Henderson Highway North Improvements Study

Phase 2 Public Engagement Summary

May 2023

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. As Winnipeg continues to grow, the Henderson Highway corridor needs to be upgraded to meet the current and future needs of Winnipeggers. Henderson Highway is a vital transportation connection and has been designated by the City's Council-approved Pedestrian and Cycling Strategies as a multimodal corridor. It is one of the city's main travel corridors, serving passenger vehicles, trucks, transit, pedestrians, and cyclists alike.

Engagement

We developed a series of design options based on what we heard from the public and affected landowners during Phase 1 of engagement. Phase 2 gathered feedback on the proposed design including active transportation options, median openings, signalized intersections, and pedestrian crossings.

Ahead of the launch of Phase 2 public engagement, the project team met with directly affected landowners – those whose properties or property access may be required to change if the design options were to move forward – to discuss the proposed improvements, individual property impacts, and the potential property acquisition process. The project team also held a series of meetings with adjacent property owners, property management companies, condominium board representatives, and residents. Those unable to attend were asked to provide feedback via phone or email.

The public was invited to various in-person events and to take an online survey where they could learn more and provide feedback (Figure 1 and Figure 2). More details on the public engagement opportunities are available in Table 1.

Promotion

Public engagement opportunities were promoted using the following methods:

- Registered letters delivered to 17 property owners – delivered the week of May 16, 2022
- Emails to 52 stakeholders – May 25, 2022
- News release – June 1, 2022
- Emails to 58 project subscribers – June 1, 2022
- Postcard mailed to 5,836 residences and businesses – June 2, 2022
- City of Winnipeg public engagement newsletter with more than 3,300 recipients – June 2 and 16, 2022
- Free Press Community Review newspaper advertisement– June 8, 2022
- Facebook post to more than 33,000 followers – June 9, 2022
- Twitter post to more than 112,000 followers – June 9, 2022



Figure 1 Community members attending the McIvor Mall pop-up event.

Henderson Highway North Improvements Study

Phase 2 Public Engagement Summary

May 2023

Table 1: Phase 2 public engagement opportunities

Date	Activity	Details
May 30, 2022	Landowner meeting (1 total)	6 property owners attended the in-person meeting at the Knowles Centre Inc.
May 31, 2022	Stakeholder meetings (2 total)	17 adjacent property owners, management companies, and condominium board representatives attended the one of two virtual sessions
June 1 to June 22, 2022	Webpage	1,400+ unique visits
June 1 to June 22, 2022	Public survey	386 responses
June 1 to June 27, 2022	Correspondences via email and phone	4 correspondences with stakeholders, 3 with potentially impacted property owners, and 3 with residents
June 11, 2022	Pop-up event	Over 75 attendees at McIvor Mall
June 16, 2022	Open house	Over 50 attendees at the Bronx Park Community Centre

Key findings

The public was invited to provide feedback on the following elements:

- Proposed active transportation options
- The median configuration and the potential for mid-block openings
- Pedestrian and cycling crossings, including access to transit stops
- Additional ideas to further enhance safety for all users

Below are a few key takeaways from the online survey, with key themes indicated in Table 2.



- 89 percent of respondents use the project area as a **pedestrian**.
- 69 percent of respondents feel *Option 1 (preferred): Sidewalk & bike path on west + sidewalk on east* meets their needs as a **pedestrian**.
- 49 percent feel *Option 2 (alternate): Multi-use path on west + sidewalk on east* would meet their needs as a **pedestrian**.



- 77 percent of respondents indicated they travel through the project area as a **cyclist**.
- 55 percent of respondents feel *Option 1 (preferred): Sidewalk & bike path on west + sidewalk on east* meets their needs as a *cyclist*.
- 41 percent feel *Option 2 (alternate): Multi-use path on west + sidewalk on east* would meet their needs as a **cyclist**.



- 78 percent of respondents support the proposed median.
- 71 percent of respondents would feel safer as a **driver**.
- 50 percent of respondents would feel safer as a **pedestrian**.

Table 2: Comments from meetings, public events, and the online survey

What we heard	How it was considered
Access Management	
The proposed approach closure for 1820, 1840, and 1850 Henderson Highway could impact accessibility, safety, and visibility (21 comments).	Access to Henderson Highway was reviewed and approaches are adjusted based on their operation. Access to 1820 and 1840 Henderson Highway has been updated to include a new approach connected to the signalized intersection of Henderson Highway and McIvor Avenue.
Prioritize safety with less median openings while ensuring U-turns can be adequately achieved and left-turn storage lanes allow for more than two cars. (39 comments)	The median width was increased to allow most passenger vehicles to make U-turns at median openings. Median openings are provided at intersecting streets, and additional openings are provided at selected mid-block locations. These locations have been selected based on public and stakeholder feedback, traffic operations and driver safety, property access considerations, and pedestrian and cyclist safety.
Explore adding left-turn storage lanes for McIvor Avenue, Fortier Avenue, Knowles Avenue, Emerson Avenue, and Glenway Avenue (8 comments).	The presence of left turn storage lanes and their length were reviewed based on feedback from stakeholders and public events. These were confirmed by a traffic study, which included estimated future traffic volumes, which help determine the locations and length of left turn lanes.
Signalized Intersections	
The Bonner Avenue-Henderson Highway intersection is unsafe. A traffic light should be considered at this intersection (25 comments).	The City reviewed the current and estimated future traffic volumes. Traffic volumes are not expected to grow significantly at this intersection and therefore traffic lights are not needed. Installation of the new median would improve the ability for vehicles turning to or from Bonner Avenue. For example, vehicles on westbound Bonner Avenue looking to make a left-hand at Henderson Highway would do so in two stages: first by crossing the northbound lanes of Henderson Highway (when safe to do so); establishing themselves in the median area of the intersection; and finally by proceeding southbound Henderson (when safe to do so) when a gap in southbound traffic becomes available. Motorists who may still not be comfortable with such a maneuver will have access to nearby signalized intersections.
Adding traffic lights to Glenway Avenue may increase traffic, and speeds on a residential street with no sidewalks. The speed limit should be decreased, or sidewalks added to Glenway Avenue if the City proceeds with the proposed traffic lights at this intersection (7 comments).	New traffic lights at Glenway Avenue will help pedestrians and cyclists cross Henderson Highway and access the transit loop. The new traffic light will improve access to the path north of Glenway Avenue. The City does not expect traffic to increase on Glenway Avenue because of the traffic lights.
Active Transportation	
Option 1 is safer because it separates pedestrians from cyclists, however, a physical barrier or a raised path should be explored to ensure this separation. (34 comments)	The active transportation path and sidewalk has features to separate pedestrians and cyclists. The active transportation path will be a different colour than the sidewalk and separated by a rumble strip and/or painted lines between the path and sidewalk. Unfortunately, due to the constrained space

	available, a physical barrier or gap between the path and sidewalk are not feasible.
A multi-use path is dangerous for seniors and those navigating with mobility aids because of potential conflicts between different modes. (25 comments)	The City considered this and other similar comments and as a result, will not be moving forward with a multi-use path that does not separate pedestrians and cyclists. The current design recommends providing distinct areas for walking and cycling. Due to space constraints, these areas are adjacent to one another.
Snow removal and storage are important. There is less snow storage space with Option 1 and there are concerns with the associated cost and how both paths will be cleared and maintained (30 comments).	While snow storage is important, the benefits of Option 1 outweighed the operational costs of snow storage.
Explore a dedicated bike path on the east side of Henderson Highway by reducing the number of commercial approaches (16 comments).	A bike path was explored on the east side; however, the west side was selected because of the cost to move the hydro poles and there are fewer approaches and potential conflicts on the west side. Access management was also considered as part of the design and adjustments were made to private approaches where possible.
Add more boulevard trees for shade and beautification. (23 comments)	A landscaping and placemaking plan are part of the project and will be complete during the detailed design. Trees will be considered for the median and boulevard areas where space permits.

Next Steps

Input collected during Phase 2 helped the project team create a recommended design (also called the preliminary design). This design allows the City to determine a Class 3 (-20% to +30%) cost estimate for budgeting, as well as a timeline.

The recommended design will be presented for public and stakeholder feedback as part of Phase 3 of public engagement in early 2023, then presented to Council for consideration later the same year.

Appendices

Appendix A – Landowner Meeting Record of Discussion
Appendix B – Stakeholder/Landowner Meeting Presentation
Appendix C – Stakeholder Meetings Records of Discussion
Appendix D – Survey Results



Figure 2 Community members attending the open house at the Bronx Community Centre.

Appendix A – Landowner Meeting Record of Discussion

Record of Discussion

Landowner Meeting	Henderson Highway North Corridor Improvements Study
# of Participants	11
Name(s) of individuals in attendance	
Date	6:30 pm, May 30, 2022
Location	Knowles Centre board room - 2065 Henderson Highway

Summary of discussion	**Land use plan**
	- No comments – only concern was potential development in the greenspace north of Glenway. It is actually in the RM of East St. Paul and not within the City zoning.
	
	Active Transportation Options
	- Discussion of why no AT considered for the east side. Answer that the overhead power lines greatest factor – cost to relocate or remove prohibitive. Comment that there are overhead lines on the west. Yes- but the west is mostly communications utilities and there maybe an opportunity to bury.
	- Was a separated bike lane considered? Yes, but it is not favoured option – would require unidirectional (a lane on each side) and can create more conflicts with openings on east and people incorrectly using the lane. Also speed and volume is a contributing issue.
	- Overall support to eliminate the ditches – improve drainage and they require ongoing maintenance. Currently walking on broken shoulder to get to transit stop.
	- What is the AT Plan south of Chief Peguis? Not in the scope now – refer to new *Transportation Master Plan* and the updated *P&C Strategy*.
	- Trees planted in ROW near 2 Eastwood almost 15 years ago. Property owner adjacent maintains the trees now. These will be lost to the AT path.
	  ○ Concern that improvements will go right up to property line at 2 Eastwood. Traffic noise will be greater – vibrations from large commercial vehicles and snowplows already an issue due to road condition. *Option 2 (alternate): Multi-use path on west + sidewalk on east* would be preferred.
	  ○ Possible for a fence line along the multi-use path in this location for increased privacy.
	Median
	- Concern that there may be an increased rate of accidents with making U-turns.

	- Concern that Fire and Paramedics will have to do U-turns to get to properties – especially on west side. Highrise at Gilmore has a lot of Seniors and ambulances are common occurrence. Noted that, if necessary, EMO will move in a contra flow if required. **Signalization and Crossing** - Half signals – stakeholders understand how they function and agree with increasing use of them in the corridor. - Has there been a study on Bonner for traffic. Yes, the study has analyzed vehicle counts. A light a Bonner may attract more use which may impact the residential side streets. There are no sidewalks on Bonner. **Safety** - Vehicles commonly pass stopped school busses on Henderson, perhaps due to confusion that a double solid line is not considered a physical separation. Therefore, in agreeance with the proposed median configuration to enhance safety. Can this be further improved to ensure vehicles on the same side are stopping? **Maintenance** - Snow clearing equipment impacts the driveways (comment from 1900 Henderson) - Snow storage an issue on west side creating poor visibility and difficulty entering onto Henderson Hwy. - Concern of the snow clearing maintenance on the multi-use path – will it be cleared away or stored? **Creek Crossing Structure** - Would like to see a higher flow/water level maintained at some of times of the year. **Access** - There are no school buses coming and going at Knowles Centre. The do however have larger commercial vehicles making deliveries (semi's - bigger than a 5 ton truck). - Explore more detailed options of access at Knowles Centre/condo unit needed. Prefer separated driveways rather than a shared access with crossing agreement. **Other** - What does the construction period look like? Answer, most likely 2 construction seasons to complete. Work on crossing could occur in winter. - Consensus of removing overhead distribution lines to update neighbourhood aesthetic.
Questions	
Follow up required	One affected property owner unable to attend meeting. Request to send recording of presentation to him. Confirmed with OPE.
Notes	
Recorded by	Maureen Krauss

Appendix B – Stakeholder/Landowner Meeting Presentation

Henderson Highway North Improvements Study

Stakeholder Meeting

Date: Tuesday, May 31, 2022

Time: 2:30 p.m. – 3:30 p.m.

6:30 p.m. – 7:30 p.m.

Winnipeg

Agenda

1. Welcome & introduction
2. Project background
3. Proposed improvements
4. Discussion
5. Next steps



Welcome & introductions

Cam Ward, City of Winnipeg

Brett Andronak, City of Winnipeg

Luis Escobar, Stantec

Maureen Krauss, HTFC Planning & Design

Michaela Peyson, HTFC Planning & Design

Today's objectives

- Ensure you have a common understanding of the project scope
- Highlight how all users including vehicles, trucks, transit, pedestrians, and cyclists can be equitably served by the project and the vision for Henderson Highway
- Provide an overview of the functional design options for the median configuration, active transportation, and the Bunn's Creek crossing structure
- Explain the implications and improvements for the functional design
- Ensure you have the opportunity to ask questions throughout the presentation, and provide feedback during the project considerations portion of the presentation

Project background

Project overview and scope

Henderson Highway is a vital transportation connection for commuter vehicles, cyclists, pedestrians, and trucks alike. Because of this, it must serve a wide variety of needs and users - and it must do so safely and efficiently.

This project is looking at that bigger picture to determine:

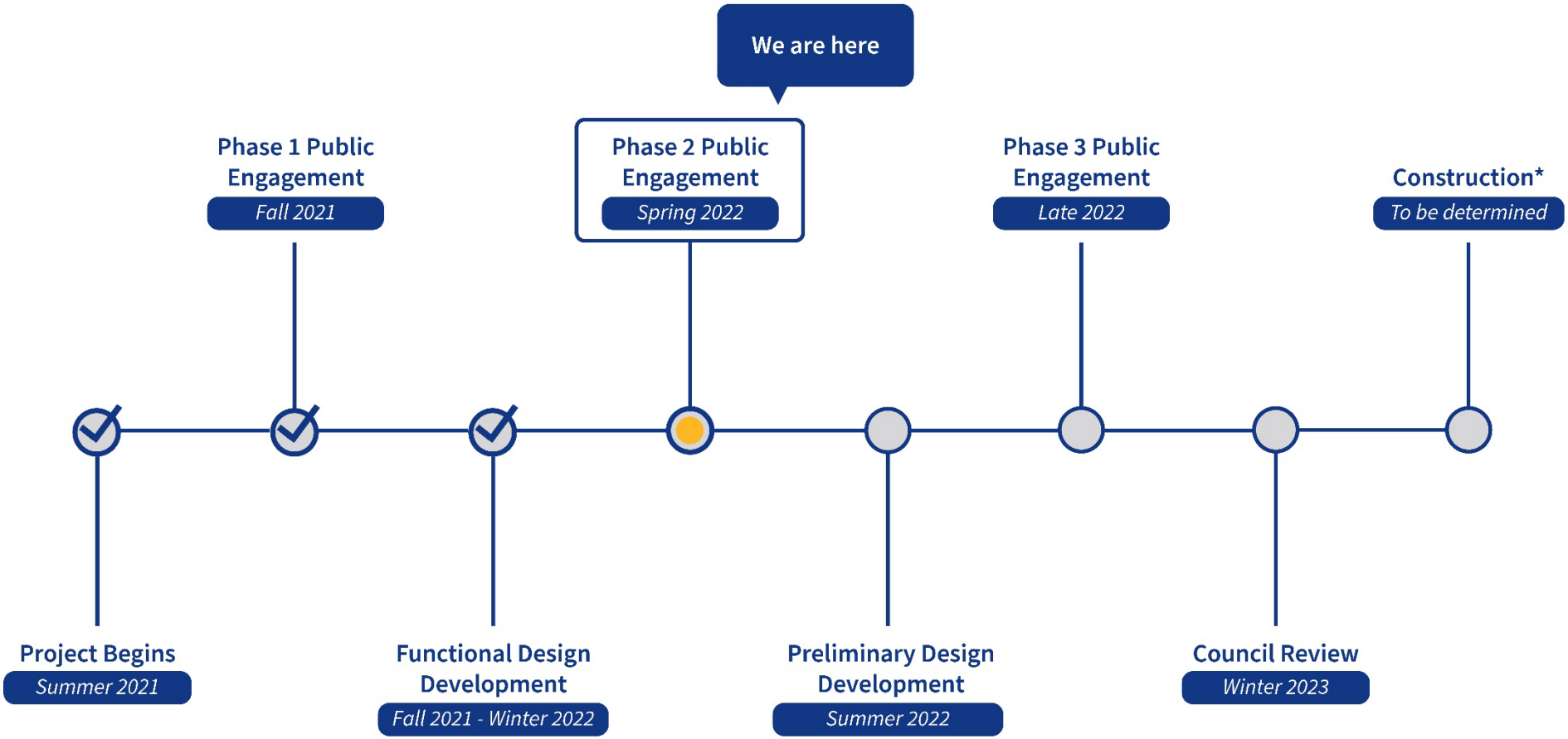
- How the roadway surface could better serve traffic, utilities and drainage
- A plan to replace the Bunn's Creek crossing
- How best to serve safely, efficiently, and accessibly move all types of road users
- A better access plan for cars turning onto and off of Henderson
- The future of the area's land-use planning framework



Winnipeg City Limit
Study Area Boundary
Property Lines

0 125 250 500 750 1,000
Meters

Project stages



* Subject to Council funding and approval

Land use planning framework

Development in the area is governed by the North Henderson Highway Secondary Plan:

- This plan was written in the 1970s
- It no longer aligns with city-wide land use and development plans, namely *OurWinnipeg* and *Complete Communities*
- This study will recommend the plan either be repealed, left as-is, updated, or replaced.

What we heard – Mapping tool

Top themes from comments during Phase 1 engagement:



Cycling

- Connection to Chief Peguis and Bunn's Creek trails
- Enhance bike infrastructure to improve safety



Pedestrians

- Improve sidewalk accessibility and safety
- Increase frequency of crossings



Access management

- Left-turns onto and off Henderson are dangerous
- Enhance signage i.e., no left turns

What we heard – Stakeholders

Key comments from Phase 1 engagement:



- **Speeding** is major concern
- Increase **traffic control** techniques
- A **median** would improve traffic flow, reduce left-hand turns



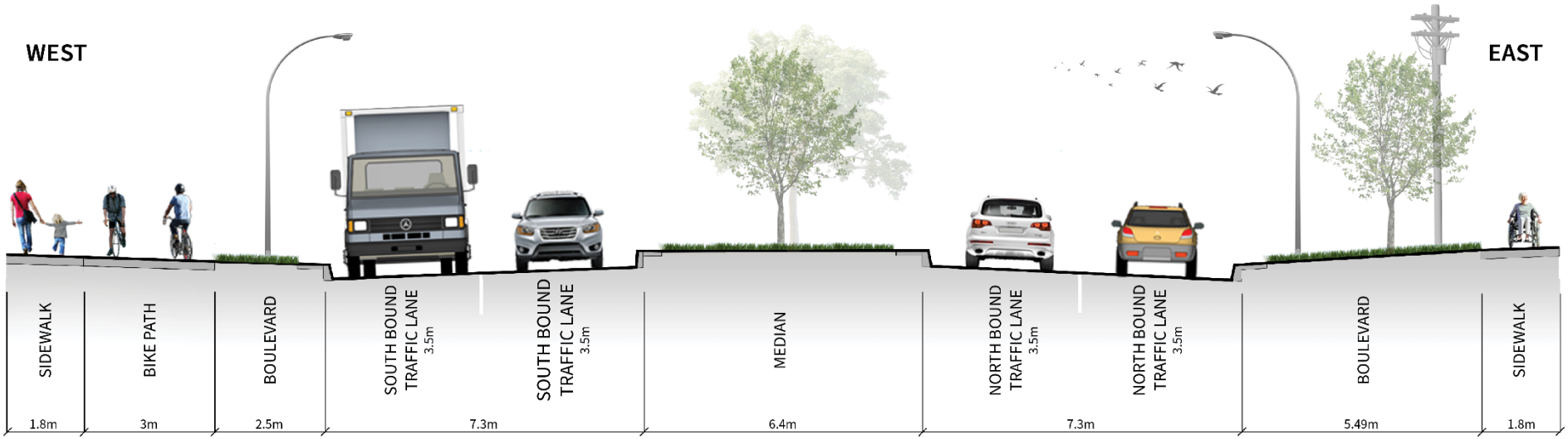
- **Safety concerns** when pedestrians and cyclists share the same space
- Dedicated **cycling infrastructure** along the corridor
- Transit stops are **inaccessible**

Questions?

Proposed improvements: Active transportation options

Option 1 (preferred): Sidewalk & bike path on west + sidewalk on east

Active transportation



Looking North

Option 1 (preferred) criteria

Benefits of this option are that it:

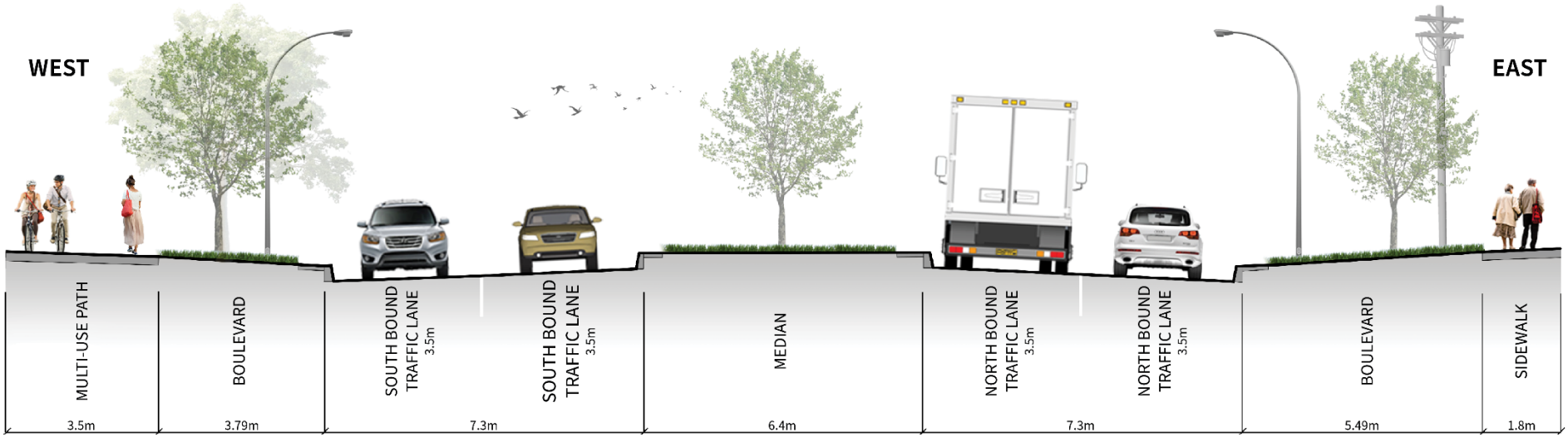
- Separates cyclists from both pedestrians and the roadway on a **bidirectional** three-metre-wide bike path
- Accommodates pedestrians alongside the bike path on a separate 1.8-metre-wide sidewalk Separation reduces the risk of pedestrian-cyclist conflicts
- Meets the City's *Accessibility Design Standards* because it separates cyclists from pedestrians with both physical barriers and visual and tactile cues (like rumble strips, painting, material difference, or elevation change)

Implications of this option are that compared to Option 2 it:

- Reduces snow storage space
- Is more costly to construct and maintain
- Runs the risk of pedestrians using the dedicated bike path
- May require additional property acquisition
- Provides less room for potential additional boulevard trees

Option 2 (alternate): Multi-use path on west + sidewalk on east

Active transportation



Looking North

Option 2 (alternate) criteria

Benefits of this option are that it:

- Separates cyclists and pedestrians from the roadway on a 3.5 m wide shared multi-use path
- Compared to Option 1:
  - Is less costly to construct and maintain than Option 1
  - Offers increased snow storage space
  - Provides more room for potential boulevard trees

Implications of this options are that compared to Option 1 it:

- Increases the risk of pedestrian-cyclist conflict because all users share a single 3.5 m pathway

Proposed improvements: Median configuration

Median openings and access

Median configuration



LEGEND

- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- PROPOSED MULTI-USE PATH AS INDICATED IN OPTION 2
- PROPOSED SIDEWALK
- PEDESTRIAN/CYCLING CROSSING
- PROPOSED APPROACH CLOSURE
- EXISTING SIGNALIZED INTERSECTION
- PROPOSED SIGNALIZED INTERSECTION
- NEW
- PROPOSED TRANSIT STOP
- HALF
- PROPOSED HALF SIGNAL

Chief Peguis Trail to Gilmore Avenue

Median configuration

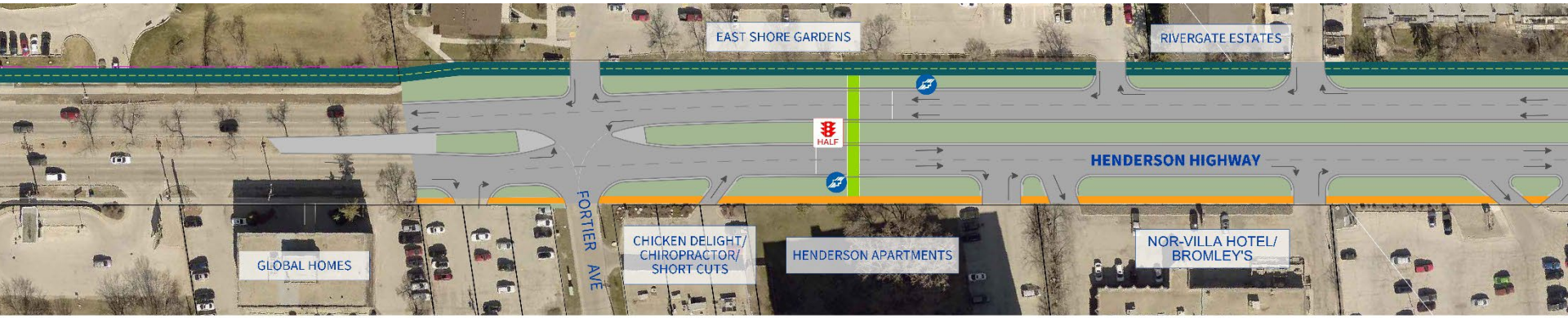


LEGEND

- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- PROPOSED MULTI-USE PATH AS INDICATED IN OPTION 2
- PROPOSED SIDEWALK
- PEDESTRIAN/CYCLING CROSSING
- PROPOSED APPROACH CLOSURE
- EXISTING SIGNALIZED INTERSECTION
- PROPOSED SIGNALIZED INTERSECTION
- NEW
- PROPOSED TRANSIT STOP
- HALF PROPOSED HALF SIGNAL

Fortier Avenue to McIvor Avenue

Median configuration



LEGEND

- EXISTING PROPERTY LINE
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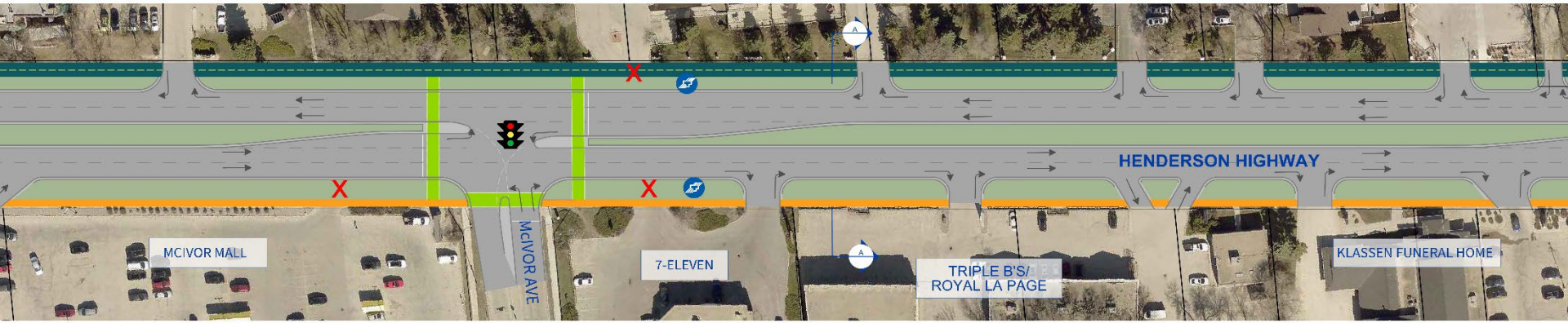
- NEW
- PROPOSED TRANSIT STOP
- HALF PROPOSED HALF SIGNAL

McIvor Avenue to Strood Avenue

Median configuration



LEGEND

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- PROPOSED SIDEWALK
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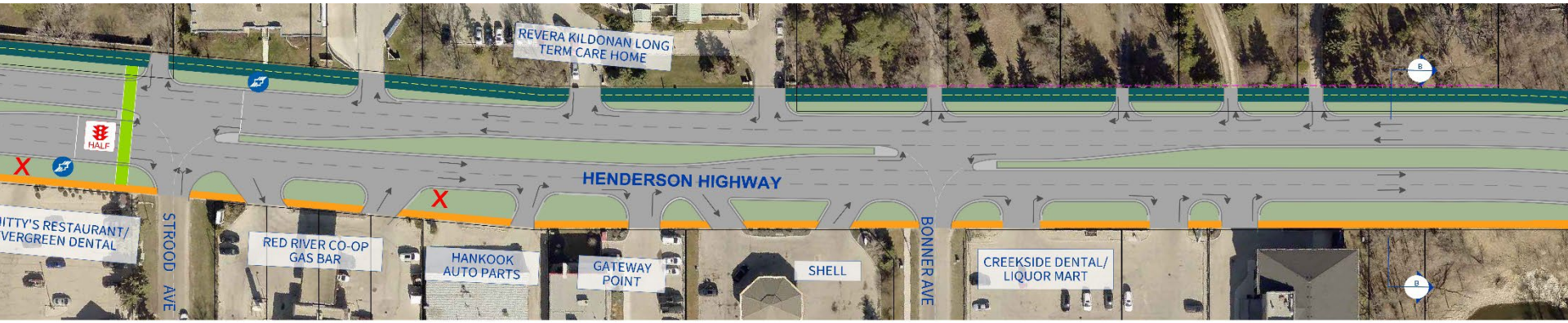
- PROPOSED APPROACH CLOSURE
- EXISTING SIGNALIZED INTERSECTION
- PROPOSED SIGNALIZED INTERSECTION
- NEW
- PROPOSED TRANSIT STOP
- HALF PROPOSED HALF SIGNAL

Strood Avenue to Bonner Avenue

Median configuration



LEGEND

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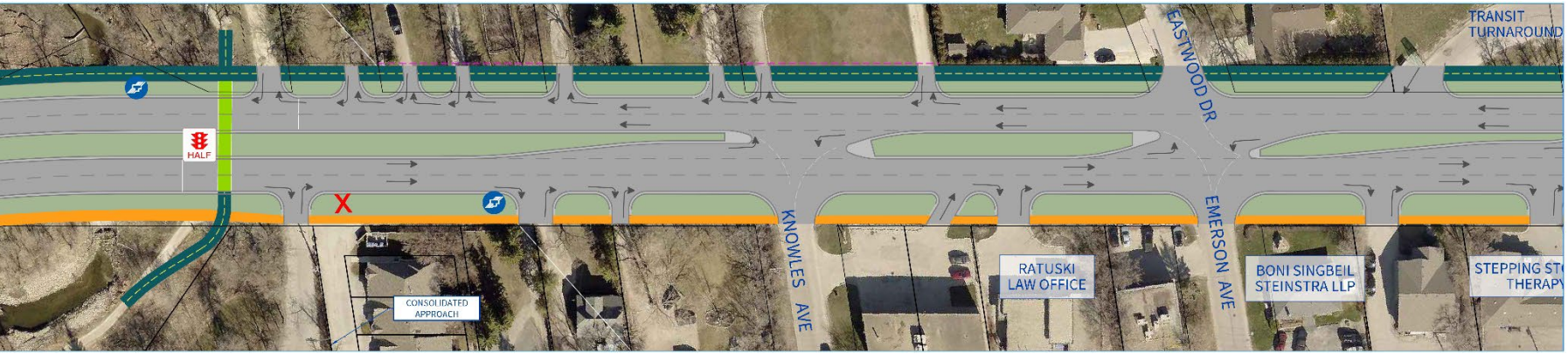
- PROPOSED SIDEWALK
- PEDESTRIAN/CYCLING CROSSING
- PROPOSED APPROACH CLOSURE
- EXISTING SIGNALIZED INTERSECTION
- PROPOSED SIGNALIZED INTERSECTION
- NEW
- PROPOSED TRANSIT STOP
- HALF PROPOSED HALF SIGNAL

Bunn's Creek to Glenway Avenue

Median configuration



LEGEND

- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- PROPOSED MULTI-USE PATH AS INDICATED IN OPTION 2
- PROPOSED SIDEWALK
- PEDESTRIAN/CYCLING CROSSING
- X — PROPOSED APPROACH CLOSURE
- EXISTING SIGNALIZED INTERSECTION
- PROPOSED SIGNALIZED INTERSECTION
- PROPOSED TRANSIT STOP
- HALF — PROPOSED HALF SIGNAL

Glenway Avenue to Foxgrove Avenue *Median configuration*



LEGEND

- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- PROPOSED MULTI-USE PATH AS INDICATED IN OPTION 2
- PROPOSED SIDEWALK
- PEDESTRIAN/CYCLING CROSSING
- PROPOSED APPROACH CLOSURE
- EXISTING SIGNALIZED INTERSECTION
- PROPOSED SIGNALIZED INTERSECTION
- NEW
- PROPOSED TRANSIT STOP
- HALF
- PROPOSED HALF SIGNAL

Median criteria

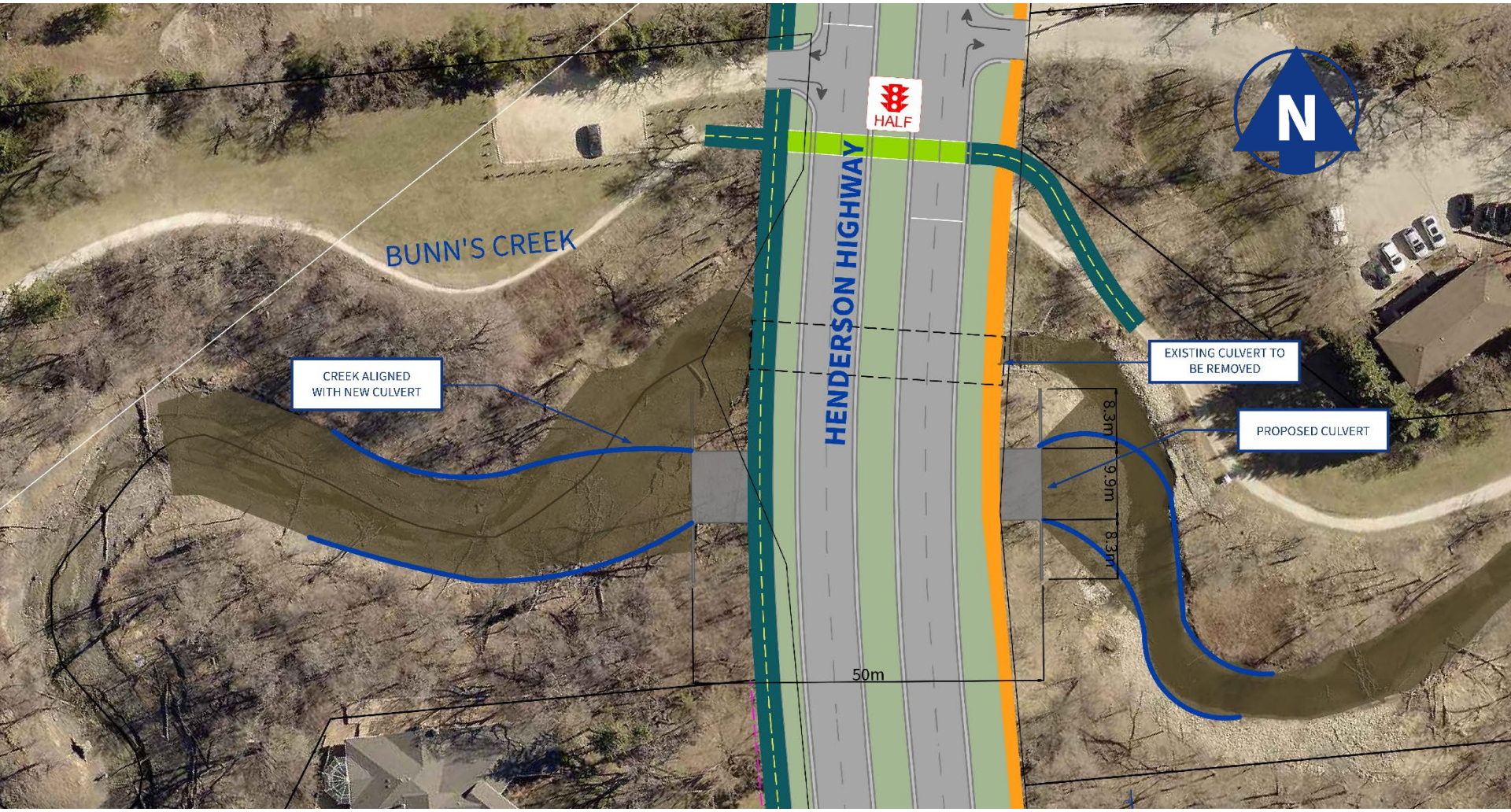
Considerations:

- Design includes median openings at strategic locations, intended to improve safety while balancing convenience
  - Adding more openings would make it easier to access buildings on Henderson Highway but could reduce traffic flow and safety
  - Less openings would improve traffic flow but could make it more difficult to access buildings

Proposed improvements: Bunn’s Creek crossing structure

Connections to Bunn's Creek path

Bunn's Creek



LEGEND

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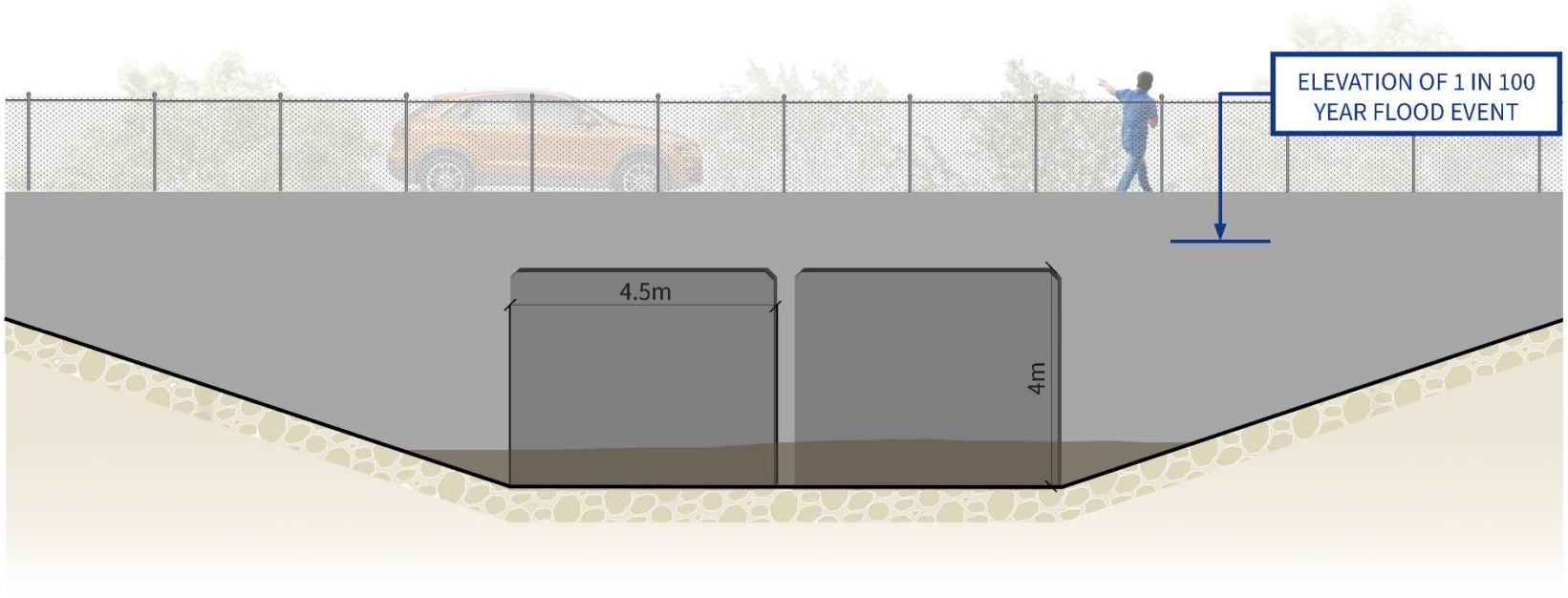
- HALF — PROPOSED HALF SIGNAL

Crossing structure

Bunn's Creek



Structure Cross Section | Looking West

Crossing structure criteria

Bunn's Creek

Considerations:

- Current structure is in poor condition
- New structure would make room for proposed median and pedestrian/cycling infrastructure
- New structure would serve as connection to Bunn's Creek path/north pedestrian crossing
- A flood control gate is not possible due to size and drainage area of Bunn's Creek
- Proposed structure would protect fish and fish habitat

End of proposed improvements

Discussion & questions

Next steps

How to provide feedback!

Visit the website **winnipeg.ca/henderson** to review project information, frequently asked questions, and take the online survey.



Next steps

Project Begins
Summer 2021

Phase 1 Engagement
Fall 2021

Functional Design Development
Fall 2021 to Winter 2022

Phase 2 Public Engagement
Spring 2022

Preliminary Design Development
Summer 2022

Phase 3 Public Engagement
Late 2022

Council Review
Winter 2023

Construction
To be determined. Pending Council approval and funding.

Henderson Highway North Corridor Improvements Study

Thank you

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

Winnipeg

Appendix C – Stakeholder Meetings Records of Discussion

Record of Discussion

Stakeholder Meeting	Henderson Highway North Corridor Improvements Study
# of Participants	13
Name(s) of individuals in attendance	
Date	6:30 pm, May 31, 2022
Location	Virtual Zoom Presentation
Summary of discussion	**Land use plan** - Clarification and examples of how the land use plan has 'fallen out of alignment' with *OurWinnipeg* and *Complete Communities*. No further comments. - Question about the need to expropriate land for the project – clarified later in the presentation and noted that affected landowners have been contacted. **Active Transportation Options** - Most cyclists are currently using the sidewalks – however cyclists often come up on pedestrians quickly and do not signal. Stakeholder likes the idea of a wider path for both modes of travel. **Median** - North Kildonan Care home without an opening in the median may mean that drivers will need to use the local street network more. Clarification on whether the left-turn storage lane could be used to make U-turns. - Resident north of the care home likes the addition of median and asked about if there will be enough refuge space in the median to wait comfortably. Yes – it will be a 6m median. - Residents at the north end of the corridor may use the perimeter more and find alternate routes to avoid the U-turns required. - Stakeholder noted that the median at Bonner needs a re-think. Not many northbound U-turns compared to south bound traffic to destinations in the strip mall. There is destination demand coming in from outside the city. Maybe a side street approach is possible. - Clarification on whether vehicles coming from Bonner could enter the space of the median on Henderson to wait for traffic to clear before proceeding to conduct a U-turn. **Signalization and Crossing** - Half signals – stakeholders understand how they function. No comments regarding proposed locations or signal additions.

	- Was a traffic study conducted on Bonner? Yes. - Why was no signal proposed, this intersection seems to warrant one. There are a lot of competing interests around Bonner with the LCC, Coffee, Shell station and a median will create more chaos. Drivers will short cut through parking lots. It was noted that a signal may bring unintended consequences to the residential side streets (increased traffic). - The addition of a new set of signals at Glenway is supported. - Why are there double sets of cross-walks at McIvor and Glenway? Is this necessary? This will be further refined in the functional design and it may be that only one crossing option is warranted. **Access Management** - Condos to the north of Knowles Centre concerned about access. It was noted that the addition of the median may help the confusion on this extra wide driveway with only a right in/right out. The City will continue to refine throughout various stages of the project.
Questions	
Follow up required	None
Notes	
Recorded by	Maureen Krauss

Record of Discussion

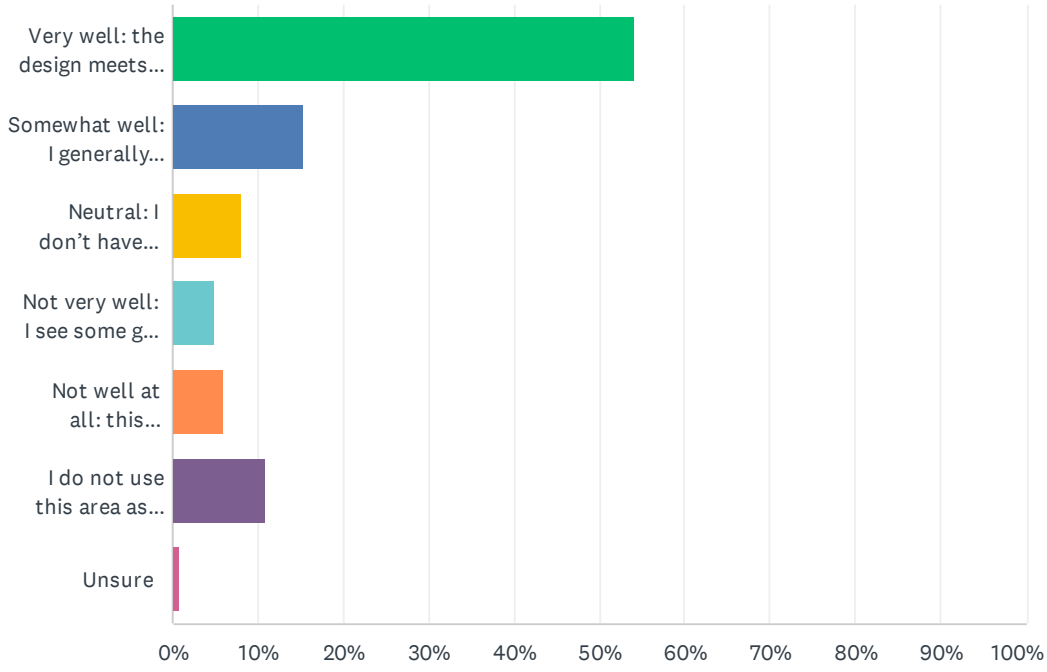
Stakeholder Meeting	Henderson Highway North Corridor Improvements Study
# of Participants	11
Name(s) of individuals in attendance	
Date	2:30 pm, May 31, 2022
Location	Virtual Zoom Presentation – event recorded
Summary of discussion	**Land use plan** - No comments **Active Transportation Options** - Stakeholders did not express strong support or non-support for either of the AT options. **Median** - Was a central turning lane considered? Yes, but the national guidelines for safety and traffic operations no longer recommends this treatment. City is not adding these and eliminated the shared use left turn centre lane on St. James. - Mountain Bean is a very popular destination – median impacts should be considered for this destination. **Signalization and Crossing** - Half signals – stakeholders understand how they function. No comments regarding proposed locations or signal additions. **Other** - Two comments regarding the bury of hydro lines to update the neighbourhood. Is there any consideration to bury the hydro lines? Yes, on the west side to eliminate the poles for communications utilities but not east side. Comment that cost savings with Option 2 could be applied to burying lines on the east side. Participants expressed that there is a community consensus of removing and burying the overhead power distribution lines.
Questions	
Follow up required	None

Notes	
Recorded by	Maureen Krauss

Appendix D – Survey Results

Q1 The preferred option (Option 1) provides both a sidewalk and bike path on the west side of Henderson. How well would this design meet your needs as a pedestrian?

Answered: 386 Skipped: 0



ANSWER CHOICES	RESPONSES	
Very well: the design meets my needs and I have no concerns	54.15%	209
Somewhat well: I generally like the design but have some concerns	15.28%	59
Neutral: I don't have strong feelings about this design one way or another	8.03%	31
Not very well: I see some good things here but the design does not particularly meet my needs	4.92%	19
Not well at all: this design does not meet my needs	5.96%	23
I do not use this area as a pedestrian	10.88%	42
Unsure	0.78%	3
TOTAL		386

#	PLEASE EXPLAIN YOUR ANSWER (OPTIONAL)	DATE
1	As both a bike rider and walker, a distinction between the sidewalk and bike path is the safer of the two options.	6/23/2022 10:13 AM
2	Winnipeg is approaching 1 million people. Henderson Hwy is a major route. It should be three lanes each way, not two. Winnipeg should focus on walkability in the inner city and eliminate traffic jams in the suburbs.	6/20/2022 9:27 PM
3	I like that the sidewalk and bike path are separate (though education/signage would be required	6/19/2022 5:28 PM

	to keep pedestrian/cyclists in their own lane).	
4	If the costs are higher and snow will be harder, then it is easier to incorporate Option 2 into this design e.g. multiuse path on both sides?	6/16/2022 8:29 PM
5	Costs associated with snow removal increases	6/16/2022 4:11 PM
6	Lower cost, less property acquisition have benefits as taxpaying pedestrian. More trees would make for a more enjoyable walk. Peds and cyclists are learning how to co-exist.	6/16/2022 12:45 PM
7	Looks good.	6/16/2022 11:00 AM
8	We like the separation between cyclists and pedestrians. Flower pots (rather than trees) might be an option on the west boulevard. Also, some the condos on the west side have trees.	6/15/2022 5:44 PM
9	Snow is always an issue, plus pedestrians on bike path, people are people	6/14/2022 9:48 PM
10	Bike paths need dedicated space - especially for younger riders	6/14/2022 5:18 AM
11	Extra Cost & snow cleaning - shared pathways seem to work well in-other cities	6/12/2022 10:07 PM
12	It makes sense to have a safer pedestrian/cycle path and we live at 1950 Henderson so it’s nice to see a generous space between property line and traffic.	6/12/2022 3:16 PM
13	Does the river belong to the people? Why not give the river back to us and allow a pathway? Hong Kong in the last 20 years has retrieved a pedestrian corridor all the way around the harbour. We get 30 feet at the end of Bunn's Creek. What a shame!	6/12/2022 1:12 PM
14	I don't like that it's more costly and it reduces the beautiful green feel I love about living in this neighborhood.	6/12/2022 9:04 AM
15	Raised/continuous side walks should be used to ensure additional safety for pedestrians. Small turning radii should be used to slow cars and slip lanes should be avoided.	6/12/2022 7:14 AM
16	I would like to see dedicated cycling infrastructure on both sides of the highway as it is a busy road and difficult to cross	6/11/2022 9:08 PM
17	Takes up too much space. Henderson Highway is narrow enough. Adds to already confused traffic throughout the city by increasing bike lanes everywhere	6/11/2022 12:32 PM
18	This would meet my needs in regards to safety as a pedestrian.	6/10/2022 4:37 PM
19	It does keep pedestrians and bike riders separate which in theory makes for safer use	6/10/2022 3:08 PM
20	Seems difficult for snow removal and may not be a priority for necessary snow removal	6/10/2022 12:56 PM
21	Separating walking pedestrians and cyclists is best solution	6/9/2022 6:50 PM
22	I think maybe it goes overboard in terms of meeting my needs and I prefer more trees and more snow storage space in option 2	6/9/2022 6:21 PM
23	Most of the elderly live on the west side, so bike's need to be kept separate from pedestrians.	6/9/2022 1:23 PM
24	Place it on the east side. Or combine it. I live [redacted], and this would just much up getting in or out of the parking lot	6/9/2022 1:14 PM
25	Cyclists will run peds over	6/9/2022 11:18 AM
26	hazardous for pedestrians as many have mobility, visual, hearing and possibly cognitive impairments. High density of seniors in the area who use the sidewalk and may be their only mode of getting to east side of Henderson for daily needs, groceries, pharmacy etc. eniors on west side residences who use the sidewalks. Cyclists are often not respectful of their allocated route or speed. Bi-directional cyclists on the same path makes this even more hazardous.	6/9/2022 11:13 AM
27	Safer for pedestrians. More accessibility for those with mobility issues and older persons (which there are many in this area)	6/8/2022 6:23 PM
28	Shared use okay in a park, not on a busy city street. No clear rules for how pedestrians and cyclists should navigate.	6/8/2022 9:48 AM
29	Using center median will not alleviate all the backing up of traffic due to frequent left turning vehicles. Need actual turning lanes.	6/7/2022 9:08 PM

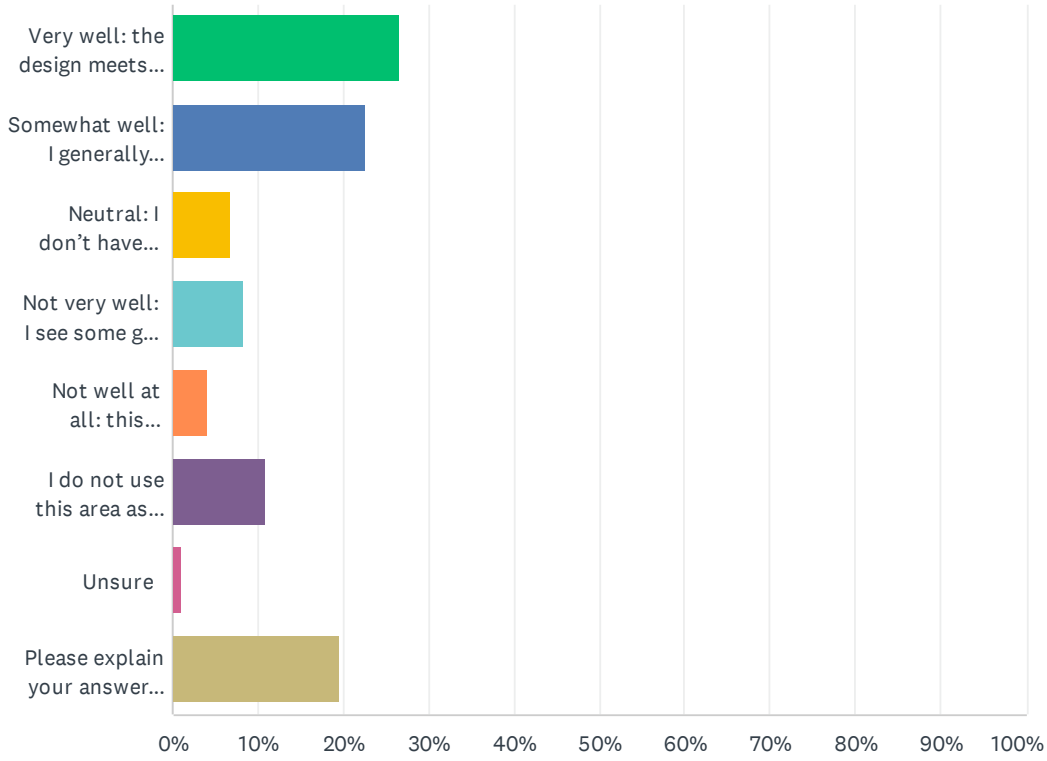
30	Why not just a BIKE PATH on the WEST and a SIDEWALK on the EAST?? No conflict between them, although you will always get people who will use whatever path is closest to them...	6/7/2022 1:08 AM
31	As long as the bicycle stays on their lane, but if they don't there is a chance of getting hit.	6/6/2022 8:26 PM
32	The lack of snow storage will impact years of snow removal budget. Using Chief Peguis multi-use trail as an example shows that the combined sidewalk and bike path works well in this part of town.	6/6/2022 5:27 PM
33	This option meets the needs of all parties concerned. This includes pedestrians, cyclists, and motorists.	6/6/2022 5:11 PM
34	Having a separated path from the pedestrian sidewalk would also allow bikes to safely stay clear of the many seniors who live a long this stretch.	6/6/2022 3:27 PM
35	My needs as a citizen who frequents this area will not be met. We need room for snow storage. We need to spend money on actually fixing our roads rather than a glorified and overall useless project. It is also obvious to me that pedestrians and bikers will use the same path regardless of what infrastructure you build. Building more paths will do nothing but add another useless cost to your budget.	6/6/2022 2:51 PM
36	glenway is a street that my kids have no choice to walk to school to and you are putting more vechical traffic down this road!!	6/6/2022 2:40 PM
37	I like the idea of not being hit by a bike	6/6/2022 1:27 PM
38	takes too much space away, there are so few cyclists that the cost is not warranted.	6/6/2022 9:45 AM
39	Cyclists should use gateway	6/6/2022 6:35 AM
40	Too much accomodation for bikes	6/5/2022 10:27 PM
41	Snow removal!!!!!	6/5/2022 9:26 PM
42	People will use what they are comfortable with not what they are told to use. Separating the sidewalk from the path is pointless	6/5/2022 8:15 PM
43	Using the bike paths in Winnipeg as a example, they are mostly unnecessary, produce more visual impairment and are completely useless 84% of the year. So why put more in ??	6/5/2022 5:35 PM
44	3 lanes for vehicles both north and south bound are needed.	6/5/2022 3:58 PM
45	As a pedestrian I appreciate the division of space for both forms of active transport.	6/5/2022 1:38 PM
46	What separates the two paths?	6/5/2022 12:11 PM
47	The less room for snow clearing is a concern	6/5/2022 11:48 AM
48	I would like to see boulevard trees but this plan may not allow enough space.	6/5/2022 10:57 AM
49	Please do not mix pedestrian traffic with cycling traffic.	6/5/2022 10:50 AM
50	Snow clearing and snow banks are major issues on Henderson. The duty does not clear this road well and it becomes very narrow. If you are already saying you can't clear the area and have no snow storage why on earth don't you plan better now in these stages? My goodness. It's not rocket science. Also - it snows here longer than you can ride a bike - but pedestrians still need to try and catch a bus or get groceries.	6/5/2022 9:58 AM
51	Your figures don't add up. There is no way you have enough room to get all these dimensions in.	6/4/2022 8:07 PM
52	There is not a lot of foot traffic or bikes on this section	6/4/2022 5:57 PM
53	I would not want to see further property acquisition as this could impact existing parking / landscaping on the property.	6/4/2022 1:18 PM
54	Concerns are listed in your implications. Believe east sidewalk should continue south to Gilmore.	6/3/2022 9:58 PM
55	Look at the houses on eastwood drive are you biking right into that house?	6/3/2022 7:05 PM

56	Would love to see more dedicated bike paths across the city - this is great!	6/3/2022 2:13 PM
57	My concern is where is the snow storage location i mean our city really struggles to clear the sidewalks after the streets are cleared. If this is not cleared it’s almost like having no path.	6/3/2022 1:58 PM
58	I only would like to see more demarcation between bikes and pedestrians in option 1.	6/3/2022 1:31 PM
59	You're always going to have issues with people who cant follow a rule, we cant design the world around them but we can reduce the cost by not using this option	6/3/2022 11:16 AM
60	you can only ride a bike for like 4 months a year in Winnipeg. There is much more snowed that needs to be stored so the lanes do not get condensed and tight due to snow.	6/3/2022 8:49 AM
61	I Cycle in the area	6/3/2022 12:07 AM
62	Very dangerous for cars turning west to the apartments which are numerous, it would be hard to watch for car traffic, walking traffic and cycle traffic all at the same time to make a left turn in a short time.	6/2/2022 9:55 PM
63	If we're going to add a bike path, this is the best way to do it. I worry about being hit by a bicycle otherwise.	6/2/2022 7:57 PM
64	This option is the safest for people walking	6/2/2022 7:55 PM
65	Please stop destroying our infrastructure so we can be like Toronto. Fix the gutter lanes so bikes don't fall into huge holes instead.	6/2/2022 6:23 PM
66	WOULD HAVE TO SEE HOW IT GOES, RE CONFLICT BETWEEN USERS	6/2/2022 2:56 PM
67	Handicapped people should not be affected by Cyclists who have a separated path.	6/2/2022 1:42 PM
68	Bikes would need to allow pedestrians the ‘right of way’. Probably need to have broken lines up the middle for two direction usability.	6/2/2022 1:08 PM
69	Bikes don't belong on same rd as mv	6/2/2022 12:40 PM
70	I think it's a good idea since we may eventually move to Henderson Hwy.	6/2/2022 12:18 PM
71	I am concerned pedestrians and cyclists may use the wrong path	6/2/2022 9:41 AM
72	I like Option 2 Better. But…I bike to work from Gilmore to Downtown. What about installing going south, similar to what is on Pembina Hwy. Or at least from Kildonan Drive to Disraeli pedestrian bridge. We have to use the sidewalk unless we want to end up in the hospital or morge with the drivers on Henderson	6/2/2022 7:42 AM
73	The area you’re targeting is densely populated and the property is needed for vehicle and pedestrian traffic. In winter months snow is piled high in that area because there’s no where else to put it. Your plan does not take into consideration the needs and realities of the residents in that area.	6/2/2022 7:42 AM
74	With the increase in use of ebikes, particularly ones that can exceed 30km per hour it is important to separate pedestrian and bikes.	6/2/2022 7:28 AM
75	Concerned about the snow storage	6/2/2022 6:30 AM
76	More costly for an area of the city that I don’t see a ton of cyclists	6/1/2022 10:45 PM
77	I would like to see a separation between sidewalk & bikes.	6/1/2022 8:52 PM
78	I would really prioritize the more accessible option	6/1/2022 8:41 PM
79	Option 2 is better	6/1/2022 8:40 PM
80	As a pedestrian I see many seniors using the sidewalks from 1800 south, adding bikes to that side increases the risk of collision with a sidewalk immediately adjacent to the bike path	6/1/2022 8:26 PM
81	Center medians in this city all look like shit. Adding more stop lights is stupid. Glenway is not a major route. No need for stop lights	6/1/2022 8:24 PM
82	Not worried about sharing space with cyclist	6/1/2022 7:17 PM
83	Trees are important, the pedestrian/cyclist conflict will happen regardless and more space should be allotted on the east side as well, people won't want to cross the street twice	6/1/2022 6:42 PM

84	This needs to happen but I disagree with a bike path on only 1 side of the street. There should be a bike path on the east and west side. This would considerably improve safety concerns and give greater access to existing bike routes that are currently in place on both east and west sides of HENDERSON Hwy	6/1/2022 6:23 PM
85	I like the idea of having a dedicated bike path, separated from traffic. My concern is with the smaller boulevard protecting the bike path and sidewalk.	6/1/2022 4:26 PM
86	I dont like this. Pedestrians are stupid and will be walking on the bike path, along with their feral children and their pets. I dont want to run over any dogs or children or have to dodge them while trying to enjoy my bike ride.	6/1/2022 2:33 PM
87	Snow clearing, when bike paths get build the city does an awful job keeping the bike path clear.	6/1/2022 2:16 PM
88	I think that since Glenway does not have sidewalks and many people in the area need to walk and ride bikes on Glenway(including many children playing, walking, riding bikes) no sidewalks and the increased traffic due to traffic lights will make Glenway a dangerous street for the people who live in and aroun Glenway. Also the school is on this street; no sidewalks and traffic lights are too dangerous for the children attending the school. I feel the traffic lights should be on Emerson where there are sidewalks.	6/1/2022 2:02 PM
89	I like dedicated bike paths to avoid conflict	6/1/2022 12:27 PM
90	I certainly hope the boulevard and all streets that meet Henderson will consider the future transition to center-running transit lanes.	6/1/2022 11:59 AM
91	Cyclists and pedestrians should be separate as it is safer for everyone involved.	6/1/2022 11:44 AM
92	Do not see the need for a separation path, too costly and difficult to maintain. The amount of bike and pedestrian traffic does not justify this expenditure	6/1/2022 11:16 AM
93	This option makes the most sense as a pedestrian - which in this are includes people who are walking to do shopping, rolling carts to carry groceries etc and a dedicated sidewalk for just pedestrians is better	6/1/2022 11:05 AM
94	Bikes should follow road rules. Too many people on bikes wearing headphones, not stopping, not slowing down that I feel unsafe being right next to people on bikes as a pedestrian. Move them adjacent to the road with the boulevard between us. Similarly cars are a danger to cyclists. Fence the bike lane.	6/1/2022 10:46 AM

Q2 The preferred option (Option 1) may not be possible in some locations. How well would Option 2 meet your needs as a pedestrian?

Answered: 386 Skipped: 0



ANSWER CHOICES	RESPONSES	
Very well: the design meets my needs and I have no concerns	26.68%	103
Somewhat well: I generally like the design but have some concerns	22.54%	87
Neutral: I don't have strong feelings about this design one way or another	6.74%	26
Not very well: I see some good things here but the design does not particularly meet my needs	8.29%	32
Not well at all: this design does not meet my needs	4.15%	16
I do not use this area as a pedestrian	10.88%	42
Unsure	1.04%	4
Please explain your answer (optional)	19.69%	76
TOTAL		386

#	PLEASE EXPLAIN YOUR ANSWER (OPTIONAL)	DATE
1	Option 1 preferred, however, option 2 is better than present accommodation.	6/23/2022 10:13 AM
2	The obvious: pedestrians and cyclists on the same path do not mix well.	6/19/2022 5:28 PM
3	The mixed use path is dangerous. Cyclists are not required to use a bell and dont warn	6/17/2022 11:43 AM

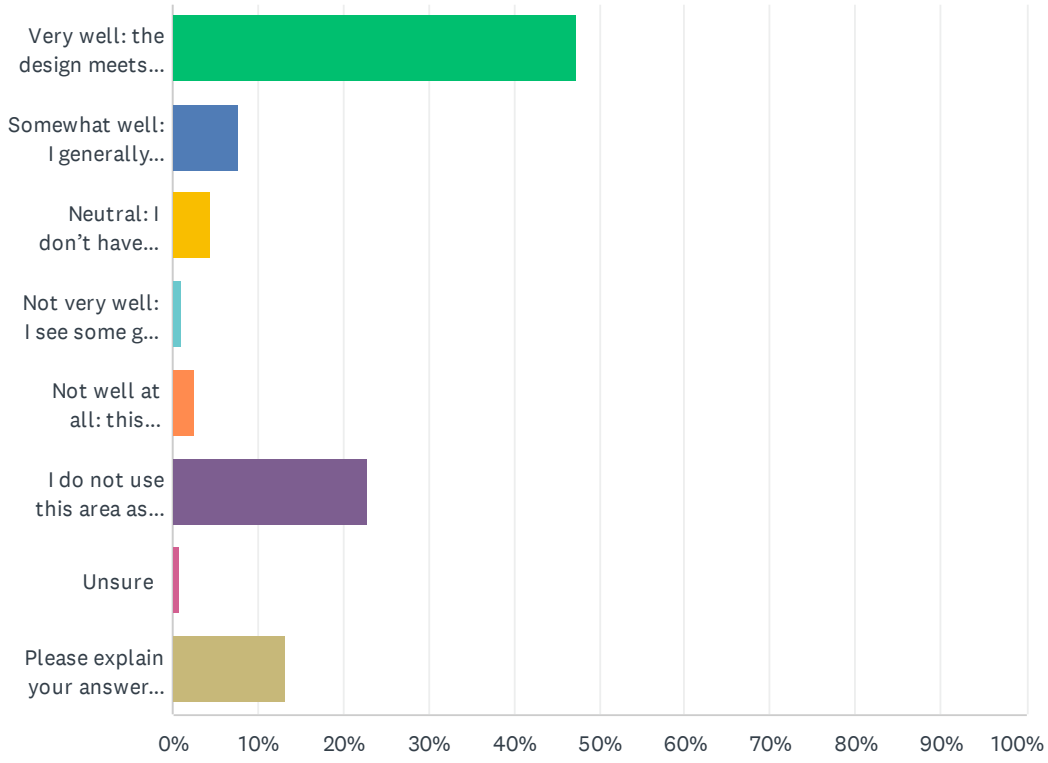
	pedistrians when passing from behind.	
4	If the pedestrian path is used and it is easier to get from point A to point B, then it would make sense as this street is busy.	6/16/2022 8:29 PM
5	Sharing walking space with a bike lane doesn't make for a comfortable commute.	6/16/2022 8:03 PM
6	A Multi-use path is dangerous for all users.	6/16/2022 2:22 PM
7	(Survey is broken, cannot check a response and provide comments. My response is 'somewhat well'. Would rather see additional cost of land aquisition and wider pavement used for infrastructure maintenance.	6/16/2022 12:45 PM
8	Bikes and pedestrians sharing the space is a concern.	6/15/2022 5:44 PM
9	I'd prefer to have bikes and pedestrians separated.	6/12/2022 7:00 PM
10	There would be too much conflict between pedestrians and cyclists. This is not safe for either, but particularly pedestrians. There are a lot of elderly people who use the sidewalk for walking. A combined path would be dangerous for seniors as they cannot move as quickly to safety.	6/12/2022 5:50 PM
11	IF it is going to be Option 2 then the pathway shout be made wider to suit the greater traffic flow.	6/12/2022 1:12 PM
12	I would prefer to have a dedicated bike lane.	6/12/2022 9:33 AM
13	Option 2 is perfect as bicyclists go around pedestrians when we interact. With common sense and courtesy there is no need to separate the two.	6/12/2022 9:04 AM
14	Not well at all. Mixing pedestrian and cycling should be avoided.	6/12/2022 7:14 AM
15	The multiuse area sidewalk especially on the west side could cause issues for seniors with walkers or wheelchairs due to space constraints	6/11/2022 10:35 PM
16	People that want to walk will just walk on the path and not bother crossing the street.	6/11/2022 5:10 PM
17	This design could possibly be unsafe for pedestrians.	6/10/2022 4:37 PM
18	Like the idea of more room for trees or snow but also runs the risk of accidents between pedestrians and bike riders	6/10/2022 3:08 PM
19	I prefer option 2 as it allows for more trees and snow storage space.	6/9/2022 6:21 PM
20	Put it on the east side. I don't need teens and tweakers hanging around my apt block	6/9/2022 1:14 PM
21	Cyclists can use alternate routes such as Peguis Trail or Rothesay St. or the right curb lane in the direction of traffic. No need for a dedicated cycling lane as there especially as there is none from Gilmore south or Glenway north on Henderson.	6/9/2022 11:13 AM
22	Not safe for pedestrians	6/8/2022 6:23 PM
23	Would 4 wheel scooters used by seniors and individuals with handicaps be required to use one side only?	6/8/2022 4:53 PM
24	Many elderly people live on the west side. Sharing the path with cyclists increase collision risk.	6/8/2022 11:24 AM
25	Using center median will not alleviate all the backing up of traffic due to frequent left turning vehicles. Need actual turning lanes.	6/7/2022 9:08 PM
26	already have problems with bikes on sidewalk on west side	6/7/2022 1:19 PM
27	Same as above. Also what happens in winter when bicycle paths are barely, if at all, used?? Will pedestrians be able to use it then?	6/7/2022 1:08 AM
28	Mixed use of bikepath and pedestrian should be on East side. That connects Chief Pequis path and Gateway path without crossing Henderson. West side is less used by bikes and pedestrians then East.	6/6/2022 10:52 PM
29	A shared path with a bicycle and pedestrian is not safe in my view.	6/6/2022 8:26 PM
30	I am [redacted] but i see that you X it out for us to get our properties we would require to put a road in our back yard and cut down our 6oft tree	6/6/2022 2:33 PM

	and destroy our green space which we all enjoy and use 90% of us are retired people and we get sick and require EM. help and with only one exit /entrance to 3-bldgings is got me concerned i would want the [redacted] approch open and the rest looks wonder full thanks for reading he which we all enjoy and use and cut down our 60ft tree uld need to make our road in our back yard which is our green space used by the 3-bldgings cutting down a 60 ft tree and destroying our green space which we all love and use 90% of us are retired pensioner and are not using the roads at traffic time rs a road at the back of green space /cut down a 60ft tree and lay some concrete down it's the only green space we have which [redacted] loves & enjoy and 90% of us are retired old pensioners that are trying to live the rest of our lives	
31	Dodging bikes may be an issue	6/6/2022 1:27 PM
32	I feel that the double usage is what is needed for both pedestrians and the few cyclists usage let not waste $	6/6/2022 9:45 AM
33	too much accomodation for bikes	6/5/2022 10:27 PM
34	Pedestrian accommodation is not needed in this area.	6/5/2022 5:35 PM
35	I agree it may cause a risk to pedestrians.	6/5/2022 3:58 PM
36	There are many elderly people in the neighborhood, I worry about them sharing the path with cyclists, especially with their limited mobility to move out of th rest of cyclists	6/5/2022 12:11 PM
37	Prefer option 2 - other trails like Transcona Trail don't have separate bike baths - not necessary	6/5/2022 11:06 AM
38	Do not mix foot traffic with cyclists. If you can't build it right, don't build it at all. This city is too good at making excuses or reasons to not do something, rather than doing everything necessary to do something properly.	6/5/2022 10:50 AM
39	Better than taking away snow clearing. Medians and business approaches also make seeing past snow impossible. Bad design.	6/5/2022 10:29 AM
40	Lots of bike riders are quite ignorant and feel they own every space their tires touch. Please make any bike area clearly marked so there is no excuse for bad riding behaviour. There are always lots of seniors out in this area with walkers and wheelchairs. Make the sidewalks accessible to them so they can try to be somewhat independent.	6/5/2022 9:58 AM
41	I still don’t think you have the space to have a 6.4 meter median.	6/4/2022 8:07 PM
42	Somewhat well: Multi-use paths like others in the area are OK; but Henderson Hwy would be well served by a dedicated bike path so pedestrians don't have to worry about cyclists zooming by right beside them.	6/4/2022 8:53 AM
43	Pedestrians and bikes share the same path on north side of Chief Peguis from Henderson to Main with no difficulties.	6/3/2022 9:58 PM
44	Look at eastwood drive are you installing noise barrier walls if your moveing the road touching the houses.	6/3/2022 7:05 PM
45	I would be fine with this, but I know there are a lot of elderly people in this area with walkers who may conflict with cyclists.	6/3/2022 6:53 PM
46	The west side of Henderson Highway apartment blocks cater to seniors. I don’t live in the apartment blocks, I live on the east side in a house. As a resident of the area, the sidewalk is primarily used by seniors. I would worry for their safety if there was not a dedicated bike lane.	6/3/2022 4:27 PM
47	I like having a multi use path slightly better cause so far those that are multi use are slightly larger and tend to get cleared over a sidewalk with more users on the west side it could in future link to the greenway.	6/3/2022 1:58 PM
48	You're always going to have issues with people who cant follow a rule, we cant design the world around them but we can reduce the cost by using this option	6/3/2022 11:16 AM
49	As long as there is bike accessa nm	6/3/2022 12:07 AM
50	Potential for bike and pedestrian collisions	6/2/2022 7:55 PM
51	it's too narrow and people are dumb and wander in to the bike path whenever they're shared. not best practice design	6/2/2022 4:44 PM

52	Separation of bikes and pads is important	6/2/2022 3:46 PM
53	MORE AFFORDABLE	6/2/2022 2:56 PM
54	There is not a high volume of cyclists in this part of the city heading to East St Paul. Priority is for those walking from the apartment blocks and condos in the area, and for snow storage. If there are issues with space for snow storage, this would be problematic for those who walk every day of the year (which is not the case for cyclists)	6/2/2022 2:38 PM
55	This would move cyclists from the road to the shared sidewalk. not good for people. Cyclists would still have to navigate people.	6/2/2022 1:42 PM
56	where we vacation, bikes and pedestrians are mixed and it does not work well, many near misses and collisions between cyclists and pedestrians.	6/2/2022 10:46 AM
57	If it's like the multiuse path along chief peguis, with dashed line marking lanes, cyclists pass pedestrians as if passing a slow car on the road.	6/2/2022 9:41 AM
58	Spend the money to repair sidewalks and keep them clear in winter months so elderly and disabled can use the walkways and visit businesses in the area. You are not considering the needs of the people who live in that area… only those who would cycle through. There are many elderly people living there. Put your bike paths somewhere else.	6/2/2022 7:42 AM
59	Not having cyclists on a separate pathway is cause for concern	6/2/2022 6:48 AM
60	Allowing space for trees is important for me and I have never had issues as a pedestrian on the current shared paths along Chief Peguis trail.	6/2/2022 6:43 AM
61	A good compromise to meet our needs yet keep costs down	6/1/2022 10:45 PM
62	Not as well but I support the sidewalk on the east side near mall & other businesses.	6/1/2022 8:52 PM
63	Same as option 1	6/1/2022 8:24 PM
64	East side should have more space for bikes	6/1/2022 6:42 PM
65	I like this option better	6/1/2022 6:31 PM
66	Both sides of the street shouldnhane designated bike and pedestrian corridors. This is the problem with the City planning. These options do not provide for the growth and expansion of our city. It also does not take into effect the safety of the large population of seniors that live in this area.	6/1/2022 6:23 PM
67	Conflict with bicycles is a real issue in all mixed use areas, as they are fast and many do not use signals such as bells when approaching pedestrians. Given the large number of seniors in the area with potential hearing, vision and mobility issues I fear that they would not be safe.	6/1/2022 3:13 PM
68	Too many commercial drive ways. VERY DANGEROUS..... this will cause people to get hurt or die.. No driffrent than the current side walk design TBH most ppl just ride on the side currently so there really isnt much diffrence. Waste of money	6/1/2022 2:33 PM
69	Traffic on Henderson going out to East St. Paul is too busy, I feel the multi use roadway would be dangerous to its users.	6/1/2022 2:02 PM
70	It's ok, but it's rather have cyclists and pedestrians separated.	6/1/2022 1:14 PM
71	Ok compromise but dedicated bike paths are preferred	6/1/2022 12:27 PM
72	As stated above, to ensure safety of all involved cyclists and pedestrians should be separate.	6/1/2022 11:44 AM
73	Serious concerns about left turning traffic into the numerous condos on west side of Henderson. Space should be added for left turning.	6/1/2022 11:16 AM
74	this is not a good choice, but in the event its either option 2 or nothing I guess its acceptable but there is a busy shared path near gateway that consistent has problems with cyclists and pedestrians getting in each others way	6/1/2022 11:05 AM
75	I don’t prefer the multi use paths. It causes conflicts with bikes	6/1/2022 10:45 AM
76	Bicyclists aren’t always paying attention to pedestrians	6/1/2022 10:29 AM

Q3 The preferred option (Option 1) provides both a sidewalk and bike path on the west side of Henderson. How well would this design meet your needs as a cyclist?

Answered: 386 Skipped: 0



ANSWER CHOICES	RESPONSES	
Very well: the design meets my needs and I have no concerns	47.41%	183
Somewhat well: I generally like the design but have some concerns	7.77%	30
Neutral: I don't have strong feelings about this design one way or another	4.40%	17
Not very well: I see some good things here but the design does not particularly meet my needs	1.04%	4
Not well at all: this design does not meet my needs	2.59%	10
I do not use this area as a cyclist	22.80%	88
Unsure	0.78%	3
Please explain your answer (optional)	13.21%	51
TOTAL		386

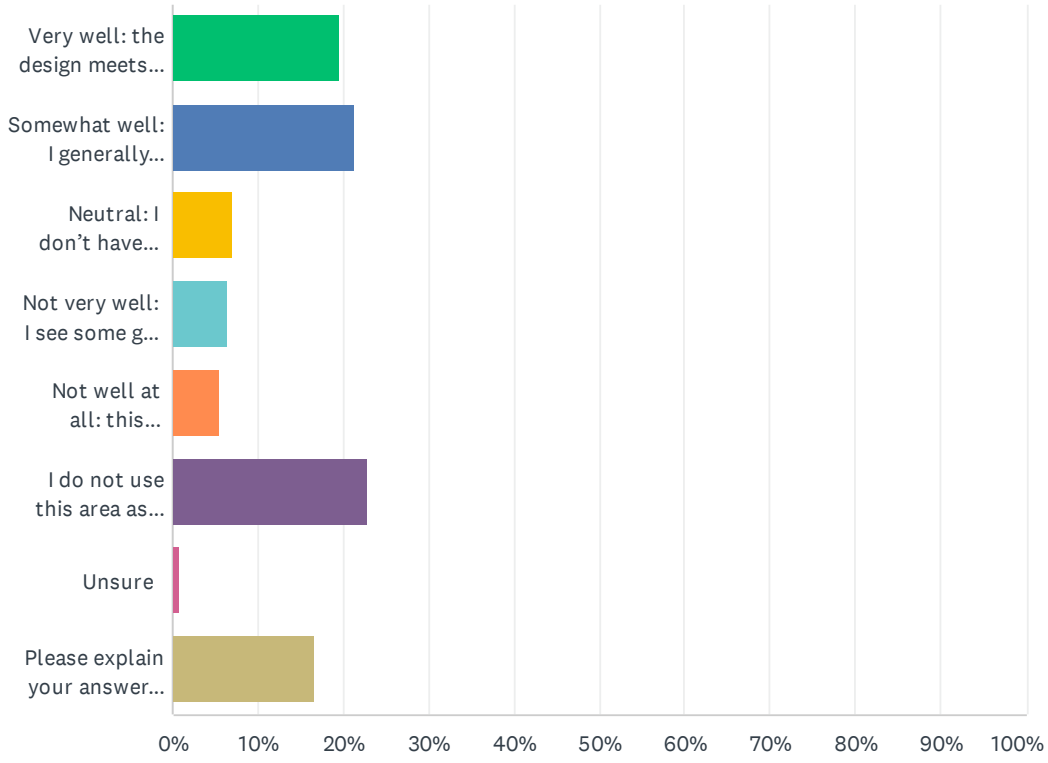
#	PLEASE EXPLAIN YOUR ANSWER (OPTIONAL)	DATE
1	i have not ever used henderson hwy on my bile ,but would feel safer with this option	6/24/2022 4:25 PM
2	As per above.	6/23/2022 10:13 AM

3	Winnipeg is approaching 1 million people. Henderson Hwy is a major route. It should be three lanes each way, not two. Winnipeg should focus on walkability in the inner city and eliminate traffic jams in the suburbs.	6/20/2022 9:27 PM
4	Pedestrians must be educated and signage must be clear.	6/19/2022 5:28 PM
5	It would be more economical to encourage cyclists as an environmental solution, having the means would help curb climate change. Considering snowclearing and bike paths is essential to active transportation.	6/16/2022 8:29 PM
6	Perhaps cycling lanes on both sides would be better, but if this gets maintained better in the winter im open to it	6/16/2022 8:03 PM
7	Intersection crossing and pedestrian obstacles	6/14/2022 9:48 PM
8	This just provides a quick way for getting from Chief Peguis Trail to the city limit. Does not improve access to businesses on the east side. Why not bike lanes on both sides like are going in on Pembina Highway?	6/14/2022 12:47 PM
9	I am not a fan of cyclising against traffic on the same side as that traffic.	6/13/2022 8:42 AM
10	,	6/12/2022 10:37 PM
11	I don't cycle but this bike path would encourage my children to visit more!	6/12/2022 5:50 PM
12	Option 2 is perfect as bicyclists go around pedestrians when we interact. With common sense and courtesy there is no need to separate the two.	6/12/2022 9:04 AM
13	Somewhat well. But most business access is on the east side, so cyclists do not have convienient access if only a west side path is provided.	6/12/2022 7:14 AM
14	It would be much more ideal to have the path on the other side (if not both sides as it should be) - the majority of bike traffic will be on the east side (not the west)	6/11/2022 9:08 PM
15	Bike path would be too narrow. Could be dangerous	6/11/2022 11:24 AM
16	I am cyclist and this would be ideal for me	6/10/2022 4:37 PM
17	I like this for the safety aspect keeping pedestrians and bike riders away from each other and as we move forward with more and more active transportation, this actually makes a lot of sense	6/10/2022 3:08 PM
18	my needs could be met with less and I prefer more trees and more snow storage space	6/9/2022 6:21 PM
19	East side please	6/9/2022 1:14 PM
20	Less possible conflicts with pedestrians	6/8/2022 6:23 PM
21	Better option, but the 2 way bike path is not very wide if it gets busy, plus crossing traffic will not automatically look both ways for fast approaching bikes.	6/8/2022 9:48 AM
22	I am not a cyclist.	6/7/2022 1:08 AM
23	Explained above.	6/6/2022 10:52 PM
24	Excited to provide more safe biking options around the area	6/6/2022 9:44 PM
25	I believe the bike path should be on the East side of Henderson Hwy	6/6/2022 2:56 PM
26	this is a wrong decision that will cause more traffic down a school road.	6/6/2022 2:40 PM
27	too much attempted accomodation for bikes	6/5/2022 10:27 PM
28	Areas that have bike paths, are still being unused and cyclist are still on the road ways.	6/5/2022 5:35 PM
29	Have a shared path	6/5/2022 11:06 AM
30	I wonder if pedestrians with strollers may encroach on the bike path	6/5/2022 10:57 AM
31	Keep pedestrians off the bike path. Bikes are slowly becoming more common for commuting, and this city really does need to build proper infrastructure (not half assed attempts) to support the future.	6/5/2022 10:50 AM

32	how would a cyclist going north be able to cross to the east lane when the path ends; has this been considered	6/4/2022 8:00 AM
33	As above in implications.	6/3/2022 9:58 PM
34	It’s nice to have a designated bike lane but they don’t often get cleared or the snow plows put snow in the cause biking takes second to sidewalks, also anytime a bike lane crosses a sidewalk there is angry people. When the bike path ends the cyclists either go to the road and cars are not predicting it or the cut onto the sidewalk and pedestrians are mad. A multi use path requires people to share the space.	6/3/2022 1:58 PM
35	it works but is more costly. Is there really the cycling traffic to support this?	6/3/2022 11:16 AM
36	I have two kids and keeping them separate from all traffic is key for me.	6/3/2022 6:27 AM
37	As long as it marked9	6/3/2022 12:07 AM
38	Slow moving traffic is kept safely out of my way	6/2/2022 7:55 PM
39	I still use my car in spite of severe arthritis, and I need roads to do that, not bike infrastructure.	6/2/2022 6:23 PM
40	Keeps bikes off road	6/2/2022 3:46 PM
41	If you are looking to improve the cycling experience in north Winnipeg please consider bridges over the cross streets along the existing Chief Peguis trail.	6/2/2022 3:02 PM
42	Bikes do not belong on same rd as mv	6/2/2022 12:40 PM
43	I’m elderly as are most of my neighbors. We don’t need this.	6/2/2022 7:42 AM
44	Much better for cycling, however I’m not a fast cycled and wouldn’t have a problem sharing with pedestrians	6/2/2022 6:30 AM
45	The multi use path between Raleigh and gateway is fantastic. I don’t need a whole separate path from pedestrians, it’s safe and easy to pass people.	6/1/2022 10:45 PM
46	Henderson needs 3 lanes each way already!! With increasing traffic volume, the current road and future plans do not provide increased traffic flow!	6/1/2022 10:03 PM
47	I refer to my previous statements	6/1/2022 6:23 PM
48	I dont like this. Pedestrians are stupid and will be walking on the bike path, along with their feral children and their pets. I dont want to run over any dogs or children or have to dodge them while trying to enjoy my bike ride.	6/1/2022 2:33 PM
49	Snow clearing of bike paths, what is the city priorities for the winter	6/1/2022 2:16 PM
50	If people are biking to a destination (like a store) this is not accessible for bikes - they would still need to ride on the street or sidewalk to get access.	6/1/2022 11:03 AM
51	There should be equal bike access on the east side. I need to access businesses. I use a bike for transportation, not recreation.	6/1/2022 10:45 AM

Q4 The preferred option (Option 1) may not be possible in some locations. How well would Option 2 meet your needs as a cyclist?

Answered: 386 Skipped: 0



ANSWER CHOICES	RESPONSES	
Very well: the design meets my needs and I have no concerns	19.69%	76
Somewhat well: I generally like the design but have some concerns	21.24%	82
Neutral: I don't have strong feelings about this design one way or another	6.99%	27
Not very well: I see some good things here but the design does not particularly meet my needs	6.48%	25
Not well at all: this design does not meet my needs	5.44%	21
I do not use this area as a cyclist	22.80%	88
Unsure	0.78%	3
Please explain your answer (optional)	16.58%	64
TOTAL		386

#	PLEASE EXPLAIN YOUR ANSWER (OPTIONAL)	DATE
1	same as the above	6/24/2022 4:25 PM
2	Option is not preferred, however, would be a good as plan B if option 1 was not available.	6/23/2022 10:13 AM
3	Winnipeg is approaching 1 million people. Henderson Hwy is a major route. It should be three	6/20/2022 9:27 PM

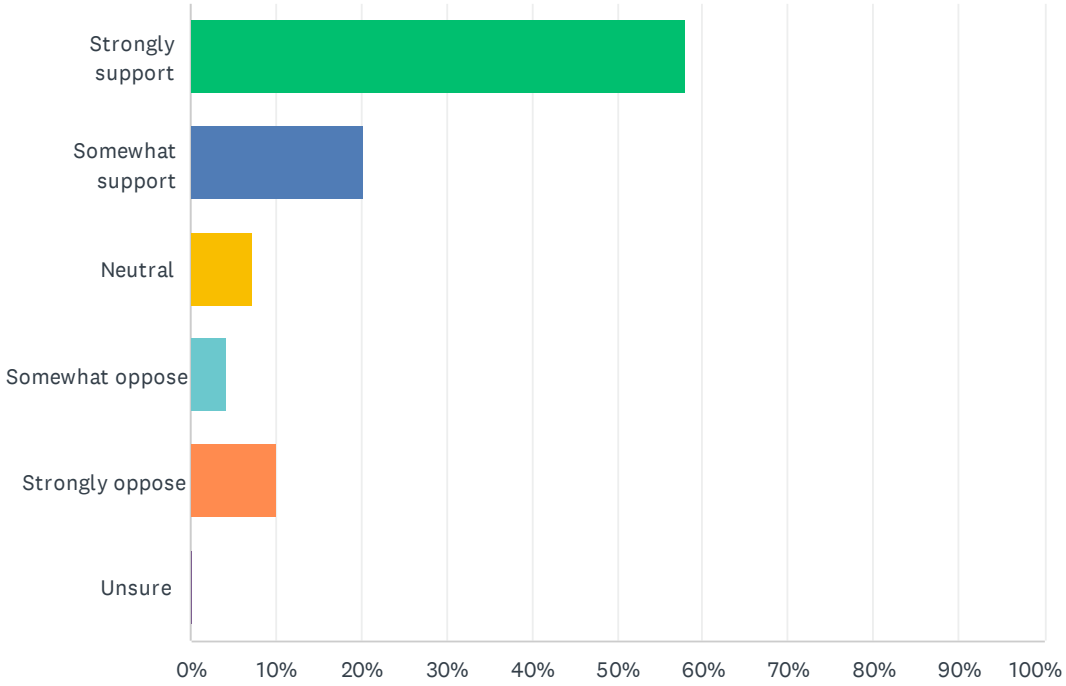
	lanes each way, not two. Winnipeg should focus on walkability in the inner city and eliminate traffic jams in the suburbs.	
4	As a cyclist it is difficult to manouver between different types of paths, especially when their are pedestrians, vehicles, curbs, streetlights to get around.	6/19/2022 5:28 PM
5	Pedestrians are not aware of what is going on around them and tend to take up the whole path or walk in unpredictable ways cutting of cyclists. They don't understand to step to the right if they hear a bell behind them.	6/17/2022 11:43 AM
6	I prefer to have separate lanes for bicycles and pedestrians, but understand that there may be difficulties with that.	6/17/2022 9:19 AM
7	Planning for more cyclists will be necessary given high gas costs. Having wider spaces, encouraging cyclists, and rewarding people for using active transportation will be needed.	6/16/2022 8:29 PM
8	One path for all non drivers seems regressive	6/16/2022 8:03 PM
9	Cycling on a path with pedestrians is less preferable to cycling on a designated path.	6/15/2022 9:23 PM
10	Intersections and crossings are problematic	6/14/2022 9:48 PM
11	Worse than option 1, now there are potential conflicts with pedestrians.	6/14/2022 12:47 PM
12	Cyclists need a seperated lane here. This sidewalk is very busy and as this will be a connecting piece of infrastructure for cyclists, I believe it will be very busy for them as well.	6/13/2022 8:42 AM
13	I worry about sharing the path with pedestrians.	6/12/2022 7:00 PM
14	As a cyclist, the design would be fine. But I think there would need to be a lot of signage to cyclists to be careful and respectful of pedestrians. This is particularly needed in this area that has a lot of seniors.	6/12/2022 5:50 PM
15	River access should be the desirable solution as a pathway for cyclist, skaters and runners. I don't understand how the developers continue to build and do not allow for public access??	6/12/2022 1:12 PM
16	Option 2 is perfect as bicyclists go around pedestrians when we interact. With common sense and courtesy there is no need to separate the two.	6/12/2022 9:04 AM
17	May not be enough taproom for a cyclist and a wheelchair/walker to pass each other and the cyclist could potentially use the Boulevard but not a senior with a walker or wheelchair	6/11/2022 10:35 PM
18	Bike path is wider which might have safer for cycling.	6/11/2022 11:24 AM
19	Somewhat unsafe for cyclists and pedestrians sharing the path. But I use the Chief Peguis trail as a pedestrian and as a cyclist and feel that generally is shared well between both parties. People are mostly considerate	6/10/2022 4:37 PM
20	perhaps a little more risk of injury with everyone sharing the active trail	6/10/2022 3:08 PM
21	I prefer option 2 as it allows for more trees and snow storage space.	6/9/2022 6:21 PM
22	East side	6/9/2022 1:14 PM
23	Not as safe	6/8/2022 6:23 PM
24	Again, how about electric scooters?	6/8/2022 4:53 PM
25	It can be difficult to navigate around pedestrians.	6/8/2022 11:24 AM
26	Important to add lots of good signage to tell cycles and pedestrians how to interact.	6/8/2022 9:48 AM
27	I am not a cyclist.	6/7/2022 1:08 AM
28	Explained above. Wrong side design.	6/6/2022 10:52 PM
29	I believe the bike path should be on the East side of Henderson Hwy	6/6/2022 2:56 PM
30	there are other bike paths in the area that can be used henderson hwy hence the word hwy is used for vechicals not bikes	6/6/2022 2:40 PM
31	too much accomodation for bikes	6/5/2022 10:27 PM

32	Need to ensure we have a good year round bike trail.	6/5/2022 9:26 PM
33	Just fix the roads and provide proper facilities for automobiles. Cycling does not contribute to road ways.	6/5/2022 5:35 PM
34	I don’t ride a bike.	6/5/2022 3:58 PM
35	I like how much of a barrier there is between cyclists and cars however I worry about pedestrians sharing the space	6/5/2022 12:11 PM
36	Keep cyclists and pedestrians away from each other. Why are cyclists always the ones that must suffer? Why not reduce lanes for cars instead? Stop designing for car-centric.	6/5/2022 10:50 AM
37	With many senior walking that area, I believe sharing the path could cause problems	6/5/2022 9:35 AM
38	Somewhat well: As a cyclist I would prefer a separate path; pedestrians commonly take up the full width of combined paths in the area.	6/4/2022 8:53 AM
39	important for a child and parent to cycle beside each other	6/4/2022 8:00 AM
40	Bikes share the path beside Chief Peguis with no problems.	6/3/2022 9:58 PM
41	Two is a little more appealing to me.	6/3/2022 1:58 PM
42	We don't need sidewalks on both sides and we should not be reducing the size or amount of lanes down Henderson. This is a primary route for many to get downtown, congesting henderson is foolish. Also, this mulit use path doesn't go far enough.	6/3/2022 11:22 AM
43	lower cost is ideal but is it really necessary? I am a cyclist t to spend a lot of money for a rarely use strip of asphalt isnt ideal	6/3/2022 11:16 AM
44	Again, keeping all traffic separate is vital for a good cycling experience for me and my young children as safety is paramount	6/3/2022 6:27 AM
45	I will have to dodge walkers on the path	6/2/2022 7:55 PM
46	Cyclists should be allowed to use the sidewalk, since they do anyway. It's safer for cyclists who don't want to compete with traffic because they are not strong or fast enough.	6/2/2022 6:23 PM
47	Separation of bikes and pads is important	6/2/2022 3:46 PM
48	Most bike trails in the area are designed this way. Works well	6/2/2022 3:02 PM
49	not good for people. Cyclists would still have to navigate people. This would be problematic if not enough room to go around people.	6/2/2022 1:42 PM
50	where we vacation, bikes and pedestrians are mixed and it does not work well, many near misses and collisions between cyclists and pedestrians.	6/2/2022 10:46 AM
51	Widen the sidewalks for people with wheelchairs and walkers.	6/2/2022 7:42 AM
52	Challenge some of planned area has high pedestrian traffic with a high concentration of senior citizens. A shared path could be dangerous	6/2/2022 7:28 AM
53	Cyclists and pedestrians are best kept to separate pathways	6/2/2022 6:48 AM
54	I appreciate the practical benefits of this option (trees, cost, snow). Also aligns with shared paths along Chief Peguis Trail which has worked well for me as a cyclist.	6/2/2022 6:43 AM
55	Multi use paths are not good - too many conflicts with pedestrians and bikes. Pedestrians slow bike down and bikes are dangerous for pedestrians	6/1/2022 6:39 PM
56	concerned about cyclists/pedestrians sharing a path - I avoid buy mixed-use paths as I cannot cycle safely at speed on high-traffic paths, preference to take a lane but don't see a shoulder to do so safely on such a high-traffic route. I would seek other routes out of the city as opposed to using this option.	6/1/2022 5:03 PM
57	There is an increased risk of injury with potential conflict with the needs of the many senior in the area who may use mobility aids such as scooters, wheel chairs or walkers, and may have vision and hearing issues.	6/1/2022 3:13 PM
58	Too many commercial drive ways. This would be VERY DANGEROUS….. this will cause	6/1/2022 2:33 PM

	people to get hurt or die.. No driffrent than the current side walk design TBH most ppl just ride on the side currently so there really isnt much diffrence. Waste of money	
59	It will be difficult on such a busy corridor for cyclist and pedestrians to share the corridor.	6/1/2022 2:02 PM
60	It's ok, but I'd rather be separated from pedestrians	6/1/2022 1:14 PM
61	This route being the likely route of those cyclists commuting downtown will want to use this path a higher speeds (than say a leisurely bike ride) and accordingly mixing pedestrians with them seems dangerous	6/1/2022 11:05 AM
62	Same as above as the path is the same	6/1/2022 11:03 AM
63	My concern with all options is that pedestrians and cyclists alike would use the wrong path	6/1/2022 10:50 AM
64	Multi use paths create conflicts with pedestrians. There should be dedicated bike lanes on both west and east sides.	6/1/2022 10:45 AM

Q5 Please indicate your level of support for a new median.

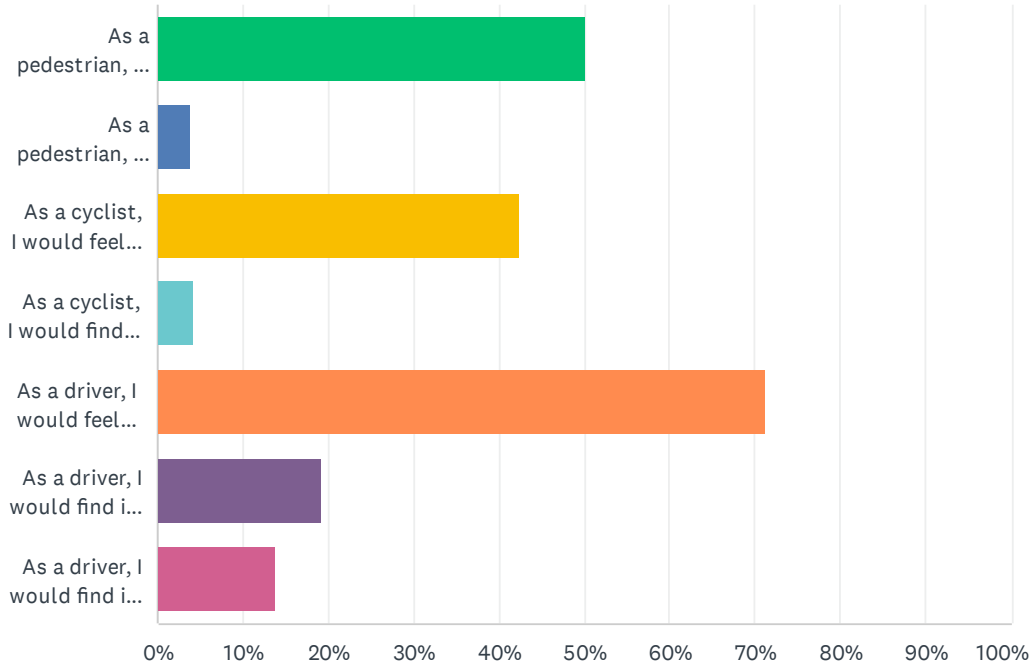
Answered: 359 Skipped: 27



ANSWER CHOICES	RESPONSES	
Strongly support	57.94%	208
Somewhat support	20.33%	73
Neutral	7.24%	26
Somewhat oppose	4.18%	15
Strongly oppose	10.03%	36
Unsure	0.28%	1
TOTAL		359

Q6 How would the proposed median configuration affect you? Select all that apply. (Please note that individual property impacts are being discussed at our stakeholder meetings.)

Answered: 359 Skipped: 27



ANSWER CHOICES	RESPONSES	
As a pedestrian, I would feel safer travelling this stretch of Henderson Highway	50.14%	180
As a pedestrian, I would find it more difficult travelling this stretch of Henderson Highway	3.90%	14
As a cyclist, I would feel safer travelling this stretch of Henderson Highway	42.34%	152
As a cyclist, I would find it more difficult travelling this stretch of Henderson Highway	4.18%	15
As a driver, I would feel safer travelling along/onto/off of Henderson Highway	71.31%	256
As a driver, I would find it more difficult to get where I'm going on Henderson Highway	19.22%	69
As a driver, I would find it more difficult to use Henderson Highway as a route into/out of the area	13.93%	50
Total Respondents: 359		

#	PLEASE EXPLAIN YOUR ANSWER (OPTIONAL)	DATE
1	there's no room as it is unless expropriation is going to happen	6/23/2022 11:43 PM
2	The median would serve to improve overall safety of pedestrians crossing Henderson, however, the proposed design would cause a traffic bottleneck at Bonner. Traffic lights should be installed at Bonner and a pedestrian walk at Gilmore.	6/23/2022 10:25 AM
3	Although a vast improvement, Winnipeg has too many median cuts to too many streets. Cars blocking traffic, trying to turn left onto Henderson will create potential for T-bone accidents.	6/20/2022 9:37 PM

	Every six blocks or so should have a fully traffic controlled intersection with left turn lights to facilitate save travel and less cross traffic at every side street. It's 2022.	
4	As long as the medians provide adequate space for crossings they are find by me.	6/20/2022 5:14 PM
5	I still think there are too many approaches	6/20/2022 3:49 PM
6	I live near Gilmore and Henderson. I patronize many of the the businesses along the east side of Hendershon and the median gets ibn the way of the return trip home. For example, exiting the MLLC means that I must drive North (opposite direction from my home). Having made this comment, the current situuatiuon (no median) is VERY Dangerous for cars existing the MLLC lot southbound. I think that the median makes it much safer...but slower for residents of the area.	6/20/2022 12:27 PM
7	I THINK the median is a good idea, but its location is unclear to me because it is not even labeled on the map legend. If it is the pale green section, then I like the idea.	6/19/2022 7:45 PM
8	If pedestrian/cyclist islands (safe places to wait) when crossing from one side of Henderson to the other are incorporated in the design, I would feel much safer traveling here as a pedestrian or cyclist.	6/16/2022 10:50 PM
9	It would prevent the many cars that dangerously come on to Henderson, especially those turning left.	6/16/2022 9:55 PM
10	Having a median would be helpful. However, there are numerous potholes and the City needs to drop fines, especially for flat tires, breaks to vehicles, when it is poor road conditions. Proper maintenance should be a priority saving the city and drivers, cyclists and everyone money in the end.	6/16/2022 8:34 PM
11	Also much easier to turn onto Henderson from side street with a vehicle, or cross Henderson as a ped or cyclist. Very difficult getting onto roadway, too much East St Paul traffic that won't move over.	6/16/2022 12:48 PM
12	A lot of U turning. Possibly provide some additional medians openings.	6/16/2022 11:04 AM
13	Our condo access would be diverted through another condo property, making accessibility and deliveries more complicated.	6/15/2022 5:51 PM
14	The median would avoid drivers from crossing Henderson anywhere they like, traffic flow better, but MUST make room for left turning so doesn't hold up traffic, this is a huge problem in ALL of Henderson Hwy	6/15/2022 5:06 PM
15	I think we need lights at Bonner too. Too many exits/entrances right there. I don't generally have problems but I'm an assertive driver and don't wait for both lanes to clear to go as many do.	6/14/2022 9:59 PM
16	Current undivided portion of Henderson can feel a bit unsafe at times when the lines are faded or the ground is covered in snow - a median will significantly improve safety	6/14/2022 11:02 AM
17	Left turns on Henderson while travelling northbound are very dangerous and create traffic concerns. I agree with the new median with designated left turn lanes	6/13/2022 4:01 PM
18	The entrance to my building is has been closed which will make u-turns have to happen a lot.	6/13/2022 8:46 AM
19	Maybe a multi directional turn lane at Glenway for drivers instead of a light as well as a light controlled pedestrian crosswalk	6/12/2022 10:29 PM
20	Not sure where to include this comment but the entrance to 1840 and 1820 Henderson has always been problematic. I like the idea of closing that entrance and pushing it to the other side of 1840 Henderson. However, is this possible with the previous pushback from owners in the building? And the current property lines? Would it be possible to create an entrance right at the McIvor and Henderson Highway intersection? So basically move where the concrete and green spaces are? The ability to turn left at a light would be much safer for the several buildings the entrance services. The number of accidents and potential accidents really makes this entrance a crucial one to consider regarding safety!	6/12/2022 6:02 PM
21	We live at [redacted], and will need to make a u turn to access our building when we are coming from south Henderson home. We would be ok with this.	6/12/2022 3:24 PM
22	As long as the road is widened to accommodate the extra space taken up by the median.	6/12/2022 1:18 PM

23	It's hard enough to get across Henderson, a median will only cause less access points.	6/12/2022 9:09 AM
24	Way too many people turn where the double line is. Holding up traffic.	6/11/2022 5:11 PM
25	Trying to get onto Henderson Highway from Bonner is a nightmare. Put up a 4-way light here not Glenway. All Glenway needs is a turning lane for buses going into loop, not a light. Bonner avenue access to Henderson is a nightmare already. By putting up meridians, I will now not know if cars driving south on Henderson are making a U-turn to access Mtn. Bean and MLCC or are they turning onto Bonner. This will further deter my access onto Henderson. There are ~110 people (average age 70 years) living at the corner of Bonner and Henderson. We need a light to access Henderson. Studies show the majority of turning accidents occur with people turning LEFT I.e. Bonner onto Henderson to go into the city.	6/11/2022 12:48 PM
26	I am neutral on the median.	6/9/2022 6:24 PM
27	There will be MANY u-turns occurring for people to get to their desired driveways.	6/9/2022 1:25 PM
28	I would need to do a u turn 2 or 3 times a day, but whatever	6/9/2022 1:16 PM
29	Unable to access my residence with the proposed median when coming from downtown without making a uturn.	6/9/2022 11:15 AM
30	No left turns into condo parking lot means several blocks of detour to get home...	6/9/2022 10:39 AM
31	With the traffic volume and number of lanes on Henderson Highway, there is no question there should be a median.	6/8/2022 5:11 PM
32	As a pedestrian and cyclists, at least having islands in the middle at crossings would make it safer.	6/8/2022 9:51 AM
33	Using center median will not alleviate all the backing up of traffic due to frequent left turning vehicles. Need actual turning lanes.	6/7/2022 9:09 PM
34	I believe the option I've chosen pretty well explains itself.	6/7/2022 12:25 PM
35	It would cut into DRIVER Roadway Space. That is less space for Traffic it sounds like...hence more accidents	6/7/2022 1:14 AM
36	It prevents you meeting traffic head on.	6/6/2022 8:34 PM
37	As a cyclist I will avoid Henderson	6/6/2022 5:28 PM
38	The current configuration of Henderson Highway is dangerous and is way past due for improvement.	6/6/2022 5:13 PM
39	I suppose I would feel slightly safer, but I do not know why putting in a median is necessary.	6/6/2022 4:32 PM
40	The turning lanes alongside the median will make it safer for all, especially with regard to south-bound traffic making left-hand turns onto residential streets	6/6/2022 3:02 PM
41	This is just another cost which will back up our already terrible traffic even further. We need better and wider roads, not more paths.	6/6/2022 2:54 PM
42	i would be sharing one approch with 3-6-story bldging that about that 200-people	6/6/2022 2:41 PM
43	I live on the west side of Henderson and there is no access to the driveway of my building if Iam coming from the south. Driving down to a light an making a uturn does not make sense...this will create more back logs with traffic than we have now	6/6/2022 1:32 PM
44	too much accomodation for bike riders	6/5/2022 10:28 PM
45	Separating oncoming traffic as always a great idea	6/5/2022 8:17 PM
46	It’s obvious.	6/5/2022 5:36 PM
47	This design gives more control for traffic.	6/5/2022 4:02 PM
48	As a driver, I appreciate the medians allowing left turning vehicles a safe spot to wait for their opportunity to make a turn without creating a backlog of cars behind them. As a pedestrian and cyclist, this is also safer because the the left turning vehicle will have more time to see cyclists/pedestrians on the paths and ensure they make their turn not only when the road is clear but also when the paths are clear.	6/5/2022 1:45 PM

49	I believe the median allows for safer traffic flow, giving people turning their own lane to do so, however it will also make using the various businesses more frustrating with the limitations of not being able to easily turn north or south out of various spots	6/5/2022 12:22 PM
50	Proposed changes will slow down traffic	6/5/2022 11:08 AM
51	The median turnouts are designed to get cars out of the way so others cars can keep speeding by. The turnouts actually make traffic move faster, which is unsafe for all users. Stop designing so car-centric, and do things that slow down cars, while encouraging a neighbourhood that people want to cycle or walk through.	6/5/2022 10:56 AM
52	Medians in Winnipeg are the wild Wild West. No rules. They are congested. They cause accidents. Please no median.	6/5/2022 10:33 AM
53	This road is already way too narrow. Adding a median full of trees will not help this issue. It only blocks the view of other cars and leaves a bigger spot to add snow banks and build up where snow clearing may or may not occur. It leads to more areas with pot holes and standing water. There are more lane closures to deal with trees. It’s a waste of time and money.	6/5/2022 10:05 AM
54	Happy about the lights at Glenway.	6/5/2022 9:38 AM
55	it is very dangerous for cars turning off of Henderson and people walking on sidewalks with traffic cutting in and out of traffic to avoid cars that are stopped attempting to turn off of Henderson.	6/4/2022 8:17 PM
56	Turning lanes is a needed improvement.	6/4/2022 6:10 PM
57	This design blocks access to my building when I am driving north bound on Henderson Hwy. This will force me to have to u-turn on a busy street or take an alternate work which would more than double my drive time when returning from work.	6/4/2022 1:28 PM
58	The median would not allow me to access my building on the return drive to work. The median would not allow me to turn north from my building which I often do. The median would force me to regularly have to u-turn accross Henderson Hwy (1 to 3 times per day) which is not safe.	6/4/2022 1:21 PM
59	safer as separates bidirectional traffic; quick stop with so many places to make left turn results in rear end collisions	6/4/2022 8:04 AM
60	As a pedestrian or cyclist, I would find no change with a median as I would use the sidewalk or bike path.	6/3/2022 10:09 PM
61	Median is long overdue	6/3/2022 9:33 PM
62	We have lived in North Kildonan now for 22 years. Rate from the start, we felt that a median was essential. In fact looking at other neighbourhoods with major roads were quite shocked that a median had not already been put in many years ago.	6/3/2022 4:35 PM
63	We need more cyclist education to stay off sidewalks.	6/3/2022 1:41 PM
64	Dividing traffic on a busy route helps separate potential hea don collisions or drifting into oncoming traiifc.	6/3/2022 11:18 AM
65	Entry into the many businesses and residential dwellings will be limited. If you need to get to a business on the other side of the street from where you are you will need to u-turn.	6/3/2022 10:36 AM
66	Having a physical barrier would make me feel safer in all aspects. I’m terms of driving I would feel safer because there’s a lot of traffic in both directions and you’re always watching out for cars jumping across the lanes to get into random businesses. A median would help alleviate that anxiety.	6/3/2022 6:32 AM
67	I feels safer when there is space between drivers going in opposite directions	6/2/2022 8:01 PM
68	Medians don't stop accidents. They just complicate driving. There is always a median where ever you need to turn. It forces drivers to make U turns and use more gas. Oh, is that the idea, to make it more expensive for drivers!	6/2/2022 6:30 PM
69	Having a median run the entire way from Fortier to McIvor would make it difficult to access the east side businesses from the south bound lanes. Having minimal breaks in the median would cause an increase in traffic congestion	6/2/2022 4:51 PM
70	Roundabouts at strategic intersections would have improved access management and	6/2/2022 3:51 PM

	provided for safer upturns as well as reducing median widths which would have provided more space for peds and bikes. Were they considered and why not evaluated	
71	I live within 1 block of Henderson and cycle in the area. Most people will continue to use side streets such as pentland or rothasay for their north/south travel before connecting to Chief Peguis. This will only benefit those living west of henderson and those biking from east st paul, but it will negatively effect anyone who drives through.	6/2/2022 3:13 PM
72	U-turns must be allowed at the medians	6/2/2022 2:46 PM
73	Turning lanes (in the median) would be required to allow for u-turns, and left turns to avoid traffic backing up.	6/2/2022 1:45 PM
74	Concern would be the amount of u turns that drivers would need to perform, an example would be getting gas at shell. It was a dangerous cross traffic access to head back southbound but how would safe uturns be performed	6/2/2022 7:47 AM
75	It’s so hard to turn left anywhere. This will help.	6/1/2022 10:46 PM
76	The proposed median increases costs and is not required. Save the money for other projects	6/1/2022 8:51 PM
77	I would only be able to go towards the perimeter when leaving my house . Not into the city where I work .my husband would not be able to bring his work trailer home ever and if we ever needed a soil or gravel delivery with a median they would never be able to back it into my driveway . Plus both houses on either side of me are foster homes with wheelchairs and lots of fire and ambulance traffic .they won't be able yo pull in or out of their driveways with a median	6/1/2022 8:02 PM
78	Travelling North bound on Henderson and trying to turn left into my complex without a median is a nightmare as drivers don’t pay attention and slam on their brakes behind you! I currently go out of my way and go around the block to come back around.	6/1/2022 6:02 PM
79	Why does there need to be access to Henderson at every street. Could we not just travel back or forth to a light to access Henderson (especially for left hand turns).	6/1/2022 5:20 PM
80	It will just be more difficult to access businesses coming from the North.	6/1/2022 3:22 PM
81	No median . Instead of a median, make a seperate bike lane DIRECTLY next to the road way, divided by a curb	6/1/2022 2:37 PM
82	Centre medians will be a great improvement in this area but PLEASE increase the size of a stacking lane to accommodate more than 1-2 vehicles otherwise the purpose is defeated and will add to further traffic congestion, driver frustration and likely rear-end accidents	6/1/2022 12:31 PM
83	As a cyclist and transit user I hope to see center-running transit lanes on Henderson. Consider this in your design. Future-proof the design.	6/1/2022 12:02 PM
84	I avoid henderson at all costs due to the terrible road and having to cross the highway to get on the roadway especially at Bonner. A light there is a long time in coming	6/1/2022 11:29 AM
85	How will people turn into their homes, the many condos. Will be making u-turns?? A median blocking access to my driveway is a terrible idea and even less safe than it is now. Need to add a turnaround lane instead.	6/1/2022 11:19 AM
86	Need to have additional median break to enter norvilla hotel from Henderson southbound lanes	6/1/2022 11:18 AM
87	As a driver it would make no difference to me	6/1/2022 11:16 AM
88	Given the dedicated sidewalk and bike corridor, as a cyclist and pedestrian I dont see how the median between the two lanes of traffic would really impact my safety or make it more difficult to travel one way or another but I would find it more difficult as a driver	6/1/2022 11:10 AM
89	And a median with proper turning lanes would be very helpful. Henderson goes from 3 lanes on each side to 2 lanes and with population increase, better to see median with turning lanes than one lane blocked by a car trying to turn left.	6/1/2022 10:49 AM
90	The large median induces speed in the area. If there is a large median, it should have a large amount of trees for shade and to calm traffic	6/1/2022 10:49 AM
91	I have seen too many near misses with left turns on and off Henderson in this area	6/1/2022 10:31 AM

Q7 This design includes median openings at strategic locations as it must balance traffic flow with convenient access to business and residential buildings along Henderson Highway. Adding more openings would make it easier to access buildings on Henderson Highway but could reduce traffic flow and safety. Less openings would improve traffic flow but could make it more difficult to access buildings. With this in mind how do you think we could improve the proposed median?

Answered: 221 Skipped: 165

#	RESPONSES	DATE
1	Less openings to prioritize safety and traffic flow both of which are currently terrible. People needing to access businesses will quickly adapt to using appropriate side streets to approach.	6/24/2022 11:59 AM
2	it's slow enough on henderson; you would have to make everything wider and expropriate property	6/23/2022 11:43 PM
3	I noticed that there's a traffic light to be erected at Glenway. Bonner and Henderson definitely needs one as it's dangerous trying to enter onto Henderson with all the vehilcles turning both north and south from nearby driveways, and traffic travelling south. We've had some serious collisions there because of this and since Bonner is a main street for east/west traffic, there are usually a few vehicles at the intersection, taking chances, trying to turn south on Henderson by darting into traffic, hoping that oncoming traffic will slow down for them. Drivers are taking serious risks!	6/23/2022 10:33 PM
4	Openings at strategic locations is fine and preferred, however, the Bonner intersection is as busy as McIvor and warrants a traffic light. The bordering mall is extremely busy throughout the day and Bonner serves as a direct route to Rothesay, Headmaster, and a Hwy 59.	6/23/2022 10:25 AM
5	Have the median openings strategically placed to optimize traffic flow and maybe have one or 2 possible uturn areas to help the business access .	6/20/2022 10:06 PM
6	Although a vast improvement, Winnipeg has too many median cuts with too many streets. Cars blocking traffic, trying to turn left onto Henderson will create potential for T-bone accidents. Every six blocks or so should have a fully traffic controlled intersection with left turn lights to facilitate save travel and less cross traffic at every side street. It’s 2022. St.Anne’s is a death trap with major gridlock with this similar road set up. The suburbanites prefer cars and it is winter 4 months a year minimum. Dedicated bike lanes are not utilized often for that reason so one dedicated pathway bike/pedestrians on one side and a public sidewalk on the other side is sufficient.	6/20/2022 9:37 PM
7	Extend it all the way to Valhalla Dr	6/20/2022 5:14 PM
8	A road which facilitates travel and a street full of destinations are rarely a good combination. If this is to be a connector through the neighbourhood then fewer breaks in the median is better.	6/20/2022 3:49 PM
9	I think that its as good as you can make it. Difficult situation. I do wish that you would address the lane closure (north-bound) at Stuart and Henderson. VERY VERY dangerous. I have seen many close calls	6/20/2022 12:27 PM
10	I think the median design is good. North Henderson is currently dangerous, and adding the median and limiting many accesses to RIROs is an improvement. To make sure this design is as good as possible, include hedges or trees were possible to reduce road noise.	6/17/2022 7:30 PM
11	By ensuring that the most busy locations are accommodated for traffic such as the gas stations and liquor store. They see more traffic than the residential streets that have been prioritized.	6/17/2022 11:45 AM

12	make sure that more than one car can wait beside the median to complete a turn. Not allow turns on corners without lights at certain high traffic times of the day.	6/17/2022 9:21 AM
13	Adding left turn lanes by using some of the median space at some points, this will help traffic flow and maybe require fewer openings if drivers are allowed u-turns. I think dedicated spaces for cyclists and pedestrians to wait half way while crossing is a must for safety at these openings when they coincide with a cross street.	6/16/2022 10:50 PM
14	Having regular breaks such as per blocks. Access to business means the difference in terms of economics and safety. Rebuilding our economy and balancing the budget, saving costs and increasing commercial activities are essential priorities. Balancing safety with higher traffic will need to also be considered.	6/16/2022 8:34 PM
15	I think that any design that prioritizes vehicle speed over safety or the accessibility of businesses is a bad design.	6/16/2022 8:04 PM
16	I think a wider median with fewer openings would be the best option because it allows for more trees, and cars will still have the option of driving for 1-2 more mins to the next opening	6/16/2022 5:45 PM
17	Dont use that half traffic signal nonesense, like you have on st marys intersection with the mall, st annes and st marys intersection, and the none-sense you have on Provencher near the CHRM. Use those regular yellow ones that are on corydon.	6/16/2022 4:15 PM
18	Add more openings	6/16/2022 4:12 PM
19	Don't know.	6/16/2022 2:28 PM
20	Fewer openings, at streets and larger facilities only.	6/16/2022 12:48 PM
21	Safety for all road users should be the primary concern. Left hand turns from businesses on the east side of HH are often unsafe, especially from the Liquor Mart when cars are turning right from Bonner.	6/16/2022 11:36 AM
22	Like I mentioned in question 6. Could provide some additional median openings to alleviate U turning. Otherwise you will get all the U turns at intersections with others roads which causes higher risk of collisions, as opposed to mid block at the additional openings.	6/16/2022 11:04 AM
23	No comment	6/15/2022 9:26 PM
24	We would like McIvor to continue briefly on the west side of Henderson to allow better and safer access to 1820 Henderson Hwy. For northbound traffic, forcing a u-turn at Strood Ave doesn't feel safe, especially with a crosswalk at the same intersection.	6/15/2022 5:51 PM
25	a traffic light on Bonner would be preferred as it is very busy and difficult & dangerous to get onto Henderson. High traffic with the Shell station and Mt. Bean and Liquor Mart Cannibas Mall Centre so busy & people stopping to turn, very dangerous.	6/15/2022 5:06 PM
26	no opinion	6/15/2022 1:05 PM
27	I like as is. I don’t see how to improve. Other than lights at Bonner	6/14/2022 9:59 PM
28	Notice some openings don't have storage lanes, should have as many of these as possible to accommodate left- and u-turners who don't position well in the median and might block lane behind them. Becomes more important the fewer openings there are.	6/14/2022 12:52 PM
29	Important to have left-turn lanes at all median openings to facilitate U-turns to access properties that will no longer have all-directional access	6/14/2022 11:02 AM
30	Look at ways to reducing the openings. Do all roads need access to Henderson in both directions? Can businesses share openings - reducing the openings?	6/14/2022 5:20 AM
31	Focus on traffic flow.	6/14/2022 1:31 AM
32	fewer openings please	6/13/2022 10:45 PM
33	Use center median as turn lane. Add 3 lanes of traffic north bound. First lane for turns. Get electric trolley lines back to reduce cars completely.	6/13/2022 10:14 PM
34	I like the concept. Traffic flow this area is not only poor but dangerous with unprotected left turns. Realistically there are not many openings being closed.	6/13/2022 4:01 PM
35	Need traffic control at Valhalla/Douglas!!!!	6/13/2022 3:47 PM

36	Traffic flows fairly well as it is on Henderson Hw. I think it would be alright to have a few more openings to make it easier to access more businesses along Henderson.	6/13/2022 11:19 AM
37	Make it look beautiful, plant trees, place openings at locations with least disruption	6/13/2022 10:54 AM
38	There is a City easement on the other side of Henderson where McIvor dead ends. Instead of closing the building accesses that are right at McIvor, use this easement to extend McIvor a little bit on the other side to act as an entrance for these residents.	6/13/2022 8:46 AM
39	Allow U turns at the median openings	6/12/2022 10:29 PM
40	I like the median, however, with so few openings to the west and individuals needing to access residences, I question the effectiveness. Would this not just cause issues further north with everyone doing U-turns? Could the median be wide enough to allow for additional turning points (eg. halfway between Fortier and McIvor)?	6/12/2022 6:02 PM
41	given the choice, i would have less openings to improve traffic flow.	6/12/2022 5:38 PM
42	Along with the meridians, reducing speed from 60 to 50, would make a huge difference for residents and businesses.	6/12/2022 3:24 PM
43	less openings	6/12/2022 1:18 PM
44	leave the design as is	6/12/2022 12:15 PM
45	There is not enough openings to access businesses coming from North side. Business like Shell and Liquor store as example don't have openings which we use in daily bases. We should accommodate these businesses, Thats the issue I have with bike path on the west side it's taking away the space for cars which we use 12 months out of the year.	6/12/2022 10:57 AM
46	Improve the medians by providing more access points	6/12/2022 10:22 AM
47	Don't make it.	6/12/2022 9:09 AM
48	How is transit priority being considered when designing the roadway? It seems like priority if being given to moving car/truck traffic at the expense of promoting mode shift to meet the city's climate goals.	6/12/2022 7:17 AM
49	My understanding is there is a proposal for heated bus shacks included in this plan. I am 100% opposed to any heated bus shacks in the area, A bus shack with every 2nd piece of glass out and no heat is strongly suggested. I work near the regent bus shacks that are heated. Seniors are terrified to wait at these stops, mothers with children wont wait there because of discarded needles and hazardous garbage and the only individuals staying out of the rain and wind are those individuals that are NOT riding transit. We don’t have heated bus shacks in the area now….and we DO NOT NEED heated bus shacks in the future. I have an 82 year old mother and know if this first hand. She has lost her independence to be a PAYING transit user as she is terrified to wait at any bus stop with a heated shack. Very sad. We have a high population of seniors in this area…..let’s NOT bring that problem to North Kildonan	6/11/2022 10:51 PM
50	More openings is better than the inconveniences of less. People will be turning out of the LC parking lot and not be allowed to go left? All that traffic will be flowed down knowles to rothesay and then down another side street to go left on henderson?!?	6/11/2022 10:15 PM
51	the fewer openings the better. Traffic flow should not be a concern at all that we try to balance with safety.	6/11/2022 9:09 PM
52	Don’t put one up or if you think you must despite community wishes, then also put in a 4-way light; even one that is triggered by motion of cars approaching Henderson on Bonner. When East St. Paul was building all the new developments off Hoddinott in the 80’s and 90’s, you could not get onto Henderson from Hoddinott during rush hour. They put up a motion activated light that cars on Hoddinott approached Henderson, the light would change to allow access. In the evening after a certain hour, the light would turn to a flashing red one for Hoddinott traffic.	6/11/2022 12:48 PM
53	I don’t find traffic flow to be that bad right now. Adding medians could make it more difficult to access certain places.	6/11/2022 11:36 AM
54	Less openings. The opening to the apartment on the river side by mcivor is a terrible design	6/10/2022 11:05 PM
55	Its difficult to have everything when planning these changes and not sure how the proposed median could be improved	6/10/2022 3:13 PM

56	I think traffic flow is very important so I'm hesitant about this.	6/10/2022 12:57 PM
57	Na	6/9/2022 6:29 PM
58	I would be in favor of less openings as that would seem safer for pedestrians and cyclists while only inconveniencing drivers to a minor degree providing that u-turns would be allowed.	6/9/2022 6:24 PM
59	Don't use physical medians, used painted medians so that people can make a turn right at their desired driveway.	6/9/2022 1:25 PM
60	If you could put the entrance and exit in the middle of the mcivor mail it would be better	6/9/2022 1:16 PM
61	Proposed design should give first priority to pedestrians and residents in the numerous apartments and condos who need median design to access their residences in both directions on Henderson. Convenience of cyclists and through traffic should receive lowest priority.	6/9/2022 11:15 AM
62	Make the center lane a permanent turning lane all along Henderson as there are many condos along this section. People may choose alternatives that are not safe.	6/9/2022 10:39 AM
63	Looks good to me	6/9/2022 7:57 AM
64	leave as designed	6/8/2022 7:34 PM
65	The median is very important for safety. I think any inconvenience made by the median will not outweigh the need for increased safety	6/8/2022 6:26 PM
66	There should be fewer median openings. Fortier Avenue opening should be removed or at the very least, removed for the southbound direction. Can even a very short northbound left storage lane be added at Fortier? The opening at Emerson should be removed as well. There are already openings shown at Knowles and at Glenway, one very short block in each direction and a new signal is shown at Glenway so there is no reason for the opening at Emerson. Since this is the only spot to provide comments, I'd like to add that safety and efficiency of the corridor would be improved by removing additional accesses as well. In particular, the east side between Strood and Bonner should be reviewed to consolidate accesses. It is difficult with so many access driveways to know where someone is turning into or where you need to turn and unsafe with cars turning out of so many accesses in such a short stretch.	6/8/2022 5:11 PM
67	Safety considerations are paramount. Sometimes we have to give up convenience	6/8/2022 4:56 PM
68	The current proposal would force me to drive further north to turn around to go south to allow me to get to my home (RiverGate Estates)	6/8/2022 4:15 PM
69	Looks good to me	6/8/2022 12:48 PM
70	I prefer more openings.	6/8/2022 11:26 AM
71	Less openings to improve traffic flow and safety.	6/8/2022 11:08 AM
72	You will need lots of turning space on the road for people making U-turns to access some of the driveways and businesses.	6/8/2022 10:26 AM
73	Got to make AT travel easier than motor vehicle travel to achieve climate goals make lots of median crossings for AT, and fewer for vehicles.	6/8/2022 9:51 AM
74	Using center median will not alleviate all the backing up of traffic due to frequent left turning vehicles. Need actual turning lanes.	6/7/2022 9:09 PM
75	Looks good	6/7/2022 3:07 PM
76	I oppose any median openings that ARE NOT designed with added space so the driver isn't impeding traffic behind them. This slows up way too much traffic.	6/7/2022 12:25 PM
77	There is plenty of access to places. If this reduces traffic flow and safety, then cancel building the median please.	6/7/2022 1:14 AM
78	Minimum of openings and remove traffic lights on north end of study. Is the goal improve traffic or slowdown traffic. Each opening is high risk of accident and road is called HIGHWAY....these have special status. If not highway, then rename it to Road/Drive.	6/6/2022 10:58 PM
79	Traffic light on Glenway is great. Prefer less openings and improve traffic flow, Rothesay can handle the intermediate traffic to get to the designed openings.	6/6/2022 9:48 PM

80	Move the stop lights from Glenway. It has no sidewalks and a school zone. More traffic will be added with the traffic lights and it is already dangerous enough.	6/6/2022 9:12 PM
81	We live at [redacted] so this will make it harder for us to access our building.	6/6/2022 8:34 PM
82	There should only be median openings at street intersections.	6/6/2022 5:28 PM
83	Leave it as proposed.	6/6/2022 5:13 PM
84	Not sure why a median is required. I would rather more space go to a pedestrian / bike path.	6/6/2022 4:32 PM
85	At the Fortier intersection have better turning lanes. Going east and west at Fortier is always busy and currently there is not much of a turning area on both north and south to turn. Create more room in the median for vehicles so traffic doesn't back up.	6/6/2022 3:50 PM
86	The median has openings at all side-streets along Henderson, which will allow sufficient access to residential side-streets. Median openings for all the private businesses and apartment complexes would remove any benefit of adding in the median at all.	6/6/2022 3:02 PM
87	The proposed median should not have been proposed in the first place. It will only disturb traffic flow. A new project should be introduced to improve traffic flow and our roads.	6/6/2022 2:54 PM
88	not have traffic down glenway that houses kids going to a elementry school. pay for fixing glenway street and providing a sidewalk for kids to get to school safe. this is not providing safty of the children this idea	6/6/2022 2:45 PM
89	1820 - 1840 Henderson need their existing approach left open	6/6/2022 2:41 PM
90	I would not have a median. I would add a 5th lane that would be a turning lane for traffic in the center. That would still allow for traffic flow.	6/6/2022 1:32 PM
91	Longer left turning lanes to decrease blocking traffic flow in the median lane.	6/6/2022 12:26 PM
92	As a Condo owner at [redacted] I strongly oppose this because you are devaluing our property because of access to 2 buildings. I do not see your vision on safety here because reducing access to properties and making U-Turns will only increase possibilities of accidents.	6/6/2022 9:56 AM
93	why not just leave things alone and fix the roads	6/5/2022 10:28 PM
94	Ensure that construction delays are at a minimum.	6/5/2022 9:29 PM
95	I think the proposal is fine.	6/5/2022 8:54 PM
96	Looks perfect to me	6/5/2022 8:17 PM
97	There is no room. Maintain a safe and updates roadway, with proper street markings and thats all that is necessary.	6/5/2022 5:36 PM
98	I think it will work great!	6/5/2022 4:02 PM
99	Less openings	6/5/2022 3:49 PM
100	Do not install	6/5/2022 12:27 PM
101	As long as there are u turn lanes to improve ability to turn north or south I like the median. The area I see a problem with is where mountain bean and the LC is. Vehicles need to travel a considerable distance north before being able to u turn if needing to go south out of this area. This could be solved by opening the parking lot to bonner, which would allow those needing to turn south out of the parking lot to use the bomber median break, and those wanting to enter the strip from the north to use bonner as well	6/5/2022 12:22 PM
102	Fewer openings is always best.	6/5/2022 11:48 AM
103	Make sure there's a turn lane where the median opens as it's hazardous when people are just slamming on breaks to turn and holding up traffic	6/5/2022 11:15 AM
104	Simple - Don't put in the median.	6/5/2022 11:08 AM
105	I like the proposed plan	6/5/2022 11:00 AM
106	Make it smaller and give pedestrians and cyclists more room. Cars should not be the primary focus of every design.	6/5/2022 10:56 AM

107	Multiple entrances to businesses does not solve any issue. The issue is with cars coming to a dead stop for long periods of time not being able to turn. Additionally medians do not fix this issue either since they will just bleed out onto lanes of the road causing traffic to still be slowed to a stop. I highly recommend against medians. They are dangerous and prevent traffic flow. Winnipeg drivers are not collectively smart enough to use this plan efficiently. No median + more lanes!!!	6/5/2022 10:33 AM
108	It's fine	6/5/2022 10:31 AM
109	Less openings.	6/5/2022 10:18 AM
110	Some of the businesses down that stretch of Henderson are already hard to get in to and the entrance and exit points are confusing. The no frills parking lot for example always has people using the wrong entrance and exit and the coop as well. You need to be able to enter from both sides of Henderson as well. Not everyone using those places are only going north bound. Some people do use these places on their way into the city as well.	6/5/2022 10:05 AM
111	The needs to be openings but only a reasonable amount spaced regularly	6/5/2022 9:59 AM
112	I think the amount of openings is appropriate	6/5/2022 9:21 AM
113	Make it easier at Glenway Avenue for buses using the bus loop there.	6/4/2022 11:34 PM
114	I like the proposed design	6/4/2022 11:03 PM
115	The median does not have to be 6.4 meters wide	6/4/2022 8:17 PM
116	I prefer the angled access on to Henderson instead of a sharp right angle.	6/4/2022 6:10 PM
117	I think that the traffic at the intersection of Henderson and bonner is very heavy and lights should be considered for safety	6/4/2022 5:58 PM
118	Ensure good signage, especially when changes are first made.	6/4/2022 5:10 PM
119	I don't see how this would reduce traffic flow as the traffic flow here is currently TERRIBLE. Many drivers are turning west into their condo etc parking lots and this entire section gets incredibly bogged down. As long as those light intersections allow for u turns and the turning lanes are adequate (fitting at least 3 vehicles), then this seems like it would be way more efficient for traffic flow.	6/4/2022 3:45 PM
120	Strategic locations seem to be the best option.	6/4/2022 3:19 PM
121	More openings to provide access (when travelling North bound) to all buildings on the west side of Henderson Hwy.	6/4/2022 1:28 PM
122	Have openings to allow access to all buildings.	6/4/2022 1:21 PM
123	The half light at East Shore Gardens and Henderson Apartments seems odd. Pedestrians more often cross Henderson at Rivergate Estates/Nor-villa (by the bus stop)	6/4/2022 9:00 AM
124	It would appear you are switching the north land of McIvor from a double turn lane to go south on Henderson to a one choice turn south or north lane. That is absolutely ridiculous considering the amount of traffic which mainly turns south off McIver to head into Winnipeg vs the amount of traffic turning northbound. Particularly in the am this will contest traffic out of McIvor Mall and the 7-11 lots. Cars coming off the 7 -11 lot will have to fight to make their way into the southbound turn lane and ultimately block the northbound turn lane until traffic clear, they are let in by someone or force their way into the lane because angry drivers have been in line so long to turn southbound on Henderson that they absolutely do not want to allow other vehicles in front of them and risk being stopped by the horrendously long red light and short green for McIvor vehicles trying to access Henderson. Do you actually think that McIvor traffic will not try and cheat the green light at the end rather than sit through another ridiculously long red. Or will use the right lane only turn to turn left anyways becaise it only makes sense when they are sitting in a lane with 20 to thirty vehicles in line while the right turn only lane has zero to theee vehicles using it?? Then that causes the left turn only lane vehicles who believe the can enter either north southbound lane of Henderson to unsuspecting ot cut off illegal turn vehicles and cause a collision resulting i. All southbound Henderson traffic to potentiall be blocked at McIvor. HAS ANYONE INVOLVED IN DEVELOPING THESE PLANS EVER MONITORED THIS INTERSECTION??? OR IS THIS JUST ANOTHER SNAFU BY OUR CITY DESIGNERS? FOR GOD'S SAKE PLEASE DO SOMETHING RIGHT FROM THE START. OR IS THIS ANOTHER DESIGN PURPOSAL FROM SOME UNITED STATES COMPANY, WHO	6/4/2022 1:12 AM

	KNOW ABSOLUTELY ZERO ABOUT OUR TRAFFIC SITUATIONS AND WHO HAS BEEN PAID A FORTUNE OF WINNIPEG TAXPAYERS MONEY FOR TGEIR FLAWED DESIGN? I also take issue with the exits from the Liquor Mart parking lot only allowing vehicles to turn northbound only onto Henderson. There are far more vehicles needing to turn southbound from this lot onto Henderson. Now they travel to the next opening and make unsafe u-turns in front of oncoming southbound traffic and at the same time block the northbound Henderson lane forcing drivers to force their way into the curb lane in order to continue on. to get back south is an absolute nightmare the way the neighbourhood streets east of Henderson are designed. I can only imagine the pissed off drivers racing eastbound down Knowles Ave because of chaos this will create. Then try and tell the Knowles homeowners you did this in the name of safety. IS THIS A LEGITIMATE PROPOSAL OR JUST A BAD JOKE YOU ARE PLAYING ON THIS NEIGHBOURHOOD? Once again… HAS ANYONE INVOLVED IN DEVELOPING THESE PLANS EVER MONITORED THIS LOCATION??? You are trying to make traffic flow safer but will actually be creating more dangerous situations than ever. I have no doubt my responses will be ignored due to the overwhelming support by the few serious cyclists that use this area as well as the casual cyclists who ride around on the weekends and likely don t experience the traffic issues. The questions are flawed in favour of getting support for this as you keep reminding everyone of your choice but offer a poor alternative second choice. It is mostly geared for the few pedestrians and cyclists who use this area. And if motorists respond you tell them to pretend they are pedestrians and cyclists in order to get supportive responses. Even an idiot is not going to argue that either of the two plans makes it safer for pedestrians and cyclists. Meanwhile the vehicular traffic will be chaotic. What this stretch of Henderson really requires is a third lane north and a third lane southbound. Not a median reducing and ensuring that will never be a future consideration. Look, We have had planners in this city from the start that have screwed things up all over the place. What a nerve to call a rinkydink dink road like Henderson a HIGHWAY. Same as calling Disraeli a FREEWAY. Have our planners ever visited a City that have actual freeways? Highly unlikely! I guess it was named way back when the tubes running this city wanted to make Winnipeg sound like a big deal. Shame on us for continuing this facade. Rather than move traffic we choke every route with lights and time then so it is virtually stop and start traffic across town. We could reach out Carbon reduction goals simply by creating smooth flowing traffic. I would say the damage is done simply because we have absolutely no foresight by anyone to try and improve our traffic congestion. But anyone who has visited Europe knows that streets and roadways originally created 4 and 5 centuries ago have been redesigned to accommodate millions of vehicles, not to mention public electric trains and trollies. Too bad no one had the idea to visit those cities to learn what pitfalls to avoid when originally designing Winnipeg and our road systems. And what do we do to correct it? Nothing! We just keep exacerbating the same mistakes. It’s no wonder this city went from being top ten in size to virtually being lost when large metropolis cities are mention today. If we ever do grow to a million citizens I can’t even imagine traffic and movement through this city!!! If we create thoroughfares to move traffic around this city the old streets and roads would be much safer for pedestrians and cyclists. There would be much less need to create “paths” that are difficult if not impossible to create in our poorly designed city and also virtually impolitely to clear of snow in the winter for the 5 or 6 cyclists using them! I joke of course but let’s face it, no matter how much they want to pretend, Winnipeg is not a cyclists paradise for 6 months out of every year. Better, cheaper and more t reliable public transportation like rail combined with buses would make people use them much more. Other cities have done it. Even those created hundreds of years earlier than Winnipeg. Why don’t we invite their planners and designers to come and teach ours how to do it and stop exacerbating our past mistakes even further. It’s time to turn the ship. Better transportation systems will lead to business and hence people wanting to come here. More money = more opportunity to grow and develope our City.	
125	Short left turn/U-turn lights would allow traffic to cross or U-turn to access businesses and residences safely without unduly slowing traffic flow. Necessary during rush hour.	6/3/2022 10:09 PM
126	I would be ok with this design if you put up noise cancellation walls like chief pegius this is a busy highway and you are puting a highway on people's front yard.	6/3/2022 7:07 PM
127	I'm not sure there would be room to do it, but would it be possible to have short turning lanes built into the median in order that cars could move out of the way of traffic behind them?	6/3/2022 6:58 PM
128	The important thing about the median, is that it can handle the traffic of more than one or two cars. A longer median would be very optimal. As there is no other space to include this comment, I need to see this is a major concern. Living off Gilmore Avenue, looking at the proposed project, that will greatly increase traffic turning down Gilmore to access Rothesay Street, Raleigh St… leading north for traffic that normally took Henderson Highway. I am	6/3/2022 4:35 PM

	hoping that they will take this into consideration, as far as parking along Gilmore Avenue is currently set up. It is a very busy road already, with many cars travelling west stuck behind parked cars as it does not fit to a traffic. I am wondering if they will take this into consideration and remove cars being able to park along Gilmore while this construction project proceeds???	
129	Smaller. 6 m is a little bit large and going down to two lanes will create a bottle neck out of the city.	6/3/2022 2:02 PM
130	I was just in the US and I saw good use of a single CENTRE L/R turn lane [the road 3 or 5 lanes wide in total] between marked left turn storage lanes where you can safely wait to turn into the business you want to access w/out needed to go to a median opening and making a U-Turn.	6/3/2022 1:41 PM
131	priority one should be increasing traffic flow while still providing a safe shared space on ONE side of Henderson for bikes and pedestrians. Making things "better" for pedestrians where pedestrains really aren;t likely to use the space will increase traffic and congestion which actually makes it more difficult for pedestrians due to the high volumes of traffic in smaller spaces.	6/3/2022 11:24 AM
132	Could the median be a shared turning lane thereby maintaining traffic flow when someone is turning	6/3/2022 11:18 AM
133	No median - use side roads for access-similar to Grant, where traffic goes from a light into the side road to access all the services/residential.	6/3/2022 10:36 AM
134	less openings. Henderson highway traffic stops too much. Three lanes would be ideal	6/3/2022 8:50 AM
135	Leaning towards less medians for traffic flow issues.	6/3/2022 6:32 AM
136	don't do it	6/2/2022 9:57 PM
137	Make turning lanes longer	6/2/2022 9:27 PM
138	Prefer to see 6 lanes for traffic then a median	6/2/2022 9:14 PM
139	Less openings but with opportunities to make U Turns	6/2/2022 9:02 PM
140	This is long overdue.	6/2/2022 8:43 PM
141	Gilmore Avenue has got extremely busy with car traffic since the chief peguis roadway has been completed. I would be very concerned if the median would yet divert MORE traffic to Gilmore Avenue	6/2/2022 8:37 PM
142	I think the proposed median is unnecessary. The various access driveways are already confusing enough, and this would add more confusion. It's hard enough to figure our where the streets are. Cars signalling for a turn could be signalling for any of 3 or 4 driveways, or the next road. Isn't there a better solution?	6/2/2022 8:01 PM
143	The median should provide a lane that would allow cars to move over out of the travelling lane so that they do not block traffic	6/2/2022 8:01 PM
144	No median would take this question out of the equation. Because what you think is convenient is generally not convenient for those using the street. How do you know where I or anyone else is going. No median please.	6/2/2022 6:30 PM
145	There is no room for a service road which is too bad. Henderson Hwy was allowed to develop so much that to try and put in a fix of any kind in now, is almost too late.	6/2/2022 5:08 PM
146	Make sure it is wide enough for vehicles to pull off the main roadway so that traffic can continue unabated	6/2/2022 5:03 PM
147	Don't put the median there in the first place. Or have long left turning lanes to decrease traffic congestion	6/2/2022 4:51 PM
148	it needs to be combined with closing even more access points than the maps indicate, and making all sidewalks and bike lanes continuous across side streets (i.e. raised)	6/2/2022 4:46 PM
149	I personally value traffic flow in this area highly, but I assume businesses and homeowners will have concerns. Please ensure openings in the median have turn lanes if/when possible.	6/2/2022 4:07 PM
150	Could have considered roundabouts as an option which would facilitate uturns	6/2/2022 3:51 PM

151	Decrease points of ingress/egress along Henderson. Hwy. There are far too many. Integrate storm water management into median.	6/2/2022 3:42 PM
152	Ensure that it’s aesthetically pleasing. Plants, flowers, and not just built and broken down in a few years.	6/2/2022 3:30 PM
153	Do not have it	6/2/2022 3:20 PM
154	If you're making a median as wide as the one proposed add wide turning lanes to not slow down the left lane of traffic.	6/2/2022 3:13 PM
155	LESS OPENINGS BECAUSE I WORRY ABOUT ACCIDENTS	6/2/2022 2:58 PM
156	need to provide ample space to facilitate U-turns (ie. turning radius)	6/2/2022 2:46 PM
157	In this regarding I place my full trust in the traffic engineers and what they are proposing. The current situation on this part of henderson is awful without medians. Any median will be an improvement. Let the experts do their job.	6/2/2022 2:40 PM
158	This is your area of expertise, do your thing!	6/2/2022 2:39 PM
159	Leave it out	6/2/2022 2:31 PM
160	I’m primarily a driver, but I just came back from two weeks in Europe and Winnipeg’s infrastructure is laughable by comparison because it has historically put vehicles ahead of cyclists and pedestrians and it shows. During my time in Europe nowhere did I see access to businesses being affected because there were less openings. Further, many of the medians over there have additional cyclist and pedestrian pathways too. This area of Henderson is home to many active people, but the group who comes to mind are the elderly. I think of their mobility. Creating infrastructure that promotes easy and safe access for cyclists and pedestrians should be the priority.	6/2/2022 2:03 PM
161	Turning lanes (in the median) would be required to allow for u-turns, and left turns to avoid traffic backing up.	6/2/2022 1:45 PM
162	Will have to allow u turns at the median openings.	6/2/2022 1:09 PM
163	I think more openings, possibly with turning lanes, and a corresponding reduction in traffic flow is more important because people using this section of Henderson Highway to just get out of Winnipeg, need to be prepared to yield to those people who actually live, work and/or conduct business in this area. Turning left off my street (Bonner Ave) onto Henderson has turned into a "game of chicken". There is too much traffic coming into and leaving the City that puts homeowners/business owners at risk!	6/2/2022 1:04 PM
164	Limit openings to improve traffic flow	6/2/2022 12:50 PM
165	The proposed design is good the way it is	6/2/2022 12:47 PM
166	Abandon idea all together	6/2/2022 12:41 PM
167	If traffic flow is the goal close as many of these openings as possible. I think it might make sense to create new "side streets" for access to the various businesses and residential buildings. If one turn can be made to access multiple businesses without affecting the through traffic on henderson that would be great.	6/2/2022 12:27 PM
168	Perhaps by making more entrances to business just off Henderson, and providing yields off the main road to more easily access those side streets on the west side (like at McIvor for the mall and gas station.	6/2/2022 11:20 AM
169	heading south on henderson, coming from the perimeter, there are no Left Hand Turn cutouts for foxgrove, glenway, etc...as a commuter who uses the perimeter, there are MANY people turning left onto residential streets to go home, and it always ties up the left lane southbound. I see LHT cutouts going north to access 1 or 2 driveways each, but no southbound LHT lanes to access entire neighborhoods.	6/2/2022 10:53 AM
170	Including turning lanes separate from the two existing lanes	6/2/2022 9:43 AM
171	I think medians can look very ugly if there are no trees. Large trees would help with the beautification and safety as hopefully folks will treat it more as a main street rather than a highway	6/2/2022 9:09 AM

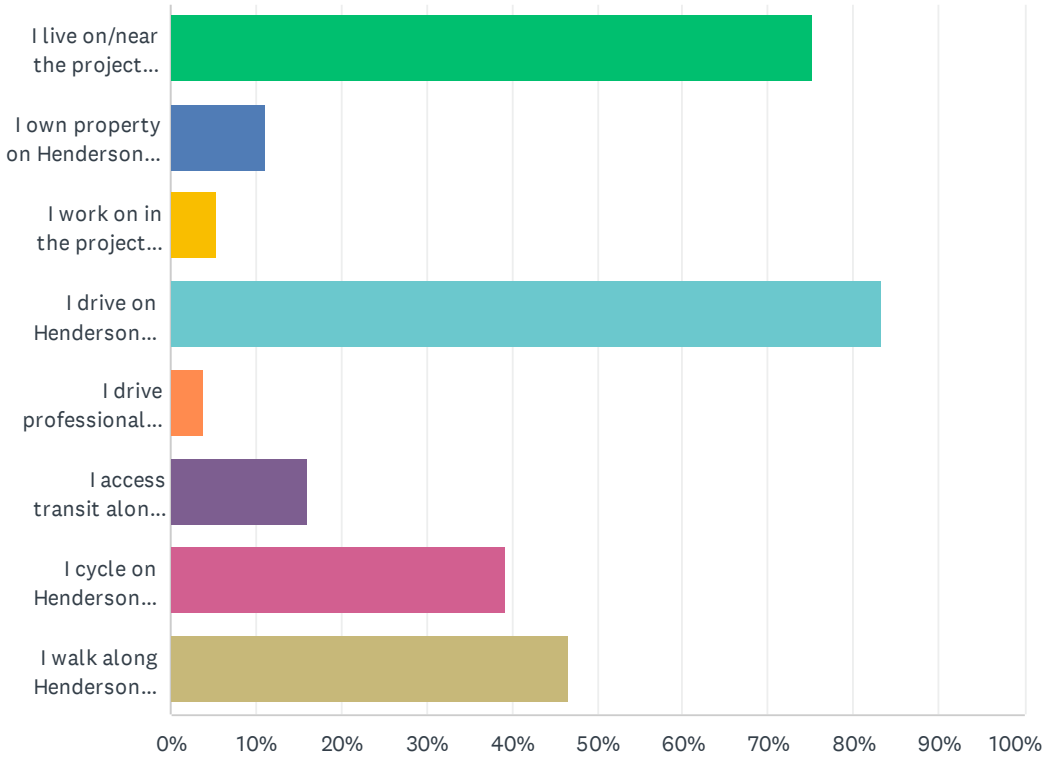
172	I think it is a great idea. Please see this project through. North Kildonan is in desperate need of bike/walk infrastructure!	6/2/2022 8:23 AM
173	Designated u-turn areas even if means having to go out of your way by a couple of blocks to access a u-turn area. Limit side road access to need to travel to a u-turn area or controlled crossing	6/2/2022 7:47 AM
174	During Rush Hour do not allow turning to impede traffic flow.	6/2/2022 7:44 AM
175	Less openings is both more efficient and safer. Vehicular traffic can take the extra 30 seconds to access business lots via side streets and alternate routes	6/2/2022 6:51 AM
176	Plan balances these concerns well.	6/2/2022 6:46 AM
177	Elevation change from roadway to median openings would make it safer for pedestrians by slowing cars	6/2/2022 6:36 AM
178	Longer turn lanes so that 2-3 vehicles can fit in the median space.	6/1/2022 10:31 PM
179	Add more lanes to increase traffic flow and remove walkways to increase traffic flow and increase public safety. As well put concrete barriers down the middle to increase road width. Pedestrian and cyclists should not be the main concern. All entrances should enter and exit on secondary roads not on main roads. You can add entrences off Henderson to parking lots but do not have extis onto Henderson. Exits increase public hazards and crashes. Public safety, traffic flow, pedestrians should be top three properties here!	6/1/2022 10:10 PM
180	I feel like medians would improve safety and traffic flow.	6/1/2022 9:43 PM
181	Installing a median increases the cost and is not required. Do not add a median and spend the money on other much needed improvements. If anything install a center multi turn lane to allow access for turning. This will help reduce costs for snow removal.	6/1/2022 8:51 PM
182	Closure of many business accesses to turn southbound on Henderson may have the unintended occurrence of having motorists turning down east side residential streets and driving at higher rates of speed down to Rothesay out of frustration to turn southwards. Although it may slow traffic on Henderson additional crossovers of the median may be needed.	6/1/2022 8:45 PM
183	It will look like shit in 3 years with all dead trees just like the rest of henderson hwy	6/1/2022 8:25 PM
184	Not put one at all !!!!!! Will make it harder to clean snow and get out of my driveway ..very bad decision ..	6/1/2022 8:02 PM
185	Definitely have fewer openings in the median. Currently it is difficult to make a left turn onto Henderson from a side street or parking lot. Unless the median is wide enough for a vehicle to pull fully into the median area while waiting to complete a left turn then any median openings will not improve safety in any way for divers making left turns onto Henderson.	6/1/2022 8:00 PM
186	Better planning,more access openings.I work for a small business and often bring home a long trailer,so closing the access to my property will make it very difficult to back in a 42ft truck and trailer without blocking the entire roadway	6/1/2022 8:00 PM
187	Not sure -medians increase safety but I understand the traffic flow issues. My one comment on medians is that the ones along Henderson are complete eyesores.	6/1/2022 7:20 PM
188	The less people crossing the street the better if possible more overpasses/underpasses should be used	6/1/2022 6:47 PM
189	Safety over traffic flow!	6/1/2022 6:41 PM
190	More openings.	6/1/2022 6:37 PM
191	Leave it how it is	6/1/2022 6:33 PM
192	Driving a few extra blocks is worth the improvements.	6/1/2022 6:29 PM
193	I refer to my previous statements both east and west need a pedestrian corridor and bike path	6/1/2022 6:25 PM
194	Minimize median openings	6/1/2022 5:45 PM
195	Close off access to streets such as Emerson, Knowles, Bonner, etc. They can use McIvor or Glenway.	6/1/2022 5:20 PM

196	I think the median is a good solution for motor vehicle safety, but comes at the expense of available space. This space might better be used for a protected bicycle lane and/or dedicated lane for transit (i.e. diamond lane)	6/1/2022 4:28 PM
197	I am willing to accept the implications of fewer openings.	6/1/2022 3:22 PM
198	Maybe openings in the centerish of the 2 long medians.	6/1/2022 3:10 PM
199	This is not a good idea you are wastomg space that could be used to buil a divided bike lane, like the ones they have down town. I am a property owner in this area of Hendreson and would be very upset if any of these ideas were implemented. Please do. Not implement any of this in my neighborhood.	6/1/2022 2:37 PM
200	lights at Bonner and Henderson. it is almost impossible to cross from Bonner going northbound on Henderson	6/1/2022 2:32 PM
201	Lots of trees!	6/1/2022 2:26 PM
202	This stretch of Henderson is already hard to pull out of businesses north of McIvor to turn south on to Henderson during rush hour traffic. Need lights north of Bonner I think.	6/1/2022 2:18 PM
203	Traffic flow is already impacted because the northbound traffic who love on the west side must block traffic behind them to turn. So, if a median is built the only option to improve traffic flow is medians w/ turn lanes. The other issue with median, since openings reduced access to residential, is the increased need for drivers to perform U-turns. This is a greater safety issue, certainly would need to be addressed during rush-hours.	6/1/2022 1:56 PM
204	I think the median makes sense up to the Bunns Creek Liquor Commission. After that it is going to be a headache for home owners that live down Knowles, glenway, Emerson and foxgrove.	6/1/2022 1:18 PM
205	Median openings with the most generous left turning lanes possible are ideal to allow traffic to flow past left turning traffic	6/1/2022 1:16 PM
206	Longer stacking lanes with fewer openings	6/1/2022 12:31 PM
207	Make the median a center-running transit lane.	6/1/2022 12:02 PM
208	There is a lot of traffic there, safety would be more of need as opposed to traffics flow, too many entrances and exits presently,	6/1/2022 11:57 AM
209	Better access to MLCC	6/1/2022 11:56 AM
210	I think the focus needs to be on the transportation needs of non drivers. Drivers have dominated that area for far too long. Crossing Henderson is so dangerous as a pedestrian and cyclist.	6/1/2022 11:48 AM
211	It might just add another minute to the commute if a driver needs to cross henderson. That is ok.	6/1/2022 11:38 AM
212	People will just have to learn to live with the proposed changes and learn to either slow down in life or find work arounds to their travels. This end of the city needs to keep up with the south end	6/1/2022 11:29 AM
213	Do not have a median. Add a turning lane instead	6/1/2022 11:19 AM
214	Median opening at norvilla hotel...otherwise you will have many motorists traveling south attempting u turns at gilmore	6/1/2022 11:18 AM
215	It seems like the design includes a median between the road and bike corridor/sidewalk - this is good and increases safety and comfort of pedestrians/cyclists. The median between the lanes of traffic will make travelling and traffic flow more challenging - perhaps this should not be included.	6/1/2022 11:10 AM
216	Less opening so people not in cars can also use these places safely	6/1/2022 11:04 AM
217	I personally think its great, there are plenty of openings at significant roadways and I believe it would improve safety for all.	6/1/2022 10:54 AM
218	Designated turn lanes at specific, major intersections e.g. Henderson and McIvor.	6/1/2022 10:49 AM
219	The best design is one that lowers the overall speed in the area. Lower speeds would increase	6/1/2022 10:49 AM

	safety and lower noise pollution.	
220	Less openings are better and safer for bikes and pedestrians. Will also divert traffic to streets that can handle cars.	6/1/2022 10:31 AM
221	I think it's ok as is, but I would prefer to be able to go south from the McIvor mall and the liquor store some how. There will be long backups on McIvor using the current plan.	6/1/2022 10:25 AM

Q8 What best describes your connection to this area? (Select all that apply)

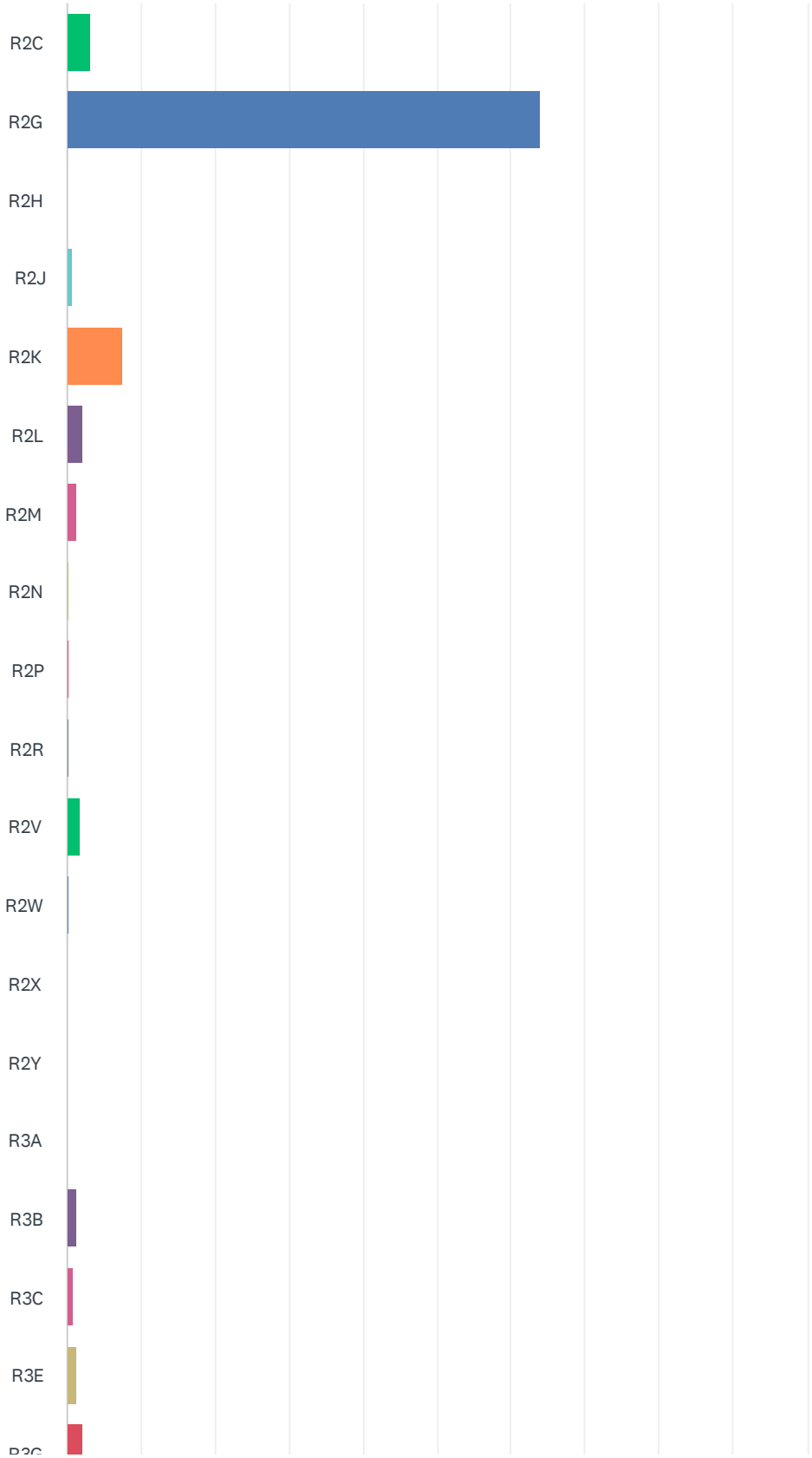
Answered: 355 Skipped: 31

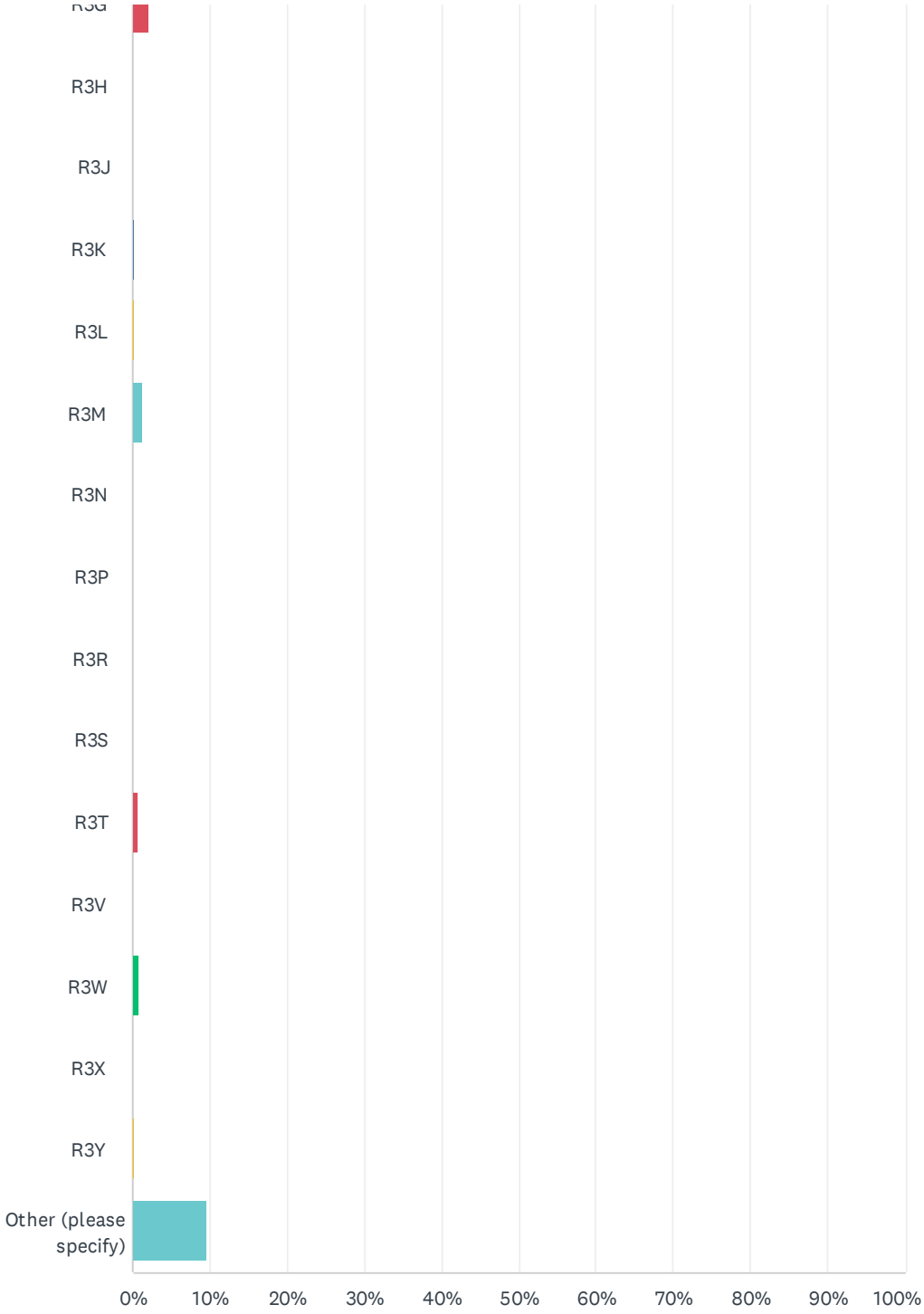


ANSWER CHOICES	RESPONSES	
I live on/near the project area	75.21%	267
I own property on Henderson Highway in the project area	10.99%	39
I work on in the project area	5.35%	19
I drive on Henderson Highway in the project area	83.38%	296
I drive professionally (e.g. trucking, taxi, etc.) on Henderson Highway in the project area	3.94%	14
I access transit along this corridor on Henderson Highway in the project area	16.06%	57
I cycle on Henderson Highway in the project area	39.15%	139
I walk along Henderson Highway in the project area	46.76%	166
Total Respondents: 355		

Q9 Please provide the first three characters of your postal code.

Answered: 336 Skipped: 50




R3G
R3H
R3J
R3K
R3L
R3M
R3N
R3P
R3R
R3S
R3T
R3V
R3W
R3X
R3Y
Other (please specify)
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%

ANSWER CHOICES	RESPONSES	
R2C	3.27%	11
R2G	63.99%	215
R2H	0.00%	0
R2J	0.60%	2
R2K	7.44%	25
R2L	2.08%	7
R2M	1.19%	4
R2N	0.30%	1
R2P	0.30%	1
R2R	0.30%	1
R2V	1.79%	6
R2W	0.30%	1
R2X	0.00%	0
R2Y	0.00%	0
R3A	0.00%	0
R3B	1.19%	4
R3C	0.89%	3
R3E	1.19%	4
R3G	2.08%	7
R3H	0.00%	0
R3J	0.00%	0
R3K	0.30%	1
R3L	0.30%	1
R3M	1.19%	4
R3N	0.00%	0
R3P	0.00%	0
R3R	0.00%	0
R3S	0.00%	0
R3T	0.60%	2
R3V	0.00%	0
R3W	0.89%	3
R3X	0.00%	0

R3Y	0.30%	1
Other (please specify)	9.52%	32
TOTAL		336

#	OTHER (PLEASE SPECIFY)	DATE
1	R2E	6/14/2022 11:03 AM
2	R2e	6/12/2022 9:35 AM
3	R2E	6/10/2022 11:06 PM
4	R2e	6/9/2022 11:20 AM
5	R1B	6/8/2022 7:36 PM
6	R2e	6/7/2022 3:08 PM
7	R2E	6/6/2022 12:27 PM
8	R2E	6/5/2022 9:29 PM
9	R2E	6/5/2022 4:03 PM
10	R2e	6/5/2022 3:45 PM
11	R1c	6/5/2022 1:18 PM
12	R2E	6/5/2022 1:01 PM
13	R2E	6/5/2022 11:31 AM
14	R2E	6/5/2022 11:16 AM
15	R1A	6/5/2022 11:00 AM
16	R2E	6/5/2022 10:57 AM
17	R2e	6/5/2022 10:50 AM
18	R2E	6/5/2022 10:34 AM
19	R2E	6/5/2022 10:06 AM
20	R2E	6/5/2022 10:00 AM
21	R2E	6/5/2022 9:39 AM
22	R2E	6/5/2022 9:38 AM
23	R2E	6/5/2022 9:29 AM
24	R2E	6/5/2022 9:22 AM
25	R2E	6/2/2022 9:29 PM
26	R2E	6/2/2022 9:15 PM
27	R4A	6/2/2022 7:54 PM
28	R2E	6/2/2022 3:30 PM
29	R2E	6/2/2022 1:11 PM
30	R2E	6/2/2022 11:27 AM
31	R5R	6/2/2022 10:16 AM
32	R2E	6/1/2022 6:44 PM