Henderson Highway North Improvements Study



winnipeg.ca/henderson

Winnipeg

Project background

Project overview

Project scope

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

Henderson Highway:

- Is a vital connection for commuter vehicles, cyclists, pedestrians and trucks alike
- Must serve a wide variety of needs and users
- Must be safe and efficient

The design is recommending:

- How the roadway service could better serve traffic, utilities, and drainage
- A plan to replace the Bunn's Creek crossing
- How best to safely, efficiently, and accessibly move all types of road users
- A better access plan for cars turning onto and off Henderson
- Must serve a wide variety of needs and users
- Must be safe and efficient



Project background

Project overview

Land use planning and policy framework

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

- This plan was written in the 1970s
- It no longer aligns with city-wide land use and development plans, namely *OurWinnipeg* and *Complete Communities*
- A review done as part of this study found it has led to unpredictable development standards and decision-making guided by outdated policy
- These findings, and recommendations to mitigate them, will be included in the project's final report



Median and crossing improvements

In Phase 2 we heard

Prioritize safety with less median openings

U-turns should be better acommodated

Not enough crossings for pedestrians

Recommended design includes:

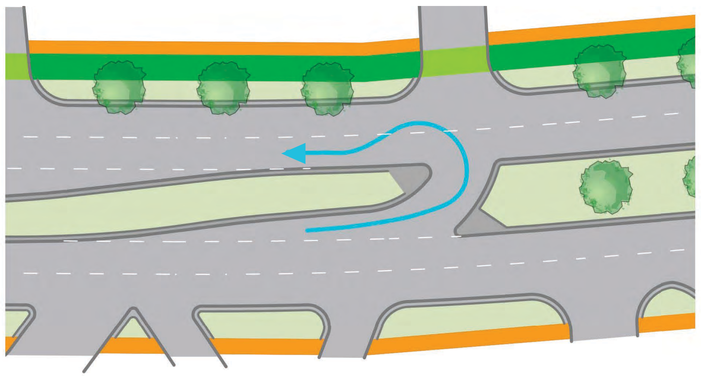
Median

A median would:

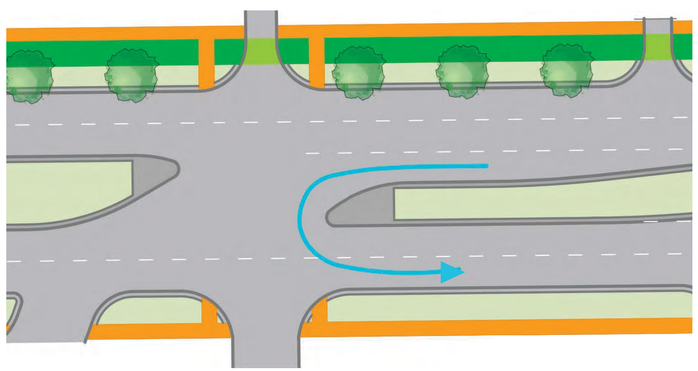
- Reduce the risk of high-impact collisions by physically separating northbound and southbound traffic
- Provide refuge areas for pedestrians and cyclists, making it easier for them to cross the road
- Limit turning options for vehicles and shift these movements to safer locations
- Allow for left turning vehicles to queue in a left-turn lane without impeding through-traffic
- Provide space for trees and landscaping

U-turns

Openings to accommodate U-turns:



Typical northbound U-turn



Typical southbound U-turn

Crossings

HALF

3 New half signals for pedestrians and cyclists at:

- Vallhalla/Douglas Avenue
- North of Fortier Avenue
- Bunn's Creek crossing

NEW

2 New signalized intersections at:

- Strood Avenue
- Glenway Avenue

What is a half signal?

A traffic light that turns red for through-traffic when pedestrians or cyclists push a button

Winnipeg

Proposed design

Improvements from Chief Peguis Trail to Gilmore Avenue

In Phase 2 we heard .....

The median will divert more traffic onto Gilmore Avenue

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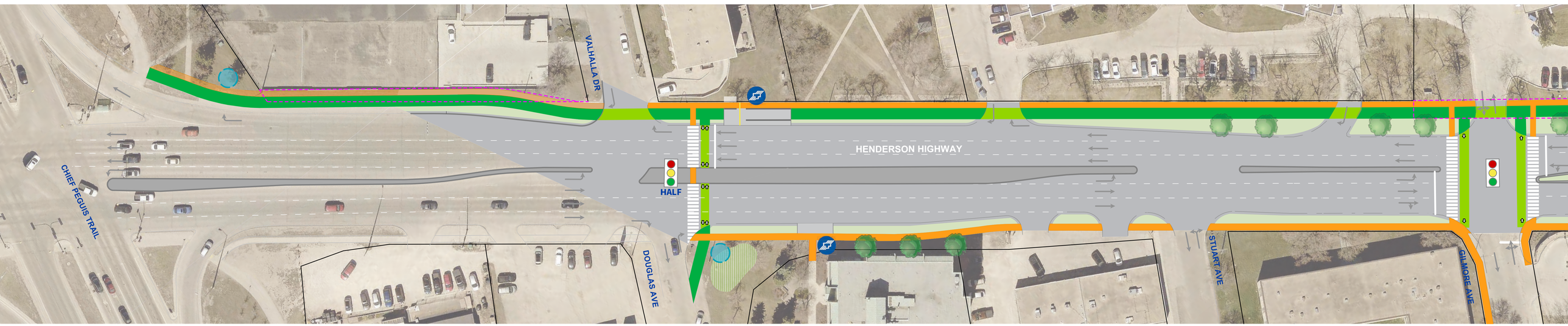
Add a traffic light at the Valhalla-Douglas intersection

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Northbound and southbound left-turn signals are needed at Gilmore Avenue

Traffic volumes do not warrant a signalized intersection.

The recommended design includes a half-signal at Valhalla-Douglas for pedestrians and cyclists.



LEGEND

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

Proposed design

Improvements from Fortier Avenue to 1795 Henderson Highway

In Phase 2 we heard .....

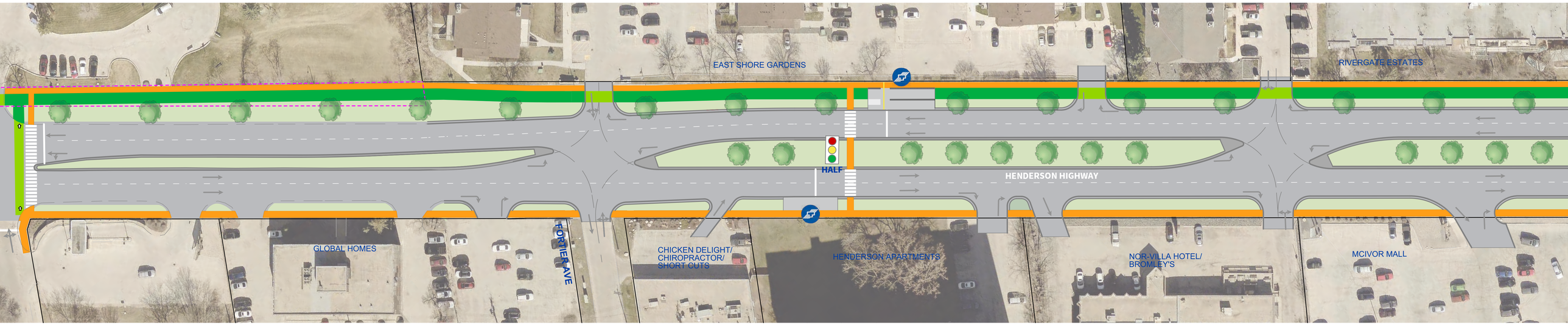
Add a median opening between Fortier Avenue and McIvor Avenue

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Add a left-turn storage lane at Fortier Avenue

A traffic study determined where to recommend left-turn storage lanes and how long they should be.

The recommended design includes a median opening midway between Fortier and McIvor.



LEGEND

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

Proposed design

Improvements from McIvor Avenue to 1919 Henderson Highway

In Phase 2 we heard .....

Add designated turn lanes at major intersections like McIvor-Henderson

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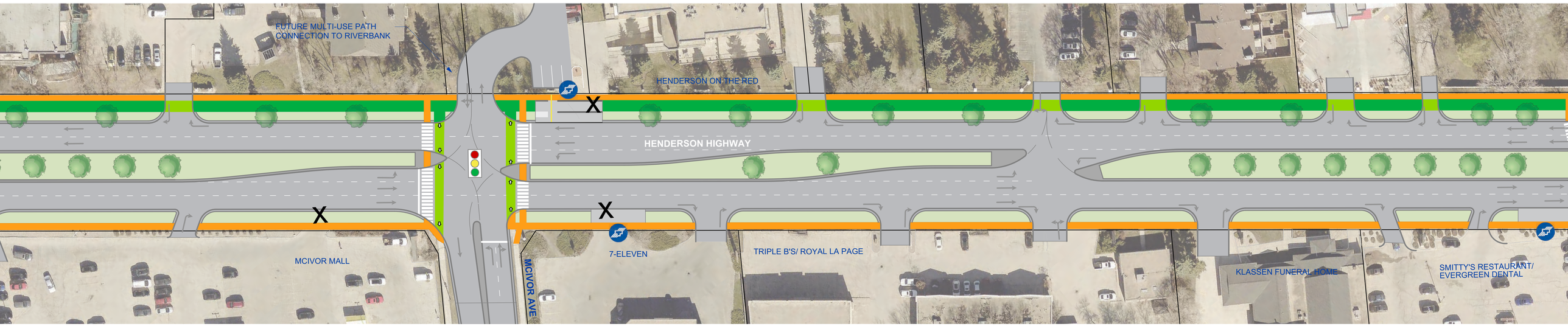
Extend McIvor Avenue to the west of Henderson Highway

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Concerned with the proposed approach closure at 1820-1850 Henderson Highway

The recommended design includes median openings at select intersections and mid-block locations.

The recommended design reflects a secondary review of approach changes.



LEGEND

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

Proposed design

Improvements from Strood Avenue to Bunn's Creek

In Phase 2 we heard .....

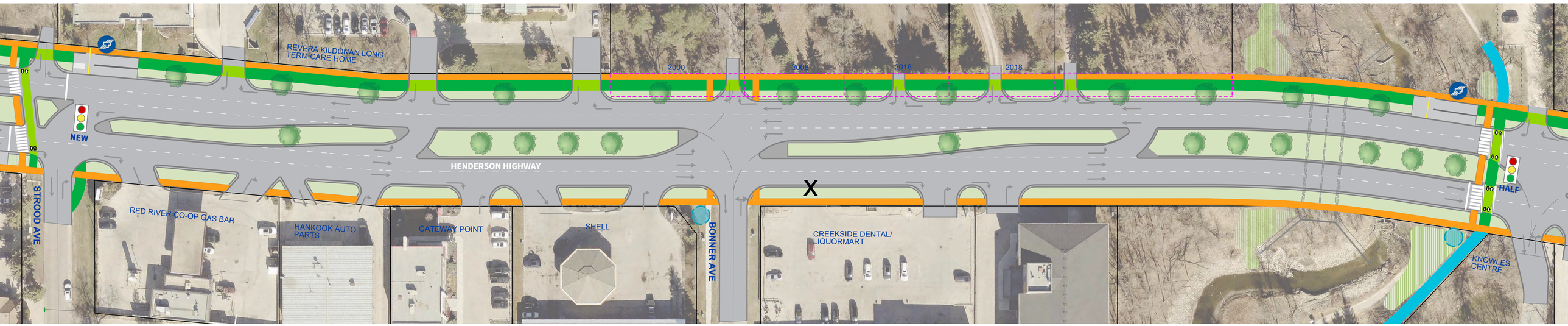
Add a traffic light at the Bonner-Henderson intersection

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Add median opening across from Liquor Mart/Creekside Dental

Traffic volumes do not warrant a signal at Bonner Avenue.

The recommended design includes median openings at select intersections and mid-block locations.



LEGEND

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

Proposed design

Improvements from Knowles Avenue to Foxgrove Avenue

In Phase 2 we heard .....

Improve the transit loop at Glenway Avenue

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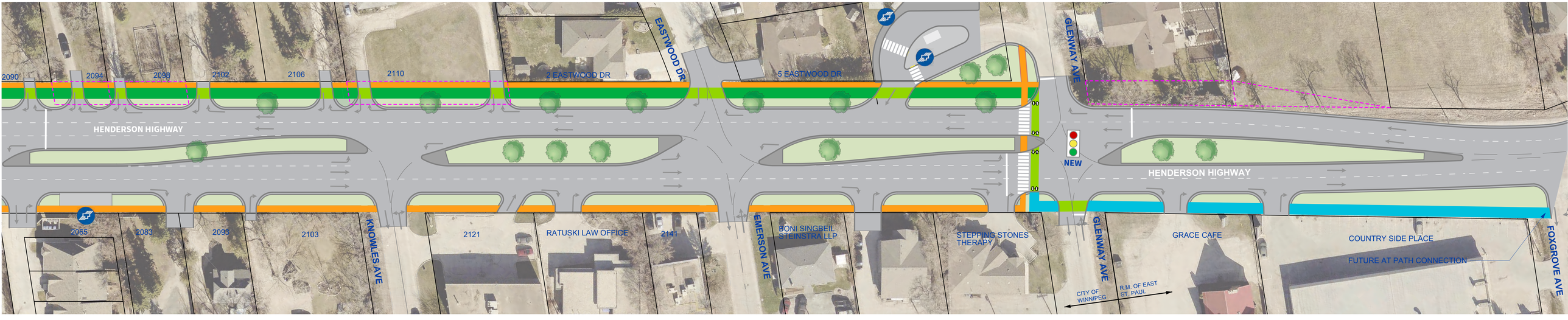
Adding lights at Glenway Avenue may increase traffic

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Add a left-turn storage lane at Knowles, Emerson, and Glenway Avenues

Recommended traffic lights at Glenway would help pedestrians and cyclists cross Henderson to access the transit loop.

A traffic study determined where to recommend left-turn storage lanes and how long they should be.



LEGEND

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- HALF — PROPOSED HALF SIGNAL

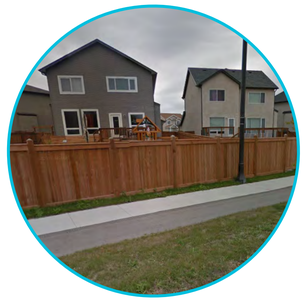
Active transportation & streetscape improvements

In Phase 2 we heard

Explore a bike path on the east side

Snow removal and storage are important

Separate pedestrians from cyclists to reduce potential collisions



Example of an asphalt bike path with adjacent concrete sidewalk (with rumble strips) on Dale Boulevard which separates cyclists from pedestrians

We're recommending the bike path be put on the west side. The east side has more approaches and potential conflicts as well as hydro poles that would need to be moved.

WEST

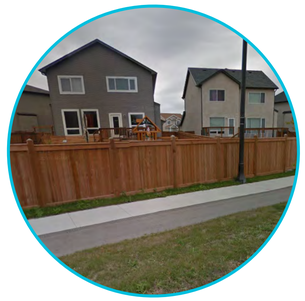
EAST

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

Active transportation & streetscape improvements

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WEST

EAST

PROPERTY LINE
SIDEWALK 1.5m
BIKE PATH 3m
BOULEVARD 3m
SOUTH BOUND TRAFFIC LANE 3.5m
SOUTH BOUND TRAFFIC LANE 3.5m
MEDIAN 8.4m
NORTH BOUND TRAFFIC LANE 3.5m
NORTH BOUND TRAFFIC LANE 3.5m
BOULEVARD 3.7m
SIDEWALK 1.8m
PROPERTY LINE

1. Bi-directional asphalt bike path on the west side
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Transit improvements

In Phase 2 we heard

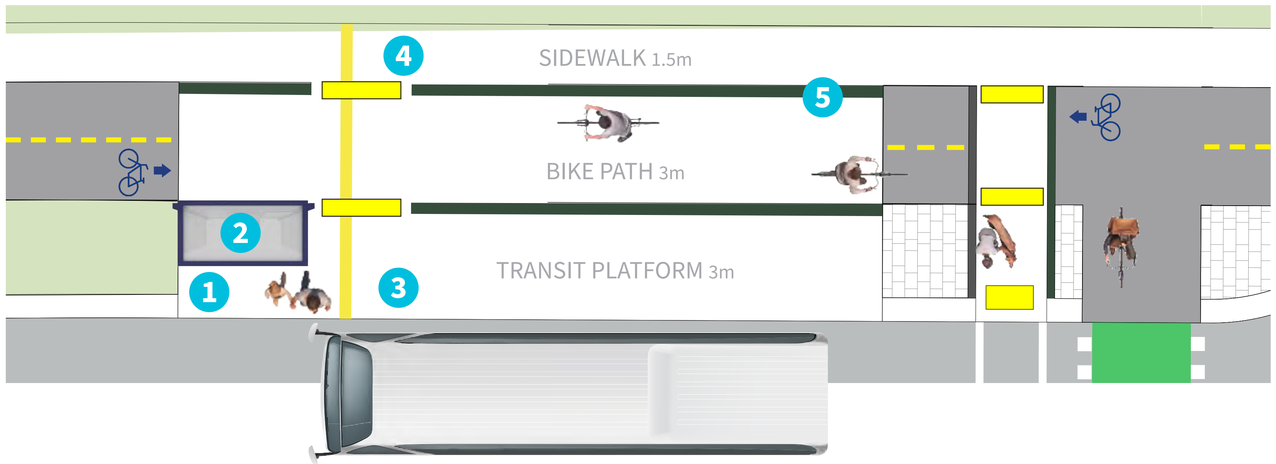
There are not enough crossings to access transit stops

Transit stops are not accessible because of the ditch and no sidewalk at some locations

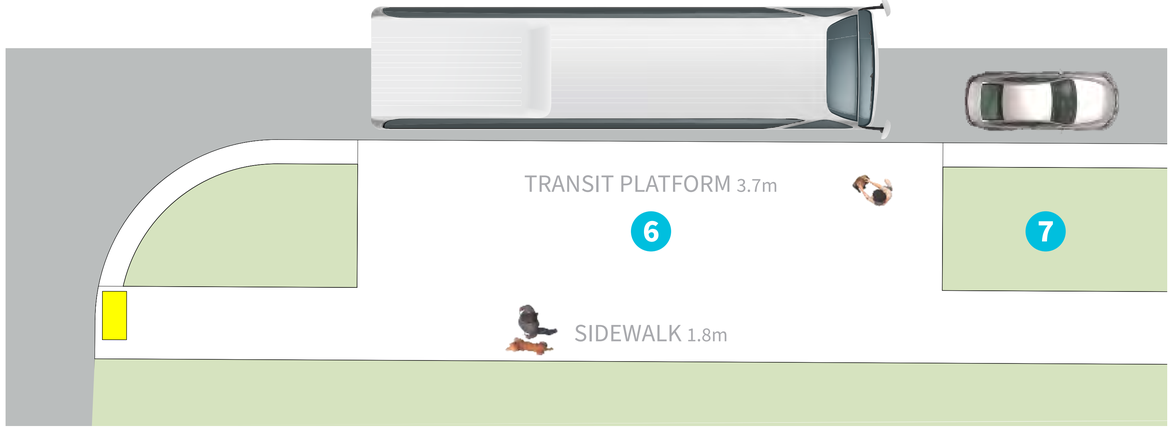
The recommended design moves transit stops closer to crossings.

Transit improvements included in the recommended design align with the *Winnipeg Transit Master Plan*.

Southbound Transit Stop (West Side)

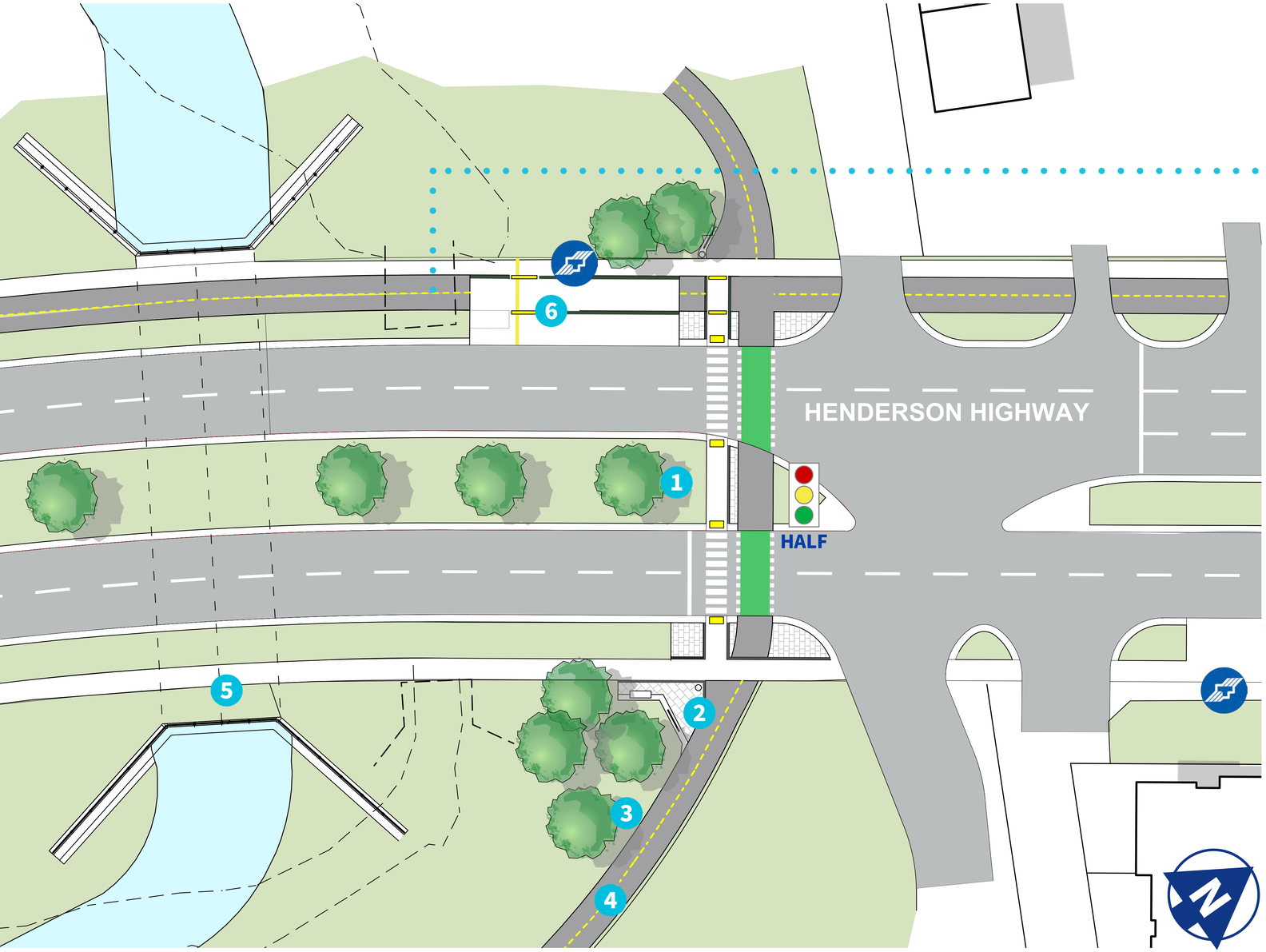


Northbound Transit Stop (East Side)



1. Relocation of transit stops closer to pedestrian crossings
2. Transit shelter on transit platform
3. Ditches would be replaced with curbs or raised boulevards to allow for accessible transit stops
4. Using detectable tile to highlight that pedestrians have the right of way and cyclists must yield to them when crossing the asphalt bike path
5. Paver bands to delineate the sidewalk, bike path, and transit platform
6. Wider concrete sidewalks on the east side and improved stop areas
7. Boulevards with space for grass

Bunn's Creek improvements

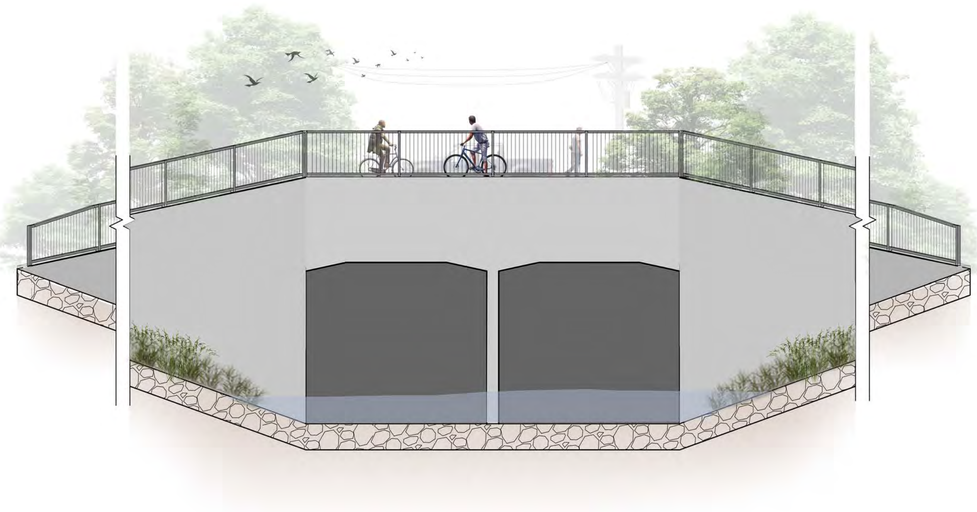




Existing conditions - Bunn’s Creek



Example of box culvert



PROPOSED STRUCTURE LOOKING WEST

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

Project timeline

Phase 1 public engagement
Fall 2021

Phase 2 public engagement
Spring 2022

Phase 3 public engagement
Spring 2023

Detailed design and construction would occur if and when Council approves the design and allocates funding to construction.

Project begins
Summer 2021

Design draft development
Fall 2021 to Winter 2022

Recommended design development
Summer 2022 to Winter 2023

Council review
Fall 2023

Winnipeg

Next steps

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Questions?

204-944-9907

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Contact the project team

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Transit improvements

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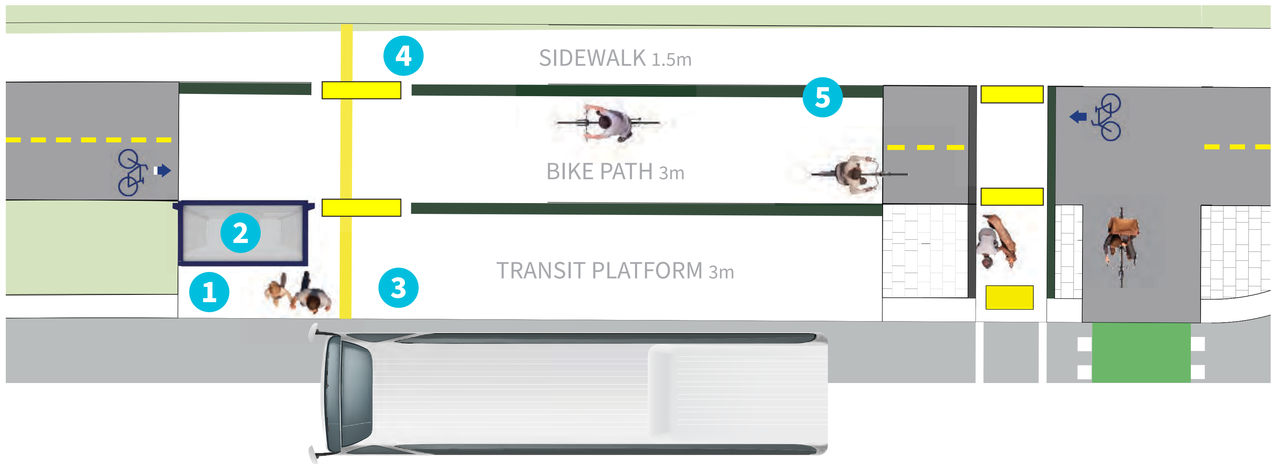
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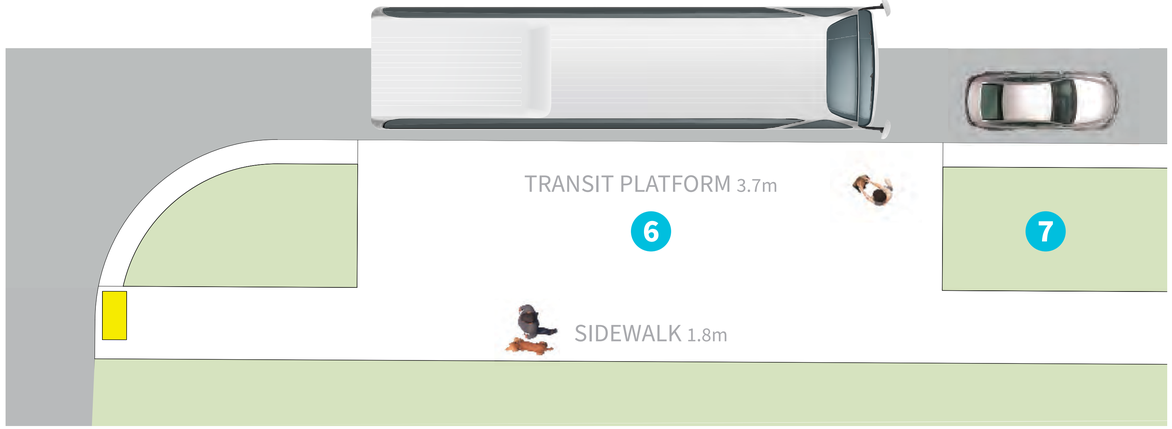
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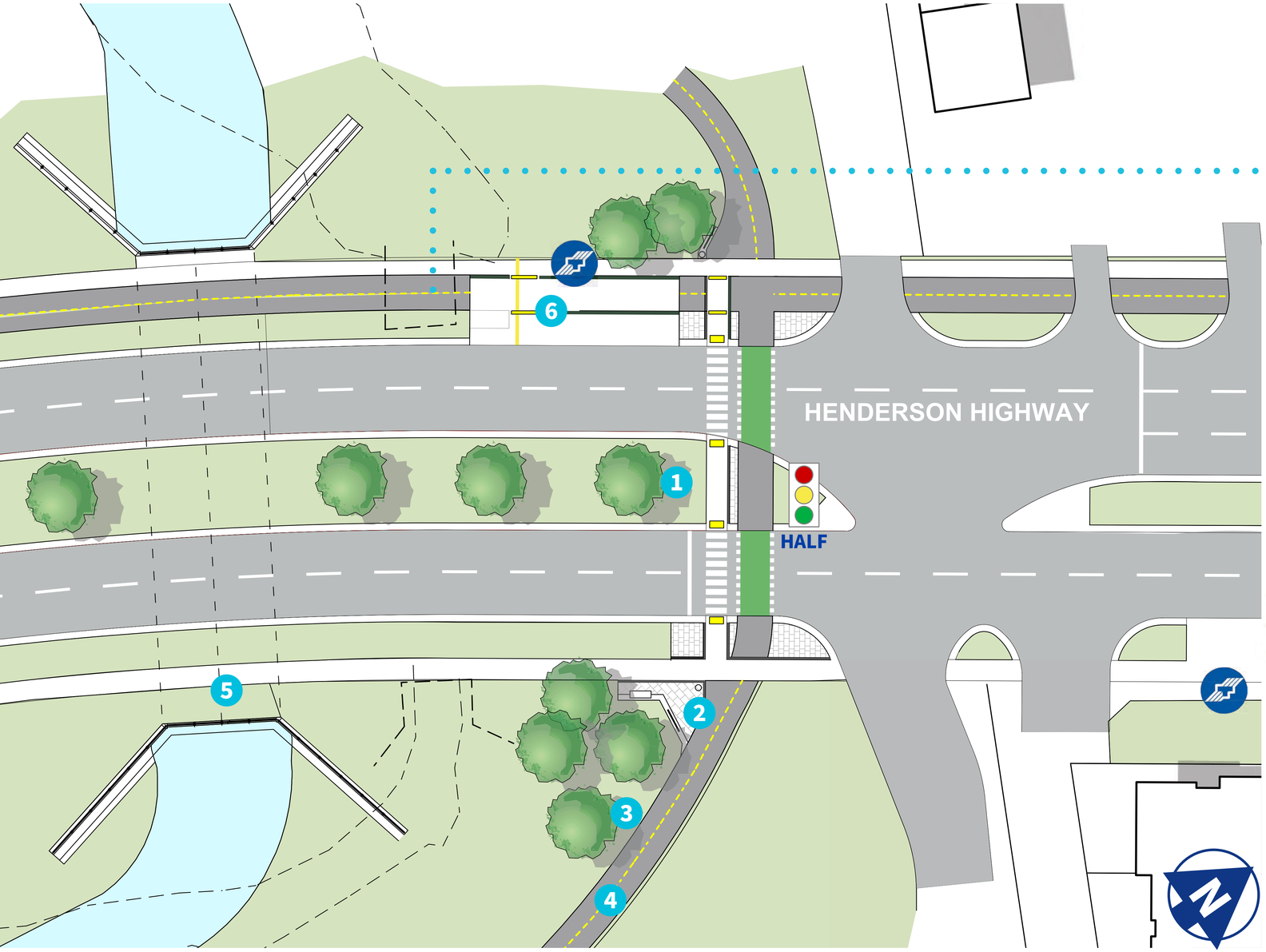


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