

Henderson Highway North Improvements Study

Phase 2 Public Engagement Summary

May 2023

Background

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. As Winnipeg continues to grow, the Henderson Highway corridor needs to be upgraded to meet the current and future needs of Winnipeggers. Henderson Highway is a vital transportation connection and has been designated by the City's Council-approved Pedestrian and Cycling Strategies as a multimodal corridor. It is one of the city's main travel corridors, serving passenger vehicles, trucks, transit, pedestrians, and cyclists alike.

Engagement

We developed a series of design options based on what we heard from the public and affected landowners during Phase 1 of engagement. Phase 2 gathered feedback on the proposed design including active transportation options, median openings, signalized intersections, and pedestrian crossings.

Ahead of the launch of Phase 2 public engagement, the project team met with directly affected landowners – those whose properties or property access may be required to change if the design options were to move forward – to discuss the proposed improvements, individual property impacts, and the potential property acquisition process. The project team also held a series of meetings with adjacent property owners, property management companies, condominium board representatives, and residents. Those unable to attend were asked to provide feedback via phone or email.

The public was invited to various in-person events and to take an online survey where they could learn more and provide feedback (Figure 1 and Figure 2). More details on the public engagement opportunities are available in Table 1.

Promotion

Public engagement opportunities were promoted using the following methods:

- Registered letters delivered to 17 property owners – delivered the week of May 16, 2022
- Emails to 52 stakeholders – May 25, 2022
- News release – June 1, 2022
- Emails to 58 project subscribers – June 1, 2022
- Postcard mailed to 5,836 residences and businesses – June 2, 2022
- City of Winnipeg public engagement newsletter with more than 3,300 recipients – June 2 and 16, 2022
- Free Press Community Review newspaper advertisement – June 8, 2022
- Facebook post to more than 33,000 followers – June 9, 2022
- Twitter post to more than 112,000 followers – June 9, 2022



Figure 1 Community members attending the Mclvor Mall pop-up event.

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Table 1: Phase 2 public engagement opportunities

Date	Activity	Details
May 30, 2022	Landowner meeting (1 total)	6 property owners attended the in-person meeting at the Knowles Centre Inc.
May 31, 2022	Stakeholder meetings (2 total)	17 adjacent property owners, management companies, and condominium board representatives attended the one of two virtual sessions
June 1 to June 22, 2022	Webpage	1,400+ unique visits
June 1 to June 22, 2022	Public survey	386 responses
June 1 to June 27, 2022	Correspondences via email and phone	4 correspondences with stakeholders, 3 with potentially impacted property owners, and 3 with residents
June 11, 2022	Pop-up event	Over 75 attendees at McIvor Mall
June 16, 2022	Open house	Over 50 attendees at the Bronx Park Community Centre

Key findings

The public was invited to provide feedback on the following elements:

- Proposed active transportation options
- The median configuration and the potential for mid-block openings
- Pedestrian and cycling crossings, including access to transit stops
- Additional ideas to further enhance safety for all users

Below are a few key takeaways from the online survey, with key themes indicated in Table 2.



- 89 percent of respondents use the project area as a **pedestrian**.
- 69 percent of respondents feel *Option 1 (preferred): Sidewalk & bike path on west + sidewalk on east* meets their needs as a **pedestrian**.
- 49 percent feel *Option 2 (alternate): Multi-use path on west + sidewalk on east* would meet their needs as a **pedestrian**.



- 77 percent of respondents indicated they travel through the project area as a **cyclist**.
- 55 percent of respondents feel *Option 1 (preferred): Sidewalk & bike path on west + sidewalk on east* meets their needs as a **cyclist**.
- 41 percent feel *Option 2 (alternate): Multi-use path on west + sidewalk on east* would meet their needs as a **cyclist**.



- 78 percent of respondents support the proposed median.
- 71 percent of respondents would feel safer as a **driver**.
- 50 percent of respondents would feel safer as a **pedestrian**.

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Table 2: Comments from meetings, public events, and the online survey

What we heard	How it was considered
Access Management	
The proposed approach closure for 1820, 1840, and 1850 Henderson Highway could impact accessibility, safety, and visibility (21 comments).	Access to Henderson Highway was reviewed and approaches are adjusted based on their operation. Access to 1820 and 1840 Henderson Highway has been updated to include a new approach connected to the signalized intersection of Henderson Highway and McIvor Avenue.
Prioritize safety with less median openings while ensuring U-turns can be adequately achieved and left-turn storage lanes allow for more than two cars. (39 comments)	The median width was increased to allow most passenger vehicles to make U-turns at median openings. Median openings are provided at intersecting streets, and additional openings are provided at selected mid-block locations. These locations have been selected based on public and stakeholder feedback, traffic operations and driver safety, property access considerations, and pedestrian and cyclist safety.
Explore adding left-turn storage lanes for McIvor Avenue, Fortier Avenue, Knowles Avenue, Emerson Avenue, and Glenway Avenue (8 comments).	The presence of left turn storage lanes and their length were reviewed based on feedback from stakeholders and public events. These were confirmed by a traffic study, which included estimated future traffic volumes, which help determine the locations and length of left turn lanes.
Signalized Intersections	
The Bonner Avenue-Henderson Highway intersection is unsafe. A traffic light should be considered at this intersection (25 comments).	The City reviewed the current and estimated future traffic volumes. Traffic volumes are not expected to grow significantly at this intersection and therefore traffic lights are not needed. Installation of the new median would improve the ability for vehicles turning to or from Bonner Avenue. For example, vehicles on westbound Bonner Avenue looking to make a left-hand at Henderson Highway would do so in two stages: first by crossing the northbound lanes of Henderson Highway (when safe to do so); establishing themselves in the median area of the intersection; and finally by proceeding southbound Henderson (when safe to do so) when a gap in southbound traffic becomes available. Motorists who may still not be comfortable with such a maneuver will have access to nearby signalized intersections.
Adding traffic lights to Glenway Avenue may increase traffic, and speeds on a residential street with no sidewalks. The speed limit should be decreased, or sidewalks added to Glenway Avenue if the City proceeds with the proposed traffic lights at this intersection (7 comments).	New traffic lights at Glenway Avenue will help pedestrians and cyclists cross Henderson Highway and access the transit loop. The new traffic light will improve access to the path north of Glenway Avenue. The City does not expect traffic to increase on Glenway Avenue because of the traffic lights.
Active Transportation	
Option 1 is safer because it separates pedestrians from cyclists, however, a physical barrier or a raised path should be explored to ensure this separation. (34 comments)	The active transportation path and sidewalk has features to separate pedestrians and cyclists. The active transportation path will be a different colour than the sidewalk and separated by a rumble strip and/or painted lines between the path and sidewalk. Unfortunately, due to the constrained space

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	available, a physical barrier or gap between the path and sidewalk are not feasible.
A multi-use path is dangerous for seniors and those navigating with mobility aids because of potential conflicts between different modes. (25 comments)	The City considered this and other similar comments and as a result, will not be moving forward with a multi-use path that does not separate pedestrians and cyclists. The current design recommends providing distinct areas for walking and cycling. Due to space constraints, these areas are adjacent to one another.
Snow removal and storage are important. There is less snow storage space with Option 1 and there are concerns with the associated cost and how both paths will be cleared and maintained (30 comments).	While snow storage is important, the benefits of Option 1 outweighed the operational costs of snow storage.
Explore a dedicated bike path on the east side of Henderson Highway by reducing the number of commercial approaches (16 comments).	A bike path was explored on the east side; however, the west side was selected because of the cost to move the hydro poles and there are fewer approaches and potential conflicts on the west side. Access management was also considered as part of the design and adjustments were made to private approaches where possible.
Add more boulevard trees for shade and beautification. (23 comments)	A landscaping and placemaking plan are part of the project and will be complete during the detailed design. Trees will be considered for the median and boulevard areas where space permits.

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Next Steps

Input collected during Phase 2 helped the project team create a recommended design (also called the preliminary design). This design allows the City to determine a Class 3 (-20% to +30%) cost estimate for budgeting, as well as a timeline.

The recommended design will be presented for public and stakeholder feedback as part of Phase 3 of public engagement in early 2023, then presented to Council for consideration later the same year.

Appendices

Appendix A – Landowner Meeting Record of Discussion
Appendix B – Stakeholder/Landowner Meeting Presentation
Appendix C – Stakeholder Meetings Records of Discussion
Appendix D – Survey Results



Figure 2 Community members attending the open house at the Bronx Community Centre.