it feels unsafe and unnatural to make a left turn from Dorchester. Overall, I'm very happy with the proposed design. After the recent fatality on wellington and my own close call as a cyclist, the added separation will make me and others feel so much safer. I also walk in this area often, especially when going to Munson Park or accessing the river skating trail in the winter, and I think all the changes will significantly enhance the experience for both cyclists and pedestrians. Thank you for your work and thoughtful design for Wellington.	11/18/2025 10:16 AM
420	Delay it and fix the roads and Main Street, and the railroad bridge on Main Street just north of City Hall. Make downtown fun, safe and livable again...If people don't feel safe, they won't come downtown. If there is nothing to do downtown, they won't comeback...words aren't enough, actions make all the difference...then word of mouth will do the rest. Right now, I don't blame citizens or tourists...for feeling unsafe and uncomfortable. Also, as a side, don't make parking impossibly expensive in the process.	11/18/2025 9:58 AM
421	I wish this was already implement. I take Wellington to get to the Hugo docks to access the river and given parked cars and slush the route is far worse in the winter than the summer.	11/18/2025 9:55 AM
422	Reducing the speed limit to 40 k/h is a great first step. I'd prefer 30 k/h as in Wolseley, but 40 will do for now.	11/18/2025 9:46 AM
423	Extend the lanes towards Assiniboine Park along Wellington Crescent. Police should monitor this stretch during the summer as this is a high violation area with cars ignoring the	11/18/2025 9:39 AM

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restrictions. Lots of ticket revenue waiting to be handed out until people learn.

424	THE CITY HAS WASTED OVER \$100M ON BIKE LANES NO ONE USES. MOST BIKE RIDERS ARE ANGRY HUMAN BEINGS WITH NO MONEY AND PAY NO TAXES.	11/18/2025 9:29 AM
425	I appreciate the work being done to build safe alternate transportation infrastructure. I would like to see priority also being given to connect pieces of cycling infrastructure eg. can the Maryland bridge also get bike lanes to connect the Wellington side with the Wolseley side?	11/18/2025 9:22 AM
426	I think local Cyclist groups like Bike Winnipeg, Critical Mass, Bike Jam, and Bike Jelly could be crucial stakeholders to this project. As many of the casual participants of those groups are also full time cyclist commuters.	11/18/2025 9:21 AM
427	I support these plans and urge speedy implementation. I would prefer that the speed be reduced to 30km. I am disappointed that these plans are restricted to the portion of Wellington east of Sherbrooke. I live on Wellington Cres west of Sherbrooke and the entire length of the Crescent needs and should have comparable solutions to ensure its safety and liveability.	11/18/2025 9:00 AM
428	I am the head coach of the provincial cycling team. I take young developing athletes on training rides 5 days a week and always avoid this stretch of Wellington like the plague in our route because of how dangerous it is to bike on. This project not only will save future lives but will encourage many other people to bike this route which conveniently connects the west end to the Osborne/forks/downtown area. Many more people would bike to work if Wellington was safe which would reduce traffic congestion. Like many of Winnipeg's bike lanes and active transport corridors we have bike lanes that are safe but then suddenly end, often leading the cyclist to a dangerous road to bike on. Pembina from jubilee to Osborne being an example of cyclists being on a safe dedicated bike path and then suddenly are spat out onto Pembina North bound on some of the most dangerous bike Lanes in the city to ride on. Stradbrook and River both have great segregated bike lanes but also suddenly end on Wellington crescent from Wardlaw to Academy leaving cyclists vulnerable and in danger.	11/18/2025 8:38 AM
429	Our city needs to be more biking accessible. I have so many friends who don't bike because they are scared of being on the road. The city has definitely done better but lots of times the bike lane just ends into nothing. Need to follow European cities and have biking paths all over the city. I would use them more, which means I'm in traffic less.	11/18/2025 8:24 AM
430	You may have pushback on removed street parking! How about widening the sidewalks for dual bikes and people instead, like on Dunkirk.	11/18/2025 8:09 AM
431	I appreciate it costs more, but: 1) I HIGHLY suggest replacing the plastic bollards with concrete curbs (e.g. McDermot Ave, Bannatyne, etc.) 2) I didn't see reference of a bike light advance at Wellington Academy for cyclists East bound turning northbound - with the 'turning box' for cyclists a 5 second bike light advance would make a meaningful difference.	11/18/2025 8:06 AM
432	I agree with most everything, except for eliminating the right turn from Wellington to Gertrude. I often use that turn as part of getting around the neighbourhood, on foot, by bike and by car as well. If you could find a way to continue to connect the Gertrude lane back in, that would be ideal. Including a left turning light from Wellington onto Hugo would help with the congestion arising from left turning vehicles that would block through traffic, as it is only one lane, or perhaps also making two lanes so that there can be through traffic as well as left turning? Cyclists also turn Left, incorporating cyclists into left turning traffic in a more bold way would be good, like share the road signage, especially at Hugo, and again around the curve into Osborne village, we turn LEFT at Nassau, having signage to watch, and incorporate cyclists into the flow of traffic is a must.	11/18/2025 7:56 AM
433	A more permanent solution could be to keep traffic at 40-50km an hr and put in speed traps and traffic calming obstacles to keep speeds limited/prevent speeding in the area.	11/18/2025 7:31 AM
434	Temporary or permanent, bike lanes need to be maintained. It is much less safe to leave a pothole in a bike lane than in a road. City maintenance staff needs a routine plan to inspect (perhaps by riding their bikes?) and fix problems with all bike lanes, including removing snow plowed from the road into the bike lanes.	11/18/2025 6:50 AM
435	Focus on pot holes	11/17/2025 11:47 PM
436	It's great, but I don't like the new limited access too and from Gertrude as use the LH turn off of Gertrude often to get between Osborne and Wellington on my way too and from south Osborne area.	11/17/2025 11:34 PM

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437	Reducing traffic speed and volume through a residential street is tremendously positive. That part of Wellington simply does not need to be a default thoroughfare for motorists traveling from downtown to Academy (or vice versa); that trip from Osborne Bridge to Maryland Bridge can be done via Broadway, an actual thoroughfare.	11/17/2025 11:04 PM
438	As someone who uses this stretch of road virtually every week day of the year (April-November by bike and November-April by car), I am deeply pleased to see this temporary plan and am excited to feel much safer on my way to and from work when this is done.	11/17/2025 9:28 PM
439	As a year-round cyclist, it is absolutely terrifying cycling without a designated bike path. Especially when pulling my two young children behind my bike. With a wide trailer for two kids, the road is usually the only place to ride. The sidewalk is too narrow, and I don't believe one should cycle on the sidewalk anyway, as cars do not expect you to be there.	11/17/2025 9:15 PM
440	Someone died because of how unsafe this road is. It is terrifying to ride your bike down Wellington. I avoid it. Something needs to be done immediately.	11/17/2025 8:57 PM
441	It is very important and very overdue.	11/17/2025 8:26 PM
442	Everything was said in survey.	11/17/2025 8:12 PM
443	The city needs to start treating its most vulnerable, most environmental and fiscally responsible citizens better than it treats motorists (who it prioritizes and subsidizes massively). The time for fairness was decades ago. We can't continue with automobile dependent urban design. I'm sick of constantly subsidizing the most costly and harmful transportation choices. This project needs to be made permanent ASAP. Lives are at stake.	11/17/2025 8:04 PM
444	I'd like to see clarity on winter cycling plans because if space gets used up for us as cyclists, then I want to be able to use it in the winter so that drivers don't yell at us.	11/17/2025 7:59 PM
445	I'm very happy that temporary changes are coming to improve safety. As-is, it's nerve wracking passing cyclists as a motorist. And as a cyclist, it's downright terrifying riding down that stretch. With that being said, these temporary changes are overdue and should've happened in 2025 - especially following the tragic killing of Rob Jenner. And a permanent solution with dedicated, curb-separated bike infrastructure needs to come soon. One road death is too many, and paint is not good enough to prevent more from potentially happening.	11/17/2025 7:57 PM
446	Reduce the speed limit please. Create a grade separation for cyclists using the existing boulevards. Why do it twice? Just do it right the first time.	11/17/2025 7:57 PM
447	Glad to see some forward movement on this after the delays we've already experienced waiting on these safety measures.	11/17/2025 7:30 PM
448	This would allow me to pick my kids up by bike without risking their and my own life.	11/17/2025 7:07 PM
449	I think this initiative is long overdue as someone who has commuted through this area and cycle through it many times I'm always stuck between the compromise of the danger of riding on the sidewalk to navigate the area or the danger of riding on the road neither which are great options. I'm glad to see the city moving forward with this critical piece of cycling pedestrian safety infrastructure.	11/17/2025 6:44 PM
450	This will highly impact snow clearing during winter time and cyclists won't be able to cycle on them anyway as we are unsure when and if bike lanes will be cleared at the same time roads will be cleared. Suggestion, make the bike lane together with the pedestrian lane. That way, clearing the pedestrian walkway combined with adjacent bike lane will be more easy and regular.	11/17/2025 6:34 PM
451	Scrap it. Your just going to make the roads more complicated and unsafe and nobody including myself use those stupid bike lanes. Keep the roads as they are so drivers can get around easy.	11/17/2025 6:33 PM
452	Speed kills. Lots of evidence has educated us. Wellington Avenue should be treated similar to Wolseley Avenue. It's a pleasure to drive down there at 30 km. We want to encourage active transportation and save the planet. At 30 km a lesser impact or end result is not so tragic. Let's consider speed reduction. Please.	11/17/2025 6:18 PM
453	Yes stop putting bike lanes in streets that do not have the space and also where parking is also limited. There's enough bike lanes as it is and people on bikes can take alternate routes	11/17/2025 6:04 PM

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and side streets safely. There should be a safety class as a requirement to ride on the roads and more clear definition of safety

454	Get the motorize cyclists off the sidewalks!!!	11/17/2025 6:02 PM
455	Make this permanent ASAP!!!!	11/17/2025 4:44 PM
456	Too much attention and spending on the rare bikers	11/17/2025 4:02 PM
457	As a cyclist, i always use the sidewalk on this stretch, as someone was killed there, heading east, a few years back.i will no longer have to apologize to pedestrians for this. Many thanks.	11/17/2025 2:43 PM
458	I live in the area and used to use this section of Wellington Cres to bike to work. After a number of near misses, I didn't feel this section of road was safe enough to bike on. I now only drive down this section of Wellington Cres but have also had a number of near misses with other vehicles in the turning lanes. The new bike lane seems much safer to ride down and I am considering returning to this route when it's installed. As a vehicle driver, the changes to the turning lanes seem much safer to vehicles as well. I would also support seeing a similar redesign on Wellington Cres between the both ends of Academy. I live on that section of Wellington Cres and have had a number of near misses there as well. I believe changes like these would significantly improve safety for everyone who uses that section of Wellington.	11/17/2025 1:24 PM
459	See #7 above	11/17/2025 1:02 PM
460	This proposal is a monumental change in safety. I bike ride with my kids all summer in all directions except for south, because there are no safe north-south bicycle routes between north of the Assiniboine and Fort Rouge. These changes will make me much more comfortable commuting to the Osborne Village and Corydon areas.	11/17/2025 11:36 AM
461	The proposal is not going correct the problem . Serious cyclists will use the roadway . That will increase congestion. Drivers who are cautious will continue to be . Those who are not will feel more affected and impatient. The design is seriously flawed.	11/17/2025 10:46 AM
462	I feel effectively reducing speeding cars around the bend at Cockburn and Hugo would be the most effective way at increasing safety between cars and cyclists.	11/17/2025 10:44 AM
463	I feel very unsafe biking on this stretch, the road makes it far too easy for cars to go 60-70km/h and narrowing the road with curbs will actually force motorists to slow down	11/17/2025 9:51 AM
464	What is wrong with the existing path on the boulevard?	11/17/2025 7:05 AM
465	As both a cyclist and a motorist, I feel concerned about where the city is heading in all this. I like some of the bike infrastructure that has been implemented and do feel safer on it. But as a motorist, I am concerned with the apparent desire of City Council (as well as the global push) to eliminate vehicle traffic, or at least make it very difficult for vehicles. As a parent of a soon-to-be blue collar worker who keeps being told by potential employers that he will need his own vehicle to work in his field (all the businesses are outside of busing routes), I worry that he will not be able to obtain a job in his desired field as a result of the city's push to reduce/eliminate cars. (We looked into biking and it would be impossible, especially in winter from where we live). I think the laptop class does not look outside their own bubbles as to how many people have to work, reliant on vehicles for their livelihood.	11/16/2025 7:14 PM
466	Stop wasting our tax dollars. Perhaps treat our tax dollars like you would your own household budget, or bank account. When your bank account is at zero, I'm sure you don't just borrow more, and pretty sure you don't just keep asking for raises. Stop wasting our money!!!	11/16/2025 6:21 PM
467	The access to buildings is essential but it is currently difficult. Also recent change to transit brought increase in bus speeds. Elderly pedestrians have to be extremely careful to walk along to the park. As I walk to the Cornish library I frequently have to share the sidewalk with cyclists because the roadway is dangerous. We need to slow it down.	11/16/2025 5:27 PM
468	The intersection of Wellington and Academy is currently very dangerous for pedestrians and cyclists who are going west on the north side of Academy because motor vehicles are allowed to turn right on the red light, and they invariably start turning just before the pedestrian signal turns on. This intersection in particular is a poster child for why right turns on red lights should never be allowed anywhere in an urban environment. The redesign should mitigated the problem, but it won't solve it. In the diagram of the intersection, it is fanciful to suppose that a motorist making a right turn onto the bridge will stop where it is shown, because they'll be looking for a gap in the traffic on Academy, and won't be able to see much from that spot.	11/16/2025 12:45 PM

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Instead, they'll pull well ahead of the stop line, and since they'll be paying more attention to the traffic on Academy than the light (because they'll still be allowed to turn right on red), they will start to turn without looking, and will fail to notice that the light changed about a second before that turn, and there are now cyclists and pedestrians in their path. You absolutely need to "no turn on red" sign at the very least here, and preferably a red arrow signal as part of the traffic light. Even better if there's also a small concrete barrier on the far side of the crosswalk (which is depicted in the wrong place in the graphic) to force them to go much further forward before starting to turn across the bike lane. Also, you need to have a clear provision for cyclists who are turning left from Wellington onto Grosvenor (and Dorchester would be nice, too). The "traffic calming curbs" depicted in the video at the Wellington/Dorchester and Wellington/Grosvenor intersections need to be placed with enough of a gap that it is easy for a cyclist (and the sidewalk plows) to pass between them and the curb, so they aren't forced into the motor vehicle lane when making the right turn. Blocking the obviously safer path for cyclists at these intersections is stupid and/or malicious. Just because Grosvenor's bike lane ends at Stafford doesn't make cyclists who are traveling west on it disappear, and making Wellington Crescent finally safe(r) to travel on will increase the volume of that kind of traffic. Don't make it unnecessarily difficult for us to stay away from the motor vehicles, or we'll continue to use the sidewalk instead of your badly-designed bike lane that you've blocked the entrance to. Just make the opening obviously too narrow for cars.

469	Keep it going	11/16/2025 11:04 AM
470	Ultimately, while this is a move in the right direction (especially insofar as changes to parking and turn lanes) it is insufficient. Painted lanes with plastic bollards offer very little safety advantage in many circumstances and should be replaced with protected lanes	11/16/2025 10:49 AM
471	I am very pleased that the gap in cycling lanes on Wellington between Academy and Stafford will be closed!	11/16/2025 10:41 AM
472	Commercial vehicles are necessary to keep the area supplied. Please test the safety of the designs with the vehicles that are needed to service the place.	11/16/2025 9:11 AM
473	Please make it happen!	11/16/2025 8:56 AM
474	Reduce speed limit	11/15/2025 10:01 PM
475	Too much tax-payer money is spent for a few people who ride a bike seasonally and even fewer who ride a bike year round. The new transit plan is a disaster and I refuse to go back to taking the bus. Graham Avenue is a ghost town, and I afraid to walk there anymore, even in daylight. Now the city is going to reduce traffic lanes for bikes. This will definitely make me reconsider ever going downtown.	11/15/2025 8:26 PM
476	In the permanent design, it may be worth exploring maintaining a four lane road and putting the bike lane on the grassy area next to the road. This way, motorist don't lose any lanes and cyclist have a safe and dedicated lane.	11/15/2025 5:35 PM
477	Stop ruining our roadways to create bike lanes that are barely used when it's nice outside, and NEVER used when there's snow or any other inclement weather. Traffic is so much worse everywhere that this has been implemented. If the city wants to help people, try making neighbourhoods safe again.	11/15/2025 5:29 PM
478	I'm very glad safety is being addressed, and look forward to designs that protect our most vulnerable users.	11/15/2025 5:08 PM
479	Thank for doing this! Looking forward to walking and driving in a safer environment!	11/15/2025 5:08 PM
480	Thank you so much for this. As a commuting cyclist, I would very much appreciate a safer route to work than the current situation.	11/15/2025 2:07 PM
481	Since these are temporary bike lanes, is the goal that they will be removed during the winter months?	11/15/2025 1:19 PM
482	Not at this time. Thank you in advance for the temporary measures.	11/15/2025 1:03 PM
483	I would like to see more protection for cyclists, painted bike lanes aren't enough. However I know this is a temporary solution and it would still be an improvement and help curb traffic	11/15/2025 12:58 PM
484	Currently there are two lanes from River onto Wellington, where will it narrow to one lane? I understand the need for safety, but this is also a more heavily populated area with all the	11/15/2025 11:01 AM

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condos and apartments. A fair number of people use their own vehicles and it feels like we are being punished because there are a number of drivers who fail to recognize and abide by speed limits. By limiting the lanes it will increase the time it takes to drive in this area which isn't fair to those of us who live here. The bike accident that is currently tied to this happened early in the morning when it was dark and it was someone who should not have been driving that caused that death - I was on my way to work that morning and saw the aftermath. Yes, bikers need more safety, but a number of them also do not adhere to any rules. I would like to see them have some sort of accountability to their actions as well, many do not wear helmets, weave in and out and turn without signaling, do not have lights to make themselves visible. This is everyone's responsibility, all pedestrians, bikers and motorists.

485	Keep the bikes off the road. - widen existing sidewalks for multiuse. They work great. Reducing traffic lanes is a terrible idea. This is a winter city - stop using California and European designs that don't work here.	11/15/2025 10:52 AM
486	My next concern is the city changes the flow to not allow left turns into the buildings.	11/15/2025 10:51 AM
487	I must say great work. The turning closed access to Gertrude may be a point of debate. I understand why it is closed. Perhaps there is another slightly more complex solutions. Overall great work. We need this. People died and injured for the lack of infrastructure	11/15/2025 10:05 AM
488	How many of the entitled people live on Wellington Crescent in a condo and are elderly???? Think of somebody else besides yourself. Cancel this insane idea. Move it elsewhere.	11/15/2025 9:00 AM
489	Crosswalks at Wardlaw and Cockburn would be great as I see people risking it trying to cross at those intersections.	11/15/2025 7:28 AM
490	As a cyclist the current situation is extremely unsafe on wellington crescent. I feel that the city of Winnipeg is wasting money on building a temporary solution when the information is already clear - bike lanes need to be protected. While this temporary fix is fine, we need protected bike lanes for citizens to feel safe and comfortable on this road. In comparing this to the bike lane on Sherbrooke between portage and notre dame, this bike lane is unprotected for the most part and is still unsafe for cyclists. The small temporary barriers get knocked down constantly. I would love to see a permanent solution with protected bike lanes throughout Wellington (and Sherbrooke street as well). Thanks !	11/14/2025 9:10 PM
491	This should be re-phrased as a temporary solution until the design is finalized, instead of a study. There is no need to do a study to determine that wellington requires safe, permanent cycling infrastructure. People will continue to die. A safe Greenway between the forks and the Assiniboine park is such an obvious win for this city.	11/14/2025 9:06 PM
492	Thank you - I cycle this area regularly. Again it would be nice if the bike lanes were wide enough for 2x bikes.	11/14/2025 8:54 PM
493	The design is clear, but it is also clear you've stated this could change in any way at any time without notice. I hope the plans go forward to make this design as planned and to make the permanent and much safer bike lanes.	11/14/2025 7:34 PM
494	Speed limit on all residential streets should be reduced and/or more speed bumps. Many drivers use Gertrude and wardlaw ave as a commuting short cut between Wellington and Osborne and travel at high speeds, even through traffic calming circles. Many cyclist use these same streets as their biking route and are at risk. Gertrude to Wellington access would need very clear signage or cars will turn right off Wellington into oncoming traffic.	11/14/2025 7:07 PM
495	As a motorist, I can tell you that anyone turning left, off Wellington Cres causes backup. Since when do cyclists get priority treatment of where to ride, considering they don't even pay for bike licenses ? Lowering the speed limit to 40kms is ridiculous, 50 is the normal city speed and I've seen bicyclists pay no attention to what they're doing and it's automatically the motorists fault if there's an issue. The changes also take parking away from in front of a number of residential buildings, not fair to them. There is more than enough room on the boulevards to add a cycle only lane, such is on Chevrier Blvd. That model, everyone wins, having their own lanes separated from the others. Please consider that option	11/14/2025 6:32 PM
496	Looking forward to this improvement to our city. I am always very scared of trying to pass cyclists in this area of Wellington and have avoided biking on this route because I perceived it to be unsafe compared to the rest of Wellington. A great step and I think simplifying some of the intersections and turns on and off Wellington will be useful.	11/14/2025 5:15 PM

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497	For the few cyclists along this street, it seems a lot of money and inconvenience for vehicles- the main users of the crescent. I'm very sorry about Mr. Jenner's tragic death and hope nothing like this happens again. An isolated case, but one too many.	11/14/2025 4:55 PM
498	Motorists will have to pay more attention on River and Nassau for pedestrians and cyclists at other Intersections along the route.	11/14/2025 4:26 PM
499	thank you for paying attention to cyclist and pedestrian safety!	11/14/2025 4:06 PM
500	This is so important to implement. Currently I avoid biking on this route, this impacts the most direct route. As a driver, I am annoyed by other drivers going fast in this area. There are so many entrances to dwellings that is makes it danger to go fast. The traffic calming options would be very helpful.	11/14/2025 4:04 PM
501	Why are you proposing to spend a pile of money on some temporary fixture. It could fill a lot of potholes in the Spring	11/14/2025 1:36 PM
502	Delaying a pilot project to survey before the installation is a huge waste of both time and money.	11/14/2025 12:56 PM
503	What happens if this temporary change causes more issues with traffic congestion? Will you take it down? How long is this temporary change going to be in place? How long will it take for a permanent design solution? I agree with having safe accessible bike lanes but I do not agree with totally disrupting traffic flows for cars which are the main mode of transportation for the majority of commuters compared to the relatively small number of cyclists	11/14/2025 12:55 PM
504	I don't remember ever being asked to vote on having bike lanes in Winnipeg. Very expensive project for a small amount of people and a short time frame for actual use.	11/14/2025 8:08 AM
505	Please do this and make it permanent we desperately need more bike lanes and traffic calming in this neighbourhood people drive way too fast	11/13/2025 11:51 PM
506	bollards should be made of something more sturdy than plastic? (ie like metal or concrete)	11/13/2025 11:01 PM
507	Bike lanes are a nuisance to drivers. I have encountered cyclists that would rather drive on the road as the cycle lane s are not friendly. Suggest that you put one beside the sidewalk on one side of the street and leave the roads alone	11/13/2025 9:49 PM
508	Keep the bike criminals out of the Wellington Crescent neighbourhood!	11/13/2025 8:15 PM
509	As a biker I am delighted there are improvements coming. I am eager for the completion of bike lanes with concrete dividers (like Westminster's bike lanes) to finally provide safe biking.	11/13/2025 6:01 PM
510	I prefer not allocating funds to projects with minimal returns. This appears to be one.	11/13/2025 5:17 PM
511	Again, even thinking of a temporary solution is ridiculous, time consuming, waste of money - a permanent one is obvious.	11/13/2025 2:21 PM
512	As a driver turning on to Wellington Crescent, I don't know which way bike traffic can travel. Can they travel in both directions on either side of the street? Also, how much communication will go to cyclists, who sometimes leave it up to the motorists to have to stop suddenly or look for quickly approaching cyclists? Cyclists need to be responsible for their own safety, know the rules and traffic patterns, and not put themselves in a "I can ride here now so cars better watch out for me" kind of thinking. Which is scary for everyone, especially with this being a heavily used and congested area. Also, the current parking lanes on River and Stradbroke are hilariously narrow, making passage by vehicles unsafe, for both people parking and pedestrians. Thanks!	11/13/2025 1:34 PM
513	Thank you. Please use more temporary/provisional cycling infrastructure to make the streets safer sooner.	11/13/2025 1:33 PM
514	Do not include walk safety as it is not an issue. The new crosswalks mean there are now 5 safe crossing places in the area. So this is not an issue and should not be included as a reason for the change. In the Free Press report there were 10 pedestrian/bike accidents in 10 years and since most of the accidents must have been pedestrian that means only 3 or 4 bike car incidents in 10 years making this a very safe road. Also, a vast majority of drivers, 80%, drive at or under the posted speed limit. Only a few speeders (8%) were clocked over 55K. The bike lobby made a huge outcry over a one off incident when a idiot speeding driver killed a very unlucky cyclist. A couple of weeks ago a idiot speeding driver missed the corner at River and Wellington and drove over the bike lane, over the sidewalk, and into the brick wall in front of 1	11/13/2025 1:27 PM

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Wellington. If anyone would have been walking down the sidewalk they would have been killed, fortunately, no one was. It is not realistic to make a change costing a great deal of money to try to prevent one off tragedies.

515	It is important for safety and to encourage people to use transportation that doesn't involve cars/trucks, etc.	11/13/2025 11:06 AM
516	While I greatly appreciate this solution and think it is a very good start, I would like to see a permanent solution as soon as possible. Winnipeg is in dire need of more active transportation infrastructure like this.	11/13/2025 10:04 AM
517	To differentiate the bike lanes a brighter fluorescent paint such as orange or red should be applied. Also more bike signs, lights and signs reminding cyclist to wear fluorescent vest and flashing lights 24/7. The project will be definitely help improve everyone's safety!	11/13/2025 9:45 AM
518	I think you should have more consideration for people who live here instead of those who are just visitors with no business here. Plan your bike lanes for Corydon Ave and Grant Ave. I see lots of safety issues with your current plan. There are currently thousands of people who live in this area, this is not a good place to reduce the traffic flow. Why would anyone do this?	11/13/2025 9:41 AM
519	Everyone goes 30 in the summer time anyways! This is pointless. It's going to cause more traffic and frankly make the neighborhood look too busy and trashy.	11/13/2025 9:00 AM
520	Do not reduce TWO lanes on Wellington Cres. Owners will not be happy. Maybe one lane!	11/13/2025 8:50 AM
521	If I have trouble getting out of my parking lot how would I get work on time to pay my city taxes? If I get fired because I'm always late because I can't get on the street, the city should buy us out so I can live in an area where I have I have road access so I can drive to work.	11/13/2025 7:31 AM
522	as a daily bicycle commenter, and a regular driver on this route I want take it very clear that this is a hugely net positive move.	11/12/2025 9:55 PM
523	I am really happy to hear this is being looked at. A great change and will greatly benefit the area.	11/12/2025 9:52 PM
524	Dangerous area for cyclists currently - partner was struck by right turning vehicle at academy and Wellington. Luckily no injury.	11/12/2025 9:46 PM
525	Our community has experienced far too many tragic cyclist deaths in recent years, and it's clear that safer infrastructure is urgently needed. This isn't just about traffic, it's about people's lives, and about making sure everyone in our neighbourhood can get around safely. Thank you for implementing this change for the safety of our community.	11/12/2025 9:28 PM
526	Thank you for the consultation and the work to increase safety.	11/12/2025 9:27 PM
527	Let's just get on with this, it's long overdue	11/12/2025 8:55 PM
528	This temporary plan has not been completely thought out Even the loss of evening and weekend parking is going to be a problem We need public in person consultation You need a better plan for Stradbrook- Grosvenor Spend some time at each intersection) (Also St Mary's Academy?? Monitor the speed coming off River Ave	11/12/2025 8:13 PM
529	As bike infrastructure improves, I've been using my bike more. And I think that's true for many and us a great way to reduce traffic.	11/12/2025 7:58 PM
530	Winnipeg's weather and terrible roads are not conducive to riding a bicycle. Cyclists take up the road like a motorist, therefore they should be paying for a license and insurance the same as motorists. Cyclists drive through red lights, don't stop at stop signs yet they want the same rights and convenience as motorists. Therefore, treat cyclists the same. If you're taking up road space, you need a cyclist license. Otherwise, keep the roads for motorists. We aren't Vancouver therefore let's stop trying to be!	11/12/2025 7:52 PM
531	Parking downtown is ridiculous. The bus feels unsafe and inconvenient for many. Independent active commuting is the way of the future !!	11/12/2025 7:46 PM
532	Perhaps put up radar to catch speeders at Hugo and Wellington to slow traffic	11/12/2025 7:28 PM
533	I've been asking for this my whole life. It's sad that we wait for tragedy to make important changes	11/12/2025 7:26 PM
534	There seems to be a lot of land on the boulevard that could be utilized	11/12/2025 6:49 PM

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535	No	11/12/2025 6:32 PM
536	Safety won't improve significantly with paint and signs. Car culture needs to change, and for that, we need a safe, cheap, and reliable transit system, which we currently don't have.	11/12/2025 6:31 PM
537	The current setup is very dangerous for pedestrians trying to cross the intersection of Gertrude and wellington crescent, specifically during rush hour after school ends	11/12/2025 6:01 PM
538	Don't do this... it will be an awful mess. It is not thought out.	11/12/2025 5:58 PM
539	Cyclists should be licensed and insured	11/12/2025 5:53 PM
540	If it ain't broke, don't fix it. There are more important projects to spend the cities money on.	11/12/2025 5:35 PM
541	I hope to see no further delays. This could have (and should have) been implemented in the Spring of 2025.	11/12/2025 5:17 PM
542	It is a step in the right direction but this temporary design cannot become the permanent solution. Although costly, a permanent fully divided path for bike and pedestrian would be much safer.	11/12/2025 5:03 PM
543	This is a big change for use by a limited number of people in a short biking season. There are way more people who travel by vehicle as there are numerous amounts of elderly living in this area with the inability to ride bikes. There are WAY MORE walkers than cyclists. Maybe we should focus on a larger sidewalk to accommodate both pedestrians and cyclists because reducing lanes on Wellington makes no sense with how heavy traffic is on a regular basis.	11/12/2025 4:42 PM
544	A) cyclists are driving the wrong way on one way streets in the bike lanes . That has ro ne addressed. When i am exiting my lot onto Wellington the traffic is coming one way from my left. All the the sudden a cyclist could appear going fast, im looking to the left. Pedestrians are much slower and visible. Bad accidents are waiting to happen	11/12/2025 4:23 PM
545	Did you give widening the Crescent a passing glance?	11/12/2025 3:51 PM
546	I feel the cheapest and quickest option for safety would be a speed reduction to 30 km/hr. year round from River to Assiniboine Park. That being stated, I welcome any efforts to improve safety.	11/12/2025 3:08 PM
547	It is destroying the flow of the city and makes the public hate wpg city council for wasting our time and money	11/12/2025 2:34 PM
548	Thank you, this is much needed and overdue.	11/12/2025 1:50 PM
549	A large number of motorists commuting down Wellington Crescent are real jerks - in addition to temporary and permanent bike lanes and other traffic safety improvements, please ask Winnipeg Police to park in the area and ticket speeders and other dangerous drivers.	11/12/2025 1:41 PM
550	Yes, the Budget for this project could go towards getting people out of encampments, Increase police safety, etc. also, Winnipeg has A much shorter season for cycling than other cities may have. We don't need to spend all this money for people who don't use recycling paths anyway. Bike lanes are only a good idea if people use them.	11/12/2025 1:26 PM
551	Wondering if there is a plan for Wellington on the other side of Maryland, toward Oak St..etc where all of the children ride bicycles over the bridge to their catchment middle school, Ecole River Heights? They are getting hit by cars.	11/12/2025 1:24 PM
552	Stop pushing this bicycle agenda and use the money to fix the damn roads.	11/12/2025 1:09 PM
553	The better the infastructure and safety for cyclists and pedestrians, the more cyclists and pedestrians will use the infrastrucure. European cities with similar climates have much more cycling commuters year round and have much better safety records and better acceptance of cyclists on the road. More education and more infrastructure will improve traffic flow by getting cars off the road. Better lifestyle, fitness and health.	11/12/2025 12:45 PM
554	Connecting these bike routes is a critical missing link. It will improve the ability to cycle Winnipeg, and will create a safer driving environment on Wellington Cres	11/12/2025 12:37 PM
555	Increased bike infrastructure around the city will not only make things safer for cyclists/pedestrians, but reduce traffic congestion by providing a safe alternative to driving	11/12/2025 9:43 AM

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556	Vehicles turning left onto the river side properties will hold up traffic heading into the city. Delivery vehicles temporarily parked on that side are known hazards when heading toward the Maryland Bridge with a present two lane system for cars. I cannot see how this project is an improvement. I am very concerned that people who perhaps do not have boots on the ground experience driving or taking the bus on certain routes have planned significant changes that impact the lives of those who must use a personal vehicle or public transit and use those routes. As a young adult I used to cycle before it was recognized as a preferred, healthier, and greener alternative to car travel. As an older adult I'm unable to do that now for health reasons. Spend the money on proper development of lanes on the boulevard.	11/12/2025 7:20 AM
557	Traffic congestion only decreases safety and moral of the city. Stop taking away turn lanes and restricting traffic flow. Unless you can accommodate all.	11/12/2025 12:38 AM
558	I think it is important to keep the Rob Jenner memorial at Wellington and Cockburn.	11/11/2025 10:37 PM
559	I mentioned this earlier, but I was passed while driving in the section between Academy and Grosvenor last year because the current road configuration has lanes that are too wide. This should be made permanent as soon as possible for safety for all modes of travel.	11/11/2025 10:28 PM
560	reducing lanes would be life changing for the neighbourhood in a good way, i full heartedly like the idea.	11/11/2025 10:11 PM
561	More continuity is welcome. The existing protected lane at the beginning of Wellington ending on a right curve feels extremely unsafe	11/11/2025 9:50 PM
562	This would connect an already busy bike route and makes absolute sense.	11/11/2025 9:42 PM
563	I think it's a great idea. We have been car-centric for far too long. We need to prioritize connecting cycling routes, I used to cycle to the Village fairly often, I haven't for years due to close calls with cars. The laws may be there to protect cyclists, but I've been cycling and cycle commuting in the city for 40 years, drivers are much more aggressive and distracted than they used to be, in my opinion. We must prioritize cycling and active transit safety. Cars are noisy, polluting and cause the most wear and tear on our roads. Active transit is quieter, better for the environment and our health. Cars also kill people, what is it, 100 per year? So, polluting, noisy and deadly. Our failure to prioritize active transit and our dependence on cars baffles me.	11/11/2025 9:00 PM
564	Ensure good drainage to avoid cyclists going through puddles or mud will be key to getting non-enthusiasts to ride frequently. I agree with the idea of narrowing the street, as it will help force drivers to slow down. Given accidents have occurred, a sufficient buffer/clear zone, proportional to speed, is important to make cyclists and pedestrians feel safe. The two other segments of the cycle route are great, I am glad to see is connected together as this is one area where non-confident cyclists currently have issues.	11/11/2025 8:59 PM
565	The traffic congestion has not been realistically considered. The bike lanes should be located on the boulevards which have ample space. Removing parking spaces is inconsiderate for adjacent residences. A single active transportation pathway with two lanes would be a better solution.	11/11/2025 8:44 PM
566	Thank you for the work to improve active transportation for all.	11/11/2025 8:03 PM
567	Please consider removing some Boulevard area to build proper cycling lanes. And then further along Wellington Crescent instead of reducing speed to 30, which is too slow as it causes so much traffic congestion on academy. (Which was not built to handle the amount of traffic on it) please consider one side of Wellington Crescent for vehicles and one side for bicycles that is much safer and the only cars that would be on the "cycling side" would be those homes that live there or deliveries. Reducing the speed to 30 during school hours and rush-hour causes so much traffic, congestion, and inconvenience. It is unacceptable.	11/11/2025 7:48 PM
568	Make sure you plan according to the Transit Master plan. Which includes LRT	11/11/2025 6:13 PM
569	I'd like to see the temporary design extended onto both Sherbrooke and Maryland bridges.	11/11/2025 6:12 PM
570	The previous question did not allow for another response: I am not interested in a interim design and want to see a permanent solution now not in some nebulous future. I lived through the construction on River and Stradbroke and believe a permanent solution using the south (west) boulevard is the most economical. I am all for active transportation as someone who walks throughout the neighbourhood regularly but caving to the bike lobby with half-baked plans does no one any good.	11/11/2025 5:11 PM

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571	I foresee a great deal of congestion for those of us who live on the Crescent. It's also very difficult accessing the Crescent from a property if bikes are allowed to go in both directions in bike lane. An accident is bound to happen.	11/11/2025 5:05 PM
572	I strongly support this project and it makes me very happy that the city is taking the initiative to implement an immediate solution. I use Wellington as a motorist, as a cyclist, and a pedestrian, and the proposed changes will benefit me and give me greater peace of mind regarding my safety and others around me, regardless of my chosen mode of transportation! As a motorist, driving down Wellington to visit family or go shopping is sometimes a bit of a white-knuckling-the-steering-wheel experience because the many roads oddly-placed roads with cars turning from them and the wide lanes incentivize people to drive quite fast, so I have to be on high-alert, and as a cyclist: it's a freaky road to share with cars because so many people are zipping by you with speed and cars are making turns so often. As a cyclist, I sometimes would bike on the sidewalk because the road would be too busy during rushhour, but then that creates issues on the sidewalk of having to go around pedestrians and people walking their dogs, which I feel bad about maneuvering around them when I much rather be on the road, but I don't feel safe enough to be on the road. And as a pedestrian who likes to go on walks in this area, it is frustrating to have so many people on bikes on the sidewalks when I'm trying to enjoy a peaceful walk with family or go for a run. Overall, I am very excited for this interim solution and I think it's an excellent step in the right direction!	11/11/2025 4:49 PM
573	It will make things slower, particularly at the Maryland bridge intersection, but that's an easy price to make this a safe street for all people.	11/11/2025 4:37 PM
574	I have lived in the village my whole life, and often walk/bike down Wellington Crescent. The stretch between 1 Wellington Crescent and Academy has always been unsafe, both for cyclists and for pedestrians trying to cross the street. I think bike infrastructure would help encourage drivers to slow down.	11/11/2025 4:34 PM
575	This survey should have been distributed to all affected residents by MAIL (many are seniors) and representatives should have presented this to all residents (particularly condos) in a town hall forum.	11/11/2025 4:29 PM
576	It's appalling that this is being relegated to temporary "fix" while more/another survey is done. People have been injured and died on this road. It needs to be a priority. Lukes should be ashamed of herself for her behaviour in meeting where cycling advocates were delegates.	11/11/2025 4:18 PM
577	Still concerned by the number of first responder vehicles (police, ambulances and fire trucks) that use this route and naturally drive above the speed limit.	11/11/2025 3:42 PM
578	The unfortunate accident that happened on wellington cres was an isolated incident. It was from a crazy driver going 140km/hr. This has nothing to do with the actual safety situation under normal circumstances. In the future, is the council going to act this way everytime there's an accident anywhere in the city?? Let's be rational!	11/11/2025 3:24 PM
579	As noted earlier, I am concerned about a pedestrian safety due to increased traffic on a small residential street (Ruskin Row) which is adjacent to a park and children's play area. Also concerning is the likelihood of an increase in left turns onto Wellington from Palk and Kingsway (which sees high pedestrian traffic from students at Kelvin HS and St. Mary's HS).	11/11/2025 3:15 PM
580	Cancel this unnecessary project!	11/11/2025 3:10 PM
581	The speed limit on Wellington should be further reduced to 30km/h.	11/11/2025 3:05 PM
582	Connecting cycling and active transportation is important in creating a better city.	11/11/2025 2:14 PM
583	Not sure why the city wants to continue to build bike lines that nobody uses and why the city continues to reduce driving spaces by eliminating lanes or building additional structures that make driving very risky and difficult.	11/11/2025 1:32 PM
584	I think this is a good idea and Winnipeg needs a more connected and efficient network of bike infrastructure	11/11/2025 1:19 PM
585	So this is not a feasibility study? The decision has been made to pursue a permanent solution? The only issue is finding funding?	11/11/2025 1:18 PM
586	I think that permanent protected bike lines are needed; that turning cars needs to be mitigated and that speeds need to be reduced in this area to 30km.	11/11/2025 12:42 PM

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587	Do any of the council actually ride a bike and have they tried riding down this route or anywhere else in Winnipeg.	11/11/2025 12:32 PM
588	The sidewalks on wellington cr are sad it's like going for a very uneven unsafe walk patch work doesn't cut it spring time the sidewalks are covered with water not happy	11/11/2025 12:20 PM
589	Something needs to be done to reduce the speed of motorists making the turn from River onto Wellington. Too many cars being damaged after hitting the concrete bike lane dividers.	11/11/2025 12:10 PM
590	As previously commented	11/11/2025 11:53 AM
591	What a waste of money! Current status is as safe as any other Winnipeg street!	11/11/2025 11:32 AM
592	Wellington is a large street with a massive sidewalk running through it. There is no need to keep this street closed in the summer.	11/11/2025 11:27 AM
593	I would like to see a permanent design using the same existing sidewalk boulevard area for bike roadway instead of cutting down on vehicle lanes.	11/11/2025 11:27 AM
594	The use of CONCRETE curbs in no way makes the bike path and existing bik pats safer...What is needed is more police surveillance and to assure compliance. N.B. a concrete curb WITHOUT a marker telling where it ends is VERY DANGEROUS and caused damage to cars. DESIGN needs to understand there is a winter season in Winnipeg. so far most bike infrastructure seems to be ignorant of our climate!	11/11/2025 10:42 AM
595	It will delay traffic flow, will make Wellington Crescent very hard to get in, more in rush hours, it is going to force me to find another way to get into Stafford. I think this project is to benefit a few at expense of many.	11/11/2025 10:34 AM
596	I noticed in the plan the back lane behind Warsaw that empties onto Wellington is not changing. There should be no turn in or out of that back lane from a main thoroughfare. Also, anyone thinking that we can paint lines on the road and Winnipeg drivers knowing what they mean or thinking they apply the them is laughable.	11/11/2025 10:21 AM
597	Too many people are speeding down this street	11/11/2025 10:19 AM
598	That it is long overdue, and the way that the city council has treated the people advocating for the safety of vulnerable road users has been deeply embarrassing	11/11/2025 10:09 AM
599	Please lower the speed limit to 30km.	11/11/2025 10:01 AM
600	As an elderly resident living in a condo along this route my husband and I have had to walk in the existing bike path in the winter because it was cleared of ice and snow and the sidewalk was not cleared of ice and snow. There was little risk of encountering a bike, because they are seldom used, especially during the winter months. We overlook the intersection of Stradbroke and Wellington and have a clear view of how much the bike lanes are used. The desire to have dedicated bike lanes by some far exceeds the usage. Making things safer for pedestrians could be far less expensive and have less impact on other traffic than this proposed plan.	11/11/2025 9:38 AM
601	Traffic cameras and a reduced 40km speed limit would go a long way to improving safety in this area. I witness many people running red lights with impunity.	11/11/2025 9:32 AM
602	Well done. Will likely make crossing the Maryland/Sherbrooke bridge even worse during an and pm rush hour. Osborne bridge will be the same but if forsee more congestion on River and Wellington as well as increased traffics on Corydon.	11/11/2025 8:57 AM
603	As a cyclist, I've avoided this area because it didn't feel safe. These lanes could open up Wellington for more cyclists to use.	11/11/2025 8:17 AM
604	Direct cyclists to use existing infrastructure on Westminster and provide a suitable access/bike route over Sherbrooke/Maryland bridges. This project is ridiculous and an incredible waste of time, energy, effort, and dollars.	11/11/2025 8:06 AM
605	My previous comments were noted. Once again the city attempts traffic calming using cheap and ineffective measures which add unreasonable tradeoffs and frustrate those who must use them. If there is one thing to change it is the 40km speed limit. There is NO point in this given cyclists will be given their own lanes. Finally - traffic will grind to a halt both directions as people try to turn left from their direction into the apartments and condos on Wellington. Go solve real problems with the money - this is a waste until a permanent design can be finalized and installed.	11/11/2025 7:32 AM

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606	This is loooooooooong overdue.	11/11/2025 6:24 AM
607	Good. Slowing speeds will help.	11/11/2025 4:57 AM
608	I fully support more active transportation infrastructure.	11/11/2025 1:16 AM
609	No one bikes in WINTER. If they do it's DANGEROUS. Why spend tax dollars on stupid bike lanes. There are Better uses of our money than on Bike Lanes. Ban Bikes during Rush Hour on major road ways. That will speed up car traffic.	11/10/2025 10:15 PM
610	I fully support the changes being proposed and have experienced many close calls when cycling this stretch of road. Enforcement of the reduced speed and turn restrictions will be important and should be a focus post construction. So many cars currently fail to stop on the red light at Academy when turning right onto Maryland Bridge (they just roll through), so I worry that the no right on red restriction may simply be ignored by some.	11/10/2025 9:45 PM
611	The problem with this city's transportation network isn't going to be solved by temporary or permanent "solutions" baked up by people who don't directly rely on these routes in someway. This is effectively wasted resources in a city that is on the verge of insolvency.	11/10/2025 9:35 PM
612	Is it a combined 2 lanes cycling on 1 side only cheaper to build and maintain?	11/10/2025 8:21 PM
613	I appreciate you listening to the cycling community's feedback. I look forward to being able to access more of the city safely on my bike. Next please improve connectivity to the Red River trail via Osborne at the east end of this project!	11/10/2025 7:57 PM
614	Some permanent bike lanes do not facilitate easy access to entrances to parking lots/driveways on opposite sides of a street - please consider this issue in your planning.	11/10/2025 7:12 PM
615	There is a back lane behind the north side of Wardlaw that empties directly to Wellington Crescent. There is double solid yellow line just before the median begins but this does not stop drivers from turning west out of that back lane nor does it stop eastbound drivers on Wellington from turning left into the parking lot at 155 Wellington or from turning right out of that parking lot to go east on Wellington. As a pedestrian I have almost been hit on several occasions and I can see a huge accident coming with all that traffic in the area.	11/10/2025 6:47 PM
616	I am very grateful that the lack of safety, particularly for cyclists and pedestrians, is being addressed in such a thorough and thoughtful fashion. I hope that other streets will receive the same level of care and attention in the near future.	11/10/2025 6:17 PM
617	Forget the temporary design...it will cause mayhem. In the interim simply reduce the drive speed to 30 or 40 until a proper permanent design can be done.	11/10/2025 5:44 PM
618	For the permanent design, make the lanes protected like they are on Stradbrook. Painted lanes may as well not exist because cars will frequently pull into them without shoulder checking to make right turns, or to get around people making left turns. I almost get squished by cars pulling into the Harrow painted bike lanes weekly, and I don't think those green bollards will stop people from doing that.	11/10/2025 5:43 PM
619	A continuous bike lane is really essential so that bike use increases. In addition, please provide education to drivers and cyclists regarding to laws as they pertain to bike use.	11/10/2025 5:34 PM
620	Have you any figures on vehicle and bike accidents? That was a terrible accident that killed a cyclist. But was caused by an idiot speeding. Not the normal situation. Now thousands of drivers are going to suffer for a very few cyclists. Not fair. With 4 lanes East of Grosvenor the traffic can generally move around cyclists safely.	11/10/2025 5:27 PM
621	Thank you for the opportunity to have a voice. I am very much looking forward to - what I perceive as - a long-overdue transportation change along this section of Wellington Crescent! As a cyclist and pedestrian, feeling constantly unsafe along this corridor has been the norm for me for over 16 years. I think a change to equalize modes of transportation and diminish the speed limit will be good. I just wish the speed limit would be reduced to 30 km/h, as the likelihood of heeding "40 km/h" is as likely as motorists heeding "50 km/h" (60 km/h). Setting a lower speed limit, aligned with that for Wellington Crescent northwest of Academy, would be nice. :)	11/10/2025 5:22 PM
622	There should be more focus on the downtown rather than the rich people on Wellington crescent	11/10/2025 5:21 PM

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623	Cyclists need to pay attention to all traffic regulations, I see many occasions where cyclists run stop signs, ride between cars on main roads and just blow through traffic circles, rules apply to everyone.	11/10/2025 4:37 PM
624	I'm certain reduction of lanes will make delays in traffic ripple through the neighbourhood, but safety of people walking, cycling, and driving should not be compromised just to save a minute or two from someone's commute. I hope the city can feel good moving forward with a safety-first mentality while managing these negative opinions.	11/10/2025 4:12 PM
625	Plastic pylons are often ignored by cars. Often cars use the cycling lane (e.g. Pembina Hwy) for parking. Although the temporary painted lanes are a step in the right direction, ultimately cyclists need a permanent, strong barrier separating them from automobiles.	11/10/2025 3:48 PM
626	- This is a great initiative and with a few minor tweaks to the current plan will be a great update for the people in the neighbourhood. - Most of the bus lane details only provide updates to move people along Wellington. There needs to be consideration on how bikes will get off Wellington and onto Grosvenor, for example, safely.	11/10/2025 3:22 PM
627	I am super in favour of protected bike lanes, as are my neighbours and community members	11/10/2025 3:09 PM
628	Bike lanes with physical barriers separating cyclists from car traffic would be a safer alternative	11/10/2025 2:52 PM
629	Signage at intersection of River (westbound) & Nassau (southbound) should make clear bike routes continue in both directions. Signage should be added at intersection of Grosvenor (northeast-bound) & Wellington (eastbound) to confirm this is a "no right turn on red" intersection. Strategically add a "you are going this fast" digital speed sign which monitors vehicle speed and indicates the speed they are travelling in order to encourage compliance with speed limits, rather than traffic cameras. Doing so somewhere early in the westbound stretch of Wellington would be appropriate. The signs that turn into smiley faces when a vehicle is going at the speed limit reinforce good behaviour and reduce driver frustration at low speeds. This is important to train drivers who are accustomed to going well over 50 km/h on Wellington, in my personal experience. Wellington will probably still feel like a 50 km/h to 60 km/h semi-arterial street even after these temporary measures (see Pembina south – bollards mean little for speed control), unless the City of Winnipeg also reduces all suburban speed limits to 30 or 40 km/h. This road just intuitively "feels" to a driver like a faster than 50 km/h road. I also notice that people drive faster once they make the southbound / left turn coming from River (west of Wilmot Pl) onto the beginning stretch of Wellington (southbound). For whatever reason, vehicle traffic in this westbound direction is almost always faster than in the eastbound direction, in my experience as a vehiclist. I drive Westbound on this stretch of Wellington Crescent to work in the morning (coming from River/Osborne Village), and eastbound in the afternoon (coming from Portage & Broadway) during the non-cycling season. Congestion will be doubled along this route with these proposals. The temporary route will certainly frustrate drivers and create congestion. For the permanent phase, consider elongating the vehicle right turn lane going westbound on Wellington and turning Northbound onto Sherbrook St. bridge. If no steps are taken to address this, significant bottlenecks will occur behind right-turning drivers. For morning rush hour, with vehicles going westbound on wellington and turning right (north) onto the Sherbrook St. Bridge, these right turning vehicles risk blocking out cars behind them on Wellington who either (1) wish to cross Academy going westbound from Wellington on the east side to Wellington on the west side of the intersection (i.e. go straight), and (2) those who want to turn left from the west side of wellington onto Academy southbound (i.e. turn left at the intersection). Afternoon rush hour will see vehicles trying to turn right off Broadway onto Marlyand pushed back to Portage and Broadway (easily), given current congestion levels. I am not sure how to tackle this. The city could consider elongating the stretch of Portage that is a non-dedicated bus lane going eastbound on Portagebefore the turn off onto Broadway. In summary, reduction of Wellington down to one lane will significantly impact congestion during rush hour, backing traffic up for westbound on Wellington in the morning, and eastbound on Wellington in the afternoon. This will exert a natural traffic calming effect that is not present during (especially) morning rush hour going westbound. Eastbound afternoon rush hour is already fairly calmed, in my experience. I am an avid cyclist of many years, having cycled in Winnipeg for around two decades fairly regularly. After one trip on Wellington (prior to the death of Rob Jenner), I stopped biking on Wellington completely. That there were ever bike route friendly signs on this street is a travesty and a dereliction of duty of our city. I am glad the city is taking steps to rectify this issue and urge the city to be very responsive to citizen feedback and the cycling committee. I am deeply saddened that it took the death of Rob Jenner for us as a city to respond to this safety issue. I	11/10/2025 1:46 PM

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hope that Rob Jenner (if his family signs off on it, of course) is honoured as part of this process. It is because of his death that action on this bike lane is being propelled. I hope the reason the FAQ section of this consultation does not mention Rob Jenner's name, simply calling him a "person" ("In June 2024, a person cycling on Wellington Crescent was hit and killed by a person driving over the speed limit") does not reflect the city's intention to proceed with these changes without honouring the memory of Mr. Jenner (once again, as directed by his family). The sentencing decision of the driver who killed Mr. Jenner includes Mr. Jenner's name. We routinely name streets after athletes (e.g. Milt Stegall Dr.) and prominent Manitoban figures for their personal, professional, or financial donations that advanced important initiatives. Mr. Jenner gave the ultimate sacrifice - his life – in order that cyclists can benefit from safer infrastructure for years to come. I urge the City to take steps, insofar as green lit by his family, to honour Rob Jenner's memory as the part of the building of this route.

630	This stretch of Wellington crescent has resulted in too many close calls to count when I have ridden down it as a cyclist which is very regularly as there are no bike paths to connect wolseley/river heights/crescentwood with the river and stradbrook routes	11/10/2025 1:40 PM
631	Thank you for asking.	11/10/2025 1:27 PM
632	It is amazing what can be done when some rich white people put pressure on city council meetings. The speed limit reduction has the most potential to increase crashes and should never be done without appropriate site-specific research. What should happen is: 1) Study to examine actual crash risk relative to other streets in the city. Maybe there are more dangerous places to prioritize rather than ones desired by upper-class white neighbourhoods. In other words, priority shouldn't be based on social class. 2) traffic flow study, including assessment of potential cut-through effects, 3) 85th percentile study for speed limit after physical changes have been made. That should determine speed limit or, if you really want 40km/h, whether to improve physical design further to accommodate it. As for the rich white lobbyists, you probably won't make them happy anyway. Prepare to hear more about Rob Jenner in council.	11/10/2025 1:02 PM
633	More connection and continuity is required between the cities existing bike infrastructure. There are significant gaps, specifically at bridges, that are stopping people from fully utilizing the potential of the existing bike lanes.	11/10/2025 12:46 PM
634	Please stop making commutes longer and consider traffic flow when making these decisions. It would go a long way to improving quality of life for Winnipeggers.	11/10/2025 12:26 PM
635	Thank you for keeping in mind cyclist the city has great potential	11/10/2025 12:09 PM
636	For far too long there has been a steady stream of traffic along Wellington Crescent during the rush hours with many drivers exceeding the speed limit. Having said that, the fatality which spurred this was a result of an aggressive, inexperienced and extremely careless driver. I'm not convinced a protected bike lane as suggested here will prevent this type of accident from occurring. However, it should prevent impact at a lower speed.	11/10/2025 11:56 AM
637	There is no doubt in my mind that this is needed. While I do not live or work in the area, my daughter does and we visit frequently and often go walking and biking in the area.	11/10/2025 11:47 AM
638	Speed limit should be imposed not only on motor vehicles but on bicycles, E bikes, scooters, And one or two wheeled conveyances.	11/10/2025 11:16 AM
639	Rob Jenner was killed by a driver going 100 km/hr over the speed limit. Any changes would not change the behaviour of the driver one iota.	11/10/2025 11:08 AM
640	Enforce traffic laws charges against cyclists that ignore them. Bring back bike licenses to help pay for all these changes!	11/10/2025 11:04 AM
641	recommend a town hall meeting so resident views could be heard. Council should look at boulevard use which are wide to accommodate bike path	11/10/2025 10:54 AM
642	the sunken manholes would need to be repaired first	11/10/2025 10:44 AM
643	The one piece of this plan that strikes me as odd is the choice of 40km/hr speed limit. Off the top of my head I can't think of any other streets in the city that use 40km/hr as a speed limit, but I admit I'm not familiar with every single street. It seems fair to say that 30km/hr is much more commonly used. I understand that compromises must be made in projects such as this. Reducing the speed limit to 30km/hr may seem drastic at first glance and that risks inflaming motorists who use this as a primary route on their commute because they might perceive it to cause an excessive delay; hence 40km/hr may be more palatable to these people. That being	11/10/2025 10:42 AM

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said, I would like to reiterate my support for a 30km/hr speed limit along this section of Wellington Crescent. Please keep this in mind while you're assessing the outcomes from these temporary changes and when you eventually get to planning a permanent design.

644	Please consider the existing boulevards or sidewalks to implement bike paths. NOT the existing streets with already congested traffic.	11/10/2025 10:34 AM
645	I would suggest meeting with a few condo/apartment owners in the next few months. I would also check with fire/paramedic and waste management at the City for their input. I wonder if other cities with high density and narrow streets handle furniture/appliance/moving van parking...perhaps we can learn from them.	11/10/2025 10:32 AM
646	I took a harder stand on the previous question than I might have if more information was available because I could not select either of the top two options. This is due to the fact that I have no idea what a future design entails - you are asking me to vote for something that is not defined in the face of very real unacceptable aspects of the design shown in the video.	11/10/2025 10:32 AM
647	You people are fools and won't actually consider these responses from the people who actually live here.	11/10/2025 10:27 AM
648	Keep speed limit at 50km.	11/10/2025 10:12 AM
649	I think these changes are very needed to this section of Wellington Crescent. As a cyclist I have had many close calls and have almost been hit by vehicles too many times. I do not feel safe riding on this stretch of road and avoid it when I can. It is unfortunate as it connects to other major cycling routes. I am frustrated with the current design. Though there are protected bike lanes on River and Stradbroke it is extremely unsafe that they just end and after they end there are no provisions for cyclist safety. The protected bike lanes end abruptly and there is no transition to sharing the road with cars again or even painted bike lanes. Vehicles drive so fast down this section of Wellington and often do not see cyclists or have no respect for them. In my experience drivers are more conscious of cyclists when there are protected bike lanes or painted bike lanes (less so with the painted bike lanes), so when bike lanes abruptly stop they resume driving as if the roads are not shared with cyclists or other means of active transportation. I would feel much safer as a cyclist and a driver with the proposed temporary changes. Though I know the changes will make parking in the area more difficult and create traffic delays, that is a sacrifice I am willing to take. My hope is that creating safer cycling routes will encourage more people to start cycling more, alleviating vehicle traffic volumes, or increasing public transit use. People shouldn't have to die for these changes to be made.	11/10/2025 9:52 AM
650	There is not enough bike traffic to warrant this expense. During the winter when the bike lanes are rarely used it will just make vehicle traffic more congested and difficult to get around.	11/10/2025 9:49 AM
651	Again relatively expensive based on more important needs in our city	11/10/2025 9:40 AM
652	I have sympathy for the family and friends of the man who lost his life. It seems the bike lobby has all the oxygen right now and the residents are not heard	11/10/2025 9:14 AM
653	Pedestrian safety should be paramount.	11/10/2025 9:00 AM
654	Driving a car in a 30kph zone beside a bike that can go 30kph feels way more unsafe than when I drive passed them and leave them in my rearview. You should really consider how unsafe it is to be going the same speed as bikes and not being able to pass and avoid them all together. They weave in and out of traffic, don't follow rules of the road, jump from road to sidewalk when convenient, blow through stop signs. There should be a better solution that just slowing cars down and taking our lanes, "because safety". I also drive a motorcycle and ride bicycle to and from my gym, and cyclists are very unpredictable as they don't follow the rules car are following and thus cause many of the issues they complain about.	11/10/2025 8:54 AM
655	the bike lobby has a disproportionate voice in this project	11/10/2025 8:46 AM
656	There are way more important projects to spend our money on such as improving or replacing the surface of existing badly deteriorated roads, widening overused roads, hospitals	11/10/2025 8:18 AM
657	The bike lobby manipulates survey completion and misrepresents the actual feelings of citizens. The bike lobby gets their members to complete the survey while any citizens are unaware of the survey.	11/10/2025 7:26 AM
658	Biking is better for physical and mental health, but only when there are safe routes, so you don't have to worry about vehicles. more fatalities will deter people from using alternative	11/10/2025 6:37 AM

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modes of transportation. Winnipeg drivers are too reckless especially towards cyclist. it takes seconds for a vehicle to reach the speed limit with zero effort, but they rather not wait and risk the safety of a cyclist.

659	Why waste taxpayer's money on a temporary change? Speed up the approvals to make a permanant change.	11/10/2025 2:23 AM
660	Lots of people in wheelchairs also use the bike lanes in my neighbourhood of Osborne Village.	11/10/2025 1:09 AM
661	If you do want to create bike lanes, why not reduce the abundant boulevards for bike lanes. That would be a better solution.	11/9/2025 11:19 PM
662	This is long overdue, so shame on City Council for dragging this out. Furthermore, the plastic bollards are nearly useless from a safety standpoint, so please don't drag out the permanent solution the way you did this temporary one. Lives are at stake, so do your jobs.	11/9/2025 9:46 PM
663	In Toronto there is debate about removing cycling lanes exactly like this. We should be learning from their experience and instead of creating temporary fixes for something that isn't needed. Start with discussing what the permanent solution looks like. Let's focus on the end goal instead of creating problems without any understanding of where we are trying to get to. Temporary bike lanes and increased congestion for what? A study on how many increased cyclists there might be? How about creating something that is good for everyone, not hypothetical citizens who are immune to the cold and cycling year round.	11/9/2025 9:22 PM
664	Represent the majority...i honestly think the majority of taxpayers are tires of this city caving into the most politically vocal	11/9/2025 9:16 PM
665	The design of the street encourages speed and is dangerous. I expect you know the 'ghost bike' honouring Rob Jenner was recently hit by a car. As my husband and I age, we want a neighbourhood that feels safe and walkable. The bike lines will make us as primarily pedestrians feel much safer.	11/9/2025 8:20 PM
666	Please review the necessity of closing Wellington to motorists on weekdays in the summer as it makes Academy very dangerous and there is already a wide walking/biking path on that section of Wellington.	11/9/2025 7:16 PM
667	I think that speed limits should be more consistent. If you are dropping it, drop it to 30 mph.	11/9/2025 7:13 PM
668	This section of Wellington Crescent is high density with many high rise buildings. Most of the tenants have cars and will be inconvenienced considerably by the proposed changes. How many cyclists will be using this street as compared to how many motorists? I understand a cyclist was killed on this street. But he was killed by an underaged driver who was speeding and driving recklessly. This plan does not address that concern. I am completely opposed to the proposed changes.	11/9/2025 7:00 PM
669	What could a permanant solution be? Would that be to have the bike lane on the boulevard, similar to the bike lane on Maryland? That would be ideal. Then, there wouldn't be as much worry around potential traffic delays and interruptions	11/9/2025 6:21 PM
670	I would like to see greater use of concrete barriers for winter bike riding, as the flexi-posts would likely be removed for the winter season. I believe the city could afford to thin the car-lanes to further add to the restrictive feeling and slow down drivers. I would also like that the permanent infrastructure would not need to simply wait until council could give a few dollars to the permanent design when it conveniences them. This should be made permanent long before we waste taxpayer dollars widening Kenaston	11/9/2025 6:20 PM
671	I think this is a very important project to improve safety for motorists, cyclists and pedestrians. It's a really nice area, but the traffic and the speeding by vehicles is taking away from that. I think this project will improve quality of life for everyone in the area.	11/9/2025 6:09 PM
672	How many people have to die before you will move past a "study"?	11/9/2025 5:36 PM
673	Cost of temporary and non permanent options	11/9/2025 5:33 PM
674	get it done - asap !!	11/9/2025 5:20 PM
675	I'm uncertain why further study is required before a permanent solution can be designed and implemented. It's 2025, bike lanes are not new. Winnipeg is not so special that we need our own study for this. Just do it.	11/9/2025 5:01 PM

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676	very good initiative. The Crescent has a lot of room for all modes of transport. Giddy up! It is time to connect the dots please.	11/9/2025 4:20 PM
677	Please ensure instructions for cyclists and drivers are provided regarding new regulations/changes. Do not expect citizens to figure this out on their own. I hope considerations will be given to small business also.	11/9/2025 2:51 PM
678	As a pedestrian, I am very concerned about cars travelling too fast on Wellington Crescent. When I wait to cross Wellington Crescent at Grosvenor and Hugo, I am a couple of feet away from cars travelling at high speeds. Also, when you're sitting at the edge of the bench at the bus top at Norquay and River, you're a few feet away from speeding traffic.	11/9/2025 2:48 PM
679	You cant even maintain the sidewalks in the winter how are you going to maintain the bike lanes?	11/9/2025 2:30 PM
680	40km/hr needs to be extended on Stradbrook and River. Wellington, Academy to Academy needs to be permanently 30km/hr until separated infrastructure is implemented.	11/9/2025 2:19 PM
681	I think it is very, very important to have a well rounded bike infrastructure in our city. I rode a bike for the first time, in a long time, during Nuit Blanche earlier this year. I borrowed one of my friend's bikes and we rode from their home near Assiniboine Park on Wellington Cres., to The Forks, to The Exchange District and all the way back at the end of the night. I realized something that night; that it was possible, albeit difficult, to cycle around our city. And it felt amazing—it felt like I was in a different town. That it is possible for our city to one day have an intricate bike network, a safe one at that. Please keep working on this. Thank you.	11/9/2025 1:50 PM
682	40 km/hour may still be too fast given recent deaths of cyclists and the challenges for seniors who live/walk in area. 30 km/hour seems more appropriate for this road and will likely have no impact on rush hour speeds. This would hopefully reduce weekend and nighttime speeding further.	11/9/2025 1:16 PM
683	This is a critical change to prevent further tragic accidents in this area. Between this, the improvements to traffic safety, and the quality of life benefits by making more modes of transportation safer and accessible, this project can will be a huge positive improvement.	11/9/2025 12:58 PM
684	Concerned about the parking. Need more crosswalks. Need speed bumps.	11/9/2025 12:48 PM
685	I understand that most cycling infrastructure initiative go along with road investments and I support that. However there are critical gaps in the cycling network (some of them the city presented in their outreach info sessions) which cannot (or only with difficulties) associated with a road project. Here independent investment and budgeting solutions should be sought.	11/9/2025 12:03 PM
686	I just think this is such an important project, especially as a resident on Wellington Crescent who bikes, walks, and drives down this street.	11/9/2025 12:01 PM
687	I have talked to several people that share my same view that safe bike infrastructure will encourage more people to commute via bike. It is a bold move, but it worked well in Minneapolis and I am hopeful it can work here in Winnipeg.	11/9/2025 11:52 AM
688	I'm ride my bike on this stretch and drive my vehicle on this stretch quite regularly (at least 2-3 times a week) and on bike always feel too close to cars and exposed and in my vehicle always feel too close to cyclists while staying in my lane.	11/9/2025 11:12 AM
689	Concrete barriers for the bike lane rather than paint and plastic on the section from Grosvenor to Stradbrook are really important even for the temporary design. Just the other day a car slid out of control and smashed into the ghost bike marking the spot where Rob Jenner was killed by a driver between Hugo and Cockburn. Earlier versions of the temporary design had movable concrete barriers there, I think? To actually make it safer for cyclists we need something that will physically keep cars from hitting us, because that curve is very unsafe. Similarly, data clearly shows that 30 km/h is the safe speed limit where people outside of cars tend to still survive collisions, and mortality increases dramatically when the cars are going faster than that. Reducing just to 40 km/h still leaves people at risk. Reducing to 30 km/h will save lives. This is a place where someone was killed almost 18 months ago now. Almost every time I use this road as a pedestrian or cyclist I have cars nearly hit me when they're turning. I hear numerous stories of close calls from friends and it makes me so nervous that one of them will be the next person to be killed by a driver on that stretch. We need this interim solution in place now, and we need it to not lose any of the crucial elements that will help make us actually safe.	11/9/2025 11:04 AM

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690	Please act on this. Honor Rob Jenner's memory and all the people who got injured or are experiencing near-misses along Wellington.	11/9/2025 10:50 AM
691	The sweep lane off NB academy onto EB wellington looks hazardous. Will the plastic bollards stay in the winter?	11/9/2025 10:36 AM
692	Maybe add traffic lights to make crossings onto Wellington Crescent easier and safer from Gertrude (instead of blocking access) / Hugo and also at Wardlaw and Wellington. I would rather see keeping the existing traffic lanes and building a permanent solution with using some of the green space to make the biking/pedestrian lanes. Just widen the already existing sidewalks to include cyclists on either side of Wellington! There is enough room to add just one lane on each side of the sidewalks on either side of Wellington for cyclists, scooters, etc. The city has spread out so much and there is more traffic rather than building up and using infrastructure that is already there. More infill housing would be better, and a better transit! Seems like the new proposal isn't working out! There aren't enough roads for people to circulate in these added neighbourhoods that reducing lanes will create more wait times and more pollution to the environment. On a separate note, I would like to do away with the onstreet parking on Osborne Street in the village southbound in the evening. When leaving the downtown after an event, there is a terrible bottleneck. If you absolutely have to have onstreet parking for 17 vehicles (yes I counted them), change it over to northbound Osborne. Not everyone travels to downtown at the same time in the evening for events, but everyone leaves at the same time after the events. There aren't many options to travel southbound from downtown!	11/9/2025 10:11 AM
693	See #6	11/9/2025 9:57 AM
694	Many of the residents on the Crescent are elderly, physically impaired and require easy accommodating transportation. this solution does not fulfill that need reducing to one lane will result in huge issues especially when traffic is blocked by delivery vehicles	11/9/2025 9:24 AM
695	Should this area be locals cyclists, walkers only. Divert the motorists	11/9/2025 9:11 AM
696	Thank you for finally addressing this critical piece of the active transportation network. It's such an important connection and has been a place that is awkward for drivers and unsafe for cyclists. I am particularly excited about the plans for the permanent infrastructure and will continue be eagerly awaiting them. In the meantime, your temporary plans are a huge improvement. Well done!	11/9/2025 8:59 AM
697	Please make the bike lane permanent	11/9/2025 8:44 AM
698	I think it would be be good to have an advance light for cyclists at academy/wellington. When I'm heading west on Wellington and crossing academy, I'm often nervous about cars turning right to go over the bridge. I've often dealt with that by turning myself into a car and riding in the middle lane until I've crossed the intersection (so I'm sure they see me). Once through I go back to riding in the right lane. Protected lanes at lights mean I can't do that, which is fine if I have an advance green, but make me feel unsafe if I don't. But I recognize that this might only be possible with a permanent plan. Thanks for your work on this!!!	11/9/2025 8:40 AM
699	I just know that something has to be done as I am a pedestrian and has been almost hit quite a few times. Vehicles are always speeding down Wellington and don't watch for pedestrians when their making left hand turns onto the streets off Wellington.	11/9/2025 8:11 AM
700	No	11/9/2025 6:35 AM
701	while I fully support creating bike routes throughout the city, I do not support doing so by sacrificing vehicular traffic and parking lanes and closing streets particularly in the face of an ever increasing population with its corresponding predictable increase in traffic. Why can solutions not be found that do not make vehicular traffic more difficult, more cumbersome and less efficient? Furthermore, this "temporary" option proposed here seems costly. Why not temporarily make the sidewalk on one side of Wellington dedicated to cyclists, preserving the other for pedestrians. Or alternatively, why not widen the sidewalk on one side of the street to include two bike lanes in addition to the sidewalk if preserving sidewalks on both sides is deemed to be critical? It is becoming increasingly frustrating driving anywhere in the city as bike lanes repeatedly encroach on or take over the traffic lanes. In many areas, the design of these bike lanes does not make me feel any safer as a cyclist and definitely not as a pedestrian, yet makes driving a nightmare.	11/9/2025 5:37 AM
702	Will the lights - the stop lights be increased?	11/9/2025 12:07 AM

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703	My only concern with this plan would be enforcing that cars do not park ON the bike lanes. Very excited to see this project!	11/8/2025 11:07 PM
704	there should be a larger investment in active transit over passive transit across the board.	11/8/2025 10:56 PM
705	I have two issues with the video and one huge safety concern was not addressed in the video. 1. Please do not make bus stops in the bike lanes. The way you do the bike lanes to go around bus stops on Maryland is better. Buses and bikes are not compatible. 2. I do not understand how the left turn boxes will work at Wellington and Academy. That is one of the most. If not the most dangerous intersection of my commute. Please make it clear who goes where and who has the right if way. Also I come off of Wellington from River Heights turning left to go over the bridge. The cars on the other side of Wellington should not be allowed to turn right onto the bridge on a red light. They do not wait for the cyclists and often nearly hit us. Please make the lights all the way on Wellington in all directions no right on red. Also, please have cycling lights to allow pedestrians and cyclists to go first. It is much safer. That left turn I take to get in the bridge, it would clarify things if the bikes got a left turn signal before the cars. Then a safety concern that needs addressing: going over the bridge to Sherbrook passes the Miseracordia hospital parking garage entrance. Cars come from all angles blocking the bike path. The drivers do not check for bikes and try to run us off the road. Please put up bollards between the bike lane and driving lanes on Sherbrook and force cars to enter the garage from the Gates. They would have to go further down Sherbrook, turn right on Woseley, the right again circling around the parking lot. As they merge back on to Sherbrook their only choice should be to enter the garage.	11/8/2025 9:33 PM
706	I like the bike lanes the city built on River and Stradbrook Ave between Donald and Osborne. Use the boulevards as a way to expand the street for bikes. I also like the walk-bike lane on Jubilee created by removing the blvd and widening the sidewalk for multi purpose. I have used that bike lane andfeel verysafe cycling along Jubilee.	11/8/2025 9:08 PM
707	The gentleman was killed by people speeding and not obeying traffic laws. No bike lane in the world would prevent what happened and it's not fair to penalize all the drivers for the mistakes of one.	11/8/2025 8:00 PM
708	The City is broke! You don't have the money in hand to replace the Arlington Bridge! You are not saving a penny for the inevitable replacement of the Louise Bridge! Freeze all non-essential spending, including for more bike lanes!	11/8/2025 6:14 PM
709	Thank you for considering this area. I really like this plan	11/8/2025 5:20 PM
710	It will increase traffic on Corydon Academy and Grant Avenue as motorists will look for alternative routes .The amount of bikes on the bike lanes Mon - Friday does not warrant this disruption of car traffic	11/8/2025 5:00 PM
711	This will not only increase pedestrian and cyclist safety, but vehicle safety as well when it comes to other drivers who I've seen take unnecessary risks.	11/8/2025 4:40 PM
712	As someone who bikes and drives a car in the area, i think these changes although good for bike comfort and safety will too negatively impact car traffic in the area and likely cause more car traffic down side streets increasing risks to bikers and pedestrians. overall, i don't think this will improve safety to the broader community, only bikers which are still only a small percentage of the people that will be affected especially since bike traffic is mostly non-existent for almost half the year in winnipeg (november/december-march/april)	11/8/2025 4:37 PM
713	I hope you weigh the opinions of cyclists and pedestrians more heavily than those of motorists. Of course motorists want to move through the city as quickly as possible, but that cannot be our top priority. Cycling infrastructure means more motorists will chose to cycle! Making the commute faster for everyone.	11/8/2025 4:23 PM
714	This change needed to take place decades ago, or right after the fatal cyclist crash of June 2024. This is an over due and delayed project that the city needs to implement as soon as possible. The speed limit should be 30km/h permanently from River Ave to Kenaston, not 40km/h as this report suggests.	11/8/2025 3:29 PM
715	I am concerned about motorists making illegal left turns from/to Wellington and Dorchester if the median is nothing more than yellow paint as shown in the video and there is no physical barrier.	11/8/2025 2:57 PM
716	Thank you for considering this project and providing this easily accessible opportunity for	11/8/2025 2:49 PM

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	feedback	
717	I am very pleased with this design. Thank you for providing such a well thought out solution. I believe that it will dramatically improve safety without hindering motor traffic very much at all.	11/8/2025 2:44 PM
718	This project is absolutely necessary. The current situation is untenable for cyclists with protected bike lanes stopping abruptly and it causes cyclists to take other routes. I've avoided visiting my local park, Munson Park, because of safety concerns cycling in the area. Moving forward on this project would create more opportunities to safely take advantage of our beautiful parks and local businesses.	11/8/2025 2:44 PM
719	This temporary bike lane is a great idea and I hope it becomes permanent soon.	11/8/2025 2:11 PM
720	It will increase bike travel connectivity and make biking the area more comfortable	11/8/2025 2:04 PM
721	Hello, I would encourage public works to incorporate modern traffic signals design with the permanent changes, if they happen. For instance bike signals at all three signalized intersections as needed, And an update for all signals at Wellington and Hugo, if the part of Gertrude Ave is removed through reconstruction out of the existing intersection - including a replacement of less visible 8 inch bulbs present for some signal heads (which exist currently). Thanks,	11/8/2025 1:54 PM
722	1. It is not clear how the green bike box on northbound Academy would help left turning cyclists. There are three traffic lanes to the left of the bike box. It would be better to have the bike box on west bound Wellington. Most cyclists will probably use Harrow and Wellington rather than Academy and Wellington. 2. The plastic bollards/posts can work well but they have to be installed. (I presume they are removed for the winter.) This installation actually has to happen, in contrast to the plastic bollards on St. Mathews between Rte 90 and Empress where they have not been installed for the past two years and the last time they were installed for the season it was in September! 3. How will these bike lanes be maintained in the winter? Will they be plowed regularly? What barriers to traffic/bollards will be in place for the winter? 4. This development should not be referred to as "temporary" or "interim" but should be considered as the "initial" development. Don't use terminology that suggests that bike lanes on Wellington will disappear at some point in the future, but that they will be improved in the future. 5. This is long overdue. Why does it take 10 collisions and one fatality to create what everyone knows is needed? 6. I hope this construction can happen early next year so it will be operational by summer of 2026. 7. Overall a good design. Good work.	11/8/2025 12:56 PM
723	Bike lanes without physical borders are unsafe and providing cyclists with an unrealistic sense of protection. A flimsy stick in the road is not providing safety.	11/8/2025 12:31 PM
724	Even though we have bike lanes they still use sidewalk. Never stop at stop sing. Way not close Wellington crescent completely to accommodate bicycle lovers!	11/8/2025 12:30 PM
725	please move forward with these types of projects in the city in general	11/8/2025 12:12 PM
726	Let it rip 🤘	11/8/2025 12:08 PM
727	making it easier and safer for bikes should not make it harder for cars. No left turn on Gertrude is a bad idea	11/8/2025 11:55 AM
728	The changes would be worse year round for the majority of people using this route in order to please the very few who cycle it for a small portion of the year	11/8/2025 11:49 AM
729	Glad you're doing this. Any time I cycle down this section I really don't love it. The pavement is trash along the edges and the intersection at Hugo and Wellington is unsafe as a cyclist because if you're going East on Wellington, a vehicle behind you that is taking the slight right turn onto Gertrude can pose a danger. I've had two separate experiences where a car behind me just decided to drive on to Gertrude and apparently didn't see me and almost ran me over	11/8/2025 11:05 AM
730	More bike lanes please!	11/8/2025 11:02 AM
731	The right turn on to the sherbrook bridge needs to be safer for bikers and pedestrians	11/8/2025 10:39 AM
732	I am so grateful that this is becoming a priority. I would like to see the addition of a plan for the Maryland and Sherbrook bridges to move the medians so that pedestrians and cyclists share an active pathway separated from the vehicles. As I walk this stretch daily I have seen many near accidents and know of many who have been hit (especially right turn hits), and the cycling path over the bridge is NOT safe... have you looked at it? Especially turning right off	11/8/2025 10:19 AM

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Wellington over the bridge. I would like to see this added to the plan, and address safety of the right hand turn onto the bridge so drivers. Maybe a no right turn while those making left turns Wellington (southbound) are turning. This corner needs a bit more planning for safety of all!!!

733	You've presented the public with a false dichotomy - bike lane OR driving lane - when in fact many other arrangements exist that don't impact the thousands of motorists that use these roadways. Wellington crescent has some of the largest boulevards in Winnipeg for most of its length, so space is not an issue. Your project plans skim over the impact to parking in the area. As more and more infill projects are approved every month (which I applaud), the firms that build the projects are maximizing profits per square foot by not building parking space for all residents they hope to accommodate. In some cases they even claim, incredibly, that they are "being green" by not building adequate parking so they hope their residents will choose to simply not have a car and take public transit. Obviously, the end result is simply more cars and fewer parking spots. The city should be more invested in seeing Corydon businesses thrive and available parking plays a role in that.	11/8/2025 10:04 AM
734	I think these types of designs further build a gap between drivers and cyclists. This will enhance road rage and traffic calming efforts will become traffic engaging efforts. I live one block from this and use wellington every single day.	11/8/2025 10:02 AM
735	I don't think the City has considered the uniqueness of this specific stretch of the Crescent - with NO access to exit or enter our 'homes' other than via this street! The impact of this on a large population in a concentrated area has not been adequately considered!	11/8/2025 9:50 AM
736	Waste of my taxpayers money Just widen the sidewalks and put up speed cameras to arrest all the criminals speeders wtf why that fast !!!	11/8/2025 9:45 AM
737	In general, this temporary work is a good start in engineering a sustainable (over thousands of years) transportation infrastructure transition. Our society cannot continue to burn fossil fuels for any reason now. Protected lane portions are good and should be extended throughout the painted lane portion. Eastbound (EB) academy bike box is on right side of roadway but intended to turn left. I'm not sure how this works (this looks like an artist rendition 'copy-paste-edit error' as the cyclist marker appears rotated incorrectly). 30km/h is best. 40km/h is better than 50km/h so I'll take 40km/h until motorists get used to it then can more easily convert to 30km/h. Wellington Crescent in this area will get much quieter and be much more liveable with these improvements. Grosvenor single right turn lane is good idea. Reduce Wellington to two vehicle lanes (one in each direction) is excellent for livability of the neighbourhood. I would love to see this happen on Silverstone Ave! No left turn to/from Dorchester is good. Dorchester traffic calming curbs suggest that this intersection is already very dangerous and that slip lanes are a dangerous engineering design. Not a fan of the bus blocking the bike lane. Council should prioritise public transit over any and all private motor vehicle projects such as Kensaston expansion. Gertrude left turn removed is good. It is clear from the Fort Garry Bridge poop-pipe that motor vehicle traffic does not need the width of lanes that engineers design.	11/8/2025 9:41 AM
738	see previous comments	11/8/2025 9:35 AM
739	I am happy with the bike lanes addition and reduced car lanes, but I find the 2-step turn on academy/crescent an unnecessary and unsafe change, adding again more strain to cyclists. Now, cyclists will line in front of impatient commuters, TWICE, and add to their commute by having to wait for 2 lights. They should be able to line in front of the cars (green box on Wellington) and then turn left directly. This is how it is done in Europe and in the route code. Also, as a commuter from the crescent to Wolseley avenue, this project doesn't solve my problem. First, it adds steps to my left turn coming from the crescent to cross the bridge, when already I feel unsafe when I have to merge on the left lane after the bridge to turn on Wolseley. Secondly, it doesn't solve my problem coming from Wolseley, to the crescent. Cyclists currently use the bridge sidewalk, since there is no merge from the bike lane to the bridge road. So overall, very good addition on the crescent, almost perfect, bike-friendly design, but the intersection doesn't feel safer for cyclists.	11/8/2025 9:10 AM
740	This research and plan is well done. There will be a small learning curve for motorist but any time there is are separated lanes (as motorist() we all say we feel safer'	11/8/2025 9:05 AM
741	No	11/8/2025 8:46 AM
742	Don't take away parking spots, for any period of time.	11/8/2025 8:30 AM
743	I deliberately choose a different route that does not include this stretch on my bike due to how unsafe it currently is.	11/8/2025 8:04 AM

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744	At a minimum reduce the speed. The Daly Wardlaw Wellington convergence is a fatality waiting to happen	11/8/2025 7:51 AM
745	Why change to 40km/hr? Speeding causes accidents and changing the limit to 40 isn't going to stop speeders who do well over 50 already. It's just going to annoy people who follow the posted limit. Does a10 km/hr reduction really change safety?	11/8/2025 7:50 AM
746	You are ruining our beautiful city with all of these active transportation measures, particularly the temporary measures. Horribly ugly signs and plastic bollards and ridiculous calming curbs do not fit with the natural beauty of the area. In addition, the removal of the left turn onto Dorchester, combined with reduced traffic lanes, is inconvenient and will cause increased congestion, particularly at Grosvenor.	11/8/2025 7:32 AM
747	Reducing Wellington to 2 lanes will cause frustration among drivers and I suspect make them more impatient which could in turn impact the safety of the cyclists. Could the cyclists not have a designated section of the sidewalk to use? Could the city sidewalks be enlarged? Or is there a route that they could take that moves them off of that stretch of Wellington? To Lilac or another nearby street?	11/8/2025 6:53 AM
748	Consider Wellington Crescent traffic in its entirety, not piecemeal	11/8/2025 6:17 AM
749	I'm excited for these changes, it's incredibly scary to think that people die riding bikes on this typical residential street. Absolutely unacceptable.	11/8/2025 4:59 AM
750	All left turns should be disallowed. With single lane traffic there will be situations where vehicles going opposite directions are trying to turn left a few blocks apart - both will stop traffic, blocking both vehicles from turning and making all traffic flow stop. Long term the Grosvenor intersection and the River/Stradbrook intersections should be made into large roundabouts to allow people to change directions and make right turns off of Wellington	11/8/2025 1:31 AM
751	I often drive down Gertrude, my route will change to drive on Stradbrook to turn right on Osborne now. No complaints, just more traffic on Strabrook may require more time to turn right on Osborne.	11/7/2025 11:57 PM
752	Not a solution to narrow the roads for vehicles in favor of cyclist when they only used the lanes 4/5 months a year during late Spring into early fall. Roads automatically shrink in winter due to snow and you want to make them even narrower for an accident to happen.	11/7/2025 11:32 PM
753	As an all season cyclist, I support any changes that separate bicycles from cars.	11/7/2025 11:09 PM
754	I used to live and own property for 40 years and never had issues driving on Grosvenor, Dorchester, Wellington Crescent and the intersection of Academy and Wellington Crescent. The tragic accident of Mr. Jenner was not perpetrated by regular drivers who live on or by this collection of streets and use it on a daily or regular basis. The proposed drastic changes and removal of numerous turning lanes, reduction of double lanes and parking on Wellington Crescent in order to install temporary bike lanes will cause more traffic issues and potentially more accidents. The only measure I hesitantly support and only if the City of Winnipeg Public Works Department does a thorough study on the reduction of the speed limit from 50 km to 40 km with a detailed report back to the Public Works Committee, EPC and Council on their findings.	11/7/2025 10:42 PM
755	I'd like the bike safety to extend to winter biking. I'd like the walking/pedestrian safety to extend to more safety in the winter as well.	11/7/2025 10:16 PM
756	Instead of just focusing on winding routes ... Bike lanes should be provided where people need to go. Educate drivers that rolling stops aren't legal because they will kill someone... The rules of the road were written so passenger vehicle traffic wouldn't be impeded... I would like to see more barriers to folks that drive their car to and from there day to day without any passengers .. buses and emergency vehicles don't need multiple lanes .. that's for the folks to ok lazy to walk bike or take the bus... Entitlement is strong with car culture and I'm sick and tired of subsidizing their parking spaces, waiting obscenely long times to cross the road as a pedestrian at a traffic light... Want to drive around in your car?...stay in burbs!	11/7/2025 10:16 PM
757	Providing more alternatives to cars in general would go a long way to making areas like this safer. Offering safer biking is a good step forward. I'd like to see more done to make transit an attractive alternative to cars	11/7/2025 10:10 PM
758	Should just make a bike only street permanently. As is , it's the worst of both worlds. We have	11/7/2025 10:06 PM

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such limited cycling infrastructure, this is a minor change.

759	Quit delaying and stalling. Build the necessary infrastructure. You're not going to please everyone. Drivers will adapt, it's unsafe now for all modes of travel.	11/7/2025 9:33 PM
760	Throughout Winnipeg, there are many gaps in bicycling infrastructure. This 1K stretch is one of the most blatant in terms of safety, comfort, and convenience. It really should have been addressed during the creation of the River/Stradbrook protected bike lanes. A temporary-temporary solution should have been implemented for 2025, given the notorious safety history of this stretch of roadway. I certainly hope you will implement this temporary solution in Spring 2026, not Fall 2026 and expose active transportation users to another summer of dangerous car traffic.	11/7/2025 9:29 PM
761	You did not factor in the neighborhood parking difficulties. The large buildings do not have enough visitor parking, so need all the street parking it can get.	11/7/2025 9:24 PM
762	Again — please permanently drop the speed limit and warn people coming down from Academy that there is a crosswalk ahead. All of us benefit from safer, calmer neighborhoods and ways of getting around. I am tired of feeling like I'm taking my life in my hands every time I want to walk to the park. And I would cycle a lot more often, and be able to travel and shop further afield in the city with permanent, dedicated, separated cycling infrastructure, speed limit reductions and overall traffic calming in place. There will never be anywhere near enough cycling, transit or pedestrian infrastructure here in my lifetime. Please build this, defend it and keep fighting for more, more, more.	11/7/2025 9:09 PM
763	CBC cited 10 bike/pedestrian and vehicle accidents from 2012-2022 at this intersection. I strongly believe 1 per year does not warrant the dramatic scope of change to this length of roadway. The loss of valuable parking spots in a high density area also significantly outweighs the justification presented. Spending millions on temporary, unstudied, unwarranted changes, that limit traffic flow in an already congested area, seems like a poor investment when other crumbling city infrastructure should be prioritized. I also believe the impacts to neighbourhood navigation and vehicular traffic flow are being significantly downplayed, with only marginal benefit to the significantly smaller cyclist population.	11/7/2025 9:05 PM
764	I hope that concerns over slightly longer commute times won't outweigh the need for safety. This study seems redundant in my mind, when the research already tells us how to build safety streets. Sometimes public feedback isn't the most important piece, and I hope the city won't delay this lifesaving infrastructure any longer.	11/7/2025 8:54 PM
765	Why not just make one bike lane adjacent to the sidewalk on river side of Wellington. There are few/ no elms left . Put a bike symbol on this bike lane . This is done on seawall sidewalk past David Lam Park etc in Vancouver . There is NO need for 2 bike lanes on Wellington Cres. Good grief . Those stupid flags ? Of course you are caving to public pressure due to the unfortunate bicycle accident so I do understand but again I stress, you do not need bike lanes in both directions & one adjacent to the river side sidewalk with planters would be esthetically much better & just as safe. No need to eliminate pkg at Hugo for those who access river walk in the winter. I urge you to contact me - [REDACTED] & give me one good reason why this would not work. And no stupid flags & snow removal would not be a problem . I dare you - tell me why this would not work!	11/7/2025 8:50 PM
766	I think more enforcement of cyclists actually following any laws and actually stopping at stop signs will be infinitely safer for them then these bike lanes that will cause way more problems for this area. The major accident that happened sparking extra debate on this recently was the result of 1 individual wildly breaking the laws and recklessly speeding, it was in no way the fault of the road design. I have personally watched hundreds of cyclists total, occuring daily blast through the intersections without a care in the world, not stopping at the signs, not signalling and riding right through the red lights.	11/7/2025 8:45 PM
767	This plan makes Zero sense and isn't fair to people in their cars what happened is sad yes but doesn't change the fact people will still speed and bikers won't follow the rules of the rode with or without a bike lane I watch them everyday run stop signs and red lights and disregard traffic. They make up their own rules and do whatever they want if they feel so unsafe pick a different route there are plenty of side streets that won't take away from a high very high traffic area it's so congested already I can't stress that enough! Also if they feel so unsafe maybe they should actually follow the rules of the road	11/7/2025 8:42 PM
768	Commuter traffic uses this section of Wellington Cres. as though it's a mid-town highway.	11/7/2025 8:37 PM

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Drivers need to understand that this is a densely populated residential area of the city, not a highway thoroughfare.

769	The right turn off Wellington at Kingsway will be a difficult area as traffic often backs up during morning drop off at SMA. Also, the new right turn at Gertrude looks dangerous for right hooks on cyclists.	11/7/2025 8:21 PM
770	I cycle everyday down that route. I believe the city is over reacting. The fatality was from a speeding motorist. Not from street design or traffic flow. Bad use of funds	11/7/2025 7:58 PM
771	The idea of a pilot project is to learn by doing, and gauge responses to the lived experience. As we have seen very clearly here in Winnipeg, the anticipated problems people expect from a change can be very different from their actual problems experiencing that change. (The promised carnage and mayhem predicted about the reopening of Portage and Main comes to mind!) While I'm happy to participate in this survey, I would much prefer that pilot projects of this kind be designed as actual pilot projects, rather than running full rounds of community consultation about putting in some flex posts and temporary barriers as a trial.	11/7/2025 7:56 PM
772	It's cute, looking forward to see the temporary measures installed soon :)	11/7/2025 7:37 PM
773	There does not appear to be any consideration given to the people who actually live in neighborhoods that are being destroyed by bike lanes. My street has gone from 3 lanes with easily accessible parking to barely 2 lanes which still need to accommodate a bus as well as a yield which causes great confusion to merging traffic DAILY, complete with horn blowing and angry voices. Add to that, try to get into a parked vehicle without being run over by this nonstop traffic. Residents have to put up with the visual and auditory pollution as well as the lack of safety measures 365 days a year for the wants of a few people who may or may not use this costly infrastructure. Building a dedicated protected bike lane only guarantees permanent disruption to a neighborhood. Riders will continue to run over pedestrians on the sidewalk and interfere with traffic on the road. I have seen it all from my front row seat. Please find another use for these tax payer dollars.	11/7/2025 7:34 PM
774	Would be nice to keep some parking in the final design, understand that's not possible in interim.	11/7/2025 7:31 PM
775	No	11/7/2025 7:20 PM
776	These bike lanes hardly get used. It is a waste of money, time and effort	11/7/2025 7:19 PM
777	40km speed limit should continue down stradbroke and be implemented on river and osborne.	11/7/2025 7:17 PM
778	Wellington should not be a short cut for motorists looking to avoid traffic delays resulting in increased traffic and risking the lives of cyclists	11/7/2025 7:16 PM
779	Cyclists have been injured and died. It's not good enough to say you don't have funding. It has to be found. Cyclists deserve to be safe as well.	11/7/2025 6:59 PM
780	Expansive boulevards could be used in new design to mitigate the traffic bottleneck that will be created	11/7/2025 6:52 PM
781	The use of plastic bollards and painted lines make this idea only slightly safer in my opinion as a cyclist. While temporary, the permanent structures with concrete bollards need to be constructed asap before more people are injured or die. If these changes add a minute or two to my commute, I have no argument with that.	11/7/2025 6:46 PM
782	Stop wasting tax payers money on bike paths!	11/7/2025 6:38 PM
783	As a cyclist, I always have avoided this section of Wellington, especially since Rob Jenner's death. This would help me feel safer. Hopefully the reduced speed limit will be enforced, otherwise it doesn't help much.	11/7/2025 6:26 PM
784	Stop catering to a small minority of bikers and fix the traffic problem in River Heights. The City has no plan whatsoever for residential street traffic. Those of us who live in River Heights are subject to increased traffic on residential streets to get home in the suburbs and avoid the congested main arteries. Seriously? This is not Vancouver or Victoria. No one is biking in freezing and snow filled streets for 8 months of the year. None of us support bikers who literally cannot and do not bike the congested streets for 9 cold months of the year. Those of us who work downtown are tired of the City ignoring our need to get there on a timely basis to go to work. This is a further example of how to ruin a downtown and an older neighbourhood.	11/7/2025 6:13 PM

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785	Try it out and if it's a success look at doing these kind of improvements to other city streets where cyclists use on a daily basis.	11/7/2025 6:09 PM
786	This is important and should have been done years ago.	11/7/2025 5:34 PM
787	This is going to majorly slow down traffic for few cyclists. I would prefer a sidewalk option similar to Maryland. The decrease from two lanes will remove parking for nighttime and markedly increase traffic congestion. I don't support this plan	11/7/2025 5:32 PM
788	This needs to be done. It should have already been done. The next best time to do something is now.	11/7/2025 5:28 PM
789	Paint is not infrastructure. Neither is plastic. Any permanent solution requires dedicated bike INFRASTRUCTURE, that fully separates bikes lanes from motor lanes. The first thing you can do, and it costs \$0: IMPLEMENT STOP AS YIELD ACROSS THE WHOLE CITY FOR CYCLISTS. Literally one single change that saves a lot of lives. Study: Woodside, J., Jashami, H., Hurwitz, D. S., Young, R., & Chang, K. (2024). Safety relevant driver and bicyclist behaviors resulting from bicycling rolling stops observed in a networked driving and bicycling simulator. Transportation Research Part C: Emerging Technologies, 166, 104754.	11/7/2025 5:16 PM
790	During the pilot project any cyclist caught cycling on the sidewalk should receive a hefty fine; say \$300. All cyclists should be required to have a bike bell.	11/7/2025 5:09 PM
791	It takes away a lane of traffic's on each side of the road. Why not use the boulevard to put bike lanes rather than reduce lanes.	11/7/2025 5:00 PM
792	If you are causing traffic problems *of any sort* (and that includes transit), you must first mitigate the potential traffic issues *before* making new changes.	11/7/2025 4:58 PM
793	Pedestrian safety is a major concern at Hugo & Wellington. Crossing the street at this controlled intersection with the walk symbol activated does not offer sufficient protection. I personally have had to jump out of the way of a car entering the intersection against the light on more than one occasion. I wish it had a red light camera.	11/7/2025 4:57 PM
794	Paint is not AT infrastructure. Janice Lukes promoted that the city has only installed protected bike lanes in the last few years. I understand this is a temporary fix, but it will still be dangerous for cyclists. AT infrastructure should be built at a level of safety that we would be fine with children using. As there are multiple schools in this neighborhood, build it safe for children to use.	11/7/2025 4:54 PM
795	I can't believe this is taking so long. Someone died and MANY people almost died here. Ehat is the hold up? Also, the studies are clear and 30km reduces risk of serious injuries not 40km. This should be based on science and not politics. It should be a decision made to prioritize active transportation users and not based on how inconvenient these life-saving measure are to drivers.	11/7/2025 4:48 PM
796	With the popularity of E bikes they definitely need to be considered. There are E bikes that will be travelling faster than the 40 K posted speed limit. When possible cars should have the right away. When I was in Sri Lanka, I was told a simple rule. The bigger vehicle has the right away. Makes sense.	11/7/2025 4:38 PM
797	I was on the scene shortly after Rob Jenner was hit in 2024, on a jog. No one's life should end from safe cycling (with helmet too!) on a residential street. Glad to be seeing action to make it safer for all.	11/7/2025 4:33 PM
798	Knee-jerk reactions to a situation where a maniac drove way too fast do not help. Spending millions won't help.	11/7/2025 4:29 PM
799	Keep looking for and making positive changes to enhance road safety and neighbourhood liveability	11/7/2025 4:21 PM
800	This is wonderful! Anything to improve bike safety is very welcome.	11/7/2025 4:04 PM
801	I drive this section of Wellington 3-4 times a week. I think all motorists are being penalized for the actions of a single, totally irresponsible driver driving 159 k/hr. Also, reduction to a single lane of traffic in both directions may very well amplify driver frustration esp during rush hours, thus making this route less safe rather than more safe. Please consider creating permanent bike lanes on the boulevard rather than the road.	11/7/2025 3:58 PM
802	Please review how other cities in similar climates have approached projects like this, and	11/7/2025 3:55 PM

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make roads like wellington useful for local commuters and dont listen to those who would prefer it to stay a high speed thoroughfare.

803	Consider allowing left turns onto Wellington from Arbutnot as vehicle continually use our parking lot to do u-turns to proceed on westbound Wellington.	11/7/2025 3:52 PM
804	I appreciate the city creating more safe(er) bike routes - and it's very much needed. This is a good temporary design and look forward to a more permanent solution. In the future, it would be good to see some of the unsafe turns on and off of wellington addressed.	11/7/2025 3:49 PM
805	I like the 40 kph over 30 kph both as a cyclist and a motorist , cars at 30 kph take far too long to pass me and constitute a longer lasting threat to monitor and also spew exhaust fumes in my face longer	11/7/2025 3:47 PM
806	N/a	11/7/2025 3:45 PM
807	I am have recently started biking to work. I want to feel safe and comfortable when biking and I want to get to and from work without being hurt, injured or killed.	11/7/2025 3:39 PM
808	Thank you for making this a priority. I cycle commute this way daily with my daughter.	11/7/2025 3:38 PM
809	Green/yellow bollards are a waste of money. Winter snow clearing also clears the bollards. The path could have partial concrete blockers, no need to completely line the path with concrete.	11/7/2025 3:25 PM
810	I'm concerned that cars turning off northbound Wellington onto Gertrude won't have enough space if there is also a car waiting to turn from Gertrude onto Wellington. I understand and support why the other section of Getrude is being closed, but worry that the turn will be too tight.	11/7/2025 3:21 PM
811	Enlarge the sidewalks to allow a bike lane just like the lanes along Wellington from Academy to East gate at the park. You have the old Richardson property which is now a park so encroach on that space and reduce the boulevard on the south side and widen for bikes and pedesrians. do not use roadway.	11/7/2025 3:11 PM
812	Thank you for asking for the input of those living on Wellington. Again, I'd like to see traffic cameras at Hugo and Wellington (MANY near accidents there now), and making Wellington for vehicles and another quieter parallel side street for cyclists, skateboarders, etc.	11/7/2025 3:07 PM
813	No	11/7/2025 3:06 PM
814	I understand the decision to do a half-measures interim version. It just wastes money and time. We know what best-practices are, so let's just cut to the chase and do that. T-intersections. No right turns on red. Removal of slip lanes. Concrete-protected bike lanes. Let's just do the real thing! Thanks.	11/7/2025 3:00 PM
815	Why would you spend limited dollars on another study when making those changes permanent will make it safer.	11/7/2025 2:59 PM
816	The access to Academy bridge bike lanes especially on Maryland where the bike lane ends at the bridge making it unclear if cyclists should use the bridge or sidewalk. I believe it would be much safer to do bike lanes on Stafford and add bike lanes to the sidewalks from Academy to Dorchester along Wellington Cres. Make Kingsway one way heading westbound between Wellington Cres and Stafford	11/7/2025 2:58 PM
817	anything to make everyone safer is worth it	11/7/2025 2:28 PM
818	Should have happened sooner. Shouldn't have taken people getting killed or injured to make these changes.	11/7/2025 2:18 PM
819	Concerns about the current summer use with Wellington Crescent between the two Academy Ave cross points. As someone that lives nearby Wellington and uses Wellington Crescent primarily as commuter road to downtown. For the last few summers, the approach and rules for this stretch of road have been overall negative for efficiently using this roadway. The negative aspects on diverting motor vehicle traffic from Wellington Cres to Academy (and Corydon) during rush periods creates additional congestion and inefficiencies. I have not observed a increase in bicycle traffic that requires 4 lanes. This summer diversion appears to be overkill when there are 4 lanes available plus a walking path way in the centre boulevard. I have not observed increases in bicycle traffic that could not be accommodated by having a bike lane that takes up 1 of the 4 lanes. I would like to see the statistics for use collected justifying the closure to cars vs bicyclists. For pedestrian safety, is it legal for people to walk/jog on these	11/7/2025 2:14 PM

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roadways? especially when there is a walking path in the middle of the boulevard. If the intention of a 30km/h speed limit is to protect people walking on the roadway, I question where this is an efficient use of tax payer dollars for managing 4 lanes of pavement? Overall I would be supportive of a permanent bike lanes that take over current road reducing the number of street parking spaces and road way for motor vehicles. Further, tax dollars spend on improving the centre walk way would be an improvement vs people walking on the roadway. I would potentially also be supportive in reducing the speed limit to 40km/h generally for residential streets, including Wellington Cres.

820	The idea for dedicated bike lanes are absolutely warranted. However, I am curious why considerations for paving portions of the vast boulevards have not been an option and would maintain double lanes.	11/7/2025 2:13 PM
821	Are bike lanes dual directional? Will pedestrian sidewalks be foot traffic only. Cyclists, roller bladers and boarders to roll through traffic signs. It all comes down to both autos and cyclists try to bend/avoid the rules.	11/7/2025 2:12 PM
822	Media tells us that the project is a priority because of the fatal crash. With the temp changes in place, that same fatality would happen. These changes do not make the road safer from speeders and cars on ice.	11/7/2025 2:11 PM
823	50 mph is a reasonable rate of speed. With a designated bike lane it feels like driver's are already compromising to 1 lane and lowering the speed limit is not necessary if u do this. Most people dont cycle in the ice and snow so why do something that impacts drivers unnecessarily	11/7/2025 2:04 PM
824	Stop or fine the vehicles that feel free to park improperly along ANY of our streets.	11/7/2025 2:02 PM
825	I support this effort. My concerns relating to traffic (as a motorist driving children to school) are: 1. There will be long delays on Gertrude with the one lane at that light. As is, there is frequently a line up to turn left towards Corydon. Drivers needing to continue down Wellington to Academy could experience long delays. 2. Snow removal is currently inadequate making for too narrow roads even with two lanes. Where will the snow go? Please consider these challenges when planning the changes.	11/7/2025 1:56 PM
826	Looks great!	11/7/2025 1:53 PM
827	So far it looks like a well-thought-out design! As long as it comes together as outlined it will make a huge difference on increasing safety.	11/7/2025 1:52 PM
828	Maybe lights would be better than turn restrictions. Reducing the speed is not going to solve the safety, it will just increase congestion of the traffic.	11/7/2025 1:46 PM
829	Overall I think this is a poor and unsafe design and two lanes for cars are needed. And suggest an ATV path instead the boulevard as an option.	11/7/2025 1:46 PM
830	We keep hearing from the politicians our construction season is short. Answer this: Why are we not doing construction 7 days/week? Why are we not working a minimum of 12 hour days? In Calgary, the construction crews work during the night with huge lights. They work 7 days/week. They get it done. Now you want to create more construction on another main route for cyclists? I am so frustrated with this city and the construction that never ends and is started and has barricades up for weeks and weeks and I don't see crews completing the work in a timely fashion. Now my commute will have even more congestion because of decreased driving lanes. Hey Janice Lukes. Ride your bike every day in 2026. And don't tell me to put on a podcast when it can take 90 minutes to drive from the south perimeter to the Canoe Club golf course. Give me a break. Take a bus?! No thanks. Stabbings. People getting shot. Robberies. Muggings. Sexual assault. I work in a questionable area of the city. I am not going to ride my bike or take a bus. I want to see my family at the end of the day	11/7/2025 1:45 PM
831	The speed limit should be 50 or 40 at the lowest. It would be unnatural for people to drive 30. That said, there are many things the city can do to encourage traffic to move slower, such as permanent bike lanes. The current motorist/general road lanes are very wide as is. As is, the lanes promote faster driving than 50 km/h.	11/7/2025 1:39 PM
832	As a daily motorist, and frequent pedestrian and cyclist along this stretch of Wellington. I cannot emphasize enough how I see these challenges positively effecting the safety of both motorists, cyclists and pedestrians alike. At all major intersections along this stretch of Wellington I consistently see , and experience, near motorist to motorist, motorist to cyclist and motorist to pedestrian collisions. These are important changes. Thank you for the work.	11/7/2025 1:33 PM

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833	Designated bike lanes on this route are critical. With poorer road conditions (potholes and the like) closer to the curb, it is difficult for cyclists to hug the curb if they ride on the road. The traffic moves so fast along this route, and it influences the speed of cyclists too. If a cyclist is riding on the road close to the curb and an obstacle arises – that cyclist could either collide with the obstacle or swerve into traffic to avoid it. There are times when people (including myself) have biked on the boulevard along this strip to avoid the unsafe road. This is obviously an irresponsible choice that reflects poorly on cyclists as a whole. Also, the sidewalk along this strip is not wide enough. Pedestrians often have to walk on the boulevard (instead of the sidewalk) if they want to stroll with a group of friends or if they pass another person, particularly if you want to make adequate room for someone with a dog, baby stroller, wheelchair or other mobility device. Vehicles are being prioritized on this route and it is threatening the wellbeing of cyclists and pedestrians. This needs to change, or else lives will continue to be lost on this city street.	11/7/2025 1:31 PM
834	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.	11/7/2025 1:29 PM
835	Don't believe the bike lanes are justified here. I drive here twice daily year-round (every day of the year) and don't feel there is enough cycling traffic to do even this temporary project. In the winter, there are few cyclists, yet this is a busy commuter route. Winnipeg is and will continue to be a "car city". A few bike lanes won't change this, only frustrate motorists who are more likely to speed out of delays and the new reduced speed limit. The bike lanes won't change the cyclist deaths -for instance, one cyclist who was killed was hit by a motorist going around 150km/hour in a vehicle he shouldn't have been driving! The bike lanes would not have made a difference unfortunately.	11/7/2025 1:27 PM
836	I'm sure that Rob Jenner's death is on everyone's mind with this project and it seems this work is a definite move in the right direction to decrease the crescent's danger for everyone, cyclists and pedestrians in particular, as that ought to be the top priority. That of course doesn't exclude drivers from benefitting, too, no matter the possible minor inconveniences with parking and congestion. About 11 years ago I experienced a much more trivial incident when another driver was in a hurry to turn left and pulled out in front of me from Cockburn Street, totalling my vehicle. I feel pretty confident that the changes this project will introduce will also reduce the chances of that sort of collision.	11/7/2025 1:12 PM
837	Think money could be better spent elsewhere. Not a lot of bikes when weather gets cold. Let's not build to look good.	11/7/2025 1:09 PM
838	As a cyclist, I am happy to see the changes to the left turn from Wellington crescent onto Maryland bridge. That is a very dangerous turn to make on a regular green due to the current design of the intersection. Also happy to see a safe/more direct cycling route into Osborne village from river heights.	11/7/2025 1:06 PM
839	I live on Kingsway between Stafford and Wellington Crescent. It is a narrow street with parking on the north side which makes 2 way traffic extremely difficult during peak weekday hours. (most cars are for students of St. Mary's or Kelvin schools). The impact of additional traffic on this block needs to be factored. Additionally, the street is in disrepair and additional traffic will make its condition worse.	11/7/2025 1:05 PM
840	This rare consultation is very welcome. MORE please!!! I am cautiously optimistic survey results will lean on the side of 'common sense.' As we know, many take narrow views with only self interest in mind.	11/7/2025 1:01 PM
841	Police traffic laws in cyclists. Winter cycling on the road in unsafe conditions. The form of transport for the elderly and people with children is vehicle. Much more of a priority.	11/7/2025 1:00 PM
842	the vehicles pay for the roads , cyclists want everything with no costs , I am a cyclist as well but I respect vehicle traffic and know not all vehicles can see the cyclists or pedestrians....not paying attention or sun intheir eyes,,,etc..	11/7/2025 12:58 PM
843	The traffic on Wellington Cres at present and the spill over into surrounding neighbourhoods is already creating many challenges for local residents. The changes proposed in this project have the potential to make things much, much worse! Bike lanes are a welcome improvement, but not at the expense of removing the left turns from Dorchester and Gertrude onto Wellington, or removing the left turn option from Grosvenor onto Wellington, this will only	11/7/2025 12:54 PM

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increase traffic on Ruskin, Palk and Kingsway, areas that already suffer from high traffic congestion during peak times.

844	There exists Plenty of safer cycling lanes west of Academy. This is going to make everyone and everything more dangerous	11/7/2025 12:53 PM
845	The death of the cyclist was very unfortunate but likely would not have been prevented by the proposed changes as the motorist broke existing traffic requirements and drove very unsafely.	11/7/2025 12:52 PM
846	Anything the city can do to increase bike riding safety is greatly appreciated. Intercity riding is always a little dicey, I like the plastic barriers and the separation between car and bike lanes using painted cross hatching. If you have a public in-put committee for bikes lanes. I would like to join [REDACTED]	11/7/2025 12:52 PM
847	There are way more drivers in this city than cyclists. Reducing driving capacity in favour of increasing cycling capacity is highly illogical.	11/7/2025 12:49 PM
848	Over kill design for the unfortunate accident that happened.	11/7/2025 12:34 PM
849	Why is the money going to an affluent area when there are far more dangerous intersections and roads in the city?	11/7/2025 12:29 PM
850	The fewer slip lanes the better. Very much looking forward to the implementation. Long overdue.	11/7/2025 12:27 PM
851	no	11/7/2025 12:26 PM
852	Reducing speeds feels like a money grab. There needs to be funding for a permanent solution that will keep cyclists safe without impacting overall use of the roads and eliminating the bit of street parking the city hasn't already destroyed. If you are not going to fix the busing issues that you created this year in a timely manner (less than 6 months) ruining the roadway flow and parking accessibility for private motor vehicles is deeply ableist, especially when it's to benefit a few able bodied people who likely ALSO have access to busing/walking or cars themselves	11/7/2025 12:19 PM
853	There are bikeroutes connecting to Wellington Crescent specifically at Grosvenor. It needs to be safe for cyclists to turn from Wellington onto Grosvenor and vice versa. Bike box/staged turns. Anything that makes it safe.	11/7/2025 12:13 PM
854	There needs to be some kind of speed reduction in place along this stretch of Wellington especially where Rob Jenner was killed. Despite the speedlimit being 50 km/h, there are often vehicles travelling at upwards of 60km/h especially between Grosvenor and Gertrude. This is not necessarily a fault of motorists as I also find myself accidentally driving this quickly--the road as it is currently designed encourages speeding. There could be speedbumps, but ideally several speed cameras in this section. I live one block away from Rob Jenner's accident site and am amazed at how dangerous this stretch of Wellington is when I am walking my dog.	11/7/2025 12:10 PM
855	Road safety rules must be applied to all modes of transport. I can be driving 30 kn/hr and asses by scooters, e-bikes and hoverboards. Cyclists ride while texting, wearing headphones, hands free and riding erratically. This has become the norm. It is unacceptable	11/7/2025 12:03 PM
856	Very happy to see this move forward. I always feel stressed by other drivers driving too fast around me when driving that two lane section of Wellington. When biking I use the sidewalk because vehicles are too unsafe there. This will get me off the sidewalk.	11/7/2025 12:02 PM
857	The bike lane up beside the sidewalk instead of beside traffic, like in St. Norbert and on Memorial Blvd. would be safer for cyclists to be up off the street. It would also be better for motorists in our growing city to not take away lanes of traffic or parking. Taking away parking always harms businesses. Our city is growing. We need more lanes of traffic and we need our cyclists up off the street onto their own bike path beside the pedestrian path.	11/7/2025 12:00 PM
858	As a cyclist I am grateful that this route is to be made safer. I would encourage all new roadways or upgrades to include plans for both cyclists and pedestrians.	11/7/2025 11:59 AM
859	Seems like a knee jerk reaction because someone going over 150 km/h in a 50 killed a cyclist. This was tragic but changing the speed limit from 50 to 40 will not stop an idiot like that from crossing the lane and hitting a cyclist. How many accidents have there been in the past with the current design? I used to bike down there all the time without issues. Others the same.	11/7/2025 11:59 AM
860	It's a great start, and I am very supportive of this project. Looking forward to a more permanent design in the future, however this temporary solution appears like it should work well to work	11/7/2025 11:58 AM

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out any issues. Glad Wellington is being reduced to one lane each way, as a motorist I didn't think it should be two and there are some confusing intersections e.g. Gertrude where I think this plan will improve things greatly.

861	I understand it takes time for the City to conduct the study however we continue to see and hear about further incidents due to lacking or non-existent infrastructure. Where are the short term solutions to reduce motorist speeds?	11/7/2025 11:53 AM
862	Pilots are an engagement tool to solicit data-driven feedback to inform infrastructure investment. The need to do engagement for engagement is a waste of tax-payer's money and city employee's time that could go into numerous other planning and engagement exercises that are currently unfunded.	11/7/2025 11:51 AM
863	The proposal should extend to removing the slip turns from the Maryland bridge onto Wellington cres And from Academy onto Wellington cres. Slip lanes in general are dumb and only encourage drivers to crash their cars. I was over joyed to see a parking ban as part of the solution because roads should be roads not free parking spots.	11/7/2025 11:51 AM
864	Existing bike lane curbs should be painted especially when the curb encroaches on car lanes. Cyclists need to be held accountable for their driving infractions the same way motorists are. Too often they do not stop at stop signs or signal their intent to turn. This is particularly dangerous when the bike path is separated by a curb because cyclists whip in and out without checking for cars.	11/7/2025 11:39 AM
865	get a grip.....cyclists are the worst users of the roads....go thru stop signs , don't signal turns etc....if you call them out for these breaches they take on their sanctimonious attitude...	11/7/2025 11:37 AM
866	Hey here's an idea. All the people paying insurances and taxes for their vehicles just pay more. Add all these bike lanes and cyclists don't need to pay insurance or have licenses for their bikes. Hmmm. Sorry you already do that. Haha then just raise our insurance premiums again.	11/7/2025 11:37 AM
867	Please continue to remove on street parking from major routes to the benefit of active transportation and transit! If we can't afford dedicated BRT lines, the least we can do is turn on street parking into dedicated bus lanes for transit and instantly make public transit significantly more appealing.	11/7/2025 11:35 AM
868	Stop spending so much money on studies to see what other municipalities do. That seems to be Coucillor Luke's favorite saying. If this project proceeds, it must be a firm cost. Tired of hearing about budget increases once projects are approved.	11/7/2025 11:28 AM
869	This is a huge waste of money and time. The city has many problems and this should not be a priority at all. Roads are for cars not bikes, period. Simple.	11/7/2025 11:24 AM
870	I am in favour of protected cycling lanes, and a reduced speed limit. The devil is in the details. Left turns can really slow the flow of traffic, and should be restricted where possible, especially at rush hours. Unless the design works for drivers and cyclists alike, tension builds up between those parties, and every effort should be made to prevent these conflicts up front. I have lived here my whole life and need the road to work for driving and cycling. Thank you.	11/7/2025 11:16 AM
871	Leave as is	11/7/2025 11:15 AM
872	Please ignore the complaints of folks using only vehicle transportation. The city is far far behind other cities with respect to non-car transportation (eg public transit, cycling, walking, etc). The drawbacks for a vehicle is a bit more time on a drive, the drawback (of not doing this) for the city is a lack of attraction to visitors/new residents, the drawback to pedestrians and cyclists is serious harm or even loss of life. This is long overdue and must be part of our plans going forward	11/7/2025 11:15 AM
873	It's very important to have a continuous bike lane for cyclists. Right now there are areas with bike lanes and then the abruptly end. This makes it unsafe to bike because cyclists need to go on the road. Because of that I sometimes choose to go another way since I know that there is no bike lanes on Wellington. The chosen area would make a great impact on the city and would connect the city.	11/7/2025 11:14 AM
874	Thank you for taking this seriously. There's a lot of animosity towards cyclists from drivers. Certain roads can be very dangerous to cycle down.	11/7/2025 11:05 AM
875	As a person with disability, it is often harder for me to get around and cars are prohibitively	11/7/2025 11:05 AM

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painful for drives over a few minutes. I would love to see sidewalk that don't dip down to the road where there are turns (cars can go over bumps, walkers get stuck in cracks). Having a safe environment to walk, cycle and use alternative transportation improves my ability to live independently and I am excited to hear the government is taking steps towards those goals.

876	this is an excellent beginning to an understanding with City Hall that there are many forms of transportation. I would love to see this city become more walkable, rideable, anything to get more cars off the road. I appreciate the city is taking the initiative to change public transit and while it's not working out like all of us hoped, it's a step forward that the city is making changes and is aware of the need for them! Thank you!	11/7/2025 11:00 AM
877	This change is overdue and I'm looking forward to both the temporary change and ultimately to a permanent change. I'm tired of central routes being used by commuters seen as more important than the safety and enjoyment of residents of these areas. Osborne Street is another street that needs traffic calming, dedicated bike lanes, and more enforcement, particularly of meal delivery drivers stopping on Osborne, in the Village, and blocking traffic and of drivers speeding or using their phones. Osborne Village and Osborne South, and Wellington Crescent are COMMUNITIES, not thoroughfares. People live here and our needs are every bit as important or more important than those of commuters. If people choose to live in far flung subdivisions then the length of their commute is a choice they made. They shouldn't be saving 5 minutes at the expense of the communities they drive through.	11/7/2025 10:54 AM
878	We need to implement designs more similar to that of other cities like Vancouver-they work. Walking/cycling lanes instead of taking away driving/parking lanes. There's so much territory to do this with the boulevards and yet we're taking away already built infrastructure in roads. So backwards and unnecessary	11/7/2025 10:47 AM
879	What happens when it snows?How will the streets be cleared of snow?What is the leading cause of the increase of accidents on this stretch of Wellington crescent?How many cyclist/day use Wellington crescent? How many motorist/day use Wellington Crescent?What is the real issue?Is it the high volume of fast vehicular traffic?If so, what causes this? How much did the WCWBP rendering/analysis/study cost? ...	11/7/2025 10:47 AM
880	It is long overdue to paint bike lane lines between Grosvenor and Academy. It is also long overdue to remove the parking from this stretch of Wellington and to reduce car traffic to one lane each way. The video did not address what the impact will be on transit buses that use this stretch of Wellington.	11/7/2025 10:44 AM
881	i'm very pro safe lanes for cyclists	11/7/2025 10:41 AM
882	As mentioned, I was recently involved as a cyclist in a vehicle accident. A car turned right without signalling, cutting off my bike lane, I slammed on my brakes to avoid hitting the car and flipped over my handlebars, breaking my clavical when I fell. We need to have plenty of signage indicating the new cycle lanes and try to encourage shoulder checking before making turns around cycling lanes. "Shoulder check for cyclists" is all sign would need to say to save lives. This stretch of Wellington was already a bike route, so getting rid of the street parking will surely upset some drivers looking for parking, but I think making roads safer for everyone is more important than a few parking stalls.	11/7/2025 10:40 AM
883	The city needs to focus on transportation, not motorist prioritization.	11/7/2025 10:35 AM
884	I think the new structural designs are a great idea but am concerned that the reduction of speed to 40km will feel like crawling on that busy street. It feels like a cash grab when the other measures should improve safety significantly.	11/7/2025 10:34 AM
885	Maintaining the plastic bollards with reflective elements is very important. The bike route I use on St. Matthews between Empress and St. James used to have them but they were taken out and have not been reinstalled, making the route feel less safe. Also, winter snow clearing is very important.	11/7/2025 10:31 AM
886	As someone that interacts with this stretch of road in various modes of transportation it is clear that a change is required. As a motorist the constant speeding makes it feel like an accident waiting to happen. As a cyclist it feels like one is putting their well being at significant risk in what should be one of the nicest areas for active transportation in the city. As a pedestrian a calmer street will be a much more pleasant experience. I am highly encouraged by this project and it makes me optimistic for the direction that this city and province are heading!	11/7/2025 10:29 AM

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887	The temporary design is completely unnecessary. You are creating chaos and confusion and life safety issues where there is no need. Proceed to a permanent design using existing boulevards which are huge. Do not implement your temporary measure.	11/7/2025 10:29 AM
888	Disparate bike infrastructure is much less useful than connected infrastructure. Even if we have more kms of bike lanes, if they don't link up it doesn't matter	11/7/2025 10:27 AM
889	Quit reducing the size of roads, there's enough traffic in this city already and these changes are only slowing things down. I'm also a cyclist and realize things need to change but not at the expense of drivers. Put the bike paths next to sidewalks.	11/7/2025 10:21 AM
890	Leave it as is. Don't reduce speed limit to 40	11/7/2025 10:20 AM
891	That design rendering is fabulous. It's so helpful in seeing what the changes can be	11/7/2025 10:19 AM
892	There are too many bike accidents and deaths in this city. We are behind the times on our reliance on using motor vehicles to navigate the city. Initiatives like this will hopefully encourage more people to use active transportation, carpool, or take the bus. Completing the bus project would also help. It would be meaningful to see more members of City staff and Council using active and public transit to help normalize these options.	11/7/2025 10:18 AM
893	Thanks for the precise and clear video. I'm concerned the area between Grosvenor and Stradbrook will become a bottle neck when drivers need to turn into their apartment blocks on riverside.	11/7/2025 10:12 AM
894	Will need to find a solution to the parking question	11/7/2025 10:11 AM
895	These temporary designs actually increase traffic risk due to the lack of controlled left turn access for Northbound Wellington traffic. Traffic will be redirected to residential streets and forced to turn left from uncontrolled intersections. Prioritization needs to be given to improving controlled intersections (ie Governor and Wellington) to allow for an effective and safe route for Northbound Wellington Ave travel.	11/7/2025 10:09 AM
896	As someone who used to in this area often, I think these would be great improvements. Now I mostly drive or walk but having separated bike routes and fewer confusing intersections would make me feel more secure as a driver sharing the road with cyclists.	11/7/2025 10:05 AM
897	I appreciate the removal of on-street parking on Wellington, which is both a danger to motorists and cyclists. There is plenty of residential parking. Concerning the flow of traffic, removing on-street parking in high traffic areas is a needed solution in the city. Permanent concrete barriers should be installed immediately however. I question the budget concern given how much funding we give to the Police. Perhaps life-saving infrastructure can come out of the robot budget.	11/7/2025 10:05 AM
898	I would like to seeThe sherbrook and Maryland bridges part of future planning i cycle and drive to work at the misericordia and I stress when I drive and cyclists are on the road ...I also cycle on the road because it is safer when the " campers" are on the bridge walkway with their carts and other gear	11/7/2025 10:02 AM
899	We need to find Balance, as all things should be.	11/7/2025 9:57 AM
900	Proceed asap!	11/7/2025 9:57 AM
901	Bike infrastructure MUST be prioritized versus adding lanes to Kenaston Blvd, expropriating property and building more roads that we have difficulty maintaining, knowing that all studies predict that traffic congestion is not eased by these measures. This is foolish, unhelpful and a waste of money, our time spent waiting in traffic during construction. We should be creating "Complete Streets" rather than building larger roads. Thanks!	11/7/2025 9:57 AM
902	I understand there are levels of bureaucracy that has to be moved through, but when people are dying and being hit, things need to move faster. I know we all want to make this city but we also need to retool our ability as a government that is supposed to make the world better for its citizens. think about how much backlash there would be if they tried to pass seatbelt legislation today.	11/7/2025 9:57 AM
903	Every individual using the city streets should feel safe. If automobile traffic is inconvenienced in order to support that statement, then I feel that is a worthy sacrifice.	11/7/2025 9:56 AM
904	I like the idea this being temporary at first. But the city should be transparent on what benchmarks they are trying to achieve and how the studies are going to measure the actual	11/7/2025 9:55 AM

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results of this experience. People should know what types of results would prompt the city to move forward with the permanent changes. Likewise, people should know what types of results would make the city rollback to the current situation or prompt a different project or temporary solution.

905	there needs to be education for both motorists and cyclists to use a left turn box. i drive and bike and have not seen or used those in winnipeg before	11/7/2025 9:54 AM
906	Thank you for such clear, safety-oriented efforts to improve our city. My hope is these changes, if done well, will improve the quality of our neighbourhood for everyone.	11/7/2025 9:51 AM
907	This is an incredibly exciting move forward. We should be designing our neighbourhoods for the people who live in them first - and this is a residential area first and foremost. Wellington Cres. can be an incredibly hostile street to live on with very fast, aggressive traffic and plenty of blind spots and unsafe turns. Hopefully this makes the road better for everyone.	11/7/2025 9:50 AM
908	This should have been completed in the summer of 2025.	11/7/2025 9:45 AM
909	Please proceed with this Walk Bike interim project. I support adding bike infrastructure in the city. There are many benefits to cycling. It's good for health and the environment. It's affordable and allows for independence. Cycling is my main mode transportation, including in the winter. I'm also a member of Bike Winnipeg.	11/7/2025 9:44 AM
910	I am really looking forward to seeing these interim solutions implemented!	11/7/2025 9:43 AM
911	I cycle this route almost every day, and I have had collisions, near-misses, and displays of aggression and intimidation from drivers over the years. It brought me to tears that we are finally implementing an intelligent solution to increase everyone's safety. I hope that those drivers whose commutes will become a little longer will understand how much their sacrifice means for the rest of their neighbours.	11/7/2025 9:42 AM
912	No	11/7/2025 9:41 AM
913	It is critical that we calm this stretch of heavily used road in a densely populated area.	11/7/2025 9:40 AM
914	A balance needs to be maintained between motorized traffic flow and active transportation. The city appears to be spending too much time adding impairments to traffic flow to encourage active transportation where the "majority" of people can't take advantage of. I live in charleswood and will not venture downtown on a bike.	11/7/2025 9:39 AM
915	This is an opportunity and step in the right direction to improve mobility and transport safety in the city's core.	11/7/2025 9:37 AM
916	I think it's a great idea. I'd suggest the changes should be named in honour of the cyclist that was killed.	11/7/2025 9:35 AM
917	After the death of Rob Jenner I hope the City staff and Council have learned their lesson about the importance of making our roads safe for cyclists. We should not have to beg, plead and pay with our lives and blood to get the bare minimum when the city has happily wasted untold billions of dollars on infrastructure dedicated to cars over the past century. I implore the council to improve cycling infrastructure along other major routes such as Harrow in the future before someone has to die.	11/7/2025 9:35 AM
918	The removal of parking might be very difficult for residents in the area, particularly people with disabilities who need closer access to buildings (as not all of these buildings have visitor parking or enough accessible spaces). Perhaps ensuring more accessible spaces are added throughout the area could supplement this issue.	11/7/2025 9:32 AM
919	I don't think you need a future Bike Walk Study. I think just get it done, and a make it permanent. (I understand that there is a difference between temporary and permanent lanes). What I can predict happening is that the city does the study so damn slowly that people forget that these lanes were just supposed to be temporary and we just believe that's as good as we'll have it and the project to do it permanently will get forgotten about because the temporary fix is seen as 'good enough. It is not good enough. Make this a permanent bike lane, and prioritize how cyclists, NOT motorists, get around. A man died on this street and you're asking people about how difficult it is to find parking. Where will people put their vehicles when this bike lane is in place? Perhaps they'll leave them at home and cycle because they finally feel safe to do so!	11/7/2025 9:32 AM

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920	Thank you! Active transportation infrastructure is crucial for a sustainable city.	11/7/2025 9:31 AM
921	We are a city that does not have a climate for year round Bike use. The bike lines always reduce lanes of traffic and cause congestion. In this day and age it is irresponsible of the government to waste tax payers dollars on something that a small percentage of citizens will benefit from. Transit has been destroyed. I travel on the streets that have bike lanes and very seldom do I see bikes on them.	11/7/2025 9:28 AM
922	Thank you.	11/7/2025 9:28 AM
923	Please consider releasing de-escalation materials for angry drivers if/when this change is installed. I ride my bike on this route to get to work most days and experience harassment from motorists often. The growing rift between motorists and cyclists is scary!	11/7/2025 9:27 AM
924	This is a public roadway. Pedestrians and cyclists need to follow the same rules as vehicles when on the road. There seems to priority for this street over many many other roadways which seems biased. I am concerned for the safety of cyclists and pedestrians but in my experience they do not respect vehicular traffic on this or any street.	11/7/2025 9:22 AM
925	Cyclists and pedestrians often forget that they have rules of the road to follow. These ideas help the cyclists travel however they are an overwhelming minority and by doing this you are overly effecting the majority of people people motorists and making the daily commute year round more difficult	11/7/2025 9:22 AM
926	Protected bike lanes are an excellent solution. Sharrows (unprotected markings) cause confusion. The routes are growing and functionality will improve as protected lanes are linked, and this will link several protected lane routes.	11/7/2025 9:19 AM
927	I think this is a great plan and long overdue but I'm very happy to see movement on this. I grew up on Dorchester and am now a homeowner on Stradbroke. Growing up, and still to this day, there was unsafe traffic going down Dorchester, as residential street, to access Wellington. I am very happy to see this being addressed. I believe this will make the road safer for everyone involved and naturally connect to major cycling routes.	11/7/2025 9:19 AM
928	I like 40km per hour. Keep it at 40km for ALL parts of Wellington Cres. so there is no confusion. Stop blocking off Wellington Cres at certain times.	11/7/2025 9:17 AM
929	It wasn't clear in the video if daytime street parking would be permitted on this stretch of road during weekdays (the video simply says street parking would be removed during evenings and weekends). As someone who sometimes commutes by bike along this route, street parking at any time of day, on any day of the week, would interfere significantly with my safety as a cyclist. When cars are parked in a bike lane, I am forced to choose between cycling into lanes of traffic, or cycling on the sidewalk, both of which are less safe than cycling in a protected bike lane.	11/7/2025 9:10 AM
930	I regularly bike or walk across the intersection at Wellington and Academy. I am attempting to stay on Wellington going north-west and find it very dangerous with people turning right from Wellington to Academy to cross the bridge. Especially in the mornings people turning right on the red light are only looking left (at traffic heading east on Academy) and I have had multiple close calls with almost being hit by people going without looking. I don't know if this is in the plans already, but I think the lights at Wellington and Academy should be changed to 'No right on red'	11/7/2025 9:08 AM
931	Please continue adding similar bike infrastructure throughout the city-- I don't feel safe using my bike to commute as I would have to ride on streets where there are no bike lanes and a significant amount of traffic. There are simply too many drivers who do not look out for or care about cyclists for me to feel safe sharing the road with them	11/7/2025 9:07 AM
932	This is so critical for the safety of cyclists. I ride my bike to and from work along this stretch of road and always feel unsafe. Cars ALWAYS get too close, the amount of near misses I've had is so high. Any improvement is so welcome!	11/7/2025 9:06 AM
933	As someone who frequently goes through this area almost daily I cannot understate how much safer it would feel as a pedestrian or a cyclist. This is a much needed improvement to the area that will encourage pedestrians and cyclists alike, with minimal impact to motorists.	11/7/2025 9:06 AM
934	This is a good beginning solution that connects up the bike lane that abruptly ends on Wellington and joins with the active biking section past Academy. It might need tweaking	11/7/2025 9:04 AM

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935	I lived for a year in the Netherlands. I rode a bike to work every day and loved it. The system works well there because cars and bicycles are separated along high density routes. It would be better to make other streets bicycle friendly. For example, suppose McMilan Avenue had a reduced speed limit of 30kph and perhaps speed bumps, drivers in transit would avoid the that street and cyclists could use it in safety.	11/7/2025 9:03 AM
936	You listen to the bike lobby, maybe take some time to listen to the commuters, they vote.	11/7/2025 9:03 AM
937	I would like the city to consider the vast majority of people who do not cycle. If more people took public transportation the streets would be much safer and less congested. One of the problems is that taking the bus is not safe. My recommendation is to make public transportation free to everyone and greatly increase the number of buses so that the wait between transfers is minimal. This might convince people to choose this transportation method over a vehicle.	11/7/2025 9:02 AM
938	There is plenty of room on the sides of the street to create a bike lane/mixed use sidewalk and maintain two lanes of traffic. I walk this portion of Wellington Crescent every day and feel strongly that it is important to keep two lanes in each direction because it will cause delays when doing left and right turns. I feel completely safe in all forms of transportation on Wellington Crescent. I suggest looking in to enforcing a law requiring cyclists to have a head light and back light because it would increase safety for cyclists because they will be seen in the dark.	11/7/2025 9:01 AM
939	Just be careful with bus stops! Buses will have to stop on the bike lane at the bus stops. Maybe highlight those zones with street/road paint to make it more visible to everybody using the road. We don't want a collision between a bus and a cyclist.	11/7/2025 9:00 AM
940	More bikes lanes everywhere are needed. Im excited about this project!	11/7/2025 8:59 AM
941	As pedestrians, we appreciate the closing of Dorchester from WB Wellington traffic as well as closing the Gertrude slip lane. The slip lane at the SE corner of Academy and Wellington is still a problem though.	11/7/2025 8:58 AM
942	Not a fan of the speed limit drop	11/7/2025 8:56 AM
943	I would like to understand how to make a left turn from Wellington Cres. onto the Maryland bridge, in the new scenario. The video does not go into details on how to actually use the bike box that is indicated to make this left turn safer. Am I supposed to use the bike lane, then migrate over to the bike box, somehow? It is confusing, to me, as a cyclist, what the intention is, here.	11/7/2025 8:55 AM
944	Put in a light at Grosvenor and allow left hand turns there if you are cutting off dorchester and Gertrude. Personally we and many motorists use a left hand turn at Gertrude to get from Osborne to our home in Crescentwood. That restriction will impact many motorists a lot.	11/7/2025 8:53 AM
945	This is a waste of taxpayer money. A much cheaper alternative is to widen sidewalks and provide a dedicated bike path right next to pedestrian path. This takes down a four lane street to two when the traffic volume remains the same. It will cause congestion, aggressive driving and expose people to more accidents. Why are bike lanes constantly being built at the cost of vehicular safety?	11/7/2025 8:51 AM
946	There is already traffic congestion, and not many alternate routes. This will make it far worse for vehicles, in terms of travel time and driving frustration. There needs to be a dedicated bike lane that does not take away from driving lanes.	11/7/2025 8:47 AM
947	Keep Wellington 2 lane in that area and 50 km Downtown is a nightmare. I will be supporting council candidates who ask if your commute was shorter 4 years ago. This is a knee jerk reaction to a tragedy where the driver was going 100 km/hour. Use the boulevard to make the bike lanes - but please leave Wellington at 50 km/hour and two lanes.	11/7/2025 8:42 AM
948	Stop stalling. Start protecting and working for all Winnipeggers, not just drivers.	11/7/2025 8:41 AM
949	This is a good start and will allow me as adult to move more safely into and out of this neighborhood, as well as access the transit way. But is still not safe for my kid & teen as bollards and paint are not safe and not maintained by the city nor respected by drivers.	11/7/2025 8:40 AM
950	The road is currently 4 lanes however in my experience as a motorist all 4 lanes are never safely used. Often vehicles treat it as a 2 lane road and if you drive in the curb lane you are often at high risk of causing an accident as other motorist do not realize the width of the road.	11/7/2025 8:39 AM

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Therefore, converting the current "unusable space" would drastically improve safety as a cyclist and reduce motorist accidents. It is a WIN WIN!

951	This is desperately needed. I use this route on a daily basis as a pedestrian or as a cyclist. There are a number of scary points on the route as both. The temporary plan seems to make significant improvements in terms of safety.	11/7/2025 8:38 AM
952	There should be better access for pedestrians and cyclists to get to this area route safely such as connecting routes that span all neighbourhoods.	11/7/2025 8:37 AM
953	The bike lanes must be well protected with concrete barriers, and be prioritized for snow clearing, in order to be safe and effective	11/7/2025 8:35 AM
954	Thank you for taking this step to improve the safety along this route! Not only will it make it safer for cyclist, I expect the narrowing and painting of the road will reduce motorist speeds and lane confusion.	11/7/2025 8:35 AM
955	As a senior and avid cyclist, I consider this to be a critical infrastructure project that absolutely needs to be done. Many cyclists avoid this area or use the sidewalk because of the risks, so I expect bike traffic to increase tenfold once the project is completed.	11/7/2025 8:34 AM
956	The city size increased over the last 20 years, the infrastructure did not. All the traffic of the new areas is going through this area, Wellington C., Corydon... get that traffic off the residential areas, you've seen it in Cambridge recently. There's a lot of money going to bicycle users, that represent a very very very small size of your traffic.	11/7/2025 8:34 AM
957	Built it and the cyclists will come! Great Job on this one guys!	11/7/2025 8:33 AM
958	If I gave a choice for any road to have a temporary bike lane now or a permanent one at some future year or decade I will always take the temporary option, even if it will be in place forever	11/7/2025 8:33 AM
959	As a cyclist, I greatly appreciate the efforts for an official bike lane on this route! However, I dont think its necessary for the speed limit to be further reduced to 40, especially with the separate lane for cyclists.	11/7/2025 8:33 AM
960	This stretch of road is heavily used but also becomes a speedy thoroughfare when not congested with high traffic. It is dangerous as cyclists are forced to go wide, into traffic/lanes due to parked vehicles. 40 km/hour is a good saw-off between the demands of cycling advocates and motorists who rely on Wellington as a key commute route.	11/7/2025 8:31 AM
961	Look at left hand turns onto Wellington crescent. Gertrude is used all the time. There must be a better idea here.	11/7/2025 8:29 AM
962	Most will follow the rules but the few who do not will make a significant and negative difference to overall safety	11/7/2025 8:29 AM
963	As someone who lives on the next stretch of the Wellington crescent route (off Wellington Cr. between harrow and renfrew.) I would like to see the speed limit changed to 40km/hour year round. The seasonal changes are confusing and dangerous and it should have the same rules year round. I would like to access the street with a vehicle during all seasons. I'm happy with weekend and holiday restrictions as long as they remain consistent. It's the constant changes that cause issues. Academy road is overburdened and I live and work off of Wellington so I am particularly affected by these constant changes.	11/7/2025 8:29 AM
964	The city should invest in proper mass transportation that is affordable. The bike lines are causing confusion and anger among drivers. They are not the solution.	11/7/2025 8:28 AM
965	This is well overdue, and a good step in the right direction. We need more projects like this to connect and expand cycling infrastructure.	11/7/2025 8:21 AM
966	The current configuration on part of this section of road leads to confusion for drivers as the lane is too large for a single lane, and too small for 2 car lanes. It is perfect for the addition of a bike lane. Currently cars have no problem passing cyclists, but will drive near the curb to not allow a cyclist to pass. This is dangerous. A bike lane will help define traffic use and be beneficial to me as a driver and cyclist.	11/7/2025 8:20 AM
967	These decisions don't need to take up so much time. There's massive green space gaps along Wellington. A raised path beside the sidewalk that does not affect current road conditions is an obvious option	11/7/2025 8:20 AM

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968	I'd be very happy to speak more about this project if further involvement from residents is required. Thank you!	11/7/2025 8:19 AM
969	We need to encourage alternatives to single occupancy automobile transportation.	11/7/2025 8:16 AM
970	The problem is less about safety and more that cyclists want to be treated like a vehicle but refuse to follow the rules of the road that actual vehicles have to follow. Can you imagine if people drove like these cyclists ride? Weaving in and out of traffic, blowing through stop signs etc?	11/7/2025 8:16 AM
971	Already stated. Are there stats that show greater safety issues. How many cyclists have been injured or killed on Wellington Crescent in the past 10 years. Or is this a knee jerk reaction to the tragic death of a single person because of the reckless and speeding young driver. Has any cameras or sensors been set up to show that there is speeding on that section? What data supports these changes? Speeding and reckless driving has not been my experience driving that stretch almost daily.	11/7/2025 8:16 AM
972	"Protected" bike lanes do not necessarily create safer conditions for cyclists particularly at intersections - eg vehicles turning right, cyclists passing on left when entering an intersection. Safer conditions require more public education of both motorists and cyclists	11/7/2025 8:14 AM
973	Given the deaths and clear unsafe aspect of this section, it is outrageous that this temporary solution did not happen a year ago or earlier. I often cycle awkward routes to avoid this very dangerous section. As we know from the awful death, painted lanes are not enough to protect bicycles and pedestrians from speeding cars.	11/7/2025 8:13 AM
974	This should have been a permanent design with separate bike lanes from the beginning. This stretch of Wellington Cres should have had bike lanes designed into it long ago. Temporary fix is wasting time and money and safety	11/7/2025 8:12 AM
975	I wonder about the cost of a temporary path.	11/7/2025 8:12 AM
976	Enforcement is critical This is treated as a speedway	11/7/2025 8:09 AM
977	Please enforce the speed by placing speed cameras	11/7/2025 8:09 AM
978	this project and other new bike lanes, even existing ones, require driver education to understand how to truly share the road with cyclists. the other main Wpg issue is pot holes on roads in cycling lanes that can pose as big a danger to cyclists as cars do	11/7/2025 8:06 AM
979	Again, I believe it would be better for me aa a cyclist and a motorist to put the bike lanes on a side street.	11/7/2025 8:04 AM
980	It sounds like a really good temporary solution. I would definitely use this route as a cyclist. I currently avoid it (and haven't used it in years) b/c it feels too dangerous with too many fast cars and parked cars.	11/7/2025 8:04 AM
981	This fills a gap in the cycling network and I think will be very appreciated. I cycle the other portion of Wellington Crescent (before the Maryland bridge) daily and I typically don't go into this proposed design area because it feels so unsafe to cycle on the road. Even as a motorist, there are frustrating and unsafe aspects with the double lanes. I understand parking for people in the area may become a bit more difficult but I think these changes for cycling are long overdue to make the road safer for everyone!	11/7/2025 8:02 AM
982	Please give the highest priority to obtaining funding for completion of permanent bike lanes, and complete this project as soon as possible. Thank you!	11/7/2025 7:59 AM
983	Yes. Your addressing of the Issues surrounding this Project and acknowledgement of the Request to Improve safety is Greatly Appreciated. Thanks for your Consideration. Best Wishes; Mr. [REDACTED] (he/him)	11/7/2025 7:59 AM
984	I don't think this project should go forward at all. It would not stop a driver going over 150 km/hr at all which is an extremely isolated incident to start with.	11/7/2025 7:55 AM
985	Just make city side walks wider, safer for everyone , less cost, and way quicker	11/7/2025 7:50 AM
986	Although there is cyclists present here, the issues are that cyclists often cut in front of drivers to make turns, even after a driver has safely passed a cyclist the cyclist will weave between the vehicles at the next red light and cause a conflict with having to safely pass the cyclist again. Cyclists do no respect the traffic lights and feel that they are exempt for stop signs and	11/7/2025 7:46 AM

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yields. Implementing a temporary solution while no study has been done for the permanent one is a waste of City resources and money. Money would be better spent doing the Bike Walk study and then implementing a permanent solution. Temporary curbs and bollards are a false sense of improved safety.

987	Wellington is packed with older people from the high rises. Crossing the street takes time and 4 lanes of fast traffic makes it difficult for them to access the shops on Corydon. To meet with friends, they would rather drive over than walk. I believe this plan would reduce the psychological and physical barrier that has been created by the 4 lanes of fast traffic that is currently there.	11/7/2025 7:46 AM
988	I feel encouraged that the safety of all citizens who access this section of Wellington Crescent is being considered. It is a residential area and the current traffic volume and speed of vehicular traffic is definitely excessive. A lower speed limit and protected bike lanes will improve the safety, quality, and experience of using this beautiful route in our wonderful city.	11/7/2025 7:43 AM
989	An alternative design that uses boulevard and sidewalk areas would be better. Many bike lanes in the city already share space with pedestrians	11/7/2025 7:41 AM
990	I hope pedestrian and cyclist voices are heard and listened to during this process. Once a permanent design is in the works, I would like to continue seeing a buffer between the roadway and pedestrians along Wellington. Certain sections now you feel so close to the cars and it feels unsafe. I also hope there is separation between the cyclists and pedestrian walkways as there's a good amount of dog walkers in the neighbourhood who have reactive dogs that are scared of bikes. I'm very much so pro permanent bike lane along this section of Wellington. Also if you put in temporary bike lanes, please fix the gigantic holes along the curb beforehand so cyclists don't have to jut out into traffic still to avoid destroying their bike rims or hurting themselves.	11/7/2025 7:39 AM
991	Stop making it so hard to drive around Winnipeg. The impact on drivers for the benefit of 3 months of cycling is not worth my tax dollars.	11/7/2025 7:37 AM
992	Like it or not that stretch is a vital commuter route into and out of downtown used by many on a daily basis. The majority of those commuters stay within the posted speed limits and are not any more a threat to cyclist or pedestrians than on any other commuter route. Mr Jenner's tragic death would still have happened and should be seen as an isolated incidence that was all about excessive speed. Changing the limit from 50 to 40 would not have changed the outcome as the offender was going well over 150 kmls/hr, apparently not at all interested in any speed limit regardless of what it was. Separated lanes may have changed the outcome but at that speed I would suggest, sadly, nothing would have changed. This is collective punishment for the transgressions of a few offenders. Better enforcement of the current speed limit would be more effective. If this goes through I would suggest that the best solution would be to close it to vehicles all together. There will be far fewer very frustrated and angry (far more dangerous) drivers than there will be if it were to be throttled like is being suggested. I am all for cycling for commuting. I did it for a few years. The solution for safer bike/pedestrian commuting is to separate bikes and pedestrians from vehicular traffic and a vastly improved transit system. But the direction this city seems to be taking is that driving is bad and those that do should be collectively punished by throttling speed limits and roadways in an effort to make things appear to be safer. Better to pour more resources into separation and more importantly transit. Make transit more usable and desirable and there will be less traffic. Especially into and out of downtown.	11/7/2025 7:36 AM
993	It's a great step forward especially since biking on this section twice a day to commute to work I am reminded by the death of a cyclist on this stretch of Wellington. As well it continues the dedicated path from river which currently forces cyclist to share the road with cars or to use the sidewalk to avoid interacting with cars. Excited for a more permanent solution but for now this will be a welcomed change.	11/7/2025 7:32 AM
994	We always spend millions on temporary fixes with absolutely no vision to the now and future.	11/7/2025 7:27 AM
995	Very opposed to bike lanes as I think they will be unsafe for cyclists due to the number of driveways, impact on traffic will increase vehicle accidents due to numbers of cars entering and exiting Wellington. I would like to see a survey on how many cyclists use this route. Maybe it would be better to reduce speed and restrict access to bicycles during rush hour times.	11/7/2025 7:24 AM
996	It is critical that we proceed with a permanent bike lane after the interim changes. This section	11/7/2025 7:19 AM

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of Wellington is very unsafe for cyclists. Thank you for doing this.

997	The impact on parking and quality of life for residents of the may multi-unit dwellings in this area will be negative. I hope you reconsider this initiative. If I have the opportunity to vote for members of public office that want to address the traffic congestion that is worsening every year, I will certainly vote for them. Unfortunately the bike project only worsens congestion without a paired intervention to improve it.	11/7/2025 7:17 AM
998	Bike lanes and sheltered bike lanes help daily cyclist like me tremendously. But something that gets overlooked is the fact that they help kids. It can be very dangerous cycling with your kids, especially if they're elementary school aged. Sheltered by claims. Help them learn the laws of the road and protect them. This is important as if we want kids to be outside and explore their communities. We need bike Lanes, especially connecting to major parks like assin. park.	11/7/2025 7:16 AM
999	I believe the push for this is based on an accident where the driver was going triple the posted speed limit, no amount of plastic bollards and snowed over bike lane lines will fix that	11/7/2025 7:16 AM
1000	Number 8 needs to include an option of "I understand but this is just a bad idea that will cause more problems because there are other issues that the city hasn't looked at."	11/7/2025 7:12 AM
1001	The initiative to formalize bike routes with bike lanes is important in our city. Another area that should be focused on in the near future is finishing the work on Marion/Goulet as they raise similar concerns as Wellington in terms of cyclist frequency and business of the road.	11/7/2025 7:11 AM
1002	Ron Jenner's passing was truly tragic, it's important to acknowledge that the driver in this case admitted to travelling at speeds exceeding 150 km/h — an act of reckless driving. Given those facts, I feel that some of the broader debate that's followed has shifted away from the root cause of this incident. It seems less a matter of infrastructure or policy and more a result of one individual's extreme and unlawful behavior. Open up Wellington to motor vehicles ALL YEAR LONG.	11/7/2025 7:06 AM
1003	Please reduce speed to 30 km in all residential feeders to this area. Also take into account where the extra traffic will flow. The Cambridge project pushed all excess traffic onto Wilton Street and no safeguards were put into place to offset this traffic volume. Now Wilton is unsafe for kids, bikers, and anyone else trying to cross the road.	11/7/2025 7:00 AM
1004	These temporary measures are a waste of time, money, and energy. Permanent lanes should be the first course of action.	11/7/2025 6:54 AM
1005	I am very much in favour of a dedicated cyclist lane on this stretch of Wellington. I bike it everyday to work and I feel like everyday I take my life in my hands on this stretch, particularly after all those cyclist incidents last year. However, I am not in favour of reducing the speed limit to 40. The current speed limit of 50 is slow enough and having it 40 won't stop people who are going to speed from speeding. Please don't reduce the speed - it will just annoy the motorists and won't make cyclists feel any safer. The dedicated bike lane is key. Thank you for doing this!	11/7/2025 6:51 AM
1006	Reduced speed, speed warning signs, and perhaps radar camera at grosvenor and Hugo might be a better start.	11/7/2025 6:51 AM
1007	Just do it. A safe bike route to Osborne downtown from the west is much needed.	11/7/2025 6:50 AM
1008	at this time, bikes weaving in and out of active lanes around parked cars are a serious concern as a driver. In order to give them enough room, it can be a challenge especially if someone is tailgating behind. Dedicated bike lanes, while some people will be frustrated, is absolutely the correct answer. It will provide peace of mind both for the bikers and the drivers on the road since there should be far fewer opportunities to directly cross each others' path.	11/7/2025 6:50 AM
1009	Why does it take so long for the city to do something after the cyclist was hit and killed?	11/7/2025 6:47 AM
1010	Slowing traffic equals safer streets	11/7/2025 6:44 AM
1011	Thus is the right work... well done!	11/7/2025 6:44 AM
1012	Create a permanent solution and implement if that is the decision. The temporary solution is problematic for more people than the solution is meant to assist. The traffic delays with the lights at Wellington and the bridge will create much longer delays than suggested as cars will be delayed getting through during the light cycle. And one lane only is ridiculous.	11/7/2025 6:43 AM

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1013	Investments in cycling infrastructure now will make future infrastructure investments cheaper	11/7/2025 6:38 AM
1014	Stop bike lanes. Millions wasted for what 2% of the population. The extra cost of snow clearing. What's wrong with a painted line instead of all this concrete work. Snow clearing costs go through the roof. 10 riders a day! Huge waste of money better spent elsewhere. 20,000 walkers vs 1 cyclist. Justify it!!!	11/7/2025 6:38 AM
1015	continue to make cycling and walking safer in our city.	11/7/2025 6:37 AM
1016	More public forums to describe the city's approach to traffic calming and bike safety. Winnipeg is still very much a car city.	11/7/2025 6:37 AM
1017	Why are speed bumps not being considered?	11/7/2025 6:36 AM
1018	No	11/7/2025 6:35 AM
1019	The needs of the many (Motorists) outweigh the needs of the few (cyclists) leave the road as is and do not remove lanes for motorists!	11/7/2025 6:35 AM
1020	Super happy to see movement on this in general - I live in the area and often bike to work but have to take a longer route as I want to avoid that long section of Wellington. Active transportation solutions and making streets safer for everyone - not just drivers - is a win for Winnipeg.	11/7/2025 6:32 AM
1021	Not really sure why your asking for options it certainly sounds like the decision has already been made and they are going in regardless of anyones opinion	11/7/2025 6:31 AM
1022	Please don't change the speed limit to 40! Keep it at 50 or change it to 30... we have speed limits in the city of 30, 40, 50, 60, 70 and 80.... It's a distraction for drivers to always be checking speed limits... make them 30, 50 and 70.	11/7/2025 6:25 AM
1023	I would love to see improvements to a transit solution for reducing autos on the roadway.	11/7/2025 6:21 AM
1024	Dedicated bus lanes should be a much higher priority than dedicated bike lanes. Given Winnipeg's climate and sprawl, dedicated bus lanes would benefit a far larger portion of Winnipeg's population than bike lanes. Dedicated bus lanes would also benefit business owners by expanding the pool of potential employees, customers, and clientele who would be willing to commute to their business.	11/7/2025 6:17 AM
1025	1. At Wellington cressent and academy. It needs to be more clear if cyclists are to join the road northbound over the bridge or join the sidewalk. For southbound travel on the bridge how do cyclists get left onto westbound Wellington. Early traffic light for bike only would make this safer. Wellington and Grovesnor. How do bikes safely make the left turn southbound on grovesnor. Do they merge with traffic to turn left or have a well marked way to exit the bike lane and cross with pedestrians. This is a very dangerous merge currently on a bike. At Cockburn street there should be no left turn from eastbound Wellington to southbound Cockburn. This has the potential to create pile up for drivers who typically use the second lane currently to allow flow around. If Gertrude is closed westbound then more people will take Wardlaw. Specifically this is main way to get to southbound Osborn. Drivers turning right from Wellington to westbound wardlaw will need to yield to bikers. Winnipeg drivers are terrible at this they don't realize they can't just turn right. I think it would be better to merge the right turn and the bike lane prior to the turn. This should be drivers merging into the obvious bike lane and not bikers suddenly merging left into a car lane. Snow and sand removal on bike lanes is a major issue. I wonder if removable barriers for winter months so snow plows can get through is needed. Also potholes on eastbound Wellington are a big issue in the rightmost lane for cyclists by Gertrude.	11/7/2025 6:02 AM
1026	you have not commented on how many bike riders using an actual number use this route daily. I am sure you know so why not be honest and publish that number?	11/7/2025 6:00 AM
1027	Please stop wasting money on bike lanes. Please make restrictions on bikes and scooters as those are becoming extremely dangerous.	11/7/2025 5:50 AM
1028	Concern cars turning left anywhere along Wellington will make long back logs if there's no space to get around.	11/7/2025 5:37 AM
1029	Make sure the snow clearing is handled appropriately so that people who commute in the winter can use this route.	11/7/2025 5:16 AM
1030	Stop pitting life against a few more minutes of travel time in a vehicle. Also, so much of my	11/7/2025 4:57 AM

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municipal tax money goes to road. I want that money to go to roads that PROTECT people, not vehicles. Do better.

1031	More speeding enforcement during weekday mornings with street open to vehicle traffic in fall/winter season. You have a 4 lane traffic route that was originally designed around vehicle movement from the western suburban areas to downtown with significant investment. Do not reduce this capacity and keep in mind non-residents have paid for this. To completely drop this to two lanes and continue traffic restrictions in the spring summer also makes this look and function like a publicly funded gated for the privilege of the street residents.	11/7/2025 4:04 AM
1032	Biking on this area of Wellington Cres is very stressful. The new protected bike lanes have been wonderful, but when you are forced to join with vehicle traffic it feels very unsafe - especially having witnessed cyclist fatalities on this section. There are often large potholes in the area occupied by cyclists and needing to steer around them puts you further into the path of vehicle traffic. The alternative is to bike on the sidewalk, which is illegal and dangerous for pedestrians. I would be very excited to see additional bike lanes along Wellington, especially with plastic bollards to help maintain the space for cyclists. I understand that the loss of street parking and some turning areas will likely frustrate some motorists, but in order to reduce vehicle traffic, we need robust cycling and public transport options that people feel safe using. Perhaps an idea would be to support local businesses in offering bike support to employees (either support in purchasing or support to businesses in purchasing secure bike storage for employees) to incentivize cycling. I would be interested to know what the approach to plowing will be, to make these lanes useful year round.	11/7/2025 1:52 AM
1033	pandering to less then .0001% of people. No bike training or the fact that people who use bikes do not most of the time follow the HTA etc.	11/7/2025 1:16 AM
1034	Bike lanes should be limited to one side of the road.	11/7/2025 1:06 AM
1035	I don't know if issues will ever be resolved on this stretch of roadway but maybe we'll be pleasantly surprised and it will work for everyone! That's my answer.	11/7/2025 12:26 AM
1036	I'm unsure why access to Gertrude from Wellington for vehicle is being removed. This will cause congestion and delays for vehicles that are not needed. I like the idea of this project but feel access to Gertrude is an important route for a lot of vehicles whose fees pay for road work, etc.	11/7/2025 12:04 AM
1037	The bulk of the city already has fantastic cycling infrastructure. The issue is that people don't always know where the bike paths / quiet streets are and how to plan the route. As a result, they end up biking down busy, narrow streets packed with traffic instead of taking a small detour and avoiding the said traffic. Save the funding for a permanent solution and invest in educating cyclists on the existing infrastructure. In many years of cycling, I had only a handful of occasions where I was compelled to take the stretch of Wellington. With a bit of planning, there are lots of better options.	11/6/2025 11:40 PM
1038	Painted lines on a roadway are not a bike lane.	11/6/2025 11:38 PM
1039	From what I have observed from driving around the city on a daily basis for work (all the way from West and Easy Kildonan, Transcona, Sage Creek, South Kenaston, Charleswood, and more). Many drivers are not pleased with the way active transportation is being implemented in the city. While I understand the goal is to reduce traffic as a whole, as someone who is required to drive, my life has become a living traffic nightmare movie. The city has pushed so many poorly executed transportation changes on the city in recent years but all that's happened is bus ridership falling and traffic becoming increasingly worse from more and more people switching back to personal vehicles. Our traffic is bad enough to be named one of the worst cities in Canada for traffic congestion. How on earth our population of less than a Million can rival that of Montreal and Vancouver is remarkable and a true testament of how poorly our city has been planned and organized over the last few decades. If the city were truly attempting to improve active transportation, maybe we could start by providing adequate safe means of bike storage throughout major points in the city. How are we supposed to be encouraged to ride a bike to work, an event, or shopping if we can't even trust our mode of transportation will be there when we return. Same goes for taking the bus, or combining other modes of transportation. Give the city a good reason to make the swap from driving to alternative means of transportation instead of punishing people for driving. Psychologically speaking positive reinforcement has always proven to be more effective than punishment for a poor behaviour.	11/6/2025 11:33 PM

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1040	This is highly important for the cohesiveness of the city for folks outside of a motor vehicle	11/6/2025 11:31 PM
1041	The city should conduct an evaluation of the impacts on nearby roads when limiting access to heavy commuting routes. Recent traffic calming measures nearby on Oxford resulted in increased traffic to adjacent streets such as Wilton near schools. The negative impacts on community safety in the surrounding areas were not assessed in evaluating the success of the project. While I believe safe bike lanes are critical infrastructure for the city, the city should also assess whether the most appropriate approach is to have the bike lanes on busy streets and consider directing bike traffic to calmer side streets.	11/6/2025 11:29 PM
1042	Drivers along this stretch are reckless and not expecting cyclists on the road. I understand this to be a design issue, and I think the proposed traffic calming would help both drivers and cyclists by replacing a "highway along the river" with a scenic, predictable drive. I support the use of my tax dollars towards advancing these safety measures.	11/6/2025 11:15 PM
1043	I think a lot of motorists will be worried about parking and congestion, but I would rather sit in traffic and extra minute and know that everyone is safe than get home quicker and have someone get hurt.	11/6/2025 11:10 PM
1044	Even though I am primarily a driver, I support the initiatives to improve cycling infrastructure, and pedestrian infrastructure, removal of on street parking, and reduction of lane width (to provide visual cue to reduce speed, rather than relying only on speed limit signs). As a city, we should focus on efficiency of moving people (which include drivers, cyclists, pedestrians, and transit users) than moving cars.	11/6/2025 11:10 PM
1045	Fully support	11/6/2025 11:05 PM
1046	Lower sewer and water rates back to 2023 levels and apply a normal rate of increase say 3-5% annually.	11/6/2025 10:58 PM
1047	As with anywhere it's so critical to consider the impact of any spots where cars can turn that overlaps with cyclists (e.g. right turns) any way to reduce the turning radius of cars is helpful as they will take the shallowest turn. Being forced to slow down properly and turn at a sharper angle for example would improve their likelihood of noticing cyclists.	11/6/2025 10:43 PM
1048	Painted bike lanes, with or without flex posts, aren't enough to provide a safe bike route. Quick-build if you must, but concrete dividers for the entire length of the bike lane is necessary.	11/6/2025 10:42 PM
1049	They should block off or remove the slip lane Academy NB going to Wellington. I feel like this will just cause more accidents to cyclists.	11/6/2025 10:33 PM
1050	Multiple cyclists have been killed here. Every delay in fixing the street risks more deaths. Implement these bike lanes as soon as possible.	11/6/2025 10:30 PM
1051	Getting this solution in place as quickly as possible would be great and then finding ways to improve and adapt the temporary solution so it works for everyone would be amazing before settling on permanent changes.	11/6/2025 10:20 PM
1052	This solution serves to only benefit cyclists. Residents of crescentwood will be highly affected by these changes and have not been properly consulted.	11/6/2025 10:16 PM
1053	I find that many of the bike lane solutions so far seem dangerous to cyclists and create significant problems to motorists. I realize it is difficult to retrofit cycling paths, but it's hard to get excited about putting new ones in. I don't feel safe using them myself.	11/6/2025 10:16 PM
1054	Include bicycle signals at the intersections or at the very least give a 5 second head start for pedestrians and cyclists like what was recently implemented downtown.	11/6/2025 10:15 PM
1055	Any physical barrier can drastically increase the actual and perceived safety for cyclists. The earliest this can be implemented, the earliest it can prevent more injuries for commuters who use on this road daily, who I personally know a few of. It's a regret that the city recognizes the dangerous nature which has caused harm to VRUs since this subjected arose from mid 2024, yet still continue to delay this project.	11/6/2025 10:06 PM
1056	It is often very difficult to make a left hand turn from Kingsway onto Wellington Crescent during rush hours and I expect the proposed changes to exasperate the problem further, with the reduction down to two lanes from three at the Academy intersection and the restriction of left hand turns from Dorchester and Gertrude.	11/6/2025 9:51 PM

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1057	I'd like to see those who are redesigning the Academy/Wellington intersection to actually try cycling through the intersection as it currently is.	11/6/2025 9:48 PM
1058	Bike lanes down grant/roblin	11/6/2025 9:47 PM
1059	No	11/6/2025 9:40 PM
1060	it sounds like a lot of money for not a good conclusion.	11/6/2025 9:22 PM
1061	With the turn restriction at Dorchester and Gertrude motorists will turn at Cockburn and this will become a chokepoint. Residents of turning into their condos from south bound Wellington are going to cause traffic to backup behind them and lwithout hard separation I expect motorists will drive around them by using the bike lane	11/6/2025 9:20 PM
1062	It is frightfully embarrassing that the city has dragged its feet to this extent to ensure that cyclists aren't killed by drivers. In the future, Winnipeg should act far more quickly to protect vulnerable road users from harm.	11/6/2025 9:19 PM
1063	This will make an attractive bike route between maryland and Stradbrook. Presently, i avoid that part of Wellington on my bike, and use mcmillan, because i feel safer there.	11/6/2025 9:19 PM
1064	See previous comment - I've had a number of close calls on this stretch. The planned changes would have prevented each of those incidents.	11/6/2025 9:17 PM
1065	Stop doing traffic calming measures in this neighbourhood without implementing better transportation plans first. There are not enough ways to cross over the river between the Sherbrook bridge and the Kenaston bridge, and that is why this intersection sees the traffic it does. Address that first.	11/6/2025 9:16 PM
1066	A few times in the video the bus stops in the bike lanes to pick up passengers. What are the cities plans for that?	11/6/2025 9:05 PM
1067	40km speed limits are helpful, but 30 would be safer, especially in the interim phase of inadequate bike lanes being demarcated with paint and plastic instead of better physical barriers	11/6/2025 8:59 PM
1068	Design looks very promising!	11/6/2025 8:59 PM
1069	Please do not move ahead without explicitly addressing the speeds of vehicles traversing Ruskin Row. We will stand in the way of the temporary changes of this is not addressed	11/6/2025 8:57 PM
1070	A permanent change is needed here and elsewhere in the city. The city should be built for people, not cars.	11/6/2025 8:55 PM
1071	It is much needed, however next priority must lie in connecting the North End to the rest of the cycling network. I can cycle safely to every quadrant of the city from my home just south of Corydon via bike lanes, paths, etc., with exception of my work commute to Tyndall Park. From the end of the bike lane on Empress (Berry & Sherbrook both provide further extension but are very out of the way), there is no bike infrastructure at all connecting across the CPR yards from the airport until west of Main along the Red River. For an area of the city where many people travel buy bike, this lays the prioritization of infrastructure for wealthier neighbourhoods bare. As an example, I must ride approximately 5 kilometres along Empress and Keewatin in rush hour traffic to reach the bike lane at the Keewatin underpass. There is nowhere else in the city with this type of gap in the cycling network now that many other gaps have been filled.	11/6/2025 8:51 PM
1072	I think I explained that earlier.	11/6/2025 8:49 PM
1073	This will cause a wave of issues for motorist who already have a hard time getting through the area without these things in place.	11/6/2025 8:48 PM
1074	If you want a truly safe temporary and cost effective solution add the concrete abutments and a two way bike path on one side. It will cost less and be highly effective immediately and also great for snow plows for those of us who cycle all year.	11/6/2025 8:46 PM
1075	The verbiage for this project says that there is no funding available for it. If there is funding for an expansion of Kenaston, which multiple studies have shown will have a no significant positive impact on the city in the long run, then there are funds available for better cycling infrastructure, which is cheaper and will have a net positive effect over time. Please stop prioritizing car-related projects over literally everything else.	11/6/2025 8:42 PM

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1076	To all of you getting paid by Winnipeggers. Why don't you concentrate on keeping the streets in good repair instead of destroying our travel infrastructure. Stop messing up our streets and start repairing them. The reason it is dangerous for bikes is because the gutter lanes are so broken up. If you spent more on street repair and less on nonsensical street barriers we would be safer and happier.	11/6/2025 8:38 PM
1077	This looks like a great interim solution. Speed reductions and road narrowing will improve safety in the area and make it more desirable to spend time in, as well as to transit through. In the permanent solution, I think a small amount of on-street parking should be considered, but should follow the model of Stradbroke Ave where the bike path and parking areas do not have overlap. This allows some residential parking that has little to no negative impact on safety. Raised crossings would be nice for the wider slip lanes such as at Dorchester to slow turning vehicles further as a matter of course. Closing the redundant access to Gertrude Ave simply makes good sense. This will improve my bike access when going to city attractions like The Leaf.	11/6/2025 8:37 PM
1078	30 km/h permanent speed limit along the entire stretch of Wellington, with dedicated and protected bike lanes	11/6/2025 8:29 PM
1079	Speed limit should be reduced to 30 k and ENFORCED	11/6/2025 8:27 PM
1080	Wellington Crescent is highly used as an active transportation route and deserves to be enjoyed by more than just motorists. The stretch connects other very utilized AT paths, so active transportation users are forced to use it whether they feel safe or not. The street is wider than it needs to be to accommodate regular traffic, so I feel these changes are long overdue.	11/6/2025 8:25 PM
1081	ANOTHER WASTE OF MONEY AND TIME.	11/6/2025 8:13 PM
1082	Bike lanes can help with safety but reducing driving speed limit want deter people who drive 150km in a 50km zone. Bike lanes have been effective at increasing cycle safety without reducing driving speeds in other parts of the city which have been seen as a win-win. Reducing speeds will frustrate drivers who use the street to commute.	11/6/2025 8:10 PM
1083	It will have a negative impact on traffic and congestion .	11/6/2025 8:09 PM
1084	lowering speed limits do not affect the people who break the law. Worry about the e-bikes going 60kph on sidewalks. license and insure cyclists. Tax cyclists to pay for infrastructure work, Our streets are falling apart. crime is to high. and your worried about a bike route??	11/6/2025 8:09 PM
1085	While I might miss the thrill of near death experiences using the current road, the proposed design is a massive improvement, both for safety and commute time for driving, cycling, and walking.	11/6/2025 8:06 PM
1086	Since 1980 there are approximately 1,000,000 more vehicles registered within the province of Manitoba and the city is constantly reducing lanes for vehicular traffic. The north side of the crescent has a huge blvd why not use it and maintain the 4 lane structure from the start of the crescent to the lights at Grosvenor. Anyone who lives on the north side of Wellington Crescent will not be able to make a left-hand turn to head east down the Crescent. It will be impossible. But hey, at least the bicycles will have a place to ride a bike. I just don't understand there's a Boulevard there's a Boulevard that goes from here to there with nothing that the city maintains.	11/6/2025 8:05 PM
1087	Stop spending money on more lanes of traffic, spend more on active transportation!	11/6/2025 7:48 PM
1088	Human safety of all kinds should ALWAYS be top priority. We need to stop focusing on motor vehicle space and focus more on mobility for everyone.	11/6/2025 7:39 PM
1089	We - Winnipeg - need to move more quickly on these projects - there are a number of reasons for this - affordability is one - road users safety is another	11/6/2025 7:35 PM
1090	The current state is very unsafe.	11/6/2025 7:33 PM
1091	Protected bike lanes are appreciated, painted bike lanes don't feel 100% safe as some motorists get angry and could still take over a bike lane.	11/6/2025 7:31 PM
1092	A permanent bike lane is the only successful solution for all modes of transport in this area.	11/6/2025 7:31 PM
1093	Do not continue to make bike lanes part of the streets, build them attached to the sidewalk or on the boulevard. Making less lanes for cars , restricting parking and turning just makes this city less attractive for me to head out to shop, dine or visit attractions and spend my money.	11/6/2025 7:25 PM

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1094	Go for it.	11/6/2025 7:17 PM
1095	Thank you very much for the brilliant video and the Survey. I think the changes are very positive.	11/6/2025 7:16 PM
1096	Forget the Kenaston expansion. Put the money into Active Transportation.	11/6/2025 7:15 PM
1097	This is waste of our money that benefits very few people and for a short part of the year. The mess you created on Sherbrooke and Pembina are 2 other examples.	11/6/2025 7:05 PM
1098	Please make this permanent as soon as possible	11/6/2025 6:37 PM
1099	No	11/6/2025 6:34 PM
1100	Thanks! This project has not been easy so far, and the work is not done, but I deeply appreciate Council's willingness to act as well as the hard work of everyone involved in planning and executing on this project. I have been frustrated with the timeline of this temporary solution but ultimately I am very excited for the change this will bring. I hope that this project can serve as a template for future street redesigns to address transportation network gaps and safety issues. If this is the standard we're setting for temporary solutions I suspect I'm going to have nice things to say about future designs you guys put out. Zero deaths is the only reasonable target, nobody should have to die to make my commute a few minutes faster.	11/6/2025 6:34 PM
1101	Although the death of the gentleman by someone who was grossly exceeding the speed limit was tragic, I don't know why it's continually used as an excuse to destroy traffic flow. Winnipeg's cycling population is very small. I don't know why they continue to have more road rights than drivers.	11/6/2025 6:32 PM
1102	Stop building bike lanes and stupid curbs	11/6/2025 6:28 PM
1103	No	11/6/2025 6:27 PM
1104	There are many areas of the city that have but into permanent cycling lanes that have been very costly yet are very rarely used during the cycling season and have created a problem with traffic flow and for motorists to be on the lookout for the odd cyclist.	11/6/2025 6:26 PM
1105	30 km is too slow for motor vehicle traffic. 40 km is better. I should be able to drive this route ALL year round	11/6/2025 6:24 PM
1106	This project is driven by self interested activists. This climate is unsuitable for year round cycling	11/6/2025 6:22 PM
1107	This should have been implemented much sooner than 2026	11/6/2025 6:17 PM
1108	We are letting a very small minority of people create policy where the majority is put out. As a cyclist who usually cycles to work and for fun over 4000 KM a year, most of these whiners would be kicked out of my bike club for not obeying stop signs and being a courteous user of the road while police DO NOTHING even if someone on a bike runs a red right in front of them	11/6/2025 6:15 PM
1109	I don't see why cyclists who are going downtown (i.e. north of the river) can't go across the Maryland bridge and use existing bike lanes. I think this will likely create more congestion on Corydon, Sherbrook, Westminster and Broadway.	11/6/2025 6:14 PM
1110	Bike paths are important, but not at the cost of creating vehicular traffic issues. The ideal solution for this neighborhood may widening the sidewalks into bike lanes or some other solution that does not restrict vehicular traffic. You can't "screw over" thousands of motorists for a hundred bikers.	11/6/2025 6:09 PM
1111	No	11/6/2025 6:07 PM
1112	nothing	11/6/2025 5:58 PM
1113	We are a city where active transportation is important year round. I applaud the reduction in speed limit, but the other road adjustments may be only effective in the summer months when roads are clear. Please consider how you will address this.	11/6/2025 5:50 PM
1114	Thank you.	11/6/2025 5:48 PM
1115	More and more people are choosing alternative means of transportation for various reason	11/6/2025 5:45 PM

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such as health, environmental, financial and relaxation. I think this addresses something for those in the entire City

1116	Your "temporary" solution, while obviously making it safer for the few bikers that will use the lane, will completely royally screw up auto traffic. No rest bound turn off Wellington onto Gertrude = FAIL! Eliminating one lane on Wellington to cause a shared straight / right turn northerly on Academy = FAIL that will cause Wellington traffic to back up at the best of times, but especially during rush hours. Reducing the speed limit to 40, that is fine (and in fact is what the speed limit ought to be year round on the other part of Wellington year round instead of the ridiculous toggling of the speed limit from 50 to 30 then back to 50, depending on season) Oy vey, there is such wide boulevards for most of the stretch, just build dedicated bike lanes adjacent to the sidewalks!	11/6/2025 5:40 PM
1117	Councilor Janice Lukes should ride a bicycle to work, and she refrain from smugness whenever in front of the media.	11/6/2025 5:36 PM
1118	Great to see something happening in 2026.	11/6/2025 5:35 PM
1119	Yes,WHY can't we just use the Sidewalks? I don't see a problem with using sidewalks and bikes.We can't afford these changes at this time there are Far more Prioritys at this time, the City Needs To Get Into Future plans Not a Bike City for 8 months of the year!! Stop slowing down traffic FLOW ...Please!	11/6/2025 5:29 PM
1120	The city seems to be restricting drivers throughout the river heights area. Drivers going east on Grant are funneled down Cambridge because of one-way, school zones, etc and in its infinite wizdom, the city bows down to a very small group of vocal citizens to place speed restrictions and speedbumps on this street. I see this as exactly the same thing - inconveniencing the vast majority of commuters for the benefit of a very few. There is a growing dissatisfaction with our elected officials and city management. I expect to see changes after the next election. There is a reason that Ontario is getting rid of similar bike lanes and not adding more. Winnipeggers will not stand for this nonsense much longer	11/6/2025 5:29 PM
1121	For the bike lanes to work even as a temporary measure, potholes and crevasses next to curbs need to be repaired. If they are not, cyclists will have to swerve out of the bike lanes to avoid these hazards and will be once again in conflict with drivers	11/6/2025 5:24 PM
1122	Why spend hundreds of thousands of dollars to punish law-abiders? And then a few million more for a"permanent" fix that will not be maintained.	11/6/2025 5:24 PM
1123	For the bike lanes to be effective they will also require pot holes to be filled along the edges of Wellington Crescent—currently as a cyclist I have to swerve out into the car path to avoid major holes and bumps that would cause damage to my bike if not full out crashes.	11/6/2025 5:09 PM
1124	Please just get the permanent work done asap.	11/6/2025 5:07 PM
1125	This design is very encouraging. And I would encourage all members of Council who are able to directly experience how stricken by fear I become when I cycle this section of roadway. Worse now as the time change seems to blind drivers at sundown as we head west, very scary close calls. This proposal should make us all feel safe and seen.	11/6/2025 5:02 PM
1126	City needs to use taxpayer dollars more effectively given we have the highest tax rate in canada. Fix the roads, infrastructure, bridges, homeless and druggies taking over downtown. Enough of spending our dollars on a bike system that is only good in summer months. Hire proper planners, not based on seniority but capabilities.	11/6/2025 5:00 PM
1127	I'm concerned about the left turn boxes for cyclists. The one at the south east corner of Wellington/Academy is right in front of the bus lane. That's not a spot bicyclists can wait. The one at south west corner of Wellington/Academy is good for when traffic is stopped, to move in front of the cars, but how are bicyclists supposed to get into the flow of traffic to make a left turn with traffic, instead of waiting for the light? Maybe have a painted green "merge in" line, further west down Wellington? No left turn boxes at all on Grosvenor and Dorchester? If bicyclists are expected to use the crosswalks to turn left here, they need to be modified to have the bike cross alongside the pedestrian cross so bicyclists don't have to dismount.	11/6/2025 4:56 PM
1128	Bikes should be prohibited on Wellington acres Period. If bike lanes are installed the should be installed on only one side of the street. What speed limit will be enforced? Will all electric vehicles be able to use the bike lanes?..	11/6/2025 4:45 PM
1129	Thanks for working at this. It's a long overdue, important link to existing cycling infrastructure.	11/6/2025 4:45 PM

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There are a lot of cyclists on this stretch of Wellington.

1130	See previous comments. Everything is great just keep Gertrude open. Also have you thought about the giant manholes by Grosvenor on the north side of Wellington? They might be right in the middle of the bike lane as shown here. I broke my bike tire frame hitting the pothole/manhole there last summer. Could be dangerous for cyclists.	11/6/2025 4:43 PM
1131	My only real hesitation is closing gertrude turn off. I also would want to see the wellington at academy light adjusted to reflect the turning lane the straight lane being merged. It should be a longer green to accomadate more cars in one lane. While I am not a resident of this area, I attend a business on Corydon 4-5 evenings a week and my mom lives on wellington crescent so I frequent it often	11/6/2025 4:39 PM
1132	Please make this happen asap!	11/6/2025 4:37 PM
1133	Thank you for prioritizing this interim solution. I, and many others, are looking forward to it's implementation	11/6/2025 4:36 PM
1134	Intersections are terrifying for anyone not in a car. Please consider walking, running or cycling down the stretch and see firsthand what I mean. I'd also like to see better maintaince of the existing sidewalks. Users with mobility aides or strollers often struggle.	11/6/2025 4:31 PM
1135	I am grateful for this upcoming project. I ride on Wellington Cres. between Lindsay and the Maryland Bridge 6x/week, year-round. The southernmost curb lane between Harrow and the bridge is pretty skinny for a car but a good size for cyclists. It will be nice to have snowclearing of the bike lane in the winter. In winter, there is too much snow build-up along the curb, and I don't feel safe among the cars at that point. I eventually have to use the pedestrian trail, but then the pedestrians don't love cyclists on their trail. Generally motorists are respectful on my cycling. There is only so much I can do to stay safe, with good practices, reflective clothing, bell, lights, etc. I appreciate the police enforcement of motorists. Overall it will be a relief to have better infrastructure.	11/6/2025 4:29 PM
1136	To say that there isn't enough money to do a study or permanent infrastructure at the same time spending hundreds and hundreds of millions of dollars to expand vehicular traffic lanes less than a kilometer away, Against all traffic planning advice on how more lanes just leads to more traffic, is nothing short of insulting	11/6/2025 4:27 PM
1137	This plan is ridiculous. The city wants to spend 750 million to widen Kenaston for "flow" but now we're going to make Wellington more narrow. I live in Crescentwood and know the area well. There are not that many cyclists in the summer and almost none in the winter. The city keeps putting in bike lanes that are barely used, instead of investing in transit which would actually help people move through town. (The new transit design has been a disaster, by the way. Yet certain councillors have dug in and are defiant about public opinion.) Both the temporary and permanent plans for bike lines are folly. It is an example of the city catering to the needs of the few (who are vocal) as opposed to the needs of the collective. People who live on Wellington need a voice as well. How will people turn onto Wellington in traffic? With only one lane, what about all the deliveries? How will people in those large condos and apartments that don't have front drives manage moving trucks? How about the fact the traffic will move to Corydon which is already congested? That section of Wellington Crescent is a major thoroughfare. And why is that? Because the city didn't protect the mansions that were on it and allowed unbridled high-rise development. So how are we surprised there is traffic? Even with that, the city is not protecting residential areas and insisting on infill, dense housing. This will make traffic even worse. I'd say all of Crescentwood needs heritage protection to help limit traffic. I bike and use other forms of transportation. I use Macmillan and other side streets and get around without any problems or safety concerns. Overall, this is another example of failed city planning. "One great city"? Not so much.	11/6/2025 4:26 PM
1138	I would also like to provide context regarding previous proposed changes made to Wellington Crescent. Following the tragic cycling fatality, many non residents requested a reduction of the speed limit to 30 km/h. While the loss of life was devastating, the incident involved a driver travelling significantly above the posted speed limit. The issue was not the speed limit itself, but a case of reckless driving. Policy changes should be based on the root cause of incidents, rather than the incident alone. Similarly, the proposed temporary bike lane does not appear to reflect the practical realities of this route. Winnipeg experiences winter conditions for a large portion of the year, which limits the number of months that cycling infrastructure on this roadway can be fully used. When planning projects of this scale, I encourage the City to consider the day-to-day experience of all road users. Wellington Crescent is a vital access	11/6/2025 4:24 PM

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point for motorists, and any major changes should balance the needs of the broader community—not just a small segment of seasonal cyclists.

1139	I frequently bike down Wellington Cres and reducing it to two lanes for vehicles makes sense. It does not need to be 4 lanes. Barely anyone parks there. But it would increase safety to cyclists exponentially to have bike lanes. Plastic posts would increase safety.	11/6/2025 4:23 PM
1140	Remove the 30km speed limits on Wellington Cres. Change to 50km with a few speed cameras. Currently, traffic on Academy is congested and very heavy, especially going West when a car wants to turn south. This is the result of 30km on Wellington Cres.	11/6/2025 4:22 PM
1141	I guess the adage follow the money continues here. The city is catering to the few cyclists who use this. This is my commute route for 40 plus years now. Problem is often the cyclists. I've seen many disregard the rules of the road. Rather than spending money like this where cycling is mostly seasonal. How about if the city of Winnipeg spends the money fixing up the roads in the neighborhoods of the North end which need it. Or the Charleswood area where the gravel roads look like landmines have gone off every spring and get temporarily fixed, but the potholes keep coming back? How about if we spend the money on more sidewalk clearing machines for the winter so that people can walk to the bus stops that have been moved with the transit redesign?	11/6/2025 4:21 PM
1142	Please prioritize a permanent bike path solution rather than reducing traffic lanes. This is a very busy and dense neighborhood with many driveways. A two-way bike path along the boulevard of the river side of wellington would make the area safer and also make it more pleasant for residents, drivers and commuter cyclists.	11/6/2025 4:20 PM
1143	Enough of this cyclist stuff. Streets are for automobiles; cyclists have to learn how to adapt to this reality.	11/6/2025 4:19 PM
1144	This is really important.	11/6/2025 4:13 PM
1145	Prioritizing Bike Traffic has created bottlenecks , loss of on street parking and negatively impacts neighborhoods	11/6/2025 4:12 PM
1146	As mentioned earlier, the only left turns that should be permitted (during rush hours) onto westbound Wellington from the intersecting northbound streets is at Hugo, where there are traffic lights. At this point in time there are already (minutes) long delays at Cockburn and Wellington when motorists attempt a left turn onto Wellington, without traffic lights. This will only be exasperated and enhanced with the addition of temporary bike lanes and the loss of a motorist lane in each direction.	11/6/2025 4:11 PM
1147	I would be more encouraged to bike on Wellington with this temp set up. I do not drive but I could see more congestion and frustration amongst those who live on Wellington.	11/6/2025 4:08 PM
1148	This street is dangerous to navigate as a motorist because of the large angled intersection and these changes will simplify and make things safer for drivers.	11/6/2025 4:08 PM
1149	Even though I'm a renter on Wellington Crescent, I fully support safety improvements for everyone who uses this street — now and in the future. I was home the day Rob Jenner was tragically killed right in front of my apartment building. It still pains me to think about how preventable that loss was. I walk on Wellington Crescent every day with my dog and often visit Munson Park. Yet each time, I can't help but wonder if today might be the day I'm struck by a vehicle. I don't want to live with that fear — and no one else should have to either. I strongly support the creation of a permanent protected bike lane to make Wellington Crescent safer for everyone who walks, bikes, or drives here. Thank you for taking this project seriously, and I truly hope it receives overwhelming support from Winnipeggers.	11/6/2025 4:02 PM
1150	I live in Ash st. I would love to bike to work downtown, but this portion of road is too dangerous in it's current configuration.	11/6/2025 3:58 PM
1151	I like the idea of a permanent approach to this section of Wellington. Perhaps one that expands the existing walking path/sidewalk (kind of like Pembina) to accommodate both drivers and cyclists. The temporary project seems to not consider the flow of motor vehicles and as this is an important east/west connection, that should be a major consideration.	11/6/2025 3:58 PM
1152	The Bike line should be extended all the way to Assiniboine Park. The other part of the Crescent changes speed limits 3-4 times a year without any meaningful plan.	11/6/2025 3:53 PM
1153	Not at this time.	11/6/2025 3:50 PM

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1154	Thank you for this planning, it looks great.	11/6/2025 3:48 PM
1155	Permanent bike lanes are a waste of driving space, create a hazard for bikers and drivers, are an eyesore and are not necessary. Both drivers and cyclists need to mind the rules of navigating on our streets so we can all travel with the assurance that other travelers will obey the rules.	11/6/2025 3:47 PM
1156	I like it all except the blocking off of Gertrude.	11/6/2025 3:46 PM
1157	The changes to Wellington Crescent that the city has and is considering are unnecessary and ridiculous. They cause increased traffic on other routes contributing to congestion and unsafe conditions for no appreciable positive effect. I have lived in this area for over 45 years and am extremely disappointed and unhappy with the decisions and changes that have been made. The costs and concessions to accommodate cyclists are not warranted. Visitors to are city find this laughable.	11/6/2025 3:45 PM
1158	Protected bike lanes are important and I hope they happen sooner than later. The funding for widening Kenaston would be much much better used to actually have a well working Transit plan and safe bike routes so that everyone can get around quickly and safely, not just drivers. Enforcement of the rules will also be integral as rules only work when enforced. Otherwise its the mindset of "its not illegal unless a cop catches me" and people dont change their behaviours.	11/6/2025 3:43 PM
1159	This plan has previously been rejected and needs to continue to be shut down as it creates difficult, safety concerns and delay which do not need to be caused.	11/6/2025 3:42 PM
1160	Going forward with a permanent solution, can we please make the bike lanes a full lane wide? Unlike the narrow disasters that were completed on Goulet, River and Stradbrook. It is nearly impossible to bike beside someone or attempt to pass them. Not to mention all the blind spots for drivers attempting to turn on or off of these streets. I've nearly been hit here a lot of times as drivers cannot see past the parked cars on the street. With the lack of other thoroughfares in the area, Wellington being one of the only 4 lane roads east to west, cutting this down to 2 lanes is going to congest the road immensely during peak times. With all the residences along the street, how are people going to be able to turn into and out of these places when its busy. As someone who has biked this stretch around 50 times this year, this temporary design is much worse for drivers but slightly better for cyclists. It is going to upset a ton of drivers.	11/6/2025 3:40 PM
1161	I'm not sure if this is the last question, but I'd like to suggest allowing cyclists to exit at Gertrude but keep it blocked to motorists	11/6/2025 3:39 PM
1162	I know several people who avoid cycling to work because this would be their route and it is currently much too dangerous. Happy to see this change	11/6/2025 3:38 PM
1163	Improve options for cyclists turning left at the academy/wellington/sherbrook/maryland intersection (in all directions)	11/6/2025 3:24 PM
1164	all efforts need to be made to keep traffic flowing through these streets at 50KM/hr with as many lanes as possible. Closing lanes will only add to Winnipeg's traffic nightmares. Along this stretch, there are ample boulevards where permanent bike access can be built. Furthermore, the section of Wellington Crescent from the St. James bridge to Academy should have a speed limit maintained at 50km/hr year round. Bike and walking lanes must be built in the spacious median green space. This will provide the most benefit to all citizens.	11/6/2025 3:18 PM
1165	The changes proposed to Wellington Crescent are a terrible idea, and serves as yet another example of the City catering to an extremely vocal minority of hardcore cyclists. The vast majority of people living in the vicinity do not want these changes, and they will result in more extensive commutes for the majority of people. Wellington Crescent has functioned perfectly well for decades as it is currently designed. The changes will have a huge effect on the beauty of Wellington Crescent, as a once beautiful street will be destroyed with visually jarring and ugly cycling infrastructure. It defies logic that the City makes infrastructure decisions based on a single incident where an irresponsible person was driving 100km/h over the posted limit. This is the definition of a poorly thought out, knee-jerk reaction. Wellington Crescent should be left as it is currently designed, and remain a visually beautiful, walkable street.	11/6/2025 3:18 PM
1166	Is there any evidence that the number of cyclists in the area warrants this change and isn't mainly an effort by anti-car folks to make it more difficult for citizens to get to and from work?	11/6/2025 3:18 PM
1167	reduce driving speed all the time and there would be little need for a separated bike line.	11/6/2025 3:15 PM

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1168	I think we can better spend the tax payer's money.	11/6/2025 3:14 PM
1169	It would have been nice (to say the least) to have this video and survey in French. The video would have been an easy thing to do since there is no voice-over, only text. The survey as well. Vraiment dommage!	11/6/2025 3:12 PM
1170	Thank you for consulting users of the area.	11/6/2025 3:11 PM
1171	I've lived within a few blocks of the proposed project for over 20 years and I am not in support of it. Bike lanes in the area have only complicated traffic flow, caused issues during winter with plowing/parking/motorists. I am not in support of the proposed changes whether temporary or permanent	11/6/2025 3:09 PM
1172	I am very angry about the changes along Wellington Crescent, particularly the speed reductions and closures on Wellington west of Academy. These were rammed through because of out of neighborhood lobbyists. I use that street everyday as a motorist and as a pedestrian. I use it almost everyday as a cyclist in the summer. There is very little cyclist and pedestrian traffic and motorists are being diverted to Academy, which is a disaster, City council has done a huge disservice to those who live near Wellington Crescent and need that route to navigate the city. If the issue is that there is too much traffic on Wellington, speed bumps could be added to Park Blvd between Corydon and the Crescent and restrictions could be made in the park during rush hour for those who cut through the park to get to the Crescent. A few squeaky wheels have made life very inconvenient for the majority. Its madness	11/6/2025 3:07 PM
1173	it is essential to favour more bike routes like this one	11/6/2025 3:05 PM
1174	FINALLY. Rob Jenner died over a year ago. Where was the urgency?	11/6/2025 2:52 PM
1175	As a pedestrian and driver in this area I don't feel safe anywhere. Too many bikes, e bikes and scooters on the sidewalk makes walking uncomfortable. All the entrances and exits for the condo/apartment buildings means you have to be on high alert no matter what mode of transportation you use. It's truly a 'residential area' and should be treated as such.	11/6/2025 2:49 PM
1176	I hope this gets approved! It's long overdue! I want to feel safe riding my bike in Winnipeg.	11/6/2025 2:48 PM
1177	Agree changes are needed to Wellington, but as a resident of Gertrude I do not want to see access to Gertrude from Wellington restricted. I would support another traffic calming measure.	11/6/2025 2:47 PM
1178	Make it permanent please	11/6/2025 2:46 PM
1179	This area is double laned each way and has a walking path in the middle. Plus you can't drive on it certain times of the year and when you can it's a ridiculous 30km/hr speed limit. It's safe enough for bicyclists already provided everyone (drivers AND bicyclists) follow the laws. Adding even more infrastructure isn't going to stop those who don't.	11/6/2025 2:40 PM
1180	Please do better so that innocent people are not killed by bad drivers	11/6/2025 2:39 PM
1181	VERY IMPORTANT - potholes in the bike lane area need to be fixed for the lanes to be used! I currently have to cycle in the middle of the car lane because the cracks and potholes at the edge of the lane would throw me off my bike if I were to hit one. Also, I really appreciate these measures and am really happy to see safety concerns being addressed.	11/6/2025 2:39 PM
1182	I would like to see more actual protected bike lanes along this route. More concrete curbs instead of painted lines and plastic bollards	11/6/2025 2:33 PM
1183	This is an incredible temporary solution. I use this stretch of Wellington as a motorist and cyclist and in my opinion it improves safety for all users. My only suggestion would be to allow bicycles to still access Gertrude via a modal filter. This type of filter is used in cities around the world to make cycling convenient and promote it as an alternative to driving where the long route takes more time.	11/6/2025 2:33 PM
1184	There are WAY more important things that need attention at this time!	11/6/2025 2:31 PM
1185	Count how many cars normally travel the area on an average day. DO NOT let the Bike Winnipeg lobbyists know when you will be counting, and then count to see how many cyclists there actually are. Compound this with the lack of cyclists between November and the middle of April. Seems like a lot of effort, expenditure and inconvenience to benefit a few very vocal people.	11/6/2025 2:26 PM
1186	I understand getting this project through has been difficult for everyone involved, and I	11/6/2025 2:25 PM

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appreciate the work that has been put in to make this happen.

1187	Maryland bridge intersection: - I like the bike boxes for safer left turns from Wellington on to Maryland. - On the other side of Wellington, it is good that the stop for cyclists is further ahead, so that they are more visible to right turning drivers. A bit of paint or even a full bike box in front of the lane for going straight would be welcome here as well however. (Example: https://bikeportland.org/wp-content/uploads/2024/04/Untitled-design-3-1400x888.png) - The slip lane for right turns from Academy to Wellington is a really big safety issue for cyclists right now and it doesn't look like there's any changes planned yet. The turn and the lane itself are quite long and visibility is an issue for both drivers and cyclists because the island has a bus shack, a bench and a tree on it that obstruct the view. I understand that getting rid of the slip lane might not be an option at this point, but at least paint the bike lane here to make it stand out more and introduce other measures on the slip lane to force drivers to come to a full stop. - Where are cyclist who want to turn left (east) from the bridge on to Wellington supposed to go? Because the bike path on the bridge is part of the sidewalk it is very hard to get to the right lane(future bike lane) on Wellington (west of the intersection). In general I think there needs to be better access back onto the street coming from this multi-use sidewalk (also for cyclists who want to continue west onto Wellington). The sidewalk bit that crosses the turning lane, turns off at a very sharp angle now, so cyclists heading east often take a desire path through the grass. A proper end for this bike path that helps with a) filtering bikes heading west back into traffic and b) getting to a good position for crossing the intersection heading east is still needed here. Gertrude Ave: - I like the changes in access for motorist to and from Gertrude, even if it means my route in a car is getting slightly longer (I do use Gertrude a lot, in both directions). The left turn from Gertrude onto Wellington has always been quite sketchy, especially with having to cross the turning lane when a car was already waiting in it. - Losing the right turn access to Gertrude for cars is fine because Wardlaw and Stradbroke are not that much further away. But I would love it if right turn access was kept for bikes! This can easily achieved by not blocking the full width with barricades or for example installing planters with spacing in between instead. There's no safety reason cyclists should lose access here as they are already on the right side in their own lane.	11/6/2025 2:24 PM
1188	There is so much I would like to say, but there is no point!	11/6/2025 2:21 PM
1189	Bike lanes only help if there is physical separation from motorists. Just painting lines on the road does not improve safety.	11/6/2025 2:20 PM
1190	Wellington Crscent is a beautiful residential area and should be treated as such. Now it seems to be a faster way for cars to travel. There are a lot of speeders on this route. change would help us all so much	11/6/2025 2:20 PM
1191	Have a separate bike land along side walks, and more inforcement to make bikes licensed, helmets,with signals, lights, brake lights, license, and make the riders stop and walk the bikes across the street to be safe. Too many accidents, occur with bikes on roads built for vehicle, suck as cars & trucks.	11/6/2025 2:16 PM
1192	Keeping the slip lane from academy and wellington is super dangerous for cyclists - please remove that slip lane to increase safety for pedestrians and cyclists.	11/6/2025 2:15 PM
1193	Temporary design should not be implemented or pursued as an interim solution going forward. Temporary plan will create more distractions for cyclists and motorists alike, resulting in more unsafe conditions. Consider using funds to expand sidewalks for shared use. This would be a safer option for all. This is a more realistic and affordable option. Then the city will have a dedicated bike path without impacting traffic flow and residential parking.	11/6/2025 2:15 PM
1194	I think this design is really thoughtful and a good compromise (40 km!) on some of the things folks were asking for. Really impressed with the plan.	11/6/2025 2:13 PM
1195	This is a high speed stretch, and may continue to be so. As a cyclist, the side streets are less convenient due to stop signs but safer. Perhaps a study looking at diverting the bike lane to McMillan and Daly could make everyone happy and safer.	11/6/2025 2:12 PM
1196	Please hurry. As a motorist and as a cyclist I am concerned about the safety of cyclists on this route.	11/6/2025 2:11 PM
1197	Many of the most dangerous spots have been addressed, but the right turn slip lane from academy to WC still allows for drivers to cross the bike lane at high speeds while looking left for car traffic rather than in front of them for bikes or pedestrians.	11/6/2025 2:11 PM

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1198	This seems like a more reasonable and cost responsible effort than creating concrete bike paths as are further up along stradbroom. I do not understand nor see the need to go to the extra expense of all that infrastructure. When travelling to other cities many use this set up to designate bike lanes. Considering our snowy climate this seems more reasonable as snow piles up along the concrete barriers and as the winter progresses car lanes become smaller and smaller due to inefficient snow clearing. Also. From a cost perspective perhaps something like this that gets the job done and has a reasonable budge is more appropriate for our financial limitations. A potential concern is delivery trucks, maintenance trucks etc that typically use the curb lane would now be blocking traffic. An increased presence of the parking authority to ticket or educate these folks would help with controlling them blocking traffic.	11/6/2025 2:11 PM
1199	I think that there is cycling infrastructure needed, but I have concerns about the reduction in car lanes. This will cause traffic chaos during rush hour.	11/6/2025 2:04 PM
1200	I like the general design of the project except for the intersection of Wellington and Academy. I think the delays of turning north from WB will be longer than an additional 30 seconds. Lots of cars can turn right while the SB traffic is turning left but that won't be possible if only one car is continuing W through the intersection and is stopped at the light. It would be better to have the left turn and straight traffic share a lane instead.	11/6/2025 2:03 PM
1201	If the turn off of Gertrude is removed filling in that area to make a small park/green space would be great idea when the funding is available.	11/6/2025 1:54 PM
1202	Suggest 30 km/h	11/6/2025 1:54 PM
1203	How will these bike lanes be maintained during the winter? Without the plastic bumpers and safety paint, there isn't a lot of change to most of the roadway beyond a speed limit decrease that will need vigorous enforcement. This is an important roadway for the winter cycling community in Winnipeg and must be fully supported year round. I would also like to see the slip lane removed from turning from NB Academy to EB Wellington, as cyclists crossing Academy EB are still at major risk of being struck by vehicles cornering at speed with the slip lane in place. Your design has similar changes at less dangerous slip lanes on other portions of the road, but ignores the most dangerous one.	11/6/2025 1:53 PM
1204	This is desperately needed. The more networks connected, the more people will use them. This is a net positive, please consider more projects like this BEFORE a death happens, not as a knee jerk reaction to it.	11/6/2025 1:51 PM
1205	Infrastructure changes need to be accompanied by resources for enforcement of noncompliance and proactive information campaigns that educate drivers on safety for motorists, cyclists, and pedestrians.	11/6/2025 1:45 PM
1206	adding bike lanes is extremely import to public safety and not having connected bike routes the only alternative is to bike in an unsafe environment or ride on the sidewalk which is illegal. People shouldn't have to risk their lives in order to commute to work/school on a bike	11/6/2025 1:42 PM
1207	Thank you for this solution. This solution will save lives.	11/6/2025 1:41 PM
1208	This is a high volume area for cyclists, it is important to get this done	11/6/2025 1:41 PM
1209	Maryland bridge intersection: - I like the bike boxes for safer left turns from Wellington on to Maryland. - Where are cyclist who want to turn left (east) from the bridge on to Wellington supposed to go though? Because the bike path on the bridge is part of the sidewalk it is very hard to get to the right lane(future bike lane) on Wellington (west of the intersection). In general I think there needs to be better access back onto the street coming from this multi-use sidewalk (also for cyclists who want to continue west onto Wellington). The sidewalk bit that crosses the turning lane, turns off at a very sharp angle now, so cyclists heading east often take the path of least resistance through the grass. A proper end for this bike path that helps with a) filtering bikes heading west back into traffic and b) getting to a good position for crossing the intersection heading east is still needed here. Gertrude Ave: - I like the changes in access for motorist to and from Gertrude, even if it means my route in a car is getting slightly longer (I do use Gertrude a lot, in both directions). The left turn from Gertrude onto Wellington has always been quite sketchy, especially with having to cross the turning lane when a car was already waiting in it. - Losing the right turn access to Gertrude for cars is fine because Wardlaw and Stradbroom are not that much further away. But I would love it if right turn access was kept for bikes! This can easily achieved by not blocking the full width with barricades or for example installing planters with spacing in between instead. There's no safety reason cyclists should lose access here as they are already on the right side in their own lane.	11/6/2025 1:41 PM

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1210	Traffic will need to be rerouted as it gets very busy for a "short cut" and google maps takes you that way and to Gertrude to go to Osborne! There needs to be better traffic motorists access to Osborne	11/6/2025 1:36 PM
1211	This proposal will benefit all road users and I would like to see this design become permanent in the near future	11/6/2025 1:34 PM
1212	Thanks for working on these projects. It's a step forward.	11/6/2025 1:34 PM
1213	Just going to cause more congestion with little flow of traffic.	11/6/2025 1:34 PM
1214	This is a key Bike and pedestrian route - making it safer and easier for alternative transportation is key. I also drive this route often and do not think these changes will affect my driving commute. Im excited for these changes to make Winnipeg a more bike friendly city.	11/6/2025 1:33 PM
1215	Please make this permanent	11/6/2025 1:32 PM
1216	car speeds are crucial -- enforcement and speed cameras would be helpful	11/6/2025 1:32 PM
1217	Thank you for spending my tax dollars wisely on this much needed transportation improvement!	11/6/2025 1:25 PM
1218	This shouldn't have taken this long to improve this for cycling safety, stop stalling on active transit projects, they are cheap and effective. FUND ACTIVE TRANSIT!	11/6/2025 1:24 PM
1219	All the bikes lanes now in the area ex. Osborne are NEVER USED AT ALL I HAVE ONLY SEEN ONE PERSON ON A BIKE EVER IN TEH LAST THREE YEARS.	11/6/2025 1:23 PM
1220	Thank you for working to address this very dangerous section of active transportation pathways. This looks like a great compromise to improve safety and connect vital parts of our active transportation network.	11/6/2025 1:20 PM
1221	Thanks for your attention to this. I appreciate the reduction of speed limit to 40k and hope this is permanent	11/6/2025 1:19 PM
1222	I think that decreasing the street to one lane each way is a very positive step. I like the turning restrictions, even though this effects my left turn into 323 Wellington when going west to east. I like the designated lanes for turning. Going eastwards the single lane at Grosvenor will make the crossing safer. I personally have seen three instances of cars going through the red line, which is there to protect pedestrian traffic. The designated bike lanes on the whole to Wellington Crescent from River to Acedamy Rd, will hopefully keep bikes off of the sidewalks,	11/6/2025 1:18 PM
1223	The more people bike, the less cars are on the road, it's a win win, not some competition for space. Cars are deadly machines that take up lots of space, they are inefficient. Cities should, and some are moving this way, want to reduce the amounts driving through the city, using it as a high speed thoroughfare to get to their exurban home. If you fund good bike infrastructure, and transit, then you will spend less on car infrastructure, saving you lots of money.	11/6/2025 1:17 PM
1224	This is a current hole in bike infrastructure that feels unsafe, connecting the paths on river and stradbroke to the speed reduced Wellington crescent makes so much sense, and would increase usage so much. I know at least 3 people that don't bike this way and drive because how this section is currently unsafe	11/6/2025 1:16 PM
1225	good work, thank you	11/6/2025 1:15 PM
1226	It would reduce the on street parking for visitors and increase traffic for people who are parking on Hugo, Daly and Wardlaw thereby increasing the pedestrian traffic going across the road with no pedestrian crossing	11/6/2025 1:15 PM
1227	I feel like the slip lane turning right onto Wellington off of Academy is a potential hazard, will cars give way to cyclists here?	11/6/2025 1:11 PM
1228	Nope.	11/6/2025 1:10 PM
1229	This is a great start! I was most interested in this as a person who cycles, but defining the number of lanes and restricting unsafe turns will also make this section safer for motorists and pedestrians as well.	11/6/2025 1:06 PM
1230	Plastic bollards are not needed.	11/6/2025 1:05 PM

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1231	Getting rid of free parking is a great idea. Increased education on best practices for road risk reduction would be a good thing for all road users. It could reduce conflict between different modes of road users (e.g. friction between people driving cars and people riding bicycles). The City is strapped for cash and changing people's attitudes to road use might be less expensive than changing the physical environment to change behaviour. Just saying... Thanks for consulting folks,	11/6/2025 1:05 PM
1232	More people will die with Winnipeg's current direction in road safety. This is the bare minimum.	11/6/2025 1:03 PM
1233	Thank you for taking my feedback into account! If we start our bikebus plan as my family and I have discussed, this intersection needs to be safe and the current plan does not entirely do that for the left turn from Wellington West unto the bridge. I love that this is happening. Liveable city, here we come!	11/6/2025 1:02 PM
1234	Anything we can do to add more bike lanes can save lives and that's worth more than a couple extra minute automotive commute or walk for parking.	11/6/2025 1:01 PM
1235	See previous comments in another section The City wants this to be a an accessible city. Then make sure the sidewalks are ploughed and sanded in the winter And the issues with the new transit system are fixed Their focus on cyclists to exclusion of most citizens in Winnipeg My guess is that 90% of people don't cycle at all for any reason	11/6/2025 1:01 PM
1236	It's sad that it took a fatality for these small improvements to be made. There's been several near fatal collisions including on on May 18, 2016 that could have been prevented with simple low cost improvements to fix obvious dangers that the bike community identified. https://www.ctvnews.ca/winnipeg/article/blinding-sun-contributed-to-collision-with-cyclist-police/ The sun wasn't the issue, the high speed swooping left turn onto Grosvenor gave the driver and cyclist zero time to avoid a collision. That should have been fixed with a temporary median a decade ago. There's so many low cost improvements like this that would improve cycling safety. Additionally the speed limit is back to 50km/h west of Academy, making that stretch of road more dangerous for winter cyclists due to high speeds, parked cars, and poor curb lane snow clearing. Raising the speed limit for winter road conditions? Only in Winnipeg.	11/6/2025 12:59 PM
1237	Well overdue and I am glad it is being implemented. Another critical piece of bike infrastructure is on the Osborne/Donald bridges to continue the connectivity that this project is helping with.	11/6/2025 12:58 PM
1238	Stop being so WOKE. There are two lanes on all of Wellington Crescent, lots of room for bikes and cars.	11/6/2025 12:56 PM
1239	I think this temporary design will improve safety for cyclists, and I would like to see permanent separated bike lanes in the future. One aspect I think has gone overlooked is cyclists making the left turn from the Maryland Bridge onto Wellington. Right now the "bike path" (sidewalk) on the bridge comes to a quick end, with no clear direction for how cyclists turning left should navigate. This leads to a variety of methods being used, often requiring a cyclist to either ride onto Wellington and pull a u-turn, or cut across a lane of traffic to enter the "southbound" lane and cross the street. Some thought should be put into improving that experience for riders who want to turn left onto Wellington.	11/6/2025 12:56 PM
1240	I appreciate the video, it was very helpful. I hope that the plan is to keep the plastic bollards up throughout the winter. I also would strongly advocate for adding at least a few concrete sausage curbs between the bollards. Poly posts are an appreciated step up from paint, but still don't offer quite the same safety assurance. Perhaps the bollard on wellington at dorchester could be moved a bit further forward to decrease the turn radius at that corner I understand this is temporary and some infrastructure changes would be needed, but I wanted to highlight concern over the slip lane at wellington and academy. Overall this is fantastic and can't comes soon enough	11/6/2025 12:56 PM
1241	I am a homeowner on Ruskin Row, very much within proximity of this stretch of Wellington Crescent. For years, I have implored the City of Winnipeg to install traffic calming measures on Ruskin Row, from Grosvenor to Kingsway, as vehicles are using this as a high-speed thoroughfare to get from Pembina Highway (via Lilac Ave/Ruskin Row) to Wellington Crescent and Stafford. Enderton Park is next to Ruskin Row, which means that children are being put in harm's way by the speed of which people are travelling down Ruskin Row. While I am generally supportive of improved active transportation, this plan will more than likely see increased traffic on Ruskin Row, as people bypass Wellington Crescent -- simply put, this project cannot happen if traffic calming measures are also not installed on Ruskin Row. Without traffic calming measures on Ruskin Row, there IS going to be a tragedy, as Enderton Park is a	11/6/2025 12:54 PM

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highly-used green space, filled with children of all ages. Please do not put the interests and safety of the cycling community ahead of the safety of children and citizens who reside on Lilac Ave & Ruskin Row -- these efforts must occur in conjunction with one another!

1242	I believe drivers would also benefit from education around bike lanes. I see them being abused often by people who use them as passing lanes or drift into them when they are making a right hand turn. My bike was stolen this year, so having safe places and devices to lock them to is important in creating a bike friendly city.	11/6/2025 12:53 PM
1243	Reducing driving speeds increases frustration, which isn't good for cyclists.	11/6/2025 12:50 PM
1244	Please install proper temporary concrete barriers for this version to ensure cyclist safety	11/6/2025 12:49 PM
1245	I think reducing speed limit on this section is a positive , 30 km an hour wouldnt bother me. The lower speed limit should be all year round. Dorchester intersection at rush hours is a second confusion corner.	11/6/2025 12:49 PM
1246	This will make driving difficult for those who commute to work. I don't understand why we prioritize the small number of not working people over those who work and pay taxes. In my opinion, it's a waste of taxpayers' money.	11/6/2025 12:45 PM
1247	As a motorist who doesn't cycle, I have a huge privilege and responsibility operating a motor vehicle to keep those around me more vulnerable (pedestrians / cyclists / even motorcyclists) safe. I like a balanced approach so that everyone can share the space safely. I feel that the 50kmh limit is appropriate to keep traffic moving. While some folks say "if you make it 50, they'll go 60," others say, "to get Winnipeggers to go 60 you have to put up an 80 sign." The speed LIMIT is just that under ideal conditions. Playing children, curves with visibility issues, these are all not ideal conditions and drivers are responsible for driving safely (slow doesn't always mean safe - a good flow is important). I love that, in doing this project, you are taking into account signage needed for all traffic to flow better. In order for more folks to feel it is safe to cycle in Winnipeg, temporary solutions like this should be tried. I still suggest leaving the limit at 50. My two cents.	11/6/2025 12:42 PM
1248	I think this wonderful. I am a regular cyclist. I did live on Roslyn until recently and found this section to be a break in the comfort and safe feel of my ride. It definitely will complete a the east west link. Thanks.	11/6/2025 12:42 PM
1249	Great to see the speed limit being dropped to 40km/h. The City should consider this drop in all residential neighbourhoods.	11/6/2025 12:39 PM
1250	I'm happy to see a road diet being put in place for this segment of Wellington - any time there are flexipost designs I always want to make sure that there is some proper snow clearing in place while still maintaining the physical presence between cycling lanes and car traffic lanes.	11/6/2025 12:39 PM
1251	I suspect this is not needed. Decisions should be driven by: the actual number of accidents along the route; the needs of the many vs the needs of the few; the fact that almost no one commutes by bicycle in Winnipeg for approx 6 mos of the year; the most vocal proponents/opponents of a plan are not necessarily the largest groups of folks who have interests in this matter and they should not drive policy. If this temporary plan proceeds, there should be turning signal at Wellington and Hugo.	11/6/2025 12:39 PM
1252	Make it happen faster!	11/6/2025 12:36 PM
1253	Thank you so much! I'm trying to go "low-car" and it's felt impossible. This connection will finally feel safe enough for me, a disabled person, to ride their bike!	11/6/2025 12:35 PM
1254	Honestly I'm shocked and delighted. The lowered speed limit (would love to see 30, but I hear the need for compromise), physical boundaries, and overall full commitment to a bike lane that runs all the way along this stretch is so good. I'd encourage the team to consider adding additional concrete boundaries (delivery vehicles will almost certainly take liberties here), and begin looking into adding parking as has been done elsewhere in a permanent design. The crossing at Maryland appears to address a ton of safety concerns, and the connectivity to other cycling infrastructure here is fantastic. I've cycled here for many years and always felt unsafe, and as a driver, the temptation to try and cross into a left hand turn here is a siren's call of danger. I suspect you'll hear dissenting voices, but I think if we're all being honest, people playing frogger here is bad urban design. Limiting access from Dorchester is such a reasonable response to the tragedy that happened here last year, and despite the delays in	11/6/2025 12:31 PM

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getting something going, this design appears to be full of productive compromise. Excellent work!

1255	The progress being made on making our streets safer and more efficient the last number of years has been great. I encourage council and city staff to continue and try to accelerate this critical work.	11/6/2025 12:29 PM
1256	This is an incredible first step in improving safety for all road users and connecting a critical gap in the bike network.	11/6/2025 12:29 PM
1257	Please do not prioritize the wishes of drivers over the safety and lives of cyclists and pedestrians. Active transportation is a positive thing that should be encouraged and supported through safe and effective infrastructure.	11/6/2025 12:26 PM
1258	Please do this, we can't afford to lose any more people to traffic violence.	11/6/2025 12:25 PM
1259	I have experienced many near misses in this area as a cyclist sharing the road with vehicles and also as a driver sharing the road with cyclists. (I commute by bike 2-3 times per week on this route and drive on days I am not biking). Further to my regular commute, there is a beautiful protected bike route along stradbroke/river that would be an excellent route to cycle to the forks with my family, but I refuse to use this route with my children due to the current risk of an accident and speed of traffic between Academy and Stradbroke. These changes will improve safety in the interim for both drivers and cyclists, but they need to become permanent so children learning to bike and more (appropriately!) cautious people riding their bikes can ride safely here. I note that this design does not address the dangerous issue of potholes at the curb edge of the road, regularly present right in the spaces that bikes are expected to ride.	11/6/2025 12:24 PM
1260	I think this is a great idea but would also like to see how the City is applying funds equitably to provide similar safe routes in less affluent parts of the system.	11/6/2025 12:21 PM
1261	I truly appreciate any cycling infrastructure along this route and it link/complete existing bike routes. Wellington from river to Grosvenor is currently not the safest stretch for cycling.	11/6/2025 12:20 PM
1262	Mandatory bike licensing in order to use bike lanes.	11/6/2025 12:17 PM
1263	I like this "temporary" design. When single direction bike lanes are closed in by a permanent barricade they often become more problematic than helpful. They are filled with debris and potholes and impossible to clear of snow. I see Winnipeg implementing traffic calming ideas that work well in places without snow, but not at all well in a place like Winnipeg. So the painted division reminders and plastic poles make a great compromise. I do also like a two way bike path on ONE side of the road. This is easier to maintain in terms of snow clearing, still allows for parking in most neighbourhoods.	11/6/2025 12:17 PM
1264	Do speed radar at the turn from river onto Wellington	11/6/2025 12:16 PM
1265	Waste of money	11/6/2025 12:16 PM
1266	Overall I'm very excited for this project and strongly support the new bikes. However my main concern is eastbound vehicles turning left into the parking lots of the apartment buildings along the north side (river side) of Wellington Crescent. There are a lot of vehicles which turn left into these parking lots, which will cause traffic to back up. I think it's necessary for the bike lane buffer zones to be removed and a center turning lane to be added, similar to the turning lanes that have been added at intersections in the westbound direction.	11/6/2025 12:16 PM
1267	Spend more money on housing the homeless and less money on the gentrification of bike-riding for privileged middle-class people.	11/6/2025 12:14 PM
1268	1. Rush hour traffic flow is already congested, these changes will make that worse. 2. Winter snow conditions and the lack of proper snow clearing narrows the roadway and will make it very dangerous for people exiting their vehicles. 3. McDermot and Bannatyne are good examples of bike lanes that have caused serious congestion. You can barely drive a fire truck through in the winter with parked cars and poorly cleared streets.	11/6/2025 12:12 PM
1269	I again stress: making bits of roads safer for cyclists in a vacuum without due consideration of consequences to other roadways' increased traffic volumes -- and therefore increase in risk to all -- is a poor and expensive way to plan. Lowering traffic speed and enforcing same is simpler. If that means lowering all residential road speeds to 40 km/hr unless otherwise posted, maybe that's a good place to start. It would be cheap; effects could be studied; changes could also be introduced slowly when all considerations -- including unintended but likely effects --	11/6/2025 12:12 PM

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are factored in. Also: safety for cyclists would clearly begin with not forcing them onto the road! Cyclists should be able to ride on sidewalks and laws should be enacted to make it clear and explicit that they must yield to pedestrians.

1270	Paint is not "infrastructure". And it doesn't need a "study", save that money and just install permanent. There is enough room there for all of this and more!	11/6/2025 12:10 PM
1271	This feels like a big over reaction to the death that occurred in 2024.	11/6/2025 12:09 PM
1272	There are many other areas of the city needing work that are higher priority.	11/6/2025 12:09 PM
1273	Great step forward! As a pedestrian, I love the changes to Dorchester and Gertrude! Those intersections are not pedestrian friendly. As a cyclist, this will encourage me to cycle through the neighbourhood! I used to live right on this this street but I rarely cycled to/through Osborne Village because it wasn't safe. As a driver, I have noticed westbound vehicles waiting to turn left onto Daly/Wardlaw. Would you consider a left-turn lane there, similar to Hugo? Love the lower speed limit and lane reduction. I just hope that traffic flow isn't too affected by left-turning drivers going to and from the many condos. Possibly a centre turn-lane will come in the future?	11/6/2025 12:09 PM
1274	I think this is a create start to a future permanent design. Pedestrian and cyclist safety should be first priority	11/6/2025 12:06 PM
1275	If a confident cyclist six-year old can't safely bike on a bike lane, then it isn't a bike lane.	11/6/2025 12:04 PM
1276	Don't waste time on temporary bike lanes -what a waste of time and money. Do it right once.	11/6/2025 12:02 PM
1277	I drive less than carefully in this stretch and am a frequent driver in the area. The traffic restrictions will help me as a driver. As a frequent pedestrian in this area, I'm looking forward to a safer environment as a result.	11/6/2025 12:01 PM
1278	It appears that all road blockage would be in place 24-7, which is good. The signage on the other stretch of Wellington has signage that is moved on / off the street. This isn't always done or is moved by other which causes confusion and conflict between cyclists, pedestrians and motorists..	11/6/2025 12:01 PM
1279	These temporary changes should've been implemented a year ago, it's an indictment of the City and it's value of commuter safety that consultation on such an inconsequential change is even needed.	11/6/2025 12:01 PM
1280	It's a reactive non thought out solution to a non existent problem. I have not in my 49 years of driving on that street, never seen a safety issue with cars or bikes.	11/6/2025 12:01 PM
1281	Good work. Thanks.	11/6/2025 11:58 AM
1282	With the city population expanding, especially in the core areas, what is needed is parking and traffic flow. These modifications will interfere with both and much more increased congestion results as a seen with other types of modifications On other parts of the street. Whereas the bicycle lanes may be used more in the shorter and warmer months of the year, I have lived along streets with Dedicated bike lanes that were used only 20% of the time in winter, due to cold and weather conditions 2/3 of the year. Whereas, I acknowledge the need for some bike lanes, modifying to this degree is a waste of space and resources.	11/6/2025 11:58 AM
1283	just do it!! this is long overdue. City should also consider traffic calming measures on adjacent street in the area.	11/6/2025 11:58 AM
1284	Please also permanently lower the speed limit / calm traffic on the west portion of Wellington as drivers do not currently obey posted limits of 50km (or even 30 for that matter) as people will just up their speed once they get past academy road. Speed enforcement could create much revenue for the city	11/6/2025 11:57 AM
1285	We need to be able to do these things faster. There was unnecessary tension created when the city couldn't respond to the death of Rob Jenner, despite years and years of data showing that safety needed to improve for vulnerable road users. Hopefully a lesson has been learned.	11/6/2025 11:56 AM
1286	The reduced speed limit on Welington west of Academy has resulted in creating a great walking and biking environment during the months the speed limit is in effect. I'd suggest this be made year round. The congestion on Academy is worth it given the positiver changes residents and cyclists experience on Wellington. I'd like to see the end of week-round ban on motorists. Similar changes on Wellington east of academy would also be welcomed,	11/6/2025 11:55 AM

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1287	Without enforcement, this is all for naught. A lack of bike lanes or a 50 km/h speed limit wasn't the reason Rob Jenner was killed. WPS service focusing solely on speed traps and photo radar has done a disservice to Winnipeggers. It's lazy. It's about time we enforce all the rules of the road instead of just the easiest ones to apply. Broken windows theory applies to traffic as well.	11/6/2025 11:55 AM
1288	Bike lanes are badly needed, but drastically reducing the width of lanes as was recently done on Stradbrook makes the road unsafe for everyone. A driving lane or part of the boulevard will need to be converted for cycling if safety is to be improved.	11/6/2025 11:54 AM
1289	Much of this street is either double lane or has very wide lanes. I never feel unsafe as a cyclist. This is ridiculous further east where the lanes are far too narrow and cars are constantly parking over the line. For every bike there are hundreds of cars and the bikes are getting far more money and attention than they deserve. I'm saying this as a person who cycles on this three or four times a week as I have two good friends living on the Crescent close to Hugo and close to River/Stradbrook.	11/6/2025 11:54 AM
1290	I cycle on a regular basis in this area. Cyclists need to take more responsibility for their safety as most do not follow the rules of the road. They run red lights, pass on the rt side where there is not enough room and myriad of other issues. As a fellow cyclist I am embarrassed by their actions and continual blaming of traffic for their reckless behaviour.	11/6/2025 11:52 AM
1291	this is so welcome. This area is a rare spot of population density in our city and I see nothing but upside. Wellington is too precious to be prioritized for cars. I can see this move making a positive impact on businesses, property values, and winnipeg self-image. While change is hard, the cars will be fine. thank you.	11/6/2025 11:51 AM
1292	Why are we catering to a vocal minority? What happened to the cyclist was tragic, but the motorist was FAR EXCEEDING the speed limit. This is going to increase congestion, especially at rush hour, and will likely increase traffic onto side streets. As a result, these will become less safe. We already have a problem with cars speeding down the side streets, especially in summer, parking issues with limited or no parking (and chronic parking in areas marked as no stopping/ no parking - i.e. McMillan and Cockburn.	11/6/2025 11:50 AM
1293	Keep up the good work. The more bike lines, the safer the city	11/6/2025 11:50 AM
1294	Why can't an alternate route that isn't a transit and high traffic corridor be used?	11/6/2025 11:48 AM
1295	No.	11/6/2025 11:48 AM
1296	Much needed! I fully support this project.	11/6/2025 11:46 AM
1297	Thank you for proceeding with an Interim Solution while permanent options can be better studied and funded. This change is very important to cyclists I have spoken to in the past year.	11/6/2025 11:46 AM
1298	Please hurry up and build actual bikes lanes before I get struck and potentially killed riding my bike on Wellington Crescent.	11/6/2025 11:45 AM
1299	I can't overstate the importance of this project. As a 5 year + resident at this address, I am extremely hesitant to commute by bike because of the lack of safety on Wellington. It is frustrating to feel safer on foot or car and be so close to so many bike lanes, yet so disconnected from them. This will have a massive impact on the neighbourhood. I do encourage consideration of traffic calming measures on connector streets. I see everyday how volatile drivers are and I worry this will increase. However, this is not a reason to slow or change this project. I also appreciate cutting off the Gertrude access as I have seen many close calls and confusion here. I am happy to be contacted to provide clarification on anything I have said here, or to answer further questions. Thank you.	11/6/2025 11:44 AM
1300	I think there is immense value in permanent, protected bike lanes. The city should be focused on that rather than spending all this money on a temporary project.	11/6/2025 11:42 AM
1301	Permanent design should be prioritized to further improve traffic flow and vulnerable road user safety in the area and the scope should be expanded to link to the bike lanes on Harrow St.	11/6/2025 11:41 AM
1302	Will there be dedicated turning lights or cyclist lights to allow for left turning movements out of the bike boxes? The eastbound from wellington turning north onto maryland is a challenging movement for cyclists, especially with westbound vehicles making the same movement. A 5	11/6/2025 11:40 AM

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second head start for cyclists could be a huge benefit. Please consider it for all intersections with lights!

1303	I know there will likely be a lot of pushback and "what ifs", but this is a great plan and I hope you move forward with it. There was a lot of pushback with opening Portage & Main (plebiscite was rejected soundly), but opening it has been fantastic and a lot of the "dooming" around opening never happened. So I hope you keep that in mind - this will be life changing and will revitalize Wellington Crescent.	11/6/2025 11:38 AM
1304	Your question #8 is incomplete. It should have an option for "I understand the design and am against the changes". This is an addition to the already stupid and arrogant changes that have been made to many streets in Winnipeg. It will increase congestion, which will be a detriment to the vast majority of people in Winnipeg and make our society less productive.	11/6/2025 11:34 AM
1305	This appears to be a very functional and effective solution. As a regular commuter cyclist from 1974 to 2019 (& semi regular cyclist today)I often used this route to go to and from work. I have almost been hit about 5 times over the years by people turning from Wellington onto Dorchester. That change alone is awesome as is the 40 km speed limit. I don't believe we need 30 km in most cases	11/6/2025 11:32 AM
1306	Do it! It's needed! The design is beautiful and functional. I do believe it will not only improve the safety for pedestrians and cyclists but as well as motorists!	11/6/2025 11:31 AM
1307	Schools need to bring back learning how to ride and the rules of the road. I cycled to and from downtown in the summer for many years without issues. I drove my car in the winter. The bike lanes are useless in the winter and the rush hours are longer. As an avid walker, cyclists and electric scooter riders think they own on the sidewalk. They can easily slow down and go around walkers. Rules of the sidewalks need to be shared. How can you expect people to share the road and sidewalks without rules. Taking away existing vehicle lanes was not a good solution. Winter driving is terrible with the bike lanes.	11/6/2025 11:31 AM
1308	This seems like a good safety improvement, but why not use temporary curbs instead of flexi-posts like is done on McDermot & Bannatyne?	11/6/2025 11:30 AM
1309	many parts of the City (Garry st, Westminster) use a multi-directional bike lane on once side of the street, instead of a single directional bike lane on both sides. This might assist with preserving some street parking on this stretch.	11/6/2025 11:30 AM
1310	This is a critical first step. We've already had a cyclist die on this route. Given how wide it is, this seems like a great temporary solution that benefits all road users.	11/6/2025 11:26 AM
1311	That section of Wellington Cres is single lane now and squeezing in bike lanes will make the route less safe. The desire to prevent a tragic death as the recent car cyclist accident caused will not be prevented by these changes. That accident was caused by excessive speed. None of these temporary changes addresses joyriding and speeding! Reducing the speed limit to 40 from 50 does not deter speeders and only frustrates law abiding drivers. As a driver, navigating across bike lanes is terrifying as the bikes have little mass, are hard to see (no daylight running lights as cars do) and travel at high speeds. These dedicated bikeway's which have no speed limits are accidents waiting to happen both between vehicles/bikes and pedestrians/bikes.	11/6/2025 11:26 AM
1312	any solution should favour people over cars. So complaints from car drivers are less important. We car drivers can take a little longer to get where we want to make people safer. Local residents need car access, even if slower	11/6/2025 11:24 AM
1313	The proposed changes to the Academy/Wellington intersection will make an already-congested pinch point much worse.	11/6/2025 11:23 AM
1314	No	11/6/2025 11:23 AM
1315	Long overdue	11/6/2025 11:22 AM
1316	Study the actual traffic patterns to make a plan that suits the correct needs. Yes bike safety is important and needs to be addressed. Put in the bike lines, put them all the way down the crescent, but skip those green boxes that block all of the cars, how is that helping to make cars wait until slow bikes can turn? It will slow car traffic and you will have more people running yellow and red lights to get through. Bikes should also stay in their lane when they have a bike lane available. Also, enough with the scattered speed limits. This new section would be 40, sometime Wellington is 30, sometimes 50. Sometimes it's closed to traffic,	11/6/2025 11:22 AM

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making Academy even more of a nightmare to cross. Please make up your mind and just use one speed, it's crazy, no more closed to traffic days, it is a long road and needs to be accessed by cars. Sharing my point of view as I live between Wellington and academy. PS.... Decide what is ok on a bike lane and post it, e-bikes and other e modes of transport fly down the crescent at more than 30kms when that's the correct speed.

1317	I think the better designed traffic and bike lanes and turning restrictions are very good. There needs to be both specific and general public education on this stretch of road and in general for both cyclists and motorists.	11/6/2025 11:21 AM
1318	Why are we funding a temporary solution that is so high effort? Close one lane of traffic each way and permanently drop the speed limit to 30 with one block driving restriction on all of Wellington (to Assiniboine park). If you have been outside in spring when driving restrictions are put in place you will notice how used this stretch of road is by cyclists and pedestrians. The stretch to river should be included with these restrictions. Paint and plastic bollards are a bad excuse of a design and a waste of money. Given how well used this road is by non motorists, it should be prioritized for use as such. Motorists can use alternative routes. I consistently use this road for commuting and will happily reroute to corydon and academy.	11/6/2025 11:21 AM
1319	My experience as a cyclist on this stretch of Wellington Crescent is that the road is plenty wide enough between Academy and Grosvenor that it would be fine to leave it as is. A permanent, protected bike lane would enhance cyclist safety somewhat, but the driving lanes are already wide enough that I feel perfectly safe cycling there currently. I feel that the changes between River/Stradbroke and Grosvenor are going to make getting around for vehicles much harder and is not an acceptable trade off for making cycling marginally safer. And I say this as an avid, experienced, and confident recreational cyclist and commuter cyclist.	11/6/2025 11:19 AM
1320	I think this plan looks great and it's really too bad we couldn't have had this in the 2025 Spring/Summer. I am thankful that no one else has been killed since Rob Jenner was killed on this stretch.	11/6/2025 11:16 AM
1321	It's about time!	11/6/2025 11:15 AM
1322	No.	11/6/2025 11:15 AM
1323	Is there a way to put down the temporary concrete separators rather than just the plastic bollards? Plastic bollards don't seem very safe	11/6/2025 11:14 AM
1324	The frequent injuries and even a death to active transportation users makes this stretch a no go zone for me unless I bike on sidewalks (which is not an appropriate solution but it keeps me alive). It's a life or death choice to me.	11/6/2025 11:14 AM
1325	I am fully supportive of bike and pedestrian improvements throughout the city!	11/6/2025 11:12 AM
1326	It is a dumb idea. Motorists are already crowded into lanes that are too narrow due to the bike lanes that have been built and are largely unused!	11/6/2025 11:10 AM
1327	Consider elongated speed bumps instead of reducing speed limit to 40 mph. These have helped reduce speeding on the western portion of Wellington Crescent.	11/6/2025 11:10 AM
1328	no	11/6/2025 11:08 AM
1329	I think the proposed changes are good, and I am excited to see them implemented. I also look forward to more permanent infrastructure in the future. One concern I have about the current design is the intersection of Wellington and Grosvenor. It seems like this intersection will be difficult for cyclists to navigate, which is a concern given that Grosvenor is a popular cycling route that includes bike lanes for much of its length. How are cyclists supposed to turn right from Grosvenor onto Wellington now that you've blocked off one of the turning lanes? Are they expected to join vehicles in the left lane? I feel like this design will actually make this intersection LESS safe for cyclists than the previous design. I suggest that instead of blocking the right-hand lane completely, you add a modal-filter that allows cyclists to use this as a right turn lane but not vehicles. This would be much safer for cyclists than forcing them to merge with vehicles in the left lane in order to turn right.	11/6/2025 11:06 AM
1330	Drivers pass me as I cycle south of Grosvenor DANGEROUSLY (within same lane, without slowing) a couple times a month and NEVER check for pedestrians when turning on/off Dorchester (imagine a half ton truck suddenly change direction directly towards at 50 km/h when you're walking across that very long crosswalk. These calming measures are very	11/6/2025 11:03 AM

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welcome for street where cyclists are encouraged to use (leaving Academy and Corydon for heavier vehicle traffic); the last few years have felt like cyclists have been forced in front of drivers who'd rather kill their fellow commuters than change lanes in residential area. I appreciate the focus on safety and quicker-to-implement measures for the short term while the bigger impacts are considered.

1331	Make bike licences mandatory; including having a bell or horn to alert pedestrians they are coming up behind them. FINE them for non-compliance.	11/6/2025 10:58 AM
1332	This should be priority. My family member was killed on wellington as a cyclist.	11/6/2025 10:55 AM
1333	Please do this as soon as possible. It has been needed for a long time and will be a big improvement to the cycling network and our quality of life	11/6/2025 10:55 AM
1334	Make it inconvenient for cars, and drivers will find another route. Introduce friction. Make it easy and inviting for active transportation, and people will use it. Build big, beautiful bike lanes —ones that could make the Nordic countries jealous. I've lived in this area for 14 years, and every bit of danger comes from entitled drivers speeding through residential streets to save a few seconds—cutting through neighborhoods just to "beat" traffic. Set every residential road to 30 km/h and actually enforce it. There's no excuse for endangering others just to get somewhere faster. I just want to ride my bike and make it home to my family.	11/6/2025 10:54 AM
1335	As previously mentioned, I find the slanting left turn going west from Wellington to Dorchester to particularly dangerous for drivers as well as bikers and pedestrians! A little less dangerous, but still uncomfortable for biker or pedestrian and dangerous for a driver is the the slanting right turn from Wellington to Gertrude.	11/6/2025 10:54 AM
1336	Please do not delay further on this project. Cyclists need a safe space. Cars pose too big a risk for cycling to be truly safe on Wellington - or any road that requires sharing road space.	11/6/2025 10:53 AM
1337	Driving a motor vehicle is not a right, as is the right to be safe from being hit by a motor vehicle. I'd like to see more protected paths, and more enforcement of traffic infractions.	11/6/2025 10:53 AM
1338	Looks like a good balance for motorists and cyclists. I hope it can be implemented quickly	11/6/2025 10:53 AM
1339	Please Please Please, no right turns on red from any direction at Academy&Wellington.	11/6/2025 10:51 AM
1340	What happened to the bike/pedestrian bridge from River to/from Assiniboine Ave at the park at River and Lewis St.?	11/6/2025 10:50 AM
1341	Increase lighting too.	11/6/2025 10:47 AM
1342	It seems more priorities are allowed for unlicensed bicycles than licensed motor vehicles	11/6/2025 10:47 AM
1343	Please remember that more cyclists REDUCES TRAFFIC and don't listen to the ignorant people who believe that bike lanes create more traffic. The safer cyclists feel using the road, the less often we'll use cars. I have been cycling for 11 years, the last 3 years have felt significantly less safe as drivers are more frustrated, angry and distracted. So, for the last 3 years I have been driving more. New bike lanes without driver training initiatives can defeat the purpose when drivers don't know how to safely engage with bike lanes. Even on protected bike lanes, we are not protected at cross stress and drivers do not seem to understand they need to look and see if there is a cyclist there BEFORE driving across the bike lane. Of course this should be obvious but real world experience shows that it is not. We know that the city budget cannot handle the infrastructure expenses of our car culture urban sprawl and that more people cycling more often is a big part of the answer. Please do the right thing for our future.	11/6/2025 10:45 AM
1344	This project fills an important gap in cycling infrastructure. I will personally be positively affected by these improvements since I cycle here regularly. Connected cycling infrastructure will incentivize more people to bike, which is good for everyone. Hopefully permanent barriers between bikes and cars will follow soon.	11/6/2025 10:45 AM
1345	A concern with bike lanes is that for many that have been created there is very little use by cyclists. Usually see no one on these lanes (Transcona, St Boniface), and cyclists continue to use the motorized traffic lanes. While I was initially a supporter of these projects I am disappointed in the use and the obstruction created.	11/6/2025 10:44 AM
1346	another waist of money.	11/6/2025 10:41 AM
1347	Device to count the number of bicycles currently using the existing lanes on Wellington and Stradbrook should be done before anymore are built.	11/6/2025 10:41 AM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

1348	People have been killed here due to insufficient action to create safe driving and drive transportation options. I am so grateful to see actions are now being implemented. Thank you for addressing this crucial issue.	11/6/2025 10:40 AM
1349	I live in very close proximity to this stretch of road. I am a frequent pedestrian, motorist, cyclist, and transit-user here. I am 100% in favour of these changes. My neighbourhood should not be a highway for suburban commuters to short-cut through to avoid traffic.	11/6/2025 10:40 AM
1350	Do you actually listen to those of us who live here ? Reduce the speed & come up with permanent solution for bike lane , fix Grosvenor intersection & instead of these stupid blocks of cement all over the city - Cambridge . Our elms are dying & what was once a beautiful part of Winnipeg is slowly deteriorating & temporary fixes are not acceptable. Find the money & do a proper job once.	11/6/2025 10:39 AM
1351	I'm glad action is being taken. While it may strike some as a grave inconvenience, allowing for safer cycling and calming the traffic will be appreciated in years to come.	11/6/2025 10:38 AM
1352	You people are idiots. A criminal committed a criminal act and you're allowing radicals to politicize the death.	11/6/2025 10:36 AM
1353	Stop wasting taxpayers' money on this project & instead put money into road repairs. Stop catering to a small group of people interested in only keeping 'non-residents' off the road. ALL Winnipeg roads are for ALL Winnipeggers!	11/6/2025 10:34 AM
1354	I fully support the City deploying an interim solution as quickly as possible. This will improve safety for cyclists and pedestrians, encouraging more active transportation, and for drivers who are uncertain about the changes, an interim solution will give time to adjust.	11/6/2025 10:32 AM
1355	This project is an extremely important first step in protecting methods of active transportation. I would love to feel more safe biking throughout our beautiful city, this interim solution will provide a temporary increased sense of safety until the City puts more permanent solutions in place.	11/6/2025 10:31 AM
1356	There should be meaningful public consultation, and a thorough review of impact of temporary changes, before any permanent designs are considered. Affected parties (including cycling advocacy groups) should also be consulted.	11/6/2025 10:31 AM
1357	Maybe this would be worthwhile if cyclists actually used the lanes the city has already built? Another major waste of money, put it towards repairing the existing [REDACTED] roads this city has.	11/6/2025 10:30 AM
1358	Stop with the bike lanes, no one uses them. They dont make biking any more safe. The one guy who died on Wellington a couple years ago was because the guy was going 160 kmh. If the speed limit was 20 kmh he would still go 160, doesnt matter if there is bike lanes or not. Lets not make crazy changes when there currently isnt a problem with the way its constructed.	11/6/2025 10:30 AM
1359	NOBODY USES THE ONES THEY ALREADY BUILT	11/6/2025 10:29 AM
1360	I am not a fan of the complete restriction from turning right off of Wellington Crescent onto Gertrude. I think a reduced speed limit during certain times of day would also be a complementary solution.	11/6/2025 10:29 AM
1361	We need this bike lane before someone else dies	11/6/2025 10:28 AM
1362	bending to the crazy bike crowd is a foolish	11/6/2025 10:28 AM
1363	I AM A CYCLIST. BUT I WORK AROUND THIS SECTION OF WELLINGTON CRES. YOU ARE GOING TO SERIOUSLY IMPACT TRAFFIC FLOWS AND PARKING 12 MONTHS A YEAR. I DO NOT BELIEVE THAT A SMALL MINORITY SHOULD HAVE THIS OUTSIZED SN IMPACT ON THE ENTIRE POPULATION. THIS IS SO ONE SIDED. NO WIN/WIN HERE	11/6/2025 10:28 AM
1364	WASTE OF MONEY	11/6/2025 10:27 AM
1365	I think this design will make a very unsafe area of Wellington crescent safer for cyclists and pedestrians in particular !	11/6/2025 10:27 AM
1366	I was frustrated with how long it took to see action, but if this temporary design is implemented as shown, I think it will address a lot of the issues in the short term.	11/6/2025 10:26 AM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

1367	Due to one person who is a criminal killing a biker, doesn't mean we should change the roadway. That situation could happen anywhere. The person responsible should be in jail and never allowed to drive again.	11/6/2025 10:26 AM
1368	The people who live along this stretch are going to lose their minds about parking	11/6/2025 10:22 AM
1369	SO many pedestrians and cyclists die in this city simply due to car-centric design and City Hall inaction. It's nice to see some improvement, even if someone had to die for it to happen	11/6/2025 10:22 AM
1370	Removing odd intersection at Wellington/Stradbroke is an excellent idea. Traffic calming to 40 kph may be a bit of a challenge as this speed is not often used in the city. Also, I feel the delay effects of single lane travel with someone making a left turn are being downplayed. Having lived in this area in the past, removing on street parking will have significant impacts on those who live there. Would greatly appreciate more attention be paid to downstream effects for afternoon rush hour - how does this impact people turning left onto academy (increased traffic flow from those opting out of Wellington), as this backs up all the way to Maryland at St Matthews. These measures should suffice for a number of years, more funding for a long term solution should not even be considered until there is overwhelming amount of data that prove it works. The more permanent structure setup along McDermot is a great example of money very poorly spent, and this is coming from an avid cyclist. Sometimes, a more nimble intervention is the answer (aside from bordering up Wellington/Stradbroke, which could use a more permanent solution now).	11/6/2025 10:22 AM
1371	I'm fine with the bike lanes. I don't like the rest of the proposed changes to this part of the street network.	11/6/2025 10:21 AM
1372	Winnipeg has a loooooong history of councils who operate the city as a Ponzi scheme, needing more diffuse, greenfield development to pay for maintenance of existing infrastructure. This council should allocate city finances towards improving existing infrastructure instead of making wider roads that will do nothing to improve traffic and create more infrastructure for the city to maintain without a clear means of being able to pay for it.	11/6/2025 10:19 AM
1373	I'm very glad, as a motorist, cyclist, and pedestrian who uses this stretch multiple times a week, that these improvements are being made. They'll open up safe cycling and safer walking in the area and through Osborne Village. A similar revamp of Wellington past Academy is also needed, rather than seasonal bike routes. Also: please add safe bike lanes across Maryland and Sherbrook bridges, this will allow safe bike travel to connect Wellington and Wolseley/West Broadway! I see students struggling to find a way across by bike and many go all the way to the other end of Wellington (the train bridge to Omand Park) instead. Thanks for this project.	11/6/2025 10:18 AM
1374	Filling this dangerous gap should be a priority. A temporary solution is good, but protected bike lanes and traffic calming should be done as soon as possible.	11/6/2025 10:16 AM
1375	This is a waste of money, just like an expansion of Kenaston, and cutting off transit services to significant sections of the city.	11/6/2025 10:15 AM
1376	The continued use of "temporary" and "test case" infrastructure for active transport like cycling and walking has turned the city into a mish mash of disconnected bike lanes that are extremely random in their implementation. Some are just painted, some have plastic bollards, some have curb protection. The result is an unpredictable morass of nonsense where drivers cannot tell what they are supposed to be watching for and cyclists have to play hop-skotch through a series of non-connected lanes that do not allow for actual safe routes around the city. Just pick a design and stick with it everywhere so that things are more consistent and commit to actually making the city walkable/cyclable. I own three bikes and I still do not feel safe actually riding them anywhere in this city.	11/6/2025 10:14 AM
1377	More and more traffic backups are happening along the streets with lanes taken away for cyclists. Many are suffering to benefit the few	11/6/2025 10:14 AM
1378	We need permanent bike lanes, reduced speeds and another cross walk in this area. I live here so I walk, cycle drive, take transit and skateboard. It's so unsafe. It needs to be revamped. I want this area to be less desirable for through traffic. I drive 30 in my neighborhood to slow traffic, i don't get anywhere less fast but I can assure the safety of my neighbors!!!!	11/6/2025 10:12 AM
1379	I have written a number of times about my safety concerns on Wellington Crescent.....city hall could make a fortune with the traffic violations I see every single day. These changes should make it safer. I hope the speed at 40 will be sufficient to slow cars down as they typically go	11/6/2025 10:12 AM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

60 or more and traffic lights seem to be just a suggestion. My irritation is that this wasn't implemented this summer and I have to wait another year to feel safer on my street. Also, Osborne Village is the densest area of the city and many many people here walk, cycle and use public transportation. I chose to move here in order to decrease my environmental footprint by walking and cycling more and driving only when necessary. It has worked but I need and want to feel safer as I go about living my life.

1380	It's important that this get fixed quickly. As it stands, Wellington Crescent is too wide for motorists and encourages unsafe behaviour. Signage for turning is poor and cyclists and pedestrians are at risk. I walk and drive in this area often. I'm hopeful that a lower speed limit and improved cycling transit lanes would fix things. Also--we live in a city, and some motorist congestion is par for the course. Better light cycle timing and faster construction management would help a lot in reducing congestion.	11/6/2025 10:09 AM
1381	Do this! This strip feels very dangerous as a cyclist.	11/6/2025 10:09 AM
1382	As a cyclist, I have had "close call" incidents where motorists have cut in front of me to turn right from Wellington onto Maryland, and where they have raced to get in front of me via the slip lane from Academy onto Wellington. For me, this intersection is the most dangerous area of the project, so I am pleased to see the separation of the bike lane from the right turn lane onto Maryland. I am still very concerned though about the slip lane from Academy onto Wellington; why is that required? As a motorist traveling that route, I do not see how/why it is allowed. If we have no right turns at clear intersections such as Stafford/Corydon, why do we allow an acceleration lane from Academy onto Wellington? Eliminate the slip lane and make this turn a sharper right to reduce the speed of vehicular traffic that is entering onto Wellington, so that drivers have time to see that a rider is crossing Academy on eastbound Wellington.	11/6/2025 10:09 AM
1383	This road design will save lives	11/6/2025 10:08 AM
1384	It's about time!	11/6/2025 10:06 AM
1385	Thank you so much for doing this! I think the current visible gap in safe cycling infrastructure along Wellington is something that should have been addressed a long time ago, but I'm very happy to see that changes are being proposed.	11/6/2025 10:05 AM
1386	Attempt to design it to reduce maintenance costs. Have bike lanes that can fit more than a single file for passing, have it wide enough to properly allow cleaning equipment to sweep it, all is well and good in summer, but maybe consider drainage, snow clearing into the design as that is lacking everywhere.	11/6/2025 10:03 AM
1387	I'm concerned about motorists travelling faster than is safe despite the reduced speed limit. It would be great to see a radar sign that displays the speed of each motorist.	11/6/2025 10:03 AM
1388	While I think it will make driving on the street less appealing and attractive - especially restricting the turn onto Gertrude, which is a major short cut to south osborne, it will reduce traffic on residential streets which is very positive. I also think it will re-route people to major thoroughfares, which will have very positive impacts on safety. I lost a family member to a bike crash and I feel we need to prioritize things that keep active transit users safe so we have no deaths from cars hitting people.	11/6/2025 10:03 AM
1389	It's a dangerous (very busy with curving road) area for cyclists as attested by R Jenner's death. Only permanent cycling infrastructure should be installed. I cycle to work (66 year old). Encourage people to use healthier methods of transportation. Benefits all in all ways.	11/6/2025 10:02 AM
1390	Start looking after projects that positively affect a greater number of winnipeggers then a small minority! start sending cadets there to catch speeders or speed bumps instead of this costly method	11/6/2025 10:01 AM
1391	This is a critical project to connect biking infrastructure. The current design is not safe for any road user or pedestrians. It's full of awkward intersections and speeding. Would love to see Wellington speed reduced to 40 year round, the full length.	11/6/2025 9:59 AM
1392	It is so disappointing that we were promised this project in 2025. The way it was delayed at the last minute makes it really hard for me to believe this engagement is in good faith and isn't going to be used to kill this much needed (and very popular!) project. It's such a no brainer. The lanes are so wide, there is hardly any parking or loading zones, and it is such a popular route for cyclists. Drivers have many other high speed east-west alternatives that are	11/6/2025 9:59 AM

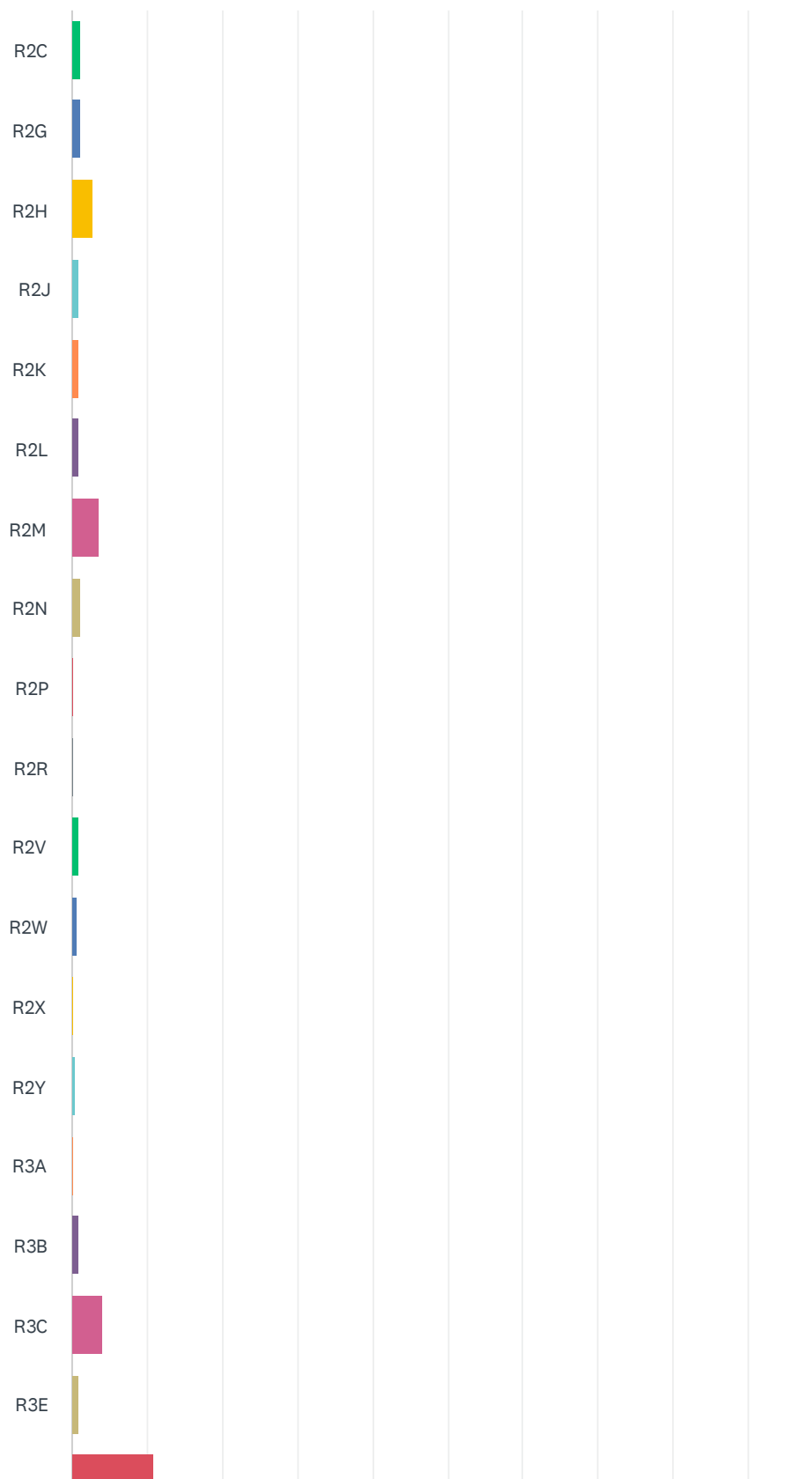
Wellington Crescent Walk Bike Project - Interim Solution - Survey

completely inappropriate for cyclists to use and unpleasant for walking/jogging (Corydon, Grant, Academy, Broadway, Portage, etc)

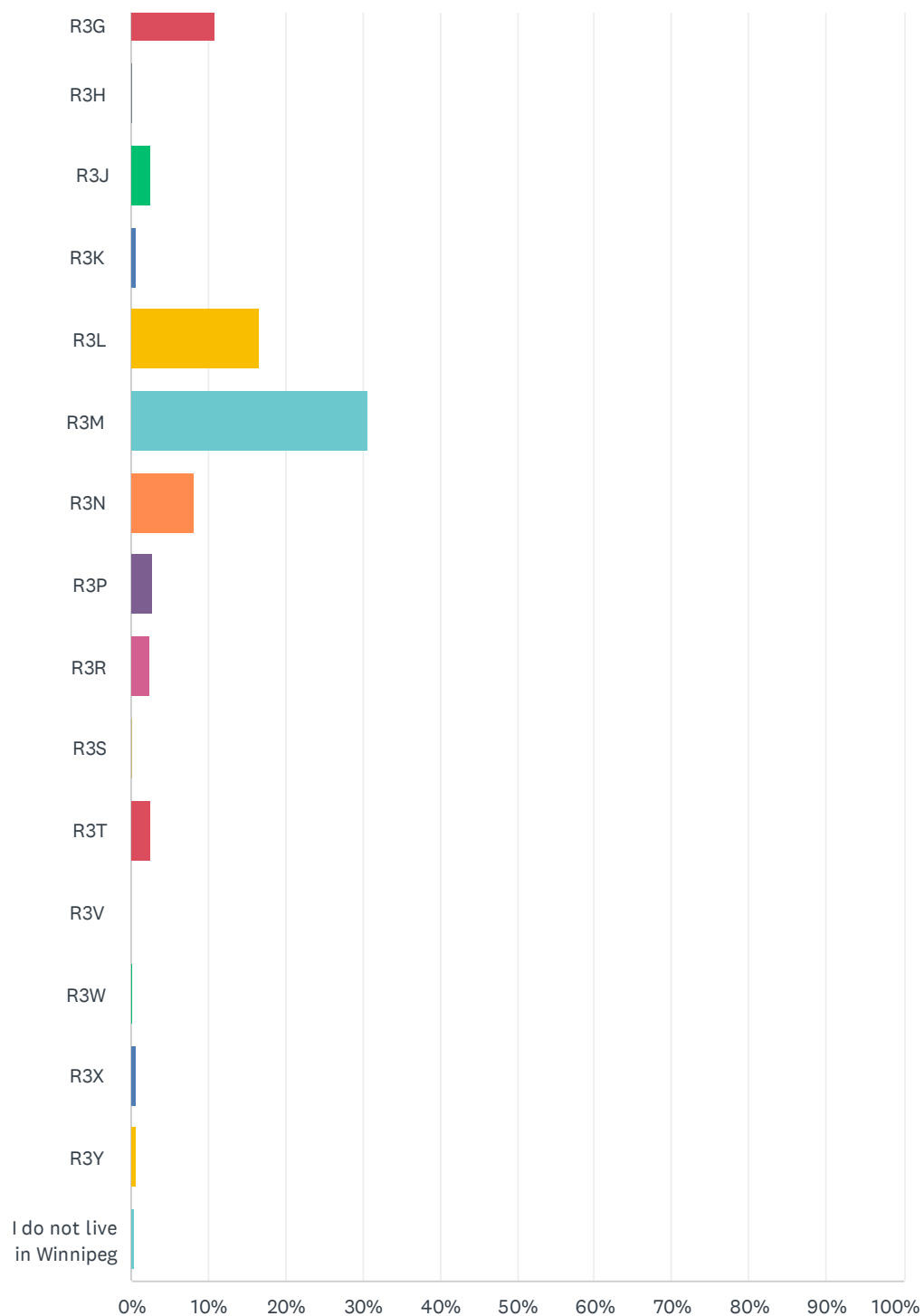
1393	Creating isolated sections of cycling infrastructure often causes more confusion and safety issues. There needs to be a consolidated and urgent effort to create an integrated cycling infrastructure with the goal of separating automobiles and active transportation as much as possible.	11/6/2025 9:58 AM
1394	Painted lanes are not the optimal option, just a quick bandaid. Also in some areas where right turns were changed due to right lane slip lanes. They were both reduced but I'm confused why one was just painted and another had physical barriers. The paint is not a barrier to cars and these will disappear come winter	11/6/2025 9:57 AM
1395	Yes- PLEASE PLEASE DO NOT COMMENCE WITH THIS HALF HEARTED "SOLUTION". I drive this road 2-4 times per day, every day. There are so few people that bike on this roadway the changes won't make a difference in encouraging more bike use. The safety concerns, while valid, are not going to encourage more use. Please don't spend my tax dollars to create solutions that help the minority. Spend my money to create solutions for the greater good. I am all for a PERMANENT active transport solution that meets the needs of the majority (car traffic) while also building a network for the few that use active transport. A permanent solution will encourage new riders, this proposed solution is merely lipstick on a pig.	11/6/2025 9:57 AM
1396	Until police enforce the highway traffic act where bicycles or pedestrians are concerned none of this will enhance safety and will be a waste of taxpayer's tax dollars.	11/6/2025 9:56 AM
1397	Reduce and enforce vehicle speed limits.	11/6/2025 9:55 AM
1398	If the city is serious about safety it will make Wellington Crescent 30kmh from Osborne all the way to Assiniboine Park with speed bumps to enforce it. Its only a matter of time before a child is killed by someone speeding on Wellington.	11/6/2025 9:54 AM
1399	I am pleased by this design and offer my encouragement to City staff and Council to continue to improve active transportation throughout the City, with a particular focus on making connections between sections of cycle paths to increase network effects.	11/6/2025 9:54 AM
1400	The real solution is physical barricades to protect cyclists	11/6/2025 9:47 AM
1401	I like the design; one of the big issues in the area is left turns from Dorchester and Arbuthnot which I see is fixed with this design, as well as the slip lane at Gertrude. I would recommend the following changes if this becomes permanent; remove the slip lane from Academy onto Wellington; a normal right turn lane is sufficient and would improve safety. Re-design Dorchester as the temporary (and current) design still contain massive safety risks for pedestrians. Remove the ability to turn (right or left) onto Wellington from Daly/Wardlaw (there's no need to turn right as you can go up to Nassau and then to Strabrook. There's no need to turn left as you can go to Nassau or Hugo to go westward on Wellington from that area.	11/6/2025 9:47 AM
1402	This process has been drawn out. This should have been done in the Spring	11/6/2025 9:41 AM

Q18 Please provide the first three characters of your postal code.

Answered: 2,245 Skipped: 403



Wellington Crescent Walk Bike Project - Interim Solution - Survey



Wellington Crescent Walk Bike Project - Interim Solution - Survey

ANSWER CHOICES	RESPONSES	
R2C	1.02%	23
R2G	1.16%	26
R2H	2.81%	63
R2J	0.94%	21
R2K	0.94%	21
R2L	0.94%	21
R2M	3.61%	81
R2N	1.07%	24
R2P	0.22%	5
R2R	0.18%	4
R2V	0.76%	17
R2W	0.67%	15
R2X	0.18%	4
R2Y	0.45%	10
R3A	0.13%	3
R3B	0.94%	21
R3C	4.05%	91
R3E	0.89%	20
R3G	10.78%	242
R3H	0.13%	3
R3J	2.54%	57
R3K	0.53%	12
R3L	16.57%	372
R3M	30.60%	687
R3N	8.11%	182
R3P	2.72%	61
R3R	2.27%	51
R3S	0.13%	3
R3T	2.63%	59
R3V	0.09%	2
R3W	0.22%	5
R3X	0.67%	15

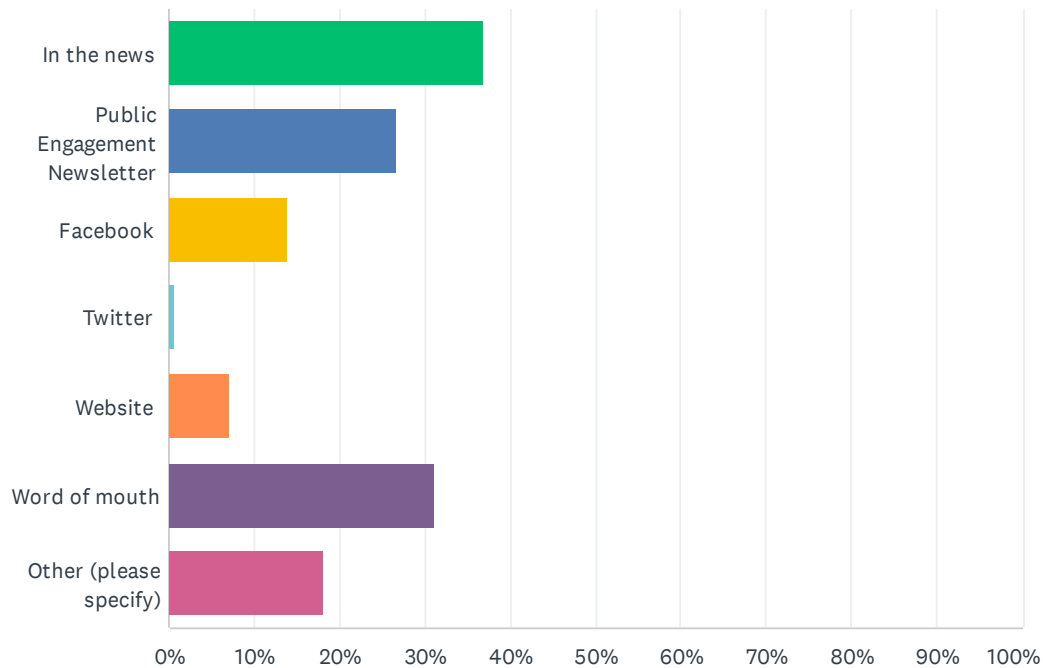
Wellington Crescent Walk Bike Project - Interim Solution - Survey

R3Y	0.62%	14
I do not live in Winnipeg	0.45%	10
TOTAL		2,245

#	I DO NOT LIVE IN WINNIPEG	DATE
1	V5W	12/9/2025 11:14 PM
2	R3L	11/26/2025 6:19 AM
3	R5L	11/20/2025 8:48 PM
4	R5G	11/16/2025 9:12 AM
5	R4G	11/10/2025 2:43 PM
6	Comment	11/7/2025 6:21 PM
7	R0G	11/7/2025 11:25 AM
8	R0A 0A1	11/7/2025 10:12 AM
9	R7N - I attend Winnipeg on a biweekly basis.	11/6/2025 9:20 PM
10	R0E	11/6/2025 10:33 AM

Q19 How did you hear about this project? Please check all that apply.

Answered: 2,294 Skipped: 354



ANSWER CHOICES	RESPONSES	
In the news	36.79%	844
Public Engagement Newsletter	26.72%	613
Facebook	13.86%	318
Twitter	0.61%	14
Website	7.11%	163
Word of mouth	31.08%	713
Other (please specify)	18.05%	414
Total Respondents: 2,294		

#	OTHER (PLEASE SPECIFY)	DATE
1	In City Hall	12/12/2025 11:54 PM
2	In a City report wherein Public Works Committee told the community they would install the interim solution last summer.	12/12/2025 10:42 PM
3	Instagram	12/12/2025 8:56 PM
4	Instagram	12/12/2025 8:23 PM
5	Mail	12/12/2025 8:22 PM
6	Poster on lamp post outside residence.	12/12/2025 6:54 PM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

7	Instagram	12/12/2025 6:51 PM
8	Bike activist promotion	12/12/2025 6:49 PM
9	Posting in my building	12/12/2025 6:25 PM
10	"Post card" delivered to our building.	12/12/2025 6:15 PM
11	instagram	12/12/2025 5:15 PM
12	Posters	12/12/2025 4:48 PM
13	Instagram	12/12/2025 3:05 PM
14	on condo billboard	12/12/2025 1:54 PM
15	Instagram	12/12/2025 11:43 AM
16	Bluesky, Reddit	12/12/2025 11:00 AM
17	Cyclist communities via social media	12/12/2025 10:18 AM
18	Instagram	12/12/2025 8:56 AM
19	Printout at the apartment building	12/11/2025 11:24 PM
20	postcard, hot chocolate stand	12/11/2025 9:14 PM
21	Property Manager	12/11/2025 4:29 PM
22	Notice on tree for first get-together of Wellington safety committee.	12/11/2025 1:40 PM
23	Poster	12/11/2025 1:32 PM
24	Instagram	12/11/2025 11:54 AM
25	Notice on street pole and in lobby	12/11/2025 11:49 AM
26	other social media	12/11/2025 7:02 AM
27	Through condo management company	12/10/2025 10:54 PM
28	Bike Winnipeg	12/10/2025 9:38 PM
29	Poster	12/10/2025 8:39 PM
30	poster on building bulletin board	12/10/2025 5:07 PM
31	Instagram	12/10/2025 12:07 PM
32	The Bike Winnipeg Discord	12/10/2025 9:50 AM
33	Instagram	12/10/2025 12:54 AM
34	Instagram	12/9/2025 9:59 PM
35	Community people came to ask what I think about these changes.	12/9/2025 9:56 PM
36	Notification in the mail	12/9/2025 5:34 PM
37	Instagram	12/9/2025 4:38 PM
38	Instagram	12/9/2025 3:20 PM
39	social media	12/9/2025 2:59 PM
40	posters	12/9/2025 2:38 PM
41	local cycling advocacy group	12/9/2025 2:10 PM
42	Critical mass	12/9/2025 10:47 AM
43	Instagram	12/9/2025 10:38 AM
44	Instagram Cycling Groups	12/9/2025 8:20 AM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

45	Interest as a cyclist and urban designer. This is a no brainer.	12/9/2025 8:13 AM
46	Instagram. And I'm a cyclist	12/9/2025 7:02 AM
47	Community info table this summer at the lights at Hugo and Wellington.	12/9/2025 1:43 AM
48	Poster on street corner	12/9/2025 12:38 AM
49	Card in the mail and discussion in our building.	12/8/2025 10:21 PM
50	Met activists on the street	12/8/2025 11:22 AM
51	Member of the community, all year cyclist and walker, Wellington Crescent resident	12/8/2025 11:18 AM
52	bluesky	12/8/2025 11:04 AM
53	Display on Lilac	12/8/2025 9:05 AM
54	Condo news update	12/7/2025 7:55 PM
55	Instagram	12/7/2025 7:35 PM
56	Instagram	12/7/2025 6:56 PM
57	Community events	12/7/2025 9:52 AM
58	Our neighbour Koko	12/7/2025 8:50 AM
59	Bike Winnipeg enews	12/6/2025 7:58 PM
60	Instagram	12/6/2025 6:54 PM
61	Instagram	12/6/2025 5:04 PM
62	Condo Newsletter	12/6/2025 11:27 AM
63	Poster on Wellington crescent light pole!	12/5/2025 7:56 AM
64	Community Groups advocating on the street for changes to be made	12/5/2025 12:41 AM
65	Winnipeg Digest	12/4/2025 8:48 PM
66	posters in the area	12/4/2025 4:56 PM
67	School	12/4/2025 12:46 PM
68	youth in philanthropy	12/4/2025 12:43 PM
69	the MEJC newsletter	12/4/2025 12:23 PM
70	wpg cycling community discord	12/4/2025 12:05 PM
71	Discord	12/4/2025 1:36 AM
72	a neighbour concerned about all the traffic that will end up in Crescentwood, Kingsway, Palk etc.	12/3/2025 10:14 PM
73	Email from another resident	12/3/2025 4:27 PM
74	Civic engagement.	12/3/2025 12:49 PM
75	Sel Burrows	12/3/2025 8:19 AM
76	email from bikewinnipeg	12/3/2025 12:31 AM
77	Card delivered in the mail.	12/2/2025 7:04 PM
78	Neighbors and family members that are cyclists.	12/2/2025 6:55 PM
79	Bike Winnipeg posters	12/2/2025 3:38 PM
80	EMail	12/2/2025 3:34 PM
81	Through my work at Osborne Village BIZ	12/2/2025 1:20 PM
82	Someone contacted me.	12/2/2025 11:21 AM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

83	Own property on Wellington nearby, forwarded this from the condo board	12/1/2025 10:07 PM
84	Instagram	12/1/2025 8:47 PM
85	Someone in my building alerted me.	12/1/2025 3:41 PM
86	Instagram	12/1/2025 3:13 PM
87	Mail	12/1/2025 10:49 AM
88	All people who live here are definitely against this.	11/30/2025 9:29 PM
89	Community Review West	11/30/2025 7:09 PM
90	Email from our board	11/30/2025 6:31 PM
91	City of Winnipeg Flyer with QR code was dropped off.	11/30/2025 5:00 PM
92	Instagram	11/30/2025 1:14 PM
93	Street signage	11/30/2025 11:14 AM
94	Postcard	11/29/2025 9:12 PM
95	Ladies on lilac on black friday	11/29/2025 2:49 PM
96	Instagram	11/29/2025 2:18 PM
97	Info card	11/28/2025 10:21 AM
98	Our management company	11/28/2025 9:54 AM
99	Poster in our building	11/27/2025 7:10 PM
100	Mail notice	11/27/2025 4:22 PM
101	Posters around the building	11/27/2025 1:35 PM
102	Property Manager	11/27/2025 11:30 AM
103	My husband.	11/26/2025 5:18 PM
104	Property Manager	11/26/2025 11:32 AM
105	Referral of links from property managers of our block, at the request of other residents who had been made aware elsewhere	11/25/2025 11:13 PM
106	I don't remember	11/25/2025 10:53 PM
107	Flyer	11/25/2025 5:17 PM
108	Haven't heard, I'm in Arizona for the winter ... cheers	11/25/2025 3:24 PM
109	Bike Winnipeg	11/24/2025 5:42 PM
110	Public announcement shared in building lobby	11/24/2025 10:57 AM
111	our property manager forwarded me this survey.	11/23/2025 9:42 PM
112	Councillor letter.	11/23/2025 9:56 AM
113	Posted on a lamp post	11/23/2025 9:01 AM
114	Postcard in mail promoting survey	11/23/2025 1:29 AM
115	Bulletins on trees and in parks in area.	11/22/2025 7:57 PM
116	Poster on lightpost	11/22/2025 11:15 AM
117	Family member lives on Wellington Crescent	11/22/2025 7:12 AM
118	Via email from the area city Council rep. John Orlikow	11/21/2025 6:21 PM
119	Card delivered to my home	11/21/2025 3:50 PM
120	All info passed on by Fraternity E-mail correspondence	11/21/2025 1:22 PM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

121	Postcard in my mailbox	11/21/2025 11:41 AM
122	Card in my mailbox	11/21/2025 11:01 AM
123	Bluesky	11/21/2025 9:12 AM
124	email	11/21/2025 5:07 AM
125	Walking by the signs along Wellington cr.	11/20/2025 8:05 PM
126	Mailer	11/20/2025 4:06 PM
127	Card delivered to my house	11/20/2025 3:24 PM
128	Property manager and mailer	11/20/2025 1:50 PM
129	Sign	11/20/2025 9:53 AM
130	Reddit	11/19/2025 6:57 PM
131	reddit	11/19/2025 4:17 PM
132	local discord channels	11/19/2025 2:11 PM
133	Reddit	11/19/2025 11:59 AM
134	Reddit	11/19/2025 10:14 AM
135	Friend	11/19/2025 7:01 AM
136	reddit	11/19/2025 12:09 AM
137	Postcard in mailbox	11/18/2025 11:54 PM
138	Reddit	11/18/2025 10:38 PM
139	Poster on light post	11/18/2025 10:10 PM
140	Reddit	11/18/2025 7:09 PM
141	reddit	11/18/2025 4:33 PM
142	Reddit	11/18/2025 4:10 PM
143	Reddit	11/18/2025 3:42 PM
144	Mailbox card with QR code	11/18/2025 3:15 PM
145	Reddit	11/18/2025 2:38 PM
146	Email from Bike Winnipeg	11/18/2025 1:11 PM
147	Friend shared	11/18/2025 11:32 AM
148	Your regular emails.	11/18/2025 11:05 AM
149	City of Winnipeg email newsletters.	11/18/2025 10:45 AM
150	My city Councilor	11/18/2025 9:23 AM
151	John Orliko's website	11/18/2025 7:57 AM
152	Poster on sidewalk	11/17/2025 9:45 PM
153	Flyer along wellington Cres, pamphlet in mail	11/17/2025 8:14 PM
154	bluesky	11/17/2025 8:06 PM
155	Other AT people	11/17/2025 8:00 PM
156	Wolseley resident Facebook group	11/17/2025 7:06 PM
157	Participated as a delegation.	11/17/2025 6:19 PM
158	Flyer in the post	11/17/2025 6:04 PM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

159	City of Winnipeg mailout	11/17/2025 2:45 PM
160	got a card in mail	11/17/2025 10:32 AM
161	Poster	11/16/2025 2:48 PM
162	Street sign	11/16/2025 2:29 PM
163	Card in mailbox	11/16/2025 2:27 PM
164	Mail drp	11/16/2025 12:01 PM
165	Poster on a hydro pole	11/16/2025 11:05 AM
166	Mailer	11/15/2025 5:36 PM
167	Posters, mail	11/15/2025 5:09 PM
168	Posters, mail	11/15/2025 5:09 PM
169	Bike Winnipeg email	11/15/2025 1:04 PM
170	Out of Winnipeg information card delivered to me	11/15/2025 11:38 AM
171	Condo board	11/15/2025 10:52 AM
172	Flyer delivered by mail, CBC website	11/14/2025 8:54 PM
173	Info card in mail	11/14/2025 4:28 PM
174	I was a delegate.	11/14/2025 12:57 PM
175	Mail out	11/14/2025 12:55 PM
176	mailer	11/14/2025 12:37 PM
177	Instagram	11/13/2025 11:52 PM
178	Letter for survey	11/13/2025 6:21 PM
179	Canada Post	11/13/2025 4:41 PM
180	post	11/13/2025 2:18 PM
181	Bike Winnipeg newsletter	11/13/2025 1:35 PM
182	Mailer to my door	11/13/2025 1:34 PM
183	mailer	11/13/2025 12:28 PM
184	Mailed card w QR	11/13/2025 8:51 AM
185	Email from Winnipeg bike	11/13/2025 8:27 AM
186	On the my building information board	11/13/2025 7:33 AM
187	Mail	11/12/2025 9:30 PM
188	Poster	11/12/2025 8:56 PM
189	In the nail	11/12/2025 8:16 PM
190	Friend who lives in the area	11/12/2025 7:29 PM
191	Mailed postcard	11/12/2025 6:45 PM
192	Mailed city of Winnipeg card	11/12/2025 6:02 PM
193	Mail	11/12/2025 5:54 PM
194	Card in mail	11/12/2025 4:42 PM
195	Post card in mailbox	11/12/2025 3:39 PM
196	Bike Wpg	11/12/2025 4:36 AM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

197	City of Winnipeg weekly newsletter via email.	11/11/2025 10:39 PM
198	Our City Newsletter	11/11/2025 9:00 PM
199	Instagram	11/11/2025 7:49 PM
200	Postcard	11/11/2025 5:06 PM
201	the /r/winnipeg subreddit	11/11/2025 4:50 PM
202	The Google algorithm	11/11/2025 4:38 PM
203	Flyer	11/11/2025 3:06 PM
204	Postcard in the mail.	11/11/2025 1:18 PM
205	similar people frustrated by the closure of wellington	11/11/2025 11:28 AM
206	Google news	11/11/2025 11:11 AM
207	a friend	11/11/2025 10:45 AM
208	My friend	11/11/2025 10:20 AM
209	Direct mail card	11/11/2025 8:58 AM
210	Postcard delivered by mail to my home address	11/10/2025 9:47 PM
211	Email	11/10/2025 6:19 PM
212	Winnipeg Free Press	11/10/2025 5:45 PM
213	G	11/10/2025 5:22 PM
214	Flyer	11/10/2025 4:39 PM
215	In the mail	11/10/2025 3:22 PM
216	Reached by e-mail as a previous delegation to city hall on the subject	11/10/2025 3:10 PM
217	Bike Winnipeg	11/10/2025 12:32 PM
218	Cycling Discord server	11/10/2025 11:56 AM
219	Email from friend	11/10/2025 11:17 AM
220	Card in my mailbox	11/10/2025 10:35 AM
221	Winnipeg Digest	11/9/2025 9:47 PM
222	Bike Winnipeg	11/9/2025 7:14 PM
223	e mail from group concerned about safety on Wellington Crescent	11/9/2025 2:51 PM
224	Bluesky	11/9/2025 2:20 PM
225	Press release	11/9/2025 12:12 PM
226	Patty Weins	11/9/2025 12:01 PM
227	Blue Sky	11/9/2025 10:37 AM
228	Through University	11/9/2025 10:21 AM
229	BlueSky, Bike Winnipeg communication	11/9/2025 9:41 AM
230	Winnipeg Digest	11/9/2025 8:13 AM
231	received the email with the survey	11/9/2025 5:38 AM
232	email	11/9/2025 12:08 AM
233	Emailed to me	11/8/2025 9:34 PM
234	The Winnipeg Digest	11/8/2025 9:09 PM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

235	O	11/8/2025 7:50 PM
236	Link for above sent to Board members from another member	11/8/2025 6:54 PM
237	Board of condo	11/8/2025 5:00 PM
238	mailer	11/8/2025 2:49 PM
239	Bike Winnipeg	11/8/2025 12:57 PM
240	postcard mailed	11/8/2025 12:56 PM
241	Wpg Digest	11/8/2025 11:50 AM
242	Poster	11/8/2025 10:40 AM
243	Poster on crosswalk at Wellington and Kingsway	11/8/2025 10:20 AM
244	snail mail	11/8/2025 10:03 AM
245	It was emailed to me	11/8/2025 9:46 AM
246	emailed from CoW and invited to comment because I delegated in the past.	11/8/2025 9:43 AM
247	Postcard in mail	11/8/2025 9:29 AM
248	Bike Winnipeg	11/8/2025 9:06 AM
249	Email subscription	11/8/2025 9:00 AM
250	Winnipeg digest email	11/8/2025 8:47 AM
251	Neighborhood talk	11/8/2025 6:54 AM
252	Instagram friends sharing	11/8/2025 6:49 AM
253	In Winnipeg Free Press	11/7/2025 11:58 PM
254	We receive the Winnipeg Free Press on a daily basis and listen and watch all local news.	11/7/2025 10:46 PM
255	Reddit	11/7/2025 10:11 PM
256	CBC Radio One	11/7/2025 9:29 PM
257	Reddit	11/7/2025 9:11 PM
258	Protesters blocking my building, preventing me from taking my dog outside and yelling outside of my door.	11/7/2025 8:47 PM
259	The protest infront of my house.	11/7/2025 8:43 PM
260	Flyer in mail	11/7/2025 8:00 PM
261	Reddit	11/7/2025 7:32 PM
262	Info card in mailbox	11/7/2025 7:21 PM
263	Reddit	11/7/2025 7:18 PM
264	My daughter was interviewed coming home from school	11/7/2025 6:57 PM
265	Reddit	11/7/2025 6:26 PM
266	Bluesky	11/7/2025 6:21 PM
267	Bluesky (Twitter is dead)	11/7/2025 5:29 PM
268	CCC radio	11/7/2025 5:11 PM
269	Bluesky	11/7/2025 4:53 PM
270	Card delivered to our mailbox	11/7/2025 4:35 PM
271	Live on Academy west of Kenaston. Huge effect on traffic flows currently with seasonal closure of Wellington in summer.	11/7/2025 3:12 PM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

272	Posters up on Wellington and then in the Free Press	11/7/2025 3:08 PM
273	Neighborhood news	11/7/2025 3:01 PM
274	City information post card in the mail	11/7/2025 2:17 PM
275	Fix your survey.	11/7/2025 2:08 PM
276	Winnipeg Digest	11/7/2025 2:04 PM
277	Instagram	11/7/2025 1:33 PM
278	Notice from City Councillor	11/7/2025 1:06 PM
279	winnipeg free press	11/7/2025 1:03 PM
280	Winnipeg Digest	11/7/2025 12:54 PM
281	Winnipeg digest email	11/7/2025 12:54 PM
282	Reddit	11/7/2025 12:28 PM
283	CBC	11/7/2025 12:18 PM
284	bluesky	11/7/2025 12:11 PM
285	CTV	11/7/2025 12:02 PM
286	reddit.com/r/winnipeg	11/7/2025 11:59 AM
287	Whatsapp sharing	11/7/2025 11:59 AM
288	Winnipeg Digest Newsletter	11/7/2025 11:52 AM
289	Got an email	11/7/2025 11:41 AM
290	winnipeg reddit page	11/7/2025 11:36 AM
291	Link from Councillor Orlikow. Link from Heritage Conservation District Group. Advocates knocking on my door.	11/7/2025 11:22 AM
292	Winnipeg digest newsletter	11/7/2025 11:01 AM
293	newspaper	11/7/2025 10:54 AM
294	Bluesky	11/7/2025 10:49 AM
295	R3P	11/7/2025 10:44 AM
296	Winnipeg Digest	11/7/2025 10:34 AM
297	Winnipeg digest	11/7/2025 10:21 AM
298	Friend emailed	11/7/2025 10:13 AM
299	Reddit	11/7/2025 10:06 AM
300	Winnipeg digest	11/7/2025 10:03 AM
301	reddit	11/7/2025 9:54 AM
302	Bike Winnipeg	11/7/2025 9:47 AM
303	Wog digest	11/7/2025 9:45 AM
304	Email Newsletter about Winnipeg Events	11/7/2025 9:42 AM
305	It was shared on Bluesky	11/7/2025 9:41 AM
306	Winnipeg Digest Newsletter	11/7/2025 9:33 AM
307	Work - Green Action Centre	11/7/2025 9:33 AM
308	Winnipeg subreddit post	11/7/2025 9:32 AM
309	Friend on instagram shared	11/7/2025 9:32 AM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

310	Bike Winnipeg	11/7/2025 9:15 AM
311	email	11/7/2025 9:11 AM
312	Bluesky	11/7/2025 9:09 AM
313	Email	11/7/2025 9:06 AM
314	Winnipeg digest	11/7/2025 8:57 AM
315	Winnipeg Digest	11/7/2025 8:51 AM
316	Winnipeg Digest	11/7/2025 8:51 AM
317	Bike Winnipeg	11/7/2025 8:49 AM
318	Winnipeg digest	11/7/2025 8:38 AM
319	Winnipeg Digest	11/7/2025 8:35 AM
320	Bike discourse forum	11/7/2025 8:22 AM
321	Email forwarded by Resident on Wellington Cresc. Sharon Kirk.	11/7/2025 8:02 AM
322	Wellington Cyclist Group	11/7/2025 7:52 AM
323	CBC news website	11/7/2025 7:47 AM
324	Winnipeg Digest	11/7/2025 7:36 AM
325	Notice on Wellington pole	11/7/2025 7:17 AM
326	Cycle club info	11/7/2025 7:12 AM
327	Winnipeg Digest newsletter	11/7/2025 6:51 AM
328	Winnipeg Digest Newsletter	11/7/2025 6:41 AM
329	Winnipeg digest. Bike winnipeg	11/7/2025 6:39 AM
330	Winnipeg Digest email newsletter	11/7/2025 6:37 AM
331	Winnipeg Digest	11/7/2025 6:32 AM
332	Reddit	11/7/2025 6:27 AM
333	Email news letter	11/7/2025 6:27 AM
334	Other bicylists	11/7/2025 4:06 AM
335	Neighbours	11/6/2025 10:17 PM
336	Email from neighbour	11/6/2025 10:17 PM
337	Bluesky	11/6/2025 10:15 PM
338	Bluesky	11/6/2025 9:20 PM
339	bluesky	11/6/2025 9:18 PM
340	Bluesky	11/6/2025 8:56 PM
341	Reddit	11/6/2025 8:51 PM
342	Sign at neighborhood park	11/6/2025 8:45 PM
343	Community organizers	11/6/2025 8:29 PM
344	Bluesky	11/6/2025 8:10 PM
345	Reddit	11/6/2025 8:06 PM
346	Discord	11/6/2025 8:01 PM
347	Bluesky social media - twitter is dead	11/6/2025 7:36 PM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

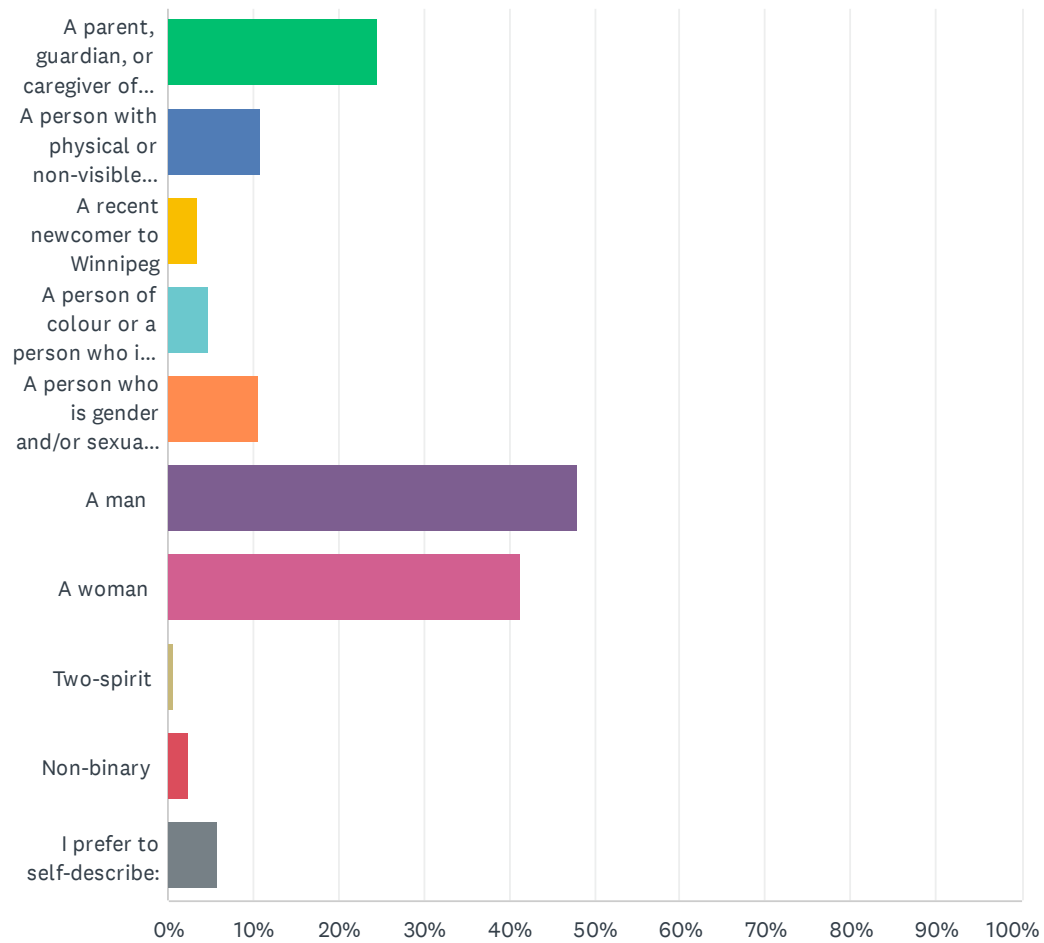
348	Email	11/6/2025 7:26 PM
349	Reddit	11/6/2025 6:49 PM
350	Discord	11/6/2025 6:34 PM
351	I	11/6/2025 6:08 PM
352	Posted notice along Wellington Cred	11/6/2025 5:46 PM
353	Bike Winnipeg	11/6/2025 5:40 PM
354	e-mail.	11/6/2025 5:03 PM
355	Poster at the Gertrude intersection	11/6/2025 4:44 PM
356	Poster	11/6/2025 4:21 PM
357	Winnipeg Reddit	11/6/2025 4:09 PM
358	On my walk to Munson Park	11/6/2025 4:02 PM
359	Sign in Munson park	11/6/2025 3:59 PM
360	email	11/6/2025 3:48 PM
361	Flyer posted on the street	11/6/2025 3:45 PM
362	At Work	11/6/2025 3:28 PM
363	Reddit	11/6/2025 3:24 PM
364	email word of mouth	11/6/2025 3:24 PM
365	An email	11/6/2025 3:21 PM
366	sign on a telephone pole	11/6/2025 3:19 PM
367	family	11/6/2025 3:11 PM
368	I am signed up as a contact with the city for any bike related decision making	11/6/2025 3:07 PM
369	Poster in the neighbourhood	11/6/2025 3:00 PM
370	Reddit	11/6/2025 2:53 PM
371	Email	11/6/2025 2:41 PM
372	Bluesky	11/6/2025 2:40 PM
373	Walking by the sign and clicking the link	11/6/2025 2:39 PM
374	Public outreach at Munson Park	11/6/2025 2:26 PM
375	Email	11/6/2025 2:09 PM
376	Wife of cyclist killed on Wellington Crescent	11/6/2025 2:08 PM
377	reddit	11/6/2025 1:53 PM
378	Friends shared over group chat	11/6/2025 1:34 PM
379	Reddit	11/6/2025 1:32 PM
380	Reddit	11/6/2025 1:21 PM
381	citizen organized meetings	11/6/2025 1:20 PM
382	in an email from the City of Winnipeg	11/6/2025 1:16 PM
383	Cycling club	11/6/2025 12:58 PM
384	via email	11/6/2025 12:56 PM
385	Email	11/6/2025 12:54 PM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

386	My longtime involvement in grassroots mobility advocacy	11/6/2025 12:54 PM
387	Email from city.	11/6/2025 12:40 PM
388	Reddit and Bluesky	11/6/2025 12:37 PM
389	Reddit	11/6/2025 12:31 PM
390	I am an engaged citizen and part of the active transport community.	11/6/2025 12:27 PM
391	Bluesky	11/6/2025 12:21 PM
392	Free press article	11/6/2025 12:18 PM
393	Reddit	11/6/2025 12:02 PM
394	Neighbourhood group	11/6/2025 11:59 AM
395	Your email survey	11/6/2025 11:53 AM
396	Reddit	11/6/2025 11:50 AM
397	Luxton Residents' Association email distribution	11/6/2025 11:47 AM
398	reddit	11/6/2025 11:44 AM
399	My friend who's step dad was killed on the crescent while biking to work.	11/6/2025 11:32 AM
400	City emailed it to me	11/6/2025 11:31 AM
401	Bluesky	11/6/2025 11:24 AM
402	Cycle club	11/6/2025 10:54 AM
403	Email	11/6/2025 10:53 AM
404	Bluesky	11/6/2025 10:43 AM
405	E-mail	11/6/2025 10:35 AM
406	Email from city	11/6/2025 10:28 AM
407	Email	11/6/2025 10:15 AM
408	Email	11/6/2025 10:12 AM
409	part of a concerned group of neighbourhood people who want safer walking and cycling	11/6/2025 10:12 AM
410	email from the city regarding the survey	11/6/2025 10:10 AM
411	EMAIL	11/6/2025 9:58 AM
412	Direct email from the City	11/6/2025 9:57 AM
413	Email	11/6/2025 9:55 AM
414	My workplace	11/6/2025 9:41 AM

Q20 Please self-identify as you feel comfortable.

Answered: 2,210 Skipped: 438



Wellington Crescent Walk Bike Project - Interim Solution - Survey

ANSWER CHOICES	RESPONSES	
A parent, guardian, or caregiver of a dependent	24.43%	540
A person with physical or non-visible disabilities	10.77%	238
A recent newcomer to Winnipeg	3.35%	74
A person of colour or a person who is racialized	4.71%	104
A person who is gender and/or sexually diverse (2SLGBTQIA+)	10.63%	235
A man	47.87%	1,058
A woman	41.31%	913
Two-spirit	0.59%	13
Non-binary	2.40%	53
I prefer to self-describe:	5.79%	128
Total Respondents: 2,210		

#	I PREFER TO SELF-DESCRIBE:	DATE
1	N/A	12/12/2025 11:44 PM
2	A cyclist	12/12/2025 8:23 PM
3	Metis	12/12/2025 6:25 PM
4	Métis	12/12/2025 6:21 PM
5	Resident	12/12/2025 2:36 PM
6	alternative woman	12/12/2025 9:34 AM
7	An old guy living within 200 feet of this controversy (HaHa)	12/11/2025 10:20 PM
8	Métis	12/11/2025 2:09 PM
9	an older woman with a mobility-limited spouse	12/10/2025 3:54 PM
10	Fillipino Person	12/9/2025 4:38 PM
11	Some of these options appear to click in although that was not my intention. I am a single,female retired professional.	12/8/2025 10:21 PM
12	exactly why is this relevant to the Bike Study??!	12/8/2025 4:48 PM
13	Why is senior citizen or older resident not a category? Bad sign. Spend some time walking along Wellington.	12/8/2025 2:52 PM
14	I am a senior citizen	12/7/2025 7:56 PM
15	Elderly walking with poles for stability	12/7/2025 7:55 PM
16	A person who has lived in this street block since 1985. I know the area and issues. I have watched how traffic has changed.	12/7/2025 2:49 PM
17	white English speaking male taxpayer	12/7/2025 2:48 PM
18	Two people, a man and a woman	12/3/2025 5:43 PM
19	Senior who is a caregiver to a husband with disability	12/3/2025 4:27 PM
20	A person	12/3/2025 7:51 AM
21	A young female senior	12/3/2025 12:30 AM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

22	THERES ONLY XX OR XY!!!!	12/2/2025 6:14 PM
23	Resident of Winnipeg	12/2/2025 11:52 AM
24	Why on earth would you care about my colour or sexual preference ??? How does this pertain to my views on Wellington Crescent ! - Sheesh	12/2/2025 7:06 AM
25	Not sure why this is relevant to the survey.	11/30/2025 5:00 PM
26	A social service support worker, who has worked with families impacted by the deaths on Wellington	11/30/2025 12:38 PM
27	A taxpayer	11/27/2025 4:29 PM
28	A senior citizen that when I walk has to worry about cyclists on the sidewalk who have no regard for pedestrians.	11/26/2025 9:11 PM
29	Person	11/26/2025 4:06 PM
30	Tourist visiting Winnipeg with a bicycle	11/26/2025 6:19 AM
31	A born and bred Winnipegger	11/23/2025 9:34 PM
32	A walker and motorist	11/22/2025 7:57 PM
33	These selections are depressing	11/21/2025 12:14 AM
34	A neighbourhood resident - cyclist and driver	11/20/2025 11:51 PM
35	Human being	11/20/2025 10:29 AM
36	Me	11/20/2025 7:43 AM
37	Winnipegger :)	11/18/2025 9:52 PM
38	winnipegger	11/18/2025 8:33 PM
39	Aa	11/18/2025 9:16 AM
40	A citizen who is sick of subsidizing automobiles at great cost (financial, environmental, health)	11/17/2025 8:06 PM
41	A daily cyclist	11/17/2025 8:00 PM
42	Human being	11/17/2025 6:04 PM
43	Cyclist	11/17/2025 9:56 AM
44	What's wrong with just a man or a woman???	11/17/2025 7:06 AM
45	A tax payer, driver and bicycle commuter.	11/15/2025 10:53 AM
46	I am 74 years old and want to keep biking fur many more years.	11/13/2025 6:03 PM
47	Retired Male Canadian	11/13/2025 4:41 PM
48	I prefer not to self-identify	11/12/2025 10:15 PM
49	We were born in the 40's	11/12/2025 8:16 PM
50	low income	11/12/2025 7:46 PM
51	Metis	11/12/2025 4:05 PM
52	we are all human and deserve safety - no categories apply at all	11/12/2025 1:42 PM
53	Not your concern	11/12/2025 1:10 PM
54	A life-long Winnipegger who wants cycling to be an option for everyone not just enthusiasts	11/11/2025 9:00 PM
55	a senior	11/11/2025 4:31 PM
56	There's only TWO genders.	11/11/2025 12:35 PM
57	Lifetime bicyclist. with experience biking all over N. America... I find the bike infrastructure in Winnipeg uses CONCRETE unnecessarily...But that makes the Concrete industry, that has	11/11/2025 10:46 AM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

	DEEP connections at City Hall, happy	
58	Retired neighbor	11/11/2025 10:35 AM
59	A concerned citizen of North River Heights	11/11/2025 8:07 AM
60	Canadian	11/11/2025 8:03 AM
61	Senior citizen	11/10/2025 7:13 PM
62	An avid cyclist	11/10/2025 5:35 PM
63	A female cyclist with a currently torn ACL & meniscus	11/10/2025 5:23 PM
64	This is very unnecessary	11/10/2025 12:09 PM
65	I have lived at Lilac and Dorchester for 35 years.	11/10/2025 10:34 AM
66	I am 29 year old male. Future father and someone who cares about making a good decision for a purpose.	11/9/2025 9:25 PM
67	I am the spouse of a man with early Parkinson's - so while I don't have a disability, he does.	11/9/2025 8:21 PM
68	A Canadian	11/9/2025 7:00 PM
69	An older adult who likes to keep active but wants to be safe as well.	11/9/2025 6:10 PM
70	What value is there for n this question?	11/9/2025 5:35 PM
71	.	11/8/2025 10:53 PM
72	Transmasculine, Métis	11/8/2025 2:46 PM
73	year round bicycle commuter and concerned about climate change and how engineers enable climate change to be much worse.	11/8/2025 9:43 AM
74	I am a senior.	11/8/2025 9:06 AM
75	Franco-Manitoban	11/8/2025 8:25 AM
76	A concerned citizen who lived, owned property, paid taxes in the area for 40 years and still use all the affected streets on a regular basis.	11/7/2025 10:46 PM
77	A long time tax paying resident of Winnipeg	11/7/2025 7:34 PM
78	A Winnipeg tax payer	11/7/2025 6:39 PM
79	I identify as a goat.	11/7/2025 6:21 PM
80	A person who has lived on Wellington Crescent for 45 years.	11/7/2025 6:17 PM
81	Immigrant who has lived in five countries and biked as the primary mode of transit in all of them.	11/7/2025 5:17 PM
82	Super confused to why this would apply to road rules	11/7/2025 4:39 PM
83	None of your business.	11/7/2025 4:30 PM
84	Cyclist negatively affected by scofflaw pedestrians	11/7/2025 3:48 PM
85	Racialized	11/7/2025 3:01 PM
86	As pretty awesome. ;-)	11/7/2025 3:00 PM
87	Senior retired white male on fixed income!	11/7/2025 2:17 PM
88	a human being. Other people's gender identification is of little interest to me, other than wishing all could be respected and feel safe.	11/7/2025 1:03 PM
89	Why is this relevant? We're all equal, right?	11/7/2025 12:50 PM
90	FN status indian	11/7/2025 12:02 PM
91	How does question 12 relate to bike lanes	11/7/2025 11:41 AM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

92	A long term Winnipeg resident who has lived on WC for 27 years, and previously lived on Dorchester in the first block off WC. I also grew up off Hugo, and as a kid delivered papers on McMillan from Hugo to Nassau. This has always been my neighborhood.	11/7/2025 11:22 AM
93	What does it matter!	11/7/2025 11:07 AM
94	Why does this matter -	11/7/2025 9:33 AM
95	Why does gender or ethnicity or sexual preference matter when discussing a bike lane?	11/7/2025 9:23 AM
96	Gay	11/7/2025 9:11 AM
97	Francophone	11/7/2025 9:01 AM
98	Metis	11/7/2025 8:40 AM
99	Cyclist and motorist (in that order)	11/7/2025 8:31 AM
100	Active Commuter	11/7/2025 8:02 AM
101	a bloody taxpayer sick of this bullshit	11/7/2025 6:40 AM
102	I have lived in and visited other countries who use speed bumps effectively to slow down traffic	11/7/2025 6:39 AM
103	Ordinary	11/7/2025 6:27 AM
104	Citizen of the city.	11/6/2025 10:59 PM
105	A health care worker who uses this route daily and lives in this neighbourhood	11/6/2025 9:17 PM
106	Winnipeg tax payer and home owner who votes.	11/6/2025 8:41 PM
107	poor tax payer.	11/6/2025 8:10 PM
108	Also, I'm 72 and have NO safety concerns on Wellington.	11/6/2025 6:15 PM
109	this question is irrelevant and should not be asked.	11/6/2025 6:10 PM
110	A senior who, while currently able-bodied, is concerned with coming physical limitations affecting my sense of safety as both a cyclist and pedestrian.	11/6/2025 5:51 PM
111	No	11/6/2025 5:34 PM
112	A Canadian	11/6/2025 5:30 PM
113	None of your business. What does gender or sexual identity have to do with this?	11/6/2025 5:26 PM
114	a person	11/6/2025 5:11 PM
115	No bearing	11/6/2025 5:01 PM
116	A Canadian	11/6/2025 4:46 PM
117	A Homo Sapien / Human	11/6/2025 4:09 PM
118	A person who is gay (I don't care for the term "sexually diverse")	11/6/2025 3:18 PM
119	an urbanist	11/6/2025 3:14 PM
120	Just an ordinary Canadian and life long Winnipegger.	11/6/2025 2:27 PM
121	A female/cis- woman, Canadian born, who has sex with men of her choosing, with hobbies, obligations and responsibilities.	11/6/2025 1:20 PM
122	No	11/6/2025 12:58 PM
123	A long time resident, cyclist, motorist	11/6/2025 12:13 PM
124	Routine commuter and recreational Cyclist	11/6/2025 11:47 AM
125	A senior who finally stopped bikng.	11/6/2025 10:59 AM
126	A responsible citizen.	11/6/2025 10:56 AM

Wellington Crescent Walk Bike Project - Interim Solution - Survey

127	Not a bike lobby radical	11/6/2025 10:37 AM
128	A Winnipeg citizen and tax payer.	11/6/2025 9:57 AM

Q21 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: 1,040 Skipped: 1,608

4.1★
average rating



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	3.65% 38	3.27% 34	13.56% 141	34.52% 359	45.00% 468	1,040	4.14

Appendix C – Promotion

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



**City of Winnipeg - Municipal Government**
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Wellington Crescent needs to be better and safer for people on bikes. Temporary bike lanes are the best bet until we can [See more](#)



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Wellington Crescent Walk Bike Project - Interim... [Learn more](#)

241

513 comments 13 shares

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Wellington Crescent needs to be better and safer for people on bikes. Temporary bike lanes are the b... [more](#)

Comments

Facebook Feed

Jeremy Orr
Speaking of Safety , lets have cyclists actually stop at stop signs and lights... You don't get right of way simply because you are on a Bike. You are on the road, you follow the rules. I see some who absolutely do, and to those that do! Keep it up!
a month ago

Noah Moose
They should also make a much better pedway system from Harrow St., down to Lindsay Street, with asphalt surface and the end of the gopher-holed gravel walkway., but also put better pedway markings on the road as well, for motorists to be aware of, when pedestrians are crossing at Harrow and at Lindsay. Perhaps too, lighted crosswalks, at each section of the pedway too. Maybe too, better-lighted pedway as well, rather than the distanced away streetlights. The pedway is in much dire need of improvements.
a month ago

David Henteleff
Walking in a bike lane is asking for a trip to the ER.

Newsroom

Our City, Our Stories

Media inquiries

Wellington Crescent residents invited to review proposed temporary bike lane design

Released: November 6, 2025 at 9:21 a.m.

Winnipeg, MB – We're inviting residents and road users to share their feedback on a proposed temporary bike lane design for Wellington Crescent between Academy Road and Stradbrook Avenue.

The Wellington Crescent Walk Bike Project – Interim Solution is a quick-build project aimed at improving safety and comfort for everyone using the street, including people walking, cycling, and driving.

It responds to Council direction to work with Wellington Crescent residents to find a temporary solution that could be in place until funding is available for a larger walk-bike study and permanent solution.

“This section of Wellington Crescent is one of Winnipeg’s most popular routes for cyclists, but it’s also a busy commuter street,” said City Councillor Janice Lukes, Chair of Public Works. “We want to find a design that balances safety with neighbourhood and traffic needs, and that’s why we’re asking for feedback before anything is built.”

While this solution wouldn’t be in place forever, it does require some changes to driving lanes, parking, and traffic flow.

We want to know how our design for the temporary bike lanes might affect people. We’re especially interested in how the design could affect property owners’ loading, deliveries, accessibility, building access, and safety.

Residents can learn more about the draft design at winnipeg.ca/wellingtonwalkbike.

The website includes an animated video that illustrates the draft design. People can provide feedback via an online survey before December 12, 2025.

What we hear will help us make the temporary bike lanes work as best they can for everyone.

News

Readability assessed: Yes/No

Materials meet Grade 8 readability level: Yes/No

If No, explain exception: [Note the reasons it exceeds grade 8 for consideration, including: proper names and/or legal, contractual, and technical language constraints that cannot be avoided which are skewing score higher (Example: Excluding proper names, the posts meet the Policy).]

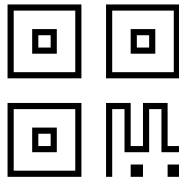
Temporary bike lanes are coming to Wellington Crescent – let's talk about how to make them work for the community.

This project is about making Wellington Crescent safer and more comfortable for people walking and biking, while filling 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 local area.



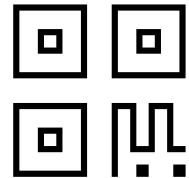
Learn more and view an animated video of how the design will work

Scan here to complete the survey.



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

Project website: winnipeg.ca/wellingtonwalkbike



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

Wellington Crescent Walk Bike Project – Temporary Bike Lanes



Appendix D – Submissions

Appendix B – Submissions

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:

- ☒ 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?

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