Henderson Highway North Improvements Study

Phase 3 Public Engagement Summary

Background

Henderson Highway is a vital connection for commuter vehicles, cyclists, pedestrians, and trucks alike. Therefore, it must serve a wide variety of needs and users, while being safe and efficient. 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.

Engagement

With the help of what we heard from the public during Phase 2 of engagement, we developed a proposed design that would:

- Provide safer and more accessible mobility for all modes of travel
- Manage vehicle access onto and off Henderson to improve safety
- Improve transit and dedicated pedestrian and cycling infrastructure
- Replace the Bunn's Creek crossing
- Consider the future land use

Phase 3 of engagement confirmed the proposed design including median openings, pedestrian and cycling improvements, and enhanced transit stops. The project team met with directly affected landowners to discuss changes in access to their property, potential land acquisition, and the proposed improvements. The public was invited to an open house to learn more about the proposed design and provide feedback (Images 1 and 2.).

A survey gathered additional feedback. Table 1 provides an overview of all Phase 3 public engagement opportunities.



Image 1. Attendees viewing the recommended design at the open house.

Promotion

Public engagement opportunities were promoted using the following methods:

- Registered letters delivered to 19 property owners – April 17, 2023
- News release – May 2, 2023
- Facebook posts to more than 37,000 followers
- Twitter posts to more than 118,900 followers
- City of Winnipeg public engagement newsletter with over 5,200 recipients – May 2 and 16 2023
- Email to 83 project subscribers – May 2, 2023
- Postcard mailed to 5,132 residents and businesses – May 2, 2023

Table 1: Phase 3 public engagement opportunities

Date	Activity	Details
December 8, 2022 January 9, 12, and 19, 2023 April 28, 2023 May 1, 2023	Landowner meetings (virtual and in-person)	Six meetings with eight property owners and eight board members. See notes in Appendix A. See presentation in Appendix B.
May 2 to May 31, 2023	Webpage	Over 3,700 page visits
May 2 to May 31, 2023	Online survey	547 responses. See full results in Appendix D
May 11 to May 29, 2023	Correspondences via email and phone	Five correspondences with the public/residents via phone and three via email
May 17, 2023	Open house	Over 79 attendees at the Bronx Park Community Centre. See table map feedback in Appendix E.

Who we heard from

Respondents were asked to describe their connection to the project area. The top four responses are identified below:



73% of respondents drive on Henderson Highway in the project area



61% of respondents live on/near the project area



43% of respondents visit the project area



33% of respondents walk along Henderson Highway in the project area

What we heard

Open house attendees were able to ask questions of the project team and provide feedback with sticky notes and a post-event survey.

Both the event survey and the online survey collected in-depth feedback on key elements of the design.

Table 4 highlights prominent themes and how feedback was considered.

When survey respondents were asked if they are concerned the recommended design would negatively impact how they live, work, or travel along/through Henderson Highway, **67 percent** (347 out of 515) indicated that they are not concerned (Table 2.). Additionally, **56 percent** (290 out of 515) agree that the recommended design would improve their quality of life (Table 3).

Table 2: Overall improvements

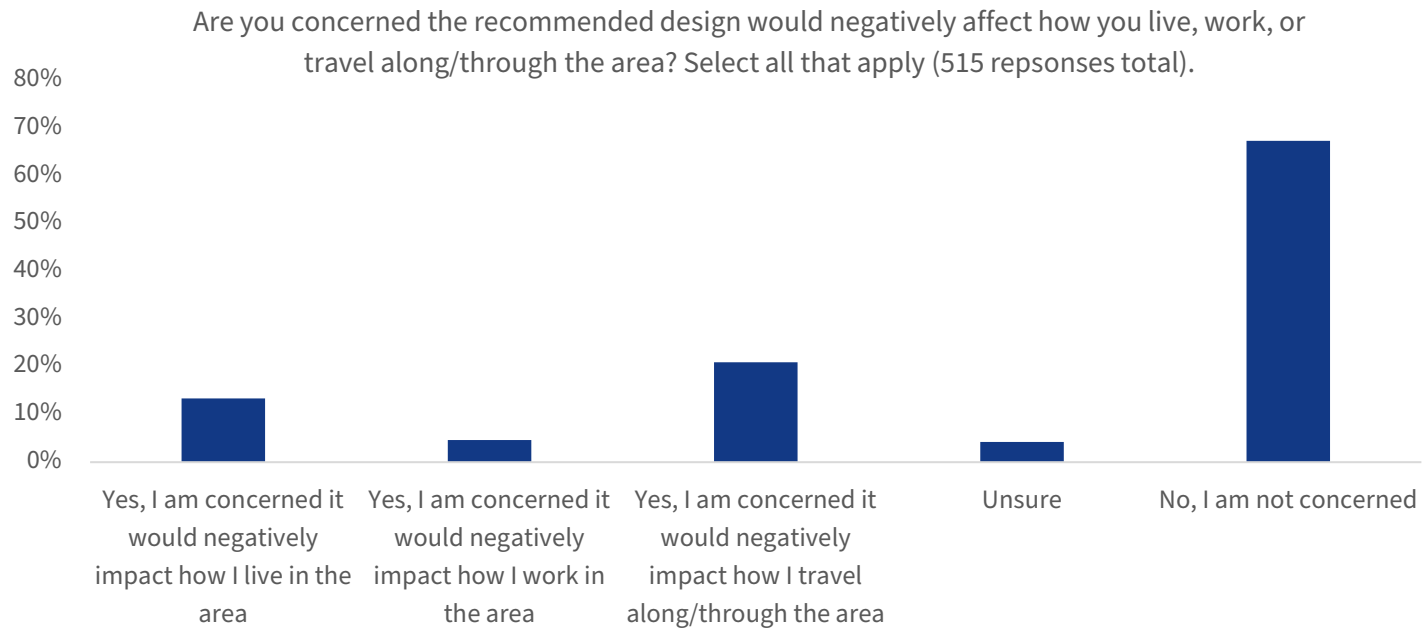
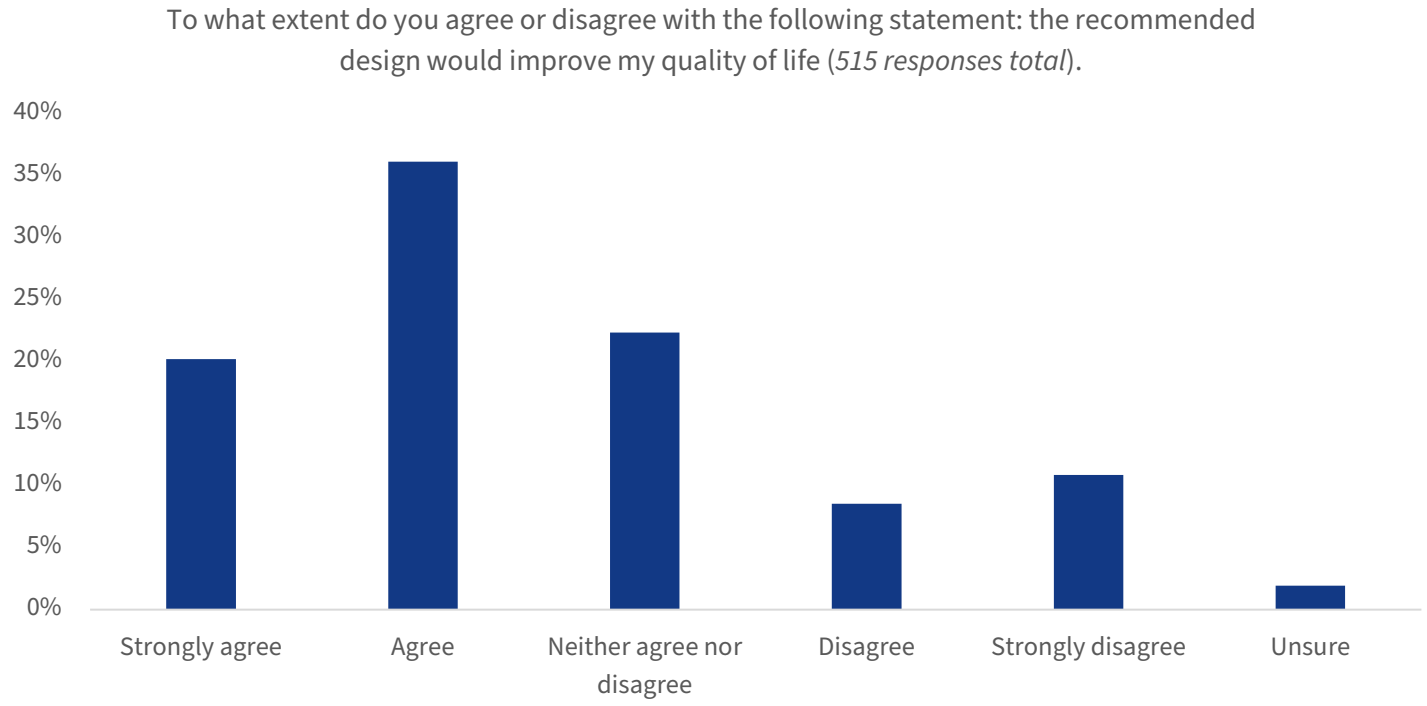


Table 3: Quality of life



Median

One challenge of the study is to balance safe traffic flow with local access. Median openings can slow traffic and introduce collision points. At the same time, they are required to access businesses and residences.

Key findings:

- 63 percent of respondents (345 out of 547) feel the recommended median openings balance safe traffic flow with local access
- 52 percent of respondents (286 out of 547) feel the recommended design would make easier getting where they need



Image 2. Attendees viewing the table map and providing feedback at the open house.

Active transportation

The design recommends a bi-directional bike path with a separate sidewalk on the west side of Henderson Highway and a sidewalk on the east side. New or updated signalized crossings for pedestrians and cyclists are recommended at Valhalla Drive/Douglas Avenue, near Fortier Avenue, McIvor Avenue, Strood Avenue, Bunn's Creek, and Glenway Avenue.

Key findings:

- The recommended pedestrian and cycling improvements would encourage 57 percent of respondents (305 out of 532) to walk, bike, scoot, and/or wheel more
- 69 percent respondents (365 out of 532) feel the recommended pedestrian and cycling improvements would make it easier to walk, bike, scoot, or wheel from Henderson Highway to other areas

Transit

The recommended design would relocate several transit stops closer to pedestrian crossings to improve access and safety. It would also replace ditches with curbs and raised boulevards to allow for accessible transit stops.

Key findings:

- 27 percent of respondents (139 out of 523) indicated they would be encouraged to use transit more
- 24 percent of respondents (128 out of 523) indicated they would use transit about the same amount

Table 4: What we heard and how it was considered (343 total comments)

What we heard	How it was considered
Active transportation (67 comments)	
A bike path on the east side of Henderson Highway would make it safer and more convenient for running errands and leisure rides.	We explored a bike path on the east side but selected the west side for two primary reasons: the cost of moving the hydro poles, and safety. There would be fewer potential conflicts between cyclists and motorists on the west side because the west side has fewer approaches.
The many approaches crossing the bike path increase the potential for conflict with motorists. The City should explore raised crossings where the bike path meets the road.	We may consider raised crossings as part of future design refinement at intersections. We do not endorse raised crossings at approaches to businesses and residences due to private property and drainage impacts. Here, motorists would be required to yield to pedestrians and cyclists when crossing sidewalks and bike paths.
Intersections (37 comments)	
Adding signalized intersections and half-signals will disrupt the flow of traffic and add time to commutes.	Traffic signals within the study area would improve safety for pedestrians, cyclists, and motorists. A median and left-turn storage lanes at intersections would improve traffic flow by allowing left turning vehicles to queue without blocking through-traffic. New half-signals would only stop traffic on Henderson when a pedestrian or cyclist pushes a button and would be synchronized with other signals.
Traffic flow (35 comments)	
Henderson Highway should be expanded to three lanes in each direction (six in total) to reduce congestion.	We conducted a traffic study looking at current vehicle volumes, growth projections, and future capacity needs. The study showed additional lanes are not required within the 20-year study time horizon (projecting to 2042).
Turning lanes need to be long enough to hold multiple cars to ensure though-traffic is not blocked.	The proposed length of turning lanes is based on the results of a traffic study but may be reviewed and updated during future design refinement.
The recommended design would add time to commutes with the anticipated U-turns required to reach residences and businesses.	Providing a median along with openings at all intersections and private approaches is not feasible nor safe. For this reason, U-turns may be needed in some situations to access a particular destination. The proposed design acknowledges the need to accommodate U-turns with median openings at carefully selected locations to provide safe access for motorists.

What we heard	How it was considered
Bonner Avenue (23 comments)	
Add a traffic light at Bonner Avenue instead of Strood Avenue.	Traffic volumes do not currently warrant a traffic signal at Bonner Avenue. The proposed traffic signals at Strood Avenue would primarily serve pedestrians and cyclists seeking to cross Henderson Highway and would only stop traffic when a pedestrian or cyclist pushes a button.
Add a median opening for the businesses at 2001 Henderson Highway.	The recommended design includes median openings at select intersections and midblock locations. The decision to open a median in any given location is based several factors including: • The volume of traffic the potential opening would need to accommodate • The distance between the opening and nearby intersections (median openings cannot be too close to intersections with side streets) • Proximity to other nearby median openings (median openings that are too closely spaced can result in safety issues and create additional conflicts between vehicles, pedestrians, and cyclists) • Proximity to transit stops (stopped busses can inhibit sight lines for pedestrians and motorists seeking to use the opening) • Interaction with pedestrian and cycling infrastructure (poorly placed median openings can result in conflicts between cars and pedestrians or cyclists)
Median (21 comments)	
Explore a centre turning lane instead of a median.	Centre medians reduce the risk of high-impact collisions by providing a physical separation; a centre turning lane would not provide this protection. Centre medians provide a refuge area for pedestrians and cyclists, improving safety.

Next steps

We will finalize the recommended design and cost estimate for Council's consideration.

If Council approves the project, it would be placed on a prioritization list with other unfunded projects. Detailed design and construction would occur if and when Council allocates funding for construction.

Appendices

Appendix A – Landowner Meeting Records of Discussion
Appendix B – Landowner Meeting Presentation
Appendix C – Postcard
Appendix D – Survey Results
Appendix E – Open House Table Map Feedback

Appendix A – Landowner Meeting Records of Discussion

Record of Discussion

Stakeholder Meeting	Henderson Highway North Corridor Improvements Study
# of Participants	8 board members, 2 project team members (10 individuals total)
Date	Thursday, December 8, 2022, 10 a.m. to 10:35 a.m.
Location	Microsoft Teams
Summary of discussion	**Previous Engagement** - All participants noted they were familiar with the project due to previous phases. **Access** - Presented the preferred plan for new driveway ("approach"). The City desires to close the existing approach immediately north of McIvor, and replace it with a fourth (west) leg to the intersection of McIvor-Henderson. Signals would be maintained at this intersection and allow for left-in and left-out turning movements. - The existing approach is too close to the intersection (safety issue), and there are also plans to have the southbound bus stop located in this area. - There are long term plans to use a strip of City-owned property along the south side for a walking/biking pathway connection to the riverfront, and future river trail. The proposed driveway connection accommodates this future connection. - If constructed, the City would be responsible for costs associated with constructing the new approach. Tree removal will be required; however, a landscaping plan may include replacement trees and general site restoration. Fence and ornamental gate features may need to be relocated/altered to accommodate the approach alterations. - It was noted that the approach to the north will not have a median opening. Vehicles accessing the property would need to turn right-in and right-out only at this approach. A median opening is likely to be provided immediately to the north of the property, which could be used for U-turns if coming from the northbound direction. **Considerations** - Participants noted rutting on Henderson at McIvor intersection makes it difficult to walk across the street. - Ditches will be eliminated as part of the proposed Henderson improvements. - Consensus among participants that the proposed changes were acceptable. - Noted that the project is still a "study", and construction is not funded at this time. Construction would be subject to council approval of capital funding. The design is preliminary at this time and may be subject to change in the future. There is no specific timeline for construction at this time.
Questions	N/A
Follow up required	N/A
Notes	
Recorded by	Cam Ward

Record of Discussion

Stakeholder Meeting	Henderson Highway North Corridor Improvements Study
# of Participants	1 property owner, 2 project team members (3 individuals total)
Date	Monday, January 9, 2023, 11 a.m. to 12 p.m.
Location	Microsoft Teams
Summary of discussion	**Access** - Current approaches mostly serve right-in/right-out access to the property with minimal left-in/left-out movement given the geometry of the existing approach. **Parking** - 72 existing parking stalls, which they require the full amount of based on the square footage of their building and zoning/variances. - The project team highlighted the proposed changes to the parking lot. - The team is to confirm ability foe vehicles to move bi-directional through proposed new right-in/right-out and confirm vehicles circulation within the parking lot. **Design Modifications** - New approach to Strood would likely result in loss of at least two parking stalls. The property owner highlighted that they would most likely be fine without the Strood approach as preference would be to maintain no loss of parking stalls.
Questions	N/A
Follow up required	N/A
Notes	
Recorded by	Cam Ward

Record of Discussion

Stakeholder Meeting	Henderson Highway North Corridor Improvements Study
# of Participants	1 property owner, 2 project team members (3 individuals total)
Date	Thursday, January 12, 2023, 10 a.m. to 11 a.m.
Location	In-person
Summary of discussion	**Access** - A draft design of the approaches was discussed, including the elimination of the northern direction (exit) approach and addition to a multi-directional approach on Bonner Avenue **Property-Related Considerations** - The tanker truck cannot go under the canopy of the gas pumps; hence trucks can only travel in one direction within the property. - The car wash on-site cannot be modified to have its entrance/exit flipped, this means that we should try to accommodate at least two cars (more, if possible) as a queue waiting to enter the car wash. - Investigate moving the proposed approach on Bonner west of its current location to accommodate a car wash queue. - A model of the tanker truck's path using AutoTURN software will be developed to understand how it enters from Henderson (heading northbound) and existing on Bonner. This will determine the location of the Bonner approach.
Questions	N/A
Follow up required	N/A
Notes	
Recorded by	Luis Escobar

Record of Discussion

Stakeholder Meeting	Henderson Highway North Corridor Improvements Study
# of Participants	3 property owner, 2 project team members (5 individuals total)
Date	Thursday, January 19, 2023, 10 a.m. to 11 a.m.
Location	Microsoft Teams
Summary of discussion	**Previous Engagement** - The project team members provided an overview to bring all attendees up to speed. Some individuals have been attending the in-person events from Phase 2 i.e., the pop-up event and open house. **Property-Related Considerations** - A bi-directional approach was proposed at the same location as the existing directional entrance on the south side of the property abutting Henderson Highway, and a sidewalk/boulevard is proposed where the north directional exit is proposed to be closed. - Two key issues around the desire to consolidate the approaches into one – reduced exposure of pedestrians to vehicular approaches and create a space large enough for a bus stop at the intersection of Henderson & McIvor. - Currently circulation between entering an existing traffic is separated and that helps vehicular movement within the site. Consolidating the approaches would change this circulation and bring all traffic to one location, hence there is a higher chance of creating congestion. - One property owner inquired whether it would be possible to consider moving the exit to point south of its current location to create space for the bus stop and still maintain proper circulation within the site. This would not reduce the number of existing approaches, but would allow for pedestrians to focus on vehicular traffic entering/exiting the site independently instead of watching for traffic travelling in both directions at once. **Truck Circulation** - Project team was informed that trucks normally enter the site via the south approach on Henderson during non-regular work hours and through the McIvor approach during regular work hours Trucks exit via the McIvor approach. - Trucks coming from the north enter the site via the McIvor approach. - Currently there are infrequent conflicts between trucks and parked vehicles, except for two occasions where truck drivers have been able to navigate through the site successfully. - The team will review truck movements to ensure the design is able to accommodate a northbound righthand turn at the intersection of Henderson & McIvor and an eastbound U-turn into the site. **Design Modifications** - The project team will modify the existing entrance so that it can accommodate truck traffic and leave the trance at the same location. The team will disregard the bi-directional approach design.

	- The team will also design a directional exit south of its current location so that there is adequate space for an articulated bus and bus stop to be designed on the south east corner of the intersection of Henderson & McIvor.
Questions	N/A
Follow up required	N/A
Notes	
Recorded by	Luis Escobar

Record of Discussion

Stakeholder Meeting	Henderson Highway North Corridor Improvements Study
# of Participants	1 property owner, 5 project team members (6 individuals total)
Date	Friday, April 28, 2023, 10 a.m. to 11 a.m.
Location	Virtual Zoom Presentation
Summary of discussion	**Access** - Indicated they own additional property along Henderson Highway and wanted to confirm that the Phase 3 proposed improvements would remove the ability to turn north out of the property. The City confirmed that access would change to right-in and right-out only. - If individuals cannot turn north out of the property, will U-turns be allowed? Or will there be certain areas they are designated/illegal? The team explained both situations, if travelling northbound and you want to access the property, you could make a U-turn at Strood Avenue. Alternatively, if leaving the property and you want to travel northbound, you can cross two lanes of traffic to make a U-turn at the median opening across from Triple B's Restaurant. **Garbage and Recycling Collection** - How does garbage and recycling collection work with the new active transportation improvements? This is typically a common treatment in other parts of the City. The team will work closely with the Water and Waste Department to determine the best solution. **Construction** - Will new approaches be installed for each driveway? Yes, reconstructing all concrete and lowering all the grades which would require the approaches to be reconstructed. - What are the measurements of the new road? How much land will be acquired at 2098 Henderson Highway? Approximately 21 feet (+/-) from the existing property line to the proposed property line. - Other projects in the City have implemented a fence or sound barrier between the active transportation paths and homes, is this a treatment that will be used in this project? A fence or sound barrier are not needed, as most homes sit quite far back on the property and away from the active transportation paths. However, the City will work with property owners to restore the landscaping as much as possible, such as shrubs, trees, or if there was an existing fence which had to be removed. **Property Acquisition** - What is the dollar amount associated per square footage of property that is acquired? There would be an appraisal process to determine the amount. However, this would only happen if the project is approved by Council and is allocated funding. **Timeline** - When would construction happen? The team walked through the project timeline, starting with the launch of Phase 3 engagement which will lead to Council review in the fall of 2023. If approved, the project would go through various stages such as detailed design, tendering etc. which would mean it would be a couple years before construction begins. - How long would construction be? Anticipate two summer construction seasons.

Questions	
Follow up required	The team will bring forward the question regarding garbage and recycling pick-up to the Water and Waste Department.
Notes	
Recorded by	Michaela Peyson

Record of Discussion

Stakeholder Meeting	Henderson Highway North Corridor Improvements Study
# of Participants	2 property owners, 6 project team members (8 individuals total)
Date	Monday, May 1, 2023, 6 p.m. to 7:30 p.m.
Location	The Knowles Centre Inc., 2065 Henderson Highway
Summary of discussion	**Access** - Are U-turn movements allowed with the new median? The team highlighted how the property owner would access their property with the use of U-turns. **Active transportation** - Interested to know if a bike path was explored on the east side of Henderson Highway. The team did consider this; however, we were unable to proceed with a pathway on the east side of the street due to utility poles and a large number of busy commercial approaches. The proposed design includes a sidewalk on the east side to serve pedestrians. **Construction** - What happens to the driveways? The City would reconstruct these approaches. **Property Acquisition** - What is the measurement of the acquisition at 2020 Henderson Highway? Approximately 21 feet would be acquired in order to allow for the proposed active transportation improvements. - What about features within the acquisition, such as pillars, trees, lights, etc.? The City would work with property owners to replace these and match the existing as best they can. Unfortunately, 30 year trees cannot be replaced, but we would work with property owners to come to an agreement. **Timeline** - What is the timeline for the project? The team walked through the project timeline, starting with the launch of Phase 3 engagement which will lead to Council review in the fall of 2023. **Snow removal** - What about snow removal? There will be less space for storage with the new sidewalk/bike path, which could contribute to higher snow piles, making it more unsafe to leave the property. There are similar treatments of active transportation near a major roadway happening within the City
Questions	
Follow up required	None
Notes	
Recorded by	Michaela Peyson

Appendix B – Landowner Meeting Presentation

Henderson Highway North Improvements Study

Landowner Meeting

Date: Monday, May 1, 2023

Time: 6 p.m. to 7:30 p.m.

Location: The Knowles Centre Inc.

Winnipeg

Agenda

1. Welcome & introductions
2. Meeting objectives
3. Project background
4. Proposed design
5. Discussion
6. Next steps



Welcome & introductions

City of Winnipeg

Cam Ward, Project Manager

Brett Andronak, Office of Public Engagement

Julie Dooley, Communications

Clifford Bignall, Real Estate

Michelle Robertson, Real Estate

Consultant team

Luis Escobar, Stantec

Maureen Krauss, HTFC Planning & Design

Michaela Peyson, HTFC Planning & Design

Meeting objectives

In this meeting we will:

- Explain how we considered feedback to date
- Provide an overview of the recommended design
- Outline the acquisition process
- Gather your feedback
- Answer any questions you may have

Project background

Project goals

- The study is looking to improve safety, traffic flow, and livability along Henderson Highway from Gilmore Avenue to the north city limit at Glenway Avenue

- The recommended design includes:
  - Safer and more accessible mobility for all modes of travel;
  - Managed access onto and off Henderson Highway to improve safety;
  - Improved transit facilities and dedicated pedestrian and cycling infrastructure
  - A new Bunn's Creek crossing
  - Future land use planning


Legend
Winnipeg City Limit
Study Area Boundary
Property Lines
R.M. OF EAST ST. PAUL
GLENWAY AVENUE
KNOWLES AVENUE
BUNN'S CREEK
BONNER AVENUE
RED RIVER
HENDERSON HIGHWAY
MCIVOR MALL
MCIVOR AVENUE
GILMORE AVENUE
CHIEF PEGUIS TRAIL
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What we heard

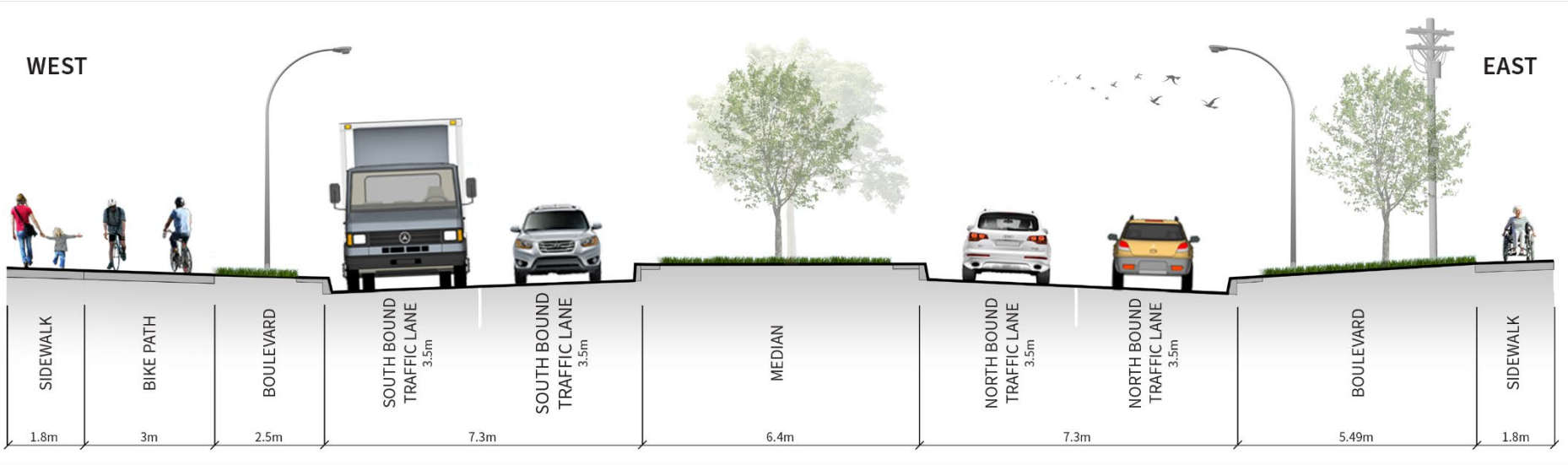
Spring 2022

During Phase 2 of engagement, we collected feedback on:

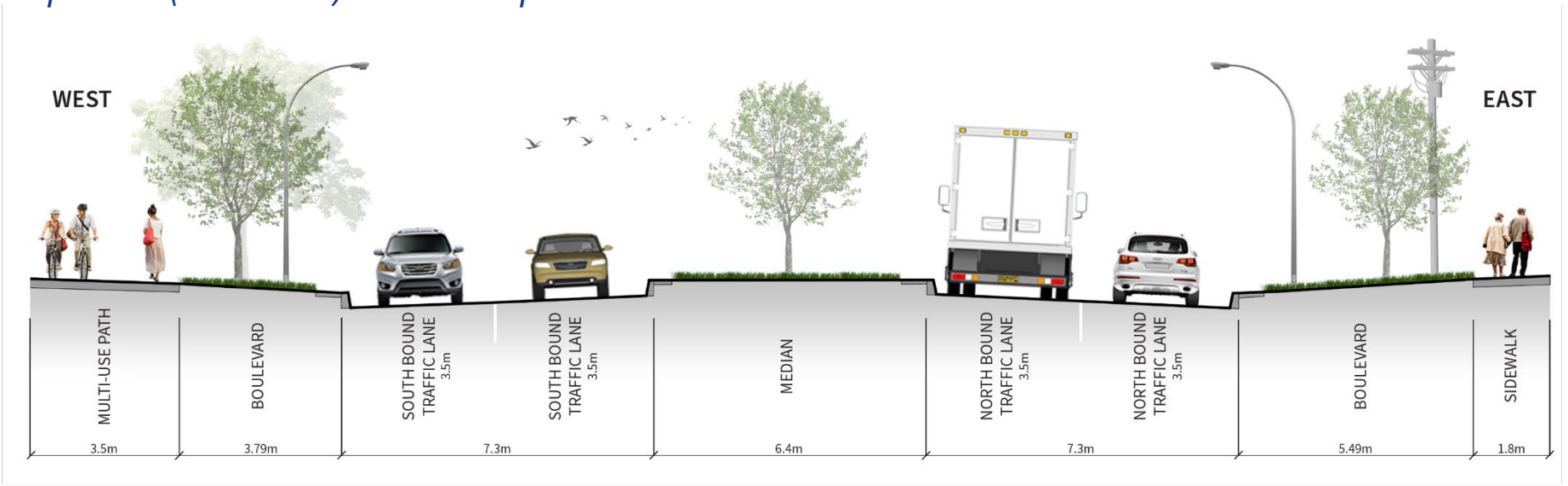
- Proposed active transportation options
- The median configuration and the potential for mid-block openings
- Pedestrian and cycling crossings, including access to transit stops
- Additional ideas to further enhance safety for all users

The next few slides highlight key takeaways from the online survey

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



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

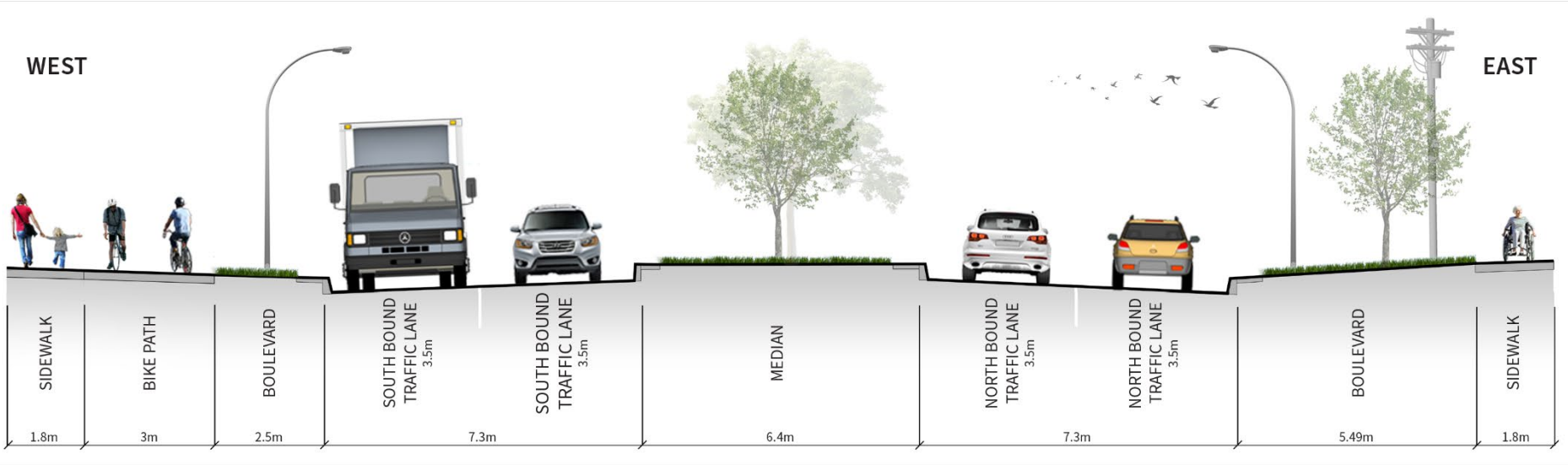




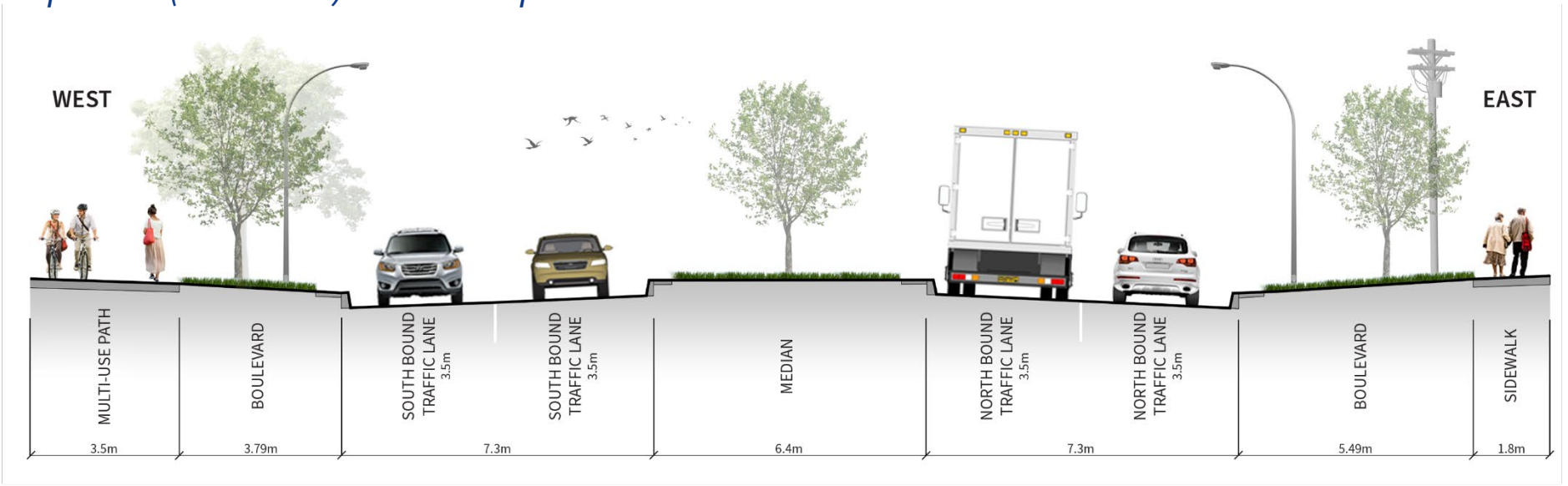
89 percent of respondents use the project area as a **pedestrian**:

- 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

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



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



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

Phase 2 median improvements



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
- NEW — PROPOSED SIGNALIZED INTERSECTION
- PROPOSED TRANSIT STOP
- HALF — PROPOSED HALF SIGNAL

When respondents were asked how the proposed **median** would impact them:

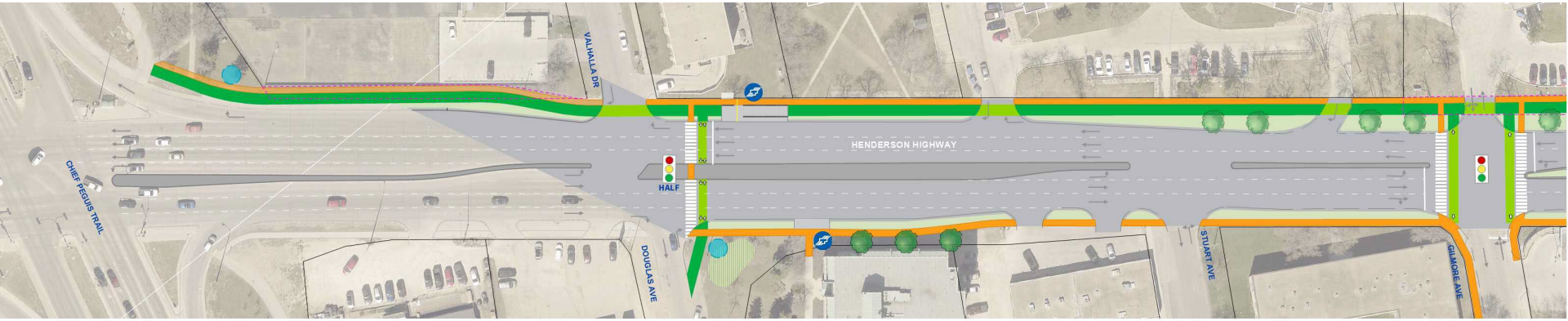
- 78 percent of respondents support the proposed median
- 71 percent of respondents would feel safer as a driver
- 50 percent of respondents would feel safer as a pedestrian

Questions?

Proposed design

Chief Peguis to Gilmore Avenue

Proposed design

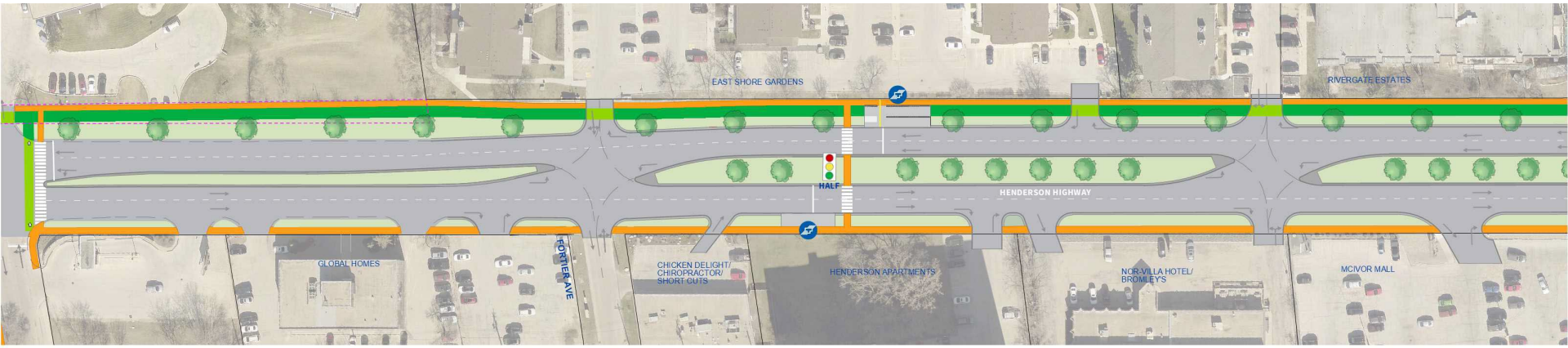


Legend

- PROPOSED BIKE PATH
- PROPOSED SIDEWALK
- PROPOSED BIKE LANE AT APPROACH
- PROPOSED MULTI-USE PATH
- PROPOSED CYCLING CROSSING
- PROPOSED PEDESTRIAN CROSSING
- EXISTING PROPERTY LINE
- PROPERTY REQUIRED
- PROPOSED TRANSIT STOP
- PROPOSED APPROACH CLOSURE
- POTENTIAL SEATING AREA
- PROPOSED MASS TREE PLANTINGS / NATURALIZED LANDSCAPE
- PROPOSED STREET TREES
- EXISTING SIGNALIZED INTERSECTION
- PROPOSED SIGNALIZED INTERSECTION (NEW)
- PROPOSED HALF SIGNAL (HALF)

Fortier Avenue to 1795 Henderson Highway

Proposed design

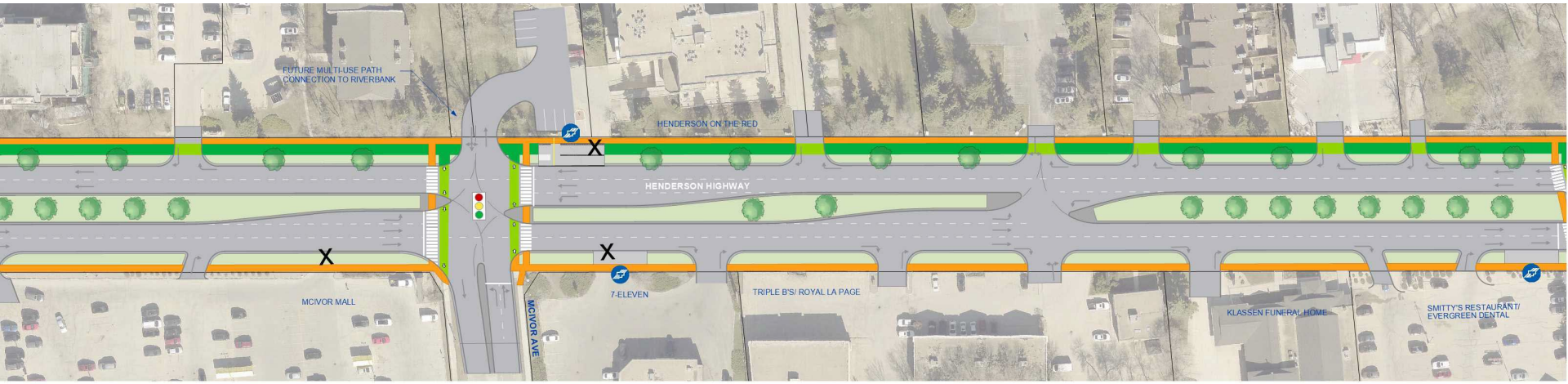


Legend

- PROPOSED BIKE PATH
- PROPOSED SIDEWALK
- PROPOSED BIKE LANE AT APPROACH
- PROPOSED MULTI-USE PATH
- PROPOSED CYCLING CROSSING
- PROPOSED PEDESTRIAN CROSSING
- EXISTING PROPERTY LINE
- PROPERTY REQUIRED
- PROPOSED TRANSIT STOP
- X PROPOSED APPROACH CLOSURE
- POTENTIAL SEATING AREA
- PROPOSED MASS TREE PLANTINGS / NATURALIZED LANDSCAPE
- PROPOSED STREET TREES
- EXISTING SIGNALIZED INTERSECTION
- NEW PROPOSED SIGNALIZED INTERSECTION
- HALF PROPOSED HALF SIGNAL

McIvor Avenue to 1919 Henderson Highway

Proposed design

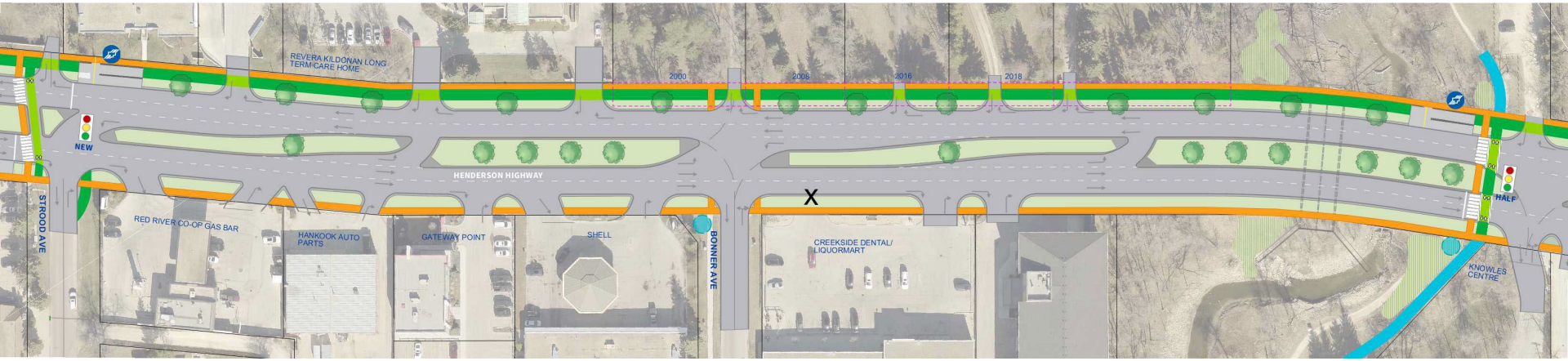


Legend

- PROPOSED BIKE PATH
- PROPOSED SIDEWALK
- PROPOSED BIKE LANE AT APPROACH
- PROPOSED MULTI-USE PATH
- PROPOSED CYCLING CROSSING
- PROPOSED PEDESTRIAN CROSSING
- EXISTING PROPERTY LINE
- PROPERTY REQUIRED
- PROPOSED TRANSIT STOP
- X PROPOSED APPROACH CLOSURE
- POTENTIAL SEATING AREA
- PROPOSED MASS TREE PLANTINGS / NATURALIZED LANDSCAPE
- PROPOSED STREET TREES
- EXISTING SIGNALIZED INTERSECTION
- NEW PROPOSED SIGNALIZED INTERSECTION
- HALF PROPOSED HALF SIGNAL

Strood Avenue to Bunn's Creek

Proposed design

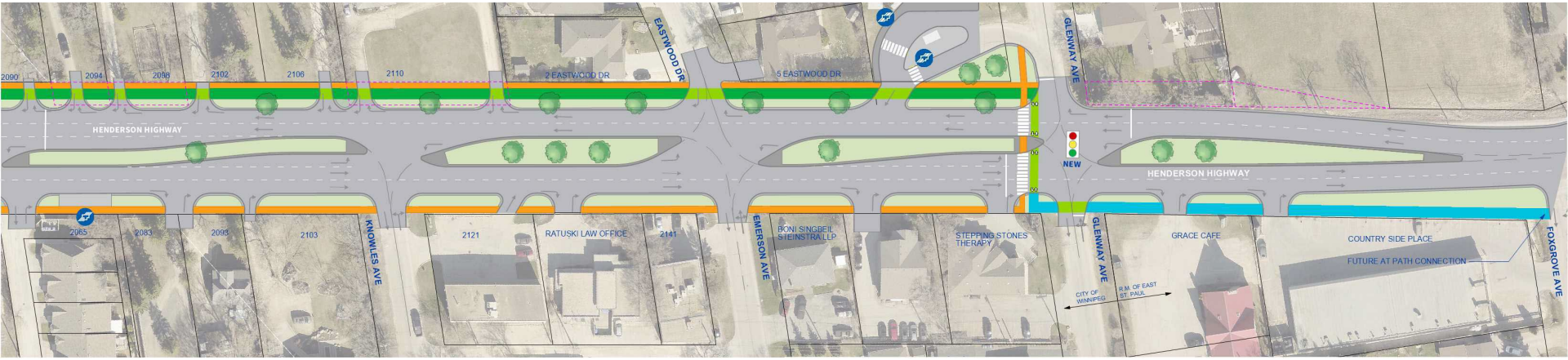


Legend

- PROPOSED BIKE PATH
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- EXISTING PROPERTY LINE
- PROPERTY REQUIRED
- PROPOSED TRANSIT STOP
- X PROPOSED APPROACH CLOSURE
- POTENTIAL SEATING AREA
- PROPOSED MASS TREE PLANTINGS / NATURALIZED LANDSCAPE
- PROPOSED STREET TREES
- EXISTING SIGNALIZED INTERSECTION
- NEW PROPOSED SIGNALIZED INTERSECTION
- HALF PROPOSED HALF SIGNAL

Knowles Avenue to Foxgrove Avenue

Proposed design

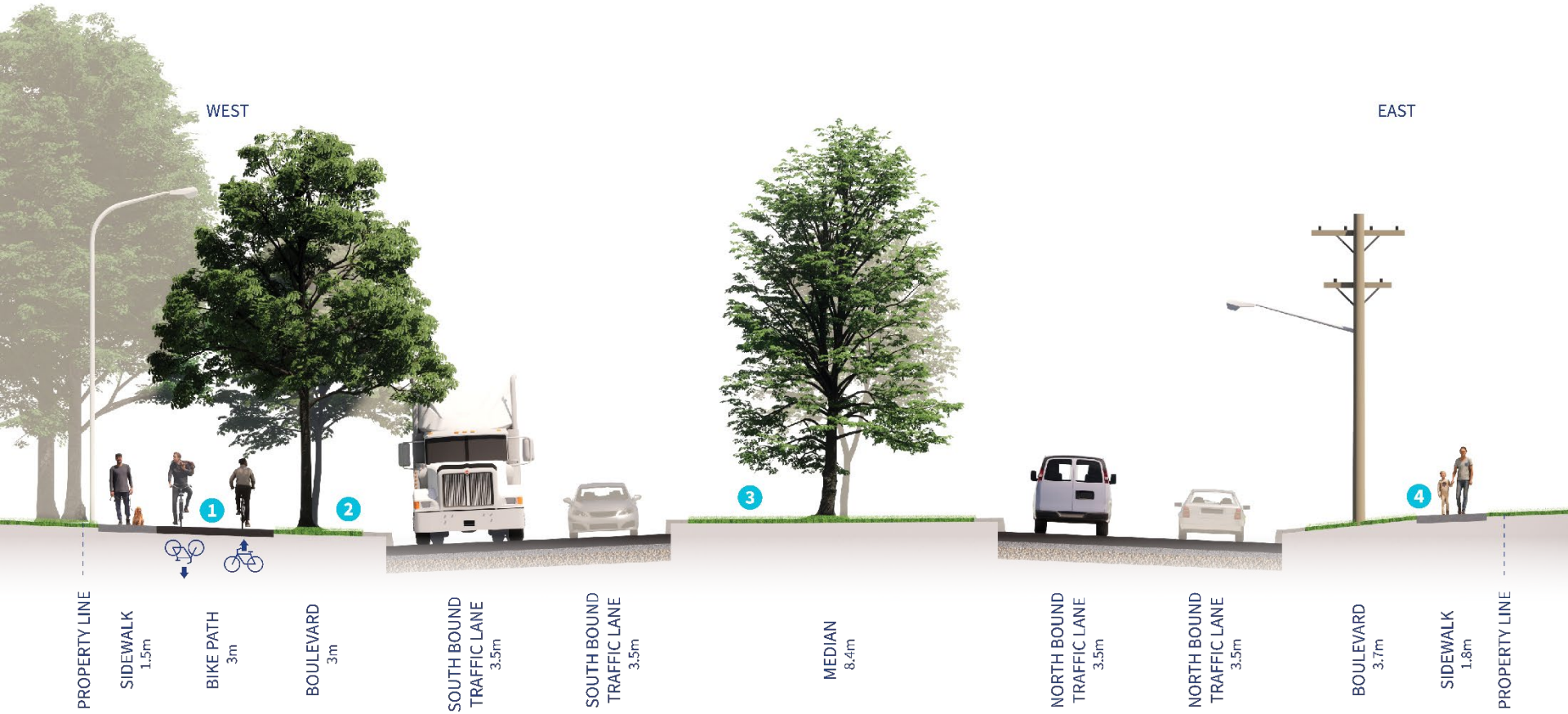


Legend

- PROPOSED BIKE PATH
- PROPOSED SIDEWALK
- PROPOSED BIKE LANE AT APPROACH
- PROPOSED MULTI-USE PATH
- PROPOSED CYCLING CROSSING
- PROPOSED PEDESTRIAN CROSSING
- EXISTING PROPERTY LINE
- PROPERTY REQUIRED
- PROPOSED TRANSIT STOP
- PROPOSED APPROACH CLOSURE
- POTENTIAL SEATING AREA
- PROPOSED MASS TREE PLANTINGS / NATURALIZED LANDSCAPE
- PROPOSED STREET TREES
- EXISTING SIGNALIZED INTERSECTION
- PROPOSED SIGNALIZED INTERSECTION
- PROPOSED HALF SIGNAL

Active transportation

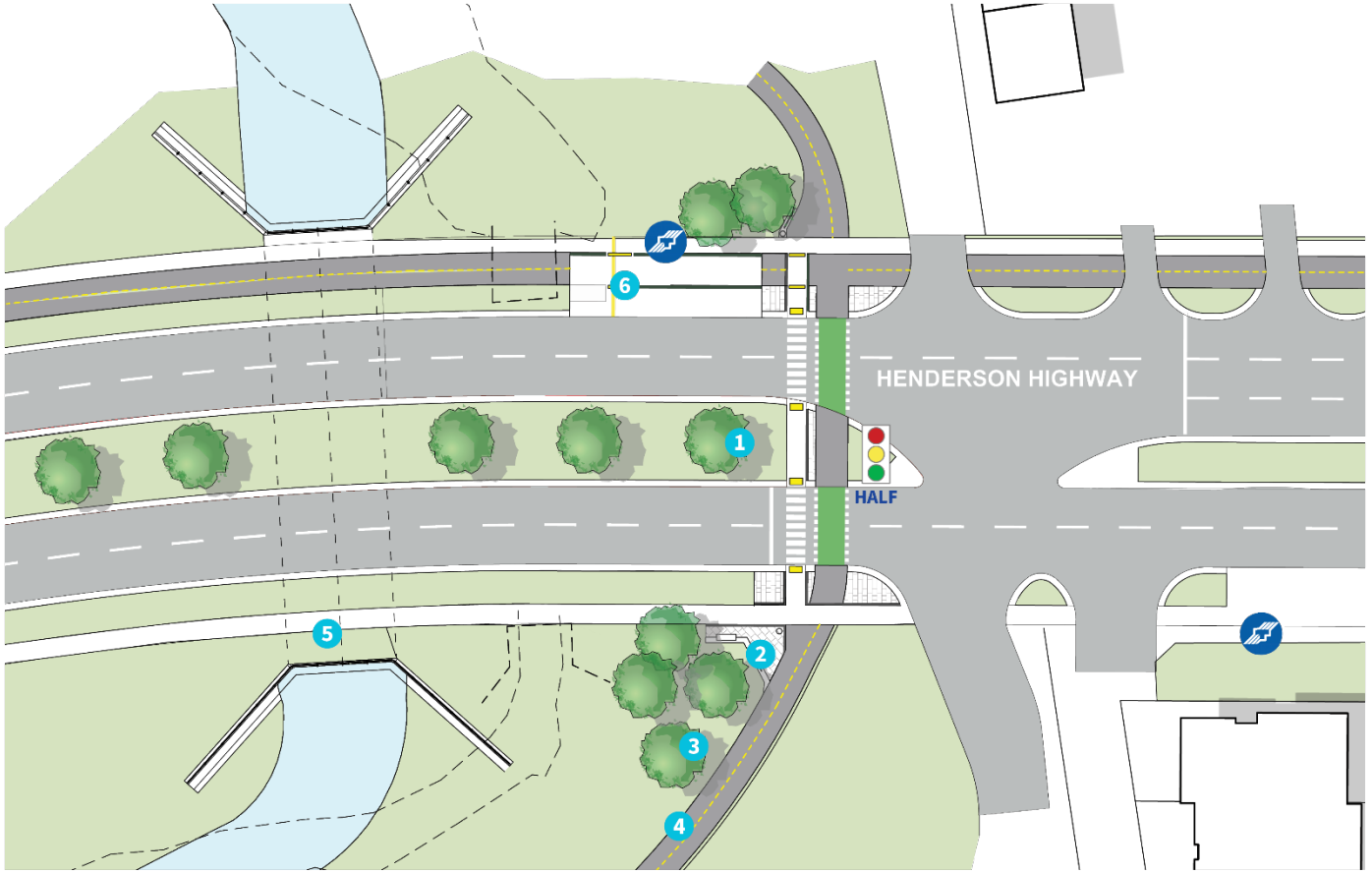
Proposed design



1. Bi-directional asphalt bike path on the west side
2. Boulevard (west) with space for trees in selected areas where suitable
3. Median with space for grass and trees
4. Concrete sidewalks on each side of Henderson Highway

Bunn’s Creek

Proposed design



1. Pedestrian corridor upgraded to half-signal
2. Trailhead sign and seating area with garbage and recycling
3. New trees and naturalized landscape
4. 3m wide asphalt multi-use path and improvements to grade offer pedestrians and cyclists connection to Bunn's Creek trail
5. Proposed box culvert and realigned creek
6. Enhanced and relocated transit stops

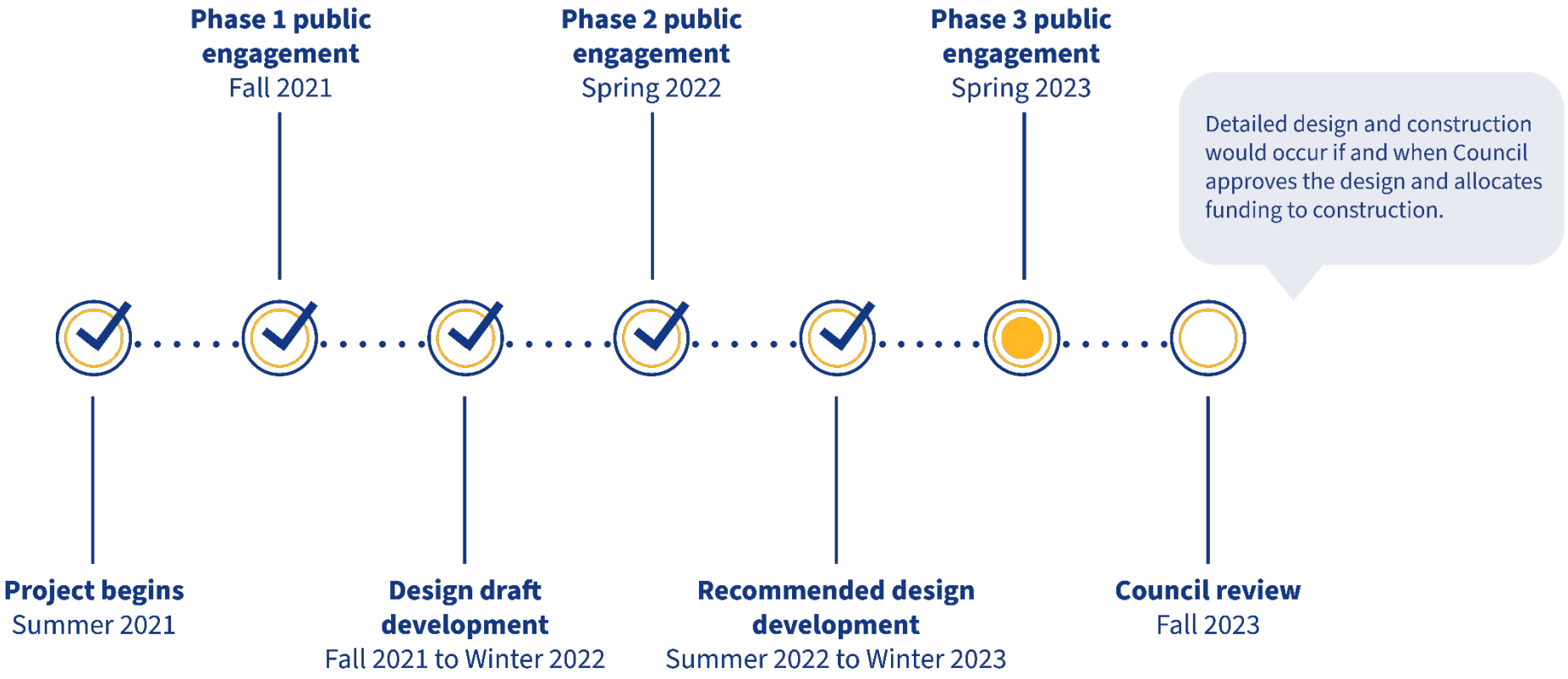
Questions?

Discussion:
Table map

Next steps

Project timeline

Next steps



Stay engaged

Next steps

Visit the project website
winnipeg.ca/henderson

Take the online survey
Available from May 3 to 31, 2023

Contact the project team
city-henderson@winnipeg.ca

Questions?
204-944-9907

Save the date
Open house on Wednesday May 17, 2023
at the Bronx Community Centre

Henderson Highway North Improvements Study

Thank you

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

Winnipeg

Appendix C – Postcard

Have your say on the recommended Henderson Highway North Improvements design

This design would improve safety, traffic flow, and livability along Henderson Highway from Gilmore Avenue to the north city limit at Glenway Avenue. Learn more about the recommended design and tell us what you think at our open house or via the online survey.

Open house

Date: Wednesday, May 17, 2023
Time: 6 p.m. to 8 p.m.
Location: Bronx Community Centre, 720 Henderson Hwy
Format: Drop-in (come and go)

Online survey

Scan the QR code or visit the link below to take the survey until May 31, 2023.



Email city-henderson@winnipeg.ca or call 204-944-9907 with inquiries or to request alternate formats or interpretation.

winnipeg.ca/henderson

Winnipeg

Henderson Highway North Improvements Study



Legend

- Winnipeg City Limit
- Study Area Boundary
- Property Lines

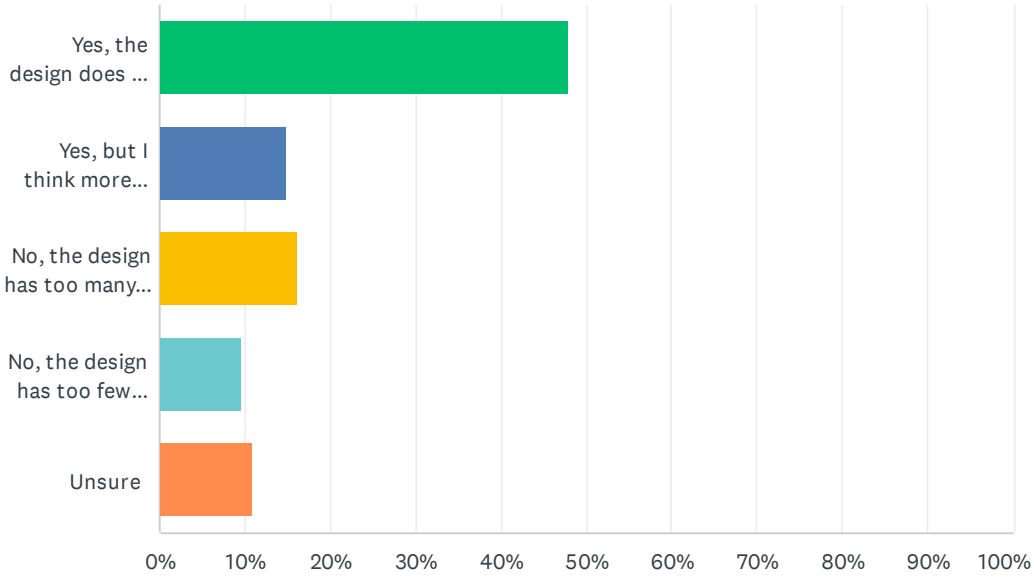
winnipeg.ca/henderson

Winnipeg

Appendix D – Survey Results

Q1 Do you think the recommended median openings balance safe traffic flow with local access?

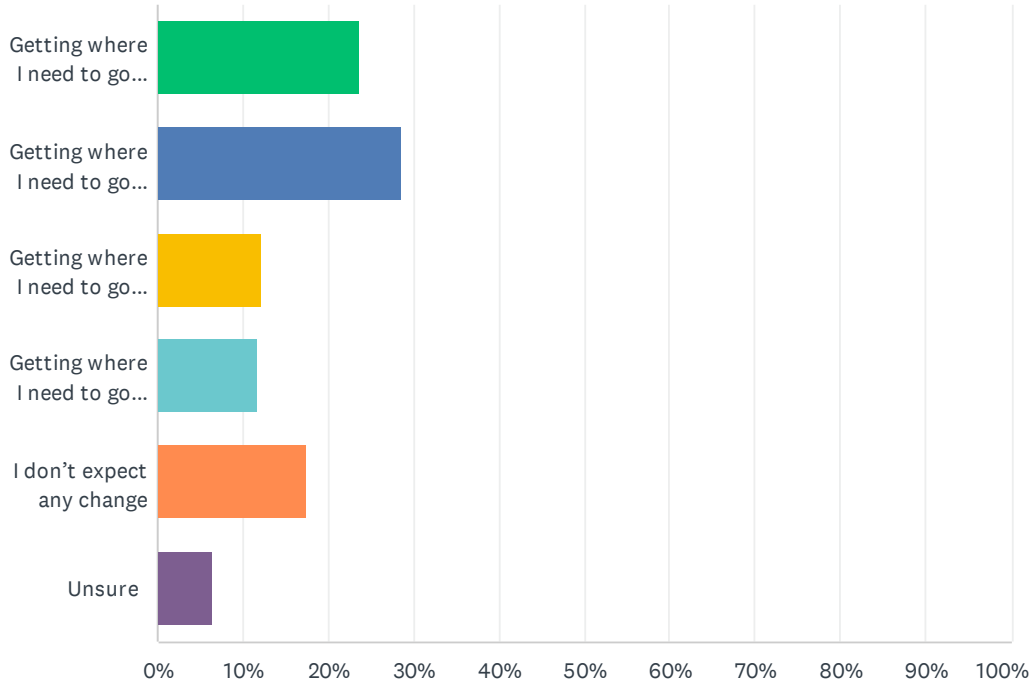
Answered: 547 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes, the design does a good job balancing safe traffic flow and local access	48.08%	263
Yes, but I think more could be done to improve both	14.99%	82
No, the design has too many median openings and does not improve safe traffic flow enough	16.27%	89
No, the design has too few median openings and does not provide enough local access	9.69%	53
Unsure	10.97%	60
TOTAL		547

Q2 How do you think the recommended design would impact getting to where you need to go?

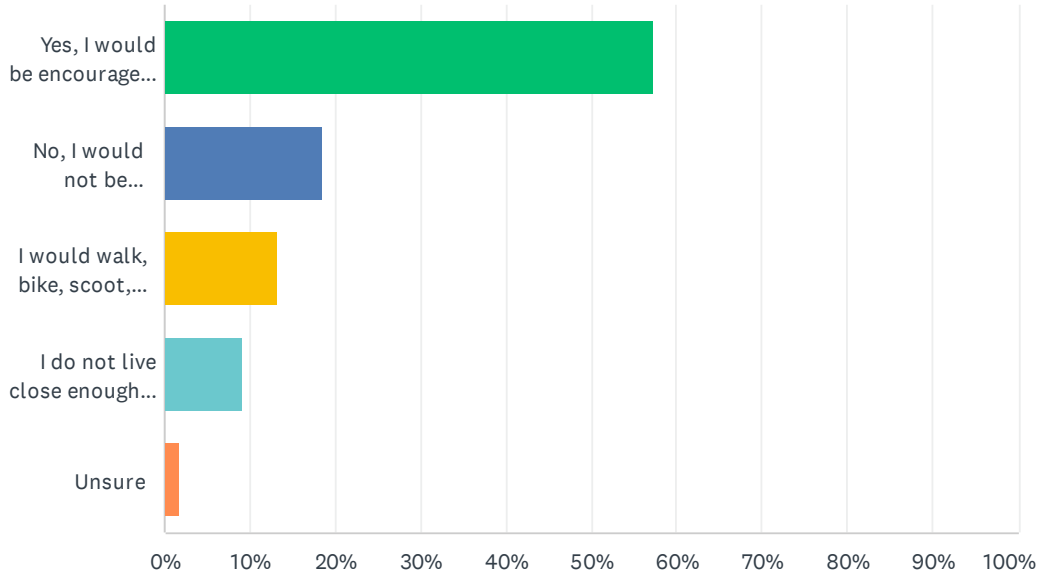
Answered: 547 Skipped: 0



ANSWER CHOICES	RESPONSES	
Getting where I need to go will be much easier	23.77%	130
Getting where I need to go will be a bit easier	28.52%	156
Getting where I need to go will be a bit more difficult	12.07%	66
Getting where I need to go will be much more difficult	11.70%	64
I don't expect any change	17.55%	96
Unsure	6.40%	35
TOTAL		547

Q3 Would the pedestrian and cycling improvements encourage you to walk, bike, scoot, and/or wheel more?

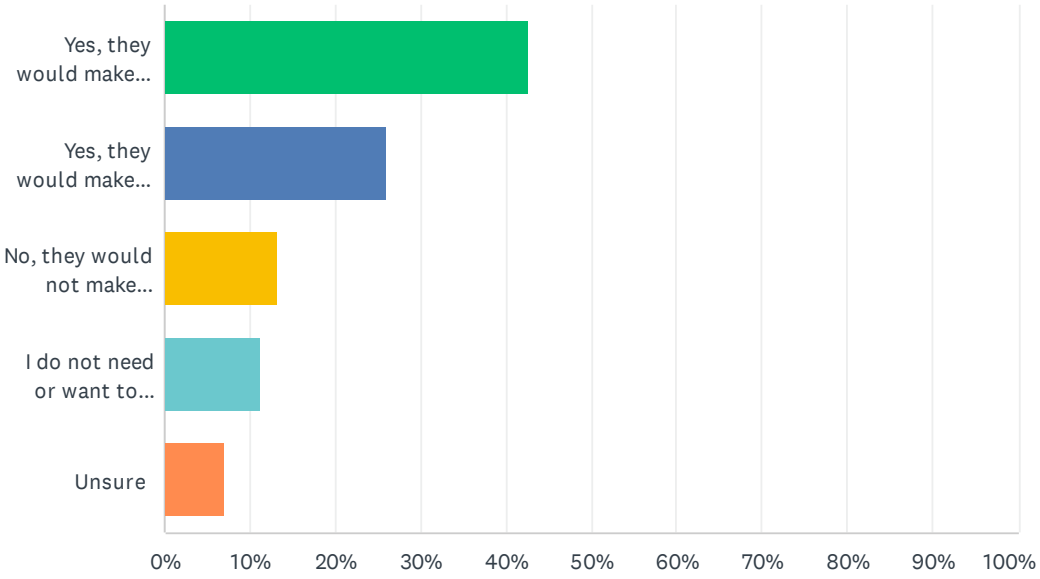
Answered: 532 Skipped: 15



ANSWER CHOICES	RESPONSES	
Yes, I would be encouraged to walk, bike, scoot, and/or wheel more	57.33%	305
No, I would not be encouraged to walk, bike, scoot, and/or wheel more	18.61%	99
I would walk, bike, scoot, and/or wheel about the same amount	13.16%	70
I do not live close enough to Henderson Highway to walk, bike, scoot, and/or wheel	9.21%	49
Unsure	1.69%	9
TOTAL		532

Q4 Would the pedestrian and cycling improvements make easier to walk, bike, scoot, or wheel from Henderson Highway to other areas in the city?

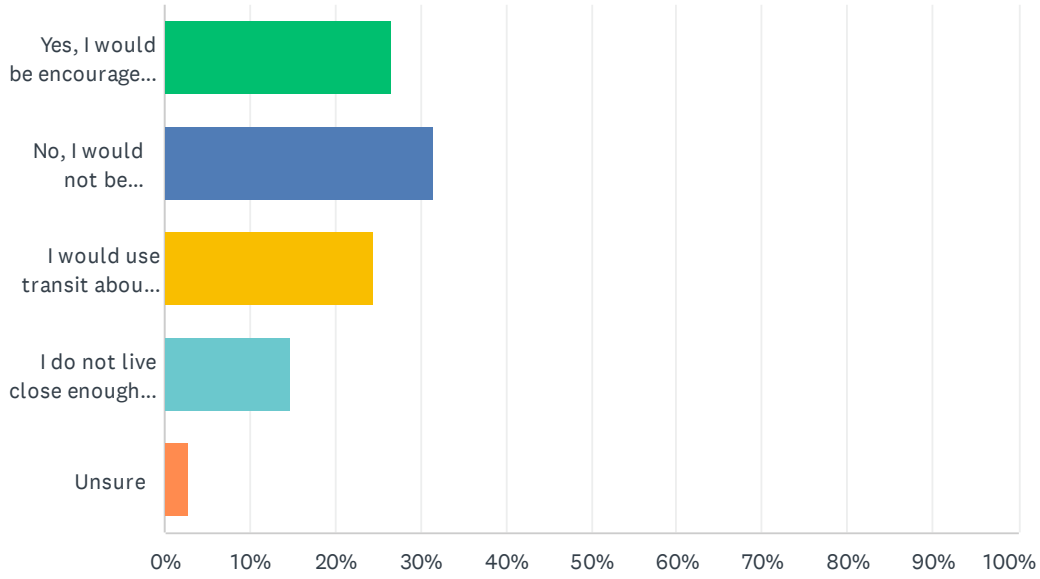
Answered: 532 Skipped: 15



ANSWER CHOICES	RESPONSES	
Yes, they would make travelling to other areas using active modes a lot easier	42.67%	227
Yes, they would make travelling to other areas using active modes somewhat easier	25.94%	138
No, they would not make travelling to other areas using active modes easier	13.16%	70
I do not need or want to travel to other areas using an active mode	11.28%	60
Unsure	6.95%	37
TOTAL		532

Q5 Would the proposed enhanced transit stops and relocations encourage you to use transit more?

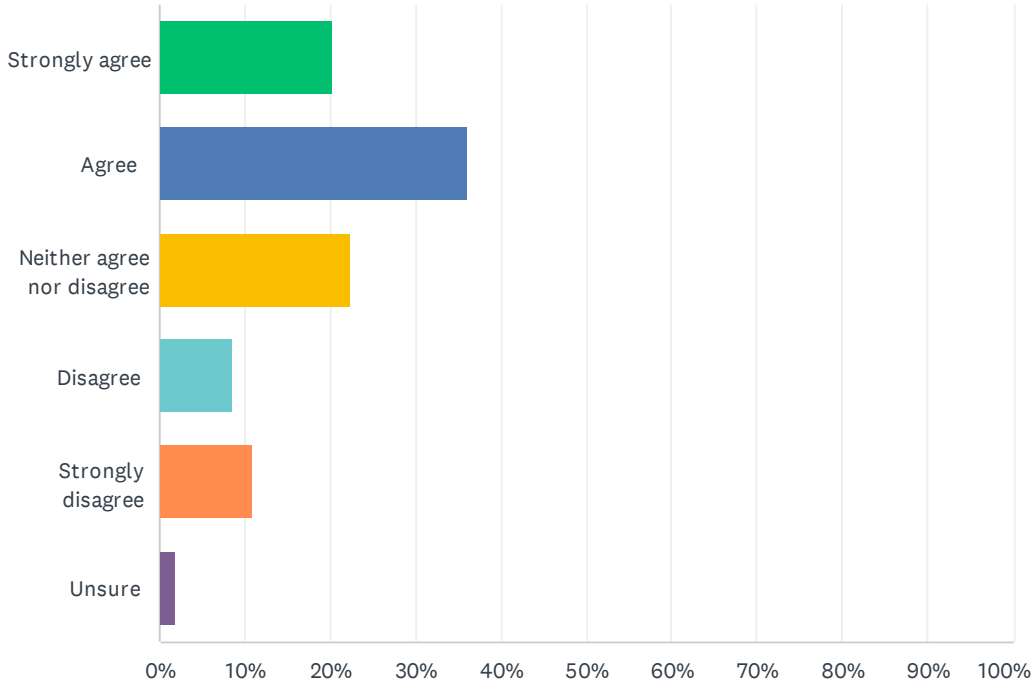
Answered: 523 Skipped: 24



ANSWER CHOICES	RESPONSES	
Yes, I would be encouraged to use transit more	26.58%	139
No, I would not be encouraged to use transit more	31.55%	165
I would use transit about the same amount	24.47%	128
I do not live close enough to Henderson Highway to use transit	14.72%	77
Unsure	2.68%	14
TOTAL		523

Q6 To what extent do you agree or disagree with the following statement: the recommended design would improve my quality of life.

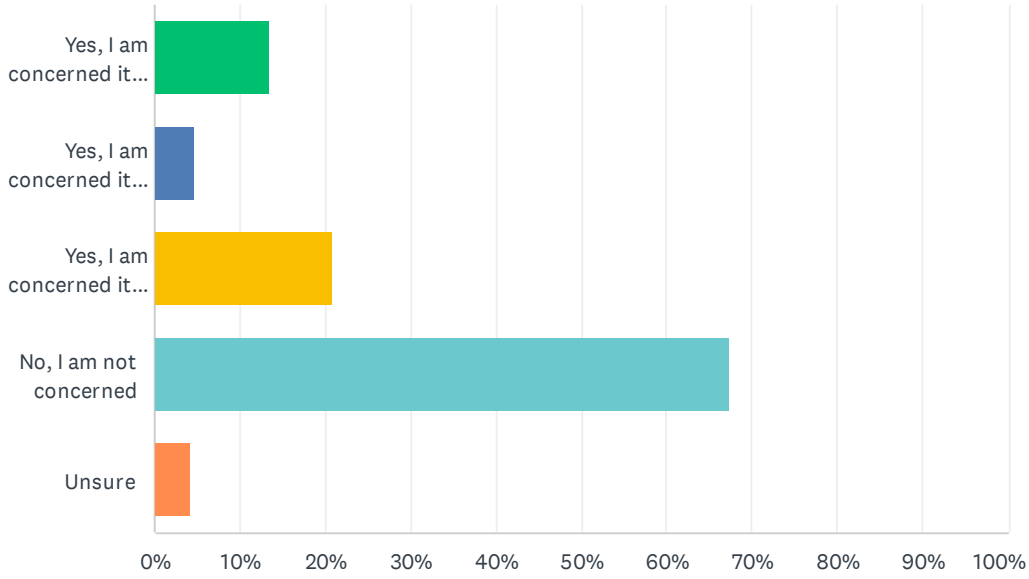
Answered: 515 Skipped: 32



ANSWER CHOICES	RESPONSES	
Strongly agree	20.19%	104
Agree	36.12%	186
Neither agree nor disagree	22.33%	115
Disagree	8.54%	44
Strongly disagree	10.87%	56
Unsure	1.94%	10
TOTAL		515

Q7 Are you concerned the recommended design would negatively affect how you live, work, or travel along/through the area? (Check all that apply)

Answered: 515 Skipped: 32



ANSWER CHOICES	RESPONSES	
Yes, I am concerned it would negatively impact how I live in the area	13.40%	69
Yes, I am concerned it would negatively impact how I work in the area	4.66%	24
Yes, I am concerned it would negatively impact how I travel along/through the area	20.97%	108
No, I am not concerned	67.38%	347
Unsure	4.27%	22
Total Respondents: 515		

#	IF YOU INDICATED THAT YOU ARE CONCERNED, PLEASE TELL US WHY:	DATE
1	There are very many lights being added. Stop start stop start stop start. And the lights on Henderson are never synchronized	5/31/2023 9:17 PM
2	Traffic lights at bonner ave. This is a high traffic area with many vehicles turning into businesses and traffic in opposing direction. North, south bound	5/31/2023 4:20 PM
3	This design would greatly backup traffic on henderson.No one wants this to happen.What happens if there is construction?You are then only down to one lane which myself and others do not want.	5/31/2023 8:05 AM
4	It would backup traffic on Henderson.	5/31/2023 8:05 AM
5	I am concerned because medians are forcing me to make a U-turn which I feel is less safe, losing transit stops at Henderson and Gilmore, and having a sidewalk combined with a bi-directional bike path.	5/30/2023 7:53 PM
6	I would not be able to make a left turn from Strood ave. To Henderson onto	5/30/2023 1:00 PM

7	It would slow traffic down. Do not put more traffic lights along Henderson. And I need to turn left on Henderson from Strood.	5/30/2023 12:42 PM
8	People will still use bicycles on sidewalks on side with no bike path	5/29/2023 8:54 PM
9	I live beside the transit stop. I'm concerned about noise and people camping out there. It's already undesirable to live here. It will bring my property value down.	5/23/2023 9:09 PM
10	I live on Strood. I would like NO traffic lights added at all!! Slows the flow down! NO Boulevard by Stood, then we cant turn left on henderson!!!!	5/22/2023 4:35 PM
11	Cars are going to cut through our private parking lot to access the Shell station.	5/21/2023 4:54 PM
12	I avoid Mountain Bean at most times of day because getting onto south-bound Henderson from that parking lot is impossible. I understand traffic would be routed to a u-turn lane and see how that would work most times of day, but worry that in high traffic it would still end up blocking the flow of traffic. I would prefer the parking lot have an exit to the south, onto Bonner. I live east of Henderson, and from there could easily make my way home without having to cross Henderson.	5/21/2023 2:20 PM
13	Not as much access to the east side of Henderson.	5/20/2023 2:42 PM
14	Too many lights will result in traffic backed up all the way along Henderson during rush hour	5/19/2023 1:03 PM
15	too many added pedestrian stop lights and traffic stop lights	5/19/2023 8:37 AM
16	You should not add more traffic lights and definitely not add half traffic lights at pedestrian crossings. The half lights are more dangerous because they take forever to stop traffic and then drivers are frustrated because the red light is extremely long. Half lights are the worst.	5/18/2023 8:37 AM
17	cost is to high only hand full people would ride bikes.	5/17/2023 10:52 AM
18	All people living at 2033 will now be forced to make u-turns on Henderson Hwy when leaving or entering their home.	5/17/2023 9:59 AM
19	With only two vehicle traveling lanes the speed needs to be reduced. Currently the thru traffic ties to run you off the road when you try to exit the road on a right turn.	5/17/2023 6:30 AM
20	Cycling infrastructure that is attached to road design always makes things more dangerous for both cyclists and motorists. It gives cyclists a false sense of security, when they are actually in far more danger because they are off to the side where motorists can miss seeing them until it's too late.	5/16/2023 11:01 PM
21	Lights at Glenway would encourage more usage of Glenway to access Henderson and Glenway is not a paved street that still has ditches .	5/16/2023 10:24 PM
22	Keep bicycles away from fast moving traffic. Bikes don't respect the rules of the road.	5/16/2023 5:53 PM
23	I think Henderson Hwy s/b 3 lanes for cars both N. and S. Bike paths and sidewalks lanes on the current boulevards. Centre boulevards should have left lane turns.	5/16/2023 1:18 PM
24	Wouldn't it make some sense to have like a "Center Turning Lane" vs all the medians?? Just a thought.	5/16/2023 6:06 AM
25	The proposed plan eliminates the separate entrance to the liquormart mall and combines the entrance/exit to one location too close to the condo complex next door.	5/15/2023 9:20 PM
26	For the love of all things that are wonderful about North Kildonan PLEASE PLEASE DO NOT ADD MORE TRAFFIC LIGHTS? Why in the world is the answer to every problem, add more traffic lights?! And on Strood? Has anyone in the study LIVED on Strood? It goes no where? It hits a dead end. It's the street that Maple Leaf school has a sidewalk going to and from. Why not Bonner? Why AT ALL?!?! And WHY must GLENWAY have a traffic light? Sure it's annoying, but why can't they have a cross walk? You k now what I love about North Kildonan? IT DOESNT HAVE 19 TRAFFIC LIGHTS to get home! This isn't the South end of the City.	5/15/2023 8:45 PM
27	If you’re going to make turning lanes/turn lanes at intersections, be sure to make the lanes long enough that it can hold at least 5 cars to turn. Traffic along Henderson highway is TERRIBLE in rush hour. Both AM and PM times. Not to mean ruin the road is AWFUL. Thank god I drive a truck. The idea of a bike lane is GREAT get those people OFF the road way. It only causes chaos. Make turning lanes into shell/co op gas station as well as the strip mall	5/15/2023 3:24 PM

	that has the liquor mart in it. That's where ALL the congestion is. DO THIS ALL ONE TIME AND BUILD IT PROPERLY. WE HAVE WAITED MORE THAN LONG ENOUGH.	
28	The proposed plan forces everyone living at 2033 Henderson to turn right and make a u-turn when leaving home by car instead of turning left directly from the property to travel south.	5/15/2023 9:10 AM
29	Mainly concerned about during the construction phase. Will no longer be able to turn left onto Henderson from my home at 2102 but can live with that for improved community safety.	5/14/2023 8:46 PM
30	One concern I have is that the bike path needs to be clearly marked as such. Perhaps with painted images of bikes along it? That way pedestrians are aware not to use it, thus avoiding collisions between cyclists and pedestrians. Otherwise, great work on this plan!	5/14/2023 9:02 AM
31	More needs to be done or tweaked to address the needs, accessibility and independent living of disabled residents from a disabled Community's perspective.	5/13/2023 9:45 AM
32	The proposed dividers make accessibility to small businesses far more difficult. Traffic flow will become more congested as drivers attempt u turns when accessing businesses. Side streets will also become more busy with traffic, many of that's side streets do not have sidewalks which adds further issues	5/12/2023 6:26 PM
33		5/12/2023 6:03 PM
34	The entrance to the Liquor Mart will be blocked southbound.	5/12/2023 11:43 AM
35	There needs to be a bike lane on both sides of Henderson. A grassy median seperating a sidewalk from cars is not helpful unless there's trees or bike lanes.	5/12/2023 10:41 AM
36	The proposed new traffic lights	5/11/2023 11:08 PM
37	Will encourage through traffic on residential streets	5/11/2023 6:58 PM
38	I can't see how it is improved	5/11/2023 3:56 PM
39	Traffic is often backed up and there are many with road rage. We need a third lane for vehicular traffic. We do need proper bike paths as well	5/11/2023 2:28 PM
40	Speeding on Henderson Hwy has always been an issue. Not sure in the medians would change peoples mind about going slower.	5/11/2023 12:16 PM
41	It is hard neough to travel down Hendeson Hwy right now - it feels like your cramming way too much into a already very congested area	5/11/2023 11:57 AM
42	Common city design approach is to add more street lights - this design is adding two more. It is not warranted and would request to look at only pedestrian crossings only as a street light that stops traffic for no reason or one car in perpendicular lane is imprudent.	5/10/2023 9:27 PM
43	I feel there will be lots of u-turns necessary for those who live along Henderson highway. Or I would have to make a longer trip around to be able to access my driveway.	5/10/2023 9:16 PM
44	We were most hopeful the bus shelter in front of our ground level condo unit at 1950 Henderson would be moved either slightly to the south or north of its existing location. It is currently in very close proximity to our ground level residence, smack in front of us actually. No privacy, people will sit on our lawn waiting. When looking at the other bus shelters they ALL are a generous distance from any residential property line or at least spared with parking lot to keep them distant. Our privacy and our safety is our priority!	5/10/2023 7:03 PM
45	Stop catering to those who do not pay to have insured vehicles on the road-cars and pedestrians only until cyclists pay their share	5/10/2023 6:25 PM
46	7 sets of lights between Peguis and the perimeter seems extremely excessive when additional crosswalks could be added. The lights don't seem to be for traffic flow, rather the safety of pedestrians constantly running across henderson hwy.	5/9/2023 7:29 PM
47	Too many lights	5/9/2023 5:25 PM
48	Get rid of the ugly boulavard. Build like the US. We are a winter city we need to remove snow quickly without broken curbs and dirty med	5/7/2023 7:49 PM
49	Too many stop lights. Stop and go traffic.	5/7/2023 8:36 AM
50	When I return from work or any outing I will no longer be able to turn into my buildings parking	5/6/2023 1:28 PM

	area when travelling Northbound on Henderson Hwy. This will cause me to either a) have to make a dangerous u-turn further north on Henderson or b) make a detour that will add over 5 minutes to my driving time - that is a 33% increase on my return from work drive time.	
51	Do not want more traffic light, especially near Douglas Ave. This would make a quiet street much busier	5/5/2023 10:06 PM
52	Access from north to the liquor mart will require a u-turn to get in the lot. Not a good design	5/5/2023 8:05 PM
53	Too many traffic lights for through vehicle traffic.	5/5/2023 2:41 PM
54	Anything done to impeed traffic flow is a hinderance.	5/5/2023 2:00 PM
55	Too many traffic lights added or at the wrong street	5/5/2023 12:22 PM
56	The city missed the opportunity of creating a roundabout corridor which would have provided better access to businesses, reduced collision risk and allowed for narrower medians that would have provided more room for peds and other amenities	5/5/2023 12:00 PM
57	Too many openings, this is Henderson HIGHWAY, it’s goal is to move cars quickly not provide access at every possible point.	5/5/2023 11:38 AM
58	This will significantly slow traffic and drastically increase the number of u turns people will need to make. Couple this with the proposed nonsense of 30km/h residential streets and it will take hours to get anywhere in this small city/large town.	5/5/2023 10:51 AM
59	Henderson Highway is an important vehicle artery. Thousands of daily commuters would be slowed down in exchange for a small percentage of cyclists.	5/5/2023 10:48 AM
60	There is nothing wrong with how it exists today. What is there works well.	5/4/2023 9:00 PM
61	Although I genuinely appreciate the left turn storage lanes, I am concerned with how prevalent U-turns will be and the impact they will have on traffic flow.	5/4/2023 3:06 PM
62	Please no more traffic lights, will slow traffic down.	5/3/2023 10:20 PM
63	Live near hwy	5/3/2023 10:17 PM
64	Live by the transit loop. Already so freaking loud and noisy, devalues property and feels unsafe having kids playing outside. Want residents on Henderson and Henderson adjacent to have less noise pollution (better roads so less noisy), and have transit loop moved by bunns creek so it’s less disruptive to families.	5/3/2023 10:10 PM
65	Too manu crossings, lights are going to slow the traffic down	5/3/2023 4:23 PM
66	Just fix the road and quit fooling around with this traffic jam Siri	5/3/2023 10:58 AM
67	Adding signalized intersections may slow down my commute, but I don't care. The safety improvements are worth it.	5/3/2023 10:21 AM
68	To many bike paths already	5/3/2023 9:14 AM
69	Take bus stops out of traffic lanes	5/3/2023 8:08 AM
70	Every stop light added slows traffic, which I would rather were not the case.	5/3/2023 4:20 AM
71	Already way too many traffic lights that are horribly timed.	5/3/2023 1:17 AM
72	Henderson Hwy is a very busy roadway that is too congested with traffic. It should be three lanes in this section, each way	5/3/2023 12:28 AM
73	there is no provision for increased traffic flow	5/2/2023 9:46 PM
74	It reduces access to cross tge road which means more u turns eill be happening and therfore more accidents where there is already alot .not to mention impacting me getting to work downtown as I cannot drive out of my driveway to head towards that major area .	5/2/2023 9:23 PM
75	i work downtown and would have to uturn from my driveway (on henderson) to go to work everyday which makes things more unsafe than they are now	5/2/2023 9:23 PM
76	Bad for the businesses who you are cutting off access to . Interesting that you cant get to smittys or sev but there is a median cut at triple b’s which is vacant.	5/2/2023 9:17 PM

77	Too many intersections and bike paths.	5/2/2023 9:12 PM
78	Overall the design is good, my main concern stems from some of the approach closures. Specifically the parking lot with the liquor mart can be quite chaotic, even with the two entrance/exits.	5/2/2023 9:05 PM
79	Too many stop lights. How about just push crosswalk with flashing lights	5/2/2023 8:24 PM
80	To much traffic already on Henderson, now add buses, VERY DIFFICULT for LEFT HAND TURNS FROM RESIDENTIAL AVENUES ON EAST SIDE. COULD INCLUDE A PARTIAL TURN INTO THE "ISLAND" AND WAIT FOR TRAFFIC TO CLEAR TO ENTER INTERSECTION TO PROCEED DOWNTOWN.	5/2/2023 7:44 PM
81	Im really hoping this won't increase traffic even more down Gilmore Avenue, its so narrow and with limited quick access onto chief peguis trail, its super busy and noisy	5/2/2023 7:08 PM
82	very few bicycles along Henderson. A dedicated path would be under used and eventually have pedestrians increasing the chance of collision	5/2/2023 6:22 PM
83	Too many people stop to turn	5/2/2023 6:15 PM
84	Street parking seems to be limited or removed	5/2/2023 5:21 PM
85	I'm afraid you're going to choose every other mode of Transport other than cars to emphasize in your design.	5/2/2023 4:47 PM
86	This construction will take years and traffic will be backed up for miles.	5/2/2023 4:26 PM
87	It appears that traffic will be going down to two lanes in various areas. Henderson is always backed up with traffic this will make it worse and bottle neck people trying to get to and from downtown. Just like on Sherbrook the bike lane took over the bus lane and when the bus is stopped there is only one lane of traffic that is actually moving.	5/2/2023 4:21 PM
88	Bicycle traffic needs to be completely separated from pedestrians and vehicular traffic.	5/2/2023 4:03 PM
89	Prioritizing investing in improved biking infrastructure in a city with snow for 6-8 months of the year over investing in snow-compatible transport options is silly.	5/2/2023 3:54 PM
90	Heading Henderson south from any east side business parking lot will make things complicated and less safe.	5/2/2023 3:37 PM
91	By removing lanes of automotive traffic, you are slowing the traffic during peak times. I fall in to this category. Increasing commute time to and from work is extremely counter productive.	5/2/2023 3:18 PM
92	Too many traffic lights. Most inefficient financially and envirmentally	5/2/2023 3:14 PM
93	The proposed lane is on the west side of henderson, despite the fact that most of the retail is on the opposite side. This will limit the convenience for people on the AT path and limits the economic benefit that could be available to local businesses.	5/2/2023 3:13 PM
94	I take it that the person that designed this, does not live in this area and does not drive a car.	5/2/2023 2:54 PM
95	There are too many traffic lights being added. I agree we need to fix the highway but that is too many traffic lights that we don't need	5/2/2023 2:48 PM
96	I live on the corner of Gilmore and Henderson it’s loud enough I don’t need pedestrian crosswalk noise nor more busses	5/2/2023 2:47 PM
97	There is already traffic congestion during morning and afternoon rush, yet the bus stop at Mcivor for south bound traffic and no left turn for hundreds of cars out of condos and nursubf homes make Mcivor left turn necessary yet the back lane that is already mapped out by the city fronRelay to Strood remains unused. Does anyone on the planning group even live in this area? This is a total disaster and very lazy planning!	5/2/2023 2:44 PM
98	not big enough turning lanes	5/2/2023 2:25 PM
99	The extra attention to AT and replacing ditches and improving transit accessibility is a good start	5/2/2023 2:10 PM
100	Bus stops especially should not be near a crossing. It would make that a blind spot for people looking to run across straight from getting off a bus.	5/2/2023 1:54 PM

101	I do not think that more controlled intersections are the answer. The intersections of Glenway and Strood do not both need lights.	5/2/2023 1:54 PM
102	the way people drive in this city this will be dangerous because their heading out of the city	5/2/2023 1:41 PM
103	This city needs LESS traffic lights, not more. The design looks nice, otherwise.	5/2/2023 1:24 PM
104	too many traffic lights, more congestion along Henderson	5/2/2023 1:22 PM
105	More difficult to access business on East side of Henderson	5/2/2023 1:18 PM
106	What is up with Winnipeg and huge boulevards. Why don't you narrow the width of these concrete/weed eyesores. The boulevards should be narrowed to allow for 2 lanes of traffic both ways otherwise with just one, there will be large clogs of traffic during rush hours and busy shopping times. Narrow the boulevard and add an extra lane each way. WE LIVE IN WINNIPEG! IT IS WINTER 6 MONTHS OF THE YEAR!!! How many bikes are going to be going down Henderson vs vehicles. 1 bike for every 5000 vehicles. Put some thought into how the traffic flow will be rather than how pretty it looks. Get rid of the middle boulevard and replace it with a concrete barrier that is 3 feet wide MAXIMUM to allow for another lane of traffic. We drive cars in Winnipeg, transit sucks because there is no central train routes going down our major arteries and all the planning department wants to do is add more bike lanes and narrow traffic flow for more congestion. Who ever planned this with those boulevards coming in and out of the lanes should be fired. The boulevards are not preactical and boulevards cost the taxpayers how much to maintain weeds or concrete in the middle of our roads. Fix the roads 1st than add more bike lanes. People in Winnipeg will not stop using vehicles unless we get a train system with bus routes of the train system. Biking in the winter? You're asking for more injuries and deaths imo.	5/2/2023 1:11 PM
107	(1.) Is the southbound left turn opening in the median onto Strood going to potentially add more traffic onto Strood? (2.) Why is there no southbound median opening into the strip mall with Mountain Bean/MLCC? (2.) Why is there no soutbound median opening to access the Smitty's strip mall?	5/2/2023 12:24 PM

Q8 Is there anything else you would like to add? (Optional)

Answered: 236 Skipped: 311

#	RESPONSES	DATE
1	I'm curious why you chose a light at strood and not at bonner.	5/31/2023 9:17 PM
2	Additional cross walk is not necessary.	5/31/2023 4:20 PM
3	The proposed light on glenway and strood are not required if anything the light should go at Bonner and Henderson.	5/31/2023 8:05 AM
4	The proposed light on Strood and Glenway are not required. If anything the light should go at Bonner.	5/31/2023 8:05 AM
5	Median Improvements Question 1 Comments • Most medians are not large enough for more than 1 car. This could impact safety and traffic flow. • Strood Ave Median poses risks to vehicle traffic and pedestrians. The obstruction in the middle of the intersection, preventing left turn on Henderson, is a potential traffic hazard for vehicles. It will also be destroyed by snow plows and require more unnecessary maintenance. The left turn on Henderson Hwy should be allowed. Question 2 Comments • Currently, there is access to turn left or right from 1745 Henderson Hwy. With the proposed changes, I will have to turn right to go to the nearest median to do a U-turn to turn left. With the heavy traffic flow on Henderson, turning right to reach the median will be hard and then doing a U-turn when 2 lanes are busy going South will also be a challenge. If more cars are also using the median I will be blocking traffic waiting in line to use the median. Active Transportation Improvements Question 3 Comments • No, I would not be encouraged to walk, bike, scoot, and/or wheel more, especially on the West side by a bike path. Having a bi-directional bike path right beside the sidewalk, without any barriers in between, causes a grave danger to pedestrians, knowing how fast cyclists ride. Question 4 Comments • The distance of the improvements is not long enough to make a difference when travelling to other parts of Winnipeg. Transit Improvements Question 5 Comments • No, I would not be encouraged to use transit more. I may stop using transit as a result of these changes. The transit stops I use most often (Henderson at Gilmore) have been removed. I would have to walk a significant distance to and from the nearest stop, which isn't desirable in Winnipeg winters and also taking into consideration that sidewalks are not promptly cleared when we have a large snowfall. Should we be walking on Henderson, in that situation? Doesn't seem like we are improving safety. In addition, going from Gilmore to Douglas or past Fortier adds extra time that I would not be saving anymore if the bus stops remained at Henderson and Gilmore. The current design does not save me any time, it just discourages me more not to take the bus. Overall Impression Question 6 Comments • Strongly Disagree because of medians forcing me to make a U-turn which I feel is less safe, losing transit stops at Henderson and Gilmore, and having a sidewalk combined with a bidirectional bike path. • The only positive aspect is that the surface of Henderson Hwy will be redone and the East Side sidewalk would be reconstructed.	5/30/2023 7:53 PM
6	Don't fix what ain't broke! Not necessary. Slows the flow of traffic. I don't want to leave earlier to go to work!!! The cross walk is fine, there r no accidents there. I live close by.	5/30/2023 12:42 PM
7	Please, please, please reconsider the placement of a new traffic signal at Strood. It should be at Bonner instead. Strood is a relatively short, quiet residential street and doesn't need full traffic lights. The pedestrian crossing works very well there. Please keep it there. Bonner is a much busier and more dangerous intersection from every angle and for every onboard/offboard whether by car or cycle or pedestrian traffic. It is a long, busy street connecting to Henderson. It is critical to have a safe pedestrian/cycle crossing at a light there. Drivers at that intersection must pay attention to so much traffic to turn onto Henderson. It's challenging to find a safe gap to enter, especially to turn left. And they don't pay proper attention to pedestrians/cyclists. Anyone who lives in the neighbourhood always says we need a light at Bonner!!	5/30/2023 8:22 AM
8	We have lived in this area our entire lives and would love to see no ditches and old wooden telephone poles between Gilmore and Glenway...In our lifetime it would be so nice, while driving North on Henderson, to be able to make a right hand turn down our street without	5/27/2023 1:07 PM

	dropping off the road surface onto a mud and gravel shoulder while making the turn...Henderson Hwy should be widened to 5 lanes and eliminate the center boulevard...There would be 2 lanes CONSTANTLY open to moving traffic in both directions with a center lane bordered by solid yellow lines that vehicles would move into only for making left turns...We spend our winters down South and this system works fantastic and eliminates the very annoying constant stoppage of traffic flow for one lane while you wait for the vehicle making the left turn...We like the rest of the plan including sidewalks and a bicycle path on the West side...Thanks.	
9	I storngly support the new medians to reduce the vehicles trying to turn siuth onto henderson from the streets on the east side of henderson. It will be much safer. Also the medians will make safer travel for north bound vehicles as the ability to stop and turn left from the north bound lane at Henderson and McIvor to the apartments on the west side will be removed .I have seen accidents and near very bad collisions when vehicles attemt this turn both from behind and oncoming soutbound traffic	5/26/2023 2:26 PM
10	The bus loop at Glenway and Henderson needs a crosswalk. It is a safety concern.	5/24/2023 12:18 PM
11	Slow traffic down, dedicated bus lanes, bike lanes on both sides, large median	5/24/2023 11:12 AM
12	somehow mitigate spring flooding of bunns creek east of henderson. It has to flood but is it possible to have it drain sooner after spring melt?	5/24/2023 10:59 AM
13	The only thing it seems to bring is trouble. IF this happens, all neighbours need a noise and visual barrier put up. We don't want people peeing on our fences and trees, vandalizing them, and making us feel unsafe in our own homes. This project makes me very nervous and I am very apprehensive about it. Why are the bike lanes and sidewalk going on the side WITHOUT businesses? They should be building up the business side of the highway (east side) not the west side. This will bring more trouble to the residents of the west side. The residents of the west side hardly use transit. We see everyone cross daily from the other side. The bus loop should be further south on Henderson (by the park), and furthermore the other side of the street. This project is making the community feel worried, unsafe and upset. I am not against change, but it should be done in the right way. Speed bumps should be on Henderson highway southbound, or at least the new proposed light should be a camera light. People drive SO fast it's unsafe.	5/23/2023 9:09 PM
14	More bike paths the better, more pedestrian safety the better. Traffic calming measures are good.	5/23/2023 8:29 PM
15	Make a bicycle path on the east side as well.	5/23/2023 6:52 PM
16	This will add time to my drive to and from work. Please leave henderson alone and focus on the pot holes.	5/22/2023 4:35 PM
17	I appreciate the changes to accessibility for transit. Removing the ditches, moving the stops, adding half lights for pedestrians. I did want to request that instead of non-native grass, the city plant a clover mix in the median. Something easier to maintain, so it doesn't just become rocky weeds or need constant mowing to maintain. I would also appreciate if the Little Footprints Montessori could be reflected on the plans - to me, the location of a group of children is especially relevant along a main stretch of road. I would also like to know if/how the City worked with East St Paul and review a recent study on bedroom communities. Does this plan take into consideration forecasts for changes in traffic outside city limits? Does East St Paul have immediate plans for their bordering communities that will impact the efficacy of this plan?	5/21/2023 2:20 PM
18	A better active transportation crossing of Henderson at Chief Peguis is needed. (i.e. connecting the existing AT paths along Chief Peguis to each other and to this new path.) Should be more like what's at Chief Peguis and Main with dedicated cycle crossings. (same for Chief and Gateway)	5/21/2023 12:42 PM
19	Long overdue improvement, waiting 20+ years for this improvement. Anything would be better than the humps, bumps & broken blacktop that we have to deal with every day trying to cross Henderson Hwy from 1840 condos.	5/20/2023 9:17 PM
20	Feel that grassing the medians isn't necessary. Making them solid concrete will save maintenance and cost. Traffic lights at Bonner instead of Stroud would be more beneficial.	5/20/2023 2:42 PM
21	Not at this time.	5/19/2023 10:22 PM

22	I live at 230 Bonner Avenue. The president of the condo board, Susan Bilinsky, emailed all the tenants. She's upset about the potential traffic on the property during construction. I personally think that's okay - short-term pain for long-term gain, right?! I just wanted you to know she's trying to thwart the City's attempts at improving this area. I would love it there was a bike path. I would use it regularly to get to my parents'. I also recommend putting a traffic light at Bonner and Henderson. There's lot of traffic on Bonner. A traffic light would make crossing Henderson much safer.	5/19/2023 9:16 PM
23	Too many lights!!	5/19/2023 1:03 PM
24	i bike to work daily but you had no way to state how often we use the area or the importance of it	5/19/2023 9:24 AM
25	yes, as I read the plan there will be 3 new pedestrian stop lights and 2 new traffic stop lights - this is far too many new stops for the short distance of this new development - traffic will be slowed considerably which will negatively affect my life.	5/19/2023 8:37 AM
26	I am glad to see some proposed approach closures near McIvor, especially the approach into the apartments. People turning left there make traffic dangerous.	5/18/2023 8:37 AM
27	No	5/18/2023 7:54 AM
28	Traffic light at Glenway is unnecessary. Half light is good. Traffic light at Strood? Not sure the reasoning for this. Half light seems to make more sense. I have seen vehicles from the North drop off people at the Glenway bus loop. They stop on the shoulder to let them off. Could be an issue if there is no shoulder.	5/18/2023 6:39 AM
29	Widening Henderson highway to three lanes each way with medians to Glenway should have been already completed forty years ago!	5/17/2023 10:10 AM
30	Consider there are 39 households at 2033 Henderson, the majority of which are senior citizens. For those of us that travel south when leaving the property by car, the proposed plan will force us to traverse 2 lanes of traffic and turn right to enter the turning lane. We will then have to make a narrow u-turn across 2 lanes of traffic to head south. Adding winter conditions to mix just increases the level of danger. Currently all we have to do is make a left turn directly from our driveway. Much safer and far more convenient to do.	5/17/2023 9:59 AM
31	Hurry up with the proposed upgrades to Henderson. It is very dangerous trying to cross Henderson and Gateway on foot or bike, you leave your life in the hands of the speeding cars. There are no sidewalks on the east side of Henderson going north from Buns Creek .	5/17/2023 8:20 AM
32	Change the name of the road to not include the word highway and reduce the speed to 50 km.	5/17/2023 6:30 AM
33	As someone who cycles a lot, off-street paths that connect neighbourhoods can be a net good (and sometimes are very enjoyable). But, cycling lanes attached to roadways are incredibly dangerous. You need all the median and curb breaks so that cars can turn where they need to go, but they are turning across the path of cycling traffic that is allowed to go straight. We would never allow vehicle traffic in the curb lane to go straight while the middle lane could turn across their path -- because it's far too dangerous. But people on bikes are much more vulnerable, and we think it's Ok to build infrastructure that is practically designed to kill them while giving them the false sense that they're safer because they see barriers between the intersections.	5/16/2023 11:01 PM
34	Glenway has enough pot holes on it without additional traffic which would happen as lights at henderson would encourage more traffic to use Glenway as an access point	5/16/2023 10:24 PM
35	Please make the entrance/exit to Mciver Mall and entrance only. The parking spots do not allow enough room for both. There is no advantage to having and extra exit point as the meridian blocks south bound lanes. Not related to this proposal: Please have pedestrian crosswalk signage installed at westbound chief peguis and northbound Henderson exit. It’s the only exit at the intersection that does not have signage. Because it’s not a 90 degree intersection you can’t see the sidewalks clearly and cyclists fly through the crosswalk.	5/16/2023 8:39 PM
36	Get rid of the lights at Gilmore or at least try to time them to Peguis Trail. Don't add trees or other obstructions to the meridian. That blocks the view and makes turns dangerous.	5/16/2023 5:53 PM
37	Why not make this design 3 lanes each way? In 25 years we will be facing the same issues as Kenaston.	5/16/2023 3:36 PM

38	Keep making active transport easier, it is continuing to improve but compared to most similar cities Winnipeg has a ways to go	5/16/2023 12:03 PM
39	It would be nice to know if there are any change to the parking restrictions. Also, constantly changing the number of lanes seems dangerous - especially when the painted lines markings disappear over the winter	5/16/2023 9:48 AM
40	A "Center Turning Lane" would also make snow clearing far easier.	5/16/2023 6:06 AM
41	This is an extremely busy liquormart and mall. It has similar traffic flow to the Shell station next door that gets to keep its separate entrance and exit points. I believe by limiting liquormart to one entrance/exit point that is too close to the condo building's drive, there will be an increased risk of accidents through these multiple factors. If you want to modify the mall's entrance/exit to one point, at the very least it needs to be widened and moved to the middle of the mall's property. I have already had near misses leaving home due to agressive drivers leaving the liquormart.	5/15/2023 9:20 PM
42	Seriously read the above. I'd want to move if you erect more traffic lights?! And you know what "improved access" to bus stops means? Most likely more abandoned shopping carts, as just last week I saw 3, count them 3 shopping carts at the last stop on Knowles and Henderson. Then one ended up in the creek. Because people are bored and make choices. But please please build your sidewalks and your transit stops and whatever else BUT NO MORE TRAFFIC LIGHTS.	5/15/2023 8:45 PM
43	Please read the above statement at least 5 times to fully grasp the ideas I am proposing. Like I said, make turning lanes into all high traffic areas (Gas stations and Liquor mart strip mall at Bonner) make the turning lanes long enough to hold more than 3 vehicles at a time. There's times 5 cars are all trying to turn left (southbound) into a gas station etc. BUILD IT ALL ONE TIME AND BUILD IT PROPERLY SO IT DOESNT NEED FIXING WITHIN A YEAR. WE PAY MORE THAN ENOUGH FOR OUR TAXES!!!! THIS HIGHWAY HASNT BEEN FIXED IN DECADES!!	5/15/2023 3:24 PM
44	The design looks nice but the construction to build it would greatly affect the area. It would be hard to cross the street to go to mcivor mall during construction. Also vehicles run red lights often at the corner of mcivor when the walk signal is on. It is often scary to walk across.	5/15/2023 11:45 AM
45	Overall think the active transport and safety far outweighs the minor inconveniences. Would like to know more about what the construction period will look like.	5/14/2023 8:46 PM
46	No	5/14/2023 7:28 PM
47	no	5/14/2023 5:07 PM
48	I am very happy with how this plan balances the needs of pedestrians/cyclists with vehicles. I routinely use both a vehicle and walking/biking in this area, so I am quite happy.	5/14/2023 9:02 AM
49	Not enough input from disabled persons' needs are reflected or integrated in the proposed project plan. Accessibility continues to be a major hurdle and source of frustration particularly when symbols are used inappropriately to indicate accessibility for features which are inaccessible. As well, maintenance of outdoor pathways to make the journey of a motorized wheelchair, scooter, walker/rolllater, or canes safer, smoother and more pleasurable.	5/13/2023 9:45 AM
50	With more turning lanes this will help the flow of traffic moving north/south and avoid risks with cars trying to move around the cars turning. I love the plan for this. I also love a separate bike lane. I encourage the plan to not have a bike lane end abruptly causing the cyclist risk when having to enter a car lane.	5/13/2023 6:16 AM
51	Bike paths have so many entrances for Winnipegers to hit us. Public Insurance should make bike safety for drivers part of the liscence program. City is very bike unfriendly. We need rides with no cars, when possible. Our streets are a death zone. No one will ride until it's safer.	5/12/2023 11:11 PM
52	our transit buses are far too big for the number of passengers. (it's ridiculous.) We should be using mini-buses, 18 seaters like they do in most of Asia. Any further enhancements for transit are a waste of time and only increase pressure to raise prices...again. Smaller buses with lower operating costs, lower fairs and take up a fraction of road space.	5/12/2023 10:18 PM
53	I agree that there is a need for safe travel for wheelchair riders, scooters and bikes while continuing a safe and efficient movement of motor vehicles . This proposal does not consider	5/12/2023 6:26 PM

	the vehicular traffic above the others .This is a main transportation route and should be given that priority .	
54	McIvor would become much busier and being a school zone will just add danger	5/12/2023 6:03 PM
55	We need red lights where the current people paths are. And we are terrified to take a bus in this city. Too dangerous.	5/12/2023 3:24 PM
56	It was indicated that Bonner lights are not recommended but lights at Strood are. From my experience living in the area for over 20 years, the Bonner intersection is way busier than Strood. Additionally, with the LC right after Bonner, that area gets really dangerous with people pulling in and out of there. I think having lights at Bonner will allow southbound Henderson to turn left on to Bonner and then possibly enter the LC parking lot from a new Bonner entrance. The current proposal only allows for an awkward U-turn at Bonner to get to the LC parking lot.	5/12/2023 11:43 AM
57	Less medians to parking lots.	5/12/2023 10:41 AM
58	On the separated bike path it would be helpful to use raised crossings at roadways which would allow cyclists and pedestrians who have the right of way to move uninterrupted and would signal to motorists to stop and check before proceeding past to make their turn onto the road	5/12/2023 6:42 AM
59	One more set of lights at bonner (where there are businesses) and a median would significantly improve traffic. Too many lights will cause traffic delays and residential traffic.	5/11/2023 6:58 PM
60	Your map is way too small to learn anything from and the legend on the map is impossible to read and does not increase in size when clicked on.	5/11/2023 3:56 PM
61	Add a third lane for vehicular traffic plus the proposed bike paths	5/11/2023 2:28 PM
62	bike paths should be on East side, because the West side has many more condo and rental buildings, therefore, more traffic going/out making it more dangerous for bikers and drivers	5/11/2023 9:48 AM
63	Please move ahead with this project ASAP!	5/10/2023 10:10 PM
64	Getting rid of ditches, improve drainage and bike paths is a great improvement. The turning lanes is good approach as well. No new traffic lights - only for pedestrian crossing.	5/10/2023 9:27 PM
65	Make taxation fair to all users in this grandiose scheme-bikes do not work well in blizzards	5/10/2023 6:25 PM
66	There is a long stretch for people to access properties at 1900, 1914 Henderson. Could thee not be a uturn option sooner than the Kildonan PC Home?	5/10/2023 5:25 PM
67	Culvert gate on Bunn's Creek crossing to prevent Red River from backing up in severe spring floods	5/10/2023 4:27 PM
68	This project needs to consider a number of factors to be successful. As someone who often visits the area, the traffic flow is very high. In this design I am happy to see dedicated infrastructure for cycling and walking, however more must be done for transit. Improving the convenience of transit use is needed to reduce vehicular traffic and improve safety, more so than median openings. I bus in this part of town often, and there are limited options at times, dedicated transit infrastructure, multiple platforms, and improved transit stops need to be incorporated into this design, so that taking the bus is not just possible, but easy. From the pictures here, I can see barely enough room for a bus or two, in an ideal world, this section on the edge of the city would be a transit hub for the Northeast of the city. Make this bus platform look more like the stops on the rapid transit route, with plenty of space, digital boards, and heated shelters. Also, park and ride infrastructure would make bussing from the suburbs more feasible.	5/10/2023 11:40 AM
69	Thank you for finally doing this. Can't wait to see this project completed!	5/9/2023 10:11 PM
70	More lights, no More crosswalks, yes I drive henderson daily, and slam on my brakes daily due to people running across henderson hwy. A cross walk added at the bus loop area and by the norvilla instead of lights would be beneficial instead	5/9/2023 7:29 PM
71	I'm not sure how useful these proposed changes would be. There is some residential on the river side that may use this, but the vast majority of residents in this area are on the other side of Henderson and with Rothesay there to travel North South, are there really that many people that would use the new paths? When I drive on Henderson, I don't witness a lot of pedestrians or cyclists, certainly not in the volume that would justify the expense. I do approve of closing	5/9/2023 7:21 PM

	some of the accesses and I do approve of the additional trees. I'm not sure what exactly is meant by "half lights", but if they increase stops in traffic, that could prove to be disruptive. The set of lights recently put in by Northgate Shopping Center do manage to turn red even when there are no pedestrians requiring the crossing, so it results in traffic stopping and more idle time, which wastes fuel.	
72	Yes to more bike and pedestrian friendly design!! :)	5/9/2023 5:13 PM
73	The design will greatly reduce the north lane blockage from left turning vehicles thereby vastly improving traffic flow on north bound Henderson Highway. We'll done traffic planners!!!	5/9/2023 4:37 PM
74	I worry that with all the additions of half lights, it would increase my travelling time. Thus increasing the amount of gas I use to go down Henderson Hwy. Just like the half light by Sobey's on Henderson Hwy. Always a back log when this light is activated. Are crosswalks no longer safe??	5/9/2023 8:07 AM
75	I am confused why there would be lights at Strood and not at Bonner. There seems to be much more traffic on Bonner than Strood.	5/8/2023 9:13 PM
76	I don’t understand why you would take away access from turning left off of Strood. Every person living the the street would now need to do a u-turn	5/8/2023 7:14 PM
77	Businesses should be encouraged to have safe infrastructure for pedestrians to get from sidewalk to door without walking across vast empty parking lots (e.g. McIvor Mall)	5/8/2023 2:07 PM
78	This is a big improvement but the city's goal should be to get the amount of sidewalk cuts for entrances to businesses at one (aside from malls). There are still lots of properties that have 2 or 3 approaches, which are unnecessary. Approaches where the entrances and exits are split should be combined into one single approach, and not angled for speed of vehicles in and out. Pedestrian and cyclist safety should be the priority here.	5/8/2023 12:46 PM
79	Anything that promotes cycling and public transit is a great idea in my book. Currently I use the Gateway Bike Path to get into the city centre. A bike path along Henderson would make my commute much easier and I would feel safer biking to local businesses along Henderson Highway.	5/8/2023 1:08 AM
80	Without addressing the lack of North/South connection to any sort of active pathway, this will only provide an unpleasant exercise route. Also, once again the suburban focus at the expense of the core is typical: Salter St, Ellice & Sargent Avenues rebuilds had no active transport inclusions and a roads like Sherbrook and Maryland - that could have a protected lane added with little impact, are only protected South of Portage Ave. This is a demographic demarcation line that only politicians and civic planners refuse to acknowledge and address.	5/7/2023 10:26 PM
81	Just have an open lane for turning.	5/7/2023 7:49 PM
82	I think that a plebiscite where people who live downtown get to weigh in on these improvements is the only fair way to go about this.	5/7/2023 4:30 PM
83	Ensure the safe crossing to major Businesses	5/7/2023 3:51 PM
84	More could be done to further reduce access to Henderson and median crossings.	5/7/2023 11:09 AM
85	I think this plan will also be good for the businesses in the area. I am a transit user and avoid shopping on north Henderson due to the poorly designed bus stops and the difficulty crossing Henderson. I haven't considered using the Bunn's Creek trail either.	5/7/2023 10:22 AM
86	Connectivity for walking active transportation needs to be integrated with Chief Peguis current and future plans.	5/7/2023 10:13 AM
87	When crossing a 2-way bike lane, drivers often forget to look for cyclists coming from the "unexpected" direction (northbound in this case, since the lane is on the southbound side for auto traffic). I encourage you to add prominent signage and to design crossings to encourage motorists to notice cyclists.	5/7/2023 9:42 AM
88	I would like to see more development on how the proposed bike path connects to the Chief Peguis Greenway. The sidewalk on the bridge is on the south side, will there be improvements to the intersection of Chief Peguis and Henderson as well to allow for better connections for the bike path to the south side as well as to cross to the Greenway path that heads east, rather than diverting and crossing at Douglas Ave?	5/7/2023 8:51 AM

89	I don’t like putting bus shacks in as the bums take them over and wreck them do the seniors and others who need them especially when it’s bad weather out. Perhaps not fully enclosed ones could be used inside or enclosed one. The one across from Sobeys is a disaster every morning and has to be cleaned out.	5/7/2023 8:36 AM
90	Add to the project to fix the northbound lanes just north of this project/north of Foxgrove. The way it's constructed, there isn't a natural flow passing through this curve and drivers don't stay in their respective lane.	5/7/2023 7:44 AM
91	I would prefer the bike lane to be routed on the east side of Henderson. The west-side is almost exclusively residential. Routing the bike path on the east side would make it much safer and more convenient to bike for daily needs like grocery shopping, getting to the gym, and going out to local restaurants. This improvement comes from not having to go back and forth across Henderson to access businesses	5/7/2023 1:17 AM
92	It would be ideal if all crossings for the bike lane and sidewalk to be raised from the height of the road, so that cars have to drive UP into the pedestrians and cyclists space, instead of pedestrians and cyclists walking DOWN. This has been proven to be very successful in cities like Amsterdam with high numbers of cyclists and pedestrians.	5/6/2023 11:10 PM
93	In light of these changes I am considering moving.	5/6/2023 1:28 PM
94	I would like to see more garbage and recycling bins in the design. Also more benches and sitting areas especially near the seniors buildings	5/6/2023 7:10 AM
95	Overhead power lines should be updated to underground	5/6/2023 6:36 AM
96	A half-traffic light at Douglas Avenue may back up northbound traffic during afternoon rush hour which may overflow to Chief Peguis.	5/5/2023 10:18 PM
97	Instead of a traffic light, having a wand wave activated pedestrian crosswalk (like in front of Polson School) seems much better and would continue the traffic flow after chief peguis and Henderson hwy intersection	5/5/2023 10:06 PM
98	Ensuring the bike lane is seperated from the right of ways, so cyclists have priority with moving traffic and right of ways need to stop before the bike lanes with a stop sign enforced, prior to entering Henderson.	5/5/2023 8:08 PM
99	I like the focus on safety and creating medians.	5/5/2023 7:38 PM
100	Great to see bike infrastructure being added.	5/5/2023 6:10 PM
101	Henderson is an extremely dull, grey and scary street that I use daily. it is not inviting at all for pedestrians, cyclists, and bus riders. anything that could be done to make it more pedestrian and cycle friendly would make my commute much better and I wouldn't have to share the road with 70km/hr traffic.	5/5/2023 5:58 PM
102	Transit stops should have a fence to prevent conflicts between riders and cyclists	5/5/2023 5:05 PM
103	I think the designs are very positive!	5/5/2023 4:22 PM
104	I still wish something could be done for northbound traffic making right turns onto business driveways/entrances to not impede curb lane northbound traffic. Maybe a widening of the curb lane on approach to the driveways like a mini off ramp? Could use space from boulevard.	5/5/2023 3:00 PM
105	Thanks for working so hard on this and for looking for comments. I think that the half light at Douglas will be a big help for people entering and leaving valhalla	5/5/2023 2:41 PM
106	Yes, Money needs to spent on the roadways to allow smooth traffic flow, not Money for other **FLUFF** .	5/5/2023 2:00 PM
107	Looks great. More bike infrastructure is extremely important, especially connecting to the heavily used active transport paths in existence.	5/5/2023 1:59 PM
108	More bike lanes (separated from the road); pedestrian crossing and sidewalks: love to see it!	5/5/2023 1:47 PM
109	Due to the number of driveways along the east side of Henderson I believe that a 60km/h speed limit is unsafe, as it makes for dangerous interactions with cars pulling into and out of these driveways. I would recommend pursuing a 50 km/h speed limit. Total commuter capacity would be optimized by the use of diamond lanes during rush hour so that high capacity bus routes along Henderson can reduce the need for person vehicle use in this area of the city.	5/5/2023 1:01 PM

	Ideally A/T paths should be located along Rothesay also so that north-south cycle traffic in the area doesn't need to go all the way over to Henderson or the Northeast Pioneer's Greenway.	
110	It actually seems like a pretty nice design. Would love if someday the rest of Henderson had a similar setup, which sounds feasible iconsidering our upcoming overhauled transit network and 2030 targets to drastically reduce vehicle modeshare.	5/5/2023 12:56 PM
111	Will anyone even listen to these answers? No one listened when many protested that the speed limit on Kildonan Drive between Helmsdale and Frasers grove park should not be 30 km. There is a side walk and a centre boulevard so why do pedestrians need to be on the road?	5/5/2023 12:50 PM
112	pedestrians and cycalists sharing a path is a great idea as long as the cycalists stay in their lane	5/5/2023 12:36 PM
113	The city should have more combined pedestrian/cyclist sidewalks like they have in Europe. It would be safer and cheaper than the current system.	5/5/2023 12:21 PM
114	I like the multi use paths that does seem like a good way to reduce car travel	5/5/2023 11:38 AM
115	the design is a step forward, but once again a short section of path, which needs better connection, and a continuation all the way down Henderson Highway.	5/5/2023 11:15 AM
116	Traffic noise would discourage me from walking or biking along this road.	5/5/2023 10:45 AM
117	Please do this soon.	5/5/2023 7:04 AM
118	Transit shelters have become unusable throughout Winnipeg as they have been overtaken by the unhoused. There is no point installing more unless they can somehow be returned to transit users.	5/4/2023 11:38 PM
119	would the bike lanes be properly connected to other bike paths throughout the area and different parts of the city?	5/4/2023 9:32 PM
120	Leave it alone!	5/4/2023 9:00 PM
121	We need more bike routes for active transportation!	5/4/2023 8:38 PM
122	A few recommendations: 1) Review best practices for protected intersections for pedestrians and cyclists, for example: https://documents.ottawa.ca/sites/documents/files/protectedintersection_dg_en.pdf 2) Design for slower speeds, bring the edges inward, narrower driving lanes. 3) Cost out burying the east side hydro lines to allow addition of MUP on east side for better business access, and asthetics - consider long term benefits to this move base on a total reconstruction on the area take the opportunity now to do it right 4) The half signal at Douglas Avenue is unnecessarily dangerous and still requires pedestrians to cross 6 lanes. Many elderly users in that area. Conflict area due to 3rd accel/decel lanes. Start southbound 3rd lane to the south of Valhalla, and end the north bound 3rd lane at Douglas (turning lane only). 5) Speed tables at ped crossings and intersections.	5/4/2023 4:26 PM
123	I am curious why the northbound left turn storage lane at Knowles is so long compared to other turning lanes (which would benefit to have space for two cars turning to not interrupt traffic flow. Will southbound traffic be making U-turns at Bonner to access the Liquor Mart? Will the duration of the pedestrian lights match pedestrian needs without unnecessarily prolonging traffic (as it does at Northdale Mall crossing)? Will pedestrians use the walks or just run across anywhere?	5/4/2023 3:06 PM
124	More protected bike lanes everywhere!! Open portage an main!	5/4/2023 1:16 PM
125	Thank you! This is the kind of development that Winnipeg needs. I would love to see this implemented for the entire length of Henderson to make the area more walk able.	5/4/2023 10:55 AM
126	These plans are necessary. Winnipeg needs to prioritize active and public transit to improve traffic and reduce our ghg emissions. I would love to see this plan extended all the way down Henderson hwy.	5/4/2023 9:39 AM
127	Thank you for adding active transport to city planning	5/4/2023 8:55 AM
128	I would also be interested in transit / active transportation improvements in the areas south of Chief Peguis Trail. It seems like there are too many transit stops along the southbound route. Better dedicated active transportation corridors would greatly improve the safety of commuters	5/4/2023 8:06 AM

	and make it more user friendly. While I realize there are options to use side streets like Brazier and Kildonan Drive, they are less convenient.	
129	Electric Trolley Lines we are the electric Province.	5/3/2023 10:28 PM
130	No traffic lights at Strood Ave.	5/3/2023 10:20 PM
131	Don’t make it easier for east at Paul residents to commute on Henderson. It’s too busy and loud now. Scared for noise of residents. Add way more biodiversity and SPEED BUMPS when entering city. People drive so fast and loud. Scary. Bus loop is too close to homes. I seen scary things and people.	5/3/2023 10:17 PM
132	removing middle medians to add more lanes of traffic will increase traffic flow.	5/3/2023 9:50 PM
133	Not sure if I missed it, but regarding transit stops close to crossings, getting across Henderson to bus stops is difficult without a marked crossing, like near glenway. If not already considered, a pedestrian crossing by the bus loop there should be put in place. People are always playing frogger and it’s a matter of time before someone gets hit or worse,	5/3/2023 9:30 PM
134	Continue it all the way down Henderson to the Disraeli bridge!	5/3/2023 8:49 PM
135	I grew up in North Kildonan on Headmaster Row, where my parents still live, and I commuted by bike from there to downtown for years. The only truly safe option were streets like Rothesay or Brazier, which were very slow because of all the four-way stops. I would always have to use Henderson Highway for a portion of my daily commute and it was terrible. This design is a MASSIVE improvement for this section of Henderson and will make it easier to reach schools such as John Pritchard easier and safer to reach by bike. It will also make the prsopect of cycling with my kids to visit their grandparents safer and more enjoyable. I think it will also do a lot to connect homes on the river side of Henderson to the retail & commercial strips on the other side.	5/3/2023 8:34 PM
136	I don't live in the area, but I do have several relatives who do. These improvements would make it much easier to bike there, which is my preference, rather than drive there, which is what I currently feel required to do. My only concern with the proposed design is how southbound motor traffic would access the west side parking. My worry is that without a speed bump at each access, fast moving motor traffic could make an abrupt and dangerous right turn across pedestrian and cycling traffic.	5/3/2023 6:32 PM
137	I would have pedestrian crossings ever 500-750m, with median waiting spots	5/3/2023 5:46 PM
138	The design is a welcome one. The addition of extra traffic lights will make me feel so much safer when crossing from a business on the East side. The added traffic lights will also take away my need to drive to the perimeter to get home, when Henderson is busy and does not allow trafficc to cross lanes.	5/3/2023 5:31 PM
139	Winnipeg needs work, there is no question about it. However, there are many, many other areas in the City that require remediation before North Henderson. Also, given harsh winters in Winnipeg, and also personally experiencing current bike lanes not being adequately plowed or utilized, it would make more sense to make North Henderson three lanes in each direction. Generally speaking I do agree with bike lanes and other means of active transportation, however, it has to make sense for the population utilizing the road and path ways at all times of year. A large number of people who live in the North Kildonan area and work elsewhere in the City likely use Henderson as part of their main route to and from work. It is very likely that someone who works downtown or further away would drive a car; it's just too far to travel on a bike, especially in winter. The City is ever growing and it seems like all that's getting done is reducing car lanes and adding bike lanes. This is impractical for a winter city and should be reconsidered. More people equals more traffic. Logically more lanes makes sense to deal with a growing population. That or proper public transit revisions that a larger number of the population would actually use. Current transit has so many issues including safety and scheduling that I, as well as everyone I associated with, will not use transit in it's current condition. However, it's likely too late to consider my thoughts and my opinions are likely not shared by the decision makers.	5/3/2023 4:56 PM
140	The quality of life in Winnipeg is so poor nothing short of a miracle is going to improve anything. Winnipeg citizens are extremely unhappy with this city. This government needs to wake up, make proper decisions and stop spending all of our hard earned money on Aboriginal nonsense.	5/3/2023 4:23 PM

141	Please please please make intersections crossable by pedestrians on all four sides, and limit the maximum crossing distance in the entire stretch. Currently this road is killing the neighborhood by dissuading many from walking, which is a necessity for a local high street	5/3/2023 3:30 PM
142	This is a terrible idea that will only cause more accidents especially the closer to the perimeter you get. Whoever proposed this idea should be ashamed of themselves No support here.	5/3/2023 3:17 PM
143	I would like to see the hydro poles removed, services placed underground, and nicer "neighbourhood" style street lighting in it's place.	5/3/2023 2:25 PM
144	These improvements are sensible and solve real problems. It is scary sending new drivers across Henderson from Emerson or running to catch bus when busy	5/3/2023 1:51 PM
145	For any median additions/adjustments that plan to have grass. Please consider wildflowers & clover. Cheaper & easier to maintain.	5/3/2023 1:39 PM
146	Pedestrians should yield bikers when crossing from sidewalk to bus stop/cross walk.	5/3/2023 12:49 PM
147	No.	5/3/2023 11:04 AM
148	Just fix the road and quit fooling around. This is gonna do nothing but cause traffic problems and that’s all you wanna do is restrict travel stop lying to the people it’s all about restricting travel I don’t want to use public transit	5/3/2023 10:58 AM
149	Significant cost for likely little benefit to the overall group of users of the area. This will slow down traffic in vehicles which are the major users of this area - not pedestrians	5/3/2023 10:58 AM
150	As a cyclist, I am concerned about the cycling path being in between the sidewalk and bus stop. Along pembina these spots are prone to conflicts between bus users and cyclists. I've seen in other cities (I think Oslo) that there can be a fence installed between the cycling path and the bus stop waiting area with one opening to cross the cycling path. This prevents people from waiting for the bus while standing on the cyling path.	5/3/2023 10:21 AM
151	I think this area of Winnipeg needs additional infrastructure that encourages and supports biking and walking and transit use. It should be less about moving cars from the rural municipalities outside Winnipeg. More walkers and cyclists will support businesses more than any car zipping by. The design needs additional place making, points of interests, etc.	5/3/2023 9:47 AM
152	Putting more traffic on Glenway by installing a traffic light would be concerning. I live at 234 Glenway and traffic from the new area of East St Paul come out at Rothesay and speed up Glenway to Henderson. Also Glenway is an ashphalt street with ditches. It would have to be upgraded and the North side of the street Is East St. Paul so who is going to pay to up grade the street?	5/3/2023 9:17 AM
153	Fix the streets. Do not waist money on bike paths that no one uses. Already it’s been seen on Pembina. No one uses them. Bikes still drive on the road ways and side walks.	5/3/2023 9:14 AM
154	I would just like to add that while the protected bi directional path is good in summer, if you want to encourage year round cycling (which is good and important and possible!) please also look into prioritizing clearing that bike path of snow during winter.	5/3/2023 8:54 AM
155	I'm encouraged by the design and the thought that's gone into it. Can't wait for more walkability on Henderson Hwy, great job!	5/3/2023 8:47 AM
156	My only suggestion would be to include a curb cut just south of Strood to allow access to the river side properties for those going north. Current design forces those drivers to go through the Strood intersection and another half block before being able to u-turn. They would then need to go through the Strood intersection a second time. I am encouraged by the inclusion of a bike path that connects to the current infrastructure on Chief Peguis trail and would like to see this expanded fully through Henderson in the future to connect to the downtown.	5/3/2023 8:44 AM
157	Are considerations being made about the fact that much of bunn's creek trail floods each year? Including the portion that you've proposed a bike/walking trail improvement where the trail meets Henderson Hwy.	5/3/2023 8:38 AM
158	More trees and potential plans to extend bike path all the way down henderson into East St Paul (and farther).	5/3/2023 8:36 AM
159	Two way bike lanes on one side of the street are not ideal, especially if they just end abruptly	5/3/2023 7:49 AM

	at the end of the project area. Also, having bike lanes right next to transit stop leaves people standing in the bike lanes, for example see the bike lanes by the forks as they go across main at Assiniboine. Bike lanes are great, but we need to consider the cyclists that use them, not just how you could beat put in bike lanes without inconveniencing motorists.	
160	Maintenance.... will these areas be cared for? Like most city of Winnipeg ideas, on going matenance is always lacking.	5/3/2023 7:47 AM
161	I don't live in this area. I should have no say in what happens in other parts of the city. I live downtown and don't understand how people living in North Kildonan are able to decide how downtown is developed. Please stop asking citizens who don't live in the area how that area should be developed. Also, stop building more roads. We can't even maintain the ones we have. Get in a car or get on a bike and drive around to find out. Thank you.	5/3/2023 6:39 AM
162	As speeding is a forever problem, I'd like to see something to encourage speeders to slow down. Whether that's more red light cameras, or maybe putting in some roundabouts, or posting more speed signs, to having a group of people monitor the drivers along Henderson by driving around with dashboard cameras to capture the speeders and their license plate. I for one, would happily volunteer to drive up and down Henderson Hwy doing this. Re-testing people on their driving skills every few years would also help. It really bothers me that there are some people who just think they're above following the rules like the rest of us.	5/3/2023 5:54 AM
163	I appreciate efforts to make the area more walkable. As the population ages, facilities that allow one to rest briefly (a bench) and access to toilet facilities are important. Is there any opportunity to consider bathroom access. Garbage and recycling cans along the route are helpful, both for anything I might empty but also I don't mind picking up litter here and there along the way if there's somewhere convenient to place it.	5/3/2023 4:20 AM
164	Please stop making feeder routes more important than Henderson. There should only be a select few intersections where traffic should be flowed on to the main route. Henderson is terrible esp south bound during the morning. Waaaaay too many traffic lights.	5/3/2023 1:17 AM
165	where are you getting the land for the boulevards from. Why are you moving Bunns creek under Henderson a matter of about 20 feet	5/3/2023 12:42 AM
166	Gateway and Raleigh should be made into one main road (3 lanes each direction) from Elmwood to city limits (or make them into one-way streets with 3 lanes each). This would eliminate excess traffic off of Henderson Hwy and would allow bike lanes and more pedestrian-friendly features.	5/3/2023 12:28 AM
167	This is a great step in the right direction. We need more bike infrastructure like this in the city.	5/3/2023 12:19 AM
168	I think it is important to have benches near the bus stop. The seniors and individuals with disabilities in that area have a hard time standing while waiting for buses. Considering that buses are sometimes 25 mins apart, it would be nice for them to have seating.	5/2/2023 11:17 PM
169	Please keep future-proofing in mind for this section to be connected all the way to downtown. Please reduce the number of unnecessary driveways along Henderson Highway. Parking lots should feed onto side streets where possible rather than directly into traffic. Stroads are bad design. Although a bike lane may not be possible on the east side of Henderson, please explore making the sidewalk wider and potentially into a multi-use path. This is important as there are many businesses on the east side cyclists will want to patronize if the infrastructure gives them the chance to do so.	5/2/2023 11:09 PM
170	My only concern is regarding the paved multi use path in bunns creek. Given that it floods every year I think the gravel path is much more economical assuming it is repaired every year following flood season.	5/2/2023 11:07 PM
171	Great job!!!	5/2/2023 10:34 PM
172	More bike lanes all over the city PLEASE! :)	5/2/2023 10:32 PM
173	Medians being added will significantly improve safety for pedestrians and vehicle. I have witnessed too many near misses of people trying to cross and drivers flipping out because north bound vehicles are trying to turn left to the blocks near McIvor.	5/2/2023 10:30 PM
174	One concern I have is that the new intersection at Strood doesn't appear to allow u-turns. Well I don't live on that section just south of Strood, that would make it difficult for the people that do as they come home from downtown to access their homes.	5/2/2023 9:50 PM

175	plan shows enhancements past Glenway. This is a provincial highway and in East St Paul. Who is funding that work? Why not extend the boulevard past Foxgrove up to the existing boulevard a short way notrh?	5/2/2023 9:46 PM
176	We should see more of this throughout the city.	5/2/2023 9:36 PM
177	Why not just use this money to repave the broken down road and fix drainage or add more lights along or more crosswalks to access tge bus stops across tge road .do not put a median that's a horrible idea	5/2/2023 9:23 PM
178	No bus shelters , just hotels for meth heads.Bike lanes should not be next to sidewalks cant walk down Bunns creek or the chief pegius or pioneers with out being run over by bikes.	5/2/2023 9:17 PM
179	Why do we use valuable traffic lanes for the 3 months of bicycle traffic and the 17 cycles that use the buke lanes versus THOUNSANDS of cars each day. The logic is flawed. This is Winnipeg, not San Diego.	5/2/2023 9:12 PM
180	Hopefully the designs don’t slow traffic flow.	5/2/2023 9:07 PM
181	It is overall a great plan for traffic flow, safety, and encouraging alternative transportation! Although some local access may be hindered, I would say the tradeoff is worth it.	5/2/2023 9:05 PM
182	Turning from Henderson across traffic should have a MUCH LONGER LANE. Two or more cares turning left or right would take up the lane thus everything else has to stop. This total design may have worked 30-50 years ago, but with all the traffic, especially from East St Paul/Birds Hill it will be a nightmare, TOTALLY BACK TO THE DRAWING BOARDROOM.	5/2/2023 7:44 PM
183	Please ensure this connects to other active transportation infrastructure. If not it cannot be used as transportation but only for leisure. That in itself isn't bad but it would be a shame to limit the use of all this infrastructure to only leisure.	5/2/2023 7:37 PM
184	There is a school on Emerson. I would like to see lights at Emerson in addition to Glenway on Henderson. Crossing Henderson at peak times is difficult and double lights would be beneficial.	5/2/2023 7:37 PM
185	I'm really looking forward to all of these improvements. One thing I do not understand is paving the path at Bunn's Creek. I like the gravel trail as it is.	5/2/2023 7:23 PM
186	Im really hoping this won't increase traffic even more down Gilmore Avenue, its so narrow and with limited quick access onto chief peguis trail, its super busy and noisy	5/2/2023 7:08 PM
187	no	5/2/2023 7:04 PM
188	The trees on the centre median are a terrible idea because they will obscure sight lines, especially with the proposed extra median breaks between streets - dangerous actually. They also present a collision hazard and additional snow removal problems in the winter.	5/2/2023 6:54 PM
189	Bike path on both sides	5/2/2023 6:05 PM
190	I live in the area and adding more places to cross on Henderson is long overdue. I also like the idea of adding medians for ease of crossing.	5/2/2023 5:49 PM
191	Please do your best to make the bike path/sidewalk crossings at every driveway/entrance clearly marked and as safe as possible. As a cyclist, if I fear getting hit by a car exiting a parking lot everytime I cross the driveway, I will probably just end up using the road.	5/2/2023 5:44 PM
192	Center turn lane all the way from Chief Peguis to North Perimeter would make travel faster and safer.	5/2/2023 5:43 PM
193	I think it’s great to consider the addition of active transit routes along such a busy road!	5/2/2023 5:34 PM
194	I love bike lanes but not at the expense of local businesses that depend on street parking.	5/2/2023 5:21 PM
195	Please don’t restrict traffic with bike paths. Build alternate routes for bikes	5/2/2023 5:19 PM
196	I am so happy to see that the bike lane is OFF of Henderson Hwy by the sidewalk so that traffic can maintain both lanes.	5/2/2023 5:17 PM
197	IMo a new set of traffic lights should be located at Bonner rather than at Strood. Strood is a short quiet street so placing the traffic lights there will encourage more traffic . Conversely, Bonner already has more traffic so will see less impact from locating the traffic lights there.	5/2/2023 5:02 PM

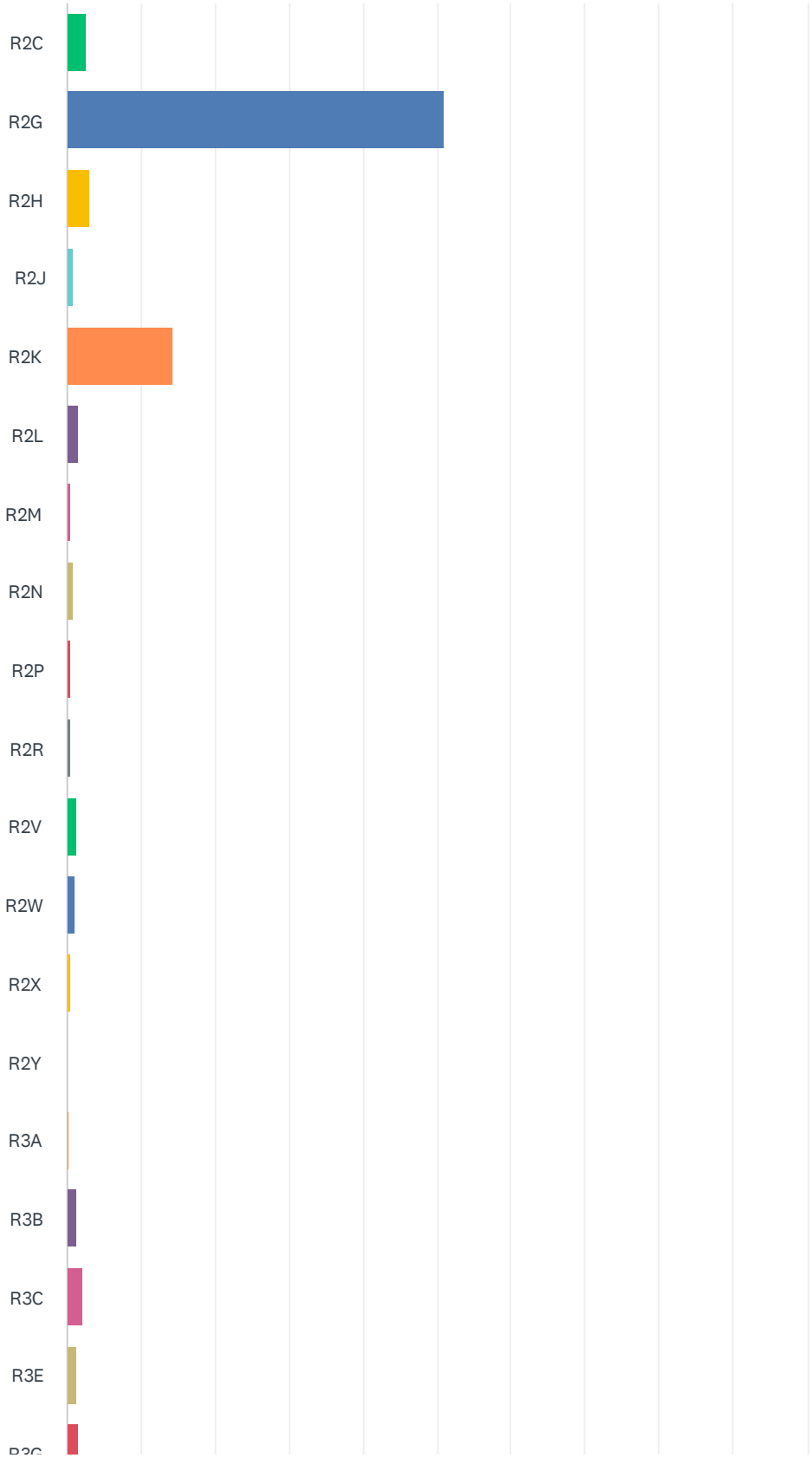
198	I would like bike lanes on both sides of the road. I would also like to see more transit buses running more frequently. That would make it more enticing to the public. Then all you habe to do is make people feel safe ON public transport	5/2/2023 4:49 PM
199	Try not to sacrifice quality or common sense on the altar of progressivism	5/2/2023 4:47 PM
200	I would be encouraged to stay in my residence longer due to improvements. It's a nightmare today and unsafe to turn on Henderson where I live. Also the deep ditches are unsightly taking up lots of space. And collects lots of garbge.	5/2/2023 4:37 PM
201	Lots of great ideas addressing issues people raised. Well done	5/2/2023 4:18 PM
202	going from three lanes to two lanes for a bike lane that can only be used half the year will make traffic worse and even with these lane people will still ride their bike on the road	5/2/2023 4:11 PM
203	Bicycle operators are very disrespectful of pedestrians; they don't comply with the designated bicycle routes, markers and lanes; their erratic behaviour on the road causes drivers to slow or swerve, disrupting smooth flow and contributing to accidents or near-accidents.	5/2/2023 4:03 PM
204	Bike lanes are great! Hope we see more on arterial roads	5/2/2023 3:57 PM
205	My Grandchildren and my sister both live of North Henderson and turning left onto their streets is terrifying with no designated turning lanes. Traffic is coming up behind as you are waiting to turn at 60+ kmh. They often don't see your brake lights till the last minute and cut it close changing lanes. Fear of a rear end catastrophe is always in your mind as the driver waiting to turn. I am glad to see left turning lanes in the plan. I believe those are the most important features.	5/2/2023 3:55 PM
206	It's still going to be hard to bike all the way to downtown. I wish the lanes were on the same side that the businesses I usually access. Always have safety concerns when traffic crosses bike paths - or driveways. No matter how many yield signs you put up, Winnipeg drivers are still way too unsafe around bike infrastructure.	5/2/2023 3:55 PM
207	Prioritizing investing in improved biking infrastructure in a city with snow for 6-8 months of the year over investing in snow-compatible transport options is silly. Why are we spending money to negatively affect the ability to drive through this area, when driving is the only reasonable form of transportation for 6-8 months of the year?	5/2/2023 3:54 PM
208	I live near south Henderson but do travel to north Henderson by car for errands. I always find it dangerous and difficult to cross North henderson!!	5/2/2023 3:51 PM
209	It's laughable that the City of Winnipeg thinks it could keep any vegetation/trees grass alive and properly maintained.	5/2/2023 3:42 PM
210	The disruption to local businesses and/or condo residences is unwarranted. Is there data available on the safety issues that would warrant this kind of project in the 1800-1900 block of henderson?	5/2/2023 3:37 PM
211	I love, drive, walk, and bike in the neighborhood and I think this is fantastic!	5/2/2023 3:36 PM
212	Better separated bike paths should be installed	5/2/2023 3:34 PM
213	Traffic lanes on Henderson should be 3 lanes northbound, 3 lanes southbound, with a median strip, from Chief Pegius Trail to the Perimeter Highway. Having only 2 lanes northbound and 2 lanes southbound with a median strip, from Chief Pegius Trail to the City limits, won't handle future increases in traffic volume as well. You have to factor in the growth of East St. Paul/St. Clements over the next fifty years. I remember when they extended the median strip on Henderson to Fortier Avenue. This was back around 1973 and upgrades are long, long overdue.	5/2/2023 3:30 PM
214	I would prefer to see pedestrian/cycling bridges over Henderson to encourage safer and quicker access, especially at the Henderson/Chief Peguis intersection. We see these in many cities....but there is a total lack of these style of bridges in Winnipeg. Another one is needed for safe access crossing Lagimodiere near Kilcona Park.	5/2/2023 3:26 PM
215	Why does this city insist on traffic lights at every block. Tired of wasting fuel, brakes. Accidents occur at intersections. Build a pedestrian bridge, right turns only except dedicated locations and double turn lanes	5/2/2023 3:14 PM
216	It would be much smarter to start at the south end of Henderson with AT rollout. Creating a	5/2/2023 3:13 PM

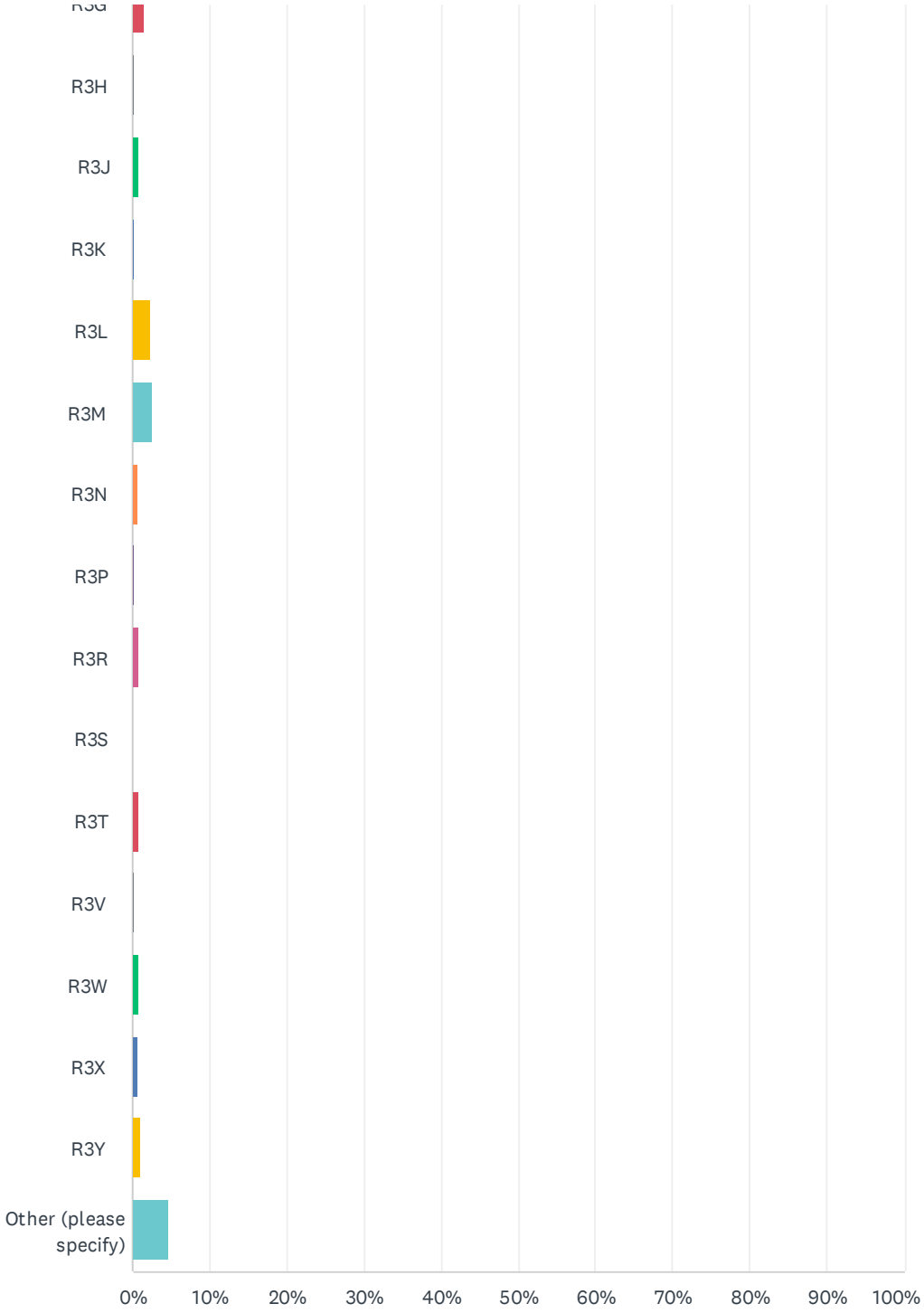
	disconnected network only benefits people who use it for recreation and not people who need to get to a destination safely in something other than a personal vehicle. The priorities of the city are obvious when looking at this design and those priorities are not in line with what the citizens need or the country's climate goals. Despite the fact that those goals are not lofty enough to accomplish their stated goals.	
217	What a waste of hard earned tax payers money!!	5/2/2023 3:09 PM
218	Bike infrastructure should be on both sides of Henderson to allow for people on bikes to easily access destinations on the east side of Henderson	5/2/2023 3:05 PM
219	See my comment above. It's hard enough driving on Henderson Hwy right now. With the condos and apartments and with people turning both right and left, you are left with one lane only for driving. Instead of closing down Henderson to two lanes of driving, it should be opened to three lanes, both ways. Please, please, put people in charge with knowledge of this area. The city has such a history of incompetent decisions, it's embarrassing. Find someone who actually drives a vehicle and knows the area, them you will actually understand the problem with Henderson. I remember the fiasco of the north perimeter, where the person designing the overpass didn't even have a driver's license. And countless semi trailers overturned. It was a joke. And this Henderson design same thing.	5/2/2023 2:54 PM
220	We don't need the transit paths plus bike and walking paths. We do need a proper sidewalk along the whole of the route but the extra stop lights are overkill and the transit and bike lanes aren't helpful. Maybe the way they have done it on Pembina highway for bikes would be better.	5/2/2023 2:48 PM
221	loving the bike lanes. please continue all the way to disraeli	5/2/2023 2:47 PM
222	Widen lanes, make turning lanes, why have increased bike and sidewalks as a goal yet bikes are about 2% of the traffic and sidewalks are not ploughed therefore unusable in winter. This is ridiculous!	5/2/2023 2:44 PM
223	Henderson Highway in this area should have been divided with a centre median years ago. We have snow on the ground half of the year. All of this active transit is a waste. City of Winnipeg fail.	5/2/2023 2:39 PM
224	This applies to all of areas of Winnipeg not just Henderson but there are too many bus stops. Having bus stops 10 m apart is just silly.	5/2/2023 2:10 PM
225	The best way to improve traffic is to get people out of cars, and this project will be a disingenuous farce if planning for dedicated transit lanes isn't considered in these designs. The AT component, and improving transit accessibility is much needed and a nice start but we can, and should do better. - Joe Lunchbox	5/2/2023 2:10 PM
226	Henderson should be three lanes from Chief Peguis to the Perimeter. How about the City show some foresight for once.	5/2/2023 2:04 PM
227	As someone who lives on Gilmore, Henderson Hwy has become a freeway monopolized by people (non-taxpayers) leaving the city. It is often hard for me to enter/exit from Gilmore onto Henderson during rush hour because of the deluge of traffic to & from East St Paul. Adding more lights into the zone will slow traffic down...but it will also conjest because the absolute # of vehicles passing through the zone will not change with recommendations contained in this study. We need to make infill residential development much more attractive (cheaper taxes?) and make it a lot more expensive for people to build outside of the City limits (discouraging sprawl). I would advocate for a toll for all local vehicles coming from outside the City to pay for the improvements ….at every access point to the City. Bedroom communities (outside the Perimeter) are growing because it is not safe to live in the growing "donut" of the inner city. Your traffic plan is just a bandaid solution to helping people leave the dying centre of the city.	5/2/2023 2:00 PM
228	lower taxes	5/2/2023 1:57 PM
229	There is no need for bike lanes in that part of the city.	5/2/2023 1:54 PM
230	i think medians are needed on this section of henderson. i live in the area and coming from the residential trying to turn onto henderson to go south is a nightmare unless you are at a light because you have to wait for traffic both ways to be clear instead of being able to stop in the median	5/2/2023 1:54 PM
231	Further to my criticisms about controlled intersections, the cutouts in the center boulevard will go a long way to increase safety. As someone who makes the hairy left turn from southbound	5/2/2023 1:54 PM

	Henderson onto Bonner in the afternoon rush nearly everyday. If we need (for some reason) to place lights somewhere, place them at Glenway. That would probably give those of us who are making that left, ability to do it elsewhere, but I feel like it would just jam up north bound traffic. This is, overall, a good thing and will be positive for the neighborhood!	
232	what would the speed zone be ?	5/2/2023 1:41 PM
233	KEEP IT SIMPLE AND LEAVE OUT THE EXPENSIVE FANCY DODADS	5/2/2023 1:25 PM
234	1.) Strood southbound left hand turn median opening. Although presumably provides safer access southbound Henderson onto Strood, has a traffic study addressed the potential for increased traffic onto Strood? I don't live on Strood, but don't know if the current proposed design might inadvertently direct more traffic onto Strood. Just raising this for consideration in case that potential impact was not explicitly investigated yet. 2.) No southbound henderson median access to Mountain Bean/MLCC strip mall, and now proposed reduced number of approaches to get in and out (2 approaches down to 1). Somewhat understandable, given southbound left hand turn onto Bonner would be the priority. But has the current design considered the possibility of traffic backup if people are trying to perform U-turns to get to Mountain Bean/MLCC strip mall? Don't know the traffic impacts, but I suspect that if only one approach to MLCC/Mountain Bean strip mall north of Bonner is being proposed, perhaps the northbound left-hand turn median opening to just private residences could be eliminated in favour of a southbound left hand turn median opening to new single MLCC approach with median storage lane, in addition to a separate southbound left hand turn onto Bonner with its own median storage lane, as currently proposed. I just foresee the MLCC strip mall being a potential bottleneck for southbound traffic trying to perform a u-turn to get into that strip mall at Bonner turn. Potential for traffic accidents? Whereas a direct left hand turn median opening into that fairly busy MLCC/Mountain Bean mall in addition to Bonner left hand turn median opening (if possible so close to each other) might be the safer way to go). 3.) Maybe not possible, but is southbound traffic median opening into Smitty's parking lot with a median storage lane a better option than proposed left hand turn directly onto Strood? I don't know how much southbound left hand turns are trying to get into Smitty's parking lot. But if I lived on Strood (which I don't), as much as I would appreciate a safe left hand turn southbound access from Henderson, I would also be concerned whether or not it would increase or encourage more traffic onto Strood. I will leave this up to actual residents on Strood to raise their concerns and needs. I suspect the crosswalk/bus stop location is probably currently driving this current iteration at this location. I don't use the bus on Henderson at this location, so ultimately the needs of transit riders in the area and residents on Strood would dictate the needs here. Again just raising it as a potential issue. I respect there are a lot of different competing needs to be balanced on this for functionality, safety and traffic flow. Of my three issues above, I think the lack of southbound median opening to the MLCC/Mountain Bean strip mall might be the one issue that warrants at least further investigation, unless it has already been thoroughly considered. If not done already, perhaps a physical in-person traffic count of left hand turns southbound might be warranted to verify, just in case. In all fairness, all three of my concerns may have already been thoroughly considered and perhaps the current iteration is the best balance. I don't know. Just putting it out there.	5/2/2023 12:24 PM
235	What about snow clearing efforts on bike paths and sidewalks? Currently the city does not prioritize or efficiently clear pathways for active transport and prioritizes roadways. I am concerned about the utilization and safety of this space in the winter.	5/2/2023 12:19 PM
236	As i don't frequent the area and would typically only drive through on my way to somewhere else i would like to propose a city wide plebiscite to see if we should be spending money on this.. maybe we should close all the access points to encourage vehicles being able to pass through as quickly as possible. Heck, maybe we could bulldoze all the commercial businesses and residences to add an additional lane to make it even MORE efficient!!!	5/2/2023 12:18 PM

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

Answered: 482 Skipped: 65




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%

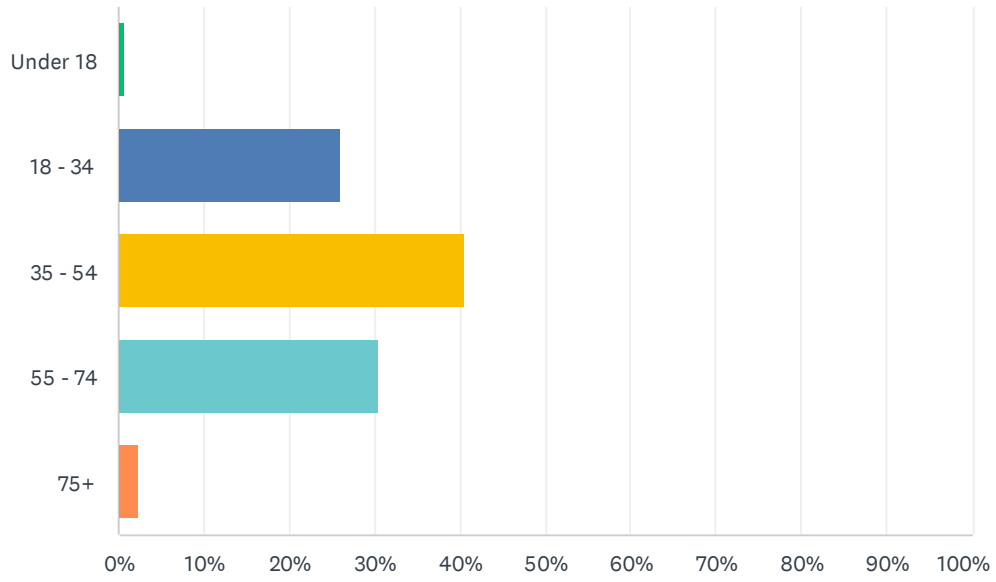
ANSWER CHOICES	RESPONSES	
R2C	2.49%	12
R2G	51.04%	246
R2H	2.90%	14
R2J	0.83%	4
R2K	14.32%	69
R2L	1.45%	7
R2M	0.41%	2
R2N	0.83%	4
R2P	0.41%	2
R2R	0.41%	2
R2V	1.24%	6
R2W	1.04%	5
R2X	0.41%	2
R2Y	0.00%	0
R3A	0.21%	1
R3B	1.24%	6
R3C	2.07%	10
R3E	1.24%	6
R3G	1.45%	7
R3H	0.21%	1
R3J	0.83%	4
R3K	0.21%	1
R3L	2.28%	11
R3M	2.49%	12
R3N	0.62%	3
R3P	0.21%	1
R3R	0.83%	4
R3S	0.00%	0
R3T	0.83%	4
R3V	0.21%	1
R3W	0.83%	4
R3X	0.62%	3

R3Y	1.04%	5
Other (please specify)	4.77%	23
TOTAL		482

#	OTHER (PLEASE SPECIFY)	DATE
1	R2E	5/20/2023 5:19 PM
2	R2E	5/18/2023 8:39 AM
3	R2E	5/16/2023 6:22 PM
4	R2E	5/9/2023 5:27 PM
5	R2E	5/9/2023 4:39 PM
6	R2E	5/7/2023 7:44 AM
7	R0A	5/6/2023 7:05 PM
8	R3A	5/5/2023 2:26 PM
9	R1B	5/3/2023 10:08 PM
10	R2E	5/3/2023 8:15 AM
11	R2E	5/3/2023 4:21 AM
12	55125	5/3/2023 3:33 AM
13	R2A	5/3/2023 1:19 AM
14	R2E	5/2/2023 10:36 PM
15	R2E	5/2/2023 9:48 PM
16	r2e	5/2/2023 7:03 PM
17	R2E	5/2/2023 6:16 PM
18	r5n	5/2/2023 5:10 PM
19	R0C	5/2/2023 3:28 PM
20	R2E	5/2/2023 2:55 PM
21	R0E	5/2/2023 2:49 PM
22	R2E	5/2/2023 2:14 PM
23	R2E	5/2/2023 2:11 PM

Q10 What is your age?

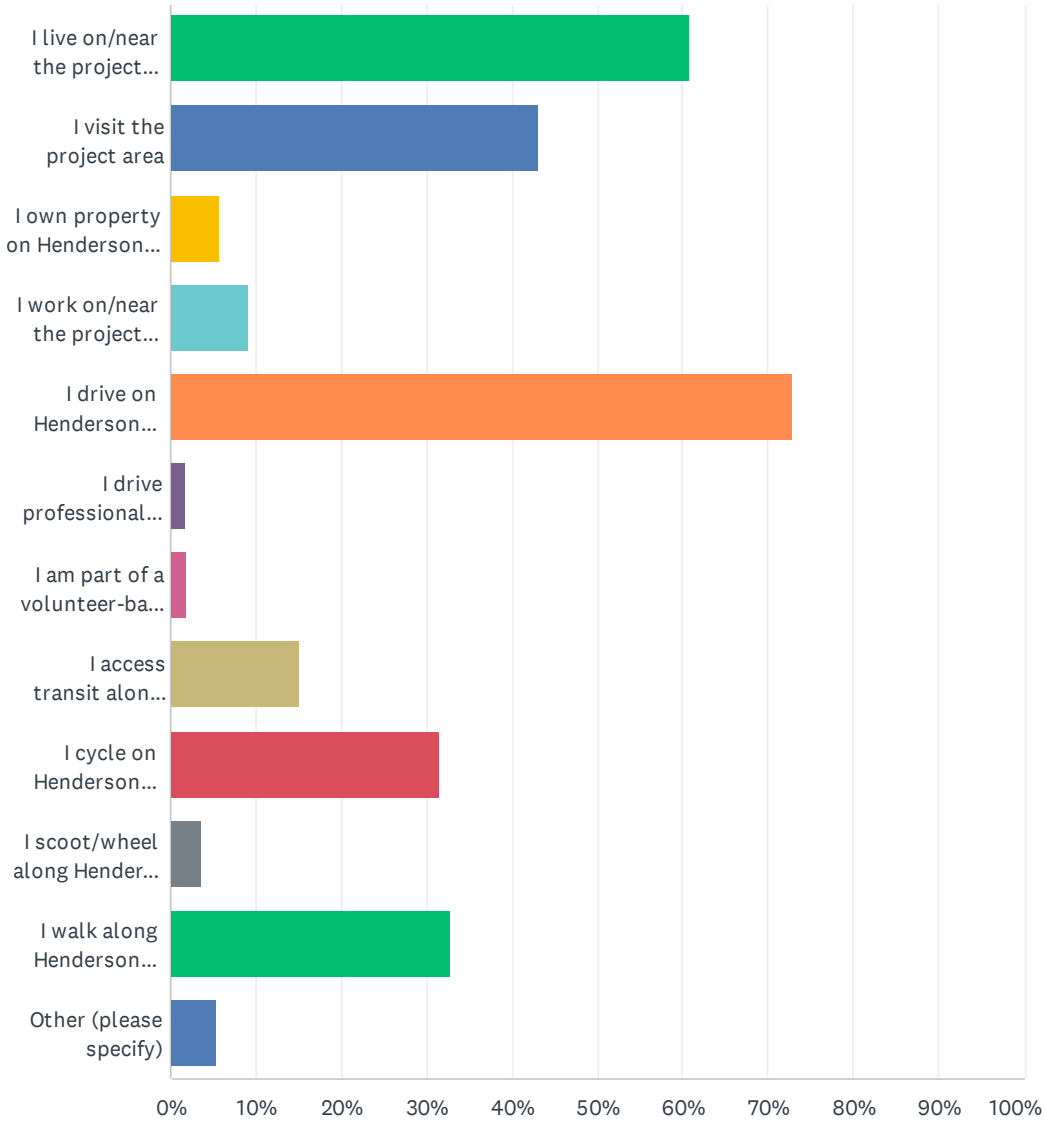
Answered: 503 Skipped: 44



ANSWER CHOICES	RESPONSES	
Under 18	0.60%	3
18 - 34	26.04%	131
35 - 54	40.56%	204
55 - 74	30.42%	153
75+	2.39%	12
TOTAL		503

Q11 What best describes your connection to this area? (Check all that apply)

Answered: 501 Skipped: 46



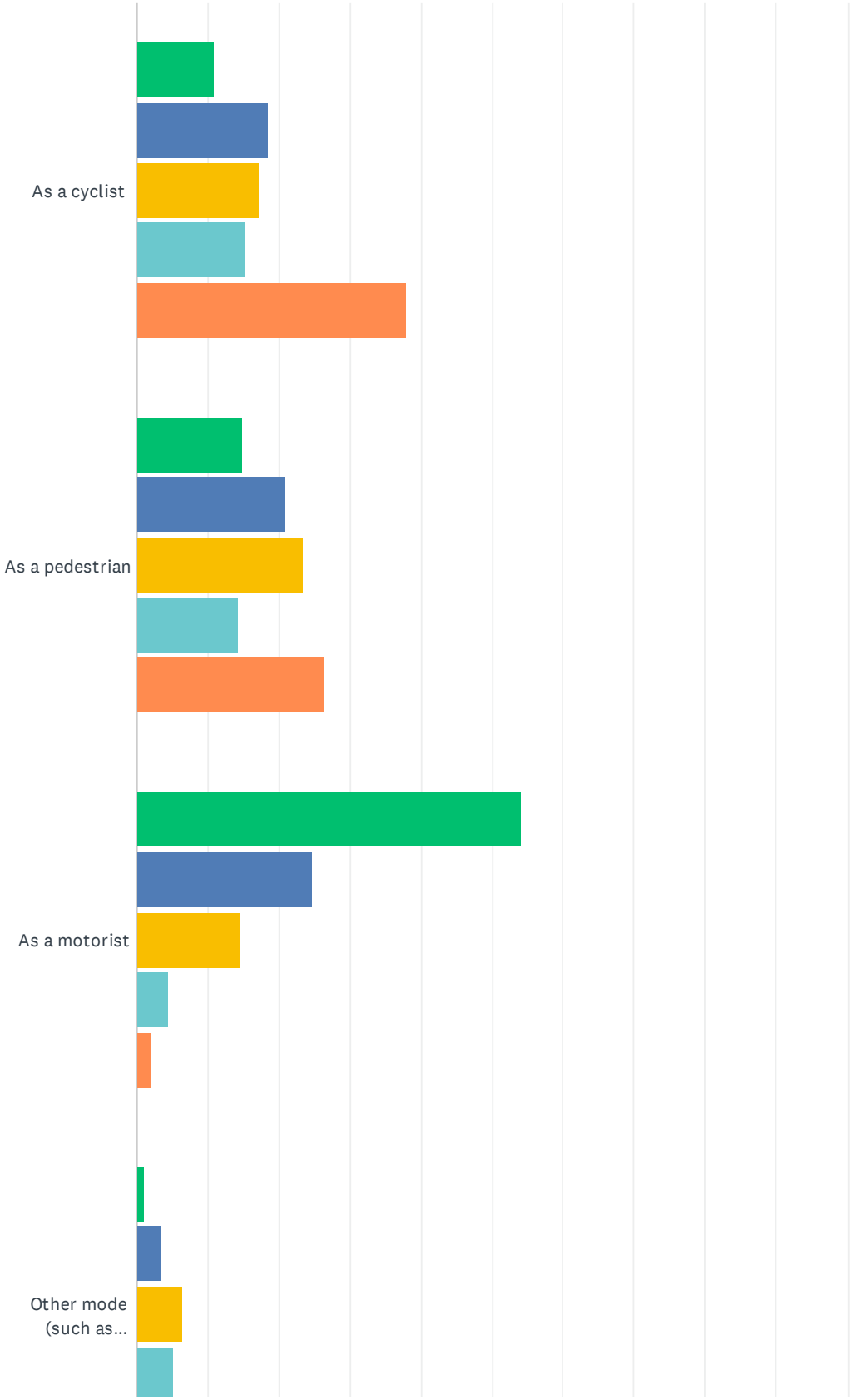
ANSWER CHOICES	RESPONSES	
I live on/near the project area	60.68%	304
I visit the project area	43.11%	216
I own property on Henderson Highway in the project area	5.79%	29
I work on/near the project area	9.18%	46
I drive on Henderson Highway in the project area	72.85%	365
I drive professionally (e.g. trucking, taxi, etc.) on Henderson Highway in the project area	1.80%	9
I am part of a volunteer-based organization/community group in the project area	2.00%	10
I access transit along this corridor on Henderson Highway in the project area	15.17%	76
I cycle on Henderson Highway in the project area	31.54%	158
I scoot/wheel along Henderson Highway in the project area	3.59%	18
I walk along Henderson Highway in the project area	32.93%	165
Other (please specify)	5.39%	27
Total Respondents: 501		

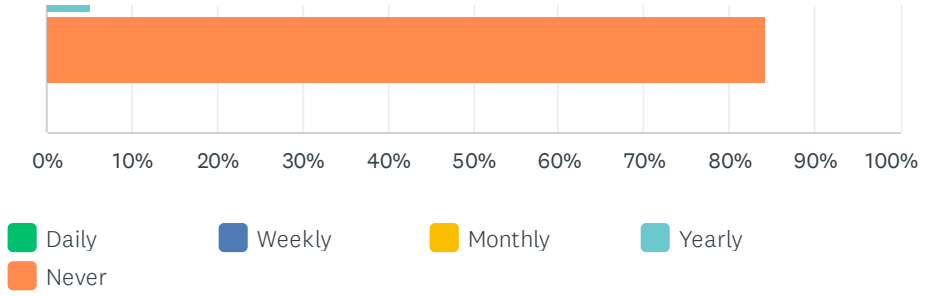
#	OTHER (PLEASE SPECIFY)	DATE
1	I actually cycle on Rothesay instead of Henderson because of safety concerns.	5/18/2023 8:39 AM
2	I am moving into area	5/16/2023 3:25 PM
3	It is a daily route/commute for me at least 5 times a day.	5/15/2023 3:29 PM
4	I am disabled and live in the area.	5/13/2023 9:59 AM
5	Previously involved with AT in the area	5/12/2023 4:09 PM
6	See	5/10/2023 7:42 PM
7	Use road three times a week for volunteer activities-visit seniors etc	5/10/2023 6:26 PM
8	I live backing out onto Bunn's Creek	5/10/2023 4:28 PM
9	I don't currently cycle on Henderson because it is unsafe!	5/8/2023 9:16 PM
10	Have never had cause to visit the area before, now might bike to check it out	5/5/2023 6:11 PM
11	I don't cycle ON Henderson highway, currently I have to bypass it entirely if I'm biking out there because biking is so miserable.	5/5/2023 12:57 PM
12	I access business in and beyond the project area	5/5/2023 11:40 AM
13	Just a Winnipeg resident	5/5/2023 11:38 AM
14	I grew up in this neighbourhood and still use my bike to visit my parents there.	5/3/2023 8:36 PM
15	I’m a urban planning advocate	5/3/2023 5:47 PM
16	past long time resident, still travel through area regularly	5/3/2023 1:53 PM
17		5/3/2023 10:59 AM
18	None.	5/3/2023 6:40 AM
19	I would LIKE to frequent this section by bike, but it’s a death trap with many examples of car-centric and dangerous design.	5/2/2023 11:11 PM

20	Winnipeg Resident	5/2/2023 9:37 PM
21	Have lived on BONNER AVE. over 50 years, I know from experience, this is really a joke. Once over Peguis there are 3 lanes North and 3 lanes South! Forcing drivers to reduce from 3 to 2 with busing going on	5/2/2023 8:02 PM
22	I run along this area	5/2/2023 7:10 PM
23	Close family live in the area and I am a constant visitor either driving or by transit.	5/2/2023 3:57 PM
24	Yes	5/2/2023 3:43 PM
25	Family lives in the area	5/2/2023 3:28 PM
26	Would utilize more once safe for bikes and kids	5/2/2023 3:16 PM
27	I live on Gilmore - near Henderson Hwy	5/2/2023 2:01 PM

Q12 How often do you typically use Henderson Highway?

Answered: 502 Skipped: 45

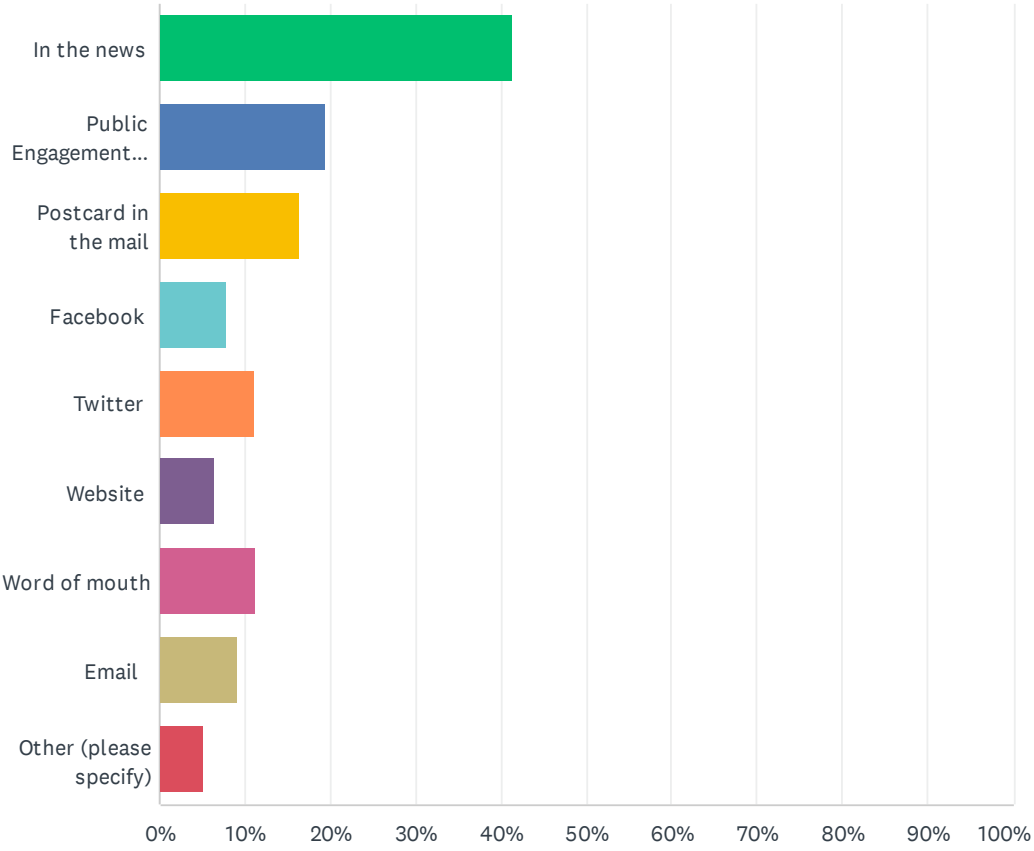




	DAILY	WEEKLY	MONTHLY	YEARLY	NEVER	TOTAL
As a cyclist	10.84% 49	18.58% 84	17.26% 78	15.27% 69	38.05% 172	452
As a pedestrian	14.97% 69	20.82% 96	23.43% 108	14.32% 66	26.46% 122	461
As a motorist	54.12% 269	24.75% 123	14.49% 72	4.43% 22	2.21% 11	497
Other mode (such as two-wheel scooter, skateboard, rollerblade/skate)	1.06% 4	3.44% 13	6.35% 24	5.03% 19	84.13% 318	378

Q13 How did you hear about this project? Please check all that apply.

Answered: 498 Skipped: 49



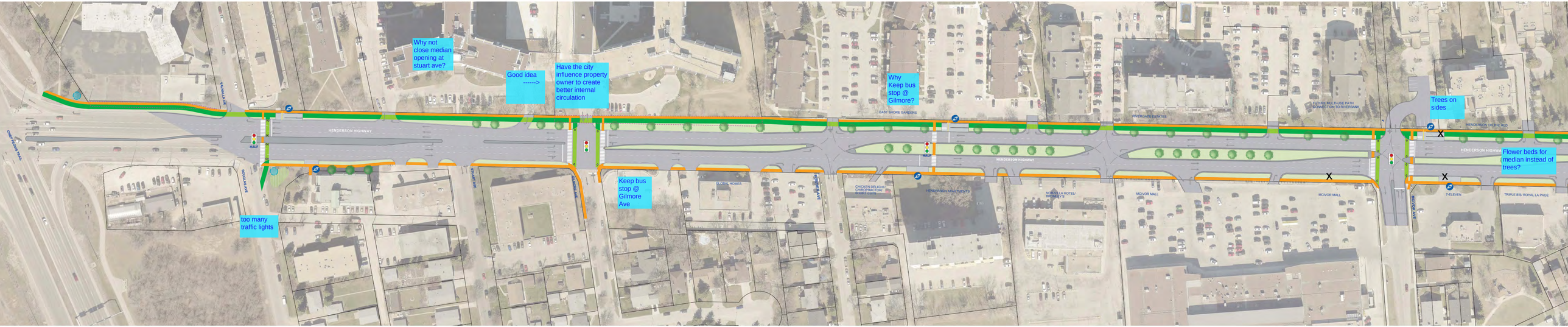
ANSWER CHOICES	RESPONSES	
In the news	41.37%	206
Public Engagement Newsletter	19.48%	97
Postcard in the mail	16.47%	82
Facebook	7.83%	39
Twitter	11.04%	55
Website	6.43%	32
Word of mouth	11.24%	56
Email	9.24%	46
Other (please specify)	5.02%	25
Total Respondents: 498		

#	OTHER (PLEASE SPECIFY)	DATE
1	City of Winnipeg Newsletter	5/26/2023 2:27 PM

2	Neighours are very upset.	5/23/2023 9:09 PM
3	City of Winnipeg emailed it to me.	5/23/2023 6:52 PM
4	Email from the secretary of the condo board from the president of the board	5/19/2023 9:17 PM
5	local paper	5/19/2023 8:41 AM
6	Community newspaper	5/19/2023 8:06 AM
7	In question #12 there isn't even a category for disabled residents reflective of a generalized attitude that disabled residents are devalued or insignificant to civic counselors. Disabled residents deserve to be treated with dignity. It's time to treat all residents equally in order to receive authentic evaluation and suggestions.	5/13/2023 9:59 AM
8	Discord group	5/12/2023 11:13 PM
9	Neighbor	5/12/2023 8:20 PM
10	They are appalled at the idea too	5/12/2023 6:04 PM
11	Instagram	5/12/2023 11:44 AM
12	Reddit	5/12/2023 10:42 AM
13	CTV News cast	5/9/2023 8:08 AM
14	City councillor	5/7/2023 8:37 AM
15	radio	5/5/2023 2:26 PM
16	In this enmal	5/5/2023 12:50 PM
17		5/3/2023 3:18 PM
18	reddit	5/3/2023 12:38 PM
19	Reddit	5/3/2023 10:21 AM
20	reddit	5/3/2023 9:00 AM
21	From my cell phone, heard very little from anyone or publication? Typical, they'll report assaults, stabbings, murder, etc, but very little of anything else!	5/2/2023 8:02 PM
22	reddit	5/2/2023 5:10 PM
23	Online news article	5/2/2023 4:42 PM
24	McIvor mall showing	5/2/2023 4:39 PM
25	I signed up to be notified.	5/2/2023 3:38 PM

Appendix E – Open House Table Map Feedback

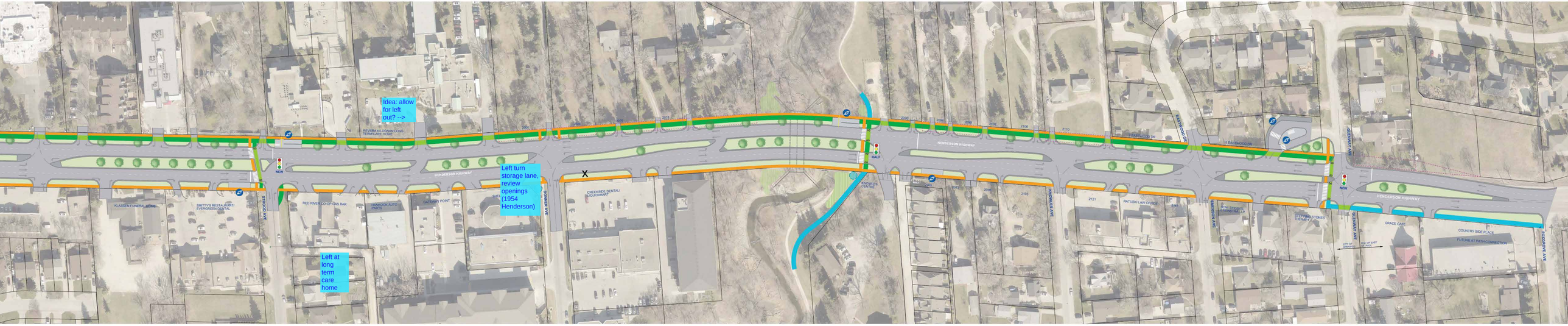
Henderson Highway North Improvements Study



LEGEND

- PROPOSED BIKE PATH
- PROPOSED SIDEWALK
- PROPOSED BIKE LANE AT APPROACH
- PROPOSED MULTI-USE PATH
- PROPOSED CYCLING CROSSING
- PROPOSED PEDESTRIAN CROSSING
- EXISTING PROPERTY LINE
- PROPERTY REQUIRED
- PROPOSED TRANSIT STOP
- X PROPOSED APPROACH CLOSURE
- POTENTIAL SEATING AREA
- PROPOSED MASS TREE PLANTINGS / NATURALIZED LANDSCAPE
- PROPOSED STREET TREES
- EXISTING SIGNALIZED INTERSECTION
- NEW PROPOSED SIGNALIZED INTERSECTION
- HALF PROPOSED HALF SIGNAL

Henderson Highway North Improvements Study



LEGEND

- PROPOSED BIKE PATH
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- NEW PROPOSED SIGNALIZED INTERSECTION
- HALF PROPOSED HALF SIGNAL

On Active Transport improvements:

Good Idea -----> pedestrian safety is at stake

This wont work: Cyclists must be kept separate from pedestrians, use curb or jersey barrier