

Background

Henderson Highway is a vital connection for commuter vehicles, cyclists, pedestrians, and trucks alike.

Therefore, it must serve a wide variety of needs and users, while being safe and efficient. The Henderson Highway North Improvements Study is looking to improve safety, traffic flow, and livability along Henderson Highway from Gilmore Avenue to the north city limit at Glenway Avenue.

Engagement

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

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

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

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



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

Promotion

Public engagement opportunities were promoted using the following methods:

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

Henderson Highway North Improvements Study

Phase 3 Public Engagement Summary



Table 1: Phase 3 public engagement opportunities

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

Who we heard from

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



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



61% of respondents live on/near the project area



43% of respondents visit the project area



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

What we heard

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

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

Table 4 highlights prominent themes and how feedback was considered.

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

Table 2: Overall improvements

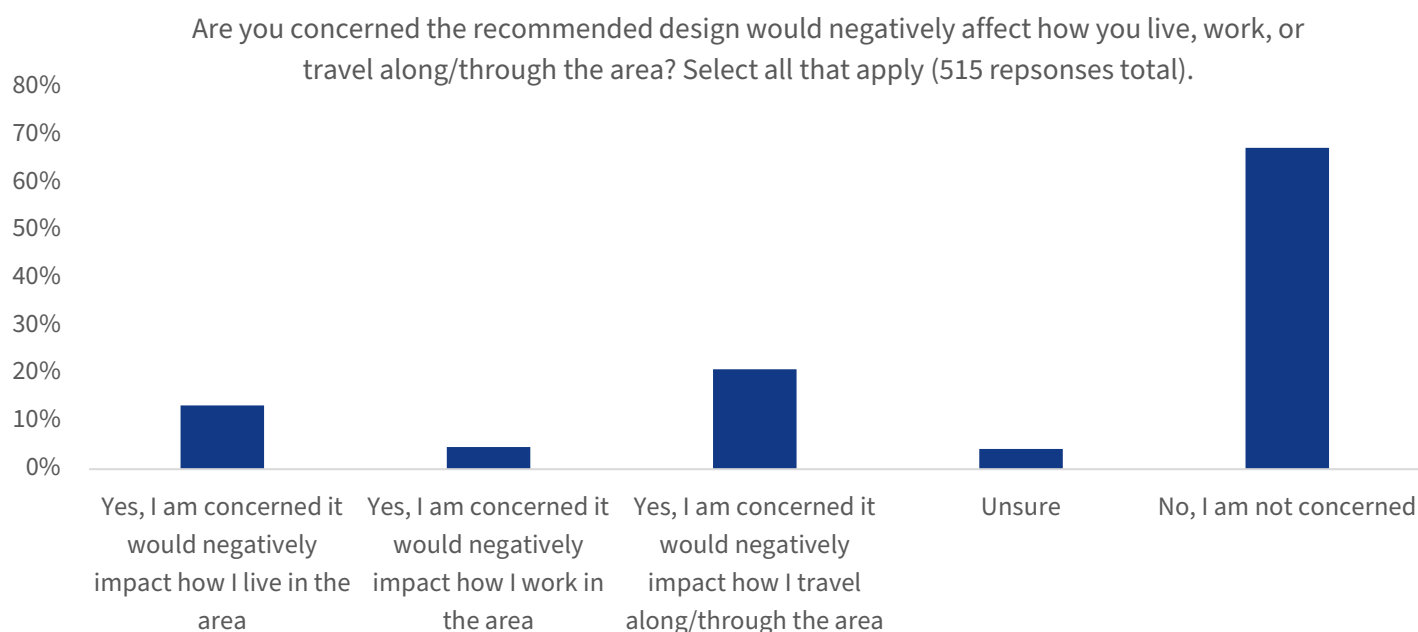
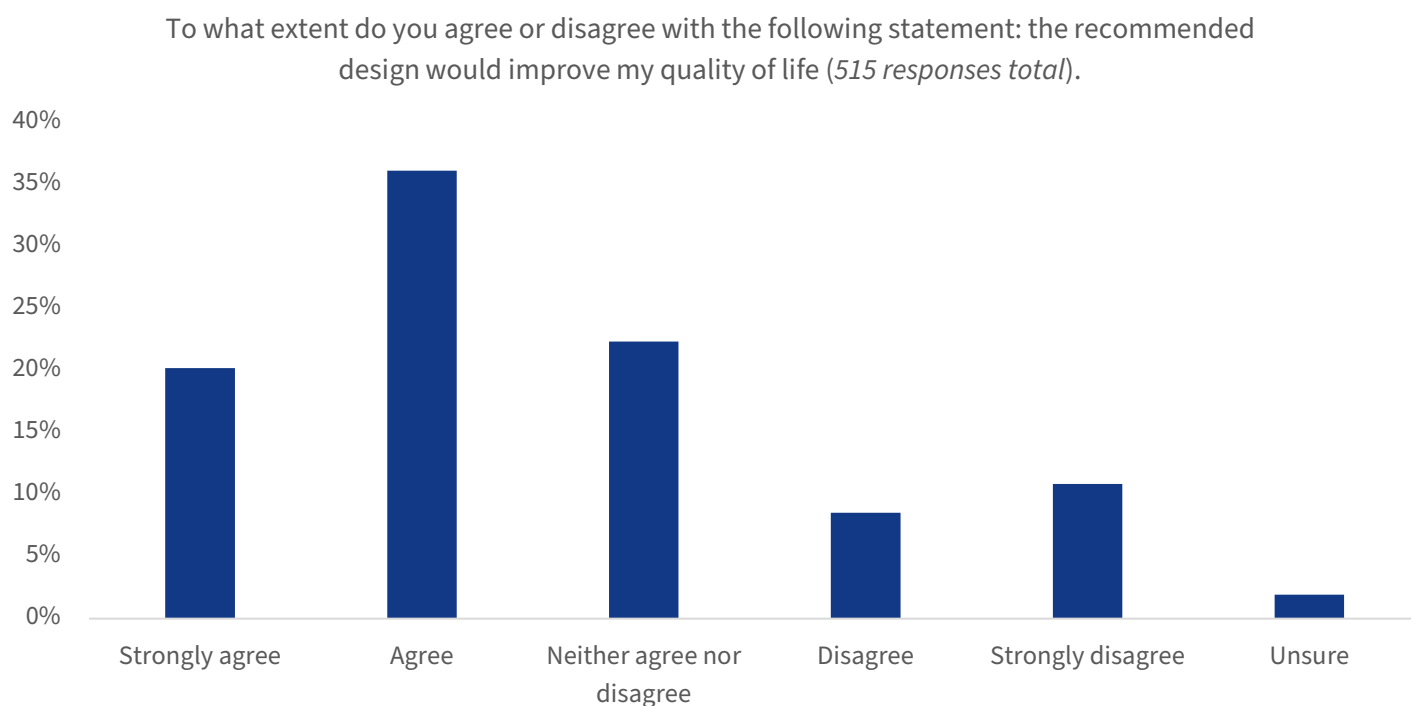


Table 3: Quality of life



Henderson Highway North Improvements Study

Phase 3 Public Engagement Summary



Median

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

Key findings:

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

Active transportation

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

Key findings:

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



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

Transit

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

Key findings:

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

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

What we heard	How it was considered
Active transportation (67 comments)	
A bike path on the east side of Henderson Highway would make it safer and more convenient for running errands and leisure rides.	We explored a bike path on the east side but selected the west side for two primary reasons: the cost of moving the hydro poles, and safety. There would be fewer potential conflicts between cyclists and motorists on the west side because the west side has fewer approaches.
The many approaches crossing the bike path increase the potential for conflict with motorists. The City should explore raised crossings where the bike path meets the road.	We may consider raised crossings as part of future design refinement at intersections. We do not endorse raised crossings at approaches to businesses and residences due to private property and drainage impacts. Here, motorists would be required to yield to pedestrians and cyclists when crossing sidewalks and bike paths.
Intersections (37 comments)	
Adding signalized intersections and half-signals will disrupt the flow of traffic and add time to commutes.	Traffic signals within the study area would improve safety for pedestrians, cyclists, and motorists. A median and left-turn storage lanes at intersections would improve traffic flow by allowing left turning vehicles to queue without blocking through-traffic. New half-signals would only stop traffic on Henderson when a pedestrian or cyclist pushes a button and would be synchronized with other signals.
Traffic flow (35 comments)	
Henderson Highway should be expanded to three lanes in each direction (six in total) to reduce congestion.	We conducted a traffic study looking at current vehicle volumes, growth projections, and future capacity needs. The study showed additional lanes are not required within the 20-year study time horizon (projecting to 2042).
Turning lanes need to be long enough to hold multiple cars to ensure through-traffic is not blocked.	The proposed length of turning lanes is based on the results of a traffic study but may be reviewed and updated during future design refinement.
The recommended design would add time to commutes with the anticipated U-turns required to reach residences and businesses.	Providing a median along with openings at all intersections and private approaches is not feasible nor safe. For this reason, U-turns may be needed in some situations to access a particular destination. The proposed design acknowledges the need to accommodate U-turns with median openings at carefully selected locations to provide safe access for motorists.
Bonner Avenue (23 comments)	
Add a traffic light at Bonner Avenue instead of Strood Avenue.	Traffic volumes do not currently warrant a traffic signal at Bonner Avenue. The proposed traffic signals at Strood Avenue would primarily serve pedestrians and cyclists seeking to cross Henderson Highway and would only stop traffic when a pedestrian or cyclist pushes a button.

Henderson Highway North Improvements Study

Phase 3 Public Engagement Summary



What we heard	How it was considered
Add a median opening for the businesses at 2001 Henderson Highway.	The recommended design includes median openings at select intersections and midblock locations. The decision to open a median in any given location is based on several factors including: • The volume of traffic the potential opening would need to accommodate • The distance between the opening and nearby intersections (median openings cannot be too close to intersections with side streets) • Proximity to other nearby median openings (median openings that are too closely spaced can result in safety issues and create additional conflicts between vehicles, pedestrians, and cyclists) • Proximity to transit stops (stopped busses can inhibit sight lines for pedestrians and motorists seeking to use the opening) • Interaction with pedestrian and cycling infrastructure (poorly placed median openings can result in conflicts between cars and pedestrians or cyclists)
Median (21 comments)	
Explore a centre turning lane instead of a median.	Centre medians reduce the risk of high-impact collisions by providing a physical separation; a centre turning lane would not provide this protection. Centre medians provide a refuge area for pedestrians and cyclists, improving safety.
Land Acquisition (1 comment)	
Reduce the amount land required for the project and impacts to landowners.	The southbound lanes were shifted east near Glenway Avenue to avoid property impacts north of Glenway Avenue.

Next steps

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

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

Appendices

Appendix A – Landowner Meeting Records of Discussion

Appendix B – Landowner Meeting Presentation

Appendix C – Postcard

Appendix D – Survey Results

Appendix E – Open House Table Map Feedback