Henderson Highway North Improvements Study

Phase 1 Public Engagement Summary

May 2022

Background

The Henderson Highway North Improvements Study is looking to improve safety, traffic flow, and livability along Henderson Highway from Gilmore Avenue to the north city limit at Glenway Avenue. Henderson Highway serves many purposes as a major city route, neighbourhood connecter, and residential corridor that transports people, goods and services with diverse needs.

Engagement

Phase 1 engagement aimed to inform. It allowed the project team to provide stakeholders, property owners, and residents information on, and foster an understanding of, the project, its scope, and the processes involved in developing the design. It also allowed the project team to become informed of issues along the corridor and any property-specific information that would help the design process.

Engagement focused primarily on gaining insights from stakeholders, and included a series of in-person and telephone meetings with local property owners, property management companies, condominium board representatives, and residents. A few stakeholders who could not attend the virtual events provided feedback through email.

Members of the public were also invited to provide input via an interactive online mapping tool where they could highlight current issues along the corridor, areas of concern, and potential infrastructure, access, and safety improvements (Figure 1). More details on the public engagement opportunities are available in Table 1.

Promotion

Public engagement opportunities were promoted using the following methods:

- City of Winnipeg website – launched October 6, 2021 and received 226 unique visitors
- Letters to 65 adjacent property owners, management companies, and condominium board representatives – sent October 6, 2021
- City of Winnipeg public engagement newsletter with over 2,500 recipients – sent October 7 and November 4, 2021

Figure 1: Clusters of pins placed on the mapping tool

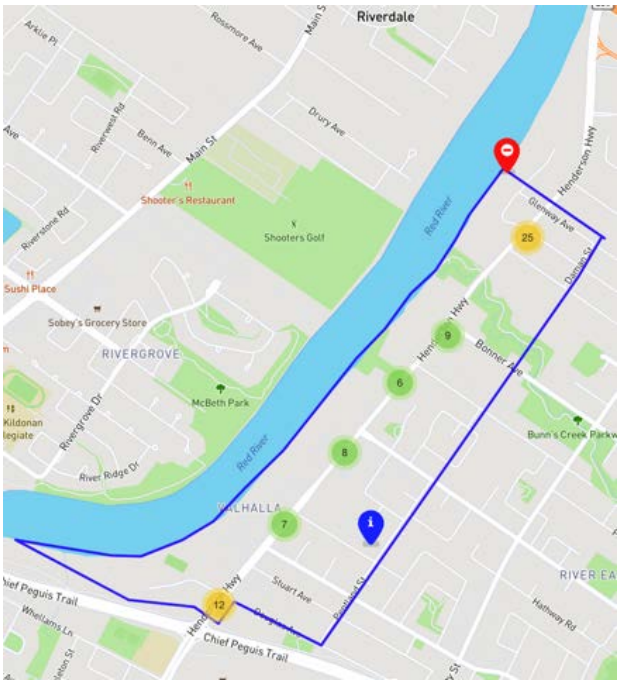


Table 1: Phase 1 public engagement opportunities

Date	Activity	Details
October 6 to November 6, 2021	Webpage	196 unique visits
October 6 to November 6, 2021	Mapping tool	69 submissions
October 21 to 28, 2021	Stakeholder meetings (6 total)	26 adjacent property owners, management companies, and condominium board representatives
October 25 and 29, 2021	Telephone interviews	2 interviews
October 26 and 27, 2021	Email submissions	2 submissions

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What we heard – Mapping tool

The public was invited to add virtual pins to an interactive map to highlight current issues along the corridor. A total of 69 pins were added to the map, including one access issue pin, 36 infrastructure issue pins, and 32 safety issue pins. Participants were asked to add a comment to their pin describing the issue. The issues were coded for themes. Figure 2 outlines the top themes.

Figure 2: Top themes from the mapping tool comments

#1 **Cycling** (29 comments)



Respondents stated that cycling along the corridor is dangerous, and there is a need for dedicated, protected cycling facilities to separate cyclists from vehicles and pedestrians.

#2 **Pedestrians** (14 comments)



Respondents described the pedestrian experience and the need for better improved sidewalks and crosswalks along the corridor.

#3 **Access Management** (14 comments)



Respondents stated that left-turns onto and off of Henderson Highway are difficult and dangerous, and that some commercial businesses should exit onto side streets as opposed to Henderson Highway.

A full list of comments from the mapping tool is available in Appendix D.

What we heard – Stakeholder meetings

The project team held six virtual meetings with property owners, management companies, and condominium board representatives based on their geographic location along the corridor. Table 2 outlines key themes and example comments from the stakeholder meetings, as well as how the project team has considered each key piece of feedback in developing design options.

A full list of comments from the stakeholder meetings is available in Appendix C.

Table 2 Key themes and example comments from the stakeholder meetings

What we heard	How it was considered
Land Use Planning	
The division of land uses are good; however, more mixed-use development along the corridor should be encouraged.	Preferences for mixed-use development will be considered as part of ongoing review of the planning policy framework for the area.
Access Management	
A median to would improve traffic flow and pedestrian accessibility. However, business and residential access must be considered.	The functional design proposes a median for the entire length of the project area to improve safety. Initial meetings with property owners helped determined access needs for the project team to consider when designing the median;

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	additional engagement on median locations will occur as the study progresses.
The City should explore central bi-directional turning lanes to improve access to destinations on Henderson Highway.	While a two-way left turn lane would provide a lane exclusively for left-turning vehicles coming from both directions, such a lane does not provide the same level of safety as a raised centre median. For this reason, a centre median is included as part of the proposed design.
Left-turns onto and off of Henderson Highway are difficult and dangerous. Some commercial businesses should exit onto side streets as opposed to Henderson Highway.	The functional design proposes a median to improve access on and off of Henderson Highway. With this design, some properties could see their access changed to side streets as opposed to Henderson Highway.
Access to The Knowles Centre and John. G. Stewart School is difficult because the pedestrian crossing at Bunn's Creek has low visibility due to the slight bend of the road, frequent vehicle speeding, and traffic congestion during peak times.	We are currently considering improving the pedestrian crossing to a half-signal at this location, which would make the crossing more visible to motorists.
Pedestrians	
Crossings are too far for seniors or people with mobility aids to access.	The proposed design includes what best practices consider sufficient convenient and safe opportunities to cross Henderson as a pedestrian or cyclist.
An underpass at the Bunns Creek crossing may increase river access and park use.	A pedestrian underpass crossing of Henderson Highway at Bunn's Creek was considered early on in the study; however, it was determined that an at-grade crossing of Henderson Highway is preferred due to a several concerns related to flooding, public safety, and maintenance.
Increase the presence of sidewalks along the corridor, especially areas where individuals are using the shoulder of Henderson Highway.	proposed design includes sidewalks on both sides, the entire length of the corridor. This would eliminate the need to walk along the shoulder of Henderson Highway where sidewalks currently are not present.
Cycling	
Cycling along Henderson Highway poses safety risks and there should be dedicated cycling facilities along the corridor.	The proposed design includes two different options for cycling infrastructure. Both options would separate cyclists from the roadway.
A preference for bike lanes on the east side, west side and both sides of Henderson Highway were noted.	Comments reflect an overall need to consider bike lanes on both sides of Henderson Highway; however, we are unable to move forward with this design. A bike path on the east side of Henderson Highway was explored but not recommended because of conflicts with utility poles and a large number of busy commercial approaches.
Difficulties arise with cyclists and pedestrians sharing the same space, especially with the high senior demographic along the corridor.	Both design options being presented in Phase 2 accommodate both pedestrians and cyclists on the west side of Henderson. The preferred design separates the two modes with a 1.8-metre sidewalk, and 3-metre bike path.
There is a desire for cycling connections to the Chief Peguis Greenway and connections to other neighbourhood trails.	The proposed design includes a cycling connection to the Chief Peguis Greenway and to the Bunn's Creek Pathway, along with a number of safe and convenient opportunities to cross Henderson throughout the study area.
Transit	

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There are inadequate crossings and access to various transit stops on both sides of the corridor, and the stops themselves are not accessible.	We are reviewing the location of transit stops as part of this study as well as locations of crossings via which to access them. Transit stops will be made accessible to users of all ages and abilities as part of reconstruction of the roadway and boulevard areas.
The transit stop at McIvor is problematic for vehicles exiting the residential approach at 1820/1840 Henderson Highway.	As the design continues to be refined, we are carefully reviewing interactions between buses, vehicles, pedestrians, and cyclists using the roadway, including potential conflicts at approaches.

Next Steps

The input collected during Phase 1 of public engagement helped the project team create a functional design. A functional design is used to support some early decision making and to support the next level of design but not construction.

The proposed design (also known as the *functional* design) will be shared with the public to gather feedback as part of Phase 2 engagement. Following Phase 2 engagement, the project team will create a recommended design (also called the *preliminary* design) to move forward for Council consideration

Appendices

Appendix A – List of Stakeholders and Organizations
Appendix B – Stakeholder Meeting Presentation
Appendix C – Stakeholder Meetings Records of Discussion
Appendix D – Online Mapping Tool Comments

To learn more about the Henderson Highway North Improvements Study, please visit winnipeg.ca/henderson.

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Appendix A
List of Stakeholders and Organizations

The following is the list of stakeholders and organizations who provided feedback in October 2021.

- Burnett Management
- Donwood Management
- Hana Management
- Shelter Canadian Properties Ltd.
- East Kildonan-Transcona Resident Advisory Group
- Bike Winnipeg
- Henderson on the Red Condominium Board (1820 & 1850 Henderson Highway)
- Stornoway on the Red Condominium Board (1880 Henderson Highway)
- River Oaks Condominium Board (1900 Henderson Highway)
- Henderson Landing Condominium Board (1950 Henderson Highway)
- Bunn's Creek Condominium Board (230 Bonner Ave)
- Oaks of Henderson Condominiums (2075 Henderson Highway)
- 2000 Henderson Highway Private Residence
- 2106 Henderson Highway Private Residence
- Red River Co-operative Ltd.
- Gardan Gas Bar Inc. (Shell Canada)
- Irwin Homes
- Kildonan Personal Care Centre
- Klassen Funeral Home
- Ratuski Law Offce
- Boni Singbeil Stienstra LLP
- Ade & Company Inc
- John G. Stewart School
- The Knowles Centre
- Avant Ministries Canada

Appendix B
Stakeholder Meeting Presentation

Henderson Highway North Corridor Improvements Study

Stakeholder Meeting

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Agenda

1. Welcome & Introduction
2. Project Background
3. Land Use Planning
4. Activity & Discussion
5. Next Steps



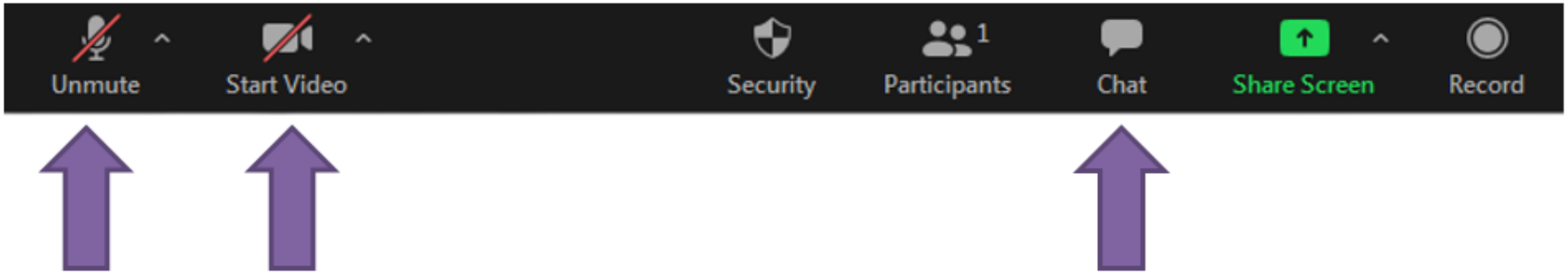
Welcome & Introductions

Cam Ward, City of Winnipeg

Luis Escobar, Stantec

Danielle Loeb, HTFC Planning & Design

Technology Moment



Make sure your mic is muted and your video is off.

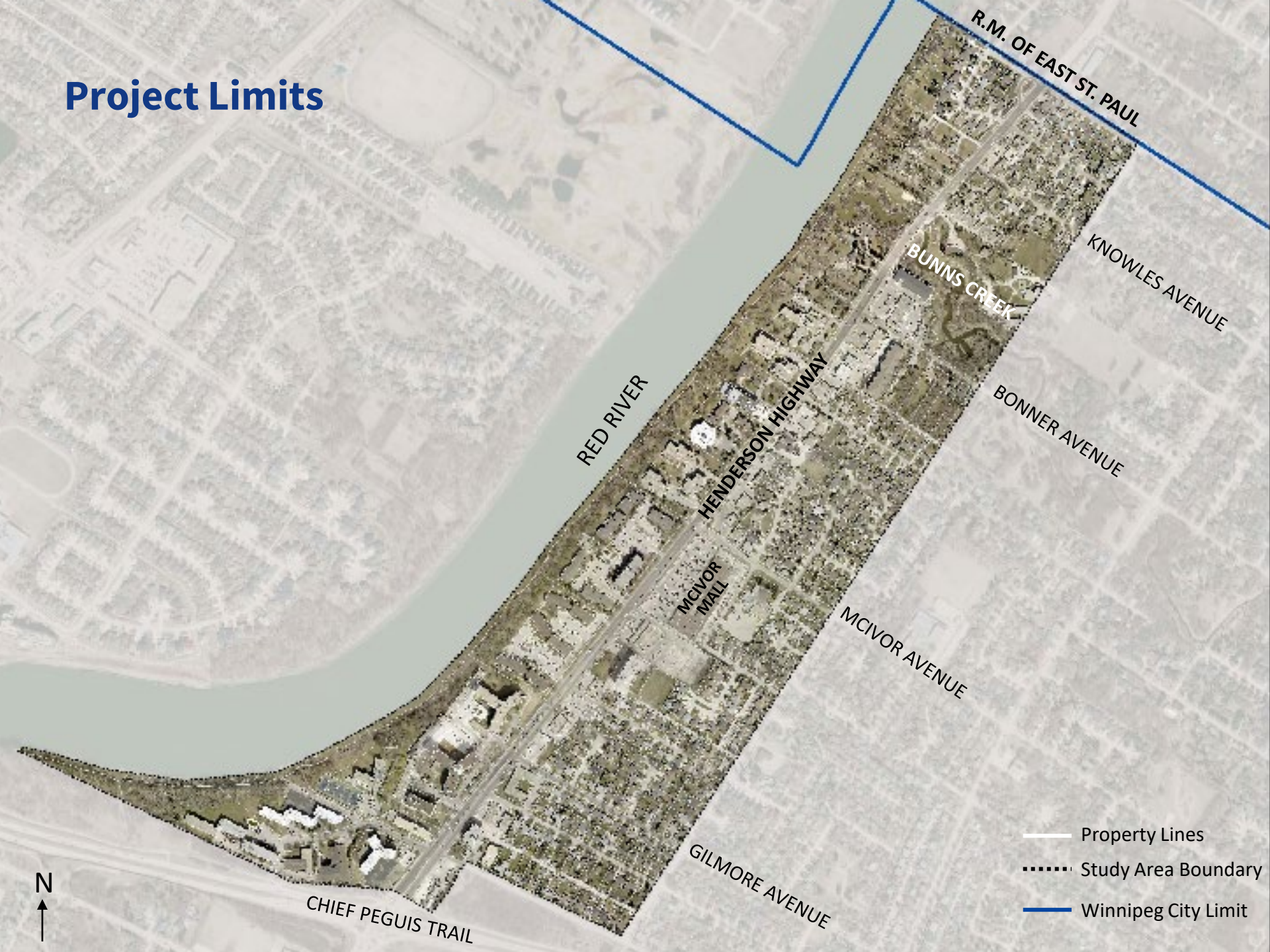
Use chat to ask questions.

Project Background

As Winnipeg continues to grow, the Henderson Highway corridor needs further study to meet the current and future needs of Winnipeggers.

Henderson Highway is a vital transportation connection, and has been designated by the Pedestrian and Cycling Strategies as a multi-modal corridor. It is one of the city's main transportation corridors, serving people's mobility needs whether they choose to walk, bike, carpool, take transit or drive. The corridor is also meant to help deliver goods and services, which means, it needs to accommodate trucks and other delivery vehicles.

Project Limits



Project Scope

The project includes:

- Investigating pavement condition, utilities, land drainage, and traffic characteristics
- Planning for replacement of the existing Bunn's Creek crossing
- Accommodating the safe, efficient, and accessible movement of goods and people on foot and/or using mobility aids, cyclists, transit users, motorists, and delivery of goods
- Building a median, improving intersections, and managing access along Henderson Highway to improve safety and better mobility for all users, including vulnerable users
- The objective of the study is to develop a preliminary design for the proposed improvements to the study area. The project will take into consideration input collected through: meetings with key stakeholders, stakeholder group meetings; online public engagement; public design workshops; and information sessions throughout the project.
- Review of land use planning framework

Questions?

Land Use Planning Framework Evaluation

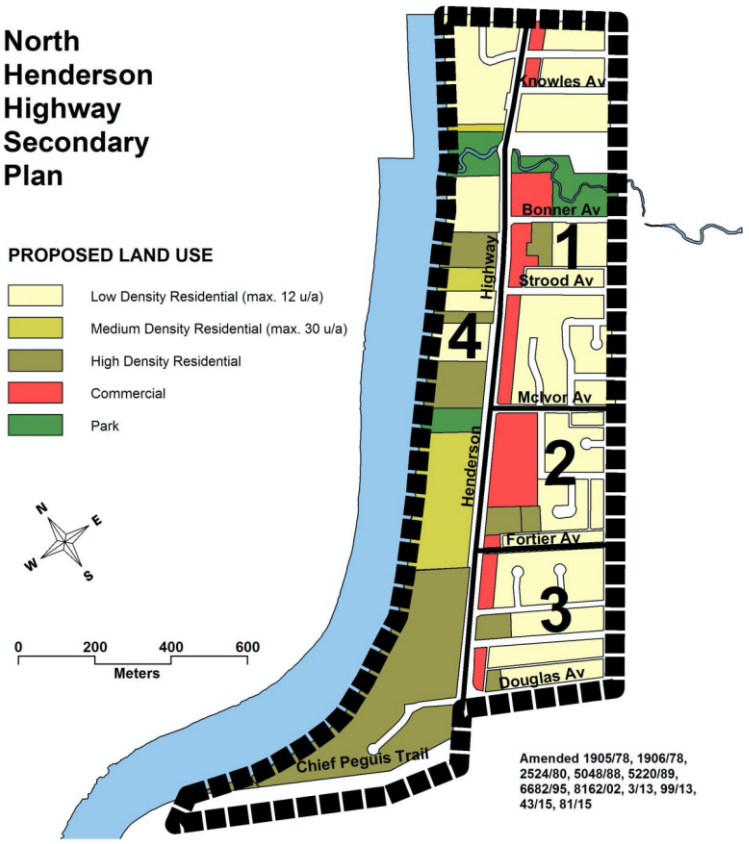
One of the City's key strategic goals is to ensure that all major transportation projects are well-tuned to the needs of surrounding communities, compatible with existing land uses and supportive of positive growth.

As part of this project, the consultant team will be examining the land use planning framework for the corridor to see what is working and what isn't, and advise if there need to be changes in how planning in the area is managed to sync with the City's long term vision.

Land Use Planning Framework Evaluation

The North Henderson Highway Secondary Plan, which governs development in the project area, was written in the 1970's and has fallen out of alignment with current policies, particularly related to housing options, mixing uses, urban design, social equity and accommodating alternative modes of travel.

The current Plan is weak on providing predictability and conveying the City's expectations for development.



Questions?

Discussion



Next Steps

Project Begins

Summer 2021

Phase 1 Engagement

Fall 2021

Functional Design Development

Fall 2021 to Winter 2021/22

Phase 2 Public Engagement

Winter 2021/22

Preliminary Design Development

Spring 2022

Phase 3 Public Engagement

Spring 2022

Council Review

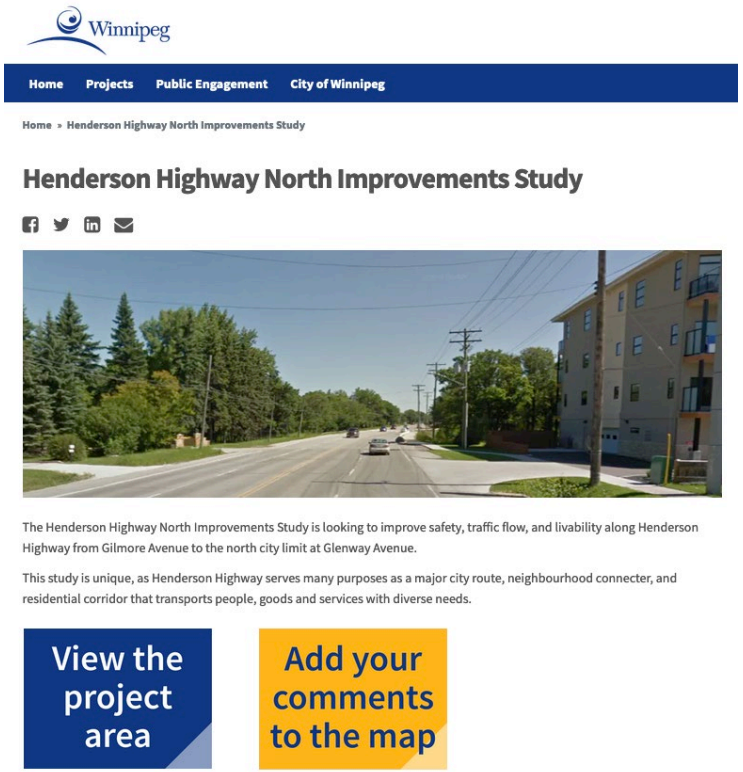
Fall/Winter 2022

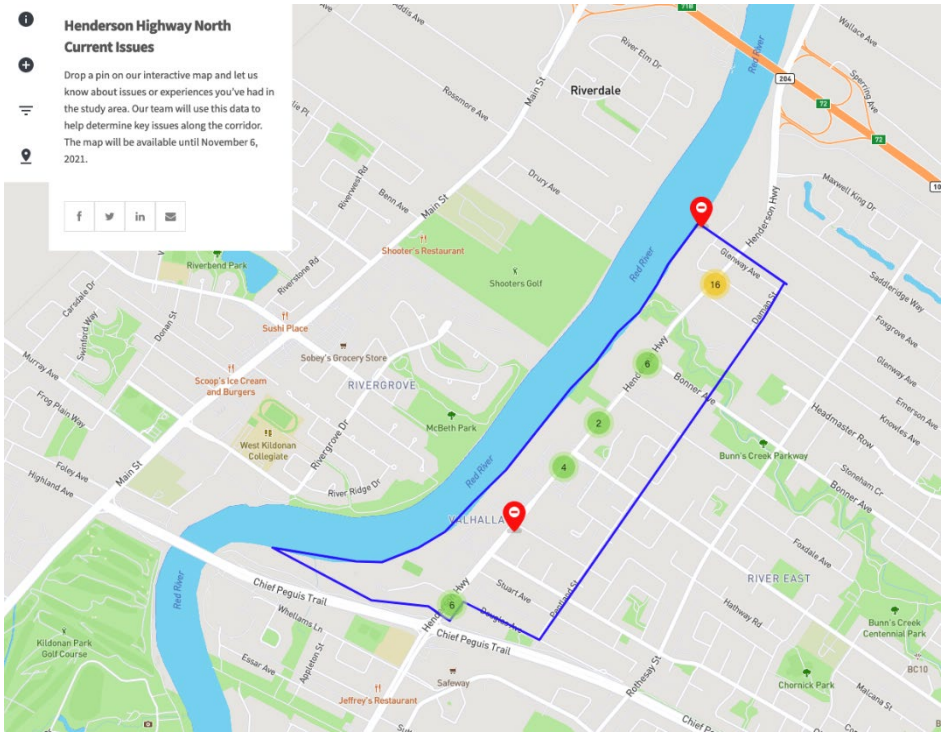
Construction

To be determined. Pending Council approval and funding.

Project Website

Visit the website **Winnipeg.ca/henderson** to review project information, frequently asked questions, or place a pin on the interactive map!





Henderson Highway North Corridor Improvements Study

Thank you

winnipeg.ca/henderson
city-henderson@winnipeg.ca

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Appendix C
Stakeholder Meetings Records of Discussion

Henderson Highway North Corridor Improvements Study: Section 2 Record of Discussion

Organization Name	***Henderson Highway Chiropractic Clinic and Shelter Canadian Properties Limited***
# of Participants	2
Date	October 21, 2021
Location	Via Zoom
Summary of discussion	**Tell us about your business/organization:** Henderson Hwy Chiropractic Clinic receives an even distribution of clients arriving from the north and south. They help clients with mobility aids and older adults cross Henderson Highway, if needed. Shelter Canadian Properties Limited shares property access with a private house. The demographic of their patrons is very mixed – singles, couples, families and a variety of age ranges with sixty percent in the middle to older age bracket. Approximately seventy patrons travel to the property from the south and thirty from the north. The garbage and recycling trucks come twice a week, between 9:00 a.m. to 4:00 p.m., with multiple contractor vehicles daily. Shelter does not have underground parking, but provides vehicle plug-ins. They do not foresee expansion or redevelopment, except landscaping facing Henderson. **Are there any issues around land use development or planning?** Chiropractic office does not see impediment with the type of development. Undeveloped and neglected ditches present that do not fit with the urban setting. There is a greater presence of hardscaping versus softscaping – increase boulevard trees.

Should a multi-use path that connects to Bunn's Creek be considered?

The improvements will be in the right-of-way from property line to property line.

If the median is realigned at NorVilla, it might become too narrow, currently 5m.

If land must be expanded, it should come from the west versus the east side.

General Land Use and Planning Comments

Amendments have and can be made for mixed-use allowance on the east side.

What are some potential areas for improvements?

Cycling

- Add bikes lanes – cyclists use sidewalks to avoid dangerous conditions on Henderson, creating conflict with pedestrians
- Difficult to cross Henderson

Transit

- Transit stop near highway on Fortier does not have adequate crossing corridor – median would be helpful for movement, especially individuals with mobility aids
- Increase access to transit stops on both sides of Henderson

Movement

- The roads are uneven and require repaving, currently difficult to cross especially with mobility aids
- Increase the presence of crosswalks, difficult to cross Henderson
- Near Bunn's Creek, caution is required when crossing on the pathway system – requires a median and crosswalk

Access

- Adding a median with ample refuge to several cars will reduce congestion and add efficiency
- Median can offer a U-turn option
- Access near the liquor mart is problematic

Additional Comments and Ideas:

General lighting in the area is adequate, commercial lighting enhances the ambiance.

	Engage with the province to connect the Gilmore to Glenway project extents to the new development located in the RM of East St. Paul. This may offer value by considering renewals together. Speeding is an issue on Henderson. Adding carbon sinks as a functional feature should be encouraged and set as a precedent for other commercial businesses in the area.
Follow up required	N/A
Notes	N/A
Recorded by	Maureen Krauss, HTFC Planning & Design

Henderson Highway North Corridor Improvements Study: Section 3 Record of Discussion

Organization Name	
# of Participants	8
Date	October 21, 2021
Location	Via Zoom
Summary of discussion	**Are there any issues around land use development or planning?** The group expressed the need for McIver, south of 1820 to be expanded to allow for a roadway, and to permanently designate the park as greenspace. The additional room present within the right-of-way can allow for this improvement. Suggested that there be a right-in, right-out with a left-turn refuge with median. Near 1880, left-hand turning land should be considered, currently there is not enough space due to ditches, creating unsafe conditions for pedestrians. The culvert keeps rising and roadway access is requiring replacement. The new Costco behind Windsor Plywood on Main Street may increase traffic. There is a minor encroachment agreement in place with Wayne Finlay to Western Road allowance near Henderson Landing – may not be affected, but it could be. **Does it well work with residential on the west and commercial on the east?**

Dangerous road conditions make it difficult for older adults to cross.

Commercial vehicles are notably at higher speeds – Henderson is a shorter route.

The separation works for residents, observed more crime and homelessness on the east side.

General Land Use and Planning Comments

The new condo development may include commercial business at street-level with living space above.

Natural lands require protection – Bunn's Creek is valuable for residents. A connected pathway system would enhance this resource.

Motorcyclists have a route on Henderson in the corridor.

The Red River limits the space on the west side.

What are some potential areas for improvements?

Cycling

- Cyclists can safely cross at McIvor and Chief Peguis trail access
- Consider the addition of bike lanes – commuting on roadways is currently unsafe, recreational is adequate on side streets
- Cycling groups require a bike lane for Lockport River's Edge Run
- Cyclists do not stop at red lights or obey traffic signals
- Increase curb lane width along Henderson

Transit

- Transit stop at McIvor blocks the vision of cyclists and drivers – cars are frequently driving fast and switching lanes here

Movement

- Moving towards Eastwood Drive on Henderson, the sidewalk ends and the pathway at Bunn's Creek runs out – extend to crosswalk north of Bunn's Creek or the Glenway bus turnaround
- Walking against traffic without a sidewalk is dangerous due to poor shoulder conditions – increase presence of standard sidewalks
- It is dangerous to move across driveways and ditches
- Where sidewalks are present, they are narrow and surface conditions are inadequate
- Buckling lanes at 1850 McIvor – unsafe walking conditions
- The sidewalks on both sides require replacement, suitable for wheelchair access

	• Grading considerations required for crosswalk access areas **Access** • Access is a major issue along the corridor – contributing to safety concerns • Southbound access near the Klassen Funeral Home is difficult • Visibility concerns arising with northbound access • Time of day and season is a significant factor in conditions • A median would help reduce collisions on Henderson • It would be beneficial to combine the driveways of 1820, 1840 and 1850 Henderson Highway or consider a better way to design this access – concerns with turning left. The Tri-Board Condo group holds authority of these common ground areas. • A central bi-directional turning lane would improve traffic flow and access for both right and left turns • Include a traffic light at either Bonner Ave. or Knowles Ave. to improve access and safety from the east side **Additional Comments and Ideas:** Increased equity between cycling, pedestrian and vehicles regarding right-of-way. Adding a median should consider access for businesses – i.e., allowing U-turns. Riverbank erosion is an issue and whether this is threatening infrastructure. Success in securing 25 trees for planting along the riverbank. The study completion of the preliminary design is approximately one year. The information will go into the Council's capital planning budget process for consideration – this study allows for the next step in the planning process.
Follow up required	N/A
Notes	N/A
Recorded by	Maureen Krauss, HTFC Planning & Design

Henderson Highway North Corridor Improvements Study: Bike Winnipeg Record of Discussion

Organization Name	***Bike Winnipeg***
# of Participants	1
Date	October 22, 2021
Location	Via Zoom
Summary of discussion	**General Land Use and Planning Comments** Henderson is the only option that leads out of the city, unless proceeding far east or west. Bonner is an excellent greenway with connections to Bunn's Creek and existing greenways, but more rural in style without the presence of sidewalks. Gilmore has connection into Chief Peguis Trail and to Rothesay St., but a large gap in-between. There is a desire for ease of access to West St. Paul, and it would be beneficial to explore connections into this existing trail system. **What are some potential areas for improvements?** **Cycling** • No shoulder is present for most of the corridor • Henderson is not comfortable for cycling • There is a strong desire to get across Chief Pegius Trail and over the Kildonan Settlers Bridge • Protected and painted bikes lanes to attract users • There is a substantial detour around Henderson • Trips and destinations are the most important, not the division between recreational and commuters

- Need to consider the engagement with one-way versus two-way bike lanes
- Speed of cyclists drops with the older population – should consider electric bikes, tricycles, etc.
- Desire for connection to Kildonan Drive
- Frequent group rides to Lockport
- Preference is the west side for two-way bike lanes, allows for connection to existing trails
- Current 60 km/h speed limits require physical separation between vehicles and cyclists

Movement

- Improve crossing options, especially at bus stops
- Raised crossings to slow movement of vehicles and enforce priority to cyclists and pedestrians – strong demand on Henderson for those heading south or east to trails
- Increase presence of crossings to every 5m or 1km, this will improve the west side – should connect to bus stops
- Perception that crossing Henderson Highway is problematic due to heavy traffic
- Crossing required at Chief Pegius, otherwise the detour is long
- Residents are more likely travelling to amenities, but will know where the crossings are located
- At grade crossing or under bridge crossing to access Bunn's Creek – should reflect developments along Henderson Highway and allow access north while considering future growth

Access

- Look at access and connections to Chief Peguis – key destination
- Heavier traffic comes from the east side
- Addition of an underpass may increase access to the river
- Increase the turning radii for Bonner and Gilmore, two-way crossings require more space between trails and road

Additional Comments and Ideas:

Construction timeline is subject to council approval and budgeting.

Row widths are 120' wide on the south end and 90' wide on the north end.

Reach out to Twyla at MCA to determine if cycling groups would use multi-use paths or preference is for protected lanes.

Follow up required	N/A
Notes	N/A
Recorded by	Danielle Loeb, HTFC Planning & Design

Henderson Highway North Corridor Improvements Study: Donwood Manor Record of Discussion

Organization Name	***Donwood Manor, 15 Valhalla Drive***
# of Participants	1
Date	October 25, 2021
Location	Phone/Conference Call
Summary of discussion	**General Land Use and Planning Comments** Sidewalks surrounding Donwood Manor are in suitable condition, however, the pedestrian crosswalk at the intersection of Douglas Ave and Henderson Hwy is dangerous. Nearly impossible to turn north on Henderson due to multiple lanes of traffic. Current traffic conditions reflect COVID-19, approximately twenty-five percent decrease in congestion. Heading north on Henderson towards McIvor, accessibility to the condo complex is problematic. Requires a right-hand turning lane to decrease traffic congestion, especially from 3:00 p.m. to 6:00 p.m. The visibility at Bunn's Creek crossing is limited, requiring traffic to fully stop before individuals can proceed with crossing. Lighting at Bunn's Creek is inadequate and contributes to the feeling of an unsafe environment. The path in the woods proceeding to the river requires more lighting. Crossing on the north side reduces risk of incidents and allows cars to turn left while people cross, high-risk intersections on the south side. Road requires improvements at McIvor and Henderson.

	What are some potential areas for improvements? **Movement** • Sidewalk conditions on Valhalla require improvement – not conducive to mobility aids • Sidewalks that connect to Safeway, Bunn's Creek, Marketplace Mall and additional amenities are well used **Access** • Vehicle access to Valhalla is challenging • Heavy traffic from East St. Paul and proceeding downtown – McIvor is used as a major thoroughfare
Follow up required	N/A
Notes	N/A
Recorded by	Danielle Loeb, HTFC Planning & Design

Henderson Highway North Corridor Improvements Study: The Knowles Centre Record of Discussion

Organization Name	
# of Participants	3
Date	October 25, 2021
Location	Email
Summary of discussion	**What are some potential areas for improvements?** **Cycling** • Need a bike path on Henderson Highway **Transit** • Increase ease-of-access to transit stops by including one closer to the property, as the stop on the west side is difficult to access **Movement** • Increase sidewalks on the west side of Henderson, individuals are currently walking on the shoulder and there is no protection from vehicles travelling at high speeds **Access** • Issues safely leaving the property during rush hour as a motorist, especially making left-hand turns across Henderson Highway • Integrate traffic lights to increase safety for those leaving The Knowles Centre via vehicle • Visibility is limited leaving the property during the winter due to snow piles near the driveway

	Additional Comments and Ideas: Increase public waste bins along the corridor, especially for dog owners using the trails. Increase signage to warn individuals not to leave valuables in their car – an increase of theft and vandalism to cars has been reported.
Follow up required	N/A
Notes	N/A
Recorded by	Danielle Loeb, HTFC Planning & Design

Henderson Highway North Corridor Improvements Study: Section 5 Record of Discussion

Organization Name	
# of Participants	12
Date	October 26, 2021
Location	Zoom
Summary of discussion	**General Land Use and Planning Comments** Irwin Homes developer has worked with the City on various development and planning projects and has experience with this secondary planning process for developing condos. Approximately 21' of land was allotted for the widening and improvements of northern Henderson Highway which was communicated smoothly. The developer is currently improving the shared access point to the condo at 230 Bonner Ave. Hydro poles are not aesthetically pleasing and impede upon the safety and movement of pedestrians, cyclists. Movement of the poles to underground locations is costly, but within the scope of this study, utilities, communications, gas lines, sewer and water will be investigated. Ditches do not align with a modern city layout.

Overall, safety and liveability are the major concerns.

What are some potential areas for improvements?

Movement

- The west side of Henderson between Bonner Ave and Glenway Ave does not have sidewalks
- Areas of concern would be highlighted through a winter walk, as there are certain assets not available – crosswalk at Bunn's Creek, difficult to access transit stops
- Walking towards Bonner Ave there is a temporary asphalt sidewalk, with sign that states, "Sidewalk Ends" – invest in extension from Bonner Ave to Glenway Ave
- Sidewalks to the NoraVilla are a tripping hazard
- Limited visibility due to bend on Knowles
- Older adults living in the area and cannot cross safely near the Bunn's Creek condos due to heavy traffic – crossing near McIvor
- Introduction of a path like Bunn's Creek on the west side, however crossing here proves to be difficult and dangerous
- Areas where pedestrians are using mud paths or shoulders of the road, this is dangerous and requires improvement
- Integrate benches as resting points for the older population

Access

- Ditches along Knowles to McIvor limit the ability for right-hand turns
- If wanting to travel north, must travel south and make a U-turn – adding a median will reduce collisions
- Access to Boner or a signalized intersection would be helpful – multiple accidents
- Concerns about how Chief Peguis and McPhilips access will tie into one another
- Vehicles are speeding through the Irwin's parking lot access to Henderson Highway to avoid the stop sign at Bonner Ave – this access leads to the Donwood's parkade
- Speed bumps have been installed on the 230 Bonner Ave property along with 'No Trespassing' signs, but vehicles continue to cut through and almost collide with pedestrians or other vehicles
- Installing a traffic light would encourage Henderson bound traffic to wait for a light change instead of an opening, although it may not alleviate issues with traffic diverting through the lot to gain access to Bonner Ave

	Additional Comments and Ideas: Boulevard at 2075 Oaks of Henderson is not maintained regularly – attention to City versus private boundaries to ensure upkeep. Requiring lights at the intersection of Bonner Ave and Henderson Highway. Hoping the City can include signage advising applicable fines for trespassing through private property. Signs that highlight, ‘No Parking’ will have to be installed on Bonner Ave on the east side of Creekside Dental up to Henderson Highway due to traffic congestion. There is a Nursing Home across the street from 230 Bonner Ave, and both the Fire and Police Departments are there frequently.
Follow up required	N/A
Notes	N/A
Recorded by	Maureen Krauss, HTFC Planning & Design

Henderson Highway North Corridor Improvements Study: Section 6 Record of Discussion

Organization Name	
# of Participants	7
Date	October 27, 2021
Location	Zoom
Summary of discussion	**General Land Use and Planning Comments** The North Henderson Secondary Plan Winnipeg is available online, the link to the By-law was provided by the City of Winnipeg. The timeframe for the long-term vision is approximately a twenty-to-twenty-five-year horizon for motorized and non-motorized growth. Residential development is growing in the Rural Municipality of East St. Paul. There are no pros or cons in relation to the division of land, however, strategic attempts have been made to blend Aiden Co. into the residential area. They hired a home developer for the design of the property. **What are some potential areas for improvements?** **Cycling** • No barriers identified regarding cycling as it is not a common approach for this group • Ratuski Law Office has recreational and commuter cyclists – desire for an option to connect from Henderson to Chief Peguis and Rothesay

- Commuting to work on Henderson is a barrier due to safety concerns – incorporation of multi-use pathways or protected bike lanes would be helpful, especially on the east side
- Prefer the combination of pedestrians and cyclists on multi-use paths versus cyclists on the road with vehicles
- Addition of a bike lane on the west side

Movement

- There are no sidewalks near the McIvor Mall – especially areas connecting to transit stops
- Large older adult population in the area, therefore pedestrian crossings need to be integrated to accommodate
- Addition of sidewalks on the west side and east side
- Students in wheelchairs access bus pick-up from the group home on the south side of Henderson, creating congestion – a bus pull-out for transit and school buses would alleviate issues, or move the pick-up to Knowles

Access

- Lack of access across the street to the bus loop at Glenway – a median or pedestrian crossing would help
- A longer approach or merge lane is required from Chief Peguis onto Henderson Highway – safety concerns regarding speed and congestion along this transition
- FedEx, UPS, and other delivery vehicles are pulling onto the gravel shoulder rather than entering the parking lot at Aiden Co.
- Turning lanes need to be considered if integrating a median
- City of Winnipeg notes at intersections like Bonner Ave and McIvor Ave, a left-hand storage lane would be incorporated to minimize congestion
- Business at 2131 Henderson between Emerson and Knowles highlights that most clients are coming from downtown – requiring more intersections to become signalized further along the northern section of the corridor
- Heavy traffic driving north at the end of the day – increase traffic control or signalized intersections
- Vehicles are using the parking lot attached to Avant Ministries on the corner of Knowles and Henderson as on-ramp to Henderson, bypassing the stop sign and endangering pedestrians – integrate a speed bump and signage at Knowles

	• Trucks are using the Avant Ministries parking lot to U-turn, creating issues with access at the wrong angle, ultimately leading to driving on curbs **Additional Comments and Ideas:** Curious if widening is a possibility – City notes that widening is not the approach, instead it will focus on movement of the lanes within the existing public right-of-way.
Follow up required	N/A
Notes	N/A
Recorded by	Maureen Krauss, HTFC Planning & Design

Henderson Highway North Corridor Improvements Study: John G. Stewart School Record of Discussion

Organization Name	
# of Participants	5
Date	October 28, 2021
Location	Via Zoom
Summary of discussion	**Tell us about your business/organization:** Enrollment at John G. Stewart School is thirty-two students from grades six to eleven, never over forty students at once. Treatment spans over approximately twelve days, coming in by day. Approximately four to five students take the bus, but during the winter this increases. Most of the students are coming from John Henderson Junior High school, behind the Sobeys on Henderson. Other students are travelling from group homes on the east side of Henderson. John G. Stewart School is involved with the W.R.E.N.C.H., increasing the number of students cycling. There are twenty-one staff members, some who take transit or cab, the rest drive. The school does not have on-site security. **General Land Use and Planning Comments** Left-hand and right-hand turns slow down traffic and increase congestion, especially during rush-hour. An increase in the mix of uses would enhance the area. Students come from all over the city – one third of group home students carpool; one third live on the grounds; one third travel alone or by transit; and some students walk or cycle. Vape shop and surrounding land uses are difficult for the school.

What are some potential areas for improvements?

Cycling

- East side would be better for bike lanes
- Involved with the W.R.E.N.C.H – increase of students cycling

Transit

- The school was supposed to have a dedicated access for buses
- Bus schedule is irregular for training

Movement

- Previously had an attendant at Bunn's Creek to ensure students could cross safely
- Crossing at Bunn's Creek is dangerous
- The foods teacher works closely with No Frills: students will walk for field trips; students who travel to school stay for lunch; and students leaving after school but not driving that day
- Informal paths allow students to access Bunn's Creek from the southeast of the service building, near Henderson Highway

Access

- Look at safe access points to the school from Headmaster Row and engage with Knowles Centre Inc.
- More entry points to Bunn's Creek to reduce desire line of crossing the school property
- The driveway is being used to cut through – unwanted by the school with vulnerable populations
- Major issues with wayfinding, Knowles Centre Inc. receives daily food deliveries with various trucks ranging up to 5-tonnes, these trucks cannot find the school even with new signage
- Photo radar by Bunn's Creek limits visibility of access to the school
- Addition of an underpass may increase access to the river

Additional Comments and Ideas:

Knowles Centre Inc. has sixteen beds on grounds. They have two congregate group homes, one service building and administration building. Up to sixteen students are eligible to attend the school, but not all do.

There is not enough lighting around Bunn's Creek, there are Seven Sacred Teachings that have graffiti – more lighting would decrease these activities.

	The school wi-fi does not get shut off and limits the range students will go, most will not go down to the creek because there is no wi-fi. Some students use the west side of the park for fishing, but currently there are not enough amenities to increase engagement.
Follow up required	N/A
Notes	N/A
Recorded by	Danielle Loeb, HTFC Planning & Design

Henderson Highway North Corridor Improvements Study: 2000 Henderson Record of Discussion

Organization Name	*Dynamite Design*
# of Participants	1
Date	October 29, 2021
Location	Via Conference Call
Summary of discussion	**Tell us about your business/organization:** Dynamite Design can be easily accessible, but it is dependent on the time of day. It can be difficult to turn northbound onto Henderson Highway versus southbound due to the flow of traffic. Adding a traffic light would not be beneficial, as it would prescribe when they can and cannot leave their property. The addition of a median would be adequate and would only mean that you would need to travel further to make a U-turn **General Land Use and Planning Comments** Ditches take up a large portion of the land, replace these with more modern techniques. **What are some potential areas for improvements?** **Cycling** • There is no bike lane – including one would establish connection to other routes • Avoid concrete barriers – creates issues with snow clearing and maintenance, unless new road infrastructure accounts for this • Cyclists should not be on the road with traffic – create a multi-use path with clear labels indicating which lane is for pedestrians or cyclists • The bike lane could be added to either side

	• Add lights to the bike lanes **Movement** • Sidewalks are uneven and the surface changes between asphalt and concrete • Beneficial to have a sidewalk that runs north the entire way – open to allowing 15-20 feet of their property to accommodate • Overall condition of sidewalks is inadequate **Access** • Semi-truck access should be restricted on Henderson and diverted to Chief Peguis or Main St. **Additional Comments and Ideas:** The road surface requires improvement – large ruts present.
Follow up required	N/A
Notes	N/A
Recorded by	Danielle Loeb, HTFC Planning & Design

Appendix D
Online Mapping Tool Comments

Category	Issue	What's needed	Related Issue	Summary of Issues (with locations added)
Access Issue	Very narrow lanes (in both directions) of Henderson Highway between Chief Peguis Trail and Bunn's Creek is dangerous. I've had far too many close calls in recent years, and now no longer make the relatively short ride up to Bunn's Creek.	protected access between Chief Peguis Trail and Bunn's Creek	Cyclists	protected bike lanes
Infrastructure Issue	Pavement conditions are poor. Lots of cracks and potholes on the road.		Cyclists, Motorists	poor pavement conditions
Infrastructure Issue	Connecting the Bunn's Creek trail with a grade separated tunnel much like the new tunnel recently constructed under Fermor would be much safe than trying to cross at grade at the current pedestrian crosswalk.	Walking/Biking Tunnel	Pedestrians, Cyclists, Motorists, Other	separated path/tunnel under bunns creek bridge
Infrastructure Issue	This is an existing crosswalk but needs to be upgraded with eye level flashing lights to make it more visible as the crosswalk is partially located on a curve .	Crosswalk with eye level flashing lights	Pedestrians, Motorists	better at grade crossing with eye level flashing lights at bunns creek
Infrastructure Issue	It would be very helpful if the map showed existing traffic control devices such as traffic lights and crosswalks and not just bus stops. It would be easier to see where additional crosswalk infrastructure might be added	Interactive map additions	Pedestrians, Motorists	
Infrastructure Issue	There are no traffic control devices between Bunns Creek and the Perimeter Hwy which makes it difficult to platoon vehicular traffic thereby making it easier to cross Henderson. I have pinned this location across from the transit loop but note it might be better located at an intersection.	Possible new crosswalk location	Pedestrians, Motorists	transit loop pedestrian crosswalk
Infrastructure Issue	Although this pin should be located outside the study area on Rothesay, it impacts the future configuration of Henderson. Rothesay is a 10m wide street and is large enough to accommodate various modes of travel. It parallels Henderson and crosses Chief Peguis with the fly over thereby avoiding the major intersection of Henderson at Chief Peguis. Further, it continues south through connecting streets like Brazier basically all the way through to Disraeli. It also connects to the Chief Peguis active transportation corridor. and Bunns Creek trails. This route safely separates three modes of transportation, cars/truck, transit and cyclists.	Designated cycling route	Cyclists, Motorists, Transit	Rothesay could be used as major north-south cycling route

Infrastructure Issue	Side street flankage sidewalks should be added to side streets like Eastwood, Knowles, Emerson and Glenway. This will separate pedestrians and vehicles at the intersections. It is well known that most vehicle and pedestrian accidents occur at intersections. Separating the two traffic modes will make it safer for pedestrians.	Side street flankage sidewalks	Pedestrians, Motorists	East-west sidewalks along Eastwood, Knowles, Emerson, and Glenway to help separate pedestrians at intersections with Henderson Highway
Infrastructure Issue	The project goals are to improve "safety, traffic flow and livability". These goals are at odds with each other. Improving traffic flow necessarily makes it less safe and less livable, at least for those outside a motor vehicle. Making the area safer and more livable for those outside of a motor vehicle necessarily worstens traffic flow. It is impossible to meet all the stated goals of this project, you need to start over and decide what you want: improved livability and safety, OR improved traffic flow. Otherwise, all the public engagement in the world won't help a bit.	Impossible project due to incompatible goals	Pedestrians, Cyclists, Motorists, Transit, Other	
Infrastructure Issue	Henderson needs to be repaved and perhaps widened from Gilmore to Glenway to allow for a safer cycling environment. The street and shoulders are full of dips and bumps, making either very dangerous to bike on, not to mention cars having very little room to get around cyclists due to the narrow lanes.	The entirety of Henderson from Gilmore to Glenway is in terrible condition, and makes cycling dangerous.	Cyclists, Motorists	poor pavement conditions, need safer cycling environment
Infrastructure Issue	Need Active Transportation facilities along Henderson Hwy that connect to the Chief Peguis trails and the Bunn's Creek trails and north.	Need Active Transportation facilities along Henderson Hwy that connect to the Chief Peguis trails and the Bunn's Creek trails and north.	Cyclists, Motorists	need dedicated AT facilities
Infrastructure Issue	Need active transportation facilities (separated protected bike lanes) along Henderson Hwy - both north and south to connect to the amenities, schools, retail, etc and other trail/AT infrastructure along Chief Peguis and Bunn's creek and north	Need active transportation facilities along Henderson Hwy - both north and south to connect to the amenities, schools, retail, etc and other trail/AT infrastructure along Chief Peguis and Bunn's creek and north	Cyclists, Motorists, Transit	need dedicated AT facilities
Infrastructure Issue		Please create a separated bike/pedestrian path connecting the Chief Peguis path to Bunns Creek (and beyond to the perimeter, if possible).	Pedestrians, Cyclists	need dedicated AT facilities
Infrastructure Issue	To respond to another poster's pin, no traffic calming devices are needed (or even, I believe, allowed) on Henderson Highway. The entire point of a major regional connecting street like Henderson is to move traffic efficiently and rapidly, including traffic from outside of the city heading into the city.	Traffic Calming Not Needed	Motorists	Traffic Calming Not Needed

Infrastructure Issue	The sidewalks along Henderson Hwy in this area are very narrow and can create unnecessary interactions between cyclists and pedestrians. Wider sidewalks would be nice and or a designated bike lane on Henderson Hwy. that connects smoothly with Chief Peguis Trail would be okay too. With unlimited money I would make an overpass for pedestrians and cyclists similar to what is further down on Gateway to go over the Cheif Peguis intersection as it is not only loud but some Winnipegers with disabilities (I've noticed) have challenges making it across in time before the next light cycle.		Cyclists	need dedicated AT facilities, separated from pedestrians
Infrastructure Issue	Need to extend sidewalk on west side north of Bonner		Pedestrians	need sidewalks on west side north of Bonner
Infrastructure Issue	No connection between Chief Peguis AT and Bunns Creek and Perimeter. Need AT facilities to support mode shift to alternatives to personal automobiles.	Lacking cycling infrastructure	Pedestrians, Cyclists, Motorists, Transit	need dedicated AT facilities
Infrastructure Issue	Include dedicated transit lanes to support mode shift from personal vehicles to Transit	Support efficient and effective Transit	Motorists, Transit	need dedicated Transit lanes
Infrastructure Issue	Conflicting priorities in study: de-prioritize through traffic to make the North Kildonan neighbourhood more walkable, cleaner, quieter and above all safer for all users including pedestrians, cyclists and transit users. Require wide sidewalks, separate cycling tracks, both raised to notify drivers. One lane for traffic in each direction is plenty with redesign to incorporate traffic calming to encourage lower speeds. Prioritize designs with consideration for mode shift, climate change, and a liveable city.	Livable street	Pedestrians, Cyclists, Motorists, Transit	Prioritize designs with consideration for mode shift, climate change, and a liveable city.
Infrastructure Issue		As per other commenters, there needs to be an active transportation and public transportation strategy attached to any work being done on any major roadway. Failure to include this planning will continue to perpetuate the challenges we already face. Getting more cars through our city should be our last goal. We need more buses and more separated pathways, or we continue to leave needed changes on the table.	Pedestrians, Cyclists, Motorists, Transit	need dedicated AT facilities, and bus facilities. Encourage other types of transportation than just personal vehicles
Infrastructure Issue	The ditches need to be removed in order to add another lane or create a proper boulevard. Also, above ground hydro poles have to go.	Henderson Highway Improvements	Pedestrians, Cyclists, Motorists, Transit	remove hydro poles and ditches

Infrastructure Issue	The ditches need to be removed in order to add another lane or create a proper boulevard. Also, above ground hydro poles have to go.	Henderson Highway Improvement	Pedestrians, Cyclists, Motorists, Transit	same user as above (same comment x3)
Infrastructure Issue	The ditches need to be removed in order to add another lane or create a proper boulevard. Also, above ground hydro poles have to go.	Henderson Highway Improvement	Pedestrians, Cyclists, Motorists, Transit	same user as above (same comment x3)
Infrastructure Issue	Lack of U turn impedes accessibility when leaving country roots market and needing to go south on Henderson	No U turn	Motorists	need U turn at Valhalla Dr and Douglas Ave
Infrastructure Issue	With multiple residential turn offs on the river side, and many businesses on the 'inland side', the volume of traffic in this area REQUIRES two lanes for any kind of flow otherwise a left turn in either direction will halt traffic. If bike lanes are being considered, widening will need to take place (perhaps remove the ditches & hydro poles) to allow two lanes of traffic in either direction.	Ensure 2 Lanes remain in place as Left turns are common in both direction.	Cyclists, Motorists	need at least 2 lanes of traffic north and south, remove hydro poles and ditches
Infrastructure Issue	There is an entire dedicated walk & bike trail between Gateway & Raleigh that runs up to the Perimeter and accessible from CPT greenway. This also connects to Bunn's creek just after Sun Valley Drive. This existing pathway also is in a safer area with lower traffic and large green spaces separating from vehicle traffic.	Bike Lanes not required, existing superior infrastructure located within an 8 minute bicycle ride.	Pedestrians, Cyclists	bikes lanes not required, make other cycling/AT routes the main routes
Infrastructure Issue	There is an entire dedicated walk & bike trail between Gateway & Raleigh that runs up to the Perimeter and accessible from CPT greenway. This also connects to Bunn's creek just after Sun Valley Drive. This existing pathway also is in a safer area with lower traffic and large green spaces separating from vehicle traffic.	Bike Paths not needed, superior bike path within 8 minute ride of Henderson.	Pedestrians, Cyclists	same user as above (same comment x3)
Infrastructure Issue	There is an entire dedicated walk & bike trail between Gateway & Raleigh that runs up to the Perimeter and accessible from CPT greenway. This also connects to Bunn's creek just after Sun Valley Drive. This existing pathway also is in a safer area with lower traffic and large green spaces separating from vehicle traffic.	Cyclists should be directed to the Gateway / Raleigh bike path for superior infrastructure and safety	Pedestrians, Cyclists	same user as above (same comment x3)

Infrastructure Issue	There are no sidewalks on Emerson and Knowles Ave making pedestrians and school children walk on the road to school. This also combines with a safety issue, especially with the unsafe seeds vehicles travel down these two avenues.	Sidewalks on Emerson and Knowles	Pedestrians, Motorists	Sidewalks east-west on Emerson and Knowles
Infrastructure Issue	Further to my previous comment, and in response to the two nearby pins (by Sherbs1001 and FranciscoDeWit), you have a project with multiple goals that are in direct conflict with each other: increasing safety, livability and traffic flow. One commenter wants traffic calming to improve safety and livability. The other wants NO traffic calming in order to improve traffic flow. Which one of them is correct? Both of them are. But good luck coming up with a design that simultaneously HAS and DOESN'T HAVE traffic calming! You have to start over with defining your project goals: either you are seeking to improve safety and livability, OR you are seeking to improve traffic flow. You can't do both. Trying to do both will get you neither (a stroad)... it will be not safe, not livable, and also bad at moving traffic. And it will be a colossal waste of money.	Incompatible project goals guarantees project failure	Pedestrians, Cyclists, Motorists, Transit, Other	
Infrastructure Issue	There is not any easy way to go from North/South Henderson and connect to go East/West on Chief Peguis Trail AT by bicycle. Forced to go up on sidewalk and backtrack to the entry points. Poor design makes the user make other choices.	Connectivity to Chief Peguis Trail AT route	Pedestrians, Cyclists, Motorists	need dedicated AT facilities
Infrastructure Issue		This entire route -Henderson from Chief Peguis to Perimeter - needs to be given consideration as Active Transportation - someone using the bicycle or walking as TRANSPORTATION and NOT RECREATION - the trail between Gateway and Raleigh does not get me to the MLCC at Bunns Creek then the No Frills at McIvor and the Dynacare Laboratory and Health Services Centre just south of Chief Peguis - All on Henderson Hwy - these things need to be considered	Pedestrians, Cyclists	need dedicated AT facilities

Infrastructure Issue	Need safe cycling infrastructure such as a separate bike lane from chief peguis greenway to the mall. I use bike as transportation to No Frills but Henderson unsafe. I access the mall Via Pentland and Edkar but this adds extra mileage going home loaded bike. I would use more businesses along Henderson if there was a separated bike lane.	Cycling infrastructure	Cyclists	need dedicated AT facilities
Infrastructure Issue	Henderson has great potential to be a rapid transit and cycling corridor, with decent residential density and many street front commercial. Any development should involve separated bike lanes and reserve space for easily implementing the WTMP in the near future. Relegating bike routes to hundreds of meters off the road where services exist puts at risk cyclists who bike for transport rather than leisure. It also disincentivizes replacing car trips with bike trips, which is critical to meeting our climate goals. Henderson us a bleak and hostile space for anyone on foot, bike or wheelchair.		Pedestrians, Cyclists, Transit	need dedicated AT facilities, and bus facilities. Encourage other types of transportation than just personal vehicles. Need better pedestrian environment
Infrastructure Issue	I often want to ride from Kildonan Park and then to access things including retail hops, entrance to Bunns Creek and my friends that live in East Kildonan. It is SOOOOO scary riding on Henderson Highway, but I don't know any other way and don't ride on sidewalks - PLEASE HELP!	Really difficult to bike here. No bike access	Cyclists	need dedicated AT facilities
Infrastructure Issue	Introducing curb bump-outs, similar to the ones constructed on Springfield Road. It slows vehicle traffic and provides some safety for pedestrians and cyclists.		Pedestrians, Cyclists, Motorists	need curb bump-outs
Safety Issue	speed bump to slow drivers coming off of Henderson and on to Knowles needed	Speed bump	Pedestrians, Cyclists, Motorists	need speed bump at Knowles and Henderson
Safety Issue	Need a cross walk at the end of Knowles to access the bus stop on either side of Henderson Hwy. Many people live on Knowles and cross here, and many others park and ride from this block. Increased traffic from suburban sprawl outside the city has made this area un-crossable. The nearest cross walk at Buns creek is too far for seniors or people trying to catch the bus already en route.	Pedestrian crossing	Pedestrians, Transit	need crosswalk to access bus loop
Safety Issue	Need a pedestrian cross walk to access the bus stop on Henderson from Emerson.	Need pedestrian cross walk	Pedestrians, Transit	need crosswalk to access bus loop
Safety Issue	Need a pedestrian cross walk to access the Glenway bus loop	Pedestrian cross walk needed	Pedestrians, Transit	need crosswalk to access bus loop

Safety Issue	Increased traffic from suburband sprawl and highway off ramp causes drivers to continue to drive at high, unsafe speeds as they enter North Kildonan. There needs to be traffic calming infrastructure here.	Need traffic calming measures	Pedestrians, Cyclists, Motorists	need to have traffic calming to slow down people coming off perimeter/entering City
Safety Issue	It would be nice to have a safe place to cross overhead lights for the corridor that already exist.	There are no safe and convenient cross walks for those with walking aids to get across from the apartment complexes to Mclvor Mall. So, many times there are Older Adults crossing the street in the middle.	Pedestrians	need safe crossing for pedsestrians to Mclvor Mall from high-rise (Mclvor Ave too far for many seniors)
Safety Issue	Many buses have been missed because traffic is too heavy at peak times and makes it nearly impossible to cross.	Pedestrian Crosswalk is needed	Pedestrians, Transit	
Safety Issue	The issue is this parking lot is very busy with customers for these businesses. Getting out of this parking lot to go south bound is very dangerous. There has been a few near misses on this exit. Ideally it would be nice to have the parking lot exit onto the side street with a light to turn. Or just a sign right only no left turns.	This exit is dangerous, frustrating, traffic stalling.	Pedestrians, Cyclists, Motorists, Transit	Mountain Bean/MLCC parking lot (just south of Bunns Creek) very difficult and dangerous to exit. Should have either ntrance onto Bonner Avenue and people turn at a intersection, or only have right turn in and right turn out (no left turns south onto Henderson)
Safety Issue	Very busy parking lot. Difficult and dangerous to make left turns. Shoulder is also very uneven in this section of Henderson, making turning in and out of paring lots much slower to avoid bumps.		Pedestrians, Cyclists, Motorists	Moutain Bean/MLCC parking lot difficult and dangerous to make left turn onto Southbound Henderson
Safety Issue	For the safety of cyclists and motorists this bike path needs to be better marked.	This bike path comes out of nowhere and the traffic is picking up speed for the perimeter and not expecting a bike path.	Cyclists, Motorists	Better bike path signage at Bunns C
Safety Issue	There is absolutely no thought given for people on bikes or the safety of people walking down and across this street. Make it slower, use raised crosswalks, put protected 8' wide uni-directional bike lanes down either side of the road to connect to downtown, use bump outs and refuge islands for people walking and people getting on/off busses. Do something more than literally the bare minimum for us.	There is an extreme safety issue without protected bike lanes along this entire stretch of road along Henderson Hwy. Please keep this comment for all Henderson Hwy upgrades as it is a critical piece of the network. Livability for all means safe bikes, safe walking distances, nearly zero noise pollution, and of all else zero vehicle exhaust pollution being burdened on this community.	Pedestrians, Cyclists, Motorists, Transit	need dedicated AT facilities, traffic calming, better pedetrian environment
Safety Issue	Many people park on Emerson Ave. and cross Henderson Hwy to go to the bus loop. It is extremely dangerous, especially when the sun is down. Please add a traffic light or pedestrian crossing at Emerson Ave. or Glenway Ave.	Please add a light or pedestrian crossing at Emerson Ave. or Glenway Ave.	Pedestrians, Transit	Add signalized intersection or pedestrian crossing at Glenway Ave or Emerson Ave to access bus loop
Safety Issue	There are no sidewalks, therefor pedestrians are walking down the street, including children going to school down Emerson Ave. As motorists drive down Emerson Ave. consistently at high speeds, a speed bump/table should be added to slow traffic.	Speed bump/Speed table to slow motorists	Pedestrians, Cyclists, Motorists	need sidewalks on Henderson and down Emerson Avenue. Add traffic calming down Emerson

Safety Issue	Motorist suddenly breaking and not signaling a left turn and then making a left turn to apartments on west side of Henderson.	Requires divided roadway	Motorists	need median and left turn lane to access west side properties
Safety Issue	My office building is on the corner of Henderson and Glenway with my office window facing Henderson Hwy so I see the amount of pedestrians crossing Henderson to get to and from the bus loop - it is a steady flow throughout the day. I've seen many near-misses with north and southbound motorists. I would love to see a safe crossing for pedestrians at either Emerson or Glenway.	Crosswalk	Pedestrians, Motorists, Transit	need crosswalk to access bus loop at either Emerson or Glenway
Safety Issue	Access management is very poor all along the study area corridor but is especially bad in this area. There are too many private accesses and accesses that are too close to intersections and other private accesses.		Motorists, Transit	need better access management to west side properties north of Strood
Safety Issue	Safety issue with making south bound turns from side streets and parking lots into 4 lanes of traffic, motorists not paying attention to pedestrians and cyclists.	Access dangerous	Pedestrians, Cyclists, Motorists	left turn/south bound turns from side streets or east parking lots very dangerous
Safety Issue	Left hand turns pose a serious risk as motorists attempt to weave around vehicles trying to make a left hand turn to McIvor	Left hand turns pose a serious risk as motorists attempt to weave around vehicles trying to make a left hand turn to McIvor	Cyclists, Motorists	left turns from henderson to McIvor very dangerous as vehicles try to weave around people turning left
Safety Issue	Vehicles drive too fast coming from and going to Henderson Hwy, making it very dangerous for cyclists, pedestrians and motorists. There is school age children on the Emerson Ave that use this route to school and numerous walkers and cyclists. The fact that there is no sidewalk makes it especially more dangerous. Lastly, a motorist driving at high speeds hit a vehicle turning into my driveway causing her to plow through my driveway and into the neighbors yard, almost hitting my son.	Speed bump/Speed table to slow motorists	Pedestrians, Cyclists, Motorists	need dedicated AT facilities, sidewalk and traffic calming measures along Emerson
Safety Issue	Many transit users come from Emerson Ave both residents and park and ride. Crossing Henderson Hwy can be very dangerous in the mornings while the sun is down in fall, winter and spring this especially true.	Cross Walk for Glenway Bus Loop	Pedestrians, Motorists, Transit	crosswalk to bus loop - many people park along Emerson, Knowles and Glenway as a park and ride
Safety Issue	Motorist (especially southbound) are constantly exceeding the 60kph speed limit. Please add traffic lights to allow pedestrians and vehicles to cross and turn onto Henderson Hwy safely.	Add traffic lights on Henderson Hwy	Pedestrians, Cyclists, Motorists	add signalized intersection or pedestrian crossing at Glenway Ave to access bus loop
Safety Issue	It is extremely hard to do a left hand turn onto Henderson after dropping my kid off at school.	Add Traffic Light at Emerson and Henderson	Pedestrians, Cyclists, Motorists, Transit	Add signalized intersection at Emerson Ave (school on Emerson)

Safety Issue	The road divider should continue down Henderson. Cars travelling down Henderson completing left hand turns are hazardous. It would also make it easier for vehicles turning onto Henderson from side roads without traffic lights.	Road divider should continue down Henderson	Cyclists, Motorists	add median length of Henderson
Safety Issue	Decrepit sidewalks, tripping hazards especially for seniors that are abundant in this area.	Bike paths are always welcomed although I am concerned about the many seniors who travel down these sidewalks.	Pedestrians, Cyclists, Motorists	better sidewalks, AT facilities. Concern having both together due to amount of seniors walking in the area
Safety Issue	The turn lane to take Chief Peguis Trail forces cyclists to take the middle lane for far too long. Being put in between 2 lanes of 60km/hr traffic is dangerous. Poor infrastructure forces cyclists to ride on the sidewalk (illegal) because it is safer for them, but puts pedestrians at risk.	Cycling southbound is dangerous	Pedestrians, Cyclists, Motorists, Transit	better southbound AT facilities
Safety Issue	As a cyclist, there are too many access points for vehicles to turn into on the east side of Henderson. I've had many instances cycling on the shoulder and having vehicles right turn directly in front of me. If there was a dedicated, raised cycling lane with a physical barrier (not paint) separating from traffic, vehicles would be able to see cyclists easier and not cut them off. Pedestrians are at risk of collisions too, vehicles tend not to see them on the sidewalk when crossing access points. This point is applicable from Gilmore all the way to Glenway. McIvor mall, and the Mountain Bean spots are the more frequent places this happens.	Too many access points	Pedestrians, Cyclists, Motorists, Transit	too many access points on east side make it dangerous for both pedestrians and cyclists. Need less access points and better AT facilities
Safety Issue	When cycling southbound on Henderson, the shoulder is in horrible condition. Too many ups and downs, cracks, and holes. The shoulder is too narrow, or doesn't exist to accommodate safe cycling.	Southbound Cycling	Cyclists, Motorists, Transit	better southbound AT facilities
Safety Issue	Heading Southbound as a cyclist, the very small shoulder abruptly ends here. Cyclists are forced to take the whole lane while vehicles are traveling 60km/hr. This impedes the flow of traffic and creates negative interactions between cyclists and vehicles. This section from Fortier to Chief Peguis is dangerous, and discourages cyclists from riding it. Dangerous conditions to pit cyclists versus vehicles.	Shoulder Ends	Cyclists, Motorists, Transit	need better AT facilities, esepcially from Fortier to Chief Peguis

Safety Issue	North Henderson to Lockport is a heavily traveled and favorite route for cyclists. I usually ride it 20+ times a year. Due to the poor conditions of the road and shoulder, I have been rerouting going East on Gilmore, North on Rothesay and West on Maxwell King Dr to access Northern Henderson. This means that I no longer stop for coffee, food and drinks in this whole section. I don't frequent any businesses by bike in this whole study area because of how dangerous and unfriendly to cyclists it is. Hopefully this engagement will take this into account.	Area is too dangerous for cyclists	Cyclists, Motorists, Transit	need better/dedicated AT facilities
Safety Issue	Bunn's creek trail is a key route for recreation and active transportation in this community and the fact that it drops cyclists and pedestrians onto a hwy with no bike lane to head south, and neither a sidewalk or a bike lane going north leads to unsafe active transportation routes in direct conflict with the values of Our Winnipeg. This section of Henderson should have protected bike lanes connecting to Chief Peguis Greenway as a minimum goal to provide safe AT links for the neighborhood. Better would be to add a bus stop at the Bunn's creek trail entrance on Henderson to allow multi-modal transfers.	Access to Henderson at Bunn's creek trail creates an unsafe and unwelcoming experience.	Pedestrians, Cyclists	need dedicated AT facilities and better connection to Bunns Creek trails, including Transit stop at Bunns Creek to allow multi-modal transfers
Safety Issue	Trying to cross Henderson Highway at Glenway or Eastwood on foot is nearly impossible for good portions of the day. The only crossing lights are at Bunn’s Creek, however that is a nearly one kilometre walk by the side of a very busy road, with no sidewalk on the west side of Henderson. Crossing from the eastbound side is also dangerous and time consuming. Walklights would greatly increase the safety of crossing this busy road.	Pedestrian walkway and crossing lights.	Pedestrians, Cyclists, Transit	need pedestrian walkway and crossing lights to access bus loop
Safety Issue		Unsafe to bike from chief peguis trail to access Bunns Creek trail. Needs seperated bike lane with physical barrier from motor vehicle traffic(and not just a painted lane which is still unsafe)	Cyclists, Motorists	need dedicated AT facilities from Chief Peguis to Bunns Creek
Safety Issue	The pedestrian corridor should be removed and replaced with pedestrian activated traffic lights. These should also be coordinated with existing traffic lights to improve traffic flow.		Pedestrians, Cyclists	Remove pedestrian corridor at Strood & Henderson and replace ith pedestrian activated traffic lights