

Henderson Highway North Improvements Study

Phase 1 Public Engagement Summary

May 2022

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. Henderson Highway serves many purposes as a major city route, neighbourhood connector, and residential corridor that transports people, goods and services with diverse needs.

Engagement

Phase 1 engagement aimed to inform. It allowed the project team to provide stakeholders, property owners, and residents information on, and foster an understanding of, the project, its scope, and the processes involved in developing the design. It also allowed the project team to become informed of issues along the corridor and any property-specific information that would help the design process.

Engagement focused primarily on gaining insights from stakeholders, and included a series of in-person and telephone meetings with local property owners, property management companies, condominium board representatives, and residents. A few stakeholders who could not attend the virtual events provided feedback through email.

Members of the public were also invited to provide input via an interactive online mapping tool where they could highlight current issues along the corridor, areas of concern, and potential infrastructure, access, and safety improvements (Figure 1). More details on the public engagement opportunities are available in Table 1.

Promotion

Public engagement opportunities were promoted using the following methods:

- City of Winnipeg website – launched October 6, 2021 and received 226 unique visitors
- Letters to 65 adjacent property owners, management companies, and condominium board representatives – sent October 6, 2021
- City of Winnipeg public engagement newsletter with over 2,500 recipients – sent October 7 and November 4, 2021

Figure 1: Clusters of pins placed on the mapping tool

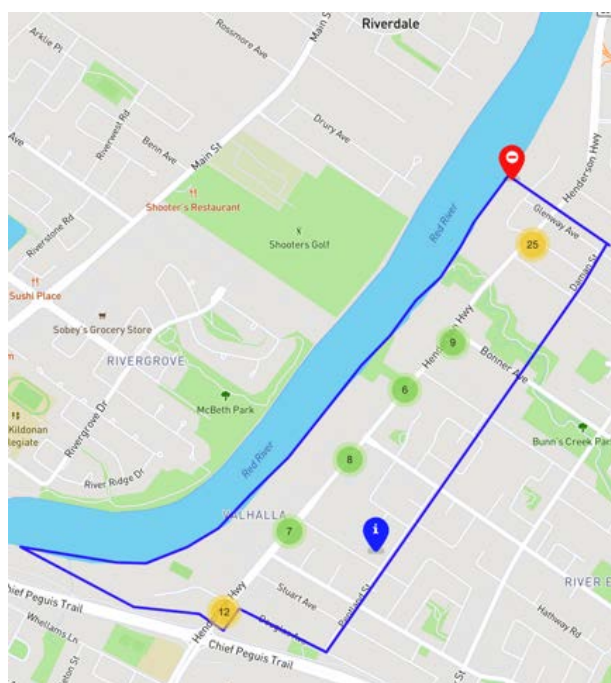


Table 1: Phase 1 public engagement opportunities

Date	Activity	Details
October 6 to November 6, 2021	Webpage	196 unique visits
October 6 to November 6, 2021	Mapping tool	69 submissions
October 21 to 28, 2021	Stakeholder meetings (6 total)	26 adjacent property owners, management companies, and condominium board representatives
October 25 and 29, 2021	Telephone interviews	2 interviews
October 26 and 27, 2021	Email submissions	2 submissions

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What we heard – Mapping tool

The public was invited to add virtual pins to an interactive map to highlight current issues along the corridor. A total of 69 pins were added to the map, including one access issue pin, 36 infrastructure issue pins, and 32 safety issue pins. Participants were asked to add a comment to their pin describing the issue. The issues were coded for themes. Figure 2 outlines the top themes.

Figure 2: Top themes from the mapping tool comments

- #1**

Cycling
(29 comments)



Respondents stated that cycling along the corridor is dangerous, and there is a need for dedicated, protected cycling facilities to separate cyclists from vehicles and pedestrians.
- #2**

Pedestrians
(14 comments)



Respondents described the pedestrian experience and the need for better improved sidewalks and crosswalks along the corridor.
- #3**

Access Management
(14 comments)



Respondents stated that left-turns onto and off of Henderson Highway are difficult and dangerous, and that some commercial businesses should exit onto side streets as opposed to Henderson Highway.

A full list of comments from the mapping tool is available in Appendix D.

What we heard – Stakeholder meetings

The project team held six virtual meetings with property owners, management companies, and condominium board representatives based on their geographic location along the corridor. Table 2 outlines key themes and example comments from the stakeholder meetings, as well as how the project team has considered each key piece of feedback in developing design options.

A full list of comments from the stakeholder meetings is available in Appendix C.

Table 2 Key themes and example comments from the stakeholder meetings

What we heard	How it was considered
Land Use Planning	
The division of land uses are good; however, more mixed-use development along the corridor should be encouraged.	Preferences for mixed-use development will be considered as part of ongoing review of the planning policy framework for the area.
Access Management	
A median would improve traffic flow and pedestrian accessibility. However, business and residential access must be considered.	The functional design proposes a median for the entire length of the project area to improve safety. Initial meetings with property owners helped determine access needs for the project team to consider when designing the median;

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	additional engagement on median locations will occur as the study progresses.
The City should explore central bi-directional turning lanes to improve access to destinations on Henderson Highway.	While a two-way left turn lane would provide a lane exclusively for left-turning vehicles coming from both directions, such a lane does not provide the same level of safety as a raised centre median. For this reason, a centre median is included as part of the proposed design.
Left-turns onto and off of Henderson Highway are difficult and dangerous. Some commercial businesses should exit onto side streets as opposed to Henderson Highway.	The functional design proposes a median to improve access on and off of Henderson Highway. With this design, some properties could see their access changed to side streets as opposed to Henderson Highway.
Access to The Knowles Centre and John. G. Stewart School is difficult because the pedestrian crossing at Bunn's Creek has low visibility due to the slight bend of the road, frequent vehicle speeding, and traffic congestion during peak times.	We are currently considering improving the pedestrian crossing to a half-signal at this location, which would make the crossing more visible to motorists.
Pedestrians	
Crossings are too far for seniors or people with mobility aids to access.	The proposed design includes what best practices consider sufficient convenient and safe opportunities to cross Henderson as a pedestrian or cyclist.
An underpass at the Bunn's Creek crossing may increase river access and park use.	A pedestrian underpass crossing of Henderson Highway at Bunn's Creek was considered early on in the study; however, it was determined that an at-grade crossing of Henderson Highway is preferred due to a several concerns related to flooding, public safety, and maintenance.
Increase the presence of sidewalks along the corridor, especially areas where individuals are using the shoulder of Henderson Highway.	proposed design includes sidewalks on both sides, the entire length of the corridor. This would eliminate the need to walk along the shoulder of Henderson Highway where sidewalks currently are not present.
Cycling	
Cycling along Henderson Highway poses safety risks and there should be dedicated cycling facilities along the corridor.	The proposed design includes two different options for cycling infrastructure. Both options would separate cyclists from the roadway.
A preference for bike lanes on the east side, west side and both sides of Henderson Highway were noted.	Comments reflect an overall need to consider bike lanes on both sides of Henderson Highway; however, we are unable to move forward with this design. A bike path on the east side of Henderson Highway was explored but not recommended because of conflicts with utility poles and a large number of busy commercial approaches.
Difficulties arise with cyclists and pedestrians sharing the same space, especially with the high senior demographic along the corridor.	Both design options being presented in Phase 2 accommodate both pedestrians and cyclists on the west side of Henderson. The preferred design separates the two modes with a 1.8-metre sidewalk, and 3-metre bike path.
There is a desire for cycling connections to the Chief Peguis Greenway and connections to other neighbourhood trails.	The proposed design includes a cycling connection to the Chief Peguis Greenway and to the Bunn's Creek Pathway, along with a number of safe and convenient opportunities to cross Henderson throughout the study area.
Transit	

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There are inadequate crossings and access to various transit stops on both sides of the corridor, and the stops themselves are not accessible.	We are reviewing the location of transit stops as part of this study as well as locations of crossings via which to access them. Transit stops will be made accessible to users of all ages and abilities as part of reconstruction of the roadway and boulevard areas.
The transit stop at McIvor is problematic for vehicles exiting the residential approach at 1820/1840 Henderson Highway.	As the design continues to be refined, we are carefully reviewing interactions between buses, vehicles, pedestrians, and cyclists using the roadway, including potential conflicts at approaches.

Next Steps

The input collected during Phase 1 of public engagement helped the project team create a functional design. A functional design is used to support some early decision making and to support the next level of design but not construction.

The proposed design (also known as the *functional* design) will be shared with the public to gather feedback as part of Phase 2 engagement. Following Phase 2 engagement, the project team will create a recommended design (also called the *preliminary* design) to move forward for Council consideration

Appendices

Appendix A – List of Stakeholders and Organizations
Appendix B – Stakeholder Meeting Presentation
Appendix C – Stakeholder Meetings Records of Discussion
Appendix D – Online Mapping Tool Comments

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