Background

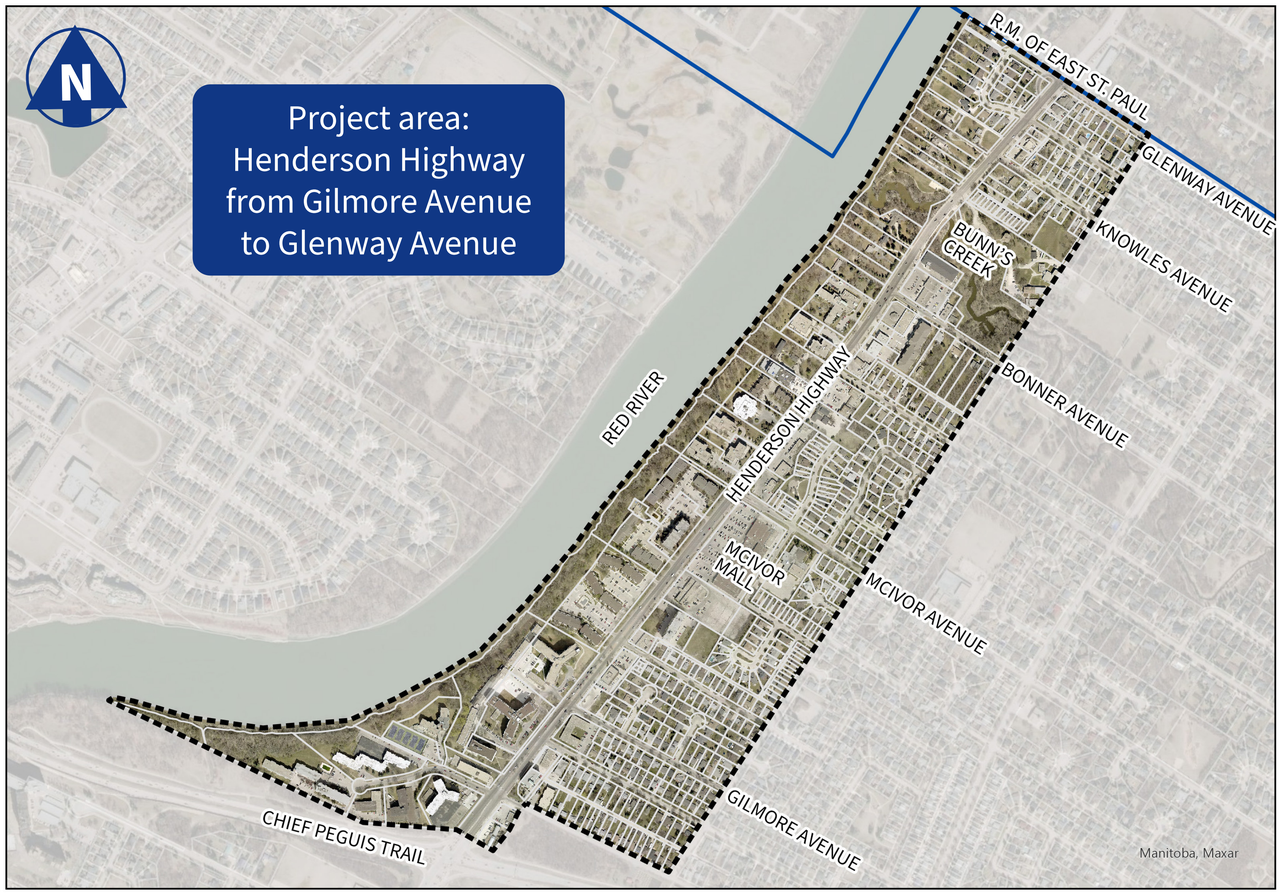
Project overview & scope

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

This project is looking at that bigger picture to determine:

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

Using an in-depth engineering study and both stakeholder and public engagement, we will develop a recommended design we feel best serves the community's varying wants and needs, and solves the challenges through the project area.



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Henderson Highway North Improvements Study

Phase 2 Engagement

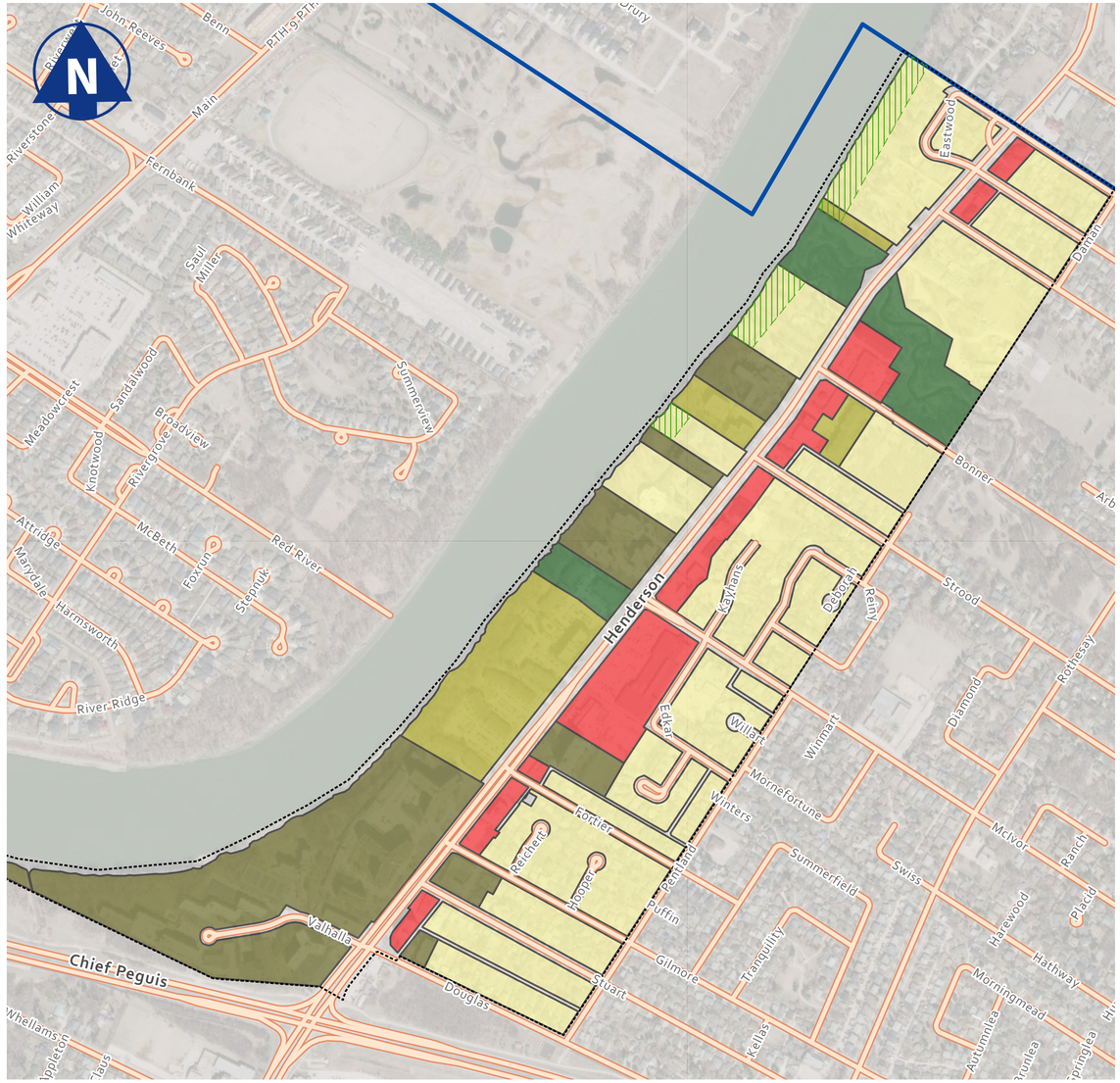
June 2022

Background

Planning context

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

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- This study will recommend the plan either be repealed, left as-is, updated, or replaced.



Secondary Plan Policy Areas Map

Legend

- Secondary Plan Boundary
- Winnipeg City Limit
- Roads
- Potential Park Reserve Tied to Redevelopment

Secondary Plan Policy Areas

- Low Density Residential (12 u/a)
- Medium Density Residential (30 u/a)
- High Density Residential
- Commercial
- Park

Scale: 1:9,000

0 50 100 200 300 Meters

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What we heard

Mapping tool & stakeholders

Introduce a median to improve traffic flow & safety

Various transit stops are inaccessible

Increase frequency of crossings

Enhance bike infrastructure

Enhance road signage & wayfinding

Speeding is major concern

Transit stop at McIvor is dangerous

Improve sidewalk accessibility & safety

Left turns onto & off Henderson Highway are dangerous

Increase traffic control techniques

Connection to Chief Peguis & Bunn's Creek

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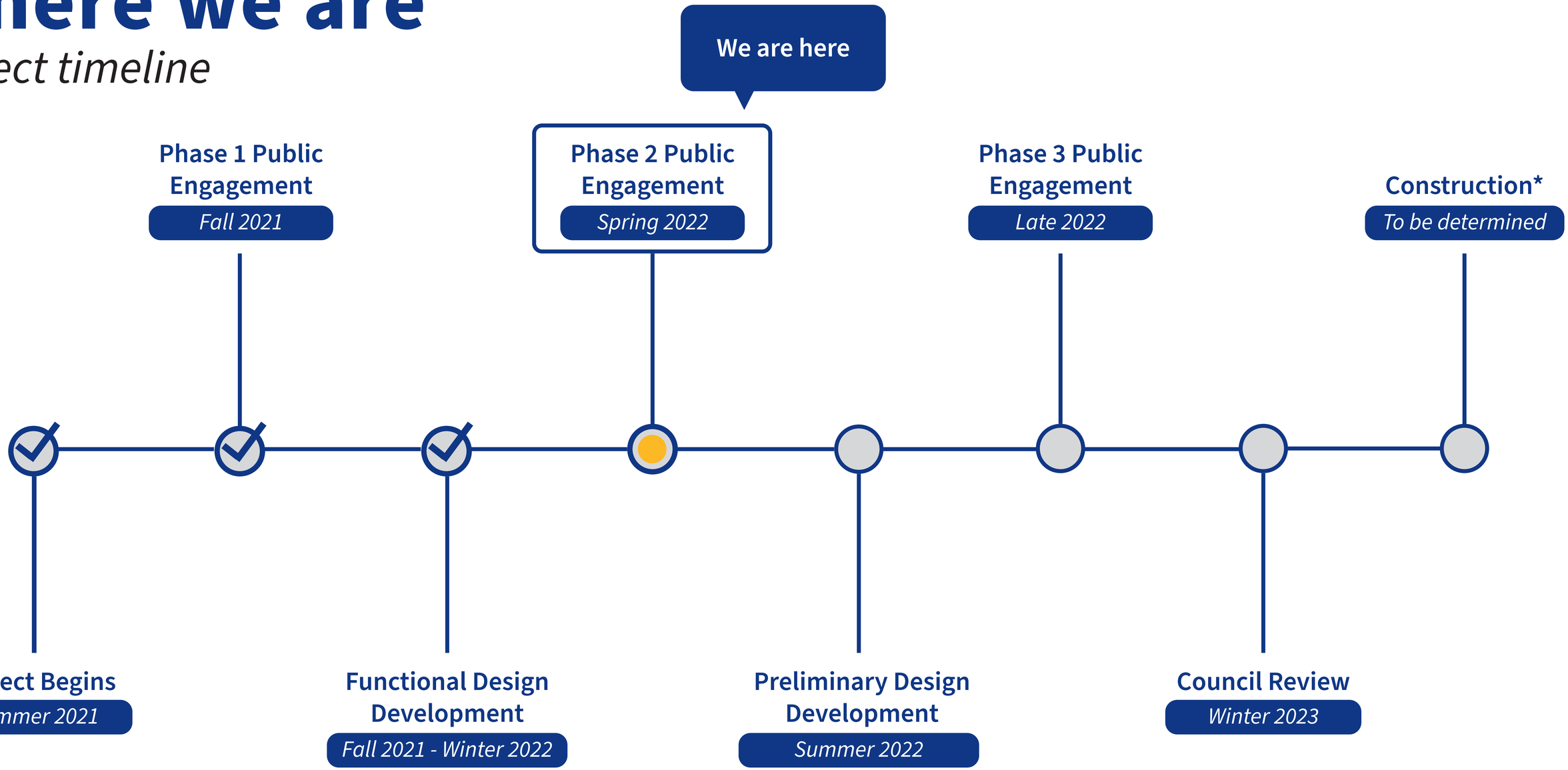
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Where we are

Project timeline



**Subject to Council approval and funding*

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Proposed improvements

Active transportation options

A bike path on the east side of Henderson Highway was explored but not recommended because of conflicts with utility poles and a large number of busy commercial approaches.



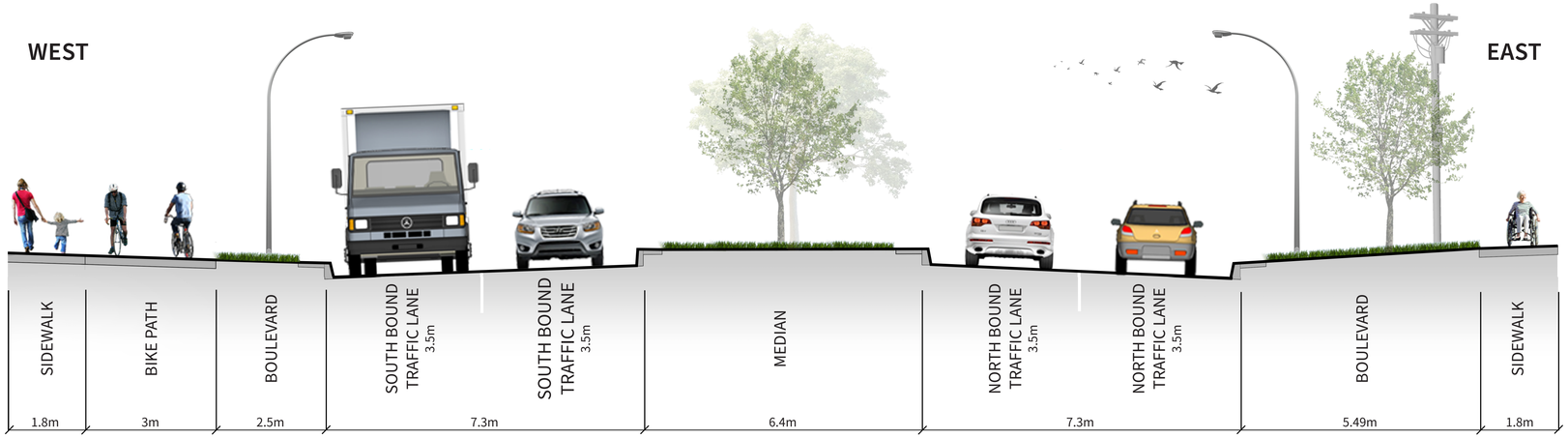
Example of dedicated bike path with adjacent sidewalk



Example of multi-use path with grass boulevard separation

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

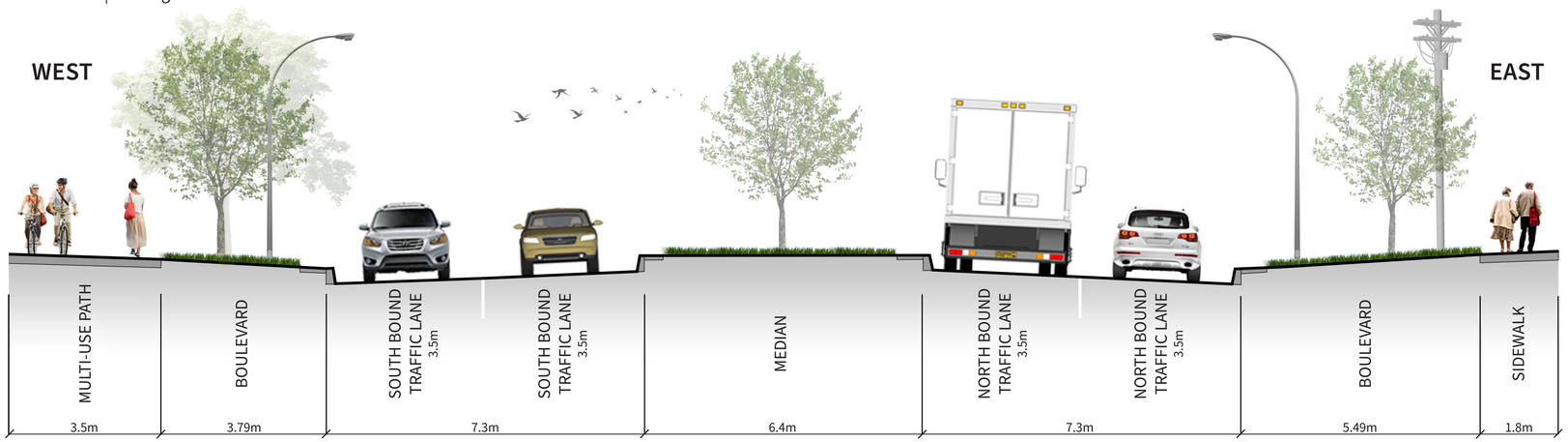
Benefits	• Separates cyclists from both pedestrians and the roadway on a bidirectional three-metre-wide bike path • Accommodates pedestrians alongside the bike path on a separate 1.8-metre-wide sidewalk Separation reduces the risk of pedestrian-cyclist conflicts • Meets the City's *Accessibility Design Standards* because it separates cyclists from pedestrians with both physical barriers and visual and tactile cues (like rumble strips, painting, material difference, or elevation change)
Implications	• Reduces snow storage space • Is more costly to construct and maintain • Runs the risk of pedestrians using the dedicated bike path • May require additional property acquisition • Provides less room for potential boulevard trees



SECTION B-B | Looking North

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

Benefits	• Separates cyclists and pedestrians from the roadway on a 3.5 m wide shared multi-use path • Compared to Option 1: • Is less costly to construct and maintain • Offers increased snow storage space • Provides more room for potential boulevard trees
Implications	• Increases the risk of pedestrian-cyclist conflict because all users share a single 3.5 m pathway



SECTION A-A | Looking North

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Proposed improvements

Use a sticky note to provide feedback on the active transportation options

Use a red sticky note to highlight areas of concern.

Use a green sticky note to highlight the aspects you like.

Option 1 (preferred): Sidewalk & bike path on west and sidewalk on east	Option 2 (alternate): Multi-use path on west and sidewalk on east

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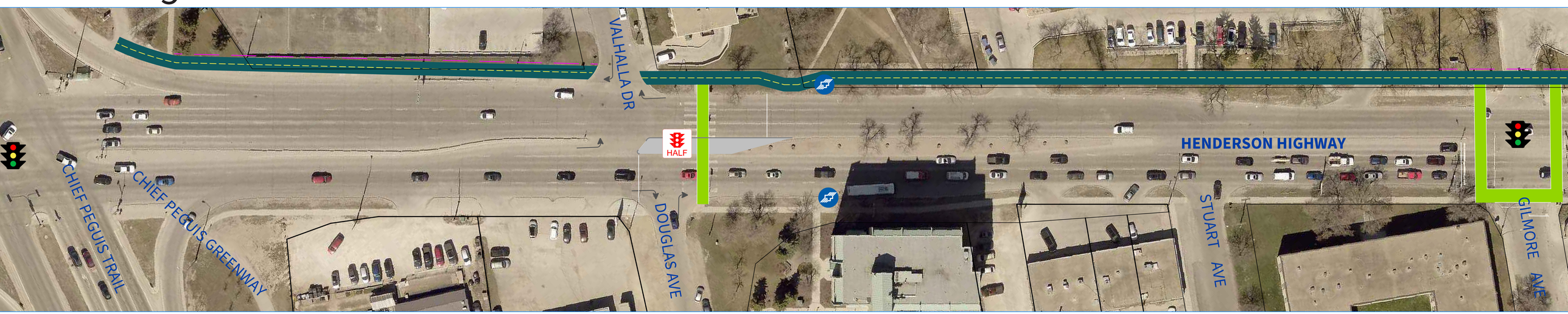
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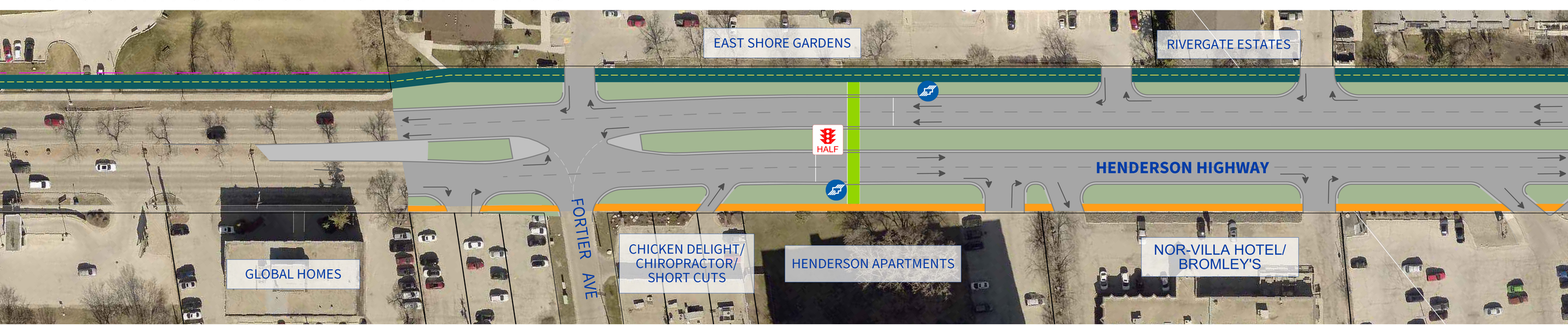
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Proposed improvements

Chief Peguis Trail to Gilmore Avenue



Fortier Avenue to McIvor Avenue

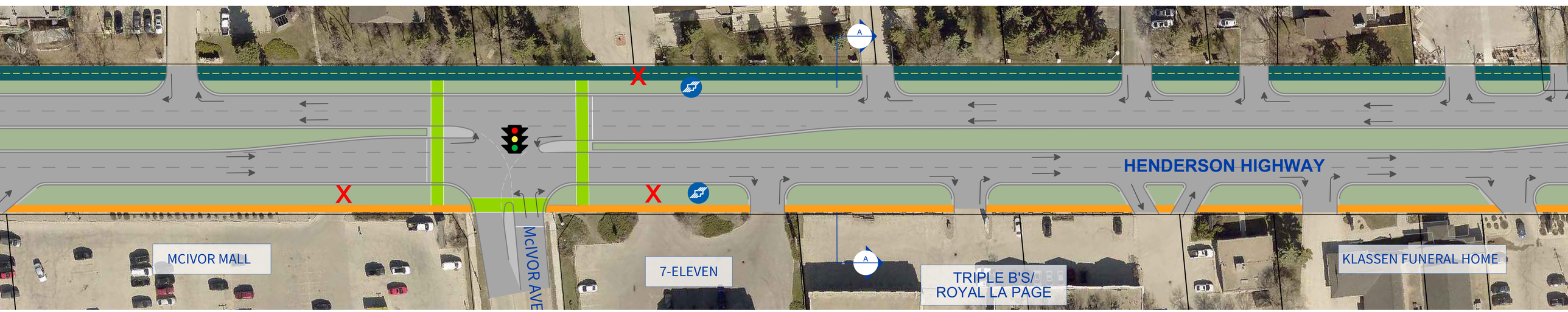


LEGEND

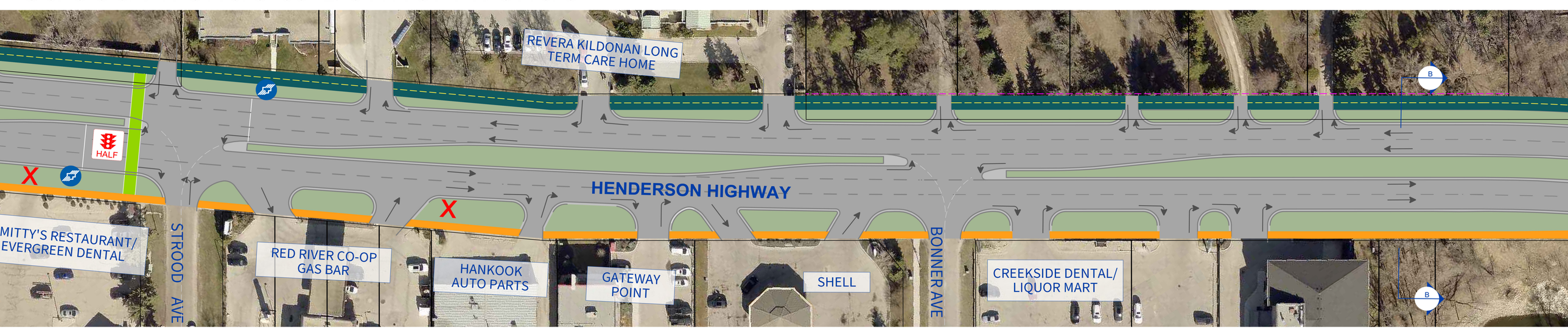
- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- PROPOSED MULTI-USE PATH AS INDICATED IN OPTION 2
- PROPOSED SIDEWALK
- PEDESTRIAN/CYCLING CROSSING
- PROPOSED APPROACH CLOSURE
- EXISTING SIGNALIZED INTERSECTION
- PROPOSED SIGNALIZED INTERSECTION
- NEW
- PROPOSED TRANSIT STOP
- HALF PROPOSED HALF SIGNAL

Proposed improvements

McIvor Avenue to Strood Avenue



Strood Avenue to Bonner Avenue

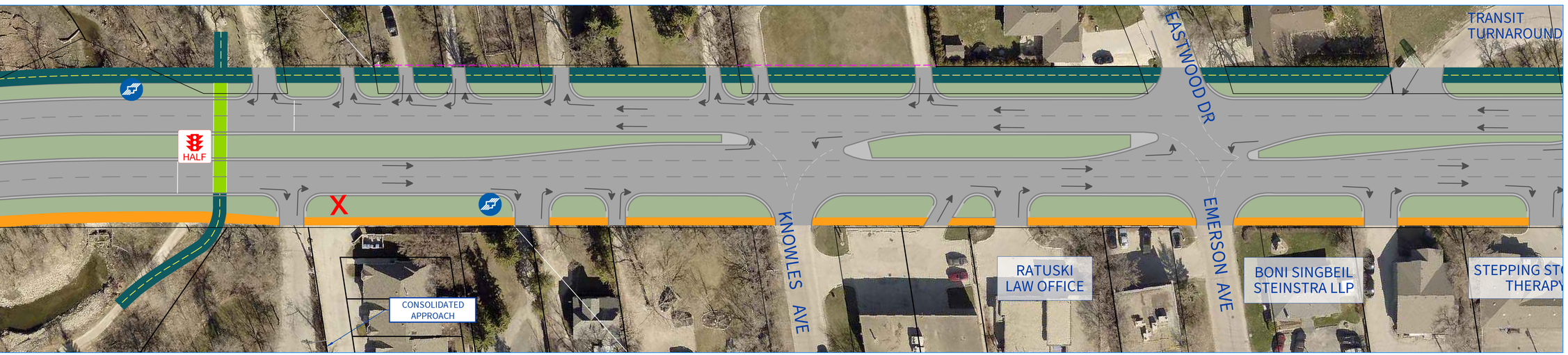


LEGEND

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

Proposed improvements

Bunn's Creek to Glenway Avenue



Glenway Avenue to Foxgrove Avenue

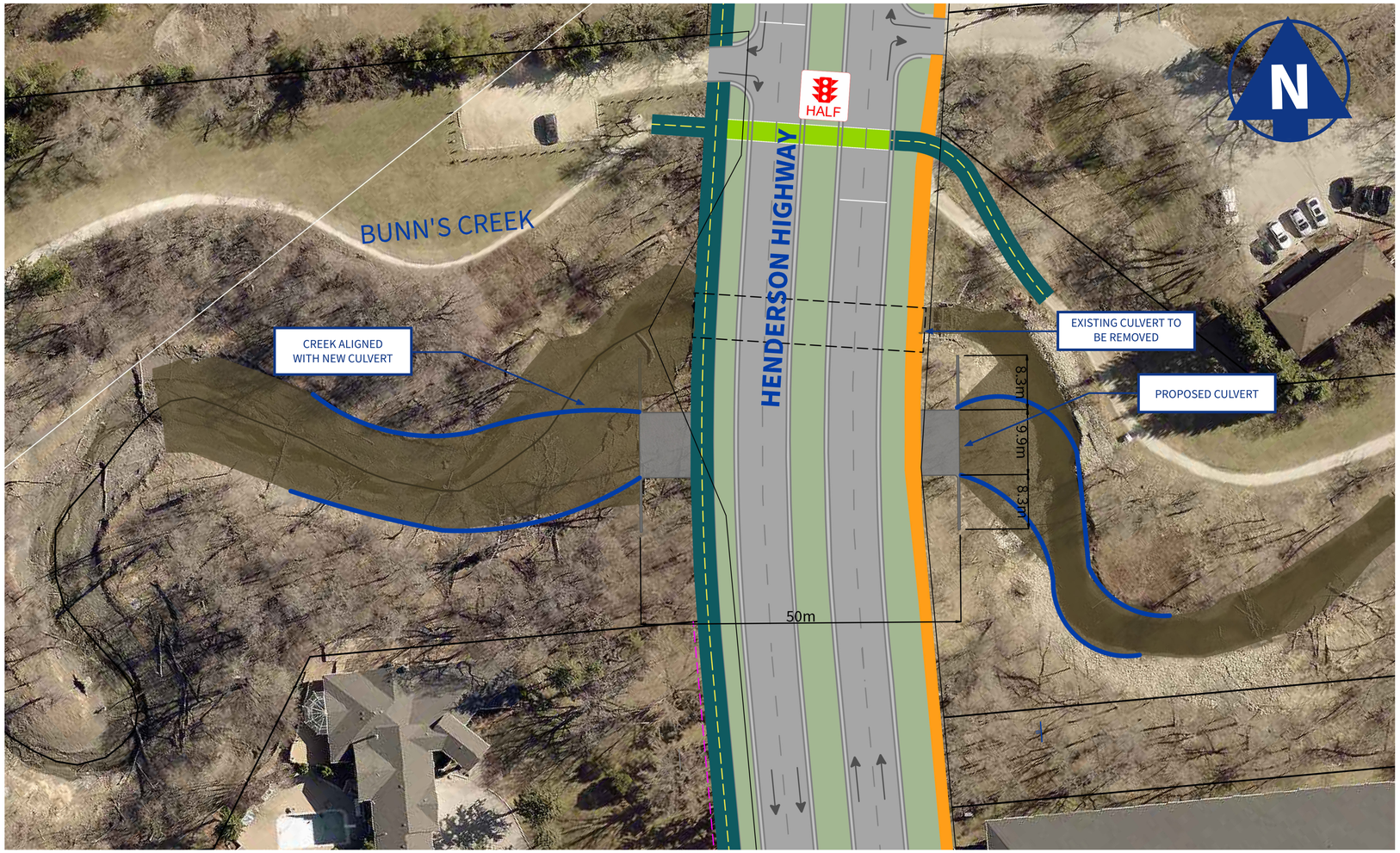


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- EXISTING PROPERTY LINE
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- EXISTING SIGNALIZED INTERSECTION
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Proposed improvements

Bunn's Creek crossing structure



LEGEND

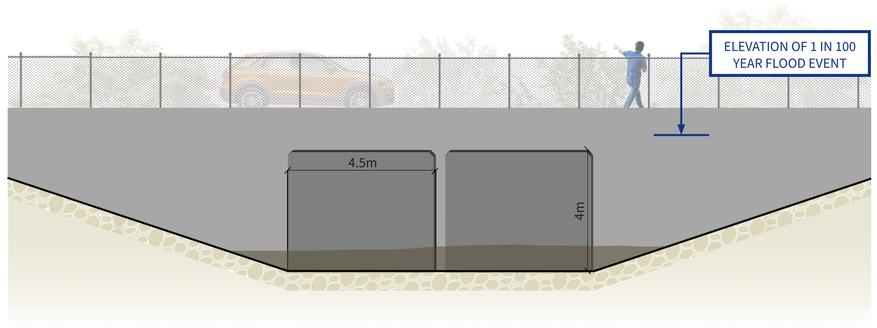
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- HALF — PROPOSED HALF SIGNAL



Existing conditions - Bunn's Creek



Example of box culvert



Structure Cross Section | Looking West

Proposed box culvert

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

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Next steps

How to provide feedback

Take the survey
winnipeg.ca/henderson

Questions?
(204) 944-9907

View the FAQs
winnipeg.ca/henderson

How can we help?
city-henderson@winnipeg.ca

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