ROUTE 90 IMPROVEMENTS STUDY

Phase 2 Public Engagement Summary

September 2018

Background

Route 90 is a vital transportation corridor through Winnipeg, linking major residential, employment and commercial areas in the southwest and northwest quadrants of the city. The City of Winnipeg (the City) previously examined the widening of Route 90 as part of a 2012 study, which determined the preferred alignment for the corridor. The goal of this project is to build on the recommendations of the 2012 study and develop a preliminary design for the widening of Route 90 between Taylor Avenue and Ness Avenue.

Phase 1 of public engagement took place in spring 2018 and included an online survey, scientific survey and Project Advisory Committee (PAC) meetings.

Engagement

Phase 2 of public engagement will help refine the functional design into a preliminary design. Winnipeggers were invited to share input on key design areas including: active transportation, transit, traffic changes, local improvements and access. A complete list of engagement opportunities for Phase 2 is provided in the table below.

Promotion

Phase 2 public engagement opportunities were promoted using the following methods:

- City of Winnipeg website;
- Letters mailed to 4,173 residents – June 1, 6 & 7, 2018;
- News release – June 13, 2018;
- Facebook post with over 19,900 followers – June 13 to July 30, 2018;
- Twitter posts with over 86,700 followers – June 13 to July 30, 2018;
- Winnipeg Free Press and Winnipeg Sun newspaper advertisements – June 15 and June 18, 2018;
- Email invitation to 521 Route 90 Improvements Study email update subscribers – June 19, 2018;
- Road signs at five locations along Route 90 – June 19 to July 30, 2018;
- City of Winnipeg public engagement newsletter with over 5,400 recipients – June 21, July 5 and July 19, 2018; and
- Media coverage including CJOB, Global, CTV, Winnipeg Free Press, CBC and the Manitoba Post.

Date	Activity	Participation
June 5, 2018	PAC meeting	14 PAC members
June 5 – July 30, 2018	Email inquiries	32 emails received
June 5 – July 30, 2018	Telephone inquiries	4 telephone calls received
June 12 & 14, 2018	Property owner meetings	79 attendees
June 12 – June 20, 2018	Scientific survey (regional)	335 randomly selected respondents
June 13, 19, 25, 26 & 27, 2018	Community meetings	457 attendees
June 13 – July 30, 2018	Online survey (city-wide)	1,205 self-selected respondents
June 20 & 28, 2018	Pop-up events at Outlet Collection Winnipeg	171 interactions

To learn more about the Route 90 Improvements Study, please visit winnipeg.ca/route90

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What We Heard

Key findings from the city-wide online survey are outlined in the tables below.

Vision

What We Heard	How Input was Considered*
The majority of respondents would like the character of Route 90 to feel more like a parkway, with plenty of greenspace (58%) instead of an urban street, lined with shops and residences (26%).	The preliminary design will consider greenspaces along Route 90 and develop the character in accordance with the policies of the Complete Communities Direction Strategy.
Other visions (15%) for the character of Route 90 include constructing a freeway with no traffic lights, installing sound attenuation such as walls and berms, and retaining the existing character with no widening.	A freeway is not well suited for the project area, as Route 90 must also accommodate community connectivity and consider neighbourhood impacts. Sound attenuation will be explored by the project team. Upgrades are necessary to address current and future traffic volumes.
The top three priorities for Route 90 are reducing traffic congestion; ensuring the new design will accommodate population and traffic growth in the future; and building better bike routes and crossings.	A combination of roadway widening, synchronizing traffic lights, reducing accesses, and encouraging alternate modes of transportation through transit and active transportation improvements will address respondents' top priorities.

Pedestrian and Cycling Improvements

What We Heard	How Input was Considered*
Off-street pedestrian and cycling paths (80%) are preferred by respondents over the on-street protected bike lanes with traditional sidewalks (20%).	The preliminary design will consider off-street pedestrian and cycling paths.
Respondents perceive both the bridge crossing (65%) and street-level crossing (52%) at Lockston Avenue as easy to use.	The City will use this information to evaluate the different crossing types in more detail and select a crossing type that is easy to use, safe, and economically viable.
Respondents perceive the bridge crossing (88%) as safer than the street-level crossing (27%) at Lockston Avenue.	The City will use this information to evaluate the different crossing types in more detail and select a crossing type that is easy to use, safe and economically viable.

Transit Improvements

What We Heard	How Input was Considered*
Transit infrastructure improvements suggested for Route 90 include diamond lanes/dedicated transit lanes (16%), rapid transit/light rail (11%), bus stop enhancements (9%), and pullouts with priority signals (8%).	Diamond lanes were studied but are not preferred due to roadway capacity, and Route 90 is not identified as a priority route for Rapid Transit. The preliminary design includes transit pullouts with priority signals.
Transit service improvements suggested for Route 90 include higher frequency of buses (16%), express routes with fewer stops (10%) and better connections (4%).	While the preliminary design does not specifically look at transit service, suggestions were provided to Winnipeg Transit for future consideration.
Suggestions for route improvements via Route 90 include Seasons of Tuxedo, U of M, St. Vital, Polo Park, the airport, and the neighborhoods of Bridgewater Forest, Linden Woods, and Whyte Ridge.	While the preliminary design does not specifically look at new transit routes, suggestions were provided to Winnipeg Transit for future consideration.

* The design is being finalized and may be subject to change.

To learn more about the Route 90 Improvements Study, please visit winnipeg.ca/route90

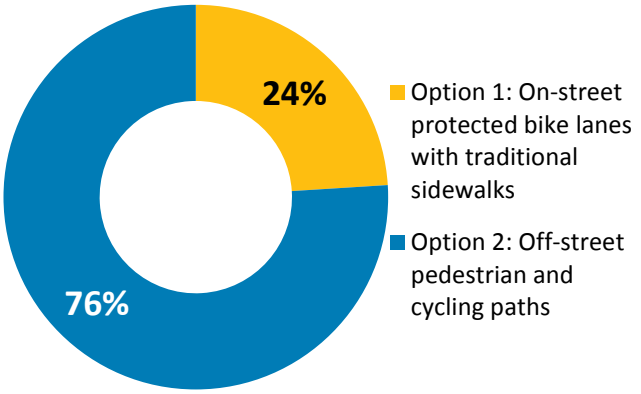
ROUTE 90 IMPROVEMENTS STUDY

Phase 2 Public Engagement Summary

September 2018

The scientific survey conducted with regional residents found similar results to the city-wide online survey. Key findings from the scientific survey include:

- Reducing traffic congestion (82%) and ensuring the new design will accommodate population and traffic growth in the future (60%) are top priorities for regional residents;
- Higher frequency of buses, followed by bus stop enhancements and diamond lanes/dedicated transit lanes were the most mentioned transit improvements;
- A bridge crossing at Lockston Avenue for pedestrian and cyclists was perceived by regional residents as safe (91%) and easy to use (72%);
- Regional residents would like the character of Route 90 to feel like a parkway (62%) with off-street pedestrian and cycling paths (76%); and,
- The less-preferred option of protected on-street bike lanes would still entice more than two-thirds of regional residents to cycle more often down Route 90.



Active transportation preferences of regional residents for Route 90.

62% prefer a parkway with plenty of green space on either side.

38% prefer an urban street, lined with homes and businesses.

Vision and character preferences of regional residents for Route 90.

The full results from the city-wide online survey are provided in Appendix B, while the results from the regional scientific survey are provided in Appendix C.

Winnipeggers view the functional design and provide feedback at a pop-up event.

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Reoccurring themes from the in-person events included land acquisition, property impacts, sound attenuation, costs, traffic, and local access. The following table outlines some key themes from the property owner meetings, community meetings, and pop-up events while a detailed list of frequently asked questions and comments from the events are provided in Appendix D.

What We Heard	How Input was Considered*
There is support for a traffic noise study that includes current and future noise levels along Route 90, especially by local residents.	The City will study existing noise levels and anticipated future noise levels as part of the project during the preliminary design.
There is support for sound attenuation through the residential section of Route 90. Some attendees preferred landscaped berms while other attendees preferred a wall along Route 90 to reduce noise impacts.	A noise study will help determine the most suitable types and locations of sound attenuation measures along Route 90. Sound attenuation may include landscaped berms, fences or other appropriate methods.
There are concerns that the estimated project costs might increase from now until construction.	A Class 3 cost estimate (accuracy -20% to +30%) will be prepared as part of the preliminary design for the project. The cost estimate will include construction inflation.
Some attendees are concerned with increasing the posted speed limit from Grant Avenue to Academy Road, while others think the current posted speed limit of 50 km/h is too low.	The roadway will be designed to safely allow for a 60 km/h posted speed limit on Route 90 from Taylor Avenue to Ness Avenue after the widening.
There is mixed support for changes to local accesses along Route 90. Some attendees felt changes would improve traffic flow and safety, while others expressed concerns about emergency vehicle access and increased travel distances.	In addition to standards for intersection type and spacing along Route 90, factors such as community connectivity, safety, traffic flow and emergency vehicle access have been considered when planning changes to accesses.
There was a desire for more information on the land acquisition process and property impacts.	A handout has been developed to provide the public with more information on property acquisition and can be accessed at: winnipeg.ca/ppd/Documents/CityProperty/Land-Acquisition-FAQ.pdf.
There were questions as to why the City cannot expropriate the Manitoba Youth Centre property to reduce neighbourhood impacts.	The Manitoba Youth Centre property is owned by the province. The City cannot expropriate property from higher levels of government.

* The design is being finalized and may be subject to change.

Next Steps

The City will refine the functional design into a preliminary design that considers public input, traffic forecasts, neighbourhood impacts, connectivity, safety and costs. Phase 3 of public engagement will begin in winter 2018/19, which will coincide with the completion of the preliminary design. A public event will be held to present the preliminary design. Construction of Route 90 will only begin after the preliminary design is complete, and City Council has approved the study and funds are allocated towards detailed design and construction.

Appendices

Appendix A – PAC Meeting 3 Notes
Appendix B – Online Survey Results
Appendix C – Scientific Survey Results
Appendix D – Meeting and Event Summaries
Appendix E – Pop-up Event Materials

To learn more about the Route 90 Improvements Study, please visit winnipeg.ca/route90

Appendix A – PAC Meeting 3 Notes

Route 90 Improvements Study
Project Advisory Committee Meeting 3
Tuesday, June 5th at 5:00 PM – Carpathia School

Attendance:

PAC Members		
First Name	**Last Name**	**Organization**
Claire	Mahoney	Carpathia Housing Co-op
Dave	Turton	Carpathia Housing Co-op
Gordon	Armstrong	Carpathia School
Veronica	Eno	Seasons - Outlet Winnipeg
Mark	Cohoe	Bike Winnipeg
Jolene	McKay	SAM Property Management
Tom	Scott	Academy Biz
Daevid	Ramey	École Assiniboine Parent Advisory
Tamara Rae	Biebrich	Winnipeg Arts Council
WSP		
First Name	**Last Name**	**Title**
Grantley	King	Senior Project Manager
Eric	Christiansen	Senior Project Manager
Richard	Tebinka	Manager, Manitoba Transportation
City of Winnipeg		
First Name	**Last Name**	**Title**
Vaibhav	Banthia	Bridge Projects Engineer
Brett	Andronak	Public Engagement Officer
Gord	Chappell	Real Estate
Blueprint		
Etoile	Stewart	Community Facilitator
Michelle	Kuly	Community Engagement Lead
Regrets		
Gayle	Waxman	Rady JCC
Aaron	Dolyniuk	Manitoba Trucking
Chris	Sobkowicz	Access Advisory Committee
Jennifer	Mathieson	St. James Biz

The third meeting of the Route 90 Public Advisory Group was held on June 5, 2018.

The purpose of the meeting was to:

- Review the June public engagement campaign and project in more detail, discuss and gather feedback in small group discussions on key aspects of the project design.

1) Welcome and introductions

Blueprint welcomed the group and thanked Gordon from Carpathia School for the meeting room and accommodating the PAC meeting once again. Blueprint thanked PAC members for assisting with the planned June engagement campaign to date.

Blueprint welcomed two new PAC members attending for the first time, Daevid Ramey (École Assiniboine Parent Advisory) and Jolene McKay (SAM Property Management).

Blueprint reviewed the session purpose and walked the group through the meeting agenda. PAC was advised that the meeting would focus on the June public engagement campaign materials and approach, gather feedback and ideas on key areas for input for project team consideration, and identify any additional important aspects to prepare for upcoming targeted stakeholder meetings.

2) Project Update

WSP updated the PAC that the functional design phase is complete and that preliminary design is now underway. WSP alerted the PAC that making any changes to the design will be relatively easier at this point, rather than further down the road. Preliminary design will be completed in the new year.

WSP reviewed Phase 1 project milestones and Blueprint provided an overview of engagement to date:

- Phase 1 of engagement is complete
- Phase 1 summary of public engagement and PAC 1 and 2 meeting notes will be posted on the project website, winnipeg.ca/route90
- Phase 2 of engagement is underway and will gather feedback to incorporate into preliminary design, where appropriate, including key aspects of how design interacts with neighbourhoods in the project area, e.g. AT, crossings, access, and integration of remnant lands along the route.

3) Group discussion; key areas for input

WSP began with a brief overview of key design elements addressed in the functional design and opportunities for input to be incorporated into the preliminary design. WSP reminded PAC that Route 90 is going to be six lanes in total. The 2012 study showed AT access on the west side of Route 90 only, however, the current study is accessing two AT options, a multi-use path on both sides of Route 90 and a protected on-street cycling lane. The study team is also assessing a street-level pedestrians and cyclists crossing and a pedestrians and cyclists overpass bridge at Lockston Avenue.

PAC was asked to consider the following area-specific items:

- Pedestrian and cyclists crossings
- Active transportation (AT) facilities along the route
- Neighbourhood changes - landscaping and land use
- Local access changes
- Transit improvements
- Construction phasing
- Property needs/use

A brief overview of the property acquisition process the City uses for major projects was provided by the City. The City prefers to acquire private property by way of purchase and sale whenever possible. In cases where project timelines do not allow the City and landowner to reach a mutual agreement, the City may elect to acquire private property by way of expropriation.

A Frequently Asked Questions (FAQ) document pertaining to property acquisition was provided in hard copy at the meeting and is available at http://www.winnipeg.ca/ppd/CityProperty/LandAcquisition.stm. Homes along the project route may be affected however the extent of impacts are still being determined. With respect to the Kapyong lands, the City indicated that the City doesn't have authority to expropriate lands held by Treaty 1, the Province or Canada so any acquisition would need to be done by mutual agreement/sale.

The PAC provided the following questions, which were answered (as noted) or recorded by the project team:

Q: Does the City ever do right of first refusal?

A: This is hard to do without the project being funded. City staff doesn't have authority to enter into agreements until project is approved by Council and funded.

Q: When will funds be available to buy the properties needed? Is there a specific timeline for when houses will be purchased?

A: Funds won't be available until after Council approves and funds the project. Timelines are still to be determined.

The PAC then broke into two small groups to review the area-specific considerations. WSP indicated that it was also important to know about proposed changes to key access points on Route 90.

Each small group included project team members. PAC members were asked to consider the following questions:

<u>Spaces along the route</u>

- What would you most like it to look like in the future? How should neighbourhood heritage and character be reflected in these spaces?

<u>Active transportation along the route – on-street protected bike lanes with traditional sidewalks, combination walking/biking path off the street</u>

- Which options would make you more likely to want to bike down Route 90? Or walk?

<u>Pedestrian crossings – pedestrian bridge, enhanced street-level crossing</u>

- How safe would you feel using a pedestrian bridge? An enhanced street-level crossing? How easy/convenient would these two options be to use? How would you rank the following criteria to determine the most appropriate crossing? Safety? Convenience? Construction costs? Maintenance?

Transit improvements

- What kind of improvements to Winnipeg Transit would make you consider taking the bus more often on Route 90?

Local access

- Proposed changes in local access are intended to help improve traffic flow and safety along the route and reduce “cut through” traffic on local streets. However, in some cases local trips may be a bit less convenient. How would your local use change based on the proposed changes to local access?

These discussions were facilitated to ensure everyone had a chance to participate and provide input. Following the small group discussions, one PAC member from each group was asked to recap to the full group.

Recap from PAC Group #1

Pedestrian crossings

- Tenants living at south end of Route 90 do not feel safe crossing the street. A half-signal at that location would be good.
- Mixed views on pedestrian bridge crossing at Lockston. Generally, a pedestrian bridge crossing would be safer; right now kids cross with a crossing guard during school hours but after school hours they must cross alone.

Traffic design

- Proposed long turning lane capacity is good.
- Can the design of the intersections discourage loitering and panhandling? Construct deterrents at lights to deter people on medians.
- It seems like Portage Avenue will get more backed up by the turning lane on to Route 90. Would be helpful to clarify rationale for design here and how turn lane would operate and reduce traffic congestion.

Transit

- Proposed islands for buses are great; should also include priority lights.
- Do not use diamond lanes because it will reduce the available travel lanes.

Active Transportation (AT)

- People feel safer off the street. If on-street AT path is chosen, separation is very important.
- Consider how will bikes connect to Wellington Crescent and Empress St.
- AT connections under St. James bridge should be improved.

Neighbourhood edges, open spaces

- Don't replicate chain-link and backyards fronting the street like we currently see north of Ness on Route 90.
- Instead, where there is enough space along the route, build multifamily housing in new vacant spaces, combined with a mix of walls, berms, landscaping along route.

Local access

- Safety is a concern currently at local access points along Route 90. Sightlines are poor in several places.

Construction phasing

- Rady JCC, Safeway and Tuxedo shops, and Carpathia School are key local (east-west) destinations – access for pedestrians and vehicles will be important to consider as part of construction phasing/planning.

Recap from PAC group #2

Pedestrian crossings

- Half-signals along the route are supported. Locations of crossings makes sense; needed to deter jaywalking.
- Elements to encourage crossing at lights/intersections were discussed: Public art on medians, curved design etc.
- Would be great to depress Route 90 at Lockston Ave. to allow for a shallower bridge and shorter travel distance along the ramps.
- Safety and convenience are priorities however maintenance is critical, and snow MUST be cleared in order to be convenient.

Transit

- Transit is a hot topic. Shelters are a must. Rush hour diamond lanes that could reduce number of lanes are more of a long-term/future measure.
- Cutaways for buses to stop and priority signals important.

Active Transportation (AT)

- AT needs to be buffered from the truck route, off-street, must be protected given that Route 90 is a truck corridor.
- Walkways must be big enough for snow clearing.

Neighbourhood edges, open spaces

- Would like to see a mix of art, berms, landscaping, etc.

Local access

- Discussion focused on traffic flows improvements on Route 90, and how/if that will deter left turns/cut-throughs into neighbourhoods.
- Local access changes should deter cut through traffic.

Additional discussion

WSP asked the PAC to consider what multifamily development could look like, including size and number of stories. PAC agreed with concept of maintaining current look, feel and height in existing community e.g. 2-4 stories and that the scale should conform to the existing neighbourhood.

The PAC provided detailed feedback on information and maps that would be used online and in community engagement events in June – how clarity could be increased and information to include. Changes included:

- Captions for images
- Simplify legend; include legend in multiple places on the map
- Clarify description, rationale of the new southbound turning lane from Portage Ave to Route 90
- Show where existing roads will be closed more clearly

Proposed changes were incorporated into the revised versions of materials following the PAC 3 meeting.

4) June Public Engagement

Blueprint walked the PAC through the engagement for the project and the following opportunities to participate in-person and online:

- Updated webpage, online survey
- Pop ups at Outlet Collection Winnipeg mall

- Property owner meetings
- Community meetings

The PAC was advised of local events in their area and asked to review the draft promotional materials provided. The PAC was asked to confirm local events and opportunities to promote public engagement, and/or quantity of printed promotional materials for distribution at their own events and to their networks throughout the engagement period.

One PAC member asked if there was any chance of meeting with businesses on Academy Road. This request was noted and will be added to the project tracker.

PAC identified the following opportunities for promotion through their networks:

- Bike Week Winnipeg, multiple stops
- Tuxedo Community Centre AGM
- Family Picnic - St James - Assiniboine Parent Coalition
- Ciclovia w/ Bike Winnipeg
- Corydon Community Centre AGM
- Herzing College Canada Celebration
- River Heights Farmers Market
- Family Fun Day
- Academy Street Festival
- Ecole Assiniboine - Family BBQ
- Carpathia Housing Coop AGM
- Bourkevale AGM
- Discovery Centre Family BBQ
- Ikea staff
- Assiniboine Park Conservancy

Each individual PAC member completed the draft online survey; each question was discussed in small groups.

4) Next steps, adjourn

Project team will provide PAC with digital copies of promotional materials to circulate to

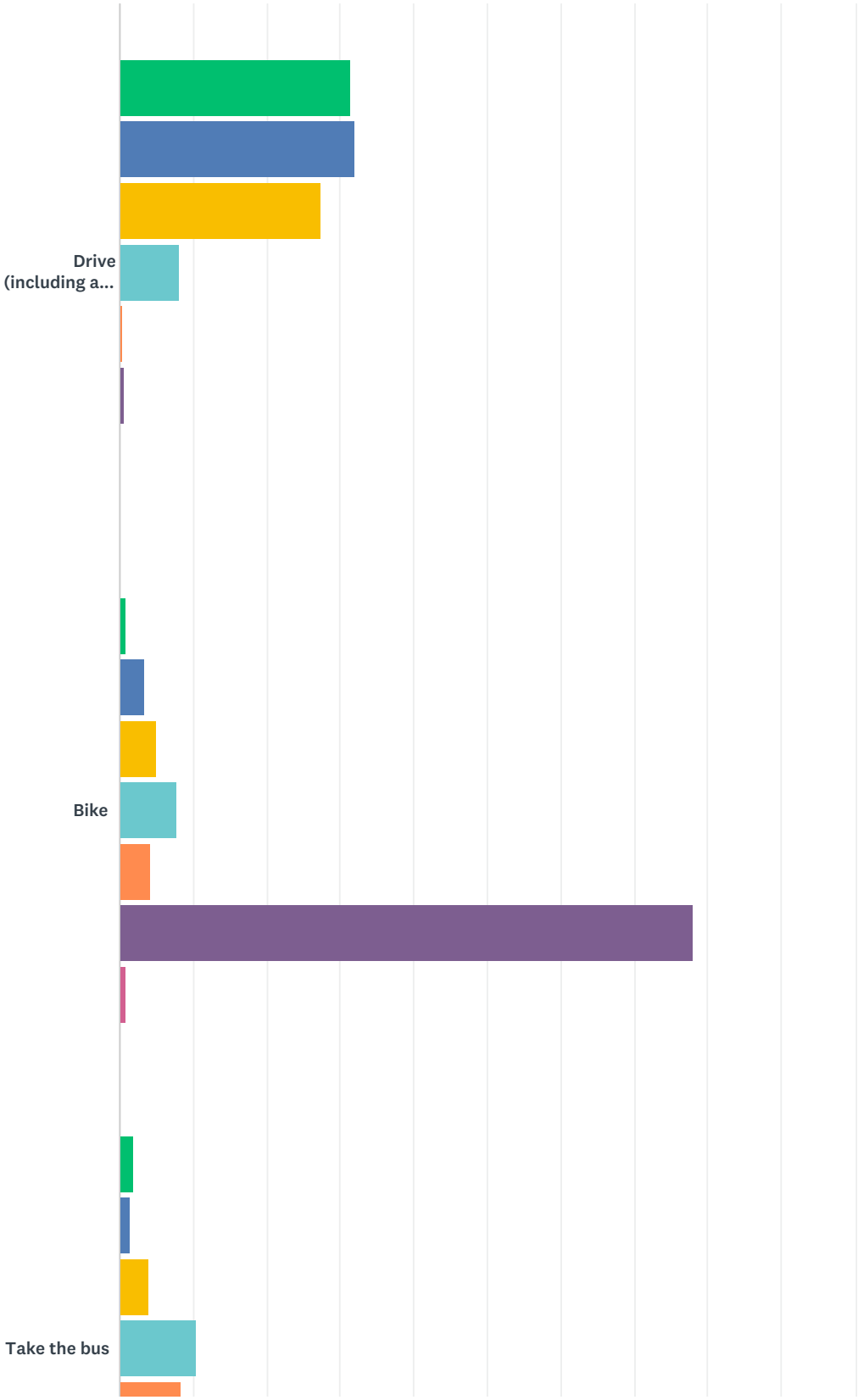
their networks following engagement campaign launch on June 13.

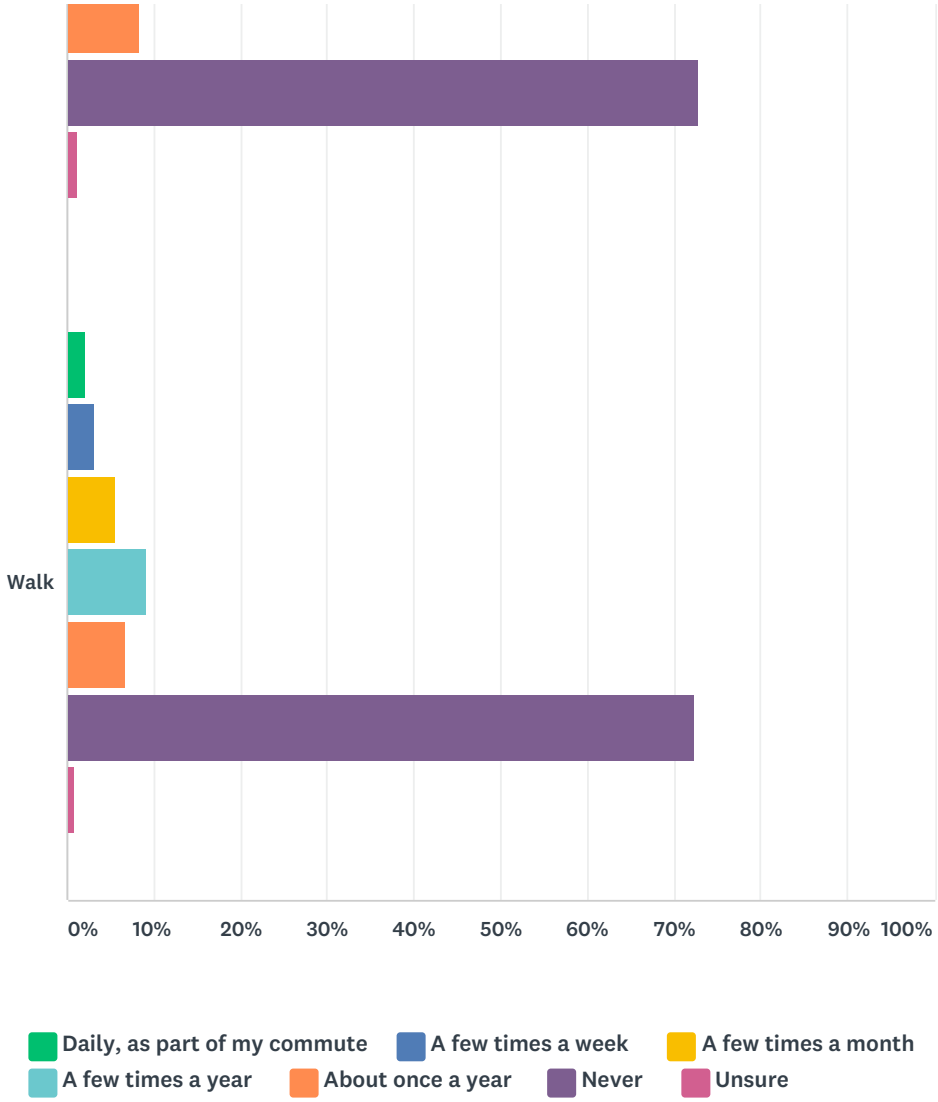
PAC meeting 4 will be scheduled later in the fall to review the updated project design.

Appendix B – Online Survey Results

Q1 Thinking of the stretch of Route 90 from Taylor Avenue to Ness Avenue, please tell us how often you do the following:

Answered: 1,205 Skipped: 0

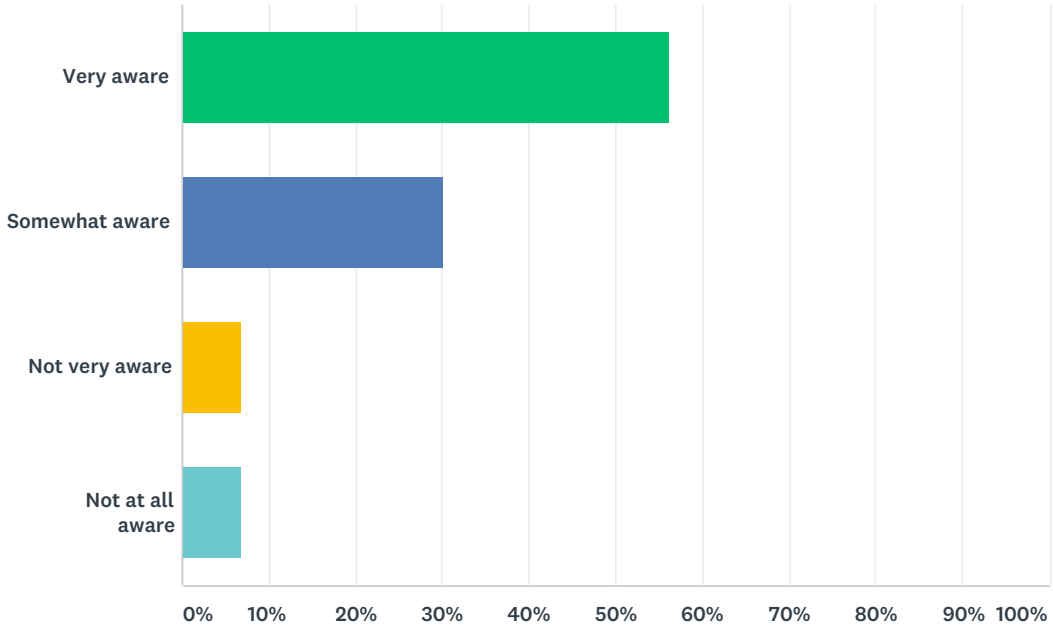




	DAILY, AS PART OF MY COMMUTE	A FEW TIMES A WEEK	A FEW TIMES A MONTH	A FEW TIMES A YEAR	ABOUT ONCE A YEAR	NEVER	UNSURE	TOTAL
Drive (including as a passenger)	31.29% 377	31.95% 385	27.39% 330	8.13% 98	0.41% 5	0.66% 8	0.17% 2	1,205
Bike	0.91% 11	3.32% 40	4.98% 60	7.80% 94	4.23% 51	78.01% 940	0.75% 9	1,205
Take the bus	1.83% 22	1.41% 17	3.98% 48	10.46% 126	8.30% 100	72.78% 877	1.24% 15	1,205
Walk	2.07% 25	3.07% 37	5.73% 69	9.21% 111	6.72% 81	72.28% 871	0.91% 11	1,205

Q2 The City is planning to widen and improve this stretch of Route 90, including the St. James Bridge. Before today, how aware were you of this plan to widen Route 90 between Taylor Avenue and Ness Avenue?

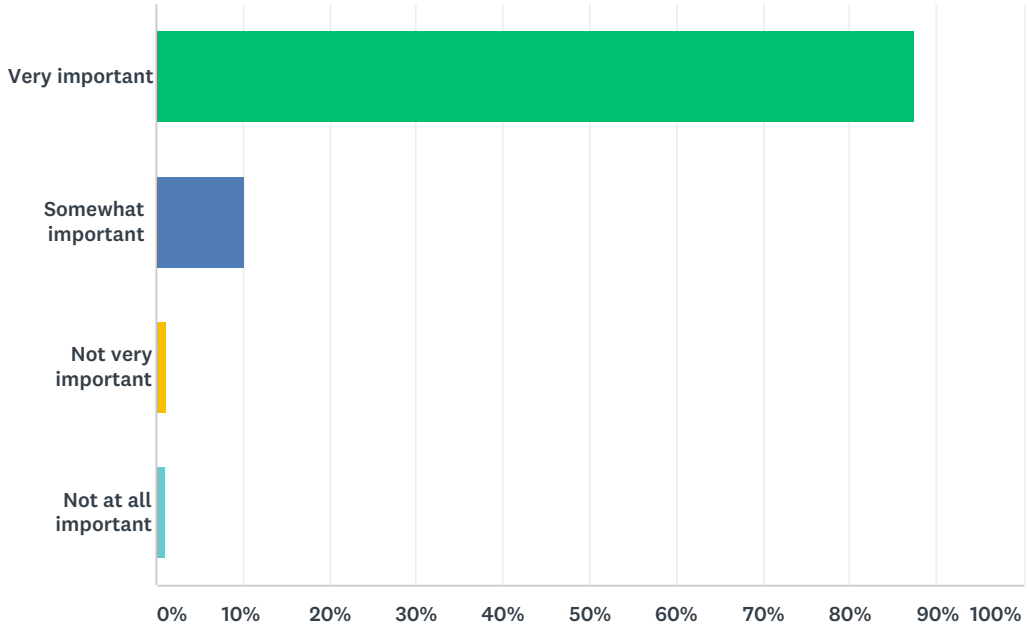
Answered: 1,205 Skipped: 0



ANSWER CHOICES	RESPONSES	
Very aware	56.18%	677
Somewhat aware	30.04%	362
Not very aware	6.97%	84
Not at all aware	6.80%	82
TOTAL		1,205

Q3 Still thinking about Route 90 between Taylor Avenue and Ness Avenue, and regardless of how often you personally use this road, how important do you think Route 90 is as a major north-south transportation link in the city?

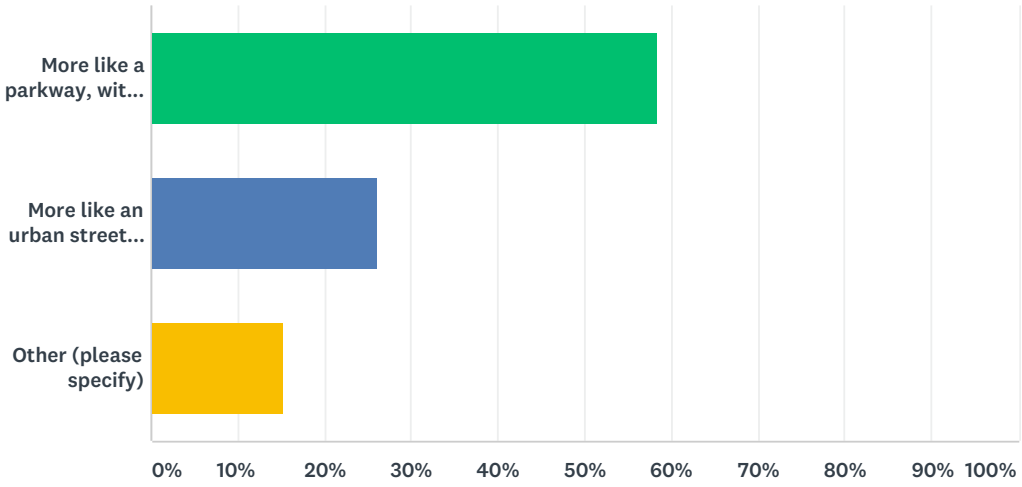
Answered: 1,205 Skipped: 0



ANSWER CHOICES	RESPONSES	
Very important	87.55%	1,055
Somewhat important	10.21%	123
Not very important	1.24%	15
Not at all important	1.00%	12
TOTAL		1,205

Q4 Thinking of Route 90, how would you most like it to look in the future?

Answered: 1,189 Skipped: 16



ANSWER CHOICES	RESPONSES	
More like a parkway, with plenty of greenspace	58.45%	695
More like an urban street, lined with shops and residences	26.24%	312
Other (please specify)	15.31%	182
TOTAL		1,189

#	OTHER (PLEASE SPECIFY)	DATE
1	Fully grade-separated freeway dug into a trench with streets like Grant, Taylor, and Corydon going over as bridges.	7/30/2018 7:47 PM
2	NOT A TRUCK ROUTE. Do not demolish the homes of neighbours, in a residential neighbourhood that SHOULD BE RESPECTED as a neighbourhood and community, like Osborne Village or other similar neighbourhood that manages large amount of traffic without removing homes and businesses. Trucks have routes to go outside the city - non-essential trucks are not welcome here. Change that and see what happens.	7/30/2018 3:27 PM
3	Where would you put shops and residences if you're already looking to remove residences	7/30/2018 3:25 PM
4	as a major road with lanes, median, boulevard and pedestrian/cycling separated, but not wasting space with ditches and oversized right of way	7/30/2018 2:48 PM
5	Keep it as is. No point making it 6 lanes wide and then reducing it back to 4 lanes after the CN main line. Also, build more capacity, more cars will move to it still leading to the same results, congested traffic. One solution, stop urban sprawl and focus on densifying existing neighborhoods	7/30/2018 1:54 PM
6	Parway except bike lane rather than greenery	7/30/2018 1:25 PM
7	similar to the parkway look but where there is the green space it is insted a independent bike path like what Gateway has	7/30/2018 12:56 PM
8	leave it alone	7/30/2018 12:36 PM
9	More like an urban street but smaller	7/27/2018 8:01 PM
10	Highway with access roads, let's get cars MOVING. No more stop lights, only overpasses or round abouts!	7/22/2018 10:03 PM

11	Is there enough space available to have plenty of green space? There are a lot of existing residences in that stretch. I probably prefer the parkway concept, as there may be fewer disruptions such as lights, crosswalks, and other things that limit traffic flow.	7/22/2018 7:46 AM
12	It will never succeed as an urban street because the conditions are all wrong for businesses to succeed - there's too much traffic for pleasant and safe foot traffic and local parking for that - and NO ONE wants to live on a highway. To fully convert it to a parkway would probably require extensive expropriation of private property in order to create transit lanes, AT paths and green buffers, but that's likely the only way Route 90 can be salvaged. That said, even with great, protected AT infrastructure, I don't know if it can ever be pleasant and appealing to walk or bike alongside a highway. (The truly brave and future-thinking to do be would be to forget about widening, and instead invest in good transit service/infrastructure and AT infrastructure, and incorporate that into the existing space.)	7/19/2018 2:27 PM
13	Make it a FREEWAY, so that traffice can MOVE as quickly as possible.	7/19/2018 10:49 AM
14	plenty of green space with bike / walk paths	7/19/2018 10:15 AM
15	No change, develop public transportation instead.	7/18/2018 9:48 PM
16	There will have to be a balance between the visually attractive and more calm atmosphere of a parkway with the practical realities of fitting multiple lanes of traffic into a limited physical space. I would prefer a parkway, but suspect that we will have more of an urban street.	7/17/2018 10:18 PM
17	Like to have a express way with no stops which can connect north-south. eliminating any traffic congestion.	7/17/2018 11:00 AM
18	Neither. Design it to move traffic but not such that it requires blasting out more existing development than needed. Greenspace adjacent to Parkways is often wasted space.	7/16/2018 12:52 PM
19	More like a freeway. Think Glenmore trail in Calgary or crow child trail	7/14/2018 10:06 AM
20	Like a parkway but with limited entries/exits from street	7/13/2018 11:30 PM
21	Free way	7/13/2018 6:40 PM
22	like a trail designed to move traffic quickly and safely	7/11/2018 5:47 AM
23	Major Urban corridor with few entry and access points to ensure traffic flow of this major artery. Landscaping to acocmodate area residences.	7/9/2018 2:23 PM
24	More like a freeway. This road should be viewed only as a way to get from north to south. Use sound proofing walls, less intersections, and pedestrian overpasses and transit hubs to get people where they need to be faster. 'Community' and neighbourhood feel can be done on Grant, Corydon, Academy, etc. Not needed on route 90.	7/9/2018 9:52 AM
25	Urban freeway with no level crossings	7/8/2018 4:46 PM
26	In between these two	7/7/2018 1:57 AM
27	Wide grassed median, 3 or 4 lanes N & S, grassed boulevards outside the roadways, parallel bike paths & sidewalks, then private properties	7/6/2018 8:28 PM
28	Please include bike lanes	7/6/2018 2:50 AM
29	Leave it the way it is just widen it. Who cares what's around it as long as it works, and it doesn't now.	7/6/2018 12:00 AM
30	urban street, but split into one way pair through Kapyong to increase intersection effieincey and access managment.	7/5/2018 11:04 PM
31	As wide as possible - no boulevard! - we need the space for a lane!!!	7/5/2018 7:29 PM
32	Urban street but with less/no shops	7/5/2018 6:13 PM
33	Mix of both	7/5/2018 5:21 PM
34	I'd like to see it more like the major routes in Phoenix where there are no lights and easy off/on ramps. Pretty is nice but functional is critical	7/5/2018 4:14 PM
35	As narrow as possible. It's dividing a neighbourhood.	7/5/2018 4:01 PM
36	More like an urban street, prioritizing sustainable transportation first before cars (sufficient pedestrian crossings, bike lanes, diamond lanes, regular transit stops, etc.)	7/5/2018 3:24 PM

37	Like a highway, with few traffic signal lights, merge lanes and pedestrian overhead walkways.	7/5/2018 1:43 PM
38	as close as current as possible.... mature residential neighborhood with mature trees, preserving existing greenspace but with improvements to the existing roadway (within the existing road bed), turning lanes, bus stops, synchronized lights and further leveraging / optimizing use of adjacent residential streets for AT routes.	7/5/2018 1:28 PM
39	vvv	7/4/2018 3:21 PM
40	as close to current as possible-- residential area. no more commercial spaces please. Treed neighborhood should be preserved with improvements such as sound wall, more trees, improved bus stops (with access from wall-- split overlapping walls with sidewalk access).	7/4/2018 2:29 PM
41	a combination of both might work; some sections lend themselves more to a parkway or an urban street	7/3/2018 10:40 PM
42	Freeway	7/3/2018 10:36 PM
43	preserve as much of existing greenspace and tree cover as possible, and as much of the existing neighborhood as possible ,but providing protection to local residents from noise and air pollution (wall). Be thoughtful re: placement and style of wall-- curve around existing trees, modest widening of existing roadbed to accommodate modern lane widths, turning and collector lanes, proper curbs, but stay within existing roadbed/path. adjust bridge to meet road if doing bridge.	7/3/2018 10:49 AM
44	sound barriers	7/3/2018 4:46 AM
45	I would prefer parkway with lots of greenspace BUT with higher speed limit. It should be 70km/k whole way.	6/29/2018 1:19 PM
46	A major road with atleast 3 lanes in each direction with a bare minimum of syncronized lights to speed Vehicle flow as much as possible. As close to a freeway system as possible	6/28/2018 10:18 PM
47	I totally opose the widening of route 90 in any form. It is a poor use of taxpayer dollars & will destroy lives and a residential neighbourhood. I oppose widening the road in any form.	6/28/2018 4:17 PM
48	ability to move traffic quickly down that corridor. Doesn't matter what it looks like.	6/28/2018 8:23 AM
49	If the concern here is traffic flow, we could do better to make it free-flowing with pre-built considerations for rapid transit.	6/27/2018 4:43 PM
50	Freeway	6/27/2018 3:37 PM
51	minimize impact to existing greenspace--mature trees cannot be replaced. this is a residential neighborhood and should be preserved as much as possible, but needs protection from sound and dirt-- wall should be constructed. pedestrian crossings should look like osborne and main at Assiniboine.	6/27/2018 1:13 PM
52	mixed of the two options	6/27/2018 11:45 AM
53	More like a major thourofare	6/27/2018 11:21 AM
54	as close to the exsisting neighborhood as possible, preserving existing greenspace and homes, but protected with a tall sound barrier, with key access points for pedestrian crossings and bus access. The overlaping wall with a pathway is preferred, vs. an actual gap. this will help contain noise and dust but will be accessible.	6/27/2018 10:39 AM
55	Maximum 4 lanes	6/26/2018 10:54 PM
56	Halfway between, with a wide green median and on either side but with residential and business access too, like Grant just east of 90	6/26/2018 7:32 PM
57	Like a parkway but with more trees than what’s in your picture.	6/26/2018 5:42 PM
58	intact neighborhood with modernized roadway (turning lanes), proper curbs, and a sound barrier for local residents	6/26/2018 4:57 PM
59	Parkway with sound and visual barrier walls diving homes from the road. Similar to chief peguis from henderson to gateway, or inkster from route 90 to Keewatin.	6/26/2018 4:39 PM
60	Freeway, with flyovers for traffic lights heading NS	6/26/2018 2:04 PM
61	Whichever option increases the speed and efficiency of the street	6/26/2018 8:17 AM
62	AT route incorporated into adjacent residential streets; sound barrier for local residents should be as tall as possible	6/25/2018 4:56 PM

63	Highway	6/25/2018 4:38 PM
64	Need a large berm on each side for noise pollution	6/25/2018 11:38 AM
65	A closed route with no pedestrians to keep traffic moving and pedestrians safe but include a safe cycle path route.	6/25/2018 10:51 AM
66	North River Heights and Tuxedo already is a residential area with many shops on Academy, Corydon and Grant and shopping centers on Route 90, don't see a need for more shops, restaurants and businesses on Route 90. Route 90 is more designed to get the South end of the city to the center or North end of the city	6/24/2018 11:56 AM
67	I don’t care what it looks like. The most important thing is that lanes are added to reduce traffic.	6/24/2018 6:47 AM
68	The most desirable based on likely achievable budget and ongoing development to the south is a wide parkway. Although likely out of scope of Winnipeg’s budget, more innovative traffic movement concepts used in large urban centres include tunnelling to move traffic through dense neighbourhoods without spreading wide roads that will isolate those neighbourhoods. Persons only wishing to transit the area would follow the tunnel and exit south of Taylor. Local traffic would remain on a four lane surface road. Or we could just focus on a proper transit system to reduce car traffic and route trucks off of Kenaston.	6/23/2018 10:55 PM
69	Whatever way that is most cost effective, and easiest to keep sidewalks clean in winter.	6/23/2018 9:56 PM
70	more like a freeway with limited access the least amount of stopping possible.	6/23/2018 3:43 PM
71	like an urban street but with enough space on either side to be able to widen to at least 4 lanes in each direction in the future when needed.	6/23/2018 1:32 PM
72	Provide nodes of mini-parks, public art, water features.	6/23/2018 12:48 PM
73	A freeway. 3 lanes both ways, no pedestrians or bikes. Concrete barriers on both sides. It is THE main thoroughfare linking north and south and should be just for motorized vehicles. 80km/h for the whole stretch.	6/23/2018 12:08 PM
74	These options are a bit misleading as they do not show a comparable route to what is being planned. Noise attenuation will be a major consideration and neither option shows that aspect	6/23/2018 9:07 AM
75	Some sort of combination, but more like a freeway. We don't need access to turn everywhere with lights and stops.	6/22/2018 11:54 PM
76	I'd like to see some businesses that would add to the family-oriented community feel of upscale Tuxedo/River Heights area. But too many businesses would only add to traffic congestion as people turn in and out of parking lots etc... Too much greenspace is a waste since our winters are nearly 8 months long and would go unused by most people. Also would need more tending too by the city...	6/22/2018 3:49 PM
77	Full fledged freeway. (Inner ring road)	6/22/2018 3:30 PM
78	Like ring road (Regina, sk) this road is consistently congested and people use this every day for their commute to work/home. It shouldn’t take 45 minutes to go 8 blocks	6/22/2018 2:47 PM
79	either option is fine - its the widening of the street that is the priority.	6/22/2018 2:46 PM
80	High speed freeway with no lights and exits for each major cross road	6/22/2018 12:42 PM
81	The same as it is now. No extension.	6/22/2018 12:21 PM
82	Parkway with continues traffic without stops at Academy, Tuxedo and Corydon, sam eside entrence and exit as most of the "trails" in citys like calgary	6/22/2018 10:28 AM
83	I'd prefer a parkway but urban seems more realistic	6/22/2018 10:15 AM
84	expressway with limited access	6/22/2018 8:57 AM
85	More like an urban street, but not as dominated with residences as shown above. (The visual isn’t very inspiring	6/22/2018 6:31 AM
86	Mix of both	6/21/2018 10:10 PM
87	It should be an like a city highway-traffic needs to be moving not get stuck because people are looking for an address or try to turn left everywhere	6/21/2018 6:55 PM
88	Bigger to handle the traffic.	6/21/2018 6:53 PM

89	Leave it two lanes. You will be ruining two established neighbourhoods either way and not speeding up traffic as more vehichles will use this street rather than the ones they are currently using.	6/21/2018 6:15 PM
90	Parkway/freeway, with EXTREMELY limited access. Get rid of the traffic lights.	6/21/2018 4:11 PM
91	parkway with 3 lanes instead of 2 lanes going in each direction	6/21/2018 4:03 PM
92	Parkway with service roads on each side	6/21/2018 3:15 PM
93	Too risky to say like a parkway as it is cost prohibitive for rte 90 so do whatever it takes to make it work. Winnipeg NEEDS more efficient thoroughfareses	6/21/2018 3:08 PM
94	more like a free way, no light, service road underneith	6/21/2018 2:51 PM
95	More like an Urban street with shops and residences, banning all large truck traffic.	6/21/2018 2:16 PM
96	Personally, I am against widening route 90 to accommodate more large truck traffic. I understand the road needs a retrofit and I would like to see it more like a multi-use urban street WITH green spaces built in and an real asset to the surrounding community. I believe large truck traffic should be removed as much as possible to enhance the surrounding community rather than gutting the neighbourhood with a freeway that will detract from it being a complete community.	6/21/2018 11:47 AM
97	Designed with functionality as the primary concern, not looking for green space or shopping to be factored in.	6/21/2018 11:42 AM
98	freeway would be better, if not parkway.	6/21/2018 11:34 AM
99	Like and expressway with exits and turn lanes	6/21/2018 11:30 AM
100	Green space is nice but I don’t think it’s practical in that location. There is too much demand for retail space.	6/21/2018 11:19 AM
101	I would like it to be like item 1:urban but consider placing a bike path in the center section rather on the right hand side of road	6/21/2018 11:10 AM
102	more like Route 80 Between Portage Ave & Grant Ave please!	6/21/2018 11:05 AM
103	More like a parkway in that I would like to see less exits and entrances, but would like to see a more commercial space on either side of the road.	6/21/2018 11:02 AM
104	Should be a highway with very limited on/off ramps	6/21/2018 10:57 AM
105	Both options are unattractive and contribute to high speeds. Separating north and south traffic with separate sheltered bike lanes would be preferable. The goal is to move traffic efficiently not necessarily at high speed.	6/21/2018 10:54 AM
106	Just get it done... Less is more... Money included in this statement	6/20/2018 10:29 PM
107	A parkway with diamond grade separations	6/20/2018 9:58 PM
108	Highway. No lights	6/20/2018 8:44 PM
109	Keep it mostly the same, and add a high occupancy vehicle lane/carpool/bus lane.... everyone who doesn't know how to more efficiently use their vehicles can wait in traffic	6/20/2018 7:00 PM
110	i would like it to look the same as it is now, with improvements that do not include widening to more lanes	6/20/2018 6:52 PM
111	Below grade roadway in established residential neighbourhoods (Academy to Grant or Taylor) to lessen the impact on the existing greenery and long term residences.	6/20/2018 5:04 PM
112	Somewhere in between, greenspace but yet stores, residences.	6/20/2018 12:19 PM
113	William Clements Parkway is a joy to use and Kenaston should be similarly designed	6/20/2018 12:02 PM
114	No benefit in having it look like a parkway -takes up too much space. Much better to let the condo and apartment dwellers retain full access to their residences - vs closing them off- use space to building a service/access lane so that an access road off Taylor is not required to go through Joe Malone Park - please take another look!	6/20/2018 11:25 AM
115	2 lane each way- not a freeway	6/19/2018 10:47 PM
116	It doesn't need a that much greenspace. What is more important is a road that can handle lots of traffic with as little intersections as possible.	6/19/2018 8:54 PM

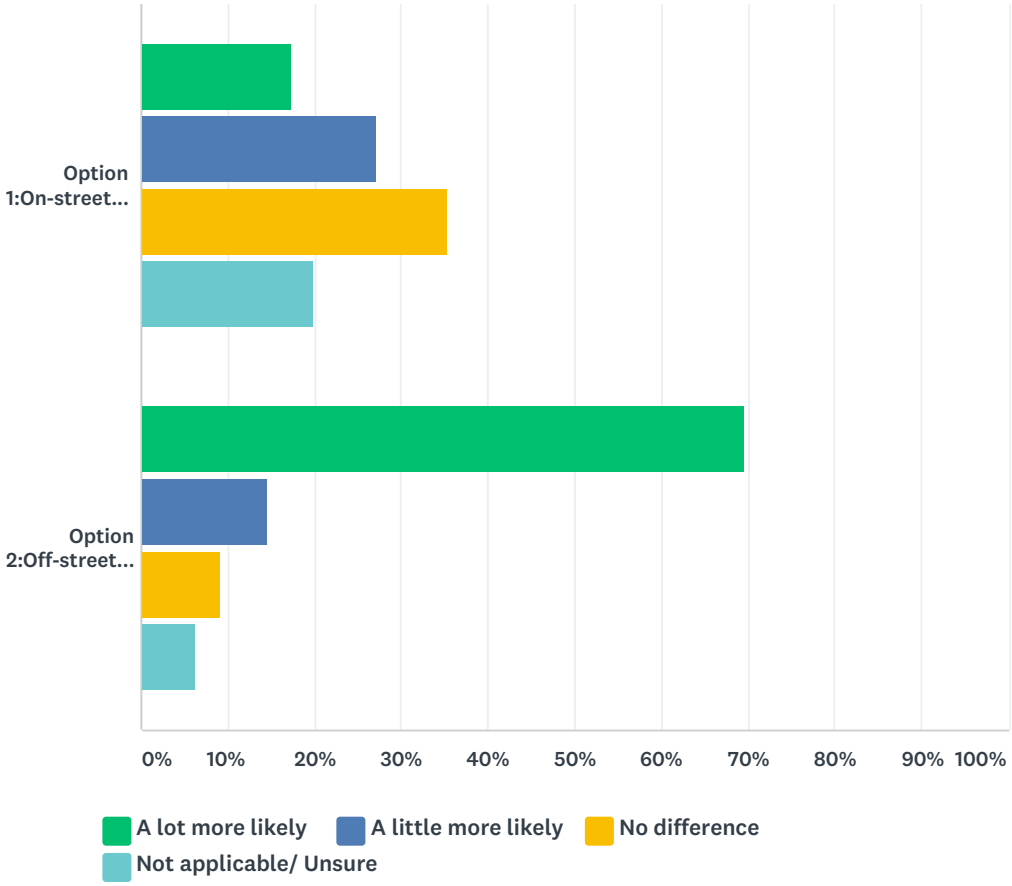
117	Like a freeway	6/19/2018 6:26 PM
118	Like a highway, no businesses no homes on it	6/19/2018 4:24 PM
119	More like a street -- not a road at all: for the difference hae a read of Strong Towns.	6/19/2018 4:21 PM
120	Not like a road at all. More like a street. See Strong Towns for the difference.	6/19/2018 3:57 PM
121	Like a fast corridor, only for motorized vehicle, with no other minor intersections	6/19/2018 3:56 PM
122	A mix of both, parkway in concept while disturbing as few existing businesses and homes as possible, perhaps a side street down either side, with a fence or noise barrier between them, and a reduced speed.	6/19/2018 2:01 PM
123	I'd like it to look like a parkway, but I'm not sure that's reasonable with all the houses near Kenaston	6/19/2018 1:32 PM
124	which ever is cheaper for taxpayer	6/19/2018 1:12 PM
125	More liek the extension of Cheif peguis. As a non-pedestrian route I believe not trying to falsly include cars is important to allow it to move the appropriate amount of people. Sound walls would be welcome for nearby resisdents	6/19/2018 11:49 AM
126	Expressway, maximize traffic, minimize interruption, there’s no room for greenery, separate protected bike lane	6/19/2018 11:35 AM
127	More like an urban street but with PROPER active transit lanes	6/19/2018 11:20 AM
128	I agree with whatever the city decides is best, because of my age 78 with health issues my only concern is to be able to get into an apt now!	6/19/2018 11:11 AM
129	Freeway/Interstate standard would be best for all of Route 90.	6/17/2018 9:43 PM
130	A very wide street with very few stop lights and high speed limit	6/17/2018 7:45 PM
131	a thoroughfare with as few stops as possible.	6/17/2018 11:11 AM
132	No traffic lights. Greenspace is great but buying up property to have it may not be best value.	6/16/2018 9:40 PM
133	Free way	6/16/2018 6:02 PM
134	A highway	6/16/2018 12:14 PM
135	Freeway	6/16/2018 12:09 PM
136	freeway	6/15/2018 1:36 PM
137	A parkway without a lot of greenspace (sound protection on either side for adjacent residential neighbourhoods)	6/15/2018 1:20 PM
138	I'd prefer an urban type of street but there should NEVER, EVER be parking allowed anywhere on Route 90	6/15/2018 10:39 AM
139	Keep the same	6/15/2018 10:28 AM
140	Expressway. The design should revolve around maximizing the movement of vehicular traffic.	6/15/2018 9:33 AM
141	Route 90 should be a US style freeway with the minimum number of intersections and stops. I would like to get from Grant to Polo Park in less than an hour in rush hour..	6/15/2018 9:12 AM
142	A mix of both would be wonderful as long as there's a speed limit increase on that street. Painfully slow for no reason other than the southbound red light camera being big revenue for the city.	6/15/2018 9:11 AM
143	You should be making plan for a freeway/parkway start replace intersections with a diamond interchange and reduce the number of access points to route 90 like at academy From the residential area, tuxedo	6/15/2018 7:47 AM
144	Parkway is okay as long as there is an effective use of space for traffic lanes	6/14/2018 11:46 PM
145	This is a very leading (biased) question, particularly given we are talking about a retrofit situation, not a blank slate roadway through a field. Who other than existing residents would not choose the greenspace option? I prefer an option that takes only as much space as is NEEDED, leverages existing AT routes (residential streets), optimizes turn lanes and is LEAST disruptive to EXISTING greenspace (mature forest ecosystem with deer, foxes, raccoons, rabbits, eagles, owls, hawks, squirrels, etc.- on the east side of Kenaston) and to the long term residents of the surrounding neighborhoods who call this area home.	6/14/2018 9:33 PM

146	No median, more like a parkway but without a median. Use turning lanes and use rush hour flow tactics like Vancouver. So instead of a median give an extra lane, and that extra lane is given to the direction that is currently experiencing heavier traffic volumes	6/14/2018 6:51 PM
147	I	6/14/2018 5:55 PM
148	Mixture of both	6/14/2018 5:46 PM
149	A raised highway joining the rest of it with bishop. With no lights at every intersection. Which will reduce collisions and traffic congestion	6/14/2018 5:16 PM
150	Freeway	6/14/2018 5:13 PM
151	Cars are obviously important, but focus on the pedestrian aspect of this route. It is already inaccessible to people, why not enhance it to include the public realm. Do you want Winnipeg to further support and become a car city?	6/14/2018 3:35 PM
152	Either choice would be find as long as there are adequate bike lanes and active transportation networks!	6/14/2018 3:12 PM
153	Should be built like Chief Peguis between Main St. And Gateway with concrete walls on either said	6/14/2018 2:03 PM
154	Highway	6/14/2018 12:40 PM
155	Route 90, above all else has to be functional with no TRAFFIC LIGHTS. You botched this with no service roads at Ikea and at McGillivary... stop using traffic lights everywhere. Any additional traffic lights on this route or access to it, is a complete lazy, failure.	6/14/2018 11:30 AM
156	Cheapest	6/14/2018 11:12 AM
157	Parkway, but with service road for businesses and other entities.	6/14/2018 11:10 AM
158	We need freeways and all overpasses on our inner ring road ie Kenaston Bishop Gran	6/14/2018 11:09 AM
159	I see no active transportation enhancements in either option. These improvements should not be made just for cars. Buses, and transit options must be improved/prioritized as part of this.	6/14/2018 11:00 AM
160	4 lanes	6/14/2018 10:48 AM
161	Make it a de facto interstate type road- limited access no traffic flow interruptions	6/14/2018 10:47 AM
162	make it freeway with fence block the house....	6/14/2018 10:30 AM
163	Mixture of both - parkway closer to the river then developed the further you get from the river.	6/14/2018 9:36 AM
164	A mix between the two. Services roads, (long) merge lanes, elimination of as many intersections and lights as possible. Priority given to the major route (i.e. Route 90).	6/14/2018 9:31 AM
165	No homjes or businesses, it's a major route through the city, from the map shown it's not wide enough. Go bigger traffic will only get worse, remove lights to many stops will not eleviate the bottlenecks	6/14/2018 9:28 AM
166	Freeway, limited access, no stop lights, no at grade crossings. Install diamond interchanges. Spend our money properly and do it right.	6/14/2018 9:27 AM
167	Like a high speed freeway!	6/14/2018 9:21 AM
168	No preference	6/14/2018 9:00 AM
169	I like the look of the parkway, but the urban street is much more appropriate for the area.. and there's not enough room for greenspace! It's very tight there so the (MUCH needed) new lanes would take up all available space.	6/14/2018 8:53 AM
170	I don't care how it looks, I just want the speed limit to not drop to 50 through a large stretch of this route, and I want traffic to be able to actually flow well through this area during peak traffic hours.	6/14/2018 8:14 AM
171	It seems to me that a parkway would involve demolishing a lot of homes which seems unnecessary	6/14/2018 8:09 AM
172	Just widen it, don’t care if it’s 10 lanes wide of cement and razor wire running down both sides.	6/14/2018 8:09 AM
173	Freeway	6/14/2018 7:42 AM
174	Expressway or freeway standards. You guys have only one shot at doing this right! Make it like Yellowhead in Edmonton or Glenmore trail in Calgary	6/14/2018 7:38 AM

175	Parkway, with shops, restaurants, etc. accessible via 1/2 km long merge lanes. All signals must have left turn arrows.	6/14/2018 7:37 AM
176	Parkway, with NO TRAFFIC LIGHTS on it.	6/14/2018 7:28 AM
177	Expressway, with Diamond interchanges and NO lights	6/14/2018 6:22 AM
178	Parkway but instead of grass, a BRT/LRT route in the middle	6/13/2018 4:27 PM
179	highway	6/13/2018 4:22 PM
180	use sound barrier walls and have overhead walkways !	6/13/2018 2:34 PM
181	Something in between, that accomodates the amount of traffic flow daily, allows for emergency vehicles to pass through quickly and efficiently. Continuous and flowing traffic.	6/13/2018 12:55 PM
182	Mixture, with high density mixed use on one side and greenspace on the other, changing sides occasionally.	6/12/2018 9:43 PM

Q5 Which active transportation option, if any, would make you more likely to want to cycle down this stretch of Route 90?

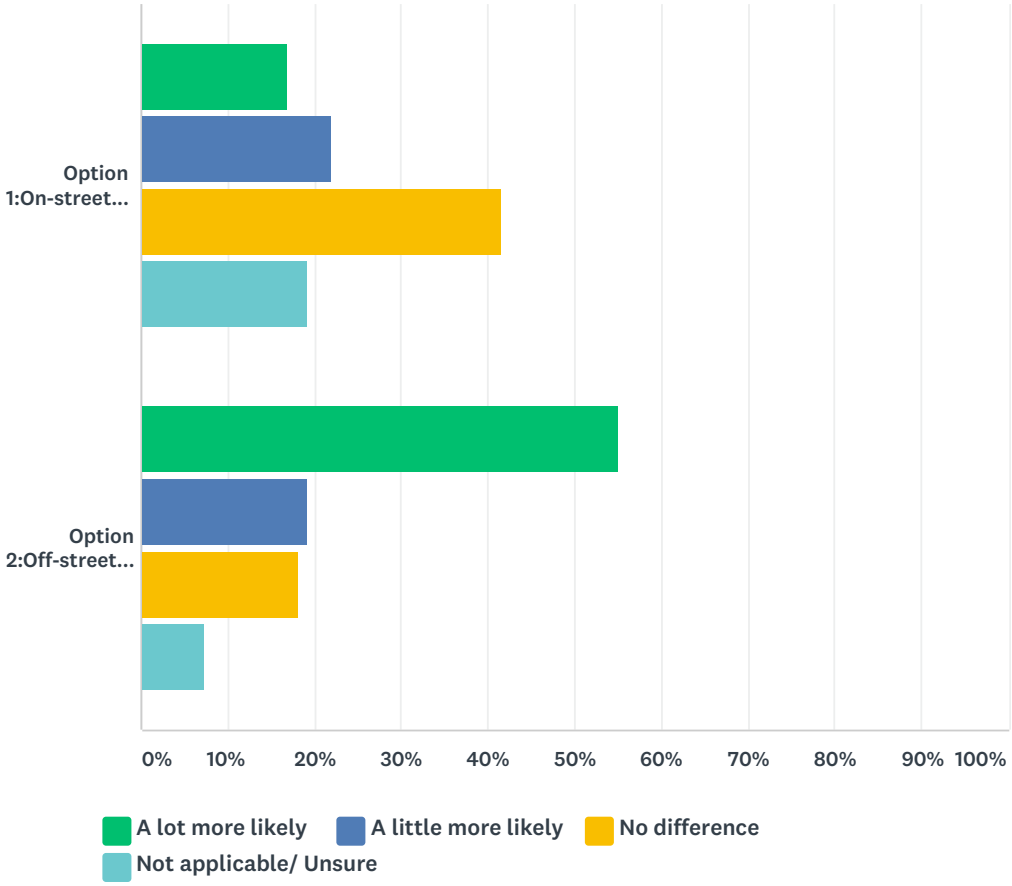
Answered: 1,164 Skipped: 41



	A LOT MORE LIKELY	A LITTLE MORE LIKELY	NO DIFFERENCE	NOT APPLICABLE/ UNSURE	TOTAL
Option 1:On-street protected bike lanes with traditional sidewalks	17.44% 203	27.23% 317	35.40% 412	19.93% 232	1,164
Option 2:Off-street pedestrian and cycling paths	69.67% 811	14.69% 171	9.28% 108	6.36% 74	1,164

Q6 Which active transportation option, if any, would make you more likely to want to walk down this stretch of Route 90?

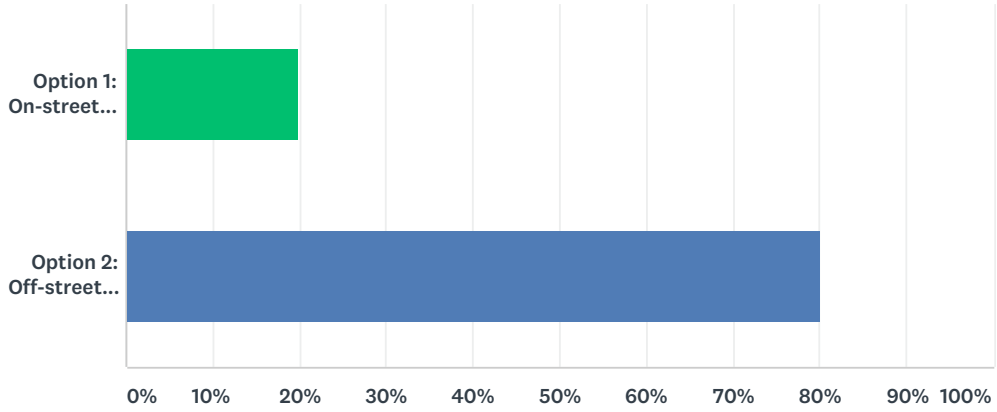
Answered: 1,164 Skipped: 41



	A LOT MORE LIKELY	A LITTLE MORE LIKELY	NO DIFFERENCE	NOT APPLICABLE/ UNSURE	TOTAL
Option 1:On-street protected bike lanes with traditional sidewalks	17.01% 198	21.99% 256	41.67% 485	19.33% 225	1,164
Option 2:Off-street pedestrian and cycling paths	55.07% 641	19.33% 225	18.30% 213	7.30% 85	1,164

Q7 Regardless of whether or not you normally walk or cycle down Route 90, which would be your overall preferred option?

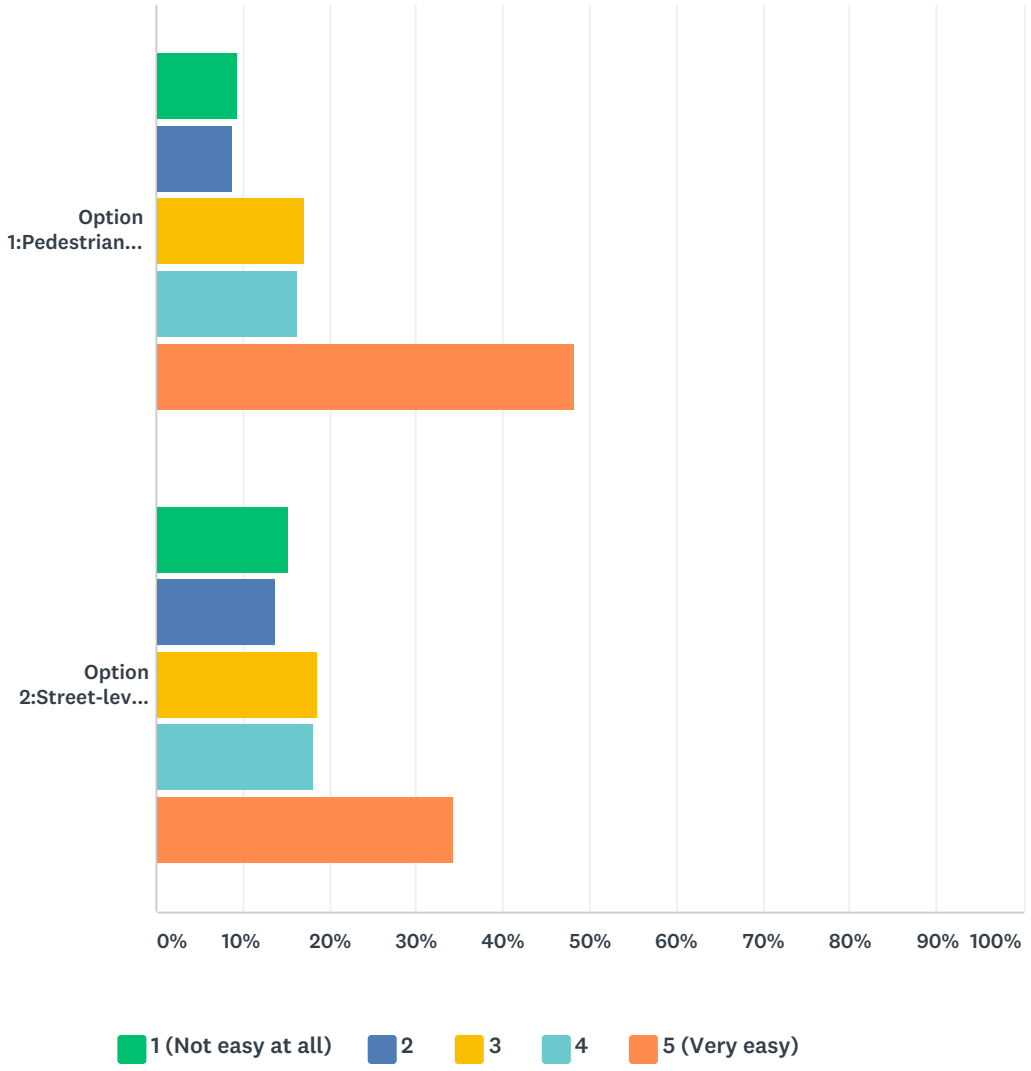
Answered: 1,162 Skipped: 43



ANSWER CHOICES	RESPONSES	
Option 1: On-street protected bike lanes with traditional sidewalks	19.79%	230
Option 2: Off-street pedestrian and cycling paths	80.21%	932
TOTAL		1,162

Q8 If you or your family were crossing Route 90 by bike or on foot, please indicate how easy you feel these two options would be on a scale of 1 to 5.

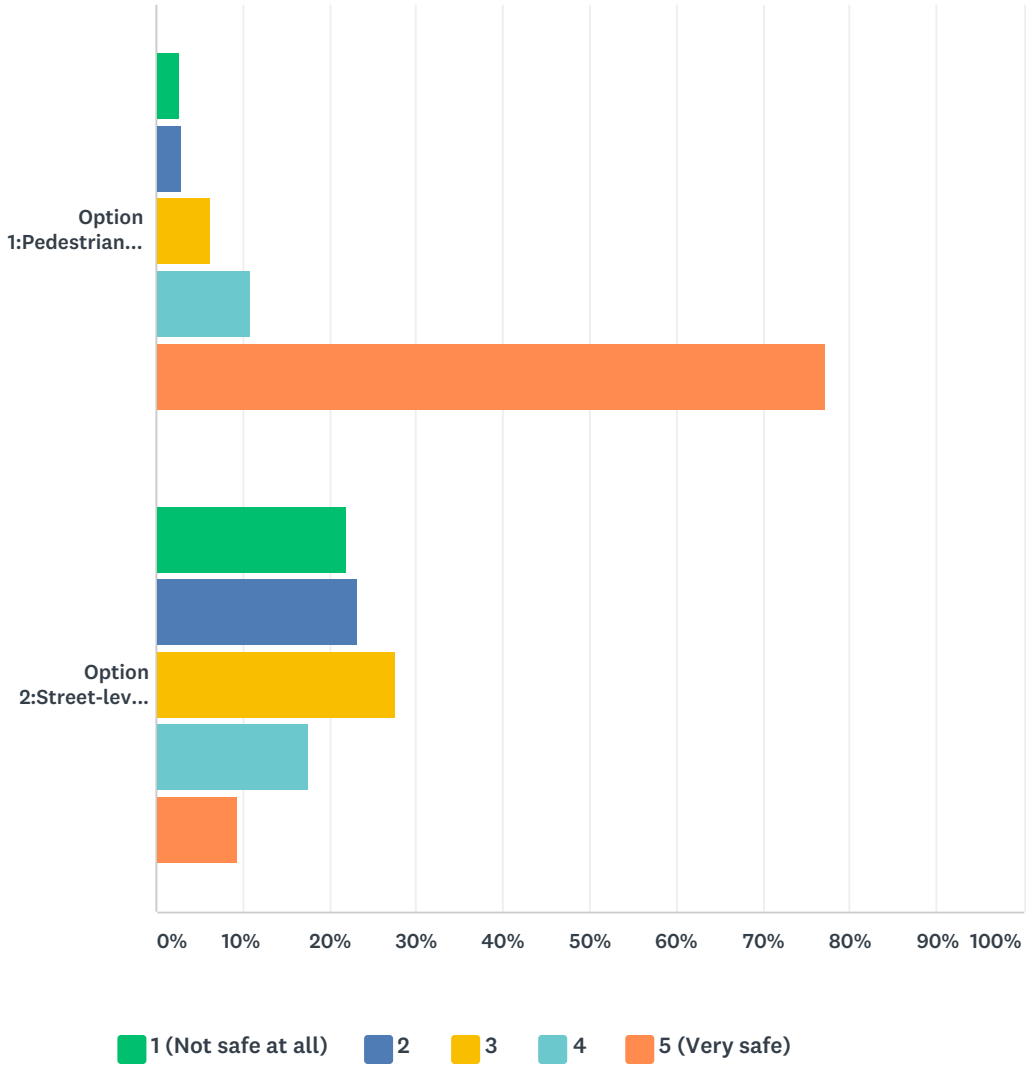
Answered: 1,151 Skipped: 54



	1 (NOT EASY AT ALL)	2	3	4	5 (VERY EASY)	TOTAL
Option 1:Pedestrian and cycling bridge	9.38% 108	8.69% 100	17.12% 197	16.42% 189	48.39% 557	1,151
Option 2:Street-level crossing with extra features	15.20% 175	13.73% 158	18.68% 215	18.16% 209	34.23% 394	1,151

Q9 If you or your family were crossing Route 90 by bike or on foot, please indicate how safe you feel these two options would be on a scale of 1 to 5.

Answered: 1,151 Skipped: 54



	1 (NOT SAFE AT ALL)	2	3	4	5 (VERY SAFE)	TOTAL
Option 1:Pedestrian and cycling bridge	2.69% 31	2.95% 34	6.26% 72	10.95% 126	77.15% 888	1,151
Option 2:Street-level crossing with extra features	22.07% 254	23.20% 267	27.72% 319	17.55% 202	9.47% 109	1,151

Q10 As part of the Route 90 Improvements Study, the City is looking at ways to improve Winnipeg Transit along the Route 90. What kinds of improvements to Winnipeg Transit would make you consider taking the bus more often along Route 90?

Answered: 805 Skipped: 400

#	RESPONSES	DATE
1	An extra lane for busses only at all bus stops so all lanes of traffic can keep moving.	7/31/2018 11:16 AM
2	None	7/31/2018 11:11 AM
3	Bus pull outs with priority signals. More bus routes.	7/31/2018 10:59 AM
4	More transit routes on Kennaston in addition to Route 78	7/31/2018 8:57 AM
5	Route that goes into St Vital - down Rte 90 then bishop Grandin and back to Polo Park	7/31/2018 12:50 AM
6	More reliable information from BusText and signboards. Current information system does not indicate whether a bus is full or not, and is frequently incorrect.	7/30/2018 10:59 PM
7	-Better frequency on weekends. -better/ accurate scheduling -improved light timing -designated bus lane. -Express busses from polo to UOfM. -direct buses from polo to IKEA and outlet mall.	7/30/2018 10:57 PM
8	The Lockston Ave bridge eliminates my bus stop so I have no answer.	7/30/2018 10:05 PM
9	More frequent buses! More buses , running later , more often.	7/30/2018 9:47 PM
10	More frequent service. 3 times an hour is just not enough.	7/30/2018 9:29 PM
11	more direct routes to the downtown from charleswood	7/30/2018 8:48 PM
12	Dedicated bus lanes so they are not caught in traffic	7/30/2018 8:36 PM
13	Regular reliable service	7/30/2018 8:24 PM
14	Have seperate pullouts for transit stops to prevent backups.	7/30/2018 7:49 PM
15	More frequency of routes; provide or make 68 terminate at Doncaster - more transit service connections from Tuxedo E-W through River Heights	7/30/2018 6:39 PM
16	unsure	7/30/2018 6:33 PM
17	Don't ride the bus.	7/30/2018 6:25 PM
18	Express service	7/30/2018 5:28 PM
19	Bus shelters and park and ride	7/30/2018 5:09 PM
20	I have never taken the bus on this route	7/30/2018 4:49 PM
21	Rapid transit corridor	7/30/2018 4:24 PM
22	not interested as would still need to transfer to get to work and walk more - which is not possible with my disability	7/30/2018 4:05 PM
23	make it clean and safe so professionals can use it on their way to work.	7/30/2018 3:41 PM
24	Frequency of buses. Multi mode transportation taking into consideration the forces of change that we are experiencing with technology and other forms of rapid transit. Multi-modal forms of transportation is key to ensuring success as a long term sustainable project. How many people will be driving their own vehicles on 10 to 20 years with self automated driving and other technological advances	7/30/2018 3:32 PM
25	Consideration for a rapid transit route might be of help	7/30/2018 3:32 PM
26	reduce fees to retirees	7/30/2018 3:28 PM
27	A dedicated bus lane, more frequent service.	7/30/2018 3:12 PM

28	Make service more frequent and reliable	7/30/2018 2:57 PM
29	Buses that run frequently between Polo Parkm Seasons and Kenaston Common (not the current poor service)	7/30/2018 2:52 PM
30	Dedicated bus lane during rush hour periods to speed up bus service.	7/30/2018 2:51 PM
31	More buses along that route	7/30/2018 2:43 PM
32	Perhaps a rapid transit lane, but if not, option to take regular and express buses down Route 90 would be ideal.	7/30/2018 2:24 PM
33	Street cars with a dedicated transit laneto connect neighbourhoods	7/30/2018 1:57 PM
34	More feeder buses	7/30/2018 1:28 PM
35	Diamond lanes. Being able to get from the south end to the Polo Park area as fast or faster than traffic. Right now, if things are clear, you're slower than traffic because the bus makes lots of stops. But if things are congested, you're *much* slower than traffic because you're stuck in traffic *and* have to make lots of stops. With a diamond lane, the bus would actually be preferable to driving during rush hour. That should be the aim.	7/30/2018 1:26 PM
36	not sure	7/30/2018 1:23 PM
37	I have never taken it on Route 90	7/30/2018 1:20 PM
38	I don't use transit.	7/30/2018 1:16 PM
39	Frequency, dedicated bus lane	7/30/2018 1:08 PM
40	none, i only bike in that area	7/30/2018 1:07 PM
41	Routes that tied to major destinations like the airport and Polo Park	7/30/2018 1:06 PM
42	More frequent, straight-line service down Route 90. The current route 78 (via Kenaston) takes so many turns into businesses such as Home Depot + the industrial park that it takes forever to get anywhere. Bus cutouts on the sides of route 90 that allow it to stop and have pedestrians/cyclists access it directly would make things much easier.	7/30/2018 1:02 PM
43	More shelters and more bus service.	7/30/2018 1:00 PM
44	More option for direct bus without many stops.	7/30/2018 12:49 PM
45	Best to ask the transit drivers who are intimately aware of how to improve their transit routes	7/30/2018 12:40 PM
46	Frequent Bus Stops	7/30/2018 12:38 PM
47	More frequent service	7/30/2018 12:34 PM
48	If buses gets extended schedules then i would consider taking the bus.	7/30/2018 12:25 PM
49	Don't widen the road to cars/trucks. Just add dedicated transit lanes so the buses can travel faster and not get stuck in traffic	7/30/2018 9:18 AM
50	Good conections	7/27/2018 8:07 PM
51	More frequent service, dedicated bus lanes that are physically separated (eg by curb or thin boulevard) from other traffic.	7/27/2018 2:30 PM
52	Buses more often	7/26/2018 1:45 PM
53	Not sure	7/25/2018 7:19 AM
54	Having a diamond lane to improve traffic flow as on Portage Avenue.	7/23/2018 2:53 PM
55	More frequent	7/23/2018 9:20 AM
56	better service down st. James from Route 90	7/22/2018 10:09 PM
57	Faster and more frequent.	7/22/2018 3:06 PM
58	Heated bus shelters with frequent bus service.	7/22/2018 7:54 AM
59	Transit in general needs to provide better, faster, reliable service WITHOUT raising fares. I feel Wpg is way behind the times when it comes to public transportation.	7/21/2018 5:39 PM
60	Reduce the cost per ride.	7/21/2018 9:31 AM

61	Diamond lanes	7/20/2018 11:24 PM
62	We need more buses on the streets during business hours with express bus lanes. I work night shifts and find weekdays bus service to downtown is poor from my area and even worse on weekends and holidays. A 15 minute drive by car turns into a 1 1/2 to 2 hour bus ride to and from my work place. That's why I gave up bus rides to anywhere in Winnipeg.	7/20/2018 1:25 PM
63	Ease & safety of public transit use for areas connecting to Rte 90.	7/20/2018 8:33 AM
64	A bus route should of been located on the former rail line	7/20/2018 12:38 AM
65	Higher frequency service with long hours. Rapid Transit with dedicated lanes would another plus.	7/19/2018 2:33 PM
66	More frequent busses between major points (Poli Park to St Vital Center).	7/19/2018 1:25 PM
67	None. I will not be a transit user.	7/19/2018 12:47 PM
68	The bus routes should have used abandoned railway tracks. Three lanes of traffic in each direction should be built for route 90. Overpasses, underpasses and cloverleafs need to be installed to keep traffic moving at 80 km/h. A protected pedestrian way should also be built for people who cycle, walk or jog. Look at Calgary as an example to keep traffic flowing.	7/19/2018 12:00 PM
69	Have a hub and feeder system so that transferring to / from Route 90 transit is easier.	7/19/2018 11:35 AM
70	More connectivity to bus lines going there and more bus lines that go there.	7/19/2018 11:23 AM
71	A link between route 90 and academy and more importantly a direct bus along academy to downtown.	7/19/2018 11:16 AM
72	More frequent schedule Bus shacks	7/19/2018 11:06 AM
73	NONE. I NEED to take my vehicle on this route to go to work.	7/19/2018 10:52 AM
74	Separate bus loop/pull-in lane so that stopped buses do not stop traffic.	7/19/2018 10:50 AM
75	dramatic increase in frequency of service	7/19/2018 10:23 AM
76	this is mostly are car driven road....small buses with hourly schedule seems appropriate	7/19/2018 10:18 AM
77	More stops, better shelters, more feeder bus routes.	7/19/2018 9:53 AM
78	I would not take the bus. However, an Express bus would be useful.	7/19/2018 9:43 AM
79	Dedicated protected bus lane	7/19/2018 9:42 AM
80	Better system to go from one end of the city to another without having to transfer more than two times and going over the 75 minute time.	7/18/2018 8:54 PM
81	Urban environment, not a freeway	7/18/2018 7:38 PM
82	a rapid transit route	7/18/2018 6:44 PM
83	More frequent buses, better bus shelters	7/18/2018 6:02 PM
84	Dedicated rapid transit corridor, more bus shelters, LED route/schedule signs, pedestrian accessible bus stops in all weather conditions including after snow storms (it is hard to get to the bus stop when the snow drifts on the sidewalk are 3 feet high and it is too dangerous to walk on the road). New direct bus route from south end of Route 90 to North end of Route 90 with minimal detours except to major destinations such as Airport terminal, RRC, Polo Park shopping. Frequent service. Electrified buses. WIFI.	7/18/2018 5:58 PM
85	I am now retired, so my street transportation needs are considerably reduced from when I was working downtown. I already use the bus for medical appointments and other trips that I do have to make to the downtown area. One of my routes is to take Route 90 north from Willow on an express bus to downtown. Since I already use transit for this, I don't know that any improvements would change my usage pattern - other than, perhaps, to make the trips more convenient.	7/17/2018 10:23 PM
86	As a mostly retired person, I am not usually on a tight schedule so taking the bus is a good way to get around. However, for other people to be encouraged to ride, I think we need buses to run a lot more frequently. Why not have diamond lanes on each curb lane of route 90 during rush hour and put on a LOT more buses, including express buses running from the far out subdivisions.	7/17/2018 7:17 PM
87	Having express routes from south to downtown. Reducing time An alternate mode of transportation to all the resident of Winnipeg south.	7/17/2018 11:08 AM

88	warm bus stop huts	7/16/2018 4:05 PM
89	I do not use the bus normally and have no suggestions for improvements.	7/14/2018 1:56 PM
90	Separate islands for busses so they do not interrupt motor traffic	7/14/2018 10:08 AM
91	Frequent express bus service between Polo Park and Kenaston Commons shopping centres.	7/14/2018 8:42 AM
92	Bus lanes. Priority lights to allow buses to get ahead of traffic or to be able to make a left turn	7/13/2018 11:33 PM
93	I would like to see the following: (1) bus stops constructed so that a stopped bus does not impede the follow of traffic. (2) Bus stops only be located along Rte 90 at Corydon/Grant/Taylor intersections. (3) These stops be more of a transit hubs. (4) Larger buses be used on Rte 90 with smaller buses used in the immediate neighbourhood areas.	7/13/2018 7:23 PM
94	Seprate lane for transit	7/13/2018 6:50 PM
95	Separate bus stop lane and preferred lights at intersections	7/13/2018 1:45 PM
96	Creating bus only lanes or a separated direct route just like around Pembina	7/12/2018 7:58 AM
97	Higher frequency routes, e.g. every 5-10 minutes	7/11/2018 5:23 PM
98	a bus corridor like Pembina hwy stations and park and ride parking	7/11/2018 5:52 AM
99	Bus lane only for rush hour	7/10/2018 5:44 AM
100	None - I like my car and I live too far away and need to pick up my kids after work	7/9/2018 8:51 PM
101	More consistent service, including "spoke" feeder routes connecting to major connectors. Priority signals for buses. (Dedicated lane might not be worthwhile on this route.)	7/9/2018 8:10 PM
102	Fewer stops and faster movement in traffic	7/9/2018 2:25 PM
103	Dedicated bus lanes along Route 90	7/9/2018 10:33 AM
104	Would need to be faster. Buses in stand still traffic are not ideal.	7/9/2018 9:55 AM
105	Dedicated Rapid Transit corridors.	7/9/2018 7:39 AM
106	None. I don’t ride the bus. I cycle or drive.	7/8/2018 10:58 PM
107	Offer private areas of the bus where I can wear my uniform to and from work free of harassment from citizens.	7/8/2018 3:33 PM
108	Proper weather protected bus shelters, benches to sit, proper recycling/garbage bins, dedicated lanes for bus stops so buses do not stop traffic or impede. Public art at bus stops. Well maintained bus stops, no garbage bins overflowing. Implement new recycling bins that push and compact waste. That area gets lots of sunlight, implement solar power.	7/8/2018 3:29 PM
109	If the new outlet mall, IKEA and the mall on Scurfield had bus stops like at Polo Park Mall or St. Vital Mall it would make things ore pedestrian friendly. Right now it is too dangerous to walk near these malls.	7/7/2018 5:09 PM
110	Heated and safe bus stops	7/7/2018 11:28 AM
111	Having a proper light rail or rail system- NOT bus!	7/7/2018 10:51 AM
112	We need to build proper rapid transit before I will switch. Not bus, but LRT.	7/7/2018 10:39 AM
113	Separated bus lanes similar to Pembina rapid transit to bypass all backed up traffic that will still happen because some engineer will probably include traffic lights and business access every 50 feet like usual - which should be avoided at all costs. Kenaston should resemble the Charleswood parkway at minimum and similar to I494/ 694 in Minneapolis. No or next to none intersections and traffic lights/ disruptions.	7/7/2018 10:06 AM
114	A separate dedicated lane for buses and trucks	7/7/2018 6:17 AM
115	I would never take the bus asking this route. It's too slow. Unless I was going somewhere right on rt 90, it wouldn't make sense to even try the bus	7/7/2018 2:01 AM
116	Several good bus shelters because of our cold winters . Also introduce rules and tools for the bus to have priority over other traffic	7/6/2018 10:21 PM
117	Frequent, small, "feeder" busses/vans from intersecting E-W routes, & enclosed shelters at Route 90 bus stops.	7/6/2018 8:40 PM

118	Making the bus more affordable and easier to take, where I live bus travel is not easy	7/6/2018 3:54 PM
119	Nothing would never take a bus,	7/6/2018 2:11 PM
120	Bus pull-off zones for stops.	7/6/2018 1:37 PM
121	related commercial services at stops	7/6/2018 12:28 PM
122	In my option, city needs to concern about the traffic volumes, budgets of the two options which is less expensive, levels of convenience for residents and time period in the future.	7/6/2018 11:48 AM
123	You need a bussing degree to understand how to take a bus in Winnipeg.	7/6/2018 10:01 AM
124	I personally do not take the bus down Route 90 that often, so I dont have much to offer except to have bus stops only at major intersections.	7/6/2018 10:00 AM
125	Transit is good in our city. Perhaps have transit lanes for when you pick up passengers so the flow of traffic keeps going and is not delayed by passenger pick up.	7/6/2018 8:29 AM
126	Dedicated bus lanes.	7/6/2018 7:43 AM
127	None. Further there should be a minimum of traffic lights on the new part.	7/6/2018 12:05 AM
128	Route 90 needs to be part of a high frequency crosstown transit route with strategic stations that link to local service and have amenities	7/5/2018 11:07 PM
129	Add bike racks to buses so I can cover a long distance by bus but then use my bike to travel within the neighborhood. Create a bus lane, perhaps shared with a 3+ carpool lane.	7/5/2018 10:50 PM
130	Covered bus stops with heated seats	7/5/2018 9:51 PM
131	Closer stops. Dedicated bus lane.	7/5/2018 9:15 PM
132	Express buses, with specific destinations - and interconnected with the Rapid Transit network. THI IS LONG OVERDUE AND VERY NECESSARY FOR INCREASING RIDER NUMBERS.	7/5/2018 7:40 PM
133	N/a	7/5/2018 6:15 PM
134	Rapid transit, minimize stops	7/5/2018 5:49 PM
135	N/A	7/5/2018 5:00 PM
136	any provision for park and ride?	7/5/2018 4:37 PM
137	More destination options	7/5/2018 4:22 PM
138	Completely predictable ie on time, easily accessible for bikes, strollers, wheel chairs etc.	7/5/2018 4:19 PM
139	Have the Bus show up on time and move me from Whyte Ridge to Wellington Avenue/Polo Park within 10 minutes. I can connect to Kenaston from another bus, but need a rapid route towards polo park... minimal stops just go far quickly... just like a car.	7/5/2018 4:09 PM
140	Dedicated bus lanes (get taxis out of the diamond lanes) and make them last longer than 5:30 pm)	7/5/2018 4:08 PM
141	A separate lane for buses only	7/5/2018 4:01 PM
142	More bus service from Polo Park to the Kenaston Crossing area / Whyteridge.	7/5/2018 4:00 PM
143	Diamond lanes for peak times.	7/5/2018 3:37 PM
144	More consistent and frequent stops - not just weekdays, but weekends as well.	7/5/2018 3:32 PM
145	better bus service to suburbs	7/5/2018 3:28 PM
146	Diamond lane and more frequent service.	7/5/2018 3:26 PM
147	Light rail	7/5/2018 3:23 PM
148	better connections	7/5/2018 3:13 PM
149	Express from Polo Park to stadium or McGillvary n Kenaston shopping (Not stopping at every block.)	7/5/2018 2:22 PM
150	I do not take the bus, Winnipeg Transit is not viable for me.	7/5/2018 1:49 PM

151	protected,, heated shelters at main stops. A dedicated transit loop between Polo Park, Seasons of Tuxedo and Linden Woods shopping areas would attract ridership if it ran frequently at peak shopping times, e.g., weekends, evenings; would also help park and ridership to PPark for portage ave bus. this would reduce traffic volumes.	7/5/2018 1:36 PM
152	Don't expand!	7/4/2018 8:19 PM
153	aaa	7/4/2018 3:25 PM
154	protected bus shelter, e.g., with cement posts in front/side to protect; heated shelters at key stops, e.g., kenaston/academy, corydon, grant. priority transit signals would be an improvement / incentive.	7/4/2018 2:31 PM
155	Express buses down Route 90 to downtown with stops at major streets like Taylor, Grant, Corydon, etc. Also, a bus route that goes straight down Route 90, PAST Polo Park, directly connecting areas North & South of Portage Avenue.	7/4/2018 6:46 AM
156	More frequent buses between Academy Road, Kenaston, Polo Park and the Outlet Collection Mall/IKEA.	7/3/2018 10:45 PM
157	none	7/3/2018 4:48 PM
158	Its fine right now	7/3/2018 3:18 PM
159	Separate lane or busses	7/3/2018 2:58 PM
160	Provide (at least) bus stop "sidings" to allow traffic to continue or designated diamond lanes	7/3/2018 2:52 PM
161	N/A - Transit does ultimately feed my place of work	7/3/2018 2:08 PM
162	Not sure as I don't use the bus	7/3/2018 12:46 PM
163	not appliable	7/3/2018 11:12 AM
164	Please consider bus shelters with surrounding cycle paths such as on Pembina Hwy--east side south of UM. add cement posts for extra protection of those waiting for the bus.	7/3/2018 10:53 AM
165	Special turnouts for buses.	7/2/2018 10:11 PM
166	Current bus service along Route 90 is nearly unusable. Lack of shelters, lack of vegetative buffer and separation between pedestrians and high speed semi-trailer trucks. Infrequent and irregular service. Stupid routes. Poor pedestrian crossings on Kenaston. There should be a dedicated rapid (electric) transit lane along the entirety of Route 90. Provide real-time electronic signs at every bus stop. Provide a shelter at every bus stop. Provide recycling bin at every bus stop. Provide convenient pedestrian access to each bus stop for both route directions. Add a new bus route that just runs along Route 90 without multiple detours. Shorten wait times for the bus. In winter give pedestrians priority and plow sidewalks before Route 90 and other roads.	7/2/2018 5:38 PM
167	Areas where buses pull off the road to pick up and drop off passengers.	7/2/2018 2:32 PM
168	n/a	7/1/2018 12:03 AM
169	I don't take buses that way but a diamond lane would make it quicker to travel	6/30/2018 11:43 PM
170	If the buses had a separate lane to make stops better for everyone and if they had their own rapid lane that allows buses only	6/30/2018 10:25 PM
171	No	6/30/2018 6:40 PM
172	off street bus pullouts	6/29/2018 10:56 PM
173	None.	6/29/2018 8:56 PM
174	none.	6/29/2018 5:03 PM
175	Better connections with Charleswood, Polo Park and Downtown.	6/29/2018 3:00 PM
176	I would not consider taking a bus in Winnipeg, due to the amount of time it takes to get from one place to another. Improving only Route 90 bus route, would not change my mind, as I would still need to connect to other routs.	6/29/2018 1:23 PM
177	I would not take the bus	6/29/2018 12:45 PM
178	Express bus	6/29/2018 7:34 AM
179	I would never take the bus	6/28/2018 10:21 PM

180	I totally oppose the widening of route 90 in any form even if for transit. It is a poor use of taxpayer dollars & will destroy lives and a residential neighbourhood. I oppose widening the road in any form.	6/28/2018 4:20 PM
181	More bus shelters	6/28/2018 1:02 PM
182	Diamond lane for transit during peak hours	6/28/2018 10:57 AM
183	Add a bus lane to route 90 - similar hours as Portage Ave.	6/28/2018 7:45 AM
184	As a component of the project, build dedicated space for transit. There may not already be a rapid transit route in place, but with growth to the southwest, the Kapyong development, and the jobs growth around the Seasons development, it will happen eventually, and it's best to plan/pay for it now while we can & have the federal/provincial backing rather than going back and forth with them in a few years or whenever that might be to get the funding to build something on Kenaston.	6/27/2018 4:47 PM
185	Shelters	6/27/2018 4:42 PM
186	It would be great if bus stops on Kenaston are off of the main route of traffic or if all stops have shelters. My bus stop has no shelter so in rainy weather I have to stand on a homeowner's lawn in order to not be splashed by traffic. It doesn't have to even rain heavily for this to happen given the amount of traffic and large transport trucks.	6/27/2018 3:46 PM
187	A superset line	6/27/2018 3:39 PM
188	better bus connections- not so much the road way as the bus frequency and availability	6/27/2018 3:02 PM
189	I always drive as I have a car	6/27/2018 2:52 PM
190	priority signals, improved stops/shelters, safe pedestrian crossings. priority busway/ bus lane and dedicated loop to shopping areas at either end of Rte90 would alleviate the need for additional lanes. turning lanes, bus pull-over spots would allow traffic to flow on existing lanes and would allow buses to flow.	6/27/2018 1:16 PM
191	accessibility	6/27/2018 1:15 PM
192	A dedicated busway (curb lane I think it's called?) unimpeded by regular traffic.	6/27/2018 11:39 AM
193	safer bus stops, protected from weather and traffic. dedicated bus lane/ carpool/cycling lane, i.e., green infrastructure. Shift public behavior to be more sustainable. Consider creating a priority transit signal busway that goes up the curb lane of rte 90, stops at academy or Willow and uses the old rail line to cross the river to portage ave; could then have priority signal for west and eastbound portage ave routes. This bus lane could double as a bike path, saving money and space, reducing the impact on local residents and creating more sustainable infrastructure and shifting public behavior.	6/27/2018 10:44 AM
194	Ensure the buses have a place to pull out of traffic at their stops. Ensure their is a route set up from polo park directly to the southern developments like Bridgewater and Whyte Ridge	6/27/2018 9:03 AM
195	More frequent service to sterling Lyon and other shopping areas and more sheltered stops. Better service to meet 95 bus and other routes	6/27/2018 7:32 AM
196	I don't use the transit system but if I did, I would consider riding on Route 90 if that route had a nicer, cleaner appearance. For many years this route has appeared congested, dirty, polluted, and deteriorated with dead trees/grass.	6/27/2018 3:17 AM
197	not sure	6/27/2018 2:17 AM
198	Bus lane, minimal stops, priority lights, cheap fare	6/26/2018 10:12 PM
199	A dedicated bus lane during rushour with transit signal priority is the only way I would consider this.	6/26/2018 7:36 PM
200	A bus coming at frequent enough intervals (10 to 15 minutes) and going where I want to go without a lot of side trips.	6/26/2018 5:50 PM
201	subway	6/26/2018 5:41 PM
202	priority lane for transit, carpoolers and cyclists (shared). priority traffic signals. safe crossings and proper bus shelters (heated), with safety barrier.	6/26/2018 4:59 PM
203	Honestly, not much.	6/26/2018 4:45 PM

204	Curbs on the road would make me want to take the bus on Route 90. The vulnerability of the user to stand on the side of the road is horrible in this stretch of route 90	6/26/2018 4:27 PM
205	Winnipeg Transit is a dumpster fire of bad service and high prices relative to the service provided. Any improvement to Transit would be an improvement here. Also, trains.	6/26/2018 2:07 PM
206	Bus stops should be off the roadway with appropriate merge lanes. Route 90 should be more parkway / freeway like.	6/26/2018 11:44 AM
207	Rapid transit connecting the north side of side to south.	6/26/2018 12:27 AM
208	A left turn signal on Bolton for area residents and emergency vehicles.	6/25/2018 9:37 PM
209	Dedicated transit lanes	6/25/2018 6:54 PM
210	Regular, timely, reliable service Safe and convenient connection stations Connections to areas I would frequent	6/25/2018 6:17 PM
211	How about no more rapid transit and a preplanned light rail system. We need to think more like Calgary and less like Winnipeg.	6/25/2018 5:46 PM
212	convert existing lane to prioritize buses, car poolers and cyclists vs. privileging unsustainable behaviors. PS> traffic volumes have not changed in 25 years!!!!! this is not a responsible use of taxpayers money.	6/25/2018 5:03 PM
213	Airport route and Downtown direction via portage avenue	6/25/2018 4:42 PM
214	n/a	6/25/2018 4:36 PM
215	Separate lane to allow quick transport; express buses with few stops	6/25/2018 4:22 PM
216	less stops more direct routes, more often	6/25/2018 4:03 PM
217	The amount of time it takes to get anywhere on a bus is too long so if it could be shortened that would be good	6/25/2018 1:44 PM
218	None, as this City's transit system is obsolete compared to other Cities. imagine having a LRT system along this stretch, linking Sage Creek with Polo Park and beyond, maybe the airport.	6/25/2018 12:56 PM
219	this is where you should have built rapid transit.	6/25/2018 10:54 AM
220	none, won't take the bus	6/25/2018 10:49 AM
221	light rail!!!!	6/25/2018 10:08 AM
222	Heated, clean transit shelters. Good connectivity and schedule alignment with Academy Road routes.	6/25/2018 10:03 AM
223	having 4-5 lanes in each direction	6/25/2018 9:52 AM
224	None	6/25/2018 9:48 AM
225	None, no reason for me top take the bus.	6/25/2018 9:44 AM
226	More buses. More routes connecting rt 90 with the rest of the city. Lower fares.	6/25/2018 9:19 AM
227	Transit route from St. Vital mall up route 90	6/24/2018 8:27 PM
228	Diamond lane during rush hour	6/24/2018 7:18 PM
229	More routes and dedicated bus/bike/taxi lanes	6/24/2018 6:47 PM
230	The riders need to feel safe riding the bus, especially at night.	6/24/2018 5:45 PM
231	Creating a rail system to help ease stress on Winnipeg Transit	6/24/2018 4:31 PM
232	Having direct routes with minimal transfers.	6/24/2018 3:39 PM
233	Bus stops to be off the main road to keep the traffic moving	6/24/2018 2:46 PM
234	Bus shelters for winter. Regular bus service without 25-40 minute waits for the next bus, including weekends	6/24/2018 12:05 PM
235	Bus more often especially on the weekend.	6/24/2018 11:23 AM
236	Diamond Lanes!	6/24/2018 9:49 AM
237	No ideas.	6/24/2018 8:03 AM

238	no improvements would make me consider taking the bus. I think the city has dumped a lot money into bus routes that should have gone into road repair.	6/24/2018 6:51 AM
239	More frequent buses.	6/24/2018 2:23 AM
240	NA	6/24/2018 1:15 AM
241	Diamond Lane for Bus, would declutter them from regular traffic...Also, need to think of something for all the semi-truck/trailers that bog down traffic on this commute.	6/24/2018 12:57 AM
242	Needs to be more safe and more cost effective.	6/24/2018 12:05 AM
243	More frequent buses, with a system based on smaller surburbian collector buses/vans feeding large buses on collector and main routes.	6/23/2018 11:04 PM
244	Have it's own lane.	6/23/2018 10:20 PM
245	Transit stops that are tucked in. Do not stop traffic flow.	6/23/2018 10:11 PM
246	I do not take the bus.	6/23/2018 9:58 PM
247	None.	6/23/2018 9:20 PM
248	More regular bus times.	6/23/2018 8:35 PM
249	Fewer stops/express bus	6/23/2018 6:02 PM
250	Quicker speed limits	6/23/2018 5:15 PM
251	Ensure the buses have their own lane.	6/23/2018 4:11 PM
252	Rapid transit	6/23/2018 3:51 PM
253	express stops only	6/23/2018 3:47 PM
254	no comment	6/23/2018 1:56 PM
255	less transit stops or have transit stop lanes indented into the blvd.	6/23/2018 1:38 PM
256	Align the light cycles better	6/23/2018 1:11 PM
257	Dedicated lane for buses & HOV.	6/23/2018 12:53 PM
258	I don’t use the bus. Ever.	6/23/2018 12:10 PM
259	not sure	6/23/2018 11:25 AM
260	Not applicable in our home due to disability issues. Do not use the bus.	6/23/2018 10:54 AM
261	make it a separate lane	6/23/2018 10:32 AM
262	Personally, there aren't many routes that are convenient for me to take that way. If there was a route that went up route 90 and then down Notre Dame, I might use it because I work near Tech Voc and live in Fort Garry.	6/23/2018 10:27 AM
263	Dedicated bus lane	6/23/2018 9:56 AM
264	Safe and convenient ways to cross Route 90. Increased transit service.	6/23/2018 9:07 AM
265	Have no reason to take the bus along this route	6/23/2018 9:02 AM
266	None	6/23/2018 8:49 AM
267	Less stops	6/23/2018 7:08 AM
268	Dedicated bus lane during rush hour	6/23/2018 7:04 AM
269	A designated bus lane to help get the bus through during rush hour	6/23/2018 5:56 AM
270	Have a diamond lane and have super express bus routes to major intersections or bus connectors	6/23/2018 5:25 AM
271	don't take the bus	6/23/2018 5:18 AM
272	Dedicated bus lanes or at very least pull in bus stops.	6/23/2018 12:55 AM
273	Unsure	6/23/2018 12:13 AM
274	I wouldn't take the bus as it's too far away to go, but please do not add a 3rd lane and then just make it a bus lane. It does nothing for traffic flow at all.	6/22/2018 11:57 PM

275	Dedicated bus lane with shorter intervals/wait times between buses.	6/22/2018 11:56 PM
276	I don’t take the bus anymore, as a mom of small children it’s just not convienient	6/22/2018 10:57 PM
277	I will not take the bus	6/22/2018 10:55 PM
278	Rapid transit or express bus service	6/22/2018 10:21 PM
279	I rarely travel this area. I do think that Transit has a good amount of coverage here. I could be wrong though.	6/22/2018 8:34 PM
280	Less intersections. Make it flow. Please make easy to yield on and off of this Main route it needs to flow. Less stop lights is key. And likely to prevent accidents.	6/22/2018 7:10 PM
281	less pothole	6/22/2018 6:55 PM
282	I live outside the city (La Salle) and currently there are no options for taking the bus.	6/22/2018 6:16 PM
283	Having one bus route go from the southeast corner of the city to the northwest. Currently I would have to transfer too much and would never consider bussing to work.	6/22/2018 6:11 PM
284	Express bus, separated bus lane (like a pseudo-rapid transit idea), “indented” bus stops that aren’t right on the same curb line as the main flow of traffic, newest huts with electronic info	6/22/2018 5:31 PM
285	dedicated bus lane	6/22/2018 4:34 PM
286	More lanes, better traffic	6/22/2018 4:26 PM
287	n/a	6/22/2018 4:22 PM
288	I would never consider taking the bus anywhere, nor would I encourage my kids to do so. Do not feel safe.	6/22/2018 3:54 PM
289	In addition to bike and pesdestrain bridge I would like to see a multiple bus loops for all buses that way people who are driving in vehicles don’t have to worry about stopping when the bus drops off and picks up passengers.	6/22/2018 3:48 PM
290	Light rail. or Bus rapid transit.	6/22/2018 3:32 PM
291	Buses off route 90. Make it like Donald where they go around have have their own road	6/22/2018 2:50 PM
292	I have not taken the bus on that route, so I don't have an opinion. From what I have heard from others, once the crossing of the street is fixed, accessing their bus on the other side would be easier and safer. I have heard of people missing their bus because they just couldn't make it across the street in a timely fashion.	6/22/2018 2:49 PM
293	more buses, more often	6/22/2018 2:13 PM
294	Bus shacks	6/22/2018 2:09 PM
295	Have a separate bus lane which would mean adding another lane both ways. Could also be used for emergency vehicles.	6/22/2018 1:24 PM
296	This bottleneck needs more lanes to keep traffic flowing.	6/22/2018 1:14 PM
297	Lane dedicated to buses would make it run more smoothly	6/22/2018 12:49 PM
298	It is difficult to cross Route 90 next to some stops. A traffic light/pedestrian/bicycle crossing across Route 90 next to stops (e.g. at Willow - which also leads to a Gym facility - Rady JCC) would be useful.	6/22/2018 12:48 PM
299	Dedicated only transit lanes	6/22/2018 12:43 PM
300	Separate lanes for buses especially from portage to grant.	6/22/2018 12:04 PM
301	I don't feel safe on the bus & prefer to travel by car, the improvements needed to make me consider taking the bus are outside of the scope of this project.	6/22/2018 12:00 PM
302	My bus habits wouldn't change because of changes to Route 90. Overall improvements to bus route options and frequency of buses needs to change for me to use Route 90 as an option.	6/22/2018 11:46 AM
303	Take away light controlled intersections and create on ramp and off ramp at major intersections to increase the traffic flow and reduce stopping waiting times at interesection to reduce bus time delays to arriving at destinations	6/22/2018 11:43 AM
304	N/A	6/22/2018 11:39 AM

305	None	6/22/2018 11:38 AM
306	N/A. I don't commute	6/22/2018 11:31 AM
307	more frequent service and good bus shelters	6/22/2018 11:18 AM
308	more service times	6/22/2018 10:55 AM
309	none	6/22/2018 10:30 AM
310	I do not bus	6/22/2018 10:17 AM
311	I never would since accessing a bus from the middle of Lindenwoods is extremely inconvenient.	6/22/2018 10:15 AM
312	nil	6/22/2018 9:00 AM
313	More rapid transit lines	6/22/2018 8:35 AM
314	Long route, straight line buses up and down route 90 with arterial feeder busses coming off going east/west. Simplify the route.	6/22/2018 7:59 AM
315	Bus stops that are accessible to a crosswalk, that have enough space, that are well-marked. More frequent transit service would make the biggest difference	6/22/2018 7:52 AM
316	More service to kenaston shopping areas	6/22/2018 7:50 AM
317	I don't know what the current offerings are, but would think transit options from Polo Park to the various shopping options south of Taylor might tempt me to shop there. Perhaps a "feeder bus" that travels from one shopping complex to another?	6/22/2018 7:15 AM
318	I will never ride the bus in Winnipeg! They are dirty and often filled with **********. Winnipeg is still just one giant Steinbach! Very behind and a sprawling town!	6/22/2018 7:08 AM
319	Having development oriented towards kenaston so that as a transit user I access front doors, don’t have to walk through parking lots to get where I’m going, Nor have my transit trip through the area delayed by looping into developed areas along the corridor.	6/22/2018 6:38 AM
320	More buses. Better direct route from Polo Park to Kenaston Commons and Seasons of Tuxedo.	6/22/2018 12:39 AM
321	If there was a rapid transit system from Wilks/Sterling lyon to at least ness if not all the way to the north perimeter.	6/21/2018 11:56 PM
322	Separated bus lane away from roadway. Buses congest traffic.	6/21/2018 11:23 PM
323	More frequent scheduling of buses.	6/21/2018 11:12 PM
324	more frequent buses that connect reliably for transferring between buses	6/21/2018 10:55 PM
325	Nothing. Buses are huge time wasters.	6/21/2018 10:31 PM
326	I don't know how to use the bus	6/21/2018 10:17 PM
327	Dedicated lane ways	6/21/2018 9:50 PM
328	Dedicated bus lanes	6/21/2018 9:26 PM
329	Lower bus fare STOP BUILDING RAPID TRANSIT!!	6/21/2018 9:25 PM
330	More frequent buses along Kenaston	6/21/2018 9:18 PM
331	Express routes only	6/21/2018 8:52 PM
332	I'm not a fan of the bus.	6/21/2018 8:48 PM
333	Diamond lanes for buses.	6/21/2018 8:23 PM
334	Express buses with less stops	6/21/2018 8:10 PM
335	Nothing	6/21/2018 7:15 PM
336	If you want traffic moving on route 90, you cannot have a bus stopping every km. Bus could use route 90 but they shouldn’t have to stop	6/21/2018 7:04 PM
337	Fewer bus stops. Longer distance between them.	6/21/2018 6:54 PM
338	Make it so that the busses don't stop on the road and have to pull into a seperate cubby.	6/21/2018 6:31 PM

339	Instead of widening the road buy more buses and improve routes so more people would bus instead of drive. Less cars would mean less traffic congestion.	6/21/2018 6:19 PM
340	I would not consider taking public transit for any reason.	6/21/2018 6:17 PM
341	When stopping to pick up passengers there should be bus loops so that traffic will conti he to flow.	6/21/2018 6:09 PM
342	More destinations in the area, locations (commercial, retail, recreation, green space) worth travelling to this stretch of route 90 for.	6/21/2018 5:58 PM
343	Rapid transit	6/21/2018 5:30 PM
344	Covered station with heating seats	6/21/2018 5:13 PM
345	Bus route with ots own lane	6/21/2018 5:05 PM
346	Accurate times to catch the bus. Room to sit. Enough busses that it is a good option as opposed to driving.	6/21/2018 4:42 PM
347	none	6/21/2018 4:36 PM
348	Cleanliness, better security, more rapid transit, not needing to pay more than once as I usually need to transfer more than once (usually 4) which gets too expensive might as well taxi or own a car	6/21/2018 4:22 PM
349	none - not applicable	6/21/2018 4:21 PM
350	Entirely separate off-street bus lane. Rapid transit-style.	6/21/2018 4:14 PM
351	Less stops	6/21/2018 4:13 PM
352	Dedicated bus lane or bus pull outs so a stopped bus doesn't stop traffic	6/21/2018 4:00 PM
353	n/a	6/21/2018 3:57 PM
354	none	6/21/2018 3:46 PM
355	Express bus route between St. Vital Center and Polo Park. I just mean a bus that doesn't stop at every stop not a dedicated bus corridor.	6/21/2018 3:40 PM
356	Preferably to have rapid transit between Bridgwater Centre to Polo Park. And each community has connected shuttle to main intersections on Kenaston such as Taylor, Grant, Corydon, and Tuxedo.	6/21/2018 3:23 PM
357	Additional lanes and keeping pedestrian and cyclist separate from vehicular traffic	6/21/2018 3:15 PM
358	none	6/21/2018 3:04 PM
359	To visit my father-in-law in an assisted living facility on Kenaston, I have to take 2 buses from downtown. This should be do-able without a transfer.	6/21/2018 3:03 PM
360	Adding a bus lane - if it can fit Or even re-routing or creating new route for bus because most of the time I just need one direct ride, just like the expressway made around pembina to confusion corner	6/21/2018 3:02 PM
361	MOre space available to turn my scooter around so was too easily and more quickly exit the bus.When the bus is crowded, it is difficult and frustrating to everyone when it takes too long and patience is short for everyone.	6/21/2018 2:59 PM
362	Don't use bus	6/21/2018 2:59 PM
363	LRT route like Calgary would be the best option. from the airport to the end of bishop grandon	6/21/2018 2:54 PM
364	None	6/21/2018 2:51 PM
365	Making the 78 Keneston a separate route/feeder route because as it stands the Keneston portion of the 78 is the worst route in the city for "meandering" and taking a ridiculous amount of time! Give me something direct down Route 90 or Wavelerly from Polo to the U of M	6/21/2018 2:42 PM
366	More frequent busses, especially during the evening and weekends	6/21/2018 2:32 PM
367	If there were more shops and restaurants, more frequent bus stops. Perhaps also a sightseeing bus, that goes from our beautiful parks to the Forks, St. B and all the festivals. A hop on hop off style bus	6/21/2018 2:22 PM
368	Buses that ran more regularily	6/21/2018 2:21 PM

369	Improve overall vehicle traffic flow on Route 90 and surrounding roads, so that the buses are not stuck in traffic. (Route 90 should actually be a real freeway (onramps and offramps, no lights), but Winnipeg probably doesn't have enough money for that.)	6/21/2018 1:57 PM
370	Link to major transit hub such as Outlet Mall	6/21/2018 1:51 PM
371	more service	6/21/2018 1:51 PM
372	Frequent Service Model	6/21/2018 1:28 PM
373	Better connections to my local bus routes, good frequency of all segments of my trips, secure bicycle parking at my nearest major bus route terminal.	6/21/2018 1:00 PM
374	More buses	6/21/2018 12:49 PM
375	I transfer at Grant and Kenaston to get on the 84 or 78 currently to get home to Lindenwoods everyday and I really hate these current routes for getting home because of all of the side routes they take before getting to the residential areas. I would love to see an express route that has limited stops between Grant and McGillivary or even Lindenwoods Dr	6/21/2018 12:44 PM
376	More frequent busses. Better pedestrian accomodation leading bus stops to sidewalk access.	6/21/2018 12:39 PM
377	Make a bus lane so that traffic is not stopped backing everything up in that lane causing drivers to cut out of the lane into oncoming traffic - unsafe	6/21/2018 12:37 PM
378	n/a	6/21/2018 12:30 PM
379	N/A	6/21/2018 12:08 PM
380	Dedicated pull offs and shelters	6/21/2018 12:03 PM
381	Higher frequency Better connectivity Transit priority all along the route	6/21/2018 11:51 AM
382	Off street turn out areas to facilitate bus loading/unloading without interrupted flow of traffic.	6/21/2018 11:50 AM
383	Dedicated transit lanes/right of way. Increased bus frequency	6/21/2018 11:50 AM
384	Rapid transit lane	6/21/2018 11:49 AM
385	dedicated bus lane, direct, non-stops down Route 90	6/21/2018 11:42 AM
386	Making sure that transit considers cyclists and pedestrians.	6/21/2018 11:39 AM
387	dedicated lane	6/21/2018 11:39 AM
388	If buses came more often. If there were stops somewhere between Ness and Academy.	6/21/2018 11:35 AM
389	i usually take the bus downtown if i take the bus. i do not usually head or route 90 via bus, as i work downtown and live east of route 90	6/21/2018 11:34 AM
390	Fewer stops, or stops in their own lane similar to bishop grandin and waverly	6/21/2018 11:33 AM
391	A bus route that goes more directly from that area to the University of Manitoba campus	6/21/2018 11:32 AM
392	Speed and not getting stuck in traffic jams.	6/21/2018 11:30 AM
393	more buses	6/21/2018 11:29 AM
394	A direct express route down route 90 to st James would make me want to use bus for work commute	6/21/2018 11:26 AM
395	Better connections/transfers from other parts of the city with routes that DON'T go through downtown.	6/21/2018 11:25 AM
396	None	6/21/2018 11:23 AM
397	n/a	6/21/2018 11:18 AM
398	I believe the bus routes can be quite long and meandering with all of the development that has taken place. Perhaps consider adding express routes that skip the de-tours into areas like Ikea - land	6/21/2018 11:12 AM
399	entry, exist, and loading/offloading lane/area for bus use	6/21/2018 11:10 AM
400	light rail down the middle of route 90 free fare wifi free park and ride	6/21/2018 11:10 AM
401	Keep the bus routes on time - but I think widening & fixing route 90 will improve Transit service	6/21/2018 11:08 AM

402	If busses were able to run on a schedule unaffected by traffic / quicker than could be driven by car due to traffic.	6/21/2018 11:07 AM
403	Priority lanes	6/21/2018 11:06 AM
404	I take bus primarily from my home in Charleswood to Jets games. So anything that expedites that trip	6/21/2018 11:04 AM
405	Connect Route 90 to the University of Manitoba Fort Garry Campus and to MITT Campus	6/21/2018 11:00 AM
406	No need to travel south with transit. My purpose for taking this route is either recreation or shopping (requiring a vehicle - ridiculous ikea purchases).	6/21/2018 10:59 AM
407	4 lanes wide each way or designated bus lane like rapid transit. Best option for public trasportation is light rail/sky train where we can go under or above the road and traffic lights allowing for quick travel time and not stopping at lights. Right now bussing just means your stopping at lights and stopping at bus stops. It is not an efficient way, it adds so much time to your travel.	6/21/2018 10:35 AM
408	Snow clearing immediately take place around bus stops in winter. Safe place to stand away from the road. During rain drivers go through puddles and splash pedestrians.	6/21/2018 9:48 AM
409	Less stops, cheaper fare.	6/21/2018 9:26 AM
410	More Express busses along Route 90 from Polo to Grant, IKEA, Lindenwoods, Bridgewater, etc. Right now all busses tend to make several loops around industrial and residential areas. This makes trips extra long and busses are infrequent.	6/21/2018 9:11 AM
411	More routes, more regular buses, and rapid transit.	6/21/2018 7:51 AM
412	Bus bays off the main road or dedicated median bus lanes (rapid).	6/20/2018 11:55 PM
413	A direct bus route that goes straight up Kenaston to Red River College.	6/20/2018 10:27 PM
414	nil	6/20/2018 10:05 PM
415	None. I do this already.	6/20/2018 9:00 PM
416	Any thing non stop	6/20/2018 8:46 PM
417	perhaps a dedicated bus lane....	6/20/2018 8:19 PM
418	To help me/family/co-workers with taking the bus more on route 90, I would like to see a fast bus (with minimal stopping) that moves from a terminal in the south of Winnipeg (maybe Linden Woods/Whiteridge area) which makes a stops only at McGillivray, Sterling Lyon, Grant, Corydon, Tuxedo, Ness, Elice, turns Left onto Wellington, stops at Berry, and heads directly to the Airport Main Terminal, then reverses the route back down Wellington with a stop at Flight Road, then southbound down King Edwards with stops only at Sargent, Elice, Ness, Tuxedo, Corydon, Grant, Sterling Lyon, McGillivray, and the Bus Terminal. Fast and Efficient, almost like a car... the whole trip from Linden Woods to the airport should take no more than 25 minutes and would help a lot of people who live in the south but work within the Airport Industrial/Polo Park Area... running the bus past each stop every 30 minutes between 5 am and 9 pm should be sufficient to cover most employee commutes and the majority of airport passenger arrivals/departures. Further, the stops along the way can branch off to other main bus routes. High Occupancy Vehicle/Carpool/Bus Lane would help buses and car poolers travel the route quickly... everyone else who cannot use their car more effectively can wait in traffic... it is not sustainable on any degree for each person in a growing population to have their own car... building infrastructure to accommodate more cars is not sustainable and an ill strategy for the future, only encouraging more cars and greater traffic/infrastructure issues.... lets say I need to go to the airport from Linden Woods... if I can get to a nearby stop and make it to the airport in 25 minutes, it is probably better than driving 20 minutes to the airport and then having to pay for parking or have a driver then drive another 25 minutes backwards.	6/20/2018 7:50 PM
419	N/A	6/20/2018 6:55 PM
420	the bus does not work with my schedule.	6/20/2018 5:25 PM
421	I have no problem bussing along there now. Perhaps a us priority lane during rush hour would be feasible.	6/20/2018 5:09 PM
422	Ensure Portage traffic can easily access route 90. The proposed option with a light on Portage to turn left will likely slow traffic even more than the current loop. For example turning left (south) onto Moray from Portage during rush hour is a nightmare. The route 90 traffic loop by the new firehouse if much better.	6/20/2018 4:37 PM

423	n/a	6/20/2018 4:19 PM
424	Fewer stops	6/20/2018 3:35 PM
425	Protected lanes along Route 90 for Transit, Emergency Vehicles only. To avoid typical Transit stops, bottlenecks.	6/20/2018 12:22 PM
426	wouldn't	6/20/2018 12:04 PM
427	There is very little transit on this stretch of route 90, so why all the fuss? Don't waste money on this.....this is not Portage Avenue!	6/20/2018 11:32 AM
428	For seniors bus stops need to be located where they are easily accessible. Then they will be used more often.	6/20/2018 10:40 AM
429	0 chance I will take Winnipeg Transit	6/20/2018 10:09 AM
430	Improve frequency	6/20/2018 9:59 AM
431	same issues as anywhere else, increased frequency and speed	6/20/2018 8:35 AM
432	There own lane for stops	6/20/2018 8:14 AM
433	increased bus service	6/20/2018 7:21 AM
434	More service	6/19/2018 10:51 PM
435	A rapid transit bus route.	6/19/2018 9:15 PM
436	Don't take a bus as the bus to my work is complicated. However the 78 goes to the University...may an Express bus with limited stops at major intersections would be a good idea	6/19/2018 9:12 PM
437	will not bus	6/19/2018 8:26 PM
438	Rapid Transit corridor from St.Vital Shopping Center to Polo Park	6/19/2018 7:05 PM
439	none. never take bus	6/19/2018 6:49 PM
440	Separate bus lanes so they don't slow up traffic	6/19/2018 6:42 PM
441	An express bus	6/19/2018 6:33 PM
442	Route 90 should be considered express only with few stops	6/19/2018 5:38 PM
443	there's plenty of space to do a dedicated bus line between Polo Park, Outlet Mall, Tuxedo Business Park, all the way to IGF and UofM	6/19/2018 5:35 PM
444	Express bus service with limited number of stops to improve travel time.	6/19/2018 5:26 PM
445	No opinion	6/19/2018 5:06 PM
446	I would not take the bus	6/19/2018 4:25 PM
447	I don't have an answer to this question, but I would like to add a comment regarding the active transportation portion of this survey. You didn't have an option for less likely. If route 90 is "improved" it will mean I am less likely to use active transportation in this area. I also think "improved" shouldn't be used because it's not an improvement for me.	6/19/2018 4:23 PM
448	fewer lights and stops - express thoroughfare	6/19/2018 4:09 PM
449	Bus stops off the road. They cannot stop the traffic every 300 meters	6/19/2018 4:01 PM
450	Note: you didn’t have an option to use active transportation less. Widening the street will make me feel less safe, and less likely to walk or bike along this stretch, whether or not it is separate. I do t have a good opinion on buses because I don’t use them often.	6/19/2018 4:01 PM
451	Not applicable.	6/19/2018 3:23 PM
452	Pretty simple: 1) frequest transit service and routes that make sense 2) busses don't get delayed by traffic 3) bus stops that are comfortable	6/19/2018 3:22 PM
453	More frequent buses and consistent times. People work weekends and should not have to bus downtown to connect to here.	6/19/2018 3:21 PM
454	Better connection to other bus routes	6/19/2018 3:19 PM
455	More frequent bus service, a bus every 9 to 12 minutes.	6/19/2018 3:14 PM

456	I am satisfied with the current transit route on route 90	6/19/2018 3:09 PM
457	An express bus on route 90 with out any deviations in to neighbourhood, all the way from airport to st vital park.	6/19/2018 2:19 PM
458	I won't take transit unless absolutely nessicary. RE bike lanes, diamond lanes accessible to transit & cyclists are cool (& cheaper) too. Or like I said earlier, divert cycling & transit traffic to a reduced speed corridor.	6/19/2018 2:08 PM
459	Just overall better service with more frequent buses.	6/19/2018 1:35 PM
460	Ease of street crossing at bus stops.	6/19/2018 1:14 PM
461	have buses actually show up when they say they will on the schedule. Have drivers assist with making schedules.	6/19/2018 1:13 PM
462	We don't take the bus.	6/19/2018 1:03 PM
463	nothing	6/19/2018 1:01 PM
464	diamond lane at right lane for buses and trucks only.	6/19/2018 12:56 PM
465	none	6/19/2018 12:51 PM
466	No opinion	6/19/2018 12:50 PM
467	Better bus shelters	6/19/2018 12:31 PM
468	There is no bus service at all to anywhere near my residence so no changes along route 90 would make me consider bussing	6/19/2018 12:30 PM
469	I can bicycle anywhere in the city faster than taking a bus. And my nearest bus stop is 4km from the house.	6/19/2018 12:29 PM
470	N/A.	6/19/2018 12:19 PM
471	frequency of service and sheltered stops	6/19/2018 12:16 PM
472	Having the 78 travel this route more frequently and on Sundays.	6/19/2018 12:11 PM
473	Having more buses for starters, plus have indented bus stops so that these same buses do NOT slow down or stop the flow of traffic.	6/19/2018 12:07 PM
474	Not applicable	6/19/2018 12:05 PM
475	More bus schedule	6/19/2018 12:00 PM
476	None. Would drive.	6/19/2018 11:58 AM
477	Better connections to other routes	6/19/2018 11:58 AM
478	Establishing a Hub and Spoke system to minimize waiting times at "low importance" stops and prioritize comfort and safety at the main hubs on each end.	6/19/2018 11:52 AM
479	More comfortable buses	6/19/2018 11:51 AM
480	Light Rail - Sorry Rapid transit is just not smart money/time in view. Any city I have lived in that had light rail was amazing. Run it from Polo to IKEA or something along those lines.	6/19/2018 11:39 AM
481	Dedicated bus lane and transit priority measures.	6/19/2018 11:38 AM
482	None	6/19/2018 11:38 AM
483	I live in Bridgwater Forest. We would gladly benefit from having more options/better time schedule here. The buses only run at peak hours (am/pm) making it very challenging to take public transportation, especially if you plan to leave and/or arrive home out of these time peaks. With an improved schedule and frequency, and by having buses equipped with bike racks would definitely make us leave our car behind 90% of the time (we work in downtown). ON A SIDE NOTE: is there any plan to connect the existing bike paths along route 90 from McGillivray to Sterling Lyon road? Especially with this improvement happening along route 90, it would make A LOT of sense to have the whole network connected properly. There is good bike infrastructure up to McGivallery, along McGillivray; Waverly St is becoming better as well. However, a lot of us miss having a proper path connecting that stretch. Thanks!	6/19/2018 11:32 AM
484	Very frequent service, logical and well located stops that look welcoming.	6/19/2018 11:23 AM

485	Connect it to the rapid transit routes	6/19/2018 11:21 AM
486	Express Service	6/19/2018 11:20 AM
487	future bus rapid transit route?	6/19/2018 11:20 AM
488	Trip time. Build a bus corridor.	6/19/2018 11:17 AM
489	I never have a need to take transit down Route 90.	6/19/2018 11:15 AM
490	more express buses that go to University of Manitoba	6/19/2018 11:15 AM
491	Run the busses more often in this area!	6/19/2018 11:14 AM
492	Direct north south routes with major transit stops / transfer points along the way with buildings to wait in to protect against the elements.	6/19/2018 11:14 AM
493	There is nothing you can do. I hate taking the bus :)	6/19/2018 11:13 AM
494	More reliable and faster.	6/19/2018 8:36 AM
495	Rapid transit on Route 90	6/18/2018 9:59 PM
496	Maybe that corridor could be a rapid transit route	6/18/2018 3:40 PM
497	Bus only lane	6/18/2018 3:06 PM
498	none - I drive	6/18/2018 2:55 PM
499	Direct routes without the need to transfer.	6/18/2018 12:21 PM
500	None, it's still just a bus	6/18/2018 10:29 AM
501	n/a	6/18/2018 9:24 AM
502	Don't use the bus	6/18/2018 6:42 AM
503	Protected rapid bus lane that is not shared with cyclists.	6/17/2018 9:47 PM
504	A dedicated bus lane the entire length of route 90 with a higher speed limit on route 90 for the entire length	6/17/2018 7:48 PM
505	A North/South bus with no deviation. Only stops at locations on rout 90. Ex: If you work at Kenaston Commons but school at RRCC.	6/17/2018 4:23 PM
506	A route that is direct both and south on the 90. Versus the zig zag disaster it is	6/17/2018 12:38 PM
507	A separate road, to make the ride a lot quicker and convenient.	6/17/2018 3:47 AM
508	I don’t take the bus	6/17/2018 3:38 AM
509	I don't use transit	6/17/2018 3:11 AM
510	Active direct express routes to new Outlet Collection and Ikea/Costco areas from polo park area.	6/16/2018 9:45 PM
511	It would be great for transit stops to have a small lane so that buses can clear the through-lanes and not block traffic while stopping to pick up/let off riders.	6/16/2018 8:58 PM
512	Can't think of anything other than making it more than 50km/h so the commute is quicker	6/16/2018 7:08 PM
513	Electric buses	6/16/2018 6:20 PM
514	I wouldnt consider taking the bus no matter what	6/16/2018 6:05 PM
515	The current way it is set up is adequate, however a dedicated transit lane or diamond lane would decrease the amount of time buses are stuck in traffic.	6/16/2018 5:58 PM
516	As someone who never takes public transit: -Dedicated bus routes that, for the most part, stay on Route 90 between Scurfield Blvd. and Notre Dame Ave. -less wait times to catch a bus between Scurfield Blvd. and Notre Dame Ave.	6/16/2018 2:40 PM
517	Maybe bus only lanes for less delays. Nicer bus stops, with shelters.	6/16/2018 1:47 PM
518	Bus lane will then moved over bus stops	6/16/2018 12:17 PM
519	Separate / protected bus lanes	6/16/2018 12:15 PM
520	Individual lane for buses and large vehicles such as semis and heavy machinery.	6/16/2018 11:22 AM

521	No traffic light at Portage.	6/16/2018 9:08 AM
522	Remove main route parking	6/16/2018 8:42 AM
523	Cut outs for the buses to pull into for loading up or disembarking passengers - that way passengers would be away from the busy vehicular traffic. Also, plexi-glass waiting bus enclosures for winter and rainy weather.	6/16/2018 7:48 AM
524	LRT	6/16/2018 7:36 AM
525	Separate bus lanes or bus loops so as to not inhibit traffic when making stops	6/15/2018 5:03 PM
526	Increased frequency of buses	6/15/2018 4:59 PM
527	I work night shifts all year round at St. Boniface hospital. I have to drive my car to work for a 15 minute drive rather than a 2 hour bus ride for the same route. Expand bus service for evenings, weekends and holidays and lower price and then I might consider using my car less often.	6/15/2018 4:20 PM
528	the bus is not as convenience as driving. I will consider taking bus if it's more frequently and less stop(rapid transit). But, be realistic, base on Winnipeg current population, road condition (train tracks, rivers, houses in the way). it will just be a huge waste of resource to invest on Bus. How about focusing on the traffic flow first, and leave extra space when build new road for future expansion	6/15/2018 3:28 PM
529	more frequent service	6/15/2018 2:19 PM
530	good connections to residential neighbourhoods - An express route perhaps. Bus shelters and timing systems for waiting passengers at high volume stations.	6/15/2018 1:23 PM
531	If it moves up to three lanes, then a diamond lane during rush hour would make a huge improvement for transit riders. My girlfriend buses down that stretch and a diamond lane would help her commute time so much. It currently takes her over an hour to get to work.	6/15/2018 1:21 PM
532	improve quality of bus stops	6/15/2018 11:41 AM
533	reduce wait times	6/15/2018 11:20 AM
534	None. I don't use it.	6/15/2018 10:48 AM
535	express route	6/15/2018 10:42 AM
536	a Rapid Transit sort of option	6/15/2018 10:18 AM
537	There was an unused rail line that ran parallel to route 90 that was sold off to build houses. The city should have bought that to make a rail line to the UofM.	6/15/2018 10:06 AM
538	Increase transit frequency through route 90.	6/15/2018 10:01 AM
539	Separate Bus Lanes	6/15/2018 10:01 AM
540	Never, bus should not have on the 90 route. Perhaps better if there no bus stop on 90 route.	6/15/2018 9:44 AM
541	Transit is horrible in this City, as is the cycling infrastructure. I just came back from business trip in Ottawa/Hull, and the fact that they have such excellent, separated cycling infrastructure and so many citizens use it - makes me angry that Winnipeg always seems about 10 years behind other similar cities in the world. Why can't we be more visionary and sensible here? City planning, solely by traffic flow engineers is a horrible strategy that has costed Winnipeg a lot in terms of quality of life and safety for its citizens.	6/15/2018 9:37 AM
542	Get buses off through lanes with bus bays to load/unload passengers.	6/15/2018 9:35 AM
543	Winnipeg Transit needs to be more affordable. I just can't justify taking the bus when it costs basically $3.00 each way. I did take the bus for about two years to work. I didn't have any complains other than the 78 leaving me waiting in the -30 weather for hours at a time on occasion on Waverley.	6/15/2018 9:27 AM
544	Circular route bus service. Even on holidays. You cant go to mall or work over week ends from south end of city.	6/15/2018 7:37 AM
545	Lite rail up the middle of route 90 and other routes,our city needs more concrete around our roads less grass on major routes.Season is to short to keep grass looking like grass,concrete is easy to clean in the spring. Lets get this city into the future and get it done.	6/15/2018 7:13 AM
546	Bus shelters	6/15/2018 6:42 AM

547	You need lanes for the buses to stop without blocking traffic or you need to move buses off that road. I don't recall a lot of buses on Bishop Grandin or other similar streets.	6/15/2018 6:19 AM
548	Bus pullouts so they don't impede traffic and more shelters.	6/14/2018 11:51 PM
549	Rapid Transit	6/14/2018 11:39 PM
550	If there were 3 lanes all the way down so traffic doesn't slow the buses down even more, I'd be more likely to bus.	6/14/2018 11:14 PM
551	Bus Shacks with the electronic signs of when the next bus is coming. Like the one right across Polo Park by the A&W.	6/14/2018 10:55 PM
552	If there was a bus lane during rush hour traffic, that would make thing go a bit faster.	6/14/2018 10:25 PM
553	Without proper park and ride options that are way more secure (video surveillance) and more prolific I would never take the bus in Winnipeg.	6/14/2018 9:48 PM
554	Bus lane with no traffic lights.	6/14/2018 9:41 PM
555	Your previous questions on bike path options are highly biased, not leaving room for comment and not allowing for any other option than the 2 provided, thus biasing the results. This calls into question the ethics and validity of this "study" / "survey" and associated results. Please consult someone versed in survey methods. You have not provided residents with the full slate of bike lane options, e.g,. paint, alternate cycling ROUTES (vs. paths) away from the road, not necessitating a dedicated path, or one side crossing over to the other instead of on both sides, the full length of the route. The bus is too expensive anyway but having stops that are safe and dry to stand at is important.	6/14/2018 9:41 PM
556	More buses	6/14/2018 8:56 PM
557	Ideally, I want to be able to take one bus from polo park mall to the outlet mall	6/14/2018 8:56 PM
558	a direct connection to south Pembina (university), express bus routes	6/14/2018 8:51 PM
559	none	6/14/2018 8:48 PM
560	More direct or express routes. The buses currently take way to long going down route 90	6/14/2018 8:40 PM
561	Make into a proper parkway with a faster speed limit and don't try to appeal to people who want shops lining the streets. The inner ring road is to get around the city efficiently, not for shopping.	6/14/2018 8:34 PM
562	no comment	6/14/2018 8:12 PM
563	Charleswood to polo area express	6/14/2018 8:00 PM
564	Priority lanes and lights to help buses get through quicker. Have a route 90 Express bus that stays on route 90 to assist people with north south travel and have it stop at major intersections	6/14/2018 6:54 PM
565	I am not familiar with existing routes but in general I'd say more frequent buses and CONSISTENT schedules (people work weekends, they need to be able to get there). Park and ride from Polo Park area would certainly help.	6/14/2018 6:36 PM
566	Service that stuck to schedules other than in exceptional circumstances so when I arrive at a stop at the scheduled time, I'm not looking at the backside of my bus receding into the distance, or I'm stuck waiting significantly beyond the scheduled time.	6/14/2018 6:35 PM
567	I do not take the bus ever	6/14/2018 6:27 PM
568	Designated Bus Lanes	6/14/2018 6:05 PM
569	I would like to see a Route 90 express bus that could get you up or down Route 90 more quickly.	6/14/2018 5:43 PM
570	Having a designated bus lane, and having an express bus going down that route	6/14/2018 5:38 PM
571	Diamond lanes that are designated as bus and commuter vehicles with more than one passenger. This is similar to the freeway system in places like Los Angeles.	6/14/2018 5:35 PM
572	Better bus shelters, more frequent busses.	6/14/2018 5:32 PM
573	Better routes to downtown	6/14/2018 5:26 PM
574	More buses	6/14/2018 5:22 PM
575	Zero	6/14/2018 5:21 PM

576	Reduce the fares	6/14/2018 5:20 PM
577	Winnipeg transit is shit	6/14/2018 5:15 PM
578	None. I never take the bus.	6/14/2018 5:05 PM
579	On time busses, more routes, better manages traffic, linger running buses, better winnipeg transit in general	6/14/2018 4:47 PM
580	transit lights at intersections and a extra lane for buses ONLY at intersections	6/14/2018 4:46 PM
581	More frequent	6/14/2018 4:34 PM
582	Nothing	6/14/2018 4:29 PM
583	More frequent service and bus routes originating from my neighborhood. Something along the lines of the 14 and 162 lines.	6/14/2018 4:27 PM
584	I take the #20 bus daily to commute to work at the airport terminal from Oak at Academy. I intentionally purchased my home on my transit route.	6/14/2018 4:24 PM
585	Bus Only Express lane	6/14/2018 4:07 PM
586	A strict bus only lane during rush hours. Route 90 traffic is the worst, especially if you're on a noisy bus packed with people. At least, a lane allocated to busses allows for constant movement and will entice drivers to take public transport.	6/14/2018 3:46 PM
587	Have dedicated bus lanes during peak periods.	6/14/2018 3:28 PM
588	Longer Bus	6/14/2018 3:23 PM
589	Nothing	6/14/2018 3:18 PM
590	Designated Bus/Carpool Lane during peak traffic hours.	6/14/2018 3:18 PM
591	Direct bus from polo park to University of Manitoba. Better connections generally for the suburban areas to major areas like downtown and the universities and rapid transit.	6/14/2018 3:14 PM
592	Increased number of buses for more regular service. Also a pedestrian bridge over route 90 would help for express buses with less stops.	6/14/2018 3:09 PM
593	better transit facilities	6/14/2018 3:04 PM
594	No input to share.	6/14/2018 2:37 PM
595	Increase the number of buses. Allow easy access for pedestrians to cross the street in order to reach bus stops on either side of the road.Do not create a freeway through a existing residential area.	6/14/2018 2:36 PM
596	have a dedicated lane(s)	6/14/2018 2:32 PM
597	More retail businesses on Route 90, better bus shelters with adequate seating, paved areas so you didn’t have to step off the bus and into ankle-deep mud (ie. northbound Kenaston at Corydon), recessed bays so you don’t have semi-trailers whizzing by six inches away at 80 clicks.	6/14/2018 2:28 PM
598	Diamond lanes, more frequent bus routes	6/14/2018 2:27 PM
599	Rapid transit corridor in the old railroad space.	6/14/2018 2:20 PM
600	My office is reachable more directly and efficiently using other bus routes, so... nothing?	6/14/2018 2:20 PM
601	Protected bus shacks with real time arrival displays, etc. Are there even any bus stops at all along here?	6/14/2018 2:19 PM
602	A dedicated bus lane only on the curb side is a MUST for this widening project with EXPRESS Bus Routes running from Waverley West to Ness Avenue	6/14/2018 2:04 PM
603	rapid transit for north south connections along this route all the way to Red River College	6/14/2018 1:48 PM
604	more affordable	6/14/2018 1:39 PM
605	Nothing	6/14/2018 1:38 PM
606	Realistically, once the road itself is widened to reduce the current traffic congestion, this will be a moot point. Transit busses will be among the vehicles flowing more smoothly...	6/14/2018 1:38 PM
607	I bought a car to avoid Winnipeg Transit. Nothing will make me consider bussing again.	6/14/2018 1:36 PM

608	Designated Bus Lanes and priority lights for busses	6/14/2018 1:31 PM
609	In general bus ridership would be increased by making buses more comfortable, more reliable, and more frequent. Currently buses are very uncomfortable unless you're small and bring your own cushion. But I can't say about issues specifically with Route 90 buses.	6/14/2018 1:31 PM
610	None.	6/14/2018 1:29 PM
611	Stop giving free rides to intoxicated people! It puts the safety of paying passengers in jeopardy and begs the question of why any of us should pay to use WPG transit.	6/14/2018 1:28 PM
612	Express routes	6/14/2018 1:25 PM
613	Separate bus & bike lanes, 3 lanes for cars - 1 lane for buses, and a 1/2 lane for bikes. If your going to do this upgrade project do it right. Build for expansion in the future (have room to add another lane). Kenaston is a major route and is a cornerstone for City growth.	6/14/2018 1:20 PM
614	Dedicated diamond lane all the way from Taylor to Academy. Solves the issue of busses backing up traffic when stopping and the issue of right turn exits and merges for cars.	6/14/2018 1:19 PM
615	Better bus shelters	6/14/2018 1:09 PM
616	Rapid transit corridor	6/14/2018 1:08 PM
617	Security, priority bus signaling	6/14/2018 1:08 PM
618	NA	6/14/2018 1:00 PM
619	More then once bus. Come more often.	6/14/2018 12:58 PM
620	Dedicated separated bus lane. Removal of intersections to speed traffic.	6/14/2018 12:57 PM
621	More routes & frequency	6/14/2018 12:55 PM
622	Better and shorter transit connections along my preferred route, more covered and heated waiting areas with timings showing next available bus.	6/14/2018 12:44 PM
623	Buses need to avoid that area	6/14/2018 12:42 PM
624	Transit priority traffic signals,, bus bays at transit stops	6/14/2018 12:41 PM
625	Pull off lanes at bus stops	6/14/2018 12:38 PM
626	Heated bus shacks	6/14/2018 12:34 PM
627	Dedicate a bus lane to rapid transit and include diamond lanes and priority signals. Don't allow parking in the curb lanes. Limit the number of stops to a few key intersections.	6/14/2018 12:27 PM
628	If possible, have a dedicated lane for Winnipeg transit buses	6/14/2018 12:26 PM
629	Unfortunately due to my distance between work and home Transit is too long of a ride to make it viable. Also I'm not always able to leave on time so waiting until the next bus can add significant time to my commute. Thank you.	6/14/2018 12:18 PM
630	bus shelters set back from the road, more buses that take route 90 on a regular basis	6/14/2018 12:15 PM
631	RAPID TRANSIT LANE	6/14/2018 11:58 AM
632	Frequent buses	6/14/2018 11:57 AM
633	pull ins for buses to stop at so traffic continues to flow	6/14/2018 11:54 AM
634	fewer stops and devoted lane.	6/14/2018 11:54 AM
635	adding a rapid transit way	6/14/2018 11:49 AM
636	unable to take the bus due to a walking disability issue	6/14/2018 11:48 AM
637	More frequent routes with regular stops.	6/14/2018 11:46 AM
638	More lanes so not a traffic jam every day.	6/14/2018 11:44 AM
639	I have no need to take the bus on that route.	6/14/2018 11:43 AM

640	You need to put service roads in and get rid of all traffic lights from Ness all the way to Bishop and Waverley intersection. Spend the money and modernize this city's transportation. There should be no bike lanes on this route. This is a major artery. Cyclists can find other routes. You don't see bike lanes on circle drive in Saskatoon, or on the freeway in Fargo. Bike access on this route would be an irresponsible waste of money. Get rid of the traffic lights and put in access roads/service roads. It should not take 45-60 minutes to drive from Ness to Bishop Grandin. Done properly, this could be driven in 12-14 minutes at 70 km/h. Plan for the future for once.	6/14/2018 11:37 AM
641	Less bus stops	6/14/2018 11:36 AM
642	No transit route down Route 90 is convenient	6/14/2018 11:34 AM
643	Can't think of any.	6/14/2018 11:27 AM
644	Dedicated bus lane	6/14/2018 11:26 AM
645	can't think of anything	6/14/2018 11:23 AM
646	Rarely have to take the bus through there.	6/14/2018 11:23 AM
647	Digital signs with timing updates	6/14/2018 11:19 AM
648	n/a	6/14/2018 11:18 AM
649	Rush hour diamond lane	6/14/2018 11:16 AM
650	Not a transit user. Would bike or walk before using transit.	6/14/2018 11:15 AM
651	Rapid transit is needed like a sky train configuration that does not impede traffic	6/14/2018 11:14 AM
652	Separate off main-lane for Transit stops. Direct North/South (minimum stops).	6/14/2018 11:13 AM
653	Is getting a Monorail an option? Public Transport in this city is not great. Even with the addition of "Rapid Transit". I find if we want to grow like larger cities, we need to solve this problem. All over the world, they have monorails and subway systems that work. They work for a reason. It causes less clutter around cities and easier/quicker commutes.	6/14/2018 11:10 AM
654	If the buses ran on schedule and were consistent (not arriving radically late on a repetitive basis)	6/14/2018 11:10 AM
655	I wouldn't.	6/14/2018 11:01 AM
656	Fewer stops along route 90.	6/14/2018 11:00 AM
657	more frequent/consistent busses, right now i think there are only 1 or 2? unless i'm misinformed	6/14/2018 10:58 AM
658	Better connectivity to routes in the south end of the city	6/14/2018 10:55 AM
659	more frequent runs, less stops, faster = better.	6/14/2018 10:53 AM
660	Dedicated lane	6/14/2018 10:53 AM
661	Less transfers when going from far south to far north. Today it takes hours, so, it is not practical.	6/14/2018 10:52 AM
662	Separated from traffic so it would be quicker (like rapid transit)	6/14/2018 10:52 AM
663	Direct light rail to airport like most civilized cities	6/14/2018 10:50 AM
664	?	6/14/2018 10:43 AM
665	none	6/14/2018 10:42 AM
666	- Ease congestion to make the buses faster	6/14/2018 10:37 AM
667	Bus lanes for quicker times in heavy traffic. More busses	6/14/2018 10:35 AM
668	light rapid transit like more modern cities have.	6/14/2018 10:32 AM
669	will not take bus	6/14/2018 10:32 AM
670	Maintain current service.	6/14/2018 10:32 AM
671	dedicated diamond lanes	6/14/2018 10:29 AM
672	Better access to rapid transit routes	6/14/2018 10:28 AM
673	Dedicated bus lane	6/14/2018 10:28 AM

674	Move the bus lane to the old tracks along Lindsay street and remove bus from route 90 entirely. Part of the frustration of Route 90 now is the constant stop-go whether it's because of the unsynchronized traffic lights or the buses. Work to take at least one of those things out of the equation	6/14/2018 10:28 AM
675	Dedicated Bus lanes, advance signals for buses.	6/14/2018 10:15 AM
676	More frequent buses allowing for easier transfers	6/14/2018 10:12 AM
677	Running the busses along the service road adjacent to the rail beds just east of Route 90, NOT on the road itself.	6/14/2018 10:11 AM
678	Adjust routes and schedules to make transfers as easy as possible for riders from downtown and other parts of the city.	6/14/2018 10:05 AM
679	I don't take the bus, so I'm not sure. If, throughout the city, the bus got me places more quickly and was more available evenings/weekends, I would be more likely to take it. I travel from South Pointe to near the airport every other Sunday morning and would be happy to take the bus.	6/14/2018 9:57 AM
680	More Bus shelters, Bus shelters where people aren't allowed to loiter or sleep in, Less wait times, additional busses for each Bus Route,	6/14/2018 9:57 AM
681	Don't make bus drivers work triple split shifts.	6/14/2018 9:55 AM
682	Frequent service and diamond lanes. Basically: Will the bus show up regularly, and will it be on time even when there's lots of traffic?	6/14/2018 9:54 AM
683	Have bus stop pull offs. So the bus doesn't block the flow of traffic. Just a side spot where the bus pulls over to it's own stop rather then on the main street	6/14/2018 9:50 AM
684	Increased bus service.	6/14/2018 9:48 AM
685	None. We should have subways by now. We should also have c-trains by now like Calgary has.	6/14/2018 9:46 AM
686	Make the whole city accessible to bus services and keep the cost reasonable compared to driving.	6/14/2018 9:43 AM
687	Lower fares, fewer stops	6/14/2018 9:42 AM
688	Pull off bus stops so traffic can pass while busses are loading, and passengers have less opportunity to be splashed by cars. Maybe an express bus to the U of M (for Bomber Games), as bussing from the west side of the city to there takes 1.5 hours sometimes, or 30 minutes by car.	6/14/2018 9:41 AM
689	None	6/14/2018 9:37 AM
690	rapid transit lane	6/14/2018 9:37 AM
691	No idea.	6/14/2018 9:33 AM
692	Would never take the bus in this city, service is terrible. Get rid of drivers use light rail and then I may consider public transportation.	6/14/2018 9:30 AM
693	Bus pull off lane/stations. Better bus stop shelters. Camera security at stops. Fast transit shuttle system between major hubs ex. Outlet, polo, grant Park, Pembina etc. More protected crosswalks between stops on opposite sides of the road ex. between Grant and Taylor.	6/14/2018 9:30 AM
694	Would not take a bus. Nothing would convince me to take a bus .	6/14/2018 9:30 AM
695	Get the buses off of route 90. They do nothing but back up traffic. If the buses are to remain, have an lane where the buses can pull over to pick up and drop off. This isn't hard to understand.	6/14/2018 9:30 AM
696	Nothing. I do not bus	6/14/2018 9:23 AM
697	Proper shelters and benches. Pull-in bus bays to keep busses out of traffic at stops. A bus route that runs the length of rte 90 would help alleviate commuter traffic.	6/14/2018 9:23 AM
698	A nice big transit station, real-time digital arrival time signage, covered, heated for winter, easy access to safe road crossings at Grant & Kenaston. Dedicated bus lanes to go from IKEA/Outlet Collection to Polo quickly.	6/14/2018 9:20 AM
699	Express routes to the U of M	6/14/2018 9:18 AM
700	More frequent busses and faster commute times.	6/14/2018 9:16 AM
701	None. There are no applicable routes I would require to take in this direction.	6/14/2018 9:16 AM
702	dedicated transit lane	6/14/2018 9:12 AM

703	Frequent and convenient schedule	6/14/2018 9:05 AM
704	Less traffic lights.	6/14/2018 9:03 AM
705	Busses running more often.	6/14/2018 9:02 AM
706	Dedicated bus lanes that connect to portage avenue and polo park transit hub.	6/14/2018 8:58 AM
707	Specialized bus pull-in stops... like the ones on pembina at university crescent where the bus pulls out of traffic completely to pick up passengers.	6/14/2018 8:58 AM
708	Nothing to add.	6/14/2018 8:56 AM
709	It being a North\South corridor a rapid transit will be needed and would help move people to other areas of the city quickly	6/14/2018 8:54 AM
710	More and faster buses	6/14/2018 8:52 AM
711	Plans for Rapid Transit should be included in development plans for Route 90. Also, disallowing Route 90 as a truck route should be at the forefront of these plans! Our entire transportation system needs a complete overhaul. There should be no large semi trucks driving through the city - we can't afford the repairs and damage they cause to our streets!	6/14/2018 8:49 AM
712	Do not have bus stops located in areas that will cause traffic to stop. Build designated bus lanes for where stops occur, similar to southbound Osbourne at confusion corner.	6/14/2018 8:48 AM
713	Small express buses	6/14/2018 8:46 AM
714	More frequent buses, with direct routs.	6/14/2018 8:45 AM
715	More buses, less traffic, less transfers, less need to cross busy streets	6/14/2018 8:44 AM
716	Priority lanes and lights (allow to proceed first) for transit	6/14/2018 8:43 AM
717	I never need to take transit in that area of the city so not often for me. Only time would be if I took the 66 to the mall but that's not likely honestly because if I go to the mall chances are I'm driving there.	6/14/2018 8:41 AM
718	More bus routes, more buses, better transit infrastructure (stops, shelters), more public awareness about using transit and its benefits.	6/14/2018 8:41 AM
719	I just don't like waiting for buses in the winter it in the summer when all buses are late due to construction. So I guess if we had an underground subway system or a sky train type deal.	6/14/2018 8:38 AM
720	separate bike path	6/14/2018 8:37 AM
721	faster travel time. The key to taking transit more is the directness of routes and connection to my schedule. Route 90 in and of itself would not play a significant role in that except as part of a route.	6/14/2018 8:37 AM
722	If more bus routes used rt90, then transit would be more functional (more options for people to get to where they need to). also, more frequency of busses on those routes	6/14/2018 8:37 AM
723	More sidewalks, more express buses, less need to walk across busy streets to get to the bus	6/14/2018 8:36 AM
724	I take the bus regularly to work, but I have no reason to take the bus in that direction. When my children reach university age, an express bus to the U of M would be helpful.	6/14/2018 8:33 AM
725	better service in terms of more frequent buses, with heat and AC depending on the season, bus shelters for the winter	6/14/2018 8:27 AM
726	More express buses, buses more often	6/14/2018 8:25 AM
727	More express buses smaller buses	6/14/2018 8:25 AM
728	None - used the bus for years with the new payment system used in the buses it has slowed down its service and I quit using it and will never go back regardless of any improvements.	6/14/2018 8:23 AM
729	Dedicated bus-only lane	6/14/2018 8:22 AM
730	More service that isn't to downtown. We have a hub and spoke system currently but most of my routes would use BRT from the uofm area	6/14/2018 8:21 AM
731	I think it works fine the few times I have had to take a bus along that way.	6/14/2018 8:21 AM

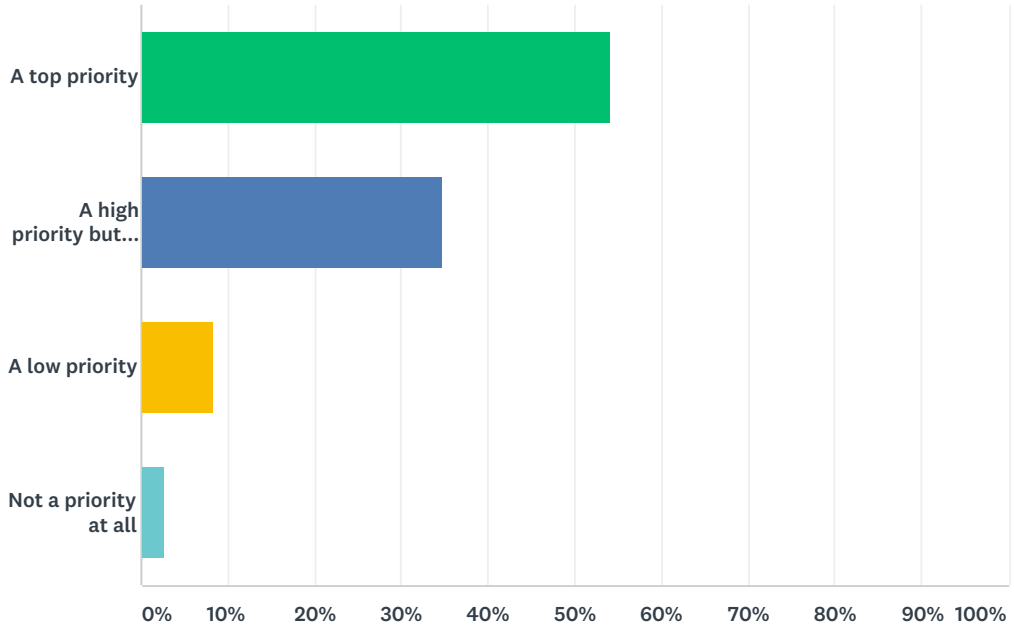
732	Making transit routes comparably efficient (time req'd) as taking a car. Currently to take a bus to work from my home in Charleswood would require more than an additional hour in transit each day	6/14/2018 8:18 AM
733	Adding in a lane for the bus to pull into during stops would allow for traffic to continue to flow, as opposed to backing up a lane while people get on and off of the bus.	6/14/2018 8:18 AM
734	Improvements in Bus routes and reliability- at this time in my life- bussing is not really an options due to other family commitments.	6/14/2018 8:15 AM
735	A more direct, frequent bus service. Basically, I don't feel like the bus comes frequently enough, nor is it quick enough getting me from point A to point B.	6/14/2018 8:14 AM
736	Well placed stops and a bus route that connects Polo Park to the Ikea area in a timely manner with frequent buses	6/14/2018 8:12 AM
737	None, just for cars.	6/14/2018 8:11 AM
738	N/A	6/14/2018 8:09 AM
739	More express buses, less transfers, more frequent buses	6/14/2018 8:04 AM
740	Dedicated high speed bus lanes with the option to upgrade to LTR in the future.	6/14/2018 7:59 AM
741	High speed express route	6/14/2018 7:57 AM
742	Better express bus times and stops	6/14/2018 7:48 AM
743	Addition of an extra Fourth lane for buses which would also be used for Emergency vehicles with lights flashing.	6/14/2018 7:47 AM
744	1. A dedicated bus lane or LRT that ran the length or route both directions, with shuttle service to existing stations (i.e. Polo Park) 2. Better options for combing cycling and transit.	6/14/2018 7:47 AM
745	Express routes with less frequent stopping. Light rail train should be built instead of just using buses like Calgary.	6/14/2018 7:47 AM
746	Separate bus lanes and shelters. Look at crowchild trail in Calgary! They did that road when the city was smaller than Winnipeg is now! Let’s get some good quality road infrastructure in this city finally	6/14/2018 7:40 AM
747	Have more busses running down route 90	6/14/2018 7:36 AM
748	Whatever makes the bus faster and less likely to be stuck in traffic.	6/14/2018 7:31 AM
749	No parking along route 90	6/14/2018 7:29 AM
750	Rapid transit between the south and Northwest of the city	6/14/2018 7:28 AM
751	having a bus lane would be nice to avoid traffic when it's busy AND more buses along that route	6/14/2018 7:17 AM
752	Express buses , faster lane like from downtown to Pembina now, designated lane 80 km/hour	6/14/2018 7:16 AM
753	Winnipeg Transit should have it’s own dedicated lane.	6/14/2018 7:10 AM
754	A bus only lane during peak rush hour, similar to portage ave (to the east). Signs restrict vehicle traffic	6/14/2018 7:07 AM
755	Faster service	6/14/2018 7:04 AM
756	Having plainclothes officers riding on random buses to encourage safety. Similar to the US planes and the marshals that fly on some.	6/14/2018 7:01 AM
757	More buses offering more connections.	6/14/2018 6:58 AM
758	If the suggestion is to create a transit lane, I am against it. Route 90 will become a massive concrete scar cutting through the city. With 3 lines of cars, plus an additional bus lane - at least 8 in total - it would look like a Californian freeway.	6/14/2018 6:28 AM
759	none	6/14/2018 6:24 AM
760	None	6/14/2018 6:09 AM
761	None	6/14/2018 5:54 AM
762	Bus service city wide requires an overhaul in order to be a viable alternative to driving.	6/13/2018 11:40 PM

763	Better transit service	6/13/2018 11:02 PM
764	Diamond lanes	6/13/2018 10:32 PM
765	Dedicated bus lanes along entire road	6/13/2018 10:19 PM
766	More frequent and reliable service of nearby bus routes. Better stops or dedicated bus lanes would be good if possible.	6/13/2018 9:43 PM
767	Dedicated bus lane	6/13/2018 8:54 PM
768	Dedicated transit lane	6/13/2018 8:49 PM
769	If out in that area I drive because I live on the other side of town and buses don't run often near me	6/13/2018 7:15 PM
770	Express from e to downtown. Bike rack.	6/13/2018 6:48 PM
771	Dedicated bus lanes and nicer bus shelters	6/13/2018 6:40 PM
772	rapid transit?	6/13/2018 6:18 PM
773	more buses more often	6/13/2018 5:54 PM
774	dedicated transit lane; separated from bike lane	6/13/2018 5:28 PM
775	more security on the bus. perhaps a security officer on the bus as the bus driver alone is 1. busy driving and 2. thus not an effective safety mechanism. nicer shelters as well, rather than just a lone bench, a shelter with a door and bench and even a map of the route(s) displayed on one of the shelter walls, makes it much more inviting. scheduling is always a problem, and packed busses. perhaps more busses running during busy times.	6/13/2018 5:14 PM
776	Faster movement with dedicated bus lanes down the centre with stops at major intersections. Much like Spadina Ave in Toronto and the streetcar line.	6/13/2018 4:30 PM
777	More scheduled bus	6/13/2018 4:23 PM
778	A bus route along the whole of route 90	6/13/2018 4:15 PM
779	Increased frequency of service, pleasant transit stations, better pedestrian area so it is welcoming and safe. Make transit more affordable to create incentives for more people to use it. Do not widen route 90 as it will just encourage more cars, congestion won't decrease. Fewer cars on the road so traffic moves faster.	6/13/2018 4:15 PM
780	Kenaston/Route 90 express bus. Takes much too long to get from Ness area to Taylor or Kenaston shops area.	6/13/2018 4:06 PM
781	Keep the service available as it is now.	6/13/2018 3:55 PM
782	Transit corridor. Failing that, diamond lanes.	6/13/2018 3:43 PM
783	None	6/13/2018 3:16 PM
784	fewer stops.	6/13/2018 3:10 PM
785	This portion of Route 90 would not be along any commute I take, so I wouldn't likely take a bus. For my work I must drive as I carry about 100 lbs of tools, plus spare parts. It is also not on any route I would take for shopping or entertainment. I drive this route between business calls a few times per week.	6/13/2018 3:09 PM
786	Dedicated Bus lane.	6/13/2018 3:06 PM
787	faster route, dedicated bus lane.	6/13/2018 2:59 PM
788	Designated bus lanes	6/13/2018 2:51 PM
789	None.	6/13/2018 2:44 PM
790	Turn out lanes for busses at bus stops! More bus shelters! A bus lane for busses would be ideal!	6/13/2018 2:38 PM
791	More buses	6/13/2018 2:34 PM
792	More frequent routes	6/13/2018 2:28 PM
793	Actually arrive and leave on schedule.	6/13/2018 2:26 PM
794	Commuter routes are necessary similar to super express routes on Pembina. Stops in many areas of the city are far too close together even on non-express routes and slow bus service.	6/13/2018 2:26 PM

795	Not applicable	6/13/2018 2:24 PM
796	The bus is already awesome! More bus routes so the busses aren't as crowded during peak hours	6/13/2018 2:19 PM
797	Full time priority lanes	6/13/2018 2:18 PM
798	Actual north-south route 90 service to Polo Park, not a series of random feeder routes that sometimes use route 90 and sometimes do not. Get rid of the 66 Polo Park route and have a consistent east-west route that you can transfer at Grant/Route 90.	6/13/2018 2:12 PM
799	A bus every 10 minutes or less.	6/13/2018 2:11 PM
800	who cares? transit is horrible in this city.	6/13/2018 2:10 PM
801	Make a bus terminal/station at Grant & Kenaston that gets the buses off Grant/Kenaston while passengers board/transfer/etc.	6/13/2018 2:09 PM
802	Bus Rapid transit or LRT (rail transit) like in Edmonton (and other cities)	6/13/2018 2:09 PM
803	Not applicable to me.	6/13/2018 2:07 PM
804	A quicker flowing route. As for the consideration of other drivers, a lane to yield off to in order to pick up passengers at bus stops, to avoid slowing or stopping traffic flow.	6/13/2018 12:59 PM
805	I) increased frequency of buses II) Bike racks on all buses III) Dedicated Bus stop Pull-off lanes IV) exchange stations for connections to other routes by high-traffic locations such as Portage, Academy, Corydon, Grant, Taylor, and Sterling-Lyon.	6/12/2018 9:54 PM

Q11 Thinking of all the major projects the City might build over the next few years, please indicate what kind of priority Route 90 improvements should be.

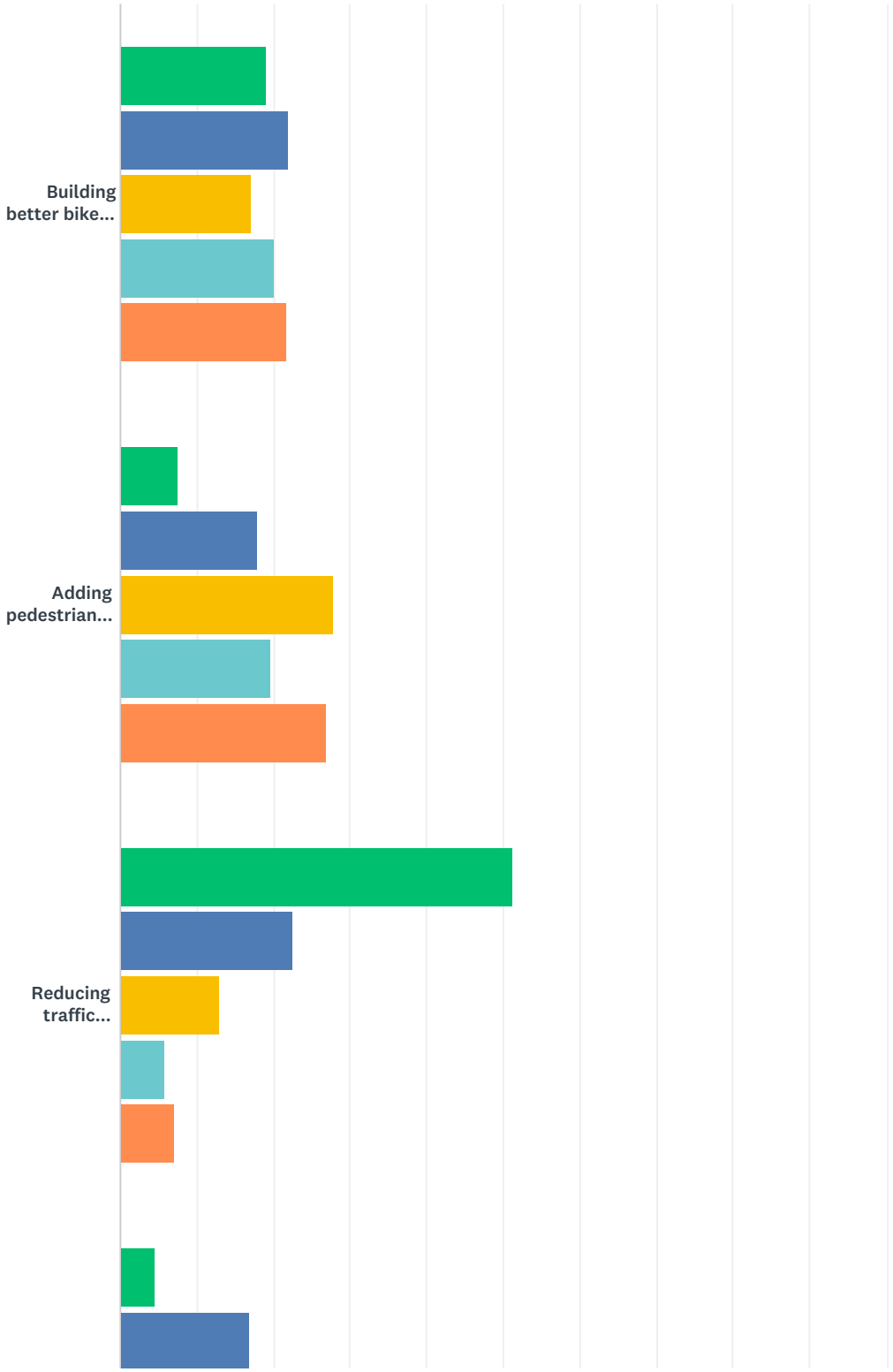
Answered: 1,125 Skipped: 80

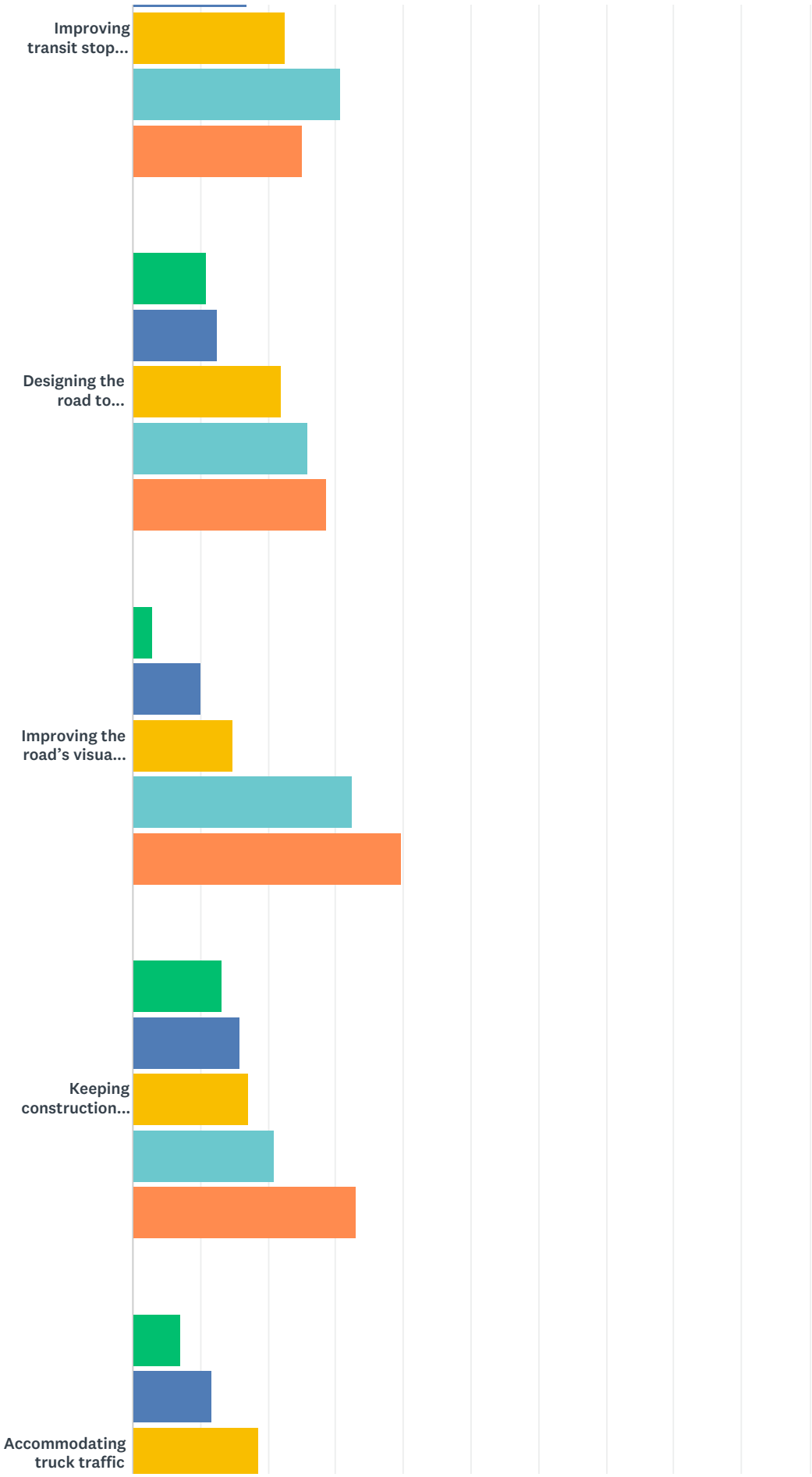


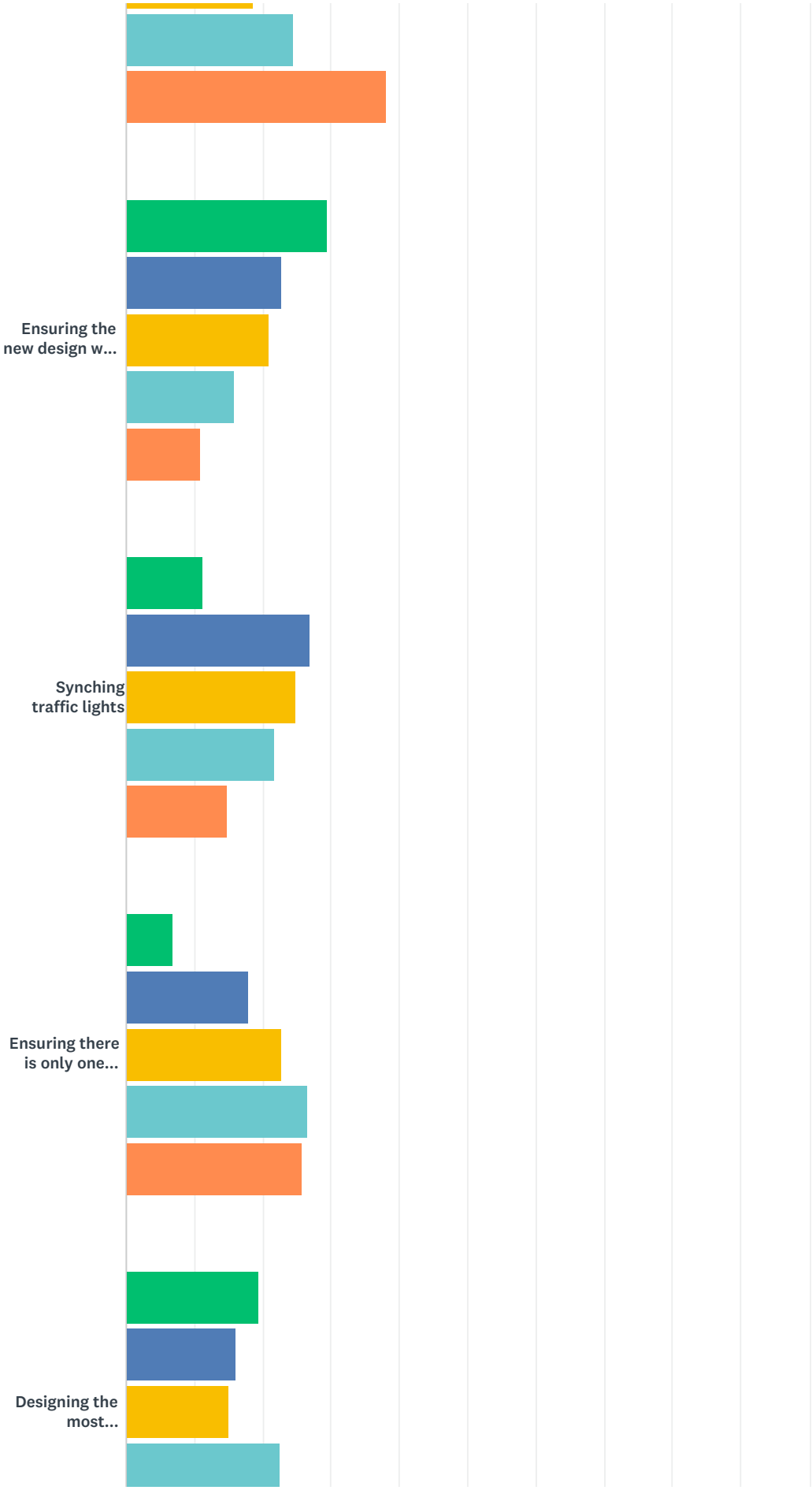
ANSWER CHOICES	RESPONSES	
A top priority	54.22%	610
A high priority but not the top one	34.67%	390
A low priority	8.36%	94
Not a priority at all	2.76%	31
TOTAL		1,125

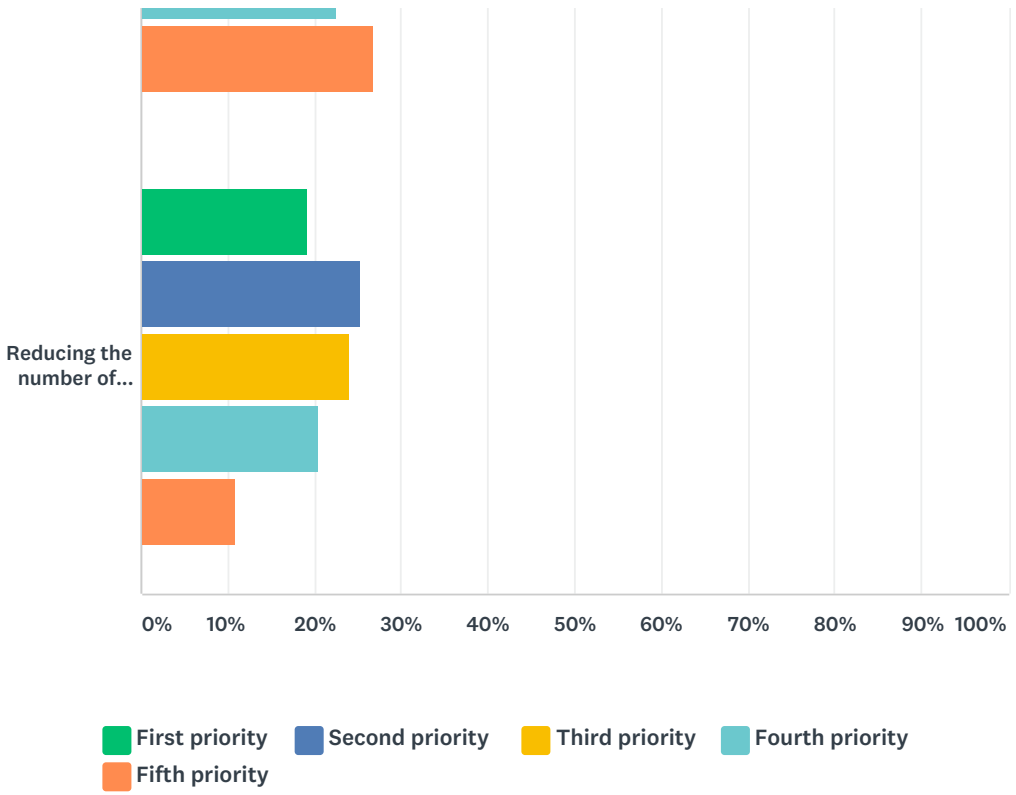
Q12 There are many different priorities the City could focus on when widening and improving Route 90. Below are some of these priorities. Please select your top five priorities that are important to you when it comes to improving Route 90.

Answered: 1,125 Skipped: 80




Improving transit stop...
Designing the road to...
Improving the road's visua...
Keeping construction...
Accommodating truck traffic


Ensuring the new design w...
Synching traffic lights
Ensuring there is only one...
Designing the most...



	FIRST PRIORITY	SECOND PRIORITY	THIRD PRIORITY	FOURTH PRIORITY	FIFTH PRIORITY	TOTAL
Building better bike routes and crossings	18.98% 82	21.99% 95	17.13% 74	20.14% 87	21.76% 94	432
Adding pedestrian amenities such as crosswalks and sidewalks	7.62% 26	17.89% 61	27.86% 95	19.65% 67	26.98% 92	341
Reducing traffic congestion	51.34% 422	22.63% 186	13.02% 107	5.96% 49	7.06% 58	822
Improving transit stops and platforms	4.66% 13	16.85% 47	22.58% 63	30.82% 86	25.09% 70	279
Designing the road to accommodate development at Kapyong Barracks	10.86% 33	12.50% 38	22.04% 67	25.99% 79	28.62% 87	304
Improving the road's visual appeal with trees or public art	3.03% 9	10.10% 30	14.81% 44	32.32% 96	39.73% 118	297
Keeping construction costs low	13.13% 39	15.82% 47	17.17% 51	20.88% 62	33.00% 98	297
Accommodating truck traffic	7.17% 17	11.81% 28	18.57% 44	24.47% 58	37.97% 90	237
Ensuring the new design will accommodate population and traffic growth in the future	29.43% 229	22.75% 177	20.95% 163	15.94% 124	10.93% 85	778
Synching traffic lights	11.35% 64	26.95% 152	25.00% 141	21.81% 123	14.89% 84	564
Ensuring there is only one speed limit for the entire route	6.83% 30	18.00% 79	22.78% 100	26.65% 117	25.74% 113	439
Designing the most environmentally friendly route possible	19.37% 55	16.20% 46	15.14% 43	22.54% 64	26.76% 76	284
Reducing the number of intersections	19.24% 106	25.23% 139	24.14% 133	20.51% 113	10.89% 60	551

#	OTHER (PLEASE SPECIFY)	DATE
1	Sound barriers	7/31/2018 11:12 AM
2	Not increasing the volume of traffic in a neighbourhood with lots of pedestrians	7/30/2018 8:27 PM
3	not doing it at all; making it a non-truck route.	7/30/2018 3:46 PM
4	more roads are a waste of land.	7/30/2018 9:21 AM
5	Divert semis, that are just trying to get to oak point highway, away from this route ASAP.	7/21/2018 5:43 PM
6	I understand that road infrastructure eventually needs to be replaced, but it's been proving that that adding lanes and capacity doesn't solve congestion - it simply encourages more people to drive. What Route 90 really needs is to be better served by transit, not made more pleasant for people in private vehicles, because that will only last before so long. If we don't get a grip on the amount of single-occupant vehicles in the city, we will be proposing even further widening again in no time.	7/19/2018 2:39 PM
7	Keep traffic moving, build off ramps, seperate and protect cyclists from traffic, what will this city look like with another 500,000 to one million people living in it.	7/19/2018 12:05 PM
8	Like the parkway model with a speed limit of 70 km with minimun intersections	7/19/2018 11:11 AM
9	First priority should be to not degrade the health and quality of life of residents who live there.	7/18/2018 6:12 PM
10	It is not enough to improve transit stops and platforms - we need MORE buses running.	7/17/2018 7:21 PM
11	state of art infrastructure in Canada.	7/17/2018 11:10 AM
12	Creating efficient traffic nth/sth flow while dispersing local traffic to their major fairways ..Corydon, Tuxedo Grant Taylor	7/16/2018 4:22 PM
13	Minimizing need for property aquisition (surprising this wasn't an option!)	7/16/2018 12:58 PM
14	Lower the speed limit on Kenaston to 60 km/hr from 80 km/hr before Taylor not after Taylor (North bound traffic). In fact the speed limit on the 80 km/hr portion of Kenaston should be reduced to 70km/hr.	7/14/2018 2:03 PM
15	Reducing motor vehicle traffic. Not widening road. That will only lead to greater motor vehicle volume due to induced demand.	7/11/2018 5:23 PM
16	We need to look at the future and to cut costs on this roadway does not seem advantageous! This is a major route with transport truck traffic and we need to look ahead and think about what people require because our city is expanding thus the need to widen Kenaston. We need to make sure that we have a great transit system and alternatives to taking your car like proper bike paths and walkways and crosswalks!	7/10/2018 2:53 PM
17	Raise the speed limit	7/9/2018 9:01 PM
18	You cannot list the items selected above as priorities 1 to 5. If you do not make the ones selected all as number 1 then you have again failed as an engineer. Allowing for Future growth, reducing number of intersections and congestion, cycling and pedestrian overpasses, and ensuring 1 speed limit are all part of a Minimum design. If you don't tie those specifics together you have again failed as an engineer. Route 90 IS already a major north south route, is already low on capacity and high on congestion. If designed for today then you actually are decades behind the day you finish construction.	7/7/2018 10:17 AM
19	Moray street needs to be continued further south to take pressure off route 90.	7/7/2018 6:20 AM
20	Limit large truck traffic at busy times.	7/6/2018 8:47 PM
21	There needs to be some way of discouraging drivers from using Centennial Street and a back lane shortcut. They don’t slow down. Simply put, its very, very dangerous.	7/6/2018 10:04 AM
22	I don’t ever walk this area but there should be one, and only ONE first priority: PEDESTRIAN SAFETY.	7/5/2018 7:48 PM
23	We need a way to get through the city quickly. This means accommodating big trucks so traffic can move smoothly. It also means eliminating stop lights as every time traffic stops the trucks take a long time to get moving again.	7/5/2018 4:21 PM
24	Make buses and bicycles move quickly along route	7/5/2018 4:12 PM

25	My picks: 1) sound attenuation for local residents; 2) environmentally friendly means removing as few trees and private residences as possible... do an environmental impact study and a health impact assessment before proceeding to design. 3) crossings for pedestrians and bikes and optimize adjacent AT routes on residential streets, e.g., doncaster, carpathia, lockwood.	7/5/2018 1:42 PM
26	Waste of money to expand.	7/4/2018 8:20 PM
27	adding safe bike and pedestrian crossings is a priority but not paths-- there are existing AT routes to connect to from each side, so all we really need is a safe place and way to cross at key intersections. Sound attenuation missing from this list-- a number one priority in current state. Also, improvements to the existing route are important, as are turning lanes, but this does not necessarily require widening along the entire route. Environmentally friendly was not defined but to me this means preserving as many homes and mature trees as possible, taking only what you need to improve the roadway and flow (turning lanes, synchronized signals, priority transit signals). displace the least number of homes and home owners; will minimize the number of additional people needing to commute... we live here for a reason-- super convenient, walkable, etc.	7/4/2018 2:36 PM
28	Currently not all traffic signals acknowledge that cyclists are using the road and therefore it can be very difficult to cross the street.	7/3/2018 4:50 PM
29	Top priority is sound barrier wall (like Charleswood pkwy), attractive, effective for sound and dust / pollution reduction and visual relief from traffic. Preserving the natural environment and the surrounding neighborhoods and taking the minimum number of private residences necessary..	7/3/2018 10:56 AM
30	Move Route 90 onto the empty Kapyong Barracks property and provide a very WIDE vegetated buffer space between Route 90 and the existing residences. Do not further harm the health/wellness and property values of the many people living along Route 90.	7/2/2018 5:49 PM
31	My number one priority is to opose the widening of route 90 in any form. It is a poor use of taxpayer dollars & will destroy lives and destroy a mature residential neighbourhood. I oppose widening the road in any form.	6/28/2018 4:23 PM
32	The way Route 90 is now, there should be no heavy full semi trucks. Maybe with the future state it would allow flow better. It's super hard to only pick 5. they are all super important to the development. Would have been better to rank it 1-10 type of thing.	6/28/2018 7:49 AM
33	I disagree with the need to widen route 90, especially where it runs through residential area.	6/27/2018 4:44 PM
34	I have lived very close to Kenaston for 30 years but almost never walk in the area (even though I do walk/cycle other places) because the walk down Kenaston sidewalks is so unpleasant and difficult to navigate.	6/27/2018 3:08 PM
35	minimize impact to surrounding neighborhood (1st priority); 2nd priority is sound barrier to protect pedestrians, cyclists and the local residents.	6/27/2018 1:18 PM
36	building a sound barrier for the local neighborhood and leverage existing residential streets for active transport route (not path). maintain existing mature trees, leverage space for turning lanes now to alleviate congestion, raise curbs.	6/27/2018 10:47 AM
37	Create better access for condos between grant avenue and Taylor ave especially during construction	6/27/2018 7:32 AM
38	More on and off ramps, NO LIGHTS!	6/26/2018 10:14 PM
39	Traffic light installation countdown timer	6/26/2018 6:00 PM
40	My 1st priority would be to affect the residents already living in the vicinity as little as possible. The other checked selection would need to also be incorporated into the design. If noise can be dampened and the visual and environmental aspects can be accomplished all at the same time	6/26/2018 5:07 PM
41	sound attenuation wall +/- berm; like Charleswood pkwy, Inkster and other neighborhoods. this is needed now. Also prioritize preservation of ecosystem-- mature trees and existing greenspaces.	6/26/2018 5:01 PM
42	We need more roundabouts!!!!	6/26/2018 12:29 AM
43	Make it a quick throughway....like the Deerfoot in Calgary...no more 50km...should be 80 ALL down kenaston	6/25/2018 6:22 PM
44	We need to make traffic flow on route 90 faster. Less lights, less intersections, 80km/h for a speed limit. It should flow like a highway. You should not be able to cross route 90.	6/25/2018 5:53 PM

45	Sustaining the neighborhood is number ONE priority.... stay within the existing roadbed and only take what you NEED, not what you want. To do otherwise is not responsible public stewardship!!!!!	6/25/2018 5:07 PM
46	Eight lanes instead of six.	6/25/2018 12:59 PM
47	Do not have a speed limit of 50, Kenaston should be 80 from ness to Taylor.	6/24/2018 3:43 PM
48	IMPROVE TRAFFIC FLOW ON THE ENTIRE ROUTE 90, INCLUDING SOUTH OF TAYLOR PLUS AN OVERPASS AT THE PERIMETER	6/23/2018 3:52 PM
49	Consideration must be given to neighbourds most affected by the construction.	6/23/2018 9:07 AM
50	Don't have busses holding up an entire lane of traffic for every stop they make!	6/22/2018 3:56 PM
51	Proper Interchanges on Route 90. No traffic lights at all.	6/22/2018 3:33 PM
52	safety is #1	6/22/2018 2:50 PM
53	Why not build overpasses and underpasses at Ness, Academy, Corydon, Grant and Taylor and take away light controlled intersections and use on/off ramps to the sides of main road to connect to intersections	6/22/2018 11:45 AM
54	The highest priorities for enhancing this street in a way that would result in it providing better neighbourhood connections would be to increase the number of intersections and keeping the speed lower. 50 km/h	6/22/2018 6:47 AM
55	I think it is very important to improve the look because airport traffic uses that route and it is the first impression tourists get of our city.	6/21/2018 3:10 PM
56	My additional priority would be to reduce traffic congestion but I did not check that button above, as I expect that the City's definition of how to do this is to widen Kenaston, as it seems we still believe in Winnipeg that we can build our way out of congestion. I would recommend implementing a suite of TDM strategies to reduce traffic congestion instead.	6/21/2018 3:07 PM
57	When the turning lane from Academy to Route 90 northbound is closed for road repair, motorists CANNOT have Lockwood, Centennial, or Willow closed to them as well, because to drive on Academy right up to Route 90 to make a sharp turn right will take a hundred years. It's way faster to take Lockwood or Centennial, then take Willow to get to Kenaston. These streets must be OPEN so that people aren't late for work! I drove this way for 31 years from 1984 to 2016. DON'T CLOSE ANY STREETS!!!	6/21/2018 1:13 PM
58	get bikes off the streets - the number of people I can see walking along Route 90 is nil - pretty much the same on most major arteries - there is no need to create bike lanes for non-registered modes of transport - utilize or re-invent uses for sidewalks or make bike paths on or beside the sidewalk - this is a car city	6/21/2018 12:41 PM
59	Transit priority lanes, so buses travel much faster than private automobiles, so there is less pressure for more road capacity for personal automobiles	6/21/2018 12:34 PM
60	Make it quick as possible to drive from South Winnipeg to the North side	6/21/2018 12:15 PM
61	Added protected bike lanes; adding dedicated transit lanes; NO additional lanes for cars.	6/21/2018 11:52 AM
62	Considering complete communities and making the road work for people not heavy large truck traffic.	6/21/2018 11:52 AM
63	Make Route 90 corridor to be a direct North/South route, limit the amount of traffic lights and put in service road if necessary. Traffic should always flow and not start and stop.	6/21/2018 11:45 AM
64	improve access from portage onto Rte 90 - NO merge	6/21/2018 11:32 AM
65	Ensuring speed limit is atleast 70km	6/21/2018 10:38 AM
66	No art can't trust artist to make it appealing to me	6/20/2018 10:35 PM
67	Provide bus stop bays to remove stopped buses from the traffic lanes so that all lanes are fully available for vehicular movement.	6/20/2018 10:33 PM
68	Minimize traffic lights. Less stops is much better.	6/20/2018 9:03 PM
69	Non stop traffic flow	6/20/2018 8:48 PM

70	Highest Priority is to Minimize Future Infrastructure Expansion through More Efficient/Effective Use of Current Transportation Infrastructure... Society must shift away from such an inefficient and unsustainable transportation system based on individual car travel... a sustainable transportation system would discourage traveling large distances for most daily activities... local communities should have walkable/bike access to recreation/sports facilities, daycare/child education (all ages)/schools, churches, community centers, local restaurants/bakeries, grocery stores/drug store/post office, hair salons/dentist/doctor/lawyer/accountant/insurance all without using a car… for getting to work/university/MTS Center/Bomber Stadium/airport/Major Events individuals should be travelling via an efficient bus system or an efficient carpool/ridesharing network… it was great to see large amounts of people travelling via bus to the recent Winnipeg Jets Whiteout parties… much more efficient than using individual cars. Individual car usage should be more of an exception to the norm… for example if a family would like to go on a road trip or camping, or if there are special events like weddings, funerals, urgent transportation to a hospital, etc…	6/20/2018 8:19 PM
71	reroute the truck traffic to Moray/Centraport. Route 90 is not built as a truck route. Getting rid of the majority of the trucks would solve many issues.	6/20/2018 6:59 PM
72	Truck traffic (with the exception of local traffic/ deliveries, etc) should NOT use Route 90 as a major route but should instead use the perimeter to Centre One or to go around the city. This would alleviate the congestion, make the route more efficient for commuter traffic and lessen the wear and tear on the road bed.	6/20/2018 5:15 PM
73	Better infrastructure to support heavy traffic, truck loads, to accomodate Emergency Vehicles (Every minute is critical).	6/20/2018 12:24 PM
74	Retain all access points to the condos and apartments on Route 90 from Route 90 - build an access lane/service road on the east side of Route 90 to retain access - do not close the entrances - NONE OF THEM!!!!!!!	6/20/2018 11:39 AM
75	Build service roads instead of a gazillion lights at every intersection	6/19/2018 9:16 PM
76	Judging by the proposed 2 designs I disagree that the city is capable of creating a good active transportation corridor, but hey.	6/19/2018 4:26 PM
77	Please use the money to extend Sterling Lion Parkway! We have too much traffic using Grant(a residential area for the most part)to access Kenaston. If Sterling lion parkway extended to William Clement, people would head to Kenaston along Sterling Lyon and then to Prtage avoiding Grant. Then extend Sterling Lion the other way to Pembina, relieving Taylor and Grant. Grant has too much traffic now, and the residential area has NO buffer zone on either side between Cambridge and Kenaston. House are set perpendicular to Grant almost right up against the traffic flow, lots of dead trees on properties abutting Grant, very unhealthy for residents.	6/19/2018 3:24 PM
78	Remove all semi & heavy trucks from the study area.	6/19/2018 1:14 PM
79	An advanced signal for turning left when travelling west on Corydon Ave. and onto Route 90 South would be priority #1 for me.	6/19/2018 1:04 PM
80	reduce traffic congestion by: synching lights, reducing intersections AND designing the road to accommodate future could be the same as development at Kapyong	6/19/2018 12:24 PM
81	#! - eliminating the cut-through speeding high volume traffic on my street, and other north-south parallel in River Heights	6/19/2018 12:23 PM
82	As briges are involved could they be designed to have future expansion built on them now otherwise a bottle neck could occur if any future expansion is done down the road from 3 lanes to 4 lanes each way. Project smartly please.	6/19/2018 12:16 PM
83	Making it more difficult for commuters to cut through residential streets and alleys.	6/19/2018 11:17 AM
84	The St James Bridge should not have lights, on Portage or at Academy, but should maintain or add merging/over/underpasses, not intersections	6/17/2018 11:08 PM
85	Route 90 needs to be re-developed ASAP with current and future traffic volumes at the top of mind. The route today is an absolute parking lot, at almost every hour of the day. We desperately need cloverleafs at every major intersection along that route (Grant/Cordon/Stirling Lion/McGillvary/etc). We need to remove most if not all traffic lights and route traffic onto the cloverleafs. If American engineers figured out how to run I29 though Fargo decades ago, surely we could do the same with Route 90.	6/17/2018 9:59 PM

86	concerned about the time frame and the congestion the upgrade will create. End result needs to be functional for morning commuters, as I live on the south end of the city and work near Polo Park, so I rely on this route to get to and from work.	6/17/2018 3:46 AM
87	With Seasons of Tuxedo and the Diversity Garden at Assiniboine Park in mind, Route 90 could see a lot of tourists in the future.	6/16/2018 3:02 PM
88	Reducing speeds to 50 km/hr the entire way (this would be my 2nd priority but the survey won't let me leave that blank above).	6/15/2018 11:23 AM
89	Eliminate the Red light camera and reduce the number of intersections to speed up traffic	6/15/2018 10:09 AM
90	Do not built over pass like south kenaston	6/15/2018 7:40 AM
91	#1: least impact to area residents!!!! why is this not an option???????!!!!!!! 2) sound attenuation; 3) preservation of the existing forest; 4) turning lanes, 5) light syncing. Due to poor survey construction, I am unable to RANK this OTHER option!!! you can do that in survey monkey!!!! PS> Double barrel question--- bike routes and crossings!!! poor survey design. 2 different options. crossings are important to me but not the bike lanes. How can anyone accurately complete this survey, or is that the point, to support the new design. ???!!?!?! Very poor, very biased, very unethical. PS. we already have trees. All you have to do is NOT cut them down! there, simple! I picked visual appeal as I cannot pick my true choices reflected in this rant; art is of very low priorty, particularly when people are loosing their homes--SHAME on you all!!! You could put art the walls that are not even mentioned! speechless.	6/14/2018 9:53 PM
92	Proper merge lanes including onto and off the St. James bridge so as to negate any need for traffic lights in and around Academy Rd.	6/14/2018 9:50 PM
93	Honestly, this NEEDS to be done. Driving 50 kmh with a speed trap is a commute killer. This should have been done a decade ago	6/14/2018 6:07 PM
94	Freeways	6/14/2018 5:17 PM
95	Lowest bid = lowest quality.	6/14/2018 2:21 PM
96	Build bays for buses to pul into where the buses do not need to slow traffic down behind them by stopping at bus stops on the traveling lane unless the curb lane is already a dedicated bus lane only; Build several pedestrian and cycling overpasses using an enclosed lighter metallic structures similar to bike cages in appearance with just the flooring made of concrete.	6/14/2018 2:18 PM
97	keeping access to academy road	6/14/2018 1:41 PM
98	Keeping construction time to a minimum!	6/14/2018 1:14 PM
99	Reduction of traffic lights altogether. Getting all non-motorized traffic away from street level.	6/14/2018 11:52 AM
100	This is not a pedestrian route. This is a major traffic artery. Why are cyclists or pedestrians a consideration at all? Are there cyclists on circle drive in Saskatoon? Cyclists on the Deerfoot in Calgary? Cyclists on freeway in Fargo? Please get this ridiculous notion out of your plans. Get rid of all traffic lights and modernize this route properly. Traffic lights at Ikea, and 5 traffic lights along south Kenaston are insane. Get rid of them all with overpasses, and service roads. This route will be a disaster in 20 years if you keep this up.	6/14/2018 11:42 AM
101	4 lanes each side! This is one of the main paths of connecting north to south; basically the entire south to downtown.	6/14/2018 11:42 AM
102	Do not build fast corridors (Route 90) with light controlled traffic lights. The Kenastons shopping are for example is poor planning, this area should have had service roads for the shopping districts. All other cities that have good traffic flow, do not have numerous amount of traffic lights on main thoroughfares.	6/14/2018 11:18 AM
103	Build a sky train to bypass transit on the route or at least design it for that for future	6/14/2018 11:18 AM
104	As few lights as possible, limited left turn/u turns, right turns should be designed as yields	6/14/2018 11:13 AM
105	4 lanes PLEASE	6/14/2018 10:58 AM
106	Preventing "induced demand" -- how do we make sure we don't spend a half billion dollars just for more car-dependent developments to spring up in the south end of the city, clogging the newly-built road right back up? And how do we design roads so that it doesn't encourage Kapyong to be used for Seasons-style big box development with acres of parking?	6/14/2018 9:58 AM
107	Better public transit instead of widening.	6/14/2018 8:43 AM

108	Removing The need for traffic lights	6/14/2018 8:20 AM
109	All of these are very important. Almost any one (eg. reduce traffic congestion) comes part-and-parcel with any of the others. For instance, sure, reducing traffic congestion is important, but if we don't design the road to accomodate the new development at Kapyong Barracks, then the traffic congestion will be crazy bad. Additionally, synching traffic lights, ensuring the new design will accommodate population and traffic growth in the future, etc. are all incredibly important to me, but they are the MEANS to which we reach the END of reduced traffic congestion.	6/14/2018 8:17 AM
110	All traffic lights must have a left turn arrow and 500 m merge lanes to and from.	6/14/2018 7:53 AM
111	Less intersections, more underpasses, night construction to get this failing piece of infrastructure fixed as soon as possible	6/14/2018 7:51 AM
112	Make the speed limit 70-80. This should be contiguous with Kenaston and century. This is a sorely lacking area!	6/14/2018 7:42 AM
113	large trucks should not be travelling through the city, perimeter should service that.	6/14/2018 6:58 AM
114	Diamond interchanges. Make it 4 LANES, instead of 3	6/14/2018 6:25 AM
115	Define and implement a modal split target of 50% cars and 50% transit/active transportation (currently it is more 80% cars, 20% transit).	6/13/2018 4:20 PM

Q13 Is there anything else you would like to add regarding the Route 90 Improvements Study?

Answered: 607 Skipped: 598

#	RESPONSES	DATE
1	The intersection at Kenaston and Grant is a huge bottleneck. Kenaston needs more green light time. This intersection should have an over or underpass. Sterling Lyon and Kenaston should also have an over or underpass.	7/31/2018 11:20 AM
2	Provide alternative routes such as extending Morray/Clement Parkway. Don't funnel all through traffic on one route with light after light. Investigate options for light rail on other routes.	7/31/2018 11:13 AM
3	NA	7/31/2018 9:00 AM
4	I don't think $450 Million dollars for six lanes of traffic for 3 Km makes sense.	7/31/2018 6:48 AM
5	The city should investigate whether car use will decrease during the period of use. Has a study been done to determine whether car use will go up, remain the same, or decrease? I suspect it will decrease with an increase in car-sharing and automation. In my opinion funds should not be put toward increasing the number of lanes on any of our roads since they will not be needed in the future.	7/30/2018 11:16 PM
6	Please ensure that there is more communication with the public. There were no notifications in the news, and it looks like this project is being fast forwarded without assessing the 10-20-30 year impact. Sending residents a half cooked plan of what is going to happen is not acceptable. This has been an issue for years and should have been addressed when Sterling Lyon and that are were under development. A long term plan, further than immediate the immediate fix currently being executed.	7/30/2018 11:03 PM
7	Reduce traffic noise. Particularly motorcycles on Sunday nights.	7/30/2018 9:31 PM
8	The city should be prioritizing removing cars from the roads and encouraging people to use alternate transportation	7/30/2018 8:29 PM
9	This is the major north-south road for Winnipeg, designing for anything less than a fullly complete grade-separated motorway/freeway standard is very short-sighted. This should be built to a similar scale as something like Deerfoot Trail in Calgary.	7/30/2018 7:52 PM
10	no	7/30/2018 6:34 PM
11	No thank you.	7/30/2018 6:26 PM
12	Try to keep Winnipeg canopy while creating a complete street	7/30/2018 5:11 PM
13	The information for this development and other major developments should be made easier to find/access. I only discovered it today thanks to a Facebook post by bike Winnipeg.	7/30/2018 4:53 PM
14	Taking the bridge everyday on my commute - please ensure you take into account the north bound lanes merging with traffic coming from Academy - it's so difficult to get over to the far right lane in a shore period of time to exit to Portage eastbound - it is so frustrating when the Academy traffic doesn't let you in. I hope this issue is resolved. There's always accidents here in winter because of this.	7/30/2018 4:11 PM
15	If you don't live in the community, you shouldn't be working on or influencing the project!	7/30/2018 3:47 PM

16	Careful not to try to fit a square peg in a round hole. It appears many uninformed assumptions have been made regarding the needs to reduce congestion yet there are so many flaws to our infrastructure planning in our city. Too many unsynchronized intersections, and no service roads add to unnecessary delays in traffic. The public also needs accountability in being better drivers and focus on the task at hand. A partnership with MPI to help create better awareness of how to drive and cross intersections. Distracted drivers also cause unnecessary traffic delays. The projected costs of this project are prohibitive and unsustainable for repair over the long term. Have you considered the effects of the forces of change technology continues to drive and how unnecessary this expense would be if we were more forward thinking. I'm also concerned this is simply a project to please major developers in our city to tie in the north to the south. I'd also bring your attention to how there are still only 2 lanes of traffic on either side of kenaston south past Ikea... So what's the point of all these costs of widening kenaston near the st James bridge and expropriation of houses if there are many bottle neck issues that haven't been considered or resolved.	7/30/2018 3:44 PM
17	DO NOT REMOVE ACCESS TO ACADEMY ROAD BY ANY MEANS'	7/30/2018 3:33 PM
18	A parkway or urban freeway along with a lack of consideration for the new Kapyong development and AT will have a very negative effect on the surrounding areas. The data is definitive on the fact that widening a street does not alleviate or improve traffic flow. Focus how to get the cars off the road by prioritizing AT and transit.	7/30/2018 3:15 PM
19	This should a be a parkway for to separate cars and bikes/pedestrians. Right now it’s built like a residential street with freeway traffic.	7/30/2018 3:02 PM
20	No	7/30/2018 2:54 PM
21	make it wide and an 80Km/h zone	7/30/2018 2:44 PM
22	- making improvements to one of the city's most dangerous intersections (Grant and Route 90) as part of the plan - definitely agree with keeping speed limit a single number such as 70 kmh, as it is north of Academy; Route 90 is a through-route -- people don't take it to soak up the scenery -- even if decent landscaping is part of the final product. - making considerations for southbound traffic entering Route 90 from Academy Rd as the lights are too short and as part of this, making considerations for heavy traffic coming from this neighbourhood as it already suffers from the lack of any major north-south thoroughways other than Route 90.	7/30/2018 2:36 PM
23	Don't waste the money widening Kenaston. Fix the route 90 bridge and leave it at that	7/30/2018 1:59 PM
24	Signage and smooth flowing feeder routes	7/30/2018 1:33 PM
25	I can't imagine the widening and improvement of route 90 doing anything but speeding up the development of car-oriented suburban development (retail power centres, single family homes near the edge of the city, exurbs like the RM of MacDonald, car-oriented condos). Our city's infrastructure deficit is going to widen dramatically in the years to come if we don't stop investing huge sums in making it increasingly convenient to live and work far from the core. This project is so clearly designed by transportation engineers with the primary goal of efficient traffic flow. It will do just that. But efficient traffic flow from north to south may actually be negative rather than positive for the long-term financial health of the city.	7/30/2018 1:33 PM
26	no	7/30/2018 1:22 PM
27	This city needs to stop building more car lanes, which just encourages more ppl to drive. Build to prioritize transit, walking and cycling before cars. Also, why did we invest so much in CentrePort when we are now expected to design more routes through the city to accommodate trucks??	7/30/2018 1:11 PM
28	Reduce openings and traffic lights as much as possible.	7/30/2018 1:08 PM
29	All things considered, route 90 is a fairly direct north/south route that connects St. James to south Winnipeg. Making sure that it is usable and an efficient method of transportation for any mode (bike, bus, walking or car) is important; allowing as many modes to use the same, straight-line route is important to getting people to use it.	7/30/2018 1:04 PM
30	Improve surroundings.	7/30/2018 1:01 PM
31	So important to do really long-term planning - so this design will work in the coming decades. And minimize the number of traffic lights	7/30/2018 12:42 PM
32	no	7/30/2018 12:34 PM

33	Stop building roads that encourage urban sprawl and the use of single passenger vehicles. Both environmental and human health depend on it	7/30/2018 9:22 AM
34	It costs too much. Put funding into Parks and recreation. They will make people healthier.	7/27/2018 8:09 PM
35	The current plan is severely flawed. Adding lanes and highway-like features will only increase congestion due to induced demand. Slip lanes and ramps (that creating unnecessary dog-legs for pedestrians and cyclists) will increase speed and decrease safety for all road users.	7/27/2018 2:34 PM
36	Hurry up and get started	7/26/2018 1:47 PM
37	Studies and consultations are nice, but shovels in the ground build roads. This is 20 years overdue, get going already.	7/22/2018 10:38 PM
38	Reducing congestion is more important than higher speed limits. Need a certain amount of travelling time consistency.	7/22/2018 3:10 PM
39	One thing to take into consideration is the noise of a highway like this. We used to live on Kenaston in the military housing and the noise was unbearable. The house would shake when transports drove by. Even with widening the road, the homes that are left will still be close enough to get a lot of noise. Using the option of a single bike/walking path on both sides, I would like to see some kind of barrier between the road and the path. This would help reduce the traffic noise in the neighbourhoods along the route. It would also keep the cyclists/pedestrians away from the traffic. I personally would not want to ride beside three lanes of traffic doing 80km/hr (or whatever the speed limit will be), especially with my kids.	7/22/2018 11:57 AM
40	I don’t want this to be a freeway. This is a residential area and with Kapyong even more so I hope. We have to stop focusing only on how fast we can get somewhere. There needs to be a compromise.	7/21/2018 5:46 PM
41	I believe it is a great idea to improve that route. We are in St. James and rather then go Ness and route 90 south we head across Moray and take residential streets to Wilkes and head south from Ikea. Would really welcome an expanded route 90.	7/21/2018 9:35 AM
42	Unless you plan to build another main road and bridge to the airport, Route 90 is better off being like Waverley rather than a residential area especially now when we have large big box stores and the 20 square mile urban reserve / business park in development.	7/20/2018 1:32 PM
43	I feel VERY strongly that a pedestrian/bike overpass is the wrong solution, and doubly foolish given that it is the more expensive one. Just from looking at the picture, you can tell that using the ramps up to the bridge deck and getting back down would take about four times longer that it would be to simply cross at street level. I can easily see where people would start to say, "forget that, I'll just cross the street here", which obviously would be very dangerous without the proper controls. It is extremely inequitable to punish those in the least comfortable surroundings (heat, cold, wind, traffic noise, exhaust), carrying heavy backpacks so that those in the most comfortable surroundings (their vehicles) can have less of a delay? And that's to say nothing of the accessibility issues (I will not speak for those using wheelchairs, but I can't imagine going up and down those ramps would be an easy feat). This specific location is being considered because it has a high volume of students crossing, so taking into account the behaviour of children is absolutely critical. It has to be failsafe, because people (regardless of which mode of transportation they are using) will make mistakes. We can't have any more school crossing collisions in this city. Design the street-level crosswalk with proven safety systems in mind, and it will work. Give advance crossing lights to pedestrians. Do not allow right turns on red lights. Use protected green lights. Make it a scramble intersection.The science is there for how to make roads safer for vulnerable road users. Use it!! (Please consider these my comments for ALL of the crossings in the study area.)	7/19/2018 2:55 PM
44	Easy access to all off-streets such as Academy and Corydon without disrupting traffic flow.	7/19/2018 1:27 PM
45	Get it done!	7/19/2018 12:48 PM
46	Separate the buses from regular traffic. similar to what is being done along river and Osborne. It runs along the CNR lines.....	7/19/2018 12:08 PM
47	The integrity of the neighbourhood should be maintained. Any roadway should not divide the area into halves.	7/19/2018 11:38 AM

48	This area of the city has always felt barren and disconnected from the rest of the city. Asides from some sparce housing and essentially a giant open field, there isn't much reason to travel down this route except to get somewhere else. It would be nice if this area was developed for small to midsize local business and improved mixed housing, but still allowing large flows of traffic to still commute through efficiently during peak hours.	7/19/2018 11:32 AM
49	My first priority is to improve active transportation and promote dense development in the area. If you want to encourage more sustainable growth, it's important to ensure that sprawl is minimized and safe/efficient bike routes are plentiful and connect appropriately to common destinations.	7/19/2018 11:19 AM
50	Like the parkway model with a speed limit of 70 km and minimum intersections and pedestrian/ bike overpasses	7/19/2018 11:13 AM
51	Keep the costs down	7/19/2018 11:04 AM
52	Get this project MOOOOVING. Work should take place 24 hours to accomplish this, so that traffic disruption will be the least affected.	7/19/2018 10:56 AM
53	Widening route 90 is much like loosening ones belt to deal with obesity. It is only a temporary solutions. The city should invest much more resources in public transit to make it frequent and reliable. Infill and densification of the core and inner city neighbourhoods will help the city climb out of the fiscal mess that low density sprawl at the fringes of the city continues to allow. The suburbs have become the deferred maintenance monster that is consuming the city's fiscal capacity..	7/19/2018 10:28 AM
54	This is not an improvement, it's building a wall of traffic between two neighbourhoods. It will destroy the fabric of the community, a horrendous waste of public money just to increase traffic. The widening should not be done.	7/18/2018 9:53 PM
55	Building it faster like projects done in other cities.	7/18/2018 8:56 PM
56	No freeways, make t an urban street with shops and bike lanes.	7/18/2018 7:40 PM
57	I'm not convinced that widening R 90 would not just result in more traffic and we would be right back where we started in 5 years.	7/18/2018 6:47 PM
58	Make improvements for those who live most hours of the day on Route 90, not the people who spend a few minutes per day passing through the area. Provide effective noise pollution control for ALL residences impacted by traffic noise. Provide effective pollutant source control (particulates, other emissions) through measures such as dense vegetation buffer. Move Kenaston onto empty Kapyong Barracks land and install earth berms/green space between residents and high volume truck traffic. Minimize traffic congestion during construction by building new Route 90 adjacent to existing Route 90. Close existing Kenaston Superstore entrance to traffic and make this into a dedicated pedestrian/cyclist access route. Avoid all the near misses. Put a new Superstore entrance somewhere else with fewer pedestrians and cyclists.	7/18/2018 6:23 PM
59	Widening streets to accommodate more car traffic is regressive. Progressive urban design needs to prioritize active and alternative transportation such as cycling and public transit.	7/18/2018 6:05 PM
60	We attended the pop-up event and studied the maps online. We are VERY puzzled by the closure of the current loop that makes the left turn from west-bound Portage onto southbound Rte 90. Also VERY puzzled by the apparent closure of the current Academy Rd. upramp onto the bridge and off onto Portage. Have you ever seen the horrendous traffic back-up on Academy whenever the ramp is closed for repair. It takes forever to make the right turn onto Rt. 90 at the Kenaston traffic lights.	7/17/2018 7:25 PM
61	The city should consider building an elevated north-south expressway for the light vehicle to eliminate congestion on the intersection.	7/17/2018 11:16 AM
62	On the west side please close access from Rt 90 to Academy, Fulham, Carpathia and Willow . Just like Waverly West with one access to route 90 ... this community could access Rt 90 at Tuxedo and/or going off of Wellington Cres. further east or west. If theses streets are left open, commuters will be cutting through to Wellington Cres. Willow access only would bottle neck at Doncaster and is a school zone. Accident waiting to happen...Day care , elementary school , high school and community club with high high traffic and coincides with am and pm traffic hour. Maintains com. park like atmosphere. Will be safe link for bikes and walkers to bike trail to the Ass. Park. This witter will bring together a community letter.	7/16/2018 4:37 PM
63	Limit intersections to Taylor, Grant, Corydon and Academy. This will minimize the amount of expropriations needed for intersections, turning lanes, etc. Don't suburbanize the route. The wider it ends up being the greater the impact on the existing neighbourhood.	7/16/2018 1:02 PM

64	I think city should install full traffic light signal at route 90 and Boulton Bay. The reason being is lot of seniors live in that area and for them making a left onto route 90 is hard. There's always traffic coming from both side and people hardly let anyone in.	7/16/2018 12:11 PM
65	no	7/14/2018 2:04 PM
66	Make it 70 to 80 km per hr and flow with the faster parts of kenaston and century! Make it like glenmore trail in Calgary! Winnipeg needs LESS traffic lights and dedicated bike paths for safety	7/14/2018 10:10 AM
67	Consider use of the former CNR right of way and bridge for local traffic access and/or bike path.	7/14/2018 8:48 AM
68	Reduce lights. Make it freeway style	7/13/2018 6:54 PM
69	design to keep the traffic moving at the greatest possible speed in keeping with the speed limits maintained north and south of this project along kenaston.	7/13/2018 1:51 PM
70	I am a resident at ********** Street and extremely concerned about a few issues: 1).That ********* Street will now be used as the main thouroughfare (drag strip) to cut back to Wellington Crescent now that Academy, Fulham and Carpathia will be closed off. This could be easily resolved by closing off ********** St at Willow but i see no such plans in this design. Even to have something like what was done at Harrow and Academy with a few curbs and signs would resolve this. 2) To this end, there also needs to be a set of lights installed at Willow and Doncaster as Willow Street is going to see a huge boost in traffic and Willow will be the only way that any of us that live in the area west of Kenaston can get onto Route 90, The area around the Rady Centre is already extremely congested so those patrons should be better protected as well. 3) The pedestrian bridge on Lockston really is a necessity as there is no way I would ever allow my two young daughters to cross an urban freeway by bike or foot on the way to school and our cathcement area forces them to cross route 90 to get to their schools. 4) The speed limit should be miantained at 60 all the way through this stretch from Ness to Taylor. Traffic typically flows 5-10 over the limit and if you make the limit 70 you are now permitting vehicles to go 80 through a residential area without walls or massive greenspace separation and you are bound to have a tragic accident in the future that will likely involve pedestrains and/or cyclists.	7/13/2018 6:08 AM
71	There needs to be more lanes and higher speeds to accommodate the abundance of traffic on this road	7/12/2018 4:04 PM
72	Neither bike/pedestrian options are ideal. Either the onstreet bike lanes should be protected with higher curbs such as on Queen Elizabeth Way bridge, or there should be separate offstreet paths for cycling and walking. Multi-use paths for both walking and biking are bad on a high volume route because they lead to conflict and cause people to resent/fear the higher speed cyclists. There should be pedestrian islands so people walking never have to cross more than two lanes going in the same direction. Speed limit should be reduced to 40kph or lower due to cutting through a residential area. Especially so if bike lanes are going to be onstreet and protected by low curbs as shown. Pedestrians should absolutely not be required to take that long, circuitous bridge or compromise safety just to convenience car and truck drivers who are already at an advantage.	7/11/2018 5:27 PM
73	Reduce intersections Improve access ramps (eg. on bridge) and use Merge instead of Yield (which my require education of drivers)	7/11/2018 5:59 AM
74	I would like the expansion to be like a parkway with plenty of greenspace and wide bike paths and room for all the bus transportation and big transport trucks that use this highway. The City is turning this into a major highway upping the speed limit and there are houses right beside the roadway! We live at ********** Ave and already in the past we have had a taxi just about come through our yard as it hit the fence beside us. That was before the project took down the two homes beside Kenaston! It does not seem safe to have all that traffic flying off the bridge especially when I believe the commitee would like to put up a berm which would only make things worse when it could potentially become a ramp to have a transport truck fly off the bridge and into our home. I only use this as an example because this has already happened! You also want to take the house behind us which will leave us open to Academy. Due to this project our home will be totally open on all sides to the traffic and noise levels! We are very aware of the noise volumes because the project hasn't started yet but the city has taken out three homes all around us and wants another 4. We are way too close to the highway. Back in 2012 we met with the city and they said they would do a noise continuation study which according to the city at the last meeting did not happen! You cannot open us up to all the traffic on Kenaston and now open us up to Academy because you want the house behind us and not have a berm or wall behind our home. I do not see anything in the plans to prevent the noise levels that this will cause in the back of our home! The noise levels of opening us up to traffic on the front, side, and back of our home is unbearable and the city of Winnipeg must rectify this!	7/10/2018 2:53 PM

75	I don't think the biggest problem on Route 90 is between Taylor and Ness. Traffic flow and congestion is worse between Scurfield and Sterling Lyon, there needs to be 3 lanes all the way, each way here first, this should be top priority!	7/9/2018 9:03 PM
76	The proposed turn lane on protage avenue west to rte 90 south and closure of the exit loop is horrendous this will destroy the flow on portage avenue. appears to be a correction to adding the firehall and need for fire trucks to cross turn lanes over portage avenue. As well this will severely slow down all traffic heading west due pushing of turn movements out of curb lanes for Polo park and st James and Route 90 now show proposed turn lanes form center lanes across east bound traffic. This would destroy flow of traffic portage avenue to supposedly enhance an interchange of two major routes that should have proper merge and exit lanes. Should look to minimize addition of traffic lights and instead add or correct the current exit and merge lanes. Move the firehall if its in the wrong location for safe access. This appears to be a perpetual farce and failing by city planning on this Portage Avenue interchange.	7/9/2018 2:32 PM
77	Widening Route 90 will just induce greater use and result in greater congestion for private vehicles. Focus on bikes, bus, and pedestrians.	7/9/2018 10:35 AM
78	Having the bike/pedestrian lane off the road also assists with snowclearing. The on road option means increased costs for curb repair each year as there would be more curbs with more getting broken by snow equipment each year. Face it, this is a FREEWAY. It is not a street for homes, retail, public spaces. The many streets surrounding this road can accommodate that. Let's recognize it for what it truly is (like on the north side of Ness) and fix both sides up with roads and attractive sound barriers so the entirety of route 90 from the airport moving south is a "people mover" for cars, trucks, bikes, and transit. Then, beautification can be directed to true neighbourhood rouadways and not a freeway.	7/9/2018 10:01 AM
79	You need to include, incorporated, an improved active transportation crossing across Route 90 on the north bank of the Assiniboine River. Linking the bike path at Riverbend Crescent to Wolseley Ave W. without forcing cyclists to Portage Ave\Route 90 interchange.	7/9/2018 7:45 AM
80	Once the project is started, Accelerated construction including working evenings and weekends to get the job completed quickly.	7/8/2018 11:01 PM
81	Something needs to be done regarding the current use of residential streets as a bypass for the traffic congestion. It is only a matter of time before a pedestrian is killed by a vehicle speeding down the side streets.	7/8/2018 3:37 PM
82	Do it right the first time.	7/8/2018 3:31 PM
83	I would rather you spend more money now to provide a sustainable solution that is good for a long time, than continuously spending money on little constructions and improvements.	7/7/2018 10:58 AM
84	Stop adding traffic lights, build for the long term. Better to spend more now than to build something insufficient or that will deteriorate.	7/7/2018 10:43 AM
85	Charleswood Parkway/ Chief Peguis trail similar designs are a Minimum. Zero intersections is best. Winnipeg's past of installing lights at every corner on major thoroughfares or mall entrances needs to be stopped (Bishop Grandin, Route 90 south of Taylor). Cycling lanes should be separate from pedestrians whether at side of road or off (commuting cyclists travel at 25 to 40 kph and are not compatible with pedestrians for safety). Use common sense and logic for designs UNLIKE what the engineer did for the route 90/Bishop Grandin fly-over (southbound traffic going right into Waverly West needing to be in left lanes and southbound traffic going left onto Bishop Grandin needing to be in right lanes, and for 3 years forcing all route 90/Bishop traffic into ONE lane creating a merging and crossing traffic nightmare until additional lanes were built).	7/7/2018 10:33 AM
86	No retail disasters like kenaston common. Focus on housing and higher property tax revenue per sq ft	7/7/2018 2:04 AM
87	A suggestion would be to put the money for better bus service to encourage commuters to take transit and bike lanes . The less appealing for vehicle traffic the better so that commuters would take the improved transit service lessening vehicle traffic. Many individuals do not need to take their vehicles for work .	7/6/2018 10:34 PM
88	With the volume of traffic the route handles, grass boulevards & median - possibly with trees - would limit pollution.	7/6/2018 8:55 PM
89	This section of road needs to be sorted out, this is where the traffic slows to a crawl	7/6/2018 3:56 PM

90	The proposed road from Taylor running in behind the apartment buildings between Taylor and superstore should be the only option for vehicles coming and going from these complexes. This will keep merging traffic to a minimum and allow things to flow smoothly. The proposed access from westbound Portage Ave to Southbound Kenaston is ridiculous. The circular ramp has been closed in favour of a single turning lane which then must merge with traffic coming eastbound Portage Ave. In addition, there is only one lane. This is an extremely busy spot during rush hour every day and would need at a miniumu 2 lanes to turn southbound, or at least leave the ramp open! The bike crossing at Lockston is a waste of money. People will not use it because of the long distance.	7/6/2018 2:00 PM
91	Keep clear visual at intersections is more important.	7/6/2018 1:54 PM
92	Closing the clover-leaf style exit from Portage Westbound to Kenaston Southbound seems backwards. That works OK now, so I am confused by that concept.	7/6/2018 1:39 PM
93	Oops I added it at the end of the previous question. My apologies.	7/6/2018 10:05 AM
94	I would like to highlight as I didnt indicate in the previous question, but having the same speed limit on Route 90 (between Taylor & Ness) is essential.	7/6/2018 10:04 AM
95	Many large cities (Vancouver and the Netherlands are good examples) are no longer using multi-use pathways and instead provide separate walking and cycling facilities. This is because once people start to shift transportation modes from driving to walking and biking these facilities quickly become congested and the speed deferential makes these facilities undesirable for both users. Rather than multi-use pathways, Route 90 should implement sidewalks and bike (only) pathways side by side.	7/6/2018 9:13 AM
96	Please consider using any extra lanes for dedicated bus and cycling. It will do more to reduce traffic congestion than just adding another lanes for cars/trucks.	7/6/2018 7:45 AM
97	Less emphasis on none vehicular traffic and more attention to traffic flow and making snow clearing easier and less expensive.	7/6/2018 12:10 AM
98	This design is using old thinking. There is an opportunity to integrate the route with Kapyong, by splitting into one way pair. this would make the whole area more people friendly, make intersections more efficient, create a vibrant urban space. the way it is planned is creating barrier between east and west. Be more creative people. Think about urban spaces not highways. It is too late to make this a high speed expressway.	7/5/2018 11:12 PM
99	Take your time to plan it properly. Then go full speed (16 hour days) to get it built in an acceptable time frame.	7/5/2018 10:56 PM
100	no	7/5/2018 9:54 PM
101	Route 90 is horrible.	7/5/2018 9:16 PM
102	PEDESTRIAN SAFETY is ALWAYS number one in roadway improvements. Want to make Winnipeg a friendlier place for people to come to live? Here’s where to start. I drive this roadway a lot; but protecting the safety of PEDESTRIANS FIRST should ALWAYS be our collective first priority, under ANY circumstance.	7/5/2018 7:52 PM
103	Get it right. Well have to live with this for 50+ years	7/5/2018 6:17 PM
104	what is the proposed - or anticipated - speed limit on Route 90? Would not like to see it a high speed area.	7/5/2018 4:44 PM
105	Construction should be done at night or at least during non peak hours.	7/5/2018 4:43 PM
106	Get traffic moving quickly and smoothly with one speed limit along the entire route. Make it functional first and aesthetically acceptable. It's not meant to be a park. Get the traffic moving!!	7/5/2018 4:23 PM
107	Do not allow the Kapyong Lands to become a bunch of Box Stores. Stop building box stores in the south which make all the traffic, either build a central mall or make these stores move to Polo Park... have you ever been to Thunder Bay...go there to see what a bunch of abandoned box stores look like. They aren't environmentally friendly either, each with their own independent HVAC system, and people continually entering and exiting to the cold when you are trying to heat the building, and people have to go outside in the cold to move between stores, and sometimes people even drive between neighboring stores, and there is an increase in trucking traffic to constantly supply the box stores... ridiculous and environmentally destructive design.... Do not allow the Kapyong Lands to become a bunch of Box Stores.	7/5/2018 4:21 PM

108	Nothing will improve non-car safety without enforcement of existing laws. You can make it a mile wide and build floating escalators but as long as cars can speed, run lights, and otherwise disregard traffic safety without consequence, it will all be for naught.	7/5/2018 4:12 PM
109	Hills need to be considered when building bike lanes. A large underpass or a bridge to cross are prohibitive for bicycles, not to mention strollers and wheelchairs.	7/5/2018 4:03 PM
110	Plan for the future (growth) not just current needs.	7/5/2018 4:02 PM
111	Improving the traffic flow in the Ness to Taylor section is needed. Although until the traffic south Taylor through McGillivray is addressed there will still be traffic issues.	7/5/2018 3:44 PM
112	Widening Route 90 will not reduce traffic congestion, AKA induced demand (**********). The City needs to invest in sustainable transportation and actively work to reduce single occupancy vehicles on the road by encouraging and incentivizing Winnipeggers to walk, bike, bus, and carpool instead (check out ********** that helps people share a ride!). This includes providing necessary and safe infrastructure to do so. We need to invest in a better and more sustainable future where communities can thrive because we've stopped prioritizing cars and traffic. We can do better!	7/5/2018 3:35 PM
113	Get it done, and now. Other projects (such as Portage/Main opening) are unnecessary	7/5/2018 3:34 PM
114	Maybe it should be strictly a vehicle route with limited pedestrian and cycling access. Keep them apart. Less lights and more cloverleaf solutions.	7/5/2018 2:25 PM
115	Close the intersection at Tuxedo. Do not install more Traffic Intercestions and Traffic Lights. Build it like a highway, or expressway. A good comparison is; build it like Moray Ave, or Cheif Peguis.	7/5/2018 1:57 PM
116	Yes. Consider place making improvements for local residents eg., sound attenuation and maintaining homes and existing greenspace as a top priority vs. frivolous things like public art for motorists (very offensive).... You have opportunities to further leverage and optimize existing AT routes on adjacent quiet residential streets vs. spending more money to build something that compares to a new freeway through a field. this is a mature, established neighborhood with families who call this HOME. Doncaster from wellington cres through kapayong area to south kenaston pathways for example. a traffic light is going up at Tuxedo and Doncaster.,,, big opportunity to save money. put the routes where there will be people who will use them, e.g., carpathia to tuxedo to lockwood and over the field to Wellington (gets you through wolseley to downtown). these are routes people already use... ********** **********. they are very biased.... always asking for the ideal vs. the practical. Come and ask the local residents what will work and what will be used, i.e., value for money. come and visit and take a look and see our vantage point on this wonderful neighborhood we are proud to call HOME!	7/5/2018 1:53 PM
117	Do not waste half a billion dollars for 2 kms of road! This is 1950s thinking and regressive thinking! Will have no impact on reducing traffic.	7/4/2018 8:21 PM
118	Principles of planning should include: minimizing impact to existing neighborhood, residents and ecosystem/environment. use what you have before asking for more (sustainable, fiscally responsible public stewardship). Only take as much space and properties as you really need: needs vs. wants. Respect that you are working in an area that is an established neighborhood, and engage participation in planning processes (vs feedback). Guard against conflicts of interest and inappropriate influence of private industry/powerful property owners (e.g., Rady). Please be clear about your objectives: to improve or widen. Not the same thing. Improvements are a high priority but not necessarily widening. Turning lanes should be added where space exists now. Review feedback from 2012....very informative. Be innovative in approaches, widening should not be the first consideration. Synchronize lights, reassess. AT route exists on the west side; East side-- find out what routes people are using, e.g., Carpathia from Grant to Tuxedo (crosswalk exists at Carpathia and Corydon), to willow or tuxedo and over to lockwood. An AT path from lockwood and Academy through the field to Wellington crescent would be a major improvement in connecting existing AT routes.	7/4/2018 2:44 PM
119	There is some concern that the pedestrian/cyclist overpass is not only expensive, but may end up being covered in graffiti and become an unsafe area.	7/3/2018 10:50 PM
120	When a plan is decided upon, carry it through. If cost is a factor - forget about opening Portage and Main.	7/3/2018 3:36 PM
121	If tunnels were located under the river, the need from bridges is gone! Semis should be relegated to one lane. Tunnels and approaches from Portage Ave to Willow Park.	7/3/2018 3:00 PM

122	Why is all their effort to only bring up the speed limit to 60 kph? First session I was at a few years ago, the proposed speed limit was 70 kph, which made more sense	7/3/2018 2:54 PM
123	More info on Kapyong as time goes on	7/3/2018 2:09 PM
124	My concern is this will increase truck traffic. I live on Kenaston and my condo shake when trucks hit bumps/pot holes. Noise level is high during the week. I believe trucks should use perimeter and not drive thru the city to get from north to south. Keep in mind river heights is a residential area.	7/3/2018 12:52 PM
125	The trucks need to be rerouted elsewhere OR restricted to the slow lane. Kapyong development should have no greater access to route 90 than it does now.	7/3/2018 11:48 AM
126	Prioritize the needs of those living in the area immediately surrounding the roadway. Fairness and minimal displacement/ disturbance of residents must be key planning principles. Aim to improve the livability of the area, not reduce it. Thus, sound attenuation is needed NOW, preservation of trees and greenspace is essential and leverage the quiet residential streets for AT routes... Carpathia to Tuxedo; Tuxedo to Lockwood; Lockwood to Wellington Cres for access to downtown routes and with crossing at Academy and Kenaston to facilitate access to the park and existing south and west AT routes.	7/3/2018 11:00 AM
127	No	7/2/2018 10:12 PM
128	The current functional design gives priority to single occupant vehicles at the expense of all else. This is bad urban design. Where is the planned rapid transit corridor? Where are the planned bus stops located? Where is the vegetated buffer between Route 90 and cyclists/pedestrians/bedroom windows? Where is the improved space for pedestrians and cyclists? The current functional design does not include room for any design that would be close to acceptable. Where is the earth berm/concrete wall to reduce noise pollution for the existing residences? A proposed 7 lanes of traffic outside my bedroom window is not an improvement to my health and quality of life. Any consideration given to reducing the frequency and severity of the daily earthquakes generated on Route 90? There should probably be a pedestrian bridge near the seniors' residence between Taylor and Grant in consideration of future development, current density, and the goal to increase transit use. Also widen the vegetated median between both directions of traffic, including at the Grant intersection.	7/2/2018 6:16 PM
129	merge lanes for traffic merging onto Route 90 need to be implemented.	7/2/2018 2:36 PM
130	surveys about this project for PR opinions are practical	7/1/2018 12:10 AM
131	The improvements be environmentally and physically safe	6/30/2018 11:49 PM
132	Get on with the project	6/30/2018 6:41 PM
133	Accommodate future interchanges. Don't allow development too close to prohibit future overpass or interchange expansion. Proper signage for people not from Winnipeg.	6/29/2018 11:00 PM
134	Please please please put the speed limits to 60km/hr, if not 70km/hr. Please...Please.	6/29/2018 8:59 PM
135	I think increasing the speed limit along with synchronizing lights would help the traffic flow a little bit better than it does now. Right now I'd love to avoid Route 90 at all cost, but because of where I live and work, I cannot. I started biking during summer through Assinaboine park just to avoid Route 90 - that's how bad it is.	6/29/2018 1:27 PM
136	n/a	6/29/2018 12:47 PM
137	Since it is a major truck route , anything that improves truck traffic flow would ve appreciated.ty	6/29/2018 7:39 AM
138	Get 3 lanes open as soon as possible, get rid of as many houses as soon as possible in order to accomodate at least 3 lanes in each direction, syncronize the lights as best as possible. And stop expanding waverley west until route 90 flows better. Make the entire stretch of route 90 mimic the area around Ikea, the city should learn something from that. Its the only block that actually flows properly.	6/28/2018 10:27 PM
139	This survey is methodologically flawed. I was forced to enter answers even if I didn't agree with any of the possible responses. Therefore, the results of this survey should be disregarded as methodologically unsound and ethically problematic. Once again, I totally opose the widening of route 90 in any form. It is an extremely poor use of taxpayer dollars and it will destroy lives and destroy a mature residential neighbourhood. I oppose widening the road in any form. Instead, extend the William Clement Parkway and widen Sterling Lyon to create an alternative route that will not destroy an established neighbourhood and uproot dozens of homeowners.	6/28/2018 4:27 PM

140	Strongly disagree with the current concept for Academy at Route 90 (three turn lanes) and the SB turn lane from Portage Ave to new ramp. A complete redesign of the Assiniboine River crossing is needed.	6/28/2018 11:00 AM
141	design it as a freeway so the traffic moves quickly. It's an absolute nightmare now.	6/28/2018 8:29 AM
142	Wait until the Waverly bridge is complete and the construction on Pembina and on McGillvray. I do everything I can to avoid those areas and I live in the south part of the city, as does the rest of my family/parents, grandparents, brother, best friend,etc. We can't take anymore construction at once. There's got to be a way to avoid it if we need to.	6/28/2018 7:50 AM
143	Reconfigure the Portage Interchange to an SPUI, add a couple DDIs at Corydon and Grant, and package transit lanes (built for future conversion to Light Rail) in the project.	6/27/2018 4:49 PM
144	In the previous question I was forced to name 5 priorities when I really only wanted to enter a comment! Bad design of questionnaire?	6/27/2018 4:46 PM
145	I live on ******** and would like to see improved communication with residents and a clear format to be kept informed of developments along the way. I have not been able to attend any of the meetings that have been set up so far due to short notice.	6/27/2018 3:49 PM
146	Look at how Edmonton a city of winter does their freeway system Winnipeg is coming to a million people and we are nothing but a city of 1950s roads with lights. Regina Saskatoon Edmonton are the cities our city planners need to google map at least more then once and visit. Improve Winnipeg stop going backwards	6/27/2018 3:41 PM
147	I would like to hear more about the consideration of local access to route 90. For instance, it appears to me that as a resident of ******** at ********, west of kenaston, I will have very few options to access Northbound Kenaston. If willow will be "right in and right out" and the Academy-kenaston intersection will be closed then what are the options to access Northbound Kenaston? I can only see heading to Wellington Cresent then to West bound Academy then on to st. James bridge which is quite convoluted. The other option would be Doncaster south to Tuxedo East then North on kenaston, however, Doncaster is already very congested with the Asper center parking, school drop offs ect. I am sure that many residents will have concerns about access to the main routes now that some streets will be closed off or restricted.	6/27/2018 3:17 PM
148	n/a	6/27/2018 2:53 PM
149	Quit spending money on reports for a cross walk at Portage & Main and widen Kenaston	6/27/2018 2:22 PM
150	this survey is biased. the City has 6 options for active transportation structures yet only 2 are presented in this survey. Sound attenuation is a current need and priority but is not mentioned. this is a miss.	6/27/2018 1:18 PM
151	none	6/27/2018 1:16 PM
152	I think the plans might be a bit premature until we know the plans for the Kapyong barracks.	6/27/2018 12:40 PM
153	Don't let NIMBY types dictate that this needs to be a American style freeway when we need to balance the land use for densely populated residential and commercial area.	6/27/2018 11:42 AM
154	This survey is very biased and leading. There needs to be consideration of the role of this project in the overall infrastructure needs in Wpg... south end residents are not traveling up Rte 90 to get downtown each morning, but rather are traveling up Marion and St. Mary's Road. Those are higher priorities and there are limited tax dollars. Simple improvements along Rte90 will go a long way and will demonstrate responsible stewardship and responsiveness to the voting public. Please consider: Construct turning lanes at academy and Corydon while you have the space. Lower the roadbed or raise the sidewalks and build a sound wall as in other projects. Grandfather the width of the median or go no wider than Portage Ave and other existing main thoroughfares with 60km speed limit and 4-6 lanes. build an AT route up Lockwood and across the field to Wellington Crescent (behind RCMP/Children's detachment). Improve bus stops/shelters and provide priority transit signals. If 6 lanes are required, use the new lanes for Bus/carpool/bikes, with priority signals to entice ridership. consider dedicated LIndenwoods/IKEA/PoloPark Rte 90 bus loop for weekend shoppers (park and ride). stops would include PPark, Seasons of Tuxedo, Lindenwoods shopping centre and loop back up McGillivary. Thanks for considering.	6/27/2018 11:12 AM
155	Try to keep costs down wherever possible. The addition of the St. James bridge work just added another huge layer of cost that was not in the 2012 plan. I don't want my children to be paying for this. Keep the planning revolved around what is absolutely needed vs what is a desired "want". We aren't made of money!!	6/27/2018 10:52 AM

156	The engineers need to further review the portage westbound to kenaston southbound movement. Driving this area for some 30 years, this movement will be a problem in rush hour as far as capacity with the deletion of the ramp and the required stoppage of east bound traffic at lights. The model needs to be revisited.	6/27/2018 9:08 AM
157	As a property owner on the route study needs to be done regarding enhanced access to the area for owners and residents that considers vehicles turning into and out of parking areas, during and after construction....	6/27/2018 7:31 AM
158	Complete the project quickly by requiring the contactors to work longer days, and provide incentive to do so by offering bonus for early completion.	6/27/2018 3:26 AM
159	no	6/27/2018 2:22 AM
160	Increase speed limits Reduce lights (stopping) Let's start thinking for future traffic concerns and build a road over and above what is recommended right now! All big city's have main routes with on and off ramps, minimal lights, minimal stopping, higher speeds. Stop the small town living and start planning for the big future.	6/26/2018 10:17 PM
161	less traffic light	6/26/2018 6:04 PM
162	I am excited about this project and looking forward to it being completed. Living in close proximity, I'm hoping a design that accommodates the residents already living in the area can be made, all while upgrading the route for the betterment of the whole city. My major concern is the visual and sound impact it will have to the neighbouring area. I'm hoping for a design that will take these concerns into consideration.	6/26/2018 5:08 PM
163	The most fair option is to stay within the existing roadway and only widen as needed. this is not new construction, hence median can be grandfathered as is the case elsewhere in the city, e.g., Regent, Portage Ave, etc. Add turning lanes and synchronize lights now and evaluate impact on traffic flow before investing public dollars on a project that may not be top priority. higher priority is Marion and St mary's road where all of the traffic flowing from new developments must flow to access downtown (Sage Creek, Southpointe, Island Lakes, etc).	6/26/2018 5:04 PM
164	Kenaston Commons area needs access roads and on-ramps instead of lights. That area is a blight on our city and adds a great deal of time to any commute	6/26/2018 2:10 PM
165	Please consider reducing the number of accesses to Route 90 to allow for higher speeds. Note that this is primarily a vehicle roadway and will not change in the near future.	6/26/2018 11:49 AM
166	The speed limit needs to be significantly increased, as well as the addition of more lanes. The aesthetic appeal is far less important than improved traffic flow	6/26/2018 8:27 AM
167	It's terrible; just get it done and make it sufficiently wide to support further growth	6/26/2018 6:56 AM
168	Despite roundabout at strategic intersection that would allow for safety and better traffic flow.	6/26/2018 12:30 AM
169	The only way to improve congestion is to stop the sprawl south of Route 90.	6/25/2018 9:40 PM
170	Get it done	6/25/2018 6:22 PM
171	Concentrate on making route 90 faster and more efficient for vehicle travel. That should be the top priority. We need to ditch the small town mentality of Winnipeg and build to accommodate future growth.	6/25/2018 5:55 PM
172	The CoW's own cycling map shows several options for bike paths. Why is this survey so biased to only show 2 options with no free text option for other suggestions?????? Poor public "consultation" process. Does not follow City's own stated commitment to best practices. Ongoing design work that does not involve residents who actually LIVE in the affected area is not a good use of public money and is an artificial, indefensible and highly unethical process. You should be ashamed of yourselves.	6/25/2018 5:09 PM
173	Please consider developing it as fast as possible	6/25/2018 4:44 PM
174	Fewer intersections & lights, more consistent speeds, and extra lanes including extra lanes on bridge so road rage doesn't continue on Route 90 would be ideal!	6/25/2018 4:25 PM
175	Close off residential streets at Kenaston such as Academy, Fulham, willow etc. Also would like to to a wall constructed along Kenaston to reduce noise and add privacy to residentialenclaves especially those streets west of Kenaston like the ones above.	6/25/2018 4:10 PM
176	When doing construction make sure not to put route 90 down to one lane, its busy enough as it is without shutting half off it down	6/25/2018 1:46 PM

177	Stop studying and start construction, as one guesses that the City will study this until it gets what it and special interest groups want as apposed to what the general public wants.	6/25/2018 1:03 PM
178	Please add berm to reduce noises pollution for nearby residents.	6/25/2018 11:46 AM
179	none	6/25/2018 10:51 AM
180	PLEASE PLEASE PLEASE do this right. Let's set the expansion up to make the essential north-south route a freeway. Winnipeg needs this and needs it now!	6/25/2018 10:11 AM
181	having 4 or 5 lanes for cars in each direction	6/25/2018 9:56 AM
182	No	6/25/2018 9:45 AM
183	Adding more lanes to fight traffic congestion is like getting a bigger belt to fight obesity	6/25/2018 9:21 AM
184	As someone who lives right between Route 90 and Portage/Main, route 90 is a much higher priority than opening Portage and Main.	6/24/2018 7:26 PM
185	Invest primarily in motor vehicle infrastructure. On any given day, the number of motor vehicles will outnumber the bikes by at least a thousand to one.	6/24/2018 5:48 PM
186	I am so happy the City of Winnipeg is considering this! It is an incredibly smart move to accomadate the future generation, and I hope the City continutes to take actions similar to these to help grow this amazing city	6/24/2018 4:33 PM
187	Potential costs of buying out the houses along the route plus potential costs of the new bridges	6/24/2018 2:48 PM
188	Baed on the latest design map, it appears as if little thought has been given to east-west traffic and access to the main routes and route 90 for residences in the area of North River Heights and Old Tuxedo. East access off south bound Route 90 and west access of north bound Route 90 is difficult now as lights do not accomodate other than a handful of cars turning. Reducing the number of intersections would make that worse.	6/24/2018 12:20 PM
189	Increasing the speed limit from 50km/hr to at least 60km/hr	6/24/2018 8:09 AM
190	I like the idea of installing sound barriers. I also would love a dedicated protected bike lane on both sides, and lots of trees. This is going to be a great project!	6/24/2018 2:26 AM
191	No	6/24/2018 1:17 AM
192	Don’t pick an option because it is cheaper, this needs to be a well thought out process that ensure a route that will serve the area residents, and those transiting the area. Put in the effort so it is not a measure just to move more traffic.	6/23/2018 11:11 PM
193	Because there are not many businesses along that stretch, increasing the speed and limiting stops to get through the area quickly is very important. Overpasses instead of intersections.	6/23/2018 10:26 PM
194	Work should take place 24hours a day to complete the project as quickly as possible with minimum disruption.	6/23/2018 10:00 PM
195	Nope	6/23/2018 8:37 PM
196	Construction should occur during the evening and night, and be stopped during rush hour both morning and afternoon!	6/23/2018 8:16 PM
197	No	6/23/2018 6:03 PM
198	No, it’s about time	6/23/2018 5:17 PM
199	Use of overpasses to move the traffic. Let's catch up!	6/23/2018 3:54 PM
200	SPEED UP TRAFFIC FLOW, NOT SLOWING IT DOWN LIKE YOU DID SOUTH OF IKEA.	6/23/2018 3:54 PM
201	it has to be widened to at least 3 lanes each way and the speed increased to at least 70 kph	6/23/2018 1:41 PM
202	This has been in talks for many many years. This is a known issue but when the city extended Kenaston (into new Waverly West businesses and residential) why was it all made only 2 lanes? Why is nobody thinking of the future as we know the entirety on it should be 3 lanes	6/23/2018 1:13 PM
203	Get on with it already	6/23/2018 12:13 PM
204	no	6/23/2018 11:29 AM
205	I REALLY LIKE the closure of Academy Road and the feeder lane further back going under Route 90. Excellent idea.	6/23/2018 10:57 AM

206	lest wasted money on study's, it is a level 1 rout and should be made for room for further expantion. take out both sides plant trees and put pedestrian paths off to the sides.	6/23/2018 10:36 AM
207	Area Residents, Transit Services and Emergency Services should have a voice on the PAC.	6/23/2018 9:08 AM
208	a major north/south route	6/23/2018 9:05 AM
209	I do not agree with placing a traffic light on Portage Ave on top of Route 90 for the turning lane to Route 90 southbound. There will be stoppage of traffic on Portage Ave and increased risk of accidents at this busy pathway. I believe the west bound Portage Ave right hand turning ramp that goes around the firehall should remain to allow vehicles access to southbound Route 90	6/23/2018 7:24 AM
210	Rte 99 from perimeter hwy to airport should be be a direct route with little or no stops	6/23/2018 7:11 AM
211	Construction 24/7 so the project gets done faster!!	6/23/2018 7:06 AM
212	I avoid driving down route 90 every time I have to bc of the terrible congestion and traffic jams. Opening it up is necessary for the city to continue growing	6/23/2018 5:59 AM
213	no	6/23/2018 5:23 AM
214	Winnipeg is a growing city, let’s get the improvement done.	6/23/2018 1:01 AM
215	Please add evergreen trees to make city look beautiful even in winters. Also, please use environment friendly “salt” during winters.	6/23/2018 12:18 AM
216	None	6/23/2018 12:01 AM
217	Please make it 3 lanes of true traffic. If you design it like a highway with access to other streets by service roads only, it would be a huge improvement. Getting rid of lights and using fly overs would be amazing too.	6/23/2018 12:00 AM
218	I think it should be done right the first time so it doesn’t need to be done again, this is a major traffic route and disruption of it for construction is going to be very difficult on drivers	6/22/2018 11:00 PM
219	It should be a fast way to get through the city. Eliminate intersections and make sure there is enough lanes in both directions.	6/22/2018 10:58 PM
220	Reduce the number of traffic lights south of Taylor - too many stops on a route with a speed limit of 80 kph	6/22/2018 10:27 PM
221	If possible, design bus stops so that the bus does not block a lane of traffic during passenger drop off and pick up.	6/22/2018 9:47 PM
222	the sooner the better	6/22/2018 9:42 PM
223	Glad to see it being undertook.	6/22/2018 8:37 PM
224	Nope survey and other comments captured. Good flow. Make it easy to join the flow. Great survey.	6/22/2018 7:15 PM
225	more radar	6/22/2018 6:57 PM
226	Route 90 should've been widened to 3 lanes from the get go once it replaced Waverly at the Perimeter. As it is a very busy commute from the highway into the city, it should have more room for heavy traffic flows. Less intersections help with the congestion of traffic, especially in rush hour. Route 90 starting at the Perimeter going all the way past the St. James Bridge should be a minimum of 3 lanes to minimize accidents and traffic congestion. Also what would help is constructing bus lanes, for sure down the Taylor Ave to Ness strip, maybe even down to Ikea.	6/22/2018 6:23 PM
227	Less intersections with faster moving traffic and keeping future development in mind! Don’t just build for now but for increased future projections. Route 90 south of IKEA was obviously improved over its past state yet it STILL drives slow because it feels like it was an improvement when compared to past development of the area but now still feels under-serving the current volume of traffic to, and demand of, the density of box stores and destination shopping in the area. It was improved but not at the same rate as development. That shouldn’t happen again with this northern section, especially with Kapyong in mind.	6/22/2018 5:36 PM

228	I think you will create a congestion problem for traffic west bound on Portage Ave. wanting to turn onto Route 90 using a single turning lane. The traffic will back up most likely past St James wanting to turn left at the lights. I am comparing the traffic to two turning lanes currently used at Portage and Moray to turn west bound Portage Ave traffic south onto Steven Clements bridge. I think this intersection and the roadway to merge into Route 90 need at least two turning lanes. One lane is also quite congestive should an accident occur in that one lane. Traffic flow will obviously be determined by the lights at Academy and the synchronizing of further lights down the way. Using synchronizing lights in high traffic volumes, and many of them in a short stretch, generally does not give you good continuous flow but rather short flow spurts between the lights. It is too bad we don't do what they have in the US with the use of overpasses and on ramp and exits to service roads to separate traffic flow at controlled lights used for turning at intersections and letting the traffic that wants to continue through flow without restriction. Instead we opt to try and control the whole traffic flow at each intersection which basically slows everything down. If we have the space, let's plan for the future and do it right this time. They had the space on Kenaston south of Taylor to have overpasses and service road to maintain a good traffic flow, but opted at putting in a mess of lights to hamper the main flow and then tried to fix the issue with synchronizing programs, but then again it is hard to synchronize that many lights spaced close together.	6/22/2018 5:04 PM
229	Like to see this project happen soon, and when construction begins, crews should work round the clock if necessary to finish work in a timely fashion with the least amount of disruption to commuters.	6/22/2018 3:56 PM
230	Please remove traffic lights on Route 90 going south.	6/22/2018 3:35 PM
231	Try to reduce the damage done to people who are affected by these changes.	6/22/2018 1:29 PM
232	The sooner the better!!!	6/22/2018 12:50 PM
233	50kmh is insanely slow for a route that important. Should be 80-90 with designated exits like in the US or any good freeway with no lights.	6/22/2018 12:46 PM
234	I have heard of many many studies done that say widening roads or adding new lanes does not reduce traffic congestion. It just results in more cars using these roads and then you have the same problem. I would like to hear why the city is so certain that this project will somehow be different, that they are willing to spend so much money on this. I would rather see that money spent on ways to decrease the number of cars that go down this street whether that is through bike or public transit strategies.	6/22/2018 12:30 PM
235	If specialized bike lanes are created, cyclists that continue to ignore this and still hog up a whole traffic lane should be ticketed. This behaviour is very frustrating to motorists and negates the traffic flow gains from installing extra lanes.	6/22/2018 12:05 PM
236	Build overpasses and underpasses at major intersections to reduce waiting times and increase the flow of traffic smoothly without stopping and polluting our air.	6/22/2018 11:46 AM
237	Nop	6/22/2018 11:33 AM
238	the survey appears to be designed on the assumption of minimum 6 lanes of traffic for the entire length. This shouldn't be the automatic assumption.	6/22/2018 11:23 AM
239	needs to be finished as fast as possible	6/22/2018 10:57 AM
240	Route 90 has become top north south route it is the only continuous route that runs perimeter to perimeter in Winnipeg It must be a transportation corridor that firstly moved traffic through the city efficiently	6/22/2018 10:35 AM
241	Good luck. This is huge.	6/22/2018 10:17 AM
242	Plant more trees!	6/22/2018 8:37 AM
243	The most congestion on route 90 occurs where it has the most lanes and is least pedestrian friendly: around the outlets and McGillvary. If the city wanted a fast truck route, it’s too late. Now it’s better to focus on making it safe and appropriate for the neighbourhood	6/22/2018 7:56 AM
244	I realize it wouldn't be easy, but with appropriate planning and execution, minimal disruption to the route while changes are made would be appreciated. Do not add to the current congestion by closing multiple lanes for long periods.	6/22/2018 7:19 AM

245	Put in freeway ramps! Non stop driving should be the aim of this pathetic city! Get us out of the town mode and into a forming modern city! Everything is so slow here- so start and stop every two blocks! Make it a smooth non stop drive from the south end to St. James. Why would I currently want to go to the Polo Park area as things stand right now? I save myself the time and frustration by staying/ shopping nearer to our home in Waverley West.	6/22/2018 7:16 AM
246	i would like this project to demonstrate the implications of applying a 50 km/h travel speed and having more intersections (bouton bay, carpathia, academy and Luxton). If this model of street design so important to improving neighbourhood connectivity and character, and allowing the main intersections not to have to carry as many vehicles (and maybe not need to be as huge), please demonstrate it technically.	6/22/2018 6:56 AM
247	There are turning lanes so traffic flows smoother.	6/22/2018 12:41 AM
248	the design needs to ensure traffic can flow even when there are high traffic volumes - not like now where it bogs down frequently	6/21/2018 10:59 PM
249	Kenaston has been a huge problem for decades. Enough studies, enough discussion, just decude and do it. Living in the area for 60 years, know kenaston well. City has failed its citizens as route 90 shoukd have been expanded 30 years ago.	6/21/2018 10:46 PM
250	Use freeways in other Canadian cities, to set an example for what route 90 should be.	6/21/2018 10:35 PM
251	Adding more capacity to this stretch of route 90 is great and all, but it will put more strain on the section north of this one. In particular, the intersection near the airport is often very congested.	6/21/2018 10:33 PM
252	No	6/21/2018 9:52 PM
253	Communicate the improvements study's progress to the public	6/21/2018 9:31 PM
254	Increase the speed limit on route 90	6/21/2018 9:27 PM
255	I live at The Ponds on Kenaston, and right now its a disaster trying to get in and out of there. So I would love to see some sort of improvement in that regard.	6/21/2018 8:53 PM
256	Plenty of trees to provide shade to cyclists and pedestrians. Artificial shade for bus passengers at all stops.	6/21/2018 8:27 PM
257	Improvement for emergency vehicles. Right now it's a nightmare when an ambulance or fire truck needs to go down the street in rush hour traffic. There is no where for the cars to go to move over	6/21/2018 8:13 PM
258	a way to prevent people from using turning lanes as passing lane/cutting people off	6/21/2018 7:47 PM
259	Is there any way to make this a below grade route like they do in Montreal. That is a great way to reduce traffic noise through neighbourhoods.	6/21/2018 7:18 PM
260	This is one of the main road North-South in the city, it should be design like a city highway (a insidemeter)	6/21/2018 7:08 PM
261	Consider spending the money on improving transit to reduce the number of cars on the road instead.	6/21/2018 6:22 PM
262	I drive to work on route 90 everyday, and public busses lengthen my trip significantly. The less bus stops and bus traffic on route 90 the better.	6/21/2018 6:21 PM
263	When construction begins a lot of traffic will go over the Charleswood bridge. There should be a no parking from 3:30 pm to 5:30pm on Moray Street to allow traffic to flow better. Also on route 90 the speed limit needs to be increased.	6/21/2018 6:15 PM
264	Reduce bottlenecks and keep traffic flowing	6/21/2018 5:32 PM
265	Option 1- Build condo to accommodate people living on route 90. Need space for route 90. Having consistent lanes as the traffic gets congestion when the lane is changing from 3 to 2. No intersection and no traffic light will create consistent flow. Having a loop at sideway for public transit. Option 2- Build a flyover without any traffic light all the way to St James bridge, the street below will end before Assiniboine River and intersection can stay for local residents.	6/21/2018 5:25 PM
266	Do most of work at night andincentives for finishing early	6/21/2018 5:09 PM
267	Don't have short light times. It's better to wait a little than waste time stopping and starting without getting anywhere, especially in winter when roads are slick.	6/21/2018 4:45 PM
268	add an additional lane in both directions and ensure the lane width of the curb and middle lanes is 3.75m	6/21/2018 4:41 PM

269	n/a	6/21/2018 4:23 PM
270	Should be 3 lanes in both directions to accommodate today and future traffic increases	6/21/2018 4:08 PM
271	I'm concerned about the impact of removing the loop from west bound Portage to South bound Route 90 in favor of a left turn lane from west bound Portage. Seems like a step backwards.	6/21/2018 3:48 PM
272	no	6/21/2018 3:47 PM
273	Route 90 is the main route across Winnipeg between north and south. It is different from Pembina Hwy that most trucking companies are on northern Route 90 and trucks and semi-trailers like to take Route 90. If north bound Hwy 75 will have a by-pass to Route 90, the traffic will be heavier than now, which is already heavy. So, improving it is important for both older communities like River Heights and Tuxedo and new ones such as Bridgwater and South Pointe.	6/21/2018 3:31 PM
274	This route is a major connector for the city and improvements need to be far-sighted and done well. We need to keep Winnipeg current. Pedestrian and bicycle traffic needs to be separate and vehicle traffic needs to be pushed through as quickly and efficiently as possible.	6/21/2018 3:26 PM
275	I think a lot of these previous mention suggestions are one in the same – increased traffic flow without interruption and increase the good impression of our city to tourists. Billboards and advertising should not the cluttering drivers concentration Or disturbing city visitors' first impression.	6/21/2018 3:13 PM
276	On-street protected bike lanes would be my choice if the automobile speed limit is 60 kph. Off-street AT paths would be my choice if the automobile speed limit is 70 kph. My preferred speed limit would be to keep it at the originally proposed 70 kph.	6/21/2018 3:08 PM
277	Merging into route 90 from portage (from east & west exits) could be improved so the flow into traffic is smoother and not so choppy. Also removes any risk of getting into an accident due to merging and/or removes long wait for some kind soul to let me in	6/21/2018 3:07 PM
278	Park/Bench , community meeting area with trees and or Stage	6/21/2018 3:00 PM
279	We should not be adding even more lights to this route as that is one thing that causes traffic to back up so much (as well as the numerous speed limit changes). The focus should be more on pedestrian overpasses and LIMITING lights. Also, traffic from portage should be slip lanes onto Keneston not merge lanes since there is such a high volume, particularly to southbound Keneston.	6/21/2018 2:44 PM
280	Please keep in mind when improving Route 90 to keep it accessible to those with mobility issues. Thank you.	6/21/2018 2:30 PM
281	Encourage more condos and apartments along Route 90 and other main routes in the city.	6/21/2018 2:00 PM
282	This idea needs to be scaled back. We do not need a freeway in the place of route 90. just road improvement and changes to the speed limit in certain areas.	6/21/2018 1:53 PM
283	Start soonest.	6/21/2018 1:52 PM
284	Improved tranist service that includes improved weekend service	6/21/2018 1:31 PM
285	Just my comments I wrote for the last question, which is the only reason I took this survey.	6/21/2018 1:13 PM
286	Need to reduce the barrier effect of having the city divided by a major route, possibly through creation of a median "refuge" for pedestrians and cyclists crossing the street.	6/21/2018 1:10 PM
287	The initial proposal is way too much money. That sum of money can be used in more constructive, imaginative, future oriented ways than widening a road	6/21/2018 1:05 PM
288	Some great ideas about how to improve this stretch of highway. Looking forward to the day it is finally complete!	6/21/2018 1:00 PM
289	Houses. What is happening to everyone who lives on kenasten.	6/21/2018 12:51 PM
290	I think the current proposed design is a huge step backwards in the city's road enhancement strategy. Adding road capacity only induces greater demand, and does not solve congestion. This is loosening our belt to solve obesity. The current design will result in the corridor acting as a barrier for pedestrian, cycling, and local resident vehicle traffic between the two parts of town it will bisect. It will hugely increase the volume of traffic on Academy and surrounding feeder streets.	6/21/2018 12:42 PM
291	I saw the panels at the outlet mall, and noticed that it is hard to get to the bike paths from the East-West roads; for instance the connection from academy is only a sidewalk, not a multiuse path. These should all be two-way multi-use paths.	6/21/2018 12:35 PM

292	6 lane the whole way	6/21/2018 12:16 PM
293	Speed limit should be a minimum of 80km/h from Portage until it links with current 80km/h section at Taylor.	6/21/2018 12:10 PM
294	The growth in traffic will quickly make the whole project an expensive sustainablity and public health mistake.	6/21/2018 11:57 AM
295	Please don't just add more lanes for cars. Projects in major cities across the world shows this doesn't reduce congestion. Instead focus on modes of transport that get people out of their cars, that's proven to reduce congestion. $500M to just widen the road for cars would be a massive waste and failure.	6/21/2018 11:55 AM
296	Make this a main thoroughfare for North/South traffic with off ramps only and limited on-ramps. No traffic lights. Remove the extra traffic lights at the Smart Centres Kenaston Commons/Winnipeg Southwest / Seasons of Tuxedo area. There should be no traffic lights on Route 90 between the Waverly St and Grant.	6/21/2018 11:53 AM
297	Build to accept larger volume of traffic than expected. This will allow future growth. Remember this is 1 of 3 major North-South corridors in the city. This should be priority 1	6/21/2018 11:52 AM
298	ensure that porosity between the existing neighborhoods that are located along Route 90 are properly addressed and that the new route 90 doesn't bisect connectivity	6/21/2018 11:41 AM
299	Be sure to incorporate ways for bikes to get on and off Route 90, especially at Portage Avenue. Currently it's a huge hassle to try to come from Wolseley Avenue West and go south down Route 90 which involves crossing private property at Kiltartan Towers.	6/21/2018 11:40 AM
300	Both options presented for cycling are poor. Mixed-use paths do not work well; cyclists and pedestrians are not the same, and each should have separate space, but both should have more separation from high-speed motor traffic than offered by the "on-street bike lanes" (even the more fully separated ones in Winnipeg are poor at best). No mention has been made of the most critical piece of infrastructure for cyclists – the bridge desperately needs a better way for cyclists to cross from one side of the Assiniboine to the other, particularly in winter.	6/21/2018 11:39 AM
301	Less traffic lights.	6/21/2018 11:35 AM
302	We reduced our trips to this part of the city a few years ago when traffic dramatically increased with the opening of Waverley West. There are many retail and restaurant businesses we would like to explore but the congested traffic is too much of a deterrent.	6/21/2018 11:33 AM
303	No	6/21/2018 11:32 AM
304	It's just so busy. It would be better if the speed limit was lower than 80 but congestion was lessened. It's currently unsafe for pedestrians. More police should stop people from driving on the shoulder. During construction we need to educate people about zipper merge.	6/21/2018 11:31 AM
305	Get it done with. Good traffic flow and separation of walkers and bikes	6/21/2018 11:25 AM
306	n/a	6/21/2018 11:19 AM
307	please make sure the pavement is of good quality and will last more than 10 winters!!	6/21/2018 11:13 AM
308	It needs to be done sooner that later - it is good to know the old buildings - eye sores - are coming down soon	6/21/2018 11:11 AM
309	Many people don't use route 90 currently because traffic is so bad on this stretch. Please consider that traffic flow improvements will increase the amount of traffic on the route, and design to meet those traffic requirements, rather than just meeting the current traffic flow requirements.	6/21/2018 11:11 AM
310	Thank you for taking time to solicit feedback. I believe we need to reduce intersections on our major thoroughfares and increase traffic speeds where practical and safe.	6/21/2018 11:06 AM
311	I think having a single speed limit from the St James Bridge to Taylor is a great idea. That speed limit should be no more than 60. Speed does not get people places faster. Efficient traffic flow does. Keep the speeds low encourage other form of transportation. People do not want to cycle when cars are passing nearby at 80km, which actually means 90.	6/21/2018 11:03 AM

312	Consider implementing the following to improve traffic flow: • Business access and Transit Lane (BAT) • High Occupancy Vehicle Lane • Round-abouts • No Median Crossing Left-Turns at Intersections (Except for High Occupancy Vehicle Lanes) • Jughandles (**********) • Barring intersection Median-crossing left-turns and implementing U-turns on the perpendicular street (like Corydon) • On the divided highway cannot turn left at an intersection with a cross street. Instead, drivers are instructed to "overshoot" the intersection, go through the U-turn lane, come back to the intersection from the opposite direction, and turn right. • Implement some variant of a Michigan Left • Slugging Areas – Where solo drivers find a passenger to use the High Occupancy Vehicle Lanes (**********) Research new ways of improving traffic flow, talk with other jurisdictions and cities	6/21/2018 11:02 AM
313	I want the traffic to move along. The bumper to bumper twice/day is killing me. This is Wpg, not Toronto or Vancouver. I discourage people thinking of moving to Lindenwoods and Whyteridge because of this.	6/21/2018 10:45 AM
314	Lights at Academy approaching bridge and Route 90 lights at Academy and Route 90 could be synced so that traffic from Academy would clear before traffic from Route 90 were ok'd to go onto bridge. Prevent much of 'cross-over' to get onto Portage.	6/21/2018 9:52 AM
315	DO IT RIGHT THE FIRST TIME!	6/21/2018 9:29 AM
316	Copy Chief Peguis Trail. Route 90 must be a dedicated inner ring road and look the part. Just look at Regina for example!	6/20/2018 11:57 PM
317	We are very much looking forward to something finally happening after so many years of waiting and hoping.	6/20/2018 10:38 PM
318	Just get it done	6/20/2018 10:35 PM
319	Reserve space now for future route widening, for grade separations such as diamond interchanges, etc.	6/20/2018 10:34 PM

320	Please take it slow with this project, and work on getting things to the most sustainable outcome. This requires thinking outside the box. For example off road bike paths are a great start, but they can be made even better if they are plowed in the winter and if trees are added to block wind/rain (wind can significantly increase cycling time). The off road path by Bishop Grandin is an excellent example of an efficient path for bike travel… the bikes can travel continuously without stop and have protection from the traffic/wind with the surrounding trees… in many cases the bikes can accomplish traveling the Bishop Grandin stretch in the same time as a car. Another example is the more effective use of modern technology/computers to improve upon the efficiency of bus transport… install proximity sensors in traffic lights/buses so that buses do not have to stop when approaching a non-stop intersection (keep the light green), minimize unscheduled bus downtime/maintenance, analyze passenger flows to minimize the number of stops on routes where covering distance/minimizing travel time is more important for passengers, improve real-time updates of bus stop arrival times, modify bus frequency to account for varying transportation volumes and major events, etc… If buses are placed in high occupancy vehicle lanes, allow for them to pickup/drop-off passengers while remaining the high occupancy vehicle lane… this may require passengers to congregate in the center-median which could be facilitated by effective planning of sidewalks, crosswalks, and pedestrian bridges. As another example, encourage reduced road traffic through carpooling. Carpooling can be facilitated though use of high occupancy vehicle lanes. Carpooling can also be encouraged through public awareness campaigns… for example educating that: non-commercial riding sharing in most jurisdictions does not require a special license, drivers can save significantly through legal reimbursement of shared costs from passengers, passengers can save significant time compared to bus travel, drivers and passengers can save hundreds/thousands of dollars on annual travel, carpooling helps to combat CO2 emissions, etc... The City can also encourage employers to facilitate carpooling arrangements within their workplace. Every time a truck or bus stops, significant energy is wasted and delay added to traffic flow… minimizing truck/bus stopping can significantly improve overall traffic flow. For commercial trucking, the City can charge companies a fee ($$$ = shared cost) that would allow them to operate in High Occupancy Vehicle Lanes and also to install proximity sensors/transponders in trucks so that they do not have to stop when approaching an intersection (keep the light green). Thinking outside the box and using modern technology can significantly reduce costs. The City may be very surprised at the potential non-traditional solutions available to combat traffic. Removing the easy option of road expansion would open the floor to more creative and cost effective solutions. Before resting on road expansion/bridge construction as the only solution, the City should make significant efforts to research, consult, and innovate on non-traditional traffic mitigation and transportation solutions. Engage with universities, think-tanks, and other jurisdictions. Don't use millions/billions of tax payer funds to develop the future transportation system based on old-fashion methods which have proven inefficient and unsustainable.	6/20/2018 9:32 PM
321	Please work to minimize intersections with traffic lights.	6/20/2018 9:04 PM
322	No lights	6/20/2018 8:48 PM
323	Get it done as soon as possible.....it really is an embarrassment that our busiest north south artery in Winnipeg is a 2 lane, light infested, pot holed, asphalt road.	6/20/2018 8:21 PM
324	Obscene amount of $$. Ridiculous design making some areas "islands". Dividing a beautiful neighbourhood community. Majority of residents are definitely NOT in favour of this. Improvements need to be made, but definitely not to this extent. Please listen to the voters.	6/20/2018 7:02 PM
325	Don't take forever to finish the progect.	6/20/2018 5:28 PM
326	Ensure that the long-established residential neighbourhood north of Taylor is treated differently than the business/industrial areas south of Taylor. Do not lose sight of this regarding greenery, noise/vibration reduction, berms, etc.	6/20/2018 5:19 PM
327	no	6/20/2018 4:39 PM
328	We would like a noise reducing, pollution reducing, attractive berm and fence to be installed and maintained. A reconstructed back lane. Underground wiring at the cities expense. Traffic control during construction so that cars do not wonder onto side streets. A designated emergency vehicle lane. Recycling of items from expropriated properties. Reuse of soils from construction to build berm. Recycle trees to wood chips or firewood that would be at no cost to the public.	6/20/2018 4:33 PM
329	nope	6/20/2018 3:40 PM
330	This should be a high speed transit corridor, high speed north/south pedestrian traffic and bikes should be LOW priority	6/20/2018 2:00 PM

331	Build only one bike path on the west side of Route 90 - not both sides. Cyclists will adapt to using one side. Instead of building a bike path on the east side, use the space for a service lane/access road for the residents in condos, apartments, etc., instead of blocking their driveways.....and making it diffucult for them to live where they live. Scrap the idea of an access road being built off Taylor, running through Joe Malone Park and connecting to Bolton St. Building this road through the park will create a safety issue for the many people who use the park. Instead of a full road, why not connect a bike path through Joe Malone Park off Taylor instead and design a route for cyclists instead to connect to Grant Avenue????? Cheaper and less disruptive for the residents of the area.	6/20/2018 11:49 AM
332	Rather than widening Tuxedo at Kenaston, we think it would be far better to do a road diet on Tuxedo that would replace travel lanes with protected bike lanes to provide a walk/bike connection to the Tuxedo Park Shopping Centre. This is an important neighbourhood destination that we need to provide good walking and cycling access to. Corydon can provide access to Kenaston for motorized vehicles. Work with the Real Canadian Superstore to ensure that there is an access to the store from the pathway at the southeast corner of their lot for people on foot or bike. Look into the possibility of converting this pathway from gravel to asphalt. Upgrade the existing sidewalk connecting Wellington Crescent to the southern foot of the St. James Bridge to a multi-use pathway to provide a direct connection from Kenaston to Wellington Crescent, a key spine in the city's cycling network. This would also become the connection from Kenaston to the Omand's Park Bridge and the Empress bikeway over Portage Avenue. Include completion of the Taylor Pathway from Borebank to Kenaston on the south side of Taylor (The Waverley Overpass project will extend this pathway to Borebank on the south side of Taylor). We are including improvements to Academy, Taylor, Corydon, Tuxedo, and Academy to improve access to Kenaston for motorized vehicles, so we need to include logical improvements to Taylor to improve connectivity for people on bikes and prevent the creation of gaps in the city's cycling network. West of Kenaston, it makes more sense to build any pathway on Taylor along the south side of the roadway. This would provide better connectivity to the Taylor pathway on the east side of Kenaston, and to the Preston Trail in Assiniboine Forest. Work with the developers of the Kapyong Barrack and the owners of Park Terrace (75-77-79 Swindon Way) to provide access through their properties from Swindon Oaks Park to the Kenaston cycling facilities. With the addition of a short pathway between Bard Pl. and Bower, this would provide a low stress connection between the new Kapyong development and Shaftesbury High School and St. Paul's High School. This also combines well with the Superstore connection described above.	6/20/2018 10:50 AM
333	Lets get it done soon.	6/20/2018 10:48 AM
334	Please fix asap	6/20/2018 10:12 AM
335	I think this will be a waste of taxpayers money, now pegged at 450 million, surely to escalate by the time the project would be complete. The survey doesn't really get at the heart of the issues and is not transparent in that it really is a means to make it a major truck route when there are other options available. Also, though it may save a few seconds going from Academy to Sterling Lyon, there will still be the bottle necks before Ness and at Ikea, all the way through Bishop Grandin as these are already congested and just as slow, if not slower. There is already poor (if any) checks on truck safety and they already pose a significant hazard on the road, never mind increasing the volume and speed at which they will travel. Also, the project does not include residents on the stakeholders committee and the Free Press recently reported that this was intentional. How people just passing through or the truck drivers association or the Seasons of Tuxedo, etc are more important is beyond me. Not sure why we are not learning from other cities that have done similar things to supposedly improve traffic flow yet within a year find that the street is even more congested. And what about the impact the Waverley underpass is going to have? Many computers will be using this route rather than Kenaston in the future. Regarding biking on Kenaston I cycle a lot but wouldn't dream of cycling on Kenaston or any other major street in Winnipeg that doesn't have a bike lane as it is far too dangerous.	6/20/2018 8:47 AM
336	I would like to know how you are going to keep traffic down on the side streets (Centennial) while construction is ongoing. IT already sees way to much traffic because of Route 90 slowdowns. THere are times I who live on the street can not drive down it now.	6/20/2018 8:18 AM
337	what is the time line for completion?	6/20/2018 7:23 AM
338	To keep the noise level at a tolerable and livable level- need a large attractive berm	6/19/2018 11:02 PM
339	You need another major north-south route to take pressure off route 90, such as extending the Bill Clements Freeway. A truck lane would also allow for reduced congestion.	6/19/2018 9:21 PM

340	As I said before, take example of Grand Forks/Fargo main roads...service roads are the way to go to avoid traffic disruption and encourage smooth traffic flow. Why can't Winnipeg adopt those concepts when they redo roads. Here..everything has to have a light at every intersection...why?	6/19/2018 9:19 PM
341	eliminate the dangerous holes at the rail crossings	6/19/2018 8:31 PM
342	get rid of the houses right next to the road. I've seen pizza delivery guys stopped on the road trying to deliver to these houses!	6/19/2018 7:12 PM
343	Enforcing slower traffic keeps right law, common sense speed limits, and extending Moray, perhaps this study area wouldn't be so problematic.	6/19/2018 5:40 PM
344	ideally this would be a real highway with no intersections (off and on ramps), but that's not possible in Winnipeg. Just widen it	6/19/2018 5:37 PM
345	St.James bridge redesign done properly and with considerable effort REGARDLESS OF COST.	6/19/2018 5:13 PM
346	This is not an improvement. I take issue with using the work "improvement" for this project. It is a road redesign and that is all. This project is financially insolvent. Spending debt money on nothing more than consumer purchases is a good way to lead us to being the Detroit of the north; and this is consumer. It does not make our city financially more productive at all.	6/19/2018 4:33 PM
347	previous questions about bike crossings and bike lanes are skewed and misleading. There are no areas to provide other feedback - just do you like option A or B. Considerations for space and consequences (appropriation) should also be included/discussed. This survey does not provide a full picture and but will be exploited to support council decisions.	6/19/2018 4:12 PM
348	More pressure should be applied on provincial government to remove youth correction facility out of this area. This move will allow to more than 50 families in the area (north from tuxedo avenu) to keep their houses. If this facility stays these houses on the east side of Kenaston will be demolished, while the city pays way higher costs than the government might pay for moving this facility. The government should be reminded that these families are not only Winnipeg residents, but Manitoba citizens as well.	6/19/2018 3:41 PM
349	Widening Kenaston will only create more traffic volume. Use the Kapyong area into a park/ theatre , community use area, almost no decent sized parks in south RiverHeights , just small playgrounds and small green areas at the end of school properties. Tuxedo and South River Heights deserve more large park area , especially considering the taxes we pay! A Military History museum might make an interesting feature in such a park. We need more useable green space in this area, not more traffic flow.	6/19/2018 3:33 PM
350	Yes, so much. The constant theme of these feedbacks is traffic. Here's the thing, you will always get traffic. So even after we spend half a billion dollars on this we will get traffic. Traffic cannot be eliminated. Traffic is a success condition (goto a city where everyone is unemployed and you will see no traffic, is that what you'd like?). So instead of trying to eliminate traffic you need to change your goal. To spend the tax payers money most effectively to move the most people. You've been told this many many many times over the feedback period but you keep coming back with the "lets fix the traffic". Why is the msg not getting through? I know that you've got tons of feedback of this very same nature yet it is not reflected at all in the phase 1 public engagement summary. Why not?? So when there is traffic on the new 6 lane Kenaston, what is your plan then? Let's not just think short term here. What do we do then? Seriously. Because there will be traffic. I want to know.	6/19/2018 3:27 PM
351	No	6/19/2018 3:25 PM
352	I like the design except perhaps for Portage Westbound to RT90 South. There always seems to be high traffic volume going from Portage to Route 90. Is eliminating the ramp having a single left turn lane really an adequate solution?	6/19/2018 3:23 PM
353	Drainage system needs total review	6/19/2018 3:21 PM
354	Whatever you do, please design it better than south Kenaston. South Kenaston is an embarrassing for the city as it's slow, congested, brutally efficient and the intersections are continually the most dangerous in the province. Ground level pedestrian crossing should not even be considered for safety and traffic flow reasons.	6/19/2018 3:19 PM
355	Attention to needs of people in wheelchairs and people visually impaired.	6/19/2018 3:18 PM
356	As a senior who uses transit to get to appointments etc I am greatly concerned about safety crossing Kenaston at Boulton Bay to catch a bus going south.	6/19/2018 3:13 PM

357	Route 90 from lagimodiere blvd to taylor avenue should be an example when making improvements to route 90 from Taylor to Ness, with scynced lights, lesser intersections, separate bike paths, and pedestrian side walks. If pedestrian and bike bridges are considered, then consider their safely in winter months as well.	6/19/2018 2:25 PM
358	I live reasonably close to Kenaston, and often shop at the stores at Kenaston and Grant. I ride by bike there often (not in winter). I ride on the sidewalks as I like being alive. My children use Kenaston daily for transit. Please take the focus off cars and put the focus on pedestrians, cyclists and transit users. I use my car, but often because I feel so unsafe on my bike.	6/19/2018 1:38 PM
359	Do you think closing off the west bound "on ramp" from Academy Rd onto route 90 is a good idea, I'm not sure it is.	6/19/2018 1:32 PM
360	Yes. .again!!! Remove the heavy trucks off the study area & reroute them to the Perimeter Hwy...then we don't have to spend a half billion $$$$ to widen the existing roads...Smarten Up !!!	6/19/2018 1:17 PM
361	Improvements for routes turning onto Route 90. Corydon, Grant and Taylor can each get very backed up with cars trying to travel westbound to southbound.	6/19/2018 1:06 PM
362	work done 24 /7 night time work is essential will get the work done faster.	6/19/2018 1:05 PM
363	it must be done waiting 11 years	6/19/2018 1:03 PM
364	no truck allowed during morning and dinner rush hour.	6/19/2018 12:56 PM
365	I don’t see the “special cycle crossings” as relative. Route 90 or other.	6/19/2018 12:53 PM
366	Need a Timmies (Tim Hortons around the Corydon intersection.	6/19/2018 12:48 PM
367	If you're considering a level pedestrian crossing, integrate it to the traffic control system with the rest of route 90. Pedestrians wait until the traffic raft has passed. A city-wide traffic management network would be very 20th century, by the way. Please try to build something your grandkids will be proud of.	6/19/2018 12:44 PM
368	No	6/19/2018 12:34 PM
369	It would be nice to have an urban feel to the street with walking or cycling, but I am not likely to do either next to 6 lanes of traffic noise. I would stick to quieter residential streets.	6/19/2018 12:27 PM
370	First, keep trucks out of at least the left running lane. Often on R - 90 North, sitting at the Ness lights going south, BOTH running lanes are taken up with loaded semis. Particularly bad in winter snow/ ice conditions, slows everything up. I see ref. to possible travel circles on R 90; in my experience they do NOT work with heavy flows. Edmonton had to install lights on several of them; traffic backed up. With the proposed development I agree with upping speed limit along the entire route to 70; but sync the lights.Thanks.	6/19/2018 12:25 PM
371	Hurry up. The cut through traffic is ruining our neighbourhood.	6/19/2018 12:24 PM
372	It would be great to design these corridors to allow fast travel through the city from north to south eventually being able to only take 20 mins instead of over an hour.	6/19/2018 12:20 PM
373	As it stands now the future picture of this area for expansion is only growing by one lane in each direction, but a much longer term plan needs to be included NOW and not five years after this project is done. This project should be 4 lanes each way.	6/19/2018 12:17 PM
374	no	6/19/2018 12:06 PM
375	Make sure reducing traffic congestion is the top priority and also consider growth for the future development	6/19/2018 12:02 PM
376	Less idling more traffic flow required esp at peak use hours	6/19/2018 12:01 PM
377	Eliminate parking during afternoon rush hour for eastbound Academy. (which reduce backup on Route 90 and reduce traffic on Centennial)	6/19/2018 11:58 AM
378	Beautifying the Main part from Wellington to portage to make the first impression of winnipeg better for air travelers is a very important step	6/19/2018 11:55 AM
379	Stop talking and studying and get something done	6/19/2018 11:53 AM
380	If you're building a bike path, it needs to connect to other bike routes. It should (eventually) connect to the bike path at Kenaston & McGillivray.	6/19/2018 11:46 AM

381	A major concern with a proposed path around 1700 Portage side and back lane as this is the only ingress/egress for many at both Kiltarton and Herzing College.	6/19/2018 11:44 AM
382	build It to accommodate future needs,	6/19/2018 11:43 AM
383	Please start, I've been waiting for this for years! Love that you are considering cyclists as I like to bike and I stay away from that road as it is just too risky to bike on.	6/19/2018 11:43 AM
384	Please, we urge you to keep in mind the future. The growing of the city, the environment and alternative transportation should be key aspects considered. Green spaces, public transportation, bike lanes. That's not luxury anymore. Please consider looking at European models. I don't know how it could be done, but maybe some kind of partnership with big players such as Tesla to install supercharging stations at some point of the route 90 could also bring the much-needed electric-car friendly infrastructure to our city. Cars and fossil fuels are part of the past. Let's bike, let's walk, let's take the bus, let's drive electric cars. The sooner we shift, the better off we stay. Thanks for your attention.	6/19/2018 11:40 AM
385	It's really nice to see that bikes paths are on both sides of the road - this should be a route that accommodates all methods of transportation for both commuters and industry.	6/19/2018 11:30 AM
386	The proposed plan closes the intersection of Academy & Kenaston so it looks like everybody in the Old Tuxedo / Edgeland areas west of Kenaston to the river won't have an intersection to turn northbound? Basically, I like the idea of closing that intersection but dislike having to drive 10 minutes around south or west in order to get northbound on 90. I imagine this will divert a lot of traffic from Wellington onto Lanark to Academy, or down Doncaster past the Rady?	6/19/2018 11:23 AM
387	Get rid of the lights at academy and the one prior to academy.	6/19/2018 11:22 AM
388	I would like to know the planned time frame that this project would be completed if approved and what the expected cost would be. I suspect that it won't be completed for another 6 - 10 years by which time I will be retired and travelling this route daily will no longer be a concern.	6/19/2018 11:22 AM
389	Please continue to poll commuters.	6/19/2018 11:19 AM
390	No, happy u are keeping us informed now, especially since I cannot sell my house when I would like to because of age, u need to get with this and not let it drag, lives are at stake now, thanks!	6/19/2018 11:18 AM
391	Great survey	6/19/2018 9:19 AM
392	Don't touch Portage and Main	6/19/2018 8:30 AM
393	Route 90 should eventually become a freeway	6/18/2018 10:02 PM
394	This greatly affects property values near and around this project. How are people and the properties that remain going to be affected by this project?	6/18/2018 2:58 PM
395	Plan for the future before starting so that we dont have to live through construction for 452323 years	6/18/2018 12:03 PM
396	No. Thank you for requesting input.	6/18/2018 9:26 AM
397	redesign and incorporate the bike path that goes along the north bank of the assiniboine river and under the current St.James bridge.	6/18/2018 7:45 AM
398	No	6/18/2018 6:44 AM
399	Having intersections at Academy/Route 90 and on Portage Ave/Route 90 is very short sighted. Over/underpasses and merging lanes should be used for safety and efficient vehicle movement, NO MORE INTERSECTIONS	6/17/2018 11:10 PM
400	Yes, please hurry. Route 90 needed to be re-developed decades ago and is now critical. Traffic is gridlocked and is backing up onto residential streets and other routes as drivers try to avoid the gridlock. The long-term objective should be to convert it into a highway with cloverleafs and a consistent speed to ensure efficient traffic flow. Winnipeg has become a large city and it's time to start building roads to accommodate our size.	6/17/2018 10:03 PM
401	The cloverleaf linking portage avenue east and route 90 south needs a MAJOR change. It is incredibly unsafe and very difficult to merge onto. Access from route 90 south to portage west needs to be achieved without a Seperate stop light to facilitate traffic flow.	6/17/2018 7:52 PM
402	Noise/sound barriers on both sides.	6/17/2018 4:27 PM
403	Stretch it wide and increase the speed limit to 60kmp as it consider a main route for the airport.	6/17/2018 1:05 PM

404	What would the detour route be for commuters would rely on this road to get to and from work	6/17/2018 3:47 AM
405	Suggestion #1: Reconsider the proposed traffic light on westbound Portage Ave, instead, continue to use the existing route 90 on-ramps (with modifications of course) but have a new dedicated lane going under the existing Portage Ave overpass first before connecting to the newly proposed separated bridge portion. This existing on-ramp loop (around the firehall) is often congested all the way to the entrance during rush hours. Moving this traffic instead onto the far left lane of Portage Ave will back up Portage Ave traffic and cause congestion infront of Polo Park, increase the travel time for west bound Portage Ave drivers, and add another stoplight for eastbound Portage Ave drivers. Suggestion #2: Eliminate traffic lights. If the goal of route 90 is to get traffic through the city as fast as safely possible, why do we need bicycle and pedestrian improvements? Spend this money instead on under/overpasses for Corydon and Grant. I would go as far as eliminating access from Taylor and Academy. There are already a lot of active transportation and/or quiet streets for cyclists and pedestrians to utilize. Build pedestrian overpasses at crosswalks for safety and eliminating the need for a stopping crosswalk.	6/16/2018 10:12 PM
406	Eliminating the dangerous merge on the bridge is a must. It looks like that has been accounted for in the initial designs.	6/16/2018 9:01 PM
407	This NEEDS to happen. Rte 90 is miserable to drive. The speed limits are drunk. 50 then 60 then 80? Pick one. It's always congested which makes daily commuters like me take Residential streets from academy to Taylor. It's a mess. And someone work on all that empty abandoned buildings. Why are they there? Who owns them and why are they doing nothing with them? It's an eye sore of all things to see it wasted.	6/16/2018 7:11 PM
408	Reduce the number of traffic lights and make it a true high speed traffic corridor.	6/16/2018 6:24 PM
409	The presented plan is, in one word, terrible. At a cost of nearly half a billion dollars, it is excessive in both size and scope, and will do little to improve traffic congestion and travel times. Furthermore, the project in it's current form will slash through two of the most mature neighborhoods in Winnipeg, acting as a physical and mental barrier between Tuxedo and River Heights. This project increases the difficulty in crossing from one side to the other, while also require the demolition of dozens of home. There is no need for sections of Kenaston to be 9 lanes wide,and similarly there is no reason for 3 merge lanes from westbound Academy to northbound Route 90, especially given the fact that Academy is only 2 lanes wide. The project also fails to adequately connect and integrate bike/walking paths, forcing them to cross what will be busy on/off ramps and a widened, faster street. A left turn from Portage to Route 90 (replacing the current on ramp) is unnecessary and will likely cause traffic to back up into other Portage Ave traffic lanes. Finally, the Study fails to discuss how the future Kapyong Barracks site will be impacted, aside from being cut off from current developments to the east. Overall the study is a return to a 1970s mentality of city building, in which the only solution is more roads. The Study, in its entirety, should be sent back to the drawing board.	6/16/2018 6:13 PM
410	Yes, I think that if the city is planning to widen route 90 then they shouldnt do 3 lanes each side but instead do 4 each side so in the future the city doesnt have to think about widening it again.	6/16/2018 6:08 PM
411	Keep traffic moving all at the same speed with more of a us style of free way with less stop lights and more on off ramps	6/16/2018 12:19 PM
412	Designated lane for large trucks, semis, etc. To help with the flow of traffic. Same speed limit in brooklands area by rrc and in the area over the bridge. The kids in the brooklands area have 70km route 90 and the rich kids get 50km. Why are the rich kids more important to keep safe?	6/16/2018 11:25 AM
413	Don't put a ******* light at Portage. That is the stupidest ******* idea ever.	6/16/2018 9:09 AM
414	Make the construction quick. These projects seem to be prolonged	6/16/2018 8:48 AM
415	Listen to the public and the people that use Route 90.	6/16/2018 7:56 AM
416	Widening the street will simply bring out more cars. Let's find ways to improve transit and get cars off roads. Perhaps a commuter lane with two or more people in the car.	6/16/2018 7:38 AM
417	I think the speed limit should be higher than 50 if possible	6/15/2018 5:04 PM
418	As long as Route 90 is the main major road over a bridge to lead to the airport and most of the route is zoned as residential then Winnipeg will always have high-density traffic on this major thoroughfare.	6/15/2018 4:23 PM
419	expend road, leave extra space for future growth, increase speed limit (otherwise it will always be a bottleneck).	6/15/2018 3:39 PM

420	Reduce the amount of traffic signals.	6/15/2018 1:39 PM
421	Not really - I think the 3 lanes either way is a good idea, but my ideas on transit having a diamond lane kind of put us back in the same situation during rush hour. I do think a diamond lane is more important though as those on transit typically have to spend more time on their commute than those in their own vehicles.	6/15/2018 1:25 PM
422	In the proposed functional design, it shows that the ramp from Academy to Rt90 will be moved. The proposed location appears to be less efficient overall. Forcing people to wait at an intersection with multiple streams of traffic rather than directly merging into flowing traffic without interference. This may be less environmentally friendly. Also, the relocation of the ramp from Rt90 and Academy puts it at an odd angle,where people would be forced to make a greater than 90 degree turn when turning left onto Academy. If this ram is being relocated, why can't the intersection be made so that the roads are at right angles to each other?	6/15/2018 11:53 AM
423	The safest way to get across Kenaston either by foot or by bike is to make sure cars aren't going so fast over the bridge. The speed limit should be 50 km/h from Portage southward. This would also help with the awkward lane changes when going north from Academy/Kenaston and turning east on to Portage avenue	6/15/2018 11:25 AM
424	Only 20 years after this should have been done! Hurry up! Our road system is garbage. We need more higher-speed arteries! get it done then do the same thing on St Mary's Road and McPhillips!	6/15/2018 10:51 AM
425	Route 90 is already a major artery for traffic in the city but the traffic levels are greatly exceeding its capacity and traffic is negatively impacted by significant bottlenecks. Increasing traffic flow in the area should be given the highest priority, which includes increasing the number of lanes, reducing the number of intersections and traffic lights, increasing the speed limit to at least 70 through the area, and eliminating ground level pedestrian crossings. Route 90 should be treated like a US style in-city highway providing a high speed, few-stops route between major areas of the city. The intersection of Route 90 and Corydon appears to have been deliberately engineered to artificially increase the number of Red Light Cam traffic ticket income for the city. This needs to be eliminated to increase traffic flow and reduce accidents. The city should have purchased the unused rail line that ran parallel to Route 90 as it would have provided an idea location for above-ground high speed rail from Polo Park to the South end of the city and the UofM.	6/15/2018 10:18 AM
426	Route 90 improvements should prioritize freight, transit, active transportation. Projections of future growth should consider these first and private vehicle traffic afterwards.	6/15/2018 10:09 AM
427	The Portage-Route 90 intersection is a joke currently and needs serious attention	6/15/2018 10:03 AM
428	I'm troubled by the number of new half signals being added. The priority should be moving vehicles, there are plenty of parallel side streets to be used. Pedestrian crossings and half signals should be designed/timed so as to not interfere with traffic flows.	6/15/2018 9:38 AM
429	Do your best to ensure there's a good plan in place for traffic flow during the long period of construction. Thanks!	6/15/2018 9:31 AM
430	Please add functional sound and sight barriers (preferably green spaces as well) to provide some element of noise and sight pollution separation from the neighbouring communities being directly effected by the new proposed road.	6/15/2018 9:12 AM
431	The design should prioritize using the right of way to get people and goods as efficiently as possible from south Winnipeg to the Polo Park/Airport/St. James industrial area. This road should look like an expressway - probably with walls on either side (e.g. Chief Peguis), not a local road to access individual businesses. The only access points should be to regional streets like Taylor, Grant, Corydon, Academy. Separated bike paths in parallel makes sense.	6/15/2018 8:21 AM
432	It is conviniet for me to take 90 but i never take as my daily commute. It is worst trafic in city.	6/15/2018 7:42 AM
433	Get It DONE.	6/15/2018 7:15 AM
434	Sound barrier to the homes directly on the road would be ideal. I understand cost would be an issue, so it should be a low priority. Still worth mentioning.	6/15/2018 6:50 AM
435	Yes, you should find another company to come up with an alternate concept that could be better and stop using the current company for everyone because they don’t seem to improve a whole lot in their concepts. We need less lights not more. Also I don’t see how a left turn signal on Portage helps anyone.	6/15/2018 6:23 AM
436	Please do it faster!	6/14/2018 11:42 PM

437	More lanes for the future. 4 lanes each way would be ideal, I'd hate to see after all the money spent on a new bridge for it to get congested in another twenty or thirty years due to lack of foresight and adequate planning.	6/14/2018 10:49 PM
438	See previous question. If you plan to use the results of this survey, you really ought to have this survey taken down and re-constructed by someone with a basic knowledge of survey design. F- . This survey and the new plan (#3 in 10 years) reflect a very narrow focus, with minimal options, and no public INPUT (vs. feedback), thus leaving the distinct impression of yet another artificial "consultation" process on a fait accompli that has yet to be funded. This entire consultation process and design process oozes incompetence in public consultation, public relations, due process, ethics, public policy and stewardship.	6/14/2018 9:59 PM
439	Proper merging lanes onto and off the St. James bridge including better options for merging Academy traffic onto Rte. 90 north AND southbound.	6/14/2018 9:52 PM
440	speed limit of 80KM throughout	6/14/2018 9:00 PM
441	The Perimeter is currently a disaster, so please continue to develop route 90 with the right mindset. That is to improve traffic flow and capacity for vehicles.	6/14/2018 8:38 PM
442	Speed up the the area between polo and ikea to 80 or higher to keep the main route a fast one that you don’t have to slow down to residential street speeds of 50 km/h.	6/14/2018 8:06 PM
443	Westbound traffic on Academy heading north should have a right turn into merge lane on Kenaston at foot of bridge and the current west-to-norhtbound onramp at Academy between Centennial and Lockwood should be scrapped to avoid scissor-traffic atop the bridge: traffic on Kenaston trying to access the off-ramp to Portage east at Viscount Gort, and onramp traffic needing to move west for exits left at Ness or further north are forced to cross over at elevated speed. Dangerous spot.	6/14/2018 6:42 PM
444	Please build it fast!	6/14/2018 6:38 PM
445	Start construction ASAP	6/14/2018 6:08 PM
446	I think that there should be a study as to the effects this will have on surrounding neighbourhoods and businesses in River Heights (Academy Rd.) and those business located along Corydon and Grant. Also, to look into the effect that increased traffic on Kenaston as opposed to other routes will have on larger used roads such as those mentioned above.	6/14/2018 5:40 PM
447	Can't wait!	6/14/2018 5:28 PM
448	As part of route 90, bishop grandin has too many intersections and stop lights. This causes traffic congestion and collisions. Bishop grandin with proper merge lanes and exits rather than light and Intersections is what the city needs	6/14/2018 5:28 PM
449	Cancel the plans to open Portage and Main, and use the money you would have spent on that on Route 90.	6/14/2018 5:23 PM
450	Not at the moment	6/14/2018 5:23 PM
451	Need freeways in this ****** city	6/14/2018 5:17 PM
452	I am unclear why the city is unwilling to consider a US-style freeway, something akin to Disraeli. I'm guess Kenaston must be THE most trafficked route in the city, and yet it is mired with lights and intersections. It's crazy.	6/14/2018 5:07 PM
453	don't waste this!	6/14/2018 4:47 PM
454	Keep in mind that the future should not be car oriented. Think about autonomous cars, what this means for the configuration of the city. Think about more public transport. Think about landscapes and especially the public realm. Walking cities = better health = less hospital strain = better quality of life = rise of local businesses = more out of city visitors = better city.	6/14/2018 3:50 PM
455	Please do a proper cost-benefit analysis. Add residents who are the most affected by the project added to the Public Advisory Committee.	6/14/2018 3:31 PM
456	It should be a high speed route 70-80km/h like Sterling Lion and Chief Peguis	6/14/2018 3:21 PM
457	Ensure accessible and barrier-free design is well thought out for any curb cuts or pedestrian bridge crossings please.	6/14/2018 3:14 PM
458	If the alignment of this conceptual design changes by 1 metre please send an updated map highlighting the change to ********** and ********** to keep them in the loop.	6/14/2018 3:13 PM

459	No	6/14/2018 3:06 PM
460	Increasing the number of vehicle traffic lanes will only increase the number of vehicles using Route 90. The City of Winnipeg should not be undertaking such an expensive project in order for surburban and rural residents to reach their homes two minutes faster.	6/14/2018 2:42 PM
461	Pleased this project is coming due for action!	6/14/2018 2:39 PM
462	The sooner the improvements start, the better.	6/14/2018 2:34 PM
463	Bikes and pedestrians never, absolutely never, belong on the same pathway. I would not feel safe as a pedestrian sharing a pathway with bicyclists; they mow you down. Either develop a separate bikeway or forget about accommodating bicycles completely and ban bikes from Route 90. This survey doesn't even give the option to state (until here) that having bikes and pedestrians use the same pathway is unsafe and should never be allowed. The safety of pedestrians must always come before accommodating bicyclists.	6/14/2018 2:33 PM
464	Eliminate the new traffic signal for westbound Portage to southbound Route 90. Replace with flyover/under so eastbound Portage traffic is unobstructed.	6/14/2018 2:24 PM
465	As a nearby resident, I hope that the footprint of the new roadway will not be significantly expanded. I am, however, looking forward to some of the improvements that are coming.	6/14/2018 2:23 PM
466	**********	6/14/2018 2:23 PM
467	Open areas all along the route should have tall mounds and be well treed so as to reduce exhaust and noise impacts on the environment	6/14/2018 2:20 PM
468	Yes. Maintenance of the w. b. Portage to s. b. Route 90 loop to eliminate l. h. turns off Portage	6/14/2018 1:43 PM
469	I used to drive this stretch about 12 times / week. It really needs to be widened. I suspect that once it is widened, a lot more people will start to use it than currently do...	6/14/2018 1:42 PM
470	keeping access from academy road to lockwood	6/14/2018 1:41 PM
471	1. Please don't wreck the city by taking over 3 years to do it. Too many City of Winnipeg projects take twice as long as they would in a real city where the city council cares about the huge economic drag leisurely done road construction imposes on a city. 2. Please consult out-of-province engineers to ensure that the construction standards imposed on the work are adequate for Winnipeg conditions. Our province's own engineers do not seem to grasp the reality that if roads need extensive repair more often than once every 30 years the standard of construction being used is inadequate for the conditions that exist !!! Judging by our roads and roadworks, Winnipeg has the most inadequate engineers in all of North America.	6/14/2018 1:38 PM
472	Remove the heavy truck traffic. Limit them to local deliveries only and divert long haul semis to the perimiter highway.	6/14/2018 1:33 PM
473	If you try to please everyone, you'll only end up pleasing nobody	6/14/2018 1:29 PM
474	The neighbourhood and residents need to be consulted with any plans and timing	6/14/2018 1:26 PM
475	There is the number 1 priority project in my eyes.	6/14/2018 1:24 PM
476	The largest source of congestion on route 90 is the ridiculous intersections along its length. During high traffic volumes the lights bring the entire stretch to a stand still. No amount of extra lanes will fix traffic when the entire roadway is coming to a stop every 30 seconds at an intersection.	6/14/2018 1:23 PM
477	Please consider keeping overall construction time minimal, ie have long work days or construction work on weekends. Nothing is more frustrating than driving in construction zones when work isn't actively being done.	6/14/2018 1:17 PM
478	Spend more money up-front planning the project so to avoid cost increases at the end of the project.	6/14/2018 1:13 PM
479	Limit access to/from Route 90 to businesses - use service roads for collecting traffic from shops to the main route.	6/14/2018 1:11 PM

480	The preliminary plan shows the loop ramp for W-bound Portage to S-bound Rte90 being closed and a new traffic light being added so W-bound traffic on Portage can turn left to get to S-bound Rte90. Why in the name of all that is good and holy would you add another traffic light on Portage? This city has enough lights! Maybe it is to reduce conflict between traffic merging on to W-bound Portage from N-bound Rte90 with traffic going from W-bound Portage to S-bound Rte90, which is admittedly a gong show at times. Rather than close the W-Portage to S-Rte 90 loop and adding a new light I think there may be another option to eliminate this conflict. 1) Close the loop from N-bound Rte90 to W-bound Portage instead of the loop from W-bound Portage to S-bound Rte90. 2) Reroute the off ramp that takes you from N-bound Rte90 to S-bound Portage. Take it east through the parking lots east of the hotel and make the off ramp merge into St. James St. north of Richmond Way. Make St. James St. north of Richmond Way a one-way N-bound. 3) This will take traffic from N-bound Rte90 to the existing at grade, lighted intersection at St. James and Portage. At that point, there could be a left turn lane to W-bound Portage, a straight ahead lane to N-bound St. James St. and a right turn lane to S. bound Portage. 4) Alternatively my preference would be to have 2 left turn lanes to W-bound Portage and 1 right to E-bound (since right turns could also be made on red, alleviating traffic backup in that lane) and no straight ahead lane across Portage: drivers can get to St James St. north of Portage via Ness as in current configuration. This could mitigate the potential for traffic to back up to the south from the St. James/Portage light onto the Rte90 bridge over the river since there will be a lot of lane space for traffic accumulation - 2/3 lanes over about 250+m from the intersection to the bridge over the river. 5) This routing eliminates the need for the new light for W-bound Portage to S-bound Rte90. It also reduces the potential for left turning traffic at that new light to back-up out of the collector lane, thus affecting W-bound Portage traffic in the adjoining lane and potentially affecting the flow of traffic at Portage and St. James (because drivers are stupid and enter the intersection without being able to clear it). The collector lane is ~140m long, so maybe space for 20-25 vehicles at best, less with large trucks, semis and buses thrown in, so it seems some backup out of the collector lane is likely to occur, particularly during rush hour. This does cause traffic going from N-bound Rte90 to W-bound Portage to go through a lighted intersection, which it currently does no do. However, eliminating one of the loop ramps that provide grade separated traffic movements makes it necessary for one of the traffic flows to go through a stop light. Taking N-bound Rte90 traffic to St. James street accomplishes this without the addition of a new lighted intersection for E-bound Portage traffic. This option does add complexity and cost as it will require acquisition of more private lands: in the long run I feel it is worth it.	6/14/2018 1:04 PM
481	Keep access to Academy in both directions!!!	6/14/2018 1:02 PM
482	Widening route 90 will reduce congestion for a few years, then as more people begin to change their driving patterns to take the route it will be just as congested as it is today. Focus instead on adding dedicated rapid transit lanes/routes instead of more room for cars. Promote density vs. a quick thoroughfare to the suburbs.	6/14/2018 1:01 PM
483	Look at the European model for removing large trailer trucks out of the main urban area. Depots would be set up on the outskirts of the city, truck loads would then be transferred to smaller trucks for deliveries within the city. There is no need for a highway sized truck to be driving down any city street. Also, syncing traffic lights would be the number one solution to easing traffic congestion.	6/14/2018 12:50 PM
484	There needs to be right turn lanes and yields at ever major intersection (Corydon, Grant, Taylor).	6/14/2018 12:42 PM
485	Long entrance to merge fast traffic and exit lanes that would not slow down thru traffic lanes	6/14/2018 12:42 PM
486	Please improve the congestion and try to eliminate as many traffic lights as possible. Replicate Bishop Grandin with off street cycle and walking paths. Thank you.	6/14/2018 12:33 PM
487	The current proposal that involves closing off Academy rd. is a bad idea. Please do not close off Academy.	6/14/2018 12:30 PM
488	I see that you've blocked access to academy for south bound traffic... is there going to be a good option for getting to that area from the northwest? There is always traffic taking that exit and I'd worry about just cutting it off completely. The other thing that is always stressful is getting onto route 90, the merge/yields right now are horrible... I hope there will be easier access with merging lanes.	6/14/2018 12:30 PM
489	Ensuring impacted residents are treated well for the disruption they will encounter.	6/14/2018 12:18 PM
490	That there be some sound buffers for those of us who reside along route 90	6/14/2018 12:00 PM
491	Developing an access road to condo developments, as well as a sound barrier.	6/14/2018 11:55 AM

492	This is not a cyclist or pedestrian route. Stop perpetuating this idea. Get rid of as many traffic lights as possible... including existing traffic lights. Replace them with service roads. You build the CN underpass and then 500 meters later put in a ridiculous intersection at Sterling Lyon. Build this properly and get rid of all these intersections. It is lazy, cheap, and lacks foresight. South of Ikea, get rid of every traffic light all the way to Waverley. There is more than enough land to put in service roads. From Ness to Waverley should take 12-14 minutes to drive... with no traffic lights. Invest in the future of this city. Make this a comprehensive long-term overhaul of this route otherwise traffic will get worse. Don't say you don't have the money... we pay the taxes.	6/14/2018 11:46 AM
493	A bike path would be great as well.	6/14/2018 11:43 AM
494	Details maps and plans. You always fail to communicate.	6/14/2018 11:36 AM
495	No	6/14/2018 11:34 AM
496	If designing bike paths please make sure the connect to bike routes and do not dump cyclists into dangerous roadways or intersections	6/14/2018 11:29 AM
497	The sooner the better	6/14/2018 11:24 AM
498	Yes, please build with flow of traffic in mind. Maybe a dynamic middle lane that can be used for North/South bound traffic depending on time of day? **********	6/14/2018 11:23 AM
499	You should build underpasses at Grant; Corydon so traffic flows Actually design it without stop lights like a freeway	6/14/2018 11:20 AM
500	I believe that costs should be weighed against benefits. Route 90 is a major roadway and this section of the road is not the only problem. There are newer sections that have been built further south (Ikea to McGillvary) that are just as congested. The bridges are aging but does the widening improve traffic flow adequately for the investment being made?	6/14/2018 11:20 AM
501	not at this time	6/14/2018 11:20 AM
502	Instead of closing the West Portage-South Bound loop just have the right lane (route 90 south) turn into the off ramp taking a lane away from Route 90. Then the WP-SB90 on ramp would add a lane with no merging needed. Do not get rid of the on ramp Academy to Route 90 to add an interchange. Interchanges are backward thinking ideas that will slow the flow of traffic.	6/14/2018 11:19 AM
503	Route 90 should have been built similar to a freeway. City planning has not kept that in mind over the years and has just added in street lights instead of overpasses/underpasses. There would be less congestion if we based our infrastructure off of every other city in the first world.	6/14/2018 11:13 AM
504	These improvements should not be made just for cars. Buses, and transit options must be improved/prioritized as part of this.	6/14/2018 11:04 AM
505	DO NOT ADD TRAFFIC LIGHTS TO PORTAGE AVE FOR LEFT TURN. This will defeat the purpose of improving traffic flow. Must maintain exit ramp from portage	6/14/2018 11:04 AM
506	4 lanes PLEASE!!	6/14/2018 10:58 AM
507	It should start / finish as soon as possible. 2022 / 2026 sounds too far.	6/14/2018 10:57 AM
508	reduce annoyance to residents, make it look good and accommodate growth. at least 3 lanes in each direction, with the off road cycle/walking paths for safety.	6/14/2018 10:56 AM
509	Recognize that this is an industrial not residential route- like Lagmodiere	6/14/2018 10:51 AM
510	Extend William Clement in the next phase fro. Wilkes to McGillivray will alleviate 40 percent of traffic volume along Kenaston.	6/14/2018 10:51 AM
511	sooner the better	6/14/2018 10:44 AM
512	light rail transit	6/14/2018 10:35 AM
513	Please do not close the lopp from westbound Portage Ave to southbond Route 90. A left turn would make things considerably less safe.	6/14/2018 10:34 AM
514	less traffic light.....	6/14/2018 10:33 AM
515	This should be a top priority. It’s long overdue and frankly anything is going to be an improvement over what is there currently	6/14/2018 10:31 AM
516	no	6/14/2018 10:31 AM

517	Closing that loop from westbound portage to southbound route 90 is a TERRIBLE idea. That left turn light is going to get so backed up, and be the case of many accidents. please reconsider.	6/14/2018 10:31 AM
518	A wider road will not solve traffic problems, nor are traffic problems on this route very severe anyway. This money would be better spent on repairing the existing bridge and adding bike and bus improvements.	6/14/2018 10:18 AM
519	Ensure changes to reduce congestion on route 90 don't increase existing congestion on Westbound Portage Ave. Connect new cycling infrastructure to existing infrastructure where possible.	6/14/2018 10:15 AM
520	Less lights. There is far too much “stop and go” traffic on Route 90. Each intersection which would be necessary ought always to be a traffic circle. Bike traffic and vehicle traffic DO NOT MIX. Bikes are safer removed completely from that stretch of road perhaps over to the rail beds to the East.	6/14/2018 10:14 AM
521	Route 90 improvements between Academy and Taylor are 20 years overdue but this is only a part of the current route 90 traffic horror show. This project may well improve flow along that stretch, but southbound traffic grinds to a crawl again approaching Sterling Lyon, and therefore will only improve traffic arrival to that zone of congestion! Our city (and province) have a bewildering affinity for level crossings (with traffic lights) and we should know by now this is the road to motorist frustration, not traffic movement. Light synchronization only works if intersections are located at appropriate distance intervals, and this rarely happens, or is torpedoed by future needs for more intersections with traffics lights in between. We should expect with the development of the Kapyong lands, 3 or 4 more sets of lights to be installed on Route 90, and that will undoubtedly nullify any traffic flow improvements realized in this proposed lane expansion. In summary, I see this huge expenditure to improve a relatively small stretch of Route 90 as similar to filling a low spot in a parking lot to prevent water pooling. The result . . . the water pools in the surrounding low spots. If we can't afford to build effective traffic corridors in the this city, then divert the funding to rapid bus transit and dedicated bike/pedestrian pathways. The City could make a statement that promotes environmental stewardship while supporting opportunities for personal lifestyle improvement.	6/14/2018 10:06 AM
522	Please have the foresight to ensure there are proper bike lanes for both the proposed bridge and street modifications. No B.S. like the Osbourne street bridge (disappearing curbside bike lanes when approaching Roslyn from the north).	6/14/2018 10:04 AM
523	Visual street signs - that allow drivers to plan their turn ahead of time	6/14/2018 10:01 AM
524	The connection at Academy -- three lanes onto the bridge! Why? Is the plan for Academy to also end up as a large arterial road? And by closing up so many access points along Kenaston, we break apart the connectedness of neighbourhoods. In short, this feels like 1970s style planning. Huge amounts of money to bisect established neighbourhoods with wide highways. So disappointing.	6/14/2018 10:01 AM
525	It should be considered a main thorough way for the city and therefore the speed limit should be increased (while the addition of pedestrian bridges, bus lanes, etc making it possible/safe)	6/14/2018 9:59 AM
526	no	6/14/2018 9:58 AM
527	Open route 90 up. No traffic lights. As on of the top 10 most populous cities in Canada Winnipeg doesn't have a single freeway...not even the perimeter is street light free. This idea of putting in street lights is not how we plan for the future	6/14/2018 9:56 AM
528	Heavy truck traffic should be encouraged to use the perimeter rather than Route 90. Traffic congestion will only increase with additional lanes as more people choose it as a car transportation artery. Limit to two lanes in each direction.	6/14/2018 9:53 AM
529	Build better roads before developing new communities and we wouldn't have traffic problems. ********** city hall always do things backwards and don't have or use any common sense.	6/14/2018 9:52 AM
530	Spend enough money to do it properly the first time taking future transit needs, active transit (bike/walk) and future development into account.	6/14/2018 9:46 AM
531	The lights going southbound from St. Matthews all the way to Taylor tend to be the cause of major backlogs. Perhaps these lights need to be lengthened for route 90 traffic. Especially Ness. Maybe smart lights that add another 30-45 seconds to the north-south green light. I understand that east-west streets may back up slightly, but the volumes there are far lower.	6/14/2018 9:45 AM
532	no	6/14/2018 9:40 AM

533	git 'er done! it's been floating around as an idea for over a decade! I avoid that section of Kenaston as it's usually a parking lot.	6/14/2018 9:39 AM
534	Less intersections, less lights, more (long) merge lanes, consistent high speed (i.e. 70km/hr+) along entire route, keep pedestrians/cyclists away from road.	6/14/2018 9:36 AM
535	Do it properly the first time. Look to other jurisdictions (i.e. U.S.A) to see how it is done properly. Stop allowing councils who do not understand traffic and engineering principles to have input. Get rid of the traffic lights and at grade intersections. Get the trucks and buses off of the route. Ensure semi trucks only use one lane, they do not need to be in all lanes slowing down traffic. The list goes on and on! In All do it right the first time! Don't do a typical Winnipeg and do it half ***. We do not need this project to go on for years like every other project in this City. It's time to grow up and play with the big boys. GET IT DONE! And don't open up Portage and Main!.	6/14/2018 9:35 AM
536	Trees and greenery. Pembina looks great but kenaston hopes to keep some of those giant trees.	6/14/2018 9:35 AM
537	Make as few intersections as possible. Speed up the traffic flow	6/14/2018 9:33 AM
538	Minimal amount of traffic lights. The idea is to move traffic (vehicles, transit, bikes) so move it!! :-)	6/14/2018 9:32 AM
539	Pedestrian & cycling half signals are a great idea, but should be timed so as to not interrupt traffic flow on rte 90. Speed limit should be raised to 80km/h along upgraded route. Truck traffic should be kept right, except to turn. Slower traffic should be kept right, except to turn. Room should be left along the right of way to allow for future grade separation at major route intersections.	6/14/2018 9:32 AM
540	It is a major truck route for most courier companies. Losing literally hours per day in labor costs. I myself sit in that traffic 2+ hours a day going by there 2-3 times. Needs to be widened and fast. Do not waste money building a new bridge. Just widen from academy to Taylor. Save a crazy amount. Add a longer merge lane for the portage traffic instead.	6/14/2018 9:28 AM
541	I agree with a plan to widen Kenaston. There is very clearly a need for it. My main concern would be that with increased capacity for cars will come with more demand. So we'll end up running into the same problems eventually, especially as our population continues to grow quickly. I would like for mass/rapid transit considerations to be a huge priority. South western Winnipeg is developing very quickly and without considering transit when we have a chance to, it likely will never happen. It feels like public transit is typically considered only important for low income residents but with a properly designed system that offers really good service to all communities, people of any income level will use it. Building key transit stations that make it comfortable to wait for a bus if necessary (Grant & Kenaston being a perfect location), will break down arguments against taking the bus. No one wants to wait outside in the wind when it's -40 outside and even the idea of it has been mentioned countless times for people I've spoken to to choose to not take the bus. We have a rare chance to rethink one of our major roadways and transit needs to be a major consideration in the process. Our obsession with our cars is not an innate desire or need, it's only a thing because our infrastructure has directed us all to it.	6/14/2018 9:28 AM
542	The city streets need repair prior to another large infrastructure project such as this. Some streets are so bad they are now gravel roads and causing car damage.Responsibility must be taken to make improvements.	6/14/2018 9:23 AM
543	As a resident who lives close to Route 90, I am opposed to widening the street for vehicle traffic. This will only increase congestion as more people choose to drive Route 90 and there is more truck traffic. Route 90 is largely a residential street. It should not be designed as a major freeway, which will serve to create an ugly division between two large residential neighbourhoods. I support adding better active transportation infrastructure and transit amenities, but not spending money to facilitate increased vehicle traffic. The City should be trying to get truck traffic off of route 90 and should engage in better planning to reduce the sprawl that contributes to traffic congestion on route 90.	6/14/2018 9:22 AM
544	Widening route 90 won't solve congestion - prioritizing and adding infrastructure to promote other modes will.	6/14/2018 9:08 AM
545	Get rid of as many traffic lights as possible.	6/14/2018 9:05 AM
546	Looking at the proposed design for the St. James bridge expansion just released, I can not understand how closing the off ramp from Westbound Portage to Southbound Route 90 and replacing it with a left turn light makes any sense. This is just adding another crossing situation on Portage, which is going to add a stop for Eastbound traffic and also increase the risk of accidents at this location.	6/14/2018 9:02 AM

547	The overpass would be a huge mistake. This is often seen in Calgary and the amount of time it take to cross the road as a pedestrian is excruciating. The overhead crosswalk only contributes to the city as a car first environment, crossings need to occur at grade.	6/14/2018 9:01 AM
548	Thanks for doing this! This is a very important and vert congested (bottleneck) route	6/14/2018 9:00 AM
549	Some of the side streets in the area could be turned into one ways like Erin and Wall Streets to handle local traffic	6/14/2018 8:58 AM
550	Please consider the existing cycling and activity-focused routes in the area so the new pathways tie into well used routes. The cycling on Pembina is not safe, especially for school age children. Barely safe for experienced cycle commuters. River Heights & Tuxedo have a tradition of cycling and activity focused transportation for family groups. Let's build on that. I lived in this area as a single mom and cycling was our main family transportation for my 2 young boys. One son continues to live beside this bridge, with cycling & walking as daily activities today, based on his fond memories.	6/14/2018 8:57 AM
551	Make sure that you have enough room to do all improvements. While an addition like Peguis Trail would be nice, it would really impact River Heights community	6/14/2018 8:55 AM
552	I wish that this much attention would be paid to infrastructure in Winnipegs central and North areas, they are neglected, and it seems most of the time the money always goes to the South end of town while the above mentioned areas rot.	6/14/2018 8:50 AM
553	More bike paths	6/14/2018 8:50 AM
554	It seems like if the city were to invest in improved public transit and a campaign to increase public awareness and use of transit, it would be more economical and better able to accommodate for a growing city compared with simply widening Route 90. Widening Route 90 is essentially declaring that the car is now and is going to be the dominant focus for the city's transit planning, as opposed to public transit.	6/14/2018 8:46 AM
555	Safety of children is very important	6/14/2018 8:45 AM
556	I really find the current northbound bridge not nice - when coming from academy and trying merge or to get into the left lane - not great sight lines there. So better merging is needed. Same goes for northbound off Portage, it needs to have better merging.	6/14/2018 8:44 AM
557	It's great that there are separated multi-use paths on both sides of the road throughout the length of the project. There should be more connections at the St. James bridge over the river. Wellington ave is one of the busiest bike routes in the city. Wolseley area is also great for cycling, and Wolseley Ave W connects to Wolseley and Empress st, which is getting cycle tracks. This project should include connections from the proposed multi-use path onto the existing Wellington ave bike path and onto Wolseley Ave W to provide better connectivity in the East/West direction, and a continuation for North/South travel onto empress. The proposed design just sort of dead-ends at Herzing college.	6/14/2018 8:44 AM
558	This is a great opportunity to improve traffic but also build a great north-south corridor to improve active transportation. Very exciting!	6/14/2018 8:40 AM
559	About ****** time.	6/14/2018 8:38 AM
560	Pedestrian and bike safety is very important	6/14/2018 8:38 AM
561	Bike and pedestrian safety is no one	6/14/2018 8:31 AM
562	Bike and pedestrian safety is very important	6/14/2018 8:31 AM
563	none that I can think of	6/14/2018 8:24 AM
564	This should have been done a decade ago.	6/14/2018 8:24 AM
565	It's been pretty well documented that widening roadways(adding lanes) does not reduce congestion. More traffic will come and we will be back to where we were before. The issue here is and has always been all the traffic lights on Kenaston. This city needs to pull their head out of the sand and understand that adding extremely unsynced (or perhaps even synced in order to slow traffic down) traffic lights everywhere is what makes this city so frustrating to navigate. I just don't even drive down kenaston anymore because it's so frustrating to see how this city develops, knowing they haven't learned a damn thing, but also sitting in heavy traffic caused by said traffic lights.	6/14/2018 8:23 AM
566	Good luck- needed improvements but not looking forward to the hassle of the construction.	6/14/2018 8:17 AM

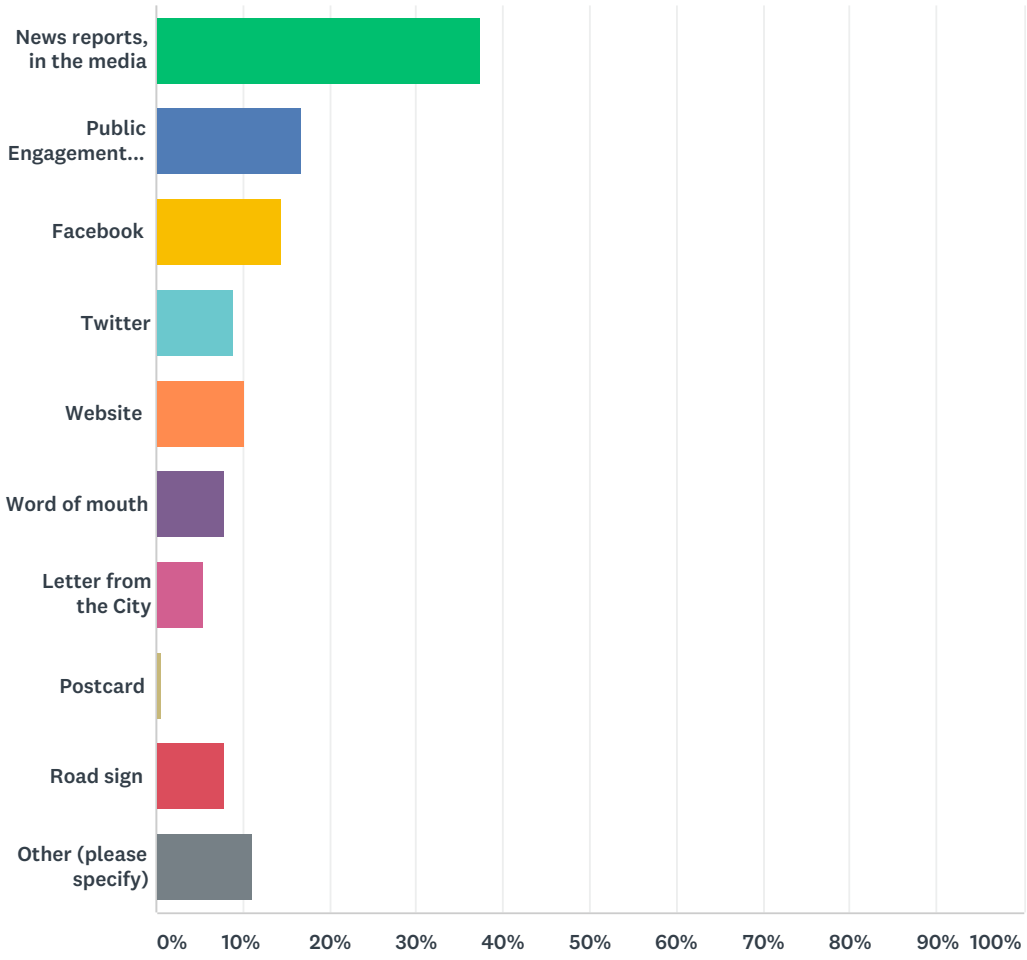
567	PLEASE DON'T PUT CYCLISTS AND PEDESTRIANS TOGETHER. This is unsafe for both. I am a cyclist, and the city has a few spots where this happens and it creates danger for everyone. It also has led to pedestrians yelling at me and pushing me over. Cars in a lane, bikes in a lane, pedestrians in their lane. All three are better off	6/14/2018 8:13 AM
568	5 lanes on each side	6/14/2018 8:13 AM
569	Is this really a priority when there is still 3 RT corridors to build? Construction of these corridors would reduce traffic flows on all major routes including route 90.	6/14/2018 8:12 AM
570	Making transportation safe for pedestrians and cyclists (including children) will reduce traffic congestion and improve air quality.	6/14/2018 8:08 AM
571	Long term growth planning is vital so that we don't end up having the same problems we have now in 50 years.	6/14/2018 8:01 AM
572	This is an important city route. It has not functioned well for decades. Making it wider will help, but I think it will be outgrown by the time it is finished. Improvements must consider how to make motor vehicle alternatives more attractive. The planned bike/foot paths are a great start. I hope the Route 90 Improvements Study objectives include reducing motor vehicle traffic on the route.	6/14/2018 7:58 AM
573	Continual refreshing of synchronization for traffic lights and merge lanes at all intersections.	6/14/2018 7:56 AM
574	Please address the potholes, especially the ramp from Academy Rd to the north bridge.	6/14/2018 7:52 AM
575	Please reconsider the study where westbound portage turns into a traffic light. These lights don't help. It should be a proper merging lane. Most of all, try to find a way to make interchanges or overpasses. We need to make this project expressway or freeway standard to make it much more contiguous from inkster all the way down to bishop. That is the key thing. Also the pedestrian focus needs to be there but take this into account. It will be safer for pedestrians if they are separated from the traffic. This is not a downtown-urban route this is on an incredibly busy road that is already significantly over capacity and stretches between two portions of 70-80km/hr We only have one shot at this! Please don't waste the half billion dollars with lights and things that ultimately *will not solve* the traffic congestion If the city goes forth with those same bottlenecks, then don't both developing it at all. The city of Winnipeg needs to be honest about the impact traffic lights have. Widening the lanes alone will not solve the issue. Lights have a role on certain streets but they shouldn't be on key arterial routes like route 90 in any significant capacity. We can look to similar size cities in Edmonton and Calgary to see what they did with similar routes (crowchild trail or yellowhead) and go in that direction. We have one shot at this! It's a motor centric part of the city so let's not cut corners..:make proper flyovers and exits with actual merging lanes. No one should be yielding directly into 70km/hr traffic in any similar road in North America. Let do this right! One shot that will define the future. Please do not cut corners.	6/14/2018 7:50 AM
576	Noticed on the map of the changes that there appears to be a plan to close the ramp from westbound Portage to southbound RT 90 and replace with a left turn onto a new ramp. This does not seem to be a good idea from the point of view of safety (left turn across a busy eastbound set of lanes) and traffic congestion from people trying to make that turn at rush hour. The damp keeps vehicles moving and is naturally safer as you are never crossing traffic. Have no idea who came up with this idea but they seem to need a refresher on safe design principles.	6/14/2018 7:44 AM
577	other projects need to be done, but this one should be first. the citys south side is growing fast. plan 50 years out and DO NOT hire the guy who built the Police HQ	6/14/2018 7:20 AM
578	The least amount of lights possible. None at all will be best.	6/14/2018 7:13 AM
579	This should be higher priority than Portage & Main pedestrian discussion - that one is costing way too much money and not as important to most I know.	6/14/2018 7:05 AM
580	Project is taking too long, since initial conception in 2012! !	6/14/2018 6:59 AM

581	Thanks to decisions like the location of Ikea and all the bland box stores at McGillivery, the city is now forced to put in a exceptionally wide highway through the west end of the city. Regardless of efforts such as tree planing or 'art work', by its very nature it will be a huge concrete scar. Had there been better foresight, eg. promoting the further development in/around the Polo Park area or locating the football stadium in the centre of the city as opposed to a suburban campus, this expensive new freeway would not be required. The unfortunate thing is that once the road is widened, it will encourage & therefore indirectly subsidize further development in the South West corner of the city. I would assume that the tax base of these new development areas will cover the cost of their new expressway. Ideally the city should focus its commercial tax-subsidy efforts on the area around the Polo Park area. At the same time substantially increase the tax on open parking lots in the urban core.	6/14/2018 6:51 AM
582	The sooner the better	6/14/2018 6:25 AM
583	Expropriate kapyong barracks. Not people's homes.	6/14/2018 6:12 AM
584	Is it known what volume of traffic is attributable to residents of Winnipeg adjacent bedroom communities?	6/14/2018 12:36 AM
585	Get it done already!	6/13/2018 11:07 PM
586	Do not make it too wide or too fast. Expressways destroy neighbourhoods beside them.	6/13/2018 10:35 PM
587	Let's build for the future and not for 20 years ago. Make sure Route 90 is accessible for cars, bikes, pedestrians and transit. It should be a high speed route that flows smoothly decades from now.	6/13/2018 9:46 PM
588	Use some type of sidewalk curb that don't get damagr with snow cleaning. Leave a small green area to install a play structure for kids and fitness equipments.	6/13/2018 6:54 PM
589	no	6/13/2018 5:55 PM
590	would definitely stress congestion and improving high population accommodation as the #1 priority. route 90 is always so extremely packed during rush hours. need more lanes for all the cars, and paths for bikes and pedestrians could go a long way.	6/13/2018 5:20 PM
591	For the love of God- get it done! Watching the road crumble and money spent into maintaining it is hurting.	6/13/2018 4:31 PM
592	The improvements study should also look at short term improvements while the city is conducting various level of studies.	6/13/2018 4:26 PM
593	If widening is going to occur (but I suggest it isn't needed if we focus on investing in transit and that it won't solve the congestion problem) then more intersections will create a better pedestrian environment. We have a huge infrastructure deficit and should do the basics to improve (synchronize lights, improve existing services so more people will access them etc.) we should redistribute these funds to support people not personal vehicles. We should support development of Kapyong Barracks but not if development is only car-oriented.	6/13/2018 4:25 PM
594	It would be good to see, that who ever is contracted to do the work, is able to give an estimated end of project date (and then to meet that date) as well as an accurate project cost (and deliver on or under that cost). With important regular updates of where the project is at.	6/13/2018 4:25 PM
595	I don't think so	6/13/2018 4:19 PM
596	Build it so I can drive between Taylor and Ness without stopping most of the time	6/13/2018 3:12 PM
597	Due to Winnipeg being located centrally in the country, you have to account for the big rig truck traffic. They rely on Route 90 to transport. We need another dedicated traffic route for the south and need to remove residential housing along Route 90.	6/13/2018 3:02 PM
598	Built with concrete as it has a longer life span than asphalt. Asphalt is quicker to develop pothole especially with the heavy vehicles that use route 90	6/13/2018 2:53 PM
599	No	6/13/2018 2:46 PM
600	The south bound "old bridge" should be redone to get rid of the dangerous curve! This should have been done years ago! And there should have been a interchange at Ness! When going northbound before Ness you should install warning signals before the curve that the signal lights are turning red! Route 90 from one end to the other is a disaster!	6/13/2018 2:45 PM
601	Is one extra lane each direction enough to improve traffic flow?	6/13/2018 2:37 PM

602	I believe that semis and large work trucks with trailers behind, should not be allowed on this route. It would hugely cut back on traffic congestion, cut road upkeep costs, and be much safer for everyone (pedestrians and cars).	6/13/2018 2:29 PM
603	Build for the future and budget accordingly	6/13/2018 2:20 PM
604	Can we get all these lights off Route 90. Like seriously. It's terrible.	6/13/2018 2:12 PM
605	Heavy duty and deep concrete structure, in order to support weight of heavy vehicles and not having to re-work the roadways yearly. Protected lanes for Transit, Emergency vehicles only.	6/13/2018 1:05 PM
606	Roundabouts should be considered to replace high-traffic intersections such as grant. Study should look into the effect of fewer connections to rt 90 on increased traffic on welington crescent and other similar routes	6/12/2018 9:59 PM
607	Preference is for separate bike path and walking path separated from traffic - not a multi-use path.	6/12/2018 3:27 PM

Q14 How did you hear about this survey? Please check all that apply.

Answered: 1,108 Skipped: 97



ANSWER CHOICES	RESPONSES	
News reports, in the media	37.55%	416
Public Engagement Newsletter	16.79%	186
Facebook	14.44%	160
Twitter	9.03%	100
Website	10.29%	114
Word of mouth	7.85%	87
Letter from the City	5.51%	61
Postcard	0.63%	7
Road sign	8.03%	89
Other (please specify)	11.19%	124
Total Respondents: 1,108		

#	OTHER (PLEASE SPECIFY)	DATE
1	email from councillor	7/31/2018 11:20 AM
2	poorly informed, last minute notification by word.	7/30/2018 3:48 PM
3	Email	7/23/2018 9:23 AM
4	Email from city	7/22/2018 3:11 PM
5	Don’t remember ...	7/21/2018 5:48 PM
6	e	7/20/2018 11:27 PM
7	email from the city	7/19/2018 10:29 AM
8	email from city	7/18/2018 6:48 PM
9	pop-up event at the outlet mall	7/17/2018 7:26 PM
10	attend town hall ...big thank you to the city for this!	7/16/2018 4:40 PM
11	Websites (Winnipeg official city site)	7/14/2018 10:11 AM
12	John Orlikow website.	7/14/2018 8:49 AM
13	coworker	7/9/2018 2:32 PM
14	Link from a friend	7/7/2018 11:33 AM
15	Email	7/7/2018 2:05 AM
16	City "Engagement" email	7/6/2018 9:00 PM
17	EMAIL	7/6/2018 10:49 AM
18	Email	7/6/2018 9:14 AM
19	Email from City of Winnipeg	7/5/2018 7:53 PM
20	Email	7/5/2018 5:04 PM
21	Email	7/5/2018 4:38 PM
22	email	7/5/2018 4:24 PM
23	email from the city	7/5/2018 2:25 PM
24	previous involvement	7/3/2018 11:53 AM
25	Email	6/30/2018 11:50 PM
26	Pretzel logic	6/28/2018 4:29 PM
27	Received an e-mail	6/28/2018 1:04 PM
28	Discussion on SkyscraperPage forum. See http://forum.skyscraperpage.com/forumdisplay.php?f=129	6/28/2018 11:02 AM
29	Email	6/28/2018 8:16 AM
30	Found it while trying to locate information on the City of Wpg website	6/27/2018 3:50 PM
31	CBC news on FB. I did have frustrations since 2012 trying to get my name on a mailing list or finding information about this subject. Communication has vastly improved over last 2 weeks	6/27/2018 3:20 PM
32	Email about Survey	6/27/2018 2:24 PM
33	Reddit	6/27/2018 11:43 AM
34	Through work related activities in the civil engineering field	6/27/2018 9:09 AM
35	Email after submitting the first survey	6/26/2018 4:29 PM
36	From this site	6/25/2018 4:39 PM
37	Neighbourhood update from Orlikow	6/24/2018 6:54 AM
38	Email	6/23/2018 8:38 PM

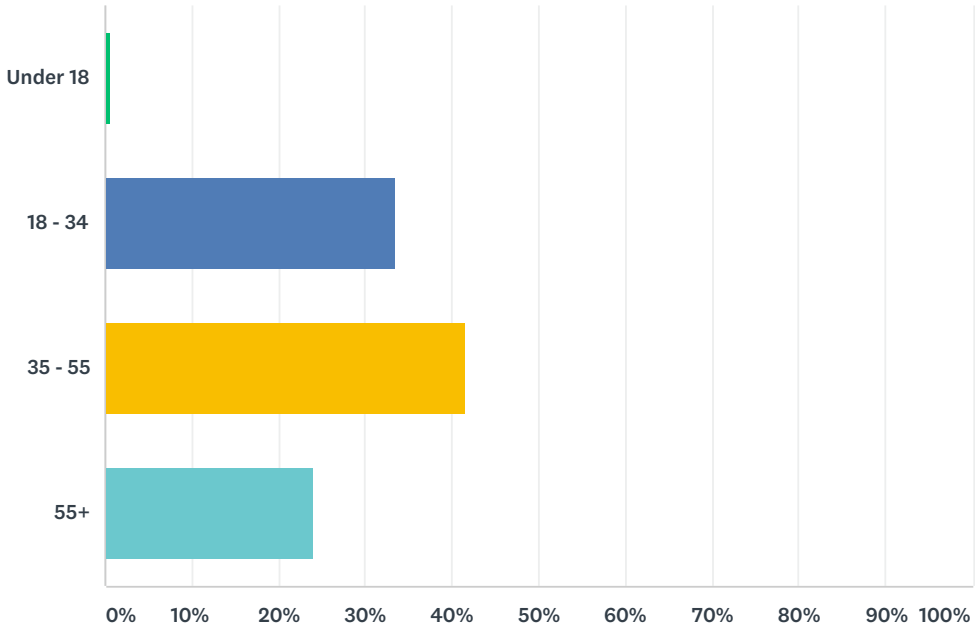
39	email from city	6/23/2018 1:42 PM
40	Property owner affected by being adjacent to St. James Bridge.	6/23/2018 12:59 PM
41	CTV news app	6/23/2018 12:05 AM
42	my wife	6/22/2018 9:47 PM
43	email	6/22/2018 4:37 PM
44	community newspaper	6/22/2018 3:57 PM
45	Email from city	6/22/2018 12:06 PM
46	CTV	6/22/2018 4:22 AM
47	Email	6/21/2018 11:15 PM
48	Social media - LinkedIn	6/21/2018 9:53 PM
49	Make the signs bigger and easier to read or place them where they can be read easier.	6/21/2018 6:56 PM
50	Follow-up Email	6/21/2018 6:00 PM
51	email	6/21/2018 4:09 PM
52	Posted on an corporate internal site	6/21/2018 3:49 PM
53	Went to an initial meeting many years ago when proposals were being presented to the public	6/21/2018 3:27 PM
54	Email from the city	6/21/2018 3:15 PM
55	Email	6/21/2018 2:58 PM
56	email alert	6/21/2018 1:32 PM
57	Email notice	6/21/2018 1:11 PM
58	email	6/21/2018 12:42 PM
59	Posted in company chat channel	6/21/2018 12:02 PM
60	City email	6/21/2018 11:59 AM
61	email from the City	6/21/2018 11:50 AM
62	email from the city of winnipeg, thanks	6/21/2018 11:38 AM
63	e-mail	6/21/2018 11:14 AM
64	email from city	6/21/2018 11:09 AM
65	Email	6/21/2018 10:53 AM
66	The Sou'wester newspaper	6/20/2018 10:41 PM
67	email	6/20/2018 10:37 PM
68	Email from WRHA community engagement officer.	6/20/2018 9:05 PM
69	John Orlikow	6/20/2018 3:41 PM
70	Meeting on 19 Jun	6/20/2018 8:19 AM
71	Live in area	6/19/2018 9:19 PM
72	Reddit	6/19/2018 9:01 PM
73	live in South Tuxedo, waste time stuck in traffic	6/19/2018 5:39 PM
74	Email from city as had completed previous survey.	6/19/2018 5:30 PM
75	Urbanist Slackchat	6/19/2018 4:36 PM
76	It was emailed to me	6/19/2018 4:28 PM
77	Email from the city. I completed the previous survey	6/19/2018 3:35 PM
78	it was emailed to me although how my email address was obtained is beyond me. : (	6/19/2018 3:14 PM
79	Email, from the city	6/19/2018 2:11 PM

80	CBC, of course.	6/19/2018 1:39 PM
81	Emails	6/19/2018 1:18 PM
82	Email from the city	6/19/2018 1:16 PM
83	Message from my city councillor	6/19/2018 12:35 PM
84	Email from completing first survey	6/19/2018 12:33 PM
85	email	6/19/2018 12:28 PM
86	Councillor Orlikow	6/19/2018 12:25 PM
87	Email	6/19/2018 12:12 PM
88	I	6/19/2018 12:02 PM
89	Email	6/19/2018 11:53 AM
90	John Orlikow’s email	6/19/2018 11:44 AM
91	Reddit/Winnipeg	6/19/2018 11:43 AM
92	Email after participating in the 1st phase	6/19/2018 11:40 AM
93	stakeholder email newsletter	6/19/2018 11:24 AM
94	E-mail from Route 90 Improvements Study - June Update	6/19/2018 11:23 AM
95	Email	6/19/2018 11:20 AM
96	email from city	6/19/2018 11:15 AM
97	Meeting	6/19/2018 9:19 AM
98	Browsing on the City of Winnipeg site	6/18/2018 10:03 PM
99	LinkedIn app	6/18/2018 3:43 PM
100	Reddit	6/16/2018 3:15 PM
101	Provided to me by John Orlikow's office	6/16/2018 7:57 AM
102	F	6/15/2018 9:34 PM
103	https://globalnews.ca/news/4273694/city-of-winnipeg-reveals-proposed-design-for-new-st-james-bridge-widening-of-kenaston-blvd/	6/15/2018 1:25 PM
104	City website	6/14/2018 10:59 PM
105	city staff	6/14/2018 10:01 PM
106	CBC.ca	6/14/2018 5:45 PM
107	Linked In	6/14/2018 4:28 PM
108	project team member	6/14/2018 3:07 PM
109	cjob website	6/14/2018 2:21 PM
110	Reddit	6/14/2018 1:23 PM
111	Reddit	6/14/2018 1:13 PM
112	email	6/14/2018 11:47 AM
113	WRHA community facilitator	6/14/2018 11:46 AM
114	A friend sent it to me (I'm 30... I feel that the age groupings should be more specific)	6/14/2018 11:14 AM
115	Reddit	6/14/2018 11:14 AM
116	LinkedIn	6/14/2018 10:32 AM
117	reddit	6/14/2018 10:32 AM
118	A CBC news article was shared on Reddit	6/14/2018 9:46 AM
119	Reddit	6/14/2018 9:41 AM

120	reddit	6/14/2018 9:11 AM
121	CBC radio	6/14/2018 9:09 AM
122	LinkedIn	6/14/2018 9:01 AM
123	Reddit	6/14/2018 8:40 AM
124	Public meeting for affected residents	6/12/2018 10:00 PM

Q15 What is your age?

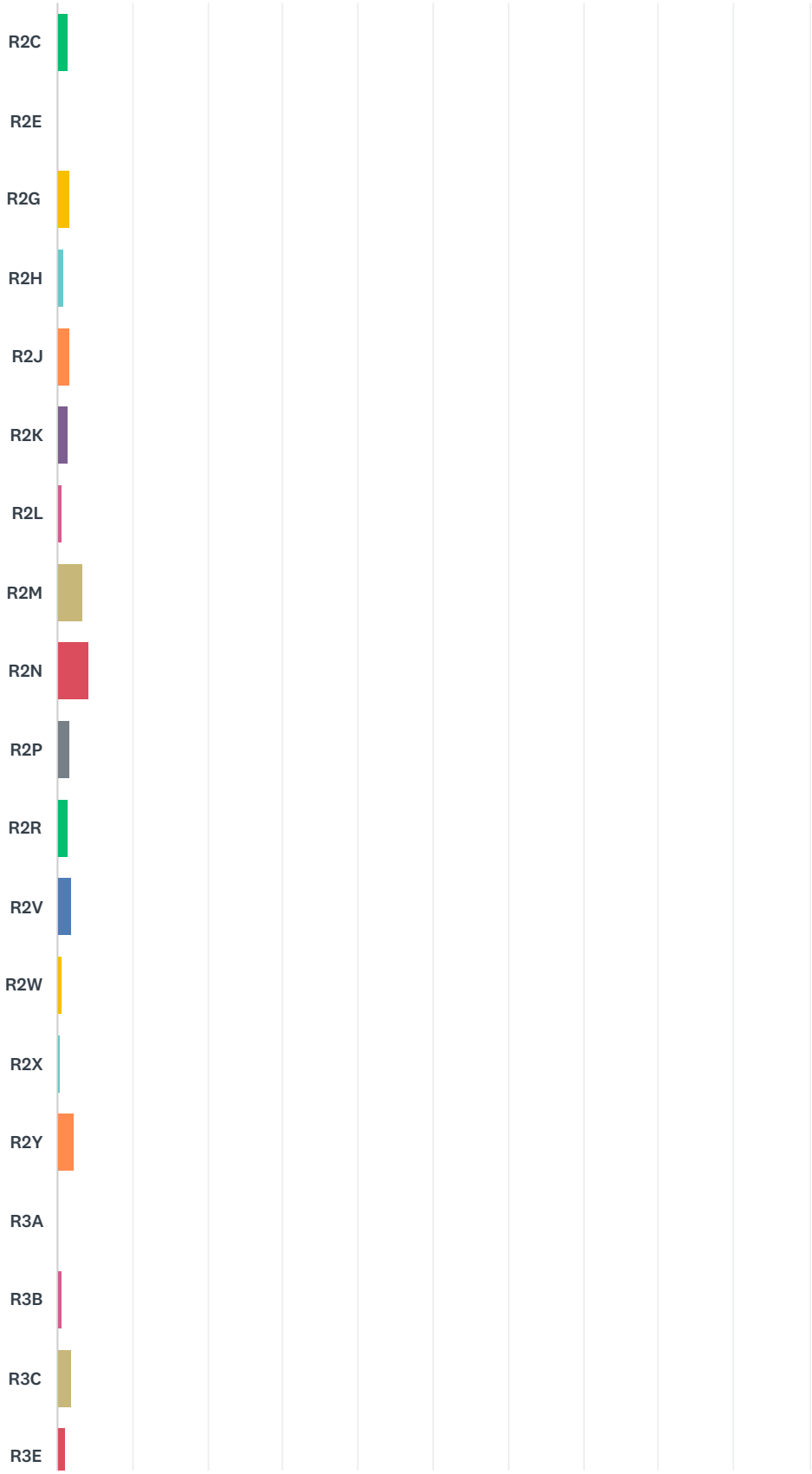
Answered: 1,096 Skipped: 109

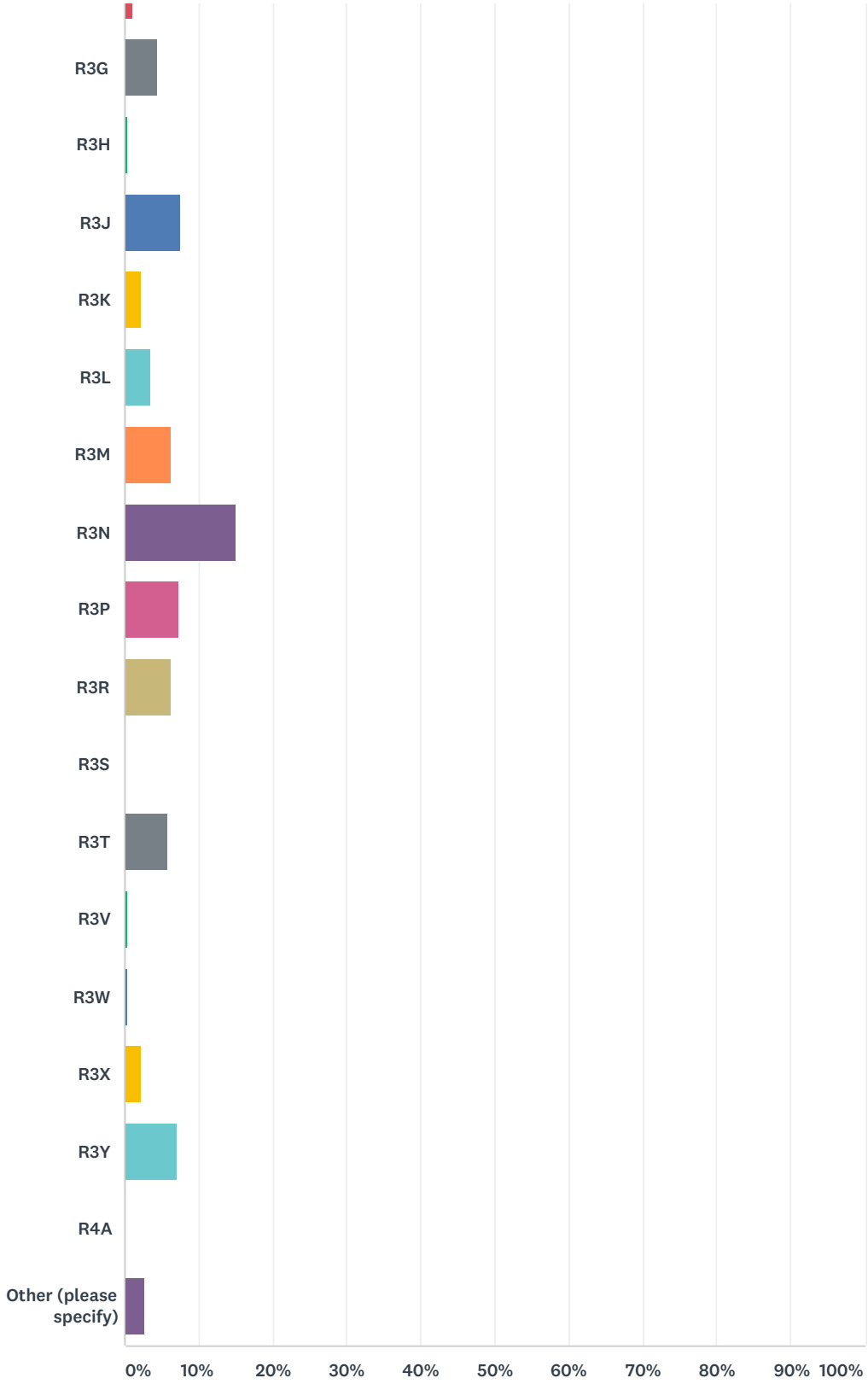


ANSWER CHOICES	RESPONSES	
Under 18	0.73%	8
18 - 34	33.58%	368
35 - 55	41.70%	457
55+	24.00%	263
TOTAL		1,096

Q16 Please provide the first three characters of your postal code.

Answered: 1,084 Skipped: 121





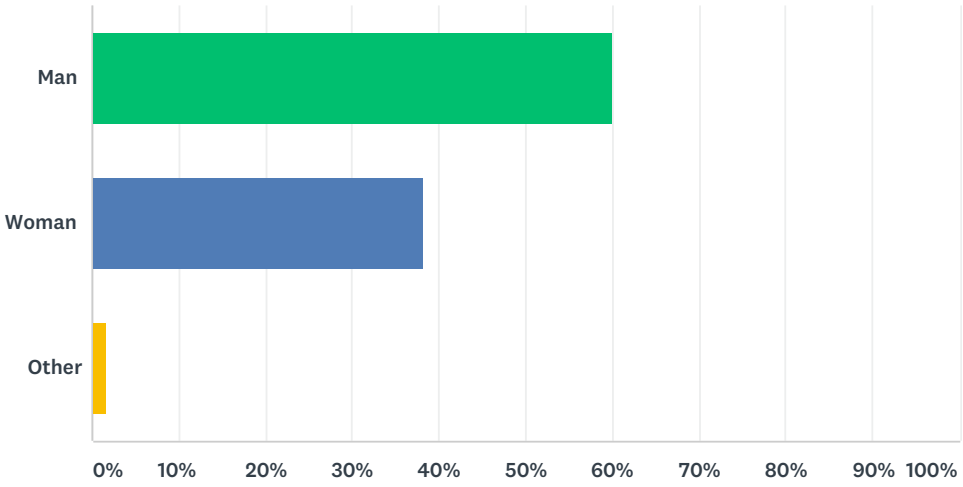
ANSWER CHOICES	RESPONSES	
R2C	1.57%	17
R2E	0.28%	3
R2G	1.75%	19

R2H	0.92%	10
R2J	1.66%	18
R2K	1.48%	16
R2L	0.65%	7
R2M	3.41%	37
R2N	4.24%	46
R2P	1.66%	18
R2R	1.57%	17
R2V	1.85%	20
R2W	0.55%	6
R2X	0.37%	4
R2Y	2.21%	24
R3A	0.28%	3
R3B	0.55%	6
R3C	1.94%	21
R3E	1.11%	12
R3G	4.34%	47
R3H	0.46%	5
R3J	7.56%	82
R3K	2.21%	24
R3L	3.51%	38
R3M	6.27%	68
R3N	15.13%	164
R3P	7.38%	80
R3R	6.18%	67
R3S	0.09%	1
R3T	5.81%	63
R3V	0.46%	5
R3W	0.37%	4
R3X	2.21%	24
R3Y	7.01%	76
R4A	0.28%	3
Other (please specify)	2.68%	29
TOTAL		1,084

#	OTHER (PLEASE SPECIFY)	DATE
1	R1A	7/30/2018 1:19 PM
2	R0G	7/25/2018 11:48 AM
3	R0C	7/22/2018 11:58 AM
4	R0G	7/14/2018 9:28 AM
5	R5a	6/24/2018 1:44 PM
6	R0A	6/24/2018 9:53 AM
7	R0C	6/23/2018 5:17 PM
8	R0C	6/23/2018 11:30 AM
9	R0C	6/23/2018 5:24 AM
10	R0a0a1	6/22/2018 10:37 PM
11	R0G	6/22/2018 6:24 PM
12	R0A	6/22/2018 1:49 AM
13	R5G	6/21/2018 2:30 PM
14	R7A	6/21/2018 12:05 PM
15	R0G	6/21/2018 7:54 AM
16	R5J	6/19/2018 9:01 PM
17	R0E	6/19/2018 12:22 PM
18	R0C	6/14/2018 5:24 PM
19	R5h	6/14/2018 4:09 PM
20	R0G	6/14/2018 1:43 PM
21	R3Y	6/14/2018 12:27 PM
22	R6W	6/14/2018 10:38 AM
23	R5A	6/14/2018 10:18 AM
24	R0H	6/14/2018 9:58 AM
25	R8N	6/14/2018 8:58 AM
26	R0E	6/14/2018 7:44 AM
27	R5G	6/14/2018 7:13 AM
28	R0G 1z0	6/14/2018 7:06 AM
29	R0E	6/13/2018 2:29 PM

Q17 Please indicate your gender.

Answered: 1,087 Skipped: 118



ANSWER CHOICES	RESPONSES	
Man	59.98%	652
Woman	38.27%	416
Other	1.75%	19
TOTAL		1,087

#	OTHER	DATE
1	none of your business.	7/30/2018 3:48 PM
2	Swampgender	7/30/2018 1:11 PM
3	None of your business	7/18/2018 6:06 PM
4	Not sure what difference it makes	7/13/2018 11:36 PM
5	Prefer not to answer	7/5/2018 9:17 PM
6	none of your business.... isn't this illegal?	7/5/2018 1:55 PM
7	Queer	7/4/2018 9:49 AM
8	None of you bussiness	6/28/2018 10:28 PM
9	Totally opposed to widening Route 90. Stop this exgregious waste of money and stop destroying neighbourhoods to save car drivers from the suburbs a few minutes of commuting time. I oppose this plan in the strongest possible terms.	6/28/2018 4:29 PM
10	none of your business!	6/25/2018 5:11 PM
11	Bear	6/24/2018 8:28 PM
12	Attack helicopter	6/22/2018 11:34 AM
13	N/A	6/20/2018 9:34 PM
14	2001 Pontiac Aztec	6/15/2018 10:26 AM
15	Other	6/14/2018 6:07 PM
16	Doesn't Matter	6/14/2018 11:14 AM

17	n/a	6/14/2018 8:47 AM
18	Appreciate the attempt. Have fun with the responses to this one :)	6/13/2018 2:18 PM
19	Canteloupe	6/13/2018 2:13 PM

Q18 If you are interested in receiving further communications regarding this project, please provide your contact information.

Answered: 373 Skipped: 832

ANSWER CHOICES	RESPONSES	
Name	98.93%	369
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	99.46%	371
Phone Number	0.00%	0

#	NAME	DATE

Appendix C – Scientific Survey Results

VIEWS ON IMPROVING ROUTE 90 AMONG REGIONAL RESIDENTS

JUNE, 2018

PROBE RESEARCH INC.

wsp

METHODOLOGY

- Probe Research Inc. was retained by WSP to conduct a survey among targeted Winnipeg adults regarding their opinions on widening and improving Route 90.

- Probe Research surveyed 335 Winnipeg adults (18+) online using a 15-minute (average) survey between June 12 and 20, 2018.

- Adults living in the following postal code prefixes were eligible to complete the survey: R3G (Wolseley and the West End), R3M and R3N (River Heights) and R3P and R3Y (Tuxedo and South Winnipeg). The sample was provided by Probe Research's proprietary panel and supplemented with those from a reputable national panel provider.

- As an online survey is a sample of convenience, no margin-of-error can be ascribed. However, a random and representative non-convenience sample of 335 adults would have a margin of error of ± 5.39 percentage points, 19 times out of 20.

- Minor statistical weighting by age, gender and region has been applied to this sample to ensure that it corresponds with the actual population of Winnipeg as a whole.

FOR MORE INFORMATION:

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SENIOR RESEARCHER

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Twitter: @proberesearch
www.probe-research.com

KEY FINDINGS

- Awareness of the Route 90 project is significantly higher in the region than it is city-wide. Nearly eight-in-ten residents of the Route 90 region are aware of the project, 22 percentage points higher than Probe Research's March, 2018 city-wide survey. As well, there is near-unanimous agreement among regional residents that Route 90 improvements ought to be a priority for the city.

- Regional residents surveyed prefer a parkway design instead of a denser, more urban street. Similarly, improving the basic function of Route 90 as a commuter route is a priority for regional residents. Design goals such as reducing traffic jams now and in the future and synchronizing traffic lights dominate. Less important are active transportation and transit elements.

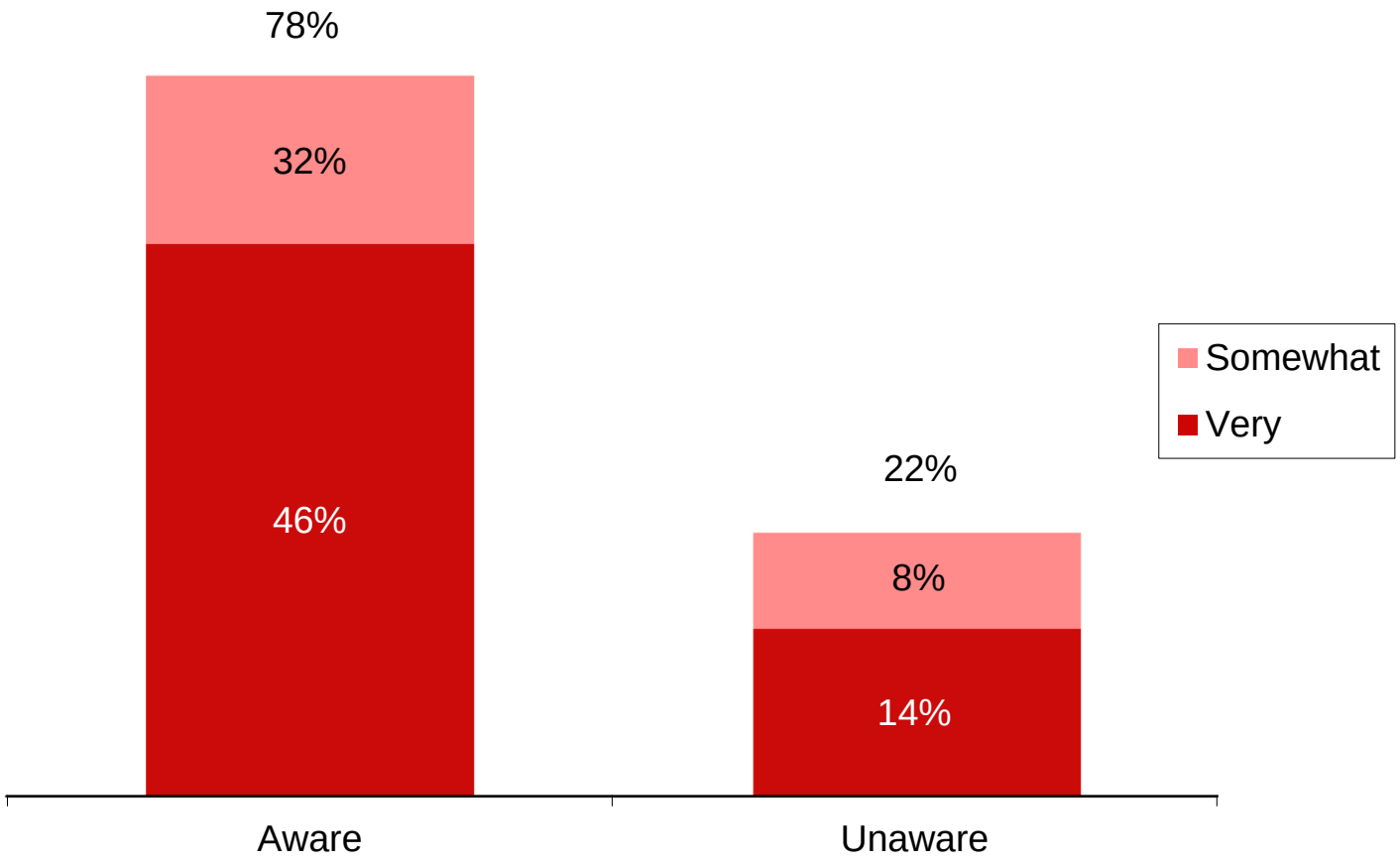
- There is a distinct preference for off-street combination cycling and walking paths. More than three-quarters say this option would make them more likely to bike and walk down Route 90.

- The less-preferred option of protected on-street bike lanes would still entice more than two-thirds to cycle more often down Route 90.

- A significant majority of regional residents feel a pedestrian bridge over Route 90 at Lockston Avenue is the safest and easiest option. Regional residents also feel the street-level crossing is quite easy to use, though one-third feel this option is not safe.

AWARENESS OF PLAN TO WIDEN AND IMPROVE ROUTE 90

Q2. "The city is planning to widen and improve this stretch of Route 90, including the St. James Bridge. Before today, how aware were you of this plan to widen and improve Route 90 between Taylor Avenue and Ness Avenue?" (N=335)



Most likely to be **very aware of Route 90 plans** are…

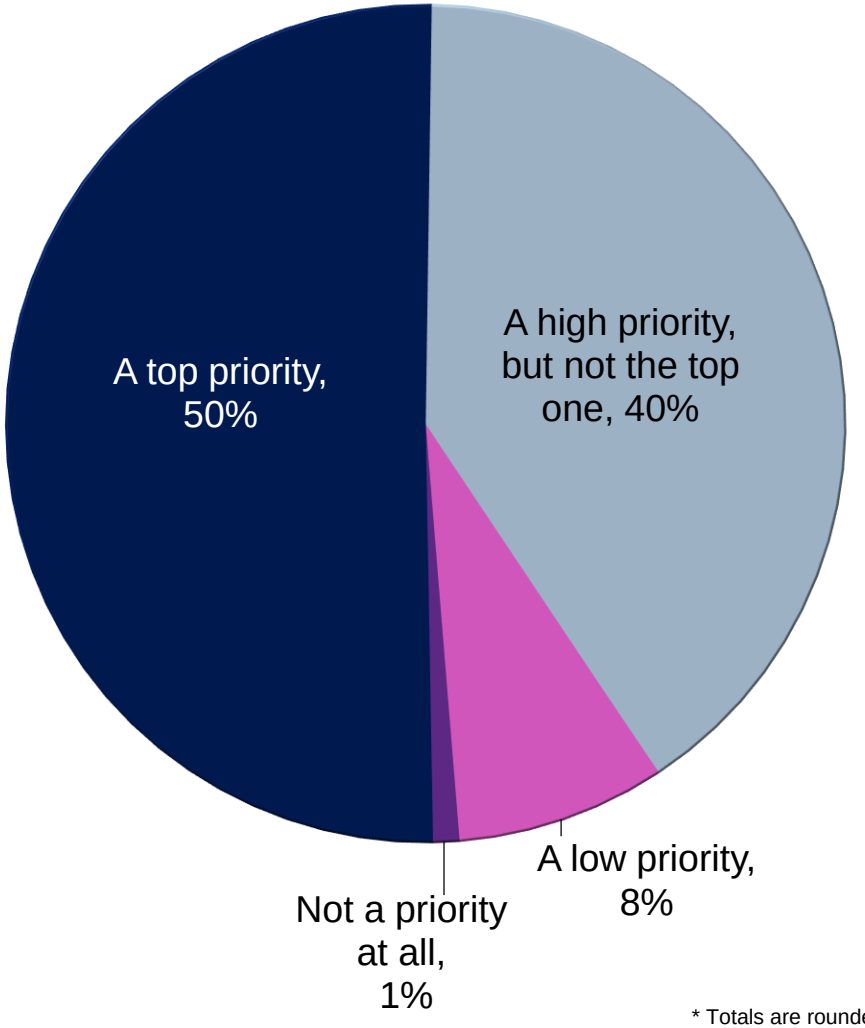
- River Heights and Tuxedo/South Winnipeg residents (52% and 49% vs. 31% in Wolseley/West End).
- Older residents (57% among those 55+ vs. 31% among those 18-34).
- Middle-income earners (54% among those in households earning $60K-$100K vs. 42% among those in households earning $100K+).
- Daily drivers on Route 90 (63% vs. 49% among those who have walked or biked down Route 90).

Base: All respondents

PROBE

PRIORITY OF ROUTE 90 PROJECT

Q4. "Thinking of all the major road and bridge projects the city might build over the next few years, please indicate what kind of priority the expansion and improvement of Route 90 should be. Is it……..?" (N=335)



* Totals are rounded to the nearest percent.

Route 90 is a **top priority** for…

- Tuxedo/South Winnipeg residents (69% vs. 42% in River Heights).
- Older residents (57% among those 55+ vs. 40% among those 18-34).
- Middle-income earners (66% among those in households earning $60K-$100K vs. 28% among those earning <$60K).

Base: All respondents

PROBE

PREFERENCE FOR OVERALL DESIGN OF ROUTE 90

Q6. "Major roads in Winnipeg can be designed a few different ways. They could be more like parkways, with plenty of greenspace and room for wide pathways for pedestrians and cyclists on either side and fewer businesses and homes, like this photo of Fermor Avenue. Or they could be denser and more urban, with homes, offices, shops and restaurants along the route, like this photo of Henderson Highway. Thinking of Route 90, how would you most like it to look in the future?" (N=335)

Base: All respondents

More like a parkway with plenty of green space on either side

62%

More like an urban street, lined with homes and businesses

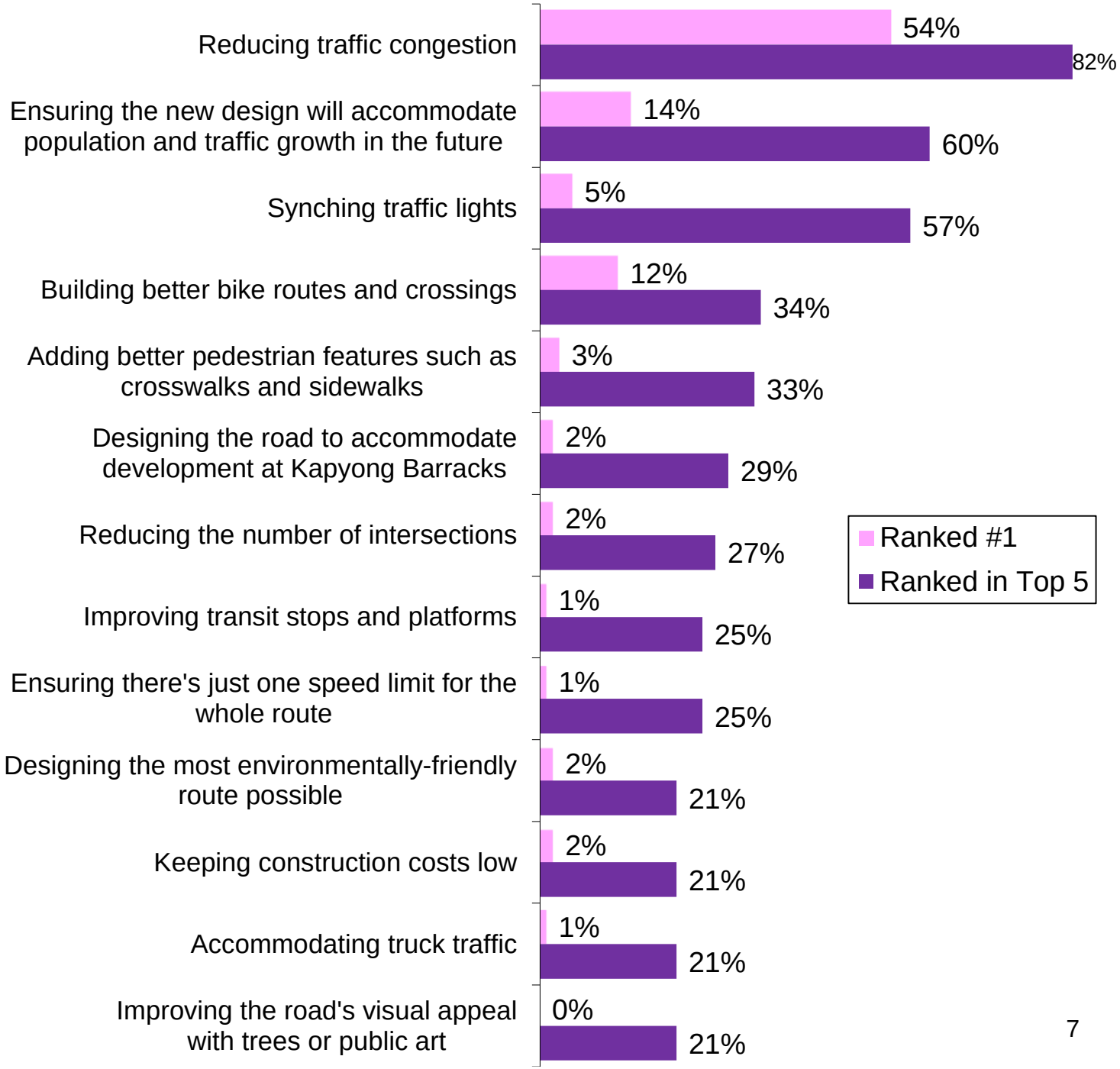
38%

More likely to prefer the **urban street** option are…

- Younger residents (51% among those 18-34 vs. 33% among those 35+).
- Higher-income earners (40% among those in households earning $100K+ vs. 29% among those earning $60K-$100K).
- Those who use active transportation modes along Route 90 (42% vs. 26% among those who drive Route 90 daily).

PRIORITY ELEMENTS OF THE ROUTE 90 PROJECT

*Q5. "There are many different priorities the city could focus on when widening and improving Route 90. Below are some of these priorities. Please choose **up to five** priorities that are important to you when it comes to improving Route 90." (N=335)*



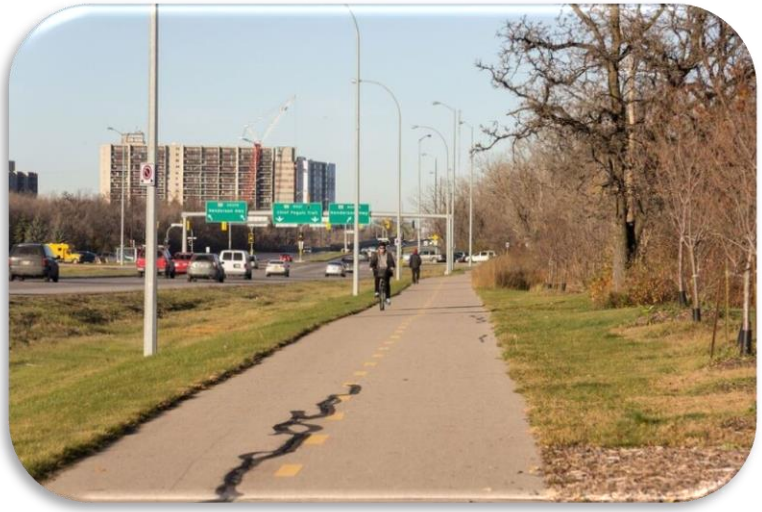
Base: All respondents

PROBE

OVERALL PREFERENCE FOR BIKING AND WALKING PATHS ON ROUTE 90

Q9. "Regardless of whether or not you normally walk or bike down Route 90, which of these options do you think would be the best option overall?" (N=335)

The off-street pedestrian and cycling paths



76%

The on-street protected bike lanes with traditional sidewalks

24%

More likely to prefer the **off-street paths** overall are…

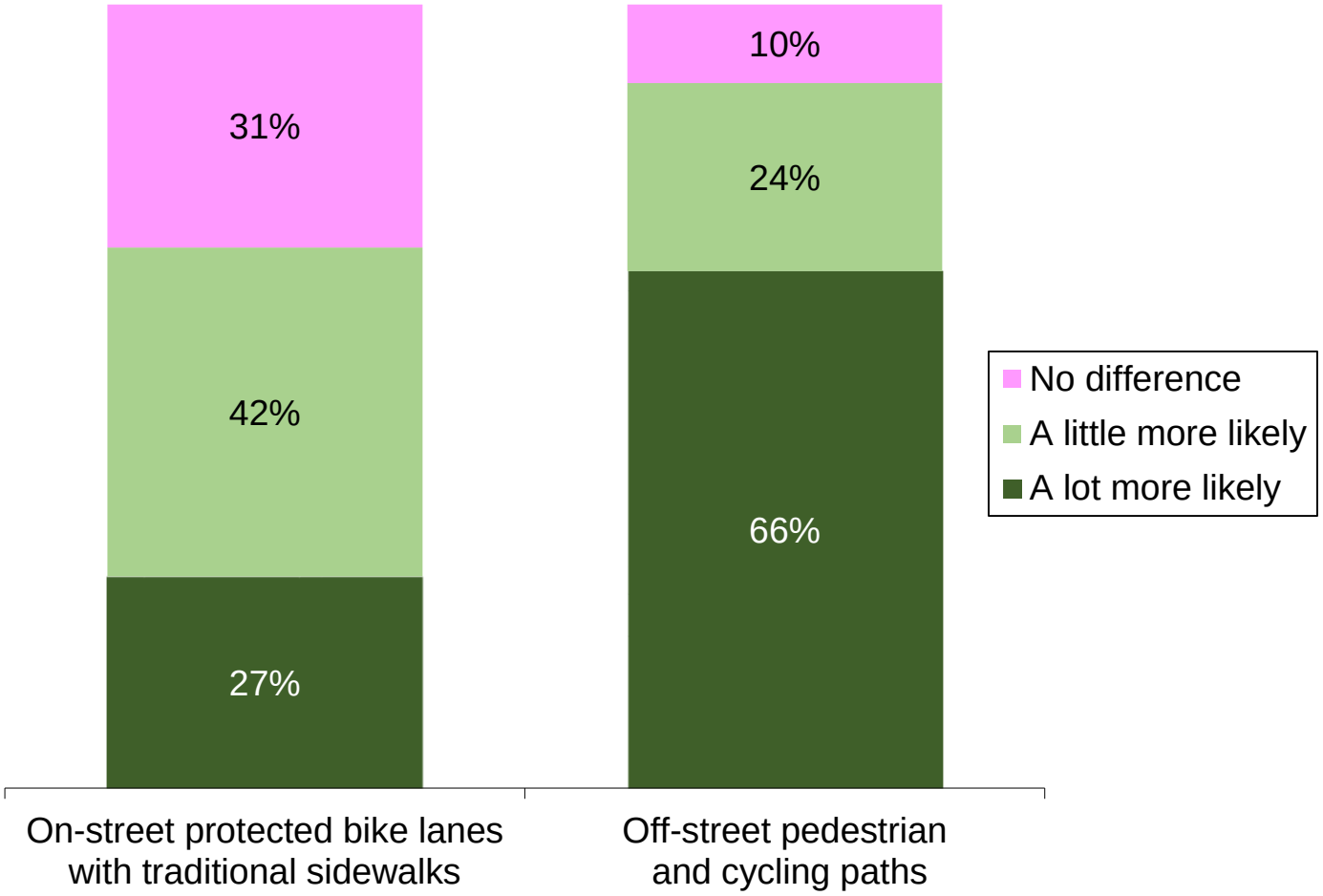
- Tuxedo/South Winnipeg residents (82% vs. 69% in Wolseley/West End).
- Post-secondary grads (78% vs. 66% among those with high school or less).

Base: All respondents

PROBE

OPTION MOST LIKELY TO ENCOURAGE BIKING DOWN ROUTE 90

Q7. "Which option, if any, would make you more likely to want to bike down this stretch of Route 90 – to work or school, on a weekend bike ride, to run errands?" (N=335)



Valid responses only. "Not applicable" responses removed from totals.

Base: All respondents

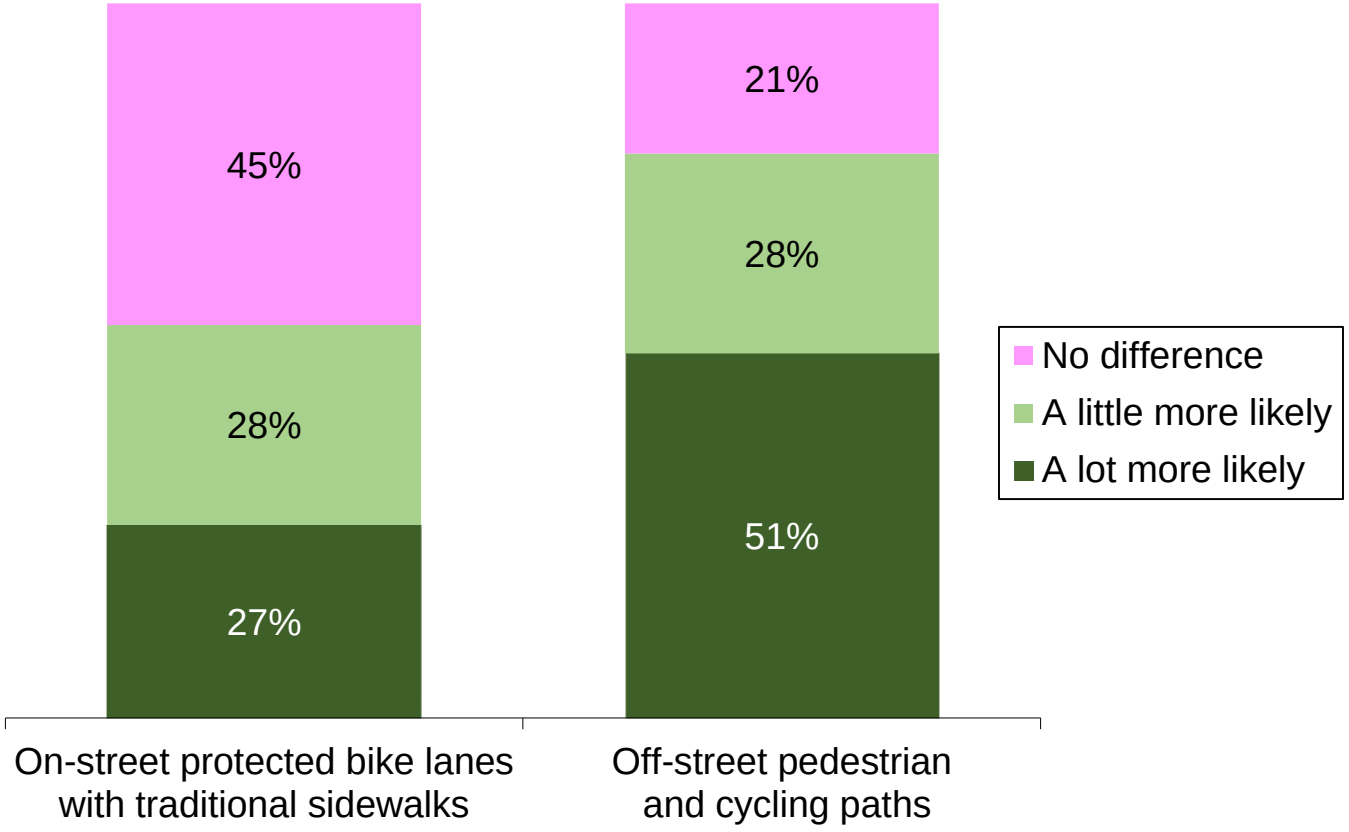
More likely to say **off-street paths** will make them **a lot more likely to bike** are…

- Tuxedo/South Winnipeg residents (74% vs. 58% in Wolseley/West End).
- Higher-income earners (72% among those in households earning $100K+ vs. 56% among those earning <$60K).

PROBE

OPTION MOST LIKELY TO ENCOURAGE WALKING DOWN ROUTE 90

Q8. "And which option, if any, would make you more likely to want to walk down this stretch of Route 90?" (N=335)



More likely to say **off-street paths** will make them **a lot more likely to walk** are…

- Women (57% vs. 44% among men).
- Middle-aged and older residents (54% among those 35+ vs. 43% among those 18-34).
- Higher-income earners (54% among those in households earning $60K+ vs. 41% among those earning <$60K).
- Tuxedo/South Winnipeg residents (59% vs. 44% in River Heights).
- Those without mobility issues (55% vs. 35% among those who have mobility issues).

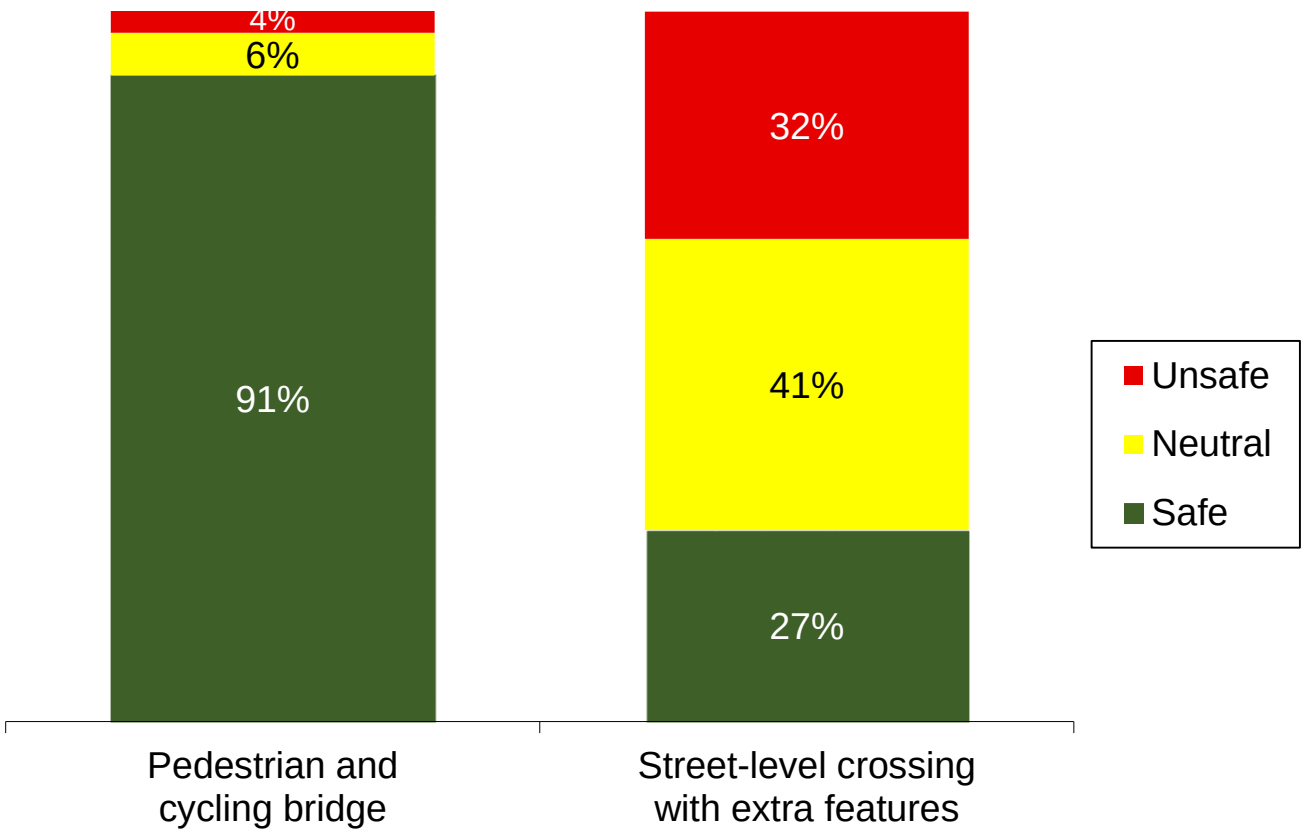
Valid responses only. "Not applicable" responses removed from totals.

Base: All respondents

PROBE

SAFEST OPTION FOR CROSSING ROUTE 90

*Q10. "…If you or your family were crossing Route 90 by bike or on foot, please indicate **how safe** you feel these two options would be..?" (N=335)*



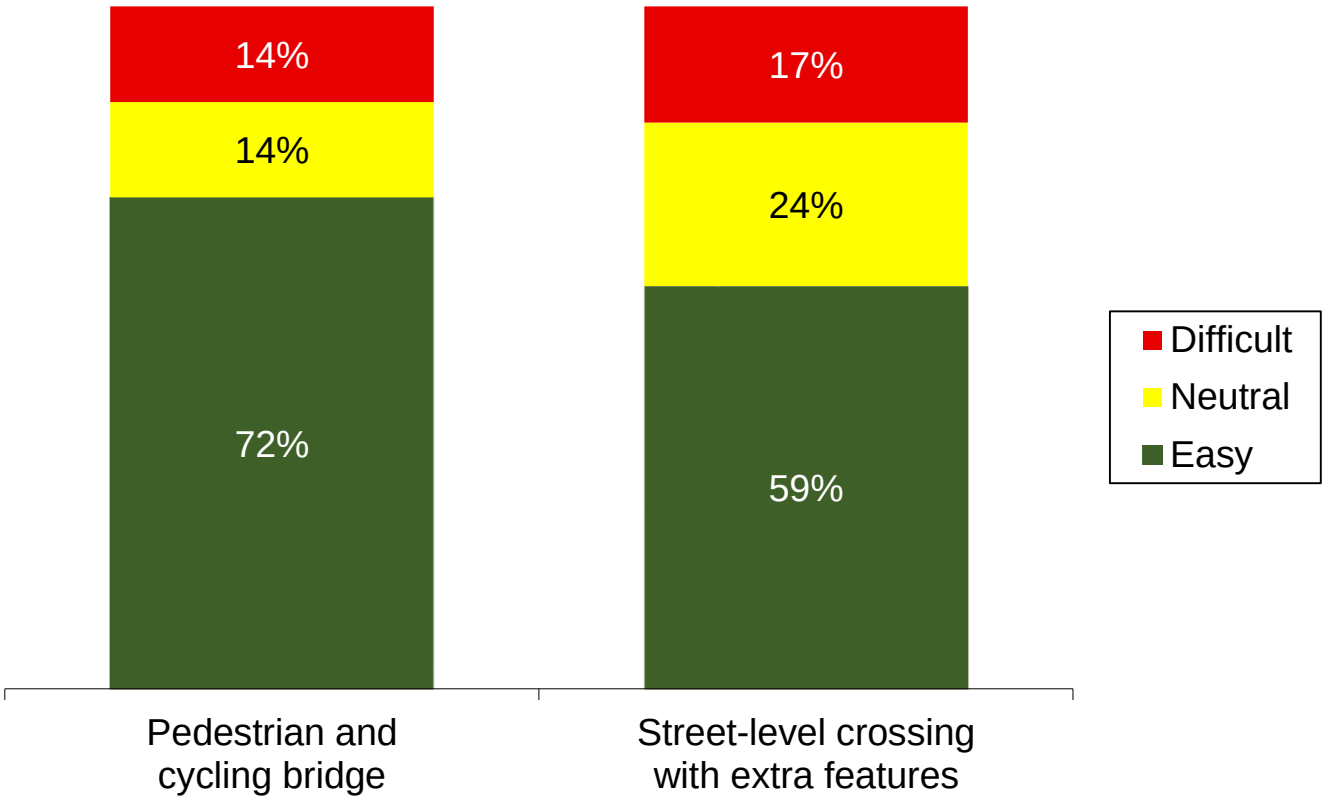
* Totals are rounded to the nearest percent.

Base: All respondents

PROBE

EASIEST OPTION FOR CROSSING ROUTE 90

*Q11. "…If you or your family were crossing Route 90 by bike or on foot, please indicate **how easy to use** you feel these two options would be..?" (N=335)*



More likely to find the **bridge crossing** an **easy option** are…

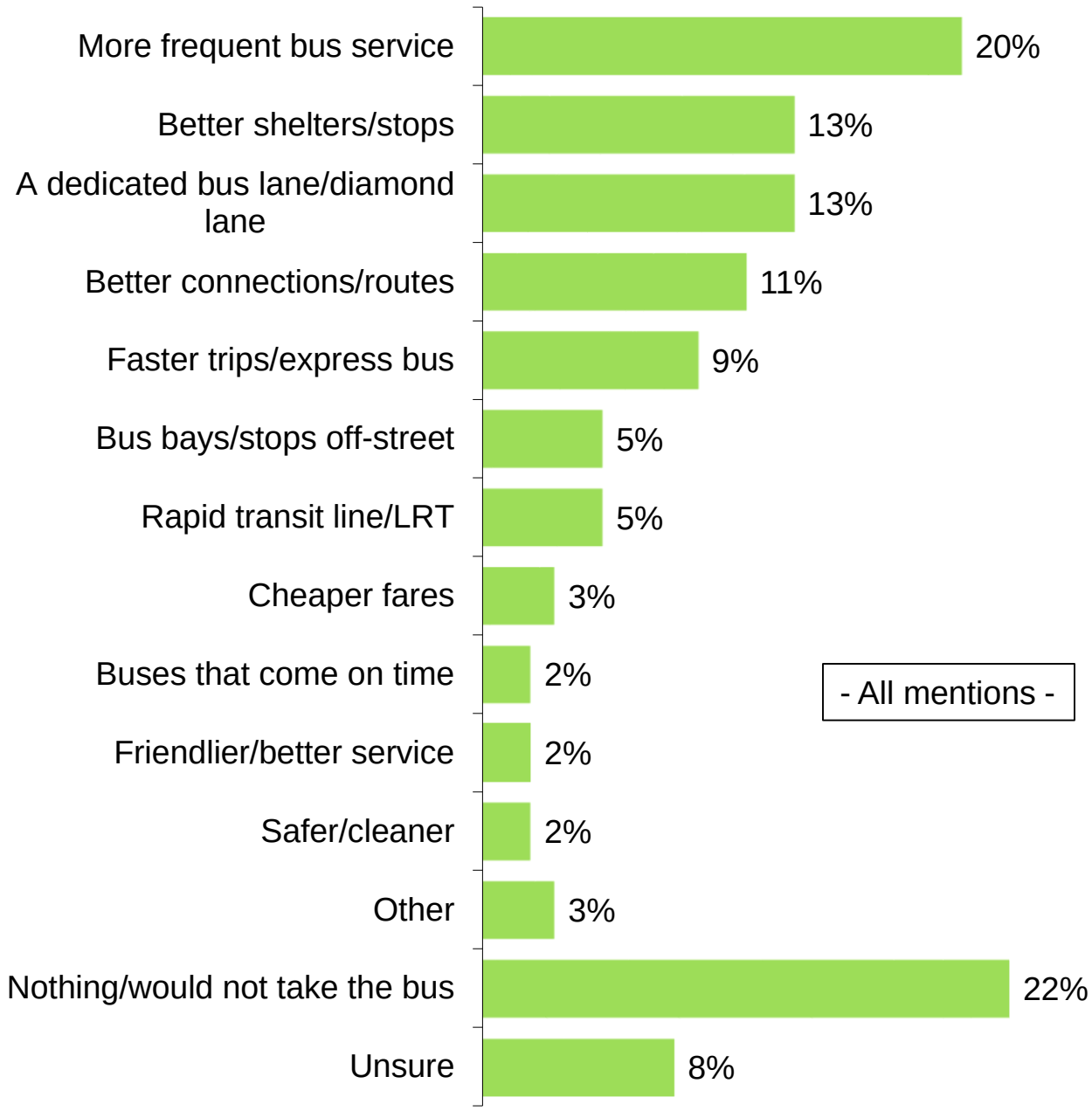
- Men (79% vs. 66% among women).
- Those without mobility issues (77% vs. 48% among those with mobility issues).
- Those with high school or less (82% vs. 54% among those with some post-secondary).
- Tuxedo/South Winnipeg residents (77% vs. 62% among Wolseley/West End residents).
- Younger adults (82% among those 18-34 vs. 63% among those 55+).

Base: All respondents

PROBE

SUGGESTIONS TO IMPROVE TRANSIT ALONG ROUTE 90

Q12. "As part of the upcoming work on Route 90, the city is looking at ways to improve Winnipeg Transit along the route. In a few words, please tell us what kinds of improvements to Winnipeg Transit would make you consider taking the bus more often along Route 90?" (N=335)



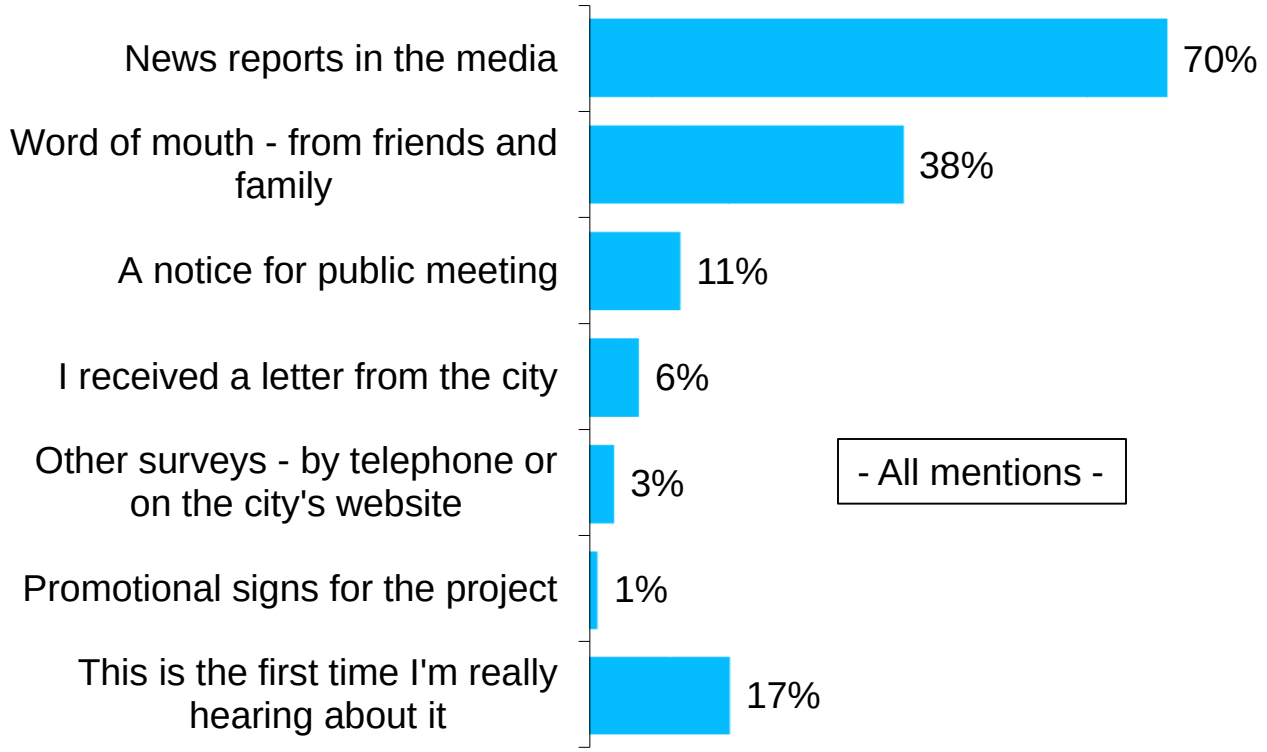
*All mentions accepted. Total may exceed 100%.

Base: All respondents

PROBE

SOURCES OF INFORMATION ABOUT ROUTE 90 PROJECT

Q3. "How did you hear about the Route 90 improvement project? Please check all that apply." (N=335)*



The **news media** tends to be more of a source of information for…

- Men (74% vs. 65% among women).
- Tuxedo/South Winnipeg residents (79% vs. 67% in Wolseley/West End and 66% in River Heights).
- Older residents (83% among those 55+ vs. 49% among those 18-34).
- Middle-income earners (77% among those in households earning $60K-$100K vs. 61% among those earning <$60K).

Word of mouth tends to be more of a source of information for…

- Women (44% vs. 31% among men).
- Tuxedo/South Winnipeg residents (47% vs. 34% in River Heights and 35% in Wolseley/West End).
- Middle and higher-income earners (41% among those in households earning $60K+ vs. 26% among those earning <$60K).

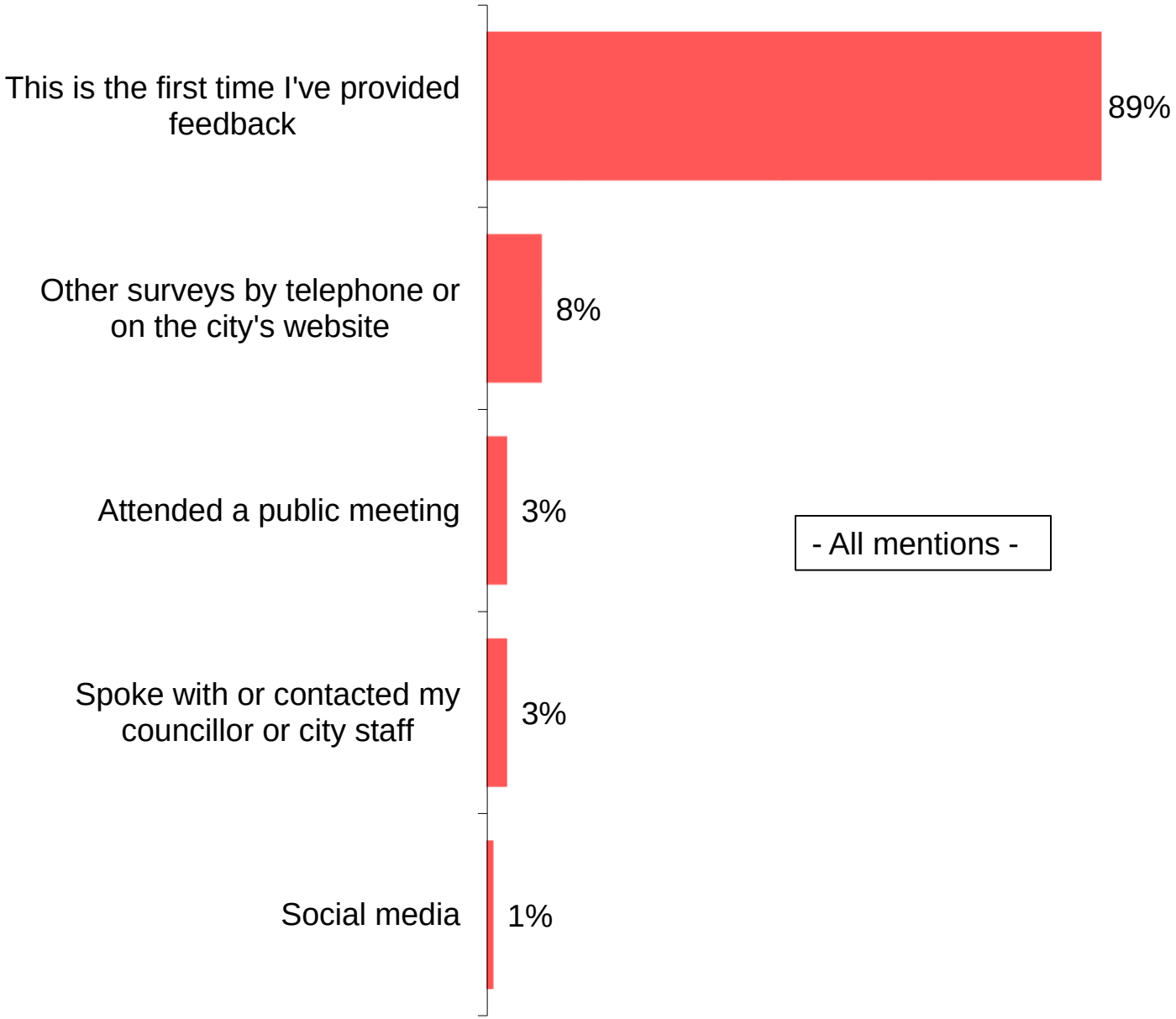
*All mentions accepted. Total may exceed 100%.

Base: All respondents

PROBE

INCIDENCE OF PROVIDING FEEDBACK PREVIOUSLY

Q13. "Other than today's survey, how else have you provided feedback to the city about the Route 90 improvement project so far? Please check all that apply." (N=335)



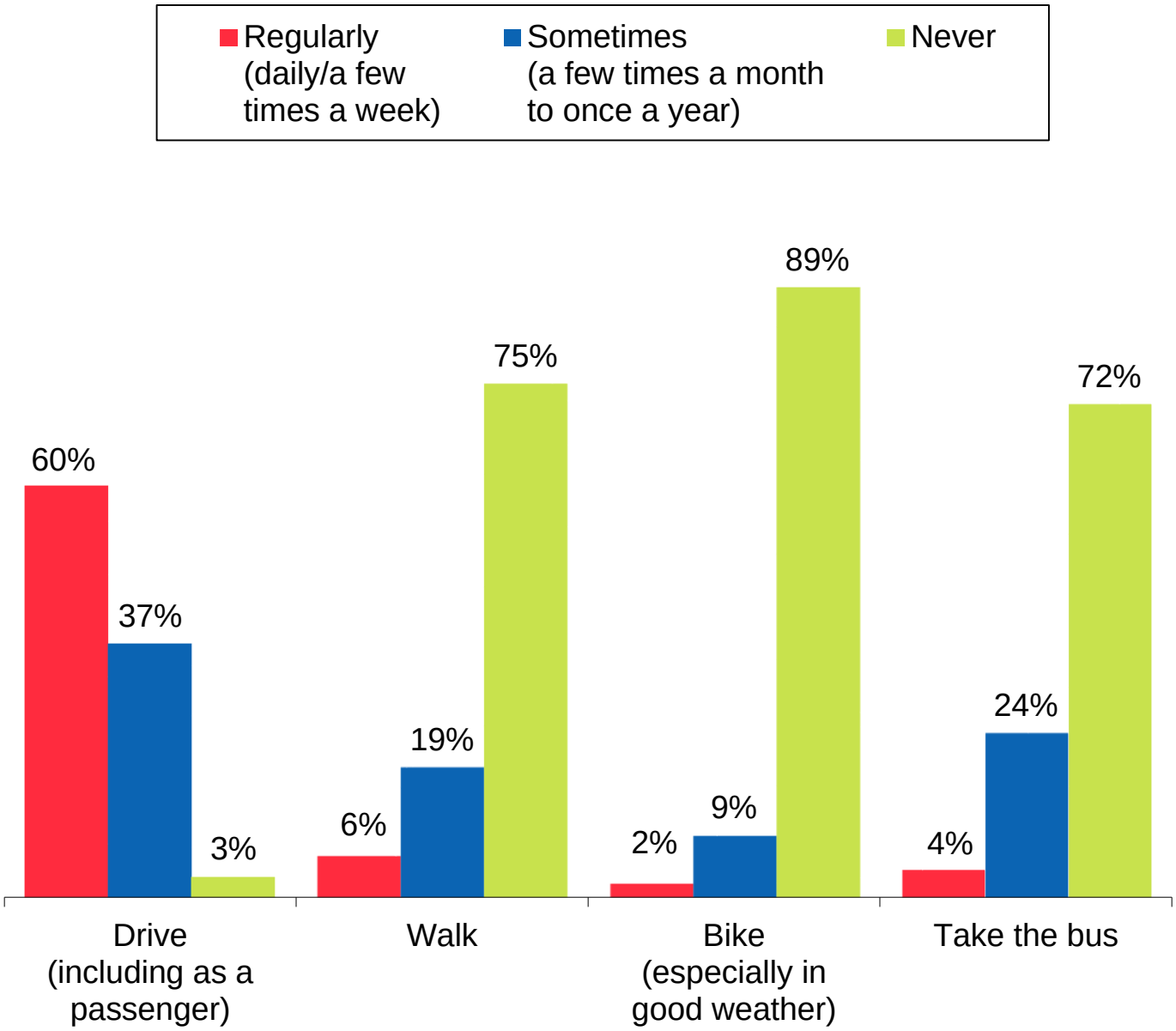
*All mentions accepted. Total may exceed 100%.

Base: All respondents

PROBE

FREQUENCY AND MODE OF ROUTE 90 TRAVEL

Q1. "Thinking of this stretch of Route 90 in particular, please tell us how often you do the following on this specific stretch…..?" (N=335)



Base: All respondents

PROBE

Appendix D – Meeting and Event Summaries

Route 90 Improvements Study – Property Meeting Event Summary

Location:	Carpathia School 300 Carpathia Rd.	**Date:** **Time:**	June 12, 2018 6 p.m. – 8 p.m.	**Attendees:**	42

Description:

Residents with property that may experience direct impacts from the project were invited to meet with the project team at the property owner meetings. It is important to note that at this time, complete details of property impacts are not yet known. The meetings presented the functional design and provided residents with information on potential property impacts. The meetings began with a short presentation that was followed by small group discussions.

The following event summary outlines the comments, questions and other information that was collected by or shared with the project team for the Route 90 Improvements Study. This is not intended to be an exhaustive list of items discussed at the meeting.

Comments and Questions:

1. **Land acquisition**
   a. When will the City begin appraisals and individual meetings with property owners regarding the purchase of their property?
   b. What is the difference between property acquisition and expropriation?
   c. How does the City decide or prioritize which properties will be purchased?
   d. How much notice will be given before acquisition?
   e. Why can't the City begin purchasing homes and rent them until the land is required for widening?
   f. Need clearer explanation of the expropriation process.
   g. The property acquisition process should deliver "same for same" in the same neighbourhood as compensation.
   h. What is the status of the Kapyong Barracks and discussions with Treaty 1?

2. **Fair market value**
   a. Concerns that the property values will decrease due to increasing traffic, vibrations and noise on Route 90 before the City begins appraisals, therefore impacting fair market value.

3. **Property**
   a. Should I renovate or keep improving my property?
   b. The Manitoba Youth Centre should be moved to reduce the number of houses required.
   c. Residents want to be treated fairly and remain in the community.
   d. Will the City pay for or guarantee a similar house in the River Heights area i.e. a 'house for a house' approach?

4. **Design**
   a. What is the proposed width of Route 90?
   b. If the widening of Route 90 isn't moving forward in the near-term, will work be done to Route 90 in the interim to stop vibrations experienced by nearby properties?

c. Can the rail line be used to lessen impacts along Route 90?
d. Sound attenuation and visual barriers are important. Open land with fences is not preferred like at Route 90 north of Ness Avenue.
e. Increasing the speed limit is a concern.
f. Noise and vibration issues from Route 90 need to be addressed in the new design.
g. Vibrations from the poor condition of Route 90 are a very serious concern and residents believe it is causing structural issues in homes.
h. The project costs are too high.

5. Local Access

a. Closing local accesses are a concern and will impact traffic flows through the residential neighborhoods.

6. Construction

a. When will construction begin?
b. Route 90 shouldn't be a truck route until it is fixed. It passes through a residential neighbourhood.

7. Transit

a. Why isn't rapid transit being considered for this route?
b. Will rapid transit be considered for Route 90?

8. Public engagement

a. Is today's presentation available on the project website?
b. Renderings of what Route 90 will actually look like would be helpful. The example images do not give an accurate example of the route's character.
c. Residents would like to see street addresses on the table maps.

Route 90 Improvements Study – Community Meeting Event Summary

Location:	Carpathia School Barbeque 300 Carpathia Rd.	**Date:** **Time:**	June 13, 2018 6 p.m. – 8 p.m.	**Attendees:**	150 (estimated)

Description:

The project team was invited to attend the Carpathia School Barbeque by the principal to raise awareness of the project, promote the online survey and gather input on the project. The Carpathia School Barbeque is a year-end celebration for parents, children and staff.

The following event summary outlines the comments, questions and other information that was collected by or shared with the project team for the Route 90 Improvements Study. This is not intended to be an exhaustive list of items discussed at the meeting.

Comments and Questions:

1. **Traffic**
   a. One attendee noted speeds were a concern to safely cross Route 90.
   b. Drivers currently speed and the proposed increase to 60km/hr may make speeding even worse.

2. **Design**
   a. Several attendees noted that they would like to see trees and landscaping along Route 90 to buffer noise.

3. **Local access**
   a. Several attendees commented that less access points to Route 90 was a positive improvement to safety.
   b. Less access point were also considered to reduce cut-through traffic in the neighbourhood.

4. **Active Transportation**
   a. Several attendees felt an on-street bike lane was too dangerous on Route 90 because it is designated as a truck route.
   b. One attendee strongly preferred a pedestrian and cycling bridge crossing at Lockston Avenue for safe crossing of school children
   c. One attendee felt a pedestrian and cycling bridge was out of scale with the neighbourhood.

Route 90 Improvements Study – Property Meeting Event Summary

Location:	Carpathia School 300 Carpathia Rd.	**Date:** **Time:**	June 14, 2018 6 p.m. – 8 p.m.	**Attendees:**	37

Description:

Residents with property that may experience direct impacts from the project were invited to meet with the project team at the property owner meetings. It is important to note that at this time, complete details of property impacts are not yet known. The meetings presented the functional design and provided residents with information on potential property impacts. The meetings began with a short presentation that was followed by small group discussions .

The following event summary outlines the comments, questions and other information that was collected by or shared with the project team for the Route 90 Improvements Study. This is not intended to be an exhaustive list of items discussed at the meeting.

Comments and Questions:

1. **Land acquisition**
   a. Will the Kapyong Barracks land be purchased or leased on a long-term basis by the City? If the land is leased, what guarantees that the lease will not expire?
   b. What costs are covered for the negotiation or expropriation processes?
   c. Are relocation costs and assistance finding a home included in the land acquisition process?
   d. What factors will City consider as part of land acquisition? Length of time in area? Cost of comparable houses in the area?
   e. When will City begin property appraisals and individual meetings with property owners regarding the purchase of their property?
   f. Will the City contact residents about land acquisition after funding is approved, or do residents need to contact the City?
   g. How does the City decide or prioritize which properties will be purchased first?
   h. How much notice will be given before acquisition?
   i. How long do residents have to negotiate or accept an offer before the City proceeds to expropriation?
   j. Do residents get more money from a negotiated purchase or by expropriation?
   k. Will the City buy purchase homes that are for sale now?
   l. Will the estimated costs for the Route 90 widening include the costs related to property acquisition?
   m. Can residents dispute an expropriation?
   n. Can the initial offer be reduced if it is refused and proceed to expropriation?
   o. Will the City compensate residents with properties not required for the widening but that are now in closer proximity to Route 90?
   p. Will the City provide an interpreter, if needed, for the property acquisition process?
   q. If the City expropriates a property, can the resident strip the property before it is demolished?
   r. Will all of the homes be acquired between Lockston Avenue to Tuxedo Avenue?
   s. What happens if negotiations with Treaty 1 over the Kapyong Barracks are not successful?
   t. Should homeowners renovate or keep improving their property?

u. Not all landowners might understand their rights due to language barriers, etc.

2. Fair market value

a. Will offers include more than fair market value, depending on individual circumstances?
b. How is fair market value determined?
c. Concerns that fair market value will decrease before the City begins acquiring property because the project is pending and people are aware of which properties are impacted.
d. A resident indicated that they have to sell their house now and will lose money because the project has decreased property values. Will the City compensate residents for lost value when the funding is approved?
e. Will fair market value consider the value today, or at the time of acquisition?
f. Can the City confirm if Winnipeg falls under the *Expropriation Act* (Manitoba)?
g. What are the factors that are considered when determining if a full or partial acquisition is required? For example, sound (decibels), distance of structures from roadway, etc.
h. The fair market value calculation should reference the neighbourhood and not just the specific property.

3. Property

a. How much notice will residents have before they have to vacate their home?
b. This whole process over the last ten years has been very stressful and feels unreasonable for property owners.
c. It is unfair to tear up an established neighbourhood and take homes for active transportation.
d. The City is negatively affecting property values as properties continue to degrade due to neglect from uncertainty around the project and of the condition of Route 90 in the interim. There are no willing buyers for homes on Route 90 because of the uncertainty around the project.
e. Suggestion that the Route 90 Improvements Study be put on hold while the City pilots smaller-scale improvements including adding collector lanes for turning movements at intersections and closing local accesses to see how much traffic flow can improve without having large impacts on the neighbourhood.

4. Traffic

a. Overweight trucks are illegally using Route 90 at night.
b. Vibrations are already a problem and there are concerns that the new project will make vibrations worse.

5. Design

a. What is the proposed width of Route 90?
b. The footprint of Route 90 seems to be increasing over the years.
c. Will sound barriers be constructed along the route? When will those decisions be made?
d. Increasing the speed limit is a concern.
e. The project costs are too high.
f. The City should close the median and eliminate lights at Academy Road now to improve traffic while design and construction are pending.

6. Local access

a. There was support for an access road from Boulton Bay to Taylor Avenue for the Kenaston Estates residents, both during construction and once Route 90 is finished.

b. Will access roads be included to facilitate exit from Kenaston Estates to Taylor or Grant (instead of directly onto Route 90)?
c. What is the plan for emergency vehicle access during construction?
d. Concerns with closure of Academy Road on the west side of Route 90. Will the closure cause more traffic to travel down Willow Avenue?
e. Closing local accesses are concerning and will impact traffic flows through residential neighborhoods.
f. Has the City considered a "right-in, right-out" approach at Tuxedo Avenue?

7. Active transportation

a. A resident commented that sidewalks see little use along Route 90 because of the salt, sand and spray. If active transportation is included along Route 90, it will need to be much farther away from the roadway, or on side streets, to avoid similar problems.
b. Strong support for half-signals between major intersections to increase connectivity.
c. Homes should not be acquired for active transportation pathways. Use Lockwood Street as the active transportation route instead of Route 90 if needed.

8. Construction

a. When will construction begin?
b. Why is it taking so long for Route 90 to be widened?
c. How will construction be phased?
d. Route 90 shouldn't be a truck route until current issues are fixed.
e. How many lanes of traffic will be maintained during construction?

9. Public engagement

a. When will an updated design showing impacts to properties be available to the public?
b. Please present what properties will be needed (full and partial takings) during the preliminary design.

Route 90 Improvements Study – Community Meeting Event Summary

Location:	Haven II Apartment Building Multipurpose Room 1st Floor, 21 Boulton Bay	**Date:** **Time:**	June 19, 2018 6 p.m. – 8 p.m.	**Attendees:**	86

Description:

Residents in the project area were invited to meet with the project team at the community meetings. The meetings presented the functional design and provided an opportunity to share input and questions with the project team. The meetings began with a short presentation that was followed by small group discussions.

The following event summary outlines the comments, questions and other information that was collected by or shared with the project team for the Route 90 Improvements Study. This is not intended to be an exhaustive list of items discussed at the meeting.

Comments and Questions:

1. **Traffic**
   a. Add signs indicating "do not block intersection" along Route 90.
   b. Closing the access to Denman Place entrance is an issue for residents and emergency vehicles.
   c. No parking should be allowed on the proposed service road.
   d. Will the proposed service road be signalized at Taylor Avenue? Taylor Avenue is already very busy and could be challenging to turn in and out.
   e. Concern over current speeds on Route 90.
   f. Longer left turning time from Grant Avenue to Route 90 is required.
   g. There were concerns that Winnipeg drivers will not respect the half signals.
   h. Support for two left turn lanes from Grant Avenue to Route 90.
   i. The half signal will improve crossing safety from Boulton Bay.
   j. Closing the median at Boulton Bay will be an inconvenience, but there was broad recognition that it doesn't work very well right now.
   k. There were concerns with the number of half signal intersections along Route 90 and the potential impacts to traffic flow.
   l. Suggestion for a pedestrian and cycling bridge at Boulton Bay to reduce number of lights that could slow traffic.
   m. Why is there no left-hand turn onto Route 90 from Portage Avenue?
   n. Address cut through traffic with design and truck traffic management.

2. **Design**
   a. Will sound attenuation impact property values?
   b. What is being done to minimize noise for the residents due to increased traffic?
   c. Green space is best along the route and will provide a space for kids to play.
   d. Sound attenuation should be included along Route 90.
   e. The alignment should be shifted westwards by acquiring Manitoba Youth Centre as well as using the rail bridge for active transportation.
   f. Would like to see some mixed-use development along the route and low rental housing.

g. There were questions about how Kapyong will affect the Route 90 Improvements Study.
h. What is the timeline for the Kapyong development?
i. Can Kapyong be used to reduce amount of property taken for the project?

3. Local access

a. Closing the median opening at Boulton Bay would reduce the convenience of residences living in the Ponds and Denman Place. The back lane is narrow, and it would be difficult getting in and out.
b. There were safety concerns about the location of the proposed service road being located between the multifamily units and the park. Children would need to cross the service road to get to the park.
c. Concerned about the volume of traffic using the proposed access road due to high density of the complexes and concerns about others using it as thoroughfare.
d. During construction, maintain access for vehicles and pedestrians from Taylor Avenue to Superstore and the bus stop on Grant Avenue.
e. Some residents were very supportive of the new access off Taylor Avenue, as the existing left turn from Route 90 is challenging and unsafe. Residents requested that the new Boulton Bay access be constructed as soon as possible to help alleviate traffic due to construction of Route 90 and suggested it could be a separate project from the Route 90 widening.
f. Some residents would like to see proposed service road constructed last.
g. Some residents suggested the proposed service road should be located in front of the buildings. Another suggestion was to use the back lane behind Centennial Street for access.
h. Some residents suggested the proposed access road shifted behind park.
i. The prosed service road was well received by residents who were concerned about how the handi-transit shuttle would access the building if the median at Boulton Avenue was closed.
j. Could the City extend the proposed service road be extended at the back of the multi-family sites to access the Ponds?
k. Access to the Ponds is limited to northbound only. With 168+ residents and vehicles, is a private rear access needed?
l. A number of participants requested access into the Ponds from southbound Route 90.
m. There was a mix of opinions about the crossing at Lockston Avenue. A number of people incorrectly thought that the Carpathia School catchment boundary was Route 90 and that students did not have to cross Route 90.
n. Benches must be located between Taylor Avenue and Superstore to help elderly populations with grocery bags.
o. Concerns that the proposed service road between multi-family units and the park will result in increased noise. A noise wall is not desired.
p. Closing certain local accesses could be detrimental in emergency situations.
q. Closing u-turns at Carpathia Avenue will mean Kenaston Village tenants have to go further south done Route 90 or to Grant Avenue from access.
r. There was support for two left turn lanes from westbound Grant Avenue to southbound Route 90, as proposed in the functional design.
s. Parking along the proposed service road should not be permitted.
t. The City should add turning onto Centennial during rush hour.
u. Traffic lights should be added along Taylor Avenue for the proposed service road.
v. The City should consider elderly and youth before closing turn lane access.

4. Active transportation

a. Some pedestrians preferred the buffered bike lane as it separated the cyclists from the pedestrians. Bikes are very quiet and startle pedestrians, which could result in crashes.
b. Significant concerns about mixing cyclists and pedestrians together on multi-use path because there are so many seniors that walk this route to Superstore, but also general support for the open, relaxed feel. What is the solution to achieve both?
c. Other pedestrians prefer the multi-used path or a wider sidewalk to walk to Superstore.
d. Support for a cycling and pedestrian bridge near Carpathia School with cage fencing to prevent people from throwing items at cars.
e. The long ramp for the pedestrian and cycling bridge crossing would be a deterrent to use.
f. Concern about snow clearing on pedestrian and cycling bridge.
g. The active transportation paths should be wide to accommodate users and snow clearing equipment.
h. Concern that the proposed service road from Taylor Avenue would drastically change the feel and safety of crossing to Joe Malone Park. There are lots of families in the multi-family buildings that use Joe Malone Park regularly.
i. A crosswalk should be added to the proposed service road from the Boulton Estates to Joe Malone Park.
j. A few participants suggested to have active transportation only on one side of Route 90 and to replace the east side active transportation with the proposed service road.
k. Suggested using side streets for active transportation instead.
l. There was support for the half-signals to improve connectivity for pedestrians and cyclists; one participant noted except during rush hour.
m. Will there be a half-signal at Taylor Avenue and the proposed service road?
n. There are a lot of dog walkers in the neighborhood who need safe crossings.
o. The existing sidewalks need to be improved.

5. Construction

a. Will the Waverley underpass be finished before this Route 90 construction begins?
b. Will Grant be closed during construction?
c. Concerns about bus service delays during construction phase.
d. Will sidewalks remain open during construction?

6. Transit

a. Residents indicated that punctuality of transit buses is a concern and also the frequency of buses should be increased. The proposed bus stops should be sheltered.
b. Support for the transit priority signals.
c. The bus shelter at Corydon needs to be well lite.
d. The bus stops at Boulton Bay are good, but reliability/timeliness of transit is the issue (due to traffic delays).
e. Support for intersection enhancements for transit.
f. Keep bus stops on both sides of the street at Boulton Bay.
g. Maintain bus shelters, including snow clearing and seating.
h. The Grant Avenue bus stop is very important.

Route 90 Improvements Study – Community Meeting Event Summary

Location:	Carpathia School 300 Carpathia Rd.	**Date:** **Time:**	June 25, 2018 6 p.m. – 8 p.m.	**Attendees:**	80

Description:

Residents in the project area were invited to meet with the project team at the community meetings. The meetings presented the functional design and provided an opportunity to share input and questions with the project team. The meetings began with a short presentation that was followed by small group discussions .

The following event summary outlines the comments, questions and other information that was collected by or shared with the project team for the Route 90 Improvements Study. This is not intended to be an exhaustive list of items discussed at the meeting.

Comments and Questions:

1. **Land acquisition**
   a. Will there be compensation for adjacent homes that are not acquired by the City?
   b. How does the City determine if a partial or full taking is required?
   c. Concerns about the amount of homes will be demolished for the pedestrian and cycling bridge and the length of the ramps.
   d. Interest in the discussions with the Manitoba Youth Centre for land acquisition.
   e. Suggestion to move the Manitoba Youth Centre or the architecture firm in former Canada Post building as an alternative to taking homes on the east side of Route 90.
   f. Would like more information from the Province about why the Manitoba Youth Centre cannot be relocated, including: whether building is outdated, renovated, how many people use it, whether it could be built elsewhere.
   g. A number of participants asked why the corridor does not use the existing roadway next to the Manitoba Youth Centre between Tuxedo Avenue and Willow Avenue.
   h. Will Kenaston Village property be acquired?
   i. The whole approach to acquisitions has been difficult on residents.
   j. The effect on property value is not clear.

2. **Traffic**
   a. Residents preferred to keep the left hand turn lane into Boulton Bay or add a traffic light to reduce shortcutting through the neighbourhood from Taylor Avenue or Grant Avenue.
   b. Preference for two left turn lanes from Portage Avenue onto Route 90.
   c. Would like a longer left turn signal at Corydon Avenue to reduce u-turns at Ubique Crescent.
   d. Request for a new median opening on Route 90 to allow left turns at the Ponds since Boulton is closed and do u-turns are no longer permitted.
   e. Concerns about adding additional half signals along Route 90 and their impacts to traffic.
   f. Concerns about the effectiveness of the westbound left-turn from Portage Avenue onto southbound Route 90. Some participants think traffic will back-up and would prefer the loop to remain open.
   g. Congestion near the Rady Centre needs to be addressed.

h. A few participants noted they would like to close Willow Avenue on the west side of Route 90 to reduce shortcutting at the Rady Centre.
i. There is no turnaround at the end of Lockwood Avenue. Service vehicles will have to use the back lane to loop around.
j. The speed limit should be 60 km/hr for the new bridge.
k. No improvements are being made to an already congested area on the west side of Willow Avenue despite increased traffic.
l. Eliminating the left turn at Bouton Bay feels like a done deal. Concerned about emergency vehicle access.
m. Would like to see parking restrictions on Academy Road during afternoon rush hour to improve traffic flow. Right now there is a bottle neck merging eastbound onto Academy Road from Route 90. The second turning lane gets stuck behind parked cars on Academy Road.
n. Concerns that an improved Route 90 would increase truck traffic.
o. Can truck traffic be reduced?
p. Trucks should use CenterPort instead of Route 90.
q. Can truck traffic be restricted to a single lane to avoid congestion and potentially help mitigate vibrations?
r. When was truck traffic as 4% of total Route 90 traffic measured? Four percent is still 3,000 trucks per day.

3. Design

a. A number of participants expressed interest in a sound wall, particularly from Willow Avenue to Academy Road.
b. There was interest in learning more about different sound attenuation options available (i.e. walls, berms, etc.).
c. Concerns and comments about current vibration along the corridor.
d. Landscaping noted as a possible alternative to a sound wall.
e. Interest in learning more about vibration study that will be done by the City as part of the study
f. Why does sound attenuation not appear on the map?
g. Some participants do not want a sound wall and noted that in some locations there isn't enough room for a berm. Other participants preferred a sound wall.
h. Will residents get a chance to comment on the type of sound attenuation?
i. A substantial wall for sound attenuation should be installed west of the connecting service road or west of the proposed active transportation path.
j. A sound attenuation wall should have space for pedestrians and cyclists to exit/enter other than at major intersections (e.g. Willow Avenue).
k. One participant noted that multi-family development may be an acceptable substitute for a sound wall but would like development to consider existing on-street parking availability to prevent future issues.
l. What is required to reduce vibrations? Quality of concrete? More space on either side?
m. Will half signals increase stop and start movements on Route 90, thereby increasing vibrations from trucks stopping/starting?
n. Will truck traffic projections take into account increased truck activity from CentrePort? How are the projections calculated? Is the future Waverley Underpass factored in?
o. We can't afford this project. Why isn't the City looking at scaled down options and improvements instead, like restricting truck traffic, high occupancy vehicle lanes and intersection improvements?

p. Motorcycles do not trigger the traffic lights at Tuxedo Avenue likely because they do not weigh enough. It would be good to see this corrected as part of the design.
q. Concern that 6 lanes will reach capacity shortly after being built.
r. Beautify the corridor with more green space.

4. Local access

a. Some residents were in favor of closing local accesses in the northern part of the study area while other residents were not in favor of reducing accesses.
b. Closing Lockwood Street would force residents onto Centennial Street for access.
c. Reduced access at Lockston Avenue and Academy Road should help reduce neighbourhood shortcutting.
d. Residents of Kenaston Village noted that removing left turn lanes is not great, but understand why it is needed.
e. Suggestion to make Lockston Avenue a right in/right out with a half signal instead of a full closure.
f. The City should consider moving the proposed service road from Taylor Avenue further east and off the Kapyong lands to run behind Superstore.

5. Active transportation

a. General support for including active transportation in the project.
b. Preference to keep cyclists and pedestrians separate on whatever active transportation path is chosen.
c. Mixing cyclists with pedestrians is too dangerous for pedestrians.
d. Why can't the old rail bridge and rail line be used for active transportation instead Route 90?
e. The City should consider more active transportation options than the two presented - alternate routes, etc.
f. Concerned about ice on the proposed pedestrian and cycling bridge at Lockston Avenue. What is the strategy/frequency for snow clearing? Can the City explore heated walkways?
g. Some participants preferred the street-level crossing because they felt the bridge will likely not be used and therefore be a waste of money.
h. The street-level crossing at Lockston Avenue has a smaller footprint and will reduce the number of homes required.
i. Will maintenance and lightning for the bridge be covered in this study?
j. The pedestrian bridge should be is built as early as possible in the first phase of construction.
k. There is current challenges crossing Route 90 and it will get more difficult with more lanes; reinforcing the importance of safe pedestrian crossings.
l. There is distrust that the half signals won’t just be turned into regular traffic lights.
m. How many school children live on the west side of Route 90?

6. Construction

a. Request that the project not take more homes or trees than needed.
b. Geotechnical analysis needs to be done as part of the road reconstruction to ensure the long term quality of the roadway and reduce future vibration and possible sink holes.
c. Use concrete at intersections instead of blacktop.
d. Would the project include rebuilding the road beds between Grant Avenue and Corydon Avenue?

e. Where will construction vehicles park during construction?
f. Questions about damage to homes during construction.

7. Public engagement

a. Mailed invitations are best, but the City could also keep condo management companies informed of upcoming meetings.
b. How will feedback and comments be incorporate into the study?
c. There are concerns and distrust about the process.
d. How many resident groups are on the PAC?
e. Kenaston Community Network should be represented on the PAC.
f. How will questions raised at the meetings be addressed?
g. How will feedback be analyzed and responded to? What about on issues where there is a lack of consensus?
h. Residents need to be included on the planning committee.
i. The City needs to continue giving updates and hosting meetings.

Route 90 Improvements Study – Community Meeting Event Summary

Location:	Viscount Gort Hotel 1670 Portage Ave.	**Date:** **Time:**	June 26, 2018 6 p.m. – 8 p.m.	**Attendees:**	39

Description:

Residents in the project area were invited to meet with the project team at the community meetings. The meetings presented the functional design and with an opportunity to share input and questions with the project team. The meetings began with a short presentation that was followed by small group discussions .

The following event summary outlines the comments, questions and other information that was collected by or shared with the project team for the Route 90 Improvements Study. This is not intended to be an exhaustive list of items discussed at the meeting.

Comments and Questions:

1. **Traffic**
   a. Challenges turning onto eastbound Portage Avenue from northbound Route 90 with only one lane of traffic. Traffic cutting through the Viscount Gort parking lot will still be an issue, and may worsen with increased volumes of traffic on Route 90.
   b. Off ramp improvements should include two lanes to eliminate short cutting through Viscount Gort parking lot.
   c. Concerns with the additional intersection on Portage Avenue, as the signalized intersections at Queen Street, Berry Street and St James Street already cause congestion.
   d. Preference to keep the Portage Avenue loop open and signaled, as there are concerns over the turn lane.
   e. Support for eliminating Portage Avenue loop ramp, as it is challenging and unsafe to merge with southbound traffic.
   f. Support for reducing the number of intersections along Route 90.
   g. Currently vehicles u-turn from westbound Portage Avenue to southbound Route 90 and it is not safe.
   h. What are the traffic counts during morning and afternoon rush hours?
   i. On-street parking on Academy Road creates a bottleneck. There should be parking restrictions during peak hours.
   j. How will the Route 90 improvements address cut through traffic on Centennial Street?
   k. Support for a consistent speed.
   l. The route should be expanded to four lanes instead of six lanes.

2. **Design**
   a. Route 90 should be widened to more than six lanes and more intersections should be eliminated.
   b. A greenway approach, like Bishop Grandin, is better than combined on-street approach, like Sherbrook.
   c. The naturalized berm along Wilkes from Waverley Street into Linden Woods d is a good example to follow where there is room to along Route 90.

d. Condos and apartments are the best treatment for sound attenuation. The example of Richmond Way between Red Lobster on Portage Avenue and Wolseley Avenue West was given.
e. What will sound attenuation look like?
f. Some residents supported a sound wall from Wellington Crescent to Academy Road to reduce traffic noise.
g. Large sounds walls along major routes in US are nice, attractive and incorporate landscaping.
h. Aviation and military history in the area would be good themes for public art.

3. Local access

a. How will emergency vehicles access west of Academy Road if the intersection is closed?
b. How will emergency vehicle access across Portage Avenue be accommodated?
c. Support closure of Academy Road west of Route 90 as this intersection is unsafe.
d. A wall or barrier from Wellington Crescent to Willow Avenue should be installed to eliminate pedestrian shortcutting.

4. Active transportation

a. The pedestrian underpass at Portage Avenue is dirty, and unsafe. It should be cleaned up.
b. The informal route for pedestrians and cyclists around Herzing College is currently a problem due to poor sightlines. The new design will formalize this route. Are there other options to explore?
c. The pedestrian bridge at Lockston Avenue would be a safer option.
d. The Carpathia School catchment area or enrollment numbers might change in the future so it might not be wise to invest in an overpass crossing.
e. Concerns about crossing between Viscount Gort and parking lot, especially if the off-ramp is widened.
f. Preference not to combine pedestrians and cyclists.
g. Will there be pedestrian signals to get across the islands?
h. Preference for bike lanes on both sides of Route 90.
i. A pedestrian and cycling overpass over the decommissioned railway bridge was suggested.

5. Construction

a. Will the City set specific hours for construction?
b. Maintaining local access around Kiltarton Towers and St James to southbound Route 90 important during construction.
c. Concerns about construction noise.
d. Clarity on how new St. James Bridges will function was important for people
e. What are the timelines for construction?

6. Transit

a. Transit priority signals are good idea to improve transit service.

Route 90 Improvements Study – Community Meeting Event Summary

Location:	Carpathia School 300 Carpathia Rd.	**Date:** **Time:**	June 27, 2018 6 p.m. – 8 p.m.	**Attendees:**	53

Description:

Residents in the project area were invited to meet with the project team at the community meetings. The meetings presented the functional design and provided an opportunity to share input and questions with the project team. The meetings began with a short presentation that was followed by small group discussions.

The following event summary outlines the comments, questions and other information that was collected by or shared with the project team for the Route 90 Improvements Study. This is not intended to be an exhaustive list of items discussed at the meeting.

Comments and Questions:

1. **Property**
   a. Why is so much land required, especially in an established neighbourhood?
   b. River Heights is an older neighbourhood, established, and there is a huge need for land for this project to move forward. Does it really make sense? Can it be narrower?
   c. Can smaller scale improvements be made to Route 90?
   d. Can the City make compromises to lower cost and amount of land needed?
   e. Concerns about the overall cost of the project.
   f. What will separate the new active transportation path from the back lane and backyards of remaining houses?
   g. Why does this project have to have so much impact on existing homes – is this going to delay the project even more?

2. **Traffic**
   a. How far into the future have traffic projections been calculated?
   b. If Academy Road west is closed, what will traffic increase at Doncaster Street?
   c. What happens when Wellington Crescent is closed on Sundays and holidays from May - September? Will traffic be rerouted down Doncaster Street?
   d. There are speed issues on Doncaster Street.
   e. What will be the impact to traffic on Tuxedo Road once Route 90 intersections are closed?
   f. Can traffic volumes be addressed through a High Occupancy Vehicle designation to help change behavior? Are HOV's being considered? If not, why not?
   g. Alternate forms of transportation need to be included other than just single occupancy vehicles.
   h. The City needs to consider how too many cars are the cause of lane congestion and work towards moving people from cars to more efficient modes of transportation.
   i. Trucks are carrying hazardous waste down Route 90 and idling at traffic lights.
   j. The City needs to look at a traffic congestion solution that does not add lanes.
   k. Why is the new right-of-way so wide? Two bike paths on Route 90 are not needed.
   l. Can there be an emergency lane down the middle of 6 lanes?
   m. The half signal causes too much traffic congestion.

n. There are safety concerns at the intersection of Wellington Crescent and Doncaster Street from increased traffic flow.
o. Can a new bridge also be built across the Assiniboine River in an additional location?

3. Design

a. Why does the City need 5 meter medians?
b. The functional design does not consider east-west connections enough, especially with respect to access to Assiniboine Park.
c. There was a statement that impact on environment is to be minimized and yet I hear that road alignment is the first priority. This means cars and concrete.
d. We have to consider the environment and the mature trees in the neighbourhood.
e. Greenspace shouldn't be an afterthought - what input can be offered on environmental design now?
f. What does the objective "minimize impact on the environment" mean?
g. What is the 'impact reduction strategy'? Is it for impacts related to noise, kids on street, houses, etc.?
h. Can the Manitoba Youth Centre land be used to move the alignment west to impact fewer houses?
i. Trees or shrubs used in landscaping struggle to survive with the salt, as was seen on Route 90 north of Ness Avenue.
j. There are clearance issues on Wellington Crescent under the St. James Bridges. A notice for tall vehicles must be at Doncaster Street before vehicles turn onto Wellington Crescent.

4. Local access

a. Concerns about the second Denman Place access being closed at Route 90. Only one access to Denman Place is not enough.
b. What side street accesses are being closed?
c. The City should consider closing Willow Avenue completely and direct traffic to Tuxedo Avenue.
d. Closure of Lockwood Street at Academy Road and Academy Road west of Route 90 does not provide for service vehicles enough room to turn around and exit.

5. Active transportation

a. Where is the pedestrian and cycling access to Route 90?
b. Pedestrian and cycling access to Assiniboine Park is important.
c. Concern about pedestrian access across Route 90 especially at Lockston Avenue for children walking to Carpathia School.
d. Are there active transportation connections in the surrounding community not just for flow between Taylor and Portage? What is being considered along the way?
e. The active transportation path on the east side terminates at the St. James Bridges. Only the west side is needed.
f. A pedestrian and cycling overpass over the decommissioned railway bridge was suggested.
g. Cyclists in the community will be predominately moving east-west to Assiniboine Park or the Assiniboine Forest. Are two bike paths going north-south along Route 90 really needed?
h. The City should construct overpasses at Lockston Avenue and Willow Avenue for safety of pedestrians and traffic flow.
i. An overpass at Lockston Avenue is a safety issue.

6. **Transit**
   a. There are no plans for “Park and Ride” locations along Route 90. Transit users from Charleswood currently park in streets adjacent to Route 90 and take the bus. Not including Park and Ride locations is a missed opportunity. Please consider it.
   b. There is currently a bus stop at the ramp onto Academy Road. Is that bus stop being accommodated on the new exit ramp? If not, where is it being moved to? Could possibly build a bus pullover where old train track crossed Academy Road?
   c. Will the bus stop located at southbound Route 90 at Academy Road going south also accommodated in the new design?
   d. All bus stops should be accessible via sidewalks from residential streets.

7. **Public engagement**
   a. The Kenaston Community Network stated that there are other options available. I would like to see other options but not if it's going to be a waste of time.
   b. What will be the process for the community?
   c. The main message received during presentation was “road design first, residual land will be dealt with later”.
   d. The information provided on at the meeting is only about project plan. No alternatives are presented.

Route 90 Improvements Study – Pop-up Events Summary

Location:	Outlet Collection Winnipeg 555 Sterling Lyon Pkwy.	**Date:**	June 20, 2018 June 28, 2018	**Time:**	6 p.m. – 8 p.m. 2 p.m. – 4 p.m.	**Attendees:**	81 90

Description:

The pop-up events were an informal, come-and-go style event open to all Winnipeggers to present the functional design, promote the online survey and provide the public with an opportunity to discuss the project. The pop-up event consisted of four presentation boards around a table map with the project team available to collect input and answer questions. The pop-up events were held at a busy mall near the project area to engage a demographic that might not normally participate in other methods and those who weren't previously interested in the project.

The following event summary outlines the comments, questions and other information that was collected by or shared with the project team for the Route 90 Improvements Study.

Comments and Questions:

1. **Property**
   a. Concerns that property values of the remaining homes will decrease and a lack of compensation for those homes that will eventually back onto Route 90.
   b. What will the City will do with the residual land?

2. **Traffic**
   a. A turning light is needed westbound Corydon Avenue to southbound Route 90.
   b. Concerns with shortcutting and excessive traffic on Centennial Street.
   c. Concerns that traffic counts provided by the City are out of date.
   d. Trucks should use CentrePort instead of Route 90.
   e. What will the new speed limit be?
   f. Instead of adding an additional signalized intersection to Portage Avenue, keep the loop open and increase the acceleration lane.
   g. The City should build eight lanes now to meet current and future traffic loads. Six lanes are not enough.
   h. The Grant Avenue intersection should allow for longer for north/south movement and shorter east/west.
   i. The Academy Road off ramp is two lanes but parked cars on Academy Road create a bottle neck. Most cars turn down Centennial Street. There should be no right turns onto Centennial Street and no parking on Academy Road during peak hours.
   j. Could Lanark Street be enhanced from Academy Road to Taylor Avenue where traffic lights already exist? This could reduce traffic on other residential streets.
   k. Concerns about the number of additional traffic lights (half signals) along Route 90.

3. **Local access**
   a. Questions about the service road at Taylor Avenue.
   b. The fire paramedic access on Taylor Avenue should be improved with flashing signals.

c. Property should be “banked” now for future upgrade requirements like grade separations (diamond style interchanges). Grade separation at Grant and Kenaston is already warranted.

4. Active Transportation

a. Active transportation needs winter maintenance like snow clearing and removing snow piles.
b. A pedestrian and cycling overpass is too expensive and not a responsible use of money. Pedestrians and cyclists should use the enhanced street-level crossing instead.

5. Transit

a. There is a lack of buses servicing Route 90 and the Outlet Collection Winnipeg mall. Mall employees would like to use transit as well as shoppers.
b. Provide “bus stop bays” so that the buses do not block traffic when loading/unloading passengers.

6. Construction

a. Concern of construction noise close to Kiltarton Towers.

Appendix E – Pop-up Event Materials

Welcome!

Thank you for attending today's event for the Route 90 Improvements Study.

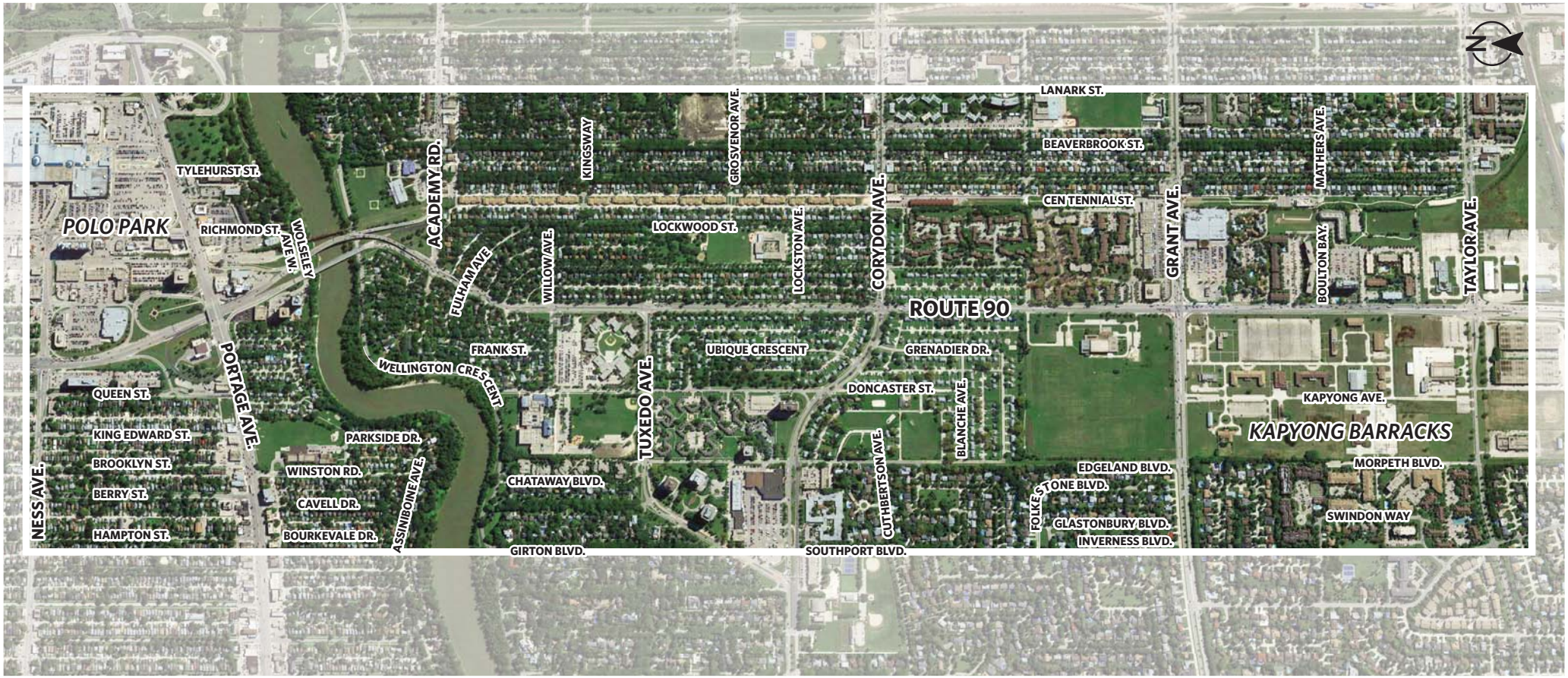
The following resources are available to you:

1. An overview map of the entire project. Note that the map is still draft and will continue to be refined as the project progresses.
2. Take home information sheets providing answers to commonly asked questions and information about opportunities to participate, like our short online survey.
3. Knowledgeable project representatives, who will be happy to answer questions about the project.

Learn more about the project and stay up-to-date on the latest information at winnipeg.ca/route90

Route 90 Improvements Study

Place a sticker on the map to indicate where you live or work.



Frequently Asked Questions

Why does Route 90 need to be widened?

Route 90 links major residential, employment, and commercial areas in the southwest and northwest quadrants of Winnipeg. Upgrades will address current and future traffic volumes, new development and future redevelopment, as well as the needs of pedestrians, cyclists, and transit users.

What part of Route 90 are we talking about?

The study area is between Ness Avenue and Taylor Avenue. It includes the St. James bridges, the Portage Avenue interchange, Academy Road intersection and all ramps associated with them.

What changes can we expect?

The design calls for three through lanes each way on Route 90, for a total of 6 lanes along the corridor. The project will also consider improvements at key intersections including Grant, Taylor, Corydon and Tuxedo, and the Portage Avenue interchange. Other considerations include transit and pedestrian/cycling improvements and land use development potential along the corridor. Placemaking improvements such as landscaping, green spaces and public art will be considered to integrate the route into the surrounding area.

When will construction on Route 90 begin?

Construction on Route 90 would only begin after preliminary design is complete and City Council has approved the project and funds for detailed design and construction.

Will pedestrians and cyclists be able to use the route?

The design will accommodate all users, including vehicles, pedestrians, cyclists and transit. Dedicated pedestrian and cycling improvements may include alternative ways to cross Route 90, and allow for better connections to existing corridors to the downtown and recreational sites such as FortWhyte Alive and Assiniboine Park. A pedestrian overpass of Route 90 and street-level crossing are both under consideration at Lockston Avenue.

Will my property be affected?

Improving Route 90 includes balancing the needs of neighbourhood residents with improving capacity for vehicles, transit, pedestrians, and cyclists. The City will consider property impacts along the corridor as part of the design process, which includes privately owned and government properties. Potentially affected property owners will be kept informed throughout the project.

Questions about the project? Post them here!

Route 90 Improvements Study

The City of Winnipeg is working to develop a preliminary design for the widening of Route 90 between Taylor Avenue and Ness Avenue, including the St. James bridges.

Take a short survey at winnipeg.ca/route90

Visit us online at winnipeg.ca/route90 for information about the project and opportunities to participate.

Come to a Pop-up Event

Location: Outlet Collection Winnipeg mall
555 Sterling Lyon Parkway

Date: June 20, 2018
Time: 6 p.m. to 8 p.m.

Date: June 28, 2018
Time: 2 p.m. to 4 p.m.

For inquiries or for those who require alternate formats or interpretation in order to participate, please email Route90@winnipeg.ca or call 204-943-3178.

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Route 90 Improvements Study

FREQUENTLY ASKED QUESTIONS

BETTER TRAFFIC FLOW

SAFE CROSSINGS

SUPPORTING PEDESTRIANS + CYCLISTS ALONG THE CORRIDOR

LANDSCAPING + GREENSPACES

ACCOMMODATING FUTURE DEVELOPMENT

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Route 90 Improvements Study

Stay up to date on the latest information at winnipeg.ca/route90

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