ROUTE 90 IMPROVEMENTS STUDY

Phase 3 Public Engagement Summary

Background

Route 90 is a vital transportation corridor through Winnipeg. It links major residential, employment and commercial areas. The route requires upgrades to address current and future needs. Since 2018, we have worked with technical experts, key stakeholders, and the public to develop a design. The design builds on the 2012 study and considers improvements and changes in the area since the previous study.

Engagement

Phase 1 of public engagement took place in spring 2018 to build on the feedback received during the 2012 study. Phase 1 included an online survey, a scientific survey, and two Project Advisory Committee (PAC) meetings. Public input helped the City develop a functional design.

Phase 2 of public engagement took place in summer 2018 to gather feedback on the proposed functional design. Phase 2 included one PAC meeting, two landowner meetings, five community meetings, a scientific survey, an online survey, and two pop-up events. Feedback helped the City develop a preliminary design.

Phase 3 of public engagement took place in spring 2023 and collected feedback on the preliminary design. We asked Winnipeggers to review the proposed design and tell us how it would change their experiences with the area. Opportunities to engage included five affected landowner meetings, four stakeholder meetings, an open house, and an online survey. A detailed list of the Phase 3 engagement opportunities is provided in **Table 1**.

Table 1: Public engagement opportunities

Date	Activity	Participation
May 1 to 4, 2023	Affected landowner meetings (in-person and virtual)	77 participants
May 5 to June 1, 2023	Survey	3,225 respondents
May 5 to June 1, 2023	Telephone correspondences	3 telephone calls received
May 8 to July 26, 2023	Email correspondences	24 emails received
May 10 & 11, 2023	Stakeholder meetings	27 attendees
May 18, 2023	Open house	218 attendees

Promotion

Phase 3 public engagement opportunities were promoted using the following methods:

- Letters mailed to 156 affected landowners – April 14, 2023
- City of Winnipeg news release – May 5, 2023
- Project webpage update – May 5, 2023
  - Webpage visits – over 16,400
  - Preliminary design video views – over 24,900
- Email update sent to over 675 project subscribers – May 5, 2023
- Engage Winnipeg newsletter sent to 5,192 email subscribers – May 5 and 16, 2023
- Email invitation sent to 114 stakeholder organizations– May 5, 2023
- Postcards mailed to 6,638 residences and businesses – May 5, 2023
- Facebook and Twitter posts with over 250,000 views
- Road signs posted at eight locations along Route 90
- Newspaper advertisement in the Winnipeg Free Press – May 13, 2023
- Media coverage including CJOB, CBC, CTV, Winnipeg Sun, Winnipeg Free Press, and Global News

What we heard

Potentially affected landowners

We invited all landowners whose properties may be affected by the proposed design to an in-person meeting. We grouped property owners based on location and held separate meetings with representatives from Treaty One Development Corporation and the Department of National Defence.

Key themes that arose during these landowner meetings are summarized below.

Land acquisition

- Landowners wanted to know more about the City's land acquisition process.
- The lack of concrete timelines for detailed design and construction is frustrating.
- The project has created uncertainty around the future of their properties.

Property impacts

- Property impacts are perceived to be caused by existing traffic volumes (with a focus on truck traffic) including damage to drywall, foundation issues, frequent vibrations, and noise.
  - Property impacts could increase with additional traffic lanes.
  - Property impacts could decrease if the road was in better condition.

Sound attenuation

- Sound attenuation like berms and walls do not cover the entire project area.
  - Key areas of concern were along both sides of Route 90 between Carpathia Road and the St. James Bridges.

Local access

- Closing intersections between Willow Avenue and Academy Road would reduce access to/from Route 90 for residents and business owners.

Project need

- The Route 90 and St. James Bridges require immediate repair.
- The project is needed because of traffic volumes.

Stakeholder groups

We held four group stakeholder meetings – one for each of the following groups:

- Businesses, educational institutions, and industry groups
- Multi-family residential property managers
- Utilities and advocacy groups
- Neighbourhood associations, community centres, and school divisions

Key themes that arose during the stakeholder meetings are summarized below.

Reduce focus on vehicles (modal shift)

- The design does not do enough to address climate change and support modal shift. The design focuses on the movement of personal vehicles rather than transit and active transportation.
- A dedicated transit lane along Route 90 would reduce car dependency.
- Widening Route 90 will encourage more vehicle use leading to more traffic congestion in the future (induced demand).
- Are current traffic flows still accurate post-pandemic?

Active transportation improvements

- Cyclist storage and raised crossings in the right-hand turning lanes would improve safety.
- Intersections could be dangerous for pedestrians and cyclists due to the number of lanes to be crossed. Specific intersections of concern included Route 90 at Grant Avenue and at Academy.
- The proposed at-grade crossing at Lockston Avenue is a concern for children attending Carpathia School to cross six lanes of traffic with vehicles (including trucks) travelling at 60 km/hour.
  - An underground pedestrian and cycling crossing at Lockston or Tuxedo Avenue would be better than an at-grade crossing.

Sound attenuation

- Sound attenuation like berms and walls do not cover the entire project area.
  - Key areas of concern were along both sides of Route 90 between Carpathia Road and the St. James Bridges.

Project need and phasing

- There is an immediate need for the project due to the deteriorating condition of the roadway and the St. James Bridges.
- How will construction be phased and how will neighbourhood impacts be mitigated during construction?

Open house

We hosted an open house for the general public. Attendees could engage with the project team and add comments on table maps with sticky notes and presentation boards. We collected and analyzed 228 comments on sticky notes.

Key themes and example comments from the open house are summarized below.

Traffic flow concerns

- 19% of comments noted that the traffic signals would slow traffic flow.
  - Adding pedestrian overpasses would decrease the number of traffic signals and improve traffic flow.

Reduce focus on vehicles

- 14% of comments suggested decreasing the scale of infrastructure for vehicles.
  - The proposed design does not solve current transportation and climate change related issues.
  - The project could encourage more vehicle use (induce demand).
  - The proposed speed limit of 60 km/hour should be lowered.

Active transportation improvements

- 10% of comments noted pedestrian and cyclist safety concerns.
  - Separating pedestrians from cyclists on the proposed multi-use path and removing slip lanes would improve safety.
  - More traffic lanes are difficult for pedestrians to cross.
- 10% of comments wanted more active transportation improvements.
  - Support for the proposed multi-use path, but a desire for increased network connectivity and safer crossings.

Transit improvements

- 10% of comments wanted more investment in transit and rapid transit
  - Include a dedicated transit lane and/or a diamond lane on Route 90.

Specific design elements

Attendees commented on the following locations along the route:

- The proposed left turn lane on Portage Avenue is not long enough and traffic will back up.

- Safety at the Willow, Lockston, and Grant intersections are a high priority because they are near the Asper Jewish Community Campus, Gray Academy, Carpathia School, and Down to Earth Children's Centre.
- Close the intersection at Route 90 and Willow to increase safety and prevent cut-through traffic in the neighbourhood.
- Left turn signals should be included at the Corydon Avenue intersection.
- The proposed traffic signal at Boulton Bay is unnecessary.
- Three right turning lanes on Academy are unnecessary and would negatively impact the neighbourhood.
- The proposed access road off Taylor Avenue would negatively impact Joe Malone Park.
- The old train bridge should be used as an active transportation path.

Other

- 9% of comments noted impacts to the surrounding neighbourhood.
  - Perceived impacts included increased noise levels, increased air pollution, decreased property values, and increased vehicle traffic.
  - The proposed design does not align with the City of Winnipeg's sustainability goals or climate change targets.

Public online survey

The survey provides insight into how respondents use Route 90 and how they rank design elements.

Key findings from each question are outlined below. A complete summary of the survey is attached (see **Appendix C**).

Question 1: Use

We asked how often respondents use Route 90. Responses (as illustrated in **Table 2** below) show a fairly even split between daily use (27 percent), a few times weekly (34 percent), and a few times a month (29 percent).

Table 2: How often do you use Route 90 from Taylor Avenue to Ness Avenue? Include anytime you walk, drive, bike, or take the bus.

Answer Choices	Responses	Percent
Daily	866	27%
A few times a week	1,108	34%
A few times a month	921	29%
A few times a year	291	9%
Never	30	1%
Unsure	9	0%

Question 2: Relationship with Route 90

We asked respondents to identify how they relate to Route 90. The results (as illustrated in **Table 3** below) show that 44 percent of respondents live near Route 90.

Of the 44 percent of respondents who commute on Route 90:

- 60 percent do not live on or near Route 90
- 74 percent do not work on or near Route 90

Some respondents (10%) selected *other* and described recreational activities, social events, and amenities they access using Route 90.

Table 3: Please check all the boxes that best describe you:

Answer Choices	Responses	Percent
I live on Route 90	113	4%
I live in a neighborhood next to Route 90	1,278	40%
I commute on Route 90	1,421	44%
I work on/near Route 90	570	18%
I am a business owner on/near Route 90	94	3%
I don't have any relation to Route 90 but am interested in the project	652	20%
Other (please specify)	306	10%

Question 3: Awareness of the Route 90 Improvements Study

Respondents were asked how aware they were of the Route 90 Improvements Study prior to the survey. As illustrated in **Table 4** below, the majority (73 percent) of respondents noted that they were either very or somewhat aware of the study.

Table 4: Before today, how aware were you of the Route 90 Improvements Study?

Answer Choices	Responses	Percent
Very Aware	891	28%
Somewhat Aware	1,452	45%
Not so aware	460	14%
Not at all aware	414	12.75%
Unsure	8	0.25%

Question 4: Balancing traffic flow and local access

A key goal of the Route 90 Improvements Study is to develop a design that balances traffic flow and local access. **Table 5** summarizes whether respondents felt the proposed design achieved this goal.

Table 5: Do you think the proposed design does a good job balancing traffic flow with local access to adjacent communities and businesses?

Answer Choices	Responses	Percent
Yes, the design does a good job balancing traffic flow and local access	1015	34%
Yes, but I think more could be done to improve both	594	20%
No, the design favors local access too much and does not improve traffic enough on Route 90	469	16%
No, the design favors traffic flow on Route 90 too much and does not provide enough local access	628	21%
Unsure	244	8%

Question 4 results were filtered based on where respondents lived. A map was created using the first three letters of respondents' postal codes (which were shared at the end of the survey). This map is attached with the details of the survey analysis (see **Appendix D**).

The most common response from respondents in postal codes that overlap with the project area (R3J, R3N, and R3P) was that the design did a good job balancing traffic flow with local access. This sentiment was also similar in most suburban postal code areas located further away from the project area. However, the most common answer from respondents living in postal code areas located in central postal code area (R2H, R3A, R3B, R3G, R3L, and R3M) was that the design favors traffic flow on Route 90 too much and does not provide enough local access.

Question 5: Ease of Movement

Question 5 asked respondents to rank how the proposed design would impact getting where they need to go (**Table 6**).

Table 6: How do you think the proposed design would impact getting to where you need to go?

Answer Choices	Responses	Percent
Getting where I need to go may be much easier	781	27%
Getting where I need to go may be a bit easier	988	34%
Getting where I need to go may be a bit more difficult	242	8%
Getting where I need to go may be much more difficult	308	10%
I don't expect any change	545	18%
Unsure	86	3%

The majority of respondents who live near and/or within the project area (postal codes R3J, R3N, R3P) indicated getting where they need to go may be much easier or a bit easier (58 percent). This is slightly lower than the average of all respondents (61 percent).

Question 6: Walking and biking

Question 6 asked respondents if the proposed design would encourage them to walk and/or bike more along Route 90 (**Table 7**).

Table 7: Would the proposed design encourage you to walk and/or bike more along Route 90

Answer Choices	Responses	Percent
Yes, I would be encouraged to walk and/or bike more	993	34%
No, I would not be encouraged to walk and/or bike more	841	29%
I don't live close enough to Route 90 to walk and/or bike	683	24%
I would walk and/or bike about the same amount	295	10%
Unsure	85	3%

Further feedback on this topic was provided by many respondents in response to Question 11, which asked for additional comments.

Question 7: Pedestrian safety

We asked respondents if they felt the proposed design would make walking in the area safer. As summarized in **Table 8** below, 50 percent of respondents either strongly agree or agree that the proposed design would make waking safer.

Table 8: Do you think the proposed design would make walking in the area safer?

Answer Choices	Responses	Percent
Strongly agree	524	18%
Agree	915	32%
Neither agree nor disagree	655	23%
Disagree	297	10%
Strongly disagree	344	12%
Unsure	162	5%

When looking at responses by age, 47 percent of respondents age 55 and older felt that the proposed design would make walking safer. Fifty-two percent of respondents aged 54 and younger felt that the proposed design would make walking safer.

Question 8: Biking safety

We asked if respondents thought the proposed design would make biking in the area safer. As summarized in **Table 9** below, 62 percent either strongly agree or agree that the proposed design would make biking safer.

Table 9: Do you think the proposed design would make biking in the area safer?

Answer Choices	Responses	Percent
Strongly agree	768	26%
Agree	1033	36%
Neither agree nor disagree	459	16%
Disagree	222	7%
Strongly disagree	281	10%
Unsure	134	5%

Question 9: Landscaping

We asked respondents how well they felt the proposed design achieved a parkway look and feel, which survey respondents noted as their preference in the previous engagement phase (**Table 10**).

Table 10: How well do you think the design achieves a parkway look and feel?

Answer Choices	Responses	Percent
Very Well	581	20%
Well	1132	40%
Neither well nor poor	527	19%
Poor	240	8%
Very Poor	256	9%
Unsure	117	4%

Question 10: Character of the area

We asked respondents to identify how well they thought the design added to the character of the area (**Table 11**).

Table 11: How well do you think the design adds character to the area, making it more attractive and improving the community feel?

Answer Choices	Responses	Percent
Very Well	576	20%
Well	898	32%
Neither well nor poor	595	21%
Poor	262	9%
Very Poor	420	15%
Unsure	102	3%

Question 11: Additional comments

Question 11 gave respondents the opportunity to provide additional comments. Of the 3,224 total respondents, 1,801 (58 percent) provided comments. Comments included information on a broad range of topics, similar to the feedback received during stakeholder engagement and the open house.

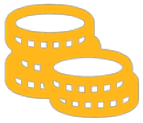
The most common topics from the comments were:

Reduce focus on vehicles
(37 percent)

Comments indicated desire to scale down the project design in terms of support for automobiles.

Transit improvements
(26 percent)

Responses noted desire for more transit improvements.



Cost concerns
(22 percent)

Comments noted that the forecasted traffic improvements do not warrant the high project cost.

Improve traffic flow
(21 percent)

Responses indicated desire for higher prioritization of traffic flow.

Pedestrian and cycling safety
(20 percent)

Comments noted pedestrian and cycling safety concerns.

Pedestrian and cycling improvements
(19 percent)

Responses indicated desire for more pedestrian and cycling improvements.

Impacts to the surrounding neighbourhood
(10 percent)

Comments discussed impacts on the surrounding neighbourhoods.

A detailed analysis of the comments is found in **Appendix E**.

How input will be considered

What we heard	How it will be considered
Reduce focus on vehicles	
Widening Route 90 may encourage more vehicle use leading to more traffic congestion in the future (induced demand). The proposed design needs to better promote alternative modes like transit, cycling, and walking to avoid more congestion in the future.	Feedback has been passed onto the City to be addressed through the Transportation Master Plan and Transit Master Plan. The proposed design enhances the transit and active transportation facilities both along and across the corridor.
The proposed design does not prioritize community connectivity and local access enough. The proposed design feels like a thoroughfare for cars.	Intersection improvements and new at-grade crossings for pedestrians and cyclists will improve community connectivity. The proposed design aims to balance the needs of all users. Access management strategies have been applied to address concerns about traffic cutting through the neighbourhood as opposed to traffic using Route 90.
Traffic flow	
The proposed design does not go far enough to improve traffic flow. There are too many traffic signals and at-grade crossings.	In addition to improving traffic flow, the Route 90 Improvements Study must also accommodate community connectivity and consider neighbourhood impacts. The proposed design aims to balance the needs of all users.
Transit improvements and dedicated transit lane	
The additional lanes should be a dedicated transit lane and/or a diamond lane instead of an additional lane for automobiles.	The additional lanes are to address the future traffic volumes and based on the current Transit Master Plan, Route 90 is not identified to have dedicated transit lanes. Transit enhancements have been provided to accommodate transit service.
Pedestrian and cycling infrastructure and safety improvements	
Pedestrian and cyclist safety should be improved by removing slip lanes and separating pedestrians from cyclists on the proposed multi-use path.	The slip lanes improve traffic flow and the new style of lane recently adopted by the City improves visibility for all users and reduces vehicle travel speeds. The project team assessed separating pedestrians from cyclists but were constrained by the available right-of-way and wanting to reduce the impact on adjacent property owners.
Specific safety concerns were raised at the intersections of Route 90 and Willow, Lockston, and Grant due to their proximity to the Asper Jewish Community Campus, Gray Academy, Carpathia School, and Down to Earth Children's Centre.	Modifications have been made at the intersections of Willow and Carpathia to close the median opening at these locations. This will allow only right-in, right-out traffic. Lockston will be closed on both the east and west sides. Additional considerations will be reviewed when finalizing the preliminary design.

Local impacts	
The lack of concrete timelines for detailed design, property acquisition, and construction is frustrating.	The project requires Council approval and funding before detailed design, land acquisition, and construction begin.
Sound attenuation	
The sound walls and berms should cover the entire length of the project area. There are sections of the project area without sound walls and berms including north of Willow and south of Lockston on the east side.	Sound attenuation will be extended on the west side between Fulham Avenue and north of Academy, and on the east side between Fulham and Academy.
Other	
The proposed work required to rehabilitate the St. James Bridges, separate the combined sewers, and repair the current road conditions of Route 90 was widely supported.	The Route 90 Improvements Study will address the pavement conditions in the project area and rehabilitate the bridges to last another 75 years. The project proposes to upgrade Route 90 to separate sewers.
The projected traffic time improvements do not warrant the quoted project costs. The estimated project cost is too high, and other City priorities should take precedence over this project.	The preliminary design, cost estimate, and cost-benefit analysis will be provided to Council. Council will use this information to decide on whether the project will proceed to construction and how it will be prioritized among other City projects.

Next steps

The feedback received in Phase 3 of public engagement will help us refine the proposed design. Once the design is finalized, the project team will conduct a cost-benefit analysis. The recommended design, cost estimate, and cost-benefit analysis will be presented to Council. Should the recommended design receive Council approval and funding, the project would be placed on a list of unfunded projects. It would only progress to detailed design and construction based on Council direction and funding.

Appendices

Appendix A – Open house materials
Appendix B – Open house feedback
Appendix C – Survey results
Appendix D – Survey analysis
Appendix E – Promotion materials

Appendix A – Open House Materials

Route 90 Improvements Study

Open house

May 2023

Winnipeg

Land and water acknowledgment

Winnipeg is located in **Treaty 1 Territory**, the home and traditional lands of the Anishinaabe (Ojibwe), Ininew (Cree), and Dakota peoples, and in the National Homeland of the Red River Metis. Our drinking water comes from Shoal Lake 40 First Nation, in **Treaty 3 Territory**.

Welcome

Thanks for coming. Get to know the proposed design for Route 90:

View the proposed design in large format

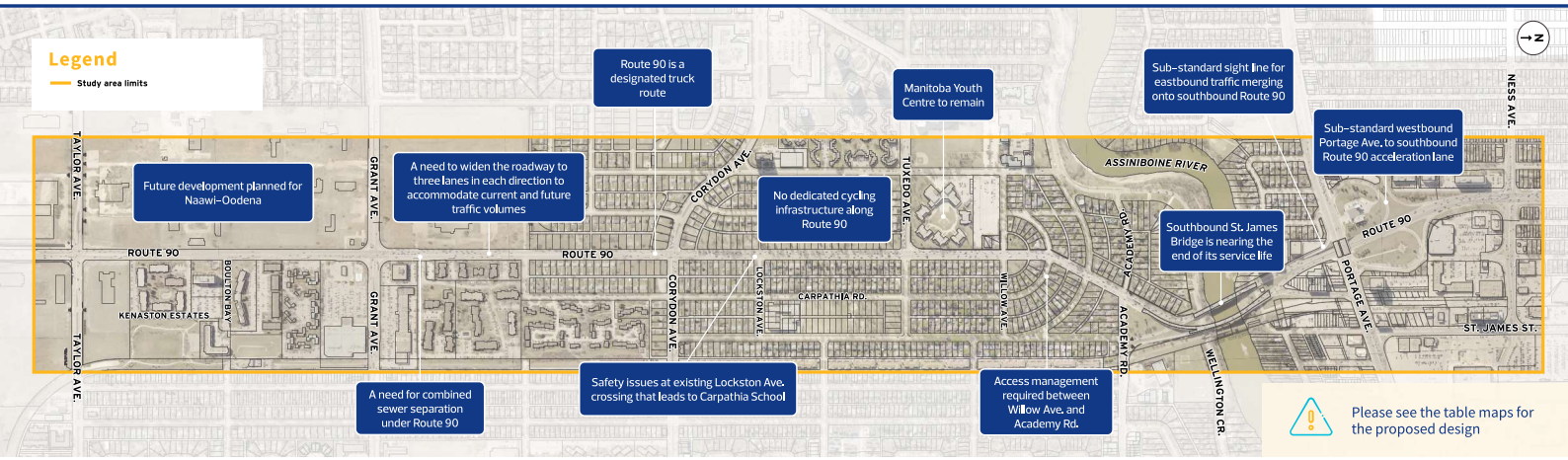
Tour the information boards to review project details including how public and stakeholder input informed the proposed design

Watch a **fly-over video to experience travel through the area** through the lens of the proposed design

Ask the project team questions and talk about the proposed changes

Today's materials are available at **winnipeg.ca/route90**

Study area issues and considerations



Purpose

The 2011 Winnipeg Transportation Master Plan identified Route 90 from Taylor Avenue to Ness Avenue as a priority strategic road network improvement.

The purpose of this study is to develop a proposed design for the widening of Route 90 from Taylor Avenue to Ness Avenue that:

Safely, conveniently, and efficiently **moves people and goods**

Better connects residential areas on the east and west sides of Route 90

Supports **social interaction**, **healthy lives**, **economic stability**, and **growth**

Provides **accessible**, **connected transportation options** for all ages and abilities

Objectives

The **objectives** of this study were informed by Council direction. They are to:

Provide **three through lanes** in each direction to address current and forecasted traffic

Rehabilitate and reconfigure the St. James Bridges to both **last 75 years** and address geometry

Reconstruct the roadway to **address road conditions** and implement a consistent speed limit of **60 km/hr**

Provide connections for **transit, pedestrians, and cyclists**

Separate combined sewers to decrease **sewer overflows**, reduce **basement flooding**, and improve **water quality**

Objective: Provide three lanes in each direction

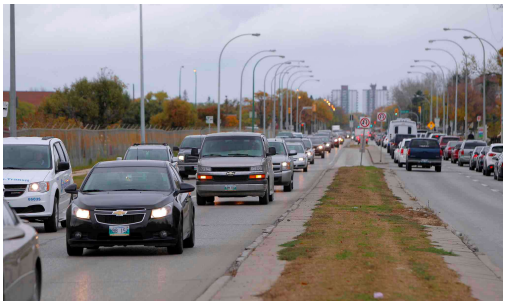
Current weekday traffic volumes are **79,000 per day on the St. James Bridges** and **more than 40,000 per day on Route 90** between Taylor Avenue and Ness Avenue.

In 2017 the northbound corridor travel time was 8 minutes in the morning peak and 7.2 minutes in the afternoon peak. The southbound travel time was 7 minutes in the morning peak and 8 minutes in the afternoon peak. If conditions remain the same, by 2041 these times are projected to jump to nearly 14 minutes (morning) and 10.7 minutes (afternoon) for northbound traffic and nearly 8.5 minutes (morning) and 10.8 minutes (afternoon) for southbound traffic.

We anticipate the proposed design would result in a 2041 northbound travel time of 8.7 minutes in the morning peak and 9.2 minutes in the afternoon peak. Southbound travel is projected to be 7.4 minutes in the morning peak and 8.2 minutes in the afternoon peak.

*The average travel times are estimates from traffic models. The travel times are not actual measured driving times.

Objective: Provide three lanes in each direction



Route 90 is an important trade corridor that connects the north and south city limits. **It is the busiest corridor in Winnipeg** with up to 3,000 trucks per day helping move goods throughout the city.

Route 90 is three lanes in each direction both north and south of the study area, but only two lanes in the study area. **This creates a bottleneck (congestion) for traffic**.

This bottleneck causes delays and idling traffic. Widening Route 90 to three lanes in each direction will help accommodate current and future traffic.

Objective: Reconstruct roadway and implement consistent speed limit

The pavement in the study area **has deteriorated and nearing the end of its life**.

Reconstructing the roadway will make traveling on Route 90 **more comfortable for all road users**.

The speed limit in the study area **currently varies from 50 km/h to 70 km/h**. The City is proposing a consistent speed limit of 60 km/h.

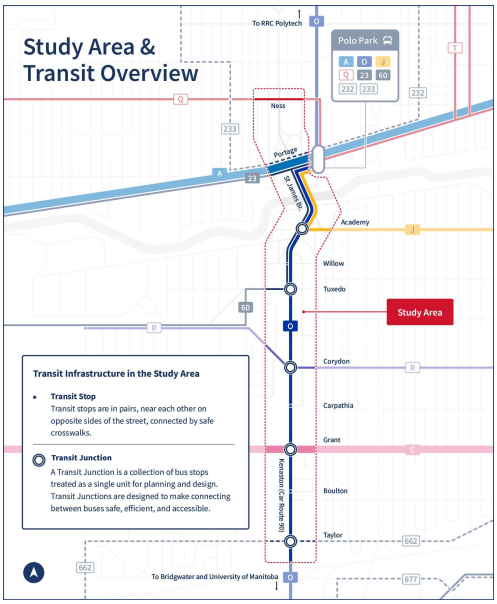
Objective: Rehabilitate and reconfigure the St. James Bridges

The **southound bridge was completed in 1935** and is nearing the end of its life. The **northbound bridge was completed in 1962** and is deteriorating.

Eastbound traffic merging onto the southbound bridge must currently weave through traffic to eventually get to Academy Road. Traffic merging onto the northbound bridge must currently weave through traffic to continue down Route 90.

The bridges require rehabilitation to last another 75 years. Improving safety requires them to be reconfigured.

Objective: Improve opportunities for transit, pedestrians and cyclists

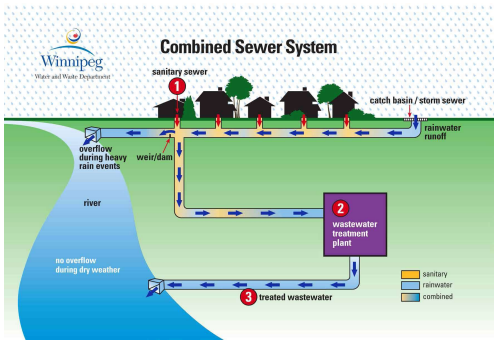


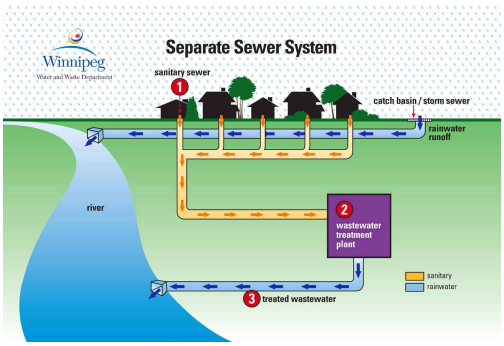
There are no active transportation paths on this portion of Route 90. The Council-approved Pedestrian and Cycling Strategies identifies this gap.

Transit routes are not optimized along Route 90. Traffic delays and bottlenecks make it difficult to provide frequent and reliable transit service.

The proposed design would provide the infrastructure to support service improvements identified in the Winnipeg Transit Master Plan. It would also fill in gaps in the pedestrian and cycling network.

Objective: Separate combined sewers





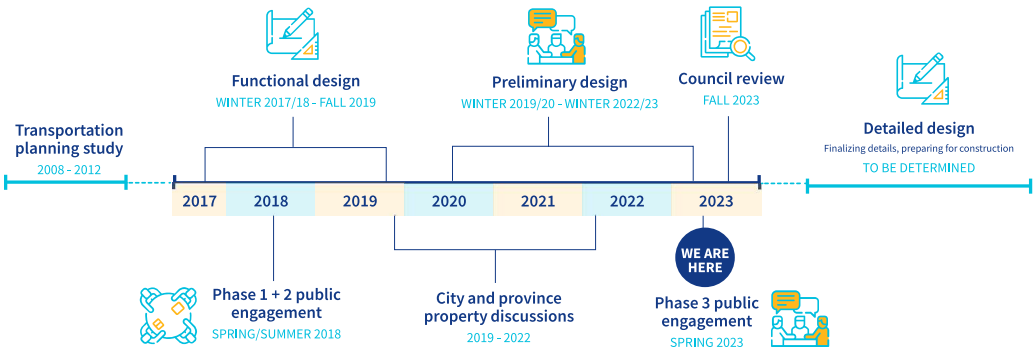
Currently Route 90 has combined sewers. Combined sewers collect both land drainage (rainwater and snowmelt) and wastewater (sewage) in the same pipe.

During heavy rainfall or snowmelt, **the extra water can exceed the capacity of the sewer**.

The sewer overflows into the river without reaching the wastewater treatment plant.

The project proposes to upgrade Route 90 to separate sewers. Separate sewers collect land drainage and wastewater in different pipes. This will reduce wastewater overflows into the river, basement flooding, and the burden on the City's wastewater treatment plants.

Timeline



Construction is subject to Council's approval of the project and budget
If approved, **construction** is estimated to take **6 years to complete**
Timing of construction to be determined

Public and stakeholder engagement process

We understand that this study has been in process for a number of years. Many of you have participated in previous rounds of engagement and have been patiently waiting to learn more about the proposed design.

After Phase 2 engagement (2018), there were two clear options: proceed with the proposed eastward design or explore moving the design westward

To explore a potential westerly design, we needed to work with the Province of Manitoba to acquire the Manitoba Youth Centre property

We diligently explored this option but in May 2022 were informed by the Province the centre would not close and the land would not be available to us

Project vision

What we heard

- *Reduce traffic congestion*
- *Ensure population and traffic growth are accommodated in the future*
- *Route 90 should feel more like a parkway with plenty of greenspace*

Route 90 at Tuxedo Ave.

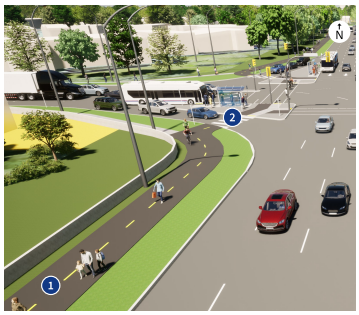
The proposed design includes a combination of **roadway widening, synchronizing traffic lights, reducing accesses, and encouraging alternate modes of transportation** through transit and active transportation improvements.

Pedestrian and cycling improvements

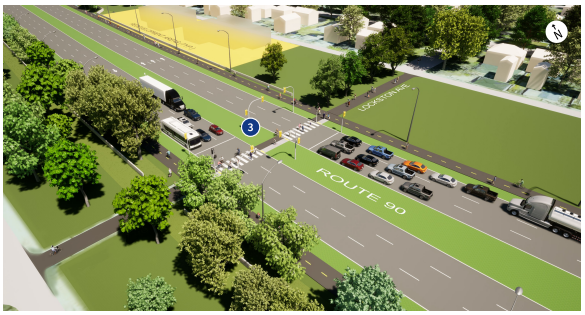
What we heard

Off-street pedestrian and cyclist paths are preferred over on-street protected bike lanes and traditional sidewalks

Need an improved pedestrian and cyclist crossing at Lockston Avenue



Route 90 at Grant Ave.



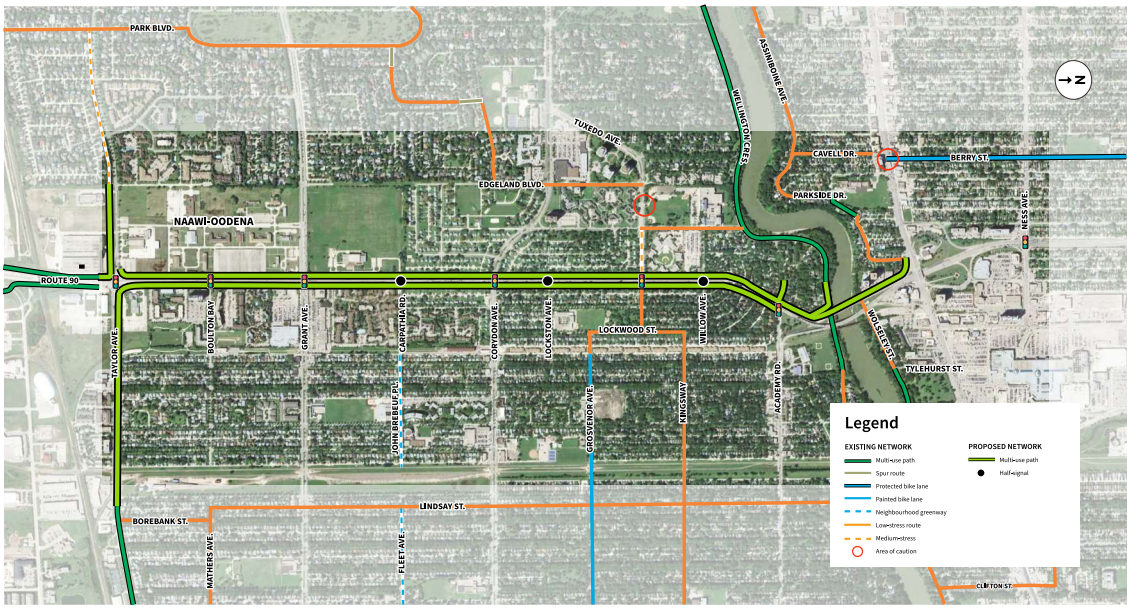
Route 90 at Lockston Ave.

1. 3.5 m off-street multi-use paths on each side of Route 90 for pedestrians and cyclists
2. Dedicated pedestrian and cyclist crossings at each signalized intersection
3. Different crossing options were evaluated and it was determined that an upgraded at-grade street crossing is easy to use, safe, and economically viable for Lockston Avenue

The proposed design:

- Connects to existing pedestrian and cycling infrastructure
- Allows for future connections to planned infrastructure
- Includes pedestrian and cyclist crossings at both Carpathia Road and Willow Avenue

Pedestrian and cycling connections



Streetscape character

What we heard

The corridor should feel like an urban street

The corridor should include more greenspace

The corridor should be an expressway with limited stops

The streetscape along the Route 90 corridor is **designed for people. Design features include:**

Route 90 at Lockston Ave.

1. Multi-use path
2. Boulevards with space for trees and grasses
3. Naturalized landscape buffer on City-owned land not suitable for redevelopment
4. Pedestrian and cycling route markers

Transit improvements

What we heard

Transit infrastructure improvements suggested for Route 90 include diamond lanes/dedicated transit lanes, rapid transit/light rail, bus stop enhancements, and pullouts with priority signals

Route 90 should include higher frequency of buses, express routes with fewer stops, and better connections

Suggestions for route improvements via Route 90 include Seasons of Tuxedo, U of M, St. Vital, Polo Park, the airport, and the neighbourhoods of Bridgwater Forest, Linden Woods, and Whyte Ridge

Route 90 at Academy Rd.

1. Bus stop enhancements
2. Accommodation of longer articulated buses
3. Near side bus stops at intersections to allow for easy transfers between bus routes

Sound attenuation

What we heard

Support for a traffic noise study that examines current and future noise levels along Route 90

Support for sound attenuation (either landscaped berms and/or sound walls) throughout the residential section of Route 90

Route 90 at Tuxedo Ave.

1. 1 m high berm with 1 m high sound wall
2. 2 m high sound wall where a berm cannot be accomodated

Noise levels were studied with projected traffic to 2041. The analysis found that forecast noise levels at the back of residential properties along the proposed Route 90 corridor exceeded the noise level threshold north of Carpathia Road. Berm and sound walls are included in the design at certain locations along the corridor to address forecasted noise levels.

The City is proposing sound attenuation measures on both sides of Route 90 between Carpathia Road and Academy Road. No additional property will be required to accommodate the sound walls.

Land use

What we heard

Maintain the integrity of the neighbourhood

Design the road to accommodate future development at Naawi-Oodena

Improve the road's visual appeal with trees and public art

Route 90 at Academy Rd.

Route 90

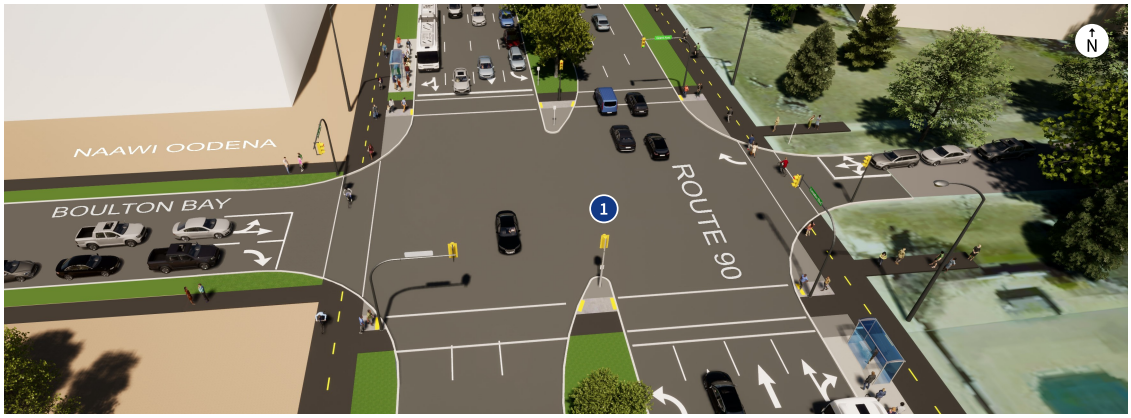
Widening Route 90 would leave open land in some locations. Our study looked at some potential uses for this land.

Some land parcels are big enough to support future residential development. Other smaller parcels provide for public space improvements such as greenspace, streetscaping, historic monuments, and public art.

Land development applications for each of the available sites will be reviewed on a case-by-case basis.

Boulton Bay intersection

We are proposing a signalized intersection at Boulton Bay and Route 90 to accommodate access to future development on the west side of Route 90 and to the existing housing on the east side of Route 90.



1 New signalized intersection

Route 90 at Boulton Bay

Winnipeg

Access and land acquisition

What we heard

Provide more information on the land acquisition process and property impacts

I think the design could help improve traffic flow and safety

Why can't the City expropriate the Manitoba Youth Centre property to reduce neighbourhood impacts?

A **handout has been developed to provide the public with more information on property acquisition** and can be accessed by the QR code above or going to **winnipeg.ca/ppd/Documents/CityProperty/Land-Acquisition-FAQ.pdf**

There are also project representatives here today to answer any property acquisition related questions

Changes to access were influenced by engineering best practices, safety, connectivity, traffic flow, and emergency access

While we explored purchasing the Manitoba Youth Centre property, the Province has confirmed the land is not available to us

Winnipeg

Sustainability

The project aligns with the following policies from Winnipeg's Climate Action Plan:

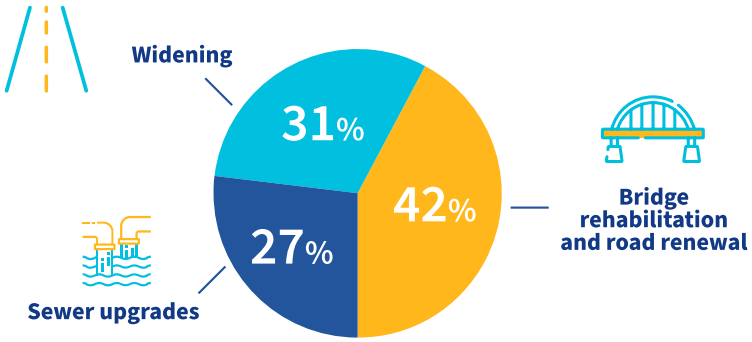
Policy	Alignment	Project Details
Policy #3.1	Increase Use and Efficiency of Public Transit Systems	New transit stops will accommodate articulating buses and enhance connections for riders.
Policy #3.4	Increase Active Transportation Rates	New active transportation paths will fill gaps in the pedestrian and cycling network, and support sustainable transportation options.
Policy #3.5	Reduce Traffic Congestion	Three through lanes, synchronizing traffic signals, and efficient intersection design will reduce congestion and stop-and-go traffic.

A **new sewer system will accommodate rainfall and snowmelt from the entire project area**. This will decrease sewer overflows into the river.

Rehabilitating the St. James Bridges instead of replacing them will **reduce construction waste and disruption to the river**.

Winnipeg

Cost



We currently estimate construction would cost in the area of $550M but are working on a **Class 3 estimate as part of this phase of design**.

A Class 3 cost estimate (accuracy of +/- 20 to 30%) is required for Council consideration and potential funding. There is currently no identified funding for construction.

Winnipeg

Next steps

- Finalize the proposed design
- Prepare an administrative report to Council with our recommendations
- Conduct cost-benefit analysis
- Determine next steps for final design and construction based on Council direction and available funding

St. James Bridges

Winnipeg

Thank you

Thank you for attending

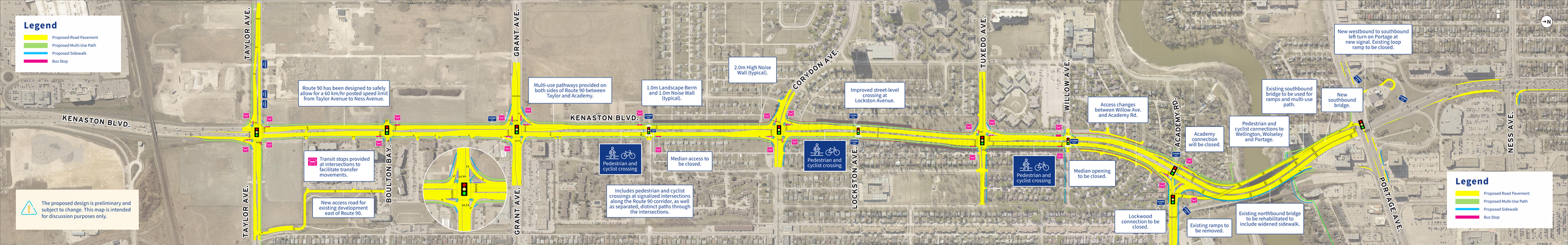
View the information boards online at: winnipeg.ca/route90

Please fill out a **comment form online or in person** at the welcome table

A **public engagement report** will be **available online** at the end of the project

Reach us by phone 204-477-6650 or email at route90@winnipeg.ca

Winnipeg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Proposed Road Pavement
Proposed Multi-Use Path
Proposed Sidewalk
Bus Stop
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KENASTON BLVD.
TAYLOR AVE.
BOULTON BAY.
GRANT AVE.
CORYDON AVE.
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WILLOW AVE.
ACADEMY RD.
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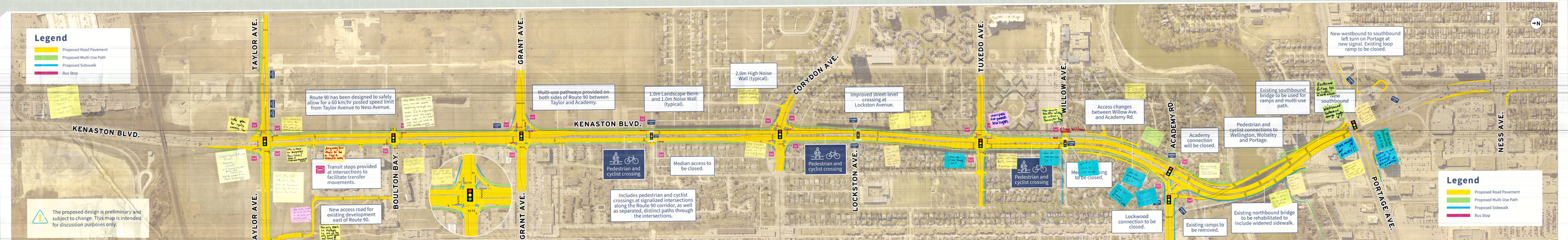
Appendix B – Open House Feedback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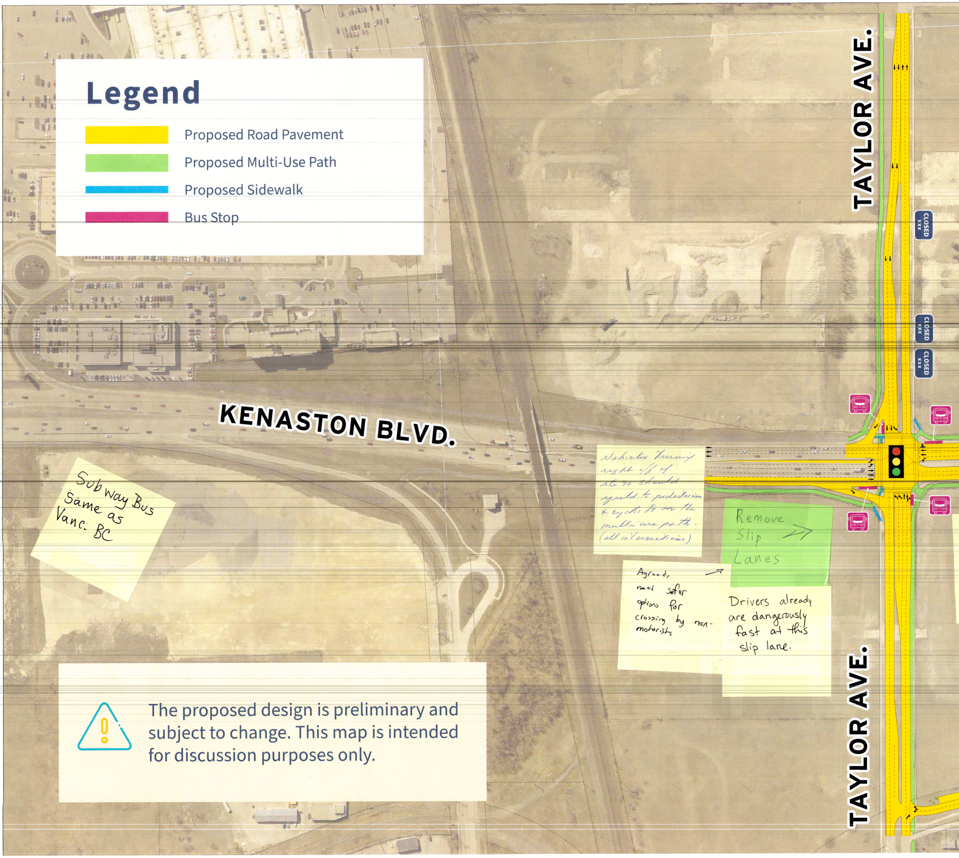

Legend

🟨	Proposed Road Pavement
🟩	Proposed Multi-Use Path
🟦	Proposed Sidewalk
🟥	Bus Stop

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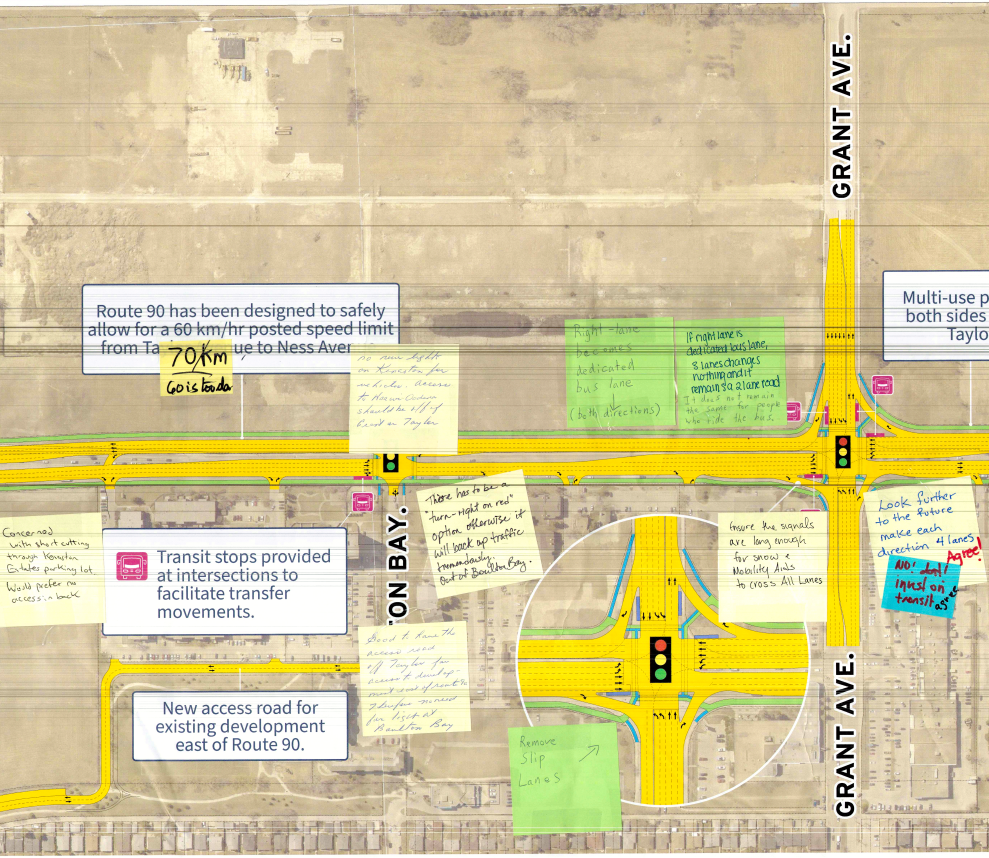
Subway Bus
Same as
Vanc. BC

Vehicles turning
right off of
rte 90 should
yield to pedestrians
+ cyclists on the
multi-use path.
(all intersections)

Remove
Slip
Lanes

Agreed,
need safer
options for
crossing by non-
motorists

Drivers already
are dangerously
fast at this
slip lane.



Route 90 has been designed to safely allow for a 60 km/hr posted speed limit from Ta ue to Ness Aver

70Km

60 is too da

no new lights on Kenaston for vehicles. Access to Naawi-Oodena should be off of Grant or Taylor

Right-lane becomes dedicated bus lane

(both directions)

If right lane is dedicated bus lane, 3 lanes changes nothing and it remains a 2 lane road

It does not remain the same for people who ride the bus.

Multi-use p
both sides
Taylo

Concerned with short cutting through Kenaston Estates parking lot. Would prefer no access in back

Transit stops provided at intersections to facilitate transfer movements.

There has to be a "turn-right on red" option otherwise it will back up traffic tremendously. Out of Boulton Bay.

Ensure the signals are long enough for snow & Mobility Aids to cross All Lanes

Look further to the future make each direction 4 lanes

Agree!

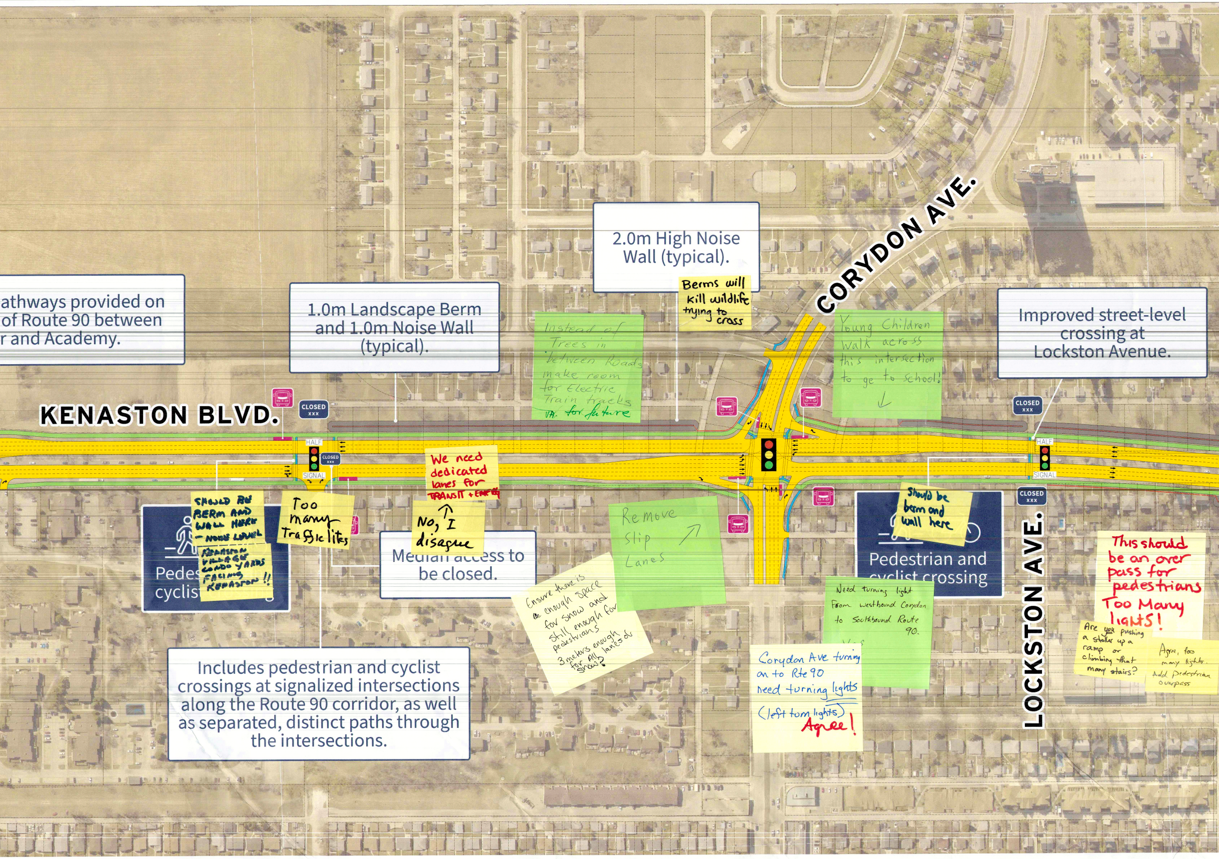
NO! don't! invest on transit

agree

Good to have the access road off Taylor for access to development east of route 90. Therefore no need for light at Boulton Bay

New access road for existing development east of Route 90.

Remove Slip Lanes



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Pedes
cyclist

Median access to be closed.

Pedestrian and cyclist crossing

Includes pedestrian and cyclist crossings at signalized intersections along the Route 90 corridor, as well as separated, distinct paths through the intersections.

Berms will kill wildlife trying to cross

Instead of Trees in between Roads make room for Electric Train tracks

VA. for future

Young Children walk across this intersection to go to school!

SHOULD BE BERM AND WALL HERE — NOISE LEVEL

KENASTON VILLAGE CONDO YARDS FACING KENASTON !!

Too many Trafficlites

We need dedicated lanes for TRANSIT + EMERG

No, I disagree

Remove Slip Lanes

Ensure there is enough space for snow and still enough for pedestrians

3 meters enough for All lanes or snow?

Should be berm and wall here

Need turning light From westbound Corydon to Southbound Route 90.

Corydon Ave turning on to Rte 90 need turning lights (left turn lights)

Agree!

This should be an over pass for pedestrians Too Many lights!

Are you pushing a stroller up a ramp or climbing that many stairs?

Agree, too many lights. Add pedestrian overpass

Access changes between Willow Ave. and Academy Rd.

Academy connection will be closed.

Pedest
cyclist con
Wellingto
and P

Median opening to be closed.

Pedestrian and cyclist crossing

Lockwood connection to be closed.

Existing ramps to be removed.

Existing
to b
include

CROSS WALK.

too much incrased traffic due to other closures

If this is redeveloped, Maybe you don't need a noise wall?

Close Willow too. There is a school, day cares + ~~[illegible]~~ community center right there at Willow + Doncaster [illegible] recently.

Agree

Close Willow too!
Traffic will be horrible & dangerous for our kids

Emergency vehicle lane

why close the Academy Rd crossing?

It will more cumbersome To ~~get~~ ~~to~~ Academy

Where do these Families go?

Where do these Families go?

Where do these families go?

market tampering speculation!

Three Vehicles turning onto one lane??

I agree

New westbound to southbound left turn on Portage at new signal. Existing loop ramp to be closed.

Existing southbound bridge to be used for ramps and multi-use path.

New
southbo
bridg

rian and
nections to
n, Wolseley
ortage.

bridge
l to
widened sidewalk.

Too Many ⑩ lights! That will slow down traffic

More closer! It will Be Faster

What are they doing to alleviate noise from excess traffic on the Kenaston Bridge. For the residential areas? Berms? ect.

left turn on Portage Yikes? How will traffic ~~turn turn~~ turn without a light? Keep clover leaf?

I Agree

left turn onto Rte90 at new light will back up Portage Ave so much. why can't you leave loop ramp + add new light on Portage

I AGREE

WHAT A STUPID IDEA

I agree

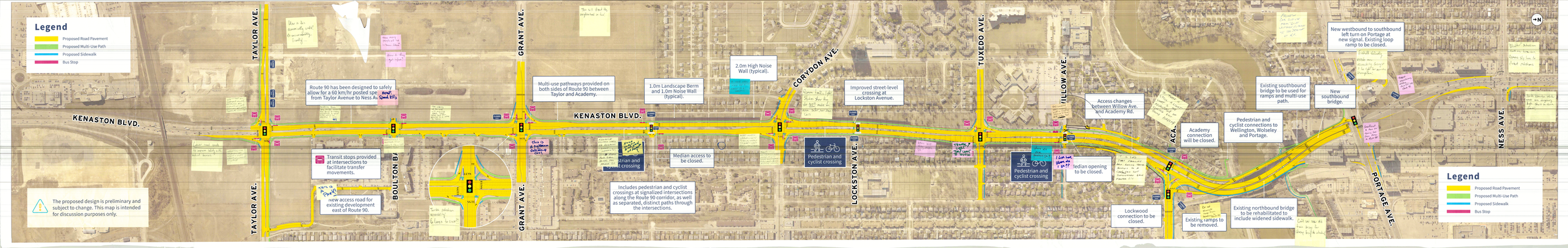
If our climate plan targets much higher use of transit, biking and walking, where does the traffic increase come from?

needs a multi use path north bound over the bridge, not just a sidewalk

East-side bridge needs bike path too. You expect how many cyclists to cross Rte90 at Academy?

Legend

- 🟨 Proposed Road Pavement
- 🟩 Proposed Multi-Use Path
- 🟦 Proposed Sidewalk
- 🟥 Bus Stop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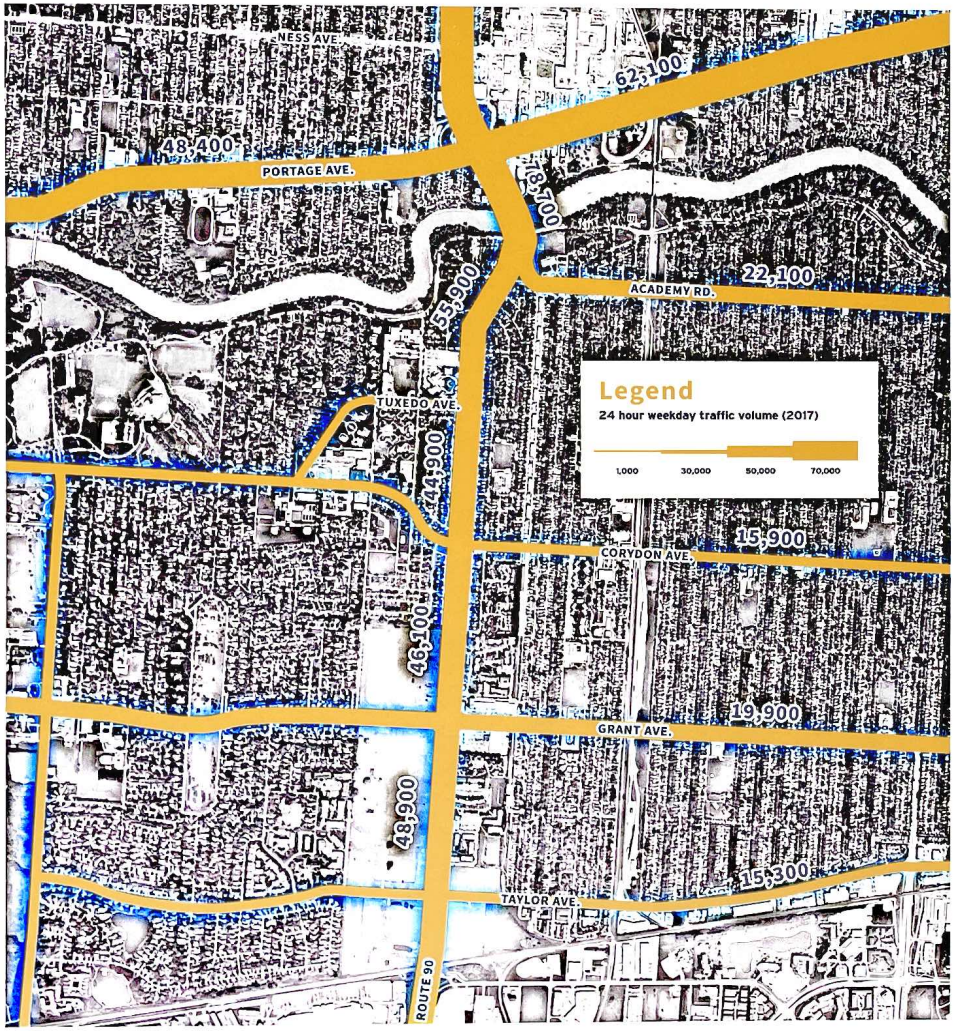
Objective: Provide three lanes in each direction



Current weekday traffic volumes are **79,0** **day on the St. James Bridges** and **more than 40,000 per day on Route 90** between Taylor Avenue and Ness Avenue.

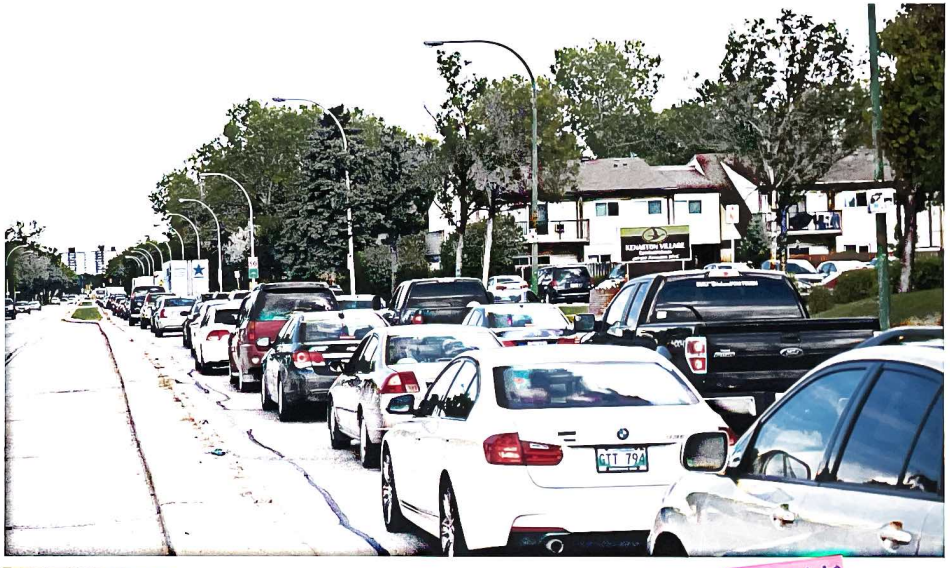
In 2017 the northbound corridor travel time was 8 minutes in the morning peak and 7.2 minutes in the afternoon peak. The southbound travel time was 7 minutes in the morning peak and 8 minutes in the afternoon peak. If conditions remain the same, by 2041 these times are projected to jump to nearly 14 minutes (morning) and 10.7 minutes (afternoon) for northbound traffic and nearly 8.5 minutes (morning) and 10.8 minutes (afternoon) for southbound traffic.

We anticipate the proposed design would result in a 2041 northbound travel time of 8.7 minutes in the morning peak and 9.2 minutes in the afternoon peak. Southbound travel is projected to be 7.4 minutes in the morning peak and 8.2 minutes in the afternoon peak.

*The average travel times are estimates from traffic models. The travel times are not actual measured

Winnipeg

Objective: Provide three lanes in each direction



Province of Manitoba is already planning a freeway. Highway expansion - Why spend so much money for a measly 3,000 trucks? √√

Too many trucks on Rte 90. They need to be diverted to the Perimeter unless serving the immediate area

Big trucks & multiple traffic lights do not mix. Even syncro. lights do not work for trucks because of slow start acceleration

WE NEED TO GET PEOPLE OUT OF THEIR CAR (CARRYING 1 PERSON) + CUT DOWN ON THE CAR TRAFFIC

We need to reduce car use not amplify it !

Without trucks you would not have anything you OWN!! I agree!!

oute 90 is an important t
rridor that connects the north
nd south city limits. **It is the
iest corridor in Winnipeg** with
up to 3,000 trucks per day helping
move goods throughout the city.

90 is three
direction both north and south of
the study area. **This creates a
bottleneck (congestion) for traffic.**

This bottleneck causes delays and idling traffic. Widening Route 90 to three lanes in each direction will help accommodate current and future traffic.

The number of trucks will be going DOWN with the new road to the west = Less than 3,000 per day

NOT ENTIRELY TRUE - ROUTE 90 IS 3 LANES SOUTH OF IKEA - THERE WILL STILL BE A BOTTLENECK

WHERE ARE THE DIAMOND LANES FOR RAPID TRANSIT BUSES GOING NORTH + SOUTH?

Need Less Cars on the Road.

More Mass Transit

Widening the road will still cause bottle neck: INDUCED Demand

Winnipeg

Objective: Reconstruct roadway and implement consistent speed limit

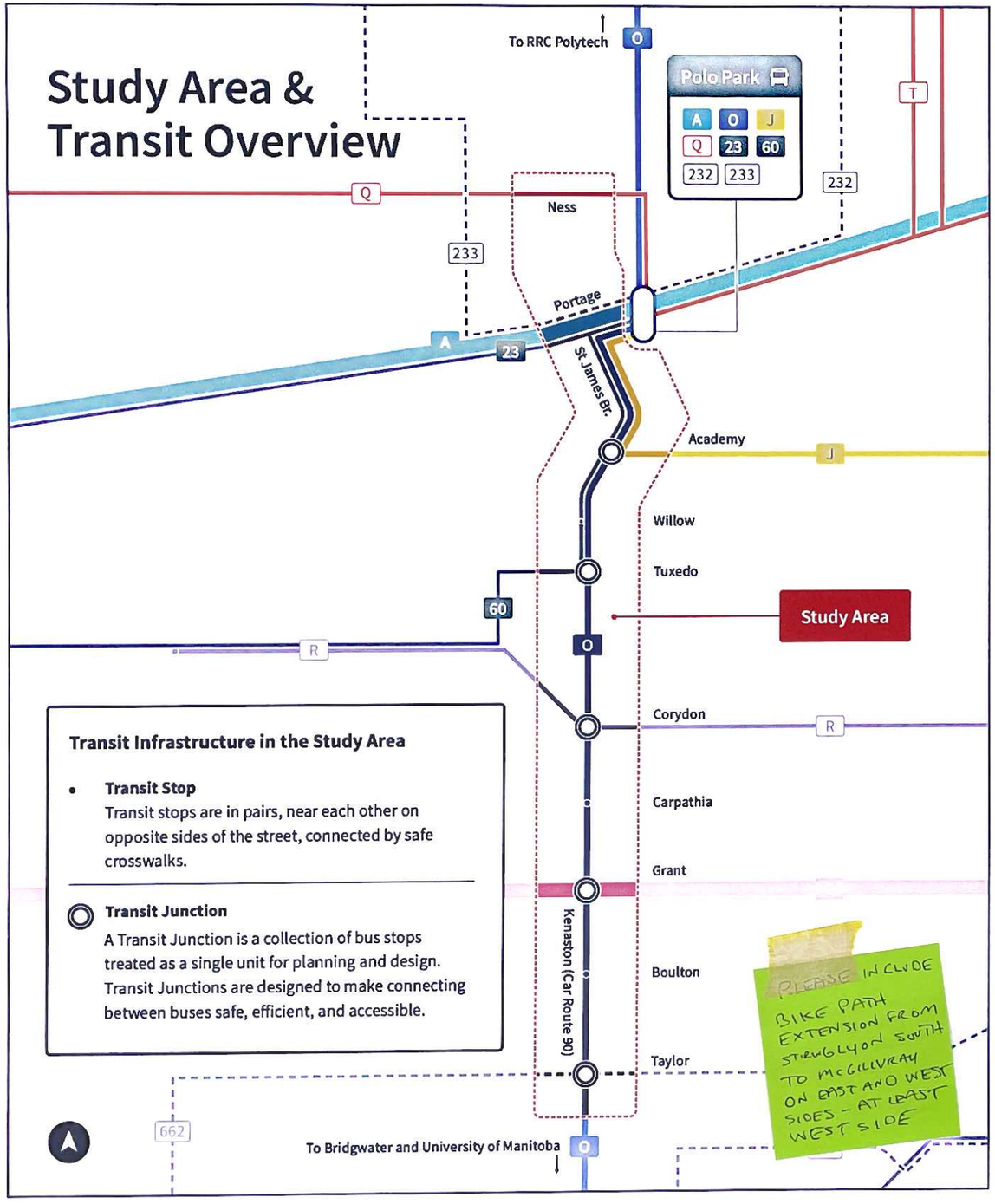
The pavement in the study area **has deteriorated and nearing the end of its life.**

Reconstructing the roadway will make traveling on Route 90 **more comfortable for all road users.**

The speed limit in the study area **currently varies from 50 km/h to 70 km/h.** The City is proposing a consistent speed limit of 60 km/h.

Winnipeg

Objective: Improve opportunities for transit, pedestrians and cyclists



There are no active transportation paths on this portion of Route 90. The Council-approved Pedestrian and Cycling Strategies identifies this gap.

Transit routes are not optimized along Route 90. Traffic delays and bottlenecks make it difficult to provide frequent and reliable transit se

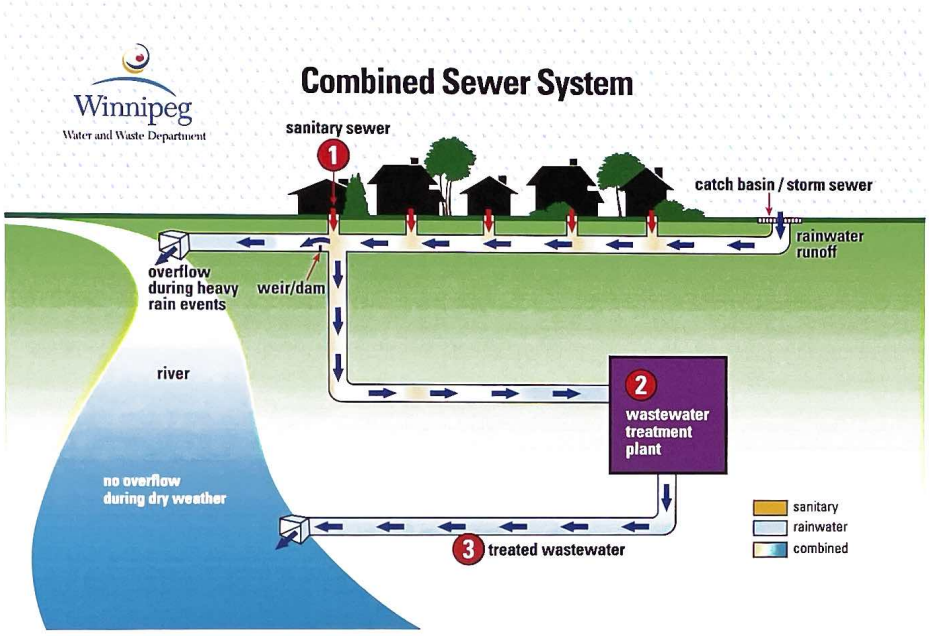
Dedicated transit lanes solve this and other traffic woes

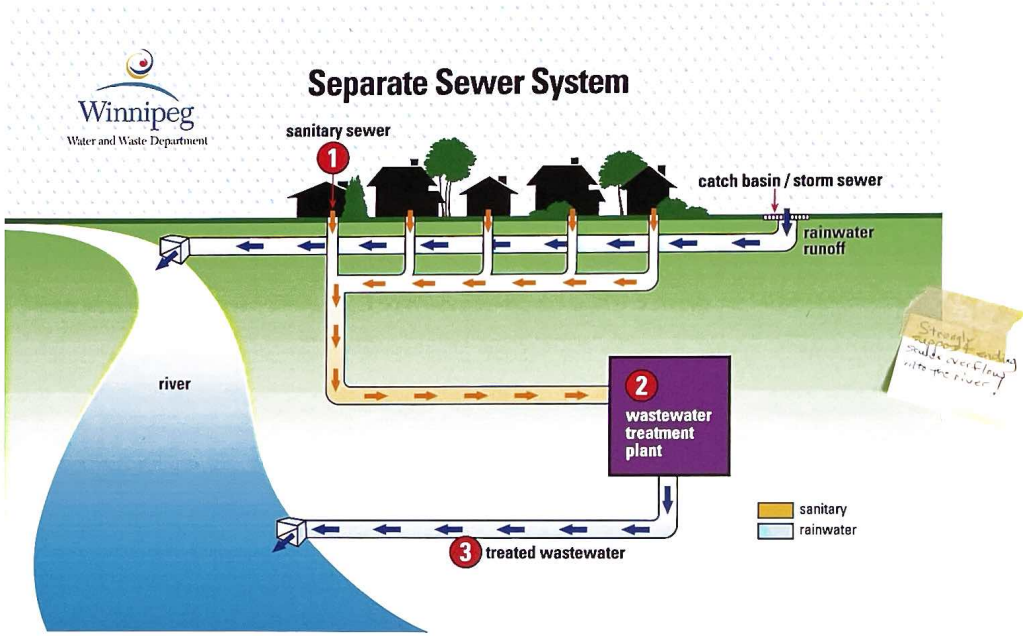
The proposed design would provide the infrastructure to support service improvements identified in the Winnipeg Transit Master Plan. It would also fill in gaps in the pedestrian and cycling network.

Many better spent on expanding rapid transit master plan!

Winnipeg

Objective: Separate combined sewers





Currently Route 90 has combined sewers. Combined sewers collect both land drainage (rainwater and snowmelt) and wastewater (sewage) in the same pipe.

During heavy rainfall or snowmelt, **the extra water can exceed the capacity of the sewer**.

The sewer overflows into the river without reaching the wastewater treatment plant.

The project proposes to upgrade Route 90 to separate sewers. Separate sewers collect land drainage and wastewater in different pipes. This will reduce wastewater overflows into the river, basement flooding, and the burden on the City's wastewater treatment plants.

Winnipeg

What we heard

Reduce traffic congestion

Ensure population and traffic growth are accommodated in the future

Route 90 should feel more like a parkway with plenty of greenspace

0 at Tuxedo Ave.

The proposed design includes a combination of **roadway widening, synchronizing traffic lights, reducing accesses, and encouraging alternate modes of transportation** through transit and active transportation improvements.

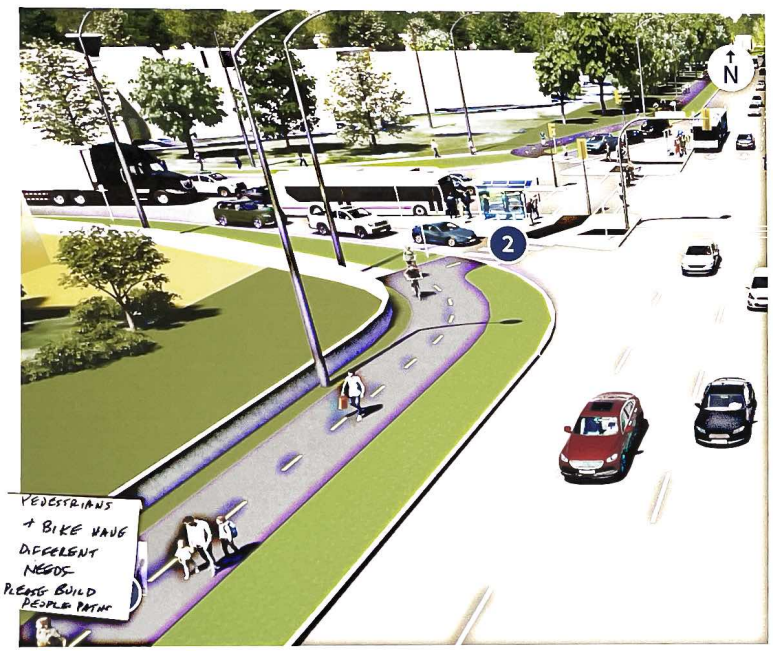
Winnipeg

Pedestrian and cycling improvements

What we heard

Off-street pedestrian and cyclist paths are preferred over on-street protected bike lanes and traditional sidewalks

Need an improved pedestrian and cyclist crossing at Lockston Avenue



Route 90 at Grant Ave.

Route 90 at Lockston Ave.

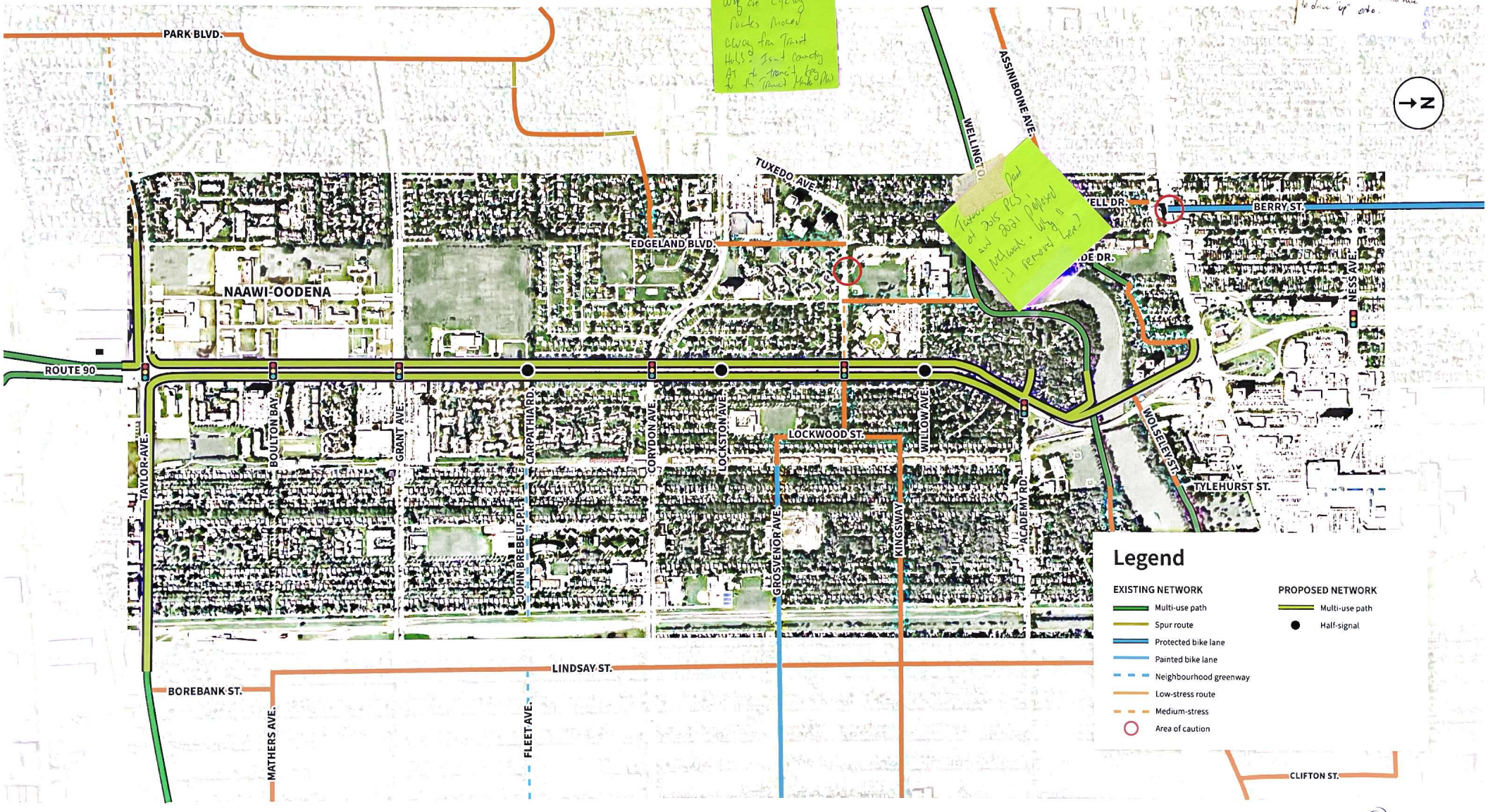
1. 3.5 m off-street multi-use paths on each side of Route 90 for pedestrians and cyclists
2. Dedicated pedestrian and cyclist crossings at each signalized intersection
3. Different crossing options were evaluated and it was determined that an upgraded at-grade street crossing is easy to use, safe, and economically viable for Lockston Avenue

The proposed design:

- Connects to existing pedestrian and cycling infrastructure
- Allows for future connections to planned infrastructure
- Includes pedestrian and cyclist crossings at both Carpathia Road and Willow Avenue

Winnipeg

Pedestrian and cycling connections



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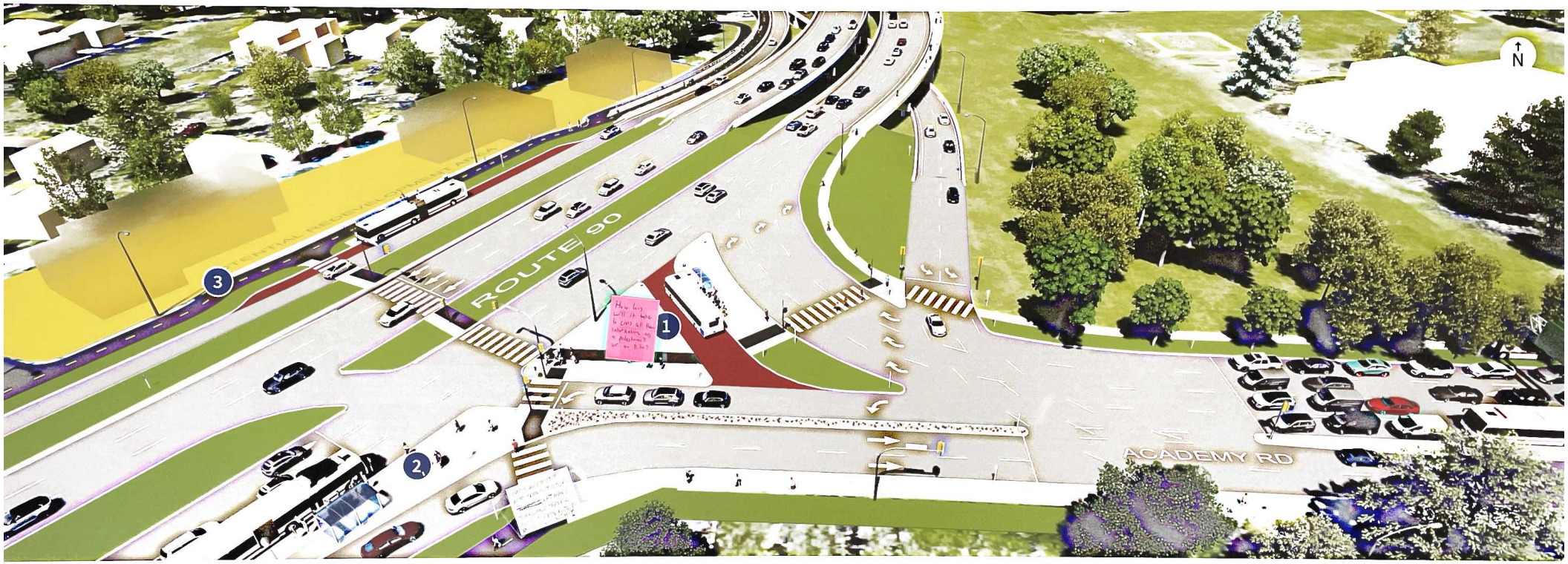
Suggestions for route improvements via Route 90 include Seasons of Tuxedo, U of M, St. Vital, Polo Park, the airport, and the neighbourhoods of Bridgwater Forest, Linden Woods, and Whyte Ridge



Route 90 at Academy Rd.

1. Bus stop enhancements
2. Accommodation of longer articulated buses
3. Near side bus stops at intersections to allow for easy transfers between bus routes

No need for berms and sound walls if you don't induce more traffic and increase speeds!

What we heard

Support for a traffic noise study that examines current and future noise levels along Route 90

Support for sound attenuation (either landscaped berms and/or sound walls) throughout the residential section of Route 90

Route 90 at Tuxedo Ave.

1. 1 m high berm with 1 m high sound wall
2. 2 m high sound wall where a berm cannot be accomodated

Noise levels were studied with projected traffic to 2041. The analysis found that forecast noise levels at the back of residential properties along the proposed Route 90 corridor exceeded the noise level threshold north of Carpathia Road. Berm and sound walls are included in the design at certain locations along the corridor to address forecasted noise levels.

The City is proposing sound attenuation measures on both sides of Route 90 between Carpathia Road and Academy Road. No additional property will be required to accommodate the sound walls.

What we heard

Maintain the integrity of the neighbourhood

Design the road to accommodate future development at Naawi-Oodena

Improve the road's visual appeal with trees and public art

Route 90 at Academy Rd.

Route 90

Widening Route 90 would leave open land in some locations. Our study looked at some potential uses for this land.

Some land parcels are big enough to support future residential development. Other smaller parcels provide for public space improvements such as greenspace, streetscaping, historic monuments, and public art.

Land development applications for each of the available sites will be reviewed on a case-by-case basis.

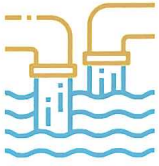
Sustainability

The project aligns with the following policies from Winnipeg's Climate Action Plan:

Policy	Alignment	Project Details
Policy #3.1	Increase Use and Efficiency of Public Transit Systems	New transit stops will accommodate articulating buses and enhance connections for riders.
Policy #3.4	Increase Active Transportation Rates	New active transportation paths will fill gaps in the pedestrian and cycling network, and support sustainable transportation options.
Policy #3.5	Reduce Traffic Congestion	Three through lanes, synchronizing traffic signals, and efficient intersection design will reduce congestion and stop-and-go traffic.

This road expansion INDUCES Demand!

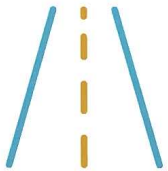
Increasing space and development for drivers is a step backwards, not forewards.



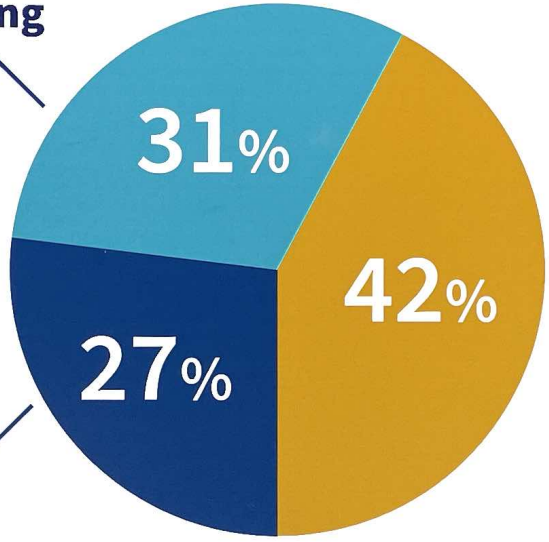
A **new sewer system will accommodate rainfall and snowmelt from the entire project area**. This will decrease sewer overflows into the river.

Rehabilitating the St. James Bridges instead of replacing them will **reduce construction waste and disruption to the river**.

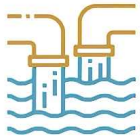
Cost



Widening



Bridge rehabilitation and road renewal



Sewer upgrades

Who is paying for this monterous project??

The Federal Government denied the city funding TWICE!... This project is not revenue positive!

We currently estimate construction would cost in the area of $550M but are working on a **Class 3 estimate as part of this phase of design**.

A Class 3 cost estimate (accuracy of +/- 20 to 30%) is required for Council c and potential funding. There is identified funding for construct

with financing + operating maintenance costs = 1.2 Billion ... thats 38.7 million per year. We can hardly afford to pay for our roads as is!

agree

Next steps

Finalize the proposed design

Prepare an administrative report to Council with our recommendations

Conduct cost-benefit analysis

Determine next steps for final design and construction based on Council direction and available funding

St. James Bridges

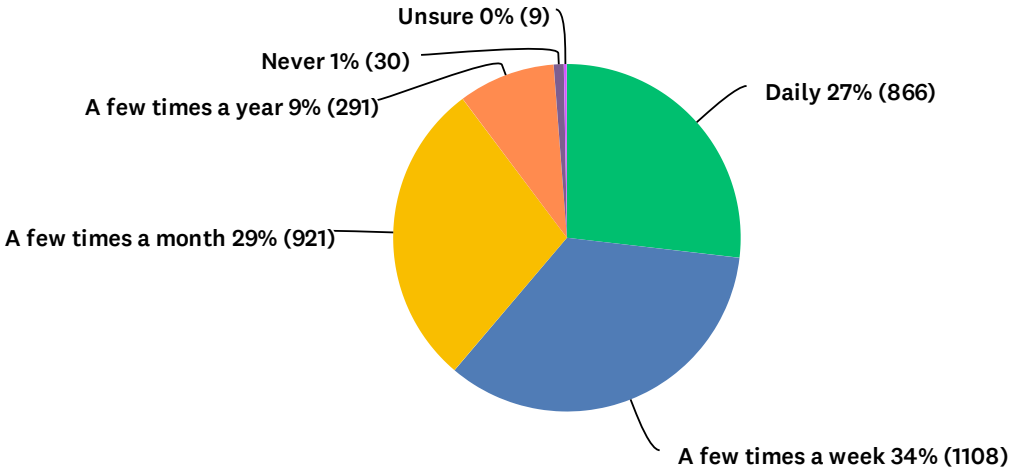
Winnipeg

Appendix C – Survey Results

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

Q1 How often do you use Route 90 from Taylor Avenue to Ness Avenue? Include anytime you walk, drive, bike, or take the bus.

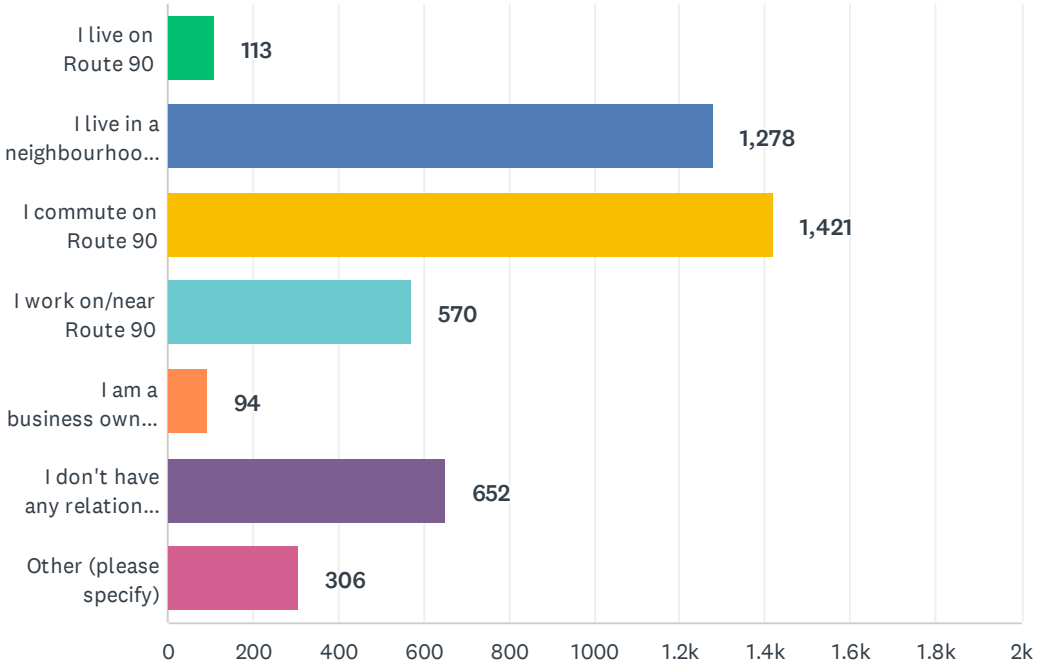
Answered: 3,225 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily	27%	866
A few times a week	34%	1,108
A few times a month	29%	921
A few times a year	9%	291
Never	1%	30
Unsure	0%	9
TOTAL		3,225

Q2 Please check all the boxes that best describe you:

Answered: 3,225 Skipped: 0



ANSWER CHOICES	RESPONSES	
I live on Route 90	3.50%	113
I live in a neighbourhood next to Route 90	39.63%	1,278
I commute on Route 90	44.06%	1,421
I work on/near Route 90	17.67%	570
I am a business owner on/near Route 90	2.91%	94
I don't have any relation to Route 90 but am interested in the project	20.22%	652
Other (please specify)	9.49%	306
Total Respondents: 3,225		

#	OTHER (PLEASE SPECIFY)	DATE
1	I use it it for work meetings and shopping.	6/1/2023 10:00 PM
2	Visit friends in the area; shop.	6/1/2023 3:45 PM
3	it is my main route for trips across the city and out of the city.	6/1/2023 11:22 AM
4	Other	6/1/2023 10:21 AM
5	I live in an adjacent neighbourhood that is next to Route 90	5/31/2023 5:07 PM
6	I often travel on Route 90.	5/30/2023 9:14 PM
7	I often travel to the airport via Route 90.	5/30/2023 10:00 AM

8	Use route 90 to access stores etc. on it	5/28/2023 3:35 PM
9	I live on Boulton Bay and exit on to Route 90	5/25/2023 8:01 PM
10	Access to shopping, airport	5/25/2023 11:30 AM
11	I cross route 90 and take alternate routes as Route 90 is too conjested	5/24/2023 8:19 PM
12	I use Route 90 when accessing recreational opportunities	5/24/2023 4:58 PM
13	I am interested in good urban design	5/24/2023 2:14 PM
14	I use route 90 to get places (not work)	5/24/2023 11:00 AM
15	I am interested in better cycling infrastructure for the city	5/24/2023 8:40 AM
16	I use the road several times per month.	5/23/2023 10:21 PM
17	Frequently drive on route 90 for work	5/23/2023 9:56 PM
18	I access areas connected to route 90	5/23/2023 8:46 PM
19	I bike through Route 90	5/23/2023 6:45 PM
20	My life is East and West of Kenaston so am affected by the decision	5/23/2023 2:14 PM
21	I live in neighbourhood near Route 90.	5/23/2023 9:53 AM
22	Use Route 90 to get into Corydon and Polo Park area and beyond for appointments, shopping and other activities shopping	5/23/2023 6:36 AM
23	Live near St James Bridge	5/22/2023 4:13 PM
24	I use it 1-2/week and have friends who live very close to it.	5/22/2023 2:30 PM
25	Owner of oak point line right of way from academy road to other side of Wolesley	5/22/2023 2:41 AM
26	live in st james. need route 90 for certain destinations	5/20/2023 7:44 AM
27	I shop a lot in the area	5/19/2023 9:06 PM
28	My backyard at Kenaston Village faces rt 90	5/19/2023 6:00 PM
29	I travel on route 90.	5/19/2023 3:35 PM
30	Avoid Route 90 at all costs! Live in Charleswood and use other ways get to hat area	5/19/2023 11:28 AM
31	I use route 90 occasionally and cross it regularly on Wellington or Assiniboine.	5/19/2023 11:26 AM
32	I bike on Route 90 to get to the gym.	5/19/2023 10:22 AM
33	I commute for sport out of the city using that road	5/19/2023 8:11 AM
34	I shop on both sides of and along Rte 90	5/18/2023 11:08 PM
35	My gym is off route 90	5/18/2023 10:29 PM
36	my partner lives off of route 90	5/18/2023 10:20 PM
37	I visit my family	5/18/2023 5:10 PM
38	medical appointments in the area	5/17/2023 8:55 PM
39	I travel on Route 90 and cross Route 90 to get to goods and services	5/17/2023 7:58 PM
40	Connects to Sterling Lyon shopping area.	5/17/2023 4:52 PM
41	I use it often as a route to N and S ends of the city from Charleswood.	5/17/2023 12:13 PM
42	I live in wpg south and use it to get to polo or st James areas	5/17/2023 9:09 AM
43	Weekend travel	5/17/2023 7:56 AM
44	I shop in that area regularly.	5/16/2023 11:12 PM
45	I live in south Winnipeg and use rt 90 all the time	5/16/2023 10:12 PM

46	Please work on Portage avenue as well	5/16/2023 5:03 PM
47	Regularly visit IKEA and the Outlet Mall. Also Dr. office is on Sterling Lyon.	5/16/2023 1:22 PM
48	I live at [redacted]	5/16/2023 11:29 AM
49	I frequent a business in the area.	5/16/2023 11:06 AM
50	I drive down Route 90 for various purposes, groceries, shopping, etc.	5/16/2023 10:41 AM
51	Major corridor to visit family	5/16/2023 10:10 AM
52	I travel on route 90 to visit family members 4-5x monthly	5/16/2023 9:52 AM
53	frequent businesses along the route	5/16/2023 9:17 AM
54	Use it often to get places	5/16/2023 8:56 AM
55	I drive to polo park and the businesses beside it	5/16/2023 8:28 AM
56	Assist family member with transport requiring navigating the propose portion of Route 90	5/15/2023 6:30 PM
57	I work in the transportation industry and believe commercial drivers would benefit from the improvement	5/15/2023 1:46 PM
58	I live in a neighbourhood near Route 90, and cross it frequently	5/15/2023 12:02 AM
59	Courier	5/14/2023 8:31 AM
60	Absolutely unnecessary	5/13/2023 10:35 AM
61	I travel regularly on Route 90 to reach various services	5/13/2023 10:00 AM
62	Employment takes me to all parts of the city.	5/13/2023 8:33 AM
63	City Planner	5/12/2023 11:26 PM
64	I have a seniors home to visit and doctors offices along this part of Route 90	5/12/2023 10:45 PM
65	I use route 90 to get places I need to go (such as the airport)	5/11/2023 11:10 PM
66	I have relatives near route 90	5/11/2023 10:04 PM
67	I frequent businesses and recreation services off Route 90. I use route 90 to access the East Perimeter.	5/11/2023 9:21 PM
68	I drive on it regularly as a driver and transit passenger	5/11/2023 3:14 PM
69	Periodic use. Would use it more except for traffic buildup	5/11/2023 3:06 PM
70	xxx	5/11/2023 3:03 PM
71	Use Route 90 to access shopping areas	5/11/2023 11:52 AM
72	I visit businesses in the area regularly.	5/11/2023 8:14 AM
73	I use Route 90 to get from St Vital to the airport, Polo Park, other parts of that part of the city. Usually a few times a month.	5/11/2023 7:23 AM
74	I live in Winnipeg and my taxes will help pay for this project.	5/10/2023 9:29 PM
75	access shops and services via route 90	5/10/2023 6:26 PM
76	I am part of the group that has established the Assiniboia Residential School Commemorative Site and Theodore Niizhotay Fontaine Park off of Academy Road.	5/10/2023 4:29 PM
77	Parents live in another neighbourhood on the opposite side of Route 90.	5/10/2023 4:02 PM
78	If this design is approved, I will back onto Route 90	5/10/2023 2:15 PM
79	I use it as a route to go shopping and leisure	5/10/2023 1:54 PM
80	I used to live outside the city, and would have to drive on route 90 often	5/10/2023 11:20 AM
81	I access soccer fields and gym, and visit businesses multiple times per week	5/9/2023 11:21 PM

82	I use Route 90 to reach shopping and recreation.	5/9/2023 10:30 PM
83	I live in Fort Rouge but frequently use Route 90 for work and leisure trips	5/9/2023 5:05 PM
84	Use it to get to family and shopping	5/9/2023 2:49 PM
85	Use it for children's activities	5/9/2023 2:18 PM
86	Lockwood St.	5/9/2023 1:49 PM
87	Child school is accessible via Route 90 (Carpathia)	5/9/2023 1:38 PM
88	I use route 90 to get to north side of Assiniboine river	5/9/2023 1:35 PM
89	I travel route 90 to access shopping	5/9/2023 1:10 PM
90	I travel on route 90 to the Polo Park area frequently for errands	5/9/2023 12:26 PM
91	Travel north/south for personal reasons	5/9/2023 12:15 PM
92	I travel on it to get to shopping centres and kids sports.	5/9/2023 12:11 PM
93	I use the route weekly and pay property taxes that will fund this project.	5/9/2023 9:36 AM
94	Shopping using route 90	5/8/2023 11:00 PM
95	Fastest route to family in other neighborhood	5/8/2023 10:00 PM
96	I use route 90 to get to various shopping places.	5/8/2023 9:06 PM
97	I avoide that area because of the traffic. I use alternate routes	5/8/2023 8:12 PM
98	Drive, bike and walk through Route 90, support businesses in area, family lives on Route 90	5/8/2023 7:57 PM
99	I shop on Route 90 or use it to get to different areas of the city	5/8/2023 7:39 PM
100	I pick up a bus commuter once a week from near Route 90	5/8/2023 6:18 PM
101	I use it to drive on when I am in the area	5/8/2023 5:43 PM
102	Delivery driver. We take that route everyday to get to customers.	5/8/2023 5:03 PM
103	Live downtown but use 90 to go shopping, airport and other business	5/8/2023 4:30 PM
104	I live in Ft Gary and use rte 90 to get to NW destinations (airport, assin park, and others)	5/8/2023 3:24 PM
105	My wife commutes by bus on Route 90	5/8/2023 1:34 PM
106	I visit businesses on Route 90	5/8/2023 12:54 PM
107	Often use route 90 as a conduit from my part of the city to other areas.	5/8/2023 11:40 AM
108	I go to a few businesses on route 90	5/8/2023 11:18 AM
109	I have a vested interest in Naawi-Oodena lands	5/8/2023 10:46 AM
110	I recently moved from Fulham Avenue but lived close to route 90 for 30 years	5/8/2023 10:14 AM
111	the route is used to gain access to the shopping on the other side of sterling lyon	5/8/2023 10:13 AM
112	Extracurricular	5/8/2023 10:12 AM
113	My family lives in the area and I drive down a few times a month for work.	5/8/2023 9:50 AM
114	I use route 90 in both directions for shopping and travel for errands, and to volunteer, work, and during recreational biking and walking.	5/8/2023 9:47 AM
115	I would bike to work, but lack of safe lanes prevents me.	5/8/2023 8:04 AM
116	I am a taxpayer	5/7/2023 10:33 PM
117	I use route 90 to travel from the south to the north of the city	5/7/2023 8:38 PM
118	Drive to the south west end often from downtown	5/7/2023 8:32 PM

119	I use it to visit my parents and go shopping	5/7/2023 8:05 PM
120	Use it frequently for shopping/ just getting where I need to.	5/7/2023 5:52 PM
121	I use route 90 regularly	5/7/2023 3:03 PM
122	airport frquently	5/7/2023 2:59 PM
123	I live outside the City of Winnipeg but use this route for shopping and medical	5/7/2023 1:22 PM
124	I use route 90 to go places I want to go: i.e. assiniboine park, polo, etc	5/7/2023 1:22 PM
125	I travel on Route 90 to visit businesses, friends, family	5/7/2023 11:11 AM
126	I drive on Route 90 a few times a month during the day (non-rush hour). I use the route to access the St. James and Polo Park areas and areas further to the northwest (I live in southern Winnipeg). I would also use the area for cycling if/when an active transporation route is built. The lack of active transportation routes along Route 90 is a major inconvenience for connecting the south and north parts of the city in this area.	5/7/2023 9:59 AM
127	I have lived and drove in south west Winnipeg for over 30 years	5/7/2023 9:21 AM
128	Use Route 90 to travel for shopping	5/7/2023 8:51 AM
129	I usually try to avoid that area because of the congested traffic.	5/7/2023 8:47 AM
130	Travel on route 90	5/7/2023 8:37 AM
131	I live outside of Winnipeg and drive on it occasionally	5/7/2023 8:31 AM
132	I used to live in the neighbourhood and still regularly access businesses and friends in the area.	5/7/2023 8:20 AM
133	I drive along Route 90 to get to shopping and family activities.	5/7/2023 7:52 AM
134	I live in whiteridge and use route 90 to get to various places in the city.	5/7/2023 7:26 AM
135	Used to use it to commute a year ago.	5/7/2023 6:37 AM
136	Main suppliers for my business are all on R90. Used by myself and my employees 1-10x/day.	5/6/2023 11:13 PM
137	I recently commuted on Route 90	5/6/2023 11:04 PM
138	Used to live in river heights and but still use route 90 regularly to get to north or south end of the city	5/6/2023 10:30 PM
139	recreation/restaurants/shopping	5/6/2023 9:01 PM
140	I travel route 90 for personal reasons (shopping visiting friends, family); occasionally commute to worl	5/6/2023 8:45 PM
141	I use Route 90 regularly for shopping and access to other parts of Winnipeg.	5/6/2023 7:29 PM
142	I live near Assiniboine Park and use Kenaston between Taylor @ Ness to get to other areas of the city.	5/6/2023 7:28 PM
143	property owner along route 90	5/6/2023 6:52 PM
144	i regularly drive all over the city	5/6/2023 5:55 PM
145	I shop on route 90 and travel to other neighbourhoods using route 90	5/6/2023 5:24 PM
146	Use route as main access to and from north and south of city for shopping medical and airport.	5/6/2023 5:14 PM
147	Route for shopping / airport /visiting friends	5/6/2023 5:03 PM
148	I use route 90 to respond to emergency calls	5/6/2023 4:51 PM
149	I often walk along and across route 90 and would love to ride a bike in the area. I've viewed the design proposal and am happy to see a path, but feel it is too near the road. It is a very dirty, and smelly road at many times of the year. It is a VERY unpleasant place to walk.	5/6/2023 4:51 PM
150	I occasionally use route 90	5/6/2023 4:42 PM

151	Tuxedo resident.Use once each way daily.	5/6/2023 3:33 PM
152	my parents live in a neighbourhood next to Route 90	5/6/2023 3:24 PM
153	Commute occasionally on Route 90, non-rush hour	5/6/2023 3:00 PM
154	I use route 90 to visit family in the south end of the city and to shop	5/6/2023 2:49 PM
155	Retired and do most of shopping on this route	5/6/2023 2:41 PM
156	use it to get to church, doctor appointments and shopping	5/6/2023 2:40 PM
157	Use route 90 to visit family & friends	5/6/2023 2:12 PM
158	Travel in the area some times	5/6/2023 2:10 PM
159	Travel to businesses/homes on/near Route 90	5/6/2023 2:01 PM
160	I live in a neighbourhood between downtown and Route 90, that could potentially be affected by higher traffic volumes on Portage and parallel major streets.	5/6/2023 1:41 PM
161	I cycle around Route 90.	5/6/2023 1:36 PM
162	I used to daily commute to work on Rt 90, now visit family member and friends 3x week	5/6/2023 1:16 PM
163	Live near and frequently use Route 90	5/6/2023 1:11 PM
164	I am a customer of businesses on or near route 90	5/6/2023 1:06 PM
165	I am a taxpayer who will be expected to fund this project.	5/6/2023 12:33 PM
166	Recreation, cycling from Whyte Ridge to Polo Park	5/6/2023 12:29 PM
167	Visit local business establishments several times a month. Have family that live on route 90 within the proposed improvement area	5/6/2023 12:21 PM
168	I cycle on route 90	5/6/2023 12:15 PM
169	I live in West End	5/6/2023 11:49 AM
170	Live in Osborne Village but use Route 90 regularly to access doctors, shopping, routes out of the city	5/6/2023 11:29 AM
171	I have family living near route 90	5/6/2023 11:24 AM
172	I drive my daughter to activities after school they are located along route 90	5/6/2023 11:20 AM
173	use it up to 2 dozen times a week for work, pleasure etc. main route	5/6/2023 10:59 AM
174	used to work on route 90 so am very familiar with the area	5/6/2023 9:37 AM
175	Like many Winnipeggers, the route is necesssry for access to airport and other businesses	5/6/2023 9:25 AM
176	I shop in the area	5/6/2023 9:22 AM
177	My work community lives on 90 street	5/6/2023 9:01 AM
178	I use route 90 to get to a lot of commercial areas	5/6/2023 8:58 AM
179	Take route 90 to access businesses	5/6/2023 8:40 AM
180	personal trips along route 90	5/6/2023 8:31 AM
181	Grocery shop nearby	5/6/2023 8:30 AM
182	I do gig-work and will frequently need to take route 90 for work reasons	5/6/2023 8:25 AM
183	I use services around route 90.	5/6/2023 8:12 AM
184	I use route 90 periodically to access retail	5/6/2023 8:11 AM
185	Live close to route 90 use it often to head south to access businesses and family	5/6/2023 8:11 AM
186	Do business off of route 90	5/6/2023 7:53 AM
187	Spend the money on roads with pot holes	5/6/2023 7:05 AM

188	I use it 2-3 times a week as a corridor.	5/6/2023 6:50 AM
189	Often travel on Route 90 to go to the airport/polo park area.	5/6/2023 6:34 AM
190	Shop on Route 90	5/6/2023 5:45 AM
191	Family, business	5/6/2023 5:29 AM
192	my purpose is to attend Polo Park occasionally (dentist)	5/6/2023 3:52 AM
193	I often visit my friend who lives on Route 90, and I often shop on Route 90.	5/6/2023 1:51 AM
194	I have hobbies that make me travel on Route 90	5/6/2023 1:50 AM
195	Hi	5/6/2023 1:29 AM
196	I use that route when I shop in the Polo Park area.	5/6/2023 1:17 AM
197	most of the businesses i frequent and the airport are along route 90	5/6/2023 12:54 AM
198	I use it.	5/5/2023 11:44 PM
199	Drive through for accessing shopping centres	5/5/2023 11:21 PM
200	Traffic Engineer	5/5/2023 11:08 PM
201	need Route 90 to get to airport, zoo, assiniboine park, polo park etc	5/5/2023 10:39 PM
202	I go to the gym on route 90 3 or 4 times a week	5/5/2023 10:18 PM
203	I regularly use it to get to River Heights, Tuxedo, St. James/Ellis area retail, and Polo Park	5/5/2023 10:17 PM
204	I have to drive there to get to shopping and various appointments.	5/5/2023 10:08 PM
205	Use route 90 to get to retail	5/5/2023 10:06 PM
206	Have Doctors near and frequent businesses	5/5/2023 9:55 PM
207	Daycare near rout 90	5/5/2023 9:55 PM
208	I travel Route 90 to get between points for work or pleasure.	5/5/2023 9:53 PM
209	I pay for route 90	5/5/2023 9:49 PM
210	Travel a lot and need to use it to get to the airport	5/5/2023 9:44 PM
211	Route 90 is my preferred route when I am in the area	5/5/2023 9:43 PM
212	I posses a PhD in Urban Planning	5/5/2023 9:35 PM
213	I cycle all over Winnipeg and would use route 90 more if this proposal were realized	5/5/2023 9:18 PM
214	I am a few neighbourhoods away, it is a main thoroughfare to shopping or other amenities	5/5/2023 9:18 PM
215	I visit family near route 90, visit businesses, and recreational pursuits near it	5/5/2023 9:17 PM
216	I use Route 90 every day to pick up my wife from work and once a week to go to my piano lesson.	5/5/2023 9:09 PM
217	I visit ppl living on Boulton Bay and I shop on Route 90.	5/5/2023 9:03 PM
218	Pay taxes in all three jurisdictions that will be funding project	5/5/2023 8:46 PM
219	No	5/5/2023 8:19 PM
220	Truck Transport Driver	5/5/2023 7:57 PM
221	I used to live right in the 90 in military housing.	5/5/2023 7:51 PM
222	This answer shouldn't matter	5/5/2023 7:40 PM
223	I trvael route 90 to access the polo park area buisnesses	5/5/2023 7:17 PM
224	I use Route 90 to visit my children.	5/5/2023 7:06 PM

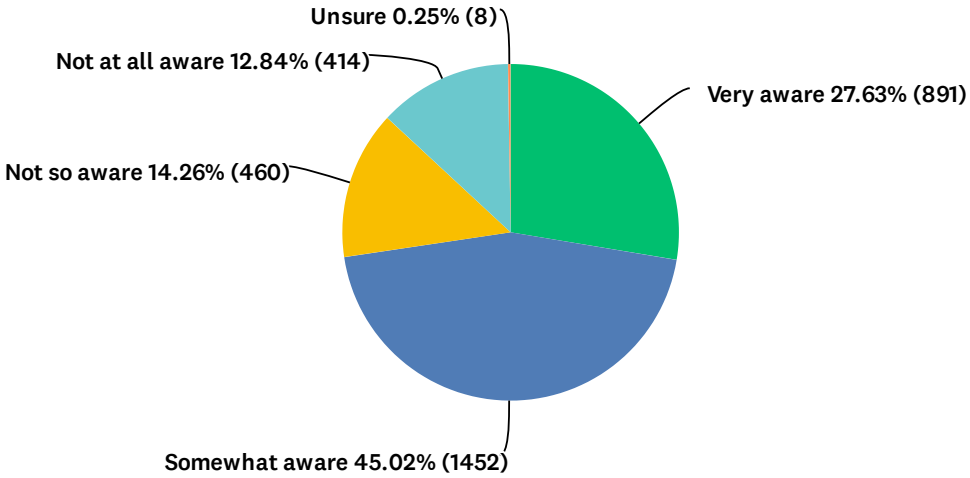
225	I use it to go shopping	5/5/2023 6:44 PM
226	I frequently run errands in the area	5/5/2023 6:43 PM
227	Kid’s daycare on 90	5/5/2023 6:41 PM
228	I visit family members that live around the intersection	5/5/2023 6:27 PM
229	Taking the bus to visit retail along Route 90	5/5/2023 6:25 PM
230	Use Route 90 to get to businesses.	5/5/2023 6:19 PM
231	Road between my brothers houses	5/5/2023 6:09 PM
232	Airport	5/5/2023 6:03 PM
233	I use it to access businesses in those areas.	5/5/2023 6:01 PM
234	I live in St. James but have family in River Heights, and golf and use other recreational facilities such as FortWhyte, Labarriere, Assiniboine Forest all of which mean I travel it frequently	5/5/2023 5:54 PM
235	I use Route 90 to reach shopping destinations (Polo Park, Sterling Lyon, Tuxedo, Linden Woods) from Wolseley.	5/5/2023 5:50 PM
236	I am a semi truck driver. I drive all over the city of Wpg, we need a stronger infrastructure in the city, it's not about making things pretty, it's about moving the traffic flow safely and in the least amount of time.	5/5/2023 5:28 PM
237	I live off ness so use route 90 to go east/west regularly	5/5/2023 5:21 PM
238	I live near route 90 and travel it often	5/5/2023 5:15 PM
239	Close relatives live near route 90	5/5/2023 5:14 PM
240	I use Route 90 to access businesses and services in the area	5/5/2023 5:09 PM
241	I visit friends or shop in areas served by Route 90	5/5/2023 5:06 PM
242	I live in Charleswood and use Rte 90 all the time to go to Superstore, Grant Park, Taylor Ave, Polo Park	5/5/2023 4:40 PM
243	drive it often	5/5/2023 4:35 PM
244	I have jobs everywhere and use route 90	5/5/2023 4:34 PM
245	I travel on and through Route 90 regularly	5/5/2023 4:28 PM
246	I sometimes travel on route 90 for errands or to get my kids and drop them off at their mom's.	5/5/2023 4:26 PM
247	I have family and friends that I visit frequently near Route 90	5/5/2023 4:20 PM
248	I cycle down Route 90	5/5/2023 4:10 PM
249	Close relatives and friends live in a neighboring area and I visit often	5/5/2023 4:03 PM
250	Route 90 is part of my route any time I go to that area of the city, several times a month.	5/5/2023 4:02 PM
251	I travel to friend's places and shop using Route 90	5/5/2023 3:54 PM
252	I live in Winnipeg and I care about the future of our city	5/5/2023 3:43 PM
253	I used to commute on Rte 90 daily.	5/5/2023 3:41 PM
254	I use Route 90 to reach the Winnipeg Airport	5/5/2023 3:24 PM
255	I travel that way for recreation	5/5/2023 3:23 PM
256	I live close by but used to use it to shop and once completed will use it again	5/5/2023 3:23 PM
257	Regularly commute for school/childcare	5/5/2023 3:19 PM
258	former Linden woods resident who still shops in the area on occassion.	5/5/2023 3:15 PM
259	Use frequently to travel to outlet/kenaston	5/5/2023 3:10 PM

260	I use Rt. 90 occasionally for errands	5/5/2023 2:54 PM
261	I drive the route for shopping and to volunteer	5/5/2023 2:51 PM
262	use Route 90 to access stores, restaurants, and services	5/5/2023 2:50 PM
263	Use route 90 to get to/from many kid activities. I also bike/run beside route 90 for recreation.	5/5/2023 2:22 PM
264	Frequently visit Winnipeg.	5/5/2023 2:15 PM
265	Pedestrian on St James Bridge for exercise	5/5/2023 1:59 PM
266	I grew up near Route 90, and used it daily before I retired in 2019.	5/5/2023 1:59 PM
267	main road to airport and NW Winnipeg	5/5/2023 1:48 PM
268	Route 90 is adjacent to many of the businesses I frequent	5/5/2023 1:47 PM
269	I drive on it frequently, and cycle around it, i.e. avoid it	5/5/2023 1:46 PM
270	Travel on Route 90 at least a few times a month	5/5/2023 1:38 PM
271	Use it to access retail and the airport.	5/5/2023 1:37 PM
272	Use it when running errands	5/5/2023 1:32 PM
273	Parents live on Route 90	5/5/2023 1:32 PM
274	retired but use route 90	5/5/2023 1:31 PM
275	Live outside Winnipeg but frequently use Route 90 when in the city.	5/5/2023 1:30 PM
276	I use the area around route 90 for shopping, appointments, and visiting friends and family.	5/5/2023 1:19 PM
277	M	5/5/2023 12:57 PM
278	I live on Portage Avenue	5/5/2023 12:54 PM
279	I play sports at a venue off of Route 90 and travel there for shopping	5/5/2023 12:46 PM
280	Regular user	5/5/2023 12:42 PM
281	I live kind of close to route 90.	5/5/2023 12:40 PM
282	family lives adjacent to route 90	5/5/2023 12:33 PM
283	Use Route 90 Regularly	5/5/2023 12:24 PM
284	Interested in city improvements	5/5/2023 12:23 PM
285	visit family that lives along Route 90	5/5/2023 12:17 PM
286	I used to live in a neighbourhood next to route 90 but now live a bit further from it	5/5/2023 11:54 AM
287	My family lives in a neighbourhood next to Route 90	5/5/2023 11:49 AM
288	I also bike along RT 90	5/5/2023 11:48 AM
289	I use Route 90 for errands and daily travel.	5/5/2023 11:36 AM
290	I have family that I visit often that lives near Route 90	5/5/2023 11:30 AM
291	I have had years of involvement in improving Route 90 as the Manager of Transportation at the City of Winnipeg and in the private sector	5/5/2023 11:27 AM
292	Weekly extracurricular activities are on Route 90	5/5/2023 11:26 AM
293	I live in south St. Vital but many of our medical/dental and esthetic services are located along or adjacent to Route 90	5/5/2023 11:21 AM
294	go on Route 90 from time to time	5/5/2023 11:14 AM
295	Use route 90 to access daily needs	5/5/2023 11:11 AM
296	I routinely travel on Route 90	5/5/2023 11:09 AM

297	I use it as part of my route across the city for shopping, appts, seeing family	5/5/2023 11:07 AM
298	travel through to get to destinations in the area	5/5/2023 10:59 AM
299	I see family on the weekends and travel down route 90.	5/5/2023 10:55 AM
300	I am worried about the financial health of our city	5/5/2023 10:44 AM
301	I drive on route to visit friends and to shop	5/5/2023 10:44 AM
302	I shop along this route	5/5/2023 10:41 AM
303	appointments by using Route 90 often	5/5/2023 10:40 AM
304	I have attempted to use Route 90 on a bike	5/5/2023 10:32 AM
305	I live in a nearby neighborhood	5/5/2023 10:23 AM
306	visit family that lives in Bridgwater	5/5/2023 10:19 AM

Q3 Before today, how aware were you of the Route 90 Improvements Study?

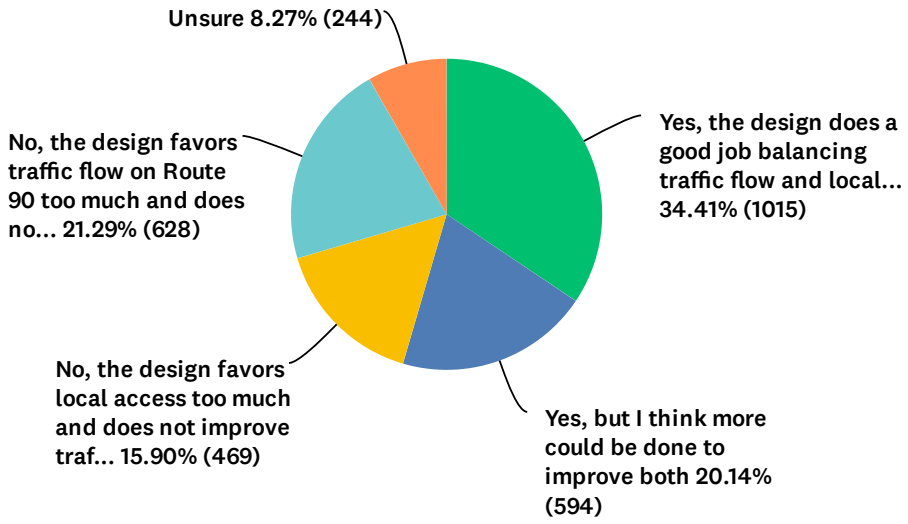
Answered: 3,225 Skipped: 0



ANSWER CHOICES	RESPONSES	
Very aware	27.63%	891
Somewhat aware	45.02%	1,452
Not so aware	14.26%	460
Not at all aware	12.84%	414
Unsure	0.25%	8
TOTAL		3,225

Q4 Do you think the proposed design does a good job balancing traffic flow with local access to adjacent communities and businesses?

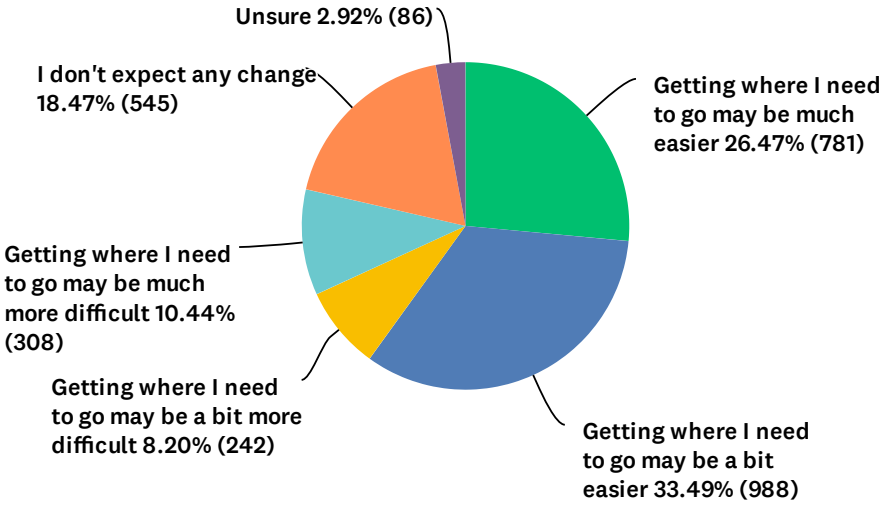
Answered: 2,950 Skipped: 275



ANSWER CHOICES	RESPONSES	
Yes, the design does a good job balancing traffic flow and local access	34.41%	1,015
Yes, but I think more could be done to improve both	20.14%	594
No, the design favors local access too much and does not improve traffic enough on Route 90	15.90%	469
No, the design favors traffic flow on Route 90 too much and does not provide enough local access	21.29%	628
Unsure	8.27%	244
TOTAL		2,950

Q5 How do you think the proposed design would impact getting to where you need to go?

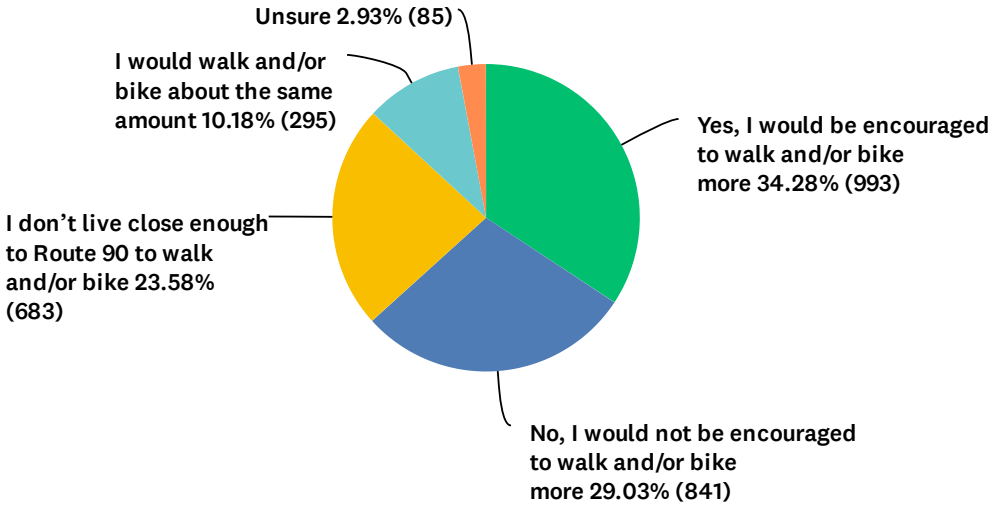
Answered: 2,950 Skipped: 275



ANSWER CHOICES	RESPONSES	
Getting where I need to go may be much easier	26.47%	781
Getting where I need to go may be a bit easier	33.49%	988
Getting where I need to go may be a bit more difficult	8.20%	242
Getting where I need to go may be much more difficult	10.44%	308
I don't expect any change	18.47%	545
Unsure	2.92%	86
TOTAL		2,950

Q6 Would the proposed design encourage you to walk and/or bike more along Route 90?

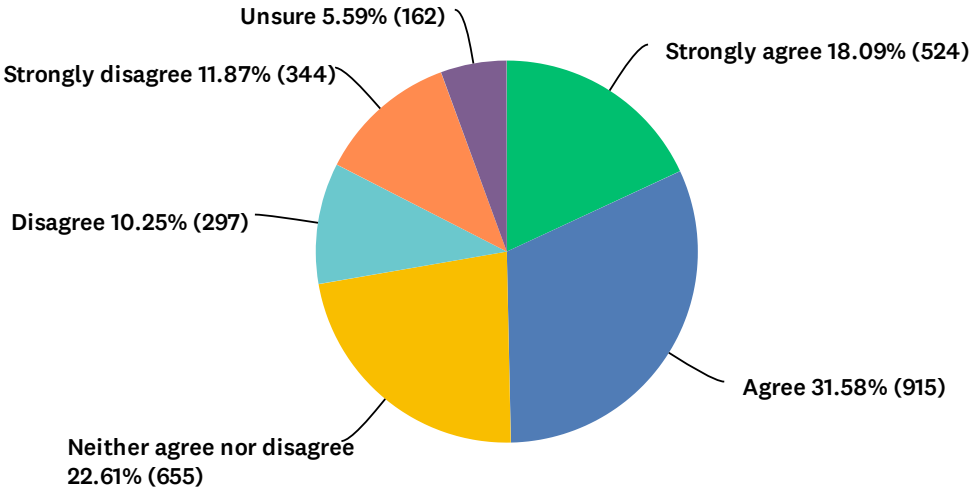
Answered: 2,897 Skipped: 328



ANSWER CHOICES	RESPONSES	
Yes, I would be encouraged to walk and/or bike more	34.28%	993
No, I would not be encouraged to walk and/or bike more	29.03%	841
I don’t live close enough to Route 90 to walk and/or bike	23.58%	683
I would walk and/or bike about the same amount	10.18%	295
Unsure	2.93%	85
TOTAL		2,897

Q7 Do you think the proposed design would make walking in the area safer?

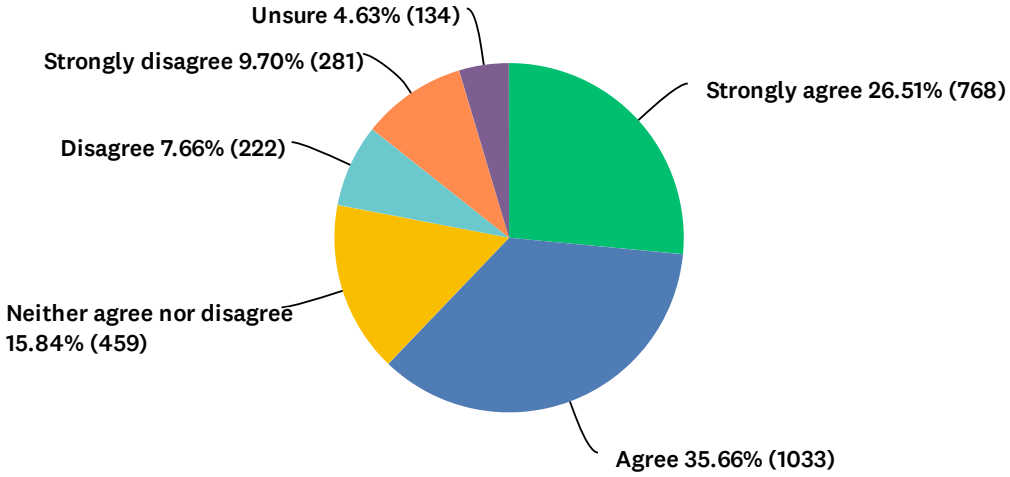
Answered: 2,897 Skipped: 328



ANSWER CHOICES	RESPONSES	
Strongly agree	18.09%	524
Agree	31.58%	915
Neither agree nor disagree	22.61%	655
Disagree	10.25%	297
Strongly disagree	11.87%	344
Unsure	5.59%	162
TOTAL		2,897

Q8 Do you think the proposed design would make biking in the area safer?

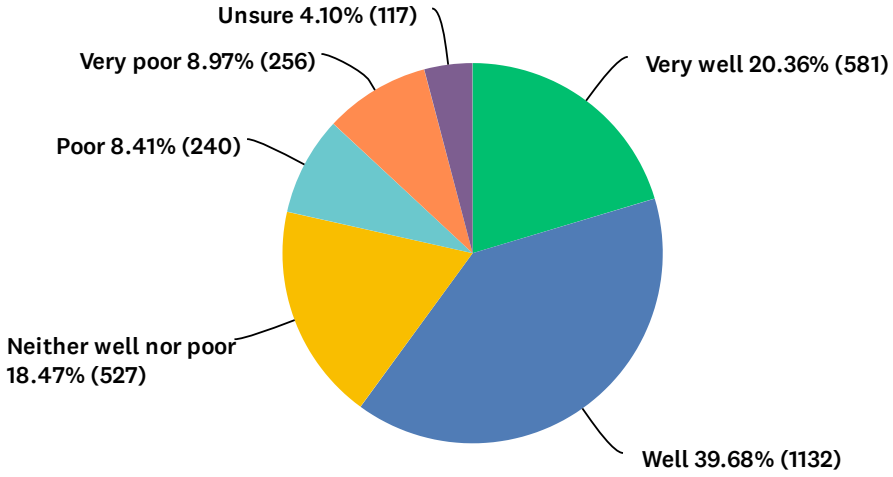
Answered: 2,897 Skipped: 328



ANSWER CHOICES	RESPONSES	
Strongly agree	26.51%	768
Agree	35.66%	1,033
Neither agree nor disagree	15.84%	459
Disagree	7.66%	222
Strongly disagree	9.70%	281
Unsure	4.63%	134
TOTAL		2,897

Q9 How well do you think the design achieves a parkway look and feel?

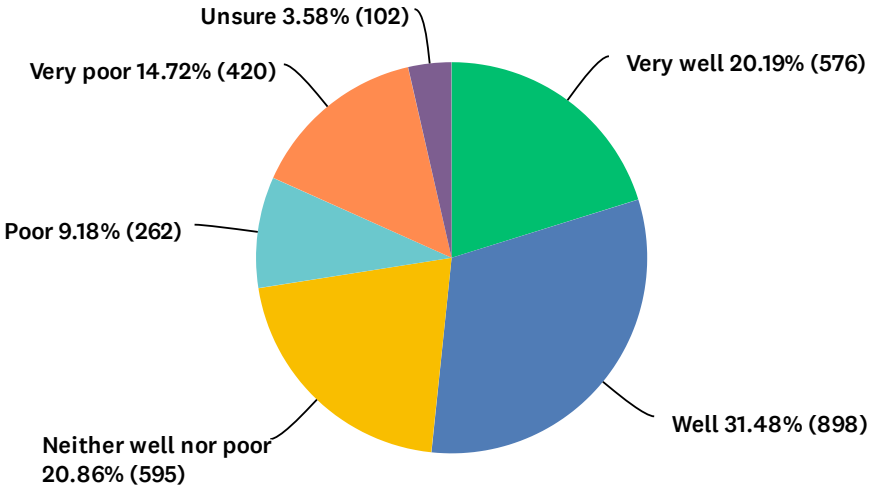
Answered: 2,853 Skipped: 372



ANSWER CHOICES	RESPONSES	
Very well	20.36%	581
Well	39.68%	1,132
Neither well nor poor	18.47%	527
Poor	8.41%	240
Very poor	8.97%	256
Unsure	4.10%	117
TOTAL		2,853

Q10 How well do you think the design adds character to the area, making it more attractive and improving the community feel?

Answered: 2,853 Skipped: 372



ANSWER CHOICES	RESPONSES	
Very well	20.19%	576
Well	31.48%	898
Neither well nor poor	20.86%	595
Poor	9.18%	262
Very poor	14.72%	420
Unsure	3.58%	102
TOTAL		2,853

Q11 Do you have anything else you would like to add?

Answered: 1,859 Skipped: 1,366

#	RESPONSES	DATE
1	I am shocked that the city would consider this project with its expense relative to all the other problems in the city, the whole climate/energy issues. Fix the infrastructure needs and forget the expanded lanes and bridges.	6/1/2023 10:05 PM
2	Toooo expensive!!!!!!!!!!! Way too much borrowing needed for this project. Waste of public money. Widening of road Not needed. Trucks should take a route around residential areas. Build a proper network of truck routes and bypasses. Ugly design. Dangerous. Worsens the climate crisis. Destroys housing and existing neighborhood. Bad, bad, bad.	6/1/2023 7:26 PM
3	Prioritize rapid transit and downtown rejuvenation instead. Too expensive. Promotes sprawl and pollution. No environmental impact assessment done. Unnecessary to widen the road. Don't waste money on this dangerous and ugly project. Don't destroy existing housing/neighbourhood. Don't prioritize cars and suburbs over cycling, transit, and inner city / downtown residents.	6/1/2023 7:20 PM
4	Too expensive Not needed Money should be spend on rapid transit and downtown revitalization instead. Don't widen the road. Fix existing only.	6/1/2023 7:12 PM
5	1. Overall, the public consultation process have been very disappointing, especially the lack of engagement with local community members who will be negatively impacted the most by this project. Disbanding the Project Advisory Committee is a huge mistake for a project of this magnitude and community impact. The City of Winnipeg is not fully adhering to the Foundations of Public Participation by the International Association for Public Participation is using as a guide. 2. There is no clear summary of what was new or different compared to the design proposed during the previous public consultation in 2018. 3. At public open house I attended, there weren't any representatives from Winnipeg Transit or City of Winnipeg Active Transportation planners who could answer questions from me or other community members despite the project's stated goals to improve transit, pedestrian and cycling infrastructure. 4. None of the City of Winnipeg or WSP representatives at the open house had business cards nor did I see any of them taking written notes to record the feedback they were individually receiving from areas residents. 5. Still images and the video presented at the open house were very misleading. They show unrealistic scenarios of light, free-flowing traffic and lots of transit buses and pedestrians and cyclists. Please show what the traffic look like at peak periods in 2041 when the traffic volumes and congestion levels are even higher than at present. 6. I was surprised to learn that a noise study has been conducted. However, it is very disappointing that the results were not presented at the open house or shared on the project web site. 7. Noise mitigation appears to be limited to low berms and noise walls (only 2 m high). Other mitigation measures, such as pavement type/design to reduce tire noise and improving the noise-resistance of existing houses previously recommended by community members have not been addressed. 8. There was no information presented about how (or whether) enforcement of speed limits, a major concern of are residents, will be strengthened. 9. Previous feedback from the community about how to modify Route 90 to substantially improve the ability of the Winnipeg Police Service to safely and more effectively enforce truck safety and weight limits do not appear to have been addressed. 10. Several of the proposed safety improvements do not require widening Route 90. Other changes (i.e., increased crossing distance from 4 or 5 lanes to 9 or 10 lanes plus a 20% increase in speed limits) are far more likely to decrease rather than increase pedestrian safety, especially for vulnerable populations such as the elderly, children, person with mobility or vision issues, etc.) 11. The proposed width of the active transportation routes proposed will create conflicts between pedestrians and cyclists. 12. Despite the claims that the project is 'forward-thinking', there appears to be no consideration to accommodate e-bikes and other electric mobility devices that are rapidly becoming more common. 13. The triple turn-lane from Academy to the St. James Bridge Northbound looks very dangerous given the high rate of accidents experienced with the triple turn lane already used farther south on Route 90 near IKEA. This also would appear to increase travel distance and time compared to the existing onramp. 14. Disappointed that no information was presented on what assumptions are being made on mode shifts due to this	6/1/2023 5:38 PM

	project and whether they align with targets in the new Transportation Master Plan. 15. Lots of information was presented without context. For example, average daily traffic volume on St. James Bridge was given as 79,000 vehicle. What hasn't been mentioned is that this is only slightly higher than volumes from almost three decades ago (77,997 in 1994 and 77,778 in 1995) and that future volumes should be lower given the mode share targets in the new Transportation Master Plan. 16. Show evidence and calculations to support the claim that this project will reduce GHG and other emissions. This defies logic given issues of induced demand and embodied energy attributable to the widening. Expanding road capacity primarily to accommodate growth in single-occupant vehicle use is the among the least effective and most expensive measures to address climate change. 17. Why was no information presented about the increased travel distance and time that local residents, visitors and emergency services (i.e., fire, paramedics and police) will encounter as a result of this project? 18. Why has so little attention be paid by this project to Transportation Demand Management as a more sustainable and affordable method to reduce congestion along this route?	
6	I don't believe widening route 90 to three lanes is wise financially - too costly for the modest decrease in travel time. The city cannot afford it! Invest in transit instead. For the cost of widening, the city could go a long way in improving rapid transit. Very much in favour of the addition of pedestrian and biking lanes. This project does not reflect current best practices in urban planning - too car centric and not forward thinking, visionary in this age of environmental and climate change concerns,	6/1/2023 3:55 PM
7	This is a $1B boondoggle. Yes to active transportation routes, improved drainage, better intersections and turning lanes which would help traffic flow. Instead of more lanes for cars, add a BRT lane and extend it all the way to RRC in the north and Uof M in the south. Add better and more frequent connections to all points either side of Rt 90. The idea MUST be to get people out of their cars - not add to the problem. Thinking that adding lanes will improve flow is dated and inaccurate. Every time I've seen a road widened or a new freeway built with the prediction it wouldn't reach capacity for 20 years, it's invariably at or over capacity within a year or two at MOST. It's a complete waste of time and money. Other than that, it's great!	6/1/2023 2:51 PM
8	The housing are on route 90 might want more sound barrier. Something like Taylor Ave between Waverley and Brookebank is a good example	6/1/2023 1:39 PM
9	Too expensive Ugly, car-centric design. Widening unnecessary. Fix existing road only. No widening. Destroys neighbourhood. Ruins lives. Causes pollution and sprawl. Environmentally unsustainable. Dangerous at-grade pedestrian crossings. No expropriation of houses should be allowed. Fund rapid transit instead. Fund downtown revitalization instead. Proper environmental impact study needed prior to any work being done, particularly at Assiniboine River. Very opposed to this project. It's a bad idea. Don't waste my taxes on this garbage.	6/1/2023 1:37 PM
10	This is the worst of city planning in North America in the 20th century. This is exactly what Jane Jacobs fought Robert Moses over 65 years ago. History has show her to be on the side of right. Yet Winnipeg thinks adding freeways is going to help traffic? It makes more traffic. (Look at Los Angeles.) Why not take this HALF A BILLION dollars and put it towards decent public transport? This is what our city planning aspires to? Rather than strive to be Paris or Vancouver our dream is to be St. Louis, Missouri? Let's just plan our way to be a slum city with a few nice neighbourhoods connected by a freeway with a no-man's land of [redacted] and meth in between. We need leaders and city planners with vision.	6/1/2023 12:28 PM
11	This is a very poor use of taxpayer money. It's a backwards idea, not something that will improve our city or move it forward.	6/1/2023 11:36 AM
12	If you widen the car route nothing you do can make it more appealing to bikes and walkers. You must drastically improve this as a transit corridor with park and ride stations along the way.	6/1/2023 11:26 AM
13	Unsightly, dangerous, and generally very poor design. Too expensive Promotes pollution and sprawl Please direct these public funds to rapid transit and downtown development instead Unnecessary and vastly overbuild for the neighborhood context. Very poor opinion of this project overall.	6/1/2023 10:24 AM
14	The City should first invest in infrastructure that would reduce traffic before it significantly expands roadways, particularly projects like Route 90 and Chief Peguis that would overextend the City's budget and limit its ability to support other necessary work and services. An analogy would be that you should insulate a house before you replace the heating system. Let's reduce traffic by significantly strengthening the Transit system (frequent, consistent, free or very	6/1/2023 9:25 AM

	affordable) and active transportation infrastructure before we build more roads that will only encourage more traffic.	
15	Rows of tree appear to be only on the east side. West side appears to be not shielded from the traffic with increased speed limit and wider volume of traffic. The flow of traffic still the same one lane accessing Portage Avenue going East past the Viscount Gort and the clinic. Agree that the bridge needs to be replaced and access and pedestrian crossing should be improved. Kenaston and Academy has become a dangerous intersection for pedestrian crossing. Flow of traffic will not be improved to any great degree to warrant the cost of widening from bridge to Taylor. Traffic still gets slows the same as the current flow with the two lane on either side going south past IKEA. Slow traffic grinds to a halt on Lagimodiere. All the main road was slow to a crawl during peak hours. Flows well during day traffic. The flow between Academy and Taylor runs fairly smoothly during day hours. Changing traffic light times, extending turning signals and crossing signals would make a difference. At the current 50 km, drivers exceed the speed. Increasing the speed to 60 will having drivers going 70. The danger to pedestrians, and the wildlife will increase. Deer cross Kenaston regularly and will continue to do so. Dangerous problems which I see all the time driving, biking and walking in the area are cars and buses speeding.. gunning through red lights and continuing to sped through the area. Red light cameras and for speeding should be increased.	6/1/2023 9:16 AM
16	Too expensive. Ugly design Terrible concept Dangerous to pedestrians. Destroys existing neighborhood Causes pollution Favours cars Downtown and rapid transit should be the priority Stuck in the past. This is not a project suited to a progressive city. Very poor urban planning. Or an utter lack of urban planning? Destabilizes a mature, residential area. Don't allow truck traffic in residential areas. Route heavy trucks around the city. Upgrade perimeter hwy instead Bad, ugly, regressive, damaging, and a huge waste of money. Shame on the mayor for making this a priority. Strongly oppose this wasteful project. I really doubt my voice will be heard. I think this public consultation is a farce and won't be taken seriously.	5/31/2023 10:39 PM
17	Too expensive Waste of public resources Damaging to exiting neighborhood Invest in rapid transit instead Invest in downtown instead Polluting, contributes to urban sprawl. Favours cars over transit. Very bad idea. Ugly design.	5/31/2023 10:28 PM
18	This is a major thoroughfare through a high density - high vehicle use corridor, that is also a large part of the the transport industry of moving goods - it needs to be a something more like Inkster with the noise barriers and higher speeds to reduce idling times. The accesses should have ramp up lanes to merge where there are perpendicular intersections, and not designed like the failure of Waverly underpass merges and that of the Sterling Lyon access merges of Waverly. That is a terrible design for traffic flow continuity. Drive the streets - see how traffic flows and these structural designs become obvious what would improve overall flow. Winnipeg has been off with their projection of development and having foresight to predict expansion and the need for proper infrastructure to support that increase in traffic loads along main corridors. And limit the lights on the MAIN thoroughfare and use parallel access roads that join at major intersections, much like Manitoba Transportation and Infrastructure do along the highway right of ways. If an intersection like Boulton is put in that will slow the flow again and that is necessary if another access would be intersected at some point on Taylor. Expropriate some of Joe Malone park and the apartment block lot for the access to go between those residences, and the park. The residents would be the only users, plus service personnel. And Taylor avenue needs to have Left turning signals for both north and south bound onto Route 90. Route 90 needs to be 4 lane both directions to optimize traffic flow moving into the future. The costs when it was originally completed from 2 lane to 4 lane - should have been completed at that time as 3 lanes each way with a service road parallel tied into the main intersections at an offset. Basically any reduction in traffic lights like the IKEA one would improve this corridor, that one is ???.	5/31/2023 7:02 PM
19	Close Kenaston Superstore entrance/exit to vehicles and convert into a multi-use pathway for pedestrians and cyclists. Seems like there is more pedestrian traffic here than vehicle use. If the second vehicle entrance/exit is required, move north or add second Superstore entrance/exit on Grant. Provide rest areas for elderly persons making trips to and from Superstore. Rest areas should have seating, vegetation, and good separation from traffic noise to allow communication to be possible over the extremely loud traffic. Widen boulevard for more vegetation space.	5/31/2023 6:30 PM
20	1. The chokepoints at Route 90 and Ness and Route 90 and Taylor (where Route 90 narrows back to 2 lanes each way) will not be addressed. 2. How are we taxpayers going to be assured that this project (unlike so many other city run projects) will stay anywhere near the projected	5/31/2023 5:59 PM

	costs/budget? 3. What assurances can be made that in 3 to 5 years there will not be more vehicles on the road and the same problem will resurface? 4. What assurances can be made that transit will be a safe alternative to cars? To this point, we have seen nothing in the way of a program or processes to make transit safer? 5. Why hasn't the idea of another bridge be built between Route 90 and Moray been considered OR between Route 90 and Maryland been considered? 6. Seems to be a huge taxpayer expense with no proven benefits.	
21	This route needs more Transit access and safe places to catch a bus. With the added stop lights, trucks will slow down traffic flow from starting/stopping more frequently. Trucks should be redirected to the Perimeter Hyw and not travel through the City if possible. The Academy Approach is a mess. I do not think it will be safe for pedestrians and treats Academy like a high traffic road not a residential street. The speed limit should remain at 50 to ensure the safety of pedestrians in residential areas.	5/31/2023 5:28 PM
22	Too expensive Unnecessary Too car focused. Does not adequately address needs of pedestrians, cyclists, and transit users. Ugly Polluting Sprawl inducing Unfair/inequitable use of public dollars for suburban commuters rather than downtown dwellers, transit users, cyclists and pedestrians. Cancel this fiasco Fix existing road, don’t widen Route heavy trucks around residential neighborhoods Don’t demolish houses Don’t ruin neighborhoods Bad, bad design Wasteful	5/31/2023 4:04 PM
23	Bad design Unnecessary Too expensive Not needed Waste of money Bad urban design Wrecks neighborhood Destroys the fabric of community Unsafe for pedestrians Won’t appreciably improve commute times Spend the money on rapid transit instead Please think of the children	5/31/2023 3:43 PM
24	Poor design Not needed Waste of money Too expensive Will Cause pollution and sprawl Dangerous Ugly design Unnecessary Excessive Too big for area No proper environmental impact study undertaken. Cost-benefit not proven.	5/31/2023 3:39 PM
25	Too expensive Waste of my taxes Ruins residential neighborhood Fix existing road, don’t widen Contributes to sprawl Spend money on rapid transit instead Ugly design Unsafe	5/31/2023 3:34 PM
26	prioritize alternative forms of transportation	5/31/2023 1:08 PM
27	Route 90 needs more lanes of traffic and access to Route 90 should be more limited than what is planned to support the flow of traffic.	5/31/2023 12:20 PM
28	Adding lanes to Route 90 is inherently counter to making it feel like a parkway. There will be so many additional lanes of traffic to cross for pedestrians and cyclists. I also feel it will only be a stopgap measure for traffic issues as more people will start driving down it since 'hey, it's so fast!' The sliplanes at each major intersection are an awful idea, drivers have to stop right where the pathways cross to see oncoming traffic, blocking access. They also make it so traffic does not slow down as it goes around the corner, which if you are on a bike travelling in the same direction is very dangerous. Adding stop signs for bikes at such locations would be insulting. Imagine if cars were required to stop, turn off their engine and get out to push their vehicle across an intersection, this is the level of interruption such signs suggest to cyclists, which is why they are routinely ignored. It would be better to remove the sliplanes and keep the sharp corners to slowdown cars turning and make them aware of any pedestrians/cyclists on the closest path. I've encountered this on the SW Transitway path crossing Georgina@ Parker where drivers are very mindful of anyone crossing. Will the sidewalk on the NB bridge be wide enough to accomodate cyclists as well? Requiring cyclists that are travelling on the eastside path to cross Route 90 twice to follow the path to head towards Polo Park will deter cyclists from even trying the route, especially with all the islands at the Academy intersections. Don't get me wrong, I'm glad to see the expanded pathways as Route 90 is currently suicide to cycle currently, but seeing as this will probably not be overhauled in my lifetime it would be nice to futureproof it for more pedestrian/cycling traffic. Should we not be focusing on encouraging/incentivising other modes of transport than the car to reduce traffic?	5/31/2023 11:11 AM
29	I feel strongly that there should be more overpasses in Winnipeg. There should be more limited access and grade separation for safety. At minimum there should be east/west pedestrian/cyclist overpasses. I'm a cyclist who is terrified to cross Kenaston now and this plan will only make it worse. It will also aggravate all drivers going north/south. Find the money to do things right; if the Canadian Mennonite University can put in an overpass for their students safety, why can't the City of Winnipeg do that for it's citizens. Shame on you for presenting this dangerous design!	5/31/2023 10:26 AM

30	Rather than widening Kenaston, I think city dollars would be better used towards making protected bike lanes along other routes and improving the public transit system.	5/31/2023 8:10 AM
31	4 lanes on each side instead	5/31/2023 12:06 AM
32	Just make route 90 wider and faster. No one needs a park along the road and certainly no one needs to bike or walk next to it.	5/30/2023 11:35 PM
33	I think that the city should budget this money towards building a better public transit system (like Calgary's which is above ground and extremely efficient) or towards bettering the current bus routes/safety/efficiency. The solution to the problem of having too many cars on the road is reducing the number of cars, not another stopgap that fails to account for the city's continuing growth. This project will only make the city's walkers' and bikers' needs be neglected once again.	5/30/2023 9:05 PM
34	Focusing on the looks , adding bike paths that already exists at the river side and improving the route for traffic flow only for certain hours of the day seems like a huge investment and waste of resources when there is decreased access to the locals, while making it look and feel nice	5/30/2023 6:01 PM
35	I hope the improved green space and the preservation of trees remains a top priority until completion and beyond	5/30/2023 2:45 PM
36	Nice project. Please start it without further delay. Winnipeg has a city is growing big, and Route 90 is very important. Oftentimes, people are cutting into streets to avoid terrible traffic and the bad state of route 90. Could you please make good provisions regarding diversion of traffic during construction. Drivers spend a lot of time navigating through route 90. Additionally, the road is currently bad. Please do things and fix the pot holes.	5/30/2023 2:07 PM
37	reducing the number of lights would be much better.	5/30/2023 1:50 PM
38	on route 204, houses to be removed due to project. husband does the driving, am a pedestrian/ cyclist/ transit user year round. keep aware that current residents are often forced to walk/ bike in the back lane because puddles and dirt fly over the sidewalk into yards spraying those passing by on foot. poor drainage on the road for stormwater creates big lakes. remember to have enough distance for multi-use path from the road so this doesn't happen as it does now.	5/30/2023 1:46 PM
39	I avoid RT 90, I park behind Boulton Bay on Mathers Rd.	5/30/2023 1:42 PM
40	I think it looks fantastic! can hardly wait. get on it, start digging as early as possible!	5/30/2023 1:39 PM
41	think four lanes.	5/30/2023 1:37 PM
42	please make a video or photo representation showing the proposed view of the new RT90 from the perspective of the homeowners that will be backing on to RT 90	5/30/2023 1:35 PM
43	For the most part I really like the design, and have waited 50 years of driving this route to see improvement.	5/30/2023 1:33 PM
44	Please add pedestrian bridges! Very pleased with presentation, very efficient presentation. All questions were answered within 5-10 minutes. Lauren rocks	5/30/2023 1:24 PM
45	lets get it done!!	5/30/2023 12:10 PM
46	Too expensive. Fix, but don't widen road. Don't expropriate houses. Invest in rapid transit instead. Ugly, dysfunctional design Dangerous at-grade pedestrian crossings. Poor design overall Scrap this project.	5/29/2023 11:06 PM
47	Traffic load will just increase. Heavy traffic will eliminate any park like feeling. Bike paths are dangerous for walkers unless the two are well separated.	5/29/2023 6:21 PM
48	I would like to see more study on whether it is worth doing the expansion at all, and if there are other investments for the city to do in order that this doesn't become a busier road way because it was made to handle more cars. Investments such as transit, multi use paths, infill, etc.	5/29/2023 4:21 PM
49	The City appears to have already made its choices. Is this just to check the public Consultation box? Without a budget or timeline, current residents are being harmed in terms of property Values.	5/29/2023 3:38 PM
50	This is the opportune time to make these changes, the road need repair, the sewer system	5/29/2023 1:42 PM

	needs to be upgraded. The naysayers states that eve with the widening of Kenaston, gridlock will happen soon after. That is really not the point, the repair work needs to be done, widening the road will allow for busses to have their own lanes and cyclists to be safer. It will prepare the city for the next growing phase and get the city out of the cycle of doing barely what needs to be done and planning for the future. Let's not do the usual Winnipeg thing "aim for mediocrity and then fall short"	
51	I like the idea of expanding route 90 along the east side. Love the park feel and separate pedestrian and bike paths.	5/29/2023 9:30 AM
52	There are too many traffic lights. The money should be spent on fixing the roads we already have. They should upgrade the sewers in this area.	5/29/2023 7:18 AM
53	This won't help traffic, but everything outside of widening the lanes is money. But this capacity will just get filled asap... do the sewer stuff, bike stuff, everything else but increasing the lanes	5/28/2023 10:45 PM
54	Waste of money. Don’t widen road. No need. Wont improve travel times significantly. Build better transit instead. Invest in downtown. Terrible design. Ugly and dangerous. Ruins neighborhood.	5/28/2023 9:38 PM
55	The sound and pollution levels here beside route 90 are already too extreme. Adding more lanes to encourage more traffic right through residential areas and the future Naawi-Oodena does not at all encourage a community feel. If you plan to proceed despite the fact that our city cannot take care of the roads we already have and can in no way afford this project, please ensure that effective sound barriers as well as tree planting along the routes particularly adjacent to all residential areas be a primary consideration. Best idea, close this route to vehicle traffic completely, no large trucks within the perimeter at all and develop transfer stations for goods at points around the perimeter with the vehicles offloading goods into the city emissions free. Planning for a sustainable future does not include encouraging greater vehicular traffic use. Thank you.	5/28/2023 9:37 PM
56	Too expensive. Ugly. Bad design. Damages residential neighborhood. Fund rapid transit instead. No need to widen road. Fix the road as-is. Don’t expand it. Bad idea. Cancel this terrible project.	5/28/2023 9:29 PM
57	Too expensive, wasteful of tax dollars. I oppose borrowing to fund this. No need to widen road. Fix existing. Period. Favours cars over active transport and rapid transit. Ugly, noisy, dangerous design. Increase urban sprawl Revitalize downtown and fully built out rapid transit instead. I Oppose this wasteful project. Misguided, ugly, expensive, greenhouse gas generating project.	5/28/2023 9:19 PM
58	This design fails in every way. Ugly. Car-oriented. Terrible for pedestrians. Dangerous at-grade crossings. Bad for cyclists. No separate biking lanes (shared with peds). Lack of connectivity to other bike routes. Bad for drivers. More lights, no improvement in travel times. Bad for neighborhood. Noisy, ugly, demolished homes, disrupted lives. Waaaaaaaay too expensive. No need to widen road. Fix existing road. No more. Total fail on the design. Too costly. Invest in transit instead.	5/28/2023 9:11 PM
59	Invest in transit instead. Don’t destroy housing and neighbourhood. Too expensive. Bad design. Too much emphasis on cars. Dangerous road-level crossings for pedestrians. Too much traffic and noise for residential area. Too much money required. No taxes or borrowing for this crappy project. Ugly design. Wrecks existing neighborhood. Worsens greenhouse gas emissions. Wasteful project. Trucks should be routed around residential areas. Total garbage project. Shame on the city for this awful plan.	5/28/2023 8:55 PM
60	Too expensive Bad design, ugly. Favours cars over people, transit, cyclists. Invest in rapid transit instead. Don’t widen the road. Don’t demolish houses. Dangerous for pedestrians. Don’t borrow or raise taxes for this project. This plan sucks. Cancel this plan.	5/28/2023 8:47 PM
61	Bad design. Ugly, car-oriented design. Dangerous at-grade pedestrian crossings. Too many lights. Destroys existing neighborhood. Don’t demolish housing for roads. Too expensive. No need to widen road. Fix existing road and bridges, but do not widen. Invest in rapid transit instead.	5/28/2023 8:31 PM
62	1. The proposed widening of route 90 from Taylor to Ness will do nothing to improve traffic flow south of Taylor and north of Ness. It will worsen it, 2. The gridlock on that and other segments of route 90 is time-specific and not all day: improve signal coordination, 3. Park like settings should be created away from route 90. 4, Can the city guarantee that there will be no cost	5/28/2023 3:43 PM

	overruns: no. Taxpayers money should be better spent in improving residential streets most of which are badly damaged-pot holes; curbs dilipidated. 5. Feasibility of a bike path can be considered not widening road to 3 lanes for cars. 6. Please read informed opinions in the Press by Lett, Bellamy and others.	
63	Fix Kenaston as is, increase access to efficient transit systems, spend those millions/billions of dollars on existing city roads, which are absolutely horrendous.	5/28/2023 2:15 PM
64	I think the city should focus more on improving active transportation and public transit rather than improving traffic flow. We need to change the way we commute in Winnipeg, go from a car city into an active one. We are known as a city for our reliance on cars, and adding more lanes for vehicles only increases and encourages vehicle usage. With more lanes, traffic levels will increase, and the lanes will be filled to capacity again. Vehicle usage is expense for the city and its citizens. The city spends millions each year maintaining roads, and the average vehicle costs about $8,000 per year to own. Pathways for bicycles, pedestrians and busses are a fraction of the cost compared to roads. Active transportation encourages physical exercise and social interaction, which creates happier and healthier people. Citizens may think they want route 90 to expand so their commute is faster, however citizens are only thinking of themselves and not the well-being of our city and people as a whole. For feedback on the Route 90 improvements, I love the addition of a larger path for cyclists and pedestrians. However, I think these paths need to be a bit larger (or even separated) to accommodate both cyclists and pedestrians. Generally, pedestrians and cyclists do not like to share paths, it is dangerous for both parties to use the same pathway. I also like the addition of green (grass and trees) to make the area more attractive. I believe the added lanes should be prioritized for public transport not everyday people. Let's improve our public transport so it gets more use! A concern is that during construction people are going to use River Heights (and adjacent neighbourhoods) as a "short cut". I live on Lindsay St which is already very busy with traffic. I believe the city should reduce the speed in all residential areas to 30km/hr, to encourage drivers to use routes designed for commuting. Residential areas should be used and enjoyed by local traffic only, not as a pathway for those commuting. 30km/hr is also much safer and encourages people to cycle and walk. As someone who drives, cycles and walks, it is a great way to encourage active transportation and keep our citizens safe, healthy, and happy. Thank you so much for reading and I hope you have a wonderful day!	5/28/2023 2:12 PM
65	Expansion of the roadway is unnecessary and unsustainable financially, environmentally, and socially.	5/28/2023 12:09 PM
66	As every other study has told you, its a waste of money and will not improve traffic. Invest in more/better public transit, more bike infrastructure and stop pandering only to single passenger motor vehicles.	5/28/2023 7:32 AM
67	Overall, I like the design except for the proposed left turn from WB Portage Ave to SB Route 90. I would rather see the existing right turn lane remain. It keeps traffic moving with very few lineups and it's existing in place so there is no additional cost to retain it.	5/28/2023 5:26 AM
68	Can we not get a real thoroughfare with 4 lanes each way? This is 1970's Henderson highway design!	5/27/2023 9:52 PM
69	The design takes down too many trees and homes and does not beautify or improve the living experience in my neighborhood. There are no sound walls or conifers to buffer but you are taking down my biggest visual and sound buffer— my Neighbors homes. To make it safer for pedestrians don't widen it, don't increase the speed limit. Improve flow by adding turning lanes and DON'T block Lockwood— that's how we get home!!!! The plan was not built in shared objectives and clearly wasn't informed by a walk through the adjacent neighborhoods. This process is unethical and impossibly flawed. I can't even cross the current width of road before the signal changes and people don't stop for lights as it is. That does not improve safety. Put the bike paths in adjacent streets and let the bike commuters use the bus lane not the sidewalk. Poor plan based on a poor process. We can't afford it so why not plan what we need and can afford and stop putting the local residents through [redacted] on purpose. And throwing good money after bad on two-bit consultants who are highly paid parrots of the cowardly politicians who pay them but don't have the balls to show up for their constituents.	5/27/2023 5:20 PM
70	Need less traffic lights. Bridges at Grant and Corydon would really help.	5/27/2023 2:35 PM
71	Like street level ped/bike crossings, but intersections are too wide and speed increase makes it more dangerous. Agree with closing local street access eg. Carpathia but disagree with closing Lockwood at Academy, making it difficult to get home. Why isn't Kintyre at Portage	5/27/2023 10:28 AM

	being improved? I don't think we need bike paths on both sides when there are local options such as Doncaster and Lockwood. Bike commuters should use the bus lane as on Portage and other routes. Why were there no questions about noise mitigation? Why were there no questions about ranking the importance of preserving the urban forest and people's homes vs adding more lanes and bike paths? This is yet another highly biased, leading survey designed to give the City the feedback it wants to hear, so you can say "what we heard" at a future session in 5 or 10 years. Stop lying, stop misleading, stop rigging the process towards an uninformed, narrow, rigid set of objectives designed by desperate politicians and not informed by true community engagement. Shameful. Sadly most people are too busy and too fed up with the neglectful approach to road maintenance to point these things out. So you will get what you want and people will suffer for your unethical approaches and decision making. I don't know how you all sleep at night.	
72	Expanding route 90 is a poor use of city finances. The round should be redone so it is in good condition and focus should be on maintaining the lanes of infrastructure we currently have as we can’t even handle that currently. I am in favour of bike lanes and rapid transit lanes but not additional car lanes. The expansive nature of the intersections proposed would make it very dangerous for pedestrians and cyclists to cross the streets.	5/27/2023 9:53 AM
73	I saw the plans during your open house. It demonstrated what can charitably be described as 'remarkable ineptitude'. Closing the Portage Avenue turnoff is silly. It looks like your traffic light elves were working overtime; installing one on every cross-street, and even managing to put another one on Portage Avenue. The whole thing looked like what amounts to a 'Saturday Night Live' parody, but you were serious? No grade separation crossings? Forget it.	5/26/2023 8:46 PM
74	f	5/26/2023 3:44 PM
75	Please consider a pathway with one lane for pedestrians (walking both directions), and two lanes for commuting bikes (one lane for each direction) so commuting bikes can maintain speed. Please consider a separate bus lane so busses are not slowed by traffic during peak hours (or a lane that is bus only during commuting hours). All of this will encourage folks to use active transportation more and decrease traffic congestion.	5/26/2023 2:37 PM
76	We should not be spending this exorbitant amount of public money to needlessly widen Kenaston. This will only benefit single-user motor vehicles and will harm pedestrians, transit and cyclists. The city does more than enough for cars and next to nothing for these other means. We could drastically improve the city's failing transit infrastructure for a fraction of the cost of this useless Kenaston project. Fund transit now.	5/26/2023 2:13 PM
77	Vehicle traffic from main side roads could merge more easily, & traffic flow more smoothly, with longer merging lanes, & requiring Route 90 traffic to zipper merge &/or yield to traffic in the merging lane. That is done in California, & many areas in Europe.	5/26/2023 11:38 AM
78	I think instead of doing Route 90. We should fix the roads that are bad already and focus on that first before putting all that money in one major project. Are streets are bad and what good is it to put the money in one project	5/26/2023 9:44 AM
79	The proposed re routing of a road from Taylor to boulten will add congestion between Kenaston estates and the Joe Malone park and pose a safety issue for pedestrian. Also, not good for Kenaston estates to be loosing parking spaces.	5/25/2023 11:52 PM
80	no	5/25/2023 10:59 PM
81	Why doesn't this follow the Transit Master Plan? Why does the plan make people cross a dozen lanes of traffic just to get from the north side of Academy (bride-side) to reach the Assiniboine Park side? I don't understand why these designs are so focused on expanding the highway and creating American-styled freeways with a shared walk/biking path. I appreciate the area needs to be repaired but I see no upside to blindly expanding Kenaston into a freeway through a growing neighbourhood while people increasingly work from home, bike, bus, and walk more.	5/25/2023 9:56 PM
82	This may increase traffic flow but I live in a condo building right on route 90 and this could open up more opportunities for vandalism and strangers in our condo community.	5/25/2023 9:13 PM
83	Install traffic lights at Boulton Bay and Route 90 junction. These could be "sensor operated " to facilitate access to and from Boulton Bay without delaying Route 90 traffic in non-rush hour times . DO NOT IN ANY WAY CONSIDER THE IDEA OF A NEW STREET FROM BOULTON BAY TO TAYLOR AVENUE . THIS IDEA IS A DISASTER , WASTE OF MONEY AND	5/25/2023 8:15 PM

	COMPLETELY UNNECESSARY . IT WOULD DESTROY THE VERY WELL USED JOE MALONE PARK - A NECESSARY GREEN SPACE IN THE AREA !!!!	
84	There are plenty of studies that show this will only add more traffic later down the years. In addition, the city has said they will follow Sustainable Development Goals, particularly with Public Transportation. Buses will still get stuck in traffic, and diamonds lanes are not enforceable –we do not enforce them downtown. The city should have transit corridors to entice people to get out of their cars because that is the main cause of congestion. As Janice Lukes kept saying at the route 90 event, "if you build it they will come". Well who do you want to come? Cause if it is sustainability, designated public transit corridors is the clear way to go. Also, bike lanes should be seperated, especially since multi-use dwellings will probably be put in near bus stops.	5/25/2023 7:58 PM
85	Too much traffic on Kenaston at most times, especially trucks.	5/25/2023 7:33 PM
86	The cost of the project does not justify the limited improvements the plan offers. Exception are traffic lights at certain intervals along Route 90. I definitely do not support any plan for extending Route 90 along Boulton Bay and Joe Malone Park to Taylor. Traffic lights at Kenaston and Boulton Bay would be sufficient to meet our needs.	5/25/2023 2:39 PM
87	I strongly disagree with the intention of encouraging people to be near the location of so much traffic. I see accidents (small children, pets) in the making.	5/25/2023 1:57 PM
88	This is a giant waste of money. Fix public transit and you won't need to widen the roads. Then again, I guess if you think adding to the City's colossal infrastructure (and financial!) debt while doing nothing to actually improve traffic over the long term is a good thing, nice work.	5/25/2023 1:52 PM
89	I am uninterested in most of the questions in this survey. My concern is that expanding Route 90 will increase car traffic, and this is antithetical to the priorities that Winnipeg must embrace to address climate change. The money should be spent improving public transportation and inspiring Winnipeggers in the south west part of the city to use it, not easing the movement of individual cars and encouraging people to say set in their old ways. The bike lane is a nice idea, but biking next to a highway is unpleasant at best and the proposed lanes here seem unnecessary given that residential streets (much more pleasant biking) and existing trails next to Route 90 under the underpass suffice. (But I would love a bike lane next to the railroad parallel to Route 90 would be nice in John Franklin Park, to connect the lanes that exist on Taylor and those by the St. James' Cemetery.) What I would really like is for Winnipeg's mayor and council to plan seriously for the future that we are incontrovertibly facing in this time of human-driven climate change, and to cease to plan to keep us stuck in the mentalities of the past with expensive infrastructure prioritizing the perpetuation of car culture.	5/25/2023 1:35 PM
90	I feel it's imperative to approve the new traffic signal at Boulton Bay.	5/25/2023 12:58 PM
91	no	5/25/2023 11:32 AM
92	I do not think this project is a good use of taxpayer money. I oppose it for all the reasons stated by Brent Bellamy better than I ever could. This city needs to start thinking in a more progressive way about the future of all people, not just motorists.	5/25/2023 10:11 AM
93	With wider road and more traffic, it will end up just attracting more vehicle congestion and that will diminish any possible positive aspects of a so-called parkway. Having a hugely busy thoroughfare isn't conducive to pleasant walking or bike riding and is definitely not safe for children. People using major routes like that tend to be impatient and weave in and out of lanes and so widening it would just make it more like Route 90 south of Taylor which is a nightmare for walking or biking already! I am completely opposed. Slightly longer commutes with compared with more traffic and faster commutes adds to the same amount of greenhouse gases and increases expectations and impatience of already impatient commuters. Plus the expense is astronomical and likely to be way higher than projected. Huge NO from me.	5/25/2023 10:07 AM
94	Overall an improvement. But too many lights. You're trying to improve traffic flow but have added 2 more traffic lights and 2 more half lights (pedestrian/bikes). how will that improve the flow with constant stopping and starting. Some over the road crossing would be better for traffic flow and ultimately safer. At the Naawi-Oodena/Boulton intersection access to that area should not be from Kenaston. For the west should come from Taylor and Grant as indicated in the plan already and access to the east of Kenaston should be only from Taylor again as shown in the plan.	5/25/2023 9:51 AM
95	The city can’t afford to maintain its roads. Why on earth would we expand the road network?	5/24/2023 11:39 PM

	This is not financially responsible. It will put the city in debt for decades to come and waste scarce tax dollars. This prioritizes cars over transit, suburbs over inner city. It's an inequitable and unfair use of public money to subsidize suburban commuters' wasteful lifestyles. Put this money into rapid transit instead. Don't widen this road. Fix the existing road and bridge and that's enough. I strenuously oppose the widening of this horrible road. Poor, ugly design. Not a parkway at all. Will destroy the neighborhood, not enhance it. Dangerous at-grade pedestrian crossings. Bad bad bad design. Oppose oppose oppose.	
96	Too costly. No need to widen road. Don't destroy a neighborhood. Reroute traffic to a highway that doesn't bisect an established residential area. Don't waste tax dollars. Kibosh this project. Develop rapid transit instead. Say no to urban sprawl. Don't expand roads to suburbs. Revitalize downtown instead. I oppose the widening of this road.	5/24/2023 11:28 PM
97	Too much money	5/24/2023 8:37 PM
98	The stop lights for the pedestian/cylcist crossing would impede the flow of trucks and busses if not timed properly. An overpass-walkway is prefered (Charleswood parkway pedestrian overpass) style is better. The design doesn't seem to allow for future overpasses to be built for high traffic intersections such as Grant Avenue. Busses should have been mover to the old rail line but the city chose to develope that land... a missed oportunity :(	5/24/2023 8:23 PM
99	please make this happen	5/24/2023 7:37 PM
100	Ugly, huge road worsens neighbourhood, creates more danger for pedestrians and cyclists. Ruins property values of area. Ugly. Sprawl promoting. Wasteful and too expensive. No need to widen road. Trucks should be diverted to perimeter or other highways. Don't belong in a residential area. Bad design. Ugly. Pollution creating. Dangerous. Overly expensive. Build rapid transit instead.	5/24/2023 7:21 PM
101	Too expensive. Wasteful. Dangerous. Unfairly prioritizes suburban motorists over inner city residents. Worsens sprawl and climate change. Invest in rapid transit and downtown revitalization instead of widening roads. Fix existing road, don't expand it. We can't afford it.	5/24/2023 7:16 PM
102	Too expensive. Don't widen the road. Build rapid transit instead. Don't expropriate residential property. Bad design fosters urban sprawl. Invest in a different project. Scrap this boondoggle.	5/24/2023 7:02 PM
103	Waaaay too expensive. Waste of tax dollars. Fix existing roads and bridge, but do not widen. Don't destroy a neighborhood. This project encourages urban sprawl. Invest Money in transit and downtown instead. Economics don't make sense. Don't mortgage my future on one road.	5/24/2023 6:58 PM
104	No	5/24/2023 5:02 PM
105	"Multi use paths" i.e. sidewalks with lines painted on them do little to increase cycling safety and often worsen it as cyclist are now grouped in with pedestrians (more chances for collision between pedestrians and cyclists) and motorists will not be paying attention for cyclists at crossings. Not to mention stopping at a pedestrian signal at every intersection is incredibly inefficient and discourages proper use of the infrastructure. I would like to see proper divided bike lanes. Stop trying to treat cyclists and pedestrians. They are vehicles and should be accounted for as such	5/24/2023 4:12 PM
106	I think the proposal will reduce traffic on many of the side streets in the immediate area and even some streets that are further away. for example I believe traffic will be reduced on Cambridge, Academy, Waverley and Shaftsbury to name a few. I know these are routes I use to avoid grid locked traffic on Kenaston at times.	5/24/2023 3:33 PM
107	This plan is ill conceived and based on inaccurate/false cost-benefit rationalizations. This will drain public funds and provide little to no economic return. It also won't alleviate congestion in the longer term. Instead, rehab the existing road and bridges, but do not widen. There is no need for six lanes of traffic in this residential area. This will make it far less safe for pedestrians and disrupt the community. Build better bypass roads for heavy truck traffic that avoid residential areas. Too expensive. Will require unacceptable levels of borrowing or increases to taxes. Invest in rapid transit and downtown revitalization instead. Bad plan. I strongly oppose this.	5/24/2023 2:47 PM
108	Replace the proposed half-signal intersections with elevated bike-pedestrian crossings.	5/24/2023 2:42 PM
109	Very poor design. Too expensive. Highly disruptive to neighbourhood. Fix the existing road and bridges, but do not widen. This is unnecessary and way too expensive. Build better bypass roads for heavy truck traffic that do not impact established residential areas. This plan	5/24/2023 2:32 PM

	promotes urban sprawl and encourages over-reliance on personal vehicles. Invest money in rapid transit instead. I am strongly opposed to this wasteful and unnecessary project.	
110	This design is an embarrassment to modern urban planning and would be a scar to Winnipeg for decades. It is already very well known that highways do not fix traffic in the long run, but instead split communities, increase driving, and ultimately traffic and stress. The fact that this design in 2023 still trying to expand highways without making real accommodations for healthy forms of transport is shocking. Biking or walking along a 6-lane highway is one of the most unpleasant experiences an urban planner could possibly create. The lack of bus lanes and other public transportation is telling that there is no real interest in investing in transport that will actually cut down on traffic and improve the mental health of Winnipegers.	5/24/2023 2:25 PM
111	Very poor design. Too expensive. TOO EXPENSIVE. This promotes urban sprawl. Facilitates over-reliance on personal vehicles instead of encouraging active transportation and rapid transit. This will destroy an established residential neighbourhood. This will increase greenhouse gas emissions and contribute to climate change. Induced traffic demand will negate any potential improvements to congestion, Invest money in rapid transit instead. Do not waste tax money or borrow to fund this massive boondoggle. Can this plan. This plan is terrible. Fix the existing road and bridges, do not widen. Build better bypass roads for heavy truck traffic outside of residential areas.	5/24/2023 2:23 PM
112	Parkways have 2 lanes each way, not 6 lanes with double turn lanes each way. Take a look at a Ottawa's Parkway. All we need is closing off uncontrolled intersections at backlanes & sidestreets, plus adding proper turn lanes & lights at the controlled intersections. Ensure more modern and longer lasting road materials are used, like permeable pavement.	5/24/2023 2:03 PM
113	city should not be incouraging more car use by adding more traffic lanes especially through a residential neighbourhood; and it can't afford to maintain the roads it currently has. Rethink the widening aspect and achieve the stated goals more sustainably	5/24/2023 1:04 PM
114	The project will not improve commutes. An extra lane should be a bus-only lane, and more transit routes should be added	5/24/2023 12:55 PM
115	I do not believe we should invest so much money into widening a street that enables more single-person vehicles to travel the route. Much more must be done to improve transit and alternate types of travel. Too much time and energy will go into developing the additional lanes - money that could be spent on bike paths - or even designated car pool lanes etc to encourage better resource use.	5/24/2023 12:35 PM
116	Our family owns a home near where Academy intersects with Wellington Crescent. These changes will negatively impact our ability to get groceries, go to work and get our children to school as we will no longer be able to access the rest of Academy or Route 90 the way we currently do. We fear that the proposed changes will divert local traffic to Doncaster, which already is too congested during peak driving times as is. We are also concerned about the people who will lose their homes to these changes or will now be closer to Route 90 than they were previously, adding to the noise pollution they experience as there would appear to be no sound barrier for this section of the expansion. We feel an investment this large would be better spent in improving our transit system and other ways of encouraging people to navigate the city without relying solely on personal vehicles. We feel that very little regard was given to the fact that people's homes and lives will be uprooted as a result of this proposed expansion.	5/24/2023 11:41 AM
117	The best option in my mind would be to not widen and instead fix the existing road, add bike lanes and better sideaslks, keep all the crossings, AND either mark a dedicated lane for goods movement and/or add a rapid transit line down the middle. Prioritizing other modes per above is, I feel, the only option that has a real hope of reducing, rather than inducing, driver demand.	5/24/2023 11:07 AM
118	Please don’t spend our tax dollars on this. It’s ridiculously expensive, and has little benefit for the traffic flow of the city. In the long run, it will only increase the number of cars on the road. Instead, pour that money into the lagging rapid transit system. Put our tax dollars somewhere that will benefit EVERYONE, not just the privileged few who own a vehicle.	5/24/2023 11:06 AM
119	The proposed design splits the community in half, making it much more difficult to cross Kenaston. Already traffic moves at a high rate of speed making it uncomfortable to walk or bike along it. Adding more traffic will not improve this, even with a barrier between Kenaston and the path. Additionally, the design calls for numerous homes to be appropriated and destroyed, displacing residents. Many of the homes along route 90 right now are likely owned or rented by low income people. There is already a lack of affordable housing in this area. It is	5/24/2023 10:52 AM

	poor planning to put what is essentially a freeway through the middle of a neighbourhood. Other routes should be considered. Perhaps turn route 90 into a one-way and direct traffic travelling the other direction onto a different street. Expanding Route 90 from Ness to Taylor will also not resolve traffic issues elsewhere on Route 90. We should be looking at discouraging vehicle use. I am strongly opposed to this proposal.	
120	Widening the road will not fix traffic. Effective public and active transit should be emphasized, while driving should be discouraged as much as possible. This is absolutely not worth the hundreds of millions that it will cost and years of construction it will take, and will likely not be beneficial in the end. Also walking and biking next to a busy highway as pictured is not pleasant at all. It may not be feasible but separating bike and pedestrian traffic with a wall or line of trees would be great.	5/24/2023 10:25 AM
121	I think the cost does not warrant the need to go ahead. Too expensive and should not be put on the table for all taxpayers to contribute. Find a less expensive solution and stop building communities on the edge of these roadways that require multi lane upgrades. Other roads in this city require attention and I think That's where the 500.00 million should be spent. And as we all know it will skyrocket to 1 billion as every project never stays on budget.	5/24/2023 9:14 AM
122	Winnipeg needs to move away from favouring cars and start favouring active transport and public transit	5/24/2023 8:42 AM
123	It's a huge waste of money.	5/24/2023 6:31 AM
124	I think the emphasis should be much more on protected bike lanes and walking/multiuse side walks than on adding another lane for cars which will not change traffic	5/24/2023 12:31 AM
125	The design is hostile to cyclists and pedestrians by having too many lanes at intersections, wide high-speed turns, and many slip-lanes. There will soon be a dense residential neighbourhood on the lands of the former Kapyong Barracks. The proposed design does not properly consider the significant increase in people walking, cycling, and taking transit that will happen with the new development.	5/23/2023 10:26 PM
126	This project is a very poor investment. It promotes more driving and traffic. It resembles city planning from the 1950's. Winnipeg desperately needs to move i a different direction.	5/23/2023 10:20 PM
127	Yay for active transportation infrastructure!	5/23/2023 10:04 PM
128	I don't think this is a good use of money. Transit infrastructure is much more deserving of a price tag like this.	5/23/2023 9:58 PM
129	SPEND MONEY ON TRANSIT AND FIXING THE ROADS WE ALREADY HAVE WE CANNOT AFFORD THIS	5/23/2023 9:40 PM
130	Do not widen route 90. Add more protected bike lanes, do not add more car-vehicle lanes. Add more traffic calming measures. Consider the livability of the neighbourhoods beside route 90.	5/23/2023 8:48 PM
131	This is a terrible idea that will bankrupt our city and make traffic worse. The City's own data shows how bad an idea this is. That this is being considered is ludicrous.	5/23/2023 8:26 PM
132	The proposed design is too expensive, prioritizes vehicle traffic and studies have not shown an economic benefit. The city should prioritize opening Portage and Main, a traffic flow solution that would actually provide economic and cultural benefits	5/23/2023 8:25 PM
133	This is a huge mistake that our children will being paying for years. Please do not do this. Invest more in public transit and active transit instead.	5/23/2023 8:04 PM
134	The funding for this project would be better spent improving public transportation, which could heavily decrease the need for larger roads as there would be less traffic. This plan only encourages urban sprawl and reliance on cars and trucks.	5/23/2023 7:50 PM
135	Separate cyclist and pedestrians for cyclist to go faster without putting pedestrians in danger.	5/23/2023 6:48 PM
136	I think no matter what you do it will be a highway for more cars and split the area at Kenaston	5/23/2023 3:58 PM
137	Most irresponsible use of public funds in years. Planners and engineers (and dare I say it—politicians) have known for years that increasing traffic capacity is self-defeating as it does nothing but increase auto trips to soak up the new capacity. You will miserably fail in that regard and miserably fail in any "economic development" objectives because it will make no difference to travel times. If you've got an extra 1/2 billion sitting around, put it to good use—	5/23/2023 3:36 PM

	like investing it in public transit (and succeeding in the objectives you are trying to realize here.) It's long past the time for this City Council to get out of the 1950's and finally do the right things for this City.	
138	I live in the south end of the city and DO NOT want this project. It is a waste of money and will only lead to more congestion. It SHOULD be difficult for me to use my car to commute. Make it inconvenient and push people onto busses and active transportation. This does nothing to address climate change and only adds to it.	5/23/2023 3:10 PM
139	If the goal is to have route 90 feel like a parkway, I think many more trees are required in between the road and the walking/biking paths. Having shaded paths will help shade pedestrians from the sun in summer, making people more likely to use the paths. One larger comment I have is that I am not convinced that route 90 needs to be expanded to have three lanes of traffic northbound and southbound. The goal should be to reduce the number of cars on the road in the future, and instead have the public feel encouraged to walk/cycle or use public transit to commute around within the city. Having two lanes in either direction will still allow for the flow of trucks and cars (as is the case today, with reasonable commute times), and not having a third lane in either direction would free up a lot of space to have a proper parkway feel on either side of the road, with lots of space for separate walking and biking paths, and trees to shade them. Right now the design is such that walkers and cyclists share a path, which will be difficult for both of them to get out of each others way, and they are in full sun exposure which will be very hot in the future with ongoing climate change and very hot summers. Intersections with slip lanes for right-turning traffic also creates a more hazardous environment for cyclists and pedestrians, as cars often do not brake until the last minute in slip-lanes. The drivers are hoping there will be no traffic blocking them from immediately turning right, and they often don't look carefully for pedestrians as they are looking for oncoming traffic instead. Having a regular right-turn lane is much safer for cyclists and pedestrians as the cars must come to a full stop. I do appreciate having more transit junctions on route 90, making it easier to commute on public transit from the neighbourhoods surrounding route 90. I also appreciate the new bike path on the bridge over the Assiniboine river, which would connect the cycling routes on Wolseley Ave with Wellington Ave.	5/23/2023 3:04 PM
140	More bike lanes. Bud lane.	5/23/2023 12:35 PM
141	This seems heavily geared to serving housing developments in Winnipeg south that are almost completely car-centric. What about rapid transit provisions?	5/23/2023 12:16 PM
142	Please reconsider this gargantuan project - this outrageous amount of money to widen *one* road, which will have enormous impact on traffic in surrounding neighbourhoods that will see no infrastructure updates, feels very irresponsible. Take that money and spend it on things that will truly help the community. Cars don't don't need our attention or funding anymore. This isn't sustainable thinking at all, economically or ecologically. The money could be so much better spent on other community initiatives.	5/23/2023 10:56 AM
143	I'm concerned about a massive expenditure that will have only a temporary impact on traffic congestion. Money would be better spent on enhancing public transit and green transportation.	5/23/2023 10:02 AM
144	I could not answer the survey with accuracy because I stopped waiting for your Route 90 document to download. Only the 1st 3 pages appeared. I gave up waiting for it to finish downloading. Further, the map did not say if the multi-use path would be for cyclists and pedestrians affecting my opinions for those survey questions.	5/23/2023 9:37 AM
145	This idea is INSANE and thoroughly retrograde. Do you not know that you can't build your way our of congestion? Are you unaware that they have been doing this in Los Angeles since the 1950s and traffic congestion has not abated? All this to shave a few minutes off the commute? With property taxes in this crumbling city going sky high?	5/23/2023 9:07 AM
146	Currently, buses and emergency vehicles are stuck in traffic on this busy corridor. By creating a diamond curb lane reserved for these vehicles on a widened Kenaston during rush hours, paramedics and firefighters would have a much better chance at saving lives. A more efficient bus transit option could also attract additional riders, thereby avoiding future traffic congestion.	5/23/2023 8:51 AM
147	Don't widen the roads, do public transit instead.	5/23/2023 8:30 AM
148	I don't think that it will improve traffic congestion much as more traffic will come back to route 90 . I don't think we should widen to 3 lanes but stay at 2 instead and properly repair the roads as there are terrible potholes every spring. I feel we need to build new bridges as well or do	5/23/2023 6:42 AM

	major repairs if that is feasible. Put the rest of the budget towards more green space and trees and building affordable housing.	
149	I love the idea of some greenery. But with that comes a lot of maintenance to maintaining public safety on the roadways. Trees, shrubs and tall plantings can obstruct drivers views of other vehicles, pedestrians, and cyclists. I would love to see some greenery along route 90. I love all the trees as you get closer to the St. James bridge. But I live in a neighborhood currently where people's trees and shrubs have filled out so much that it's extremely difficult to see other oncoming traffic without creeping into the roadway blindly.	5/23/2023 1:07 AM
150	Get rid of more lights and do over or under passes at Corydon, Grant and Taylor. Increase speed limit. Open more lanes. The more stopping the more congestion. We are not a tiny town and right now I avoid route 90 even though its the most "direct" but its so slow. Like there is no way to get quickly from any direction because we're so worried about making everyone happy. Congestion, fumes and pollution and traffic make no one happy. Make it a thoroughfare. Every single person will thank you.	5/22/2023 10:42 PM
151	The addition of a third lane in each direction is not stipulated very clearly, though the illustrations indicate the proposed change. This will detract from the neighbourhood feel and compromise pedestrian/ bike safety	5/22/2023 9:42 PM
152	I think that the design looks nice to look at but the survey does not stress that route 90 becomes 3 lanes in each direction for a much longer area. This increases traffic at high speeds - which is dangerous for pedestrians and cyclists- cars cannot stop as quickly as they should. You show a nice mock-up with mature trees but you are likely going to be cutting down a lot to widen the streets - it will take time for the trees to grow back. I agree with the sewage upgrade- this is long over due but I do not like the widening . I also do not like the survey in that it makes things look great so that I will agree to these changes. I find it a tad dishonest	5/22/2023 9:37 PM
153	Should plan on building 4 thru lanes	5/22/2023 8:11 PM
154	I use Route 90 (by car) one or two times a month to get to the area around Polo Park. I hope that the changes do not have a negative effect on the neighbourhood on either side of it, that is, continuous noise of traffic. I am concerned that noise and drivers trying to find other ways to get around may disrupt and reduce the quality of life of residents in the area. Having visited a city in the US recently, I am grateful that we don't have noisy freeways in Winnipeg. It would be horrible if Route 90 became like a freeway. As well, I wonder how well trees that will be planted will survive over the long term. Generally, there are a lot of trees planted on boulevards and in the centre of major streets, such as Pembina Highway, that eventually die because of the application of salt, lack of water and poor soil. I think the design that is proposed significantly depends on the addition of trees to make Route 90 more liveable. The planners are assuming that the trees will survive. This is an uncertain assumption, which can only be addressed by a commitment to regular maintenance and care of the trees, something that Winnipeg barely can do with its current urban trees.	5/22/2023 5:54 PM
155	It will only have a park like feel if you get trees to grow along the boulevards and median - trees along other main streets are sacrificed by salting and snow clearing. Needs to have a multiuse pathway over the bridge on the east side of Kenaston otherwise some cyclists will be forced to cross Kenaston twice to cross the bridge or more likely will just use the sidewalk. Large trucks and multiple traffic lights don't mix. I have seen two semis stopped in both lanes at a traffic light. They were so slow to start up no vehicles behind them could get through the intersection before the light turned red. Synchronization of lights won't help with this. Need to get more trucks out onto the perimeter - that's what Canada Way was designed to do. Only a half light at Bolton Bay for pedestrians & cyclists after the land to the west has been developed. Vehicle traffic to this land should be off of Grant or Taylor. No need for a half light between Grant & Corydon, or at Willow Street. If Academy connection is closed then the Lockwood connection onto Academy needs to remain open so that people west of Kenaston have some way of getting onto Academy eastbound. Difficult to have well connected neighbourhoods with a major truck route through the middle.	5/22/2023 4:52 PM
156	Too expensive!!!!!!! Waste of tax money. This can't be built without massive borrowing (bad idea!!) or a huge sum of money gifted by the Feds (unlikely). BUT, if the feds gave us a billion dollars for some crazy reason, we should definitely scrap this turkey and invest in light rail rapid transit instead. This plan will cost a huge sum and provide no real gain. What a horrible waste of public resources. Building huge roads is simply bad urban policy. Everyone knows it, except this city. Invest in downtown and transit. Scrap this turkey of a plan. Please! Very bad plan overall. This plan blows chunks. If this plan was a car, it would be a lemon. If this plan	5/22/2023 4:45 PM

	was a deli meat, it would be baloney. If this plan was a politician, it would be Richard Nixon. In other words, this plan is very very very bad.	
157	Very poor design. Will not enhance the character or safety of the neighborhood. Will increase greenhouse gas emissions and urban sprawl. Too expensive!!!! Invest in rapid transit instead. I strongly disagree with this plan. Fix existing infrastructure. Do not widen or expand roads. This is a very poor plan.	5/22/2023 4:34 PM
158	Too expensive!!! Wasteful!!! Don't widen. Save money, fix existing road and bridges. Don't widen. Build rapid transit instead I appose this design. It's very poor. Don't waste my taxes on this nonsense Prioritize spending on downtown revitalization instead. Eg. Open Portage and Main to pedestrians. This plan sucks, straight up. I hate it. It's very bad. Top to bottom, this plan is terrible in every way.	5/22/2023 4:30 PM
159	Too expensive and wastes tax dollars. Scale back design. Don't widen the road. Instead, consider spending this money on rapid transit. I don't like this plan at all. It won't address climate change or urban sprawl. Relies too much on borrowed money. Very bad idea to borrow now. Don't raise my taxes either. We can't afford this. I strongly disagree with this plan.	5/22/2023 4:25 PM
160	Poor design overall. Too costly. Destroys residential neighborhood. Unnecessary to widen the road. Fix the road but don't widen. Save money. Invest in rapid transit instead of wider roads. This favours urban sprawl. The city should not route heavy truck traffic through residential areas. Separate grade separated roads that bypass residential should be used for truck freight. E.g. Canada Centerport Way. Kenaston should not be for heavy truck traffic. Scrap this project. Very bad idea. Don't do it. Wasteful.	5/22/2023 4:19 PM
161	Don't waste money widening the road. Fix it, but don't widen. This is a huge waste of tax money. Invest in rapid transit instead. This will degrade the character of the area, make walking and biking less safe, and contribute to urban sprawl and climate change. Scrap this wasteful project. Build light rail rapid transit. Have some real vision. Don't mortgage my children's future.	5/22/2023 4:10 PM
162	The Academy Road and St James/Portage Ave interchange looks poorly designed. It should not encourage more traffic to be added to the Academy Road route. And it should have a better design for local Academy Road traffic to merge onto Route 90 with acceleration lanes, and not with additional traffic lights.	5/22/2023 3:48 PM
163	This survey was absurdly limited. Widening R90 as in these plans will result in as much or more traffic congestion as currently exists (induced demand), increase pollution and incredibly doesn't include dedicated transit lanes, so will do next to nothing to improve transit usage in the corridor. The plan could also quite possible bankrupt the city and has a negative ROI.	5/22/2023 2:34 PM
164	I think speed should be the same as Bishop Grandin	5/22/2023 1:34 PM
165	This is a bridge too far, offering little more than 8-10 years of traffic chaos and huge cost overruns. It is overly ambitious, hugely under costed and will do nothing to improve traffic flow or improve the neighbourhood.	5/22/2023 9:18 AM
166	Enhancing vehicular traffic need not be a priority.	5/22/2023 2:45 AM
167	I don't think there are compelling reasons for widening Kenaston and adding to greenhouse gases at this crucial time in our history. Winnipeg cannot afford more roads to maintain as we have a hard time with the roads we already have. Don't continue the mistakes of our past and condemn us to car culture far into the future.	5/22/2023 1:21 AM
168	Looks great….please start this project asap.	5/21/2023 4:04 PM
169	Increasing the number of lanes in a road does not make it more attractive and the money could be better spent by improving public transport on the road and discouraging vehicles by allowing for some slowness on the road. Not widening the road.	5/21/2023 4:02 PM
170	I don't think Route 90 should be widened. If you allow for more cars, more cars will come. Winnipeg already has too many roadways that it can't maintain. Improvements to the roadway, Transit, active transport, sewers and St. James Bridge should be done, but emphasis should be placed on moving people and not moving individual vehicles.	5/21/2023 3:28 PM
171	There are a lot of mentions about outdated bridges/roads and to be able to compare, would need to know the cost we would be spending to maintain those to help determine how much doing this project would save over the 20 year period.	5/20/2023 10:34 PM

172	Have more overpasses been considered to speed up traffic flow rather than more lanes?	5/20/2023 6:24 PM
173	We've been waiting so long for this. Let's get it done!	5/20/2023 7:46 AM
174	Why no Grade Separation? It is a major truck route from Centreport.	5/19/2023 9:08 PM
175	As a cyclist it would be ideal to have a sidewalk for pedestrians as well as 2 bike lanes.	5/19/2023 9:08 PM
176	Please continue adding more active transportation lanes and accès to make it safer across the city!	5/19/2023 6:46 PM
177	I am very concerned re noise created for Kenaston Village residents. I am further concerned that a noise barrier appears to be incomplete in the plans presented.	5/19/2023 6:04 PM
178	Your 'what we heard' points include reducing traffic lights to help improve flow, then your solution is to include ways to stop traffic at every intersection - three of which are newly added? That doesn't suggest you're listening to what you heard. Similarly, the left turn for traffic access of Portage vs the current ramp suggests that nothing has been learned from Sterling Lyon & Kenaston. That turn lane will disrupt traffic from both directions on Portage and you'll need to add more turn lanes within the first year after construction... or you could just improve the ramp now. If that can't be done, build a way to turn right on Queen St and get back to Ness with priority, but keep traffic flowing - that's what we asked for. Traffic lights stop traffic. That's the opposite of flow. Show us you understand that. We could also improve some traffic flow by not letting everyone turn every way at every intersection in Winnipeg. This proposal does some of that, which is good to see. Don't be afraid to do more. Taking one option out of a cycle of lights makes a massive difference to how much flow can be given to priority traffic at that intersection - a point you must be very aware of, yet we seem very afraid to use in our city. Finally, has anyone done a cost analysis on how much construction money we could save over 10 years if heavy trucks were limited to one lane of travel? Not only would that vastly improve traffic flow for others on Rte 90 (I'm guessing you could get at least 10 cars through on average vs 1 heavy truck), but you could strengthen the 'bus/truck' lane to make it last longer (a task that costs far less to do right now, during initial building vs trying to add it later), and the rest of the lanes would last years longer with only cars and light trucks using them. Again, this seems like such an easy idea, with wins for all reasons, yet I never see this discussed anywhere.	5/19/2023 3:42 PM
179	I think it is irresponsible of the City to spend this money on widening a small portion of roadway. We need more AT and transit infrastructure—not more roads. This proposal is counter to what every other city is trying to achieving: ie less car traffic.	5/19/2023 3:39 PM
180	The current trees and shrubs along Kenaston are dying due to the exhaust from trucks and buses. This will only increase with the added trucks/buses using Kenaston. I have been behind trucks and a bus and saw the exhaust leave at the roof of the bus and envelope all the leaves of a tree on Kenaston. It was black exhaust! This exhaust also travels into the condos/homes along Kenaston. In winter/spring salt from Kenaston is helping to kill trees and shrubs planted along Kenaston. It would be lovely to have a park like setting but until a remedy for exhaust and salt is found, grass, shrubs and trees will not survive. Looked pretty on your plans! Also concerned about the noise level. I live at Kenaston Village and can hear trucks changing gears, rumbling along, hitting bumps in the road. We need to have a berm and wall built along Kenaston in front of us to help those in our village with yards facing or backing onto Kenaston. The plans do not show a wall/berm in front of Kenaston Village. Noise level will be incredible when trying to enjoy our yards.	5/19/2023 3:14 PM
181	I am the president of the board of directors at [redacted]. there are many owners that already believe there is too much noise coming from trucks on kenaston and are very concerned about the increase of noise with the widening of route 90. some of our residents attended the open house on May 18th and informed us that it was previously mentioned that they were planning on building a noise dampening wall, but now there is nothing in the plans about it. our area will need this noise dampening wall. please contact me by email [redacted] or by phone [redacted] if you have any followup questions for the property manager or board at kenaston village	5/19/2023 3:07 PM
182	Yes I reside at [redacted]. My block dead ends at Doncaster. This survey does not address the changes to this area. I attended 2 Town Hall meetings over the years. Kevin Klein City Councillor at the time assured us that Willow would be closed from route 90 along with the closing of Academy, Fulham and Carpathia after the first Town Hall Meeting. Why was Willow re opened?Why were we not consulted. I am concerned that the present traffic (coming	5/19/2023 2:53 PM

	from Corydon down Park Blvd heading east on to Wellington, plus traffic from the The Park and Old Tuxedo Residential area travelling on Wellington that presently turns on to Academy to access on to route 90 both north and south will now with the new changes switch to accessing Route 90 south through Doncaster and Willow overloading a residential T junction at the Asper centre (school) where a pedestrian cross walk exists and will overload both Willow and Doncaster. A Teacher from the Asper Centre was struck at the pedestrian cross walk that goes from the parking lot to the centre due to daily school traffic and foot congested. The Asper Centre provides services with large number of staff and students and public members re : day care, school services, and community programming such as swimming and gyms classes for children and adults. There is also at that same T junction across the road from the Centre a Day Services program with two buildings for Adults with an Intellectual Disabilities. Doncaster and Willow are both very short streets and already very busy streets due to the residential area and the community amenities (plus The Manitoba Youth Centre with numerous 24 hour staffing shifts). My concern is that Willow will now be the only street open in this area (the other streets presently carried this traffic in and out of the area) and with this reduction to one street, will overloaded it plus with the added traffic trying to cut thru from Wellington Crescent to exit on to route 90. The T junction and the larger Centre is no question a complex complication and as well this Residential area as it is structured is a highly unusual community set up. I believe the proposed plan to leave Willow open is a dangerous plan with the potential for a very serious accident with children in the area. The plan is overloading a school area plus the children in the residential area with only one street Willow open to route 90 to be used by community residents in the interior roads …Academy, Fulham, Frank Street and Carpathia. As well, as this Plan stands, the Wellington traffic can also access both Doncaster and Fulham Street and travel down and turn right on to Frank/Carpathia and then turn left at Willow to access Route 90 creating and adding more strain on additional traffic on this highly already used road for community residents, school staff, students and Day Services program. The plan will have condensed and reduced three community roads down to one. This plan does not address the high volume or safety needs of this unique area and further creates and complicates an unsafe traffic issue in the area. I think the simplest and safest plan is to close off Willow to Route 90 along with the closure of Academy, Fulham and Carpathia streets to reduce the overload hazardous traffic at the T junction on Doncaster/ Willow and eliminating traffic exiting on to route 90 traffic from Wellington thereby returning the safety and protect of the children, residents and staff in this area. Please just leave the two options in and out of the area at Tuxedo (with lights) and Wellington at Doncaster making this area a closed community and one that is safe. This is a lovely safe community. Please maintain the safety and peaceful integrity of this unique community area.	
183	The increased turning lanes from Academy turning north is unnecessary. Even during rush hour the single turn lane onto route 90 is efficient.	5/19/2023 1:56 PM
184	-The plan doesn't really take into account traffic from the new developments along Kenaston (other than Naawi Odena). -There doesn't seem to be any place for u turns (which will force traffic back into the neighborhoods). -There needs to be 2 lanes to turn south from Portage onto Kenaston. People currently avoid the on ramps from Portage because of the sightlines, so there will be more traffic there than you expect. Huge improvement though!	5/19/2023 1:24 PM
185	Do not add another lane to route 90, it only creates induced demand. If you plan on adding anything, add protected pedestrian and bike lanes.	5/19/2023 12:27 PM
186	GET ASSISTANCE ON DESIGN FROM CALGARY CITY PLANNERS!!!	5/19/2023 12:04 PM
187	1. The proposal should show an AT connection on the south side of Grant from Kenaston to Shaftesbury to connect to the trails near Assiniboine Forest and connections further west. The proposal needs to show the AT route connections outside of the study area. Otherwise it appears they deadend. 2. The proposal needs to show the east-west AT connections at Willow, Carpathia and Corydon. 3. The multi-purpose path on the east side of the bridge appears to access Kintyre. It should be shown clearly as a ramp down to Assiniboine. There should not be AT access onto Kintyre because that is a really dangerous section of road partly because of its weird width and drivers not knowing how to merge onto Portage. AT access onto Portage Avenue from the north bound bridge should be clearly shown as down to Assiniboine Avenue and then up to Tylehurst or continuing on to Wolesley. 4. Why is the AT route on Assiniboine under the bridge shown as a dashed line? 5. There should be better address to AT crossings of Academy and access from Academy to the multipurpose paths along route 90. Academy near Lockwood is not AT friendly. 6. The southbound turning lane from Portage to route 90 will result in a lot of congestion on Portage as traffic backs up to make the turn. The existing loop behind the fire station is better and just needs some signalization. 7. Surely there are ways to	5/19/2023 11:49 AM

	redesign traffic flows to avoid having to build a third bridge. Building more bridges is just too expensive. 8. The study suggests that this redevelopment will reduce traffic congestion. This is just not so. Never has there been any road development that has provided a long term resolution to traffic congestion. Route 90 will be become even more congested with these improvements as there will be even more traffic on it. The only viable way to reduce congestion is to reduce traffic.	
188	Why is it that every time the city does something with the roads it's mediocre. We need access roads and way less lights. I hate driving in this city as do any of our guests. Start and stopping is bad for the environment, where and tear on breaks, as well as drivers patience. That's why we use parking lots to drive through to avoid lights. I suggest looking at places that have good traffic flow and use their ideas, because whatever we have is lousy.	5/19/2023 11:35 AM
189	N/A.	5/19/2023 11:34 AM
190	I would like to see more trees especially between the curb and multi-use paths on both sides to provide shade and enhance the neighbourhood.	5/19/2023 11:07 AM
191	This is still essentially a 6-lane highway (stroad), and with a speed limit of 60 kmh, it will never be pleasant to walk or bike on. It will still be loud, congested, and smell like car exhaust. Dutch activists at Moda City Life emphasize that any given street should not try to be everything to everyone—the Dutch philosophy is to disentangle the different purposes of a street: [redacted] Any traffic infrastructure project should take away space from cars if the city is to achieve its climate goals. It's well established that taking away space from private vehicles reduces the number of people who drive—cities have even completely removed highways, and the car traffic didn't go elsewhere, it just disappeared. Fewer private vehicles on the road improves traffic flow as well, which is great for vehicles that actually need to be on the road, like buses, those delivering goods, or drivers with physical disabilities. Also, traffic signals on a 6-lane highway with a 60 km/h speed limit do not make sense. Again, different functions of a road are being mashed together, with the street effectively designed like a highway (wide lanes, high speed limit) that pedestrians and cyclists are expected to use and cross. Car traffic should be completely separated (on a different road) so that pedestrians and cyclists aren't forced to share and cross a highway. Then the road for cars doesn't have to be signalized, which improves traffic flow. Please consider watching this video by Not Just Bikes about road design: [redacted]	5/19/2023 10:38 AM
192	The design seems fine. I like the addition of the bike and walking paths. I agree that we need to replace the bridge, redo the pavement and add combined sewers. I like the addition of the merge lanes from the Portage onramps. Those are definitely necessary and an improvement. I'm not so sure widening to 3 lanes is necessary. Numerous studies indicate that adding extra lanes just increases the amount of traffic volume and thus negating the improvement. Plus, an added stop light and several pedestrian crossings will further slow traffic flow. Additional turning lanes will result in longer light cycles thus slowing traffic even more. Finally, I think the bottle neck will just move further south where route 90 reverts to 2 lanes south of Ikea. Thank you.	5/19/2023 10:13 AM
193	After seeing the damage every spring by snow clearing (necessary) I hope any vegetation will be only in safe areas.	5/19/2023 9:52 AM
194	Please don't widen until comparable studies have been done comparing the impact of putting the extra money being used into increasing transit operation in the area.	5/19/2023 9:02 AM
195	No	5/19/2023 5:51 AM
196	It has too many lanes and the money should be going to public transit not cars	5/18/2023 11:36 PM
197	Hurry up	5/18/2023 11:09 PM
198	route 90 does not need to be expanded. it is not worth the cost, and money should go to other things that would be more useful (public transit, community services, things that will actually give the return on investment this project thinks it will have).	5/18/2023 10:23 PM
199	I hate cyclist and see no reason for them on the roads	5/18/2023 10:22 PM
200	I don’t think that we should be investing money in this project. Instead I think we should be using money for public transportation. We need to begin to limit the amount of cars on our road	5/18/2023 10:12 PM

	and increase public transportation. This is completely unnecessary.	
201	I would prefer if there was more focus on public transit, than traffic lanes right now	5/18/2023 10:02 PM
202	Please add more public transport to the city. We don't need any more car lanes, we need reliable, effective and frequent public transport. If this were to go through more tree coverage would be great but it doesn't address how unwalkable the area already is. More green space, more public transport please!!!!	5/18/2023 9:53 PM
203	I have feedback about elements of the plan, specifically about the west side of Kenaston, one block north and south of Academy Road (i.e., from Fulham to under the St. James bridge). My first and major concern is that there are no noise mitigation measures planned along those blocks, and I hope berms can be added like along other stretches. The Academy intersection area is just as close to the expanded road as other areas that do have planned berms, so I expect the noise levels will be similar (especially as existing houses are removed to make room for the expansion). Excess noise can impact quality of life for residents and affect wildlife. Moreover, noise aside, a physical barrier can help preserve the neighbourhood's residential quality and character, separating it from the newly massive interchange planned at the foot of the St. James bridge. Because (it looks like) the entire row of properties between 35 and 119 Kenaston is being acquired by the city, there will be room for a berm/barrier. The cost of two blocks of berm would seem like small potatoes in the overall scheme of things, while doing a great service to the residents in that area. My second concern is what might replace the acquired properties now at 35-119 Kenaston after the project is finished. My hope is that the zoning remains R1 because increased density is neither in keeping with the neighbourhood (which is 1-2 storey houses) nor sustainable. With the closing of the Academy/Kenaston junction, the only access to that area is alleyways, and so any larger development would create serious access/congestion problems. I know the decision of how to dispose of any excess property will occur years from now, but any consideration of greenspace or other public space that could be put in the plans now would be appreciated.	5/18/2023 9:50 PM
204	I don't think we need paths on both sides. With the signals and half signal crossing there is lots of opportunity to get to the side of active transportation you require. I think a sidewalk on one side and path on the other is required. The road needs to be built asap. The pavement is failing and needs to be done, with widening or not. I think the design take out a lot of property which is very unfortunate.	5/18/2023 9:30 PM
205	The multi use path is not given any priority at intersections. Merges into route 90 are gradual, allowing for higher vehicle speed and much less pedestrian and cyclist safety. In order to actually improve safety and usability crossings NEED to be visible to drivers through above grade crossings and physical design Barrie's that slow the speed of cars	5/18/2023 9:06 PM
206	Re: parkway feel - don't believe trees would grow on the blvd in the centre as shown in the drawing. Also don't believe the blvds along side the road would be green. The survey doesn't ask the basic question - do I want more and easier traffic flow on Rte 90. I don't.	5/18/2023 8:33 PM
207	It's very upsetting and frustrating for the neighbors living on Kenaston the total lack of consideration of the negative impact it has on us. The values of our properties is dropping dramatically and it's impossible to sell them. Our houses are already damaged for the heavy traffic on Kenaston. I can't imagine how much damage we will get during the construction phase.	5/18/2023 8:30 PM
208	Adding intersections will just slow down the flow of traffic and take away from any sort of improvement from the investment. There's already too many intersections in that stretch and southern stretch. In addition adding the signalled crosswalks will even further inhibit traffics flow	5/18/2023 8:10 PM
209	Major thoroughfares should not have traffic lights into parking lots.	5/18/2023 7:38 PM
210	Yes, I live in one of the 5 houses between Route 90 and Lockwood, on Academy, facing the bridge. My house is the ONLY house with a front driveway and ZERO access to a backlane. I noticed that there is a proposed plan to block Lockwood from access onto Academy. This is a problem for me because I only have one access point to my property. I use Lockwood daily when coming from Route 90 North. Route 90 South, I can turn onto Academy going East however, my driveway is NOT on your proposed plans. I look forward to clarification.	5/18/2023 7:33 PM
211	This entire project is a huge, expensive, tax-stealing disaster for the city. Everyone involved in pushing it is corrupt. We're sick to death of 1960s road widening "improvements" that destroy neighbourhoods and enrich Manitoba Heavy Construction and all the councillors, mayor, and	5/18/2023 7:31 PM

	old white male engineers in Public Works getting paid off. This project benefits NO ONE living, working, or travelling through the area and YOU KNOW IT.	
212	Concerns about traffic from Portage Ave. Possible bottleneck. Is transit stop for bus routes 66 and 79 remaining on Portage.	5/18/2023 7:22 PM
213	Sacrifice the bike lanes for another lane since bike lanes cannot be use in Winter months if not possible the design is good enough. This change is long overdue.	5/18/2023 7:09 PM
214	It needs over the road pedestrian walkways. It's a major road, with heavy trucks and the amount of people that will use the paths will increase stopping traffic flow and create back up. Calgary has done a great job when comes to walk ways. The heavy traffic is increasing seeing 1000's cars a week,	5/18/2023 5:15 PM
215	It seems very unnecessary	5/18/2023 3:41 PM
216	Questions do not focus on asking the appropriate questions, too focused on car traffic only. Current design with sliplanes and islands looks good on paper but is NOT bike and pedestrian friendly. Requires multiple interactions when trying to cross each intersection. If more than a trickle of pedestrians/bikes use the islands becomes dangerous, see Transit stop 10159 during rushhour. Greenspace will be noisy and will not act as a buffer to residential areas behind. Pathway disappearing after the bridge is shortsighted and a prime example of on going issues with pedestrian/bike paths not being fully usable due to poor connections.	5/18/2023 3:40 PM
217	1. Utilization of old CN bridge to link traffic between Portage Ave and Academy Road. This will reduce the delay caused by Kenaston/Academy junction. 2. Boulton Junction would impede traffic flow. 3. One must minimize traffic light stops on the route.	5/18/2023 2:07 PM
218	The expansion is a long time coming. As a 15 year resident in the neighborhood, the increased housing in the southern part of the city, and the substantial retail development on Kenaston has created a signicant increase in traffic. (There is no reason that traffic on Kenaston on any given Saturday should be so congested that vehicles have to travel at reduced speeds of 40 - 50 km in an 80 km zone and that traffic at anytime should come to a halt, unless there is a red light.) Development of Naawi-Oodena is only going to contribute to increased traffic volumes. Sitting in an idling or slow moving car only contributes to green house emissions.	5/18/2023 1:29 PM
219	How many mature trees will be cut down and removed in order to make room for these stupid bike lanes that are used by 5 or 10 people for 5 months of the year?	5/18/2023 12:25 PM
220	Please plant as many trees as possible and thank you for including bike paths!	5/18/2023 11:36 AM
221	Important to have a buffer (hills/sound barrier) between route 90 and neighbourhoods. Should be done with green space/natural terrain if possible. Also public/active transport needs to remain a large part of this. And finally the project needs to start as soon as possible.	5/18/2023 10:13 AM
222	I am in favour of fixing the bridges and sewers, NOT adding the third lane, unless it is reserved for buses. You show trees and green (grass?) but I doubt either will survive the salt used in winter. You talk about improving traffic flow but are adding 3 signalized crossings at Boulton, Carpathia and Willow. The biggest issue I have with the current configuration is the lack of a left turn arrow from westbound Corydon onto South bound Kenaston. Also, the access on and off Portage is not great, either direction.	5/18/2023 10:06 AM
223	This project fails to prioritize local residents over commuters. Additionally, it does so in a way that is economically reckless and diminishes the livability of the community it claims to serve. As a local resident, I am very disappointed with this proposed use of the scarce funds the city claims at its disposal	5/18/2023 9:59 AM
224	This should have been done a long time ago. It's about time.	5/18/2023 9:48 AM
225	I bike quite a bit but try to avoid busy, narrow streets like Route 90.	5/18/2023 9:45 AM
226	The questions about the parkway look and adding community character/ feel are laughable. This "stroad" is a horrible imposition on the community. It's a high volume traffic sewer for personal cars. It's too expensive It encourages urban sprawl It contributes negatively to climate change The road and bridge can be rebuilt without being expanded. Invest the money instead in rapid transit. This design is regressive and outdated. Toss it out, start again.	5/18/2023 9:33 AM
227	widen mccreary road& shaftsbury to academy road and redirect traffic to moray street bridge	5/18/2023 9:24 AM
228	This is a very bad design. Waste of taxpayer money Fix the road and bridges BUT DO NOT	5/18/2023 9:22 AM

	WIDEN THE ROAD. Shame on the city for destroying this residential neighbourhood. Build rapid transit system instead. I strongly oppose this design. This design promoted urban sprawl It promotes fossil fuel use and worsens climate change. It does not promote safer, healthier cities. I OPPOSE THIS DESIGN.	
229	This is a super bad idea. The 1950 are over and this is not what a 21 century city should be doing. the academy intern hangs looks like a pedestrian death trap. for 8 find minutes?	5/18/2023 8:56 AM
230	As long as proposed solutions include adding level crossings and not reducing the amount of signalled intersections, traffic flow will not improve in my opinion. One of the biggest issues is the presence of tractor trailers and the amount of space they occupy on the roadway combined with the amount of time it takes them to accelerate to speed from a stop. As long as this remains a truck route with traffic lights every 400m, it will be a parking lot when busy.	5/18/2023 8:37 AM
231	I feel widening route 90 would just attract more vehicle traffic and not reduce congestion. I think the necessary repairs to the bridge and the sewers should be made without widening the road for vehicles.	5/18/2023 8:00 AM
232	No	5/18/2023 7:49 AM
233	[redacted]	5/18/2023 4:49 AM
234	Consultations and reworks after all this time would be a foolish and greedy thing for the city to do. This stretch has been ugly for decades and to be a pedestrian on Kenaston is hard. There's a couple old folks homes here and they jaywalk across Kenaston; it's dangerous, unattractive, and illustrative of Winnipeg's poor planning. Don't fk this up and just do it already.	5/18/2023 4:28 AM
235	I do not support this proposal. It will attract more car/truck traffic thus more GHG's and ultimately will not improve traffic flow. We needs to focus on a less car centric city model.	5/17/2023 10:33 PM
236	The third lane should be a peak hour diamond lane.	5/17/2023 8:54 PM
237	MAKE SURE THE BIKE LANES ARE GOOD AND SAFE	5/17/2023 8:42 PM
238	Winnipeg should not prioritize this project until other major issues are addressed, such as homelessness, safety and wellbeing, downtown decay, and the overall infrastructure deficit. Property taxes should increase at a higher rate to enable building/sustaining a city we can all be proud of. Widening Route 90 will not make me proud without the above deficits being addressed. If this project does proceed, the design for the Academy Rd intersection is totally overkill. There are two west bound lanes on Academy, but rendering shows 4. And there isn't enough population density or bus ridership to support anything more than a bus stop at this intersection. The #20 bus (only one of Academy) comes every half an hour. To increase ridership and transit service, you need to address the social issues (homelessness, downtown safety). Re: the 'greenway' - this will not look like the renderings, probably ever. Budget probably won't support that many trees, and there will never be green grass on boulevards. It will be sand/gravel and weeds. Winnipeg can't and won't support the capital and maintenance budgets needed for a true greenway, so proposing this is not sincere.	5/17/2023 8:17 PM
239	Please consider guard rails to improve safety for pedestrians and bikers and walkers. Also increasing the speed to 60km/h and timing of lights. The back up from lights from Taylor to grant to corydon to tuxedo .. backs up traffic right under the under pass at taylor.	5/17/2023 6:14 PM
240	Consideration of a pedestrian overpass for kids to access Carpathia elementary school and eliminating the need for lights at Lockston.	5/17/2023 6:08 PM
241	The many many sets of traffic lights need to be synced so as to prioritize traffic flow. More lanes are not always the solution if the flow of traffic will be stopped every few hundred metres.	5/17/2023 5:57 PM
242	Finish it yesterday	5/17/2023 5:55 PM
243	Please don't build more roads, nor widen streets.	5/17/2023 5:43 PM
244	I appreciate the effort to improve active transportation as well as vehicular and to introduce a green media. My concern is that widenings don't seem to improve flow as well as synchronizing lights and we're left with more asphalt, more infrastructure, more potholes. This is not to be cynical but LA and TO have superhighways through town that are always stalled with cars.	5/17/2023 4:58 PM

245	On the combined pedestrian/cycling pathway it would be good to provide clear signage to avoid pedestrian and cyclist collisions. There also needs to be a plan to provide cycling infrastructure along the whole length of Route 90. This new cycling path needs to be connected to the cycling paths along Abinojii Mikanah to promote increased cycling use. If there are just bits and pieces built cyclists will not feel safe in-between the paths.	5/17/2023 4:52 PM
246	I think this design is poor as it adds more lights and I believe traffic flow would not be greatly enhanced. I think the use of overpasses should be utilized to increase flow. Frontage roads could also be used to allow flow as well as access to surrounding areas.	5/17/2023 4:14 PM
247	Qns 7 about whether the design makes walking safer lacks an "unchanged" response. Sidewalks are already in place, so walking should not be impacted (neither agree or disagree is ridiculously vague and open to interpretation). The questions about safety are also missing the direct question of whether someone walking would feel less safe because the path would be shared with cyclists. One thing for sure is, nothing about the re-design of a multi-lane road route enhances community or the feeling of community. If The City of Winnipeg was looking to enhance community feel instead of adding another corridor, the focus would be on transit, and limiting the sprawl of the City. I do understand the St. James bridge needs to be replaced, and that significant road repair and sewer upgrades are needed - so why not widen route 90? It seems logical enough, on the surface. Right? Definitely not an easy answer. If I had to take a side, I'd vote for the road repairs, a sewer upgrade, enhanced transit and active transportation pathways but I probably would not spend the money for widening and expropriation of a number or houses along the 90. Good luck and take care.	5/17/2023 3:56 PM
248	Car-centric design cannot reduce traffic and improve flow. Adding more lanes will only induce more cars on the road and make traffic worse. This money should be put towards more efficient transportation and economically viable options like AT and transit across the city.	5/17/2023 2:55 PM
249	Why would you go to the undoubtedly astronomical cost of building this project, which doesn't even include north Route 90, which is in massive disrepair and too expensive to maintain as is, and feature a MULTI-USE pathway? Make the boulevard narrower and build separated bike and sidewalks. Or better yet, don't spend the hundred's of millions of dollars this is likely to cost.	5/17/2023 1:32 PM
250	Route 90 is what it is at this point - a major urban highway. There are areas in the city where vehicular traffic and pedestrian traffic need to be balanced out - this is not one of them. Car and transit need to have absolute priority. Localized streets should not be given access points with lights to the roadway. Do not go overboard on green pathway and public art. It is not sustainable in this City and will be deteriorated quickly.	5/17/2023 12:45 PM
251	The traffic flow was not addressed on Route 90. The reason this growing city should improve traffic flow is because we are approaching 1 million and having traffic lights on every block on route 90 is not the best way to plan for a growing city. There will be new charleswood communities, new bison run communities, new apartments and condos needing to commute on route 90. Winnipeg needs to invest in a real hwy with exits not adding extra lanes on roads with traffic lights on every block. Improve the flow. A green space beside traffic is useless.	5/17/2023 12:45 PM
252	This is not about improving safety for walking and biking. ThenPark like setting will not happen. It would take decades to grow trees large enough if it is even possible along a six lane roadway due to smog from cars and salt and sand in winter. Very unrealistic. This widening is not needed. It will nit reduce traffic congestion. It is counter to the city long term plan and counter to addressing the environmental impact of cars on our roads today. The city cannot even afford to fix residential streets without widening projects like this and chief pegius.	5/17/2023 12:32 PM
253	There is no way to encourage walking and biking along the side of a 6 lane highway. Traffic noise from that many cars is simply incompatible with any sort of travel outside of a car. The lack of transit only lanes in this proposal will lead to busses continuing to get stuck in traffic making transit trips slower than driving a car and continue the trend of transit in Winnipeg being only used by those who can't afford a car. The best way to free up the flow of commerce is to reduce the number of single occupancy cars on the road by incentivizing people to leave their cars at home. Too many cities across North America have learned the hard way that adding more lanes for cars doesn't lead to reduced traffic congestion. This is an expensive capital project that simply increases Winnipeg's already crushing infrastructure debt. We already can't afford to fix the potholes on the roads that we have. How can the city propose building more unproductive car infrastructure when we already can't afford the amount that we already have.	5/17/2023 12:12 PM
254	add a LRT. You want to improve traffic spend the money on a LRt system. Traffic is still going	5/17/2023 11:44 AM

	to bottle neck but now with so many lights its going to take forever and a day. I would give up my car to take a train.	
255	If you would just remove all the traffic lights, this entire project would not be needed	5/17/2023 11:35 AM
256	Current design does not make any significant improvements for commuting or for public transit. Moreover it may create more pain points - like new traffic lights on Boulton Bay are excessive and need to be removed or replaced with half-signal for pedestrians only. Soutbound Kenanston to Corydon should have 2 left turn lanes. New way of turning from westbound Portage to Kenanson is ugly and will create traffic jams for sure. Merge lanes are short and do not allow to safely merge traffic.	5/17/2023 11:23 AM
257	I still am not interested in biking as my main way of commuting, but I get that friends need this. Whatever way you slice it, Winnipeg is terrible in the winter, and most people are not interested in biking, and it will never matter how much money you spent making the paths better. You have ruined the exchange with the bike paths!	5/17/2023 10:53 AM
258	I'm hoping the right hand turns will not be yields.	5/17/2023 10:17 AM
259	The extra lanes are not necessary, it would be better to have isolated active transportation and mass transportation corridors and keep the number of car lanes the same.	5/17/2023 9:54 AM
260	Design for 80km/hr	5/17/2023 9:24 AM
261	A left turn from Portage onto route 90 south is a very bad idea, and would increase accidents (and driver frustration) compared to the off ramp that currently exists that allows traffic to flow better instead of piling up at yet another left turn light. There has to be a better way to do this.	5/17/2023 9:24 AM
262	While I applaud the inclusion of active transportation infrastructure in this project, I feel the cost is very high considering both the state of existing infrastructure and how much further the funds could go in promoting active transportation infrastructure. Winnipeg's entire cycling and pedestrian strategy is estimated to cost over $100 million less than just widening this road. The safety, public health, and environmental benefits of pedestrian and cycling infrastructure are a much better investment in my opinion.	5/17/2023 9:16 AM
263	No no no- do not spend any of my tax money on widening Kenaston bc you want it to be a truck route. Design it as a auto route as is and send semis out of/into wpg via portage avenue which is already 6 lanes. I do not want hundreds of millions spent on Something where that money should be spent on LRT. It will not improve our lives well enough even if I did travel down it each day.	5/17/2023 9:13 AM
264	This study for this project should have included plans for improvements north of Ness. Visitors to the city should be appalled (as I am) with the condition of the road and surroundings north of Ness to the split of of Rte 90.	5/17/2023 9:09 AM
265	All the stakeholder need to sit in a room and decide what this route will do in the next 25 years. Already the improvement is delayed. let's not delay again and make suffer the commuters.	5/17/2023 9:09 AM
266	I have concerns that the west bound Academy Rd merge onto Northbound Route 90 will cease to exist and turn into a controlled intersection, where pedestrians will impede the flow of traffic and the ability of traffic to get to speed to merge safely, and get across to turn L at Ness Ave. This is already a very active traffic zone, and I don't see how the re-design will help with the already heavy traffic. Will there be plans to help Academy Rd become safer as well, since it is used as an "escape" route for Rt 90 drivers to duck out of construction zone chaos currently?	5/17/2023 8:32 AM
267	This project seems wasteful -- even as a regular commuter on Route 90, I have not faith that this project will alleviate congestion. Traffic is heavy and will always be heavy on this route, no matter how many lanes you add. Repave the current street and add dedicated bike and transit lanes instead of widening the roads. This plan seems 40 years our of date -- do Winnipeg city planners or engineers not travel or have contact with any other major world cities? This plan to expand the roadway is backwards and expensive, and as a Winnipeg taxpayer I am upset the city would even think about this extremely costly project when the roads surrounding Route 90 and elsewhere are crumbling. On top of our other crumbling city services. City Council and the Public Service need to give their heads a shake and get with the times -- we cannot afford financially or ethically to spend this ridiculous amount on a road and car-centric project. Winnipeggers, including myself, will not switch to other modes of transportation if we don't invest in them... I want to live in a city that prioritizes a healthy and sustainable future.	5/17/2023 8:23 AM
268	Active path should have 3 lanes, 2 for bikes and one for pedestrians Active path should be	5/17/2023 8:00 AM

	further from road would be more excited to see a combined transit corridor and active transportation similar to pembina hwy instead of expanded lanes	
269	This new design is still adding too many lights which does not help improve traffic flow. Remove access to route 90 from smaller roads and build pedestrian bridges not crosswalks	5/17/2023 7:28 AM
270	Stop trying to make it easier to get around this city by making false overtures to drivers. The benefits of adding car lanes to route 90 are not weighted highly enough to justify the cost. Instead of adding lanes for personal vehicles, repair the road and introduce more buses and some active transportation infrastructure. Adding lanes merely means waiting in traffic beside somebody rather than behind them.	5/17/2023 7:14 AM
271	I think this is money poorly spent. I dont think it will improve traffic flow in the area appreciably. I've driven down the full length of route 90 many MANY times and it doesnt matter where you are, when it is busy, the traffic doesnt flow. This is especially true SOUTH of theTaylor where the roads are already wide and the speed limit is 80kmh. Much of this seems to do with timing of traffic lights and much of it seems to do with what seems to be many drivers default speed in the area (which is usually well below 80 kmh and closer to 60 kmh). Everything I've read says that the cost of this change FAR outweighs the possible benefit. I would much rather see this money spent on the replacement/rehabilitation of existing infrastructure.	5/17/2023 7:08 AM
272	The large trucks on Kenaston are of major concern; a design which could separate them fro commuter traffic would be ideal. This seems a very expensive project which will benefit large corporations with their large trucks which destroy the roads more than it will benefit and make the route more user friendly for those walking,biking and commting to work etc.	5/17/2023 7:04 AM
273	every street doesn't need a bike path in Winnipeg. We're not Vancouver. Take the bike lanes on Eastway and Westway, for example. What a waste of real estate.	5/17/2023 7:02 AM
274	The project is a double-edged sword. Huge improvements in vehicle traffic (sorely needed), but dramatically changes the character of the neighbourhood from small-town charm, to big city freeway. Attaching cycling infrastructure to it is a mistake, as this is both counter to the very idea of improving traffic flow, and provides a false sense of security for cyclists. They are in far more danger where faster moving traffic can turn across their path, but they are set far enough to the side that drivers can't see them until it's too late. When I bike through that area, I just use Centennial Ave. Parallel side streets always make for much more efficient and Safer cycling routes.	5/16/2023 11:18 PM
275	The proposed design says limited access to Route 90 and increased traffic flow but with more signalled intersections and half signalled crosswalks traffic flow and times will stay the same or worse. A more progressive and modern city would have designed diamond interchanges in place of your beloved at-grade signalled intersections. Too bad the this backwater city is stuck in a transportation time warp. Truly embarrassing when compared to other Canadian cities!	5/16/2023 10:47 PM
276	Adding more lanes will add more cars and it will become congested again. Please make usable active transportation across the city with protected or completely separated bike lanes.	5/16/2023 10:31 PM
277	We should be spending our money on improving transit options to remove cars from the road rather than adding lanes which will encourage driving. Add dedicated transit lanes rather than car lanes. The multi use paths are good though.	5/16/2023 10:30 PM
278	Crossing Grant is currently the biggest problem now, but the design doesn't seem to do much to address this. I would bike on this stretch of Rt 90 if the bike path connected to the path at McGillivray.	5/16/2023 10:17 PM
279	This survey seems primarily aimed at making sure you have some positive statistics from a survey to spout off in support of this project. Widening a roadway at incredible cost when we don't have any usable high speed transit in this city is very shortsighted.	5/16/2023 10:10 PM
280	Pedestrians and cyclists should be the #1 priority. It is 2023 and we need to be encouraging folks to not drive everywhere every single day	5/16/2023 9:49 PM
281	As a cyclist in Winnipeg, I feel safer on roads than I do on "shared pathways" where I share the path with pedestrians. At intersections, cars can see bikes on the road better than they can see me navigated alternate paths. Moreover, most pedestrians do not correctly use these pathways putting both cyclists and pedestrians at risk. These pathways are also de-prioritized when it snows, rendering them ineffective during our long winter and dirty spring months. A	5/16/2023 8:43 PM

	note about getting places more quickly - more roads means more construction which is already appearing in excess around the city. I do not think we should create more roads that we cannot maintain. I think prioritizing local access to what people need within their vicinity will reduce the need for car use that erodes road and makes them costly to maintain.	
282	I fail to see how adding 4 more lanes of traffic next to my bedroom without any noise wall or landscape berm will improve my quality of life. The current levels of noise pollution, light pollution and air pollution are unacceptable. There needs to be significantly more room for vegetation and greater separation between bedrooms, pedestrians, and semi-trucks.	5/16/2023 8:34 PM
283	This design will cost Winnipeggers hundreds of millions of dollars and is conceived like we're still in the 1980s. If we are serious about spending most of a billion dollars reimagining a major route through our city it should be designed based on what the future will look like in Winnipeg. Extra lanes of traffic with half hearted transit & AT concessions tacked on as an afterthought is a truly depressing. This project will not advance Winnipeg, but it will saddle my kids w taxes, if they even want to stay. I don't want to think my city is hopeless, but the decision makers sure make it hard to believe otherwise.	5/16/2023 8:18 PM
284	Widening Route 90 is a bad idea. Instead of creating more highspeed thoroughfares that cut through residential neighborhoods - prioritizing the car, and contributing to climate change - the City should instead concentrate on improved public trans (getting more commuters out of cars and into buses or light rail), and reduced urban sprawl (increasingly far flung suburbs for a city with minimal population growth, which care costly in terms of creating infrastructure to serve those suburbs, and creating even larger populations of people who need to travel increasingly long distances to get to work, shopping, etc). Wpg is going in the wrong direction compared to any progressive cities in North America, Australia or Europe.	5/16/2023 7:41 PM
285	Increase the speed limit to 80km/hr throughout the extension with less traffic lights. More merging and exit lanes would help improve traffic rather than traffic lights.	5/16/2023 7:02 PM
286	Widening roads does not reduce traffic congestion. This is well documented. And it will be a ridiculously expensive project - both in the building of it and in the maintenance. Who will want to live or walk next to all the traffic pollution (emissions and noise)? There is no excuse for the short sighted, outdated thinking behind this plan.	5/16/2023 6:07 PM
287	No	5/16/2023 5:39 PM
288	Please work on Portage avenue as well from Assiniboine Park to headingley road is in very bad conditions from both Sides	5/16/2023 5:08 PM
289	I really really like reducing the number of intersections. Traffic lights and intersections are the biggest safety risk and cause the most delays so this is a great improvement. The fewer intersections the better! Also love the bike paths as this is very needed and I will use these a ton!	5/16/2023 4:30 PM
290	Every research project looking at expanding roads like this has shown it does not reduce traffic in the longterm. I do not support expansion of route 90. Existing evidence does not support that this expansion will improve transportation beyond the short term. The focus should be on improving walkability and bikeability with traffic calming measures in place.	5/16/2023 4:07 PM
291	The majority of bike accidents are where cars are turning off the road. If route 90 is going to be used as a highway turns off of the road need to be limited to controlled intersections	5/16/2023 3:32 PM
292	Should have used Canadian spelling in your survey!	5/16/2023 3:29 PM
293	This is a terrible project; it will not improve traffic flow and is a waste of money. Invest elsewhere.	5/16/2023 1:41 PM
294	It's a Good design.	5/16/2023 1:24 PM
295	3 lanes isnt enough for the amount of traffic. Route 90 has too many intersections.	5/16/2023 1:02 PM
296	I cant tell if the biking path is the one separate from the road on the drawings, if it is separated I think that's great but if not then it'll just slow down traffic and make it equally as dangerous for cyclists as it is now.	5/16/2023 12:46 PM
297	Total absence of rapid transit. When is this city going to adopt a modern design that would favour rapid transit to move people around rather than relying on cars. Total absence of forward thinking.	5/16/2023 11:42 AM

298	This survey's construction in biased towards us accepting these designs as good to begin with. There are no questions about if we agree the cost shows any benefit. Also, there are no questions about if this expansion will add any value to the neighbourhoods connected to route 90. Where are the plans to save the green space already available there? It is a fact that new trees cannot grow properly near traffic. How will this use of my tax money help with the housing crisis? how will it help with growing food costs? how will it fix the rest of the crumbling roads in Winnipeg? Why is this a priority at all? This city needs more money for community works like safe injection sites, poverty relief, and skill development so people can become employed. This project reflects how a bunch of unimaginative people still thinking and planning like it is 1990 are 30 years late to a game and situation and changes. How is this investing in the future? will this project keep costs down? what are the expected maintenance costs.	5/16/2023 11:29 AM
299	How are we going to pay for this? This if for people to go to and from the ever expanding suberbs in there cars. This is all about vehicles. We are not a forward thinking community.	5/16/2023 11:15 AM
300	Concerns about the new turnoff from Portage Ave. Especially with the Firehouse right there. May cause more accidents/stoppages on Portage.	5/16/2023 11:01 AM
301	Please take the time to learn about induced demand and why this project won't fix our traffic woes: [redacted] Also, this project looks to be one of the worst financial mistakes we could be making as a city right now. See: [redacted] We don't need massive widening projects that hemorrhage city funds and put us further into debt and that we will never recoup on. We're making bad financial decision after bad financial decision all in favour of more road construction. Stop listening to Manitoba Heavy as the sole source of what's best for our city. Their only solution is more more more and we have to pay to maintain all that we build, which will bankrupt us. It was embarrassing enough that every year Brian Bowman would brag about record spending on roads. Please don't just blindly continue that trend. We will never recoup all of our investments into an expanded city footprint and it will make future generations of Winnipeggers poorer as a result.	5/16/2023 10:47 AM
302	Increase speed limits. The road is wide open and straight, there's nothing obstructing drivers view, cause we can see car down the road. The further down we can see, the more likely we are to drive fast because we can see potential obstacles farther down the road and plan for it. If you want drivers do slow down, make roads narrower, and windy and intrude on downwards visibility. Decreased visibility caused people and drivers to slow down and become more aware.	5/16/2023 10:44 AM
303	This project should not take place until the existing roads are repaired. Noise berms should be built to protect homes on Route 90 north of Portage Ave, which are occupied by poorer people. Stop developing homes down Route 90 (south) - obviously there is more traffic because more people live there now. We cannot afford to subsidize their commute.	5/16/2023 10:35 AM
304	The idea of having the bus stops located on traffic islands is terrible. Waiting for the bus on a traffic island is an incredibly uncomfortable and even dangerous. You should move the bus stops off the traffic islands. Extra side bus lanes should be built beside the main vehicle traffic lanes, to allow the buses to go quickly and actually exist as an enticing option versus them travelling with all the other vehicles otherwise there is no reason to take a bus. The traffic lights at Boulton should be taken out and a pedestrian overpass built there. Separately, the city should purchase a small piece of land between houses on Riverbend Crescent to create an active transportation link between this street, Wolseley Ave West, and the proposed new bike lane.	5/16/2023 10:34 AM
305	This will be a financial disaster if moved forward. The price tag far exceeds the proposed benefits and only cements the car-first position of the city, which is not sustainable. We need to invest in alternative transportation options.	5/16/2023 10:28 AM
306	I'm looking forward to being able to bike along Route 90 with considerably less fear for my life.	5/16/2023 10:25 AM
307	This is a project that is not economically feasible with a terrible ROI, will lead to more traffic congestion through induced demand, does not consider a climate constrained future, is not required from a trade corridor perspective, and will not benefit future development along Route 90 at all. It is not fiscally responsible at all.	5/16/2023 10:23 AM
308	No. It is the people who live adjacent to route 90 and the developement on the west side to decide what they want.	5/16/2023 10:22 AM
309	I don't believe the planned changes need to be considered at this time, especially since there	5/16/2023 10:21 AM

	isn’t enough money in city coffers to properly repair our existing streets. This plan is more for beautifying the blvds along route 90 than anything else. The lack of “pretty” on Route 90 is not a good enough reason to have spent millions on meetings, planning & surveys being drawn up, I have been driving 40 years & have never seen so many streets with extreme damage. REPAIRING streets will improve travel time on every route in the city since drivers won’t have to slow down 35+ Kms to safely drive Winnipeg’s roadways.	
310	This is a freeway and will only encourage more traffic. Terrible waste of our money.	5/16/2023 10:06 AM
311	building it then let it deteriorate like you do most roads will only result in a short term solution that is a waste of money	5/16/2023 9:22 AM
312	2 lane bike/pedestrian paths on both sides of the street is unnecessary and will just lead to more maintenance costs later	5/16/2023 9:21 AM
313	Increasing the number of lanes to accommodate more cars and trucks on the route is not a positive and will not alleviate issues (induced demand). Improved walking and cycling infrastructure is a positive, as no cycling infrastructure exists and sidewalks are too close to the road, but walking or cycling next to that many vehicles is not a pleasant experience, even if you are on separated lanes. If an additional lanes were built they should be dedicated to buses.	5/16/2023 9:19 AM
314	A lot of expense for the benefit of few.	5/16/2023 9:18 AM
315	I do not support adding more motor vehicle lanes to route 90. Winnipeg cannot sustain its current infrastructure, and definitely cannot afford this project. Spend money on active transportation and transit. We're in a "have-not" province where everyone is [redacted] with [redacted]. Make 'em walk.	5/16/2023 9:17 AM
316	A park like setting along Route 90 is the least of anyone’s concerns in my opinion. Traffic flow is the most important need. Commuters using Route 90 are not interested in how pretty the route looks, they want to get from point A to point B with a lot more ease than what they go through now. Maintenance of beautiful trees and grass will cause traffic congestion and frustrate drivers. Plus, the grass will never grow nicely due to our snow removal in the winters and constant need of upkeep. The route needs to be made into a traffic route not a park-like setting.	5/16/2023 9:11 AM
317	I think you should also look at the ugly chain link fencing along route 90 north of Ness. It’s abysmal and it’s the first thing many people see when the arrive in our city from the airport.	5/16/2023 8:59 AM
318	Lower traffic lights, consider overpasses, bus pull off the road would keep traffic flow moving.	5/16/2023 8:50 AM
319	Maintain the street once it it redone. Yearly maintenance (milling etc., similar to William Clement) is required.	5/16/2023 8:46 AM
320	Dont widen this street. Have you not heard of induced demand ? Winnipeg will not come back from a folly like this.	5/16/2023 8:42 AM
321	Having worked as a Traffic Officer for Wpg Police, I am very familiar with Route 90, from enforcement to collision investigation. The current design was lagging far behind development around, and beyond the streets, and area. The proposed upgrades look great from my experiences and perspectives.	5/15/2023 6:36 PM
322	Every junction should be EXACTLY like Grant, North and South bound have 2 left turn lanes. Also a Grant has proper right exit lanes. If the city doesn't have the money to future prof these intersections, then don't spend the money on the Portage interchange. Portage ave turn off requires 2 turning lanes. Otherwise, don't touch the bridge and the West bound from Portage Ave on to route 90. In 2006, the city said rout 90 would have 3 lanes from Taylor to Willow, get on with it.	5/15/2023 6:28 PM
323	What happens to access to/from Academy Rd and Lockwood St, Centennial St, Beaverbrook St, Wellington Cres S?	5/15/2023 6:26 PM
324	Why not add a 4th lane already instead only 3?	5/15/2023 3:01 PM
325	I am against the widening of Kenaston. It will only encourage more car traffic from the suburbs into the city. Six lanes of congestion instead of four. Winnipeg should not be investing in expanding existing roadways. This is archaic thinking. Let’s see the money invested in rapid transit and active transport instead.	5/15/2023 2:19 PM

326	Bus access needs to be a big consideration as well.	5/15/2023 2:10 PM
327	I'm not sure how a wider street is supposed to improve anyone's quality of life except for drivers. I also would have expected questions about climate change and public transit.	5/15/2023 1:11 PM
328	Removing the WB Portage to SB route 90 on-ramp and replacing it with a left turn light is even more dumb than building the fire station in the middle of the ramp in the first place. The proposed intersection at Academy is hostile to pedestrians. Many lanes of traffic and islands to cross. There are too many lanes going on to academy. The right turn lights from WB academy onto the bridge is a downgrade from the current ramp. Added more lanes to Kenaston will induce more demand and cost $300million we can't afford and do nothing to reduce congestion. There are so many roads and bridges in the city that need that $300 mil first. The city hasn't shared any cost benefit analysis for this project to justify it being a top priority.	5/15/2023 1:05 PM
329	Improving Route 90 would be a huge asset to the city. Right now, the commute is slow and frustrating between potholes and the slow down from large trucks so an improvement is much needed!	5/15/2023 12:57 PM
330	My biggest concern is ensuring that traffic flows well and quickly. Otherwise people that live in River Heights (like myself) will continue to cut through the river heights grid to get to academy and Taylor making those residential streets more unsafe. I'm not sure that this design accommodates this overarching need well enough. I don't like the addition of a traffic light between Taylor and Grant. Seems counterproductive.	5/15/2023 11:08 AM
331	Access to / from Portage Avenue from the bridge needs to be greatly improved and proper, easy to read signage should be included. The proposed turn from Academy onto Route 90 may be confusing. Someone may turn too soon ending up going onto the bridge facing oncoming traffic. Lines need to be painted on Route 90, especially between Taylor & Ikea.	5/15/2023 10:40 AM
332	Stop placing emphasis on bike transportation infrastructure. This is a city that's snowbound 6 months out of the year. If you're going to spend money on bike infrastructure you should be requiring cyclists to be registered and insured and contributing to improvements above and beyond property taxes.	5/15/2023 8:57 AM
333	Please prioritize the construction of rte 90 bike lanes, in advance of any roadway or bridge way work. In this way, a helpful alternative/interim way to bike-commuters to and from. This would help minimise daunting disruption during a 6 year road and bridge construction. A construction zone down route 90 for 6 years is going to be daunting without a bike lane lane improvement first. It would also promote active transport to those who have never bike-commuted.	5/15/2023 8:17 AM
334	This plan is very disappointing, and misses an opportunity to make much more significant improvements that would actually reduce the number of passenger vehicles on the road. Multi-use paths instead of separate pedestrian and cycling infrastructure is a poor choice, and the many new slip lanes will be dangerous for those vulnerable road users. When that path reaches the north side of the Assiniboine River, it then forces cyclists to take a very circuitous route to get past Portage Avenue, which will severely limit its usefulness to people who might switch from driving to cycling. Most important, however is the lack of dedicated lanes for public transit. As long as the buses get stuck in traffic, there will be no reason for people to switch from driving to public transit. By far the most effective way to reduce traffic on the road and lower travel times is to motivate commuters to use public transit instead of private cars. Adding more lanes to the road will do the opposite, and will not solve the problem, but will introduce an ever increasing maintenance burden.	5/15/2023 12:19 AM
335	Road expansion MUST include dedicated rapid transit lanes. Excessive widths of intersections, too many turning lanes and slip lanes make for an environment that will only be more pedestrian hostile. The roadway is generally safe only because traffic speed is generally low from congestion, however increased speed AND increased traffic combined with significantly widened intersections will make it very unsafe. Slip lanes must be removed at intersections such as Tuxedo and Corydon.	5/14/2023 11:38 PM
336	I believe this will likely take much longer and cost much more money than it should. Adding an extra lane will not improve traffic because the main source of gridlock is the constant stops at intersections. We should also be looking to get rid of our dependence on a car centered life, and this does nothing but encourage it.	5/14/2023 10:25 PM
337	Looks great! Love seeing them growth mindset in the planning and also all the greenery!	5/14/2023 8:38 PM
338	don't add lanes for cars	5/14/2023 10:59 AM

339	Needs southbound access to the Ponds condos	5/14/2023 8:58 AM
340	No left turn on portage That will clog portage avenue even more Was there any discussion on a north / south rail system, or transit offering?	5/14/2023 8:46 AM
341	Please accommodate for future traffic increases. A minimum of four lanes for both directions will b necessary. Too much weight has been given to pedestrians and a small group of cyclists.	5/14/2023 8:34 AM
342	I think this is an excellent plan, especially the interchanges at Portage and Academy.	5/14/2023 7:46 AM
343	Adding lanes will not solve traffic issues, but will drain city coffers for a brief reduction in travel time and create a horrific intersection for pedestrians at route 90 and academy. Keep two lanes for cars, add active transportation lanes for cyclists, and prioritize transit. Build a rapid transit line with the extra space to get people out of their cars on route 90 to decrease traffic volume and make it faster to bus than to drive.	5/14/2023 7:24 AM
344	If there would be a way to implement barriers incase a car drives off the road, they could protect unsuspecting pedestrians.	5/13/2023 10:42 PM
345	Should've done this about 35 year ago. Going to takes terrible waiting in line and I can't ride the bikes for good due to my injured. Must have car for life, sorry winnipeggers. I'm over 50. Thanks	5/13/2023 10:41 PM
346	I would like you to speak at a town hall for the owners of Keanston Estates as the new road alongside Joe Malone Park will impact our parking lot. Pls let me know if this is possible. May 25th - [redacted]	5/13/2023 10:22 PM
347	I think we are in desperate need of a pedestrian walkway that goes under/over route 90 near Carpathia or Taylor as we have many children crossing there for school	5/13/2023 9:10 PM
348	Make the roads properly. Ensure quality so the roads so not have to be fixed multiple times a year.	5/13/2023 8:59 PM
349	Please use foresight in this design. The city is growing quickly and I find that the City's road/hwy systems are lacking behind other Canadian cities. ie Regina and Calgary	5/13/2023 7:29 PM
350	The improvements to bike and pedestrian access are great. Better transit availability is also helpful. Widening the street to add lanes of traffic only encourages car use and does not lead towards a future with less dependence on cars.	5/13/2023 5:13 PM
351	Adding more lanes to route 90 will not improve traffic flow (this has been discussed in many studies/papers). Adding more lanes makes an area less appealing to walk in. A somebody who takes the bus, I don't like the idea of having to walk across 6+ lanes of traffic to cross the street, it's much more dangerous for pedestrians the more lanes you add to the road.	5/13/2023 5:11 PM
352	Do not close Academy Rd from Kenaston to Wellington Crescent. Do not close north access to Kenaston. Commuter biking paths on Kenaston seem ok but recreational biking not; who wants to suck in all that exhaust! Commercial trucking is not addressed & there are tons of it; unless it is banned on Kenaston & rerouted to Moray this plan will not work. The new bridge still ends in a bottleneck. Start thinking big like free transit & go trains.	5/13/2023 4:52 PM
353	I don't think additional bus routes are necessary. I live on this street and drive on it everyday. Each morning going to work northbound I get stuck behind a line of buses. That is what's impeding traffic. Another issue is that only one lane of the St. James bridge is used to merge and cross over to make your way to Portage. So everyone funnels in the curb lane because there is not enough time to pass buses or slower vehicles and get back into the curb lane. This lane on the bridge is also very dangerous. I see people slamming on their breaks trying to merge every morning. I live in the condominiums beside the superstore and the only way I can get home is to make a u-turn at bouton bay. The traffic light there I don't think will make things easier. It would be much easier if there was a short left turn lane before Boulton bay that would allow all of us who live there to turn in.	5/13/2023 3:56 PM
354	Widening the road is overall a poor choice and would not seem to bear out in a cost/benefit analysis, but the added walkability, green space and cycling infrastructure is welcome.	5/13/2023 3:50 PM
355	I think it is a catastrophic mistake not to immediately design into this project dedicated north south rapid transit lanes, immediately for the rtb (buses), but for conversion to light rail down	5/13/2023 2:18 PM

	the road. I STRESS, a CASTROPHIC MISTAKE not to immediately build in dedicated single rapid transit lanes!!!!!	
356	The new vision is sorely required	5/13/2023 1:36 PM
357	What is the point of adding in AT paths that lead to no where on either side? It would be nice to see a more contextual plan taking into account the broader scope of AT networks throughout the area. With a strategic plan in place to improve the overall movement of pedestrians and cyclists throughout the city.	5/13/2023 12:22 PM
358	Bike paths and more trees are great ideas, please do that, that should be the highest priority since there is no bike infrastructure at all on Kenaston right now. But adding extra lanes for cars is terrible, it will actually create more traffic because of induced demand. If we add extra lanes it should be dedicated transit lanes. But even that is too expensive since the city can't afford to maintain the roads we already have, so building more right now is ridiculous. Increased vehicle speeds makes it less safe for all road users, don't do that. Widening the road makes it more dangerous to cross. The crossing at Lockston should be grade separated to improve both traffic flow and safety, make the pedestrian crossing flat and the road go either above or below it. Adding signalized intersection at Boulton will also make traffic worse, defeats the purpose of the project. If it's really necessary then keep current design with no slip lanes please since slip lanes are dangerous for pedestrians, and prohibit right turn on red. In general the problem with trying to build a highway that maximizes traffic flow (requires high speeds and limited access) and also trying to make it safe and livable for pedestrians and residents (requires low speeds and access to all local properties and side streets) is that those are contradictory goals. You end up with worst of both worlds. Just pick one please.	5/13/2023 12:16 PM
359	Crumbling infrastructure eg.bridges,a rail centre in the middle of the city(only city),abysmal unmaintained roadways and parks-a half billion dollars almost for something new to fall into disrepair because of this city’s attitude to maintenance? We don’t have the dough for such narrow myopic thinking. This feels like someone’s legacy,h-m-m-m.	5/13/2023 10:52 AM
360	I am appalled, when we are facing a climate crisis of existential proportions, that tens of millions of dollars will be devoted to a project that will exacerbate climate change. Where is the science behind this project? Widening lanes only increases vehicular traffic. You should be ashamed of this project!	5/13/2023 10:39 AM
361	These Route 90 improvements are desperately needed. route 90 is currently a bottleneck, and should have been expanded before all the housing developments in south Winnipeg were built. The suggested improvements to Route 90 look fantastic.	5/13/2023 10:17 AM
362	The most important feature of the plan must be that there are dedicated lanes for bus travel BUT (and this is a big but!), the dedicated bus lanes must NOT involve the paving of additional green space to create a fourth lane in both directions. In other words, the dedicated bus lanes in both directions must be one of the three planned lanes. Your study boards are extremely deceptive on this point. In most of the drawings, you show bus travel in one of the three lanes (in both directions). However, careful observation of the plan shows DEDICATED BUS LANES being created by further paving over of green space to create a FOURTH lane in both directions. This choice is absolutely unacceptable.	5/13/2023 10:11 AM
363	I would eliminate the walking and biking lanes from this project. Widening the 90 is the most effective use of resources.	5/13/2023 9:38 AM
364	I am encourage with the direction the new design of Route 90 is taking. I have lived on Route 90 near Taylor for over 15 years and have experienced the challenges the current design has. Very interested in understanding associated timelines on the beginning and completion of the project.	5/13/2023 9:36 AM
365	This is a poor survey. This is a very short sighted poorly thought livability plan. It is car centric but lacks common sense with respect to known traffic patterns at portage academy and tuxedo in Particular. One left off of Portage, for instance, is ill conceived compared to four lanes at Academy? The balance is wrong. Academy is Neighbourhood commercial street. It very quickly goes to one lane which is proper. Traffic will be backed up and bottle necked often. We also are surprised to see suicide lanes being used so commonly. These old speed-up -the-traffic measures fly in the face of co temporary slow-down-the-pace for livability’s sake that other robust city’s are taking on. Suicide lanes are only good for cars. Terribly for cyclists, Pedestrians, and kids. A lack of consistency of lane counts on any one route to or from work causes lane change confusion. We see buses crossing multiple lanes at Academy to get to an	5/13/2023 8:44 AM

	island that isolates riders in the middle of a highway like intersection. Imagine that in Winter in a wheelchair. This plan lacks humanity, common sense, foresight, and attention to modern co temporary city building ideas focussed on livability. The plan focuses on one mode of transit and does not take into account impacts on livability just outside the study area. Lastly, the plan needs to be studied at the human scale, and in winter. We have more to contribute. [redacted]	
366	Native owned , vacant land development should be monitored and approved.	5/13/2023 8:37 AM
367	No not at this time	5/13/2023 7:53 AM
368	For sure add walking and biking space and reconstruct the roads but don't add the traffic lanes as they will just attract traffic and not result in improvement.	5/13/2023 6:57 AM
369	I live in middle tuxedo, very close to route 90 (can see if from my front window). 6 lanes of traffic will destroy the neighborhood connection between tuxedo and river heights and make it challenging to cross route 90. How would you like to have a highway run through your neighborhood? Final note, my standard of living has decreased dramatically over the past 6 years (no increases at work thx to Pallister govt and rampant inflation). I CANNOT AFFORD TO PAY THE TAXES YOU ARE CURRENTLY CHARGING ME AND I DO NOT WISH TO FUND THIS PROJECT THAT WILL DESTROY MY NEIGHBORHOOD. If you really want to increase traffic flow you will run an overhead expressway from Sterling Lyon to Ness that enables through traffic to run straight through without killing my neighborhood.	5/13/2023 6:30 AM
370	I. think work needs to be done on Route 90because the route is in bad shape. I do believe studies that say if you build more lanes for vehicles, more vehicles take up those lanes. Lets improve the route by keeping two lanes of traffic for vehicles, adding dedicated bus lanes both north and south and have active transportation routes on both north and south sides if the route. We need to get people out of private vehicles and onto public transportation and active transportation modes of travel, like walking and bikes.	5/13/2023 5:04 AM
371	More greenier be sure to upkeep green big pots too expensive require weekly upkeep	5/13/2023 12:25 AM
372	Too costly. Promotes pollution and urban sprawl Fix existing road/bridge but do not expand Built rapid transit instead Please use my tax dollars on something else Do not expand this road. Poorly designed Unsafe Unsightly.	5/12/2023 11:51 PM
373	Too expensive Waste of taxes Invest in rapid transit instead Promotes urban sprawl Promotes car-centric culture Ruins existing neighborhood Unsafe for pedestrians and cyclists Facilitates pollution and greenhouse gas emissions. Ugly design Massive intersection at academy road over-scaled and unwieldy Poor design of westbound portage Ave exit onto bridge southbound. Waste of money Expropriate Mb Youth Centre instead of houses Do not build this boondoggle.	5/12/2023 11:46 PM
374	This project is a very bad idea. I oppose it in the strongest possible terms. It is a huge waste of tax dollars It won't improve commuting times It makes walking unsafe It ignores rapid transit It facilitates urban sprawl It destroys the fabric of an established residential neighborhood It is unnecessary to widen the road Fix the existing road and bridges but don't add extra lanes Invest in rapid transit instead Invest is safe grade separated pedestrian and cycling crossings The left turn light from westbound portage to southbound bridge is a terrible idea that will crest traffic backup on portage Way too expensive and unnecessary Do not spend my tax dollars on this fiasco	5/12/2023 11:34 PM
375	We don't need all these extra lanes. It just encourages more traffic on Academy and Corydon and Tuxedo. These routes are not designed to take more vehicles. The bike and walking paths are great. Fix the roads we have. Don't waste money building more.	5/12/2023 11:33 PM
376	Route 90 south of Taylor will become very backed up after Route 90 is widened. There is already congestion south of Taylor now	5/12/2023 11:25 PM
377	I would like to see the use of ramps to replace left hand turn lights. A lot of bigger cities use additional overpass lanes/ ramps to reduce the need for lights.	5/12/2023 11:19 PM
378	STOP BUILDING MORE ROADS. Just stop. This plan is old, tired, stale, and lacking innovation in every way. Start prioritizing ways to move even more people faster, ie light rail, improved transit, prioritized cycle paths. The transit plan is a JOKE - tiny areas for riders to wait while traffic speeds past them on 3 sides. Do you expect greater transit usage as a result of this?? Stop passively encouraging people to drive more on a bigger highway pretending to be something connected to community! Let me stay that again: stop encouraging people to	5/12/2023 11:13 PM

	drive. Please STOP. Please START offering a better option than simply getting in a lonely car and driving in a straight line for 20 minutes. Be bolder, have courage. More and more roads are not the way to move the city forward and certainly not the way to connect people from Taylor to Ness and everywhere in between.	
379	I think it is important to provide enough traffic area/freedom to increase the speed to 70 KM or 80 KM. This may change the number intersections or pedestrian crossings to improve the speed and traffic flow.	5/12/2023 10:49 PM
380	30 km/hr speed limits on backlanes AND residential streets parallel to route 90 would make my street safer and cut down on congestion during rush hours. The inclusion of a service lane allowing access to apartments and condos along route 90, south of Grant would improve traffic flow for local residents in those complexes	5/12/2023 10:09 PM
381	The multi-use pathways should have designated lanes to keep pedestrians and bikes separated. This is a problem all over the city with these types of pathways. To avoid confusion, altercations, and help users new to sharing these pathways, I believe labeling the lanes with painted decals would help greatly.	5/12/2023 7:48 PM
382	How will this project be delivered, through a PPP just like Chief Peguis Trail and the south Winnipeg rapid transit route?	5/12/2023 7:32 PM
383	Noticed a number of new pedestrian crossings which in some respects are a good thing but unless they only stop traffic every so many minutes will slow down traffic so badly like the one on Notre Dame - pedestrian hits the light controlled crossing and the light immediately goes yellow then red. One minute later same thing. Sometimes takes have several stops because of the light controlled cross walk. Unless that light is not working properly.	5/12/2023 7:05 PM
384	This is expensive and will not alleviate congestion. If anything it will increase congestion. The proposed construction time of 8 years is outrageous and will create chaos in my area of the city for years on end.	5/12/2023 4:05 PM
385	too many lights and crosswalks. Should be more over/under passes to make traffic flow. Margining lanes and deceleration lanes should be incorporated in the design.	5/12/2023 3:58 PM
386	This is not “improvement “. Longer turning light at Corydon for traffic turning south, fixing potholes, better turning lanes would be an improvement at a considerably lesser cost. There is lots of property at former Kapyong to make long turning lanes. Major roads with 3 lanes still encounter traffic flow problems due to rush hour, construction, accidents, etc. I travelled South on Kenaston during rush hour. Traffic moved well until I reached Taylor and there was a traffic jam. Trucks are supposed to use Moray to get to Centreport. Increasing speed limit is ridiculous as drivers are already going 60 - 70. Let’s think about people rather than traffic flow. We have been fighting this for over 30 years and intend to continue this obscene waste of money.	5/12/2023 3:20 PM
387	I drive daily the route from Tuxedo Blvd. to westbound Portage and back. I think a left turn lane from westbound Portage onto Route 90 is a terrible idea that will cause serious delays. Also it looks complicated, like I would have to merge several times between Portage and Tuxedo, going south. I do agree with closing many of the access points along Route 90 between the river and Taylor, but I'm not sold on Tuxedo being the first place I can turn right off of Route 90 going south. People will start to shortcut down Willow and there is a school right there. Can't wait to see what comes next.	5/12/2023 2:43 PM
388	There are too many at grade crossings. Since overpasses / Diamond interchanges are not being offered as they should be, the amount of crossings should be as little as possible. There are currently too many "half signals". These should be pedestrian overpasses full stop. This is a major artery and this city LOVES to cater to the few pedestrians that are too lazy to walk up and over the street. Since this isn't a true freeway like it should be, every effort should be made for drives to get through this area as fast as possible. Stop punishing drivers in this city that already have to deal with [redacted] road designs and terrible flow no matter what part of town they may drive in.	5/12/2023 2:38 PM
389	It will look amazing when completed.	5/12/2023 2:21 PM
390	As someone who has lived at [redacted] for 20+ years, I am eternally grateful for the lights at Boulton Bay. In the winter especially if you can’t see what is northbound due to snowbanks you are inching forward into the curb lane blindly which has always been a recipe for disaster. So relieved this is part of the plan!	5/12/2023 2:17 PM

391	It will be many years until it achieves a parkway feel, because trees take decades to grow. But one day it will be beautiful!	5/12/2023 1:23 PM
392	Widening route 90 is a must for this city. It is a main route to that leads to major areas: Downtown, Polo Park, St. James, St. Vital etc. it goes on and on. It would be a major miss for this City if it cannot come up with a design to widen the road ways. It may even need more than 3 lanes of traffic and consider it Winnipeg's first actual freeway. Disreali is not an actual freeway despite its name. This roadway needs to be designed to accommodate this growing city for decades to come. As it is right now, with parts of it are deteriorating, the traffic is a big hinderance to for automobile traffic, pedestrian traffic and cyclist. The two lanes of traffic is such as hinderance as it is, but when you have a vehicle broken down on the route it becomes even more of a hinderance and a complete disaster.	5/12/2023 12:49 PM
393	Not knowing anything much about this subject, this idea seems like another way of adding congestion, since there is so much traffic anyway. How is this going to affect the neighbourhood? Is this the best way to spend the money? I think the Dan Lett, Winnipeg Free Press article Thursday May 11, 2023 sounds like a much better idea following ideas from other cities who have stopped the congestion. Though, there are completed projects that are good.	5/12/2023 12:07 PM
394	Adding another traffic light intersection at Willow makes no sense if your goal is to improve traffic flow. Side streets such as Carpathia Rd could / should be designated as a bike route rather than adding bike paths alongside Route 90. I see no need for three lanes each way for such a short distance from Academy to Taylor Ave which would require expropriation of so many houses along Route 90. This will be way too expensive for taxpayers, and the added two lanes and increase in speed limit to 60 km/hr (which we all know means everyone driving at 70 km/hr will increase the noise levels for adjacent residential area to an unbearable level. Slow down traffic and improve the road surface to eliminate the noise not put in bandaid earth berms and walls to try and mask higher noise levels. You can improve traffic flow and fix the existing road that is literally falling apart by simply closing the Academy road access as you plan and also the median openings at Willow and Lockwood as you plan. Improving timing of the lights at Taylor, Grant and Academy during peak traffic time in the morning and afternoon will also help traffic flow. This is a very short distance between Taylor and Academy so don't spend tens or hundreds of millions of dollars just to save at best a minute of driving time. Let's be responsible to the taxpayer and local residents and put together a more realistic and practical plan to improve what is already there and not add more lanes at higher speeds etc	5/12/2023 11:36 AM
395	I share a back lane with houses which will be demolished for this. I am concerned about the trees taking decades to grow and the noise and air quality issues in the meantime. I am generally opposed to spending huge amounts of money to get people to the suburbs more quickly, when there are larger and more pressing issues which should rank higher.	5/12/2023 11:34 AM
396	This is a very pretty design and that seems like that's what this is about. The good: - Wider biking and walking paths(really like this change) - Route 90 becoming 3 lanes - Huh, thats about it I guess. The Bad: - Too many intersections from side streets, less is more. - Poor pedestrian crossings, safety could be greatly improved - Traffic flow looks like it will be worse, too many lights. Suggestions? If you listen to these, which I hope you do. -Academy westbound, left hand turn onto route90 southbound. Remove this intersection and have a route that connects these 2 lanes under the bridge. - Academy westbound, right hand turn onto route90 northbound, why are we getting rid of the bridge here? Unnecessary and more dangerous intersection created with traffic turning onto academy eastbound from route 90 southbound. The current set up works great in my opinion. - Portage westbound onto route 90 southbound, what we have now works, please don't change it. What happens when traffic is backed up at the eastbound side of the lights and blocking the fire department from heading eastward? Winnipeggars are already bad enough at getting out of the way, don't add obstacles. Plus the intersection just adds more opportunity for accidents. -Instead of adding lights at willow ave add merge and departure lanes with underground or overhead pedestrian crosswalks. I do agree with adding a boulevard in between though. - No need for another set of lights at the reserve, make access to Taylor and Corydon better with smoother access to route 90 at each intersection. Leave the access to route 90 directly as pedestrian only. Overall I like the idea of improving this area, but I think MANY people agree with the fact that this is not the way to do it.	5/12/2023 11:32 AM
397	I am in favour of repairing what is there, but opposed to expanding it to 3 lanes which is just a subsidy to developers to further unsustainable sprawl.	5/12/2023 11:15 AM
398	I think effective sound barrier burms and dense evergreen tree shielding adjacent	5/12/2023 11:07 AM

	houses/neighbourhoods will be essential for maintaining quality and property value of nearby houses. This may be the single most important aspect of the plans that the adjacent neighbourhoods are seeking. Please take this comment seriously. This is a unique opportunity to improve property value of adjacent homes/neighbourhoods instead of tanking them.	
399	Road widening increases traffic (induced demand). Please invest this money in transit, cycling and walking options, not road widening (unless the new lane is Transit only). This is a huge amount of money to spend in the midst of a climate emergency. Please invest my taxpayer money wisely.	5/12/2023 9:46 AM
400	Don’t add traffic lights	5/12/2023 9:23 AM
401	We should be investing in more public transportation walking biking and not wasting money on widening roads	5/12/2023 9:22 AM
402	The biggest issue is that the design prioritizes character over traffic flow. Too many graded intersections. Please create overpasses so that traffic can flow seamlessly from north to south and vice versa. Graded intersections create more opportunities for accidents.	5/12/2023 7:40 AM
403	Adding more lanes induces more traffic and congestion will return in no time, and we can't afford to maintain the roads we already have. Real solutions to traffic problems in this city require us to bring our public transit system back to a functional state with excellent coverage. Adding another lane never makes the situation safer or more comfortable for pedestrians and cyclists.	5/12/2023 7:34 AM
404	I feel it is important to not increase the speeds from 50kmh being in close proximity to homes and walking cycling infrastructure. Also if adding lanes they should be dedicated transit priority lanes to encourage sustainable transportation options not just inducing more demand for single occupant vehicles every day.	5/12/2023 6:48 AM
405	Studies indicate making a road wider only increases traffic and in the long run does not speed up traffic flow.	5/12/2023 5:21 AM
406	The lights for pedestrian and cyclist crossings should be eliminated using the major intersections. and a bridge should be looked at for the future. Also the merge from south bound route 90 to west bound portage should be improved. Lastly the speed limit should remain the same at 70km/hr reducing those pedestrian trafffic lights will ensure they are still safe and traffic flow will be consistent with no bottlenecks	5/12/2023 12:58 AM
407	We need to stop using sub-standard road construction methodologies in this city that need to be patched and repaired on a yearly basis, resulting in large amounts of construction and wasted money that could be spent on better things. Invest the money in high-quality construction for projects like this so that we don't need to tear the roads apart in less than a could of years like we always do elsewhere.	5/11/2023 11:14 PM
408	I don't understand why there is need to create another road out of the Bolton Bay area. You want to take away a large part of Joe Malone Park and the parking at Joe Malone and feed traffic to Taylor Ave. Yet you have lights at Boulton Bay which could be used to exit the Boulton Bay area. Why is there a need for another exit when there is no development in the area.? The rest of the route I am good with. I like the biking lanes and walking lanes along Kenaston. thanks	5/11/2023 10:34 PM
409	You could add cloverleafs at the biggest intersections, or more off ramps and exit ramps	5/11/2023 9:43 PM
410	I hope that the city will consider improving the appearance of Route 90 north of Ness.	5/11/2023 9:33 PM
411	I love trees, but I think they will be problematic on such a busy thoroughfare. Maintaining them will be difficult and they could cause site line problems - collisions.	5/11/2023 9:24 PM
412	This project has been shown to not be a good financial investment. There is a lack of transparency when it comes to the studies done on this project. More evidence needs to be provided to the citizens of Winnipeg to justify the lack of returns on this investment	5/11/2023 9:21 PM
413	Frankly, it’s simply such an astonishingly bad idea. Please just put anywhere near this amount of money at doing stuff like actually building a rapid transit network or making it so this supposedly “winter city” is actually accessible for ALL people during all parts of the year. Can we please just take direction from Oulu?	5/11/2023 7:50 PM
414	I think that the idea for the intersection of Academy and Kenaston/90 is terrible. Extending the	5/11/2023 7:43 PM

	travel on Academy to get to Kenaston will unnecessarily increase traffic going past people exiting on to Academy East from 90 South, and the idea of three lanes of Academy Westbound turning on to 90 North is poor planning in a city and province that is notorious for drivers inability to understand how to turn and merge in a multi-lane environment	
415	It's time fir Winnipeg to prepare fir the q0 or 20 next year. We could be staying with mentality of "Small city " just because some old folks are acared of change.	5/11/2023 6:53 PM
416	Really looking forward to the improved public transportation	5/11/2023 5:56 PM
417	I am a bit concerned about the additional vehicle lane on each side inducing more vehicle traffic in the area and about what look like slip lanes in regards to potential dangerous situations between vehicles and cyclists, particularly when the cyclists are traveling in the opposite direction of the vehicle traffic on route 90 and right-turning drivers may be looking predominately over their left shoulders to merge.	5/11/2023 5:47 PM
418	Route 90, Bishop Grandin, Lagimodiere and Chief Pequis, need 100% 3 lanes with less lights. You get through Route 90 through Tuxedo okay, then get bogged down by Ikea. Then Bishop is bumper to bumper. WE NEED FREEWAYS!!!!	5/11/2023 4:08 PM
419	I worry about the noise from more traffic. Also more salt and sand on the roads.	5/11/2023 3:32 PM
420	The city has never taken care of boulevards so to put grass on the center boulevard and between the sidewalk and the road is a waste of time as it will all be dead in one year. Walking down Kenaston Blvd. is not a pleasant experience. It is very noisy and dusty. We do not need new sidewalks. I think do away with the sidewalks and boulevards and add another lane of traffic.	5/11/2023 3:23 PM
421	Suggest the types of trees/shrubs are sustainable and can withstand salt and snow removal. Let’s get started!!	5/11/2023 3:21 PM
422	The city's long term studies show that this project is a revenue loser and diverts funds from existing infrastructure and programs the city claims it is not able to maintain.	5/11/2023 3:16 PM
423	Reducing a couple more intersections would aid in traffic flow.	5/11/2023 3:09 PM
424	Fix bridges and sewers. Don’t expand Route 90. Focus on downtown.	5/11/2023 3:02 PM
425	WHERE ARE THE SIDEWALKS? CYCLISTS AND PEDESTRIANS DO NOT GET ALONG !!!	5/11/2023 2:27 PM
426	none	5/11/2023 1:46 PM
427	Bus routes and active transportation need to be a priority. Creating more space for other vehicles will only increase traffic.	5/11/2023 1:44 PM
428	There will simply be MORE traffic, adding more pollution. You will destroy the surrounding enclaves of lovely old homes and streets. JUST FIX THE BRIDGE and the underpinnings of the street, if at all possible.	5/11/2023 1:03 PM
429	Widening streets does not reduce traffic congestion!! Bike and lanes are good! Trees are good!	5/11/2023 12:36 PM
430	Too many stop lights. Please stop adding more and instead work on the flow of traffic. Winnipeg is so bad at adding lights everywhere and it is stop and start where ever you go	5/11/2023 12:33 PM
431	I have safety concerns around slip lanes on a road that is prioritizing speed. Slip lanes are very hostile to those walking and biking. With all of this widening, we haven't managed to find space for a transit only lane, and we're creating a multiuse path, putting those walking and biking into conflict. None of the logic behind this projects accounts for induced demand or mode shift. The assumption and prioritization is around more and more personal vehicles. Have you timed how long it's going to take to cross all of these lanes as a person walking with kids? There's also an incredible amount of lanes to cross, especially if you need to catch the bus. From traffic studies, it looks like 78,000 vehicles per day crossed the bridge in the mid-1990s, and today there are 79,000. That's essentially no increase in traffic in 30 years. Why are we assuming there is going to be so much more traffic when we're supposed to be focused on mode shift?	5/11/2023 12:19 PM
432	We should not be expanding Route 90 to add more car lanes. Any expansion should be for bus and/or active transportation	5/11/2023 12:11 PM
433	Prioritize pedestrian safety. Cars frequently run red lights on route 90 and I don’t see how this	5/11/2023 12:04 PM

	plan will address this issue.	
434	THERE IS TOO MUCH TRAFFIC FUNNELLING INTO A SMALL AREA ALWAYS THE PROBLEM IN WINNIPEG DOESN'T MATTER HOW PRETTY ITS MADE ITS A MESS AND TRAFFIC DOESN'T FLOW HORRIBLE GETTING ANYWHERE FAST IN THE CITY THE WHOLE BIKE LANE IDEA IS RIDICULOUS WE ARE NOT CALGARY OR EDMONTON WE ARE WINNIPEG DESIGN WHAT WORKS FOR US NOT THEM WE DON'T HAVE HUNDREDS OF BIKERS ALL WE HAVE IS LESS LANES TO FOR VEHICLES ALL OVER THE WHOLE CITY DOWNTOWN IS A MESS ROUTE 90 IS A MESS NOT SURE THERE IS ANY HOPE FOR THE CITY	5/11/2023 12:04 PM
435	I am concerned about the westbound to southbound at Portage/Route 90. Will the single left turn lane have enough capacity without queuing onto Portage and/or having to wait many light cycles to make the left turn. Will the 1 lane for this movement until the southbound traffic gets past academy and the transit stop/etc. be enough?	5/11/2023 11:55 AM
436	Just that this is way over due! Looks great!	5/11/2023 11:35 AM
437	Too many traffic lights, removal of Westbound Portage to Southbound Route 90 cloverleaf is a horrible idea, and will disrupt traffic too much. Might as well leave the road the way it is if the goal is to disrupt and slow traffic.	5/11/2023 10:44 AM
438	How will the proposed density of Naawi Oodena affect the proposed design? I saw only one new road access from that development included in this study. Is traffic from that development supposed to predominantly use Taylor Avenue? How does the proposed cycling infrastructure connect with the overall cycling routes in the rest of the city?	5/11/2023 10:14 AM
439	More should be done to create areas in the middle of the street where things can grow and are protected from salt and snow plows.	5/11/2023 10:00 AM
440	Before these improvements commence, please have a plan to manage traffic overflow into neighboring areas. My street is currently used as an alternative to Rt 90 now partly because there are large speedbumps and a calming circle on the streets on either side of us. Our street is also being used as a truck route as large vehicles are looking for quicker options and are most likely avoiding the calming measures on the other streets. Speeding is also an issue. I am very concerned that when construction starts even more of this traffic will make their way to Beaverbrook. Residential streets and the infrastructure beneath them are not designed to handle this volume or weight. I understand that there will be some disruptions and inconveniences along the way, but please do not allow us to be an uncontrolled alternative to Rt 90 for 6 years.	5/11/2023 9:35 AM
441	Please focus on improving non-car based modes of travel, this project can be a starting point to creating an easier city to walk/bike/bus in.	5/11/2023 9:33 AM
442	4 lanes each way would be great considering the future growth of the city.	5/11/2023 9:01 AM
443	provide pedestrian overpasses at key locations such as Lockstep, eliminate signals at Lockston, Maintain the WB-SB loop ramp from Portage to Rt. 90. Signals only at Taylor, Grant, Corydon, Tuxedo and Academy. All other access via right in-right out with acceleration/deceleration lanes on Rt. 90. Access to former military lands via Grant Ave and Taylor Ave. only!	5/11/2023 8:53 AM
444	Semitrailer trucks need to proceed to the perimeter other ways. I worry about further future developments at Kapyon Barracks, Polo Park, Parker Lands and the south route 90 area. We could be back in gridlock asap.	5/11/2023 8:43 AM
445	Add more trees in the median lanes please. Winnipeg needs more trees and this area of the city moreso! Thanks.	5/11/2023 8:16 AM
446	Please spend the money on something else. Widening this road will not reduce congestion, it will only make it worse.	5/11/2023 7:59 AM
447	Streets are for cars and trucks. Make that the priority.	5/11/2023 7:56 AM
448	Take action	5/11/2023 7:42 AM
449	This project is appalling. 1) It encourages driving at a time when we need to greatly reduce it, 2) it's a huge expenditure of concrete which has a huge carbon burden, 3) it's expanding road surfaces when we cannot even afford to fix the ones we already have, 4) it merely plays lip	5/11/2023 12:03 AM

	service to active transportation by providing a shared space for pedestrians and cyclists just steps away from a murderous freeway, and it does not include a dedicated busway which is the only road surface (other than bike lanes) worth spending money on with the climate crisis but minutes away.	
450	aren't there studies that show more lanes doesn't improve traffic flow also how can we afford to have more road to upkeep, sounds like there is just more space for potholes	5/11/2023 12:01 AM
451	Need to make busses pull on to dedicated loading spot and not stop on the road to load passengers. instead of making 3 lanes into 2 traveling and one constant stopping lane for busses Also making the curb lane for trucks, busses, taxis and turning vehicles only	5/10/2023 11:08 PM
452	Roadway requires underpass/overpass with pedestrian and bike access at key intersections. Bike lanes walking paths are too close the proposed roadway, and could be better separated in one side instead of both sides.	5/10/2023 10:46 PM
453	the designs need to be improved more because the roads don't seem to handle the traffic we need bigger roads more lanes at least 4 or 5 Buses will be blocking traffic they need their own place to park and pick up passengers bus bay is required	5/10/2023 9:36 PM
454	For the same money, probably just build the rapid transit plan to alleviate traffic across the city. Additionally, wouldn't a Moray extension down to Sterling Lyon or even down to Abinoji have a greater positive impact on traffic for route 90 and avoid rebuilding a bridge and traffic disruptions? This whole project seems like a gross misallocation of funds.	5/10/2023 9:34 PM
455	-If the idea long term is to improve the desirability of living in Winnipeg, these type of ideas will go a long way in achieving it.	5/10/2023 9:19 PM
456	winter salting will destroy trees planted and snow plowing will impact the curbs: both of these realities need to be addressed.	5/10/2023 7:47 PM
457	Bringing more lanes will mean more maintenance, which is already a huge problem not being addressed. I am concerned with the size of the project, nothing will be maintained correctly. Secondly, I find on Portage already; people will make many dangerous maneuvers of crossing all lanes at once, and not checking blind spots. Instead of more lights, is there any consideration to adding roundabouts instead? The traffic is already bad during rush hour, but with the way this is proposed I do not agree this would mitigate the problem, and only create potentially more driving hazards with the driving culture here. For reference I have lived in four different provinces and driven across Canada several times.	5/10/2023 7:06 PM
458	The road should only be made wider to allow more bike and bus use. Otherwise we'll probably be right back here again in another 20 years.	5/10/2023 6:45 PM
459	You have missed the mark-active lifestyle should be second to vehicle needs. Until cyclists pay MPI fees they should have no consideration on traffic needs and design needs. Who pays for the roads? Tax on homeowners-which covers pedestrians and gas taxes for Federl/Provincial money-respect those who pay first	5/10/2023 6:29 PM
460	Unless the underpass access is greatly improved without massive fund intervention, the total cost and over costs would be better spent on present infrastructure renewal, incorporation of greenhouse initiatives in city structures and making funds available to homeowners and businesses to also do so. We need to have less cars in the future not build roads for more. If this project is planned as well as the underpass(which was repaired and rebuilt for the next 3 years after 'completion'), the city is in trouble. We have old thinkers, not forward thinkers designing and up keeping our city.	5/10/2023 5:16 PM
461	I am confident that whatever the City Planners do, it will NOT be good!!! Improvements are 30 years behind, take a look at Calgary, get their CITY PLANNERS HERE!!!!	5/10/2023 5:09 PM
462	I think this would be a relatively good change for biking and walking. However I don't like adding more lanes to this street. There is a vehicle congestion problem for sure on this street, but I'd prefer if the city prioritized public transit (in the form of light rail) rather than extend the number of lanes for car use. Adding more lanes increases the sprawl of the city, reduces walkability/bike-ability, and makes it harder for pedestrians without access to cars to get around. Plus, the more concrete our city has the less appealing it becomes. Light rail can solve this issue.	5/10/2023 5:05 PM
463	These thorough fares have become very important to both sides of the river. The improvements are long overdue and need to be started quickly.	5/10/2023 4:52 PM

464	1. Please make sure design does not impact on the Assiniboia Residential School Memorial Site at 617 Academy Rd. This land was acquired from the RCMP and provided to the City to manage on behalf of the Assiniboia Residential School Legacy Group. It is a key element of the City's commitment to reconciliation and meeting the Calls to Action from the Truth and Reconciliation Commission of Canada. This land, and Theodore Niizhotay Fontaine Park (still listed as Wellington Park on your video) are also important to the history of Winnipeg and should not be disturbed in any way without significant and meaningful discussion with the Survivor community. - This is an incredible expenditure at a time when we need to be reducing our dependency on the motor vehicle. -Having consulted with gardening and plant experts for the Assiniboia site, some of the greenery presented here, such as the trees on the medians, seems unlikely thrive.	5/10/2023 4:37 PM
465	This expansion might address the present day congestion but it will be inadequate to address the additional volume from the development at Kapyong Barracks. The multi-use paths will improve bike safety for riders but I am worry about safety for seniors sharing the paths with bicyclists (especially the section between Boulton Bay to Grant).	5/10/2023 4:27 PM
466	This is an ambitious plan. It is overdue and not likely to ever get done, given the political nature of such proposals.	5/10/2023 4:22 PM
467	Widening route 90 is not a responsible use of city resources. You should focus on active transportation infrastructure and city planning that funnels heavy truck routes away from residential part of the city.	5/10/2023 4:15 PM
468	In a city that is 6 or more months under snow, why it does needs a bike lane on each side? A 4tth lane would be more generous as traffic will be increasing year by year. Flowing is needed on that part of KEnaston which is only 1 of the 3 bridges to connect NORTH/SOUTH,	5/10/2023 3:33 PM
469	The proposed project will do nothing to increase traffic flow. It will just result in more cars driving adjacent to my neighbourhood and idling at traffic lights. The actual benefit from this huge expenditures of scarce resources would therefore be negligible at best and probably make things worse for nearby residents and even commuters. A much more impactful project would be to enhance the quality of public transit and move the rail lines out of River Heights.	5/10/2023 3:04 PM
470	This will have no impact on traffic congestion. It only moves the problem further down the road. Bottlenecks are after Ikea southbound and Ness northbound. Traffic through River Heights is not addressed here. Keep two lanes each way and expand uninterrupted rapid transit. Need fewer access points and stops along route 90.	5/10/2023 2:44 PM
471	I am opposed to widening Route 90. It is a waste of money and does nothing to meet sustainability and climate change concerns. There is no bike path between Sterling Lyon and McGillivray so this would be another dead end bike path. Research has proven that widening roads does not reduce congestion and in fact increases it. This entire project would be a detriment to the community. The city should be focused on ways to combat climate change and reduce carbon footprints	5/10/2023 2:40 PM
472	I have several questions that I would like addressed: What is the noise threshold (in decibels) that will be achieved by the proposed sound attenuation measures? I live on the west side of Carpathia, south of Tuxedo and our property will be backing onto Kenaston - how do I get to southbound Kenaston from our back lane? From the design it looks like access to cross Tuxedo to get to the lights to turn south on Kenaston is blocked by a long median. Does this mean I have to travel two blocks through a school zone to get to Corydon to turn south onto Kenaston? Are all houses on Kenaston from Corydon to Academy being expropriated or are there properties that are going to face Kenaston? On the plan, it does not look like there will be any privacy for the properties that are backing onto Kenaston. From the plan it looks like the landscaping is mostly on Kenaston where it is not likely to survive and there are wide open spaces in the area where the houses back onto Kenaston. Is this correct?	5/10/2023 2:34 PM
473	I really think that route 90 should primarily be a motor vehicle route for travelling quickly to areas along the route. If we try to accommodate pedestrians, bicycles, green space etc. it will become far too complicated. How many more police officers are going to be hired to deal with the muggings robberies and unprovoked attacks that will occur. I am not being paranoid, I have experienced it near the outlet malls with what appeared to be [redacted]. Police response time was 20 to 25 minutes. They came from St. Norbert area.	5/10/2023 2:25 PM
474	Less stop light between intersections. It seems to become more stops at each intersection.	5/10/2023 2:04 PM

475	Thank you for including safe biking paths along route 90!! I never ride my bike from Ness Ave to the south Kenaston part of town because there is little safe biking infrastructure. Please also connect the new paths to the shared transit corridor path beside Pembina Highway. Winnipeg needs a serious cycling network.	5/10/2023 2:02 PM
476	Just get it done! Route 90 has been a pain to drive down for too many years. I avoid it if possible because it takes forever to travel down	5/10/2023 2:01 PM
477	Add more lanes to route 90 and safe bike/walk trail	5/10/2023 1:52 PM
478	Please, please don't move forward with this project. You are going to waste so much money on something that does not need to be done! Expanding roads like this NEVER WORKS, it always costs more! Prioritize rapid transit and walking PLEASE!	5/10/2023 1:48 PM
479	Yes, I disagree that Route 90 has to be widened.. it is a bad use of taxpayers money, and studies show that widening routes just creates more traffic,and is not climate friendly.	5/10/2023 1:30 PM
480	Pedestrian underpasses where some of the crosswalks are located.That would help keep some of the traffic moving.	5/10/2023 1:24 PM
481	The inclusion of AT paths is admirable, but that is about the only positive thing I can say about this project. The price tag is ludicrous and this project will lose the city millions of dollars per year in operating costs to maintain this project while the rest of the city's infrastructure continues to crumble. The reasons given by the city to push forward with this project (in particular from Mayor Scott Gillingham) are fallacious and simply do not hold water. No, the Route 90 expansion is not necessary because it is a key trade corridor for commercial traffic; the Perimeter Hwy upgrade will actually reduce commercial traffic on Kenaston. No, the success of the Naawi-Oodena development is not reliant on this project, not at all; read the external consultant report from 2018. No, it will not alleviate congestion; cities across the world realize that adding more lanes does not ease traffic flow: induced demand quickly comes in to eat away at any reductions in driving time, and now you have three lanes of traffic rather than two. I am asking for City Council and Mayor Scott Gillingham to be more transparent with the residents of Winnipeg, and explain why this project is being pushed ahead when the city's own data shows that this is a non-viable project that will cost Winnipeggers dearly for decades to come. Imagine how far $1.2 billion could get us toward a more sustainable Winnipeg as laid out by the Community Energy Investment Roadmap. See you at the Open House on May 18.	5/10/2023 1:13 PM
482	Winnipeg cannot afford this ridiculous project. Stop focusing on cars and drivers. Fix Kenaston and the potholes, stop building 6-8 lane freeways we can't afford or maintain. I have mobility issues, can't walk or cycle, but I am still exhausted my our city's shortsighted focus on cars rather than active transportation and realistic road projects.	5/10/2023 12:33 PM
483	The proposed plan looks great and would add beauty and functionality to the area.	5/10/2023 11:59 AM
484	Not at this time. Not well enough informed to comment.	5/10/2023 11:56 AM
485	The city should be focusing on improving existing public transportation on this route so that it's easier for people to not need cars, making this expansion unnecessary. The city already doesn't keep up with the roads we have, expanding and creating more is a bad idea.	5/10/2023 11:50 AM
486	The multiuse path interacts with traffic far too frequently due to large intersections and slipways. Making for a hostile experience for bikes and pedestrians. Overall the project does not provide good value for citizens and does not include aspects for a healthy, vibrant and sustainable city.	5/10/2023 11:45 AM
487	This project needs three things to be successful 1) greater access for pedestrians and cyclists with dedicated spaces (AND barriers to protect from increased vehicular traffic) 2) Dedicated transit lanes and infrastructure. this includes bus lanes and design features in mind which would allow for future implementation of light rail transit 3) A redesign that makes better use of the expansion of road. To meet our climate commitments and to meet the goals that the city of Winnipeg itself has established for transit ridership, we should NOT be expanding major highways to make room for more cars. It is expensive to build, expensive to maintain, and only pushes the problem of more vehicular traffic down the road for another government to deal with. We need an expansion to route 90 that encourages use of other modes of transportation within the city. The moment we start rebuilding the city for more and more lanes of vehicle traffic, the hunger for more never stops, and the costs of maintaining the roads never ceases. Expanding the roadway without dedicating more of that expansion to transit infrastructure,	5/10/2023 11:29 AM

	present and future, is a mistake, and should be avoided. Better land use is needed for a sustainable future.	
488	I like the idea of the parkway as described but do not think it is practical in the proposal. The City is currently not planting trees on regional streets (lack of soil volume, increased traffic risk, trees difficult and challenging to establish due to salt spray zone and mechanical damage) so I am not sure why that is in the proposal. It also seems like many of the trees in the proposal are existing private trees, which will likely be removed due to the construction intended on Route 90 and the redevelopments of adjacent properties. I think it is a great idea to add bike and pedestrian pathways, and plant trees on the external edges of this (not right beside the road) as described, I am just apprehensive that many of the trees described in the plan are in fact on private property which the City has no mandate over. I am hoping that the right of way including the pedestrian pathway will extend back from the roadway and pathway enough to allow tree planting to take place. I don't think it is reasonable to expect trees to grow on the center median of the road, especially since trees are not being replaced on other center medians of regional streets.	5/10/2023 9:51 AM
489	The key elements are multi-use paths on both sides, separated from the road by wide grass medians, and densely planted trees on both sides and in the centre median.	5/10/2023 9:41 AM
490	I think this a fantastic plan. Wish it would be complete faster than 6 years, but understand since it is a huge undertaking. Also would be nice if there was a little commuter driving disruption as possible during the construction. If it is even worse than it is now during construction there won't be any traffic left to use it once complete, everyone will have found a different route by then.	5/10/2023 9:32 AM
491	Fix the existing roads first. No need to cycle along route 90 there are better existing options. I commuted to work on (0 for 25 years without a problem	5/10/2023 9:09 AM
492	Spending billions expanding traffic congestion is ruining our city and our environment. Implement the Transit Master Plan and the Active Transportation Plan instead. Call a public inquiry into the politicians and administrators who are spending billions on freeways and hide the facts. [redacted]	5/10/2023 9:06 AM
493	It should be done asap as the traffic is ridiculous. Taking an hour to drive home.	5/10/2023 8:53 AM
494	If you want to reduce car-based congestion, reduce the incentive to drive a car. Instead of adding extra left-turns and slip lanes add designated transit lanes. Slip lanes tend to be more dangerous in suburban neighbourhoods. sound barriers will not reduce the noise of several tens of thousands of cars a day As a pedestrian I would not feel safe having to cross 7-8 lanes of traffic, even at lights/controlled crossings as drivers often times do not obey them. expanding roads makes them more dangerous, the extra lanes add points of conflict where drivers may be put in dangerous situations. In addition, it also does not reduce traffic congestion. I thought the video was poorly designed as it did not show route 90 as it would be used. It only showcased cars driving in straight lines with no lane changes or turns. The only turns showcased were from cut video segments. It's misleading to the people using it to inform themselves before taking the survey.	5/10/2023 8:49 AM
495	The City built enough new roads, and there is no need to rebuild and add any more new roads on route 90. The money should be spent on maintaining existing roads, then we don't need to built new. There are so many existing roads and bridges than are good but in disrepair. I'm surprised how poorly new roads are made in Winnipeg. It's almost like the city means well but contractors don't deliver. Please fix this issue. You should not need to repair new roads already the next year, if they were built properly. The only new roads near route 90 we need are along the assiniboine river trail for pedestrians, cycling and dog walkers. Your design is car-oriented and too much concrete. The City does not sweep and clean roads. You can try walking along route 90 right now. There is already a sidewalk on the bridge covered in sand and rock flying off cars. Please spend the money to fix and clean st james bridge on route 90. Also, please spend the money on cleaning and reparing bus stops, road curbs, lanes painting, landscaping. Thank you [redacted]	5/10/2023 7:50 AM
496	Add a fourth lane	5/10/2023 5:28 AM
497	This expansion is a TOTAL waste of money. Increasing the number of lanes ALWAYS increases car use and fills the lanes so no traffic flow benefit is achieved. Reducing car usage is the answer for environmental (GHG emissions) and financial reasons. Do EVERYTHING to	5/9/2023 11:55 PM

	decrease car use everywhere in the city. Spending money on this expansion is foolish, irresponsible, corrupt, inept and stupid.	
498	Why are there no sound attenuating walls added to the area between Tuxedo Ave and the St. James Bridge? There are not the amount of trees depicted in the video as in real life at Willow and Kenaston.	5/9/2023 11:32 PM
499	You're building a 6-8 lane stroad. Have you heard of induced traffic? The jams will relocate elsewhere, and everyone in the suburbs will continue to drive. Environment and city finances be [redacted].	5/9/2023 11:25 PM
500	This project is a monstrosity in the era of climate crisis. The idea of "meeting current and future traffic volumes" is laughable according to the city's own modeshift targets. Progressive cities are tearing down freeways and simplifying their urban boulevards and we're wanting to build new roads through our city that go 8+ lanes wide at times. It's absolutely absurd that we're looking at building this when we're already infrastructure-poor. Riding or walking along these megaroadways might be direct but it is miserable. This is why people don't like sitting on patios off of Portage Ave. Spend this money on accelerating our transit improvements and stop trying to build us out of congestion by increasing road space. Spend hundreds of millions on inducting some demand for frequent reliable transit instead. I can't reiterate how much that if this is a priority for the city, we are embarrassing ourselves and I will never again accept any sort of "We don't have the budget" argument for anything. What a sad waste.	5/9/2023 10:55 PM
501	I think this is a very poor way of spending $500m and I completely and utterly disagree with going forward with this plan. There is very little supporting logic or justification backing this project and it would be an absolutely shame to go through with this rather than using the $500m on countless other projects that would actually improve the city and life for its citizens.	5/9/2023 10:41 PM
502	Great changes!	5/9/2023 10:39 PM
503	I see you can no longer turn from Carpathia Rd to go south and no longer turn onto Carpathia Rd coming from the north. I also noted going north on route 90 that only 2 lanes, which we already have are for cars and the third lane appears to be for buses?	5/9/2023 10:37 PM
504	I am concerned that closing the ramp from WB Portage to SB Kenaston will reduce flow, but I do like fixing the two dangerous merges onto SB Kenaston. I think an overpass at Kenaston and Grant is possible to improve flow.	5/9/2023 10:37 PM
505	If you build more and wider roads, more cars are going to use them, and they are going to fill up more. I do not anticipate that this will improve traffic speed. Winnipeg needs to put money towards lessening cars on our roads, not building more roads.	5/9/2023 10:09 PM
506	Built it and the number of vehicles will increase.	5/9/2023 8:51 PM
507	Adding car lanes does not improve traffic flow amd does not shorten commutes. Adding more car lanes does not make people feel safe cycling next to a roadway. Adding car lanes does not make people want to walk next to a busy roadway. Adding car lanes does not encourage people to use their public space like a park. Widening this roadway will have negative influences on the other areas you have indicated as priorities for this upgrade. This is a foolish plan and it is outrageous to pretend that this will have positive outcomes financially or otherwise	5/9/2023 8:45 PM
508	I was very moved by this article [redacted] I don't have faith that this expansion will alleviate congestion on the road nor improve the city's financial situation. I'm in opposition to the project.	5/9/2023 8:42 PM
509	This project is ill-advised and costly. The questions in this survey are leading and don't provide the option to say what you thing if you disagree with the project as a whole, or specifics about certain aspects. Sure, fix the road because it is in terrible shape, but there is no need to widen it. There isn't the demand/need for it, and thinking there is shows how out of touch the Mayor is. More cars mean more greenhouse gas, even if they're able to move faster. This creates more car culture, it does not address the current one. This is based on false demand.	5/9/2023 8:33 PM
510	We don't need more lanes. Have you heard of induced demands? We need a robust transit network. Until you understand that, you will have traffic problems.	5/9/2023 8:26 PM
511	Too many lights, traffic will be just as slow even if you add another lane. The southbound turn from Portage ave to the bridge looks like it will be a nightmare during rush hour. Keep the road	5/9/2023 8:11 PM

	that goes behind the firestation, its not like its going anywhere.	
512	Regarding the 66 Grant bus, where will the current bus stop prior to Grant be moved, and if it is moved to the planned new transit junction, how will that affect the bus's ability to turn left at Grant? In the same vein, will the 18 Corydon bus also be affected?	5/9/2023 8:05 PM
513	Far too expensive for what it is proposed to accomplish and a construction time of 8 years is outrageous. I do not anticipate that it will do anything except bring more traffic into the area. Also large transport trucks will increasingly use this route to transit the city. The proposal is completely unacceptable and will not make the city any more livable.	5/9/2023 7:31 PM
514	what is irksome in this whole redesign is that unfettered suburban building to the south is fomenting this need to widen Kenaston, affecting the older, established neighbourhoods.	5/9/2023 7:23 PM
515	Think about pedestrian bridges rather than have signal crossings only for pedestrians, allows for better flow of traffic and much safer for pedestrians to cross from one side to the other	5/9/2023 6:52 PM
516	To improve character and to improve use by cyclist/pedestrians I do recommend to fill the green space between road and multiuse path with trees as well (just as is scheduled for the median between the car lanes). Not shrubs, since they limit visibility of pedestrians/cyclists (for safety), but trees, since they give an added green feeling which pedestrians/cyclist and I am assuming drivers of motor vehicles prefer as well. Also to improve carbon offset with increased traffic in this urban area. Trees in the median will also limit visibility off oncoming lanes in case of accident and subsequent traffic jam in opposite direction from onlookers.	5/9/2023 5:54 PM
517	We have known for decades that adding lanes to a road do not help traffic, don't stimulate economic growth, or help the environment. The city's study shows this already. This project will lose the city money and make Quality of Life worse for everyone around. We need to invest in proper transit and alternative transportation instead, while densifying the area along Route 90. This project is a bad idea.	5/9/2023 5:08 PM
518	Winnipeg is a auto city. Make it wider to 4 lanes each way.	5/9/2023 5:00 PM
519	It looks really good. The development at Kapyong, will mesh very well with this design.	5/9/2023 4:58 PM
520	Money should be spent on some form of rapid transit instead. Building more roads just increases traffic.	5/9/2023 4:44 PM
521	Please don’t do this.	5/9/2023 4:43 PM
522	Walkways and cycling paths only need one side of Rte 90. Use a barrier between motor and walk/cycle paths. Green blvds adjacent to roadway do not leave enough room for snow in winter. Also they require too much annual maintenance for aesthetics	5/9/2023 4:27 PM
523	This project is almost trying to be a freeway, yet adding a new set of lights and still stopping traffic often. Widening the road doesn’t make it any safer when it takes even longer to cross.	5/9/2023 4:19 PM
524	Get it done already.	5/9/2023 4:10 PM
525	Adding any additional lanes encourages more motor vehicle traffic. Adding any lanes is backward thinking. Vehicle traffic will flow better as you continue to make active transport physically and financially attractive thereby decrease vehicle use. Separate bike and separate safe pedestrian areas build community as more road never does. Trees and sound reduction are appropriate to building community. Focus on those aspects and fewer people will drive. Build the roads and more people drive as you well know. Build Winnipeg responsibly.	5/9/2023 4:08 PM
526	Why would you remove intersections only to have crosswalks on routes you are encouraging more foot traffic on? That does not save anytime. Depending on foot traffic there is no timed light. Why would you not include a foot bridge? If you are going to do the improvements do them right for the long time. Winnipeg has only done one improvement right, the over pass structure on the perimeter to birds hill. The rest include lights. Chief Peguis has lights, everything has lights in this city. You already have a crazy amount of lights on route 90, please add walkways. lol, sorry for the vent. It just sucks trying to get around this city during rush hour and construction season. Rest of it looks good.	5/9/2023 3:58 PM
527	I don’t understand why the crosswalks wouldn’t be put in conjunction to the street lights. That just means that there’s more reasons to stop traffic flow along the road. If they were Amalgamated with the crossing lights where the cars utilize them, there would be less	5/9/2023 3:56 PM

	stoppage and better flow of traffic. Making it more environmentally friendly. And I know how important it is these days to people I don't get it, but I understand that others find it important.	
528	The design shows mature trees - that's not realistic. It will take at least 20 years for the design to look like this.	5/9/2023 3:45 PM
529	Adding lanes of traffic to increase traffic throughput is completely negated by the increased interruptions and intersections. Even the plan to slightly increase the speed limits to 60 from 50 between Taylor and Academy is a half measure when the balance of Route 90 is 70-80. This plan sets out to accomplish a little bit of everything and succeeds at making zero meaningful impact on any of it, while costing an absolute fortune and restricting a critical thoroughfare for years to accomplish this monument to expensive mediocrity.	5/9/2023 3:14 PM
530	bikes and people have no place there	5/9/2023 3:11 PM
531	add a left turn signal at the intersection of corydon and kenaston. when turning from east to south from corydon onto kenaston. At the moment there's no left signal and usually only one or two cars can turn in a light cycle. during rush hour, it can take more than 10 minutes to turn.	5/9/2023 2:37 PM
532	The single left turn lane from westbound Portage Avenue to southbound Route 90 at a controlled intersection seems insufficient, and will likely back up traffic eastward on Portage Avenue. In the current configuration, there is often a long line of cars in the loop around the fire hall waiting to merge onto Route 90. A single lane of turning traffic at a traffic light will surely be MUCH slower and decrease efficiency.	5/9/2023 2:23 PM
533	There are MANY better uses of this amount of money than to continue to cater to this part of the city.	5/9/2023 2:20 PM
534	I hope with the increased lanes the speed max would increase to align with the rest of route 99	5/9/2023 2:13 PM
535	I'm totally against this plan. Fix the bridge and add more bike and pedestrian routes into adjoining communities. Plant more trees! We don't need more cars polluting the air. This is regressive planning.	5/9/2023 2:03 PM
536	I think the design is great! I would suggest closing Willow Av to vehicles. Keep the traffic to the major streets as much as possible and calm the residential areas on the East and West side of route 90. There currently is heavy pedestrian and cyclist traffic through this area and denying vehicle access will promote it much more.	5/9/2023 1:58 PM
537	I am opposed to the project. It is hugely expensive. It is environmentally unsound. We should be focusing on mass transit, less reliance on cars, more bike routes.	5/9/2023 1:57 PM
538	ASAP! Please do something about the traffic signal timing westbound on Tuxedo approaching Route 90 from the east. The light is extremely quick and if you miss it you have to wait a LONG time. Could it be programmed so if there are no vehicles to initially trigger the light for westbound traffic, then after the eastbound traffic on Tuxedo has its turn, then the westbound traffic gets another chance before the flow on Route 90 resumes.	5/9/2023 1:56 PM
539	Ensure good visibility at all crossings.	5/9/2023 1:52 PM
540	Concerned about cost of project, loss of access during the project, and if the project is even necessary.	5/9/2023 1:40 PM
541	Stop stalling and get it done. This city is growing and we need better traffic flow in this city.	5/9/2023 1:40 PM
542	Yes I live in the condos on route 90. A buffer needs to be added to provide noise reduction and vibration reduction. Route 90 is very vert close to these condos.	5/9/2023 1:40 PM
543	Route 90 do not need to be wider. No where in your video does it explain WHY it needs to be wider. I commute on route 90 daily. Transit times are very reasonable. I prefer to ride my bike but cycling infrastructure is sorely lacking and often disconnected. The route needs increased trees and well connected and maintained walking and cycling routes. The proposed plan seems like a waste of money. Not to mention excessive CO2 emissions to construct when we should be moving to more sustainable modes of transport!	5/9/2023 1:40 PM
544	Would prefer to see over passes for cycling and walking at the two cross walks. One for the school and the new one. Having pedestrians impending traffic randomly escapes the goal on improved traffic flow.	5/9/2023 1:39 PM
545	Why is there no sound walls along the southern portion of route 90 north of the bridge. ie.	5/9/2023 1:35 PM

	around Academy? Also how is traffic going to flow quicker with more lights? Seems like nonsense.	
546	Who is going to take care of the blvd? Perhaps remove greenery in centre blvd- too hard/too much money to maintain. Look for another access entry to Bolton Bay- no more added traffic lights!	5/9/2023 1:31 PM
547	Pedestrian traffic is unavoidable however given the number of pedestrian crosswalks, I wonder if they don't work against the "better flow" concept. Alternatives would be above ground or underground which is not the best for safety or access to [redacted].	5/9/2023 1:28 PM
548	need to make sure that there are left turn signals for all streets at all intersections (corydon presently does not have one) and that the timing of the lights reflects traffic, sometimes it can presently take 4+ light cycles to turn south onto rt 90 from corydon and 3+ from Grant. Also, greenspace and sound barriers are nice, but would like to see some actual character, how about prairie grasses in sections that do not need to be mowed, how about murals, art installations, etc.	5/9/2023 1:27 PM
549	Looks like no improvements to traffic flow and a lot of money wasted , LESS TRAFFIC LIGHTS NOT MORE. It’s a road not a park , should not have time to look at trees if the traffic flowed properly	5/9/2023 1:26 PM
550	Yes. The proposed pedestrian and cyclist crossings at Carpathia, Lockston, and Willow will cause traffic flow to be no better than it is now, even with the other proposed changes. Pedestrians and cyclists could use the more major intersections to cross and/or the proposed Carpathia, Lockston, and Willow crossings could be made to pass over Kenaston. It is especially important that these not be allowed to stop traffic flow, as a major purpose of the changes is to increase traffic flow. Also, the changes will attract more cyclists and more pedestrians, meaning there will be more crossings disrupting traffic. Keeping crossing Kenaston to major intersections ensures traffic will not be congested.	5/9/2023 1:16 PM
551	left turn from portage onto southbound route 90 is not good - keep the roundabout!	5/9/2023 1:16 PM
552	Thank you for including active transport plans	5/9/2023 1:10 PM
553	In addition to Route 90 better thought should be given to traffic flow passing through the residential areas “shortcutting” to the main routes. Access to Route 90 should only be from a main thoroughfare not Willow, Tuxedo Lockston Fleet etc.	5/9/2023 1:06 PM
554	Why are there no overpasses or underpasses?	5/9/2023 1:03 PM
555	Waiting for massive transit improvements access, vastly improving frequency of North/south routes on Route 90 so that our neighborhood can access close by business like Outlook Collection Mall, Red River Coop Grocery store on McGillvray, Kenaston Commons, Polo Park on weekends. Hourly service on Saturdays, limited Sunday service very difficult to access resources in my neighborhood.	5/9/2023 12:59 PM
556	It is absolutely appalling that it is proposed to add an at grade intersection at portage avenue and route 90, it would be assumed the traffic engineers would have learned from the intersection turn lane issues and repeated iterative lane adds and delays caused in access for next bridge crossing at portage and Moray. I don't see how center median could be modified in future to accommodate the extra turn lanes to meet the traffic level needing to make this turn let alone the delays for east bound traffic in rush hour. What happened to a proper loop ramp design, underpass and exit lane designs, this abandons the only intersection built to an express way standard. The underpass on portage should be expanded to accommodate the needed improvement of the loop exit and keep this as direct exit. It is unfortunate that traffic flow on Portage avenue will be so severely compromised by this design and lead to excessive delays in east and west bound traffic as both lanes back up to accommodate high volume of south bound turn lane movements that don't appear to be considered. The route 90 traffic flow is also compromised with the excessive number of at grade intersections and traffic light additions proposed. There should be no new control points added or should be made only with a direct trade off for any additions made with with removal of existing lights elsewhere in route. The intersection at Bouton bay should be better serviced with only direct exit/merge lanes with no crossings of center median allowed, Former DND lands serviced are better served with direct intersections North and south at Taylor and Grant so as not to compromise Route 90. Willow ave intersection should be removed as ped crossing is provided at both tuxedo and academy. Other controlled ped crossings should be minimized or removed with foot bridges added. The city should look in design to reduce frequency of signalized intersections and	5/9/2023 12:57 PM

	access points on this vital route. The signalized ped/bike crossings need to be replaced with bridges or moved into existing intersections such as was done on Will Clement parkway. Only in Winnipeg could someone suggest doubling the number of traffic signal points and and call it an improvement in flow. Design could offer much more to improve traffic flow while what is shown will further compromises a vital route through city for a limited bike lobby. Most users do not live in area or see any value in these accommodations that will deter from the efficient and the vital commuter route improvements that are needed.	
557	How will this impact on the Indigenous plans for the area? Should fix the roads before starting another expensive project. Our roads are a disgrace!	5/9/2023 12:54 PM
558	This has to get done. It is way overdue.	5/9/2023 12:51 PM
559	Taylor, grant, corydon and academy should be the only potential stops along this pathway.	5/9/2023 12:47 PM
560	Rte 90 needs to flow at a consistent speed. I see stop n go. I see danger for crossing rte 90. Overpass pedestrians?	5/9/2023 12:45 PM
561	I recommend on and off ramps only for north/south traffic, no intersections/lights to block traffic, small number of over/under pass to facilitate perpendicular traffic at major streets.	5/9/2023 12:43 PM
562	This is a major road in the city with cars and trucks Bicycles should not be on the same road as the faster moving vehicles	5/9/2023 12:41 PM
563	Yes. I live at [redacted]. As far as I can tell, my backyard will directly face Kenaston with no redevelopment replacing the current housing behind me. If this comes to fruition, my property value will drop significantly. My hope is that the city will consider my property for expropriation, and use my lot (and others toward Corydon) as a corner park or with buffer between the remaining Carpathia residences (that will be preserved with redevelopment between them and Kenaston). Best, [redacted]	5/9/2023 12:39 PM
564	While I love the addition of multi-use paths (I have had to take many unsafe routes while walking or cycling in this area in the past), the proposed design significantly increases the number of intersections that a cyclist or pedesterian will need to cross due to the large number of additional turn ramps. Many of these are only marked by lines on the road, which are often not visible during the winter months or are quite faded. Each and every point where a pedestrian or cyclist must cross an intersection should be marked by lights (ideally ones that are timed with the traffic lights) and signage. Motorists traveling quickly from highways like Route 90 onto local streets often do not slow or check for pedestrians before crossing unmarked intersections like the ones that are proposed. Yield signs are not enough. Not implementing this could lead to injuries or deaths of people using the multi-use paths. In addition, it appears that many homes that are currently along Route 90 will be demolished for this project. There is already a real lack of affordable and small detached housing in this area. If homes are being demolished, the city should have a plan for building affordable housing that is equivalent to what is being lost in the same neighbourhood.	5/9/2023 12:35 PM
565	Makes no sense when my front street, joining streets are as close to third world countries condition as it can be. Not repaired, not even patched. Method of mitigate undamaged car travel is zig zag. Is no joke, is not a radical view but is fact. Needs it now. Unattended then must replace entire streets next year. Maintenance first is always the rule. Your home must have a solid roof and basement before putting in a new driveway. Simple logic.	5/9/2023 12:30 PM
566	Two Major Design Flaws: a) pedestrian cross walks are surface level – make them pedestrian walk-overs, b) left turn from West bound Portage avenue to south bound route 90 – that's insane	5/9/2023 12:25 PM
567	Implementation is key. Waverley underpass is already back under construction because it was not well-built. Adding intersections along Route 90 is not done to improve flow of traffic.	5/9/2023 12:21 PM
568	It would be nice if the walking/biking lanes could be placed behind the sound attenuation walls so the pedestrians aren't exposed to the constant noise of traffic.	5/9/2023 12:09 PM
569	I think widening the road is a waste of resources. I like the additional work on paths separate from the road for bikes and pedestrians, and that should go ahead, but nearly a billion dollars for widening the road is not a high priority for this city.	5/9/2023 12:04 PM
570	I live in the area. Keep the existing traffic lights, bikes and people should cross only at traffic lights just as vehicles. No funds should be used for special bike/pedestrian crossings. No matter how you dress it, it is a highway for vehicles. Save the dressing and put the funds	5/9/2023 12:02 PM

	towards a way to lessen traffic congestion. Maybe have a designated truck lane, they imped commuter traffics when they take up all the lanes.	
571	The bike lanes running in and out of intersections is concerning. Bike lanes need to have better protection than what is proposed.	5/9/2023 12:01 PM
572	Making sure traffic lights are in sync to traffic levels so it flows better	5/9/2023 11:55 AM
573	Would widening Route 90 cause more noise pollution to the neighborhoods along route 90?	5/9/2023 11:54 AM
574	Why are we ignoring studies that say expanding roadways lead to worse congestion? The transfer areas for transit are a nice touch, but how about a dedicated end-to-end bus system, another Hub that can facilitate transfer. The only reason we are looking at future expansion is the areas near Bridgewater Forest will suck more land,more infracture, and everything else away from the city. Why don't they just cede from the city and be their own towns. Bridgewater Forest already looks like a small town. Also, the price tag (585 million) will not stay that way. It will balloon and this ideal plan will change, usually for the worse because that's the way the city always operates. (Let's see building Portage Place and the new police station went well, didn't it?)	5/9/2023 11:52 AM
575	needs to be done with increase in south reresidential areas, shopping areas and soon to be built Indigenous-led development	5/9/2023 11:49 AM
576	Get it done!	5/9/2023 11:47 AM
577	The current plan doubles the amount of traffic lights on route 90, so there is no way you can get up to 60 km/h. The new proposed access road from taylor to grant is directly beside where I park and live, which will lead to noise problems while I sleep after my night shifts. And I am sure no one in my neighbourhood appreciates the planned marked reduction in size and reduced access to Joe Malone park! No wonder my condo property value has dropped $50 k in the last 2 years! How long does a sewer / water upgrade last for route 90? In the 1980s, I lived on Royal Salinger road for a sewage upgrade that took 6 months without running water and flushing toilets! Who benefits from all this chaos?	5/9/2023 11:46 AM
578	There is a lot of traffic on route 90. I think there will be a lot of congestion in turning lanes that will back up into the through lanes. Ultimately slowing down through traffic. I also think pedestrian/bike underpasses are a better and safer option. Having bikes pass through this many intersections will ultimately lead to someone getting hit by a car trying to turn/merge. I do think adding multiuse paths is an excellent idea. We need more bike paths. Also, please do not add a turning lane from Portage to Route 90. This is a terrible idea that is going to backup Portage Ave.	5/9/2023 11:13 AM
579	Character could be added by designating some of the available space to park or public art spaces, rather than additional residential space.	5/9/2023 9:44 AM
580	The design favours motorists traveling north-south on route 90 while overlooking the connectivity of neigbourhoods that flank the area. As a resident of Academy Rd, I enjoy walking across Kenaston to visit Jenna Rae Cakes, Empty Cup, and GJ Andrews. Having to cross 8 lanes of traffic will certainly reduce the walkability of the neighbourhood. I'm disappointed that the city, in accommodating the temporary conditions of rush-hour traffic, will undermine the characteristics of the neighbourhood. Furthermore, traffic is not reduced by accommodating more cars. It's reduced by improving access to alternative transportation.	5/9/2023 9:10 AM
581	You need to make six lanes on Bishop Grandin and Lagimodiere to keep traffic moving. There is never planning for the future when the city builds new mager streets.	5/9/2023 8:40 AM
582	The grass boulevard between street and sidewalk is too narrow. Doesn't feel particularly safe or park-like. Can't the city acquire just a little more land to expand this?	5/9/2023 8:06 AM
583	Design incorporates a good balance of green space and will help showcase our city, especially when driving to/ from airport where visitors experience our city with first impressions, which is currently not at its best. Well done with design.	5/9/2023 7:37 AM
584	No	5/9/2023 7:17 AM
585	Traffic keeps increasing every year and more housing is planned for around polo park so this plan comes short of what is needed for future requirements.	5/9/2023 6:27 AM
586	Do not add more traffic lights along Route 90. Proposed south bound bridge seems like a bad	5/8/2023 11:51 PM

	design. Removal of the north bound on ramp is a mistake	
587	Dedicated transit corridors are preferable to having busses mix with general traffic.	5/8/2023 11:29 PM
588	The City if Winnipeg is getting bigger specially the south area close to Outlet Mall. 3 Lane both side is not enough for 3 to 5 years. Business and Residential development on area is getting busier, so we need bigger road not only 3 line.	5/8/2023 11:10 PM
589	How does this design take into account induced demand? How does this design take into account Naawi-Oodena? Why is this proposed without dedicated public transit lanes, especially when a huge new community is being build alongside it? How does this plan help Winnipeg hit our committed climate goals? You need to allow and support bicycles on the east side of the bridge over the Assiniboine. If you're expecting people bicycling to/from River Heights to cross over that busy Academy intersection, you're out of your minds. Why is there a southbound turn lane into Kenaston Estates, between Taylor Ave and Boulton Bay? That's asking for collisions.	5/8/2023 10:51 PM
590	Lights must absolutely be timed PROPERLY to ensure traffic flow. This does not address the 2-lane stretch between IKEA/Lowson Cres and Columbia Drive. This stretch is terribly congested. Consider the bus/diamond lane, adding priority traffic signals and a 4th lane area for bus stops when waiting for riders. Areas for future development must have plan for traffic flow that does not include access to route 90 directly. When considering traffic volumes, I would ask if all the people who currently choose alternate/less direct routes because of the poor traffic flow on route 90 have been considered in the volume? Driving through River Heights, turning at Tuxedo to take Shaftesbury and McCreary to McGillivray. Etc etc. A third lane is absolutely required on the entire “inner ring road” in Winnipegs future. Planning phases to effectively accomplish this is important while making public transit convenient and fast.	5/8/2023 10:36 PM
591	This is overdue. I’m excited to see we are finally putting ideas together. This looks great. We need more lanes. I worry a bit about the additional light at Lockston, but hopefully won’t be triggered unless there are cars there.	5/8/2023 10:17 PM
592	Construct the road ways with proper materials so they don't end up with craters (not just pot holes) every spring.	5/8/2023 10:03 PM
593	I don't agree with the the full intersection at Naawi-Oodena & Boulton Bay. Those communities should rely on access via Taylor and/or Grant, and only have a one direction access onto rt90. If that is not an option, that light should either be disabled, or have very long cycles during rush hour periods.	5/8/2023 9:50 PM
594	The traffic on route 90 has been an issue forever. As someone who was born in Winnipeg I struggle daily getting to and from work due to the back up. My 7 minute drive turns into 30 sometimes more. This is something that truly needs to happen to improve the efficiency of many winnipeggers getting to and from point A to point B	5/8/2023 9:44 PM
595	I stopped read after the "Land acknowledgement" and lost interest in the project.	5/8/2023 9:38 PM
596	Adding more lanes doesn’t help traffic in fact it continues to hinder it. Adding greenery in between communities does not inherently create a walkable community. Where are people walking to and from? The best way to improve and optimize traffic flow would be to expand the Rapid Transit line down route 90. A convenient, safe, and reliable public transportation system through this major artery of the city would successfully connect multiple neighbourhoods. Ideally people living and working in these areas would find the designated rapid transit line more convenient than fighting traffic, and in turn this brings down the traffic level making it easier for the transport of goods through the route.	5/8/2023 9:21 PM
597	Shared pathways that do not divide pedestrians from cyclists is a really poor design for people with disabilities, especially those who are blind or deaf.	5/8/2023 9:09 PM
598	Please expedite this project. Replace traffic lights with overpasses. Pedestrians should go under or overpass the highway. Do not let environmental considerations stall this much needed project. I suggest you take a study of Glasgow UK & observe the M77 & M8 highways which take traffic quickly through the Centre of the city.	5/8/2023 9:08 PM
599	Please provide estimated time of when council reviews, budget meeting, and start of construction.	5/8/2023 8:36 PM
600	The design would be improved with a dedicated bus lane instead of a third lane for private vehicles.	5/8/2023 8:15 PM

601	I like the idea but the estimated time of completion is far too long. 6 years of construction, increased traffic and constant street shut downs will enrage the people relying on it daily. I think multiple shifts should be mandatory so that the road is worked on 24-hours of the day to complete the project in a realistic time line.	5/8/2023 8:04 PM
602	I am less likely to go to an area to shop and use services if I have to navigate a six lane freeway. This plan will cause an older neighbourhood to deteriorate. Winnipeg can't afford the costs, neither upfront or maintenance.	5/8/2023 8:01 PM
603	You have to understand that when you make driving a car the most convenient and safe way to move around Winnipeg you will inherently induce more traffic. Adding a lane to the problem will only encourage more people to drive down that road further compounding the problem. The phenomenon is called induced demand and has been studied in depth. I do not understand how someone in the position of City of Winnipeg city planning can be so unaware of these consequences. The multi-use pathways you propose will lead to conflict between bike users and pedestrians as the difference in speed is unsafe. Think of a small child getting hit by an adult riding a bike. Do you think these multi-use pathways are safe enough for children to use? Would you allow your 5 year old child to ride on these pathways? What sort of physical barrier are you creating to protect pedestrians and cyclists from vehicles that lose control? The widening of this route will create conditions that make drivers feel safer to drive at higher speeds regardless of the posted speed limit. The only thing that does a good job of limiting the speed of drivers is a more confined feeling road. Here is what you should be doing. Take the space and money you want to put towards an additional lane on either side of route 90 and install a tram or light rail system. This system would be dedicated to moving people up and down route 90. It would need to be frequent and pleasurable to ride. Allowing for bike storage on the tram or light rail car would allow for people to get to it from further and go further once off the rail system. This alone would incentivise alternative transport to cars and reduce congestion in the area at all times. In addition to this create dedicated bike lanes in either direction to separate pedestrian traffic from cycling traffic. Once this is done, allow the residential area around the route to be open to businesses. Allow for markets and small businesses to flourish. A slow moving dense area brings a bountiful economy to the area. Whoever is responsible for this, just know that every first year environmental design student I know is far more intelligent than you. I am coming for your job. You are sabotaging my home.	5/8/2023 7:49 PM
604	Adding more lanes makes traffic Worse, NOT better. Ever heard the expression enduced demand? Focus on dedicated alternative transportation lanes. If the City is trying to reduce traffic congestion, we need to encourage people to get out of their cars. Additionally, building more lanes when we can't afford them while other streets are crumbling is poor business management. Give your head a shake! Replace the existing lanes and put it dedicated bike and bus lanes. Don't add more lanes of car traffic.	5/8/2023 7:45 PM
605	You need to make it harder for cars to travel in the city and easier for active transportation and public transit to accelerate modal shift. This plan is way too focused on cars. You want to build community? Take the cars out of the equation. How does driving 60 down a 3 lane road build community?	5/8/2023 7:42 PM
606	Focus on traffic flow more	5/8/2023 7:14 PM
607	North of Ness, sound barriers would enhance the look of the route and improve the liveability for residents along the route. Rather than addin g traffice lanes, consider adding only rapid transit/bus lanes to Route 90	5/8/2023 7:11 PM
608	This survey was not a good tool to get proper public opinion. The questions are about how the completed project will look, instead of the functionality of widening roads, opinions on the costs of the project, what kind of transit upgrades will be helpful, etc. This survey was frivolous and I'm not impressed with how this city is trying to push the agenda. When you structure a survey with questions to avoid the larger issues, and leading toward the answers you want, it is a poorly done survey. There was no mention of the bridges or sewage upgrades either. DO BETTER.	5/8/2023 7:05 PM
609	Carpathia crosswalk is too close to Academy Rd & Route 90 bridge. Set of traffic lights would make much more sense and would be safer.	5/8/2023 6:53 PM
610	More car infrastructure makes more people drive cars. "Just one more lane" has never worked at reducing congestion, and it won't work here. The road is designed for higher speeds and takes longer for pedestrians to cross at intersections due to the extra lanes. The intersections	5/8/2023 6:46 PM

	along the route are hostile to anybody not in a car. This design is straight out of the 1900s. Winnipeg deserves better.	
611	I want to know the final cost forecasts and related potential overcosts. Land acquisition cost, remidiation, rezoning, re routing of existing and future infrastructure like utilities and all potential disruptions to residents in the service area. Will land acquisition from Long Plains FN be required on the old military base property?	5/8/2023 5:57 PM
612	Building more roads encourages more cars. This is not sustainable transportation.	5/8/2023 5:54 PM
613	Get on with it.	5/8/2023 5:24 PM
614	I donlt like the left turn onto southbound Route 90 across Portage Avenue. I would keep the left turn loop. Also, the design shoudl be 4 through lanes the entire way; 3 lanes are too few. The exit yields onto intersecting streets are too short and do not provide adequate vehicle storage. It may be fine for the current traffic, but once this is constructed, volumes will increase becuase of capture from Waverly and Shaftsbury. It needs to be done right. 4 lanes.! Do it right, or don't waste the time and money on it.	5/8/2023 5:24 PM
615	Project cost accountability!	5/8/2023 5:19 PM
616	No bike route.	5/8/2023 5:05 PM
617	Continuing the multi use path on this area is a great start. But please also prioritize a rapid bus lane each way so people are more inclined to take the transit which would reduce the traffic jams significantly.	5/8/2023 4:45 PM
618	I am against closing access to Academy from Route 90 southbound after crossing the bridge. This will negatively effect my routine. I am also not in favor of the proposed plan to close the access point to route 90 from Portage at the firehall. This will cause huge bottlenecks.	5/8/2023 4:42 PM
619	Adding more lanes only will add more vehicles. The city of Winnipeg MUST fix what is already there first before it embarks on new projects. This will not impact my life one bit. But trying to get around on the current crumbling streets impacts my life tremendously. Streets are too dangerous for me to bike on and I am a cyclist. Fix the existing infrastructure first. Then build new stuff.	5/8/2023 4:34 PM
620	I use one part or another of this stretch of Rte 90 nearly every day at various times of day and it is never unacceptably slow. Additional lanes of vehicle traffic are a waste of resources and unlikely to improve the lives of Winnipeg residents. Highways are not suitable for urban environments.	5/8/2023 4:16 PM
621	I am concerned about the cost vs other important priorities such as our health care and education. We do not have sufficient money to look after our existing infrastructure. I think that there will be more traffic on route 90 if we expand it to 3 lines which will not reduce travel times to any substantial degree. I am concerned there will be more vehicle traffic which we should be reducing to combat climate change.	5/8/2023 4:11 PM
622	I do a Lot Of driving in the city This is the slowest of all	5/8/2023 3:35 PM
623	I appreciate that the design would facilitate transit, cycling and walking as well as vehicles, and that it deals with the combined sewer issue and deteriorating bridges. I don't agree that 3 lanes each way is a priority.	5/8/2023 3:29 PM
624	speed limit should be 70 km/h. there are too many traffic lights, and adding lights on portage / taking away the off ramp seems like it will slow down traffic the bridges seem necessary, glad they are part of the plan! how will the construction impact traffic and how long will construction take place ideal: no traffic lights, overpass all intersections	5/8/2023 3:12 PM
625	Turn signal on Portage is asinine This should be designed for 80km/h	5/8/2023 2:39 PM
626	Please consider future cycling accessibility via space for connections to potential future cycling routes on the area	5/8/2023 2:30 PM
627	Plant alot of trees. Pedestrian bike bridges would be good at locations such as Grant to get to shopping areas. Bike racks in key areas at local amenities	5/8/2023 1:58 PM
628	The bus stops at the intersection of grant and route 90 should have their own designated lanes and should not be taking up 1 of the 3 lanes. Northbound Grant north of the lights the right turning lane should merge with the lane that started back up a few feet later. No need to not	5/8/2023 1:55 PM

	allow a merge lane when it exists 20 feet ahead. Too many cross walks, adding a line but making more stops doesn't help anything. All of the crosswalks will also threw off effectiveness of the syncing of the lights. There should be a right turning lane into willow heading southbound, as that is the first option to turn right off of the bridge that will be way busier than what appears to be expected. The left turn signal from Portage to southbound route 90 will be very backed up causing congestion on portage and long wait time to get through that light. The speed should be at least 70, 60 will not so enough to move this through. If this is a "parkway" there's no reason that should not be the case.	
629	Review how Vancouver moves traffic in similar areas, using flashing green lights and also allow left turns anytime that there is an opportunity. Should not use red on left turn signal, should be green or flashing yellow. Need to move traffic faster. More lanes = more bottleneck at sections that don't have capacity. Use asphalt only roads to reduce repair and maintenance costs. Also install underground services outside the road ways to reduce cut and patch work in the future.	5/8/2023 1:45 PM
630	yes	5/8/2023 1:39 PM
631	I'm still concerned about the left turn on Portage avenue to access Route 90 Southbound. I also still feel that too many intersections are part of what slows the traffic down, yet the study adds an additional one.	5/8/2023 1:36 PM
632	Bus stops at intersections in lanes of traffic will impede the flow of traffic. They should have a pull off area or not be at intersections at all	5/8/2023 1:25 PM
633	This will cost a billion dollars before it's done, take a decade to complete and the end result will not make traffic flow any better. Shelve the project and spend the money more productively!!!	5/8/2023 1:18 PM
634	Have pedestrian overpasses, and cut out lanes for bus stops	5/8/2023 1:11 PM
635	This should happen as soon as possible. It is long overdue.	5/8/2023 1:09 PM
636	I feel this is an excellent opportunity to add dedicated transit lanes and improve transit service to this area of the city. Dedicated transit lanes should be considered for all road redevelopments to ensure that transit can flow more smoothly and make it more reliable and attractive way to commute.	5/8/2023 1:08 PM
637	please don't close the exiting loop ramp, Portage ave west bound to route 90 south. Adding another traffic light Portage ave west bound left turn lane would slow traffic flow. what about east bond Portage ave to south bound Route 90? the point of this bridge is to get traffic from portage ave over the river.	5/8/2023 12:59 PM
638	While the active transportation portion is good, f the plan to widen Kenaston included a plan to reduce emissions and truly address the needs of future Treaty One residents it would have designated one lane as a high speed bus lane. This design will only increase traffic.	5/8/2023 12:55 PM
639	In its current state whether driving or biking, I avoid route 90 as much as possible.	5/8/2023 12:46 PM
640	Is this design in line with plans for the Winnipeg Transit Master Plan?	5/8/2023 12:44 PM
641	Left turns from Corydon onto Route 90 needs to be improved.	5/8/2023 12:32 PM
642	No	5/8/2023 12:29 PM
643	No.	5/8/2023 12:26 PM
644	You are making cycling on there a deathtrap. I have already been hit cycling on these types of right hand turns. Please stop designing our streets for cars as primary mode of transportation!	5/8/2023 12:25 PM
645	Add more trees but also lighting and emergency boxes to call police	5/8/2023 11:55 AM
646	reduce the use of traffic lights on route 90 or the traffic flow will continue to stay congested. Why not offramps?	5/8/2023 11:51 AM
647	The proposed changes, given the cost, are not worth it. More focus should be placed on encouraging greater transit ridership to minimize traffic instead.	5/8/2023 11:43 AM
648	Create multi-use sound barriers to incorporate local art	5/8/2023 11:39 AM
649	Separating at-grade ped xing's would be nice. This section of Rte 90 is plagued with stop lights. Balance is key but being a copycat is totally okay.	5/8/2023 11:37 AM

650	PLEASE DO IT!!!	5/8/2023 11:33 AM
651	Please get this done ASAP- I have lived in the area my entire life and quite frankly Route 90 is and always has been an embarrassment to its residents and visitors. Councilor Matt Allard should give his head a shake when saying that this does not need to be three lanes. The infrastructure in this City is deplorable often because of the short sighted nature of people like Mr. Allard. Growth needs infrastructure to work.....get going with my full support!	5/8/2023 11:32 AM
652	Please allocate the funds being wasted on this project to building our infrastructure in ways that improve the liveability of neighbourhoods while reducing the amount of private vehicles on our roads. I live in River Heights and this is my second year getting a flat tire on our roads in the surrounding area.	5/8/2023 11:26 AM
653	Bump up the speed limit to 70 km like the rest of route 90	5/8/2023 11:16 AM
654	Make the streets even wider and create over passes, if possible add service roads to improve traffic. Winnipeg should begin to be active in terms of improving road and traffic logistics.	5/8/2023 11:07 AM
655	Tearing down housing and expanding roads while doing nothing to actually address traffic flow does the exact opposite of making a community feeling. It is now going to divide Tuxedo and River Heights even more, and be detrimental in integrating the new neighbourhoods on the Kapyong site into the existing ones. This project is monstrous waste of money. It should be put to plebiscite since that seems to be the standard now.	5/8/2023 10:56 AM
656	It will impact the surrounding residential area but I imagine the current traffic congestion is a constant source of frustration for those same neighbourhoods. It should have been done a long time ago. Creating a beautiful parkway will go a long way to improving the first impression of our city for visitors.	5/8/2023 10:56 AM
657	Remove the light walkway intersections with overhead pathways.	5/8/2023 10:52 AM
658	Widening route 90 to three lanes in each direction will NOT reduce traffic! It will only create more traffic in the long run and it will create even higher costs for maintenance. The city does not have enough money to maintain its current infrastructure, widening roads only makes it worse. The focus should be on active transportation and transit to encourage people to drive less, not on making more space for cars. The more space is made for made, the more people will drive, which will result in even more traffic and also more noise. Instead of adding an additional car lane to each direction, these should be transit only lanes to make it more viable to take the bus in the first place. Then add express, high frequency bus routes with well designed stops (the examples from the presentation do look good) that thanks to the separated transit lane have an actual advantage over the car lanes and people will end up taking transit instead of driving because it will be faster. This is how you reduce car traffic. Make transit the better alternative! The separated muti-use pathway for active transportation looks good, including the plan of adding more trees along the way. But nobody enjoys crossing an intersection the size of Kenaston/Grant. There are just too many car lanes, it's the opposite of the goal "designing for people". Closing the ramp from Portage onto southbound route 90 and changing it to a signalized left-turn will also have terrible consequences for traffic backups on Portage. The new bridge should be used for transit and active transportation only and then the cars can keep using the ramp.	5/8/2023 10:51 AM
659	more lanes, less traffic lights. route 90 is a parking lot from ness all the way south	5/8/2023 10:44 AM
660	I can see that there are still sections that will remain 2 lanes each way. Why would we spend all this money to NOT make it better. Route 90 is the closest thing we have to a freeway in Winnipeg and 2 lanes each way has been demonstrably not enough for a long time. It's ridiculous to prioritize walking and biking to such a large degree in a city when both are nearly impossible 8 months of the year. If the intention is to make people walk or bike, year round, down that LONG stretch, does that mean the walking and biking trails will be cleared to pavement as a priority? I doubt it. Not that anyone wants to walk from the river to Ikea when it's -30.	5/8/2023 10:40 AM
661	Living on an adjacent street Carpathia Road & not experiencing any problem driving on Route 90 I am not really a supporter of this project. City funds are restricted, the inflationary cost of the total project will be immense.Is it not possible to do it stages like separating the combined sewer system first?	5/8/2023 10:39 AM
662	Increase speed limit	5/8/2023 10:23 AM

663	The cost of the construction could better be use for affordable housing and maintenance of existing infrastructure.	5/8/2023 10:23 AM
664	This project just shouldn't happen. I don't understand the need to destroy an area just to speed up the flow a few minutes AND then have the traffic slow down again at the underpass as the area from Ikea on is also now very slow with all the new big box stores and suburbs that continue to expand. Great idea to add bike lanes. The area will then a huge gash in the middle of it the size of Bishop Grandin. Don't know how you are going to keep trees growing in the median, they don't grow anywhere else in the city where there is a lot of traffic like this. I'm just so disappointed that the city keeps prioritizing cars and expansion in the suburbs over reducing greenhouse gases. Scale back the project. The flow can be improved with longer turning lanes. I lived right off route 90 for 30 years and am tired of hearing from the people who live in the suburbs that they need to speed up their commute.	5/8/2023 10:23 AM
665	I mean, its still very car-centric. But having better transit stops and separating sidewalks and bike paths from the road is great. Also, reducing the number of intersections on the road makes this less stroad-like	5/8/2023 10:22 AM
666	We don’t need to beautify Route 90 nor do we need to make pedestrian or cycling the priority. This is about moving vehicles and transportation for our entire city. Bikes and walking are 1/1000th of the use or less and certainly only a portion of the year. Route 90 never has been a “parkway” and it doesn’t need to become one. Spend the money improving the speed in which it can be used to get from point A to point B. The communities along Route 90 have much nicer areas to enjoy as pedestrians. The communities along route 90 will not suddenly start “walking and cycling” because you’ve built it. Focus on the current use and make it the best for that use - commuting and trucking.	5/8/2023 10:17 AM
667	The single lane turn off of portage westbound onto route 90 southbound seems inadequate and may add to congestion on portage avenue.	5/8/2023 10:14 AM
668	STOP ADDING TRAFFIC LIGHTS. commuter traffic should be separated from residental roads and at grade pedestrian crossings should be removed.	5/8/2023 10:14 AM
669	With the ever increasing rise in motor assisted bikes and scooters (ebikes, escooters, motorized skateboards, etc) as a pedestrian I find any design that includes mixed used pathways completely unacceptable and the risk of injuries to pedestrians is too high. The combined weight of an ebike and its rider travelling at 32 km/h or higher with illegally modified bikes and striking a pedestrian is not an acceptable risk. This design should include dedicated and separated spaces for pedestrians and bikes. Also the southbound flow seems to drop bikes and pedestrians off into nowhere at Portage Ave and has no account of them even existing between Ness and Portage. Similar with the north bound flow.	5/8/2023 10:09 AM
670	I think you should keep the south bound loop ramp open from Portage avenue to route 90 while also adding the new left turn signal onto the bridge. Providing two alternatives would help reduce accidents and lane changes on Portage avenue, and improve flow. The changes for the northbound ramp from Portage to Route 90 is extremely important as that is a very dangerous merge area and expanding the merge lanes is very important there. 60 km an hour is about right for the area from Ness to Taylor avenue, but after that 70-80 km is fine on Kenaston and north route 90. Adding bike lanes, and pedestrian paths and making it like a parkway is a great idea with more green space. The bridge expansion and upgrade is extremely important as the bridges are very dangerous and not designed to handle todays traffic flows and act as a bottle neck. I think it would be a good idea to expropriate the Manitoba Youth Center and the post office by the Tuxedo intersection to make way for more lanes. 3 lanes might be enough for the moment. But the design should leave enough space to add a fourth lane while maintaining the bike and pedestrian paths, and green space between the river and Taylor avenues. The city should not allow new development within a certain distance of the west side of route 90 to allow for future expansion and should limit access points on the west side of Kenaston to the major streets like Grant, Taylor, Tuxedo and Academy. you can have more access points on the east side, as that will likely only reduce traffic congestion or allow for diversion of traffic when necessary off the major route.	5/8/2023 10:00 AM
671	Again, the city's focus on cars and urban sprawl is the real problem. Quit extending the city into viable farmland that now requires roads to get there. How many people are biking from Bridgwater to Polo Park???? If you make it harder to drive, but improve bike and walking access, you will likely get more people switching to walking and biking. Also, improving public transit and car sharing will get more cars off the roads. Making bigger roads leads to more cars. Yes, perhaps less driver frustration, but we need to look to a future with reduced cars.	5/8/2023 9:59 AM

	The more convenient you make it for drivers the more often they will hop in their car to drive 3 blocks to buy a loaf of bread.	
672	I completely agree with everyone saying Route 90 should be a freeway. Minimal stops so traffic flows. It's a major commuting route not only for cars but for semi's as well. Whatever the design ends up being - it NEEDS to be taken into account that Winnipeg has set itself up to be a "car city" and a major route like 90 should reflect that and allow citizens to drive in their city more effectively. Right now with all the stop lights, pedestrian crossings, etc Route 90 is a complete joke. Make bridges where pedestrians can cross over the road if its not a freeway, traffic does not need to be interrupted as much as it is. It's crazy.	5/8/2023 9:58 AM
673	Driving down this way I feel the traffic congestion needs to be addressed however none of the lights down this stretch are timed. There should be a study done on the impact of properly timed lights in correlation with the traffic congestion. Yes, when there is an accident or breakdown only having 2 lanes is a huge liability but I would like to see our Traffic Engineers look into this prior to spending a half billion dollars.	5/8/2023 9:58 AM
674	Incorporate naturalized areas within the walkway with tall grass prairies tree planting and places to sit (benches and picnic tables)	5/8/2023 9:54 AM
675	I completely disagree with widening Kenaston Boulevard for several reasons. Number 1, this stretch of Kenaston runs through a residential area, and more cars will be attracted to the route, making it much more dangerous for the neighbourhood. Number 2, no matter what proposed provisions there are for bikes and pedestrians, more car traffic makes the whole are much more dangerous, including for pedestrians and bikes. Number 3, inflation will cause this project, which is already horrendously expensive, to balloon to ridiculous proportions. There is a limit to what taxpayers can afford to pay in property taxes before they simply cannot afford to own a home anymore ; the City of Winnipeg will see a gigantic rise in poverty, substance abuse and homelessness in the next 20 years if taxpayers have to look forward to property tax increase in order to afford this unnecessary project. Simply fix the road nicely for smooth surfaces and do not spend $5B+ (which will be more like $10B+ by the time it would be finished).	5/8/2023 9:50 AM
676	The stop and go traffic at the light controlled intersections is a major problem. What I see is the addition of another light controlled intersection at Boulton. Is it really possible to effectively synchronize the traffic lights both northbound and southbound? Also, no matter how well the lights are synchronized, it cannot be effective with so many heavy vehicles that accelerate very slowly from each stop.	5/8/2023 9:47 AM
677	I CAN'T BELIEVE THAT YOU ARE SHUTTING DOWN THE ENTRY RAMP BEHIND THE FIREHALL ON PORTAGE AVE IN FAVOR OF A MUCH LESS EFFICIENT LEFT TURNING LANE ON PORTAGE AVE WHERE WEST AND EAST BOUND TRAFFIC NEED TO COMPETE TO ACCESS THE RAMP ONTO ST JAMES BRIDGE. THAT MAKES LITERALLY ZERO SENSE. I AM ALSO NOT IN FAVOR OF TAKING OUT ACCESS TO/FROM ACADEMY TO WELLINGTON CRES. WE LIVE IN RIVER HEIGHTS AND THEREFORE, WITH WELLINGTON CRES BEING REDUCED FROM A MAJOR CONNECTOR STREET TO A VIRTUAL GREENBELT GOING FORWARD AND ACADEMY NOW CUT OFF AT THE ST JAMES BRIDGE, ALL OF THE PEOPLE WHO CURRENTLY USE WELLINGTON CRES AND ACADEMY WILL NEED TO TRAVEL FURTHER SOUTH. THAT IS LITERALLY INSANE TO REDUCE THOSE OPTIONS AND DRIVE MORE TRAFFIC ONTO CORYDON GOING FORWARD. ZERO CHANCE THIS IMPROVES THE FLOWS RELATIVE TO WELLINGTON CRES AND ACADEMY BOTH BEING AVAILABLE FOR EAST/WEST TRAFFIC FLOW. VERY DISAPPOINTED THAT THOSE FOLKS WHO USE ACADEMY AND WELLINGTON DAILY (LOTS OF PEOPLE) ARE BEING INCONVENIENCED TO THIS DEGREE.	5/8/2023 9:47 AM
678	Why is Academy road being closed?	5/8/2023 9:44 AM
679	Less at grade intersections.	5/8/2023 9:38 AM
680	the 3D fly through is very helpful to understand the changes	5/8/2023 9:11 AM
681	The bridges have felt dangerous to drive through sometimes	5/8/2023 8:58 AM
682	Better synchronized traffic lights with more time allowed for north/south traffic to flow.	5/8/2023 8:51 AM
683	Vehicular convenience is prioritized too much with this project. Slip lanes at Kenaston and Corydon, for example, will encourage fast turns and will make the area less safe for pedestrians and cyclists. The southbound St James bridge has too many standalone lanes	5/8/2023 8:47 AM

	making a pedestrian crossing at Academy hazardous. My opinion is that you are over engineering this, just to save minutes on a commute.	
684	As a former Carpathia parent, my main concern is the safety of children walking to school and how sound will effect the school. I hope a tree partnership is underway with the school on the east side of the field.	5/8/2023 8:33 AM
685	The traffic flow is terrible. Once again it seems like the only way to control traffic is by adding way too many traffic lights. This defeats the whole point! How about adding "farm" roads? In Minneapolis they are very common and keep the traffic flowing. We also do not need to add more access opens between Corydon and Taylor. This is a start and I look forward to reworked plans for better traffic flow and what about the future for rapid transit? We have to think not just for the 1st 4 yr but for 25 yrs from now! We need vision. Look at other cities like Minniapoils! Same weather and a larger city.	5/8/2023 8:25 AM
686	I would prefer to see more grade-separated crossings. If not for vehicles, then for pedestrians at the very least. As with all-things-Winnipeg, we miss the mark by adding traffic lights and intersections. We need to get caught up to other cities half our size and introduce a proper freeway system. Route 90 is a perfect opportunity to launch a leading freeway design that supports our decades-old proclamation that we are a transportation hub. Keeping traffic moving reduces pollution and reduces required maintenance (pot hole repair) from constant stop-start-stop. The design is nice and will improve flow; no question. However I believe we need to make this corridor better…. Not in the future but Now.	5/8/2023 8:24 AM
687	Lots of trees and plants with a few benches , public art and garbage/recycling cans so it doesn't become a dump. It has to be park like to maintain the integrity of the area.	5/8/2023 8:24 AM
688	Limited access road with over/underpasses is required to handle the volume of traffic as well as increase safety for vehicles, pedestrians, and cyclists.	5/8/2023 8:22 AM
689	No	5/8/2023 8:19 AM
690	There is too many traffic lights added. The connection from Portage to South Route 90 is limited to 1 lane, this is insufficient.	5/8/2023 8:18 AM
691	Of you are going to put in the work. make it last. Otherwise you get a situation like the North Perimeter where its falling apart and needing extensive upkeep and repairs.	5/8/2023 8:18 AM
692	Have been waiting for this for a long time. Like to see it go ahead faster.	5/8/2023 8:14 AM
693	For many like myself, route 90 as a way of getting from south of Taylor to north of Portage. The proposed plan does not improve that route at all and in fact, me slow it down. There needs to be a way of moving traffic faster through the area by eliminating the controlled intersections to thru traffic. Directing pedestrians and bikes over or under route 90 would help. Another idea would be to construct an elevated two- way road over the top of the existing Kenaston. It will take you directly from the bridge south of Academy all the way to just south of taylor and also in the opposite direction. Also the original Kenaston would only have to be slightly improved for bike and bus traffic. then as only people going to the local areas would stay on the presently existing road, the idea would be for an elevated causeway end there would not have to be major changes to the bridge or Kenaston itself	5/8/2023 8:03 AM
694	Disappointing to see a light has been added to exit from westbound portage to southbound route 90. Otherwise the plan seems good.	5/8/2023 7:44 AM
695	Just start it, don't talk about it for another 10 years	5/8/2023 7:20 AM
696	Keep the speed limit on this section consistent. Synchronized lights help traffic flow. Crosswalks on this route are a bad idea. Make it a light or forget it.	5/8/2023 6:08 AM
697	60kmh????? What is the point of this, I thought it was to improve traffic flow. I am strongly opposed to this project in relation to finishing the rapid transit expansions.	5/8/2023 5:14 AM
698	Do not add a light controlled intersection at Boulton Bay. This makes no sense for improving traffic flow; have access to route 90 in the new developments off of Grant or Taylor. More so with this being touted as a major corridor for goods, why introduce more points for stopping. Semis don't accelerate that well to begin with. Also, why get rid of the loop by the firehall to enter southbound route 90 from westbound Portage and add a light instead. Again, it makes no sense for traffic flow plus the proposed left turn looks quite tight leading to a likely occurrence of a trailer getting hung up. I would almost rather keep the bottleneck and focus more on	5/8/2023 1:29 AM

	extending William Clement Parkway south as part of the planned ring road, to alleviate traffic on route 90.	
699	We need less green space between the vehicle roadways. The middle medians are a waste. The amount of traffic and sanding/salt any grass dies become weeds or sand and mud which looks awful. Keep the green space between the street and neighborhoods and keep traffic areas next to one another. GREEN SPACE BETWEEN TRAFFIC IS TERRIBLE. KEEP IT TO THE PLACE PEOPLE WILL USE IT.	5/7/2023 11:13 PM
700	Build it please	5/7/2023 11:01 PM
701	Just fix the 4 current lanes and add a bike path. Take the money you save and put it into fixing more of our [redacted] roads. There are lots of them.	5/7/2023 10:59 PM
702	More lanes means more traffic. This wont solve the root of the problem of having too many cars on the road. More public transit is needed. If we are adding a lane, a dedicated bus lane would do much better at solving this issue. The amount of crossings for bikes/pedestrians on academy is to high. We don't need academy turning into another inner city highway.	5/7/2023 10:46 PM
703	Widening roads should never be a consideration when studies and historical evidence shows that this does not work, and thus will only increase the tax burden of Winnipegers	5/7/2023 10:34 PM
704	Less traffic lights would be helpful. This is a major through fare that is notorious for being a bottleneck. Too much local access isn't a good thing for a road like this, traffic flow should be top priority.	5/7/2023 10:30 PM
705	The left turn from Portage Avenue onto Route 90 heading southbound seems like a big mistake. The current merge makes much more sense as it doesn't add an east bound traffic light on Portage Avenue, and it keeps the traffic merging onto Route 90 southbound on the north shoulder of Portage Avenue west bound traffic. If the turn lane is added you will get cars backed up in the median lane of Portage Avenue for long stretches during rush hour which would greatly deplete the effiency Portage Avenue has going west bound during rush hour. I realize this added left turn lane is meant to accommodate the new bridge so southbound Route 90 traffic isn't hindered by the merging traffic coming off Portage Avenue. But with a dedicated merge lane at the current location you could make this work better by keeping what is currently there, but just improving its design with a longer merge lane to pace up to southbound traffic.	5/7/2023 10:24 PM
706	Do fewer at-grade intersections along the former-residential part. That left off Portage onto rt90 south is going to cause a lot of sideswipes with people confused about what lane to be in, and you know some dillweed on GPS is going to try and use it as a u-turn from rt90 north to south, cutting across 5 lanes in 20 meters then stopping with the rear end hanging in the next lane waiting for the light. Also, enable YouTube comments, you cowards.	5/7/2023 10:22 PM
707	Concern on Portage Avenue turning south onto route 90. That turning lane will be very backed up	5/7/2023 10:05 PM
708	Biggest oversight is not addressing traffic from Portage Ave. eastbound to connect with Route 90 northbound. MASSIVE oversight if not addressed. It could be incorporated with the proposed Portage westbound to Route 90 southbound intersection.	5/7/2023 9:51 PM
709	I’m concerned about the westbound academy only having one turning lane to southbound route 90, and same for westbound portage/southbound route 90	5/7/2023 9:34 PM
710	The last two questions I marked very well ..... but this is only because I assume there is a real commitment to grass and trees. This is important to me because of the loss of tree canopy in Winnipeg. I also feel any improvemnets should benefit and encourage transit as an option. Transit and emergency vehicles should not be impeded by increased vehicle flow.	5/7/2023 9:33 PM
711	I would like to see traffic lights being replaced with round abouts and bridges, to keep the traffic flowing.	5/7/2023 9:30 PM
712	I don't think adding more lanes is where the city should be spending money. I am against projects that will induce demand for personal car use. I think we need to find ways to accommodate alternatives means of transportation if we want to solve our accessibility, safety and traffic concerns. The lack of a dedicated bike path will increase pedestrian-cyclist collisions and the larger intersections will discourage pedestrians and cyclists from crossing.	5/7/2023 9:23 PM
713	Concerned about the winter season....how much snow banks might affect the new route	5/7/2023 8:48 PM

714	Don’t cut the pedestrian paths or bike paths when the project goes over budget	5/7/2023 8:39 PM
715	Putting a highway through a neighbourhood is not desirable. Costs are way too high. Invest in public transit to address traffic issues.	5/7/2023 8:21 PM
716	I strongly oppose the three street level pedestrian/cycling crossings.Dangerous to pedestrians and slow traffic. Instead there use underpasses or overhead crossings.	5/7/2023 8:16 PM
717	1. I wonder if it was considered putting the berm on the other side of the bike/pedestrian path. In my experience as a cyclist/pedestrian, I avoid routes that have very long traffic sounds. 2. If as many trees as are depicted are planted, it will help sound and shade and the overall commuter experience. 3. I’m concerned that the route doesn’t continue to Ness. I did see a turn off onto Wolseley Avenue West. Perhaps the hope it to connect it to the Empress AT route? 4. I think the separating of the sewer systems is one of the most critical pieces of this project! We cannot continue to allow sewage to be dumped into the river. 5. I am a bit concerned that the bus stops aren’t sufficiently shaded. Waiting on bare pavement for a bus can be miserable.	5/7/2023 8:13 PM
718	Please add sound attenuation wall or bramble on the east side of Kenaston between Corydon and Academy	5/7/2023 7:55 PM
719	Need transit stops to be pull in pull out lanes controlled with merge lights. Pedestrian/cycle should be over route 90; crossing 6-9 lanes plus blvd will make traffic lights even longer stalling traffic flow and safety concern for those crossing. Or underground paths to cross...opening up for sewage redesign anyways.	5/7/2023 7:55 PM
720	Both the Louise and Arlington Bridges need to be replaced..... while I agree Route 90 needs this work I question how replacing these two bridges clearly gets pushed down the road again and again. To me these eldest bridges in the city pose a safety hazard and could be a disaster waiting to happen if something is not done.	5/7/2023 7:49 PM
721	Essentially every study done about this says that adding new lanes doen't help.The expansion WILL make traffic worse in the long run. There'll be an improvement for five-ish years, and then there will be an additional five-ten minutes of traffic. I am of the opinion that this makes the warning about traffic increasing in the design plan null and void? It ALSO makes the project completely at odds with policy #3.5 (reducing traffic congestion) from the Climate Action plan. I don't know if council is deliberately ignoring the opinions of experts here or if they think Winnipeg will be magically different somehow (spoiler alert, we won't be). What WOULD improve traffic considerably is taking the funds for the project and actualy investing it in improved transit along Route 90 - especially the connections from rural areas to the industrial offices closer to the airport to make peoples commutes easier. Given that City can also barely afford to maintain its roads as-is, there is not much confidence that the city will be able to maintain Route 90 with three lanes. More cars, especially the heavy trucks that take that route, will continue to wear and tear at the roads AND as traffic gets worse road conditions will as well. Guess what would improve this? Investing in transit. I do agree that active transit pathways seperated from the main road are good idea, provided they are properly maintained year round. In a similar sense, the green space is great if the trees are cared for, have space to grow, and are not continually damaged by traffic. Please, listen to the experts on this and use better judgement to plan for a greener city that doesn't require the constant expansion of roads to accomdate more and more and more cars.	5/7/2023 7:45 PM
722	I think the designs are good, approval and construction need to be accelerated. We need the improvements now!	5/7/2023 7:43 PM
723	Add a dedicated bus lane instead of mixing it with traffic. Bike lanes and sidewalks are great but would be better if we don't have to cross 14 lanes of traffic just to get to the other side of the stroad.	5/7/2023 7:41 PM
724	Bike access seems less clear at the bridges. Should include clear markings to get safely across the River to bike routes south of Portage ave	5/7/2023 7:35 PM
725	Why is there not a dedicated transit lane? The transit areas that are on islands would be scary to wait for the bus at - especially being so close to large trucks and a lot of traffic. The slip lanes look very dangerous for any pedestrians. Nice to have dedicated active transit route - why does it just end at Academy on the east side?. Why does there need to be three lanes off of Academy - there is only one now? Also, turning from Portage south onto route 90 only has one lane - would this not be an extremely busy intersection? The new development at Naawi Oodena doesn't seem to have adequate access	5/7/2023 7:25 PM

726	I am skeptical that trees can be grown in the median because of the amount of salt that is used on roads during the winter. I am afraid trees will be stunted and ugly like the ones on Portage Avenue in St James.	5/7/2023 6:44 PM
727	There should be an over the road pedestrian crossing on Lockston. Just to keep traffic flowing instead of constantly having to stop. I was just in calgary where I seen this multiple times over busy roads and they work, and the people use them. Cyclists should also need licence plates, road insurance to help(everything helps right) for the cost of all this. It's only fair, this is not all on the drivers. I won't even get on that topic.	5/7/2023 6:15 PM
728	Instead of having traffic control lights (stoplights) at intersections such as Lockston, and such, there should be OVERHEAD PEDESTRIAN BRIDGES with "Z" shaped ramps on either side. This way, traffic itself is not ridiculously impeded, and anyone walking, riding, wheelchairing, roller-blading, skate-boarding, or even stroller'ing can cross either direction at any time they want. Designed intelligently, (with a roof which prevents snow accumulation AND prevents debris from being thrown into traffic) this is FAR more beneficial to both drivers AND non-drivers. Intelligent "civil engineers" should have incorporated this concept onto Main Street, decades ago.	5/7/2023 6:13 PM
729	If you are able to Work in an upgrade to how you merge onto route 90 southbound off Portage, lengthening the road space on which you have time to merge or that the merging lane is it's own lane as kenaston expands.	5/7/2023 5:57 PM
730	Pedestrian crosswalks should all be overhead. This will allow traffic to move with less delays. Dedicated right and left turn lanes that allow for 30 vehicles per light change are a must, with room to slow for the turn and speed up after a turn to merge with other traffic. Lanes must be speed specific with minimum speed limits per lane to ensure slow traffic stays to the right lane. More overpasses and underpasses are a must in this city and should be installed before each subdivision is built for enhanced cost effectiveness. Every year of delay adds $20 or $30 Million dollars to the price tag. Every intersection must have a left turn light Standard Pracdtise, capable of moving 30 vehicles per light change.	5/7/2023 5:10 PM
731	More shade for bikers and pedestrians please. Dedicated bus lane for entire stretch. Encourage less car traffic.	5/7/2023 5:08 PM
732	Increase the speed from 50	5/7/2023 5:06 PM
733	It seems unnecessary to reduce the speed limit to 60 km/hr between Academy and Ness. But overall, the plan looks very promising. I hope there are lots of trees.	5/7/2023 4:49 PM
734	I know you are trying to make it more bicycle friendly but cyclists need to follow the rules as I have had them cross in front of me. I have a green light and they have the red light. Then downtown, I have a green to turn and they clearly have the red bicycle and they are supposed to stop but cut right in front of you. It is great you want to make it cyclists friendly but they need to be accountable for their behaviour. What bothers me more is when construction is underway, how will this affect the traffic flow? I work in Rosser and live south. Every other route I have tried takes me out of my way, adds more kilometers and I use more gas. I refuse to take the perimeter because many drive 110 and the odd one drives 120. I drive 100 and many drivers get mad at me so they honk at me, pass me and practically cut me off it hopes I die by driving off the road.	5/7/2023 4:44 PM
735	This whole thing is madness. You don’t illustrate the massive amounts of expropriation, and replacing expropriated facilities. The design claims to be for 60km/h speeds but it has all the hallmarks of a typical 80 km/h road leading me to think that planning is actually for that. And lastly Winnipeg can’t afford Half A Billion Dollars and can’t afford the maintenance either. Winnipeg should plan for a green future rather than doing more of the same that has nearly bankrupted us already.	5/7/2023 4:43 PM
736	Adding trees down the median of Route 90 would be very nice but I highly doubt that this would ever implemented. Also, the replacement of the westbound Portage Avenue circular turn on to Route 90 south with a left hand turn on to the bridge has just moved a problem. Now you will have Route 90 southbound traffic blocking Portage Avenue eastbound traffic for extend periods of time, or you will have a massive turning lane required on Portage Avenue at this point. If a short turning lane is planned, turning traffic will be back up and restrict Portage Avenue westbound traffic flow.	5/7/2023 4:41 PM
737	I like the design, it is reasonable. With the ONE EXCEPTION, there is not much in terms of	5/7/2023 4:32 PM

	rapid transit in the design (e.g. no explicit bus lanes).	
738	Think of what we could spend a billion dollars on. When we totally miss our housing and greenhouse targets this will be what we can point to. It’s utterly shameful. There’s no other word for this crap.	5/7/2023 4:27 PM
739	We spent half a billion dollars on the bus lanes from the university and comes no where near the usage that Route 90 does. Please get it approved and constructed, with 40,000 people in Bridgewater alone and all the established neighborhoods south of Taylor, improvement is absolutely necessary and should be approved as quickly as possible.	5/7/2023 4:24 PM
740	Raise the speed limit and get rid of more traffic lights. Create service roads beside route 90 to access businesses or residence instead of three lanes each way.	5/7/2023 4:12 PM
741	The three lane road has to continue all the way down to Scurfield to truly alleviate route 90 congestion. Going 3 lane down to 2 lane then back to 3 lane doesn't solve it all. This is the time to do it , a true 3 lane road that gives people quick access from the U of M area all the way up to Red River College. Please don't do this half way. The city has grown to much and this is the only access people have from the southbend to the airport and beyond. I use Route 90 daily both ways , and it is honestly the most infuriating drive due to poor planning. My wife who is new to Canada and Winnipeg, a professor at the U of M (she moved here 1.5 years ago, I grew up here) , says that road is the worst she has seen in a major city, consider she has lived in Baltimore, and the Bay area in California. Please invest properly and do this the right way.	5/7/2023 4:04 PM
742	I think that this is something that needs to happen sooner rather than later. Kenaston isn't a safe street to drive on, and the intersections are not designed for a city of our size. In the past year, there have been some big accidents and even pedestrians who have gotten hit. It's time for change	5/7/2023 3:47 PM
743	Sooner than later. Cost becomes an issue the longer you wait	5/7/2023 3:16 PM
744	I’m very concerned about how the closing of access roads to us who live along Route 90 will be impacted in regards to being able to access our houses as well as emergency vehicles being able to access us.	5/7/2023 3:05 PM
745	The basic widening of the street should have been done long ago when the Kenaston extension was being done which would have save money in the long run even though their more upfront cost.	5/7/2023 3:04 PM
746	As a third lane is added, more cars come and congestion returns to previous levels in a process known as induced demand. To truly reduce congestion, improve local connectivity, increase social equity, and increase sustainability, the inner lane needs to be a permanent diamond/bus lane and the city needs to increase its bus fleet.	5/7/2023 2:59 PM
747	should not widen the road - should focus on building more bike lanes and traffic and fixing existing roads	5/7/2023 2:32 PM
748	The left turn from westbound Portage Avenue on to southbound route 90 is not very practical and will reduce traffic flow in both directions on Portage Avenue during medium to high traffic rates. Will need to address parking along Academy Road eastbound from Beaverbrook Street which reduces it to a single lane when an improved intersection at Route 90 is completed.	5/7/2023 2:30 PM
749	Has consideration been taken into account for the new housing developments planned for Naawi-Oodena and the roads onto Taylor, Grant and Kenaston that will be required?	5/7/2023 2:18 PM
750	more frequent buses	5/7/2023 1:59 PM
751	Needs to have better traffic flow especially during rush hour.	5/7/2023 1:54 PM
752	If we want to increase a parkway feel: we should be doing more to separate multi-use and road traffic, no one wants to walk right next to basically highway levels of traffic. This design also also severely lacks improvements to transit services. Once induced demand stabilizes Route 90 to once again being standstill traffic, our buses will once again be stuck in these jams instead of being the efficient and convenient form of transportation it should be. If we really want to improve traffic flow on route 90 transit needs to be the solution, widening is a linear solution while transit is logarithmic. If we're widening route 90 it should be for adding a dedicated bus lane to massively increase transit's ability to be efficient and most importantly, reliable. One of the major gripes in this city regarding transit usage is it's reliability, no one	5/7/2023 1:41 PM

	wants to take a bus that can be up to 30 minutes late. And that will always be a problem as long as buses get stuck in the same traffic as everyone else. Route 90 should be a rapid transit corridor, but barring that, should at least get it's own lane to bye-pass traffic. It also increases active-transportation safety by adding another lane of buffer zone with dense traffic. In the long term, making transit more efficient than driving will do more to improve traffic flow on Route 90 than adding an extra lane ever will. No one will use transit until we make it a better option than driving. And this city can't afford to keep everyone driving.	
753	Get it done before I die please...	5/7/2023 1:39 PM
754	N/A	5/7/2023 1:34 PM
755	Nope	5/7/2023 1:31 PM
756	Do not feel that Biking or Walking has ever affected the traffic flow of Route 90. More Lanes and less lights would be very beneficial!!	5/7/2023 1:25 PM
757	This is a colossal waste of public funds.	5/7/2023 1:14 PM
758	This stretch should have fewer traffic lights and limited access via seperate elevation.	5/7/2023 1:01 PM
759	In my opinion Rte90 functions well enough as is. There are miles of streets in Winnipeg that are in terrible condition. Any extra money should go first to fixing them before spending on additional green space…. On Rte. 90	5/7/2023 12:52 PM
760	One left turn lane from westbound portage to southbound route 90? That seems crazy	5/7/2023 12:30 PM
761	The number of trees in the design needs to be increased. Perhaps, the City should offer trees to residents along Route 90 in exchange for a tax break.	5/7/2023 12:21 PM
762	Bridge needs the biggest improvement	5/7/2023 12:20 PM
763	Dedicated cycling lanes (versus lanes combined with pedestrian) are important for the safety of pedestrians.	5/7/2023 12:14 PM
764	I have concerns the southbound turn from Portage Ave to the Route 90 only has one left turn, I think this will have a large backlog of traffic…two left turns would be better. I would like to see what is happening at the end of Lockwood street at Academy, that was not well shown.	5/7/2023 12:12 PM
765	Raising the speed limit to 60 km/h is a band aid solution to helping improve ease of flow. The speed should be a consistent 70 km/h right through. Roadways such as rte 90 should have minimal light controlled intersections and more on/off ramp entry and exits, city's such as calgary and edmonton have demonstrated this design beautifully with their mid city express ways. Even Regina is miles ahead with their infrastructure design, which is quite honestly pathetic and sad given the size difference between Winnipeg and Regina.	5/7/2023 11:50 AM
766	That's a great idea. It has to get done	5/7/2023 11:38 AM
767	Would like to see dedicated bus lanes and bus stops	5/7/2023 11:36 AM
768	In closing the intersections of Carpathia and Willow, would there be considerations to making an underground tunnel for residents to cross under the road in an effort to improve pedestrian traffic while still avoiding unnecessary traffic lights? In regards to the intersection at Grant Ave, why wasn't an over/underpass built to help improve traffic flow. Aside the thatbthe design looks fantastic and look forward to some day having the opportunity to drive on the improved roadway.	5/7/2023 11:14 AM
769	Route 90 between Taylor and Ness is a major Winnipeg vehicular corridor. Therefore route 90 should be treated more as a freeway. There should be a fourth lane dedicated to transit on both sides of the street	5/7/2023 11:09 AM
770	Too many traffic lights. Too many pedestrian crossings level with the roads. Speed limit too low for a 3-lane road. At least 70km/h speed would suffice.	5/7/2023 11:08 AM
771	We should not add any additional car lanes on route 90. Adding car lanes would not reduce traffic as it will just make more cars take route 90, so traffic flow will just be the same as before. We would be wasting resources.	5/7/2023 10:57 AM
772	The plows will wreck all your "proposed green areas" Winnipeg medians look absolutely hideous for the majority of the year. A southbound turn onto route 90 from portage using a traffic light instead of the existing ramp that's already there might be the dumbest part of your	5/7/2023 10:56 AM

	plan. And that's saying something because you spent a lot of money and the majority of the plan is incredibly dumb. This is 2023, bring Winnipeg into the 21st century with a road that actually allows traffic to flow faster and smoother instead of adding 8(?!?) new traffic lights. How ridiculous. Hire some city planners that actually have a vision for the future and that are younger and more forward thinking. Be better Winnipeg.	
773	Why close the loop for southbound Kenaston from westbound Portage, creating lights on Portage for lefthand turns?	5/7/2023 10:50 AM
774	There should be an increased emphasis on cycling/public transit routes. A dedicated lane for cyclists and buses would be beneficial to increasing interests. Look to Montreal	5/7/2023 10:46 AM
775	Until the design eliminates at least some of the exchanges, you are spending tax dollars and going to see little to no improvement. The committee should be embarrassed by this proposal.	5/7/2023 10:38 AM
776	This looks lan will definitely slow down traffic for n Route 90 compared to current. Far to many new stop lights and crossings	5/7/2023 10:33 AM
777	Not sure if bike and walk lanes are needed on both sides. One side for sure but maybe one side only and add turning lanes at the intersections. The bike and walk lanes will never get contested. The layout bike lane on rapid transit corridor work great on just one side	5/7/2023 10:27 AM
778	After 19 years of Kapyong barracks being vacated it is nice to finally see a proposal, however 3 lanes each direction and active transportation on each direction is not going to correct our city's commute issues. I have resided in south west Winnipeg for 46 years, and we needed 3 lanes in each direction 30 years ago, we need 4 lanes today, and 5 lanes for tomorrow. Counselor Lukes is correct in the comparison of traffic to water flow. We have complaints from River Heights and Mccreary road residents that people are using residential streets to by-pass Rte 90. Some may argue if Kenaston was widened years ago, the Waverley underpass would not have been needed. If we decide to make Kenaston our preferred north/south transportation corridor, (freeway like design) then we can concentrate our efforts to make those neighborhoods more pedestrian friendly with active transportation. Bishop Grandin blvd is an excellent example of forward thinking to allow future lanes while preserving nearby residential traffic volumes. Main st, Portage ave, both 4 lanes each way, Henderson, Pembina, 3 lanes, all layed out many many years ago by planners with bright foresight. Since expropriation of some properties is necessary for any design to move ahead, i suggest the city acquire the land today needed for tomorrows needs. City planners had a missed opportunity years ago with the Centennial street corridor, it would have made an ideal Rapid transit route to the Polo Park area. The property taxes generated from these new properties seem to be the desired result. If we are going to be a city of a million or more one day (with Waverley west being being the SW growth area), someone is going to have to make the unpopular decision and approve a freeway like design. This current design suggests that 50,000 cyclists a day will be using active transportation. Although there is a small number of people who decide that the bicycle is preferred mode of transportation (and the fool hardy few who in winter as well), Winnipeg with our climate will always be a car city. The vast majority of citizens enjoy the freedom to drive where you want, when you want, and have voted for a mayor who will make that happen even if that means higher taxes. Keep your your thumb off the scale and learn to read the room.	5/7/2023 10:25 AM
779	Looking forward to the improvements.	5/7/2023 10:22 AM
780	Too many lights. St James Bridge is routinely in very poor maintenance	5/7/2023 10:09 AM
781	Too many at-grade intersections, adding lanes does not solve congestion if traffic stops every 1000m at red lights.	5/7/2023 10:07 AM
782	I think the addition of active transportation routes along both sides of Route 90 is the most needed and critical aspect of this project, followed by the plan to create a more park-like atmosphere along the route. I noted that from what I can see on the plan, there seems to be no active transportation routes planned between Portage and Ness Avenues. I think active transportation routes should be incorporated in this area as well. Overall, the design seems to be excellent.	5/7/2023 10:03 AM
783	all of your planning needs to shift away from the car-centric, commuter-dominated mindset	5/7/2023 9:59 AM
784	The city of Winnipeg should focus heavily on fixing and maintaining the roads we already have before building new ones or expanding previous ones. Any money for newly planned roads should go to maintaining what we already have, this city is a joke.	5/7/2023 9:58 AM

785	Spend this money elsewhere	5/7/2023 9:34 AM
786	Widening a road will not reduce congestion, it will just encourage more people to drive to fill up that extra lane. Adding art and trees will not disguise the fact that a highway is being built through a residential neighbourhood. Instead of spending hundreds of millions of dollars to reduce travel time by a minute for drivers, how about that money be invested in improving public and active transportation infrastructure to provide alternative modes of transportation that will help incentivize people to drive less, thereby reducing congestion. Allowing sprawling development in the outskirts of the city, then subsidizing the costs of driving and roads with money from taxpayers that don't necessarily use the road is reinforcing a car culture and dependence on driving that is short-sighted and harmful long-term to the ability of the city to compete with other cities economically and environmentally.	5/7/2023 9:22 AM
787	The biggest problem is traffic flow, not bike and pedestrian activities. Remove the median greenspace and replace it with a concrete barrier and add 2 additional lanes. I would also remove one of the pedestrian/bike lanes, it is a waste of money, pedestrians/bikes can cross the road and use one sidewalk. The most important thing is relieving traffic congestion.	5/7/2023 9:21 AM
788	The single lane access from Portage East and West to Route 90 South will be a bottleneck. Why not keep the clover leaf loop on Portage West bound and use the new lane for Portage East bound only. This eliminates the need to cross traffic on Portage. Also, is there no options for 3 lane traffic circles instead of intersections? Why do we not look for ways to keep traffic flowing as opposed to all the stop and go which adds time and fuel burn to every user?	5/7/2023 9:18 AM
789	Having trees on sides of road is fine, but there is no need for trees on median. This can be a small media (cement barrier) that will allow for extra space for car lanes and make snow clearing easier. Trees on median suffer great damage during snow clearing - don't waste money this way!! This is a high traffic area, dont want unsafe pedestrian practices impact driving on this VERY busy and congested route.	5/7/2023 9:18 AM
790	As a resident on Route 90 at Kenaston Estates it seems like we are being placed into a box without an escape route. A proposed road access from Taylor Ave through Joe Malone Park has always been cause for concern. How will people who use the park safely get to the park when access will be blocked by a new, heavy traffic road? Is the park going to be totally removed? Little consideration has been given to those of us who live on Route 90. Very disappointing.	5/7/2023 8:59 AM
791	Single lane left turn light on portage will be a mess. Too many stop lights on rt 90	5/7/2023 8:53 AM
792	I suggest you hire the construction company that built the new overpass on Highway 59 north and the perimeter. They worked almost 24 hours a day to complete that project. It didn’t matter if it was winter or summer, something was alway being done. And the design is efficient and logical.	5/7/2023 8:51 AM
793	Having only one lane to turn southbound onto Route 90 from Portage Avenue is a disaster waiting to happen. Don't you realize how much traffic does a u-turn after the fire station so they don't have to use the roundabout around the fire station (I am one of those). It is easier to to drive westbound on Portage, do a u-turn, go eastbound on Portage and take the southbound exit to Route 90. Make it at least two lanes to turn southbound, you won't regret it.	5/7/2023 8:51 AM
794	This is stupid	5/7/2023 8:47 AM
795	Multi-use paths are an improvement that would make cycling easier with families and connect the areas North of the Assiniboine with the South. However, it seems this revitalisation provides an opportunity to do more for active transportation.	5/7/2023 8:46 AM
796	It looks nice and would likely be effective but there would have to be many houses expropriated making it very disruptive to the locals and expensive given the price of houses in that part of the city. Even 6 or 8 lanes would not make it that much less congested and it would still be outgrown over time. Just go Dallas-Fort Worth style and add another 6 lanes on top? Also Very nice concept art.	5/7/2023 8:46 AM
797	Interested to see next steps and am all for the project.	5/7/2023 8:39 AM
798	This will make the traffic down taylor to Ness go slower. There will be more backlogs! The cars need to keep moving and not stopping more. It is a route / only bridge that 99.99 percent of the people take primarily for work and shopping. Nothing more. Bike lanes will only slow traffic flow	5/7/2023 8:38 AM

	immensely down!!!! I 100 percent do not agree with this proposal that does nothing to help it's main purpose of traffic flow from Ness to Taylor. Please do not do.	
799	Money should be spent elsewhere.	5/7/2023 8:35 AM
800	I was very surprised the speed limit is lower that the 70km and 80km on either side of the project. This will still create a bottle neck even with the extra lane. If it can't be the same speed then don't bother doing it all at that price. Not good enough value as its only a slight improvement over what we have now.	5/7/2023 8:25 AM
801	The drawings show lots of green, grass and trees. I think in these kind of areas, the trees and green space often fails to thrive. How will you ensure that the area maintains a parkway feel?	5/7/2023 8:22 AM
802	The sound-attenuation walls are a barrier. A green space needs connections to the neighbourhood. If these walls are tall concrete barriers this will not feel like a parkway, it'll feel like a greenspace trapped between walls along a highway. Similarly, the enlarged intersections will make navigating on foot much lass pleasant. Are there any urban designers or landscape architects involved in this project? They should be asked to find alternative ways to achieve these ends.	5/7/2023 8:00 AM
803	Looks and sounds good. Quite frankly, any improvement is better than the current situation.	5/7/2023 7:52 AM
804	The widening of Kenaston aspect of the project is based on a poor idea that extra lanes alleviate traffic delays. Many studies have shown that extra lanes increases traffic volumes. What is there projected impact on air quality of adjacent residential areas and schools? The idea of increasing throughput of cars is very bad. Focus should be on increased throughput of people and make the added lanes permanent diamond lanes for busses and high capacity vehicles.	5/7/2023 7:42 AM
805	This looks very good. I mean, almost anything would be an improvement over the current state.	5/7/2023 7:29 AM
806	Is there alternatives to traffic lights? They drastically slow the flow of traffic. Looking at the how many lights and turning lanes there are I wonder if the traffic flow will improve that much. Have you looked into roundabouts, overpasses and cloverleaves?	5/7/2023 7:27 AM
807	This would be a great idea, this city needs more lanes on lots of roadways as it is getting so crowded everywhere. Good thing that we are finally starting to improve the city's infrastructure.	5/7/2023 7:18 AM
808	I worry about the people/homes you have to displace. I hope these people will be compensated HANDSOMELY, above market value and given help to find new places to live. I'm not in support if this is a legal jargon battle. Don't be jerks about it. It's needed, I appreciate the bike/ walking integrated, but you need to have your displaced persons feeling like they won the lottery. Add that piece to the budget, and I'm on board.	5/7/2023 7:18 AM
809	Thought this was going to bee freeway style roadway.	5/7/2023 7:13 AM
810	Trees in the middle strip do not fair well Is it logical to include them as much it is great to have them there.	5/7/2023 7:11 AM
811	The city needs to add bike paths between McGillivrary Bvld and Sterling Lyon. This would improve bike transportation for those in the southwest greatly.	5/7/2023 6:50 AM
812	The left turn from Portage to the offramp onto route 90 is a nightmare. That will make traffic on Portage an absolute gong show it will be so backed up there. A better route would be to overhaul the cloverleaf. Keep the cloverleaf but make the marge lane longer so cars coming off of Portage have more time to get up to speed and merge properly. Right now the merge lane is tiny and there's no chance of getting to speed and merging. The left turn from Portage is just moving the congestion problem from the cloverleaf where it is currently self contained, to a major main artery of the city. That portion of the redesign was obviously an afterthought because no sensible group would ever consider that a real answer.	5/7/2023 6:22 AM
813	The proposed plan is essentially a stroad, attempting to be a road (I.e. freeway, fast traffic flow) and a street (I.e. slow local traffic). Recommend keeping Kenaston at two-lanes, with dedicated bus lanes (BRT) to be converted to LRT in near future, with dedicated/separated bike lanes with minimal interruptions (north-south) using underpasses/overpasses that prioritizes bikes. Bike lanes do not necessarily need to be adjacent to Kenaston, but should link up with key destinations at end to end.	5/7/2023 5:54 AM

814	I am pleased that the lights will be timed. If one is not the first car through from tuxedo onto route 90 you can't get through the light at Academy onto the bridge. It has bothered me FOR YEARS.	5/7/2023 5:44 AM
815	Too many intersections. Adding additional lighted crosswalks will negatively impact the flow of traffic, despite additional lanes being added. Seeing the additional lighted intersections is extremely disappointing. Keep pedestrians and cyclists safe, while maintaining the flow of traffic, by building overhead pathways instead of additional lighted intersections. Traffic flow in this city is already abysmal and additional intersections are only going to make it worse.	5/7/2023 3:26 AM
816	No one cares about it's appearance just make the flow of traffic faster and more efficient nothing else is remotely as important. Side note route 90 should be 80 km/h minimum all the way down.	5/7/2023 3:04 AM
817	This helps but our roadway systems are pathetic/embarrassing. 20 years overdue on this project. Two lanes is the norm in all new developments?! Pathetic. What small town [redacted] are running our infrastructure? Time to think big and help better the daily life of the tax payers.	5/7/2023 1:59 AM
818	Academy Road is becoming very dangerous. Do not add more traffic lights/lanes into Academy. It’s a residential street that is being used as a highway. People speeding down Academy all the time. Lots of children in that residential area. Encourage traffic to stay on route 90 as much as possible.	5/7/2023 1:15 AM
819	Perhaps Academy Rd eastbound at Route 90 could be routed to wellington crescent, looping underneath the bridges around to the southbound lanes of Route 90, so as to eliminate the need for an intersection and lights at that corner. It seems unnecessary to have a set of lights just to accommodate traffic that needs to turn left to get southbound on Route 90	5/7/2023 1:10 AM
820	Please do this asap	5/7/2023 12:49 AM
821	it is extremely important that the sound barrier not be visible from route 90	5/7/2023 12:39 AM
822	The proposed redesign intersection of Academy Road and Rte 90 still needs work. There should not be crossing of the southbound Rte 90 traffic onto Academy Rd with the northbound traffic onto Rte 90 from Academy Rd. Consider using an overpass to prevent this traffic conflict.	5/7/2023 12:37 AM
823	This project is wildly expensive while our public transit suffers.	5/7/2023 12:30 AM
824	Very impressed with all aspects of this. I think we need to update a lot of our city like this, to bring it closer to other cities. I would love to see an update on the Chief Peguis expansion soon as well please.	5/7/2023 12:22 AM
825	I would love to see initiatives like this throughout the city. Our infrastructure needs all the help it can get.	5/7/2023 12:17 AM
826	Expanding Kenaston will lead to induced demand. More people will drive. I don't like how all the renders conveniently show lanes that cut across where people's lawns are now. The problem is not Kenaston or the number of lanes. The problem is that Winnipeg continues to expand southwestward in very poor uses of space that cause tens of thousands of people to drive cars through Kenaston at peak hours of every day. We need more density, and we need jobs to be closer to where people live.	5/6/2023 11:47 PM
827	please don’t expand, it wont change much and is not worth the cost. invest in public transport.	5/6/2023 11:39 PM
828	Bike lanes are great.	5/6/2023 11:38 PM
829	I believe that multi-use pathways should be wider and have markers separating cycling and pedestrian traffic. As a cyclist, weaving between pedestrian traffic is unsafe and reduces efficiency of cycling. I mean, technically if more people used cycling as an option for commuting, traffic would decrease. Also, the slip lanes for right turns - are really scary when crossing the street as a pedestrian or a cyclist. Drivers are only interested in looking left to turn right.	5/6/2023 11:36 PM
830	Your left turn from portage onto route 90 is ridiculously bad and will back up traffic so much	5/6/2023 11:24 PM
831	The sound attenuation walls should be extended to the condos between Carpathia and Grant and even further south past Grant. These condos are incredibly close to the traffic already and sound and vibration is an issue currently. I imagine this will only get worse with more traffic travelling the route.	5/6/2023 11:24 PM

832	Route 90 redesign is extremely overbuilt, especially at intersections. As City's traffic studies have shown, congestion on Route 90 is due to pinch points at signalized intersections. Congestion should be addressed by synchronizing signals and encouraging modal shift to public transit and active modes. This cannot be achieved by adding lanes. Slip lanes, as included at all intersections, encourage high speed turns and are a menace to pedestrians and cyclists, especially in established residential neighbourhoods. Efforts to maintain speed of automobile traffic outweigh the benefits of active transportation infrastructure included in the design and severely compromise safety of residents. Widening Kenaston will also amplify the barrier between adjoining neighbourhoods, diminishing sense of community and creating increased danger to active users, crossing wider roadways against fast-moving traffic. Induced demand, a well-documented and studied phenomenon in which expanded automobile infrastructure not only fails to improve travel times, but may worsen congestion in the longer term, is highly likely following planned improvements, negating the value of the City's investment. Improvements should be limited to rehabilitating/rebuilding the St. James Bridge to the minimum standard necessary for safe vehicle movements and combined sewer separation. The City of Winnipeg cannot afford this absurd and unsustainable project, which benefits only the construction industry.	5/6/2023 11:20 PM
833	Increased coordinated flow will improve safety for all users across the board. Proposed plan is well put.	5/6/2023 11:18 PM
834	The major routes inside of the city with high traffic flow tend to minimize the amount of access points. I think something is being done to address this, but not as much as I would like.	5/6/2023 11:13 PM
835	I really like the proposed changes, especially the bike/walk path and the increased turn lanes at intersections.	5/6/2023 11:11 PM
836	Firstly, the "bladder" style pedestrian islands on Ness ave and Route 90 in this proposal are designed in a way that will cause pedestrians to feel unsafe while crossing the road. Slip lanes pose a significant hazard to pedestrians as they allow vehicles to maintain speed while they intentionally look over their shoulders to merge with oncoming traffic. This increases the likelihood of a pedestrian being struck. If they are absolutely necessary then there needs to be a raised " continuous" crosswalk built, to ensure that cars have to drive UP unto the pedestrian's crossing instead of the pedestrian walking DOWN. Many of the road expansions will make the road feel more open and easier to drive on, while inevitably will cause more speeding. This road already has issues with speeding; so by making expanding the field of view for a driver instead of making them feel more constricted, they are far more likely to speed. More speed more fatalities, less people walking or biking in the area as the road feels too dangerous to cross, etc. There should be natural barriers (like trees, planters, etc) or physical barriers that cause the driver to feel almost claustrophobic while driving, causing them to slow down. Furthermore, by adding multiple turning lanes and expanding Route 90 to have several lanes to cross; you are again making it harder for pedestrians to cross. In some areas, pedestrians would have to cross 7 lanes just to get across the street. This will cause less and less community members to walk or bike in the area, as more and more will feel unsafe crossing. While I am grateful there are design considerations for cyclists and pedestrians, this proposal will ultimately act as a blade that will cut the community surrounding Route 90 in half. I would rather see the city make small gambles on proposals to reduce congestion. With far more investment towards improving Transit and building bike and pedestrian infrastructure solely; a commonly shown better investment when compared to road expansion projects. I am unsure if bus "diamond" lanes are in the proposal, but at minimum there should be a design that better keeps busses from getting stuck behind traffic. If not, the City will again struggle in improving bus-ridership. An alternative to the designs proposed would be to have a commercial lane designated on Route 90, which would only be the cost of some paint and some signs. Best yet, if it proves to be an unsuccessful project, they can cheaply and easily be removed. In addition, the City could also consider a "Congestion Charge" that could be charged to drivers during peak rush hour. This has been proven to work before in many cities, and again would be a low cost effort that could easily be undone.	5/6/2023 11:01 PM
837	Just decide whether you want this to be a highway for through traffic, or a street with pedestrians, bikes, and homes/businesses aplenty. You can't have both.	5/6/2023 11:00 PM
838	I am very concerned about how long this project will take, with the lack of nearby alternate routes of travel. Also VERY disappointed with the city’s lack of vision regarding the nearby rail route (between Lockwood and Centennial streets.)	5/6/2023 10:58 PM
839	Honestly, this area is horrible, and is simply a road which people pass through to get other	5/6/2023 10:53 PM

	places. Its sad to see what cars have done to our cities. Personally, I do drive, but I also bike and walk, which are impossible to do on this stretch of Route 90. I really like the designs and how they seem more pedestrian oriented, and safer for cycling.	
840	As a frequent visitor, I depend on driving more than active transportation or transit in the city. However, I'm open to seeing alternative modes being further prioritized, such as diamond lanes taking up the new lanes along Route 90.	5/6/2023 10:48 PM
841	Route 90 along with other high traffic roadways, need to have a designated truck and slower traffic lane.	5/6/2023 10:36 PM
842	The left turn from portage will back up traffic on eastbound portage. It already gets slow at st james as is	5/6/2023 10:36 PM
843	The 60 km speed limit is too slow for this it should be 70 km an hour	5/6/2023 10:36 PM
844	I wouldn't remove the straight access from academy to Wellington crescent across route 90 due to the majority of Wellington crescent being closed to motorists so cyclists and pedestrians can only use it restricts access to Assiniboine park and the asper college. Cutting off that access route will have negative impacts on access to the residences of that area	5/6/2023 10:35 PM
845	For walkways, it would maybe make sense to have walking overpasses so traffic won't have to stop constantly. It would create less stops for people. And for busses, they should have pull outs on the road (their own reserved lane) to stop on so that it doesn't decrease the flow of traffic. Not saying I want it to be a freeway because that would cause more problems like accidents. But I mean, I like this design, it makes sense since it is close to the Assiniboine river and park	5/6/2023 10:31 PM
846	Increase the speed limit	5/6/2023 10:30 PM
847	Firstly, the current road like most roads in Winnipeg is falling apart, this is something that should have been addressed a long time ago, never mind wasting money of these silly studies. Winnipeg is a failing city and one the urban reserve moves into the area, people will be leaving the area in droves. The money that this city wastes in unacceptable while roads are crumbling and health care has all but collapsed. It's time to put the money where is needs to go. Respectable people will move on from this province anyways, there is no hope for a positive future here.	5/6/2023 10:28 PM
848	Still with all that money spent too many lights and half lights, the light at Boulton is just a traffic nightmare and will cause congestion and the Pedestrian crossing half lights should be elevated pedestrian overpasses , do it right the first time not half assed please it's 2025 infrustructure , and lastly not sure about left turn from Portage onto Route 90 south could be another traffic issue at rush hour .	5/6/2023 10:24 PM
849	Definitely needs more lanes. Traffic is always insane and backed up	5/6/2023 10:19 PM
850	The road is incredibly loud. Why is there nothing to block the sounds for the users of the multi-use path?	5/6/2023 10:19 PM
851	Heavy emphasis should be placed on traffic light synchronization to ensure smooth traffic flow…	5/6/2023 10:18 PM
852	Believe isolated bike lane need not run parallel to the freeway/expressway and on both sides. Can be one bike path (two way traffic) to one side of expressway. Some concerns that more median closures and reduced lights are needed in this section of Route 90 to move traffic.	5/6/2023 10:10 PM
853	This is a project that needs to be done.	5/6/2023 10:07 PM
854	While I do agree route 90 needs to be expanded I am disappointed the sound wall will impact my access to to exit into academy. I currently live in Lockwood and the lights make it very easy to access Academy in both directions.	5/6/2023 10:07 PM
855	Safety cameras monitored by the police should be added to ensure civilian safety on the sidewalks / bike paths	5/6/2023 9:55 PM
856	This has come a long way from the start. Good and bad. The addition on intersections on Portage and removal of the Clover leaf is a very poor idea. The lack of a pedestrian bridge and instead leaving the lights at Lockston also seems contrary to the whole project. And what happened to the increase in speed this was supposed to allow for? You talk about timing the lights, but this has been touted for the rest of Winnipeg to no avail whatever the city may	5/6/2023 9:38 PM

	believe. Please increase the speed limit, remove intersections and return the Clover leaf at Portage.	
857	I'd like to see a winter visualization with 3 foot high snow banks! AND PLEASE, BUILD THE ROADWAY TO LAST 100 YEARS!	5/6/2023 9:17 PM
858	it still two lane, still will have traffic jam during rush hour	5/6/2023 9:17 PM
859	There seems to be alot of intersections and if the traffic lights aren't synced it's going to make it annoying to drive on, Also there should be some sort of barrier or hill between the road and the side walk to improve safety like chief peguis	5/6/2023 9:10 PM
860	Confusion Corner #2!! But I think you should 1000% promote public and active transportation and they should have priority. Academy would be nicer if even more walking was promoted with all the small boutique shops and stuff.	5/6/2023 9:05 PM
861	There are still a number of traffic controlled intersections. The plan should allow for the future option of converting some of these to overpasses/underpasses, should population growth warrant that.	5/6/2023 8:49 PM
862	Only 1 left turning lane from portage onto southbound rt 90 is a horrible idea. I could see this being backed up often. Why remove the southbound ramp from portage to rt 90. If anything make it a 2 lane ramp. Reduce the number of traffic lights to increase flow, not add more.	5/6/2023 8:47 PM
863	Walking paths further away from route 90. I walk on route 90 paths near Taylor and sterling Lyon and it's so loud and dusty	5/6/2023 8:35 PM
864	We don't need more lanes. We need more cycling and public transit infrastructure. Adding more lanes will not solve traffic issues, making it so that people are not forced to use cars will.	5/6/2023 8:34 PM
865	Why would anyone want to walk along a freeway anyway! Whether it looks pretty or not is irrelevant, it has to be functional. I object to your main objective. Putting the cycling paraphernalia out of the traffic is a good idea, although another lane for traffic would be useful. I hope you are going to raise the speed limit to at least 70km. if not to 80km.	5/6/2023 8:33 PM
866	I like the plans except the new traffic light on Portage and closing the current off ramp. The current off ramp does a good job.	5/6/2023 8:10 PM
867	Forcing a left turn from westbound Portage to southbound Route 90 is utterly stupid, especially when there is a cloverleaf already in existence. Why not either upgrade that if needed and if possible or else leave it alone if not? Also, there should be provision for a later addition of a flyover from eastbound Portage Ave to northbound Route 90.	5/6/2023 8:05 PM
868	Great design! This will alleviate the headache during rush hour! It's always a bottle neck area! This would best suite the area.	5/6/2023 8:01 PM
869	I think the traffic will be slower by the looks for the design.	5/6/2023 7:51 PM
870	I feel very strongly that the expansion should happen westward not eastward since there are very few buildings to expropriate on that side and going westward will impact the noise pollution for homeowners on the east side much less.	5/6/2023 7:42 PM
871	The limiting of access to the rte 90 bridge over the Assiniboine river irks me. i.e., closing Academy thus making ppl only use Corydon or Tuxedo to get to northbound rte 90 & the bridge.	5/6/2023 7:32 PM
872	I live on Kenaston, moving the road further away from my condo lessen the shaking and the noise level	5/6/2023 7:18 PM
873	We live on Carpathia and Corydon and are concerned about many things, including becoming the corner property for Kenaston and Corydon. The noise levels, any structural damages our home might incur during the construction process and any property devaluation that might occur due to the road expansion also are a concern.	5/6/2023 7:16 PM
874	A 3 lane divided roadway should not encourage pedestrian/cyclist traffic. This is a thoroughfare with major traffic. This should be a nearly sealed roadway, if bike paths were added, they should be far away I.E bishop, charleswood parkway, chief peguis.	5/6/2023 7:13 PM
875	Continuos traffic flow	5/6/2023 7:10 PM
876	hoping it doesn't take too long to realize this project	5/6/2023 6:54 PM

877	The bridge feels unsafe currently.	5/6/2023 6:53 PM
878	Bus routes are important lets remember to invest more in transit in the area. People wont choose transit is the tranisit is impossibly long, the syops are unsafe or the routes are unreliable. I drive to work but i would really love to bus	5/6/2023 6:50 PM
879	signalized intersections that only accommodate pedestrians/cyclists should be on short timers to avoid large backups of traffic at them. For example, Main Street at Seven Oaks Ave has a half signal that lasts for a long time after a pedestrian has crossed or sometimes the lights go red without anyone at them.	5/6/2023 6:48 PM
880	the City continues to dump massive amounts of money into traffic corridors to new suburban developments. This Improvment is for the exclusive benifit once again of Winnipegers living in suburban developments in the South and Southeast of the city.	5/6/2023 6:38 PM
881	The project is not worth the cost. The money could be better spent on other projects.	5/6/2023 6:36 PM
882	Why add more lanes for cars? We need more separated bike lanes dedicated and bus routes and so on, and so on.	5/6/2023 6:35 PM
883	The road conditions and large potholes are everywhere in this area	5/6/2023 6:27 PM
884	Do not understand why academy west is closed?	5/6/2023 6:26 PM
885	Reduce the amount of intersections-this is the bottle neck. The excessive amount of controlled intersections- should make it more like the Deer Foot trail in Calgary. Reduce the overflow traffic onto the neighbourhoood. My block of centennial st (academy to kinsway) had become the preferred detour of most to avoid Route 90. Don’t change everything without considering the neighborhood surrounding. Eliminate the extra access points.	5/6/2023 6:26 PM
886	Bus stops and shelters on medians and within traffic zones in the intersections? Add 3 feet of snow plow furrow and what could possibly go wrong? Add a semi out of control coming at a bus shelter full of people and they are surrounded by traffic. Nowhere to escape. What could possibly go wrong? Vancouver, Toronto, London, Seattle, none of them do stupid [redacted] like this! But in Winnipeg, we have “planners” who over and over and over again come up with these hare brained ideas. Why?	5/6/2023 6:22 PM
887	I hope this project is successful and can provide a landscape for route 90 to emulate North of Ness as well	5/6/2023 6:21 PM
888	Timing the traffic lights would also help the flow and widening the road to add an additional lane would significantly help	5/6/2023 6:09 PM
889	Less traffic lights.	5/6/2023 6:08 PM
890	Should not add a set of lights on portage Ave as the traffic flow would be slowed down when it does not need to be, also should have less sets of lights down route 90 if the goal is less traffic congestion over all the plan is good but not great cause of the added lights and needs to stop/start, start/stop add gas consumption well driving adding greenhouse gas too the environment	5/6/2023 6:06 PM
891	Car-centric design in North America is rampant and needs to discontinue. This plan is still incredibly car-centric, and it is far from a "parkway" feel---it remains a hostile, dangerous corridor of space-wasting, loud, polluting, metal machines chugging through when a smarter plan of land use should have been implemented from the beginning. HOWEVER, I support the plan only because of the incentives of alternative forms of travel, especially buses. All future transportation designs need to induce use of public transit (buses). I do not like the plan as a final "solution," but it is a step in the right direction. BUS, BIKE, WALK. We need to stop designing for the individual automobile so we can stop building 6-lane, desolate wastelands of pavement all over the continent. All you planners, engineers, and government officials need to advocate for, and educate the public on, denser zoning so that these eye-sore highways don't have to be built in the first place. (Because that's what this is---a highway, with some bike lanes on the side, even if you want to call it a "parkway" to cling to a more positive connotation.) Nobody really *wants* to walk alongside these loud, collision-prone, exhaust-spewing automobiles. But the fact that walking/biking/bus are incentivized to any degree at all is, again, a step in the right direction.	5/6/2023 6:03 PM
892	Please try to widen the roads.	5/6/2023 5:59 PM

893	I think widening route 90 will be an unending nightmare and make transit more difficult. This is a plan Scott Gillingham has been obsessed with for years and has stated he will make happen regardless of public interest. He is most likely getting kick backs and support from trucking companies and construction companies compared to the actual public and residents of the area. He destroyed my community and wasted millions of dollars on a stupid roundabout that could have been fixed with a simple $200 sign but he told me, in person, he could do whatever he wanted because he was in charge and us little people's opinions were nothing to him. I'm sure he'll enjoy all the money he'll make by ripping up this neighbourhood that he has no involvement in pretending it is progress.	5/6/2023 5:52 PM
894	If the main objective is to move people faster and more efficiently from North to South with access to main East and West roadways then Route 90 should be left the same with 2 /3 lanes in both directions , with no traffic lights and over or under passes and on /off ramps at all existing major intersections . This would create a true express route (quicker travel times) less congestion . As for buses eliminate them and move towards the 22 nd century be a leader in Canada and the World , Build an electric elevated sky pod 6-12 passenger unit mono rail system with terminals at major intersections and shopping ,entertainment , airport To eventually connect downtown and other areas of the city . It would be at minimum a 30 year project that would employ hundreds of people . More importantly it would reduce green house gas emissions (electric mass transit , no more idling vehicles burning fossil fuels at intersections waiting for green lights , faster commute times less fossil fuel consumption , as we transition to alternate fuels over the next 10 to 30 years . Lastly and more importantly, Winnipeg would become a world leader and example to other cities around the world by creating a transit /people moving system created for non fossil fuel transportation systems . The goal is for less and more efficient traffic is it not?	5/6/2023 5:43 PM
895	Do not add more traffic signals. Limit any intersections that are of concern and cut off ones that are not needed. Winnipeg has far too many traffic signal intersections, and major though fares like route 90 do not need more. Intersections are always inherently dangerous.	5/6/2023 5:40 PM
896	This is a major route, restricting it to 60 km/hr is ridiculous. It should be 80.	5/6/2023 5:37 PM
897	I don’t thing the added medians are good for locals, but I’m unsure if the roads are used often or not. Maybe it would be beneficial but it seems like it would be a hassle if I lived in those areas	5/6/2023 5:36 PM
898	I don't think that 5 lanes of high speed car traffic are beneficial to the area. Also, more lanes just mean more traffic, I'm worried that we will have the same situation again in 5 years after completion.	5/6/2023 5:31 PM
899	Keep the lights with a continuous stream so people can drive longer instead of a mish mash of stop & goes	5/6/2023 5:27 PM
900	Love the plan, when can you start!?	5/6/2023 5:23 PM
901	The city claims to want mode shift, but this will have the opposite effect. Creating fast, efficient roads for private vehicles will induce further demand. This will be an accelerant to the further development of southern car-dependent suburbs. The city talks about development with climate change in mind but this "investment" shows loudly and clearly the city's real priorities. Its political leaders and public servants like cheap talk about climate but its real values and priorities are evident in how it deploys its budget. The generational investments in this city are to ensure Winnipeg remains a car-dependent city forever. You should all be ashamed.	5/6/2023 5:22 PM
902	Less intersections so speed limit can be increased and the flow of traffic through the city can be highly achieved. More like km/h : 80. Winnipeg has no highways through the city which makes it very hard for Commuting through the city.	5/6/2023 5:21 PM
903	Spend the money fixing the roads that are literally crumbling	5/6/2023 5:19 PM
904	The speed limit should not be below 70 from Ness Avenue up to Taylor Avenue.	5/6/2023 5:18 PM
905	It needs to be a freeway with on and off ramps with an 80km/h limit. Look at the whitemud freeway in Edmonton to see how to do I properly	5/6/2023 5:15 PM
906	I think this design is good and with a few tweaks could be great. I walk, bike and drive along this route very frequently. Walking along Kenaston is an extremely dirty miserable experience during much of the year. On wet days splash and make me and the sidewalks filthy. I’d avoid it but it’s often the shortest route. In spring and warmer winter days, the mist from the road	5/6/2023 5:15 PM

	includes water, sand and salt get on me, in my mouth, on my clothes. I can feel it on my skin. It is petty awful. In summer it lacks that luckily but is still very loud and the sidewalk is very close to the road. If the pedestrian path were father from the road, it could feel separated from the very loud, smelly and dirty road. I suspect more people will use it if it is removed from the road more than your proposal suggests. It would be unfortunate if we spent the finances and resources designing a path that will likely last decades, and it is not used due to poor placement. Perhaps a line of trees between it and the road would also be helpful. Defiantly more distance though. Perhaps it could even be elevated from the road, to create more of a sense of distance - or just elevated if getting farther away is not an option. I hope this idea is seriously considered. Having a path is a wonderful idea, however, exercising along a heavily trafficked road isn't ideal for health. Inhaling fumes from a busy road is t good for health. A better option would be moving it off of such a major road. Can it be moved over one block perhaps? This would make the path a more quiet pleasant place and I assume it would increase use. Some days I avoid going down Kenaston because I just don't wanna experience the noise. If your aim is for green space, putting it on a busy roadway seems to oppose your goal. Placing them at opposite ends of a block might help achieve that. Another comment is about the left turning lanes on portage to kenaston and also the ones along kenaston. First, wouldn't it create better traffic flow to remove the turning lanes all together and create one side road? I'm concerned that all the turning lanes will create no change in the flow of traffic. I wonder, would it not be ideal to stop all traffic from turning left and from stopping at all? Would that not be a more environmentally friendly way to mange traffic? Anyone turning left will take a designated turn to get to the area they're reaching? I used to live in Calgary where this was a common feature on busy streets and I believe it contributed to the incredible ease of travelling through Calgary. Traffic there flowed so smoothly! Next, you're proposing a left turn across Portage avenue to reach Kenaston Southboud. Yikes. I use the current roundabout to get from westbound portage to southbound kenaston. Do you plan to keep this open? I imagine a massive back up of traffic along portage avenue, with people waiting to turn. How do you plan to manage this? What other options are there? The current turn off works, although has backups. Why replace one area of backups with another? Why change it if it's not improving something. What if anything will be improved by the left turning lane off portage? Instead, why not create an underpass, from the westbound lane on portage, going below the eastbound lane, connecting to kenaston? This would avoid backing up traffic, and stop people from crossing portage avenue. My apologies for the lack of editing. I'm on my phone and this window to type is too small to scroll and edit. Thank you for considering my ideas.	
907	It's overdue	5/6/2023 5:13 PM
908	Dont take 5 plus years to impliment the changes. This has been in the talks for more than a decade. Just get it done.	5/6/2023 5:07 PM
909	I would like to see more investment in rapid transit. I was a tourist in North Vancouver recently and for $10 day passes rode their transit everyday and it was faster than anywhere I've travelled around the world	5/6/2023 5:07 PM
910	Adding car lanes never fixes congestion. All you're doing is encouraging more people to drive. We've known about Induced Demand for years now. Please don't waste city funds on more car lanes when that money can be used in a better way	5/6/2023 5:00 PM
911	No further building along route 90. Too congested already. Will prevent any further improvements as population and traffic density continue to increase.	5/6/2023 4:57 PM
912	Hurry up and get this done!!	5/6/2023 4:56 PM
913	Do it quickly! Congestion along the route is terrible.	5/6/2023 4:54 PM
914	The left hand turn light to get onto route 90 from portage ave would slow traffic too much especially in peak times. Less lights, not more, would be greatly appreciated.	5/6/2023 4:49 PM
915	Widening roads doesn't solve traffic problems, don't piss away money on that	5/6/2023 4:42 PM
916	I believe that the only reason to widen route 90 is to create a dedicated bus lane with zero access to public vehicles. At the very least it should be a diamond lane during rush hour.	5/6/2023 4:42 PM
917	It would be best to educate drivers on the proper use of yields/merging (like the exit from portage to route 90. Been driving 5 days/week in Route 90, everytime I driver there, there are drivers who dont know how to yield or drivers who give way to those who are on yield. Hope this improvements makes it better.	5/6/2023 4:41 PM

918	Noise reduction is definitely needed. My apartment overlooks route 90. The traffic noise is intense, from both trucks and from drag racers and cars/motorcycles that have been "enhanced" to make them louder. I think these drag racing loud cars and motorcycles should be illegal. It's hard to sleep at night with the level of noise. It's too loud to use my balcony in summer or leave my windows open. I'd really love better connections transitioning between bike paths.	5/6/2023 4:36 PM
919	I drive Rt 90 from Portage to Sterling Lyon 3 days a week, twice a day. I don't feel there are any traffic problems for me. On the rare times where it's congested, workarounds are pretty easy to find. Roadway expansions like this are generally damaging for the surrounding neighbourhoods, so I feel bad for River Heights residents. I'm also concerned about the new design encouraging more traffic to Academy	5/6/2023 4:31 PM
920	I'm afraid of the traffic havoc and chaos the project will cause while the work is being carried out. I'd like an estimated timeline of the various parts of the project, more details regarding the work plan and schedule - what is being done first, and the subsequent stages in which the work will be carried out. And a timeline. What alternative routes will be recommended while the work is being done?	5/6/2023 4:31 PM
921	Please separate the multi use path into a walking path and biking path. There will be an increase of electric bikes and scooters as commuters that will require their own space apart from pedestrians and cars.	5/6/2023 4:22 PM
922	Adding more lanes does not improve traffic flow, it only increases traffic. We need better transit options, not more roads. Roads remove green space, we need more of that.	5/6/2023 4:20 PM
923	The fact that we lost many homes to this in a city that needs more housing. I'm really unsure of how I feel. It will increase pollution and traffic. Unless the are designated bus and bike lanes I can't see this working due to drivers just speeding more, increasing risk and pollution	5/6/2023 4:03 PM
924	The priority of route 90 should be improving travel time. From the information provided, it appears it would lengthen travel time. This is unacceptable and needs to be remedied. It is highly unlikely people will walk and bike down route 90 as there are no local shops there to walk or bike to. We need to prioritize this as a major roadway and negate the pedestrian traffic that is highly unlikely to ever present.	5/6/2023 3:54 PM
925	It should be linked to Rapid Transit. It should no longer be a truck route.	5/6/2023 3:53 PM
926	No turn off lane from portage on to route 90 going south. Why slow down traffic on portage? The reason for the new route 90 is to avoid this, not sure why we would add it somewhere else. I'd also prefer a walking path under or over route 90 rather then, again, stopping the busiest street in the city for potentially one person to cross. Not ideal at all. We need to spend a bit more to do it right rather then always taking the easy route. This project represents this pretty well.	5/6/2023 3:51 PM
927	If this ever goes into production, please use Manitoba based companies to do the work.	5/6/2023 3:50 PM
928	We have a once in a lifetime opportunity to make the necessary changes on Route 90. We should us all our power to make it a vital non stop corridor, limit traffic light and cross walks	5/6/2023 3:47 PM
929	Something needs to be done. When I started using Route 90 it was great. Now I try to avoid the area.	5/6/2023 3:46 PM
930	Until the city and the province want to accept the fact that traffic lights make all travel more difficult and more dangerous then anything they propose will be garbage and a gigantic waste of money. Over/under passes with slip roads and LARGE traffic circles (not the tiny crap we have now) will increase safety and traffic flow. Allow space for rapid transit and separate the bike/pedestrian area from traffic with the row of trees. Wholesale city for a reason, mostly half arsed city. Do these planners the city employs and consults with not have half a brain cell? Do better, even some basics would be better	5/6/2023 3:44 PM
931	The multi use paths are good, but having 3 lanes of traffic and nothing but a kerb keeping cars from veering into the path still feels unsafe. The noise will be unpleasant to walk and bike beside, and the exhaust from cars will make it an unhealthy experience. There needs to be more separation from the road in the form of trees or some other physical barrier, and the speed limit on the road should be slow. Otherwise, will parents feel safe with their kids cycling on the path? I wouldn't.	5/6/2023 3:38 PM
932	So you are pidgin in each direction by a lane. BUT THEN you are adding cross walk lights	5/6/2023 3:38 PM

	which will just SLOW traffic down. I belie cross walks are Very dangerous as MOST POEPLE simply HIT teh button and go, They do not look, and they don't care to look. Do I have a solution where you are eliminating crossing as an alternative to cross walks; beyond EXPENSIVE overhead walkways I do not. Perhaps a question to ask is WHY woudl people walk across and would they. I happy to have walking access and the like it's just that cross walks I see as dangerous, drivers slamming on brakes at last mintite. and people who in rich hour woudl just hit the button go. We have TAUGJT our children, as a courtesy to those who we share the road with , to stand far back of the cross walk, hit for the traffic to pass, then press the button and go when safe. There is noting more frtrating to a DRIVER when they are 30-50 metres away from the cross walk, someone press the button and you have to SLAM on your brakes. AND the person who is walking doesn't care.	
933	This design seems to favor vehicles over pedestrians and cyclists. Extra lanes will encourage more traffic, and faster speeds. I'm particular, four lanes on westbound Academy effectively quadruples the lanes for vehicles and makes this feel like a freeway rather than a community road.	5/6/2023 3:34 PM
934	Project is completely unnecessary. Adding lanes never improves traffic flow in the long run. It does nothing to deal with climate change emergency. City should be using the money for speeding up busway construction and buying electric buses.	5/6/2023 3:32 PM
935	we are spending way too much money on way too little benefit here	5/6/2023 3:26 PM
936	Add an overhead walkway at Carpathia, to prevent traffic disruption and improve pedestrian flow. Add an offramp for East bound Portage avenue traffic- to access Northbound Route 90 @ The Viscount Gort location. (Currently traffic has to travel to the Empress overpass, and backtrack by 3-6 blocks out of their way. Keep the project green by incorporating the current Urban forest that is already established along Kenaston. Work the existing trees into the design without clear-cutting. Another option would be to relocate the existing trees to a more favourable location within the plan.	5/6/2023 3:25 PM
937	Most concerned about upgrades on Academy Rd., negatively impacting the new public gathering place and monument, immediately adjacent to Academy Rd, at the site of the former Assiniboia Residential School (615 Academy Rd).	5/6/2023 3:04 PM
938	I like everything about the design but have one concern. Eliminating the existing "cloverleaf" exit from Portage Ave, behind the fire station to Route 90 south is a bad idea. Replacing it with a single lane left turn exit across east-bound traffic on Portage Ave would seem to add risk and inconvenience to traffic flow.	5/6/2023 2:55 PM
939	I like on willow avenue west of route 90. I am deeply concerned that willow avenue is going to become extremely busy with access onto academy closed with decreased property values and more unsafe conditions. There are many children playing in the area and it is going to become unsafe. Traffic already is too heavy with many people speeding off the highway trying to cut through the area. Would much prefer to see willow access of route 90 closed too	5/6/2023 2:50 PM
940	Billions to improve travel time by about 4 or 5 mins is ridiculous all this shows is mayor and council are serving land developers. Would guess we mind see a Sam Katz type exposure	5/6/2023 2:47 PM
941	Having massive greenery on centre boulevard is a danger for drivers and pedestrians that may not cross at intersections and suddenly appear from behind bushes or trees on to the roadway. Driver would not be able to stop in time and could make for a fatality. Example currently on Main Street at various points that have plants on centre boulevard and suddenly people who are inebriated or on drugs jump out on to street from behind the plants, trees etc., and driver has absolutely no time to stop. My point is centre boulevards with bushes, greenery, plants, etc., can and have caused major safety issue, especially at night.	5/6/2023 2:46 PM
942	Would a dedicated transit lane be a possibility? As we grow as a city I think it's important that we prioritize public transit and active transportation. This project will cost a lot of money and we need to use it wisely.	5/6/2023 2:46 PM
943	600 million for 8-12 minutes for gas cars is stupid waste of money. This will destroy the feel of academy.	5/6/2023 2:45 PM
944	No	5/6/2023 2:37 PM
945	Thank you for asking! Yes, a few things: 1. Has the possibility of increased traffic on Route 1, Route 90, and streets parallel to Route 90 (because of people choosing to divert from other	5/6/2023 2:26 PM

	routes) been assessed? 2. I assume traffic in the areas described in # 1 will increase, as people commuting between downtown and some southern neighbourhoods will choose Route 1 and Route 90 over other options. And if it does, how will pollution, noise, vibration, and worsening traffic congestion in those areas be addressed and accounted for? I am paying for this change through my property taxes, yet I believe the value of my property may go down while my property taxes continue to go up. 3. In light of the terrible state of streets and tree replacement across all of Winnipeg, I think it is wasteful and tone deaf to spend money on making this short span of concrete into a 'greener parkway' with plenty of green space, visual appeal with trees and public art, and off-street pedestrian and cycle pathways. I generally support the latter, but I think these communities already have plenty of access to biking, green space, and visual appeal. I don't think enough commuters on this corridor will choose to walk or ride their bike instead of use their car for their daily commute. And I don't see why their drive to work and home ought to be beautified (as nice as that would be) when the rest of the city's tax payers are weaving around potholes and looking at stumps on their boulevard, as cars speed by because Dutch Elm has claimed most of their trees and the city hasn't replaced. Any of them. For years.	
946	Yes. The three lane turn onto the bridge from academy is not a good idea. It would be like how it is at the outlet mall at kenaston and Wilkes and I don’t think that’s needed. I think a proper length turning light at the corner of academy and route 90 would solve this problem. I also disagree with the left hand turn onto route 90 from portage. I think it will just make that area even more congested. You have to think about what that would look like coming from polo park the left hand lane would be full to the max and you would absolutely have people who make a left hand turn even when there is no room on the ramp and then they will block traffic going the other direction on portage. I don’t think extra lights are needed throughout but rather longer light times at peak hours in areas that are more busy during that time. For example tuxedo and route 90 have those lights be longer during morning and afternoon school hours. Don’t add another light to complicate that area more and slow down the flow even more. I like the three lanes, I like the specific right hand and left hand turning lanes but I don’t think all the extra lights are needed. The walking & biking path is great as right now it feels like this gross unsafe dingy area to walk through. As for the bridge I think more lanes needed to be considered being added in order to avoid the merging pile up as well as encouraged use of the zipper merge with signs all over the merge areas to help people see the benefit and how much it helps traffic continue to flow. Otherwise I’m glad something is being done. It’s really needed.	5/6/2023 2:20 PM
947	Westbound/Eastbound portage turn offs to Southbound Route 90 will be atrocious with the current design.	5/6/2023 2:19 PM
948	A sound wall should be constructed along all housing on route 90 before any changes or construction begin	5/6/2023 2:14 PM
949	The extra lane should be a dedicated transit lane. Separate the bike lanes from the pedestrians.	5/6/2023 2:12 PM
950	Put this money towards something actually worthwhile: health care, homelessness.	5/6/2023 2:11 PM
951	There are currently issues with the entrance from Academy onto Route 90 northbound. Adding lights is absolutely the wrong thing to do. Right now, there is a direct route from Academy onto northbound Route 90 with no obtrusive lights - that must absolutely be maintained. Stopping at lights must be wholly discouraged. (The goal should ALWAYS be reducing lights, never - ever - adding lights.) And whether the city (and the minimal Jef the Cyclists) wish to admit it or not, Winnipeg is overly cold (and even overly hot) throughout most of the year, so reducing "car culture" is never a thing that will happen - not ever. Always understand that incontrovertible fact when designing for traffic flow, regardless of one's wishes or other magical thinking.	5/6/2023 2:09 PM
952	I think we are now a large city, and the NIMBY people should realize this, or move to a Neibourhood, such as Eli, that can be the nice, quiet berg they long for	5/6/2023 2:01 PM
953	The ONLY priorities should be increasing cyclist, pedestrian and public transit while REDUCING TRAFFIC. Adding lanes is useless. Adding stop lights is useless.	5/6/2023 2:00 PM
954	I’m excited for the project. The project should also consider ways to reduce traffic cutting through neighbouring streets to avoid delays on Rt 90 - including during construction. This is a big problem on certain River Heights streets (I’m not sure if it’s a problem in St James as well, but may be). Please make it as inconvenient as possible to cut down Centennial/Beaverbrook etc.	5/6/2023 1:49 PM

955	Put up barriers and crank the speeds up to 100. It's meant to usher people to different areas of winnipeg. The multiple fluctuations of speed is a danger to all with people drastically adjusting their speeds due to bad drivers. A constant speed with more than 3 lanes of traffic both ways. This city is a dump and can barely get the roads right. We needed a through fare for 20 years and now this city is just a joke. I'll be moving soon so take my advice with little care. My tax dollars are better spent with a real city which addresses the problems	5/6/2023 1:47 PM
956	1) Would speed limits increase in this area? 2) the current design of this area stresses me out so I avoid this area at all costs. This new design looks beautiful, efficient and would have traffic flow. I would use this area more and enjoy being there more with the nee design. Great job with the plans	5/6/2023 1:45 PM
957	Thank you for addressing the merge issues from portage to SB route 90. It is SO dangerous. All of the crosswalks will slow traffic down, and I don't think are needed (I've ever seen anyone jaywalk), also the 3rd should not be restricted to buses (although it wasn't clear if it is or not). Lastly - we need to plan for future Winnipeg - 3 lanes is not enough - it should be at least 4 to accommodate winnipeg growth in the future - Especially with new developments at kapyong barracks.	5/6/2023 1:45 PM
958	n/a	5/6/2023 1:43 PM
959	I think 18 years is way to long to complete the project. And should be done in a more timely manner. Route 90 is crazy during rush hour and to deal with construction for 18 years will not go well.	5/6/2023 1:41 PM
960	Too many traffic lights and they don't appear synched now. Will that improve? Are there decent noise barriers for residents? Will they be properly compensated?	5/6/2023 1:40 PM
961	Do not widen route 90. It will make climate change worse. Instead, put the money into active transportation routes in Winnipeg.	5/6/2023 1:37 PM
962	instead of 3 lanes for north and south bound traffic, make it 4 or more lanes for future if not now requirements	5/6/2023 1:31 PM
963	no	5/6/2023 1:25 PM
964	Is there going to be some consideration for buffer walls between adjacent backyards along Route 90 between Ness and Ellice? The view of the backyards running between these streets is most unsightly.	5/6/2023 1:22 PM
965	Kenaston should not be widened. Our focus should be on fixing and maintaining existing infrastructure.	5/6/2023 1:18 PM
966	I think the City should consider reducing urban sprawl - resulting in high traffic and maintenance routes. Long stretches of walkways and bikeways can be unsafe.	5/6/2023 1:18 PM
967	Route 90 along this stretch is one of the absolute worst commutes in the city. The faster work can be completed the better. Not only is the traffic density insane, the roads which were both upgraded LAST YEAR are already wearing down. The area needs constant upgrades due to the high volume of traffic and is a nightmare for cyclists and at rush hours. Please hurry with this project!!!!!!!!!	5/6/2023 1:18 PM
968	3 lanes of traffic each way only meets todays needs. 4 lanes would be required for any future needs or 3 lanes with restricted access. Should we not be looking ahead?	5/6/2023 1:17 PM
969	There must be merge lanes included at any point that traffic is entering moving traffic. The amount of roads in this city designed without proper merge lanes is dangerous. From looking at the plans I can see some improvements, however drawings are not easy enough to review from that basis.	5/6/2023 1:17 PM
970	(1) With our inability to maintain our current infrastructure, I think it's very unwise to spend (almost certainly) $1B plus on a (primarily) road widening project that will have little long term benefit due to induced demand. It further reinforces my perception of leadership at the City level. (2) I do like the active transportation elements. However, I have little faith that they will end up in the finished product. Our history shows that such elements are often discarded. For example, when major road work was completed on Roblin Blvd, the planned active transportation elements were discarded.	5/6/2023 1:16 PM
971	We don't need more lanes. If you add a bus only land that would be nice, but two lanes is fine.	5/6/2023 1:15 PM

	Adding more lanes makes more people drive and displaces land that could be used for non motorized travel or community areas. With more lanes you feel it will be faster to drive and more people will drive, two lanes is plenty. There are numerous studies to look at regarding adding additional driving lanes, and how they usually have a deleterious effect.	
972	Make it 4 lanes instead, we need more high volume road infrastructure in this city	5/6/2023 1:11 PM
973	Controlled crosswalks should be close to bus stops to decrease distance to/from bus stop, deter jaywalking and increase personal safety if needing to cross.	5/6/2023 1:09 PM
974	Need to make it 4 lane in both directions. This will future proof it for additional traffic in the future.	5/6/2023 1:06 PM
975	It's supposed to be a major traffic route through the city. Your design will actually make traffic worse. You aren't adding any additional traffic lanes for cars and you're adding more intersections. Absolutely abysmal design. Fire whoever came up with this garbage.	5/6/2023 12:52 PM
976	The city needs the money to fix the decrepid state most existing streets are in now. Commuters can find alternate routes or spend a little more time getting to and fro	5/6/2023 12:49 PM
977	Huge roadway, too many lights.	5/6/2023 12:48 PM
978	The city needs more pedestrian bridges throughout the city. Especially at Portage and main instead of opening it to pedestrian traffic.	5/6/2023 12:45 PM
979	While the design looks very good and will probably improve traffic flow - which is good for me as I drive through there a lot and it could use this - let's be honest. It's a freeway and it looks like a freeway. Let's not disguise that and take people for stupid.	5/6/2023 12:44 PM
980	I believe we should be focused on fixing the roads we have first. Our streets are in horrible condition and an embarrassment. The last few years the roads have claimed many tires and a couple Autopac claims for my family. You have to decide whether to chance going over a pothole or veering and chance hitting an on coming vehicle. All new roadway work should be on existing roads until we can safely travel on what we have now.	5/6/2023 12:43 PM
981	It's a main road put in underpasses so there are way less lights many roads don't need access to it	5/6/2023 12:40 PM
982	It would be helpful if the City could detail how much of the proposed project budget is actually related to Route 90 itself vs the bridge replacement/refurbishment. Since the St James bridge is near end of life and needs replacement anyways it would help get community support for widening Route 90 if we could see how much of the budget is needed for widening Route 90 vs the bridge portion. Since the bridge replacement is unavoidable we should be able to say "this much spending is needed no matter what….here is the extra portion that we are looking to spend on widening Route 90".	5/6/2023 12:40 PM
983	I'm not sure about the single turn lane/light westbound portage to turn onto southbound route night. The design shows one lane south and two lanes verging towards academy. I think this will still create a bottleneck for those drivers who will continue south down route 90. Two lanes going south onto route 90 (from westbound portage) would create more flow. As well, having two turn lanes on portage to the south ramp will create less backlog on Portage Ave.	5/6/2023 12:40 PM
984	very concerned proposed development adjacent to route 90 will require access to route 90 further slowing traffic down. The intersections at Taylor Grant and Corydon are serious impediments to traffic now. Adding new access points will happen and make the whole effort useless.	5/6/2023 12:40 PM
985	Very disappointment you are adding more traffic lights. You should be adding overpasses for vehicles and people. It takes me 30 traffic lights to go from Sage Creek / Route 90 and to the airport. Traffic is ridiculous in this city with backed up and lights that are not synced properly. Now you want to add more traffic lights? Pedestrians are going to be walking across a roadway that should be a freeway. But it's too late for that vision should have existed 30 years ago unfortunately. Why is the new route only 3 lanes wide? It should be 3 lanes for vehicles and one lane for buses. Wpg always does things on the cheap side first and this roadway will not address the traffic issues in that area, future development and growing population of people. I am not happy seeing this plan and makes me want to move to another city where traffic actually moves!! Even Regina and Saskatoon have a freeway system.	5/6/2023 12:40 PM
986	The expansion of to three lanes on each side is a vast improvement, however if the extra lane	5/6/2023 12:37 PM

	is a dedicated bus lane, it will do little to actually help traffic. We need three lanes of traffic flowing consistently to alleviate congestion. Buses and cars should be allowed to travel on that third lane.	
987	I strongly feel that this proposal is flawed for several reasons. First of all, the city simply cannot afford this project. Yes, the Federal and Provincial governments will kick in their share, but the city will be on the hook for the maintenance. The city is struggling to complete current projects due to skyrocketing costs, which have increased by 25-30% from last year. Also, by the time construction starts, which by the way I don't believe will ever happen, the cost will be much higher than the laughable $550 million initial estimate. The city could raise property taxes by 100%, which is obviously political suicide, or we can use the property tax revenue by building more car dependent suburbs. Secondly, the notion that traffic flow will be improved by simply widening a road is a misconception. All this will do is promote induced demand, which ultimately INCREASES congestion. However, if the curb lane is strictly used as a rapid transit lane, then this may encourage people to take the bus instead of driving. The plan is doomed to fail if our buses get stuck in the same traffic as cars. Thirdly, adding multi-use paths for cyclists and pedestrians are useless unless they are connected to other active transport paths. Several bike/pedestrian paths end abruptly and suddenly force cyclists into car traffic. This creates a safety issue and only serves a minority group who feel comfortable riding in traffic. I rarely see kids riding their bikes to school and for good reason. Parents feel more comfortable dropping them off at the school entrance. Car dependency has sadly eradicated our children's ability to safely walk or bike to school. Wouldn't it be more wise to use a fraction of the $550 million to improve the connectivity of our active transport system? For once it would be nice to hear a major announcement by the government on how it plan on improving walkability instead of drivability. Finally, adding another lane will increase noise and air pollution thus reducing the quality of life in the area. Some believe that more electric vehicles will reduce the impact of pollution, however car noise whether it comes from a combustion engine or electric motor is car noise. At the end of the day, I don't think most people will enjoy living along such a busy corridor. In conclusion, perhaps instead of coming up with a vision, plan, whatever you want to call it for Route 90 why not come up with a plan for the entire City of Winnipeg. A plan that promotes walkability, transit and while at the same time discouraging driving. A plan that provides consistent infrastructure design standards in an effort to improve liveability and not just always catering to the automobile.	5/6/2023 12:36 PM
988	This design addresses all the issues myself and anyone I have talked to about route 90	5/6/2023 12:35 PM
989	Route 90 should be getting a freeway design to get traffic moving. Rush hour will only have 2 lanes for traffic, there's no underpass or overpasses and you've increased the amount of lights. Winnipeg is a large city, design accordingly. Very pour use of city money.	5/6/2023 12:35 PM
990	Traffic flow is important. Increasing the speed to 60 is fine as long as there are not more intersections and stoplights put in place to create more stop and go traffic, especially with transport vehicles clogging lanes.	5/6/2023 12:35 PM
991	Keep roadways free of potholes as I am positive they contribute to accidents.	5/6/2023 12:33 PM
992	If it looks anything like Chief Peguis from Henderson to Lagimodiere it will be very appealing! Traffic needs to flow as well on route 90 as it does on this extension of Chief Peguis. Speed (or rather lack of) has always been an issue on this route. 50kph is ridiculous! Even 60 is slow for moving traffic through the area. But if you are keeping all the intersection stops as per plan 70kph would be too fast to allow safe stoppage at red lights. Bus stops limited in order to keep traffic flowing and/or pull over lanes at each bus stop so that vehicles remain moving not waiting behind buses	5/6/2023 12:32 PM
993	Having to turn left off Portage to south on Route 90 seems like a step backwards causing traffic delays on Portage. There has to be a better solution. Adding a signalized intersection at Boulton Bay seems like a step backwards. I would agree with adding pedestrian/cycling crossing, but vehicles can simply access the Naawi Oodena at Taylor and Grant.	5/6/2023 12:22 PM
994	I like the closing of small intersections. I am wishing more options could be looked up to address pedestrian crossings so that traffic is not impeded. Also this is the time to add space or design for future considrations for expansion in the future for increased traffic and rapid transit. Maybe designs are not done but there should be some ability to add flexibility to modify what is being built now in the future to expand to separated road crossings and access roads. Also space to put a lrt or equivalent system down the middle, either as space for rails or raised monorail. Current winnipeg traffic and population for growth has a fundamental limit on it for handling traffic. As our city grows past 1 million our infrastructure and stops and starts ,lights	5/6/2023 12:18 PM

	etc. are not equipped. I see other citys building freeway systems with separations and know that is not affordable now but still has to be thought of. We need to plan in any construction project foe the future potential of modifying or expanding to allow for growth.	
995	I agree with the proposed study. However I have three issues I would like to bring forward: 1. Kenaston should be widened to 3 lanes from McGillivray to Sterling Lyon as well. This study will increase the flow of traffic in the area but Kenaston still have a large bottleneck area especially during rush hour. I commute on Route 90 from Abinojii Mikanah Way (Route 165) to Portage Ave on a daily basis. And I find the area between McGillivray and Sterling Lyon probably just as slow as the area in this proposed study. Also Kenaston is still only two lanes between McGillivray and Sterling Lyon. Also there is a lot of space in this area so adding a new lane should be pretty simple and cost effective. 2. Left turning lane from West bound Portage Ave. to Kenaston South bound. I can see how this can be beneficial over the cloverleaf ramp. But my only concern is that a lot of traffic goes through this road. So we might see long lines of traffic on the left side of West Portage all trying to go on South bound Kenaston. 3. Pedestrian bridges instead of partial traffic lights Can we have one or two pedestrian bridges along this route instead of have more partial traffic lights. This would increase the flow for both pedestrian / cyclist and cars. And would increase the safety of pedestrian.	5/6/2023 12:18 PM
996	City should think future proofing not fixing the current problem. Maybe make the design bigger to accommodate the growing city.	5/6/2023 11:56 AM
997	I believe that consideration needs to be given to future widening of Route 90. Eventually, a fourth lane will be required. It makes sense to plan for the next 50 years now.	5/6/2023 11:55 AM
998	WE CAN’T AFFORD IT! Taxpayers can only afford so much, my pension isn’t going up as much as property taxes and costs in general are. Fix fundamental problems, don’t try to remake things that are still working. We should be encouraging bike/transit use as well as walking not catering to just cars all the time.	5/6/2023 11:55 AM
999	Invest in light rail system and public transit infrastructure	5/6/2023 11:53 AM
1000	The left turn on portage will only slow traffic, and when it doesn’t it will slow it because you will have an enormous amount of accidents where cars are being t-boned, unsafe plan. Also, this expansion does not look like it will solve the constant congestion north of tuxedo.	5/6/2023 11:52 AM
1001	improving the bottleneck is the main thing	5/6/2023 11:49 AM
1002	The design of this street is by no means friendly to cyclists and pedestrians. The space is poorly managed - too much space is devoted to cars, while pedestrians and cyclists are "pushed" to the sides of the street.	5/6/2023 11:47 AM
1003	This a greatly needed project. I hope it gets started soon to ensure the flow of traffic through the city.	5/6/2023 11:46 AM
1004	Great design. I feel this is a priority for city infrastructure followed very closely by the Chief Peguis extension.	5/6/2023 11:43 AM
1005	I don’t understand why the city does not plan for the future, while 3 lanes is better for the now 4 lanes is actually planning for the future. Does the city plan on just maintaining the population at 750-800,000? 4 lanes gets us ready for close to 1 million.	5/6/2023 11:40 AM
1006	This design is great; but I can see one glaring flaw. Southbound access to Rt 90 off of Portage Ave will become extremely congested and have major back ups during peak traffic hours. I don't know if adding a 2nd lane would help, but that's what I have to say about it.	5/6/2023 11:38 AM
1007	It is 2023. Winnipeg is the last major city in N.A. without a inner freeway system. Route 90 should be the first REAL USEABLE Freeway from the Perimeter south to north. No lights no intersections no left turns, just ramps to get off. And then one needs to be built east to west. This project will be much better than what has been there since the 60's…but this only puts Winnipeg into the 80's…the city time forgot.	5/6/2023 11:37 AM
1008	It is taking too much time to do all these public consultations. Just get the Route 90 improvement project started ASAP.	5/6/2023 11:36 AM
1009	Bike and walking activity should have overhead passes over Route 90 so traffic flow should be continuous. Let's modernize Winnipeg. Stopping and starting for traffic lights on a truck route is ridiculous and out of date. Its a traffic corridor to move north and south so let's move. No	5/6/2023 11:36 AM

	parking what so ever. Bike and walking should be on a separate path away from traffic and off Route 90 all together make it a freeway! Let's improve Route 90 not just use a bandaid approach	
1010	There are still too many traffic lights. The traffic lights the whole stretch from Ness to St.Marys rd the lights are not synchronized. Why not start with that? Construction in the summer isn't done from dawn to dust or on weekends . Don't bother at looking at a project of this size if this isn't an option. The cost will double, everyone knows this. The high traffic traffic times are only during morning and evening rush hours and this city has many more pressing issues that this money could go towards.	5/6/2023 11:31 AM
1011	Don't let the anti-automobile crowd hijack the process. As much as possible all bus stops should be far side for safety of pedestrians crossing the roadways and motorist safety.	5/6/2023 11:23 AM
1012	Time and time again it’s proven that adding lanes does not improve traffic flow. The only thing that does that is public transportation and safe biking routes. Please reconsider this widening and improve public transportation.	5/6/2023 11:22 AM
1013	Just do it. Enough studying.	5/6/2023 11:21 AM
1014	NA	5/6/2023 11:21 AM
1015	Spend the money on maintaining the roads we have and improving rapid transit. Rethink the transit master plan and be much more progressive towards increased usage.	5/6/2023 11:21 AM
1016	Yes. There should be two more yields on North East and South West at Taylor intersection . Its very important from Westbound Taylor to Northbound R 90.	5/6/2023 11:21 AM
1017	Speed limits on ALL city streets need to be DECREASED not increased. Increasing vehicle speeds will only make if MORE dangerous for pedestrians and cyclists no matter what enhancements you plan to make for them.	5/6/2023 11:19 AM
1018	Sooner construction begins the better.	5/6/2023 11:17 AM
1019	do something soon	5/6/2023 11:17 AM
1020	It’s too bad a Raised Roadway for Transport Traffic (Semi Trucks, etc.) hasn’t been implemented in the design. This traffic is currently a significant part of Rt. 90 traffic, but rarely turns off Rt. 90, instead travelling down most of it’s length. I think a kind of “Skyway” raised road system for Heavy/Commercial traffic would solve many problems.	5/6/2023 11:13 AM
1021	There are too many traffic light additions, in no way will this improve traffic flow! I enjoy the bike and walking paths, they will definitely improve my ability to safely bike or walk through the area. BUT, why in gods name are you adding so many extra lights and crosswalks, use pedestrian overpasses or pathways that go under the bridge across the Assiniboine river. As well, I am still highly against the idea of widening a road, theres a CBC article which states that our road costs are higher then the city can afford and yet we still keep making these mistakes. The city NEEDS to focus on alternative transportation, better bus schedules, light rail, anything other then continuing to make the same mistakes. I know nobody will read or care about this but I implore you to change directions and attempt something new.	5/6/2023 11:13 AM
1022	Spend the money on literally anything other than more roads you cannot afford to maintain.	5/6/2023 11:12 AM
1023	traffic flow and access should be the main priority all the beautification etc should only be done if it doesn't hinder the best possible plan for fixing traffic flow. it has been horrible for decades, and plan needs to eliminate all future conjestion	5/6/2023 11:03 AM
1024	Winnipeg has a reputation of putting up more traffic lights or stop signs to solve all problems. If this works allowing traffic to flow, especially in rush hour, it will be a success.	5/6/2023 11:02 AM
1025	No need to widen Route 90 at all. Just add rapid transit to reduce traffic.	5/6/2023 10:59 AM
1026	Please ditch the extra traffic lights/crossings at Willow & Lockston – no point in adding extra lanes if traffic must stop every 500m!	5/6/2023 10:59 AM
1027	Why aren't you designing this like Academy, Grant, Corydon, i.e. all of the streets that already work in the neighbourhood? There should be four lanes, 40-50 km/hr limit, mixed commercial zoning up to the edge of the street, and wide, wide sidewalks. Basic things that are proven to work. Put the cycle routes to the east and the west. This lacks character, discourages liveability, and favours cars over pedestrians, local businesses and residents, & cyclists. This	5/6/2023 10:56 AM

	has the character of the south part of Kenaston, where everybody hates going, but is forced to because the city continues to favour cars over people. How many people do you see walking and cycling around there? Practically none. This looks like Qualico designed it. Nevermind that cycle routes beside busy streets are the worst ones - it's much better to expand the much used footbridge and create a North-South route along Lindsay or thereabouts. And stop putting pedestrians beside cyclists. Somebody walking across Kenaston from Academy to has to go across 9-11 lanes of traffic? How does that favour pedestrians? I'm starting up a business, and things like this are just encouraging me to start it somewhere where people are encouraged to live, instead of encouraged to drive. It's not 1950 anymore. And if the city can't afford to build new roads, then why are you building new, larger roads that are encouraging people to drive? Make it harder to drive, not easier.	
1028	Wish the pedestrian crossings at some places along the corridor were grade separated to eliminate an extra set of lights slowing down traffic and allowing pedestrians and cyclists to move freely without having to wait for lights. Would also be much safer for pedestrians and eliminate a potential point of impact.	5/6/2023 10:54 AM
1029	More seperation btw cars and walking/biking lanes. Remove all vehicle access at grade except Corydon, Grant and Taylor. If you can't create a limited access freeway from Ness to Sterling Lyon then keeping buying the necessary land and wait until the federal government wants to fund it. Don't give the outgoing provincial government another bogus election promise with no chance of being funded.	5/6/2023 10:51 AM
1030	Too many stoplights!	5/6/2023 10:50 AM
1031	It looks like the bike path ends at academy. It would be good if the sidewalk that is widened on the bridge has space to include dedicated biking to connect all the way to portage otherwise it defeats the purpose of the bike path for bike commuters and is not safe to bike on the bridge itself. The design does not have a park like feel at all and looks more car centric than before. There are portions of the dividing boulevard with no trees and not enough trees along the bike pathways. There needs to be more beautification efforts put into the design or it will look as bad as pembina highway does.	5/6/2023 10:50 AM
1032	Left turn from Portage to R90 could be done better or vehicles will collide. Without sidewalks both pedestrians and bikers will be unsafe. The bus stop before the bridge will block one of 3 lines. You can't get tall trees in the median line any time soon like in the presentation - they could obstruct drivers visibility and be a hazard during our regular storms.	5/6/2023 10:50 AM
1033	No	5/6/2023 10:49 AM
1034	Route 90 needs to be a freeway, winnipeg is already full of lights and only city without a major freeway. We have an opportunity to step into the future of our city’s growth rather than move up 10 years from 70’s roads to 80’s. This design may provide benefit for few years but it does nothing to address the issues of our city being so far behind other city’s including Saskatoon that has such an amazing planning. Please do better!	5/6/2023 10:47 AM
1035	I do like the pedestrian and bike lanes added, but having to cross so many slipways will greatly decrease safety for anyone trying to use them. Plus, slipways cause the bus stops to be more difficult to access during winter, especially for anyone with mobility issues.	5/6/2023 10:47 AM
1036	NO OR FEWER TRAFFIC LIGHTS, CHANGE AND MORE TO INTERCHANGE. PEDESTRIAN BRIDGE AND NO HALF SIGNAL.	5/6/2023 10:47 AM
1037	STOP the influx of people, we don't have the infrastructure, space, health care and housing to accommodate them. Band aid solutions will only bring about more expense, congestion of public spaces, parking and traffic in the long term!	5/6/2023 10:47 AM
1038	I feel bad for those living on kenaston having to lose their homes.	5/6/2023 10:46 AM
1039	Overall positive, love the active transportation however the pedestrian crossings with new lights are a net negative. I would prefer the use of active transportation overpasses or underpasses. Appreciate the enhancement of greenery, is the a role public art as this is a major route	5/6/2023 10:39 AM
1040	This road should be treated like a freeway system and there should be zero pedestrian crossing. You either go over head or under ground for pedestrians, this needs to be done correctly regardless of costs. The current merging system Portage westbound to Route 90 southbound should be retained with a long merge lane on to Route 90. We shouldn’t be	5/6/2023 10:38 AM

	crossing over oncoming lanes on Portage avenue because now you are once more stopping traffic instead of using an off ramp to the right just like every other major Canadian and U.S. cities do, you already have the off ramp in place and you just need to improve it with the correct length of merge lane.	
1041	I'd like Logan to Inkster on Route 90 looked at as well please	5/6/2023 10:36 AM
1042	I agree with the plan, the important updates and changes that are proposed. I would like to take the moment to say that we need to work more on infill construction than expanding because we cannot afford to maintain the infrastructure we currently have. If we cannot keep our current roads in shape, we shouldn't be building more roads that will eventually disintegrate as well.	5/6/2023 10:36 AM
1043	Adding more lanes has continuously shown to not improve traffic at all, and in most cases, actually slow traffic down. So, having known the reality the situation, I would love to hear why and how the city of Winnipeg actually thinks this will improve traffic at all, considering all evidence points to it doing the exact opposite. This proposal is dated, doesn't help the situation, and potentially only makes the problem worse. As for the green space and bike lanes, GREAT. Do more of that, in fact, replace the added lane with a dedicated bus lane instead if you actually want to improve traffic whatsoever. I really hope this current version of the proposal being floated is not approved.	5/6/2023 10:36 AM
1044	coordinated traffic lights, remain coordinated after interruption by pedestrians or cyclists hitting crosswalk lights. Traffic will remain jammed without overhead freeway from Winnipeg North to South; we are just too poor.	5/6/2023 10:36 AM
1045	Have as many evergreen trees along the way; especially in the median	5/6/2023 10:35 AM
1046	Not at this time.	5/6/2023 10:33 AM
1047	Why are you completely destroying a beautiful peaceful West River Heights neighbourhood in order to save an outdated, over-crowded, poorly designed juvenile detention centre? How long is it going to take for the saplings that you are going to plant along route 90 to look like your simulation: 20, 30, 40 years? Is the east side of route 90 between Willow and Carpathia South going to look like the disaster that you have created along route 90 north of Ness, with garages exposed and a messy back lane that the city does not ever clean up? Why is so much money being poured into biking paths along a route that chokes you with diesel emissions and noise and will be only used for half of every year anyways? Nobody bikes on route 90 now and nobody will in the future because it leads to nowhere. Your design to allow traffic on westbound Portage to turn left onto a merge ramp onto the southbound St James Bridge is totally bush-league.	5/6/2023 10:30 AM
1048	Rte 90 badly needs these proposed upgrades and I really hope they go through.	5/6/2023 10:29 AM
1049	Spend this money on completing the transit master plan. You will not save travel time, do not waste money on such a pointless, poorly designed and thought through project.	5/6/2023 10:29 AM
1050	Waste of hundreds of millions of dollars. Put that money into improving the transit system.	5/6/2023 10:28 AM
1051	I think this is a very fiscally irresponsible plan. There is so many better uses of funds that could address serious issues with this city. If we want to reduce pothole damage and traffic, we need to provide easily accessible and convenient public transit. I would use a bus or rail system if it were faster and more convenient than driving. I also don't think this plan factors in the heavy amount of traffic that funnels to Abinoji Mikanah near both Pembina and Lagiomodiere.	5/6/2023 10:28 AM
1052	The single left turn lane from westbound portage Ave to southbound route 90 is very likely to cause congestion on westbound portage from people waiting to turn. They'll end up blocking non-turning lanes waiting to get into that single turning lane. Either that turning lane needs to be two turning lanes and they need to be very long, or they need to not be implemented. Buses stopping in the 3rd lane will cause other drivers to avoid that lane because nobody wants to be stuck behind a bus that keeps stopping. I've seen a fair amount of near misses in other areas of the city from people who are stuck behind a bus and unsafely merge into the next lane so that they can continue moving. Bishop has short lanes at the bus stops along it that the buses merge in and out of which prevents the near accidents. Perhaps something like this could be implemented for the bus stops along route 90 as well in order to make it safer.	5/6/2023 10:22 AM
1053	Route 90 needs less lights to improve traffic flow. Lights at Boulton Bay, Lockston Ave should	5/6/2023 10:20 AM

	be eliminated and the pedestrian crossing north of Grant could be an elevated crossing without lights.	
1054	Get er dun	5/6/2023 10:17 AM
1055	flow of traffic will have to be adjusted , currently the lights on route 90 are not in sync with flow to many starts and stops lighting on bikes paths will have to sufficient for safety reasons and any greenspace foliage will have to be hardy enough to withstand to the emission's from vehicles as well as salting of streets in winter months .	5/6/2023 10:14 AM
1056	Keep your money and leave it the way it is so there aren't added traffic lights. All this work won't increase traffic flow. Route 90 needs to be cut off from the neighbourhood not part of it. Traffic needs to free flow through the area with no stops. Save your money or do it right.	5/6/2023 10:14 AM
1057	I question the value in spending money on widening a road to improve car traffic flow when we need to be investing in things to get more people out of their cars and into a functional transit system or using active transit. Cars centric developments are not sustainable and not compatible with achieving our climate goals. I can't help but think that while some aspects of this project are very worth while (replacing the infrustructure at the end of its lifespan, adding green space along the route, adding active transportation paths), some of the money in this project could be directed to improving things like transit that would improve traffic conditions around the whole city, not just this area.	5/6/2023 10:11 AM
1058	As a local resident east of Route-90 between Corydon and Lockstep, I am extremely concerned EXTREMELY disappointed with the lack of sound barriers and trees proposed. I am supportive of this initiative and believe it is needed for the city, but plans be revised to reasonably reduce the negative impact to nearby homeowners. To provide privacy from traffic and sound dampening there should be raised berms along the eastern side with fencing, and plans for planted trees.	5/6/2023 10:09 AM
1059	I am against expanding into the military RHUs/PMQs.	5/6/2023 10:07 AM
1060	If you close Lockwood how do emergency vehicles access this area?	5/6/2023 10:05 AM
1061	Not a fan of the left turn onto Southbound route 90. Can't help but think it would overly impact Portage traffic flow	5/6/2023 10:04 AM
1062	Please prioritize repair/maintenance of existing infrastructure. The City can't afford to maintain current infrastructure properly, so adding more appears to be irresponsible and unsustainable.	5/6/2023 10:01 AM
1063	This is an unbelievably awful design. I count 2 more lights to be added which will completely counteract the added lanes. I fail to understand why if we are going to spend this kind of money to improve the road we cant spend something on a pedestrian bridge or something to eliminate at least one intersection. It seems like the worst of both worlds. The fact we will stop one of the busiest roads in Winnipeg so a single cyclist or pedestrian can cross at several points seems insane and probably wouldn't be done in any other city. As far as pedestrians go look at Chief Peguis; It is much more pleasant to use the pedestrian bridge than to wait at a busy road for the lights to change. These lights make most of the improvements pointless.	5/6/2023 9:54 AM
1064	route 90 is the most important street in winnipeg it is long over due , it connects U OF M, Polo park,outlet, Airport,Red River College ,south and north, it should be done a long time ago.	5/6/2023 9:54 AM
1065	At this point in time, it's an expense that is using money that should be going to repair the roads that are already in dire need of upkeep. This is not a great use of money considering how much over budget it will run.	5/6/2023 9:50 AM
1066	Travelling to Arizona many winters we pass through Witchata Kansas. They have a raised roadway through the city , north to south. The original street remains below it for local traffic. Take a look at it!!	5/6/2023 9:49 AM
1067	Please take just a fraction of this budget and improve transit and AT. Make this a city that people want to live in and experience, not just drive through and past. You're driving our best and brightest to cities that care about people.	5/6/2023 9:44 AM
1068	This design checks all the right boxes and will help the bottle neck of traffic even further down route 90 to king Edward.	5/6/2023 9:44 AM
1069	Please start the project ASAP, it has been in the discussion stage far too long already.	5/6/2023 9:43 AM
1070	the intersection at Academy needs to be redesigned. the 3 lane turn off onto route 90 will never	5/6/2023 9:43 AM

	work, Winnipegers cant even zipper merge properly. I also dont get the dedicated lane just for busses coming south at Academy, seems pointless if regular traffic can use it too and theres no turn off into the neighborhood.	
1071	Some questions: - can we make use of more roundabouts to control traffic instead of traffic lights? - I believe this plan was initially drafted based on traffic info from 2012 - what adjustments have been made to properly capture the changing needs over the last decade? - how will these route 90 improvements affect future upkeep/maintenance costs for the city?	5/6/2023 9:43 AM
1072	Plan looks promising	5/6/2023 9:39 AM
1073	Bike lanes are amazing, but they're never connected through the city properly. There needs to be bike lanes from route 90 and bishop Grandin, all the way up if it's going to work.	5/6/2023 9:35 AM
1074	It’s not a place for parks or pedestrians. And definitely not cyclists. They can all take one of the many side streets available to them. Those are quiet and little traffic. Route 90 is supposed to move traffic. Design a road that does that best.	5/6/2023 9:35 AM
1075	This is long overdue - i like the plan	5/6/2023 9:33 AM
1076	It needs to be 6 lanes, not 4	5/6/2023 9:33 AM
1077	no	5/6/2023 9:33 AM
1078	It seems like all the pedestrian crossings, although a good idea, would negate the efficiency gained by the extra lane of traffic. Why not pedestrian bridges? So people on bikes and on foot can access the other side of route 90 without having to cross at street level and grind traffic to a halt. The design is also not that pedestrian or cyclist. It’s sort of just a concrete wasteland with some bike routes tacked on. There’s little to no shade so I can’t see using that route compared to the fully treed options either west or east of route 90.	5/6/2023 9:33 AM
1079	Large intersections and increased trafffic flow are not very pedestrian friendly. Increased traffic flow sdds to the effect of climate change. Entire plan seems rooted in 1960's car-centric planning.	5/6/2023 9:32 AM
1080	This should be a freeway to the airport not a walking biking street. Less light increase speed limit. Otherwise it's a waste of money	5/6/2023 9:31 AM
1081	Overhead walkway on Lockston Ave to improve traffic flow.	5/6/2023 9:28 AM
1082	The survey is biased against maintaining four lanes and improving mass transit instead of feeding the insatiable appetite for more concrete. Shame.	5/6/2023 9:28 AM
1083	Please stop thinking car first. This city is ridiculous. Walkable neighborhoods with good bike infrastructure and public transit will make our city thrive. Not making a few suburbanites happier about their [redacted] commute.	5/6/2023 9:27 AM
1084	We need lrt, not more cars, trucks and dead pedestrians.	5/6/2023 9:25 AM
1085	There should be improvements to transit infrastructure like transit priority signals at intersections and diamond lanes	5/6/2023 9:24 AM
1086	Cross walks would be to dangerous. Need lights	5/6/2023 9:20 AM
1087	Definitely an improvement, but $550m and 6 years of disruption to add one lane on either side ? Yes, I like the bike and walking paths and the better transit stops etc but there could be monorail as well. Now THAT would be sustainable.	5/6/2023 9:19 AM
1088	I think 3 lanes will work for now but eventually it won’t be enough.	5/6/2023 9:14 AM
1089	Better lights at night time	5/6/2023 9:13 AM
1090	Stop adding traffic lights everywhere, they are not the solution to better traffic flows. You city planners are the worst, you suck at your job	5/6/2023 9:13 AM
1091	Worried about the safety of grade-level pedestrian cross walks on Route 90	5/6/2023 9:13 AM
1092	Who cares, put an overhead freeway there, join the 20th century, no one cares about bike lanes that are open and useful for 3 months in Winterpeg	5/6/2023 9:09 AM
1093	The street design favours cars too much over walking and cycling, especially at intersections where there are additional right turning lanes to cross where drivers don't see non-cars and are	5/6/2023 9:06 AM

	dangerous. Intersections should be squared off and equally prioritize pedestrians and cyclists. Crosswalks at major intersections should have a pedestrian island. This would protect pedestrians and allow smoother traffic flow by enabling pedestrians to half cross the street while also allowing traffic flow. The Parkway is certainly a road, and not a street, in that it's apparent function is to move cars through the neighborhood quickly and not encourage neighbourhood business development by making adjacent areas non-places. A BRT/streetcar right of way should be incorporated. People will not see transit favourably unless they get their own lane and is not stuck in traffic with the rest of the cars.	
1094	Many dog walkers live in the neighborhood just off Route 90. Pedestrian safety is a huge priority for us and our pets. It would be nice to not have to avoid the area, but rather feel safer using it for walks and access to Assiniboine Park. Poop bag receptacles should also be included in the new design. Thanks!	5/6/2023 9:05 AM
1095	You shall not destroy any military housing, military have difficulty to find home and they are already lacking home. Specially with non plan to replace them. You already took enough from them without giving back. Take civilian infrastructures down instead...	5/6/2023 9:05 AM
1096	Replace two of the lanes with rapid transit. This can be an amazing rapid transit route that connects the airport with the University of Manitoba via Polo Park, Outlet Collection, Nnawi Oodena, and Kenaston strip. It would generate great ridership numbers and make it easier to build mixed-use walkable neighborhoods. This rapid transit line would even connect to the Blue line via Portage and Rose line via Grant Ave. Please for once Winnipeg think about more then just automobiles and make transit a priority to get around in a reliable, convenient, and safe way.	5/6/2023 9:02 AM
1097	The city should not build more roads or widen them. The roads we already have are an endless money pit.	5/6/2023 9:00 AM
1098	As route 90 goes into century ave one way and King Edward one way the other way speed limits should be lowered to 60 k. 70k between Ness and Dublin has too many accidents especially at intersections	5/6/2023 8:59 AM
1099	It doesn’t show how it will tie into the Kapyong Barracks development. That would be an important consideration for this type of investment and scale of project. It’s important that the entry point to Route 90 makes sense tot he First Nations developing the land as well. It should be noted that Treaty One First Nations are willing to provide the land needed for the expansion as well. They too have a vested interest in expanding the route.	5/6/2023 8:56 AM
1100	No	5/6/2023 8:56 AM
1101	I really do not want a six lane road/highway in my neighbourhood. I agree with the research that says more lanes will simply bring more cars. I would rather see an extension of Moray or something that will reduce the number of trucks on Kenaston.	5/6/2023 8:54 AM
1102	"Adds character to the area"? It is a freeway. They just don't do that.	5/6/2023 8:53 AM
1103	We should be aiming to streamline traffic on route 90 with a higher speed limit (80km minimum) and minimal stops. Not adding 8 new trafficked intersections. This is meant to be an efficient throughway.	5/6/2023 8:53 AM
1104	As a resident of south Tuxedo, just get it done already!	5/6/2023 8:52 AM
1105	Where’s the money coming from? You’ll need to buy out many homes on both east and west side, bulldoze them, we’re talking a billion dollars here. We tax payers can’t afford higher taxes	5/6/2023 8:48 AM
1106	We don’t need more lanes in this city. We need better use of the lanes we have (I.e. disallow parking on streets that aren’t residential like st. Mary’s, st. Anne’s, Main Street, portage, etc. would free up a lot of room), we need to have a proper mass transit system, and we need a better active transport network. Instead we have billions for Chief Peguis and this monstrosity, that money could complete bother the transit master plan and the active transport network with money to spare. This plan and this city are a joke.	5/6/2023 8:48 AM
1107	Take bus stops out of the lane of traffic	5/6/2023 8:47 AM
1108	Get moving on it already!	5/6/2023 8:47 AM
1109	Build pedestrian /bike bridge to cross route 90 instead of street level crossing.	5/6/2023 8:46 AM
1110	If we are worried about improving traffic flow around the city of Winnipeg why not invest in our	5/6/2023 8:45 AM

	transit system?	
1111	More car lanes creates induced demand. I would prefer a dedicated Transit lane and greater separation of the active pathway-that many cars are very loud and make for a very unpleasant active transportation experience. I'd also like to see more done to make pedestrian crossings safer and prioritize that experience over cars.	5/6/2023 8:45 AM
1112	Dont change a thing, make it happen....	5/6/2023 8:44 AM
1113	There is a stop light for school crossing in that corridor. This should be a pedestrian bridge in order to not stop the flow of traffic. This area is congested at the time of school use, and the lights for crossing should not exist on such a heavily used area.	5/6/2023 8:44 AM
1114	I would have expected to see at least some further widening on Kenaston by adding an additional lane. In my experience, the money spent of dedicated cycling paths/lanes has been misspent. There are very few cyclists using them. I'm not sure that people are going to be willing to commute long distances via bike and would suggest that keeping separate bike/walking paths is imperative. One of the biggest choke points along Route 90 is the intersection at Grant. I do not see enough being done to alleviate this congestion. Finally, I see little consultation with the group(s) who are planning to develop the former military base along Route 90. Are additional exits/egresses going to be required? If so, this again supports the need for an addition lane.	5/6/2023 8:44 AM
1115	Synchronizing lights in route 90 is important otherwise the congestion and traffic is not that much more improved with the design. The frustration when commuting in this area is the lack of flow.	5/6/2023 8:43 AM
1116	Please consider removing vehicle access on Willow, the same as you have in the plans for Lockston. As someone who lives on Lockwood, lots of people use Lockwood and speed to get to Academy. I've lost pets to people speeding and it's dangerous for my two year old. There's a school zone that people speed through all the time.Less through ways to interior River Heights is ideal for a safer, more walkable neighborhood.	5/6/2023 8:42 AM
1117	something has to be done and soon, route 90 is nothing more than a parkinglot most days	5/6/2023 8:39 AM
1118	I used to live in the area, and they have been talking about doing this for decades, I hope it finally gets done!	5/6/2023 8:38 AM
1119	The design should include a hi speed route with limited access, so we can look a bit more like other Canadian cities.	5/6/2023 8:38 AM
1120	The pedestrian crosswalks should be bridges. That's a lot of cars to stop every time someone wants to cross and if they are going 60+, I worry that some wouldn't stop or wouldn't stop in time	5/6/2023 8:38 AM
1121	less traffic lights at smaller intersections to help create better traffic flow. Is there a need for 2 turning lanes northbound @ Grant?	5/6/2023 8:35 AM
1122	This project is necessary just based on existing conditions. when you add in the redevelopment of the Kapyong site, it is very necessary.	5/6/2023 8:33 AM
1123	Trees!! I see in the proposal the addition of boulevard and park trees adjacent to the route. Please do this! It makes a huge difference to the quality of the street for neighbors, users and city aesthetics. Trees also help with water control, summer heat and comfort. Funding has to be allocated for watering and care of the trees though, not just purchasing and planting. The cycling and walking system looks excellent!	5/6/2023 8:33 AM
1124	Every single traffic study indicates that widening roads DOES NOT speed up traffic. Please do not spend money on this. Let's spend money on public transit and our housing problem instead.	5/6/2023 8:33 AM
1125	Widening the road will bring more traffic. Our city's resources and efforts should be put towards reducing the cars on the road and improving public and active transit throughout the city and not just in one small area. Our transit system is so inefficient in some areas, it discourages many from using it. Our city is full of bike routes that end abruptly and force riders onto busy streets. The more the city focuses on bigger faster streets, the more we are forced to drive on them which will make traffic worse.	5/6/2023 8:29 AM
1126	Once again we add active transportation in an area but we fail to link it to other existing	5/6/2023 8:28 AM

	networks. To bike from Taylor to McGillvary I have to bike 25 minutes further & route through Linden Woods. To get to the active transportation network proposed in the new development I would have to take Ness or Portage - neither have bike lanes and are dangerous on a bike. So for me, my commute for half the year doesn't change. This plan wlll improve my drive time when I commute but have no impact on my bike time however, my car off the road makes traffic faster on route 90 (less traffic). This plan is expensive & the route needs improvement, I agree but when as a city will we make active transportation connectivity a priority?	
1127	I suggest that the city consider going from 4 lanes to 8 lanes as 6 will certainly help, but not entirely future proof the corridor. If budget restraints limit us to 6 lanes, then at least design with future options to add 2 more.	5/6/2023 8:28 AM
1128	I'm not a huge fan of introducing medians that traffic can't cross. I understand it would streamline traffic, but it comes at the risk of making navigation more inconvenient for ppl living off route 90 and restricting access to local businesses	5/6/2023 8:27 AM
1129	I think the design is great. Willow Ave. Should be closed to vehicles. Make it only usable by walking and cycling.	5/6/2023 8:24 AM
1130	Add more buses and make public transportation cheaper instead of widening roads.	5/6/2023 8:21 AM
1131	The adjacent parkway should have more than just sod - vegetation, decorative rocks, trees, some sort of landscape screening to make users of the m.u.p. feel safer	5/6/2023 8:20 AM
1132	This project is critical for traffic flow. During rush on route 90 hour if there is 1 accident southbound. Flow comes to halt from ness to wherever the accident occurred. Its bad for flow. And its bad for emergency vehicles that need access. I havent witnessed any EMS attempt to access route 90 during rush hour. But if they required and there was a accident slowing down traffic. Vehicles would have to mount the curb to make room. This project is so important for the wellbeing of the city.	5/6/2023 8:17 AM
1133	HOW ABOUT CONSULTING WITH CITIES THAT HAVE DEALT WITH similar PROBLEMS >> ALSO USE THE WORKING CREWS SHIFTS WITH MAXIMUM USE OF EXISTING DAYLIGHT & PORTABLE LIGHTING EQUIPMENT 2 EXPEDITE COMPLETION AS THEY DO IN OTHER URBAN AREAS of Similar Size E.G . Calgary < Grand Forks N D ,	5/6/2023 8:17 AM
1134	if youre going to spend a half billion dollars on this project, at the very least turn to other cities that have actual free flowing infrastructure. Dig it up and re-pave it, but to call this an improvement is laughable. SPUI's at taylor and grant or dont bother.	5/6/2023 8:15 AM
1135	3/4 of a billion dollars seems like an amount this city can’t afford	5/6/2023 8:14 AM
1136	We all know traffic on route 90 is often slow and busy. Adding more traffic lights and left turn from a very busy portage ave will slow the traffic down even more. The sidewalks and bike paths seem a good idea but all one can breathe is gas and smoke from busy traffic so no amount of trees, will fix that. It would be better redirect bike and foot traffic away from r90. Like a block away.	5/6/2023 8:14 AM
1137	Separate bike lanes and walking paths would be safer for everyone and faster for commuter cyclists. If more people were able to bike safely and quickly there would be fewer cars on the road, thereby making adding a third lane for cars unnecessary. One lane should also be dedicated for buses only.	5/6/2023 8:11 AM
1138	The slip-lanes will cause pedestrian and cyclist deaths	5/6/2023 8:10 AM
1139	I would like to see the removal of crosswalks replaced by pedestrian bridges. I feel this would make the route safer for walking , cycling and improve transit times	5/6/2023 8:10 AM
1140	How many studies are there going to be	5/6/2023 8:09 AM
1141	We need two lanes Southbound on the bridge access to Kenaston south. and only two to Academy not three because there is far more traffic headed South on Kenaston then on Academy. Also I need to turn left from east bound Portage to go north on Route 90 and it is not in the design. I feel many people need this turn as I see them now turning with me up a residential street to Ness.	5/6/2023 8:09 AM
1142	Why add more and more stop signs to a large moving road. The left turn on portage Ave to get onto the bridge is insane. Why create more traffic on portage? Why do we need bike lanes on	5/6/2023 8:08 AM

	both sides of the road. Use that space for traffic. Why have a park-like setting it's a major road not a park. Design fail I would say.	
1143	Don't spend my tax dollars on this. This is 1970's infrastructure, and a project this city can't afford.	5/6/2023 8:07 AM
1144	I like the idea of boulevard trees, but I've watched the trees on Corydon and Grant get destroyed. If you're not going to adequately support them, don't plant them.	5/6/2023 8:07 AM
1145	Double turn lanes are required at southbound Kenaston at Taylor, eastbound Taylor ar Kenaston, southbound Kenaston at Corydon and eastbound Corydon at Kenaston. I regularly see cars go past the intersection and make Uturns to avoid making left turns because of number of cars turning. Double turn lanes also make signal times shorter. Traffic lights need to be synchronized for better flow, and adjusted for peak periods.	5/6/2023 8:07 AM
1146	Why is money being spent to expand infrastructure when many of our existing roads are so derelict they are causing accidents and damage to vehicles?? The condition of the current roads are an absolute disgrace and it's shameful that adding to the problems rather than fixing them is actually being considered at this point.	5/6/2023 8:06 AM
1147	why is this taking so long? This is Winnipeg in a nutshell. Taking forever to decide, and then do nothing..Since 2017, really. And you wonder why the youth are leaving. Does anyone out there even have a vision of the future?	5/6/2023 8:05 AM
1148	Let's get this project in motion. This is the biggest infrastructure issue in Winnipeg..	5/6/2023 8:04 AM
1149	It would be important to also have traffic lights be synchronized in order for traffic to flow better	5/6/2023 8:03 AM
1150	By not widening Kenaston to three lanes, makes this a poor investment. Traffic will still bottleneck without proper consideration for this. As costs are to be considered, scaling down the current proposal and allocating funds to widening the remainder of the route will serve the residents better.	5/6/2023 7:59 AM
1151	Northbound between Corydon and Tuxedo shows green spaces, while there are houses along the street. Is the intent of the city to buy those properties? Timeline? Also noticed that southbound Kenaston when coming down the bridge, access to west Academy is closed. So you need to go a block farther to turn right. Will there be any impact in that area?	5/6/2023 7:59 AM
1152	My only concern is whenever multi-use paths are constructed, people who are walking can sometimes create issues for people who are biking, especially with a two-way path for both modes of moving on each side of route 90. I'm also curious why the west side of the route 90 bridge will include a designated "bike" multi-use path, but the east side appears to be more of a "pedestrian" multi-use path, when all of the other renditions south of the bridge appear to have more of a "bike" multi-use design on both sides... This may need some further consultation with people who commute regularly by bike.	5/6/2023 7:58 AM
1153	I've read that without these improvements, traffic time will only be increased by 4-5 minutes in the year 2041. This meagre improvement does not seem to justify the money that will be spent and the negative impact of construction. This money would be better spent on rapid transit or other initiatives to improve the flow of people and goods.	5/6/2023 7:55 AM
1154	Stop adding intersections to major roadways. Build elevated crosswalks above the roadway.	5/6/2023 7:55 AM
1155	Stop adding traffic lights and multiple turning lanes at every intersection. Perhaps google any other city and accept that nobody builds convoluted roads for a reason. If this is your plan just leave it as is. Prioritizing bicycles and pedestrians along a highway that is never used by either is so out of touch I could only hope that all other residents would be able to set you straight.	5/6/2023 7:53 AM
1156	Plan provides some improvement for current levels of traffic, but doesn't really prepare for future. One of the biggest problems of this city - no forward thinking	5/6/2023 7:53 AM
1157	Please eliminate traffic lights where possible. The City of Winnipeg has far too many traffic light signals compared to other cities. Better planning locally is required.	5/6/2023 7:51 AM
1158	Considering I think a design considering 3 lanes each way wide enough for future traffic needs short sighted and ridiculous, it looks pretty on paper. The same people who designed Canada Way must be involved here as well. This project is typically Winnipeg, short sighted. Good thing previous generations weren't as short sighted when they built things like the flood way.	5/6/2023 7:45 AM

	Are the people designing this the same ones that repeatedly shut down the north perimeter completion for about 40 years?	
1159	The city should be trying to move traffic along not slow it down.	5/6/2023 7:42 AM
1160	Do not add more traffic or crosswalk lights on route 990 it already have enough think about removing them not increasing them. Its the only north south route, needs to have better traffic flow. Traffic is increasing day by day. Think 10 years ahead not for tomorrow. Thinking about tomorrow is wastage of tax payers money.	5/6/2023 7:35 AM
1161	The bike lanes should stay elevated at minor crossings for the cars to enter the biking/pedestrian zones, and not the other way around. Adding 2 more crossings is not making this faster. The switch in the on ramp at academy going north onto the St. James will lead to a lot of congestion and long wait times. More lanes to cross doesn't make it safer for pedestrians and cyclists, and in several sites is likely not necessary (especially the left turns doubling.	5/6/2023 7:30 AM
1162	Please don’t spend 3/4 of a billion $ building a highway through established neighborhoods	5/6/2023 7:29 AM
1163	The left turn off Portage to access rt 90, looks like it could cause accidents	5/6/2023 7:23 AM
1164	Have we abandoned roundabouts completely?	5/6/2023 7:18 AM
1165	Do not add any more signalised intersections (such as the proposed one at Boulton Bay). Route 90 needs LESS stop lights, not more!	5/6/2023 7:12 AM
1166	Fix existing roads in dire potholes	5/6/2023 7:07 AM
1167	Don’t waste taxpayer dollars on this monstrosity.	5/6/2023 7:06 AM
1168	Simply put…sooner the better. Route 90 also acts as a secondary truck traffic corridor. Its current state is quite poor. Learning about the bridge enhancements and its portion of the overall cost was also interesting. Finally, I have lived in both the north and south section for many years. The route 90 improvements make sense. Chief peguis expansion does not. Remove lights on perimeter and it’s close enough. Considering we act as a transportation hub, anything we can do to force heavy truck traffic to perimeter, remove lights on the perimeter to expedite and improve safety, will also assist with less interior truck traffic on route 90	5/6/2023 7:02 AM
1169	Adding lanes will not reduce traffic on route 90 in the long term. This will cost a lot of money but not solve any of the problems it claims too. You can call it a “parkway” but it’s just going to be a freeway with a few more trees, not really something I’d want in mine or anyone’s neighbourhood.	5/6/2023 7:01 AM
1170	Stop putting stop lights. If you are going to make it a highway make it a highway already! Widen the roads build overpasses. If you want people to bike and walk. Build better sidewalks that they wont get in the way with the flow of traffic. Be creative. Ive seen major cities in canada and winnipeg is behind. Stop thinking that winnipeg is still small! That is the problem, we are growing already think big!	5/6/2023 6:59 AM
1171	If this project is going to cost near 3/4 of a billion dollars, I would recommend using that to improve our transit system, active transit pathways and current roadways. Given the way we do construction in this city I don’t trust that this isn’t just another money grab for private companies to do a terrible job at the cost of taxpayers. Please consider doing other, more important infrastructure work than just adding more and more pavement that breaks down after a year.	5/6/2023 6:59 AM
1172	This project seems to be driven by car traffic first and everything else including pedestrian, bicycle and transit infrastructure is an after thought. This will continue to ensure that automobile traffic remains the dominant transportation mode in the area, which is very disappointing as a local resident.	5/6/2023 6:58 AM
1173	I disagree with the part of the design that eliminates the on/off ramp from Portage Ave heading west to north bound route 90. The number of lanes shown for Academy Rd is excessive and not consistent with what I have seen in plans prior to this.	5/6/2023 6:58 AM
1174	No	5/6/2023 6:55 AM
1175	I am impressed with the design. It is grand and reflects a world class city. Today rte 90 is an eyesore and reflects badly on the city.	5/6/2023 6:53 AM
1176	Winnipeg needs to focus on traffic flow, and invest it’s time and money in major traffic routes	5/6/2023 6:52 AM

	prior to public access.	
1177	I’m unsure that this is the solution to the problem. Adding more lanes has been proved in other cities to just add more traffic. I think Winnipeg needs to focus on public transit more then making people who drive in cars feel like they are going to get to their destinations faster.	5/6/2023 6:49 AM
1178	I don't like the idea of having to move.	5/6/2023 6:48 AM
1179	Start as soon as you can please	5/6/2023 6:38 AM
1180	It looks fantastic	5/6/2023 6:38 AM
1181	No grass ,try painting green easy clean and we don't keep replacing grass every other year in the centre and sides of busy roads.	5/6/2023 6:34 AM
1182	turning southbound on Route 90 from Portage Avenue heading west seems like it would need two turning lanes. Please use quality materials for sound attenuation walls, not fake stone (PVC) fences	5/6/2023 6:32 AM
1183	I feel like we should properly fix the roads we have (and not just cheap fixes that won't last) rather than worry about widening our roads.	5/6/2023 6:31 AM
1184	making kenaston wider will not alleviate any traffic. take that $750m and invest in rapid transit.	5/6/2023 6:24 AM
1185	It is great to 3 lanes being adopted. The current problem is not that it is 2 lanes, but that is 50kph, and the roads are in disarray, along with the photo radar, and the timings of the lights. So fix the roads, increase speed, not much of an issue any more, that's why it's 50% better police you get to the 70kph areas of. Rt90, both and South. With that many more cars, we do not want pedestrians near. Have a sidewalk and/or bike path, if that's what you really want, away some where else that can steer towards the major intersections and go across with bridges. Pembina bike traffic has not increased, but wasted all that space, and more. You do not see sidewalks and bike paths on the large traffic lanes in other cities.	5/6/2023 6:16 AM
1186	If 39,000 vehicles feed into Northbound route 90 between Taylor and Ness, as stated from your study, then more need to be done to address the ability of traffic to merge onto route 90 without traffic signals. Currently traffic from Academy can join the st James bridge smoothly without waiting for and being blocked by southbound traffic. The proposed design change is less efficient for that area.	5/6/2023 6:12 AM
1187	Rte90 improvements are long overdue	5/6/2023 6:00 AM
1188	We have to move forward soon. Right now the City should pass a motion that other than emergencies no Municipal , Provincial or other can close a section of Kenaston without the mayors signature. Example W & W closed a lane while they checked fire hydrants! The guy could have parked in a lot and walked to each hydrant.	5/6/2023 5:50 AM
1189	Spend money on improving the streets and sidewalks we have, especially downtown, instead of expanding to add more infrastructure we can’t maintain.	5/6/2023 5:33 AM
1190	No	5/6/2023 5:18 AM
1191	.	5/6/2023 4:49 AM
1192	All upgrades should be in service of walking, biking, and public transit. Since this project will induce demand, let’s have it induce the demand of sustainable transport, and reduce demand of unsustainable transport (passenger vehicles)	5/6/2023 4:03 AM
1193	prevent the councillors from building high rises adjacent to the project.	5/6/2023 3:56 AM
1194	No	5/6/2023 3:44 AM
1195	Looking at the video, the only actual change would be to the bridge configuration. There will still be a bottleneck between Taylor & Academy. There are no pull-outs for bus stops, which impedes traffic flow. If the intention is to widen Route 90, widen it! Get rid of the trees on the west side and add lanes, because the proposal is still essentially the same as it is now.	5/6/2023 3:17 AM
1196	60km/h is too slow, everywhere else on rt 90 is 70 or 80 in the area. Southbound at Ness, going 70 to 60 and back to 80 at Taylor makes no sense, Ness to Taylor should be 70 or 80 to keep speeds consistent. Traffic signals should be removed not added. Forget adding signals at Boulton Bay, Carpathia rd, willow road. Local access should be through major roads like Taylor, Grant and Corydon. Build over/ underpasses at some or all 3 of those streets, remove lights at	5/6/2023 2:57 AM

	Tuxedo and route that traffic to Corydon. Make a raised pedestrian bridge at Lockston for safe access across without slowing traffic. Left turn from Portage West onto rt 90 southbound is silly, the current cloverleaf style access is sufficient and would only need a proper merge lane for improvement. If this road is to be such an important transport and commute corridor as stated traffic needs fewer stops and to be run efficiently which an abundance of stoplights and traffic signals do not do.	
1197	NO HALF SIGNALS YOU ARE NOT GONNA IMPROVE TRAFFIC FLOW THAT WAY. Use a pedestrians over pass, those really barebones and simple ones that can be built in 1 month nothing complicated. That way pedestrians are still welcome, while cars have uninterrupted driving	5/6/2023 2:41 AM
1198	There should be a greater focus on transit priority. In the end, buses will get stuck in the same traffic as the rest of the cars. Without dedicated/protected bus lanes along the entire length, people will not be incentivized to take a bus along route 90. A lot of intersections lack “half crossings” which allow pedestrians and cyclists to cross the road in two stages, with a resting spot in the median. There is a disconnect in the AT infrastructure north of Portage. There needs to be a safer way to cross portage and continue north along route 90, either through a dedicated signal or grade separation. Left turn from WB Portage to SB rt 90 is only a single lane and seems inadequate to service the demands of that traffic movement.	5/6/2023 1:44 AM
1199	Pedestrian cross walk at Lockston is ridiculous. You're not going to be able to safely stop 6 lanes of traffic everytime a person needs to cross the road. If you can't afford a pedestrian bridge, then they need to go north or south to cross. Bus loading spaces need to be carved out of the "islands" for pedestrians. buses stopping cannot be allowed to halt traffic in that 3rd lane and the ripple effect that has. Bus loading needs to take place further from intersections to ease congestion, particularly at academy. That intersection will grind to a halt with all the walkways you've got in there. Ppl can walk the short distance in between their transfer routes to vastly improve the rate of flow at these intersections	5/6/2023 1:43 AM
1200	Route 90 is a nightmare, it needs the upgrade. It can add an hour to the commute just going from Taylor to Acadamy . This would really match things up.	5/6/2023 1:35 AM
1201	Not enough lanes.One Additional lane needed throughout.Eg,where you have 2 should be 3,same for going from 3 to 4 lanes .Reason:Many new homes and businesses being developed south of Taylor to perimeter.Design must reflect new traffic flows and reduce exiting bottlenecks.Also bike and pedestrian crossings should be overhead similar to exiting crossings on Chief Peguis trail.	5/6/2023 1:35 AM
1202	The expansion of Kenaston is so obviously an idea made by those that don't know what they're doing. There are a vast amount of studies that prove that in almost all cases, widening highways does not improve traffic flow; getting people out of cars and onto bikes and busses does. This is basic urban planning. The expansion of Kenaston would put a highway lane less than a dozen metres from my front door. I cannot fathom how much time and money it would take to do this, and it is a foregone conclusion that funding public transport, pedestrian walkways, and bike lanes, not lanes for cars, would be a better improvement. The expansion of Kenaston is yet another step towards actively making the city worse. Stop the plan, step back, and re-evaluate what actually works. I cannot believe public funding is being put towards this project. Such incompetence and apparent disregard for both the facts of reality and the residents of the area should have never left the drawing board, let alone have made it to a public opinion poll. Ridiculous.	5/6/2023 1:31 AM
1203	Less traffic signals more access roads. Long term plan needs to be a freeway	5/6/2023 1:29 AM
1204	Just fix the [redacted] potholes	5/6/2023 1:20 AM
1205	Please start soon. 90 is a mess and needs this.	5/6/2023 1:18 AM
1206	Less traffic lights and intersections would help to achieve more continuous traffic flow	5/6/2023 1:09 AM
1207	You had a chance to make route 90 a freeway thru the city and once again you’ve missed the mark leaving crammed full of stops and additional pedestrian crossings (have pedestrians go above or below) and lights to further slow flow. This should be a high speed thoroughfare. You’re leaving it to essentially 2 lanes like it is now. It should be 3 full lanes of driving with busses in a fourth. You need to do better than this.	5/6/2023 1:05 AM
1208	Pee pee poo poo	5/6/2023 1:04 AM

1209	this route was much faster even farther back than 2017. By then it already felt like a bottleneck. The improvements should aim for a bigger improvement in traffic time.	5/6/2023 12:57 AM
1210	Where the median is to be closed, such as carpathia and willow, please do not install lights. It's important traffic keeps moving, and if incoming vehicles are only turning right, give them a lane to turn into and leave it at that. We don't need three lanes of traffic stopping so one car can turn right. Give them a lane to turn into and let them merge from there.	5/6/2023 12:56 AM
1211	Better Bussing biking and walking are better for every one.	5/6/2023 12:48 AM
1212	I do not agree with widening as a means to address traffic. studies have shown it isnt effective in addressing traffic long term and encourages additional vehicles on the same route resulting in no net change to navigability. I also do not agree with increasing speeds to 60 the whole way along as there is safety issues where there are schools and children nearby. I believe that one of the lanes should be a diamond lane to increase bus efficiency and encourage transport via transit, otherwise the long-term increase in traffic will continue lead to no net improvement in transit times as traffic increases due to the widening. If the bus is the best choice to move quickly more people will adopt it.	5/6/2023 12:42 AM
1213	The route from the airport is an embarrassment	5/6/2023 12:39 AM
1214	Add benches along walkways so people can rest. Also potted flowers in summertime.	5/6/2023 12:38 AM
1215	I think route 90 needs to be improved but the cost should be shouldered by the people and businesses on route 90. My tax money should be spent on improving roads where I live.	5/6/2023 12:35 AM
1216	Should be prioritizing public transit not individual cars	5/6/2023 12:29 AM
1217	The widening of roads makes traffic on those roads slower and more congested. Massive waste of taxpayer money.	5/6/2023 12:15 AM
1218	Why are we not including dedicated infrastructure for public transportation? If you really want to solve the route 90 problems long term, there would be dedicated public transit lanes.	5/6/2023 12:05 AM
1219	There is 1 crosswalk in the middle of a long straight away. Make that a overpass walkway. Otherwise that spot will be dangerous. Or remove the crossing. People will get killed there.	5/6/2023 12:02 AM
1220	I think it is appalling that the city is thinking of spending this kind of money on our road system that is already bankrupting us. This money would be be better spent on more efficient and effective public transportation.	5/5/2023 11:58 PM
1221	The current proposal is significantly better than the current state of route 90. It's impossible to achieve perfection, but possible to achieve an upgrade so this project should be sped up much more.	5/5/2023 11:54 PM
1222	Consider to add diamond lane added during rush hours to reduce impact on public transport due to congestion. Also the left turn lane from Portage to Kenaston should consist of more than one lane if possible due to the amount of traffic that will be taking the route, especially for trucks.	5/5/2023 11:53 PM
1223	please stop adding lanes to stuff. turn a lane into a dedicated bus route and make the transit so good that people stop driving. please. please. so many cities have done it the literature exists we know that widening roads is a bandaid solution that’s gonna get overrun again. get single passengers off the road and we make driving so much faster for the people who actually need to drive like businesses and ambulances. transit creates places for people to actually live and exist in the city not just hop in a car and blaze through entire neighbourhoods.	5/5/2023 11:52 PM
1224	I think you should avoid using traffic lights in the intersections and make sure you use bridges. If the space is not enough, you should work on redevelopment areas. This solution is good, but could not be the best in the near future considering the amount of traffic that commute from the south to the north and viceversa every day.	5/5/2023 11:43 PM
1225	Speed should be consistently 79km/hr Not 60. It’s a freeway	5/5/2023 11:42 PM
1226	During traffic gridlock, ambulances are forced to mount the curb to continue moving. Please ensure your design allows unhindered movement for ambulances. Consult EMS teams.	5/5/2023 11:42 PM
1227	The left turn lane from WB Portage to SB Kenaston is a terrible idea. The intersection at Boulton Bay is also unnecessary. Those at NO can go to either Taylor or Grant to access	5/5/2023 11:39 PM

	Kenaston. We want fewer traffic lights, not more. And couldn't at least one of those pedestrian light intersections be a pedestrian overpass instead?	
1228	Hopefully there will be an option for UTURN	5/5/2023 11:36 PM
1229	This project is an absolute waste of money. All the issues you put forward, mainly congestion, can be solved, with the current amount of lanes by improving transit. Transit moves more people and with the current frequency would move people than the one lane expansion will. I know planners know what induced demand is, the fact you haven't factored that in shows you're presenting fiction. Car traffic will go up when you add one lane, making the travel times basically the same as they are with 2 lanes both way. It's an endless cycle of expansion, and then induced demand and then expansion, etc. Again planners know all this, you're just choosing to ignore it. Adding pedestrian and cycling improvements is pointless, no one will want to walk or cycle beside an openly hostile road like Kenaston is and which will become worse when you expand the lane. I live by Portage, which is 4 lanes, and I can tell you nobody walks on the sidewalk by Portage. It's loud and filled with fumes, also very dangerous as cars drive over the speed limit on the regular. This will be the same on Kenaston, no one will want to walk or cycle by it. For every conflict point between bike and car, in which there are a lot in this design means more chances of people getting hit by cars. So this project is expensive, will not solve the problems you put forward, will make the area more hostile to pedestrians and cyclists, and is counter to the path Winnipeg should be moving towards of less car travel. This project is a waste, don't do it, throw it in the bin, act like you never proposed it and let's move on to more important transportation means, like reducing our reliance on cars by building better transit. Take this money and give it to transit.	5/5/2023 11:34 PM
1230	please start soon!	5/5/2023 11:33 PM
1231	Please ensure that there is a safe way for cyclists to cross the Kenaston/St. James bridge and proceed to connect with the cycling route through Wolseley to downtown.	5/5/2023 11:32 PM
1232	Please don't waste money widening Kenaston and furthering our car dependence.	5/5/2023 11:30 PM
1233	The left turn off Portage into southbound Route 90 is an extremely bad idea! “Speed up” lanes at the major intersections are missing; it’s dangerous to not include them. Cannot have transit buses blocking one of the three lanes at every stop (and particularly at intersections). They need to pull off to stop.	5/5/2023 11:30 PM
1234	I'd like to see some of the pedestrian/cyclist crossings replaced by pedestrian/cyclist overpasses. I'd also like to know how people would access Academy from eastbound Portage with the proposed changes blocking access via Route 90.	5/5/2023 11:27 PM
1235	Adding another lane will not change the congestion levels. It will simply just allow more cars to fill up the newly created space, therefore not changing congestion.If you want the flow to increase, you need to remove the intersections.	5/5/2023 11:27 PM
1236	Nobody wants to walk with their kids besides six lanes of 60km/h traffic, no matter how much green space there is. The plan is also noticeably lacking a LRT, which is something a real city that actually cared about anything other than how long someone has to sit in their F150 would do.	5/5/2023 11:25 PM
1237	It appears the one of the ramps from Portage to route 90 is being replaced with traffic lights and a left turn across traffic, please don't do this! Ramps are much more efficient!	5/5/2023 11:23 PM
1238	Over half a billion dollars could be spent in much better ways than bulldozing a freeway through a neighbourhood. Its hard to eliminate traffic when you design infrastructure to make other modes of transportation harder and harder, and despite the attempt at bike lanes, cutting a neighbourhood in half and bulldozing housing to accommodate more cars does not help improve traffic, or accommodate walking or cycling. If the road needs to be repaired anyway, and there's no reason that development opportunity couldn't be used for priority bus lanes or rapid transit so that the people who could and we could actually reduce the number of cars driving through this area. I would also like the city to present their cost considerations for maintenance. The city already has trouble maintaining its current infrastructure, and I fail to see how spending a half billion dollars to add a freeway through the city is going to alleviate this issue. It seems like this proposal will only increase the long term maintenance burden the city already cant afford.	5/5/2023 11:23 PM
1239	Generally Winnipeg is poorly designed, the current state of the roads are an embarrassment for a so called western country,	5/5/2023 11:17 PM

1240	I oppose this project. It is wasteful of taxpayer money It will not achieve significant improvements for commuters. It is over engineered and out of scale with the existing residential neighborhood. It distorts the real estate market and punishes homeowners near the planned route. It discriminates against the elderly, socio-economically disadvantaged, and racialized communities. Rapid transit should be prioritized rather than costly roads for private automobiles. This road will harm the neighborhood and lead to financial hardship for impacted residents. Invest in the inner city and downtown area instead of expanding suburban road capacity and encouraging urban sprawl. DO NOT BUILD THIS WASTEFUL PROJECT.	5/5/2023 11:17 PM
1241	Having one turn lane to go southbound on route 90 from portage avenue is probably the most ridiculous thing I've ever seen. Whoever proposed only one turn lane should be fired and does not deserve our tax dollars. TWO lanes should be turning onto south bound route 90 from portage. Get back to the drawing board this ain't it!!!!	5/5/2023 11:13 PM
1242	Are you not familiar with the concept of induced demand? It's not new. This project won't reduce traffic. The city needs to reduce sprawl and stop building new infrastructure that supports a car culture when it can't afford to support the infrastructure we already have.	5/5/2023 11:13 PM
1243	Does anyone else wonder how cities manage to build thoroughfares without a million stoplights? Just something to ponder.	5/5/2023 11:13 PM
1244	Too many lights are added, to streets that wont have heavy traffic flow. Removing the on ramp to route 90 from academy will reduce flow, adding another set of lights to portage to remove a clover leaf also seems like a step in the wrong direction. Improving the merge would be much more beneficial. Route 90 is a road to move traffic, not be a park. Efficiency should be the highest priority, not looks. The last think route 90 needs is more traffic lights.	5/5/2023 11:11 PM
1245	What good is widening this section going to do? Won't it still bottleneck after IKEA (southbound) when 3 lanes have to merge back into 2 again. I think a better solution would be to eliminate it as a truck route. Traffic would move faster not being stuck behind semis getting up to speed and the road wouldn't need to be repaired every year without all those heavy vehicles using it.	5/5/2023 11:10 PM
1246	If the pedestrian cross walks are push button activated, this could cause issues in a high traffic area with heavy vehicles that cannot stop a short distance if someone decides to push the button and walk out. I don't think route 90 would need as many pedestrian walk ways as depicted in the video	5/5/2023 11:08 PM
1247	It's a beautiful design and if it comes to fruition it would make easier for all who use this road. The extra lane for transit and emergency vehicles is fantastic.	5/5/2023 11:05 PM
1248	I would remove lights at Carpathia, Lockston and Willow; possibly install pedestrian overpasses if volume warrants.	5/5/2023 11:02 PM
1249	I was hoping to see less traffic lights and more four leaf clovers. Instead, there's more traffic lights. How is that going to move traffic faster? And I don't see anything about the proposed speed limit. I'm hoping for 80 km/h.	5/5/2023 11:00 PM
1250	The biking and walking areas will still require pedestrians to engage with traffic which will never be safe enough to be worth it. Adding additional lanes increases the amount of traffic without provided any meaningful benefits. This project is embarrassing and missing the key takeaways that Winnipeggers want. We should have an LRT developed for rapid transit down primary routes of traffic, including route 90. Expanding route 90 at such a great expense takes away from the ability to achieve better transportation solutions without providing sufficient improvements to the existing infrastructure. The city of Winnipeg should be doing everything possible to reduce the amount of cars on the road, not making it easier for more cars to join them.	5/5/2023 10:56 PM
1251	concerned when construction begins, traffic diverted through river heights, residential areas gets very busy, traffic speeds in that area should be reduced.	5/5/2023 10:54 PM
1252	I hope this doesn't take 10 years to build	5/5/2023 10:53 PM
1253	RT 90 Suffer from flow at peak hours addi g more lighted intercestion will on hinder ot more.	5/5/2023 10:53 PM
1254	Definitely get the speed limit to a minimum of 60km	5/5/2023 10:52 PM
1255	1. Adding lanes to Rt. 90 will only increase vehicle traffic volumes further, certainly higher than the estimates provided which are based on 2 lane thoroughfares. It has been shown time and	5/5/2023 10:52 PM

	time again that adding lanes to overburdened routes is not a long-term solution, and it is very disappointing that we are not able to study countless similar projects in other metro areas and learn from their successes and failures. 2. Catering to single-occupant vehicle traffic and increasing the number of vehicles on the road will certainly not help us meet targets laid out in the Climate Action Plan. If commercial traffic is deemed a priority, this can easily be done through lane dedication. Most importantly, a robust mass transit system is by far the most efficient method of reducing traffic volumes and emissions to help meet the CAP. 3. While it may seem appealing to add a lane (50% more traffic volume!), it is clear that convincing motorists that mass transit is cheaper/quicker/easier is the only way to grow a thriving city. In this study area, I would say there is no easier way to do so than to have transit buses flying by gridlocked vehicles in a dedicated transit lane. Should an additional lane on Rt. 90 be built, I would be very disappointed if it were not used solely for transit purposes, and I say this as someone who drives a significant amount through the area as a single-occupant vehicle.	
1256	Love the design. This is extremely overdue.	5/5/2023 10:44 PM
1257	Great work!	5/5/2023 10:43 PM
1258	Focus more on public transportation,	5/5/2023 10:43 PM
1259	Yes	5/5/2023 10:42 PM
1260	Active transit options were desperately needed to connect neighbourhoods, all while being able to steadily move traffic. Personally, the less I sit and idle in my vehicle, while being given alternative transit options is a big bonus	5/5/2023 10:39 PM
1261	Adding a third traffic lane doesn't seem necessary and would induce traffic, so the goal of reduced traffic time wouldn't be achieved. The wide road would seem to promote faster speeds regardless of posted speed limits making things unsafe. Pedestrian crossings are a large distance to cross these lanes and seems daunting/unsafe.	5/5/2023 10:39 PM
1262	Because of improved continuous or more efficient traffic flow and safer for walking and biking, will the speed limit be increased to improve drive time to the airport? What are or if any Indigenous considerations or accommodations to be made, how much involvement has the project team communicated or engaged with Treaty One organization. Has the project considered future rail or transit train/subway to the airport area from south end?	5/5/2023 10:34 PM
1263	Do not add more traffic lanes, you will only induce demand and make traffic worse. Instead, add protected bike-only lanes.	5/5/2023 10:32 PM
1264	1. There should not be lights at Lockstone, if you want bike/pedestrian crossing, put an overpass for the pedestrians and cyclists. 2. There is a TON of empty space that should be made into more of a park like setting.	5/5/2023 10:31 PM
1265	Don't add anymore traffic lights!	5/5/2023 10:30 PM
1266	In addition to widening the intersection need some kind of adjustments.	5/5/2023 10:28 PM
1267	I missed what the speed would be on 90 now. I hope the speed is a bit slower. I don't see your traffic counts. Ensure the trees are planted, that the paths remain smooth after our winter frost cracking them each year. For a bit more safety consider a type of a low berm between the walking/biking path. Would make peds and cyclists feel safer/more protected and would add to noise abatement. Is there any area in this new development that could support types of community garden veg/flowers?	5/5/2023 10:27 PM
1268	It could continue a little farther North	5/5/2023 10:24 PM
1269	The land between Corydon and Lockwood on the East side looks much worse than everywhere else. It's just grass, the plan takes away fences, houses, and trees the reduce noise pollution and provide shade and habitat. Please provide a sound barrier either with a berm and trees, or just a sound barrier wall.	5/5/2023 10:24 PM
1270	Various urban development studies have shown that expanding transit ways always leads to increased traffic. Transit ways need to be narrowed and converted into public transit and pedestrian areas, and heavy traffic diverted outside the inner city area. This could be achieved by a network of park and rides, wider network of rapid transit, improved public transit in the suburbs. Additionally, the current state or roads in the city is abysmal. Existing roads need to be repaved in full using future proof technologies. This project is not a good use of public funds.	5/5/2023 10:21 PM

1271	I grew up in Charleswood in the seventies, and now live in the South End. There has been tremendous growth in traffic on Kenaston over that time so this is a MUCH needed project. So glad to see it finally going ahead. Winnipeg is a winter city, which means we're always going to have higher car use than other cities. Please don't listen to the naysayers. This is going to be fantastic.	5/5/2023 10:20 PM
1272	Wherever possible, please consider implementing a traffic circle vs a signalized intersection. It may require significant adjustment to the thinking and outlook of many stakeholders, and likely more cost in time, design and construction, but having lived in a major city where this approach was taken I can say without question that the long term benefits were significant. There will probably be great resistance from many sides, and without doubt some will always consider it a bad idea, but it really does work better than signals (and even stop signs at smaller intersections) in almost every way. As a dedicated cycle commuter for over 30 years, in several cities across Canada but only recently in Winnipeg, I am impressed so far with the rideability of Winnipeg streets and pathways in general. There are certainly significant issues with maintenance and connectivity, but on the whole I have been impressed with the foresight of previous planners and councils to provide what is available right now. The new Route 90 plan continues that effort so please, if there's one area not to skimp on, it's cycling and walking infrastructure. Intersection crossings are extremely important, please focus on making them safe and easy to use. An area of cycling infrastructure severely lacking in Winnipeg (I'm sorry to say) is safe, convenient and secure bicycle parking. There are almost no bike racks anywhere that I go, and where there are they are outdated and poorly implemented. The designs of old are just not very good. The new standard is a post and hoop design that provides a way to lean the bike sturdily and offers many angles to lock to. A second good option is the inverted 'U' with a bar across approximately 2/3 the height. Both designs are for two bikes only, one on each side. These should be everywhere! Businesses should be required! to have at least one in front of every storefront. Unreasonable? No, not if you truly want to promote active transportation. Give people a place to lock bikes and they will use them. Finally, please BAN and ENFORCE against the use of electric scooters on pathways and sidewalks. I don't mean e-bikes that people can pedal, or mobility scooters for those who truly need them, I mean fast two and three wheeled electric vehicles that are not human propelled in any way and that people ride without care or consequence everywhere. It is a plague across Canada in every city I go to and Winnipeg is no exception. If you allow them on pathways then I might as well ride on the road because it is no safer. They travel at high speeds, don't signal, don't watch for others, and are a severe accident waiting to happen. An active transportation system should be only for the ACTIVE. If you aren't moving under your own power you don't belong on the pathway or sidewalk (once again, mobility scooters, wheelchairs etc. obviously exempt, and they are speed governed anyway). Ideally this would apply to on-street bike lanes and bikeways too, but I'd settle for pathways. Thanks for listening.	5/5/2023 10:20 PM
1273	The additional lane should be for transit use only. This would still allow two whole lanes for car traffic, which is more than is currently available, while allowing buses to remain on schedule	5/5/2023 10:16 PM
1274	Winter view?	5/5/2023 10:13 PM
1275	The turn off portage southbound onto 90 switching to a light and committed lane that crosses portage is not a good idea and doesnt take into account the volume of traffic on the current onramp.	5/5/2023 10:12 PM
1276	This has been so badly needed for years. Please start the construction ASAP.	5/5/2023 10:10 PM
1277	2 meter noise barriers for noise and privacy for homes that will suddenly back onto the revamped route 90	5/5/2023 10:09 PM
1278	I wish there could be less traffic lights and/or intersections somehow to improve flow of traffic and not so much stop and go during high traffic periods. Not an easy fix. Better traffic light synchronization maybe. Not sure.	5/5/2023 10:05 PM
1279	It is both functional and beautifying.	5/5/2023 10:04 PM
1280	It's incredible that you would add more lanes of high speed private car traffic in a time of climate emergency. We're all affected by your shortsightedness. Because of induced demand, your project will only make traffic worse. There's no public transit infrastructure, like reserved bus lanes, and you've put bicycles on glorified sidewalks with multiple dangerous crossings at every intersection.	5/5/2023 10:03 PM

1281	Would be nice if there were pull aside spots for transit so that traffic was not slowed by bus stops.	5/5/2023 10:01 PM
1282	Well overdue Kenaston is a nightmare	5/5/2023 9:57 PM
1283	This is an extremely bad idea. It is a waste of scarce tax dollars that will only produce, at best, marginal or no improvement in travel times for commuters who live in suburban areas. It will contribute to urban sprawl, and will negatively impact an existing residential neighborhood. This project has held area property owners hostage for years, driving property values down and creating uncertainty in the property market. This will add additional years of uncertainty and negative impact to property values. I oppose the very idea of this project in the strongest possible terms. It will harm people and mortgage our children's future by saddling future generations with billions of dollars in debt for a socially damaging project of no benefit to me, my family or my neighbours. I urge you to abandon this project. Invest in rapid transit instead. Keep Rte 90 to 4 lanes, with dedicated transit corridor and fully integrated and separated bike lanes with proper connections to bike routes that can actually be used to commute to all major parts of the city. This project makes no sense in a post pandemic world with increasing work from home and online retail. Your traffic projections need to be revised in light of these shifts to remote work and online retail.	5/5/2023 9:57 PM
1284	Winnipeg needs to study other cities (especially in the USA) where traffic actually flows and isn't disrupted every block or 2 by city lights! Why are there no additional bridges or overpasses on this project? It will do little or nothing to improve traffic movement on route 90.	5/5/2023 9:56 PM
1285	I feel strongly about the use of slip lanes here. Slip lanes are unbelievably misused by drivers and are dangerous to cyclists and pedestrians who are already crossing an 8 lane road. This plan perfectly demonstrates why Winnipeg traffic is a problem. We are trying once again to accomodate more cars instead of planning for the future, thinking big picture and reducing traffic instead of increasing roads.	5/5/2023 9:55 PM
1286	The Traffic study you paid for showed that commuting times would INCREASE as a result of induced demand. There is no designated Bus lane. If we can't make public transit more appealing then there will continue to be too many cars on the road. The only way to reduce congestion is to have less people driving in cars, not more lanes. This has been proven over and over to not work. Thsi will cost Winnipeggers too much money to subsidize out of city workers, and is not worth it. Please do not approve another poor plan set up to bankrupt our city even more.	5/5/2023 9:53 PM
1287	No	5/5/2023 9:51 PM
1288	Promote this as a way to increase infill housing and development. The redevelopment areas should be prioritized for housing.	5/5/2023 9:49 PM
1289	I just don't want Kenaston to be down a lane each way between Grant and Academy, it's already a headache.	5/5/2023 9:48 PM
1290	W/b portage to s/b kenaston needs to keep the cloverleaf merge… one turning lane is not enough	5/5/2023 9:47 PM
1291	Winnipeg does not have the population (I.e. tax base) to maintain our current infrastructure to a reasonable standard. We don't need more roads. We need fewer roads and improved public transit.	5/5/2023 9:46 PM
1292	I like the design. Some questions were focussed around a parkway design. I'm not sure that is the responsibility of this project. This is a major trade route…function over fashion.	5/5/2023 9:45 PM
1293	Anything that can be done to keep traffic flowing during rush hour/busy times I am in favour of… When there is a stalled car or buss' stopping it impacts traffic flow incredibly currently.	5/5/2023 9:45 PM
1294	We are prioritizing the wrong form of transportation with this update. This plan will lead us right back to where we are today, congested roads. We need better public transit options in this corridor. The focus on simply improving the time it takes for a single person in their private vehicle to get down route 90 is ridiculous. The focus needs to be finding ways to move more people in less vehicles. Also adding more lanes will increase the risk to pedestrians that need to cross this route. Adding a wider muli-use pathway is a nice gesture but it shows that it is an afterthought. If pedestrians comfort (safety) is really a priority there need to be better measures out in place to protect people as the cross this expanse of road. It is clear that	5/5/2023 9:43 PM

	money does need to be put into this area, but perhaps we could save the 31% for widening and use that money to widen the reach of our public transit system.	
1295	It's unclear....with the right turning lanes onto and off of route 90...are they yields or light controlled. Would prefer light controlled.	5/5/2023 9:41 PM
1296	The single-lane left turn from Portage Avenue on to Route 90 is absolutely horrible. I would like to see more focus on transit access incorporated.	5/5/2023 9:39 PM
1297	I think a large problem might be slow moving trucks or busses that stop very often along the one lane would cause traffic snakes and delay traffic flow in that specific lane tremendously. I find busses stopping regularly in the lane that other cars are allowed to use as well just slows down that lane and make “an extra” lane basically useless	5/5/2023 9:39 PM
1298	This looks like a fantastic proposal that improves route 90 for car, bicycle, and pedestrian use. If I had any extra suggestions they would be... 1) Ensure the Bike/Multi-use paths going over the bridge have ample width to accommodate both pedestrians and cyclists at once. 2) Currently the design only allows the southbound cycling lane to seamlessly link up with Wellington Crescent. It would be great if the Northbound cycling lane also had an extension that linked to Wellington. This would prevent Northbound cyclists from having to cross route 90 to get to Wellington Crescent. 3) Could the design allow for the cycling route to continue North of Portage Avenue?	5/5/2023 9:38 PM
1299	Need more public transit infrastructure, not road widening	5/5/2023 9:37 PM
1300	Add some pedestrians bridges at least in couple points. It's safer for pedesttians, and it will improve thd traffic (less stops for drivers).	5/5/2023 9:37 PM
1301	Do it already!	5/5/2023 9:30 PM
1302	100% agree with this upgrade. Route 90 has been in dire need of this for at least the last 13years	5/5/2023 9:29 PM
1303	I live in River Heights and work on route 90 (1099 king edward). During the warmer months i do like to bike to work. And because i sit all day, i like to get out and walk at lunch. Right now it is very dangerous to do both. I wear my high vis because i have had a few close calls of getting hit.	5/5/2023 9:28 PM
1304	I believe this current expansion of the roadway solves some of the traffic issues the city has dealt with for the last 25 years to now. I do not believe the city planners project enough to improve traffic for future years. A prime example is Chief Peguis which should have gone from Highway 59 to Route 90 to begin with, whilst having underpasses or overpasses at major intersections such as Gayeway and Henderson. I just feel this city is allergic to improving efficiency and would rather spend money on ridiculous traffic light studies instead	5/5/2023 9:27 PM
1305	To improve traffic flow we need freeway like roadways with no lights & on/off ramps. We need to build our roadways to a better quality from the start even though it would cost more up front. they would then require less fixing, maintenance & rehab which is costing taxpayers more than spending & building quality roads from the start.	5/5/2023 9:26 PM
1306	More trees are needed, bike lanes away from the road traffic.	5/5/2023 9:25 PM
1307	Scrap the bike path and add another vehicle lane. Move bike paths to residential streets and save the space for vehicles. Bike paths in our climate are a waste of money. Fix our roads first.	5/5/2023 9:25 PM
1308	This would improve my life somewhat, but still think it’s a colossal waste of money to expand traffic capacity with the climate in its current state.	5/5/2023 9:24 PM
1309	I don't think this plan is a good use of funds nor will it improve traffic flow much due to induced demand. "One more lane...." We should also be building properly separated bike lanes on the road not combining the bikes with pedestrians. I am also unsure about the reason for the left turn lane from Portage to SB Kenaston.	5/5/2023 9:24 PM
1310	There are too many pedestrian crosswalks. They should be made to go over the road like the walking path going over William Clement Parkway. The current design creates too many stopping points and doesn’t improve traffic flow. It would also be safer for pedestrians and cyclists.	5/5/2023 9:23 PM
1311	Do a freasible study Think before you spend our tax dollars	5/5/2023 9:22 PM

1312	4 lanes should be better for the future	5/5/2023 9:21 PM
1313	Get er done!	5/5/2023 9:19 PM
1314	This project is an embarrassment. The entire thing has about 50 metres of reserved bus lanes. This route should be a transitway / pseudo-transitway. We are in a climate crisis and the city wants to add more car-only infrastructure. It is a joke. Slip-lanes on a bike path are an invitation to kill cyclists. This does exactly that. And what cyclist is going to want to cycle next to six lanes of smog-inducing traffic?	5/5/2023 9:19 PM
1315	Light rail transit will become absolutely necessary as Winnipeg approaches 1 million people. Route 90 is the best place in the city to put a north/south LRT rail line to provide quick and easy access from south Winnipeg to Rady campus, Polo Park, and the airport. Even if an LRT rail line cannot be put in now, space should be set aside to develop one along side at a later date. This will keep the costs of doing so much, much lower and make it unnecessary to acquire land to do so, which would incur a high economic and political cost.	5/5/2023 9:17 PM
1316	Please don’t add any additional stop lights. There are already quite a few in that area. Direct the traffic to use existing lights. Adding more stops will only impede traffic flow and efficiency. Speed limits for major highways ideally should be higher than 60km/h. All the traffic lights contributed to having to keep this speed so low.	5/5/2023 9:14 PM
1317	I'm concerned that eastbound from Portage onto southbound 90 over the St James bridge is only one lane. With more residential areas on 90 traffic will increase and it'll soon need to be two lanes. Also, the eastbound Portage becoming southbound 90 has to change to another lane to reach the Academy exit. There's not enough distance for them to get into that lane with southbound 90 also using the same lane to exit to Academy. That transition needs to be longer. Otherwise it's a similar problem to the current northbound 90/Academy merge/exit to eastbound Portage.	5/5/2023 9:13 PM
1318	I hope this is designed and built in a way to minimize potholes.	5/5/2023 9:13 PM
1319	The lights at portage and lockston are the two main flaws, especially Portage. More lights there will have a very negative impact on all types of movement. Otherwise for what it is it would be an improvement except at portage.	5/5/2023 9:11 PM
1320	Treat route 90 as a highway from north to south. Have overpass for people who needs to cross. Eliminate too much pedestrians and biker on route 90 as it gets dangerous even if it’s expanded. Increase the speed limit to at least 75 to prevent any slower drivers. FIX THE POT HOLES and unevenness of the road	5/5/2023 9:11 PM
1321	Why is the city of wpg allergic to overpasses and grade separation? There should be grade separations for cars and pedestrians.	5/5/2023 9:08 PM
1322	Widening streets creates induced demand and additional millions in new debt, and future debt to maintain. Widening streets DOES NOT improve the feel of a neighborhood. Children from manitoba housing cross 4 lanes of traffic to get to school. Do not make it 6.	5/5/2023 9:08 PM
1323	I think that this project favours motorists more than transit.	5/5/2023 9:05 PM
1324	No	5/5/2023 9:04 PM
1325	My family and I live extremely close to route 90, just off of corydon. Our main grocery store is safeway tuxedo and it is absolutely terrifying to bike that way. I really appreciate the plans of the protected bike paths, which I would utilize, but when we want to actually bike to the stores (i.e. safeway, shoppers) the lanes just don't exist and it is very scary as a biker - we are forced on the sidewalk there. Please consider a protected bike route down corydon as well to help encourage local residents to bike to the store. This will encourage healthy living and empower people to get active and use active transport for everyday activities (and not just "for fun" rides).	5/5/2023 9:03 PM
1326	Please don't add more car lanes. thanks. :)	5/5/2023 9:02 PM
1327	This is a very dumb idea. We do not need a quasi freeway through a residential area like river heights. You will be endangering children’s lives even more.	5/5/2023 9:00 PM
1328	Widen Route 90 already and stop with all the red tape and bureaucracy. Just get it done!!	5/5/2023 8:59 PM
1329	PLEASE take this money and invest in community services. People are dying because they	5/5/2023 8:57 PM

	are I sheltered and unprotected. A widened road is not. NEED, it was a WANT. We NEED life saving social services.	
1330	Part of the proposal references traffic light synchronization. Citizens would like to know why the supposed multi million dollar central traffic light synchronization system has not helped traffic congestion already??	5/5/2023 8:56 PM
1331	Just a question- How does this connect with the new indigenous land projects in the area (positively and negatively)?	5/5/2023 8:55 PM
1332	I would hope that this plan includes higher speeds down Kenaston - to be clear, no more 50km/h zones, which is absolutely absurd on a major street of this size. Also, I would hope that there will be designated (few) intersections for pedestrians to cross at- if there are too many, it will slow traffic.	5/5/2023 8:49 PM
1333	The turnoff from Portage to Southbound Kenaston is awful and stupid and whoever designed it should [redacted]	5/5/2023 8:48 PM
1334	Improve traffic flow	5/5/2023 8:45 PM
1335	Numerous Studies have shown that adding more lanes of traffic only increases congestion. Making the new lane a bus only lane would be the only way I could see myself supporting widening kenasten. The bike a walking infrastructure is an improvement	5/5/2023 8:44 PM
1336	increased access points and traffic signals will slow traffic down and reduce safety. collisions happen at these intersections, especially at Boulton. Reduce the number of local access points. Limit it to Corydon, Grant, Taylor, Tuxedo, and Academy. Increase the speed limit to 70. Investment into a freeway would be even better, faster, and safer.	5/5/2023 8:42 PM
1337	Anything that moves the traffic more quickly is a good thing.	5/5/2023 8:39 PM
1338	Still trying to accomodate too much of two things, making it safe for pedestrians and a Parkway. Should eliminate at least 3 stop lights, one for the pedestrian crossing, Boulton and Carpathia. Make a pedestrian over pass or give them more time at the lights on grant or Corydon.	5/5/2023 8:36 PM
1339	Completely negligent to installing multi-use paths. This is not a safe!	5/5/2023 8:35 PM
1340	I think it is short-sighted not to consider closing the Manitoba Youth Centre. While the MYC is convenient for those visiting the centre, it can't be very nice for the inmates. Children need open green spaces that might be available in a more rural location rather than tucked away on a busy street corner. That would also allow for less expriopriation of houses and allow the mature neighbourhood along Carpathia to stay intact.	5/5/2023 8:35 PM
1341	Absolutely please do not give in to the vocal minority trying to scuttle this project from happening, and from the widening from being built. As someone who lives just off of route 90 in Tyndall Park, who has worked near McGillivray for the past 10 years, I know route 90 quite well. I have traveled up and down route 90 multiple times in a single day, not only to get to work but as part of my job duties! This project looks absolutely amazing and is in dire need of moving forward. My hats off to the designers. Please get this built it is vital to the city!	5/5/2023 8:34 PM
1342	Do all of route 90 with more green space and better lighting a LRT line would be good for the city as well we don’t always have to do everything for cars	5/5/2023 8:33 PM
1343	Route 90 needs to improve traffic flow and speed to cross the area The route is a major route in that are going north south and as a truck route need to push traffic through not slow it down The city has no real freeways and is a smaller city that it takes much longer to get across than the larger Canadian and American cities have have lived in.	5/5/2023 8:33 PM
1344	How much more does it cost to have bike/pedestrian lanes on both sides ? How much does that increase yearly maintenance costs ?	5/5/2023 8:31 PM
1345	My only concern is congestion at westbound Portage Ave with the addition of left turn lane from Portage Ave onto Southbound Rte. 90. I understand the idea, but adding another set of lights their creates more stop/starts.	5/5/2023 8:30 PM
1346	Adding a bus lane and bike lane is great. Widening the road for cars is ugly and won’t improve traffic.	5/5/2023 8:27 PM
1347	Concerns about the new right turn lanes and how they interact with the active transport lanes.	5/5/2023 8:26 PM

	I’m not even an active transport advocate and I can see this setup being a threat to bicycle safety. At first glance, I thought these new right turn lanes were controlled, but it doesn’t look like they are. This will require much more than just white crosswalk line painted on the ground to keep active transport users safe.	
1348	This city has no money. I would rather they spend what money they have on fixing the existing roads as they are terrible. Doesn't matter where you drive in the city now, we can never get ahead when it comes to pot hole repairs. We might as well just have gravel roads everywhere instead.	5/5/2023 8:25 PM
1349	4 lanes for both sides instead of 3 lanes north&south bound. With all the developments going up in the south side of the city, a lot more people will be going through route 90. In the case of 3 lanes, when 1 lane gets shut down, it becomes just like how it is right now since even with 2 lanes available the traffic still flows too slow. I drive a lot for work and only route 90 (Academy to Taylor) is the slowest moving traffic in the city.	5/5/2023 8:24 PM
1350	This is a short sited plan that completely ignores the data around induced demand. It completely ignores city policy related to climate action. It is a clear demonstration of the (possibly unconscious) bias that mayor and council have towards supporting the affluent over equitable distribution of city services and infrastructure. The south of Winnipeg has had rapid transit, waverley widening, and other major infrastructure projects. Where is the Arlington Bridge as a priority in all of this. Why does Council approve policy related to climate change and poverty reduction that they never intend on delivering. Who benefits from this?! Very few. Who pays? We all do and no one more than future generations.	5/5/2023 8:23 PM
1351	The original plans of the inner perimeter were designed to be a freeway system. We need no more lights and at least 80 km an hour.	5/5/2023 8:21 PM
1352	This is a classic example of induced demand. It won’t solve the problem at all. And an increase of ten minutes of travel time from Ness to Taylor is reasonable over the next 18 years. If you actually want to reduce travel times add bike lines only. Do not increase car space.	5/5/2023 8:21 PM
1353	Please make the improvements immediately. It should have been done 30 years ago. Please do not study it for another 30 years.	5/5/2023 8:21 PM
1354	The flat grass area between Corydon and Lockston is very problematic. It either needs to have a wall or be bermed. Very disappointed not to see	5/5/2023 8:19 PM
1355	The biggest issue for me is the lack of sound protection for my section of the development. There is also a major issue with stopping traffic for pedestrians trying to cross Route 90. The Carpathia school kids that live on the other side of the road need a safer way to cross. A pedestrian overpass would let them cross without stopping traffic.	5/5/2023 8:14 PM
1356	This won’t work	5/5/2023 8:13 PM
1357	The cycle paths are too close to the road. They should be in the middle of the park and away from roads.	5/5/2023 8:11 PM
1358	This project is far to expensive and won't actually improve traffic flow. We should spend this money on completing phase 2 of rapid transit and increasing bike lanes.	5/5/2023 8:11 PM
1359	Three right turn lanes from Academy to Kenaston is not needed, two would suffice. That left turn from Portage ave to kenaston south is a huge nightmare, and will NOT be able to handle the amount of traffic. That needs a big redesign. The loop around the fire station should still be used,	5/5/2023 8:09 PM
1360	More lanes wont fix this problem	5/5/2023 8:09 PM
1361	It’s not the number of lanes that is causing the issues as much as it is the traffic lights. It is still stop and go with this new plan. Need fly overs to alleviate congestion. Saskatoon and Regina put Winnipeg to shame	5/5/2023 8:08 PM
1362	This project is a massive waste of money. Induced demand: add more lanes, and more traffic will come. City already cannot afford to maintain our current roadways. We need more people taking transit along route 90, not more people driving cars.	5/5/2023 8:07 PM
1363	Have you looked into building a freeway style road ABOVE the existing road from Taylor to academy with a lane for rapid transit? A lot of people are going through river heights/tuxedo	5/5/2023 8:05 PM

	unnecessarily.	
1364	There are so many more things that would be a much better use of public funds. Marginally potentially improving traffic flow for $700m+ would be much better spent on just improving transit or active transportation to remove traffic on the existing roads. The city is already struggling to maintain the roads we have and adding more roads is not a good option. Instead do things that reduce the wear and tear on the roads. Just directly improve transit and active transportation without adding lanes	5/5/2023 8:04 PM
1365	1) What a horrible waste of money 2) this is antithetical to the need to reduce our carbon emissions, and will only increase demand 3) this is building a freeway through a residential neighbourhood	5/5/2023 8:03 PM
1366	Please consider where the snow will be moved to during winter months. Plenty of access and consistent flow with no choke points (including lack luster snow clearing due to no where to put it) should result in an amazing flow to a low speed limit freeway. Love this!	5/5/2023 8:02 PM
1367	Yes the survey is not very good . How will this solve all the traffic on centennial as a result of backed up traffic amd it’s unsafe regardless	5/5/2023 8:00 PM
1368	Really like idea of closing access points. Should consider doing that more throughout city like on perimeter, pembina, and south part of route 90. If 3 lanes still Converge to 2 at the St. James Bridge north bound, it will only increase road rage and accidents.	5/5/2023 7:59 PM
1369	Traffic congestion on route 90 between Taylor and Ness Av was a big problem 32 years ago when we lived on Kenaston Blvd between Bolton and Grant. The development Linden Woods, White Ridge and Bridgewater within the city limits as well as other development to the south of the city without planning and consideration of the traffic impacts have made driving in the south of the city a real chore. This project will provide limited relief but doesn't begin to address the serious transportation deficiencies in the Winnipeg Metro area.	5/5/2023 7:57 PM
1370	Fully support this project. Having lived on rte 90 for years and then just off of 90, traffic was a constant concern and headache. I really like this plan and think it will work.	5/5/2023 7:54 PM
1371	I'm not a fan of building more roads but route 90 has needed improvements for decades. I know it's not part of the survey but a bike lane between Ikea and Lindenwoods should be considered soon	5/5/2023 7:52 PM
1372	No	5/5/2023 7:51 PM
1373	Adding lanes is not the solution. The space should be dedicated to light rail to reduce demand for cars.	5/5/2023 7:51 PM
1374	Current plan includes an unnecessary left turn /traffic lights on Portage to turn back on route 90 (southbound) rather than using the existing infrastructure with merge and yields. This will cause unnecessary delay and traffic backups on Portage that do not currently exist and inhibits the flow of traffic the improvements are meant to address. The City should also consider how adding 2 lanes vs 1 (8 lanes vs 6) will address the needs vs widening to include more walking and biking lanes. Major traffic routes like route 90 ought to prioritize vehicles.	5/5/2023 7:47 PM
1375	I only want to add that the timing on the lights is key. Perhaps slightly longer lights during peak hours	5/5/2023 7:45 PM
1376	If a dedicated bus lane would be added it would dramatically increase bus usage, thus reducing traffic volume. Also as a cyclist, the current bike path is dangerous and needs to be protected in some way from left and right turn traffic.	5/5/2023 7:45 PM
1377	This design is going to affect neighbouring communities and make vehicle traffic so much worse	5/5/2023 7:44 PM
1378	A single left turn lane from westbound Portage to southbound route 90 is absolutely absurd! You're gonna have traffic backed up to Wall St! Why get rid of the existing turnpike? Use it in conjunction with the left turn lane somehow...	5/5/2023 7:43 PM
1379	I object to widening Route 90. We should be investing in more public transit and active transportation. As well, the design shows mature trees, but it would take 15 years to regrow the trees, if that is even possible next to a major street.	5/5/2023 7:42 PM
1380	That left turn off portage is INSANE. NO NO NO. keep the ramp around the fire hall. ABSOLUTELY insane.	5/5/2023 7:39 PM

1381	Some concerns about the left turn off portage westbound. Need more info on how this is better than the current setup.	5/5/2023 7:38 PM
1382	This is an excessive design. The design over accounts for traffic and the money required would be better spent on transit.	5/5/2023 7:38 PM
1383	Looks good, only thing I see which does not make sense is a stop light at boulton? Would this not create more congestion?	5/5/2023 7:35 PM
1384	Adding lanes to an existing street only makes traffic worse, due to induced demand. If you want to reduce traffic (and decrease travel time for motor vehicles!) along Route 90, adding *dedicated* bus lanes and *protected* bike lanes *and* protected intersections are how you would really make things better.	5/5/2023 7:35 PM
1385	There are too many lights! Traffic is already so slow on Kenaston. This is just going to discourage people from using it even more and increase the number of cars cutting through residential neighbourhoods.	5/5/2023 7:34 PM
1386	Turning left on portage is dumb. Bike lanes are dumb. We have winter 6 months of the year. More lanes for traffic is important	5/5/2023 7:32 PM
1387	Keep the merge lanes off portage avenue, academy. We need more merge less lights	5/5/2023 7:31 PM
1388	No	5/5/2023 7:31 PM
1389	Bike and foot paths must be separate and clearly marked. Bike and foot paths crossing the river must be separated by high barriers from road traffic, to protect from road traffic noise, exhaust, flying debris.	5/5/2023 7:26 PM
1390	Everyone against this talks about induced demand. Please address how this project will avoid this. Or else how induced demand is a lie. I agree route 90 needs more greenery, cycle, and walking paths. Would love to see that. But the main focus here is obviously cars, so it's unlikely it will actually be welcoming to to people walking or biking. $750,000,000 could go a long way to improve other concerns in the city. I grew up in East St. Paul but have lived the last few years in River Heights and now South Tuxedo. I work nearby, but in the near future I may be working near Polo Park or downtown. Despite how you suggest that this change would positively impact my potential commute, I'm still hesitant about it.	5/5/2023 7:23 PM
1391	This design fails on so many levels. Widening the road and keeping the speed limit at 60km/h is very poor design for ensuring the safety of all road users. It is exceptionally dangerous for pedestrians and cyclists but also for people using cars. While the design speed is 60 the majority of traffic will be travelling faster than this due to the wide lanes, slip lanes, large intersections, etc. This design must be rethought - people will be injured or killed if it proceeds.	5/5/2023 7:22 PM
1392	Multi-use paths are not effective for pedestrians and/or cyclists. Please consider a completely separated, protected bike path that promotes both connectivity and accessibility, rather than having to navigate around pedestrians. Additionally, any plan that prioritizes car-centric travel through an area rather than slowing traffic down to encourage other modes of transportation in 2023 is an incredibly poor use of municipal funds, and an even poorer vision for a future Winnipeg for those who do not own a vehicle.	5/5/2023 7:19 PM
1393	Pedestrian crosswalks should go above route 90. These crossing will slow down traffic flow too much. Frontage roads would have been a much better way to go. Gets slower traffic off route 90 altogether.	5/5/2023 7:14 PM
1394	If you are going to add anything to accommodate the increasing amount of vehicles for the future it should be an LRT line or dedicated bus rapid transit lane. All crosswalks especially at the schools need to be raised. They need to be safe especially on this truck route. Saying this project will somehow reduce emissions ivy reducing idling is insane. You will induce demand for thousands of more vehicles and emissions, when you could just use the EV buses the city is investing in and actually reduce emissions from transportation.	5/5/2023 7:13 PM
1395	I think my tax money could be use to support people not support cars.	5/5/2023 7:13 PM
1396	Not a fan of adding more lights….	5/5/2023 7:12 PM
1397	I really like the idea of the right turn lanes added at most intersections. I also think that greenery is important. (I would like to add-unrelated- that I wish taylor was connected to	5/5/2023 7:10 PM

	sterling lyon parkway.) I like the proposed changes I saw in the video, it looks like a big improvement from the current crumbling mess it is.	
1398	Increasing the number of lanes will simply increase the amount of traffic. This will make it less attractive to pedestrians and cyclists. The number of lanes should be kept at two each way, with only the improvements to the pedestrian and bicycle access being made.	5/5/2023 7:10 PM
1399	There should be 2 lanes (not 1) when you are travelling west on Academy turning south on Kenaston Also should be grade separation at Lockston There are too many traffic lights on the proposal. You will now have 3 lanes of start and stop traffic (just like route 90 south of Taylor)	5/5/2023 7:09 PM
1400	Get it done	5/5/2023 7:07 PM
1401	Paths on both sides is redundant it will be a nightmare to maintain especially with snow clearing and snow storage. Unfortunaetly sound walls will only be Graffitti artist's sscreens to paint on.	5/5/2023 7:06 PM
1402	I think the private driveway designs are critical for safe and efficient traffic flow Whoever has designed /approved the city’s driveways in the last month or so are experts, so there is no doubt the driveways will be done properly for this project too	5/5/2023 7:03 PM
1403	Living, biking and walking next to a 6 line road is not comfortable, pleasent, or enjoyable and goes against best practices form around the world, and studies that prove that adding lanes induces traffic. Your own models predict travel times will be longer than now in a decade after the project finishes. Temporary higher speeds cause noise for local residents.	5/5/2023 7:02 PM
1404	Don't let Brian Mayes near the project. He'll just want to unnecessarily lower speed limits.	5/5/2023 7:01 PM
1405	The design is very nice but actually very inadequate. Why, you ask? Traffic is like a gas. I expands to fill the available roadway when major thoroughfares are involved. The design as shown is proposed to take six years to complete. By the time it's completed you will find that over the ensuing six years the amount of traffic will have increased substantially and possibly even exponentially, rendering the design inadequate and the whole thing will have to be gone over once again. It's a never-ending cycle because while the design is currently adequate, Winnipeg in general thinks short-term instead of long-term. That's why it's the only North American city of any size without a viable freeway system. Sad to say, the design needs to be reworked because like it or not Kenaston is our main north-south "freeway" and it needs to be rebuilt as such with proper on and off-ramps in order to handle future needs and do so in a manner that will be viable for at least another 60 to 75 years into the future.	5/5/2023 7:00 PM
1406	Make traffic flow better, it’s a nightmare	5/5/2023 6:59 PM
1407	This project needs to move ahead. RT90 is an embarrassment to our City. Get it done.	5/5/2023 6:59 PM
1408	How do we get semis off this route section.	5/5/2023 6:59 PM
1409	The city needs to reprioritize and focus on things apart from widening Kenaston.	5/5/2023 6:58 PM
1410	No	5/5/2023 6:56 PM
1411	This proposal brings Rte 90 up to 1960 standards. There's ZERO forward thinking by Wpg city planners	5/5/2023 6:49 PM
1412	It would be nice if there wasn't so many traffic/pedestrian crossings. Maybe footbridge over the road. Maybe merge lanes instead of traffic lights. This way, traffic could flow more steadily on Route 90.	5/5/2023 6:47 PM
1413	Too many traffic lights which won’t help improve the flow of traffic. How about adding the bus lanes in the median for example future lrt lines to the outlet mall and Taylor and IKEA.	5/5/2023 6:45 PM
1414	Stop making everything easier for cars and harder for everyone else. The planet is dying and you’re making it worse	5/5/2023 6:44 PM
1415	Pedestrian crossing "underpasses" at intersections would eliminate the deadly pedestrian-vehicle crashes. Also curb lanes should be bus-dedicated lanes only between 630am and 930am and 330pm and 600pm on both directions and using articulated express route numbered buses during am and pm rush hours.	5/5/2023 6:44 PM
1416	The extra lanes from the expansion should be bus only lanes to encourage more public transit usage.	5/5/2023 6:42 PM

1417	Long over due to add lanes and improve traffic and transit service and pedestrian and bike facilities.	5/5/2023 6:42 PM
1418	Rapid transit bus-only lanes should be included.	5/5/2023 6:40 PM
1419	While I understand commuter frustration with this route, I'm not sure this is the best use of funds right now.	5/5/2023 6:40 PM
1420	It is a once in a lifetime build. Should it be 4 lanes each way? There is an awful amount of bottle necked traffic.	5/5/2023 6:38 PM
1421	All these studies performed pre-pandemic do not address the new reality for people who work from home or should be encouraged to work from home. While the sewage and infrastructure repair is needed, the resources spent on improving car traffic should be spent on issues that affect more of society. These resources should not be used to save 7 minutes of a daily commute for a fraction of the city.	5/5/2023 6:37 PM
1422	Could use more considerations for transit	5/5/2023 6:35 PM
1423	There are way too many traffic lights added. I feel they would stop the flow. Let traffic move with better on and off exits, not always lights.	5/5/2023 6:32 PM
1424	Hopefully the lights would be synchronized	5/5/2023 6:32 PM
1425	More traffic turning lights along the way	5/5/2023 6:31 PM
1426	This design will make Viking in the area so much safer. And it would be nice not to have to trespass on my bike to get around. I support this design.	5/5/2023 6:30 PM
1427	The interestion by Ikea is a concern and seems too fast and too complicated.	5/5/2023 6:29 PM
1428	I am not in favour of this project. For the expense of it and destruction of the urban fabric in the area, it is absurd and offensive when compared to other needs in the city. There is greater return on investment to be found elsewhere.	5/5/2023 6:28 PM
1429	biking and walking should be accommodated away from a major traffic route. need to provide for a fourth lane each way in the future. restrict access from residential streets	5/5/2023 6:28 PM
1430	Route 90 is a major thorough fare & highway for truckers. A parkway with a treed boulevard is antithetical to the purpose for trucks and truckers, especially between Ness & Taylor. The largest cost would be dealing with the bottleneck that would develop at the bridge, and I speak from experience with the Lions Gate bridge in Vancouver. That bridge would have to be completely replaced.	5/5/2023 6:28 PM
1431	I am concerned regarding the flow of traffic east/west on Grant, which has the highest traffic flow for East/west. What steps are being done to ensure better flow or prioritization of this light	5/5/2023 6:24 PM
1432	I still see congestion developing at South bound access to Academy Road where Route 90 traffic merged east bound portage traffic headed south	5/5/2023 6:23 PM
1433	The amount of time saved is ridiculous ..do not build roads for more traffic please ,,how about a tram service down the middle of a green space	5/5/2023 6:22 PM
1434	I think you should make pedestrian overpasses rather than half intersections. Bigger cities like Calgary invest in pedestrian bridges. Pedestrians don't need to be at street level here since I truly believe Kenaston is as important as Portage. Ironically, maybe pedestrian underpasses like at Portage and Main, or under Portage by Woodhaven. I'm a #VoteOpen and want P+M to open to pedestrians since that neighbourhood needs the foot traffic, but this needs to be a major thoroughfare no matter what it looks like (ie. a parkway). I don't think 60 km/h is fast enough with this level of infrastructure. It HAS to be 70-km/h so it's 70 between the existing 80 zones.	5/5/2023 6:21 PM
1435	I am disappointed that every proposal that this city comes up with to INCREASE traffic flow ends up with more signaled intersections! Upfront cost of elevated on/off ramps are the ONLY way to increase flow.	5/5/2023 6:21 PM
1436	I don't think the improvements will actually create a parkway feel. It's wishful thinking that those trees would survive on that busy route. See Roblin blvd for reference. The median gets snow dumped and the salt and grit killed the trees.	5/5/2023 6:20 PM
1437	Expanding the road trafic will do nothing to improve congestion - it will only diminish alternate	5/5/2023 6:20 PM

	types of travel for great expense. I'd much rather see improvements in transit.	
1438	Noise dampening will be important. I live in close proximity to route 90 on Fulham Ave and traffic noise levels are already high. Higher traffic volumes as a result of improved traffic movement may increase traffic noise levels resulting in a deteriorated quality of living and enjoyment of property and possibly result in decreased housing value	5/5/2023 6:20 PM
1439	This design will likely create induced demand. If the objective is to move goods, decreasing the number of other types of vehicles will achieve this. Kenaston needs to either be a highway for cars or a community street for pedestrians, cyclists and slow-moving vehicles; it cannot be both. The trees in the current design are lovely, but they will slow traffic due to reduced visibility. If we wish to be efficient in moving motorized vehicles, we must remove all things that reduce visibility. the widening of Kenaston will not succeed in attaining the wanted results.	5/5/2023 6:20 PM
1440	If you're going to expand it to three lanes both ways, please consider making the third lane a diamond lane, with priority for public transit. Studies have shown that if transit is not caught up in the same traffic as personal vehicles, people are more likely to use it, and it will make it so that the busses will not be constantly running behind schedule.	5/5/2023 6:19 PM
1441	I don’t think three lanes is sufficient when one of them has bus stops. Need three lanes now but in future will need four lanes. Build for future not just for today.	5/5/2023 6:17 PM
1442	I think 80 is a better speed limit. EV charging stations. Improved lighting for night driving. Prominent lane markings especially since there will be 3. Light system that gives you a warning as your approach of the light is about to turn yellow to red.	5/5/2023 6:17 PM
1443	make it a corridor . above grade pedestrian crossing	5/5/2023 6:16 PM
1444	This is an appalling plan. Removing low-to-middle class homes to build a highway over top is straight out of the sixties. There is no economic benefit to this, and will only make traffic worse. What an amazing waste of infrastructure money that could be used to improve mobility across the city rather than this one stretch. This will absolutely destroy every neighbourhood adjacent to Route 90, specifically Academy. It is shameful that the city is even considering this. More lanes = more traffic. While doing a cost-benefit analysis for this project, simultaneously do one for the Transit Master Plan and see which is a better use of funding. I can guarantee it is not this project.	5/5/2023 6:15 PM
1445	There's a reserve going up next to it will need to be fenced to prevent walking across route 90 at random like in Thompson or the pas	5/5/2023 6:14 PM
1446	I think this is a great design and solution. Only one suggestion: please ensure traffic lights are synchronized.	5/5/2023 6:12 PM
1447	The greenway feel offset from the design. It would be nice to run the pike paths away from the road more and into the greenspace. Also, what about bus priority or rapid transit lines?	5/5/2023 6:11 PM
1448	Traffic flow is the MOST important issue.	5/5/2023 6:11 PM
1449	Add large sculptures or lighting artwork that integrate with the new urban indigenous development zone.	5/5/2023 6:10 PM
1450	There are no reasons to add intersections and more crosswalks. There is no point in widening the route of you have to stop more. There are plenty of active transportation routes in the area already.	5/5/2023 6:10 PM
1451	These are poor and grossly inadequate survey questions. Answer options do not permit more than a very basic expression of approval or disapproval. Cycling and pedestrian travel will obviously be safer than current conditions, but the corridor will hardly be enticing with heavy truck traffic a few feet away. After a decade of waiting, this underwhelming proposal looks like "more of the same" car-centric Winnipeg thinking. Transit again takes a back seat. What is the connection with CentrePort? What is Kenaston trying to be? Is it trying to be a truck route through a "parkland corridor with lovely local access"? Please. Will we REALLY see all those trees, and green grass? Paint me skeptical. You've designed a mini Bishop Grandin squeezed into half the space. Try again please, and maybe listen to Brent Bellamy.	5/5/2023 6:09 PM
1452	This design would create freeway-style on-ramps in River Heights. It grossly and clearly favors car traffic over all other means, including transit. It seems like this survey has stilted questions designed to win approval for what is essentially a new freeway. The design would make it LESS likely for me to bike in this area, and LESS likely to try to access transit. Six	5/5/2023 6:08 PM

	lanes of traffic, plus turn lanes? You're looking for my approval to build a freeway, and you don't have it.	
1453	I support the widening of keneston. But no matter what we do. Unless intersections are taken away, or above grade crossings are added, it will still be stop start and it is a major road for north south travel.	5/5/2023 6:07 PM
1454	I think the added lanes are unnecessary but the improved cycling and pedestrian infrastructure would help a lot with my daily commute and make things a lot more lively	5/5/2023 6:04 PM
1455	Investing in transit and creating a dedicated bus lane would do more to reduce congestion than adding another lane which will only create more car traffic.	5/5/2023 6:04 PM
1456	More trees!	5/5/2023 6:03 PM
1457	Why are you adding more street lights in a busy road already. Please get out of this 1950s feel and have an improved free flow of traffic on one of the most major north south corridor in the city. If Regina, Saskatoon and Edmonton can have free flow freeway style roads why can't Winnipeg. Doesn't hurt to have bridges over the road for pedestrians to cross. Doesn't hurt to have off n on ramps. Let Route 90 be a free flow of traffic quit adding lights to every single road in the city that is horribly designed. I can do a better in Sim City 4 Rush Hour. It is insane how backwards this city goes for the roads! We have 10 months of winter, no one is walking on Route 90!	5/5/2023 6:03 PM
1458	I am very sympathetic to the people who live adjacent and whose homes will be impacted, but the current situation is dangerous, falling apart, is ugly and embarassing to the City. It is a real shame that something like this will further divide River Heights and Tuxedo - lessening the closeness of the communities, but the current street is so busy and the configuration so frustrating that there doesn't seem to be any other option than to improve it. It looks like the planners have done a lot of work on this and it looks great - but the green space, cycle and walking paths and public art are the key to my support and improving the area, as roads do not build community no matter how smooth - art and having people outdoors interacting does.	5/5/2023 6:01 PM
1459	No need to put "greenery" in the median area - with our winters, grass, trees and other greens can't survive and look pathetic. Rocks in these areas tend to collect garbage and leaves.	5/5/2023 5:59 PM
1460	I love the improvements! As a walker/biker I love the 3.5 metre side paths - we bike to Fort Whyte from Wolseley for instance and so this is an interesting route. As a driver, I love the additional turning lanes - traffic on Rt 90 is often incredibly slow for seemingly no reason, and I believe extra turning lanes will address it. I love the parkway feel - the medians could have a forest of gorgeous trees and native plantings that are really exceptional if gardening them is prioritized. I'd like the street to be renamed as "Something" Parkway to enhance that feeling. I like the additional access to Portage off Academy as well. Well done!	5/5/2023 5:57 PM
1461	I appreciate the nice trees on the center boulevard, but trying to grow grass on it and the boulevards immediately alone side route 90 is a folly. When I was a university student, I used to cut grass for the city of Winnipeg along Keneston Blvd from Academy out to Taylor. Due to salt and sand use in winter, grass did not grow well. I would highly recommend using concrete or interlocking brick in the boulevard area from the pedestrian and bike path. However the grass and park like affect would be very nice on the other side of the pedestrian and bike path routes where there is the space to do so. Grass does not grow well on busy streets with a median, so stick to trees. Easier to maintain and upkeep, otherwise you will be having to lay down new grass sod every year - let alone the difficulty in cutting that grass in the summer with such a busy and heavy traffic flow.	5/5/2023 5:57 PM
1462	Since the province has vetoed the westward expansion perhaps we should turf the ruling Conservatives in the upcoming provincial election.	5/5/2023 5:56 PM
1463	This is a major route of traffic. Adding bike lanes that won't be used for long stretch of the year and a pedestrian path that will be unused doesn't make the traffic issue any lesser.	5/5/2023 5:55 PM
1464	Please keep northbound off ramp (east of viscount hotel access to portage ave as businesses and citizens use this route often	5/5/2023 5:51 PM
1465	Please add safe bike lanes	5/5/2023 5:49 PM
1466	Way to much just basic 3 lanes for traffic. Semi's to use perimeter more not to damage roadways as much. Crime in Winnipeg is crazy so no biking or walking is safe. During	5/5/2023 5:48 PM

	construction the traffic would be ridiculously as it always is every summer plus take years and more money from us working taxpayers . Basic is better	
1467	adding cyclist and pedestrian will greatly improve liveability in the area, but I am concerned widening the roadway will cause cars to go too fast thus decreasing safety and liveability. encouraging people to use active transport (transit, cycling) by improving accessibility to them will decrease traffic congestion better than making driving easier. making driving easier will increase the amount of people driving this increasing traffic	5/5/2023 5:48 PM
1468	Making room for more vehicles just leads to more vehicles. Making roads busier does nothing to improve an area. We are living in a climate emergency, any decisions about transportation infrastructure in the city should prioritize reducing the number of vehicles on the road above all else. Anything less is a complete failure of the system and will do lasting harm to the city.	5/5/2023 5:45 PM
1469	No	5/5/2023 5:44 PM
1470	Corydon at Kenaston (Route 90) needs protected left turns in both directions (Eastbound and Westbound) as during heavy traffic it becomes impossible for more than 1 or 2 cars to proceed through the intersection before the light changes.	5/5/2023 5:44 PM
1471	Rapid transit please.	5/5/2023 5:41 PM
1472	Why is the proposed widening only three lanes? We all know that traffic is only going to increase in the future, so we should plan for that now. Where Route 90 is three lanes there is still traffic congestion. Expand this section to at least four lanes each direction (have the ability to expand to five lanes each direction. in future).	5/5/2023 5:41 PM
1473	Concerns I have are about planning for the future and if the size of the roadway is enough for the flow of traffic. I'm also concerned about the trees- if they'll stand up to the salt and traffic fumes (I know some planted in the past haven't done very well)	5/5/2023 5:41 PM
1474	Fix potholes	5/5/2023 5:39 PM
1475	As long as the traffic flows nice and we can access the sidewalk with bikes	5/5/2023 5:39 PM
1476	I'd be interested in hearing how long construction would take.	5/5/2023 5:38 PM
1477	Again, keep the designs simple, Winnipeggers just want great roads to drive on, safe walking and cycling areas, tree canopies are a must, no advertising signage.	5/5/2023 5:38 PM
1478	Don't lose the bike/walking paths, and the change in access from portage to kenaston and academy is brilliant. Can't get it done soon enough. Please get this done fast	5/5/2023 5:34 PM
1479	The walkway-exclusive crossing on Route 90 should be a pedestrian overpass or eliminated entirely. This will be safer for pedestrians and more efficient for traffic. Also sync the lights and please make it 70+ KM/h.	5/5/2023 5:33 PM
1480	a big waste of money, disruption for little advantage	5/5/2023 5:33 PM
1481	Induced demand will make this obsolete in 50 years anyways. Should work on the active and public transportation instead.	5/5/2023 5:28 PM
1482	Less traffic lights, more ramps to enter/exit neighborhoods (communities) along route 90	5/5/2023 5:28 PM
1483	Why is there no consideration for public transit? Adding more lanes for cars is never going to solve congestion issues. Why spend hundreds of millions of dollars on this when the public transit system is a joke with my hope of improving in the future	5/5/2023 5:28 PM
1484	Without improving walking/cycling infrastructure south of Taylor to connect to Mcgillvray this is a half measure. The cost is extremely high and will do nothing to alleviate the induced demand of traffic in the area.	5/5/2023 5:27 PM
1485	I think the proposal to lower the speed limit in the northern section of the study area to 60kph is insane. Route 90 north of the study area has a speed limit of 70 as does the current route under the portage avenue overpass. The road is already 3 lanes and there are no residences. I can understand lowering the speed limit if there is a significant residential area but do not see why the entire route requires 1 (lower) speed limit.	5/5/2023 5:25 PM
1486	If you are going to spend this much money to "improve" Rte 90 then do it properly with hrade separated intersections at the P1 level and close off all other points of access otherwise you're	5/5/2023 5:22 PM

	just making a larger parking lot for rush hour traffic. This is a typical Winnipeg plan half assed and not quite good enough.	
1487	Way too many signalized intersections. This will result in traffic being slowed by the sheer volume of these signalized intersections, causing backups for through-traffic. Having flyovers and diamond interchanges will be much more beneficial for the flow of traffic and will keep pedestrians and cyclists much safer. If that is not financially viable, there needs to at least be bridges for pedestrian/bike crossings because the current plan calls for many new signalized pedestrian crossings that will bottleneck traffic and be less safe for pedestrians and cyclists. I'm also confused as to why the Portage and Kenaston interchange is being downgraded with the addition of signals when there were already ramps, and if anything the interchange should be upgraded.	5/5/2023 5:22 PM
1488	I would like to see more projects address traffic flow by investing and promoting public transit. I see one person per vehicle downtown and it's such a waste of space to dedicate more road space to vehicles.	5/5/2023 5:21 PM
1489	This show almost no comprehension of the underlying problems with Route 90 and why there are challenges with it. Expanding it will not fix the problems unless significant road maintenance and snow clearing are considered, planned and adopted as part of the overall strategy. Having busses stop in driving lanes is exactly the type of low brow thinking that gets this city the reputation second rate in the first place. Reclaiming that space to not have transit pullouts thereby making snow clearing drainage worse show a basic lack of functional assessment ability by whoever was invoked in this project. Clearly no risk assessment or progressive traffic planning modelling to alleviate 'stroad' spread was not used. This design is an embarrassment of effort and shows no forward planning for the disaster of traffic that will use it. Not one over or underpass considers and traffic blocking stops and spaces. You're drunk go home, find a different career. This is beyond terrible.	5/5/2023 5:21 PM
1490	No	5/5/2023 5:20 PM
1491	As I live on Kenaston by Taylor..will you be putting up a barrier to lesson all the traffic..ie: putting up a concrete wall??	5/5/2023 5:20 PM
1492	Wouldn't bike lanes be better on a side street. With all the exhaust & noise, I would never bike next to route 90. The noise and exhaust is extremely harmful. To bike around there you would need ear protection, which isn't safe for the biker. Don't try to make a bike lane next to a route like this. No one wants to commute by bike on the route. I would never commute by bike or bike leisurely near route 90, Chief Peguis trail, Bishop Granden. There's lovely bike/walking paths and no one uses them because of the noise and exhaust from vehicles. Make this route for cats , trucks , buses. Sure add a side walk, but don't expect people will go for walks. No one wants to walk near these busy streets or near a highway. Think big picture. Flow the traffic, bike routes on side streets. Trees - great, but will they be up kept? Get a landscape architect!! Plant trees that will last and natural to this area. If they won't last, don't plan them. I'm not driving down route 90 to look at trees. I'm using it to commute. Clean up the garbage and get rid of the messy look. I'd rather drive down a flat street, with traffic that flows. Plant trees / pine trees along areas that will look great and grow nicely. Same with walking. It's not comfortable to walk near there now , worse with more traffic. Nobody want to walk down any of these streets. Even McPhillips is a 60 km street, do you go for a relaxing walk on it—- never. Noise, exhaust. Please start thinking like a big city. Flow the traffic , design with the smartest people. Stop making small basic improvements that are outdated once the project is finished. The morray bridge, looks great, nice path — horrible to no biking on. I've done it and it's extremely noisy.	5/5/2023 5:20 PM
1493	I would hope home owners along Rte 90 would be fairly compensated.	5/5/2023 5:19 PM
1494	I wish the money proposed to this project would be directed to better transit for our city. What are the plans and costs projected to be for maintaining this area and street? This section of route 90 is known for and prone to brutal pot holes, unkempt roadways and sidewalks. If it already cannot be kept well, what are the plans to fix this?	5/5/2023 5:18 PM
1495	Do not expand this road. It will create induced demand of more car traffic, and is not worth the money for the tiny bit of time it may initially save, which will go away once the demand is induced. It won't help the perceived problem.	5/5/2023 5:18 PM
1496	I think the city should prioritize spending money to house those without and improve the inner city instead of encouraging urban sprawl. Spend the money on good, sustainable, green, urban	5/5/2023 5:18 PM

	design and not on widen Kenaston.	
1497	The resulting change in commuting times listed in the design boards doesn't warrant the massive spending required. Invest in alternate forms of transportation and transit instead. Widening roads doesn't work. Will the comments collected by this survey be incorporated into the planning process or will they be dismissed, just like the delegations process?	5/5/2023 5:14 PM
1498	Is adding another lane on both sides actually going fix traffic flow? Why not just make them permanent diamond lanes that is physically separated. The addition of that extra lane will improve traffic in the short term but it will just be just as busy in a few short years and we'll be back at the same root problem where the solution is to add another lane. Let's just stop that now. I like the separated bike lanes on both sides. Not sure why ther needs to be three turn lanes off of academy.	5/5/2023 5:13 PM
1499	Took so long for this?	5/5/2023 5:11 PM
1500	Please get it done	5/5/2023 5:10 PM
1501	Any plan ought to recognize that moving traffic is its main function. Also Chief Peguis extension ought to be given as much priority.	5/5/2023 5:09 PM
1502	Begin	5/5/2023 5:08 PM
1503	So excited for this!	5/5/2023 5:07 PM
1504	It's a project that is necessary to get right in a city closing in on a million in population	5/5/2023 5:07 PM
1505	I think Winnipeg could do much more good with the money this project will cost. It is an unnecessary focus on supporting cars in our city, and not a project that improves the future of our city.	5/5/2023 5:05 PM
1506	I don't think that no matter what it 'feels' like, adding more cars onto a street is going to improve it. Buses and a system of park and rides might be more functional and efficient.	5/5/2023 5:03 PM
1507	I would have liked to see a pedestrian bridge at Lockston rather than a crosswalk.	5/5/2023 5:01 PM
1508	I'd rather see the budget used for fixing our currents roads rather than making roads bigger. Our infrastructure is crumbling. Additionally, this money could be used to improve our transit and active transit throughout the whole city rather than just a few blocks.	5/5/2023 5:00 PM
1509	Route 90 needs grade separated intersections through this entire section, especially at Academy, Grant and Taylor. The speed limit should be 80 all the way from Polo Park to the Perimeter Highway. This proposed design would have been good 30 years ago. In 2023 and beyond this city needs to remove all traffic lights on Route 90 and to introduce grade separated intersections. Think 400 series highways in Ottawa, Toronto or Deerfoot Trail, or I29 through Fargo.	5/5/2023 4:59 PM
1510	Please make Winnipeg Safe - security	5/5/2023 4:58 PM
1511	My only complaint would be adding another intersection at Boulton. There's far too many intersections on parkways in Winnipeg as it is already. We need to find solutions that will decrease them.	5/5/2023 4:56 PM
1512	No thanks	5/5/2023 4:53 PM
1513	Very creative solution btw portage and academy, but worry three change for the balance will not be enough for the future	5/5/2023 4:53 PM
1514	change the speed limit from Taylor Ave to Grant Ave to 50 from 60, it makes it confusing for people who are new to the area.	5/5/2023 4:50 PM
1515	You have widen the road a placed more pedestrian cross walks at ground level. With the amount of space available elevated cross walks would be safer and allow for traffic to flow more freely.	5/5/2023 4:50 PM
1516	Controlled left turns are likely to increase travel time outside of rush hour	5/5/2023 4:47 PM
1517	Route 90 southbound access off portage looks inefficient.	5/5/2023 4:47 PM
1518	I am not in agreement for the park like view, the city will be utilizing the federal government land that was given to the [redacted]. I am concerned about traffic in and out of these new	5/5/2023 4:46 PM

	proposals. Route 90 is a through way route, used by all movnf North and south. safety should be top priority	
1519	I have been privileged to live in two other countries, plus six different communities in Canada. Never have I lived in a place so resistant to change. If we don't change, Winnipeg will be left in the dust! No one will want to invest here or move here. We need to make this city more accessible and this plan is one very good but overdue step in the correct direction. Start tomorrow!	5/5/2023 4:45 PM
1520	I thought it looked great! I love the multi use pathways, I think the new bridges and intersection improvements look fantastic. Especially 2 turning lanes at some of them. There was one intersection between Grant & Tuxedo (I can't remember which) that I questioned having 2 pedestrian crossing lights on either side of the old street at the same intersection. It looked like one crossing would suffice. That was my only nitpick. I think this project looks fantastic!	5/5/2023 4:45 PM
1521	This large amount of money would be better spent on transit improvements throughout the city and along route 90	5/5/2023 4:40 PM
1522	1 - I am concerned about only one left turn lane from west-bound Portage onto south-bound Route 90. There is a lot of traffic that will be using that left turn, moreso than most other left turns that are currently only one lane that will be upgraded to two in this new video. 2 - It is unclear whether the walking and bike lanes will be separated or shared. If they are shared, I think that will be a major safety concern. Also, the increased vehicle traffic (including large semi trucks that will be using this widened street) will cause major safety concerns to both pedestrians and cyclists.	5/5/2023 4:40 PM
1523	Winnipeg has backwards approach to designing a city. Although this is common wr should be investing less in new roads and more into the roads we have and increasing the middle density in the heart of the city. Please investigate this money in walking, cycling, slowing speed limits on streets, and building smaller human scale communities. Thanks!	5/5/2023 4:40 PM
1524	When contemplating traffic flow...there are many things missing in this design. Whever possible, accelertion lanes should be considered for traffic to flow more smoothly. This allows vehicles (especially larger ones) to get to road speed easier and reduce bottlenecks. From the proposed design, there is also no reasonable way to get onto Route 90 Northbound from Portage Avenue Eastbound. This is unreasonable, if this much work is going into the design that should be addressed. The proposal for a single lane turning left off of Portage Avenue Westbound to get on Southbound Rte 90 is also unreasonable. The bottleneck of the turning lane will extend well past Polo Park mall. There will be frequent people trying to "merge" at the last second to make the left turn instead of getting in line and waiting their turn. The consideration should be to maintain the loop around to Route 90, but instead of having a yield sign Southbound, incorporate an acceleration/merge lane that allows traffic to just keep moving.	5/5/2023 4:39 PM
1525	I think the designers and engineers of this study are stuck on widening Rt90 as the only method of improving traffic flow. I believe we could drastically improve traffic flow by leaving 2 travel lanes, and 1 merging lane and never having a single set of traffic signals anywhere on Rt90. They should all be interchanges with service roads. Lag, Chief Peguis, Bishop/Abinojii and Rt90 in their entirety should never have a traffic signal. That would improve traffic flow and increase safety to all users: drivers, pedestrians and cyclists. Before any work is started the city should seriously consider the designs. Adding a 3rd lane but continuing to have traffic lights will not improve the congestion on this major corridor.	5/5/2023 4:38 PM
1526	Long overdue project	5/5/2023 4:37 PM
1527	Get this done ASAP. Route 90 is a major truck and traffic route. It needs to move efficiently. Sitting in traffic is so bad for the environment. Modern cities have major freeway infrastructure.	5/5/2023 4:35 PM
1528	We should be focusing on increasing public transit not catering to individual car drivers.	5/5/2023 4:33 PM
1529	Loads of TALK, can we just get this done? you have already raised my TAXES so do it.	5/5/2023 4:31 PM
1530	It should be put to a citywide referendum whether we want to spend money that benefits mainly a small percentage of the population.	5/5/2023 4:30 PM
1531	What is the cost? Current infrastructure is not maintained because a lack of funds, how is this funded and maintained over the lifespan. Ridiculous.	5/5/2023 4:30 PM
1532	Widening Route 90 isn't going to magically make traffic better. It will only bring more cars and	5/5/2023 4:29 PM

	congestion. The City of Winnipeg needs to be more forward thinking and focus less on cars and more on active transportation.	
1533	If you are going to add another lane it should be a DEDICATED transit lane. Also, connect the bike paths to other paths in order to create a bike network. Even some simple signage would help. The proposal as it stands is a money pit, favouring private vehicles on the transportation network is costing the city more than it can keep up with, way more!	5/5/2023 4:28 PM
1534	This project will improve the congestion on Route 90 significantly.	5/5/2023 4:26 PM
1535	will handle present traffic but not future traffic loads	5/5/2023 4:25 PM
1536	The money would be much better spent elsewhere; like building the rapid transit network.	5/5/2023 4:25 PM
1537	Adding another lane is unnecessary. Prioritize public transit. The right merge proposed from academy onto route 90 is a danger to bikers and pedestrians. Prioritize public transit and pedestrians.	5/5/2023 4:25 PM
1538	Spending an astronomical amount of money on a project that although it includes pedestrians and cyclists, largely caters to vehicles is ridiculous. That money could be better spent connecting rapid transit and active transit routes through out the city. Stop spending so much money on roads!!!!	5/5/2023 4:24 PM
1539	Please invest all this money into fixing the current roads instead of building new ones, and into public transit. The project looks horrible and doesn't belong in any major city.	5/5/2023 4:22 PM
1540	If the major concern is improving traffic flow, adding more lanes is a useless expense that will not make a major change.	5/5/2023 4:22 PM
1541	My husband is in a wheelchair and uses Route 90 and specifically the bridge at St James to access the Polo park area on an almost daily basis in the spring, summer and fall months. I don't see any mention of wheelchair access in the proposal. I also don't see any info on during the construction of this change how it will affect those who use the bridge to access those areas. If there is no wheelchair access over the bridge during the construction it will greatly impact his daily living as he can already not access it during the winter months and his mental health as well as independent lifestyle counts on being able to access it daily on months with no snow. I am sure he is not the only person in a wheelchair in the area.	5/5/2023 4:22 PM
1542	More lanes = more traffic. Nothing will change. Take the 3/4 of a billion and put it into transit. That will reduce traffic and it will put more money back into the economy	5/5/2023 4:20 PM
1543	DO NOT DO THIS. SPEND THE MONEY ELSEWHERE. PLEASE, FOR THE LOVE OF ANYTHING HOLY, DO NOT WASTE THIS MUCH MONEY ON SOMETHING SO RIDICULOUS AND SHORT SIGHTED. WE CAN'T EVEN MAINTAIN THE ROADS WE ALREADY HAVE. THIS WILL BANKRUPT OUR CITY. MORE ROADS ONLY MEANS MORE TRAFFIC AND THAT ONLY MEANS MORE ROAD REPAIRS. STOP THIS CYCLE. I'M TYPING IN ALL CAPS FOR A REASON. I'M ACTUALLY YELLING THIS AS I TYPE IT. DO. NOT. SPEND. THIS. MONEY. ON. SUCH. A. STUPID. IDEA.	5/5/2023 4:19 PM
1544	I live on Academy west of Kenaston and the plan has changed from the initial design. Houses located south of Academy along Kenaston to Fulham and farther were not identified for expropriation in the earlier design. The yellow area on the slideshow and flyover show undeveloped land on the west of Kenaston south of Academy. It also shows no sound attenuation yet the storyboards mention between Academy and Carpathia there will be some. I for one do not want redevelopment of any residential along Kenaston south of Academy like townhouses etc and would want major sound attenuation because the traffic noise off the bridge is extreme.I see no reason for a further westward encroachment of the redesign than earlier versions. Is the city going to compensate me for declining home value due to proximity to the traffic flows along with increased noise?	5/5/2023 4:19 PM
1545	Fix existing infrastructure before doing this expensive project. It sacrifices River Heights to benefit the Southern communities. Why not extend Moray instead? Seriously for a few minutes gain for future cars???	5/5/2023 4:18 PM
1546	I like the park like atmosphere noted in the design but I don't feel this is realistic with our winters and sand build up on the median. This will not be conducive to grow anything.	5/5/2023 4:18 PM
1547	Focus should be on traffic flow above all else. North/South there are only four main arteries within the city limits. Kenaston, Pembina, St Marys and Lagimodiere. Kenaston has always	5/5/2023 4:17 PM

	been a nightmare to use as a way to and from the north/south ends of the city, especially during rough hour. A larger emphasis should be placed on people being able to travel north/south as quickly and effeciently as possible above new amenities for people on bicycles or local foot traffic.	
1548	i love how the proposed design drastically improves cycling safety!	5/5/2023 4:16 PM
1549	that is a lot of money that I see promoting more vehicle traffic at a time when we should be doing the opposite. Use the money to increase pedestrian traffic in the core and to improve quality of life for those in need. I am a big thumbs down on this project	5/5/2023 4:16 PM
1550	My concern is the amount of traffic being brought close to residential neighbourhoods and the construction process.	5/5/2023 4:15 PM
1551	Just get something done already we're tired of waiting.	5/5/2023 4:14 PM
1552	Increasing the speed limit and adding more cars will make the road more dangerous for pedestrians. While adding a multi-use path for cyclists is good, adding an additional lane to Route 90 will mean cyclists will be riding next to additional high-speed motor traffic that will be induced by the road's widening. In its current form, this design is effectively a highway running through th middle of an established neighbourhood. If the city was truly interested in "improving" Route 90, they would focus on additional transit capacity and dedicated right of ways and active transportation exclusively. Projecting for additional personal motor vehicle traffic is contrary to the city's climate and modal shift goals. Please do not widen Route 90 to three lanes.	5/5/2023 4:14 PM
1553	I feel like 3 lanes is not enough - 4 lanes are needed or we will be in the same situations come 10 years from now.	5/5/2023 4:13 PM
1554	Would prefer more restricted access and a service road with bike path on the housing side.	5/5/2023 4:11 PM
1555	Maybe look at some other major cities. All Winnipeg planners know is lights while most other cities use overpasses. The mess that was made at Lagimodiere and Bishop Grandin is a prime example.	5/5/2023 4:10 PM
1556	Dont cut corners, please	5/5/2023 4:09 PM
1557	Get it done!	5/5/2023 4:09 PM
1558	Dump the walkway & bicycle stuff	5/5/2023 4:08 PM
1559	Just get the job done already because the current Route 90 configuration is becoming more inadequate by the month	5/5/2023 4:07 PM
1560	Prefer to have a couple overpasses being built in the busy intersections instead of adding additional turning lane.	5/5/2023 4:05 PM
1561	No	5/5/2023 4:04 PM
1562	I believe this project is well overdue but understand that it takes time for a project of this scope to become a reality	5/5/2023 4:03 PM
1563	The speed limit needs to be increased.	5/5/2023 4:03 PM
1564	Good luck - I hope to see this come to fruition	5/5/2023 4:02 PM
1565	Limit amount of pedestrian crosswalks between intersections that would prevent the efficient flow of traffic	5/5/2023 4:02 PM
1566	Don’t understand why you want to turn Academy Road into a freeway too! The street isn’t designed to take on additional traffic capacity, cars already travel 10km over posted speed limits as it is!	5/5/2023 4:00 PM
1567	Disgusting use of funds. Money could be much better utilized. More lanes = more traffic. You know this and you just don’t care.	5/5/2023 3:58 PM
1568	Question #1asked how often I use Route 90 and the reason I said never was simply due to the terrible traffic flow. I took the residential side streets and they were faster. Given this new exciting design, I would certainly drive along Route 90.	5/5/2023 3:57 PM
1569	If you can actually make route 90 look somewhat like the photos proposed, it will make a great	5/5/2023 3:57 PM

	improvement to the city. I really hope this happens...it will make using route 90 more of an option during rush hour.	
1570	Long overdue overhaul of Route 90. Very welcome improvements.	5/5/2023 3:57 PM
1571	Route 90 is a major transportation corridor, we should be reducing traffic lights and the need to stop and start on that road	5/5/2023 3:55 PM
1572	I'm concerned as a former snow removal company contractor who worked for the city on city owned property, I do not see effective snow storage along the proposed route, this area I cleared for about 5 years and was a problem for snow storage, with the additional lanes and paths to be cleared it may become more exacerbated in nature, please try to include more storage as design allows, this will save time, money, and improve traffic flow during snow events thank you for your consideration in this additional design feature	5/5/2023 3:55 PM
1573	Please find a single real world or historical example where adding traffic lanes meaningfully reduced congestion instead of increasing it. Then ask why there aren't any others, and why we are spending money Winnipeg does not have on infrastructure that will not solve a problem?	5/5/2023 3:55 PM
1574	Separation of bike and pedestrian lanes would reduce risk of conflict on the side areas. Suggesting that each would be one way only isn't likely to be practical or adhered to in practice.	5/5/2023 3:55 PM
1575	Well since my front street needs so much work such as holes being a danger for bikes, walking and cars why would I even consider such lack of foresight.	5/5/2023 3:54 PM
1576	It appears from the animation that the plan is to close the west-bound Portage off-ramp onto south bound Kenaston, and replace it with a single left-hand turning lane from westbound portage. This is madness! There is way too much traffic using that route for a a SINGLE left hand turn lane. The traffic regularly backs up well beyond the capacity of the yield onto south-bound Kenaston (which has a much higher capacity than a single left-hand turning lane across portage). It would be much better to leave the exit from westbound portage to Kenaston as is, or even supplement it with an extra left hand turn lane. Please, please do not switch that down to a single left-hand turning lane. The other intersections make sense and I can see how they will improve traffic (plus active transport, etc).	5/5/2023 3:54 PM
1577	Seems like an incredible waste of money. I'm all for improving infrastructure and Kenaston is looking tired, flavourless and worn out. But this all seems to be favouring car flow, which seems to go against what pundits suggest one should do to build good neighbourhoods. This is flow before living or before neighbourhood design. it's just a highway with some trees in it.	5/5/2023 3:52 PM
1578	The cost of this project is huge and would be far better spent on a multitude of other projects. Expanding roads while, when our own counsellors have admitted, we don't have the money to sustain the ones we have is misguided. This survey does not include anything about cost or benefit, and ultimately does not serve to present the whole picture.	5/5/2023 3:52 PM
1579	I would like to see the breakdown of the 31% of the budget for road widening - what is allocated for road vs AT pathway. I support the sewer separation, the bridge rehab and active transportation paths, but not the road widening. More should be done to shift to sustainable transportation modes, getting people out of cars and into transit. This design will induce demand. The user experience won't change very much regarding time sitting in traffic between now and 2041 and for the 6 years of construction people will choose different routes or get used to sitting in traffic longer. If no changes are made it was stated that it would increase time in traffic between 3-6 minutes. I don't think that time saving is worth an investment of $155 million for the road widening portion? How much faster would it be if X number of cars changed to transit and $155 million increased that service? Although the City states alignment with certain Climate Action Plan policies, this project still supports car culture in Winnipeg. And what about the Community Energy Investment Roadmap mode shift target of 56% cars, 16% transit, 27% active transportation by 2050. Does this design support achieving those targets? Did the design team consider putting the AT path down the median, then you need half as many kilometers of pathway and it is cheaper for both capital and operating (plant the trees elsewhere).	5/5/2023 3:50 PM
1580	No	5/5/2023 3:48 PM
1581	I would like to see the addition of left turning light on Corydon when crossing Kenaston.	5/5/2023 3:47 PM
1582	Removing small intersections and making the traffic lights synchronized would help traffic flow	5/5/2023 3:46 PM

1583	The future of our city means considering the needs of people and not cars. The city seems [redacted] on designing everything for vehicles. Not one more speck of road should be paved unless it's for public transit or active transit. This design is shameful. Winnipeg is deeply unserious about improving itself.	5/5/2023 3:46 PM
1584	Do not think more traffic lights will help improve traffic flow. Also speed limit should be 70 kph to be consistent with other parkway speeds in the city and to be consistent with Route 90's speed north of Portage.	5/5/2023 3:45 PM
1585	Sime of the "redevelopment" areas are peoples houses. People, not cars. people with kids, jobs, Additionally how will construction affest the adjacent houses and lastly what benefits will the RESIDENTS be given by this traffic expansion?	5/5/2023 3:42 PM
1586	I don't see how increasing traffic movement and flow will make pedestrian and cyclists safer, nor increase greenway/park feel. These seem to be counter-intuitive. You can't have both.	5/5/2023 3:42 PM
1587	Roadway looks over-engineered for a 60 kph speed limit. Either add traffic-calming designs to ensure 60 kph "feels right" to drive at, or increase speed limit.	5/5/2023 3:41 PM
1588	My primary mode of transportation is bicycle (winter and summer): - Would it be possible to extend the bicycle paths to Silver Street, so that they can connect to the existing bicycle paths on Silver? - Is it also possible to extend the bicycle path south of Sterling Lyon/IKEA, so that it connects with the existing bicycle paths closer to Bishop Grandin (Abinojii Mikanah) Boulevard? - My experience with mixing cyclists and pedestrians on the same path hasn't been too favorable, especially if the pedestrians are walking with pets. Is there any way the cyclists and pedestrians can be provided with separate paths, or otherwise separated? Otherwise, I think it is FANTASTIC that Route 90 is finally being made accessible to bicycles. Great Job!	5/5/2023 3:41 PM
1589	As a non local motorist I obviously would like to see reduced stop lights, as these are where bottlenecks tend to happen naturally and where accidents happen leading to bottle necks. Second well I feel as those this is a great plan for today's problems I feel as though we may in a decade or so feel that a 4th continuous lane may be desired, even if now it feel over done. I feel the 59, Lag overpass is a great example of forward thinking as even though it seems grand now in future decades it allows for increased usage with little modifications. Just my thoughts! Glad to see upgrades coming! The video was well done!	5/5/2023 3:40 PM
1590	Considering the growth of the City , adding 1 extra lane will not improve traffic flow that much if at all by the time it's built !? What 5-6 years time Consider the amount of traffic then . During peak times it's a car park now , only adding 1 lane will take Route 90 into the future . Unfortunately poor planning played into the problem when Bridgewater & Waverley west area was built/ expanded ..Route 90 should be a FREEWAY !?! Unfortunately small town mentality & no foresight to growth has created a problem . This project if ever started will not change traffic flow at all by the time it's built . Minimum 4 lanes each way ..& a consistent speed limit of 80 km 60 is ridiculous slow for a major artery of city traffic	5/5/2023 3:38 PM
1591	This should have been done 20 years ago!	5/5/2023 3:36 PM
1592	What will have to be removed (buildings/homes) to allow for this build?	5/5/2023 3:36 PM
1593	It astonishes me that the city cannot maintain its roads in the current environment and new money is being spent on route 90. The city needs new leadership or education on how to plan properly. This is very disappointing.	5/5/2023 3:35 PM
1594	Kenaston is already large. Adding lanes will only create induced demand for car centrism. As a former Linden Woods resident who used to work and live in the area, I have to say that the car centrism is precisely why I left the area. Due to medical conditions, I am unable to drive. Bus service in that area is severely lacking. If you are going to fix anything for the congestion in the area, it would be to actually have regular and accessible transit in the area. You can move more people on a bus than you can in a car. I do however, love that there will finally be a bike lane being added. I never had the courage to ride my bike on Route 90 as I feared for my safety. Even when cycling on the shoulder of the road, cars would honk and shout at me to "get off the road" Reducing car centrism will also reduce the noise traffic creates and we wouldnt need large sound barrier walls. You want it to look like a greenway, but pouring more concrete seems to go against that. Please, instead of creating more lanes for cars, create more options for car alternatives. Our city cannot afford to maintain the roads it already has, we cannot afford to add more that we cannot maintain. If we had less vehicles creating stress on the roadways, we would have less roads to maintain. the only way to do that is to look at	5/5/2023 3:33 PM

	alternatives like functional transport and active transport. When I lived in Lindenwoods and needed to get to the University of Manitoba, my options were to take the bus which took about 90 minutes each way, take my bike which took 45 minutes, or if I was able to get a ride, it was only 15 minutes in a car. This is an unacceptable disparity. While living in Lindenwoods and working on route 90, my options were to bus 15-20 minutes, walk 30 minutes, bike 10, or if a ride was available, 5 minutes by car. This disparity towards car centrism is ever present. There are many people who cannot drive for various reasons such as age (children and elderly) or for medical reasons (such as myself) or for financial reasons. This car centric design only focuses on those who are able to drive and can afford to do so. I understand that area of the city is more affluent than others, but the classism is evident and the widening of kenaston only serves to promote that divide.	
1595	Bus stops should be designed so buses pull out of the right lane when stopping to not obstruct traffic flows.	5/5/2023 3:32 PM
1596	It would be nice to be presented definitive timeline for the actual implementation of the improvements. It would be more beneficial to the people whose lives are going to be directly affected once this push-thru. It's been 15 years of waiting for this study to materialize.	5/5/2023 3:32 PM
1597	Yes build Chief Peguis Tral. This should be a priority	5/5/2023 3:30 PM
1598	Lights must be synchronized to keep traffic moving at the same time. Can’t have one light turning green while the next one ahead is red. Traffic needs to move! Are 3 lanes going to be enough for traffic for the next 100 years?	5/5/2023 3:29 PM
1599	Please put in the bike lanes, its soo hard to get by there at the moment on bike	5/5/2023 3:27 PM
1600	Is there any way to ensure premium road materials are used to stabilize the heavy traffic and machinery that flows through this main thoroughfare?	5/5/2023 3:27 PM
1601	Walk/ bike ways feel barren and unwelcoming without shade. Trees are essential! Also, transit should be a priority, what about transit lanes? If the city understands that it is expanding, we should be planning years ahead and proactively add transit lanes for potential rapid transit along route 90 from newer neighbourhoods through into the portage area! The city has many goals that could work together in their planning if they were thought of together as a master plan. One plan can incorporate parts of others.	5/5/2023 3:27 PM
1602	Needs to be built to improve traffic flows and access. As well to be built to handle new traffic volumes with increased regoinal densities. Needs to be freeway style and access roads not lights.	5/5/2023 3:26 PM
1603	Thank you for cleaning up that area and fixing it. Its embarrassing visitors to oyr city especially from the airport and south see run down areas and roads etc.. this will be amazing	5/5/2023 3:25 PM
1604	Don’t drop the active transport part as often happens in this city. Consult with people that bike commute rather than engineers.	5/5/2023 3:24 PM
1605	I hope more focus is places on opening more multi use pathways for cyclists on main routes. If you really want to reduce traffic you need to increase cyclists, if you want to increase cyclists you need to make cycling safer and more accessible	5/5/2023 3:24 PM
1606	It would be wonderful to get this project moving as this has been an issue for quite some time now	5/5/2023 3:23 PM
1607	skeptical that widen roads will improve traffic times. This has been disproved many times. If project goes through, more needs to be done to grow greenspace and canopy.	5/5/2023 3:22 PM
1608	The construction should be 24 7 365 so it's done faster.	5/5/2023 3:22 PM
1609	Need 4 lanes on both sides	5/5/2023 3:21 PM
1610	still too many lights along the route. it is suppose to be a major thoroughfare.	5/5/2023 3:21 PM
1611	Why not use the existing defunct rail bridge as an active transport crossing? Seems like it would need minimal upgrades and would separate from the high-volume vehicle traffic.	5/5/2023 3:17 PM
1612	You are doing more of the same. This is no different than South Kenaston and Bishop. Those areas have poor traffic flow (too many traffic lights). Stop doing the same thing over and over. We should not be adding even more traffic lights to areas, we should be trying to remove them. Adding third lanes will not improve traffic flow, people already clog up all lanes while driving	5/5/2023 3:16 PM

	way too slow (South Kenaston). Put up signage to tell slower traffic to keep right. Make sure you have proper merge lanes and put up signage to tell people to allow traffic to merge. Driving in the states and even some other provinces is so much better than Winnipeg, please just follow what they do. This should be a major thoroughfare with off ramps and service roads that lead to residential/commercial areas, just like what South Kenaston/Bishop should have been. This city already has way too many traffic lights on what should be major thoroughfares, please stop.	
1613	Kenaston needs to be improved to an un-interrupted freeway with exit and entrance access unimpeded by traffic lights. Without removing the traffic lights, traffic will never improve from bottle necks, constant construction stoppages and stop and go traffic. WE need an inner ring road FREEWAY system	5/5/2023 3:12 PM
1614	no	5/5/2023 3:08 PM
1615	adding lanes to main routes has been shown in research to actually increase traffic and slow down transit times. and why a 60km speed limit? its a heavily residential area and that speed is far too high.	5/5/2023 3:08 PM
1616	City should indicate how much private property will need to be acquired as part of this project. What will the impact be to neighbouring property owners?	5/5/2023 3:02 PM
1617	Please make sure to ensure cycling is safer for the people not the cars.	5/5/2023 3:02 PM
1618	In my humble opinion - in conjunction with projected increase to the population in the City of Winnipeg - and being a through route for truckers, I would suggest 4 lanes per direction for vehicles to travel on.	5/5/2023 3:01 PM
1619	Interchanges should be added to this design and there should not be one at grade intersection on route 90. I don’t care if my taxes go up. There are many good walking and cycling alternatives in the area.	5/5/2023 3:01 PM
1620	This is a terrible use of scarce city resources. We can't afford to maintain our current roads and adding another bunch of 'lane kilometres' will just make it worse.	5/5/2023 3:00 PM
1621	Bikes need separate infrastructure from pedestrians. Do not built a multi use path. Also don’t add more lights onto kenaston. Reduce the number off access points	5/5/2023 2:58 PM
1622	the city obviously cannot maintain existing roads in any part of the city, if people werent having to slow/stop for potholes every 20 feet and if winter snow clearing was done properly that would improve traffic quite a bit on its own. Making transit safe and reliable would also go a long way, ie hold transit accountable for keeping schedules and the police accountable to keep bus shelts for transit users and tax payers, not as homeless shelters too unsafe to use in winter	5/5/2023 2:57 PM
1623	Get rid of traffic lights; they are the major impediment in the flow of traffic.	5/5/2023 2:56 PM
1624	Having a mixed pedestrian and cycling path is both dangerous and impractical, as these two modes move at very different speeds. Walking and cycling should each have their own path, and this is well-supported in research and evidence. Also why are you not asking questions or presenting better info about the plan for transit. Given Winnipeg's climate and challenges around emissions in future, priority should be given to fast and efficient mass transit as most people will not use active transportation year-round. Why are you not talking more about this in this survey or offering more clarity about what to expect in the plans presented?	5/5/2023 2:56 PM
1625	WIDENING ROADS DOES NOT REDUCE TRAFFIC	5/5/2023 2:55 PM
1626	Do not increase the of Kenaston. Keep it too lanes and provide better public transit access. The CoW can't maintain the road structure it already has.. Interesting the animation shows very few cars driving in the curb lane. Create more roadway and ensure more cars will use it.	5/5/2023 2:55 PM
1627	Please make the route more pedestrian and bike friendly	5/5/2023 2:54 PM
1628	Definitely needed, hopefully work starts sooner than later.	5/5/2023 2:54 PM
1629	Think carefully about how bikes and walkers will use the same path. A dotted line down its middle might help keep slower moving people on the sides of the path. Bike/ pedestrian accidents can be significant because bikers speed along a bike path.	5/5/2023 2:54 PM
1630	Third lane should be dedicated for public transit.	5/5/2023 2:48 PM

1631	Looks great. Can't wait for it to be complete!	5/5/2023 2:47 PM
1632	Yes, I think it’s a great idea but we would like our speed bumps on Berkley Street. We are tired of people speeding down our street where there are many pedestrians, cyclists, and children) We submitted a petition 2 years ago and were told they would be added. I would like money to be spent there first. Thank you.	5/5/2023 2:47 PM
1633	This is a colossal waste of money. Please change the design before continuing with this project, if not cancelling it entirely	5/5/2023 2:47 PM
1634	This is an utter waste of time and money, and only contributes negatively to our already impossibly huge infrastructure deficit.	5/5/2023 2:44 PM
1635	Where does the rapid transit component fit into this plan? Will this design prevent a rapid transit solution here in the future?	5/5/2023 2:43 PM
1636	I like that active transportation has been considered. This needs to be considered all throughout the city. Attention needs to be made at intersections/crossings, especially with fast moving cyclists.	5/5/2023 2:43 PM
1637	Given the state of our infrastructure. I think the priority should be on reducing use of roads and the construction of new roads that will require more upkeep. I understand the idea that route 90 suffers a bottleneck in this area but from my experience driving on it once I leave congestion in the 2 lane area the 3 lane area doesn't magically become uncongested, it is just as slow and congested. Therefore I'm not convinced adding an additional lane will have that much help. Ultimately we need to change our behavior and by adding more roads we are missing the opportunity to find ways to reduce our reliance on them.	5/5/2023 2:43 PM
1638	need 3-4 lanes each side. more turning lanes needed at every intersection.	5/5/2023 2:41 PM
1639	30 people on a bus vs 30 people individually in cars is a huge difference in space. Invest in public transit so this isn’t necessary. Be better.	5/5/2023 2:41 PM
1640	This is a massively expensive project to build more road infrastructure when the city cannot afford to maintain the infrastructure we currently have. Once it is built, the induced demand will make traffic congestion even worse, which is exactly what happened when route 90 was connected up to Bishop Grandin.	5/5/2023 2:40 PM
1641	Walking and biking paths should be separate to minimize potential for collisions. Public transit should be prioritized to allow for faster flow of buses in this stretch.	5/5/2023 2:38 PM
1642	Forget it. Not worth the cost, and won't make any difference. Put the money towards homes for homeless...	5/5/2023 2:36 PM
1643	Make it happen, quick!	5/5/2023 2:35 PM
1644	This study should have been done 20 years ago. I used to commute along Route 90/Kenaston then and it was as much of a mess then as it is now. Nice to see progress being made although it has taken a very looooong time.	5/5/2023 2:31 PM
1645	The last thing that busy stretch needs is more stops, particularly between taylor and grant. Can we not consider pedestrian crossings above the traffic corridor? If we're looking to improve cycling efficiency, may I suggest we consider one of the adjacent streets and facilitate crossings at pre-existing traffic lights?	5/5/2023 2:31 PM
1646	It’s unsafe, we should not be encouraging easier traffic commuting on academy. Traffic should be calmed through residential areas and by design try to limit commuter traffic to routes better designed to allow for this, such as grant and corydon and taylor. Academy does not support design to be a thorough fare. We could make this street an area where people instead enjoy more street life and business, a pleasant and safe place to go and shop. Traffic design should discourage commuter traffic on academy, and encourage active and bus transportation . Furthermore, a 3 lane merge from academy on to a hugely busy route 90?? Has your design team ever driven in Winnipeg to know what a disaster this would be …. ?	5/5/2023 2:29 PM
1647	This project doesn’t need to be done. Invest this money in green infrastructure.	5/5/2023 2:26 PM
1648	The proposed intersection design prioritizes car movement at the expense of safety, especially for pedestrians and cyclists. The larger intersections and addition of slip lanes for turning have been shown to increase accidents and pedestrian fatalities in many studies. I know it’s a hard	5/5/2023 2:26 PM

	balance to strike, but I'd be willing to add more time to my commute if it meant a safer environment for everyone.	
1649	A proper merge lane turn South on Rt. 90 from Portage Ave. would be much safer.	5/5/2023 2:25 PM
1650	I think there should be less intersections and traffic lights. And close off the minor intersections. As well as add pedestrian crosswalk overpasses at the designated pedestrian light intersection	5/5/2023 2:23 PM
1651	Widening an already over caffeinated stroad does nothing to make it more walkable. It only serves to encourage more driving in the area. Stop planning like it's 1952.	5/5/2023 2:22 PM
1652	Traffic flow doesn't feel like it has been addressed to a great extent. While the lights may make sense they can slow things down considerably. Additional thought should go into how this route might fit into an overall strategy to get cars off the road - i.e. a light rail, elevated rail or similar that would be a faster, more efficient way around town. This could be viewed as a first phase in developing such a system that would get people from the suburbs to downtown and back quickly and safely via rail. It need to be a bit more forward thinking while retaining the character and "old school" charm of elm trees and the general tree canopy to provide shade.	5/5/2023 2:22 PM
1653	Induced demand is real. This will achieve very little in terms of traffic flow at enormous cost. The money could be much better spent. People>Trade Corridors	5/5/2023 2:19 PM
1654	Thanks. Our stretch of Route 90 is pretty ugly and the section from the river to Taylor is too slow.	5/5/2023 2:18 PM
1655	Nice to see change to our growing city, but concerned more attention and funding will take away from improvements needed in North winnipeg.	5/5/2023 2:17 PM
1656	I think a 1m berm between the walking/biking paths and the roadways along the route would (a) enhance safety for both and (b) add to the park like ambiance.	5/5/2023 2:17 PM
1657	portage ave turning onto route 90 will back up with only single lane turning. we put up to many lights. The lights at bolton is poor as we only travel 1 city block to the next light then another light at grant. the old PPCLI site should have no light access to route 90. They have grant and Taylor to use, that doesn't stop and start traffic as this is a major truck route through the city	5/5/2023 2:17 PM
1658	Add public art in the greenway. We need to make our city better looking. Like the Commonwealth Avenue Mall in Boston, MA, USA.	5/5/2023 2:16 PM
1659	$550M could do so much to improve the lives of Winnipeggers. I encourage council to reconsider where investment is needed most. Investing in car infrastructure is out of touch with the reality of climate change and the need to reduce our reliance on car travel. Invest in communities through support of transit, libraries and education	5/5/2023 2:14 PM
1660	Wondering how the disruption during construction can be mitigated.	5/5/2023 2:13 PM
1661	Cramming cyclists and pedestrians together does not benefit either of them. Multiple studies show adding another lane does not speed up commuting.	5/5/2023 2:11 PM
1662	I'd accept a lower speed limit if it would help traffic move more consistently.	5/5/2023 2:10 PM
1663	I believe you need left turning lights on Taylor and Corydon avenues turning onto Kenaston Blvd. they line ups on Taylor and Corydon during rush hour is extremely long. Council Orlikow said he would ensure turning lights would be added when the new plan was in place.	5/5/2023 2:10 PM
1664	Improving traffic flow on Route 90 cannot possibly be a higher priority than repairing the equally-deteriorating roads throughout the city. Repairs to improve the quality of the roadways vs expanding select routes should be the paramount focus.	5/5/2023 2:09 PM
1665	Get rid of the traffic lights! There has to be someone who approved this design that owns stocks in traffic lights. This design is nothing more than lipstick on a pig.	5/5/2023 2:07 PM
1666	Link the paths to the north and south of this corridor. Too many paths don't connect in the city	5/5/2023 2:05 PM
1667	Get it done! Soon.	5/5/2023 2:04 PM
1668	Please get started as soon as possible. The longer it is delayed, the more expensive it will be in the end.	5/5/2023 2:01 PM
1669	Looks good!	5/5/2023 2:00 PM

1670	This was very unimaginative. Adding a third lane was a blatantly obvious step but does little to alleviate to issues. Adding two additional intersections is typical idiocy to be expected from city planning. Forcing pedestrians / cyclists cross probably the busiest traffic corridor does nothing to help safety. Do better.	5/5/2023 1:59 PM
1671	The questions were very poorly worded. It's comical that the city thinks adding a freeway will improve traffic despite having lights at many intersections. As an avid biker/runner I can assure you, no one wants to run/bike next to a bunch of cars even if they are on their own path. This is a terrible design that will do little to mitigate traffic issues.	5/5/2023 1:58 PM
1672	Regarding cycling, why don't you explore expanding (in a North-South direction) the existing, frequently used route, ie the footpath from Omand to Sir John Franklin? It's already there, is very busy, and connects to Wolsey and St. James. Nobody wants to ride their bike beside a major route. It's more dangerous, it's less appealing. If this path were made I'd still continue to ride my bike through the River Heights North-South side streets. These paths beside major routes are much more dangerous because of cars turning right and left, i.e what happens on the paths along Sterling Lyon, McGillvary, Jubilee etc. They're terrible to ride along. There's plenty of space for a better alternative.	5/5/2023 1:56 PM
1673	If the proposed third lane is a Diamond lane for busses only, I am not sure how that would significantly improve traffic flow	5/5/2023 1:55 PM
1674	improve light timing to improve traffic flow. Longer turning lanes to accommodate the increase in traffic that will occur. Consider street drains that run the length of the project vs the undulating designs we currently have. Less water accumulation at pinch points that can prolong the life of the road. Has the city considered Route 90 and the Inner Ring Road as LRT and is engineering for this?	5/5/2023 1:55 PM
1675	The more lanes of traffic the better. And the bridge at Ness needs to be opened up more or else it will all bottleneck there and this whole plan is pointless.	5/5/2023 1:54 PM
1676	1. Building more lanes will not improve bike or pedestrian safety. Instead anytime you need to get across route 90 as a pedestrian/cyclist you are put at risk while crossing slip lanes which were designed only to prioritize vehicle speed/congestion over the safety of everyone who needs to use the space. Additionally by building swathes of lanes, you are de-incentivizing walking in the area. I think the design for the Corydon crossing route 90 is the best example of this. You would have a pedestrian go from walking across 5 driving lanes with no slip lanes, to having them cross 2 slip lanes and a total of 10 driving lanes? The same issue can be seen at Tuxedo as well. This will significantly connecting neighbourhoods and harm walking and cycling. Who wants to cross 8-10 lanes of traffic just to visit a neighbour on the other side? 2. It is no secret that building more lanes does not reduce congestion. It's been well studied that the more lanes you build the more people will flock to use them and turn away from using public transit. A better use of money would be investing in better public transportation and infrastructure. 3. You're adding two new signalized crossings at Boulton and Carpathia, I'm interested to understand how travel times in cars will not significantly increase.	5/5/2023 1:54 PM
1677	Route 90 is a major north south artery. The design needs prepare it to further expand and over/under passes need to be built now or in the future. Grant could use one now. There are too many traffic lights. The design needs to plan for future speed limit increases (like 80 minimum).	5/5/2023 1:53 PM
1678	It's hard to judge. The expanded space for vehicular traffic probably encourages higher speeds, which both works to increase traffic and would make drivers in car and trucks less attentive to bicycles and pedestrians. On the positive, there's more explicit bike lanes. Maybe reducing the size of Route 90 to a single traffic lane each way, and using the rest of the space for bike and pedestrian lanes would be more in tune with climate needs.	5/5/2023 1:52 PM
1679	There is no northbound turn onto kenaston from portage. This should really be added since your already adding a southbound turn option.	5/5/2023 1:50 PM
1680	The City is planning to spend >$500M to save three to five minutes of commuter time on a massive corridor instead of investing in the maintenance of existing infrastructure. Many studies show building bigger roads creates more traffic. We need to support multi-modal transportation including BRT and densification of the existing developed areas of the city before we spend billions on this and the Chief Peguis extension. Foolish.	5/5/2023 1:50 PM
1681	Please proceed asap...	5/5/2023 1:49 PM

1682	Adding additional traffic lights to Kenaston for signalized pedestrian and cyclist crossings (at Carpathia, Lockston and Willow) defies logic. Traffic already flows extremely slow on Kenaston, and the proposed design would cause further delays by needlessly stopping traffic flow so a single pedestrian or cyclist cross. There are controlled intersections a very short distance from all of these proposed signalized crossings. Pedestrians and cyclists can proceed a short distance to the nearest controlled intersection to cross.	5/5/2023 1:49 PM
1683	Great design overall. ONE MAJOR ISSUE is the westbound Portage Ave access to southbound Route 90. The current cloverleaf ramp backs up to St. James St during afternoon rush hour (and that's with lots of room for cars in queue in the cloverleaf ramp) waiting to merge onto southbound Route 90. The new proposal will eliminate the cloverleaf ramp and move traffic through 1 turning lane at a traffic light to turn left onto Route 90. Traffic will be backed up in the median lane all of the way down Portage Av to Valour Rd with this alignment. For the heavy volume of traffic on Portage Av, 3 turning lanes would be needed to queue all of the cars waiting to turn left onto southbound Route 90. Other than that, it looks great!	5/5/2023 1:49 PM
1684	Adding pavement never adds character. Winnipeg can't afford what it has now, this will just make things worse.	5/5/2023 1:48 PM
1685	The issue with widening a road to accommodate more traffic is it encourages more traffic thus perpetuating the issue, only with wider lanes. More emphasis should be put of improving public transportation, cycling and walking. I also think more emphasis should be put on higher residential density in the are given that this plan requires removal of many houses along the route.	5/5/2023 1:46 PM
1686	Waste of taxpayer money.	5/5/2023 1:45 PM
1687	ensure speed limit is increased from 50km	5/5/2023 1:43 PM
1688	Please get started ASAP.	5/5/2023 1:42 PM
1689	This needs to be completed as quickyl as possible. 24/7 construction during the construction season. No reason it should be a 9-5 job. Just get it done, properly, and efficiently.	5/5/2023 1:42 PM
1690	Like "no Access from Academy, but all other side streets should be the same, Williston etc except for Taylor, Corydon, Grant. even closing tuxedo shud be considered	5/5/2023 1:42 PM
1691	I think limiting heavy truck traffic would improve flow. Semi trailers should use Perimeter Highway and the come into city from there. Route 90 should not be a semi trailer route.	5/5/2023 1:41 PM
1692	The walkway would have to be a good ways from the road to make it even remotely pleasant to walk. The noise and pollution from so many commuters is not an enticement for a casual walk. Seems like the design is suggesting that two incompatible activities can coexist.	5/5/2023 1:39 PM
1693	Very happy to see active transport improvements.	5/5/2023 1:38 PM
1694	All of kenaston should be 3 lanes in each direction at minimum. The road also needs to have a slope to improve water drainage which will reduce potholes in the curb lane	5/5/2023 1:38 PM
1695	I would prefer to see development of public transit and active transportation routes, without spending millions on more traffic lanes for cars. I don't trust adding another lane will increase traffic flow in the long run. Need better transit and AT. Proposed design makes academy look like a freeway. Must keep the traffic slower on high streets!	5/5/2023 1:37 PM
1696	It seems there is only one entry from Portage ave. to southbound route 90. There is an addition of left turn lane from Portage ave. Where is the loop behind the fire station?	5/5/2023 1:36 PM
1697	I fail to see how keeping and added intersections will make traffic any better on Route 90. The St. James bridge is an improvement but I feel traffic will be just as bad or worse on Route 90 if at grade crossings are kept.	5/5/2023 1:36 PM
1698	Roundabouts would make more sense then standard intersections as that would keep traffic going and prevent unnecessary delays. We can copy the model from Europe with multiple two lane exit points.	5/5/2023 1:35 PM
1699	This project is possibly the biggest waste of money in the history of a city that has spent 100 years wasting money. We have more roads per person than almost every city in the country, more lanes per person, more money spent on maintaining these roads, and what has it got us? Near bankruptcy and terrible traffic. If adding more lanes and more roads fixed traffic, we would have the best traffic in Canada. But it doesn't. All that will happen is we build more lanes and	5/5/2023 1:35 PM

	they fill up with more cars and traffic will be just as slow as before. We have absolutely no money left to maintain the roads we already have! The mayor and council have admitted this (this is why they're voting to pay for this project 100% with new debt - because we have no money left!). How are we going to pay to maintain this road for the next 50-100 years? There is an enormous mountain of peer-reviewed, scientific evidence that building more roads and lanes like this project seeks to do does absolutely NOTHING good for a city, unless if you think paying millions of dollars to contractors and running out of money is a good thing? In a city where most of our roads are already falling apart, where our libraries are falling apart, services are being cut, this project is an absolute disgrace.	
1700	As someone who resides outside the city I think the added traffic lanes are the most important part to me, but I appreciate the thought that went into other aspects as well.	5/5/2023 1:34 PM
1701	This is a major traffic artery for the city. Far too much consideration is given to equal access to those driving east/west vs. North/south. I have always believed we need to act like bigger cities and reduce the number of intersections. With spots such as Corydon, Grant and Sterling Lyon acting as big stop signs one cannot move traffic as we would like. We need to create more overpasses so vehicles can flow. Enough is enough already. Just as Bishop should be widened and Chief Peguis extended -stop with the half-measures and let traffic flow…already there are intersections with stop lights on the perimeter. Let it be 110 km/hr and no interruptions.	5/5/2023 1:33 PM
1702	Design needs less traffic lights. Lights at Boulton, Carpathia, Lockston and Willow are unnecessary and will impede the purpose of the revised route - ie. ameliorate traffic. The design will not improve traffic if more stoplights / half signals are added to the route.	5/5/2023 1:32 PM
1703	This will be a enormous waste of money. Traffic studies clearly demonstrate that building more lanes brings more traffic. What problem is being solved by spending billions on this when we have bridges and existing roads not being replaced? Look at mass transit that is sustainable and removes traffic from our roads. And open Portage and Main by taking down the barriers. Its pretty bloody simple and does not need a "sky garden".	5/5/2023 1:31 PM
1704	No	5/5/2023 1:29 PM
1705	Please synchronize the lights all the way down Kenaston to Scurfield or traffic will continue to be slow and bottlenecked. One of my biggest complaints about Winnipeg compared to other cities is the lack of thoroughfares where you can transverse the city without having to stop every few blocks.	5/5/2023 1:29 PM
1706	Pedestrian safety should be the number one priority - especially given 1) the city's strategic road safety action plan; 2) the fact that an attempt is being made to encourage pedestrians to use the area. This proposal exclusively features at-grade pedestrian crossing and removes the 2018 plan's grade-separated pedestrian crossing. To maximize pedestrian safety EVERY SINGLE crossing needs to be separated from this pseudo-freeway! Especially at the $1B price tag. Moreover, any expenditure used to widen Route 90 is futile. Even after spending $1B travel times are still expected to increase by 72 second! This is not an improvement.	5/5/2023 1:29 PM
1707	Not at this time.	5/5/2023 1:28 PM
1708	This is just embarassing. Spend all of his money on rapid transit instead.	5/5/2023 1:27 PM
1709	Greenspace and parkways are great, but they need to be maintained & cared for so there aren't just a bunch of dead trees and litter filled shrubs	5/5/2023 1:24 PM
1710	I think the pedestrian only street level crossing should be replaced with pedestrian overpasses rather than disrupting traffic flow. Winnipeg could use more pedestrian and cycling overpasses that allow bike riders to cross busy roads at their pace and with increased safety	5/5/2023 1:23 PM
1711	The extremely high costs of this could be spent more wisely on city-wide infrastructure that encourages public transit, walkability, biking, and environmentally friendly solutions. The benefits of more roads for traffic flow do not come close to the exorbitant costs of this project.	5/5/2023 1:22 PM
1712	Focus on traffic flow. For all the bluster around bikes and walking this is a major roadway development and that should be the priority. Move traffic north and south period	5/5/2023 1:21 PM
1713	Of all the information provided about this project, it's clear that the widening of route 90 is the least important part of the project. If everything else was done but it was left at two lanes it would still be an improvement on the existing conditions. Dedicated transit lanes are a must in this project. There is significant research to show that simply adding another lane of regular	5/5/2023 1:21 PM

	traffic does little to address congestion. Adding a dedicated transit Lane as part of a rapid transit plan and having that well connected with pedestrian access (including safe crossings) would go a long way. Limiting vehicular access except for at major intersections would also be a major win for addressing congestion.	
1714	-There should be dedicated bike lanes -Transit stops should not be on islands past a sliplane -There should be dedicated transit/carpool lanes	5/5/2023 1:21 PM
1715	no	5/5/2023 1:20 PM
1716	Increasing the number of lanes does not solve traffic issues. It may help short term but not long term. This is due to induced demand. More options have been proven to reduce traffic. Transit systems bike lanes and sidewalks. We want to get cars off of the road not entice them on to the road.	5/5/2023 1:18 PM
1717	The separated path for walking and cycling is very important. Separation from vehicles is the only way to make these activities truly safe	5/5/2023 1:16 PM
1718	Route 90 needs to be 3-lanes each way with as few lights as possible. All those cars sitting in traffic all days long is bad for the environment and makes people less productive. Having separate bike lanes is good. The more green canopy the better.	5/5/2023 1:16 PM
1719	I'm concerned that many cyclists will choose to use the road and not the bike path. This is because the bike path does not look as direct as biking on the road would be and because it is much harder to maneuver around pedestrians (especially unpredictable dogs or children) on multi-use paths and if people are biking to commute that is far too much of a hassle and risk.	5/5/2023 1:16 PM
1720	Les traffic lights, more lanes	5/5/2023 1:14 PM
1721	More Trees between the bike path and the roadways. Wayfinding and esitmated times of travel for walker and bikers along this new pathway would be helpful, along with connections to other trail systems Art to be integrated onto the sound control walls	5/5/2023 1:14 PM
1722	Don't let the perfect be the enemy of the good. The key is improving traffic flow on the nightmare bottleneck between Taylor and Academy. Widening the lanes is central - everything else is less important. Please also show restraint from the usual Winnipeg approach of polluting the streets with more traffic lights. Bottom line - widening Kenaston to 3 lanes is a good idea. Start with that, and don't blow the budget (or delay the project) with other ancillary things.	5/5/2023 1:14 PM
1723	Widening Route 90 is easily the dumbest financial move the city could make. A billion dollars will be spent just to create induced demand, that will not make transit within the city any faster or safer. A billion dollars could buy a LOT of public transport infrastructure or active transit that would benefit the city FAR more than a single road. We cannot maintain the roads we have. Building more solves nothing.	5/5/2023 1:12 PM
1724	I really like the proposed changes to the St. James bridge, I feel that the protected lane coming from portage to southbound route 90 is a huge improvement for both safety and traffic flow.	5/5/2023 1:11 PM
1725	3 lanes are needed now- before the First Nations development goes in. I question your timing of traffic times at rush hour (which on Kenaston is almost all day) , they are much worse than you say. The study was 11 years ago, the traffic situation is way worse. A third lane will help but it will be as bad as now once the new development happens. Plus Waverley West is still building many many apartments = more and more demand on Kenaston.	5/5/2023 1:11 PM
1726	I am happy to see safe cyclist crossing of Route 90 highlighted, as it is currently very dangerous.	5/5/2023 1:10 PM
1727	Please build the access road for the existing development east of Route 90 as your very FIRST phase of construction. This will help improve safety greatly by allowing hundreds of households to avoid Route 90 and be guided directly onto Taylor.	5/5/2023 1:03 PM
1728	This design still results in a bottleneck once passing over the waterway. The goal should be to have a consistent three lanes forward along the full way, rather moving from two to three every 4 blocks in some areas.	5/5/2023 1:00 PM
1729	The more roadways you build, the more vehicles will come and nothing will be improved. This has been proven over and over again. When will we learn, and stop building more and more	5/5/2023 12:59 PM

	roads?	
1730	The extra lanes and increased speeds are good. I assume that modern traffic light management will be installed. The parkway design is nice.	5/5/2023 12:59 PM
1731	If sound attenuation measures are required for the residential areas because the sound levels exceed an acceptable measure why is the walk/bike path going right next to the road? The sound attenuation sound be right next to the road so that the walking path is quieter. This would have an added benefit of making the path completely separated from traffic when not crossing.	5/5/2023 12:58 PM
1732	Experience has demonstrated that adding traffic lanes never results in positive outcomes for the local community	5/5/2023 12:58 PM
1733	Removing existing east/west pedestrian crossings would be a really poor idea - there a lot a seniors living in the surrounding area (e.g., SJF) that use public transit or cross Rt 90 to go to the tuxedo shopping area (safeway etc.) These people need the same or more ability to cross the street safely, not less.	5/5/2023 12:58 PM
1734	Too many added stoppages to Route 90	5/5/2023 12:57 PM
1735	How about fixing the existing problems in Kenaston as this project likely won't be started for another five or more years. Northbound Kenaston at Tuxedo wouldn't even qualify for third world status	5/5/2023 12:57 PM
1736	Unfortunately I don't think the city can afford to maintain trees etc. and eventually this will just be a throughfare and not attractive to people, especially in the winter. I would prefer the city and province work towards moving trains out of the city to repurpose other areas,	5/5/2023 12:57 PM
1737	I believe that there are too many accesses between taylor and grant in addition to the signalised intersection at boulton. I am hopeful that there will be bus priority signals at the intersections with bus stops.	5/5/2023 12:56 PM
1738	I strongly disagree that the city should be spending this money on this project to build more roads when we can't afford to maintain the existing ones. Half a billion dollars could do so much to improve our city. Every study I've seen says that having larger roads doesn't reduce congestion, it only makes it worse. I have yet to hear any evidence that this is going to improve the economic development like the city says it will.	5/5/2023 12:55 PM
1739	It is totally irresponsible to spend so much on expanding roads when we already cannot afford to maintain what we currently have. Expanding car infrastructure is completely contrary to Winnipeg's goals of reducing mode share of private cars, and becoming environmentally and financially sustainable. The only new transportation infrastructure we should be investing in currently is that for transit and active transportation. Studies consistently find that this is the only way to actually reduce traffic congestion. The multi use pathways are nice, but needing to cross 6-8 lanes of traffic to get to or from them heavily negates that benefit (especially for people with physical disabilities, like myself).	5/5/2023 12:54 PM
1740	There's too many lanes of traffic that would be loud & moving too fast to give the area a greenway feel.	5/5/2023 12:53 PM
1741	The rail bridge should be used as the active transportation river crossing. It is lower so there is less of a grade to climb, making it easier for pedestrians and cyclists to cross. The bridge is also further from traffic, reducing noise and making the crossing more pleasant. This is a great opportunity to create a linear park, similar to the high line in New York. Space should be dedicated to the former residential school that can be seen from the bridge. Funding for this part of the project could come from the federal government for the residential school memorial, and likely from CN as well since they used to own the bridge. The turning lane between Taylor and Boulton Bay should be removed. Cars can just turn at Taylor or Boulton bay.	5/5/2023 12:53 PM
1742	It is not going to reduce congestion. Studies show more lanes equals more traffic equals same congestion. We need thinking beyond the car.	5/5/2023 12:51 PM
1743	Just keep kenaston 2 lanes for car traffic, add the multi use paths and a grade separated bus lane. Let the suburbanites cry about it idc	5/5/2023 12:50 PM
1744	Was a cost benefit analysis done when comparing alternatives? Seems to be a very expensive design	5/5/2023 12:49 PM

1745	More lanes	5/5/2023 12:47 PM
1746	Eliminating the on-ramp from westbound Portage to southbound Route 90 will slow traffic and increase the likelihood of dangerous t-bone type collisions. A light at boulton seems unneccessy given easy access from Grant or Taylor. Too many pedestrian traffic light crossings, yet can't cross at all at Academy which is the one spot a pedestrian crossing would be most desirable	5/5/2023 12:47 PM
1747	Move more quickly. We wasted nearly a decade while the federal government needlessly and waste fully fought the resolution of the PPCLI grounds. Let's get this done now and demonstrate that our city is more efficient than our federal government.	5/5/2023 12:46 PM
1748	I do not agree that these improvements will improve long term economic growth of the city, nor does this plan align with the climate action plan as it encourages the use of personal vehicles. The money would be better spent on improving public transit.	5/5/2023 12:46 PM
1749	Please don't widen route 90. We do not need to reinforce the option of commuting via motor vehicle.This stands in contrast to the city's goals of reducing emissions and active transportation.	5/5/2023 12:43 PM
1750	Widen Route 90 ALL THE WAY to McGillivray. Otherwise it turns into a bottleneck south of Sterling Lyon.	5/5/2023 12:41 PM
1751	Widening Route 90 into a thoroughfare will do nothing to reduce Winnipeg's GHG emissions. It will ruin the community feel and adding higher speed traffic to the area will not make it safer. The route should stay as 2 lanes each direction with BRT down the centre or the right lane should only be for turning with an concrete barrier forcing vehicles to turn at each intersection. We don't need more highways and thorough fares; we need better transit options that reduce people's desire to drive. Increasing road surface area will only harm Winnipeg's minimal efforts to protect the environment but increasing traffic and vehicular use. There's no reason why Route 90 couldn't be turned into a transportation corridor with BRT from Bridgewater Centre (or even along Bishop to St. Vital Mall) to the Inkster Industrial area. Half a billion dollars would be far better spent on pretty much anything else that's needed in Winnipeg; the city already can't afford to upkeep the quickly disintegrating infrastructure that already exists. The entire new developments in the area should be designated Transit-Oriented Communities with a focus on active and public transportation and walkability. Winnipeg needs to start being forward thinking in their development ideas and actually take climate change seriously. We're falling behind nearly every other city in the country as we continue to cling to antiquated ideas about development and urban sprawl.	5/5/2023 12:41 PM
1752	Reserve a traffic lane for transit in both directions and add signal prioritization	5/5/2023 12:40 PM
1753	Too many lanes dedicated to cars. Dedicated bus lane (with frequent service) would move a lot more people. I don't like the slip lanes. Why not regular right turns so there one less interaction between pedestrians and drivers? This design encourage motor vehicle speed. May be a dangerous design. Also, this looks way to expensive to maintain all the extra lanes for cars. Bus lanes + bikes lanes are a great INVESTMENT. What is the ROI on more car lanes? Seriously, do the math, please.	5/5/2023 12:37 PM
1754	The widening of Route 90 will not encourage people to use AT more. It will be costly and we already can't afford to maintain the infrastructure we have. Add proper protected AT to the existing lanes. Don't add to the infrastructure burden.	5/5/2023 12:36 PM
1755	The design concepts are sound but the implementation proposed are half measures that neither fundamentally fix the traffic issues (adding more lights?) nor the active or public transportation options. Putting a bike path directly on the curb of a highway is neither safe nor appealing. Furthermore, the decision to remove the portage to route 90 southbound on-ramp seems to be completely out of touch as it further slows traffic over the bridge. I see very few improvements here, and instead a misreading of the situation.	5/5/2023 12:28 PM
1756	This project is a terrible waste of money that will reduce the quality of life in the neighbourhood and have little to no impact on improving traffic flow.	5/5/2023 12:27 PM
1757	It would be nice to see pedestrian traffic lights removed entirely to avoid further disruption of traffic flow. A crossover with on-ramps would cost more, but be safer and less impeding to traffic flow.	5/5/2023 12:26 PM
1758	This is not an appropriate design for a street cutting through a residential neighbourhood. It	5/5/2023 12:23 PM

	severs much of River Heights from Assiniboine Park. The design does not prioritize the people that actually live in River Heights and cross Kenaston.	
1759	It is shocking to me that there are no questions included about the public transportation/Winnipeg transit impacts. Public transportation should have been a MUCH higher priority for this project, and everything I see in this design does almost nothing to improve transit efficiency. Moving the bus stops out of the way of other traffic will not improve service. A dedicated bus lane would. When induced demand eventually leads to the same traffic levels Route 90 currently experiences, transit will remain poor, congestion will remain poor, and we will all be wondering why we spent half a billion dollars to do this project. The cycling path seems poorly thought out. If someone needs to simply go from Taylor to Academy, it might be helpful, but I imagine most individuals making that trip will simply use residential roads. There is no smooth transition for people south of Taylor to cycle, nor is there an easy way for people to leave the path at Academy. Cyclists will either have to continue on the sidewalk (illegally), or try to find a way to join traffic (unsafely). I fear for the businesses and neighborhood along the West strip of Academy. People are going to increase their use of that road because of the additional turning lanes, which will impact the walkability, noise levels, and enjoyment of that area.	5/5/2023 12:22 PM
1760	Seems like a pretty significant (and expensive) undertaking, but I do like the design. Seems modern, like other cities. I also think the improvements will serve the new community at Naawi-Oodena.	5/5/2023 12:16 PM
1761	Worried about the west bound turn to route 90 off portage	5/5/2023 12:15 PM
1762	This is ignorant and will not address future issues. Remove all the traffic lights and turning lanes so there is one place in this darn city where traffic can move freely.	5/5/2023 12:14 PM
1763	Disappointed we're making more roads. We can't afford to keep up with our current road maintenance. Would rather we focus on other means of public transportation.	5/5/2023 12:14 PM
1764	This design does not do enough to encourage transit as a viable form of transportation between polo park and other hubs in SW Winnipeg, especially with all the other area development taking place.	5/5/2023 12:13 PM
1765	Adding a freeway in a residential neighborhood will not improve the area. Those trees in the renderings will never have a chance to grow. It will be a barren concrete wasteland of toxic fumes, noise and deadly vehicles. The amount of pollution will cause health problems in the surrounding citizens. You'll ruin river heights and tuxedo, some of the city's biggest tax bases. Induced demand will have traffic clogging this up as soon as it opens. It is the biggest waste of money I've seen.	5/5/2023 12:12 PM
1766	The speed limit should be set at 70 km/hr in more sections of Route 90. Grant Ave. & Kenaston Blvd needs a Red Light camera! I like the design. NO U-turns should be allowed at Grant & at Corydon. Now build it & get it done soon! This has been studied enough.	5/5/2023 12:09 PM
1767	Very happy to see the design for St. James Bridge, especially eliminating that stressful merge across all the lanes from Eastbound Portage onto Academy!	5/5/2023 12:07 PM
1768	The project seems to be reducing the level of access from Portage to Rt 90. Left turn will be much worse than existing ramp for westbound to southbound, and still no option to turn from eastbound to northbound (this is where the left turn from Portage to Rt 90 should be). Double left turn lane for northbound to westbound Ness, but still no option for southbound to eastbound at Ness. This project seems to be keeping thins status quo or reducing operation in certain areas, and is 3 lanes really enough long term? video shows many development opportunities that will limit any future expansion to 4 lanes if needed. Adding 3 new signals along Rt 90 and 1 more Portage left turn, these will slow traffic down to have the same backups as are currently existing, why spend the money if not fixing the problem. Video shows sound walls on one side of Rt 90 near Corydon for houses that are further away from the road than others that are planned to still front onto Rt 90, doesn't make sense, and is having houses front onto Rt 90 even safe? Design has right turn lanes into some existing condos (ex north of Grant) but not into others or Superstore south of Grant. Doesn't make sense. How is Rt 90 suppose to feel parklike when houses will still be fronting. Taylor to Grant there is no parklike at all. Why keep Tuxedo? it is just a shortcut from Corydon to Kenaston. Improve the Corydon intersection and remove Tuxedo all together, this will remove a signal and may actually improve traffic flow. The city needs to learn the thing that is slowing traffic is the number of signals, we need less not more. Where do bikes go on east side of Rt 90 after crossing Academy? Bike crossing goes	5/5/2023 12:06 PM

	right into a sidewalk. Can't even ride across northbound bridge? This design keeps unsafe right turn from northbound Rt 90 to eastbound portage (beside hotel), this regularly backup up Rt 90. Thought this would have been improved. Looks like project is planning a 2 lane right turn merge from here to Portage this seems unsafe and I am guessing will operate as badly as the one did from southbound Empress to westbound Portage (which was just removed a couple years ago. Why does first condo north of Taylor have a southbound left turn median opening? This seems to be the only one along all of Rt 90, seems unsafe. To walk on east side of Kenaston to north side of Academy or to Wellington Cres have to cross 5 roads. How many times will I have to push a button and cross, this seems like it will take 10 minutes just to cross a road at signals. Video says improving bridge height on Wellington then shows keeping the train bridge. Doesn't make sense to me. The old train bridge is too low. Design says "Improved street-level crossing at Lockson Avenue." This is already a signal, what is being improved? This is a rhetorical question, the answer is nothing is being improved. Why not build some pedestrian bridges to connect the communities and make it safe for people to cross one of the busiest streets in the city.	
1769	There are too many traffic lights provided for small roads where access ought to be closed. It will be difficult for pedestrians to cross route 90, there should be tunnels and or overpasses offered.	5/5/2023 12:04 PM
1770	- Use of slip lanes at intersections detracts from safety and convenience for walking and cycling (why should through traffic on bikes yield to cars making turns?) - Increasing traffic volumes by adding lanes will detract from feeling like a parkway. The proposed design feels much more like a highway. It would have been preferable to have dedicated diamond/bus lanes as the new third lane to promote bus use along one of the most important travel routes in the city. Paint is cheap, perhaps this could be done later? - Multi-use paths are nice but when I am cycling, I often want to reach my destination expediently. Yielding to cars and buses at every intersection and pedestrians on the path frustrate journeys. I would have liked to see concrete-protected bike lines as a part of the design for portions of the route such as Taylor-Corydon	5/5/2023 12:02 PM
1771	Adding capacity for cars accomplishes nothing and makes the street worse	5/5/2023 12:01 PM
1772	I think it is a good balance of satisfying our insane car culture, while improving active transit options. The only thing? You've taken away my Fulham bus stop! I live in the neighbourhood and use the south bound Fulham bus stop. But Willow isn't too far away. Or academy. I use the academy west exit now when driving, and I have no problem with it being closed. I agree with that.	5/5/2023 11:58 AM
1773	What a f[redacted] disaster design. Typical Winnipeg idiocy. Fire all your city planners. Firstly, stop trying to jam cars, bikes, and people on the same throughfares. It creates congestion and accidents. And you added MORE lights on an already congested roadway. Do you guys get paid by the traffic light or what? Here's the solution: Scrap the stupid bike lanes on Rt90. Divert a dedicated bikeway over the Assiniboine on 1 of the TWO train bridges within 500m to the east of the Rt 90 bridge. Continue the paths along the existing train corridor all the way to Taylor to meet up with the others. Low traffic there, less congestion and accidents. This is so low priority it's stupid. TO THE IMPORTANT STUFF: PORTAGE BRIDGE: Traffic backs up on Rt 90 Southbound at the Portage underpass all the way to Sargent or farther due to merging traffic from Portage WB to Rt90 SB. That's WITH an off ramp (half/clover), and your proposal is a [redacted] traffic light?! This will slow Portage AND Rt90 now. Forget the traffic light. Make the clover dual lane (Portage WB to Rt90 SB) and widen Rt90 under the Portage bridge to 5-6 lanes Southbound and 4 lanes Northbound. This allows 2 free flowing lanes to merge SB Rt90 into dedicated lanes. Next, 3 lanes ain't going to cut it the rest of the way to Wilkes, boys. You're going to need to maintain those 5-6 lanes to at least Tuxedo. That means a new 5-6 lane SB bridge over the river, straighten it out this time. Extort some houses, the yuppies can move. Next: ACADEMY: light needs to be gone. Keep the direct dual lanes from Rt 90 SB to Academy EB. Free flowing no light. Divert WB Academy UNDER your new fancy bridge, so it can access SB Rt 90. It's light traffic anyway. EB Academy/Rt90 access can be closed and diverted to the new "underbridge" access road for SB Rt 90, and into the existing WB Academy to NB Rt90 ramp. There, Academy light gone, now traffic doesn't stop. Next, you added a light at Willowdale. [redacted] Stop being [redacted], get rid of it. NOW TUXEDO: Keep the Tuxedo light but it's going to have minimal use especially during rush hour. Here's what you will do. SB Rt90 to WB Tuxedo will have a dual merge lane offloading evening traffic. Here's where you can lose one SB Rt90 lane AFTER Tuxedo. Still on Tuxedo here. For morning traffic, you are going to make a dual EB Tuxedo to NB Rt90 turning design. The 2 NB R90 lanes will be dedicated. As in when traveling NB Rt90, 2 new lanes will open up on the LEFT, AFTER (north of) Tuxedo. This will allow your morning Tuxedo traffic to merge directly into NB Rt90 WHILE	5/5/2023 11:58 AM

	KEEPING NB Rt90 light green. Only SB Rt90 (which is light in the morning) will be halted here. Everybody keeps moving. In the evening, this light will be NB/SB green virtually at all times. Close the EB Tuxedo access. Ok, NOW CORYDON. The only way this intersection can remain, without being blocked off completely or overpassed, is with a dual left turn lane SB Rt90 to EB Corydon. This signal will engage multiple times without the SB Rt90 signal going red. At least 2-3 cycles. The NB/SB lights should be 10 minute lights during rush-hour, effectively disabling Corydon EB/WB traffic. Priorities matter, make signs, drivers can re-route during these hours. Otherwise this intersection needs to be closed off. GRANT. Needs an overpass, no way around it. You can't have 3 lights in under a mile without jamming traffic, no matter how many lanes you have. There's room at Grant, build the overpass there and use it to handle all offloading of traffic east west north and south. Build it efficient to attract traffic away from the Corydon and Taylor intersections. TAYLOR. Similar situation as Corydon. Needs to be effectively shut down during rush hour if a light is to remain. Use the Grant overpass to attract traffic away from here. Ohh ya, these "half signals" at Boulton, Lockston, and Carpathia? Give your head a shake. No [redacted] way. That actually solves traffic on Rt90, NB+SB, in as reasonable of a budget as can be expected, reduces collision risk due to fewer "at grade" intersecting, and allows room for traffic to "collect" so any backups don't spill over and affect other roads (IE, Portage). SIDENOTE: Ness, Silver, St Matthews need to be solved. Too many lights in too short of a distance. I've done enough of your job for you in a morning here. You can figure the rest out with your 6 figure salaries.	
1774	The addition of more traffic lights will likely impact traffic more than it already does. I fail to see how it is an improvement for traffic.	5/5/2023 11:56 AM
1775	The video implies that the expanded lanes would only be used for buses, but this is not the case. I think that's a little disingenuous. Also, it appears bike paths will not be available on the east side of the bridge? Active transportation paths should be easily accessible on both sides. After all, cars and buses are available on both sides.	5/5/2023 11:55 AM
1776	only the city of winnipeg thinks adding a left turn light on portage avenue is a good idea. The loop should have been kept and a new overpass on Portage ave should be built to make room for the lane.	5/5/2023 11:55 AM
1777	The addition of more 4-way traffic light intersections will only slow traffic flow, negating any flow gains made by additional lanes being added	5/5/2023 11:55 AM
1778	I'm concerned with a large increase of traffic volumes on Academy in particular. Academy is a street that should priorities store front shopping, walking and active transportation. I'd also like to see the mutli-use pathway on the east side not just end at Academy, but somehow connect safelty into Wellington to continue with a easterly route.	5/5/2023 11:52 AM
1779	It is unconscionable to be expanding this road as we face a climate crisis. I will be helping organize resistance to this project with many others in my neighborhood	5/5/2023 11:51 AM
1780	Providing the AT is attractive, but additional lanes and new roads really shouldn't be a priority of the city budget. This does nothing to address our climate crisis and I would rather spend our budget on other projects that promote reduction in CO2 output.	5/5/2023 11:49 AM
1781	The whole area is congested more so at peak times. The city itself needs total upgrading to better reflect movement in a timely fashion	5/5/2023 11:48 AM
1782	Looks awesome, can't waiy for this much needed upgrade	5/5/2023 11:47 AM
1783	The design appears to show that you could no longer cross Route 90 at Academy to access Wellington Cres. at the west end of Academy. If correct, I don't support removing the ability to go straight across as it is an important connection for accessing the other side of Route 90. In particular, for residents on the east side of Route 90 to access the Rady Centre.	5/5/2023 11:46 AM
1784	I disagree with cutting off access from Academy Rd.	5/5/2023 11:45 AM
1785	Corydon and route 90 is A RESIDENTIAL AREA! Why does this look like a freeway?!?! This is madness	5/5/2023 11:41 AM
1786	The design makes Kenaston into a freeway, dividing a vibrant community. Having large sound walls creates an unwelcome atmosphere. This design continues to prioritize car culture and will drive urban sprawl, creating more roads while Winnipeg struggles to maintain existing roads. The design also doesn't take the Assiniboia Residential School monument into account which is located on Academy	5/5/2023 11:41 AM

1787	Don't expand the number of lanes. Many studies have shown this only increases traffic. Focus on alternative transportation methods (walking, biking, transit).	5/5/2023 11:40 AM
1788	-I would not choose to walk or bike there unless I had to due to the amount of noise and pollution from cars. -I do not see how this boosts density or active or public transit -it creates a huge parkway as other cities are discouraging this level of car traffic. (Like 50 years out of date) -I hate the big intersections and actively take Willow Ave to avoid the larger intersections when trying to get to Doncaster. I do not think this promotes walkable neighbourhoods with storefronts and shade trees. This promotes a car first culture.	5/5/2023 11:40 AM
1789	Given our climate and road safety goals, why are we widening roads? Add space for transit and active transportation only. We literally cannot afford to build and maintain more roads from both a financial, climate, and livability perspective. This whole project is an embarrassment and disaster for our city.	5/5/2023 11:39 AM
1790	Induced demand => more lanes will increase traffic	5/5/2023 11:38 AM
1791	I feel that adding a light on portage avenue is a mistake. The current off ramp and its alignment with rte 90 should be improved instead.	5/5/2023 11:37 AM
1792	There should be protection such as bollards along this road to protect pedestrians and others using the multi-use path from being hit by motorists. The speed is very fast to have such little protection for those not on the road. Hard barricades are not recommended as they are not permeable.	5/5/2023 11:35 AM
1793	This project is completely unnecessary and takes the city back in time 50 years. Without dedicated bus lanes or a LRT line running up the middle, it will achieve nothing more than to ruin the neighbourhood while promoting private automobile usage.	5/5/2023 11:35 AM
1794	Let's get construction going already!	5/5/2023 11:34 AM
1795	Adding more lanes, means adding more cars. More cars detract from all other forms of transport, and livability. Leave rt 90 as is, but come in with top notch transit and AT, encouraging fewer cars, and less need to add lanes. Pro Tip: there will never be enough lanes for cars, don't start this journey over never ending car expansion.	5/5/2023 11:34 AM
1796	Been waiting a long time for these needed improvements	5/5/2023 11:33 AM
1797	It is absolutely insane that the city thinks that we should be expanding our roadways and infrastructure when we don't have the money to maintain the infastructure we have. Hard decisions need to be made. This is an easy decision that benefits nobody and my kids will be paying the price of the lack of foresight. This city needs to get off it's car-addiction.	5/5/2023 11:31 AM
1798	There needs to be more done to have safer and more enjoyable active transport on this route. The answer is not expanding the space for cars, the answer is making other forms of transport more convenient to limit the amount of cars.	5/5/2023 11:31 AM
1799	What is the matter with our City Traffic Planning Department?... They are building this roadway as if it is going to be built for 1950's traffic, not the year 2030 traffic. However, even in 1950, the Planners at that time had enough foresight to make Portage Avenue four lanes...Kenaston is a major, major city thoroughfare, from the Perimeter to the north end of the City, and this plan is being built only to maybe take care of the current traffic problems, but does nothing to address the very near future traffic problems caused by our ever expanding residential buildings and population in the South part of Winnipeg. To build for this current expansion, Kenaston needs to be at least four lanes wide on each side, with a wide ditch-like boulevard in the middle!!! Why is our Road and Traffic Planning department always so behind the times and shortsighted... Do they not travel to other major cities to see how their roadways are built??? .... If only three lanes are built on each side, this will very quickly become a gridlock disaster as we experience every day now on Kenaston. Where are their brains!!! It seems they are more worried about cyclists and walkers, who are hardly present on Kenaston, than they are about vehicles and traffic flow .... Ridiculous ... This will be the ONLY opportunity that we will have to claim some of the now [redacted] land for this expansion .... Why are they not using this to their advantage, and building something that will be able to handle the immediate traffic, as well as build for the upcoming future increased traffic as well. There also should be allowance built in for even more widening of the roadway at some point, if required in later years. It seems Winnipeg is always trying to do a catchup on the roads, rather than being ahead of the game. Look at Kenaston now South of Sterling Lyon .... Only two lanes of traffic was built at the time, instead of three ..... so now it needs to have another lane added, and	5/5/2023 11:29 AM

	maybe even two lanes. Why wasn't three lanes built at the time, instead of having to now having to go through construction all over again.	
1800	Please make it better for bikers and then the traffic will decrease	5/5/2023 11:27 AM
1801	If we are concerned about climate change, why build more roads. We know that roads encourage more vehicular traffic, increase pollution. What projects are in the planning stage for more transit options and additional bike routes?	5/5/2023 11:27 AM
1802	Spend the money now and put an underpass for cyclists and pedestrians at the Lockston Station crossing, this will help improve traffic flow. If I didn't have to cross RT 90 at a light, I would use this intersection instead of Tuxedo Intersection. An underpass was used in the Fermor Bridge reconstruction and it was the best decision the city has ever made! I commute from Southdale to the Airport for work, by cycling in the summer so an underpass is the preferred way to go!	5/5/2023 11:26 AM
1803	"one more lane" has never solved congestion. it simply moves the bottleneck. Induced demand will simply kill any advantage and instead saddle the city with significantly higher costs. Active transport lanes appear fine but will there actually be any attempt to keep them useable 365?	5/5/2023 11:25 AM
1804	While I assume this will not change. The focus should not be on building more roads! Reports continually come up showing how Winnipeg does not have enough money to support roads. Alternative transportation needs to be the focus. The bike and walking paths are a good start but I still believe priority should be light rail, not more cars	5/5/2023 11:25 AM
1805	Should be reducing not adding more traffic signals and stops. Need to have a good flow of traffice on Route 90 and less stopping and going.	5/5/2023 11:23 AM
1806	I am not sure if I saw everything in this plan but you really need to widen the route to three lanes each way, even if it means appropriating land from the first nations who inherited Kapyong.	5/5/2023 11:23 AM
1807	The design is focused on cars, as usual in Winnipeg. The slip lanes for right turns into the cross streets need to be eliminated.	5/5/2023 11:22 AM
1808	The research is clear: adding lanes to a major roadway does not speed up traffic; it simply invites more cars and we're back to earlier patterns. We need a strategy that reduces cars and encourages a robust public transit and cycling friendly active transportation system.	5/5/2023 11:21 AM
1809	Traffic will always expand to fill up as many lanes as you add. Prioritize getting people out of their cars, especially for short trips, rather than forever making it easier to drive and harder to do anything else.	5/5/2023 11:20 AM
1810	Currently at the intersection with Corydon, there is no advance left turn signal arrows from westbound Corydon to southbound Route 90. As a result during rush hour, there's always a long lineup in the turning lane. I usually overshoot the intersection and then do a u-turn after so I make a quicker right turn. Will this intersection be improved with advance left turn signals on all sides? The image does not make that clear.	5/5/2023 11:19 AM
1811	Nice to see some forward thinking and lofty aspirations in Winnipeg, looks like a great design	5/5/2023 11:18 AM
1812	I was hoping for a freeway. Still has all the lights, maybe more. Only thing added is a couple extra lanes. I'll still use the Perimeter and Wilkes, and avoid 90 like I do now.	5/5/2023 11:18 AM
1813	Why are you considering closing the loop from Portage Avenue to Route 90? The new intersection design for left lane turning onot Route 90 is going to create traffic nightmare on Portage Avenue and traffic back up whereas the Loop compensate for the traffic jam and less interfer with Portage Avenue's traffic flow. Scrap that intersection and keep the loop open!	5/5/2023 11:17 AM
1814	This design makes no improvements to the root cause of the traffic flow issues on Route 90. TRAFFIC LIGHTS. Not only does this design retain all existing traffic lights it add multiple new intersections with traffic lights that will cause more stop and go traffic. Academy at Route90, why would you close a perfectly good on-ramp that allows westbound academy to merge onto the bridge WITHOUT STOPPING with another stop light. Completely backwards. Next you close academy west of Route90 but retain the stop light?? So there is no improvement to traffic flow coming over the bridge because they still have to stop but now academy has worse access too. Again backwards. The new traffic light at Boulton Bay. This is spitting distance between the already hugely congested Grant and Taylor intersections. Route90 is by far the	5/5/2023 11:17 AM

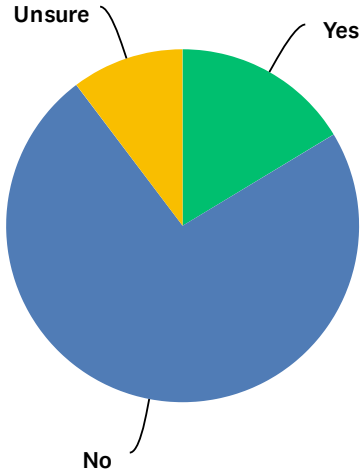
	busiest street, why would you add an intersection when Grant and Taylor could both provide the same access to that area while impacting lower volume streets.	
1815	It all looks very good but most of your pictures and video don't involve semi-trailers. Why are they allowed through the centre of the city? I don't travel on that section without numerous semis travelling through. I thought the whole plan of the perimeter highway changes would take these huge trucks out of the city. It seems most of the comments from previous parts of the study want a parkway/greenspace, urban feel, better mass transit, less noise, and better traffic control. All of those requests don't include semis. There could be less destruction to the area around Route 90 if the super large trucks were removed. I do like most of the changes, but I still don't see a good reason to widen Kenaston.	5/5/2023 11:17 AM
1816	I live near the ness end and if you’re going to expand this end, please make the pedestrian crossing safer at century and ness!!! It’s pitiful.	5/5/2023 11:16 AM
1817	Make dedicated cycling lanes instead of an extra lane for cars, and/or add light rail/priority transit corridor if you're going to spend so many millions to redo the area. Make it not nice to drive so people mode shift.	5/5/2023 11:16 AM
1818	The city cannot afford this work and in the end due to induced demand the benefit will be lost in a short time.	5/5/2023 11:15 AM
1819	The entire basis for this survey is the issue - widening of Route 90 is a ridiculous waste of taxpayer money, adding a 1960s style freeway through a beautiful neighbourhood with the false believe that it will do anything but induce more demand and keep the road just as clogged with cars as it is now. Improving transit access and AT options in the area with zero additional space for personal automobiles is the only future proof option for addressing congestion in a residential neighbourhood.	5/5/2023 11:14 AM
1820	How are you addressing induced demand? By widening this road, traffic studies predict that you will double commute times. The street does need to be rehabilitation, but too much emphasis is on personal vehicles. We need a bus only lane from Waverley West to allow easy travel by bus to polo park, where folks can access rapid transit. If we just induce more demand you'll have a "parkway" clogged with traffic from personal vehicles. This will then drive down property values, making this yet another unproductive road project we can't afford.	5/5/2023 11:14 AM
1821	Improving the flow of the road is important to the city, enlarging the road is not. More lanes are never the answer.	5/5/2023 11:10 AM
1822	Route 90 needs repair but widen won’t reduce traffic. Bike lanes should be protected and separated from pedestrian side walks.	5/5/2023 11:09 AM
1823	no	5/5/2023 11:08 AM
1824	The proposed intersection at Boulton is disappointing. I would consider access to communities via Grant/Taylor. More lights will create traffic congestion considering current/future traffic volumes, being a major artery for north/south traffic, and a truck route.	5/5/2023 11:07 AM
1825	We need to focus less on individual cars, more on transit and active transport. More lanes for cars often increases traffic.	5/5/2023 11:06 AM
1826	it should be designed to achieve and support travel mode shift. Adding car lanes, not prioritizing transit, not making it better for bikes and walking (which is more than just a painted bike lane or a wider sidewalk) will achieve little in traffic improvement. This is transportation design 101 stuff. Plus, more cars is a detriment to the neighbourhood not an improvement. More noise, more pollution, more hostile to people.... all those things make it a less liveable neighbourhood.	5/5/2023 11:05 AM
1827	Route 90 will get clogged within a few years if this design goes through. There are too many traffic lights and no space set aside for rapid transit, diamond lanes or even bus bays. If we have the space, then transit should be made a priority.	5/5/2023 11:04 AM
1828	More vegetative separation between active transportation pathways and vehicular lanes is recommended. Currently the path is quite close to the vehicle lanes in most locations. Adding trees or concrete upstands to provide some sense of physical separation from the vehicle lanes is strongly recommended. Nobody want to be on a sidewalk that is 3m or less from a busy traffic lane with semi-trailers, etc.	5/5/2023 11:03 AM
1829	I would prefer to see the 3rd lane turned into a diamond lane during rush hour to encourage	5/5/2023 11:01 AM

	more public transportation use. For the multi-purpose, design similar to rapid transit way where pedestrian and cyclists have dedicated space.	
1830	Still too many access points as well as even more controlled intersections. Unless the new wider road is extended to McGillivary I really don't see the point.	5/5/2023 11:00 AM
1831	Been waiting a long time for this. Can't wait.	5/5/2023 10:56 AM
1832	Route 90 is an eyesore currently. Visitors using the airport often use this route and have commented to me what an ugly introduction route 90 is to Winnipeg. I currently avoid shopping in St James because route 90 is difficult/dangerous to drive on. The improvements to the cycling network look fantastic. Can wait for these improvements to happen.	5/5/2023 10:55 AM
1833	I disagree strongly with a pedestrian crossing at lockston	5/5/2023 10:54 AM
1834	This is a great design and I support it 100% as a resident of the area who commutes daily.	5/5/2023 10:53 AM
1835	This entire project is a huge and wasteful expense that will do little to improve traffic or economic growth in Winnipeg in the long or even short term, and the funds should be spent on improving transit instead.	5/5/2023 10:49 AM
1836	This project should not go ahead at any cost. This is not an economically viable project and will destroy the city.	5/5/2023 10:48 AM
1837	This is purely induced demand. Add more road, more cars use it. The active cycling infrastructure is parallel to the pedestrian without separation, which leads to risk of collisions and does not support active commuting.	5/5/2023 10:48 AM
1838	Anytime you do any type of roadwork these days if you aren't prioritizing transit and active transport over cars you are failing. Please keep that in mind.	5/5/2023 10:44 AM
1839	Still not big or wide enough for all the housing and traffic using road Waverley also needs major widening	5/5/2023 10:44 AM
1840	Amazing. You put more trees on those area, and I watched video.. OMG. I love new designs!! I have seen too many accidents from Portage into route 90 on way to Academy Road, and from there to Polo Park, it is nasty, not flow. But with new design, I am looking forward for this!!! Very impressive!!!	5/5/2023 10:43 AM
1841	While in an isolated vessel, this plan does improve access for pedestrians and cyclists, which I approve; it doesn't do anything to assist Transit in moving easier down Route 90 as there's no dedicated transit lanes. Additionally, the cost of expropriation and construction to pull this off would be enormous; one that I can't in good conscious endorse given our city's financial outlook.	5/5/2023 10:42 AM
1842	Widening is such a waste, induced demand will nullify the expansion. Please ensure there is a dedicated transit-only lane in both directions rather than a 3rd car lane. This is even more important than having the bike lanes, which the suburbanites you're catering to with this project won't use anyway	5/5/2023 10:40 AM
1843	Hi, I like the proposed design in general but I think there is one major incompatibility. There is apparently a design goal that "The corridor should feel like an urban street." I think that this is fundamentally incompatible with traffic moving at 60+ km/h, because we all know that if the limit is 60, many vehicles will be moving at 65-70 km/h. My chief concern is with the proposed new cycling/pedestrian crossings. Will these be timed stoplights or on-demand lights? If they are the latter, I think it's a terrible idea - having on-demand pedestrian crossings on a 3 lane road with a large volume of traffic moving at 60+ km/h is insane, to my mind. I think the bike lanes, trees etc are great, the new access ramps from Portage and Academy are excellent - current access from eastbound Portage to Route 90 southbound is terrible - and I reluctantly think that having 3 full lanes north and southbound at 60 km/h may help with gridlock. Trying to add additional crossings for pedestrians and cyclists is a noble idea but, IMHO, runs completely counter to the notion of moving traffic more efficiently. You can't have it both ways - if it's a high volume traffic route, focus on that.	5/5/2023 10:37 AM
1844	Next to six lanes of heavy through traffic, no amount of landscaping or mulit-use paths will give this project a "path like" or "community" feel. While I appreciate the high quality pedestrian and bike infrastructure, the distance between destinations that this area has makes biking or walking extremely difficult, forcing people to use cars. Adding another lane will only make this problem worse.	5/5/2023 10:37 AM

1845	Wow this survey feels biased. We don't need to spend a billion dollars expand a small section of road. Spend that money on existing infrastructure and improving transit. Hardly any buses even run on this route. How about we increase transit here first? Touting the multi-use path is very deceptive. I often ride my bike on the existing bike paths around the Route 90 area and it is pretty miserable. Having so many lanes of super fast traffic makes it very noisy and the furthest thing from a peaceful ride. Plus having to wait several minutes just to get a few moments to cross 8 lanes of traffic isn't fun. Not to mention, the city can't even be bothered to invest in way-finding signage for the bike paths in the area that sometimes cross the street kitty corner and sometimes just end. Induced demand is a real thing. Where is all the anticipated additional traffic expected to come from and go to? It's like we are making the bottle bigger, but we are still going to be limited by all the other bottlenecks beyond this expansion. It is also my understanding that within 79 months (2030), there will be 50% fewer single passenger car trips than there are now, according to Council's goals. Given this, we should probably just convert an existing lane of Kenaston for bikes/buses and save the trouble of adding a new lane and seperate bike path.	5/5/2023 10:37 AM
1846	3 lanes is not enough, take al look at how alberta approaches traffiic	5/5/2023 10:34 AM
1847	the trees will not survive unless underground watering is provided and salt is used less during winter	5/5/2023 10:32 AM
1848	Don’t waste money widening the road and inducing traffic demand. Pour more funding into transit and walkable neighbourhoods.	5/5/2023 10:31 AM
1849	There is a good attempt at improving the Persian environment and "parkway" feeling, but fundamentally a road of this size with proposed widening will be very loud and hostile to pedestrians. Even with the multiuse trails, intersections will only be more dangerous then they already were. The extra lane being built should've been designed as a dedicated bus lane. Otherwise the traffic will only be congested again due to induced demand. The idea to add a lane to meet volume is shortsighted and naive.	5/5/2023 10:27 AM
1850	We are spending way too much on bike paths for people who don’t pay anything to any upgrades. They don’t follow traffic rules and drivers of insured vehicles are constantly having to look out for bike traffic. It is really not fair to people who pay insurance on their vehicles to have to be always on the lookout for bikers who don’t follow any rules. They are not accountable in any way - completely unfair!	5/5/2023 10:27 AM
1851	LESS CAR INFASTRUCTURE PLEASE	5/5/2023 10:26 AM
1852	Cars mainly, reduce truck traffic as much as possible, do not encourage cycling or pedestrians,	5/5/2023 10:24 AM
1853	This project should be integrated into the existing footprint to control costs. Winnipeg needs to be put on a road diet, and expanding this roadway will not help in the long term. This project should also have rapid transit integrated into it - if it does not, then it is a huge missed opportunity.	5/5/2023 10:24 AM
1854	I don’t think the city should widen route 90	5/5/2023 10:23 AM
1855	This is a great design that needs to be extended all the way through to McGillivray	5/5/2023 10:23 AM
1856	Hoping we'll SOON see 3 lanes of traffic open. The congestion is SO frustrating.	5/5/2023 10:19 AM
1857	What a waste of $500+ million dollars. Invest in transit and active transportation and not widening a road which won't fix anything.	5/5/2023 10:18 AM
1858	Not convinced this project should be a major priority, but if it goes through should prioritize AT & green design elements.	5/5/2023 10:15 AM
1859	AT facilities should separate walking and cycling traffic like they do along the Transitway. Shared multi-use pathways are a thing of the past.	5/5/2023 10:05 AM

Q12 Did you participate in any of the previous public engagement for the Route 90 Improvements Study?

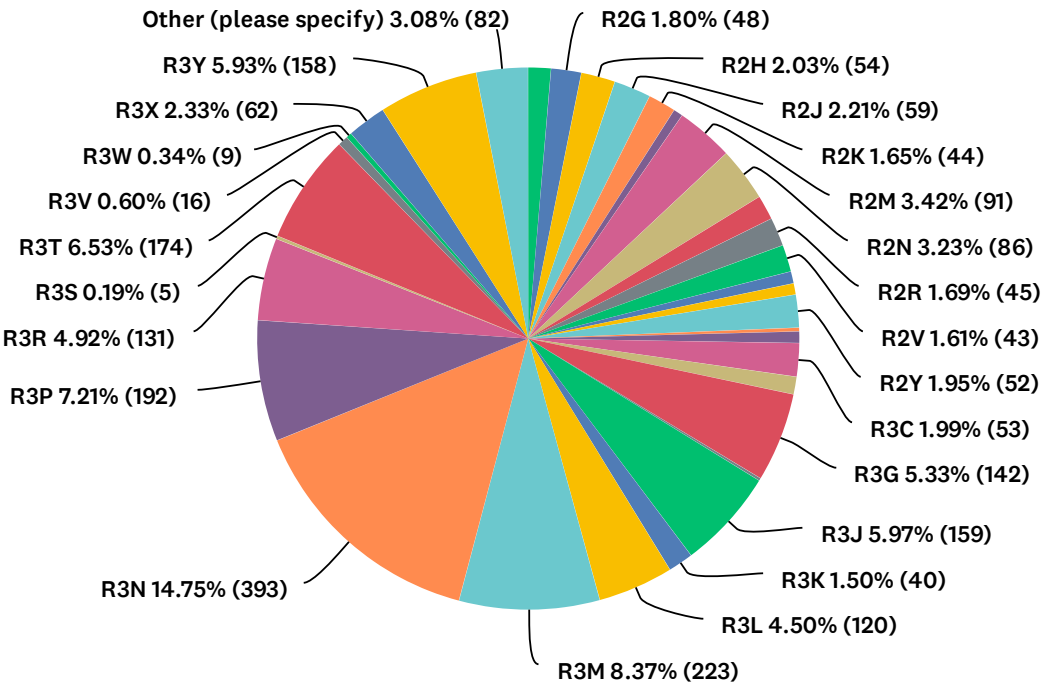
Answered: 2,788 Skipped: 437



ANSWER CHOICES	RESPONSES	
Yes	16.36%	456
No	73.35%	2,045
Unsure	10.29%	287
TOTAL		2,788

Q13 Please provide the first three characters of your postal code.

Answered: 2,664 Skipped: 561



ANSWER CHOICES	RESPONSES	
R2C	1.35%	36
R2G	1.80%	48
R2H	2.03%	54
R2J	2.21%	59
R2K	1.65%	44
R2L	0.56%	15
R2M	3.42%	91
R2N	3.23%	86
R2P	1.46%	39
R2R	1.69%	45
R2V	1.61%	43
R2W	0.71%	19
R2X	0.68%	18
R2Y	1.95%	52
R3A	0.23%	6
R3B	0.68%	18
R3C	1.99%	53
R3E	1.05%	28
R3G	5.33%	142
R3H	0.15%	4
R3J	5.97%	159
R3K	1.50%	40
R3L	4.50%	120
R3M	8.37%	223
R3N	14.75%	393
R3P	7.21%	192
R3R	4.92%	131
R3S	0.19%	5
R3T	6.53%	174
R3V	0.60%	16
R3W	0.34%	9
R3X	2.33%	62

R3Y	5.93%	158
Other (please specify)	3.08%	82
TOTAL		2,664

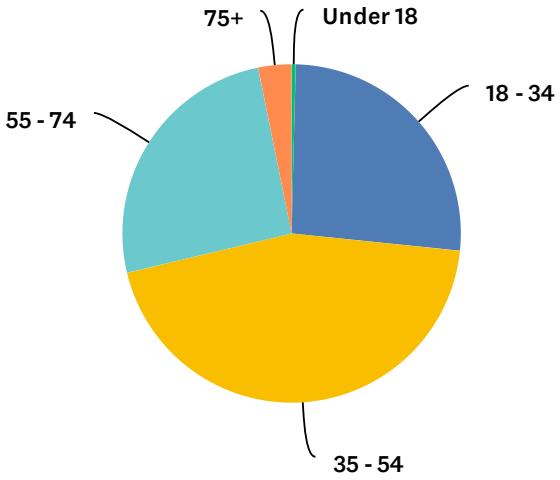
#	OTHER (PLEASE SPECIFY)	DATE
1	R2E	5/24/2023 2:26 PM
2	R4G	5/19/2023 5:52 AM
3	R0G	5/14/2023 7:46 AM
4	R3P	5/13/2023 1:34 PM
5	R0C	5/13/2023 10:53 AM
6	R0G	5/10/2023 9:44 AM
7	R1A	5/10/2023 4:49 AM
8	R0C	5/8/2023 9:08 PM
9	R0L	5/8/2023 6:44 PM
10	R1C	5/8/2023 5:58 PM
11	R4G	5/8/2023 5:24 PM
12	R4L	5/8/2023 5:06 PM
13	R0g	5/8/2023 3:39 PM
14	R0G	5/8/2023 10:58 AM
15	R4G	5/8/2023 10:56 AM
16	R0G	5/8/2023 10:24 AM
17	H0H	5/8/2023 10:09 AM
18	R0G	5/8/2023 8:33 AM
19	R0G	5/8/2023 8:03 AM
20	R6W	5/7/2023 9:31 PM
21	R0C	5/7/2023 8:27 PM
22	R0A	5/7/2023 1:42 PM
23	r0g	5/7/2023 1:25 PM
24	R1C	5/7/2023 11:38 AM
25	R1n	5/7/2023 11:08 AM
26	R0G	5/7/2023 10:56 AM
27	R2E	5/7/2023 9:35 AM
28	R0J	5/7/2023 8:49 AM
29	R0C	5/7/2023 7:28 AM
30	R5h	5/6/2023 11:30 PM
31	n/a	5/6/2023 11:00 PM
32	R7B	5/6/2023 10:48 PM
33	R0A	5/6/2023 10:32 PM
34	R1A	5/6/2023 9:06 PM

35	R4G	5/6/2023 8:56 PM
36	R0C	5/6/2023 7:32 PM
37	R4A	5/6/2023 6:21 PM
38	R0B	5/6/2023 5:43 PM
39	R0C	5/6/2023 5:13 PM
40	R5N	5/6/2023 5:08 PM
41	R5G	5/6/2023 3:05 PM
42	R1A	5/6/2023 2:38 PM
43	R0A	5/6/2023 1:43 PM
44	R2E	5/6/2023 1:10 PM
45	R4A	5/6/2023 1:07 PM
46	R7A	5/6/2023 12:53 PM
47	R5N0M2	5/6/2023 11:57 AM
48	R0C	5/6/2023 11:53 AM
49	R0G	5/6/2023 11:50 AM
50	r0g	5/6/2023 11:18 AM
51	R3G	5/6/2023 11:13 AM
52	R0G	5/6/2023 8:01 AM
53	R0C	5/6/2023 7:47 AM
54	R0C	5/6/2023 7:35 AM
55	R4A	5/6/2023 6:42 AM
56	R0A0T1	5/6/2023 6:06 AM
57	R5A	5/6/2023 3:18 AM
58	R0G	5/6/2023 1:44 AM
59	R8N	5/5/2023 11:43 PM
60	H4e	5/5/2023 10:05 PM
61	R5K	5/5/2023 9:56 PM
62	R1A	5/5/2023 9:09 PM
63	R0A	5/5/2023 9:01 PM
64	R0C	5/5/2023 8:30 PM
65	R5G	5/5/2023 7:05 PM
66	R1N	5/5/2023 6:29 PM
67	R2E	5/5/2023 5:44 PM
68	R5K	5/5/2023 5:07 PM
69	R4H	5/5/2023 4:27 PM
70	R5J	5/5/2023 3:59 PM
71	R0G	5/5/2023 3:51 PM
72	R7A	5/5/2023 3:41 PM

73	R0G	5/5/2023 3:41 PM
74	R5N	5/5/2023 3:39 PM
75	r5h	5/5/2023 3:24 PM
76	R5A	5/5/2023 2:36 PM
77	R7A	5/5/2023 2:22 PM
78	t0j	5/5/2023 2:22 PM
79	R2E	5/5/2023 1:49 PM
80	R1A	5/5/2023 1:38 PM
81	R0G	5/5/2023 1:35 PM
82	R0C	5/5/2023 1:34 PM

Q14 What is your age?

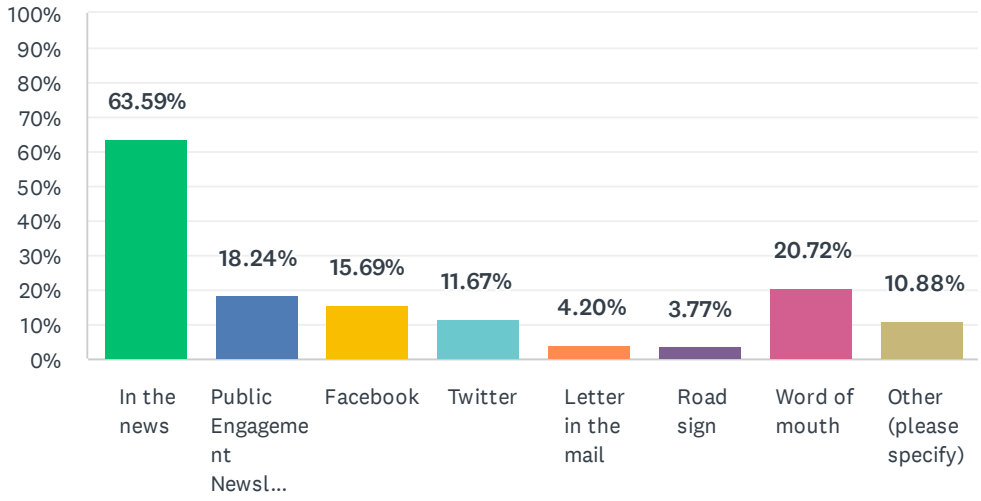
Answered: 2,771 Skipped: 454



ANSWER CHOICES	RESPONSES	
Under 18	0.40%	11
18 - 34	26.24%	727
35 - 54	44.64%	1,237
55 - 74	25.55%	708
75+	3.18%	88
TOTAL		2,771

Q15 How did you hear about this project? Please check all that apply.

Answered: 2,785 Skipped: 440



ANSWER CHOICES	RESPONSES	
In the news	63.59%	1,771
Public Engagement Newsletter	18.24%	508
Facebook	15.69%	437
Twitter	11.67%	325
Letter in the mail	4.20%	117
Road sign	3.77%	105
Word of mouth	20.72%	577
Other (please specify)	10.88%	303
Total Respondents: 2,785		

#	OTHER (PLEASE SPECIFY)	DATE
1	Other	6/1/2023 7:26 PM
2	Other	6/1/2023 7:12 PM
3	Other	6/1/2023 10:25 AM
4	common knowledge as going on for years and years.	6/1/2023 9:17 AM
5	Sandview	5/31/2023 3:44 PM
6	Other	5/31/2023 3:34 PM
7	website	5/30/2023 1:37 PM
8	City of Winnipeg newsletter	5/30/2023 10:03 AM
9	Other	5/29/2023 11:06 PM
10	Other	5/28/2023 9:38 PM

11	That Elmwood Guy	5/28/2023 9:38 PM
12	Bob	5/28/2023 9:12 PM
13	Verbose goose	5/28/2023 8:56 PM
14	Ben Dover	5/28/2023 8:32 PM
15	Also, the City of Winnipeg news	5/28/2023 2:13 PM
16	Online forums	5/27/2023 9:53 AM
17	AGM condo corp 88	5/26/2023 3:06 PM
18	Email	5/26/2023 11:39 AM
19	friends	5/25/2023 11:00 PM
20	AGM Condo Meeting	5/25/2023 9:14 PM
21	From a phone call to Councillor Orlikow's office to express my concerns about the danger floated re: the suggestion of a new street between Boulton Bay and Taylor Avenue . The office was most helpful in providing information that was new to me .	5/25/2023 8:21 PM
22	I reside at The Boulton Retirement Centre	5/25/2023 2:41 PM
23	I love transportation studies	5/25/2023 2:33 PM
24	Place of work	5/25/2023 12:59 PM
25	John Orlikow e-mail	5/25/2023 10:08 AM
26	Huckleberry pie	5/24/2023 11:39 PM
27	Corn	5/24/2023 11:28 PM
28	Greek community event	5/24/2023 7:22 PM
29	Heavy construction newsletter.	5/24/2023 7:16 PM
30	Sister in law	5/24/2023 7:02 PM
31	Instagram	5/24/2023 6:49 PM
32	Church sermon	5/24/2023 2:48 PM
33	I looked it up	5/24/2023 2:43 PM
34	Razzle-Dazzle Rip-wrap Rangoon Rendang	5/24/2023 2:24 PM
35	Instagram	5/24/2023 8:42 AM
36	Instagram	5/23/2023 9:54 PM
37	City of Winnipeg emailed it to me.	5/23/2023 6:48 PM
38	E-mail from Engage Winnipeg	5/22/2023 4:53 PM
39	Skinamarink	5/22/2023 4:46 PM
40	FlagTrend 6000	5/22/2023 4:35 PM
41	CripCreep Digland	5/22/2023 4:31 PM
42	Football match	5/22/2023 4:25 PM
43	ClinkKlank	5/22/2023 4:11 PM
44	Property owner on route.	5/22/2023 2:47 AM
45	email	5/20/2023 7:47 AM
46	Instagram	5/19/2023 9:09 PM
47	THIS IMPROVMENT HAS BEEN TALKED ABOUT FOR 35 YRS.	5/19/2023 12:05 PM

48	Bike Winnipeg	5/19/2023 11:50 AM
49	Library notice on bulletin board, to subscribe to newsletter	5/19/2023 11:36 AM
50	Instagram	5/19/2023 9:29 AM
51	Instagram	5/19/2023 9:17 AM
52	Instagram	5/19/2023 6:06 AM
53	Instagram	5/19/2023 5:52 AM
54	Saw a follower on instagram post about it	5/18/2023 10:13 PM
55	Friend on Instagram shared	5/18/2023 10:07 PM
56	Instagram	5/18/2023 9:53 PM
57	email list	5/18/2023 9:50 PM
58	Been watching the development in the area for the last thirty odd years, and expecting it. It was disheartening to see the old CN track being allowed to redevelop before this planning.	5/18/2023 2:10 PM
59	Our current mayor's promise on billboard during the election.	5/18/2023 1:30 PM
60	Requested to be added to City of Winnipeg email distribution	5/18/2023 12:26 PM
61	Verbose	5/18/2023 9:34 AM
62	Genie.	5/18/2023 9:22 AM
63	Reddit	5/17/2023 4:53 PM
64	Linkedin	5/17/2023 11:24 AM
65	email	5/17/2023 7:08 AM
66	Blog post	5/16/2023 10:30 PM
67	I subscribe to the city email, and I follow projects on the web site	5/16/2023 10:18 PM
68	email	5/16/2023 10:34 AM
69	Email	5/15/2023 2:19 PM
70	Manitoba Trucking Association	5/15/2023 1:48 PM
71	Email from J. Orlikow's assistant.	5/15/2023 1:11 PM
72	email	5/14/2023 6:50 AM
73	weekend newspaper	5/13/2023 10:44 PM
74	Visit to the school where I work years ago and then again our principal reminded us	5/13/2023 9:11 PM
75	Email	5/13/2023 4:53 PM
76	Personal Interest	5/13/2023 12:23 PM
77	There has been talk for years	5/13/2023 10:53 AM
78	Winnipeg Free Press	5/13/2023 5:05 AM
79	TikTok	5/12/2023 11:52 PM
80	Intuition	5/12/2023 11:34 PM
81	Social media news	5/12/2023 11:25 PM
82	email	5/12/2023 10:50 PM
83	TreatyOne	5/12/2023 1:24 PM
84	Neighbours	5/12/2023 11:08 AM
85	University assignment	5/11/2023 7:43 PM

86	email	5/11/2023 5:57 PM
87	Open House invitation	5/11/2023 3:25 PM
88	Local councillor	5/11/2023 3:22 PM
89	Email from my City Councillor	5/11/2023 1:04 PM
90	Invited to stakeholder meeting	5/11/2023 12:19 PM
91	You did not do a good job of advertising this project. Something should have been put in my mailbox regarding the open houses.	5/11/2023 10:16 AM
92	We live very close to the Barracks area	5/11/2023 8:44 AM
93	Radio	5/10/2023 11:08 PM
94	I try to pay attention to what our city is doing. I grew up here, I started a family here, I want Winnipeg to be a city we can be proud of	5/10/2023 9:36 PM
95	Reddit	5/10/2023 8:29 PM
96	Notification	5/10/2023 5:17 PM
97	From City of Winnipeg employees	5/10/2023 4:38 PM
98	Engineering industry	5/10/2023 4:10 PM
99	Reddit	5/10/2023 1:48 PM
100	It was a ill advised promice of our mayor. The project should be cancelled.	5/10/2023 1:32 PM
101	Online	5/10/2023 11:46 AM
102	Received this email from the City	5/10/2023 7:51 AM
103	John Orlikow newsletter	5/10/2023 6:42 AM
104	Campaign promises	5/9/2023 11:56 PM
105	newsletter/memo from the city a few years ago	5/9/2023 10:38 PM
106	Social Media	5/9/2023 8:46 PM
107	letter from councillor	5/9/2023 5:55 PM
108	Via email	5/9/2023 4:10 PM
109	Linkedin, it was shared by Treaty One	5/9/2023 3:59 PM
110	Social media	5/9/2023 3:34 PM
111	email	5/9/2023 3:15 PM
112	Councilor email	5/9/2023 1:58 PM
113	Orlikow's office sent out survey	5/9/2023 1:31 PM
114	email from the city	5/9/2023 1:18 PM
115	Email councillor Orlikow	5/9/2023 1:07 PM
116	Orliko informed me via email	5/9/2023 1:05 PM
117	Local council member	5/9/2023 12:46 PM
118	demolished buildings years ago... This project is too huge and will certainly fail. Land adjacent needs to be sold to highest bidder; get the government out of it.	5/9/2023 12:22 PM
119	City councillor email John Orlikow	5/9/2023 12:15 PM
120	Councilor email	5/9/2023 12:07 PM
121	Email from council	5/9/2023 12:03 PM

122	Google news	5/9/2023 6:27 AM
123	Radio, Social Media.	5/8/2023 11:12 PM
124	LinkedIn	5/8/2023 10:36 PM
125	Instagram	5/8/2023 9:44 PM
126	Email	5/8/2023 9:39 PM
127	My Introduction to Environmental Design professor.	5/8/2023 7:51 PM
128	Radio 106.1 fm	5/8/2023 5:20 PM
129	It's been reported on for years; I may have responded to an earlier survey, not sure.	5/8/2023 3:30 PM
130	Google news headline	5/8/2023 3:01 PM
131	LinkedIn	5/8/2023 2:44 PM
132	Political campaigns	5/8/2023 2:31 PM
133	Reddit	5/8/2023 2:21 PM
134	I work in construction and am aware of these projects.	5/8/2023 1:45 PM
135	email	5/8/2023 1:00 PM
136	LinkedIn	5/8/2023 12:27 PM
137	Internet search	5/8/2023 12:23 PM
138	LinkedIn	5/8/2023 11:56 AM
139	linkedin	5/8/2023 11:52 AM
140	Email updates	5/8/2023 10:49 AM
141	you sent me an email	5/8/2023 10:41 AM
142	I was part of the local KenCom group that was engaging with the city to try to stop this expansion.	5/8/2023 10:25 AM
143	Someone emailed me the link. Your public engagement is weak at best.	5/8/2023 10:18 AM
144	work	5/8/2023 10:01 AM
145	Radio	5/8/2023 9:59 AM
146	Radio	5/8/2023 9:33 AM
147	Instagram (accesswinnipeg)	5/8/2023 8:54 AM
148	City employee	5/8/2023 8:52 AM
149	At one time I was the chair of the Carpathia parent council and the Down to Earth daycare and was a rep for the school for the widening	5/8/2023 8:34 AM
150	Always (since the 1980s) been curious why route 90 has never been improved.	5/8/2023 8:25 AM
151	Instagram	5/7/2023 10:05 PM
152	Winnipeg Free Press	5/7/2023 8:16 PM
153	Live in the neighbourhood	5/7/2023 2:58 PM
154	Expansion and redevelopment of Kenaston has been considered and discussed for almost 2 decades.	5/7/2023 2:37 PM
155	Reddit	5/7/2023 1:55 PM
156	city of winnipeg website	5/7/2023 1:20 PM
157	Sitting in the traffic everyday	5/7/2023 9:22 AM
158	It's been going on for years!!!!!	5/7/2023 9:00 AM

159	My family told me about it	5/7/2023 8:51 AM
160	email to me about the study	5/7/2023 8:49 AM
161	680 CJOB	5/7/2023 8:49 AM
162	My wife sent it to me.	5/7/2023 7:53 AM
163	Google suggestions in news articles	5/7/2023 5:44 AM
164	Internet	5/7/2023 12:51 AM
165	Used to live near Rte 90 in River Heights and Crescentwood	5/7/2023 12:38 AM
166	Email	5/6/2023 11:37 PM
167	Wife	5/6/2023 11:14 PM
168	Reddit	5/6/2023 11:00 PM
169	LinkedIn	5/6/2023 10:48 PM
170	Reddit	5/6/2023 9:29 PM
171	We initially heard about this project immediately after purchasing our home in 2018 when a letter from a local organization was dropped in our mailbox about a meeting with John Orlikow. It concerned us then that a active real estate agent sold us her own home without mentioning the expansion possibility.	5/6/2023 7:19 PM
172	im in construction	5/6/2023 6:50 PM
173	Reddit	5/6/2023 6:08 PM
174	Friend forwarded the link in an email.	5/6/2023 4:31 PM
175	Retired military	5/6/2023 4:04 PM
176	Internet	5/6/2023 3:52 PM
177	Reddit	5/6/2023 3:50 PM
178	Reddit	5/6/2023 3:07 PM
179	Following city political activities	5/6/2023 2:52 PM
180	Reddit	5/6/2023 2:19 PM
181	City of winnipeg site emailed	5/6/2023 2:15 PM
182	92.1 talking about it on the radio	5/6/2023 1:42 PM
183	You emailed me	5/6/2023 1:26 PM
184	Google suggestion to news article	5/6/2023 1:10 PM
185	Email	5/6/2023 12:36 PM
186	During the election	5/6/2023 11:22 AM
187	Friend posted link on Facebook	5/6/2023 11:14 AM
188	Newspaper and TV	5/6/2023 11:02 AM
189	Reddit	5/6/2023 10:57 AM
190	I know people in the construction industry	5/6/2023 10:40 AM
191	internet	5/6/2023 10:37 AM
192	Cbc website	5/6/2023 9:44 AM
193	CBC & CTV	5/6/2023 9:41 AM
194	Yahoo	5/6/2023 9:29 AM

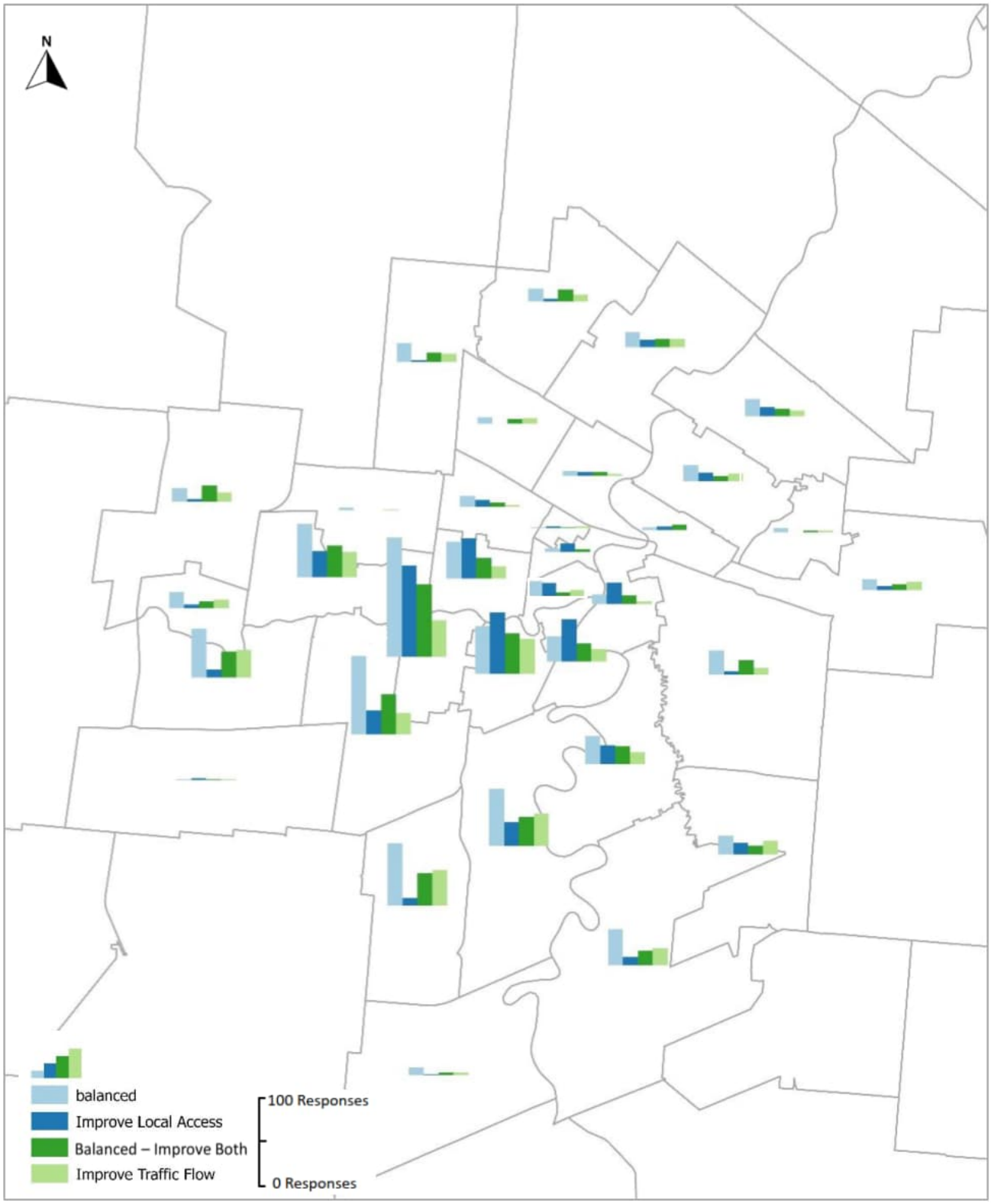
195	All of the above	5/6/2023 9:26 AM
196	Reddit	5/6/2023 9:24 AM
197	Mayoral election	5/6/2023 9:21 AM
198	email	5/6/2023 9:20 AM
199	Reddit	5/6/2023 9:03 AM
200	Heard it on CJOB	5/6/2023 8:56 AM
201	Reddit	5/6/2023 8:49 AM
202	I've been following since the last civic election	5/6/2023 8:42 AM
203	Reddit	5/6/2023 8:20 AM
204	Scott Gillingham's bad election promises	5/6/2023 8:08 AM
205	Free Press	5/6/2023 8:06 AM
206	Reddit	5/6/2023 8:01 AM
207	online news	5/6/2023 7:52 AM
208	In the news and through people in the area.	5/6/2023 7:46 AM
209	Mayor's campaign	5/6/2023 7:30 AM
210	Reddit	5/6/2023 7:30 AM
211	Radio	5/6/2023 7:13 AM
212	City website	5/6/2023 6:59 AM
213	Noticed it while taking the downtown study	5/6/2023 6:56 AM
214	Emailed to me by my spouse	5/6/2023 5:49 AM
215	Reddit	5/6/2023 4:03 AM
216	Kapyong Development plans	5/6/2023 1:37 AM
217	MSN News on Bing	5/6/2023 1:36 AM
218	Instagram	5/6/2023 1:21 AM
219	Redditt	5/6/2023 1:18 AM
220	Anal beads	5/6/2023 1:05 AM
221	Social media	5/5/2023 11:59 PM
222	Reddit	5/5/2023 11:54 PM
223	Royal proclamation; smoke signals; carrier pigeon; skywriting; sacred scrolls; American Journal of Material Sciences	5/5/2023 11:19 PM
224	Reddit	5/5/2023 11:08 PM
225	Website	5/5/2023 10:50 PM
226	News	5/5/2023 10:46 PM
227	newspaper	5/5/2023 10:42 PM
228	Social media	5/5/2023 10:41 PM
229	Construction forum	5/5/2023 10:40 PM
230	Treaty One Real estate development	5/5/2023 10:34 PM
231	Came up on web like an ad	5/5/2023 10:31 PM
232	Reddit	5/5/2023 10:05 PM

233	Intuition	5/5/2023 9:58 PM
234	MSN website	5/5/2023 9:48 PM
235	Reddit	5/5/2023 9:39 PM
236	A post on the Winnipeg subreddit	5/5/2023 9:39 PM
237	Reddit	5/5/2023 9:25 PM
238	other social media	5/5/2023 9:24 PM
239	reddit	5/5/2023 9:19 PM
240	chrisd.ca	5/5/2023 9:00 PM
241	I've been waiting for this for years	5/5/2023 8:50 PM
242	Reddit	5/5/2023 8:49 PM
243	Social media was making fun of Winnipeg for this	5/5/2023 8:36 PM
244	Reddit	5/5/2023 8:28 PM
245	News	5/5/2023 8:11 PM
246	Reddit	5/5/2023 8:11 PM
247	Social media	5/5/2023 8:05 PM
248	Email	5/5/2023 8:05 PM
249	Reddit	5/5/2023 7:50 PM
250	Reddit	5/5/2023 7:38 PM
251	CoW website	5/5/2023 7:02 PM
252	Email	5/5/2023 7:02 PM
253	Linkedin	5/5/2023 7:00 PM
254	Not sure. Possibly internet.	5/5/2023 6:47 PM
255	Reddit	5/5/2023 6:42 PM
256	Used to live in area. It has been discussed forever.	5/5/2023 6:40 PM
257	Email from the city.	5/5/2023 6:21 PM
258	Ctv	5/5/2023 6:15 PM
259	Email	5/5/2023 6:14 PM
260	Skyscraperpage.com/forms amazing people online	5/5/2023 6:04 PM
261	Someone posted a link in the River Heights Facebook group	5/5/2023 5:39 PM
262	Social media	5/5/2023 5:18 PM
263	Reddit	5/5/2023 5:11 PM
264	TikTok	5/5/2023 5:08 PM
265	Online forums	5/5/2023 5:03 PM
266	randomly popped up on my google app timeline	5/5/2023 4:51 PM
267	It's been talked about for years.	5/5/2023 4:46 PM
268	I work in the land development sector	5/5/2023 4:33 PM
269	reddit	5/5/2023 4:30 PM
270	Neighbour	5/5/2023 4:20 PM

271	City employees and election promises	5/5/2023 4:17 PM
272	Email	5/5/2023 3:48 PM
273	email	5/5/2023 3:42 PM
274	Email	5/5/2023 3:37 PM
275	News and last city election campaign item	5/5/2023 3:37 PM
276	City council	5/5/2023 3:28 PM
277	City of Winnipeg Website	5/5/2023 2:48 PM
278	Mastodon	5/5/2023 2:43 PM
279	Benn watching and waiting for decades	5/5/2023 2:28 PM
280	Emailed newsletter	5/5/2023 1:54 PM
281	Skyscraper Forum	5/5/2023 1:50 PM
282	Parents live on Route 90	5/5/2023 1:37 PM
283	City of Winnipeg newsletter	5/5/2023 1:10 PM
284	City Engage Email	5/5/2023 1:04 PM
285	In this email	5/5/2023 12:53 PM
286	City website	5/5/2023 12:27 PM
287	email	5/5/2023 12:17 PM
288	none	5/5/2023 12:14 PM
289	Website	5/5/2023 12:10 PM
290	email	5/5/2023 11:59 AM
291	email from city	5/5/2023 11:52 AM
292	City hall	5/5/2023 11:51 AM
293	E-Mails	5/5/2023 11:30 AM
294	mayoral campaign promises	5/5/2023 11:28 AM
295	Email	5/5/2023 11:26 AM
296	I don't remember	5/5/2023 11:19 AM
297	City of Winnipeg website	5/5/2023 11:07 AM
298	Council meetings	5/5/2023 11:05 AM
299	Email	5/5/2023 10:59 AM
300	email	5/5/2023 10:32 AM
301	Email from City of Winnipeg	5/5/2023 10:25 AM
302	Email	5/5/2023 10:20 AM
303	media release	5/5/2023 10:19 AM

Appendix D – Survey Analysis

Distribution of Question 4 Responses According to Postal Code



Question 4 Analysis

A key goal of the Route 90 Improvements Study is to develop a design that balances traffic flow and local access. **Table 1** presents the response summary for Question #4 which asked respondents if they felt this goal was achieved. Most respondents said the balance was achieved, however a greater combined total of 37% said it went too far in providing either local access or traffic flow. These concerns were common themes throughout the various engagement events.

Table 1: Question 4 Response Summary

Question 4: Do you think the proposed design does a good job balancing traffic flow with local access to adjacent communities and businesses?		
	Number of Responses	*% of All Responses*
Yes, the design does a good job balancing traffic flow and local access (Balanced)	1015	34%
Yes, but I think more could be done to improve both (Balanced – Improve Both)	594	20%
No, the design favors local access too much and does not improve traffic enough on Route 90 (Improve Traffic Flow)	469	16%
No, the design favors traffic flow on Route 90 too much and does not provide enough local access (Improve Local Access)	628	21%
Unsure	244	8%

To get a better idea of how the responses for 'Improve Traffic Flow' and 'Improve Local Access' relate to the other survey questions the survey was filtered based on responses to Question 4. In filtering the survey results it was identified that other question results did vary. The variation is sometimes minor, as seen with Question 1 (see **Table 2**), and sometimes very significant, as in Question 7 (see **Table 7**). The summary of survey question results is presented here comparing the response results of the entire survey.

Additionally, a map was produced which shows the geographic distribution of answers to Question 4 based on the first three characters of respondent's postal codes. While 37% of all survey respondents noted the design was 'balanced', making it the most common rating, 'improve local access' was ranked first in multiple central neighbourhoods (R2H, R3A, R3B, R3G, R3L, and R3M). In contrast, 'improve traffic flow' was ranked third or fourth in central neighbourhoods, and much higher in less central areas.

Table 2: Question 1 Response Summary

Question 1: How often do you use Route 90 from Taylor Avenue to Ness Avenue? Include anytime you walk, drive, bike, or take the bus.			
	All Respondents	*Improve Traffic Flow*	*Improve Local Access*
Daily	27%	32%	23%
A few times a week	34%	35%	33%
A few times a month	29%	26%	32%

A few times a year	9%	6%	11%
Never	1%	1%	1%
Unsure	0%	0%	0%

Table 3: Question 2 Response Summary

Question 2: Please check all the boxes that best describe you:			
	All Respondents	*Improve Traffic Flow*	*Improve Local Access*
I live on Route 90	4%	1%	5.10%
I live in a neighbourhood next to Route 90	40%	37%	45%
I commute on Route 90	44%	54%	36%
I work on/near Route 90	18%	18%	15%
I am a business owner on/near Route 90	2.91%	2.56%	5.10%
I don't have any relation to Route 90 but am interested in the project	20.22%	15.35%	22.29%
Other (please specify)	9.49%	7.89%	11.78%

Table 4: Question 3 Response Summary

Question 3: Before today, how aware were you of the Route 90 Improvements Study?			
	All Respondents	*Improve Traffic Flow*	*Improve Local Access*
Very Aware	27.6%	28%	36.5%
Somewhat Aware	45%	44%	44%
Not so aware	14.2%	15%	11%
Not at all aware	12.8%	13.5%	8.5%
Unsure	0.25%	0%	0.5%

Table 5: Question 5 Response Summary

Question 5: How do you think the proposed design would impact getting to where you need to go?			
	All Respondents	*Improve Traffic Flow*	*Improve Local Access*
Getting where I need to go may be much easier	26%	4%	1%
Getting where I need to go may be a bit easier	33%	43%	10%
Getting where I need to go may be a bit more difficult	8%	15%	15%
Getting where I need to go may be much more difficult	10%	12%	36%
I don't expect any change	18%	24%	36%

Unsure	3%	1%	2%

Table 6: Question 6 Response Summary

Question 6: Would the proposed design encourage you to walk and/or bike more along Route 90			
	All Respondents	*Improve Traffic Flow*	*Improve Local Access*
Yes, I would be encouraged to walk and/or bike more	34%	18%	22%
No, I would not be encouraged to walk and/or bike more	29%	41%	49%
I don't live close enough to Route 90 to walk and/or bike	24%	30%	10%
I would walk and/or bike about the same amount	10%	10%	16%
Unsure	3%	1%	3%

Table 7: Question 7 Response Summary

Question 7: Do you think the proposed design would make walking in the area safer?			
	All Respondents	*Improve Traffic Flow*	*Improve Local Access*
Strongly agree	18%	6%	6%
Agree	32%	27%	12%
Neither agree nor disagree	23%	33%	18%
Disagree	10%	14%	20%
Strongly disagree	12%	11%	41%
Unsure	6%	7%	3%

Table 8: Question 8 Response Summary

Question 8: Do you think the proposed design would make biking in the area safer?			
	All Respondents	*Improve Traffic Flow*	*Improve Local Access*
Strongly agree	26.5%	13.6%	8.7%
Agree	35.7%	38.7%	22.8%
Neither agree nor disagree	15.8%	23%	15.7%
Disagree	7.7%	9%	16.6%
Strongly disagree	9.7%	10%	32.6%
Unsure	4.6%	5%	3.6%

Table 9: Question 9 Response Summary

Question 9: How well do you think the design achieves a parkway look and feel?			
	All Respondents	*Improve Traffic Flow*	*Improve Local Access*
Very Well	20%	8%	1.5%

Well	40%	40%	14.7%
Neither well nor poor	18.5%	29%	25%
Poor	8.4%	11%	20.8%
Very Poor	9%	6.7%	33%
Unsure	4%	4.8%	4.5%

Table 10: Question 10 Response Summary

Question 10: How well do you think the design adds character to the area, making it more attractive and improving the community feel?			
	All Respondents	*Improve Traffic Flow*	*Improve Local Access*
Very Well	20%	5.4%	1%
Well	31.5%	31.5%	7%
Neither well nor poor	20.9%	36.7%	16%
Poor	9%	14%	18.8%
Very Poor	14.7%	7.4%	54.8%
Unsure	3.6%	4.8%	2%

Question 11 Analysis

Comments we have received for each key theme are listed below. These comments are presented as statements and do not represent fact or necessarily our agreement with them.

Reduce focus on vehicles

- 37 percent of comments noted they would like to see the proposed design scaled down in terms of support for automobiles.
    - Respondents noted that the proposed widening will not achieve the project goal of relieving traffic congestion because it does not account for induced demand, nor does it promote modal shift or meet City of Winnipeg climate change targets.

Transit improvements

- 14 percent of comments wanted more transit improvements along Route 90 in the form of improved service, safer bus stop locations, and bus pullouts at bus stops.
    - Respondents noted that there should be greater investment in transit service and infrastructure along Route 90 to support a reduction in car-dependency and traffic.
- 12 percent of comments wanted rapid transit, a transit lane in the form of a diamond lane, a dedicated bus lane, or light rail on Route 90.

Impacts to the surrounding neighbourhood

- 10 percent of comments (including input from residents and non-residents) discussed impacts on the surrounding neighbourhoods.

Improve traffic flow

- 21 percent of comments wanted the design to prioritize traffic flow more, representing 12 percent of all survey respondents.
    - Respondents noted that the design includes too many intersections and traffic signals.
    - Respondents criticized specific intersection improvements, notably the proposed replacement of the off ramp with left turn lanes onto Route 90 from Portage.
- 8 percent of comments wanted the design to include more lanes, overpasses, and interchanges that would transform Route 90 into an urban freeway.

Pedestrian and cycling improvements

- 19 percent of comments discussed pedestrian and cycling improvements.
    - Of these comments, 66 percent would like the proposed design to be scaled down for vehicle infrastructure to improve the cycling experience.
    - Respondents noted support for the inclusion of dedicated AT infrastructure, but some found the creation of an enjoyable AT route incompatible with road widening.

Pedestrian and cycling safety

- 20 percent of comments discussed pedestrian and cycling safety.
    - 56 percent were from respondents who wanted the design scaled down in terms of support for automobiles. Many indicated that the road

widening, and increased intersection widths, create higher safety risks.

- 15 percent noted that the design needs to increase traffic flow and the route is not suitable for pedestrians and cyclists.
- 22 percent noted the negative impacts on the local area, including increased risk for pedestrians and cyclists at intersections. The very wide Academy Road intersection with multiple slip lanes was an area of concern.

- The proposed multi-use pathway should be replaced by replaced with clearly identified pedestrian and cycling lanes to accommodate the safety of all users.

Cost concerns

- 22 percent of comments noted that the project cost was too high and not worth the forecasted improvements in traffic.
  - Respondents were unwilling to pay increased taxes or have more Government debt to fund the project.
  - Respondents shared other City priorities that should take precedence over this project. Notably city-wide road maintenance was identified as a priority over road-widening. Other priority areas included downtown revitalization, transit improvements, expansion of the active transportation network, and social equity (e.g., affordable housing, poverty reduction, etc.)

Other

- 14 percent of comments expressed general support for the design, indicating it would improve their experience as pedestrians, cyclists, and/or drivers along Route 90.
- 6 percent of comments wanted lots of trees and shrubs in the proposed design, but were also concerned that the greenery would not be able to survive due to the road salt and lack of maintenance.
- 3 percent of comments were concerns regarding construction staging and criticized the long construction timeline.
  - Residents expressed concerns about drivers taking adjacent residential streets to avoid construction on Route 90.
  - Drivers expressed concerns with traffic congestion caused by lane closures during construction.

Appendix E – Promotion Materials

A new design for Route 90 is ready to get us to tomorrow

Route 90 needs to better move cars, trucks, bikes, buses, people, and goods today and into the future. The **Route 90 Improvements Study** is figuring out how to do it.

Review the design we're proposing to address current and future traffic volumes and development. Learn how it could better serve you. Tell us what you think.

Join us at an open house:

Date:	Thursday, May 18, 2023
Time:	6-8 p.m.
Location:	Viscount Gort Hotel, 1670 Portage Avenue
Format:	Drop-in (come and go)

If you have questions or require alternate formats or interpretation to participate, please **email route90@winnipeg.ca** or **call 204-477-6650**.

Take the online survey by June 1, 2023, and learn more:
winnipeg.ca/route90

Winnipeg

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winnipeg.ca/route90

Winnipeg

Route 90 Improvements Study

We want to hear from you!

Join us at the upcoming open house:

Thursday, May 18, 2023, 6-8pm

Viscount Gort Hotel

winnipeg.ca/route90