

Public Engagement Summary Chief Peguis Greenway Extension Detailed Design

Prepared for:
City of Winnipeg

Prepared by:



March 2017

5516096

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1.0 INTRODUCTION

MMM Group Limited (MMM), a WSP Company, was retained by the City of Winnipeg to undertake a study to eliminate a gap in the pedestrian and cycling network from Henderson Highway to Main Street. Connecting Henderson Highway to Main Street is identified in the Winnipeg Pedestrian and Cycling Strategies as a priority to create a continuous active transportation corridor along Chief Peguis Trail. The Chief Peguis Greenway currently runs along Chief Peguis Trail from Lagimodiere Boulevard to Henderson Highway. An extension of the Chief Peguis Greenway will connect Henderson Highway to Main Street, providing safe and attractive cycling and pedestrian infrastructure for all ages and abilities.



Figure 1: Study Area Map

A Public Engagement Plan (PEP) was developed to guide the public engagement process for the Chief Peguis Greenway Extension Study. The PEP was developed in conjunction with the City of Winnipeg and approved by the Office of Public Engagement. The PEP outlines the public engagement objectives and the methodology for engaging with stakeholders and members of the general public. To introduce the project and collect input from the public and stakeholder early in the process, stakeholders, community members, and members of the general public were engaged in-person and online. In-person engagement activities included two stakeholder meetings and an open house. Online engagement included a project website and an online survey. Engagement activities were advertised by email invite, newspaper, and online.

The goal of the public engagement was to:

- Provide the designers with local input and knowledge of the area.
- Inform the Project Team of concerns with existing conditions.
- Identify preferred routes for pedestrian and cyclists (i.e., desire lines).
- Review conceptual designs and provide input on issues such as connectivity, safety, access, or conflicts.
- Identify any areas requiring improvements (i.e., lighting, transit, signage, etc.).
- Provide feedback on the recommended design.

In order to ensure public feedback would assist in refining the design for this project, stakeholder workshops were scheduled at the beginning of the project and public events were held before the recommended design was finalized (**Figure 2: Public Engagement Process**). Stakeholder meetings introduced the project to technical and community stakeholders to help obtain a better understanding of their needs or concerns with the project, and seek feedback on preliminary design options for pedestrian and cycling infrastructure. The open house shared the recommended design to technical and community stakeholders, community members, and interested persons to present the recommended design and seek their feedback. The online survey provided an opportunity to view the recommended improvements online and provide comment, including those who did not attend the open house.

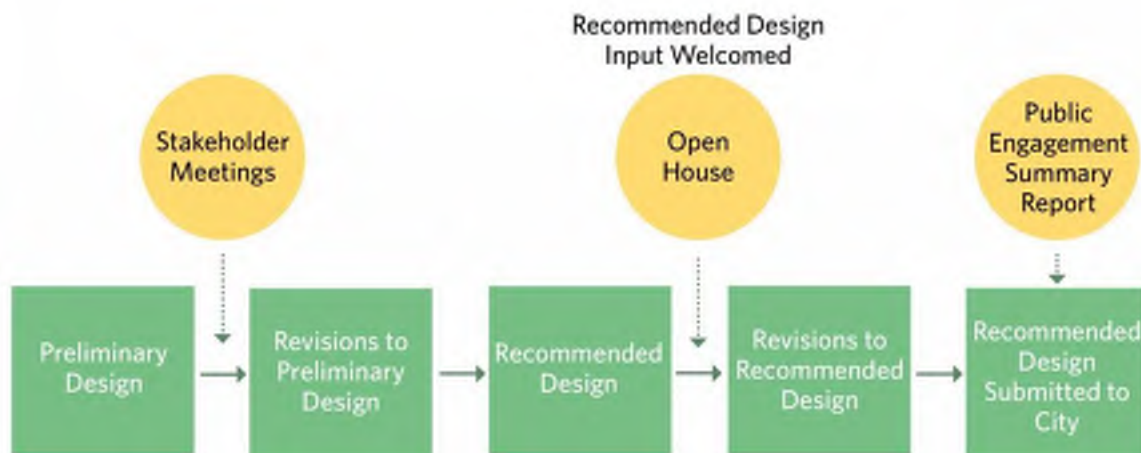


Figure 2: Public Engagement Process

Summary of Participation:

- Stakeholder Meeting Attendees: 46
- Open House: 71 signed-in

- Survey Responses: 84 (8 in-person survey responses and 76 on-line survey responses)

The following sections provide a summary of what was heard throughout the public engagement process.

2.0 PUBLIC ENGAGEMENT ACTIVITIES

The Project Team engaged with stakeholders, community members, and interested persons through in-person and online engagement to receive input on general and key project aspects. Key project aspects included existing conditions, preferred routes for pedestrians and cyclists, connectivity, safety, and access. Information collected from the public engagement events were considered when determining the final recommended pathway alignment. A description of each public engagement event and summary of the key topics heard at that event are discussed in the following sections. To view more detailed comments, please see the meeting minutes and survey responses found in the Appendices.

3.0 TECHNICAL STAKEHOLDER MEETINGS

A stakeholder meeting was held on Monday, December 5, 2016, introducing the preliminary design to technical stakeholders. Technical stakeholders were defined as individuals who offer specialized knowledge influencing design decisions. The meeting was approximately one and a half hours long and included a 20 minute presentation (**Appendix A**) followed by a discussion of the preliminary design options. A total of 24 people attended the meeting representing Public Works, Transportation, Golf Services, Universal Design, Parks, Planning, Property & Development, Transit, Signals, and Waterways. Stakeholders had an opportunity to review the pathway alignment options and engage in discussion with project team members. Comments were recorded (**Appendix A**) and shared with meeting attendees.

The following points highlight stakeholder input provided at the meeting:

- Transit:
 - Opportunities exist for improvements (i.e., benches, lighting, bus shelters, etc.) to the Chief Peguis westbound bus stops, east of Kildonan Settlers Bridge.
 - Where the pathway is shared with bus stops, it is important that Transit has a dedicated space to eliminate conflict between transit users and path users.
 - Include wayfinding at bus stop for those disembarking.

➤ Accessibility

- Concerns over the existing slope for people with mobility issues on the south side of Chief Peguis Trail behind the sound wall, walking from Whellams Lane to eastbound bus stop on Chief Peguis, and under the bridge.
- Benches along the pathway are needed.
- Signage and wayfinding for routes that go over and under the bridge are important.
- Seating would be ideal in lookout spaces on the bridge.

➤ Pedestrian Safety

- Need to explore methods to reduce traffic speed for vehicles turning from Chief Peguis to northbound Main Street; this may include a raised crosswalk, painted crossing, and/or lighting.
- Suggestion to look at possible solutions to eliminate jay-walking; this may include wayfinding and/or some sort of barrier.
- Suggested to look at how to discourage loitering under the bridge; this may include wayfinding, public art, increased lighting, and/or mirrors.
- Crime Prevention Through Environmental Design (CPTED) must be considered in any area where the pathway is less visible.
- Pathway lighting is needed for safety but important that does not create light pollution for adjacent buildings.

➤ Cyclists

- A shy distance is desired from the retaining wall since cyclists will not ride close to the wall and the actual operating width would be decreased.
- Opportunity for secure bike parking facility close to Main Street, high volume of riders and transfers, good opportunity to increase bike ridership.

➤ Maintenance

- Snow clearing needs to be considered in the design of the pathway. The proposed guard rail may cause issues for snow clearing and pathway lighting needs to be a minimum of 1.5 metres away from the pathway for snow clearing.

➤ Environment

- Keep pathway minimum of 5 metres away from wetland area close to Frog Plain Park.
- From Main Street to Frog Plain Park, align the pathway through the gaps in tree stands to keep tree loss at a minimum.

4.0 COMMUNITY STAKEHOLDER MEETING

A stakeholder meeting with community stakeholders was held on Tuesday, November 29, 2016. Community stakeholders were defined as individuals representing community groups and/or interests who may be affected by the project. Invited individuals represented active transportation groups, the local school, utility companies, and landowners and property managers of buildings adjacent to the project area. Representatives from 15 stakeholder groups were invited to the meeting. A total of 17 people attended the meeting on behalf of 10 groups.

The meeting was approximately one and a half hours long and included a 20 minute presentation (**Appendix A**) followed by a discussion of the preliminary design options. Individuals were asked to share their input on the preliminary designs to help identify suitable areas as well as concerns for the pathway extension. Stakeholders had an opportunity to ask questions and speak directly with project team members and their comments were recorded. In addition to this meeting, MMM staff had a teleconference with a representative of Frog Plain Park.

The following points summarize what MMM staff heard at these meetings. All recorded comments can be found in **Appendix A**.

- Placing the pathway a safe distance away from Chief Peguis Trail, yet not too far into the wooded area, will help increase pedestrian and cyclist comfort and reduce traffic noise.
- Placing the pathway an appropriate distance away from the apartment buildings along Valhalla Drive is important to help maintain a buffer.
- Practical amenities, such as places to rest, garbage cans, and signage should be included.
- There is plenty of wildlife in the area and it would be desirable to keep the “natural” feeling of the area.
- Ensuring good visibility and lighting along the pathway is important to help ensure that people feel safe using the pathway.
- Increasing visibility and lighting under the Kildonan Settlers Bridge is important for pedestrian and cyclist safety and comfort.
- The wetland in Frog Plain Park is important habitat for three frog species. The pathway should be aligned so that it does not impact drainage to the wetland and lighting does not affect the frogs.
- The new Frog Plain Park pathway can connect to recently added paths in Riverbend.

5.0 OPEN HOUSE AND ONLINE SURVEY

A Public Open House for the Chief Peguis Greenway Extension was held on Tuesday, January 31, 2017 from 4:00 pm – 7:00 pm at the Red River Community Centre, located at 293 Murray Avenue. The intent of the open house was to provide an opportunity for the general public to view the recommended design, speak with project members, and provide comments on the proposed design.

The open house was advertised in the Winnipeg Free Press, The Herald, and the Times (**Appendix B**), on the City of Winnipeg website, and through the City of Winnipeg social media outlets. In addition, a postcard (**Appendix B**) advertising the open house was mailed to 6,470 residences and business, and emailed to stakeholders. Presentation boards (**Appendix B**) displayed text and graphics on the project background, objectives, study area, study timeline, site constraints and opportunities, public engagement, stakeholder feedback, and the recommended design. A total of 71 signed-in at the open house.

A comment sheet (**Appendix B**) was provided at the open house to collect written feedback. The comment sheet and open house boards were available online for a total of four weeks – two weeks in advance of the open house and two weeks following the open house. This provided those who were unable to attend the open house an opportunity to review the materials and share their comments. A total of 84 comment sheets were submitted (8 paper submissions and 76 online submissions).

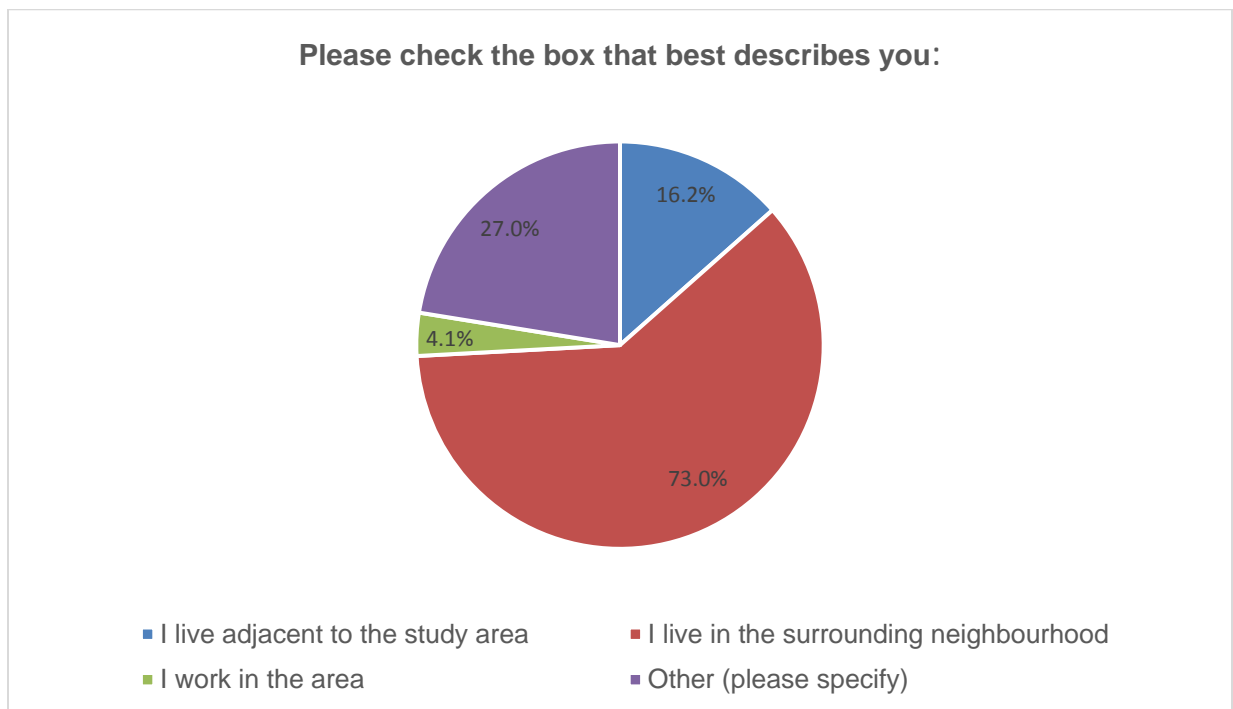
6.0 ONLINE SURVEY RESULTS

The following is a summary of responses from both the paper and online comment sheets to each question (the raw comment sheet data can be found in **Appendix C**):

Question 1: Please check the boxes that best describe you:

- | | |
|--|---|
| <input type="checkbox"/> I live adjacent to the study area | <input type="checkbox"/> I work in the area |
| <input type="checkbox"/> I live in the surrounding neighbourhood | <input type="checkbox"/> Other (please elaborate) |
-

The pie graph below shows that a total of 74 respondents answered this question with the majority (73%) indicating that they live in the surrounding neighbourhood, followed by living adjacent to the study area (16%) and work in the area (4%). Respondents who selected 'other' (27%) specified that they use the area recreationally (cycling, walking) and visit relatives in the area.



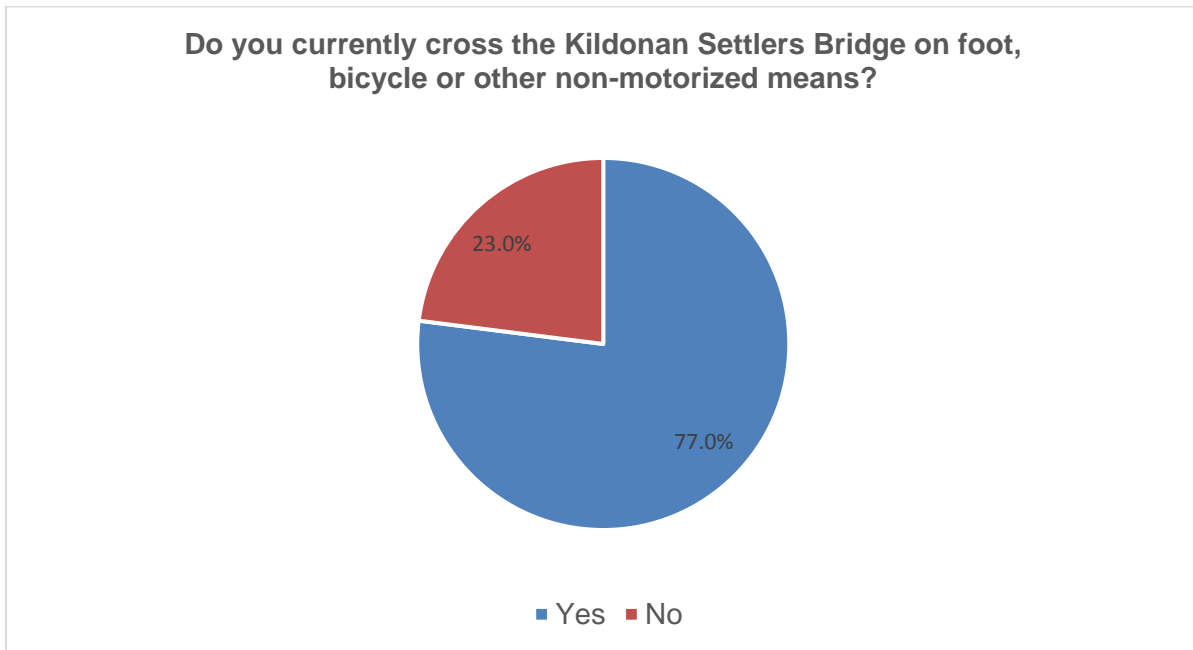
Number of responses = 74 (multiple choices per response)

Graph 1: Responses to Question 1

Question 2: Do you currently cross the Kildonan Settlers Bridge on foot, bicycle, or other non-motorized means?

- Yes No

The responses highlight the majority (77%) of respondents currently cross the Kildonan Settlers Bridge.



Number of responses = 74 (multiple choices per response)

Graph 2: Responses to Question 2

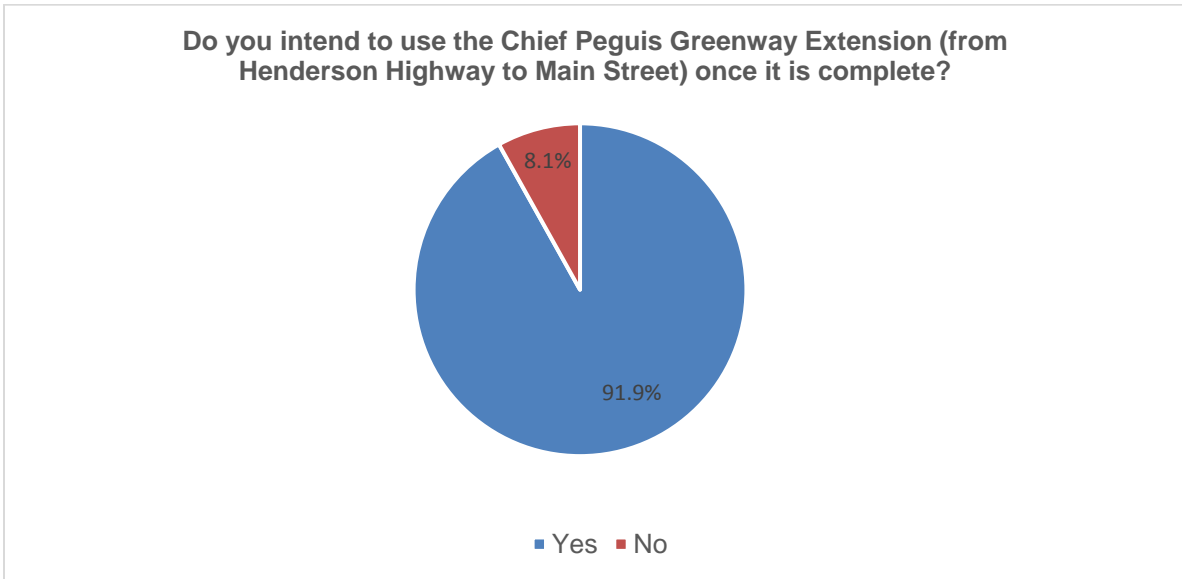
Question 3: Do you intend to use the Chief Peguis Greenway Extension (from Henderson Highway to Main Street) once it is complete?

- Yes No

If you answered YES to Question 3, please indicate how you may use the Chief Peguis Greenway Extension (check all that apply):

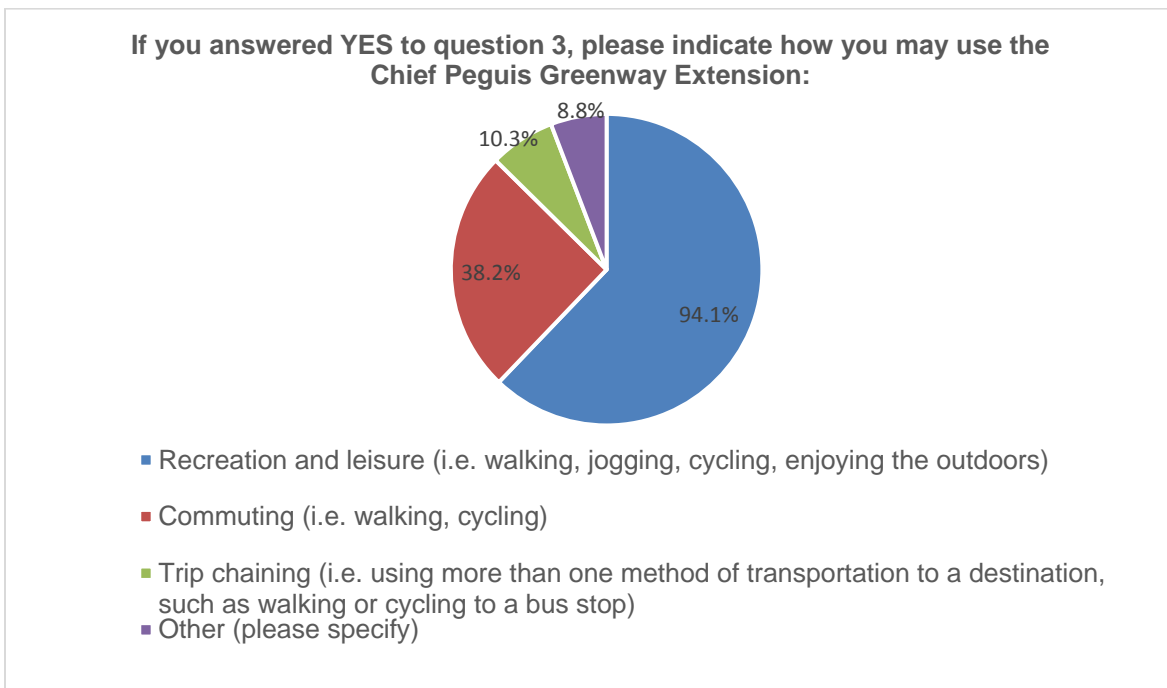
- Recreation and leisure (i.e. walking, jogging, cycling, enjoying the outdoors)
- Commuting (i.e. walking, cycling)
- Trip chaining (i.e. using more than one method of transportation to a destination, such as walking or cycling to a bus stop)
- Other (please elaborate):

The responses indicate the majority (92%) of respondents currently intend to use the Chief Peguis Greenway Extension once it is complete. The majority of respondents who selected 'yes', intend to use the Greenway for recreation and leisure (92%), followed by commuting (40%) and trip chaining (12%). The respondents who selected 'other' (5%) indicated they would intend to use the Greenway for shopping or restaurants.



Number of responses = 74

Graph 3: Responses to Question 3



Number of responses = 68 (multiple choices per response)

Graph 4: Responses to Question 3

Question 4: What are your thoughts on the recommended design for the Chief Peguis Greenway Extension (Boards 8-13)?

The responses (44 total) on boards 8-13 was generally positive, with some concern raised regarding the width of the pedestrian pathway over Chief Peguis Bridge and insufficient lighting.

Specific comments included:

- Absolutely need widened pedestrian/cycling crossing!
- I like it very much. We would use it often. I believe it will provide a much safer method of crossing the bridge. We are very excited to see this happen.
- This appears to be a good design. A 2.5 metre pathway over the bridge is much narrower than the standard 3.5 metre, although it's an improvement over the current 1.5 metre. I'd like to see a hybrid of the two possible designs to create a 3.6 metre pathway.
- I think the design is lacking proper public art and decorative lighting. This can be a very dark area (lots of trees, only light is dim street lighting). It would be nice to see some large scale public area and landscape lighting that would make this a unique and desirable area to bike, walk and drive.

Question 5: What are your thoughts on the recommended design for the Main Street intersection or the connection to the Riverbend neighbourhood (Board 14)?

Generally the 38 respondents have a positive view or no issues with the board. Concerns were raised regarding insufficient lighting, and ensuring wayfinding and signage are adequate to navigate the site. Some concern with the safety of the cycle and pedestrian crossing was noted.

Specific comments included:

- Safer cyclist crossing needed to keep pedestrian and cyclists separated would be great!
- I like the idea, perhaps having a wide bike-friendly area so that motorists know that cyclists will be crossing.
- Signage and maps are key to making this friendly to walkers and cyclists.
- It's pretty weird for me. I'm not going to go that far west and then have to back track east to get to my destination in Riverbend. I'm going to continue to go along Main Street and then cross Main closer to my destination in Riverbend.

Question 6: Please provide other additional comments.

Several positive comments were received as well as some of the respondents noted concerns with safety, specifically lighting and pathway width. A total of 21 comments were received.

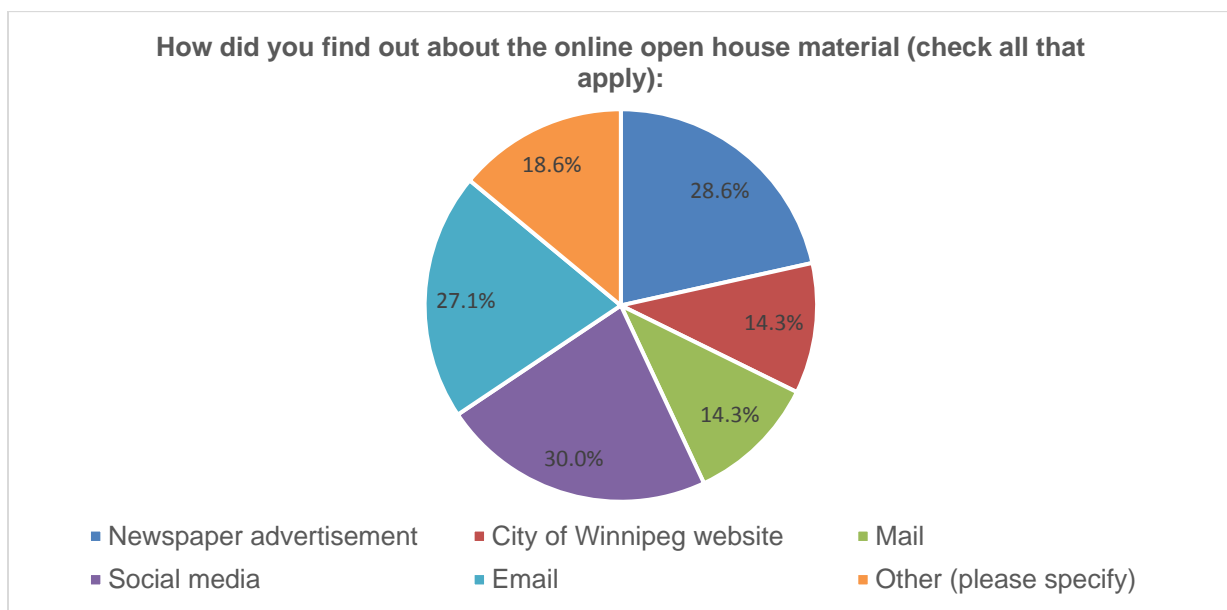
Specific comments included:

- I have walked the route for several years but find it often to be a safety risk due to low traffic, hidden areas and poor lighting.
- My concern would be for wider paths where possible and lighting along the path - signs and baggies for dog owners would be helpful.
- My other comment is that this is an amazing investment for the city. As I said not only the health benefits but the social aspect. I see so many seniors that get out and walk the trail and socialize with people. And of course all of the families that get out and walk, cycle together. It's pleasant to see and be a part of.
- Widen pedestrian/cycling allocation of bridge.

Question 7: How did you find out about this open house (check all that apply):

- | | |
|---|---|
| <input type="checkbox"/> Newspaper advertisements | <input type="checkbox"/> City of Winnipeg website |
| <input type="checkbox"/> Mail | <input type="checkbox"/> Social media |
| <input type="checkbox"/> Email | <input type="checkbox"/> Other |

The graph below indicates a slight majority (30%) of the 70 respondents learned about the open house through social media. Newspaper advertising (29%), email (27%) and mail (14%) were also effective in advertising the open house, and 14% learned through the City of Winnipeg website. The respondents who selected 'other' indicated learning of the event through TV news, family members and city councillor.



Number of responses = 70 (multiple choices per response)

Graph 5: Responses to Question 7

Question 8: What are the first three digits of your postal code?

The majority of the 70 respondents (33%) were part of the R2V postal code, followed by R2G (26%) and R2K (12%). Other postal codes represented were R3T (7%), R2W (5%) and R2C (5%). R2H, R2X, R2J, R2L, and R3P each with 1 respondent.



Figure 3: Postal Code Map

7.0 CONCLUSIONS

Feedback from the open house shows that a majority of respondents have a positive view of the Chief Peguis Greenway Extension. Suggestions for improvement largely centred on safety along the pathway and the addition of amenities along the pathway. Lighting, wayfinding, benches, and public art will not only enhance the identity and sense of place of the Chief Peguis Greenway but can also contribute to improving safety by making the pathway more visible and encouraging more people to use the pathway. Increasing the width of the pathway on the Kildonan Settler's Bridge and mitigating the pathway's impact on Frog Plain Park were also raised.

Based on the comments received, the design for the Chief Peguis Greenway Extension should consider the following:

- A pathway width which minimizes conflict of use.
- A pathway over Kildonan Settlers Bridge which optimizes the pathway width with consideration to cost.
- Connections to existing pedestrian and cycling infrastructure.
- An alignment through Frog Plain Park which minimizes impacts on the frogs and their habitat.
- A bicycle cross-ride signal at Main Street and Chief Peguis Trail.
- Appropriate lighting for a pathway.
- Amenities include signage, wayfinding, public art and rest stops.

The following suggestions, though out of project scope, may also be considered:

- A bicycle cross-ride signal at Chief Peguis Trail and Henderson Highway.
- A sidewalk on the north edge of Frog Plains Park, leading to the sidewalks on Endcliffe Way and Frog Plain Way.
- Improvements to existing wayfinding and signage.

APPENDIX A

STAKEHOLDER MEETING MATERIALS



Chief Peguis Greenway Extension from Henderson Highway to Main Street

Stakeholder Meeting

Agenda

- Presentation
 - Project Background
 - Project Objective
 - Project Timeline
 - Project Area
 - Existing Conditions
 - Data Collection
 - Constraints and Opportunities
 - Stakeholder Engagement
 - Project Contact
- Group Discussion

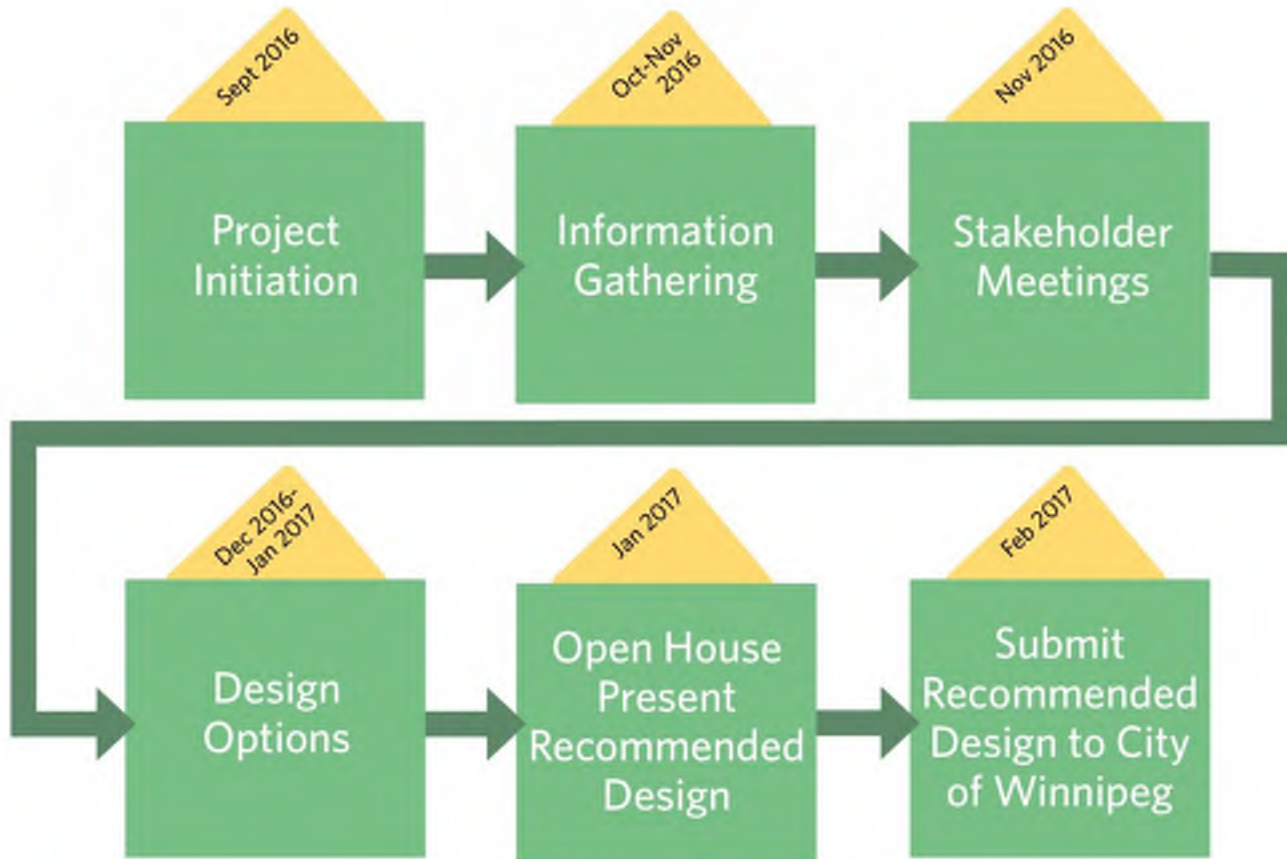
Project Background

- The City of Winnipeg has identified a gap in the pedestrian and cycling network from Henderson Highway to Main Street.
- The Winnipeg Pedestrian and Cycling Strategies identifies this connection as a high priority project.
- In Spring 2016, Council approved funding for the study of and preliminary design for a Henderson Highway to Main Street connection as part of the 2016 Pedestrian and Cycling Action Plan.
- MMM | WSP has been retained to conduct the study and prepare the preliminary design.

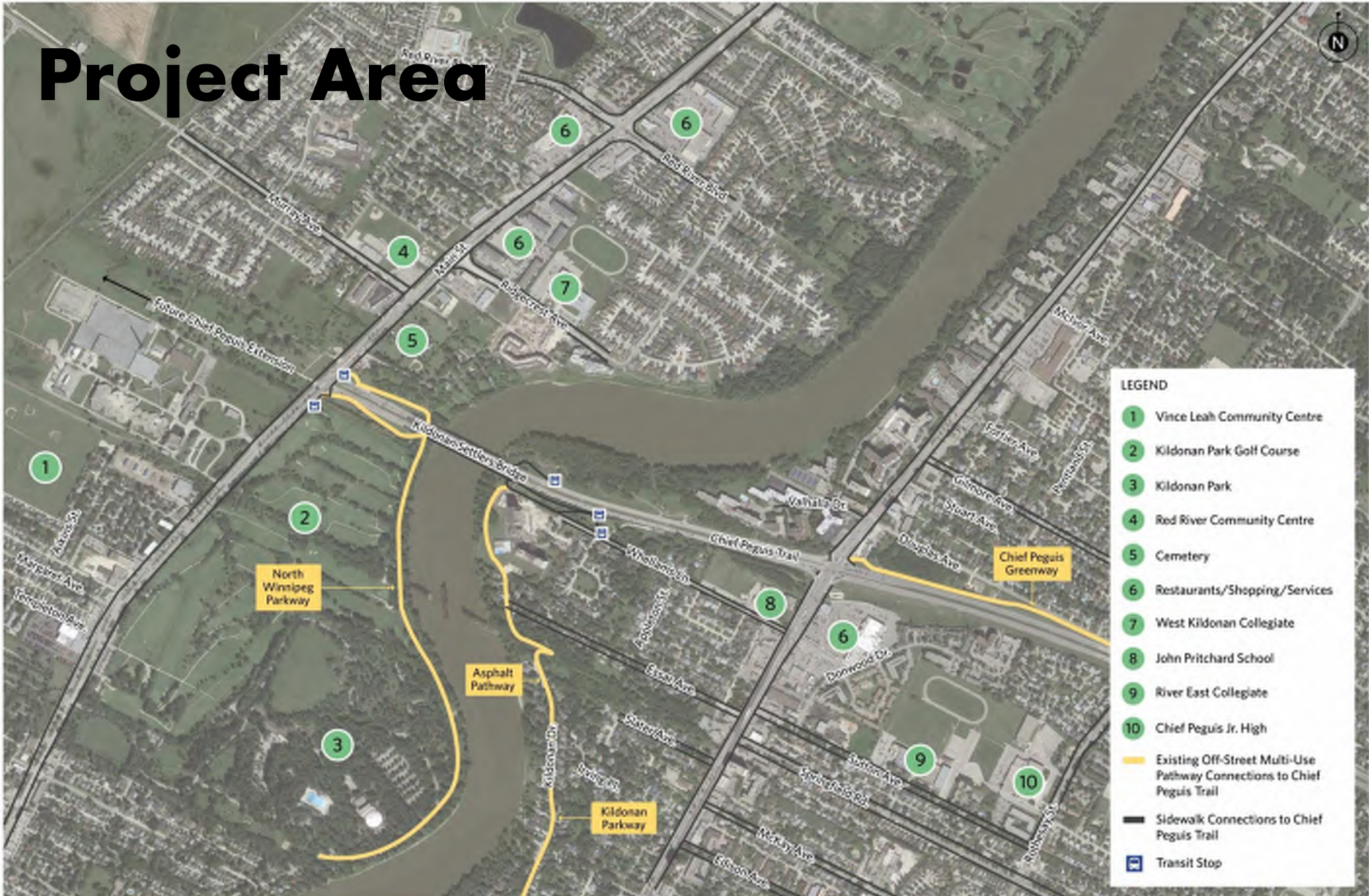
Project Objective

- The objectives of the project are:
 - To prepare a design for a pedestrian and cycling facility that connects Henderson Highway to Main Street and provides a safe and attractive facility for all ages and abilities.
 - To eliminate a gap in the pedestrian and cycling network.
 - To improve transit facilities.
 - To improve traffic operations and flow at the Main Street and Chief Peguis Trail intersection.

Project Timeline



Project Area



LEGEND

- 1 Vince Leah Community Centre
- 2 Kildonan Park Golf Course
- 3 Kildonan Park
- 4 Red River Community Centre
- 5 Cemetery
- 6 Restaurants/Shopping/Services
- 7 West Kildonan Collegiate
- 8 John Pritchard School
- 9 River East Collegiate
- 10 Chief Peguis Jr. High
- Existing Off-Street Multi-Use Pathway Connections to Chief Peguis Trail
- Sidewalk Connections to Chief Peguis Trail
- Transit Stop

Existing Conditions

East of Kildonan Settlers Bridge North of Chief Peguis Trail



Culvert Crossing



Bus Stop



Pathway

Existing Conditions

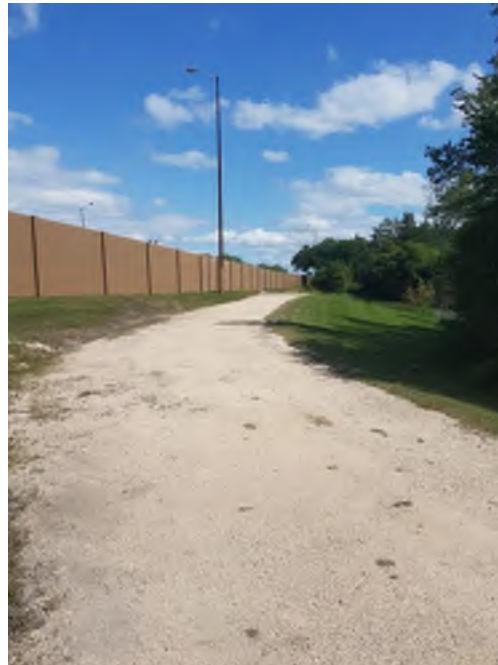
East of Kildonan Settlers Bridge South of Chief Peguis Trail



Path Under Bridge



Bus Stop



Gravel Path



Sidewalk Over Bridge

Existing Conditions

West of Kildonan Settlers Bridge at Main Street



Data Collection

- Site visit to identify existing constraints or issues as well as existing conditions that do not comply with the City's Universal Design Principles.
- Topographic survey to prepare base drawings for design.
- Visual inspection and material testing of the bridge structure to determine existing condition of the Kildonan Settlers Bridge.
- Geotechnical investigations to determine site conditions and potential areas of instability.

Constraints and Opportunities

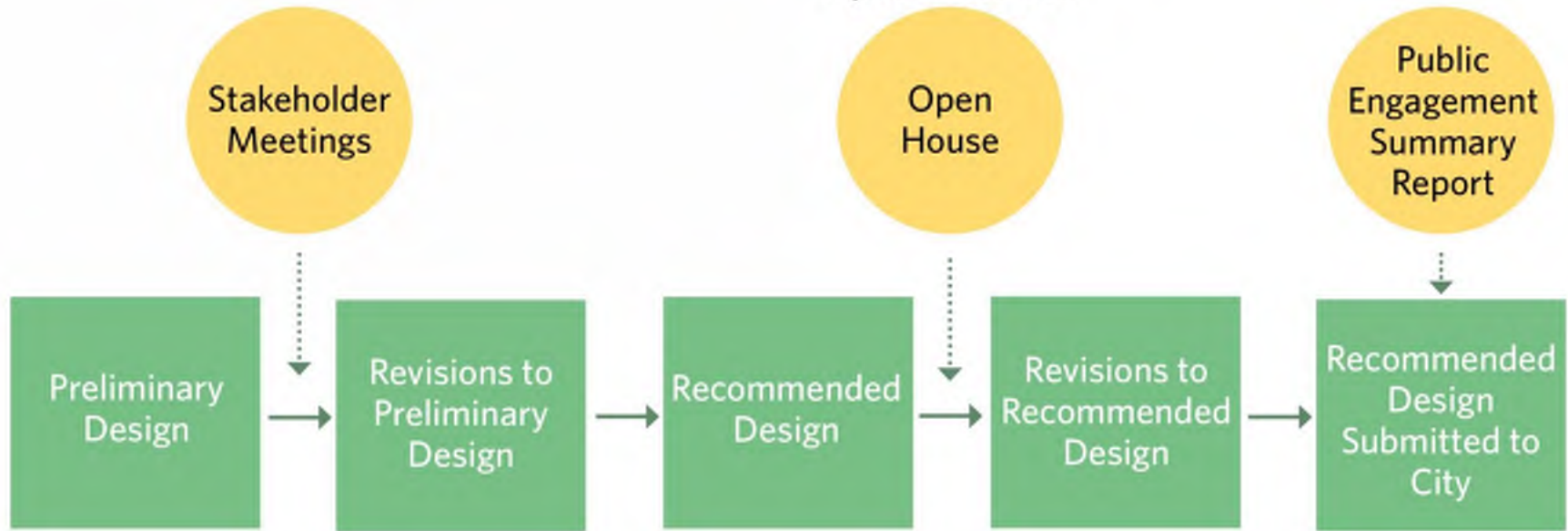


Stakeholder Engagement

- We request stakeholders and members of the general public to:
 - Provide our designers with local input and knowledge of the area.
 - Inform the Project Team of concerns with existing conditions.
 - Identify preferred routes and desire lines for pedestrian and cyclists.
 - Review conceptual designs and provide input on issues such as connectivity, safety, access, or conflicts.
 - Identify any elements within the area requiring improvements.
 - Provide feedback on the recommended design.
- The role of the public at the open house will be to provide feedback on the recommended design.

Stakeholder Feedback

Recommended Design
Input Welcomed



Project Contact

Public Engagement Lead:

David Jopling at MMM | WSP

204.943.3178 or JoplingD@mmm.ca

Group Discussion

1. Preliminary design options have been developed to reflect the opportunities and constraints presented.
 - a. What designs will meet the needs of regional and local users?
 - b. Are there any concerns with the proposed designs?
 - c. Is there a preference for the proposed options on the north side of Chief Peguis Trail?
 - d. Is there a preference for the alignment connection to Riverbend?

Group Discussion

2. What design elements and considerations are important to you to enhance the pedestrian and cycling facilities? (i.e. safety, connectivity, lighting, access for all users, etc.).
3. Are any improvements required to the existing transit stops, lighting, signage, or landscaping? If yes, where and how?
4. Is there anything else that should be considered?

Existing Path Examples



Embankment Pathway



Pathway Under Bridge



Pathway On Bridge



Pathway in Treed Areas



Bike Signal and Crossing



Date:	December 8, 2016	Project:	Chief Peguis Greenway Extension
Date of meeting:	November 29, 2016	Project Number:	5516096
Location:	Red River Community Centre	Author:	Erika Blackie

Purpose: To receive feedback from stakeholders on conceptual design options for the Chief Peguis Greenway Extension

Attendees:

Representative from Multi-Family Building 20 Valhalla Drive
Representative from Multi-Family Building 25 Valhalla Drive
Representative from Multi-Family Building 35 Valhalla Drive
Representative from Multi-Family Building 60 Whellams Lane
Bike Winnipeg
Green Action Centre
River East Neighbourhood Network – Trail Committee
West Kildonan Collegiate
City of Winnipeg, Active Transportation
City of Winnipeg, Public Works
City of Winnipeg, Office of Public Engagement
City of Winnipeg, Naturalist Services
MMM Group

DISTRIBUTION: All Attendees

EAST OF KILDONAN SETTLERS BRIDGE, HENDERSON HIGHWAY TO BOX CULVERT: BLUE ROUTE OR PINK ROUTE

General Questions/Comments

- Will the pathways be bidirectional?
 - Yes
- Will they improve the connectivity across Henderson Highway?
 - Not this study. This request will be made to the City of Winnipeg Public Works Department.
- There is a concern about the ease of crossing Henderson Highway.
- Many residents from Valhalla Drive cross Henderson at the crosswalk north of Chief Peguis Trail (CPT). There are many accidents at the Valhalla and Henderson Highway intersection.
- Will there be a path on the south side of CPT?
 - Not cost effective.
 - Only one path on north side. The noise wall is adjacent to the shoulder in some location so there is no room for pathway.
- The CPT south shoulder is used from the bus stop to Henderson Highway as a bike path.
- Is a sound wall on the north side of CPT an option?
 - Not as part of this project.
- One Valhalla Drive likes having the bike path along the north side- convenient for their residents.
- Would the paths be cleared in the winter?
 - Yes

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action
	<ul style="list-style-type: none">– It is important to consider how the path can be connected to local schools.– Visibility within treed area is a concern. What if I fall off my bike, will people see me?– Recommend lighting that is used on the Northeast Pioneers Greenway (NPG) from Talbot to Chalmers. Other style of lights shine up, rather than down. Need to test and install proper bike path lighting.– Benches along the path would be nice, nice native plants too.– Branding and wayfinding signage should be included.– Is there an opportunity to put a community garden in the area between the blue route and pink route?– What will the City do to accommodate lighting the path?	

Blue Option

- Blue option would be much more park-like and comfortable.
- From a comfort perspective, the blue option would be preferred.
- The blue option has the right-angle crossing at Henderson Highway which is safer for pedestrians and cyclists.
- If the blue option is selected, would some of the vegetation stay?
- Concerns that removing trees and brush to accommodate the blue option may remove the visual barrier for residents along Valhalla Drive facing CPT- they would be able to see the trail, and trail users see into apartment buildings.
- The representatives from the multi-family buildings 20 and 25 Valhalla expressed concern for tenants because the blue option goes so close to the building - people on the path will be able to see into the apartment building windows.
- Can the blue option be set-back from the apartment buildings to create more of a buffer between private property and the path?
- Does the vegetation act as a sound barrier? If it is removed to accommodate a path could you hear CPT?
- Snow clearing may be better on the blue option as the pink option may get snow pushed onto it from snow clearing on CPT.
- The blue option is close to private property.
- If you chose the blue option, the residents of Valhalla Drive could easily access it.
- There is a concern that the blue option will open up access to Valhalla Drive enabling people to flow into the area- theft and break-ins have occurred and there are concerns that a pathway connection to Valhalla may increase this behaviour.
- Is Valhalla a driving or walking community?
- People walk, there are lots of seniors in the buildings. 20 and 25 Valhalla are largely Seniors blocks (approximately 80%).
- If it is a walking/biking community then it should be okay for residents to have close access to the new trail.

Pink Option

- How close is the pink option to CPT?
- The pink option would be less comfortable, noisier.
- Pink option would be less attractive for all ages and abilities.

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action
Purple Route		
	<ul style="list-style-type: none"> - The purple option feels too far and too inconvenient. - How do you get to the bus stop with the purple option? <ul style="list-style-type: none"> - The connection to the bus stop would be kept. 	
Orange Route		
	<ul style="list-style-type: none"> - If there is a greater risk of the purple path flooding the orange option may be better. - Orange is preferred from a CPTED point of view- because we are in an area further from the community, the route may be better closer to roadway in case help is needed. - Orange may also be better for future connections on the north side of Kildonan Settler's Bridge. - The orange route keeps more vegetation. 	
Option Preference		
	<ul style="list-style-type: none"> - Orange option is preferred by all. 	
BRIDGE WIDENING OPTIONS		
	<ul style="list-style-type: none"> - Why is the widening options only 2.5 metres? <ul style="list-style-type: none"> - Options were explained. - Can't you do both (i.e. move barrier and cantilever)? <ul style="list-style-type: none"> - The cost would basically double. - Could the vehicle lanes be narrowed? <ul style="list-style-type: none"> - The roadway is designed for high speed and heavy trucks. - What about Option 2 and narrow the lanes? <ul style="list-style-type: none"> - Fort Garry Bridge example was used to show the size of the bike lane. Group felt better about the 2.5 metre option after measuring out the width. - With all the options, we hope that the widening does not impact the viewpoint areas. - Will costs be presented to the public later? <ul style="list-style-type: none"> - Yes at the open house 	
WEST OF KILDONAN SETTLERS BRIDGE TO MAIN STREET		
	<ul style="list-style-type: none"> - Issues at the end of Scotia Street. <ul style="list-style-type: none"> - A connection is in the plans to West Kildonan School but is two years behind schedule by developer, should be complete next year. - Kildonan Parkway is an important connection. - Can the path be connected to Red River Community Centre or Vince Leah Community Centre? 	
MAIN STREET INTERSECTION		
	<ul style="list-style-type: none"> - Really like the dual left-hand turns. - Really like the bike signals. - Would be great to widen the sidewalk (west side) on Main Street into a multi-use path south of CPT. People cycle on the sidewalk now, but risk getting a ticket. Cycling on the street in this area is unsafe, almost hit by semi 15 years ago. - Is there an opportunity to introduce raised pedestrian and cycling crossing at Main Street and CPT? - Can the pathway and AT path be flipped at Main Street? This may makes less conflict points between cyclists and pedestrians. 	

Item

Details

Action

TRANSIT FACILITIES, LIGHTING, SIGNAGE, AND LANDSCAPING IMPROVEMENTS

- Local residents may have input for CPT bus stops near bridge
- There is lots of traffic between buildings close to the Henderson corner.
- Lots of transit users on Henderson.
- Lighting along the path needs to be good, not just ornamental. Good lighting under the bridge is also important.
- Wayfinding and signage is important particularly in the area of the bridge. People don't realize you can go under the bridge. This should include Wayfinding to Kildonan Drive, North Winnipeg Parkway, etc.
- Garbage cans along the path should be installed.
- Include similar landscaping to the existing CPG.
- Are there opportunities for community gardens?
 - o Would have issue with parking for users.
- Rest areas with benches, nodes, and points of interest should be considered.
- Continue CPG signage.
- City should make sure that the destinations in the area have bike parking.
- Sound wall on the north side of CPT by condo buildings would be good.
- South of CPT there is a bench and bus shelter.
- The bus stop closest to river is not well-used, there is an option to put in a bench. The stop is well-lit.
- Would like to see amenities provided along the trail- the trail should accommodate commuters but it can also contribute to a sense of place and community through adding pocket parks, playgrounds, and aesthetically pleasing.

GENERAL COMMENTS/QUESTIONS

- With the initial design of the Kildonan Settler's Greenway why wasn't AT considered?
- Would the city replace trees or shrubs lost to accommodate the path?

Date: December 7, 2016

Project: Chief Peguis Trail Greenway Extension

Date of meeting: December 5, 2016

Project Number: 5516096

Location: City of Winnipeg – Public Works, 1155 Pacific Ave

Author: Scott Rosin

Purpose: City of Winnipeg Technical Stakeholder Meeting for the Chief Peguis Greenway Extension Conceptual Design Options

Attendees:

City of Winnipeg, Active Transportation
City of Winnipeg, Golf Services
City of Winnipeg, Universal Design
City of Winnipeg, Park Planner
City of Winnipeg, Community Planner
City of Winnipeg, Transit
City of Winnipeg, City Naturalist

City of Winnipeg, Signals
City of Winnipeg, Office of Public Engagement
City of Winnipeg, Waterways
Shaw, Planning
HTFC
Amec Foster Wheeler
MMM Group

EAST OF KILDONAN SETTLERS BRIDGE, HENDERSON HIGHWAY TO BOX CULVERT: BLUE ROUTE OR PINK ROUTE

General Questions/Comments

- Potential improvements to Chief Peguis westbound bus stops, east of the bridge:
 - Bench
 - Lighting
 - Space for bus shelter (analysis done by Transit to determine if shelter is warranted: boarding numbers, wind, exposure, transfers etc.)
- Main bus route: 77 Crosstown North, very long route, does not go downtown (Kildonan Place Mall, Garden City Mall, Polo Park Mall).
- Most bus transferring occurs on Henderson and Main, not along Chief Peguis.
- How do you cross Chief Peguis east of Kildonan Settlers Bridge?
 - Only 2 options, at Henderson or under the bridge, concerns for people with mobility issues.
- What is the compensation for tree loss?
 - Standard values for healthy trees, there are not many good specimens, fairly thick bush but not good quality (European buckthorn).
- Benches for rest along the pathway is needed.
- Path lighting needs to be a minimum of 1.5m away from the path for snow clearing.
- What is the offset of the existing pathway from the road?
 - Approximately 8.5 metres.
- What is the access to the path for the multi-family buildings?
 - It will be the same as existing.
- Request to add ditch line to the drawing.

Blue Option

- Blue option lighting concerns:
 - Light pollution into adjacent buildings

Any omissions or errors in these notes should be forwarded to the author immediately.

- Lighting for safety is needed
- Route blue option through tree clearings to avoid tree removal. The grasses are not overly important.
- With blue path, where could the escape route be? How do you get out and visible?
- There are CPTED issues with the pathway through the forested area.
- Need to consider the separation from CPT.

Pink Option

- The proposed guard rail may cause issues for snow clearing.
- How does the guardrail work with the bus stop on westbound Chief Peguis, east side of the bridge?
 - Transit will work out details with design team during a future meeting.
- How would the bike path work with sidewalk and bus stop with pink option?
 - Jog bike path around bus stop as was done on Pembina Highway.
- If pink option is selected, need to ensure that Transit has a dedicated space at the bus stops along Chief Peguis to eliminate conflict between transit users and path users.
- Design path to allow for addition of a shelter.
- Safety concerns regarding pink option along Chief Peguis - fast traffic, not good for kids.
- Some prefer to walk along the road to be able to see buses approaching, and gives drivers ability to see pathway and where it goes to potentially increase usage.
 - Reference given of Sterling Lyon Wilkes to Lorimer for traffic speed / pathway distance from roadway.
- AC asked if the pink pathway could be moved to the opposite side of the ditch.

Option Preferences

- Blue option generally seen as too far from road, mid-way between pink and blue preferred.
 - Reference of Bishop Grandin Greenway given for visibility, see from road in most areas.
- Moving the pink pathway further from the road may cause drainage problems that would need to be addressed. It may also need to remove more trees to make changes to the future ditch for drainage purposes.

EAST OF KILDONAN SETTLERS BRIDGE, BOX CULVERT TO KILDONAN SETTLERS BRIDGE: PURPLE ROUTE OR ORANGE ROUTE

General Questions/Comments

- Are there any drainage issues in the area from the culvert to the bridge?
- There could be increased pressure on bus stops with coming densification.
- Concerns over the existing slope for people with mobility issues on South side of Chief Peguis behind the sound wall. What type of slope will the new multi-use path looping down from the bridge deck to underneath be?
- Slope concerns walking from Whellams to bus stop Eastbound on Chief Peguis.
- The slopes under the bridge should be reviewed and looked at closely during detailed design.

- Potential for some type of barrier to help prevent pedestrians crossing Chief Peguis at uncontrolled locations.
- Suggested to look at possible solutions to eliminate jay-walking and requested a continuous pathway between the purple path and the bus stop.
- Stated that wayfinding would reduce people jay-walking as some people may accidentally take the wrong path to the bus stop.
- Some confusion regarding which side of the bridge can be used to cross, wayfinding important.
- Include wayfinding at bus stop for those disembarking.
- Can something be done to discourage people from loitering/staying under the bridge?
 - Rocks, angular (mortared or large loose)
 - Convex mirrors
 - increased lighting
 - Can lighting be enhanced leading up to the bridge on either side? Increase the feeling of safety
 - Add wayfinding some distance from bridge to make it clear that the pathway leads underneath the bridge. Provide information about the trail route and potential alternate route
 - White paint, public art
 - Maybe cameras
 - An increase in users will improve safety
 - Long sightlines can help, but will be difficult for this project
- Would increased lighting along pathway affect wild animals? People known to use pathways for nature walks.
- What is the condition of the box culvert?
 - The box culvert was reviewed, it's in good condition. The area was washed-out in approx. 2009.
- Opportunity to use bridge to carry utility cables across the river.

Purple Option

- CPTED issues with the purple option as it is in the forest.
- The purple option will require analysis for waterways, flooding potential, etc.
- There is the potential for a large amount of tree replacement, which can be costly, as larger higher quality trees are located in the purple option route.
- If the orange option is selected, can the purple option be a secondary path - could be granular or woodchips.
 - It's possible, but unsure about accessibility concerns.
 - There may be concerns with the maintenance of the granular/woodchip path.
- Fill is needed for the slopes from the bridge to the purple pathway.

Orange Option

- Personal safety concerns for orange path from culvert to bridge as there may be issues with visibility along the orange pathway due to the slope and/or retaining wall.
- The orange path would need its own lighting, Manitoba Hydro typically does not put a second set of lights on a pole.

Any omissions or errors in these notes should be forwarded to the author immediately.

- A shy distance would be needed from the retaining wall since cyclists will not ride close to the wall, actual operating width would be decreased.

Option Preference

- Likes the opportunity to have both pathways, one formal and the other more informal.

BRIDGE WIDENING OPTIONS

- Seating would be ideal in lookout spaces on the bridge, but unsure if there is enough space to accommodate this.
- Will the viewing areas remain?
 - Yes.
- Space concerns with bridge section option 1, very tight for bikes to ride past pedestrians.
- With the narrow shoulder, any vehicle stalls on the bridge would reduce the bridge to one lane.
 - A third lane may be added as part of CPT extension, could possible regain shoulder width.
- What is the function of the 2.6m existing shoulder?
 - It's unknown and the standard may have been different when constructed.
- Is there an opportunity for an AT pathway on the north bridge?
 - It would require deck work and additional costs.
- Ideal option would be combination of moving barrier and cantilever, but cost is a concern.
- Option 3 of moving barrier and new curb good middle ground, but can barrier be moved further (1.5m shoulder).

WEST OF KILDONAN SETTLERS BRIDGE TO MAIN STREET

- Left turn lane to eastbound Chief Peguis is a big issue.
 - This should be resolved with the added turning lane.
- Signage and wayfinding for routes to go over bridge and around area important from Main, especially at bus stops.
- Keep path minimum of 5m away from wetland area close to Frog Plain Park.
 - Should get in contact with individual who was very involved in the area regarding habitat and nature.
- Use gaps in tree stands from Main moving into Frog Plain Park, keep tree loss at a minimum.
- On west side of intersection of Main at Chief Peguis, pathway has sharp turns that people would most likely cut across.
- Safety of pedestrians crossing to/from island with bus stop at Main and Chief Peguis. Bikes, pedestrians, cars and busses all using yield.
- Need to explore methods to reduce traffic speed yielding from Chief Peguis to Main northbound
 - Raised crosswalk
 - Painted crossing
 - Lighting
 - Other highlight method
- Potential of crosswalk being blocked when traffic stacks up.
 - Raised crosswalk could help alleviate this.

Any omissions or errors in these notes should be forwarded to the author immediately.

- MTS and Shaw have cables close to yield and crosswalk.
- Opportunity for secure bike parking facility close to island bus stop, high volume of riders and transfers, good opportunity to increase bike ridership.
 - Close to southbound stop for downtown commuters.
 - Close to island stop for transfers / returning from downtown.
 - North-East corner of intersection.
- The existing paths west of Kildonan Settlers Bridge were built in 2010 and could be salvaged when the pathway is upgraded.
- Using the existing pathways would have little impact to the area.
- What is the potential for this work to be a “throwaway” with the CPT extension?
- Has approval been given for the pathway near the Frog Plains?

MAIN STREET INTERSECTION

- The overhead sign structure will need to be replaced and roadside safety will need to be looked at. These overhead signs are very expensive.
- A bike signal can be added, but issues may arise with the CPT extension.
 - It was noted that the CPT extension will result in a grade separated intersection at Main Street.
- What is the timing of the CPT extension?
 - The preliminary design is starting soon, but construction isn’t anticipated for at least 5-10 years.
- The more separation between pedestrians and cyclists leads to higher compliance at the intersection.
- Bus shelters should be kept off the island to maintain sightlines.

Date:	December 19, 2016	Project:	Chief Peguis Greenway Extension
Date of meeting:	December 15, 2016	Project Number:	5516096
Location:	Teleconference	Author:	Erika Blackie

Purpose: To discuss the proposed pathway alignment through Frog Plain Park

Frog Plain Park:

- The open green space in Frog Plain Park was intended to serve as a drainage basin for the wetland.
 - When Frog Plain Park was established, there were concerns as to whether the wetland would get the water it required because of planned development.
 - It was decided that the green space would serve as a catchment basin with a back-up plan of the City watering the wetland using a nearby hydrant.
 - Cheryl Hemming was the City Naturalist involved in the project.
- A concern is that a paved pathway could prevent water from draining towards to the wetland.
 - How will a 3.5 metre paved pathway, located 5 metres away from the wetland, impact drainage?
- Unsure as to whether the open green space is graded to drain towards the wetland.
 - However, when Frog Plain Way was built, it was constructed in a way to help retain water in Frog Plain Park.
- There are three species of frogs in the park - Boreal Chorus Frogs, Leopard Frog, and Wood Frog
 - The Boreal Chorus Frog is Manitoba's smallest frog at the size of a quarter.
- From May to June, the frogs gather in the wetland for mating and move out of the wetland to nearby habitat for the summer months.
 - The frogs travel quite a bit, not sure exactly how far they move, but suspect that they enter the open green space to the west, treed areas to the south, and nearby yards.
- If lighting is included with the path will it affect the frogs?
 - Amphibians are sensitive to light but unsure to what degree it will affect the frogs.
 - There are turtles in the area and they will move towards the light.
 - Will require investigation.
- A 3.5 metre wide path, is a pretty wide path for frogs to jump across.
- The open green space is an "old farm field" that is not of high quality.
 - It is rough ground, not sodded, and left ungrouted most of the time (though it does get mowed now and again).
 - There were some native species in the space before it was mowed.
- Not too sure what the space is used for, some people use the area as an off-leash dog park. It doesn't seem to be used for recreation.

Any omissions or errors in these notes should be forwarded to the author immediately.

Item

Details

Action

Pathway alignment

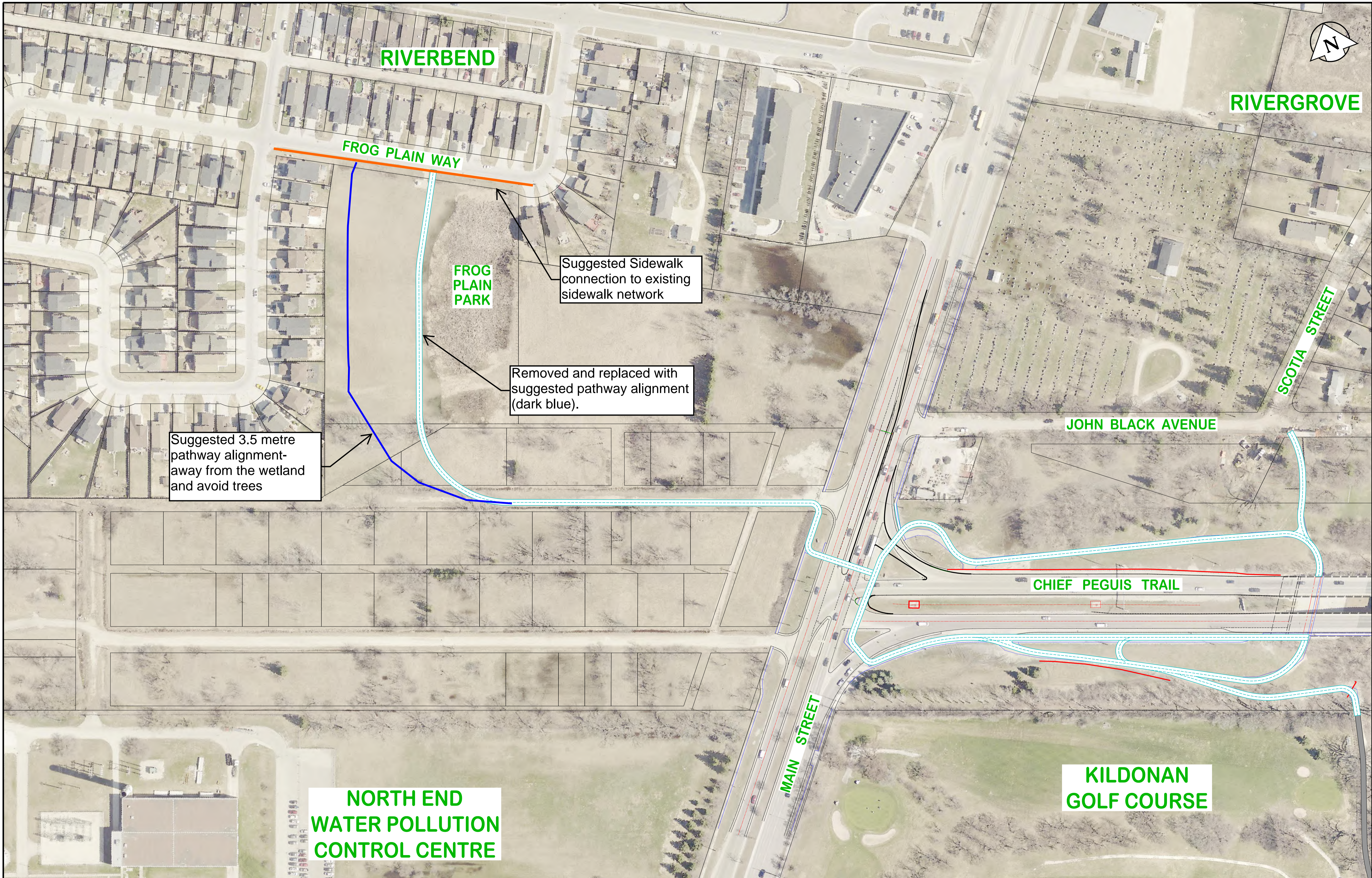
- The pathway is important to help promote walkable/bikeable neighbourhoods.
- To alleviate concerns about drainage, the path should be closer to the homes.
 - This would allow the large open green space to continue serving as a drainage basin for the wetland.
- People who back on the park may not appreciate the path behind their house but it would be a trade-off as they don't have a sidewalk in front of their house.
- There may be a ditch, which is quite deep and steep, along the ROW south of Frog Plain Park.
- The connection into Frog Plain Park should try to avoid stands of trees as this may be habitat for the frogs.

Pathway connections

- There are opportunities for the new pathway to integrate and connect to recent paths added in the neighbourhood.
 - Sidewalks and paths have been added to connect the neighbourhood to the new school École Rivière-Rouge (Seven Oaks School Division) on Swinford Way.
 - A sidewalk was added on the east side of Donan Street connecting to a pathway that leads to the school site from Ridgecrest Avenue and Donan Street.
 - There is a wetland habitat northwest of the corner of Murray Avenue and Donan Street – a pathway connection just west of Murray Avenue and Donan Street has been added as another connection into the school site/wetland area.
 - A sidewalk was added on the east side of Swinford Way and a third access to the wetland is off of Swinford Way, north of Murray Avenue.
- How will this path connect to other AT projects in the neighbourhood?
 - There is an opportunity to connect the new Frog Plains Park pathway to the school site by adding sidewalk connections on the north edge of Frog Plain Park, leading to the sidewalks on Endcliffe Way and Frog Plain Way.
 - Traffic in the area is quite calm so cyclists should feel safe riding on the street.
- People have had concerns with the addition of sidewalks in the area.
 - It is not viewed as a welcome addition, especially when it is in front of their house.

Chief Peguis Extension

- If the Chief Peguis Trail Extension is built, how will it affect the Frog Plain Park pathway?
 - Has the impact of the Chief Peguis Trail extension been considered in your planning process?
- It is rumoured that when the Chief Peguis Trail Extension is built, access to Murray Avenue will be changed to a right-in, right-out only.
 - This may result in more vehicles travelling on Donan Street and Ridgecrest Avenue. If this is the case, more pedestrian and cycling connections would be helpful.



LEGEND

- MULTI-USE PATH
- EXISTING PATH

PRELIMINARY
DATE PLOTTED
12/14/2016
NOT FOR CONSTRUCTION



CHIEF PEGUIS GREENWAY EXTENSION

FROM MAIN STREET TO HENDERSON HWY
CHIEF PEGUIS AT MAIN STREET
FROG PARK

MMM Group Limited
Suite 111 - 93 Lombard Ave
Winnipeg, MB R3B 3B1
t. 204.943.3178
f. 204.943.4948
www.mmmgrouplimited.com

CITY DRAWING NUMBER	SHEET 7 OF 7
SCALE	1:1000
DATE	12/14/2016

APPENDIX B

OPEN HOUSE MATERIALS



YOU ARE INVITED

Chief Peguis Greenway Extension Public Open House

The City of Winnipeg has identified a gap in the pedestrian and cycling network from Henderson Highway to Main Street and is undertaking a study to eliminate this gap. This project will connect Henderson Highway to Main Street and provide a safe and attractive cycling and pedestrian facility for all ages and abilities.

Date: Tuesday, January 31, 2017

Time: 4:00 p.m. – 7:00 p.m.

Location: Red River Community Centre, 293 Murray Ave.

Format: Drop-in



Project team members will be at the open house to answer your questions and listen to your comments. For inquiries or for those who may require alternate formats or interpretation in order to participate, please contact David Jopling by January 24, 2017.

Project Contact: David Jopling, Public Engagement Lead, at 204-943-3178 or JoplingD@mmm.ca

www.winnipeg.ca/ChiefPeguisGreenway



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YOU ARE INVITED



WSP | MMM GROUP

CHIEF PEGUIS GREENWAY EXTENSION PUBLIC OPEN HOUSE

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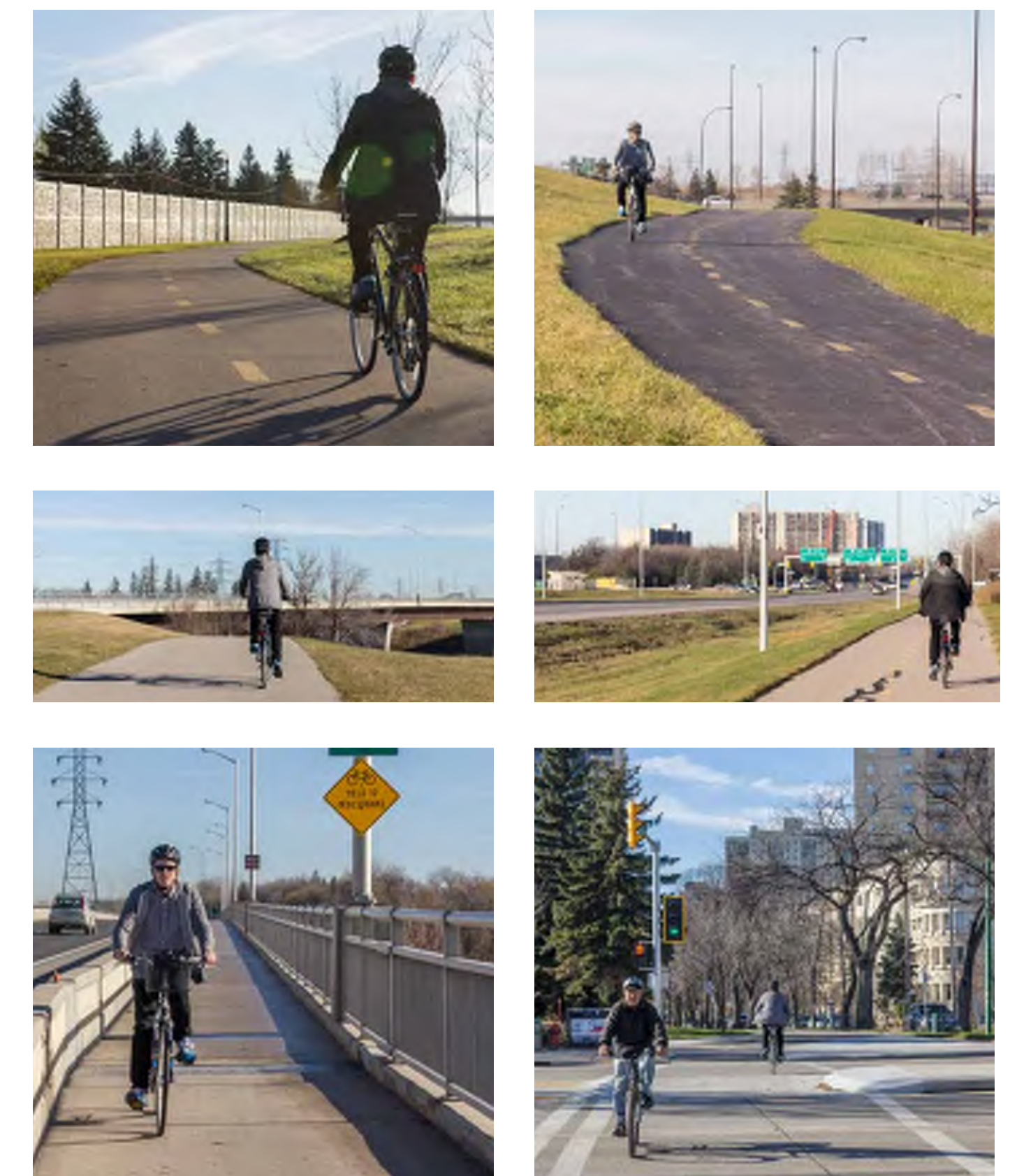
**Project Contact: David Jopling, Public Engagement Lead, at
204-943-3178 or JoplingD@mmm.ca**

www.winnipeg.ca/ChiefPeguisGreenway

Welcome to the Open House for the Chief Peguis Greenway Extension: Recommended Pedestrian and Cycling Improvements

Please feel free to:

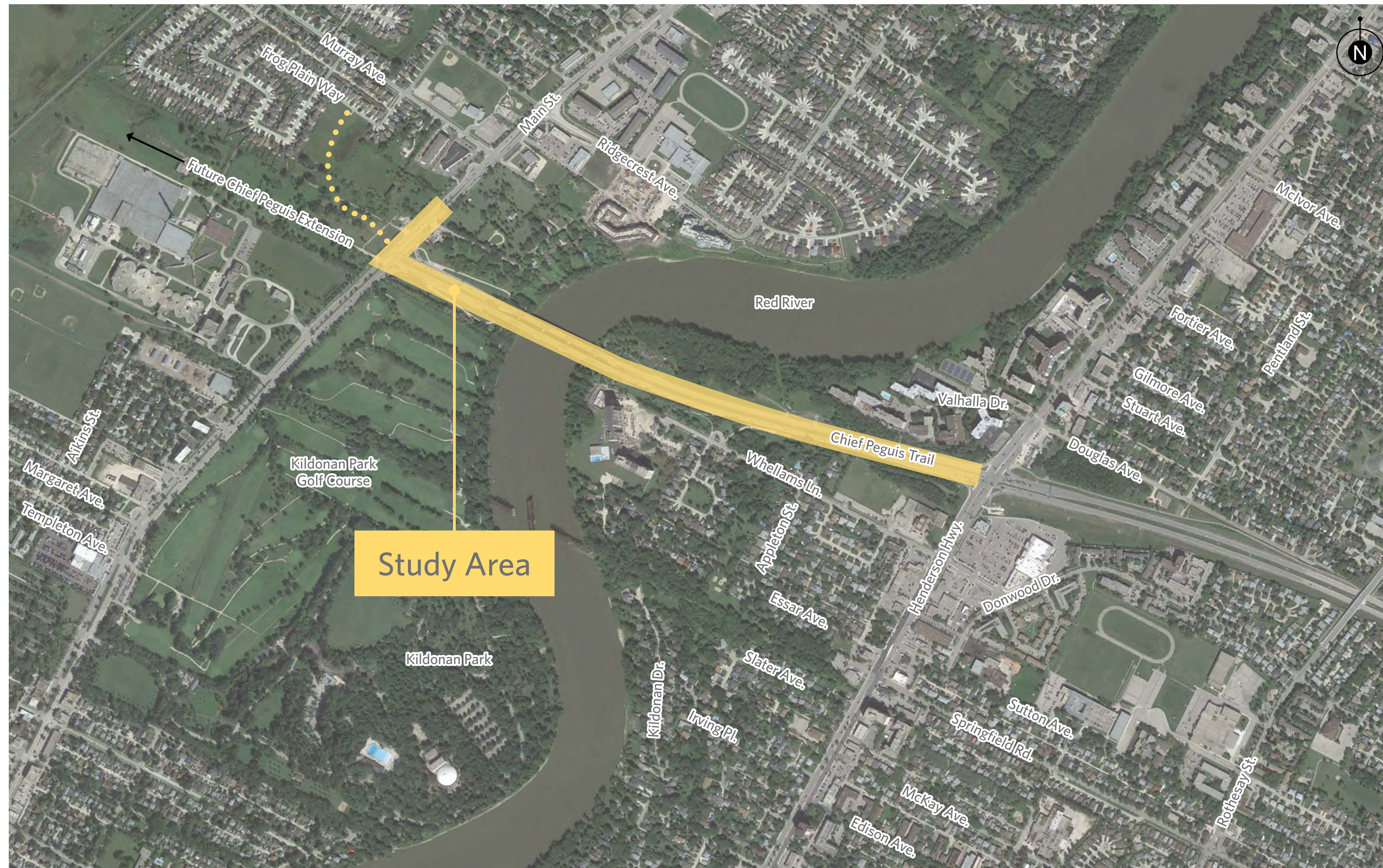
- View the information presented
- Ask questions and talk with study team members
- Complete a comment sheet



- » The City of Winnipeg is undertaking a design for an off-street pedestrian and cycling pathway along Chief Peguis Trail (CPT) from Henderson Highway to Main Street.
- » The pathway will be an extension of the existing Chief Peguis Greenway which currently runs along Chief Peguis Trail from Lagimodière Boulevard to Henderson Highway.
- » Connecting Henderson Highway to Main Street is identified in the Winnipeg Pedestrian and Cycling Strategies as a priority to create a continuous active transportation corridor along Chief Peguis Trail.
- » This is an engineering study. Funding for construction is currently not in place.



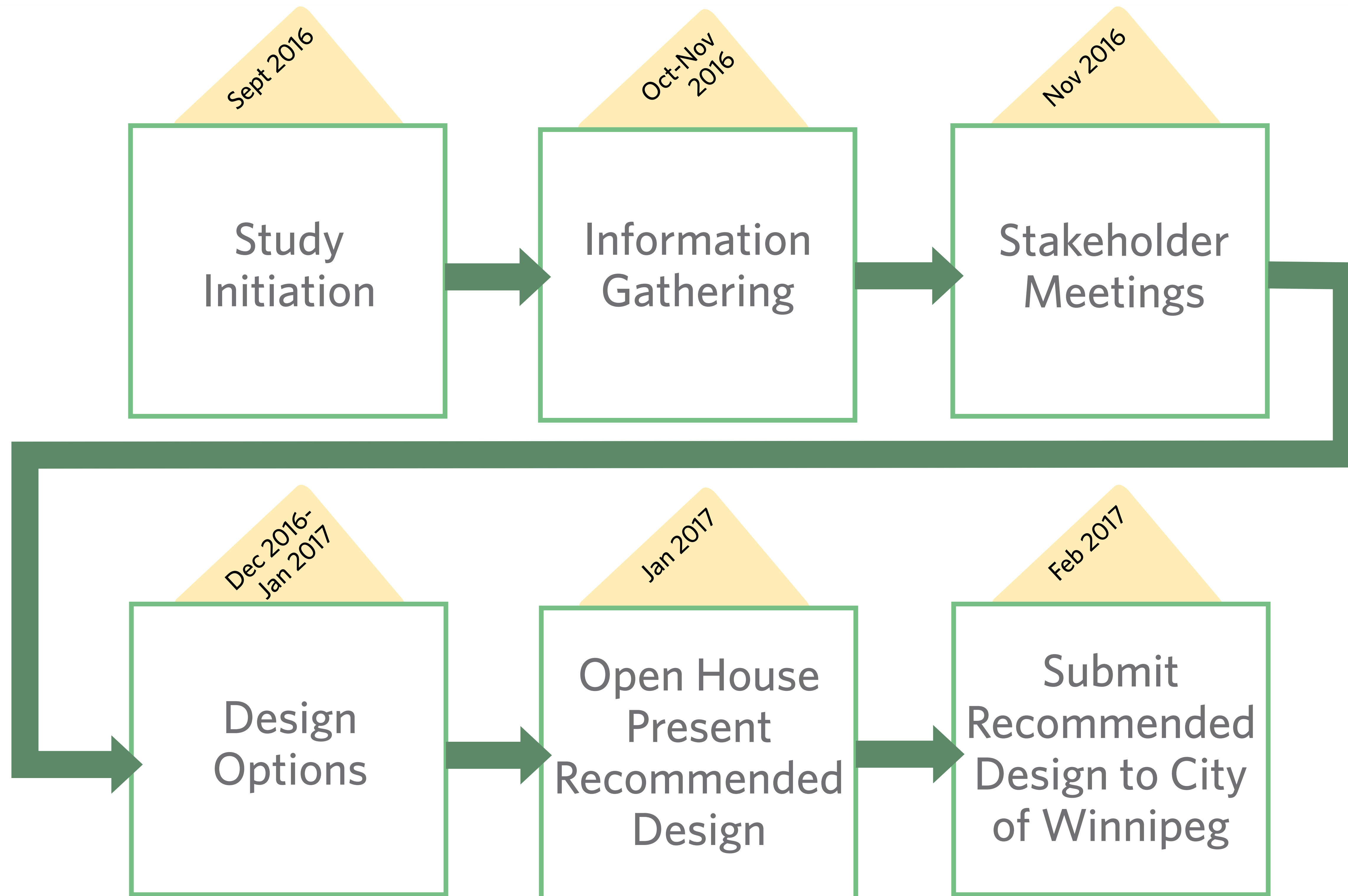
Existing Conditions



The objectives of the project are to:

- » Provide safe and attractive infrastructure for all ages and abilities.
- » Eliminate a gap in the pedestrian and cycling network.
- » Improve transit amenities.
- » Improve traffic flow at the Main Street and Chief Peguis Trail intersection.
- » The Chief Peguis Greenway is an important link for the Trans Canada Trail in Winnipeg. The proposed Chief Peguis Greenway Extension would provide an improved and more convenient route to and across the Kildonan Settler's Bridge for the Trans Canada Trail.

Study Timeline



..... **We Are Here**

Constraints and opportunities will influence the alignment of the pedestrian and cycling pathway.

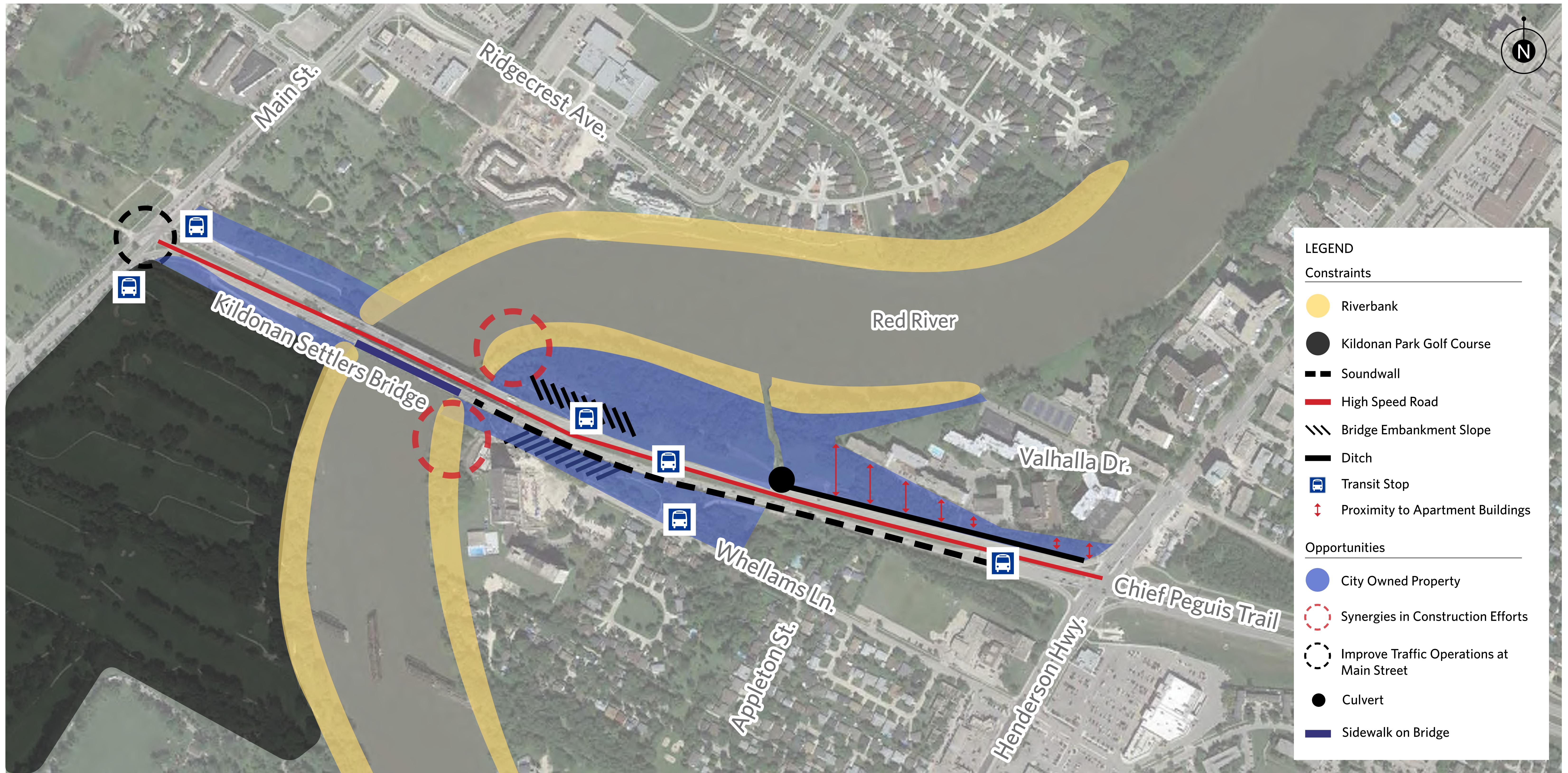
CONSTRAINTS:

- » **Safety and comfort** adjacent to a high speed route (80 km/hr).
- » Existing **sound wall** restricts alignment options as private property is south of the sound wall.
- » Avoidance to **regular flooding**. The path will be set-back from the Red River and above regular high water levels.
- » Bridge **embankment slopes**. The new pathway will have gradual slopes so it is accessible for all ages and abilities.
- » **Privacy of tenants** adjacent to the path. The alignment will be influenced by the proximity to the nearby apartment tenants to ensure their privacy is respected.

OPPORTUNITIES:

- » Peguis Creek flows under the road through a **box culvert**. The new path will cross the creek using the existing box culvert.
- » **Sidewalk on south bridge** (eastbound bridge). It is cost effective to modify/widen the existing sidewalk rather than add a new sidewalk to the north bridge.
- » **City owned property** is wide, and therefore, private property acquisition is not necessary.
- » **Existing gravel paths** west of the bridge. The new path can utilize the existing alignments and materials.
- » **Lighting from existing street lights**. The new path can utilize the existing street lights where feasible.

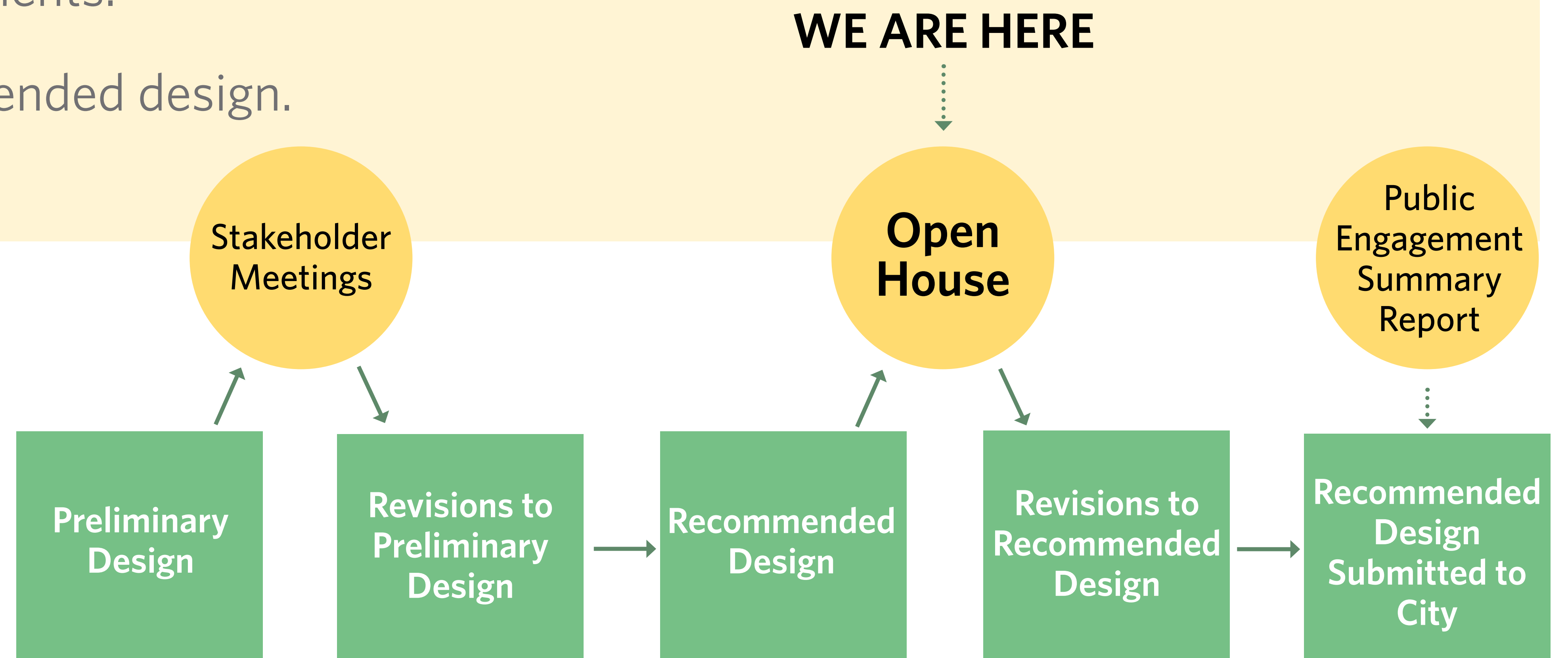
Site Constraints & Opportunities



Public engagement is important to the success of this project.

We ask the public to:

- » Provide designers with local knowledge of the area.
- » Inform the project team of concerns with existing conditions.
- » Identify preferred routes and desire lines for pedestrians and cyclists.
- » Provide input on issues such as connectivity, safety, access, or conflicts.
- » Identify areas requiring improvements.
- » Provide feedback on the recommended design.



In November 2016, three meetings were held with:

- » Active transportation groups
- » Local school
- » Landowners and property managers of buildings adjacent to Chief Peguis Trail
- » Utility Companies

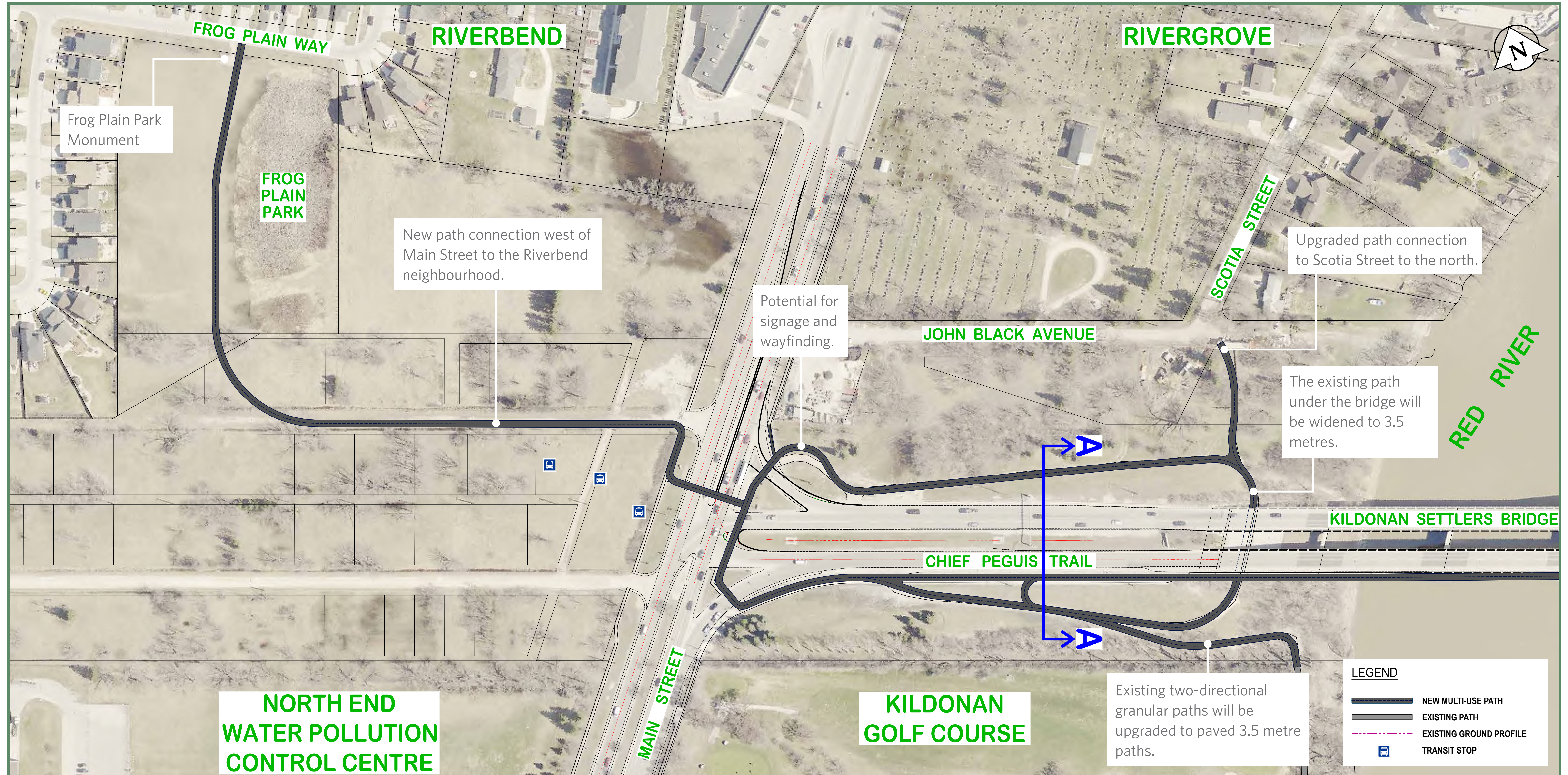
These stakeholders each represented a specific interest in the project.

Individuals were asked to share their input on the project to help identify suitable areas as well as concerns for the pathway extension.

Feedback included the following:

- » Placing the pathway a safe distance away from Chief Peguis Trail, yet not too far into the wooded area, will help increase pedestrian and cyclist comfort and reduce traffic noise.
- » Placing the pathway an appropriate distance away from the apartment buildings along Valhalla Drive is important to help maintain a buffer.
- » Practical amenities, such as places to rest, garbage cans, and signage should be included.
- » There is plenty of wildlife in the area and it would be desirable to keep the “natural” feeling of the area.
- » Ensuring good visibility and lighting along the path is important to help ensure that people feel safe using the path.
- » Increasing visibility and lighting under the Kildonan Settlers Bridge is important for pedestrian and cyclist safety and comfort.

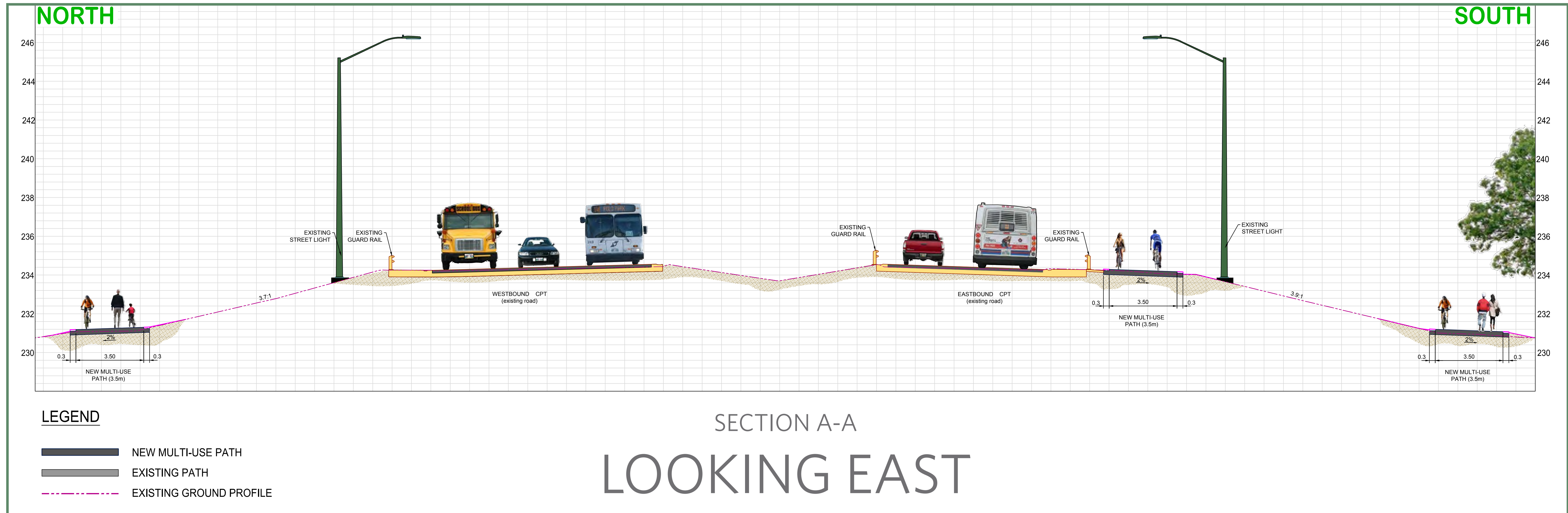
Recommended Design: Main Street to Kildonan Settlers Bridge



See next board for detailed cross section (A-A)

Recommended Design: Main Street to Kildonan Settlers Bridge

Cross Section: A-A



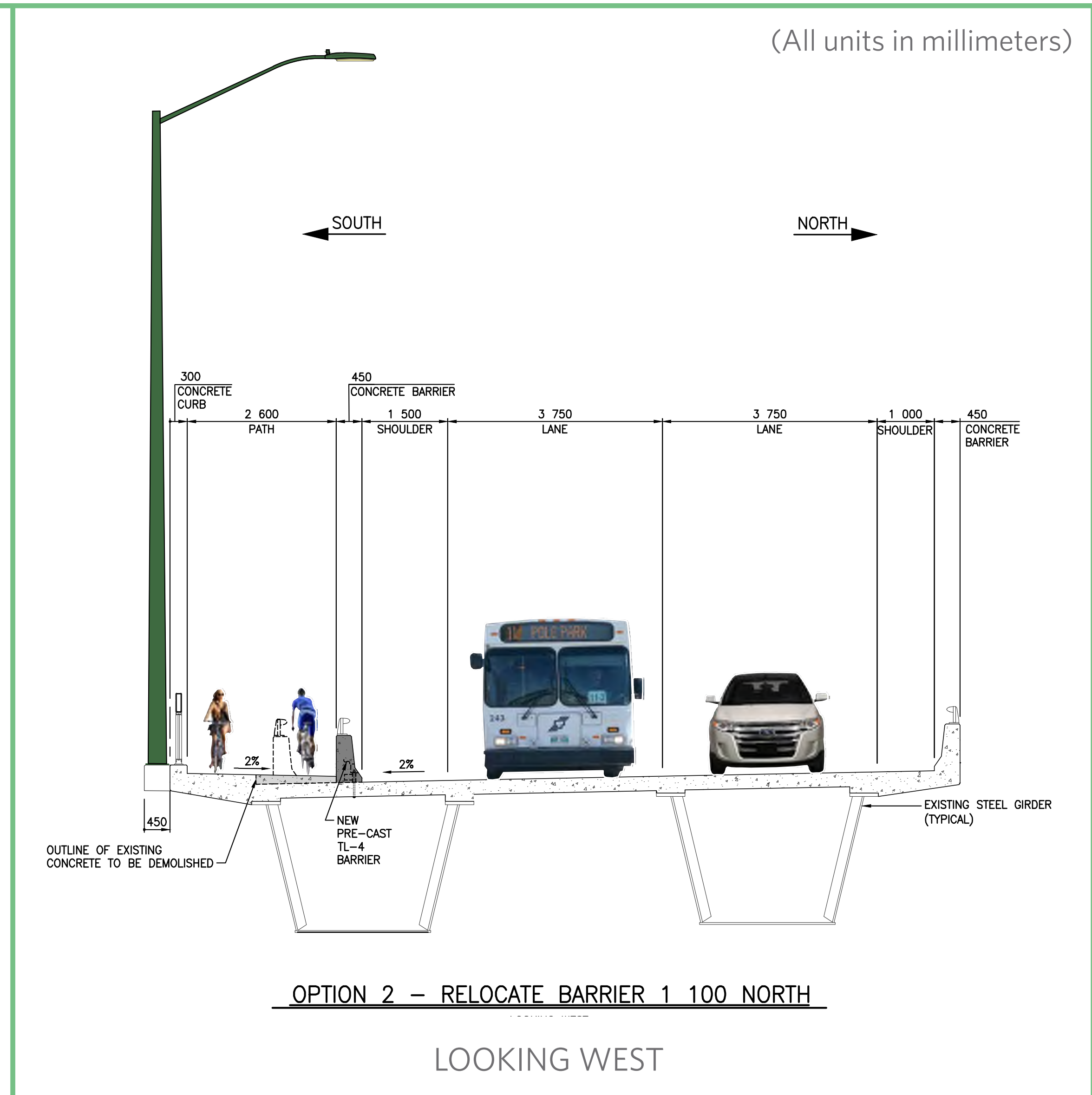
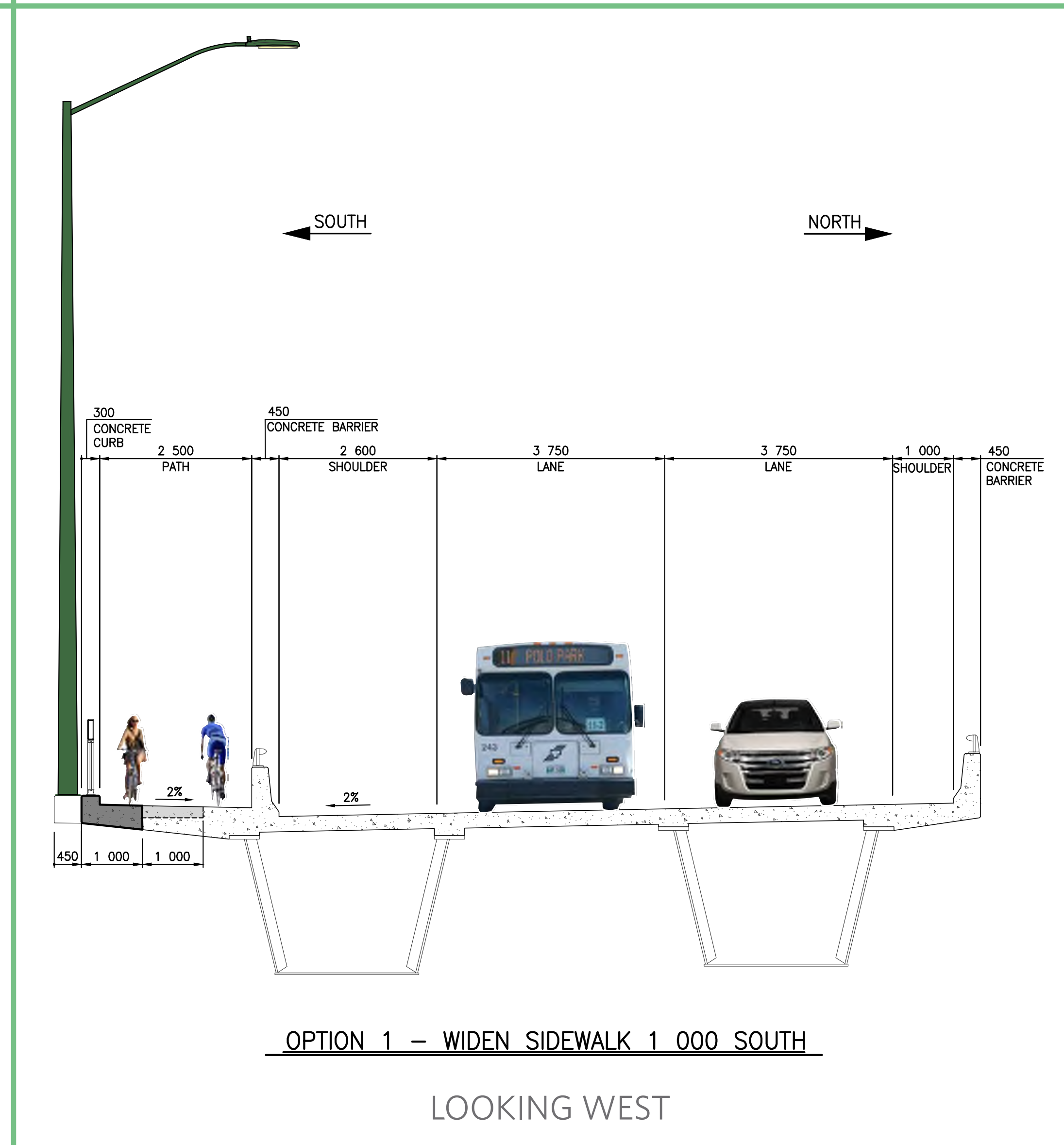
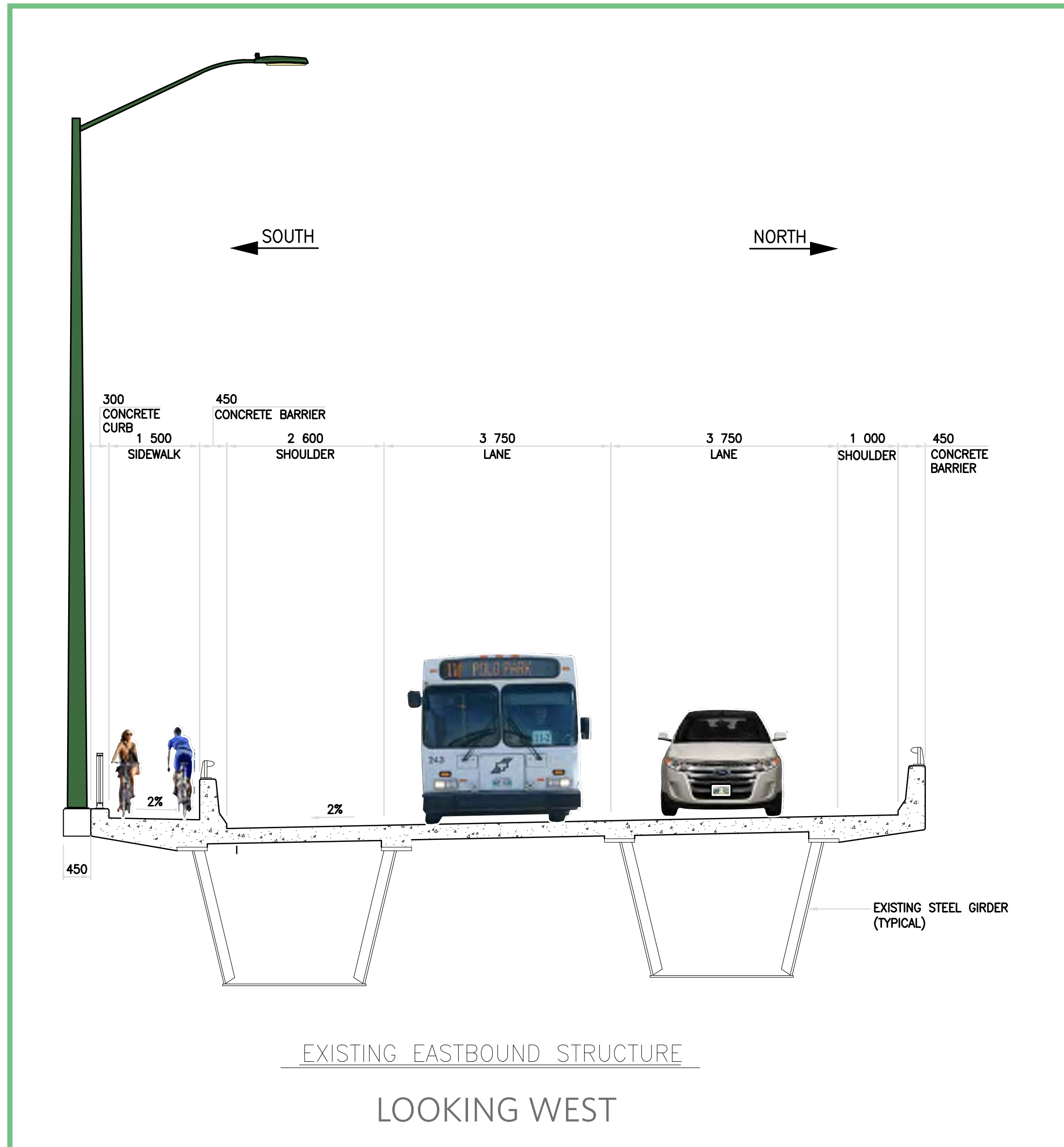
Examples of similar path designs



Recommended Design: Kildonan Settlers Bridge

Existing Design

The City is currently conducting a technical review to select one of two recommended designs.

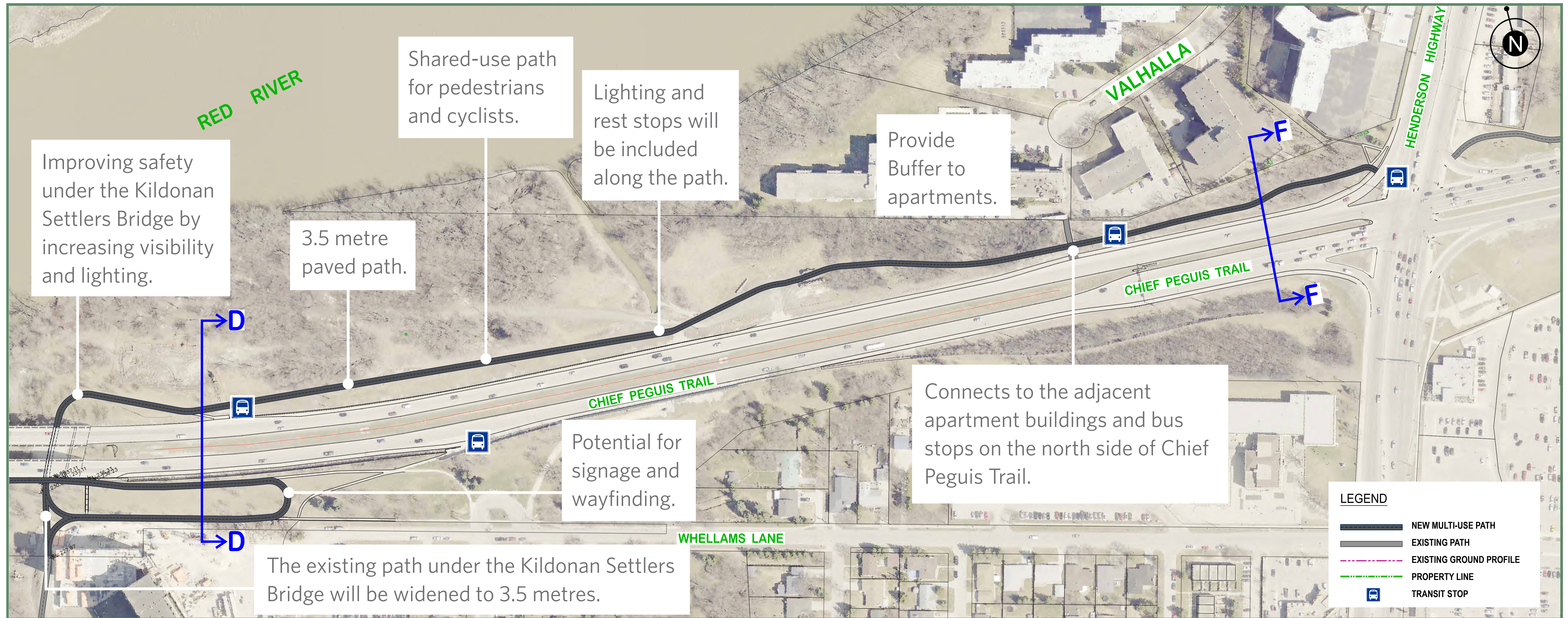


(All units in millimeters)

Examples of similar pathway designs

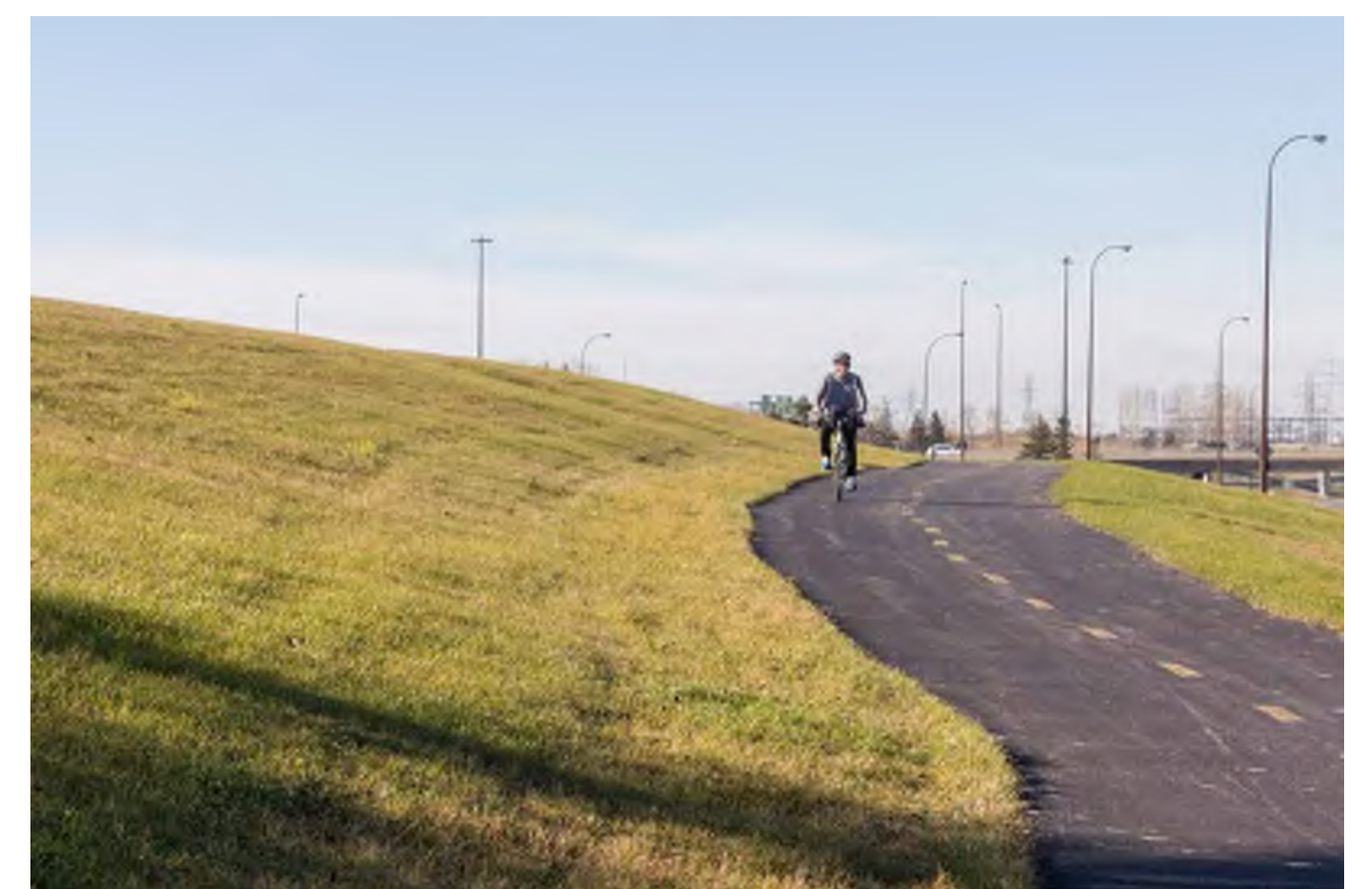
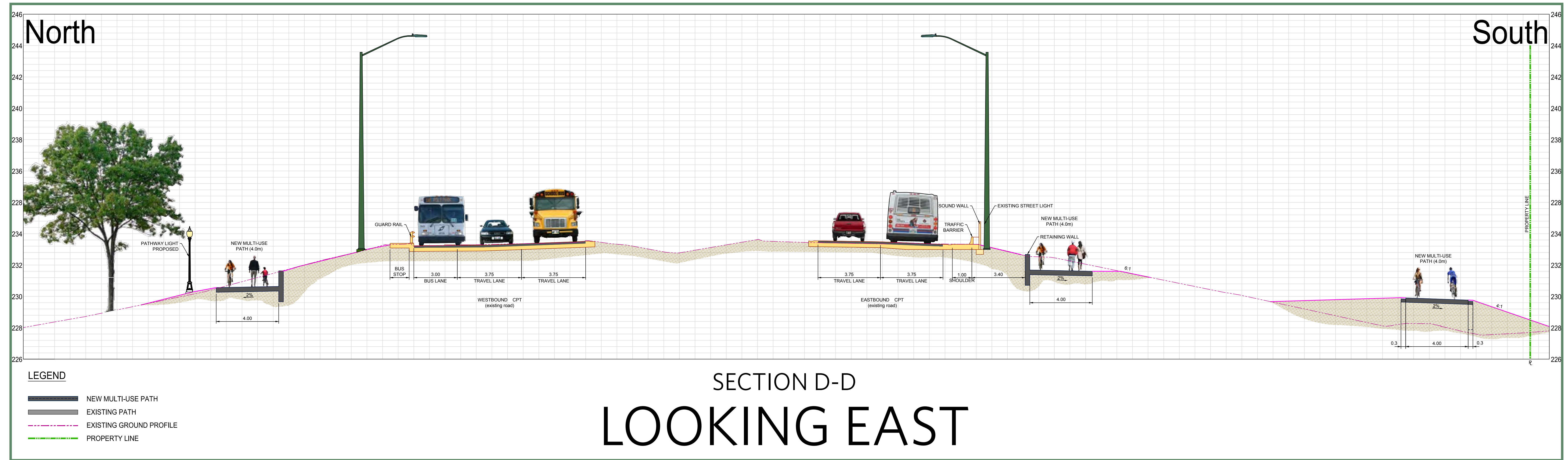


Recommended Design: Kildonan Settlers Bridge to Henderson Hwy.



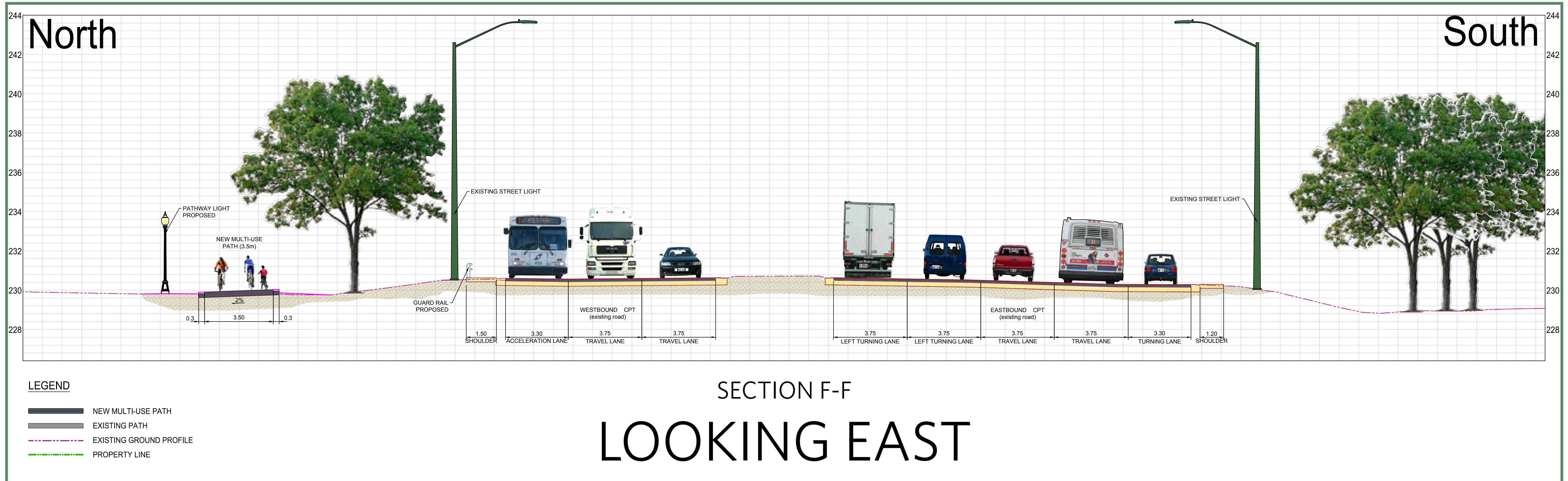
See next two boards for detailed cross sections (D-D and F-F)

Cross Section: D-D



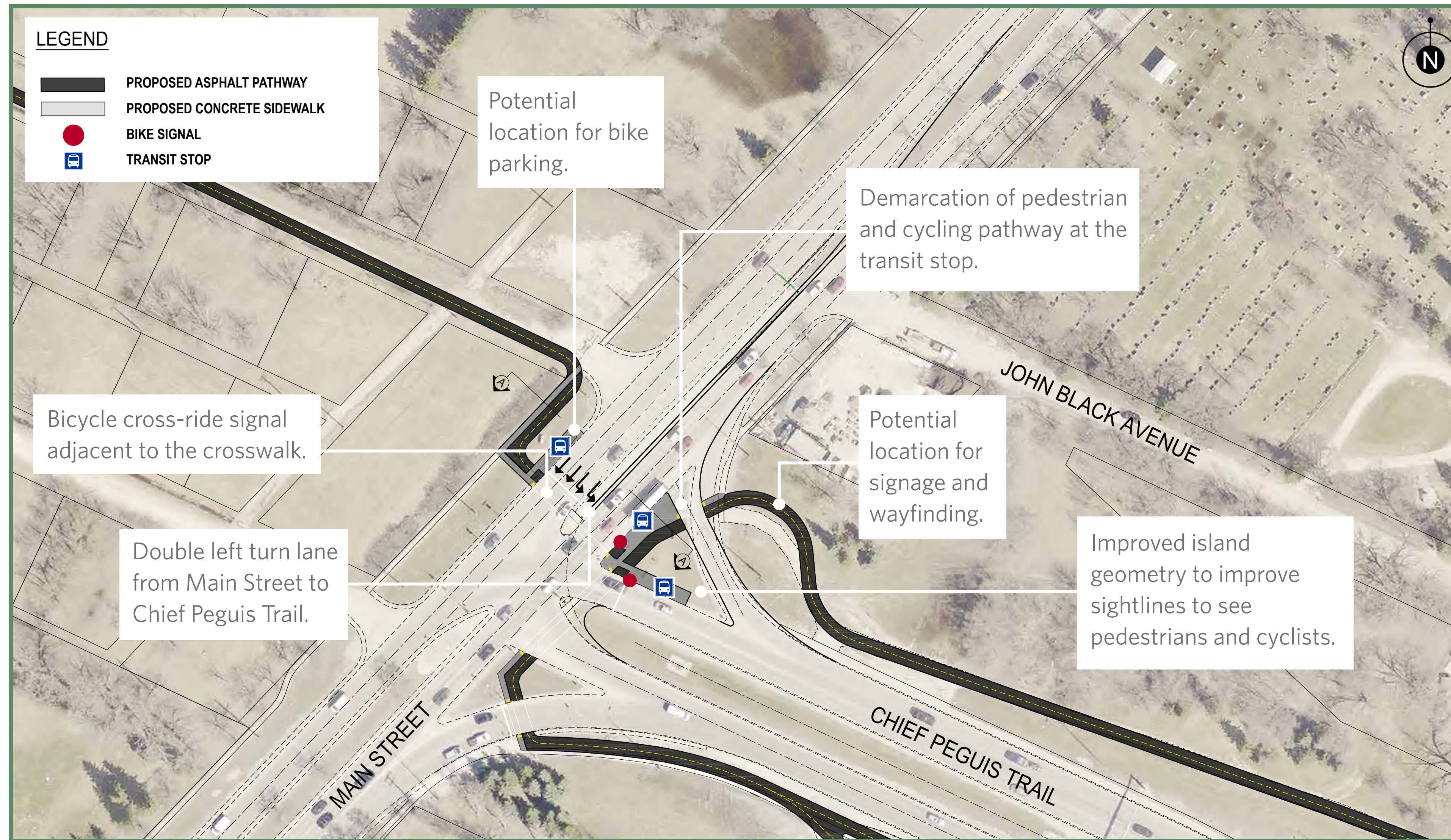
Examples of similar pathway designs

Cross Section: F-F



Examples of similar pathway designs

Recommended Design: Main Street Intersection



Example of similar bicycle cross-ride signal

Thank you for attending.

Please fill out a comment form before you leave. The presentation boards and online survey are available at:

www.winnipeg.ca/chiefpeguisgreenway

The online survey will be active until February 14, 2017

If you have any questions, please contact:

David Jopling at MMM Group Limited

204.943.3178 or joplingd@mmm.ca

Chief Peguis Greenway Extension
Recommended Pedestrian and Cycling Improvements
Open House Comment Sheet
January 31, 2017

1. Please check the boxes that best describe you:

- | | |
|--|--|
| <input type="checkbox"/> I live adjacent to the study area | <input type="checkbox"/> I work in the area |
| <input type="checkbox"/> I live in the surrounding neighbourhood | <input type="checkbox"/> Other (please elaborate):

_____ |

2. Do you currently cross the Kildonan Settlers Bridge on foot, bicycle, or other non-motorized means?

- Yes No

3. Do you intend to use the Chief Peguis Greenway Extension (from Henderson Highway to Main Street) once it is complete?

- Yes No

If you answered YES to Question 3, please indicate how you may use the Chief Peguis Greenway Extension (check all that apply):

- Recreation and leisure (i.e. walking, jogging, cycling, enjoying the outdoors)
- Commuting (i.e. walking, cycling)
- Trip chaining (i.e. using more than one method of transportation to a destination, such as walking or cycling to a bus stop)
- Other (please elaborate): _____

4. What are your thoughts on the recommended design for the Chief Peguis Greenway Extension (Boards 8-13)?

5. What are your thoughts on the recommended design for the Main Street intersection or the connection to the Riverbend neighbourhood (Board 14)?

6. Please provide other additional comments.

7. How did you find out about this open house (check all that apply):

- | | |
|--|---|
| <input type="checkbox"/> Newspaper advertisement | <input type="checkbox"/> City of Winnipeg website |
| <input type="checkbox"/> Mail | <input type="checkbox"/> Social media |
| <input type="checkbox"/> Email | <input type="checkbox"/> Other: _____ |

8. What are the first three digits of your postal code? _____

If you would like to receive project updates please provide your contact information:

Name: _____

Email address: _____

**Thank you for your feedback and participation.
Please return your comment sheet to the sign-in table.**

APPENDIX C

COMMENT FORM RESPONSES



Chief Peguis Greenway Extension Open House Display Boards and Comment Sheet

Q1 Please insert any comments you may have:

Answered: 38 Skipped: 46

#	Responses	Date
1	The neighbourhood in North Kildonan was greatly improved with the addition of the Chief Peguis Trail Extension (from Henderson to Lagimodiere) that introduced active transportation connections to the neighbourhood. Riverbend is a beautiful neighbourhood and as a resident of North Kildonan I would be happy to have an improved AT network to go to the other side of the river (Riverbend, Kildonan Park etc). I strongly support the use of tax payer dollars to an improvement of this nature due to the positive impact it will have on families and individuals within the community.	2/14/2017 4:29 PM
2	I very excited to see bike and walking paths built beside (not on) the roads, streets and avenues being built or are in existence.	2/14/2017 8:27 AM
3	Sounds like a good idea.	2/13/2017 11:04 PM
4	Our family lives in Riverbend, but my children go to school in River East. It would be wonderful to have a safe pathway for bikes over the river, and even better, connecting Riverbend with the bridge. Right now it's Main Street, and I don't feel safe myself riding a bike on Main due to traffic, let alone my kids.	2/11/2017 3:32 PM
5	Currently we walk CPT between Henderson and main street frequently. Improvements would be most welcome.	2/11/2017 2:25 PM
6	Why not put a designated bike lane on the bridge and use the shoulders as bike lanes?	2/11/2017 7:41 AM
7	Such a fabulous idea! We could really use this in the Riverbend area so we can bike all the way to the Gateway bike path and on to Bird's Hill Park.	2/10/2017 10:50 AM
8	High time to get trail done...	2/8/2017 2:43 PM
9	The existing conditions are hazardous in many areas.	2/8/2017 7:19 AM
10	An essential piece of infrastructure.	2/6/2017 2:59 PM
11	Further study around the Henderson Highway intersection between the two pathways for better connection is needed	2/6/2017 2:57 PM
12	I am so glad this is finally being looked at. I use this route regularly with my children on bikes and find it to be very unsafe.	2/5/2017 3:13 PM
13	We need safe multiple use paths in North and West Kildonan. This one seems so logical and although the beautiful river path in the golf course and Kildonan Park is accessible the recommended upgrades will draw more healthy travellers by foot and cycle.	2/4/2017 1:58 AM
14	Including a connection between Scotia North and Ridgecrest Ave/River Grove Dr if right of way is available would be advantageous	2/3/2017 5:10 PM
15	Current grade to cross the bridge & enter the North Wpg Parkway to Kildonan Park is fairly steep & has right angle turns not suitable to cycling.	2/3/2017 4:14 PM
16	This will be an excellent addition to the trail once complete.	2/3/2017 1:30 PM
17	HOwever it is done, please include provision for signage. It is very frustrating following a bike path which suddenly ends, especially at busy intersections.	2/3/2017 11:10 AM
18	I live in North Kildonan and enjoy taking my children to Kildonan Park via bike. I very much support this initiative.	2/3/2017 9:51 AM
19	It seems to me that Pedestrians & Cyclists allready share the path. As I see it there is nothing wrong with the path the way it is. I would think that the monies could/should be used for better projects..	2/3/2017 9:33 AM
20	Lots of this corridor feels dark and unsafe. The road feels too busy to bike on and the sidewalk seems too narrow.	2/3/2017 9:31 AM
21	I love this idea!	2/3/2017 9:12 AM
22	The Chief Peguis bikeway is an incredible example of connectivity. I ride on it with my daughter on a tandem almost daily (April - November). Not only does it allow for safe cycling, it also encourages local investment. On average, we spend \$100/month on local businesses. For peak times, it would be very interesting to see "pop up shops" to help suport active lifestyles.	2/2/2017 11:52 AM
23	The pedestrian/cycling infrastructure on the bridge is absolutely insufficient. Upgrading paths to paved paths would make for a much better commuter experience and more of an active transportation route.	2/2/2017 9:12 AM

Chief Peguis Greenway Extension Open House Display Boards and Comment Sheet

24	I use this as a way to get me and my kids from the existing path to kildonan park. parts of it are dangerous and others too narrow for bikes to pass in opposite directions.	2/2/2017 9:01 AM
25	The existing conditions on and around the Chief Peguis Trail Bridge for cyclists and pedestrians are rather poor. The current sidewalk on the eastbound bridge is too narrow and too close to the noise and exhaust of cars speeding by at 80 km/hr. It would be beneficial to widen the pathway in the future. The creation of a second pathway through public green space on the westbound side would be a welcome and attractive addition. As a recreational cyclist I have used the Chief Peguis bridge enroute from Winnipeg to Lockport and Selkirk many times. The gravel path approaching the eastbound bridge is in poor conditions and a sand trap in places only appropriate for mountain bikes. I have cycled over the westbound bridge in the shoulder lane but would feel much safer on a separated trail like the one proposed, especially when my westbound pathway cuts across the right hand exit for Main Street north. If the proposed separate trail on the north bridge was wide enough to allow for two-way traffic, that would make turning left onto Henderson Hwy northbound simpler and safer.	2/1/2017 4:05 PM
26	Great to see this being done as there is a real need more space for cyclists and pedestrians on the bridge, and connections to and from.	2/1/2017 11:57 AM
27	The sidewalk/ path over the Chief Peguis Bridge requires to be widened.	2/1/2017 11:49 AM
28	The path of the Chief Peguis bridge needs to be addressed. Requires to be widened.	2/1/2017 11:48 AM
29	Any plan to develop more cycling and pedestrian pathways is a step in the right direction.	2/1/2017 10:57 AM
30	Pleased that this is finally getting attention. Funding should be a priority as I agree that the north parts of Winnipeg are poorly serviced for AT infrastructure. However, Main Street badly needs cycling infrastructure along its entire width.	2/1/2017 9:32 AM
31	Pumped about this project. An extension of the beautiful peguis path to main is a big deal to this community. Currently, crossing the river on settlers bridge by bike or foot is cramped, windy, and inconvenient. However, there are many things on main street to attract us from the henderson side and it would be phenomenal to connect these areas with a pedestrian friendly crossing.	2/1/2017 1:23 AM
32	no comment.	1/30/2017 12:27 PM
33	Kudos. It's about time!! As an avid cyclist living in the north end, this has been a long time coming. The existing pathway on the south side of Peguis does not feel safe (so close to the road, no guard rail...). I am growing weary of having to use Whellams Lane as a bike path on the south side. As for the north side of Peguis, there really is no pathway so access to River Ridge, MacBeth Park and Summerview Lane is nowhere near as easy as it should be. So, again, thank you for this.	1/30/2017 11:19 AM
34	Please pave the surface for multi use purposes.	1/25/2017 7:54 PM
35	The sidewalk on Kildonan Settlers Bridge is extremely narrow. Any cyclist has to walk their bike if they come across another cyclist or pedestrian.	1/25/2017 12:00 PM
36	I hope that the Chief Peguis Greenway is also connected to Kildonan Dr as part of this project.	1/19/2017 1:25 AM
37	There is nothing wrong with the path from henderson to Main street.. The disraeli pedestrian bike bridge was a complete waste of money.. Disraeli should have had another lane for traffic. I have NEVER seen anyone use it and also the bike bridge across cpt and raleigh.	1/18/2017 7:44 PM
38	Thank you. Connecting both major routes and local neighbourhoods is great.	1/18/2017 1:39 PM

Chief Peguis Greenway Extension Open House Display Boards and Comment Sheet

Q2 Please insert any comments you may have:

Answered: 34 Skipped: 50

#	Responses	Date
1	One of the city's most beautiful parks is Kildonan Park. There is a huge opportunity to use this project to raise awareness of, and direct more AT transportation to, the destination park.	2/14/2017 4:30 PM
2	We need to make a connection between the two trails and the path should lead to major institutions such as Red River College, Polo Park Mall, St. Vital Mall, U of W, U of M, MTS Centre, Forks, Osborne Village, Assiniboine Park. These paths should not be on the shared roadways. I would be willing to pay for a cycle pass to assist with the construction of these new paths. Painted lines on a road is very unsafe and should never be done.	2/14/2017 8:31 AM
3	The objectives seem good	2/13/2017 11:05 PM
4	It is good already.	2/11/2017 7:41 AM
5	Such a wonderful bike route to Kildonan Park even if we have to leave part of the bike path from Henderson Hwy.	2/10/2017 10:51 AM
6	existing gap for pedestrians/cycling is prominent and major blockade not only between east and west sides of river,,,but N and S from golf course and Riverbend area	2/8/2017 2:47 PM
7	This is a great idea to continue the improvement of cycling infrastructure in Winnipeg.	2/8/2017 7:20 AM
8	It will be great to have a proper connection for the trans canada trail route.	2/5/2017 3:14 PM
9	Awesome! I use this route at least once a week, so this will be great!	2/4/2017 11:01 AM
10	Why is there a study area?	2/4/2017 8:13 AM
11	Yes, I agree all of these improvements are important to increase the opportunities for safety and wellness.	2/4/2017 1:59 AM
12	There already is an issue with congestion on Main Street at the Chief during rush hour traffic. Assuming this project would not compound the problem?	2/3/2017 6:32 PM
13	All worthwhile objectives	2/3/2017 5:11 PM
14	Improvements for pedestrians & cyclists are also required at Henderson Hwy.	2/3/2017 4:16 PM
15	Not sure why Frog Plain Park is included, but it would be nice to include signage and/or pathway the north east by the collegiate and new neighborhood, which is really a nice area to cycle	2/3/2017 11:12 AM
16	Fine the way it is. Spend monies on more realistic projects.	2/3/2017 9:34 AM
17	It's nice to have pedestrian and cycling corridors with clear visible lines to roads. It offers an increased sense of safety	2/3/2017 9:32 AM
18	Safe AND attractive infrastructure, improved traffic flow, improved transit amenities....sounds great!!	2/3/2017 9:13 AM
19	Will future studies consider connections south along the east side of Main Street, to make dual use of the wide sidewalk area for cycling and pedestrian use?	2/3/2017 9:05 AM
20	A safe connector across main street would be greatly appreciated as speeds and traffic flows are quite high in the area. Currently use the traffic light at Ridgcrest to get across Main but this means using the sidewalk to get to the Chief Peguis paths. The connector from Chief PEguis to John Black and then through to Ridgecrest is not complete but would be a good option as well if crossing at the lights at Ridgecrest/Main	2/2/2017 9:15 AM
21	the biggest problem I have is going from henderson westbound and getting to the path that goes under the bridge.	2/2/2017 9:03 AM
22	The cycling and walking paths along the Norwood Bridge are attractive, separated from automobiles, and safe.	2/1/2017 4:09 PM
23	Unfortunately the project scope does not take into account the difficulty and inconvenience crossing Henderson from the existing trail on the east side to the new proposed trail on the west side.	2/1/2017 11:58 AM
24	agree with attractive infrastructure and also affordable.	2/1/2017 11:50 AM
25	The path where the cyclists and pedestrians on the Kildonan Settler's Bridge needs to be expanded as it is way too narrow.	2/1/2017 11:37 AM
26	This is a welcome addition to the neighborhood as I use this path/trail	2/1/2017 10:58 AM

Chief Peguis Greenway Extension Open House Display Boards and Comment Sheet

27	It will be critical that signage be a key component of this work. Currently, it is impossible to know where cyclists are supposed to go, whether sidewalks or paths are multi-use.	2/1/2017 9:35 AM
28	Extend the turning lane on McPhillips turning onto chief peguis traffic coming from the north - high traffic times currently have blocked northern traffic from proceeding when turning lane is full	1/31/2017 7:12 AM
29	no comment.	1/30/2017 12:27 PM
30	What side of Peguis will this project be on? A continuation of the Peguis corridor on the north side or an improvement on the south side to the existing pathway (if you can call it that)? Or, better yet... both sides?	1/30/2017 11:33 AM
31	Some form of interchange should be added at Chief Peguis/Main to alleviate traffic when the extension is put in. Better signage for pedestrians/cyclists on where the path goes and where the direct entrance is to the Kildonan Park pathway.	1/25/2017 12:03 PM
32	I am happy to see this area being studied for improvement, and support these objectives.	1/24/2017 1:12 PM
33	WASTE OF MONEY	1/18/2017 7:45 PM
34	All ages and abilities is great. What about all-season? Does the design account for maintainability, i.e., snow clearing?	1/18/2017 1:40 PM

Q3 Please insert any comments you may have:

Answered: 11 Skipped: 73

#	Responses	Date
1	Advertising on the top 5 radio stations in Manitoba regarding this issue or a pamphlet with drivers licence or vehicle insurance should be handed out. Also a short survey can be conducted with MPI when registering a vehicle regarding cyclists. People need to be made aware.	2/14/2017 8:35 AM
2	Sooner rather than later!	2/10/2017 10:52 AM
3	when and where will public see final design submitted to city in February?	2/8/2017 2:48 PM
4	Thanks for outlining the process.	2/8/2017 7:20 AM
5	appreciate the time and effort already invested, and hope this goes through.	2/4/2017 2:00 AM
6	Thanks for allowing public input.	2/3/2017 1:30 PM
7	I recognize there is no funding for this project yet, however, the sooner the better. Such a great project.	2/3/2017 9:52 AM
8	How much has been spent thus far on this?	2/3/2017 9:35 AM
9	I was surprised that the Open House boards did not yet provide a recommendation on how the bridge would be adjusted to provide more space for peds/cyclists (i.e. adding onto the edge of the bridge or moving the barricade over) given the recommended design is apparently to be submitted to the City in February.	2/1/2017 12:00 PM
10	Can we hustle a little bit. Please don't let it drag out for years.	1/31/2017 7:54 PM
11	Start on the road from Main to McPhillips	1/18/2017 7:46 PM

Chief Peguis Greenway Extension Open House Display Boards and Comment Sheet

Q4 Please insert any comments you may have:

Answered: 24 Skipped: 60

#	Responses	Date
1	I would be less concerned about the constraint of privacy to tenants. They have elected to live beside a busy freeway (whose extension was on the city's books since the 1960s or sooner). Rather than catering to a small group of residents impacted by "not in my backyard" syndrome, I strongly recommend that the city design this project in the ideal fashion to create a safe, attractive and well-utilized AT network. Residents along the portion of Chief Peguis Trail between Henderson and Lagimodiere (who were at one point likely the most vocally opposed residents due to privacy concerns etc) are some of those who have benefited the most from the addition of the state of the art AT network in their community.	2/14/2017 4:33 PM
2	It will be safer and cheaper to complete this system, than to make cyclists share the roadways with motor vehicles.	2/14/2017 8:36 AM
3	I would love to see a safe way for pedestrians and cyclists to cross Main Street onto the bridge. Right now you have to wait at the lights which are long, and again, with kids, I worry about them crossing safely.	2/11/2017 3:37 PM
4	How much will this cost?	2/11/2017 7:41 AM
5	Any chance to enhance habitat for the Peguis Creek should be incorporated	2/5/2017 3:16 PM
6	Yes.	2/4/2017 2:01 AM
7	Proper lighting is a serious safety concern.	2/3/2017 6:42 PM
8	The widening of the south side walk sounds like a cost effective solution. I would favour the widening of the of the sidewalk by adding the divider and reducing the shoulder on the bridge as it appears to provide the wider of the two cycling surfaces. The width of the existing shoulder on the South bridge currently seems more than adequate.	2/3/2017 5:17 PM
9	Turning radii need to be considered. Some form of seating would be benefit at the bridge lookout points	2/3/2017 4:19 PM
10	I agree that new lighting should not be required; most people do not ride in the dark, and also should have headlights on their bikes.	2/3/2017 1:31 PM
11	I'm hoping that a tree screen between the path and the trail might be added to dampen sound and help maintain the green feel.	2/3/2017 10:03 AM
12	As stated previously put the monies to better use on worthwhile projects.	2/3/2017 9:37 AM
13	The city's new street lights, though more energy efficient and bright, don't light areas very well. The light is too concentrated in one spot and leaves too much darkness surrounding.	2/3/2017 9:16 AM
14	Pedestrian/cycling infrastructure needs to be widened to make it safe for all.	2/2/2017 9:16 AM
15	it seems to me that the constraints and opportunities do not pose any potential problems.	2/2/2017 9:05 AM
16	The existing gravel paths west of the bridge require maintenance.	2/1/2017 4:11 PM
17	Where is Peguis Creek? Is that what was formerly know as McLeod Creek? Regarding the thought to widen the sidewalk on the south bridge span, was a protected cycle path on the north span considered along the wider north median lane?	2/1/2017 12:28 PM
18	Lighting will be critical for the pathway due to its distance from the roadway (from a personal safety point of view).	2/1/2017 12:01 PM
19	sidewalk on west side of chief peguis bridge is steep and always full of gravel/ sand etc from the winter	2/1/2017 11:51 AM
20	Lighting is important ; promotes safety. I hope the gravel paths will be paved.	2/1/2017 11:48 AM
21	I do not agree with anything that obstructs the view of individuals i.e. any walking behind barriers. I've walked and cycled this route and I do not find it is safe. If I was a mugger, this is where I would go.	2/1/2017 11:01 AM
22	Please upgrade the gravel paths. Know having a cycle route on the north side of the bridge won't happen due to cost but then please make sure the eventual AT trail on Chief to McPhillips isn't on the north side unless there is a way to switch back again (gateway bridge/sugar point).	1/31/2017 7:57 PM

Chief Peguis Greenway Extension Open House Display Boards and Comment Sheet

23	Using the new path on the north side of Chief Peguis between Henderson and the river will necessitate going under the bridge to cross onto the newly expanded sidewalk on the south side. Please include snow clearing issues for the access points in your proposal. Currently the walking/cycling paths in Rivergrove and McBeth parks are not cleared of snow. If they aren't kept reasonably free of snow people won't be using the paths for many months of the year.	1/31/2017 7:42 PM
24	From the above, I take it we're talking about the south side of Peguis?	1/30/2017 11:33 AM

Q5 Please insert any comments you may have:

Answered: 11 Skipped: 73

#	Responses	Date
1	From a safety perspective, it will be important that creating trails that lead to areas closer to the riverbank, etc are constructed with visibility in mind. The only portion of the AT network connected with the CPT extension from Henderson to Lagimodiere is that section that is least visible (directly east of the Springfield Road dead end by the retention pond).	2/14/2017 4:35 PM
2	This should be extended to Route 90. A study should be completed on how other cities developed their cycling/walking paths.	2/14/2017 8:37 AM
3	I don't understand what Synergies in Construction Efforts means.	2/11/2017 3:39 PM
4	Time for these upgrades!	2/4/2017 2:01 AM
5	Will the pathway development include a scenic view point on the east bank of the Red River, north side. The larger amount of City land in that area would allow for a larger rest/view point. What synergies are referred to?	2/3/2017 9:13 AM
6	once you go under the bridge from the north side the path has too many tight corners to get you up onto the side walk. The grade is also such that younger kids and less able cyclists are daunted.	2/2/2017 9:08 AM
7	Please see my first comment. Motor vehicles crossing westbound and taking the right hand exit lane for Main Street northbound are travelling at high speeds already and will have to be factored into a design of a pathway along the north bridge.	2/1/2017 4:15 PM
8	It is important to have the new pathway far enough up the bank so that it doesn't flood; maybe some trees could help with the noise.	2/1/2017 12:16 PM
9	My dream wish would be to have a similar bridge constructed much in the same as the pedestrian/cycling bridge over the red river by Disraeli	2/1/2017 11:02 AM
10	Will you be adding a soundwall between the Valhalla properties?	1/31/2017 7:57 PM
11	From the above, are we talking about pathways on BOTH sides of Peguis? (including new and improvements & expansion to existing)	1/30/2017 11:33 AM

Chief Peguis Greenway Extension Open House Display Boards and Comment Sheet

Q6 Please insert any comments you may have:

Answered: 13 Skipped: 71

#	Responses	Date
1	I commend the public engagement process the city is following for this and other projects.	2/14/2017 4:35 PM
2	I didn't know this study was being completed. It is not advertised very well.	2/14/2017 8:38 AM
3	Concerns: Main street traffic at bridge overwhelming to pedestrians and cyclists trying to get on bridge if crossing from west side. : lighting under bridge from North to South side not sufficient, feeling of safety not there. : path over bridge doesn't fit a cyclist and pedestrian, or two cyclists meeting (someone has to stop and pull over)	2/11/2017 3:42 PM
4	Good thoughts.	2/11/2017 7:42 AM
5	The areas on both sides of the river have always been natural, and I grew up on the east side of the river across from the golf course. Our community appreciated the ferns and trees along the bank, the wildlife in the bush - birds including owls, eagles, hawks; mammals including the occasional deer and bobcat. We used this natural, wild area in summer (canoe and trails) as well as in winter (skating on the river, snowshoeing, cross-country skiing and even snowmobiles in the '60s). I appreciate retaining as much bush and wild terrain as possible, while providing safe and beautiful access through the multiuse paths.	2/4/2017 2:07 AM
6	Consider a link from Vahalla Drive to the new pathway, this would allow the many residents in that area to more easily access the main pathway, an offshoot of the very popular Millenium Gardens could be considered at such a path intersection for future community development.	2/3/2017 9:17 AM
7	Widen bridge pedestrian/cycling. Complete Connector from Chief peguis to John Black and to Ridgecrest - make sure access secured as new development of condos on Ridgecrest continues. Updgrade from gravel paths to paved to improve active transportation/commuter experience - going through kildonan park and scotia street is a great commuter route to downtown to avoid main street. Connector from Chief peguis to Kildonan Drive on East side of river would also be a great way to divert bike traffic away from Henderson and to this great route.	2/2/2017 9:23 AM
8	Please ensure good connection with path across bridge to go around the apartments on Whellams Lane so as to connect to Kildonan Drive and the black bridge area	2/1/2017 7:50 PM
9	Please see previous comment about Main Street intersection. Having an attractive and accessible pathway on the Chief Peguis Trail will encourage more travel along designated cycling routes such as Scotia Street to the south, Fraser Grove Park, and Kildonan Park.	2/1/2017 4:29 PM
10	Who was involved in the "stakeholder" meetings? How was their participation solicited?	2/1/2017 12:29 PM
11	Most people in attendance were concerned about the sound...the sound of what cyclists? pedestrians? trust me, I live on Douglas Avenue and I have a sound barrier and I am right beside traffic so they have nothing to worry about. Further, they are in rented apartments, so don't live there if the sound of bicycle tires bothers you.	2/1/2017 11:04 AM
12	There definitely needs to be a new pathway constructed on the north side of Peguis to connect Henderson to Main. I trust there would also be a trail that branches off this new pathway leading to John Black Avenue to allow for connection to the new pathways constructed behind River Ridge Retirement along the river which eventually leads into the trails in McBeth Park. There also needs to be improvements to the existing pathway on the south side of Peguis between Henderson and the Settler's Bridge. In its current state, it is inadequate and it feels very unsafe. It needs to be expanded from its existing width to provide greater separation from traffic. If the existing pathway does not already extend to the pedestrian bridge, it needs to be. Guard rails also need to be constructed to provide a sense of safety between high speed vehicular traffic and pedestrians/cyclists. . All of the above contributes to the connectivity of the network going north and south of Peguis.	1/30/2017 12:04 PM
13	Please do not disturb the present grasslands there, if anything, remove any invasive vegetation and expand the grasslands while also encouraging vegetation based riverbank reinforcement.	1/24/2017 1:13 PM

Chief Peguis Greenway Extension Open House Display Boards and Comment Sheet

Q7 Please insert any comments you may have:

Answered: 21 Skipped: 63

#	Responses	Date
1	While I recognize the concerns of residents likely located on Valhalla and Whellams lane, I encourage them, and the City, to consider how safety and desirability of their neighborhood will be improved overall, with the addition of a state of the art AT improvement. I used to think AT was "fluffy" "nice to have" stuff before I saw it come to life in North Kildonan a few years ago. I now highly believe in the value it provides to the community. I have lived in NK for over 30 years, and have never seen so many people out enjoying their community, getting exercise, spending time with friends and family, etc, as I have since the CPT extension went through. The value of this project extends in so many ways - I would venture to say the overall health and wellness of our community has been improved, which, one might say leads to a reduced burden on the taxpayer through lower utilization of hospitals, ambulances etc. I would in fact, encourage the city of Winnipeg to partner with either the University of Winnipeg or the University of Manitoba to undertake such a research project, which may help build the business case for increased federal or provincial funding partnerships for like projects in future years. Something council should think about if it wants to be truly progressive/innovative.	2/14/2017 4:40 PM
2	A new road gets a new bike path beside it. Too Easy. If you build two traffic lanes for motor vehicles build a third lane (separated) beside it for cyclists.	2/14/2017 8:41 AM
3	I agree with all recommendations.	2/10/2017 10:55 AM
4	I agree with needing more lighting on the paths especially under the bridge	2/8/2017 7:23 AM
5	Easier connection for cyclist and pedestrians from the current Chief Peguis path east of Henderson Hwy at the intersection is needed to connect to the path west of Henderson Hwy	2/6/2017 2:59 PM
6	Yes - all the wishes resonate with me and appear to be 'doable'!	2/4/2017 2:08 AM
7	I agree with the feedback outlined above The lighting under the bridge is an important comfort factor to promote night time usage.	2/3/2017 5:19 PM
8	There have been issues with garbage cans overflowing along the existing path; putting in new cans is great, but they have to be emptied. I agree on leaving existing forest, field, other natural plant life as-is. The more natural the better. Leave existing trees instead of cutting them down just to plan a row of new ones that are all the same.	2/3/2017 1:33 PM
9	Ensure signage in path to ensure connectivity to other local cycling infrastructure such as Kildonan Park and Kildonan Drive. I have often encountered new cyclists to the area asking for directions	2/3/2017 11:15 AM
10	Agree with the feedback. Going under any bridge can sometimes be daunting. The more lighting and visibility the better.	2/3/2017 9:57 AM
11	These stakeholders should think before they speak. I would think that P & C would not make anymore noise than they do know. I would doubt that seating & garbage cans would be used much the latter if at all. I say leave Nature alone. As for safety, do they use it now? At what cost to improve lighting which already exists.	2/3/2017 9:44 AM
12	There should be opportunities for public art along the route.	2/3/2017 9:17 AM
13	I strongly agree with the first feedback point. I don't want to be directly breathe in car exhaust, but clear sight lines add a sense of personal safety. As well, it would be nice to keep the wild places, wild rather than manicured.	2/1/2017 4:37 PM
14	Rest spots, garbage cans and lighting are important.	2/1/2017 1:59 PM
15	What is an "Active Transportation Group"? My family and I cycle this area frequently but was unaware of this until the open house when the design concepts seem to be quite final.	2/1/2017 12:30 PM
16	My wish is for the pathway to be on the inside of the barrier/buffer where at least cyclists and pedestrians are visible to motorists. Too secluded behind the barrier at this point and I don't care how much lighting goes there. If you are one person and a mugger or rapist attacks, nobody will see you.	2/1/2017 11:05 AM
17	Signage is key: who should be on the path, where the path goes/connects to, and distances.	2/1/2017 9:35 AM
18	Great feedback. What I am reading only deals with a new pathway to be built on the north side of Peguis, correct? Are there concurrent plans for the expansion of, creation of or improvements to the south side pathway?	1/30/2017 12:11 PM
19	I support a lot of this individual feedback, in particular maintaining the natural feeling of the area, not only for residents but for wildlife too.	1/24/2017 1:14 PM

Chief Peguis Greenway Extension Open House Display Boards and Comment Sheet

20	I hope that the Chief Peguis Greenway is also connected to Kildonan Dr as part of this project.	1/19/2017 1:26 AM
21	Lighting should be designed to light the path, but not light up the tree canopy, nearby residential buildings, and the sky.	1/18/2017 1:42 PM

Chief Peguis Greenway Extension Open House Display Boards and Comment Sheet

Q8 Please insert any comments you may have:

Answered: 24 Skipped: 60

#	Responses	Date
1	All motor vehicle lanes that connect to major institutions should also have a bike lane doing the same.	2/14/2017 8:42 AM
2	the current stretch of sidewalk following Chief Peguis between main street and the bridge has next to it green space (grass/dirt). When it rains, debris from that green space erodes and is carried over the sidewalk and left there leaving the sidewalk with large, unsafe stretches. That being a decline, coming down there on bike or roller blades is unsafe. The intersection of Chief Peguis and Main is unsafe for pedestrians to cross. 1. southbound traffic very rarely stop ahead of the stop line or pedestrian corridor. When they stop on the sidewalk, it forces pedestrians into one of two extremely unsafe situations. Either weaving between the cars stopped at the light or walking out in front of them, putting you in the lanes of currently moving traffic. The button to activate the pedestrian light signals to cross Main Street on the west side do not work, and have not worked for a number of years. when crossing main street (north bound traffic on the south side of chief peguis), the view of on coming traffic is obstructed by the trees and vines on the corner of the golf course. Again, traffic very rarely stop ahead of the stop line or pedestrian corridor (or at all as I have seen). With no view of on coming traffic it is impossible to guarantee a safe crossing. That view should be cleared before someone gets injured/killed. crossing main street (north bound, north side of Chief Peguis) is also highly unsafe. Traffic coming off the yield sometimes don't see or watch for pedestrians (as they come from the opposite side of the traffic they have to yield with). Perhaps a merge lane would help with this? The pedestrian space on the bridge is inadequate. There is not enough room for two people (walking, cycle, etc) to pass each other comfortably. One of them must always have to yield to the other.	2/13/2017 10:19 AM
3	How will people cross Main street? Is it a crosswalk?	2/11/2017 3:45 PM
4	Looks amazing!	2/10/2017 11:00 AM
5	What if someone is cycling north on the path from Kildonan Park - is it straightforward to continue to Scotia Street in RiverGrove?	2/5/2017 3:19 PM
6	Paved pathway would improve wash out making it easier to access chief peguis bridge from Kildonan Park trail. Improved connections to scotia street also beneficial.	2/4/2017 1:32 PM
7	Great plan.	2/4/2017 2:10 AM
8	Extension of a cycling path between Scotioa North and Ridgecrest Avenue would be a valuable addition to encourage usage to the communities east of Main Street.	2/3/2017 5:28 PM
9	Looks good	2/3/2017 11:16 AM
10	When coming off the trail heading West, it can be a very sharp U-turn to then proceed East along the golf course. Especially with kids. If there is any way to make that turn easier, that would be appreciated.	2/3/2017 9:59 AM
11	The paths under bridges should be well lit	2/3/2017 9:34 AM
12	Way finding and signs would be a definite plus, consider link to east side Main Street both north and southbound. South would allow access to front of Kildonan Park, where needed sidewalk could be widened but parts are already wide enough to support mixed use of pedestrian and cycling. Northbound allows easier access to centre of Riverbend shopping area encouraging non vehicle use. Cycling needs to be viewed the same as vehicle use. To get people where they want to go and not just recreational use.	2/3/2017 9:25 AM
13	Safe way to get both cyclists and pedestrians across Main street to Riverbend needs improvement, this connector to frog plain would be a big help.	2/2/2017 9:26 AM
14	Looking forward to improvements under the bridge on the west side, as we use that frequently during the summer.	2/1/2017 9:41 PM
15	Connectivity should be achieved between Scotia St. north to hook up with Ridgecrest and Rivergrove areas as well as W.K. High School	2/1/2017 7:52 PM
16	The exit lane from westbound bridge to northbound Main Street is a concern due to the travelling speed of motor vehicles.	2/1/2017 4:40 PM
17	Curious if the new path will eventually connect to the future expansion of chief peguis trail. Excited for this to be completed.	2/1/2017 2:09 PM
18	Where does path go northward from John Black at Scotia? Question the need for the link to Frog Plain Way.	2/1/2017 12:32 PM

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19	My understanding is that the crossing from the west side of Main St to connect to the trail on the east side of Main will be similar to what was done at Assiniboine Ave. This is a big improvement over the existing crossing at Henderson (which is difficult and inconvenient). What I didn't ask was how peds/cyclists cross the slip lane for motorists turning north onto Main St. Will it be signalized or simply depend on motorists to yield? I wouldn't be keen to wend my way between cars backed up waiting to turn or to take my chances with moving vehicles at fast speeds.	2/1/2017 12:08 PM
20	no comments here.	2/1/2017 11:06 AM
21	Very hard to see the differentiate existing paths.	2/1/2017 9:35 AM
22	Looks great!!	1/30/2017 12:36 PM
23	How will the path cross Main St?	1/25/2017 12:05 PM
24	Waste of money	1/18/2017 7:50 PM

Q9 Please insert any comments you may have:

Answered: 12 Skipped: 72

#	Responses	Date
1	I would be comfortable with a bike lane next to the roadway as long as it is separate from the roadway.	2/14/2017 8:44 AM
2	I like a path that has some turns and curves as opposed to a straight line. See the walking trail on Gateway and Raleigh ... it is much more appealing when there are little curves	2/13/2017 11:11 PM
3	The diagram may not adequately represent, but what efforts will be taken to prevent erosion/debris from collecting on the walk way (the lower, edge walk ways on this diagram A-A)?	2/13/2017 10:21 AM
4	cyclists currently use sidewalk on south part of bridge. there is space on the roadway but it does not feel safe to share the road.	2/4/2017 1:34 PM
5	Love the two paths on the south side, and just the single path on the north. It's simple enough for any traveller to choose to stay north or crossover on Main, Henderson or under the bridge to go to the opposite side. Love it.	2/4/2017 2:12 AM
6	I see no reason for this project.	2/3/2017 9:45 AM
7	This is an outstanding design	2/2/2017 11:54 AM
8	Yes, widened multi-use paths!	2/1/2017 4:42 PM
9	Those are good size distances for the bike path on the bridge and along the side. Perhaps the guard rails could be checked to make sure they are in the best shape.	2/1/2017 2:21 PM
10	Awesome!! A lot of my previous questions are getting answered.	1/30/2017 12:36 PM
11	Really like the look of this, I think it could be great for alternative transportation and encouraging healthy lifestyles.	1/24/2017 1:15 PM
12	That guy in the black jacket is over eight feet tall. Those buses are too wide. Are the cars the right size? Please present accurate drawings. It makes it look like the motor-vehicle lanes are narrow, but they are very wide.	1/18/2017 1:43 PM

Chief Peguis Greenway Extension Open House Display Boards and Comment Sheet

Q10 Please insert any comments you may have:

Answered: 26 Skipped: 58

#	Responses	Date
1	I am comfortable with the existing design as long as it has a barrier between motor vehicle and cyclists.	2/14/2017 8:45 AM
2	Currently there are two areas on the bridge that used to have benches (I assume they were designed for resting/viewing). Will a similar thing be put in place as a way to be able to stop on the bridge while remove yourself from the traffic? There should be.	2/13/2017 10:24 AM
3	We would prefer Option 1	2/11/2017 2:27 PM
4	option 2	2/6/2017 3:03 PM
5	I like Option 1, like the Bishop Grandin bridge design.	2/6/2017 3:00 PM
6	The 2 options look pretty similar. Which one is safer? That's the one I would prefer. Is there enough space for pedestrians and cyclists traveling both ways? Ideally there should be a physical barrier between cyclists and pedestrians on the bridge - cyclist can be traveling very fast and it is not safe to have them right beside a pedestrian. Keeping the barrier between vehicles and cyclists is also important on the bridge. I would not feel safe without it.	2/5/2017 3:25 PM
7	Either recommended design would widen the sidewalk allowing for safe two-way cycle traffic on the bridge. This is a much needed improvement.	2/4/2017 1:37 PM
8	Option 2 is likely to save money (relocating barrier) and perhaps this would leave more funding available to ensure the additional paths, signage and refuse collection is artfully constructed. Fine attention to detail and long-lasting design for future generations should be the goal of constructing paths and beautifying them.	2/4/2017 2:16 AM
9	Magnifying glass feature would be appreciated, as I cannot read most of the fine print, both this page and the previous one.	2/3/2017 6:53 PM
10	I prefer option 2 as it looks like it will provide a wider cycling/pedestrian path. I also suspect that it will be more cost effective than widening the bridge deck as shown in option 1	2/3/2017 5:28 PM
11	Wider path much better	2/3/2017 11:18 AM
12	Option 1 is preferable. It allows for vehicle emergency stopping. The path only shows two bikes, would pathway have painted line to designate pedestrian and cycling use?	2/3/2017 9:29 AM
13	What are the costs of either option? Lanes are quite wide on the bridge and narrowing them could improve vehicular safety as well	2/3/2017 9:04 AM
14	option 1 please. safer and allows for greater volume of commuters.	2/2/2017 9:11 AM
15	Option 1 looks pretty expensive...adding 1.0m to the side of the sidewalk and railing. Option 2 looks more reasonable. Drawback is narrow shoulder but I've never seen a car stalled on bridge. Sometimes city crews are on shoulder, though, and this would create traffic jams. I think option 1 is better because of the more reasonable cost.	2/1/2017 7:57 PM
16	Considering the speed and volume of traffic, I prefer the wider pathway. There is more distance from the cars, and it is safer passing slower cyclists or pedestrians.	2/1/2017 4:54 PM
17	Question the cost and feasibility of cantilevering the sidewalk on to the south on the south span.	2/1/2017 12:33 PM
18	My only concern with extending the bridge is whether it would be possible to maintain the lookout points, which are quite (even surprisingly) popular, without impeding the ability of cyclists to meet and pass.	2/1/2017 12:16 PM
19	As long as there is sufficient room for cyclists and pedestrians to share the space, I will be happy.	2/1/2017 11:07 AM
20	From this, it appears that both options have south side multi-use 2 way paths.	2/1/2017 9:37 AM
21	The design of the entire project appears to be good. A 2.5m pathway over the bridge is much narrower than the standard 3.5m, although it's an improvement over the current 1.5m. I'd like to see a hybrid of the two possible designs to create a 3.6m pathway.	1/31/2017 8:42 PM
22	Either or is an improvement.	1/30/2017 12:36 PM

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23	The problem with the existing sidewalk is it is too narrow. Not bad when pedestrians meet, but a safety issue when bikes approach a pedestrian, especially from behind. And we walk this bridge twice per week in the summer, and have seen it all. Option 1 is better than Option 2 as it is more wide open. Option 2 will perpetuate the current problem. The best option would be to separate the pedestrians from the bikes.	1/25/2017 8:14 PM
24	I support Option 1 which makes use of the current concrete barrier and widens the sidewalk, helping to keep pedestrians/cyclists away from traffic.	1/24/2017 1:17 PM
25	Nothing wrong with previous design	1/18/2017 7:53 PM
26	Add the extension AND narrow the very wide motor-vehicle lanes, to provide proper segregated paths for people on foot and on bicycles and mobility scooters. Replace barriers and railings with ones that are appropriate for cycling, as was done on the Disraeli AT bridge. Vertical barriers and railings reduce cyclist comfort and increase risk of accident.	1/18/2017 1:48 PM

Chief Peguis Greenway Extension Open House Display Boards and Comment Sheet

Q11 Please insert any comments you may have:

Answered: 24 Skipped: 60

#	Responses	Date
1	Looks good to me....	2/14/2017 8:46 AM
2	I like the idea of rest stops; lighting and garbage cans ... some signage about the history of the area is always nice	2/13/2017 11:13 PM
3	Seems functional and safe	2/6/2017 3:05 PM
4	The connection of the paths at Henderson Hwy needs to be analyzed further.	2/6/2017 3:01 PM
5	I like moving the cycling traffic to the north side. Please also consider improving the safety of crossing Henderson Highway - the mix of pedestrians and cyclists is awkward here.	2/5/2017 3:27 PM
6	looks great	2/4/2017 1:40 PM
7	Lighting and rest spots are important. Many older people in the area need support such as high visibility that lighting would begin to provide, but the addition of high contrast guidelines and edges would also help. As would gentle grading of the paths. Rest stops with enough seating for small groups to gather and chat or individuals to enjoy the urban wilderness and garbage receptacles would be awesome. Also, art sculpture is important to honour the space.	2/4/2017 2:21 AM
8	looks good	2/3/2017 5:28 PM
9	A connection is required to the Kildonan Parkway which will now start on the new trail behind Edgewood Estates (Whellams Lane). That is not clear here. Also, although it is out of the study area, it should be noted upgrades are required for pedestrian & cycling safety at the Henderson Hwy & CPG intersection.	2/3/2017 4:31 PM
10	The path from Whellams Lane to the bridge is quite steep. Very difficult for children to bike up. If there is any way to grade it better, that would be appreciated.	2/3/2017 10:03 AM
11	I wonder if the settlers would approve such a project.	2/3/2017 9:46 AM
12	Add scenic overlook on north side, looking north. The location both along the creek and Red River bank are scenic and the overlooks would add a destination point.	2/3/2017 9:31 AM
13	Widening of sidewalk needed to accommodate both pedestrian and cyclists, existing too narrow	2/2/2017 9:28 AM
14	Where d is on the southside. need to ensure corners are manageable by bikes and cyclists with not a lot of skill.	2/2/2017 9:13 AM
15	The existing path in the area shown here is pretty bad and needs improvement. This looks ok to me. THE statue of the wolves on the E side of Hendrson should be redesigned a bit to remove the clutter around it. It would look a lot better with a background of trees instead of garden centre or whatever is there now.	2/1/2017 7:59 PM
16	I would much prefer this design, especially as it appears to be simpler and safer way of crossing Henderson to turn left northbound onto it.	2/1/2017 4:56 PM
17	Attention needs to be paid to safety and security of any portion of the paths under the existing bridge structures. There is evidence now of parties, graffiti, refuse in those areas.	2/1/2017 12:35 PM
18	provided excellent recommendations on lighting based on their experience on the ground with the Northeast Pioneers Greenway.	2/1/2017 12:21 PM
19	I am glad that the pathway is being extended from Henderson because once you hit Henderson you are pretty much in God's hand for your safety. At least going East on the trail, you have the option of going all the way to Lagimodiere or you can go north or south on Raleigh/Gateway.	2/1/2017 11:09 AM
20	While traffic flow for cars is improved by this project, pedestrians and cyclists are forced to cross under the bridge over to the north side, making this a circuitous route. It is not clear if they can exit onto Whellams Lane, are there sidewalks there, is there a light to cross at Henderson?	2/1/2017 9:40 AM
21	Vert nice -- significantly better than currently.	1/31/2017 8:43 PM
22	Looks great!!	1/30/2017 12:36 PM
23	I am excited to see this connection to the existing pathway on the other side of Henderson, which already sees a lot of use. I think this would encourage more alternative traffic because of it allowing residents to use the bridge without fearing vehicle traffic.	1/24/2017 1:18 PM

Chief Peguis Greenway Extension Open House Display Boards and Comment Sheet

24	Why not have a path both north and south of peguis?	1/18/2017 10:31 PM
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Q12 Please insert any comments you may have:

Answered: 12 Skipped: 72

#	Responses	Date
1	Recommend landscaping similar to what was used for CPT from Henderson to Lagimodiere. Trees where possible (with enough space to maintain visibility to roadway).	2/14/2017 4:43 PM
2	Again, please connect the paths to major institutions without having to share a roadway. Build new bike paths along renovated roads or new roads with a barrier.	2/14/2017 8:47 AM
3	(replicating earlier comments), north side will need to have a way to prevent/address any debris pushed down from runoff.	2/13/2017 10:26 AM
4	Should be made the same as corridor on east side of Henderson Hwy.	2/6/2017 3:07 PM
5	I really value the trees along the route, so removing them for the path should be avoided.	2/6/2017 3:03 PM
6	Please include lots of good signage.	2/5/2017 3:28 PM
7	Looks inviting!	2/4/2017 2:22 AM
8	looks good	2/3/2017 5:28 PM
9	Again waste of monies.	2/3/2017 9:46 AM
10	multi use paths like those in pictures badly needed in this zone.	2/2/2017 9:29 AM
11	I use the current Chief Peguis Trail every day, all seasons. I power walk each day, ride my bicycle to work and back weekdays and walk my dog several times a day. I have absolutely no complaints about the trail itself and love the design and the divider because there are stupid people out there that think if they are a party of 5 they can just take up the entire path. I wish there were more garbage cans along the trail because I do a garbage pick up many times throughout my time on the trail because of the garbage and we can't always expect the city to keep after the mess. There are garbage cans but not enough in my view.	2/1/2017 11:11 AM
12	Awesome!!	1/30/2017 12:36 PM

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Q13 Please insert any comments you may have:

Answered: 14 Skipped: 70

#	Responses	Date
1	I want a bike path that I can commute to work daily. If I want to leisurely ride I will take my bike to Birds Hill Park, etc.	2/14/2017 8:48 AM
2	Nice to have trees	2/13/2017 11:13 PM
3	This looks like an excellent design.	2/11/2017 2:28 PM
4	Would like to see more trees planted along the path.	2/10/2017 11:03 AM
5	wide paths are great.	2/4/2017 2:23 AM
6	looks good	2/3/2017 5:28 PM
7	The tree barrier is lovely in the day but leads to feelings of being unsafe at night	2/3/2017 9:37 AM
8	yes PLEASE! looks wonderful	2/2/2017 9:14 AM
9	Looks good!	2/1/2017 3:28 PM
10	If we can get more people out walking, running, cycling, rollerblading, walking their dog, or just getting fresh air, I am all for it because any and all form of exercise will mean a lesser burden on the taxpayers due to an overweight and out of shape society.	2/1/2017 11:13 AM
11	Given that there is no south-side accommodation for pedestrians and cyclists in this section, signage prior to this point is KEY to allow them to make informed decisions. Otherwise, (as I have seen curretty happen sometimes), cyclists may drag their bikes over the barrier and join the on-road traffic flow heading east.	2/1/2017 9:43 AM
12	So, pedestrians & cyclists will use a new pathway on the north side of Peguis between the Settlers Bridge and Henderson while the current pathway/sidewalk on the south side will now be used by individual choice only as no improvements are being planned. Given what I am seeing, that's very OK.	1/30/2017 12:36 PM
13	Really like this.	1/24/2017 1:18 PM
14	Can the faux Victoriana light standards. Use something functional and modern.	1/18/2017 1:48 PM

Chief Peguis Greenway Extension Open House Display Boards and Comment Sheet

Q14 Please insert any comments you may have:

Answered: 20 Skipped: 64

#	Responses	Date
1	This is great but, how do I bike up main street after turning off of Chief Peguis?	2/14/2017 8:50 AM
2	The intersection of Chief Peguis and main is unsafe for pedestrians to cross. southbound traffic very rarely stop ahead of the stop line or pedestrian corridor. So if you want to cross as a pedestrian you are forced into one of two extremely unsafe situations. Either weaving between the cars stopped at the light or walking out in front of them, putting you in the lanes of currently moving traffic. The button to activate the pedestrian light signals to cross main street on the west side do not work. when crossing main street (north bound traffic on the south side of Chief Peguis), the view of on coming traffic is obstructed by the trees and vines on the corner of the golf course. Again, traffic very rarely stop ahead of the stop line or pedestrian corridor. With no view of on coming traffic it is impossible to guarantee a safe crossing. crossing main street (north bound, north side of Chief Peguis) is also highly unsafe. Traffic coming off the yield sometimes don't see or watch for pedestrians (as they come from the opposite side of the traffic they have to yield with). Perhaps a merge lane would help with this? If you expect to have an increase in pedestrian traffic, then crosswalk countdown timers (like you have in many other intersections) are a must. Crosswalk light changing must also be intuitive. Some have buttons to force the light to change, some don't have buttons and just always change. Some have buttons that work, some have buttons that don't work. When can you cross the street safely??!	2/13/2017 10:31 AM
3	agree	2/6/2017 3:08 PM
4	Bike parking - smart idea.	2/4/2017 2:25 AM
5	looks good	2/3/2017 5:29 PM
6	The most dangerous places are the intersections. Try to avoid crossing merge/turn lanes. Rather than cross at the intersection shown, move the crossing one block north and use a system similar to those on Main St and Osborne for the Assiniboine crossings	2/3/2017 11:22 AM
7	I like not having to go under the bridge to cross Chief Peguis Trail	2/3/2017 9:38 AM
8	Design should consider future impact of Chief Peguis west extension which is in the five year funding horizon.	2/3/2017 9:34 AM
9	There is often a foul smell in this area - likely from the sewage treatment plant. It would be so much nicer if that smell could be eliminated. Just driving by can be unpleasant.	2/3/2017 9:19 AM
10	don't know that there is enough bike traffic to support this BUT it would be safer in such a high traffic area	2/2/2017 9:15 AM
11	Double turning lane for cars is badly needed.	2/1/2017 8:00 PM
12	Proper signage will be imperative.	2/1/2017 3:30 PM
13	Just curious as to why the west side of Main would be considered a potential site for bike parking when there are no destinations there?	2/1/2017 12:23 PM
14	My goal here is that when the Chief Peguis trail roadway is extended to McPhillips, that any overpass/underpass include the pedestrian/cycling accommodation just as the pathway made at Gateway/Raleigh	2/1/2017 11:14 AM
15	This will be a decision point so clear, detailed signage here (and an AT map ideally) is important.	2/1/2017 9:44 AM
16	Looks good.	1/30/2017 12:37 PM
17	Fabulous idea to have a double left turn at Main Street - much needed!	1/25/2017 8:15 PM
18	I don't like having the path cross in the middle of these high speed yields. Especially for westbound traffic going north onto main. The vehicles will be looking south onto main for traffic they are about to merge with, they will not be looking into the merge.	1/18/2017 10:32 PM
19	Car traffic needs proper merge lanes onto southbound henderson and northbound Main from chief peguis	1/18/2017 7:58 PM
20	Thank you for including ride-through crossing.	1/18/2017 1:49 PM

Chief Peguis Greenway Extension Open House Display Boards and Comment Sheet

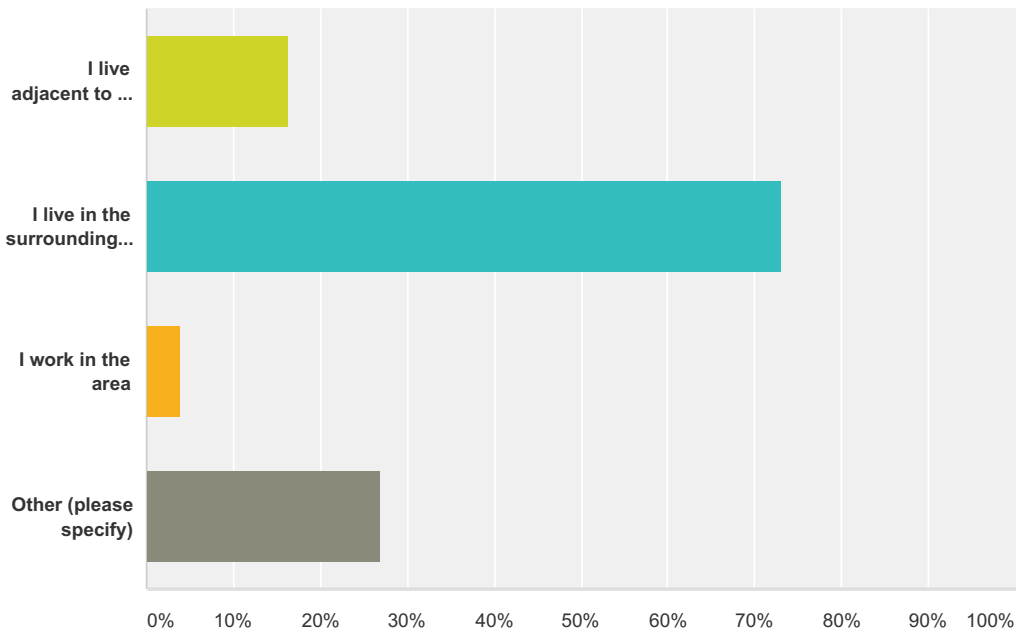
Q15 Please insert any comments you may have:

Answered: 19 Skipped: 65

#	Responses	Date
1	Looking forward to the upgrade. As a resident of NK I plan to make good use of this, especially in order to access Kildonan Park.	2/14/2017 4:44 PM
2	It looks great. Thank you.	2/14/2017 3:12 PM
3	Would like to see more trees and perennial plants.	2/10/2017 11:04 AM
4	If the connection at Henderson is a little easier for people using the path, I see this new pathway being used all the time!	2/6/2017 3:11 PM
5	City of Winnipeg please fund these improvements! It is badly needed for the safety of the many, many cyclists and pedestrians using this route.	2/5/2017 3:30 PM
6	Hope this goes through!	2/4/2017 2:25 AM
7	Not impressed with the presentation, as so much of it was unreadable.	2/3/2017 6:57 PM
8	Thank you for the community consultation.	2/3/2017 5:29 PM
9	I would like to see the invoice tendered by Mr.Jopling & Co.	2/3/2017 9:48 AM
10	Not sure if discussed but consideration for the AT paths when (I know it's Winnipeg but it will happen eventually) grade separation is done to the intersections at main and henderson	2/3/2017 9:06 AM
11	Excited to see these improvements come to the Riverbend area; will increase both recreational (as connector to Kildonan Park and Kildonan drive) and commuter cycling traffic and increase safety.	2/2/2017 9:31 AM
12	I hope this goes through and that finances are not hard to secure.	2/1/2017 3:50 PM
13	My final comment is that once completed I have nothing but positive things to say about the Chief Peguis pathway that currently exists. The trail is always maintained, all seasons and even in winter, it is cleared quickly. The trees, plants are appropriate for the area. The grass is always cut. I have not one bad word to say about the trail. Even the graffiti is cleaned up within hours sometimes - graffiti is rare but it has happened.	2/1/2017 11:17 AM
14	This should be an improvement to the existing situation, but once again it does feel that this city prioritizes motor vehicles over vulnerable road users.	2/1/2017 9:44 AM
15	Thanks for prioritizing this project.	1/31/2017 8:44 PM
16	I am so glad that this being proposed. I can't wait until it is done!! Thanks.	1/30/2017 12:41 PM
17	The recommended design looks great, this will we a welcome connection replacing what is now an unpleasant ride over the bridge.	1/29/2017 11:28 AM
18	The pedestrian/cycling facility over the bridge should also be widened as it is too narrow for two bikes to ride abreast or to pass/cross one another.	1/19/2017 1:29 AM
19	Cpt and henderson southbound lane needs proper acceleration lane for proper merge onto henderson...same goes for Main at Chucks landscaping. The city needs proper road planning for car traffic before they start screwing around with bike paths.	1/18/2017 8:01 PM

Q16 Please check the boxes that best describe you:

Answered: 74 Skipped: 10



Answer Choices	Responses
I live adjacent to the study area	16.22% 12
I live in the surrounding neighbourhood	72.97% 54
I work in the area	4.05% 3
Other (please specify)	27.03% 20
Total Respondents: 74	

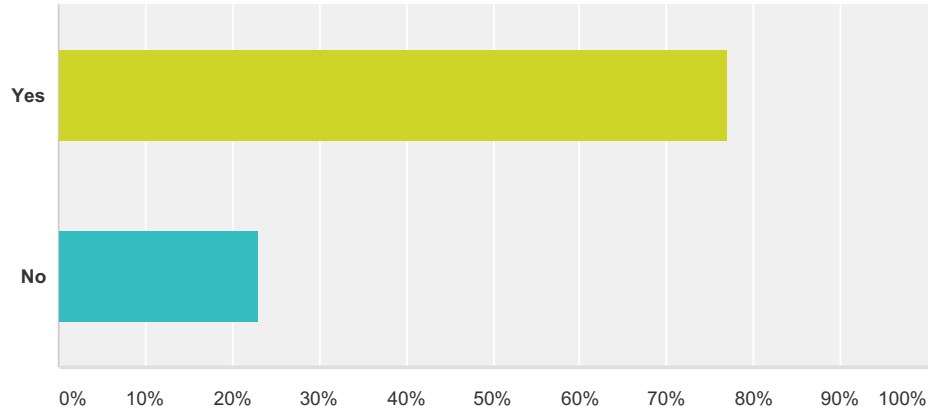
#	Other (please specify)	Date
1	I cycle in the area frequently	2/14/2017 8:46 PM
2	I'd like a better route to bike to northwest Winnipeg.	2/14/2017 3:13 PM
3	I live in Transcona and would enjoy biking to work (RRC main campus) daily. I think it would save the city money, the environment, I would be healthier and there would be at least one less vehicle on the road during rush hour traffic.	2/14/2017 8:52 AM
4	i do live in the area ... but approx a 10 minute drive away	2/13/2017 11:14 PM
5	my children go to school in the area. I use this route with car, bike and on foot regularly.	2/5/2017 3:31 PM
6	I ride all over the city for recreational purpose	2/4/2017 8:11 PM
7	I grew up in this area along with my parents and grandparents, my children and now, grandchildren.	2/4/2017 2:27 AM
8	I make frequent recreational use of the area impacted by the study.	2/3/2017 5:31 PM
9	I live in Transcona but cycle a lot in the NE part of the city	2/3/2017 11:23 AM
10	I'am a Taxpayer	2/3/2017 9:49 AM
11	I cycle recreationally through the area during the spring, summer, and fall.	2/1/2017 4:59 PM
12	retired resident, advisor - utility superintendent	2/1/2017 1:43 PM

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13	Member of ATAC and work on sustainable transportation issues with Green Action Centre	2/1/2017 12:25 PM
14	I use the trail every day for exercise, to get to work on my bicycle in the spring/summer and full and also use the trail to walk to the bus in the winter	2/1/2017 11:18 AM
15	I have elderly relatives who live in this area so I travel (by foot, car and bike) frequently over the bridge.	2/1/2017 9:45 AM
16	I bike, inline skate, and roller ski from NK to Kildonan Park. I'm an "advanced skill" user, but I still jhave to be extremely careful and vigilant from Henderson Hwy to the park.rrent situation	1/31/2017 8:46 PM
17	no comment.	1/30/2017 12:31 PM
18	I cycle around Winnipeg recreationally.	1/19/2017 1:29 AM
19	I live far from the area but I bike in the area regularly (and drive there too)	1/18/2017 10:33 PM
20	I make use of the trails through the area	1/18/2017 1:49 PM

Q17 Do you currently cross the Kildonan Settlers Bridge on foot, bicycle, or other non-motorized means?

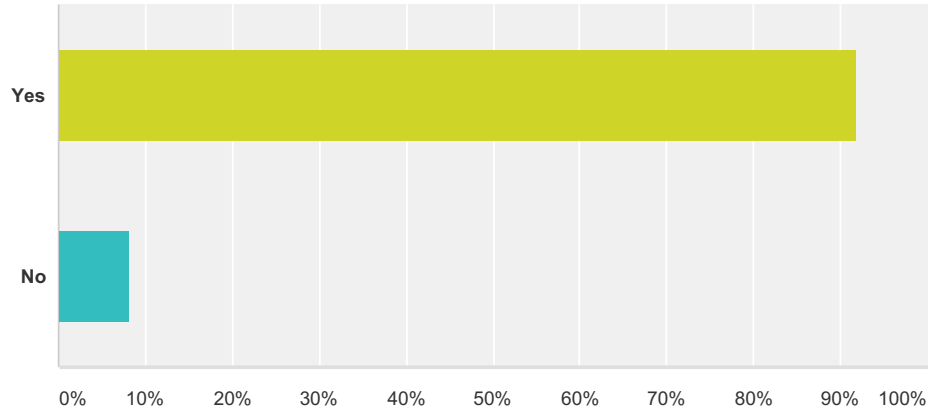
Answered: 74 Skipped: 10



Answer Choices	Responses	
Yes	77.03%	57
No	22.97%	17
Total		74

Q18 Do you intend to use the Chief Peguis Greenway Extension (from Henderson Highway to Main Street) once it is complete?

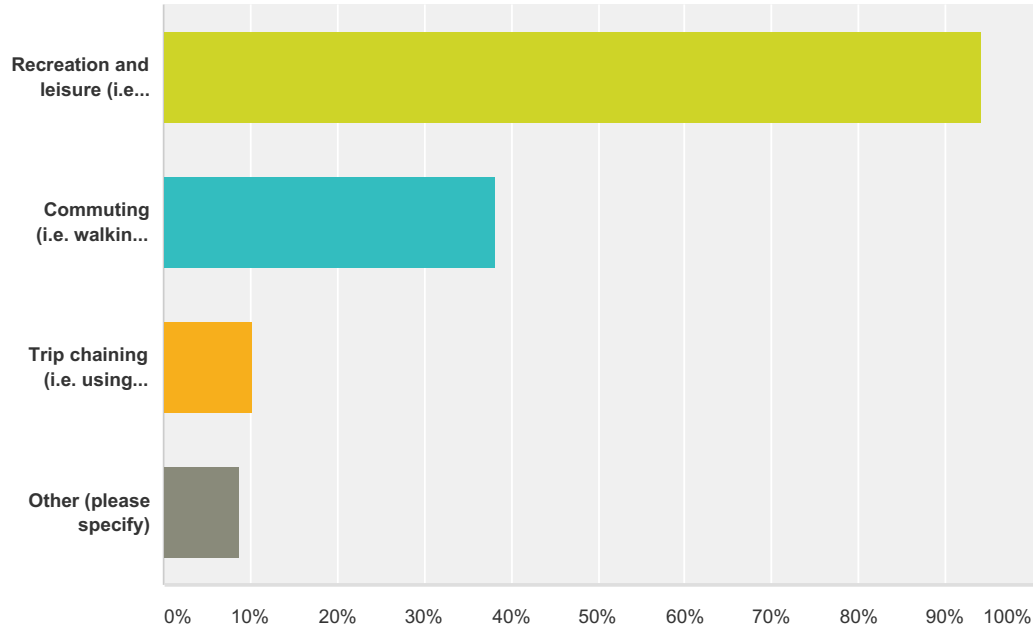
Answered: 74 Skipped: 10



Answer Choices	Responses
Yes	91.89% 68
No	8.11% 6
Total	74

Q19 If you answered YES to Question 3, please indicate how you may use the Chief Peguis Greenway Extension (check all that apply):

Answered: 68 Skipped: 16



Answer Choices	Responses
Recreation and leisure (i.e. walking, jogging, cycling, enjoying the outdoors)	94.12% 64
Commuting (i.e. walking, cycling)	38.24% 26
Trip chaining (i.e. using more than one method of transportation to a destination, such as walking or cycling to a bus stop)	10.29% 7
Other (please specify)	8.82% 6
Total Respondents: 68	

#	Other (please specify)	Date
1	travel to Kildonan Park and North Perimeter Bridge	2/14/2017 4:53 PM
2	I would use this path daily if it would connect safely to Red River College main campus	2/14/2017 8:54 AM
3	would use it for going to school when done	2/11/2017 3:57 PM
4	used for commuting and recreation	2/6/2017 3:10 PM
5	Travel to shopping or restaurants	2/3/2017 9:35 AM
6	walking	2/1/2017 2:14 PM

Chief Peguis Greenway Extension Open House Display Boards and Comment Sheet

Q20 What are your thoughts on the recommended design for the Chief Peguis Greenway Extension (Boards 8-13)?

Answered: 44 Skipped: 40

#	Responses	Date
1	Positive	2/14/2017 8:47 PM
2	Good	2/14/2017 5:12 PM
3	It is important to separate cyclists from motor vehicles	2/14/2017 8:55 AM
4	I think it looks great.	2/11/2017 4:01 PM
5	An excellent design that would suit our active transportation needs.	2/11/2017 2:30 PM
6	I love everything about it.	2/10/2017 11:06 AM
7	Please see previous comments on Henderson Hwy connection	2/6/2017 3:12 PM
8	Seems functional and feasible	2/6/2017 3:11 PM
9	The BIGGEST problem with Winnipeg's cycling paths is lack of continuity. The city has improved things immensely, in the last 15 years or so, as far as the amount of paths that have been implemented, it would be nice if all the bits and pieces came together as a whole, end to end cycling experience.	2/4/2017 8:16 PM
10	Bridge improvements are necessary for cycling safety and ease of use. Connections with the chief peguis greenway on the east side of henderson will expand the cycling options available to me.	2/4/2017 1:46 PM
11	Love it. Let's get busy. Please make it cost efficient.	2/4/2017 8:33 AM
12	The extension is essential.	2/4/2017 2:42 AM
13	As stated previously, I am unable to read the boards, so cannot comment.	2/3/2017 7:00 PM
14	Just the extension of a paved cycling path from Scotia North to Ridgecrest Avenue which I referenced on the notes for the appropriate boards. This would provide additional connectivity for the communities on the East side of Main Street for the addition of a very short path (I estimate approximately 100 meters)	2/3/2017 5:37 PM
15	Great job!	2/3/2017 4:34 PM
16	Generally well done	2/3/2017 11:25 AM
17	Love it! Can't wait!	2/3/2017 10:10 AM
18	Waste of Monies Again!	2/3/2017 9:50 AM
19	A long overdue connection to Main Street from River East pathways	2/3/2017 9:37 AM
20	I like it very much. We would use it often. I believe it will provide a much safer method of crossing the bridge. We are very excited to see this happen	2/2/2017 5:20 PM
21	Absolutely need widened pedestrian/cycling crossing!	2/2/2017 9:34 AM
22	left my comments with the slides	2/2/2017 9:18 AM
23	It's about time alternative methods of travel were given serious consideration into the design of our infrastructure.	2/1/2017 5:04 PM
24	I think it is a great way to approach the situation. The space is there and it will definitely be utilized.	2/1/2017 3:54 PM
25	board 11 - the treed area from henderson to the bridge (north side) needs maintenance (clean-up, more trees planted) its a disaster in the forest. There are 3 multi-family apts in that area, could a sound/privacy wall be added	2/1/2017 2:22 PM
26	The design is very nice. Access to the north side of the west side of the bridge from the north side from the east side (ie travelling by bike from henderson southbound to main northbound) is somewhat complicated, with one or more turns under the bridge required	2/1/2017 2:11 PM
27	Great design	2/1/2017 2:04 PM

Chief Peguis Greenway Extension Open House Display Boards and Comment Sheet

28	Great idea. Long overdue! We are seniors who are health conscious & do alot of walking. We walk the trail most days and enjoy the fresh air. Maintenance along the pathway is satisfactory most of the time	2/1/2017 2:00 PM
29	Kildonan Bridge, a structure built some 20/30 years ago (about 1990 - Don Mitchelson days) is unique with a u-shaped superstructure with a possible pedestrian comfotway (winter & summer). The U shape support has doorways in the ends as access for inspections etc. Question, has any consideration been given to the use as pedestrian walkway - round windows above the river would be great for a view of river - and security cameras could be installed - today's (jan 31/17) blustery day would be less noticeable.	2/1/2017 1:56 PM
30	I walk across the bridge almost every day of the year. I get my coffee at McDonalds and walk back to Scotia St. I believe your proposals will greatly improve my daily walk!! Well done	2/1/2017 1:39 PM
31	I really like the recommended design for the extension. We use the bridge to ride to work and school and it has been a problem for us in the past.	2/1/2017 1:33 PM
32	Flnish it sooner rather than later! Good design. provide alternate path through the "woods" closer to the river	2/1/2017 1:31 PM
33	Included on individual panels.	2/1/2017 12:40 PM
34	Those that walk or cycle to & from the River Ridge/ Rivergrove developments use the sidewalks on Main Street to get to the Chief Peguis bridge. Is there no path along Scotia Street linking into River Ridge development?	2/1/2017 11:56 AM
35	Great for recreational users, not so great for AT commuters. This will be a noisy and stressful route over the bridge due to traffic speed and volume. We desparately need an alternative river crossing between the Redwood Bridge and the Kildonan Settlers Bridge.	2/1/2017 9:48 AM
36	I think the design is lacking proper public art and decorative lighting. This can be a very dark area (lots of trees, only light is dim street lighting). It would be nice to see some large scale public area and landscape lighting that would make this a unique and desirable area to bike, walk and drive.	2/1/2017 8:30 AM
37	This appears to be a good design. A 2.5m pathway over the bridge is much narrower than the standard 3.5m, although it's an improvement over the current 1.5m. I'd like to see a hybrid of the two possible designs to create a 3.6m pathway.	1/31/2017 8:48 PM
38	Awesome!!	1/30/2017 12:46 PM
39	Positive, while a path on both sides over the bridge would be ideal I understand that it is not feasible.	1/29/2017 11:30 AM
40	I like the path that will run from Kildonan Settlers Bridge to Henderson Hwy.	1/25/2017 12:09 PM
41	I really like the design, think it fits with other expansions that have occurred in the area and would expand upon the work done.	1/24/2017 1:20 PM
42	I hope that the Chief Peguis Greenway is also connected to Kildonan Dr as part of this project.	1/19/2017 1:30 AM
43	Put proper road traffic merges and yields in first..	1/18/2017 8:05 PM
44	The drawings are misleading. Motor vehicles are out of scale and distorted, and some of the walking figures are over eight feet tall! This gives an inaccurate impression of the design.	1/18/2017 1:50 PM

Q21 What are your thoughts on the recommended design for the Main Street intersection or the connection to the Riverbend neighbourhood (Board 14)?

Answered: 38 Skipped: 46

#	Responses	Date
1	Positive	2/14/2017 8:47 PM
2	Access to Riverbend is OK but access to Rivergrove is a higher priority.	2/14/2017 5:12 PM
3	How can I get to the next bike path from here?	2/14/2017 8:55 AM
4	The main street/Chief Peguis intersection is currently highly unsafe for anything that is not an automobile. If you don't put enough effort into making it a safe intersection, then you will either have to have it heavily enforced by police or expect someone to get killed there.	2/13/2017 10:34 AM
5	The Main Street intersection as it is right now is overwhelming and inconvenient for cyclists and pedestrians. It needs to be made simpler and cater more to those on foot or bike. I once sat in the turning lane on my bike at main at a red light trying to get onto the bridge and my bike didn't register, so I didn't get a turning signal!!! How frustrating is that.	2/11/2017 4:01 PM
6	Looks logical.	2/11/2017 2:30 PM
7	I would like to see it connect to Red River Blvd.	2/10/2017 11:06 AM
8	seems functional	2/6/2017 3:11 PM
9	I live on the east side of the river and am unlikely to use this connection.	2/4/2017 1:46 PM
10	Not sure at this time.	2/4/2017 8:33 AM
11	Not familiar with Riverbed, but if a whole community is better connected to the river areas and gains easy access to crossing it to another community that can only be a good thing.	2/4/2017 2:42 AM
12	As stated previously, I am unable to read the boards, so cannot comment.	2/3/2017 7:00 PM
13	I think the trip chaining opportunities will be appreciated though my residence further South on Main St mean that they do not apply for my personal plans.	2/3/2017 5:37 PM
14	Much improved over most connections in CoW to date.	2/3/2017 4:34 PM
15	I don't like crossing at a major intersection	2/3/2017 11:25 AM
16	No issues.	2/3/2017 10:10 AM
17	As above.	2/3/2017 9:50 AM
18	It is making cycling or walking secondary to vehicle use, connections to side roads are good but it should include access to mixed use pathways along Main Street.	2/3/2017 9:37 AM
19	Again this is very nice. It is not as big a priority as the section between Main and Henderson, but once in place I am sure we would use this stretch on occasion.	2/2/2017 5:20 PM
20	Safer cyclist crossing needed to keep pedestrian and cyclists separated would be great!	2/2/2017 9:34 AM
21	left my comments with the slides	2/2/2017 9:18 AM
22	I like the idea, perhaps having a wide bike-friendly area so that motorists know that cyclists will be crossing.	2/1/2017 3:54 PM
23	Also very nice. I seldom will use this part of the trail	2/1/2017 2:11 PM
24	Access to NB Main Street seems a little complicated. It would be nice to see a section of the path connecting the trail to the existing sidewalk on the North East side of the bridge. There are schools, houses and a community centre on the North side, lots of NB cyclists and pedestrians	2/1/2017 2:04 PM
25	Long range plan (when bridge built) indicated separate grade x-ing at henderson hwy, with chief peguis over henderson, has this been considered as a possibility in trail design	2/1/2017 1:56 PM
26	I believe it will be a great improvement - allowing traffic to flow more easily and giving walkers a safe environment	2/1/2017 1:39 PM

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27	I dont really see that much of an improvement. I would still try to avoid it by going under the bridge.	2/1/2017 1:33 PM
28	ok	2/1/2017 1:31 PM
29	Connection to Riverbend could be eliminated or wait until Chief Peguis is extend west of Main St. Why not better linkages along main northbound and also southbound along Main St.	2/1/2017 12:40 PM
30	There is still a gap on the east side of Main St and the river to connect with the Riverbend neighbourhood. This project will connect with Scotia St. north of the bridge but there is still a gap in the path between the end of Scotia and Ridgecrest. My understanding is that the developer from the retirement home complex was to build the path to fill that gap but it remains a muddy field.	2/1/2017 12:30 PM
31	Clean & Simple.	2/1/2017 11:56 AM
32	Any plans to connect a trail to a neighborhood is a good plan in my eyes. I have to be honest before this trail, I barely ventured out and explored now I go as far as the perimeter walking.	2/1/2017 11:22 AM
33	Signage and maps are key to making this friendly to walkers and cyclists.	2/1/2017 9:48 AM
34	Seems like a waste of money, why not wait for when we get a full interchange here?	2/1/2017 8:30 AM
35	Awesome!!	1/30/2017 12:46 PM
36	Positive. Adding a second left turn lane from main will be welcome for motorists as well.	1/29/2017 11:30 AM
37	Looks good to me.	1/19/2017 1:30 AM
38	It's pretty weird for me. I'm not going to go that far west and they have to back track east to get to my destination in riverbed. I'm going to continue to go along main and then cross main closer to my destination in riverbed.	1/18/2017 10:34 PM

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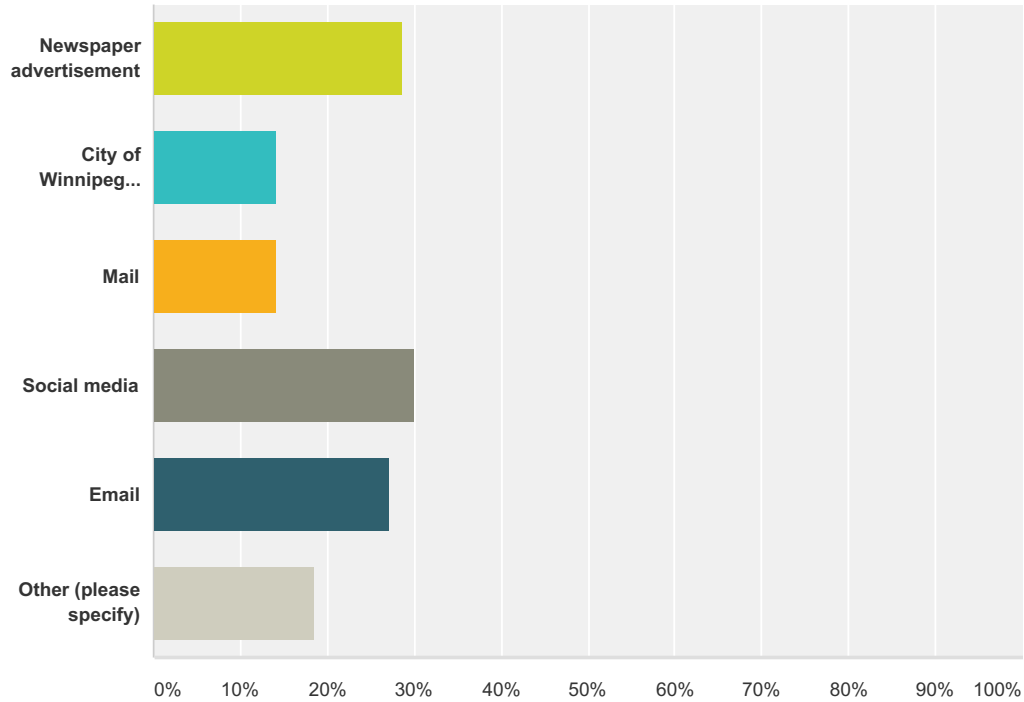
Q22 Please provide any other additional comments.

Answered: 21 Skipped: 63

#	Responses	Date
1	I would also like to see trail improvements along the riverbank from River Ridge Drive to Fernbank Ave.	2/14/2017 5:12 PM
2	It all looks great.	2/14/2017 3:13 PM
3	Build a road, build a path.	2/14/2017 8:55 AM
4	Very excited to see what is happening. I would love to think that my kids could get over the bridge to where they go to school and where they have friends safely. Right now the thought of them crossing main street and going over the bridge has stopped me from letting them.	2/11/2017 4:01 PM
5	My comments on survey pages with boards.	2/5/2017 3:32 PM
6	Design that includes multiples modes of movement is sensible, and has long been happening in other cities around the world. I've always longed for better design in Winnipeg and it's slowly evolving with lovely wide paths. This is plan for Chief Peguis Greenway Expansion is a huge upgrade for citizens of this city and it'll be used. When the path between Gateway and Raleigh was planned I didn't have the vision for it as this area was not pleasant - long flat, straight stretch. However, I now walk and cycle this path all the time, and LOVE it - as do multitudes of people. The area west of Henderson though, has always been beloved, and slashing through it with pavement and vehicular traffic with little regard for the slower movement of people on foot, boards or cycles was a travesty --- this plan would rectify that mistake and demonstrate respect by honouring all types of travellers and the nature of the environment. I hope that it happens sooner rather than later.	2/4/2017 2:42 AM
7	why spend all this money....to satisfy the needs of a few cyclists in the summer????!!!!???	2/3/2017 6:17 PM
8	Much looking forward to this project being completed	2/3/2017 1:35 PM
9	We ride a tandem bike (it is a big long bike) we need paved paths and no sharp turns. From discussions at your presentation I believe the paths will be wide enough. Please keep us in mind, thanks.	2/2/2017 5:20 PM
10	Please also consider connector from Chief peguis south to Kildonan drive as this is another recreational route that could become a better commuter route with a proper connector.	2/2/2017 9:34 AM
11	Hope this can be done soon. In addition provide a way for the gateway/raleigh path to connect to the seine path and I'll drop my vehicle and stop my bus pass and ride all the time. so close....	2/2/2017 9:18 AM
12	Looking forward to having an easy way to link Scotia up with the Chief Peguis greenway.	2/1/2017 9:43 PM
13	My one other concern will be drainage during snow thaw and heavy rainfall of the multi-use gravel paths and any paths under the bridge.	2/1/2017 5:04 PM
14	I am looking forward to using this daily!	2/1/2017 3:54 PM
15	I am concerned about the safety of the path leaving the golf course - there is a blind corner with a 90 degree turn. When cycling on the river path behind the gold course, I have had several close calls with pedestrians around the blind corner	2/1/2017 2:11 PM
16	- My concern would be for wider paths where possible and lighting along the path - Signs and baggies for dog owners would be helpful	2/1/2017 2:00 PM
17	My other comment is that this is an amazing investment for the city. As I said not only the health benefits but the social aspect. I see so many seniors that get out and walk the trail and socialize with people. And of course all of the families that get out and walk, cycle together. It's pleasant to see and be a part of.	2/1/2017 11:22 AM
18	This project will end up looking like every other mediocre Winnipeg project. No consideration or effort will be made in making this look good. Instead it will be built to the cheapest possible standards.	2/1/2017 8:30 AM
19	no comment.	1/30/2017 12:35 PM
20	I have walked the route for several years but find it often to be a safety risk due to low traffic, hidden areas and poor lighting.	1/25/2017 1:55 PM
21	Widen pedestrian/cycling allocation of bridge.	1/19/2017 1:30 AM

Q23 How did you find out about the online open house material (check all that apply):

Answered: 70 Skipped: 14



Answer Choices	Responses	Count
Newspaper advertisement	28.57%	20
City of Winnipeg website	14.29%	10
Mail	14.29%	10
Social media	30.00%	21
Email	27.14%	19
Other (please specify)	18.57%	13
Total Respondents: 70		

#	Other (please specify)	Date
1	husband	2/14/2017 3:14 PM
2	I just so happen to check me email today to see the survey. It wasn't very well advertised.	2/14/2017 8:59 AM
3	Article in the Herald	2/13/2017 11:15 PM
4	Article in the Herald	2/11/2017 2:30 PM
5	after the fact	2/8/2017 3:00 PM
6	meeting	2/6/2017 3:13 PM
7	event at U of M, HSC campus.	2/4/2017 8:17 PM

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8	This was on the nightly news and in local paper.	2/2/2017 5:21 PM
9	Dad	2/1/2017 2:04 PM
10	councilor	2/1/2017 1:57 PM
11	CTV News	2/1/2017 11:56 AM
12	I am on an AT list serv.	2/1/2017 9:48 AM
13	Bike Winnipeg	1/31/2017 8:48 PM

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Q24 What are the first three digits of your postal code?

Answered: 70 Skipped: 14

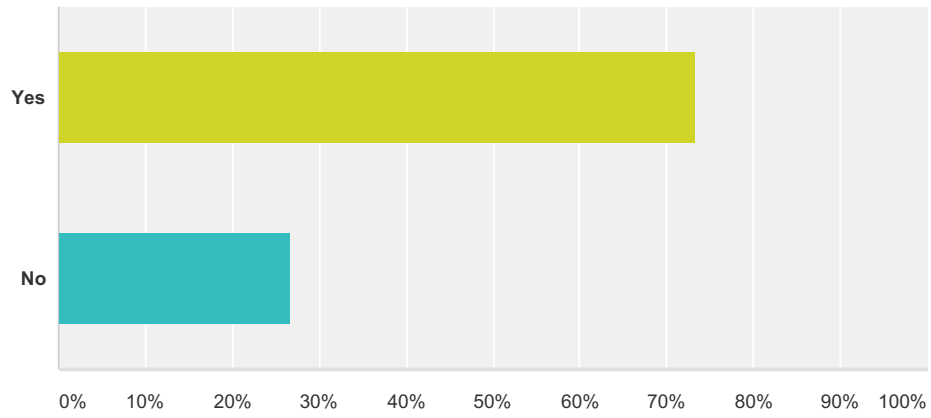
#	Responses	Date
1	R2k	2/14/2017 8:48 PM
2	R2G	2/14/2017 5:14 PM
3	r2g	2/14/2017 4:45 PM
4	R2C	2/14/2017 3:14 PM
5	R3W	2/14/2017 8:59 AM
6	R2L	2/13/2017 11:15 PM
7	R2V	2/13/2017 10:35 AM
8	R2V	2/11/2017 4:01 PM
9	r2g	2/11/2017 2:30 PM
10	R2G	2/11/2017 7:44 AM
11	R3W	2/10/2017 7:51 PM
12	R2V	2/10/2017 11:07 AM
13	R2W 0W7	2/8/2017 3:00 PM
14	R2G	2/8/2017 10:25 AM
15	R2L	2/7/2017 1:58 PM
16	R2G	2/6/2017 3:13 PM
17	R2V	2/6/2017 3:12 PM
18	R2W	2/5/2017 3:32 PM
19	R2K	2/4/2017 1:46 PM
20	R2G	2/4/2017 8:34 AM
21	R2G	2/4/2017 7:47 AM
22	R2G	2/4/2017 2:43 AM
23	R2G	2/3/2017 7:00 PM
24	R2G	2/3/2017 6:17 PM
25	R2W	2/3/2017 5:38 PM
26	R2K	2/3/2017 4:34 PM
27	R2k	2/3/2017 2:24 PM
28	R2G	2/3/2017 1:35 PM
29	R2c	2/3/2017 11:25 AM
30	R2G	2/3/2017 10:10 AM
31	R2K	2/3/2017 9:50 AM
32	R2G	2/3/2017 9:37 AM
33	R2W	2/3/2017 9:20 AM
34	R3T	2/3/2017 9:13 AM

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35	R2V	2/2/2017 5:21 PM
36	R2V	2/2/2017 9:35 AM
37	R2K	2/2/2017 9:18 AM
38	R2V	2/1/2017 9:43 PM
39	R2H	2/1/2017 5:04 PM
40	R2G	2/1/2017 3:54 PM
41	r2v	2/1/2017 2:11 PM
42	r2v	2/1/2017 2:04 PM
43	r2g	2/1/2017 2:01 PM
44	r2g	2/1/2017 1:57 PM
45	r2v	2/1/2017 1:39 PM
46	r2v	2/1/2017 1:33 PM
47	r2v	2/1/2017 1:31 PM
48	R2V	2/1/2017 12:40 PM
49	R2V	2/1/2017 12:31 PM
50	R2V	2/1/2017 11:56 AM
51	R2G0Y3	2/1/2017 11:22 AM
52	R2K	2/1/2017 10:56 AM
53	R2W	2/1/2017 9:48 AM
54	R2V	2/1/2017 8:30 AM
55	R2G	2/1/2017 8:05 AM
56	R2C	1/31/2017 8:48 PM
57	r2g	1/31/2017 7:59 PM
58	R2V	1/31/2017 7:45 PM
59	R2X	1/30/2017 12:47 PM
60	R2J	1/30/2017 12:35 PM
61	r2k	1/29/2017 11:31 AM
62	R2V	1/25/2017 8:16 PM
63	R2K	1/25/2017 1:56 PM
64	R2G	1/25/2017 12:09 PM
65	r2g	1/25/2017 8:50 AM
66	R2L	1/24/2017 1:20 PM
67	R3P	1/19/2017 1:30 AM
68	R3T	1/18/2017 10:35 PM
69	R2g	1/18/2017 8:05 PM
70	R3T	1/18/2017 1:50 PM

Q25 Would you like to receive project updates?

Answered: 71 Skipped: 13



Answer Choices	Responses	
Yes	73.24%	52
No	26.76%	19
Total		71