

Summary of Public Engagement Phase Two for the William R. Clement Parkway and Sterling Lyon Parkway Extensions Functional & Preliminary Design Study

Prepared for:
The City of Winnipeg

Prepared by:



September 2016

5514150-000.130

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1.0 INTRODUCTION

MMM Group Limited (MMM), a WSP Company was retained by the City of Winnipeg to produce functional and preliminary designs for the William R. Clement Parkway (WRCP) and Sterling Lyon Parkway Extensions Study. The WRCP Extension is an important component of the City of Winnipeg's future transportation system, providing a north-south link in west Winnipeg. The City's Transportation Master Plan, which guides transportation planning in Winnipeg, includes the WRCP Extension as a major transportation facility, to accommodate future travel demand in the area.

The public engagement process for the WRCP study started in March 2015. A series of stakeholder meetings and an open house shared the goals of the project, project timeline, and initiated early conversations on potential opportunities and concerns. The input received from these events was considered for the development of alignment options for the WRCP Extension.

This summary focuses on the segment of the public engagement process which summarized what we heard at the initial public engagement events and presented the various alignment options for four different components of the project. Feedback was collected by a hard copy and online survey. A summary of these options is as follows (for more information see **Appendix A**, presentation storyboards):

Conceptual East-West Alignment Options

- Option 1: Wilkes Avenue Alignment
- Option 2: Sterling Lyon Parkway North Alignment
- Option 3: Sterling Lyon Parkway South Alignment

Grade Separation of CN Mainline Options

- Option A: Rail Overpass
- Option B: Rail Underpass
- Option C: Rail Overpass with Rail Relocation

Eldridge Avenue at WRCP Intersection Options

- Eldridge Closure Option
- Eldridge Fly-over Option
- Eldridge Right-in/right-out Option
- Eldridge Signalized Option

Harte Trail Options

- Option 1: Overpass
- Option 2: Through Pass

Potential Dog Park Locations

- Option A: North of Grant Ave
- Option B: South of Grant Ave, East of WRCP
- Option C: South of Grant Ave, West of WRCP
- Option D: North of Ridgewood Ave

2.0 PUBLIC ENGAGEMENT

This phase of the public engagement process for the WRCP Extension study included stakeholder meetings, an open house, and online engagement.

Stakeholder Meetings

Four stakeholder meetings were held prior to the open house. These meetings provided an opportunity for stakeholders to learn about proposed design options. Stakeholders were invited to discuss the conceptual road alignment options, grade separation options for the CN Mainline, Eldridge Avenue intersection options, dog park options and Harte Trail options. This allowed the project team to have one-on-one conversations regarding the proposed design options and record any comments or feedback. A half-hour presentation showing the open house presentation boards was followed by a question and answer period and time for stakeholders to speak directly with members of the project team. The project team met with the following stakeholders:

- Local Area Developers
- Manitoba Infrastructure (MI)
- Citizens for Charleswood Habitat Preservation
- Utilities
- Varsity View Community Centre Board
- Trail and Active Transportation Advocates

The following points summarize some of the questions and comments that MMM staff heard at the stakeholder meetings:

- Conceptual East-West Alignment Option 2: Sterling Lyon Parkway North maintains access to Wilkes Avenue for businesses and maintains the opportunity for contemplated development options south of Sterling Lyon Parkway (i.e., Fort Whyte lands).

- Conceptual East-West Alignment Option 2: Sterling Lyon Parkway North is preferred by MI as it provides more flexibility for east-west routes in the area.
- Conceptual East-West Alignment Option 3: Sterling Lyon Parkway South is an indirect connection for those wishing to head north on the WRCP as drivers would be required to travel south prior to turning onto the WRCP.
- Evaluation criteria should reflect the opportunity cost of loss of development potential of lands as well as the monetary value of the loss of wetlands, natural areas, and vegetation.
- When loss of wildlife is discussed, it should be both loss of wildlife habitat and reduction in numbers.
- Opportunities for AT connectivity exist beyond the Harte Trail and the boundaries of the City.
- A pedestrian underpass is not desirable for public safety reasons.
- Can the cycle/pedestrian facilities be moved to accommodate more park space along the WRCP?
- The associated costs on utilities need to be considered not just the impact.
- The Harte Trail is a treasure in the neighbourhood and the crossing of the WRCP should be a major consideration.

Open House

The open house was held on Tuesday, January 19, 2016, at Charleswood United Church (4820 Roblin Boulevard) from 4:00 p.m. – 7:30 p.m. The open house invited community members and interested persons to view presentation boards outlining project information, speak with project team members, and provide input on the functional design options for the WRCP Extension. The open house was advertised in the Winnipeg Sun, Winnipeg Free Press, The Sou'wester, and through the City of Winnipeg's social media outlets (**Appendix A**). In addition, a newsletter advertising the open house was emailed to stakeholders and mailed as unaddressed mail to area residents (**Appendix A**).

The presentation storyboards (**Appendix A**) displayed text and graphics on the project background, summary of engagement feedback, environmental assessment, study alignment considerations, and the WRCP proposed right-of-way, design alternatives, and evaluation criteria. A comment sheet (**Appendix B**) was distributed at the open house to collect written feedback. In addition, the open house story boards and comment sheet was posted online for two weeks before the open house and two weeks after. This provided an option for those who could not attend the open house an opportunity to review the materials and provide their input. It also provided the opportunity for attendees to review the boards prior to the event, allowing them to ask informed questions of the study team. The web link to the comment sheet was handed out at the open house and was available on the project's webpage. Approximately 400 people attended the open house. A total of 379 comment sheets were received (108 paper

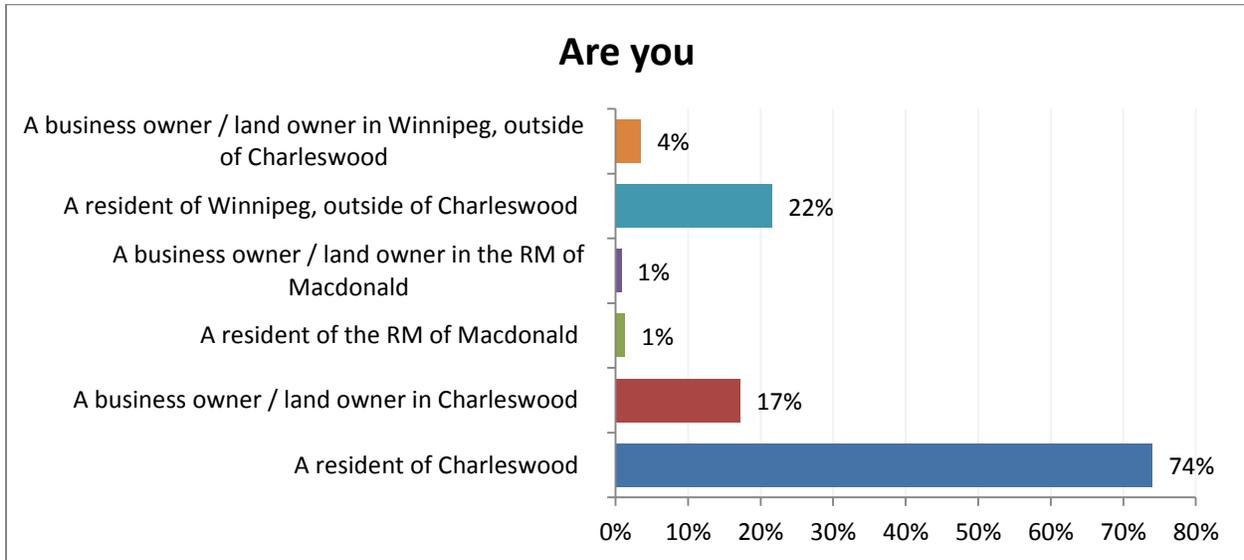
comment sheets from the open house and 271 online comment sheets). The raw comment sheet responses can be found in **Appendix B**.

The following is a summary of responses for each question from both the paper and online comment sheets:

Question 1: Are you (check all that apply)

- A resident of Charleswood
- A business owner / landowner in Charleswood
- A resident of the RM of Macdonald
- A business owner / land owner in the RM of Macdonald
- A resident of Winnipeg, outside of Charleswood
- A business owner / land owner in Winnipeg, outside of Charleswood
- Other

There were 434 responses to this question. As presented below, a large majority (74%) were residents of Charleswood, followed by residents of Winnipeg outside of Charleswood (22%), and business owners / landowners in Charleswood (17%). Respondents who selected 'other' (4%) specified that they use the dog park in the area, travel frequently on the WRCP, or have family in Charleswood.

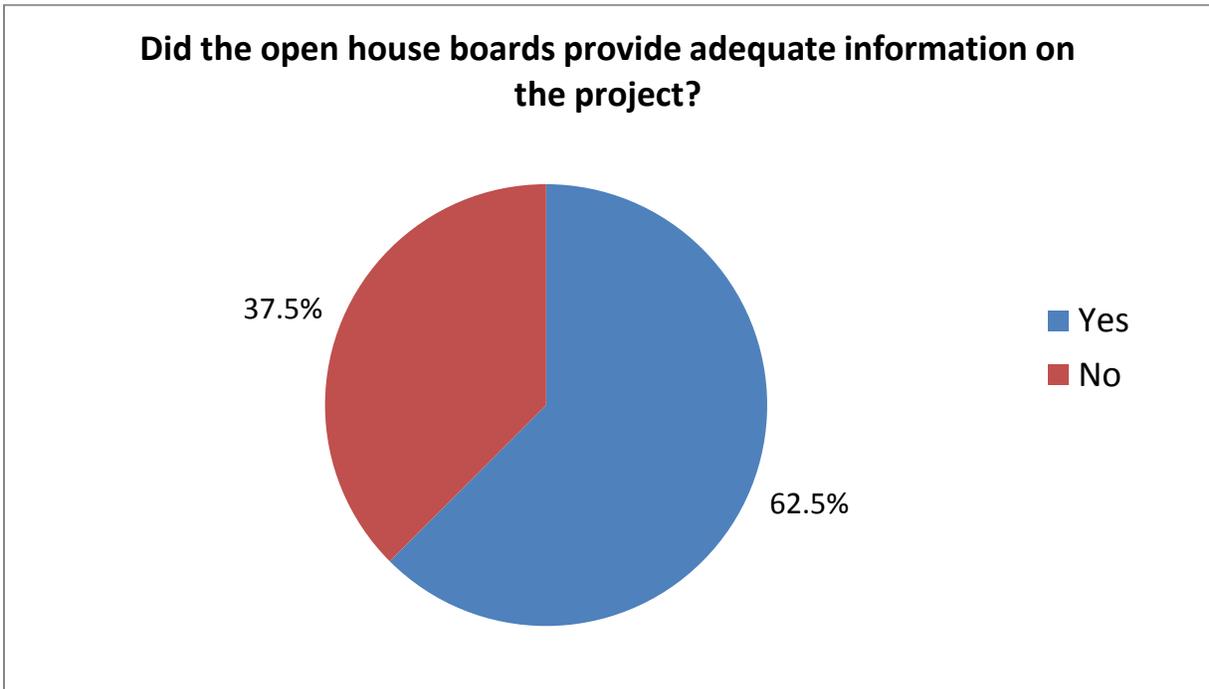


Graph 1: Responses to Question 1

Question 2: Did the open house boards provide adequate information on the project?

- Yes
- No

As illustrated by **Graph 2: Responses to Question 2**, 62.5% of respondents found the project information provided at the open house adequate. A total of 328 people answered this question.

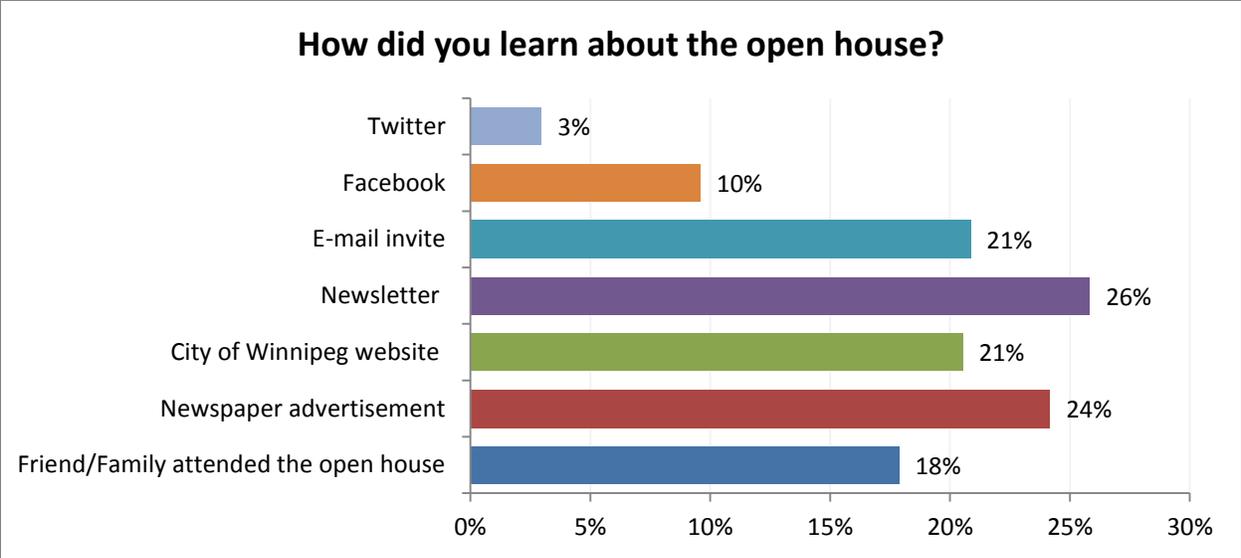


Graph 2: Responses to Question 2

Question 3: How did you find out about this open house (check all that apply)

- Friend/Family attended the open house
- Newspaper advertisement
- City of Winnipeg website
- Newsletter
- Email invite
- Facebook
- Twitter

Graph 3: Responses to Question 3 highlights that most of the advertising methods were equally effective in advertising the open house. Social media was the least effective, but still had an impact.



Graph 3: Responses to Question 3

Ranking of Options:

Question four through question eight asked respondents to rank design options from most preferred to least preferred. Ranking questions calculate the average ranking for each answer choice to determine which answer choice is the most preferred overall. Weights are applied whereby the respondent’s most preferred option (which is ranked as number one) has the largest weight, and their least preferred option (which they rank in the last position) has a weight of one. The answer choice with the largest average ranking is the most preferred choice.

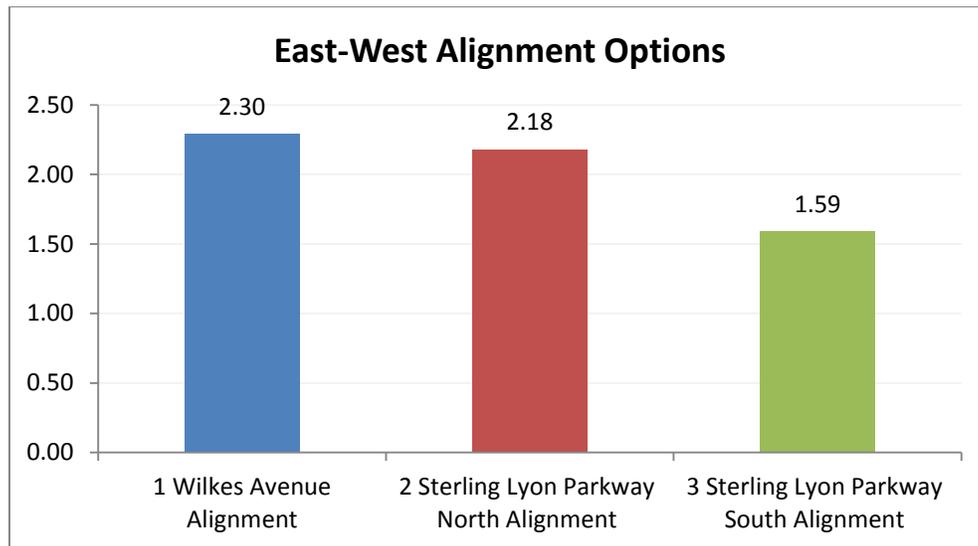
Question 4: Ranking East-West Alignment Options

4) Please rank the EAST-WEST ALIGNMENT OPTIONS (see boards 13-16) from 1 (most preferred) to 3 (least preferred)		
Option	Rank	Please elaborate or comment
1 Wilkes Avenue Alignment		
2 Sterling Lyon Parkway North Alignment		
3 Sterling Lyon Parkway South Alignment		

From a total of 257 respondents, Option One: Wilkes Avenue Alignment is the preferred east-west option with a ranking score of 2.30 (**Graph 4: Responses to Question 4**). Option Two: Sterling Lyon Parkway North Alignment is a close second with a ranking score of 2.18 and

Option Three: Sterling Lyon Parkway South Alignment was ranked last with a ranking of 1.59. To review the options, please see **Appendix A** to view the presentation storyboards.

Responses suggest that the following factors were considered when ranking the East-West Alignment Options: neighbourhood impact, cost, east-west connectivity, visual impact, and noise.



Graph 4: Responses to Question 4

Respondents who ranked Option One as their preferred choice commented that this option is the least disruptive to properties and neighbourhoods south of Wilkes Avenue, utilizes existing roads which may help keep costs down, and maintains Wilkes Avenue as an east-west connection. Respondents also noted that Option One was selected as their preferred choice because the benefits of Option Two and three are unclear, Option Two and three may result in property expropriation, and Option three's southern alignment of Sterling Lyon Parkway is undesirable for east-west travel.

Respondents who ranked Option Two as the preferred choice felt the north alignment of Sterling Lyon Parkway balances noise, cost, and neighbourhood disruption. In addition, respondents believe that this option may bring the greatest benefit to neighbourhoods (existing and future) in south Winnipeg and that traffic issues on Wilkes Avenue may be alleviated through this option.

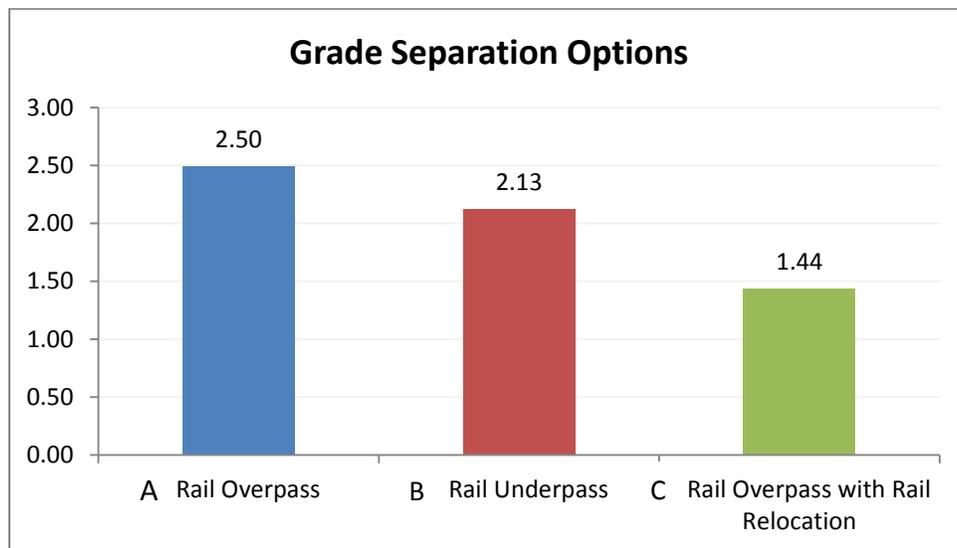
Respondents who ranked Option Three as their preferred choice commented that aligning Sterling Lyon Parkway south of Wilkes Avenue will mitigate some of the noise pollution for Charleswood residents, it is the least invasive for existing properties, and it is the least disruptive to the Harte Trail.

Question 5: Ranking Grade Separation of the CN Mainline Options

5) Please rank the GRADE SEPARATION OPTIONS (see boards 17-20) from 1 (most preferred) to 3 (least preferred)		
Option	Rank	Please elaborate or comment
A Rail Overpass		
B Rail Underpass		
C Rail Overpass with Rail Relocation		

From 247 responses, Option A: Rail Overpass has a ranking of 2.50, Option B: Rail Underpass has a ranking of 2.13, and Option C: Rail Overpass with Rail Relocation has a ranking of 1.44 (**Graph 5: Responses to Question 5**). To review the options, please see **Appendix A** to view the presentation storyboards.

Responses suggest that the following factors were considered when ranking the Grade Separation Options: cost, traffic movement on the WRCP Extension, and impact to the existing neighbourhood.



Graph 5: Response to Question 5

Respondents who selected Option A: Rail Overpass as their preferred choice believe that this option is the least disruptive to the CN line, the least expensive option, and most desirable for traffic flow. Respondents noted that Option B and Option C are too expensive and may impact property south of Wilkes Avenue. In addition, there are concerns that Option B may result in roadway flooding. Respondents who preferred Option B: Rail Underpass expressed that Option

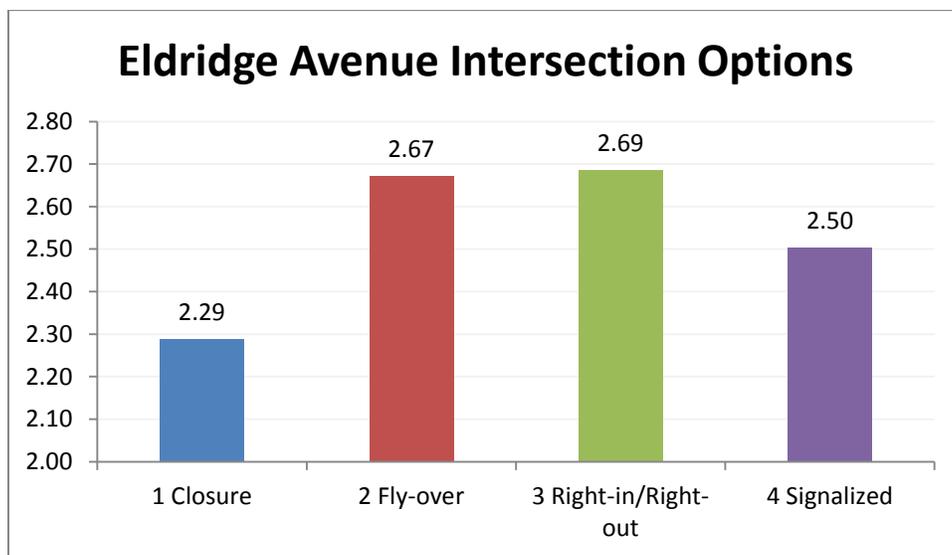
B will have the least impact (visual, noise, and light) on the surrounding area. Despite the higher cost and potential for drainage issues, Option B is preferred because it is believed to be the least invasive option. Option C was viewed as having the least impact on the Harte Trail alignment.

Question 6: Ranking Eldridge Avenue Intersection Options

6) Please rank the ELDRIDGE AVENUE INTERSECTION OPTIONS (see boards 22 to 23) from 1 (most preferred) to 4 (least preferred)		
Option	Rank	Please elaborate or comment
1 Closure		
2 Fly-over		
3 Right-in/Right-out		
4 Signalized		

From 249 responses, Option Three: Right-In/Right-Out is the preferred option for the Eldridge Avenue / WRCP intersection with a rank of 2.69, followed closely by Option Two: Fly over (2.67), Option Four Signalized (2.50) and Option One: Closure (2.29). To review the options, please see **Appendix A** to view the presentation storyboards.

Responses suggest that the following factors were considered when ranking the Eldridge Intersection Options: neighbourhood connectivity, visual impact, noise, cost, and traffic movement on the WRCP Extension.



Graph 6: Responses to Question 6

Respondents indicated that they prefer Option Three: Right-in/Right-out because it balances the needs of different users and community residents as well as provides access on/off Eldridge Avenue with minimal traffic disruption to the WRCP Extension. Respondents also indicated that they preferred Option Three because they believe it offers minimal impact to the physical environment, has the least property impact, and is less costly than a fly-over.

The individuals who selected Option Two: Fly-over as their most preferred option feel that it presents the best compromise. Responses suggest that a signalized intersection is unwanted because it reduces traffic flow and closing Eldridge Avenue would split the community. Option Two allows Eldridge Avenue to retain its functionality as an east-west connection while the users of the WRCP Extension are not disrupted.

Comments indicated that Option Four: Signalized Intersection is important for neighbourhood connectivity, offers a more controlled environment for pedestrians and cyclists, and will have minimal impact on the neighbourhood. However, criticisms include how a signalized intersection will not allow continuous traffic flow along the WRCP Extension.

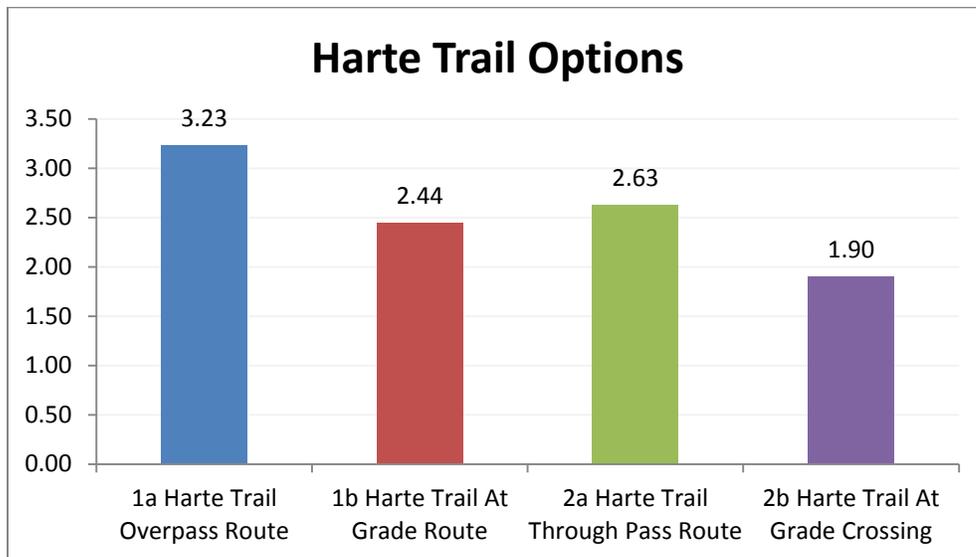
Respondents who selected Option One: Closure as their most preferred option stated that this option is the most cost effective, allows traffic to flow along the WRCP Extension, and preserves the character and feel of Eldridge Avenue. Respondents noted that the other options may increase traffic on Eldridge Avenue and are concerned whether Eldridge Avenue can handle increased traffic. Many comments suggest that an active transportation overpass should be included in Option One to preserve a connection between the communities. Respondents who selected Option One as their preferred design stated that Option Two was undesirable because of property impacts, Option Three may result in traffic cutting-through the neighbourhood, and the addition of a signalized intersection in Option Four would affect the flow of traffic on the WRCP Extension.

Question 7: Ranking the Harte Trail Options

7) Please rank the HARTE TRAIL OPTIONS (see board 24) from 1 (most preferred) to 4 (least preferred)		
Option	Rank	Please elaborate or comment
1a Harte Trail Overpass Route		<hr/> <hr/> <hr/> <hr/>
1b Harte Trail At Grade Route		
2a Harte Trail Through Pass Route		
2b Harte Trail At Grade Crossing		

From a total of 201 responses, Option 1a: Harte Trail Overpass Route was the most preferred option with a ranking of 3.23 and followed by Option 2a: Harte Trail Through Pass Route (2.63), Option 1b: Harte Trail at Grade Route (2.44) and Option 2b: Harte Trail at Grade Crossing (1.90). To review the options, please see **Appendix A** to view the presentation storyboards.

Responses suggest that the following factors were considered when ranking the Harte Trail Options: cost, safety of users, impact to wildlife, conservation of natural landscape, and the alignment of the trail.



Graph 7: Responses to Question 7

Respondents preferred Option 1a: Harte Trail Overpass Route as they believe it is the safest route for all users; the at-grade crossings have a greater potential for vehicle and pedestrian/wildlife collisions and the through pass option is viewed as unsafe and susceptible to crime and graffiti because of reduced sightlines. Moving the Harte Trail north of Ridgewood Avenue was not well-received. Concerns exist that crossing Ridgewood Avenue may be an issue in that the increased distance of the trail is inefficient for commuters which may result in people crossing the WRCP Extension illegally. Individuals are also concerned about Option 1a's potential high cost and how the overpass may be a barrier for wildlife. If Option 1a is selected, comments suggest that the overpass should be designed as a land bridge to accommodate wildlife and to keep the natural feel of the trail.

Respondents who chose Option 2a: Harte Trail Through-pass Route as their preferred option noted that a through pass is the least expensive option and most accommodating for all users. This option was also viewed as the least disruptive to the existing trail and surrounding forest. Noise reduction and maximum separation from the parkway were additional considerations in selecting Option 2a as the preferred option. However, other's noted that public safety is a concern with a through pass due to reduced sightlines.

Respondents appreciated that Option 1b: Harte Trail at Grade Route did not significantly alter the route of the Harte Trail and it was suggested that commuters will likely appreciate a more direct route.

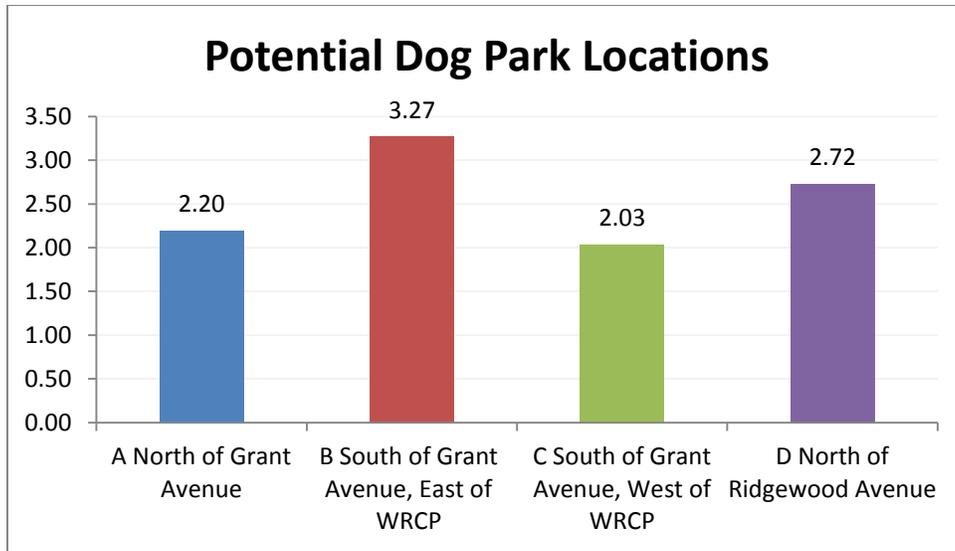
Option 2b: Harte Trail at Grade Crossing was ranked as the least preferred option but some respondents appreciated the direct route of Option 2b and that more of the original trail is maintained, preserving its character. Others viewed this option as unsafe because the at-grade crossing could lead to collisions between drivers and trail users.

Question 8: Ranking Potential Dog Park Locations

8) Please rank the POTENTIAL DOG PARK LOCATIONS (see board 25) from 1 (most preferred) to 4 (least preferred)		
Option	Rank	Please elaborate or comment
A North of Grant Ave		
B South of Grant Ave, East of WRCP		
C South of Grant Ave, West of WRCP		
D North of Ridgewood Ave		

From a total of 201 responses, Option B: South of Grant Avenue, East of WRCP was ranked as the most preferred option with a ranking of 3.27 and followed by Option D: North of Ridgewood Avenue (2.72), Option A: North of Grant Avenue (2.20), and Option C: South of Grant Avenue, West of WRCP (2.03). To review the options, please see **Appendix A** to view the presentation storyboards.

Responses suggest that the following factors were considered when ranking the dog park locations: size, accessibility, availability of parking, and access to other community amenities.



Graph 8: Responses to Question 8

Option B, South of Grant Avenue, East of WRCP was ranked as the most preferred option. Respondents noted that this option would be convenient for users, offers parking, is the largest site, is close to other amenities (i.e., Charleswood Plaza) and is an appropriate size for small, medium, and large dogs. This option was also preferred because it keeps the existing location of the dog park and helps preserve the strip of forest on the eastern edge of the property. Some respondents stated that dog park users may park on Haney Street and create issues for residents. In addition, the long narrow shape of the park is undesirable as this will encourage the dogs to travel in the same direction creating mud patches.

Some respondents preferred Option D: North of Ridgewood Avenue because it is the largest of the four options. Respondents noted that the existing dog park is very well used and that any future dog park(s) should offer a similar acreage to accommodate the high number of dogs. The proximity of this option to the Varsity View Community Centre is viewed as an asset, as it may encourage more community members to use the facilities. Criticisms and concerns of Option D include shortage of parking, it's less convenient than other locations, and that wildlife will be displaced.

The small size and concerns about parking are two reasons why respondents ranked Option A: North of Grant Avenue low. In addition, it is noted that the park space in Option A is currently used as a more traditional park space and designating it as a dog park may lead to conflicts.

Option C, South of Grant Avenue, West of WRCP was ranked as the least preferred option due to its small size and proximity to Ecole Charleswood. It is suggested by some respondents that Option C should be connected to Option B to create a larger dog park area.

General comments related to the dog park indicate that each proposed dog park location on its own is not a sufficient size to replace the existing dog park. Numerous comments highlight that

the Charleswood dog park is very well used not only by local residents but by people from all over the city. Concerns exist that if the new dog park is not large enough to accommodate the demand, the dog park will become overcrowded. Their concern is that overcrowding can lead to poor conditions such as mud patches, overflowing garbage receptacles and unwanted behaviour between dogs, which in turn can result in conflict between dog owners. Respondents therefore suggested that the City considers providing more than one of the proposed dog park locations. Ideally, the dog parks will be connected to one another through a network of AT pathways or trails.

A few respondents did not agree with the proposed dog park locations and offered the following alternatives as suggestions for a new dog park:

- The green space between Haney Street and Laxdal Road, north of Ridgewood Avenue
- The area east of the Humane Society (Brenda Leipsic Park)
- The Charleswood forest north of Grant Avenue, east of Chalfont Road
- West of Varsity View Sportsplex
- Southwest of Wilkes Avenue
- Assiniboine Park

Regardless of the location of the new dog park, comments show that the availability of parking and fencing are the features which respondents would like to see included in the new dog park. In addition, respondents added that a temporary dog park needs to be provided if construction on the WRCP Extension begins before a new location is designated.

Question 9: Please provide any other feedback or overall project comments

The following points summarize questions and comments which were not addressed through the other survey questions:

- The roadway with the least amount of controlled crossings would provide the best traffic flow.
- Just make it as beautiful, pleasant and good looking as the existing WRCP.
- The alignment west of Wilkes Avenue is not presented - how can we decide on an east-west connection option when this is not presented?
- Would like to see the open house newsletter invitation be mailed to more houses as the development affects everyone in Charleswood, near and far.
- If we need a freeway, buy out the properties adjacent to it.
- Appears that there is a great effort being made to mitigate the impact of the extension on the community in some areas rather than others.
- It's not up to the public to come with an alternative for this extension.
- Information on the costs associated with each component (breakdown) should be provided online.

- Maintenance procedures will be required to ensure that the conditions of the surrounding roads are not deteriorated from additional traffic.
- Add a rapid transit corridor to the plan.
- When considering the fate of Eldridge Avenue, why not canvass the residents within a two block distance from the WRCP Extension directly?
- The Harte Trail should not be moved to the north side of Ridgewood Avenue.
- Are the Ridgewood West development infrastructure needs being considered into these designs?
- Additional suggestions to improve Wilkes Avenue includes: traffic lights at Elmhurst Road; left-turning lane from north-bound Shaftesbury Boulevard onto Wilkes Avenue and a left-turn lane and signal from north-bound Shaftesbury Boulevard onto Grant Avenue.
- Why are the traffic lanes on the WRCP Extension so far apart? Is it not more effective to move the lanes closer together and use the space created for effective noise reductions?
- The final design should preserve the local aesthetics as much as possible.
- The other accesses to Wilkes Avenue, like Elmhurst Road, need to be cut-off.
- Need a cost/benefit analysis.
- This is a worthwhile necessary project, but many stakeholders will be greatly affected and need to be accommodated as best as possible.
- Keep residents informed so that they can plan too.
- It would be helpful to see these plans alongside the Ridgewood South plans to be able to see the bigger picture.

3.0 CONCLUSION

To help inform the functional and preliminary designs of the WRCP Extension, phase two of the public engagement process was held to present what was heard at the initial public engagement events and to ask for feedback on proposed alignment options. At the public open house and through online engagement tools, the public was invited to review the proposed design options, provide their comments and rank each design option from most preferred to least preferred. Based on how 379 individuals ranked the design options, the following are the respondents' preferences for the WRCP Extension:

- Option 1: East-West Wilkes Avenue Alignment.
- Option A: Rail Overpass for the Grade Separation of the CN Mainline.
- Option 2: Fly-over for the Eldridge Avenue Intersection or Option 3: Right-in/right-out for the Eldridge Avenue intersection.
- Option 1a: Harte Trail Overpass Route
- Option B: Potential Dog Park Location South of Grant Avenue, East of the WRCP.

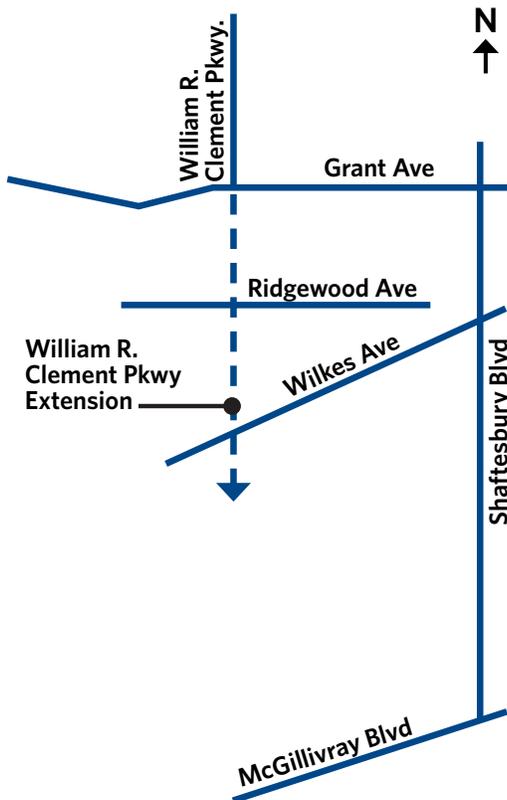
Appendix A: Open House Engagement Materials

WILLIAM R. CLEMENT PARKWAY EXTENSION STUDY

PUBLIC OPEN HOUSE

Project Background

The William R. Clement Parkway (WRCP) Extension is an important component of the City of Winnipeg’s future transportation system, providing a north-south link in west Winnipeg. The City’s Transportation Master Plan, which guides transportation planning in Winnipeg, includes the WRCP Extension as a major transportation facility, to accommodate future travel demand in the area.



Date: Tuesday, January 19, 2016

Time: 4:00 p.m. - 7:30 p.m.

Location: Charleswood United Church
4820 Roblin Boulevard

Format: Drop-in

In March 2015, a public information display session introduced the public to the WRCP Extension study. Feedback from this event helped in the development of alignment options for the WRCP. Please join us at a public open house to view presentation boards outlining three proposed alignment options, speak with project team members and provide input.

For More Information:

Contact: David Jopling, MMM Group
T: 204.943.3178 or E: joplingd@mmm.ca

Website: winnipeg.ca/WRCP-Extension



PUBLIC OPEN HOUSE

William R. Clement Parkway Extension Study

The William R. Clement Parkway (WRCP) Extension is an important component of the City of Winnipeg's future transportation system, providing a north-south link in west Winnipeg.

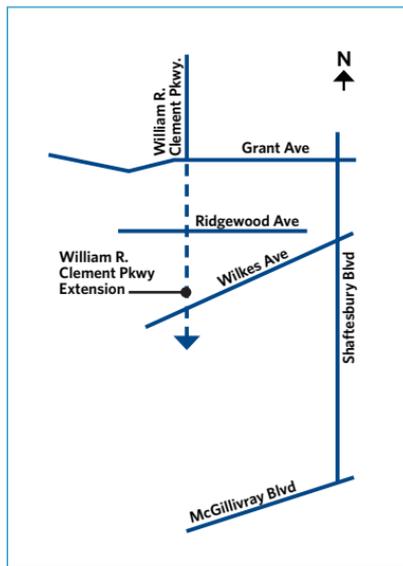
Please join us at a public open house to view presentation boards outlining three proposed alignment options, speak with project team members and provide input.

More info: winnipeg.ca/WRCP-Extension

Contact: David Jopling, MMM Group at

Phone: 204.943.3178

Email: joplingd@mmm.ca



Date: January 19, 2016
Time: 4:00 p.m. to 7:30 p.m.
Location: Charleswood United Church
4820 Roblin Boulevard
Format: Drop-in





Stakeholder Meeting - Round 2

City of Winnipeg

William R. Clement Parkway Extension Functional & Preliminary Design Study

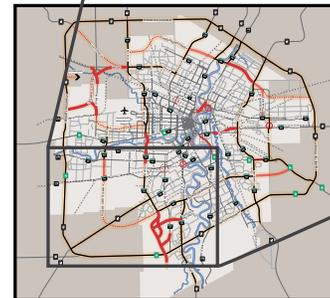
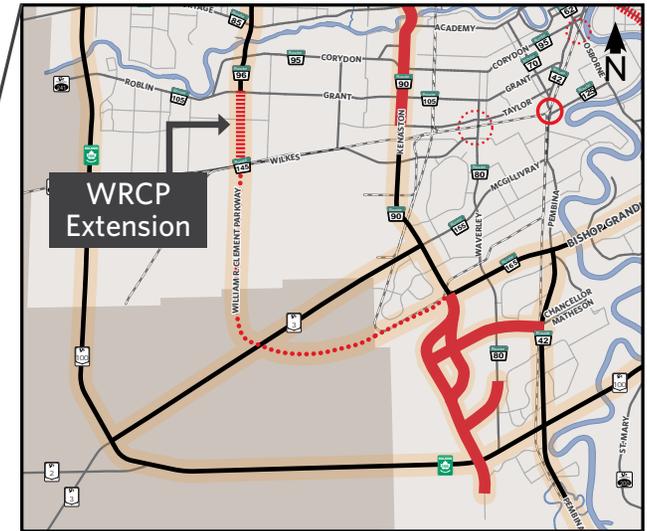
GRANT AVENUE TO MCGILLIVRAY BOULEVARD

January 2016

- » Study Background
- » Study Purpose and Scope
- » Study Timeline
- » Public Engagement and Notification
- » Environmental Assessment
- » Study Alignment Considerations
- » WRCP Proposed Right-of-Way
- » East-west Alignment Options
- » Grade Separation of CN Mainline Crossing Options
- » Evaluation Criteria
- » Eldridge Avenue at WRCP Intersection Options
- » Harte Trail Options
- » Potential Dog Park Locations
- » Next Steps

The City of Winnipeg Transportation Master Plan (TMP) Recommends William R. Clement Parkway (WRCP) Extension

- » “The purpose of the TMP is to present a long-term strategy to guide the planning, development, renewal and maintenance of a multi-modal transportation system in a manner that is consistent with project needs, and aligned with the City’s growth and the overall vision for a sustainable Winnipeg and region”
- » The WRCP Extension Study is identified as part of the TMP’s future Strategic Road Network
- » On April 25, 2012 Winnipeg City Council approved an amendment to the TMP to change the WRCP Extension between Grant Avenue and Wilkes Avenue from a medium-term project to a short-term project



City of Winnipeg
Transportation Master Plan
Road Implementation Network Map

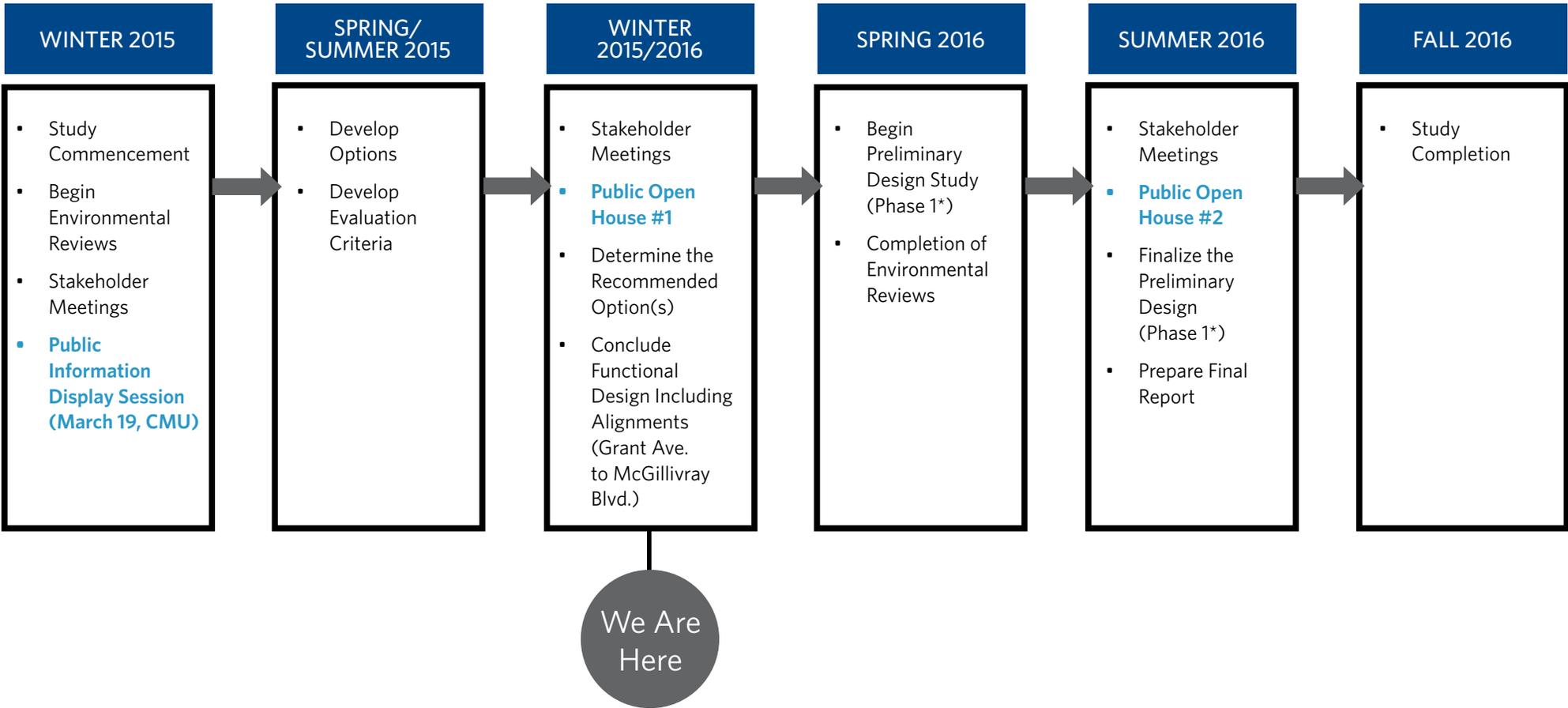


- » The WRCP is an important component of the City's Strategic Road Network to accommodate the north-south travel demand in west Winnipeg
- » The City's TMP recommends Phase 1 of the WRCP extension as a short-term project and Phase 2 as a long-term project as described in the figure on the left
- » Funding for construction of the WRCP extension is currently not in place

Today's meeting is presenting material for Phase 1

- » Conduct functional and preliminary design studies for the WRCP extension
- » Develop alignment options for an east-west connection south of the CN Mainline
- » Develop grade separation options at the CN Mainline
- » Develop alternatives for the Harte Trail crossing
- » Identify potential dog park location(s)
- » Obtain Environmental Act Licensing for Phase 1
- » Conceptual Environmental Assessment Study for Phase 2

STUDY TIMELINE



* Phase 1- Grant Avenue to Wilkes Avenue (or an alternative east-west connection)

How we communicated and reached out to the public:

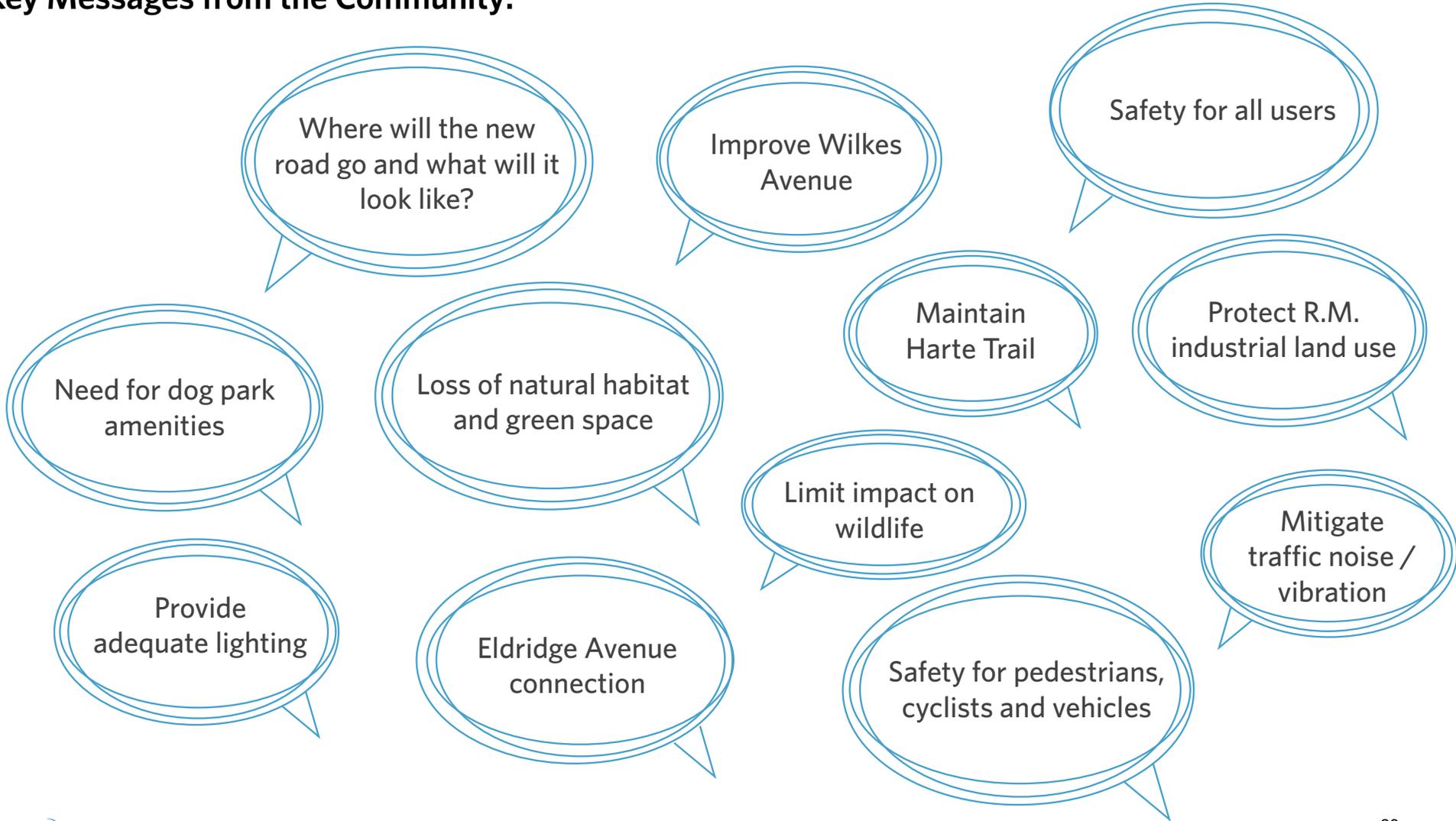
- » Public Information Display Session held on March 19, 2015
 - » Over 300 people signed in at the event
 - » Over 175 comment forms were received (hard copy and online)
- » Emails to all stakeholders and meeting attendees
- » Newspaper ads in the Winnipeg Free Press, Winnipeg Sun, Canstar Sou'Wester and Metro
- » Information on the City of Winnipeg project website winnipeg.ca/WRCP-Extension
- » City of Winnipeg social media (Facebook and Twitter)
- » Media release
- » Notification flyers sent to 2,700 properties in study area



Flyer distribution area

SUMMARY OF PUBLIC ENGAGEMENT FEEDBACK

Key Messages from the Community:



Key Concerns for the Study Area include:

- » Habitat fragmentation/loss of natural wildlife corridors
- » Preservation of Harte Trail
- » How wildlife will safely cross the WRCP extension
- » Deer-vehicle collisions



Assessments Conducted To Date	
Biological Surveys:	
» Amphibian	✓
» Bird	✓
» Vegetation	✓
» Wildlife	✓
Forestry Assessment	✓
Options to prevent deer-vehicle collisions	✓

Accommodate emergency vehicle and truck access

Accommodate access for local businesses

Enhance safety for all users

Address environmental considerations

Identify potential dog park locations

Grade separate the CN Mainline

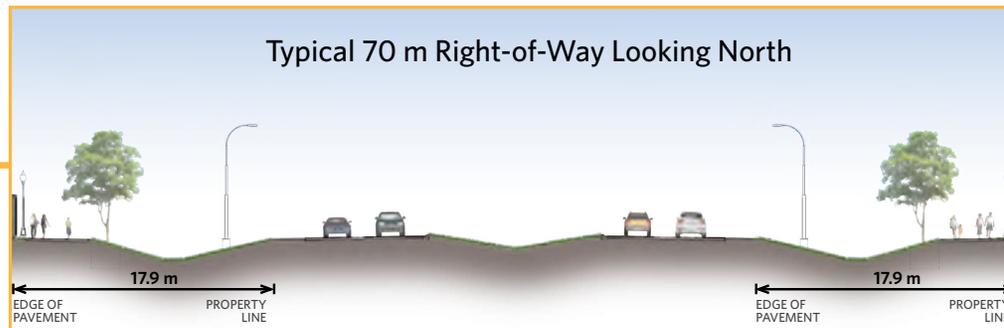
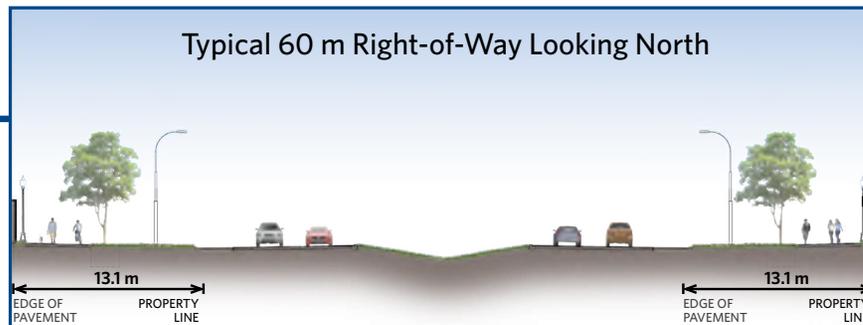
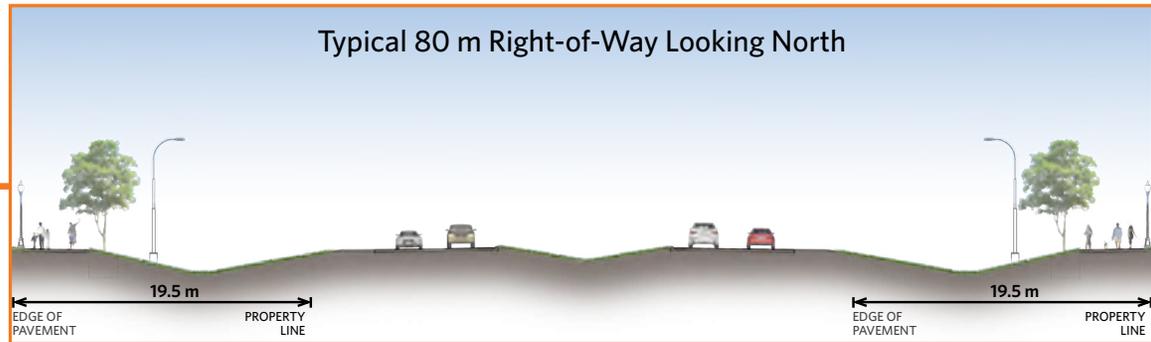
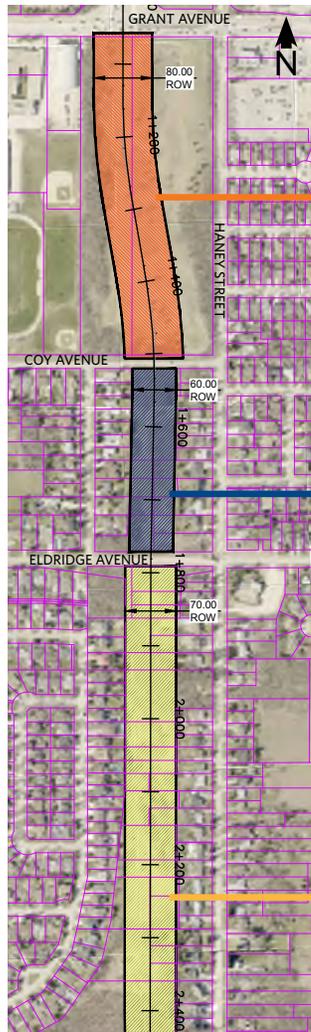
Accommodate the Harte Trail

Link to Wilkes Avenue (or an alternative east-west connection)

Meet the design criteria requirements

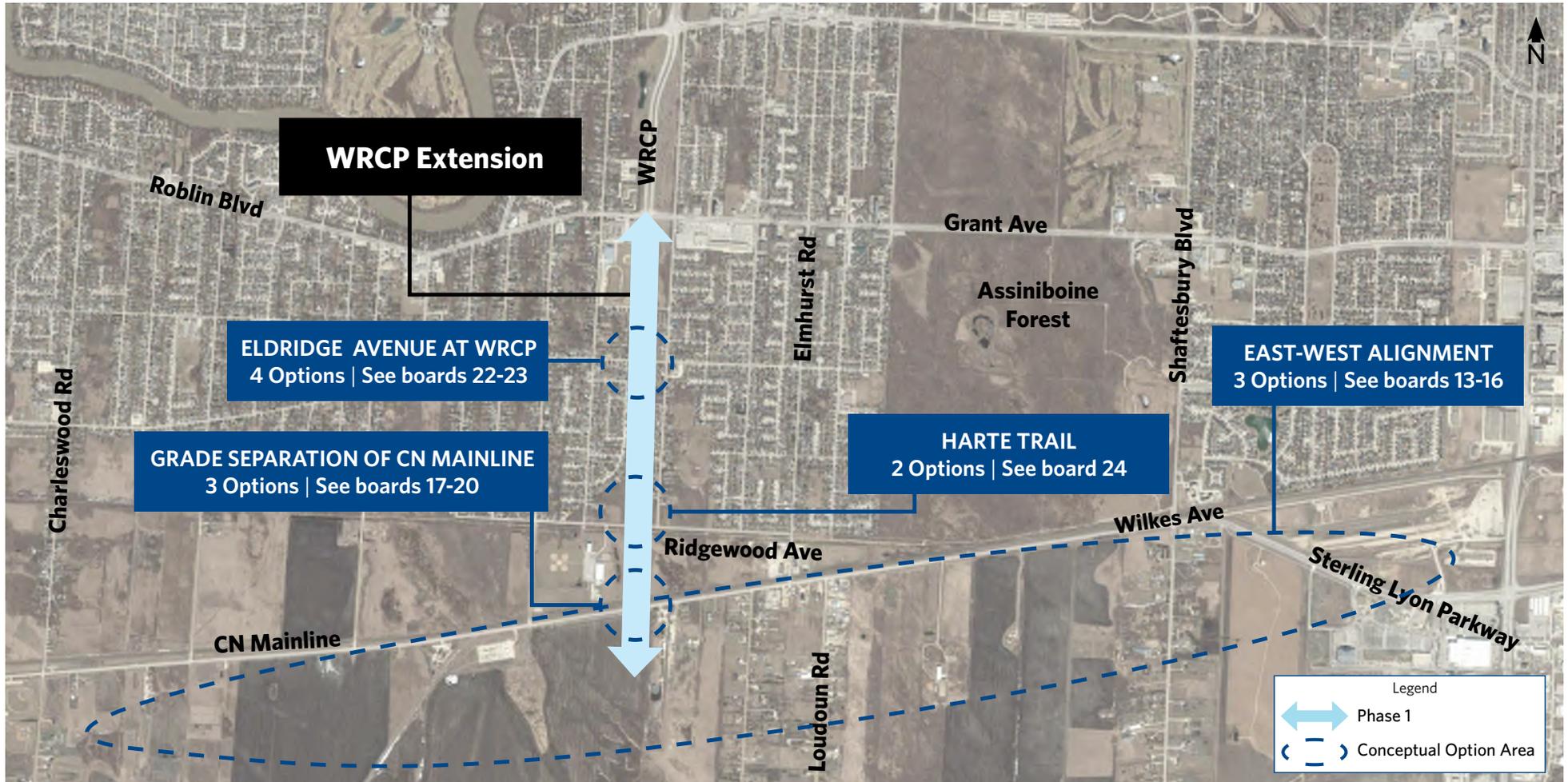
Accommodate Transit

WRCP PROPOSED RIGHT-OF-WAY



* Traffic noise reduction method and height to be determined during preliminary design

CONCEPTUAL OPTIONS FOR THE WRCP EXTENSION



There are three proposed options for the east-west alignment to the WRCP extension. The alignment of the WRCP extension from Grant Avenue to the CN Mainline is the same in each of the three proposed options.

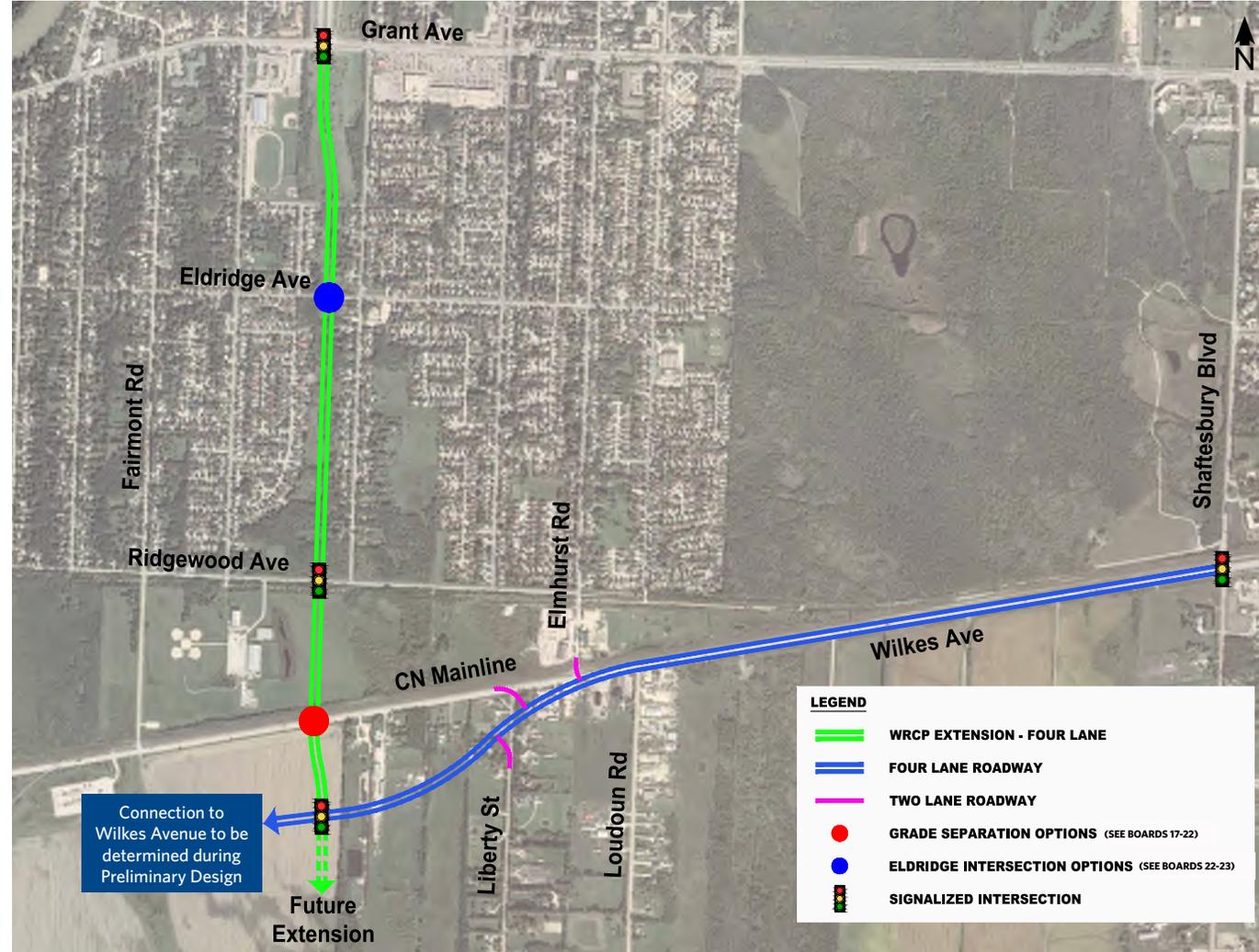
**CONCEPTUAL
OPTION 1:**
Wilkes Avenue
Alignment

**CONCEPTUAL
OPTION 2:**
Sterling Lyon Parkway
North Alignment

**CONCEPTUAL
OPTION 3:**
Sterling Lyon Parkway
South Alignment

OPTION 1: CONCEPTUAL WILKES AVENUE ALIGNMENT

- | | |
|------|--|
| Pros | <ul style="list-style-type: none"> » Maintains Wilkes Avenue as the east-west connection to WRCP » Less property required south of Wilkes Avenue/Sterling Lyon Parkway than other options » Potential for development of property on relocated section of Wilkes Avenue from Elmhurst Road west |
| Cons | <ul style="list-style-type: none"> » Due to proximity of CN Mainline, will require frontage property on south side of Wilkes Avenue from Shaftesbury Boulevard to Elmhurst Road for widening to 4 lane divided » Direct all-way access will not be possible to all properties fronting on Wilkes Avenue » Widening to 4 lane divided will require total reconstruction of Wilkes Avenue and major disruption to east west traffic » Spacing between Wilkes Avenue and the CN Mainline (east and west of WRCP) is undesirable given the forecast in traffic volumes |



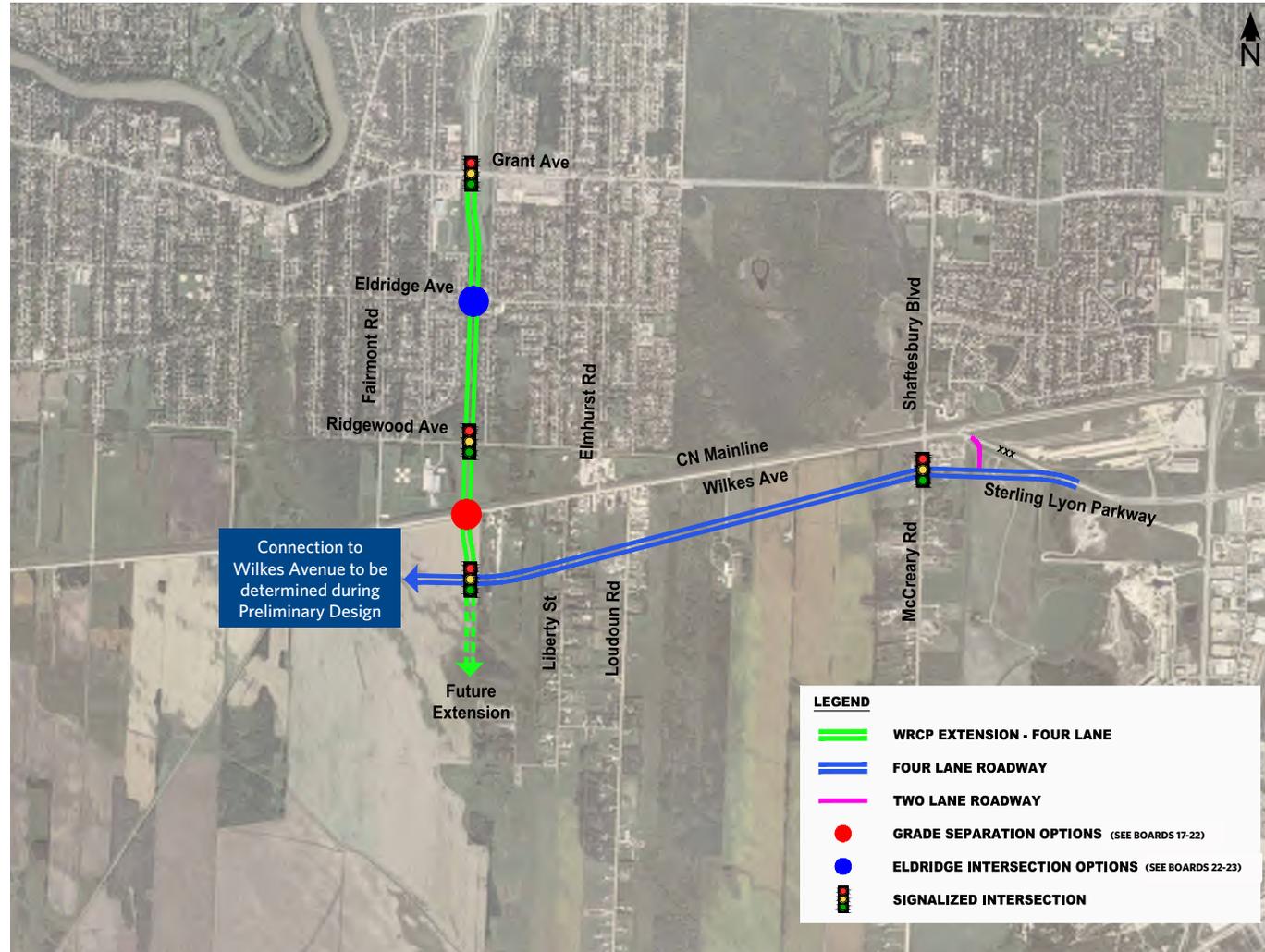
OPTION 2: CONCEPTUAL STERLING LYON PARKWAY NORTH ALIGNMENT

Pros

- » Maintains access to existing businesses fronting on Wilkes Avenue
- » Construction of Sterling Lyon Parkway extension can occur with minimal traffic disruption
- » Potential for development of property between Sterling Lyon Parkway extension and Wilkes Avenue
- » Wilkes Avenue will remain in its current location from Shaftesbury Boulevard west as a collector street
- » Will become the major east-west route in the area; offers improved spacing between Sterling Lyon Parkway and the CN Mainline compared to Wilkes Avenue alternative

Cons

- » Property for Sterling Lyon Parkway extension required south of Wilkes Avenue
- » Short term traffic disruption may occur at the east end of the Sterling Lyon Parkway extension
- » The section of existing Sterling Lyon Parkway immediately east of Shaftesbury Boulevard will require realignment



OPTION 3: CONCEPTUAL STERLING LYON PARKWAY SOUTH ALIGNMENT

Pros

- » Maintains access to existing businesses fronting on Wilkes Avenue
- » Construction of Sterling Lyon Parkway extension can occur with minimal traffic disruption
- » Potential for development of property between Sterling Lyon Parkway extension and Wilkes Avenue
- » Wilkes Ave will remain in its current location from Shaftesbury Boulevard west as a collector street
- » Best supports the Capital Region Road Network plan

Cons

- » Property for Sterling Lyon Parkway extension required south of Wilkes Avenue
- » Short term traffic disruption may occur at the east end of the Sterling Lyon Parkway extension
- » The section of existing Sterling Lyon Parkway immediately east of Shaftesbury Boulevard will require realignment
- » Construction costs will be highest due to the increased length
- » Additional traffic short-cutting on Ridgewood and Elmhurst would be anticipated due to the more southerly location of the Sterling Lyon Parkway extension



LEGEND

- WRCP EXTENSION - FOUR LANE
- FOUR LANE ROADWAY
- TWO LANE ROADWAY
- GRADE SEPARATION OPTIONS (SEE BOARDS 17-22)
- ELDRIDGE INTERSECTION OPTIONS (SEE BOARDS 22-23)
- SIGNALIZED INTERSECTION

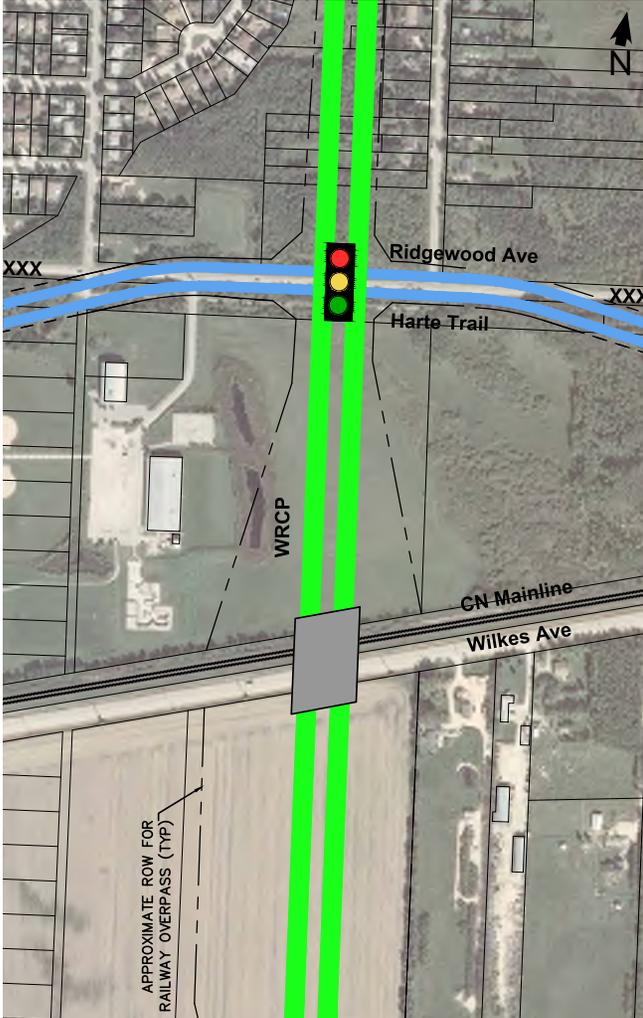
There are three proposed options for the grade separation of the CN Mainline:

**OPTION A:
RAIL OVERPASS**

**OPTION B:
RAIL UNDERPASS**

**OPTION C:
RAIL OVERPASS
WITH RAIL
RELOCATION**

OPTION A: RAIL OVERPASS GRADE SEPARATION



Harte Trail options shown on board 24

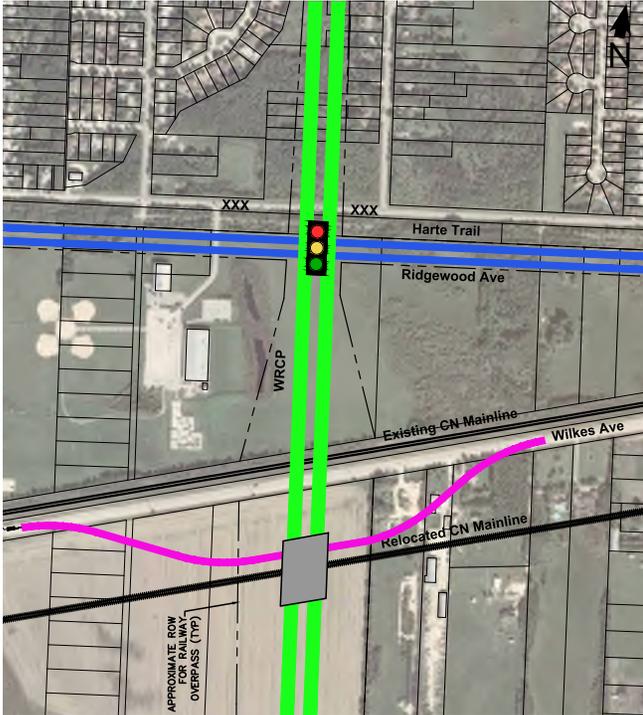
Pros	<ul style="list-style-type: none">» CN Mainline does not require relocation or short term detouring» Drainage would be much less costly than for an underpass» Minimal utility relocations would be required» Construction cost would be lower than Options B or C» Existing Wilkes Avenue alignment can be accommodated under structure» Allows for two grade separation options for the Harte Trail at WRCP, an overpass, or a throughpass
Cons	<ul style="list-style-type: none">» Ridgewood Avenue from east of Oakdale Road to east of Laxdal Road would need to be relocated to the north and raised to allow it to intersect WRCP» May require traffic noise reduction due to height of structure



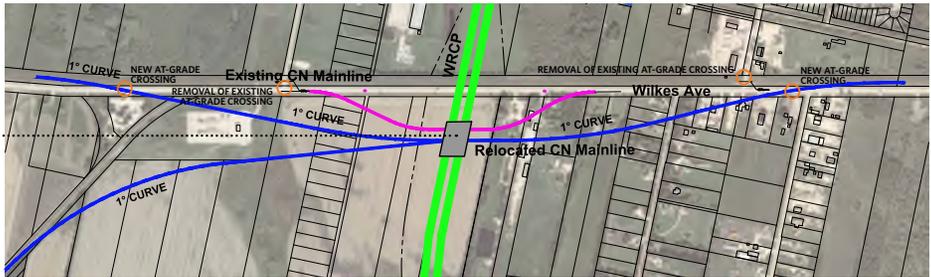
Harte Trail options shown on board 24

Pros	<ul style="list-style-type: none">» Less intrusive - no traffic noise reduction required» Does not require relocation of Ridgewood Avenue
Cons	<ul style="list-style-type: none">» The highest cost for a grade separation of the CN Mainline due to the below items» CN Mainline will require detouring during construction» Lift station and retention pond would be required for drainage» A number of underground utility relocations would be required» Wilkes Avenue will require detouring or closure during construction

OPTION C: RAIL OVERPASS WITH RELOCATION OF CN MAINLINE GRADE SEPARATION



- | | |
|------|--|
| Pros | <ul style="list-style-type: none"> » Does not require relocation of Ridgewood Avenue » Existing Wilkes Avenue alignment can be accommodated under structure |
| Cons | <ul style="list-style-type: none"> » CN Mainline will require relocation to the south » CN Mainline will require detouring during construction » May require traffic noise reduction due to height of structure » Wilkes Avenue may require detouring during construction » Increased cost due to relocation of the CN Mainline |



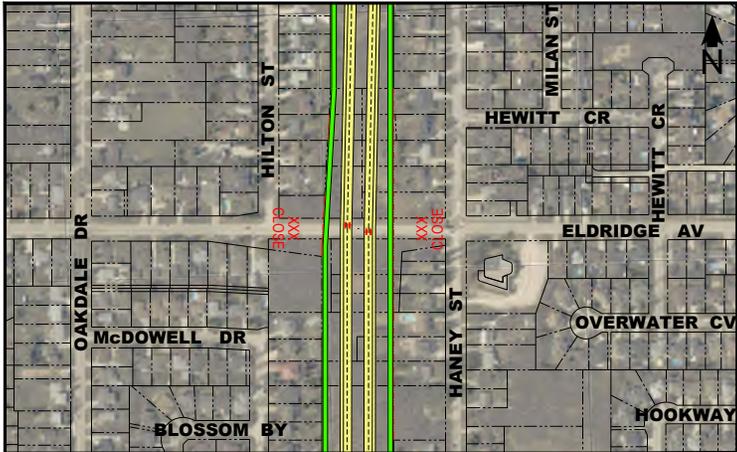
Harte Trail options shown on board 24

The alignment and grade separation options will be evaluated based on the following criteria:

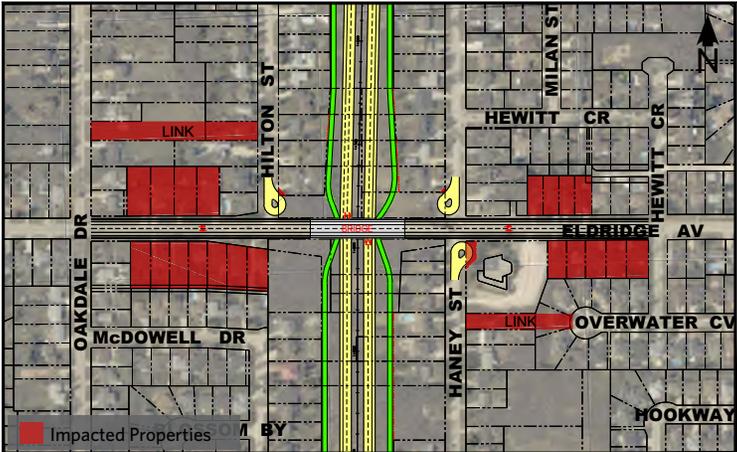
Social Environment	Safety (10%)	How well does the option safely accommodate all users of the facility, including vehicles, pedestrians and cyclists?
	Property (10%)	What are the property acquisition impacts of the option?
	Pedestrian and Cycle Facilities (10%)	How well does the option serve pedestrians and cyclists?
Natural Environment	Area Impacts (15%)	Does the option have significant impacts on existing commercial or residential developments and neighbourhoods? What impact does the option have on the surrounding environment (i.e. surface water, air, noise, etc.) and what level of approvals would be required?
	Drainage (15%)	How does the option affect the drainage of the surrounding area?
Transportation / Engineering	Rail Impacts (10%)	What are the impact of the option on the CN Mainline?
	Utilities (10%)	What are the impacts of the option on major utilities in the area?
	Ease of Construction and Staging (10%)	What extent of staging and detour works are required for the option? How easy or difficult is the option to construct and stage?
Cost	Costs (10%)	What is the construction cost (order of magnitude) of each option?

ELDRIDGE AVENUE AT WRCP INTERSECTION OPTIONS

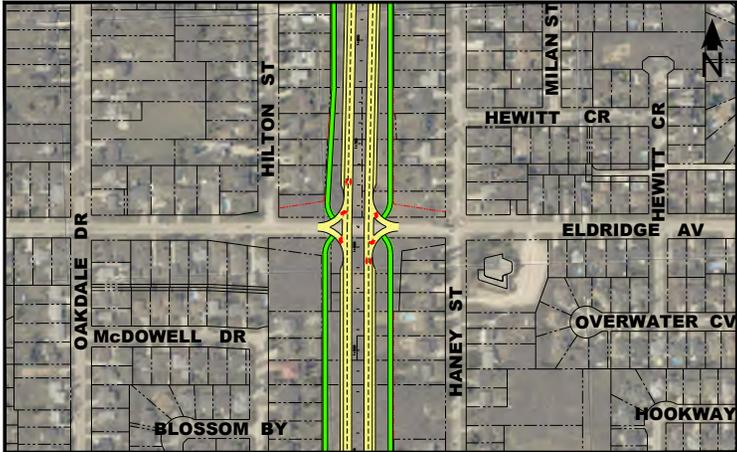
ELDRIDGE CLOSURE OPTION



ELDRIDGE FLY-OVER OPTION



ELDRIDGE RIGHT-IN/RIGHT-OUT OPTION

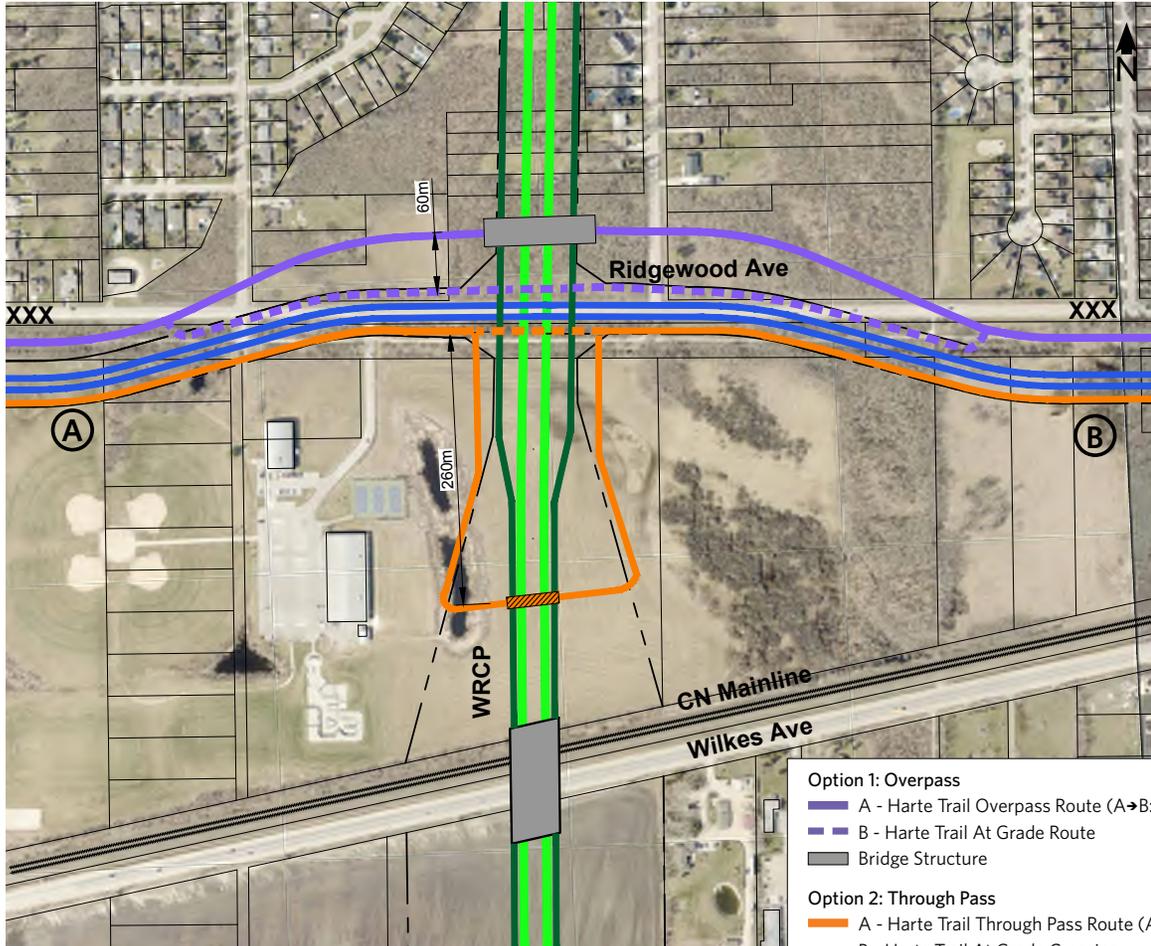


ELDRIDGE SIGNALIZED OPTION



ELDRIDGE AVENUE AT WRCP INTERSECTION OPTIONS PROS AND CONS

	Closure	Fly-over	Right-In/Right-Out	Signalized
Pros	<ul style="list-style-type: none"> » Reduces risk of collisions » Limited property impact » Minimal physical environmental impact » Minimal costs » Easiest to construct 	<ul style="list-style-type: none"> » Reduces risk of collisions » No traffic impact on WRCP » No impact on neighbourhood connectivity and transit service » Pedestrians/cyclists do not need to cross a busy intersection — this is a safer option for all Eldridge Avenue users 	<ul style="list-style-type: none"> » Reduces risk of collisions » Limited property impact » Minimal traffic impact on WRCP due to limited access » Minimal physical environmental impact 	<ul style="list-style-type: none"> » Full access for emergency vehicles » Limited property impact » Signal will accommodate projected traffic volumes » Maintains neighborhood connectivity and transit service » Minimal physical environmental impact » Accommodates all pedestrians/cycle movements » Short-cutting on adjacent north/south streets minimized
Cons	<ul style="list-style-type: none"> » No access for emergency vehicles from WRCP » No intersection » May increase short-cutting on adjacent streets » Impact on neighborhood connectivity and transit service » No pedestrian/cyclist crossing 	<ul style="list-style-type: none"> » No access for emergency vehicles from WRCP » Property impacts » No intersection » Traffic noise impact » East/west pedestrian/cyclist movements only » Significant costs » Most complicated to construct 	<ul style="list-style-type: none"> » Limited access for emergency vehicles from WRCP » Impact on neighborhood connectivity and transit service » Limited pedestrian/cyclist crossing 	<ul style="list-style-type: none"> » Greater risk of collisions » Additional signalized intersection on WRCP

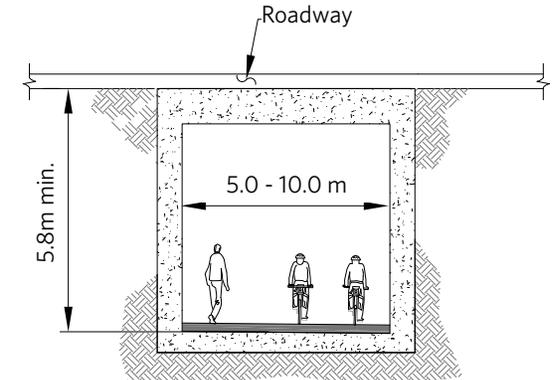


- Option 1: Overpass**
 - A - Harte Trail Overpass Route (A→B: 0.9 km)
 - B - Harte Trail At Grade Route
 - Bridge Structure
- Option 2: Through Pass**
 - A - Harte Trail Through Pass Route (A→B: 1.2 km)
 - B - Harte Trail At Grade Crossing
 - Through Pass Structure
 - WRCP Pedestrian and Cycling Facility

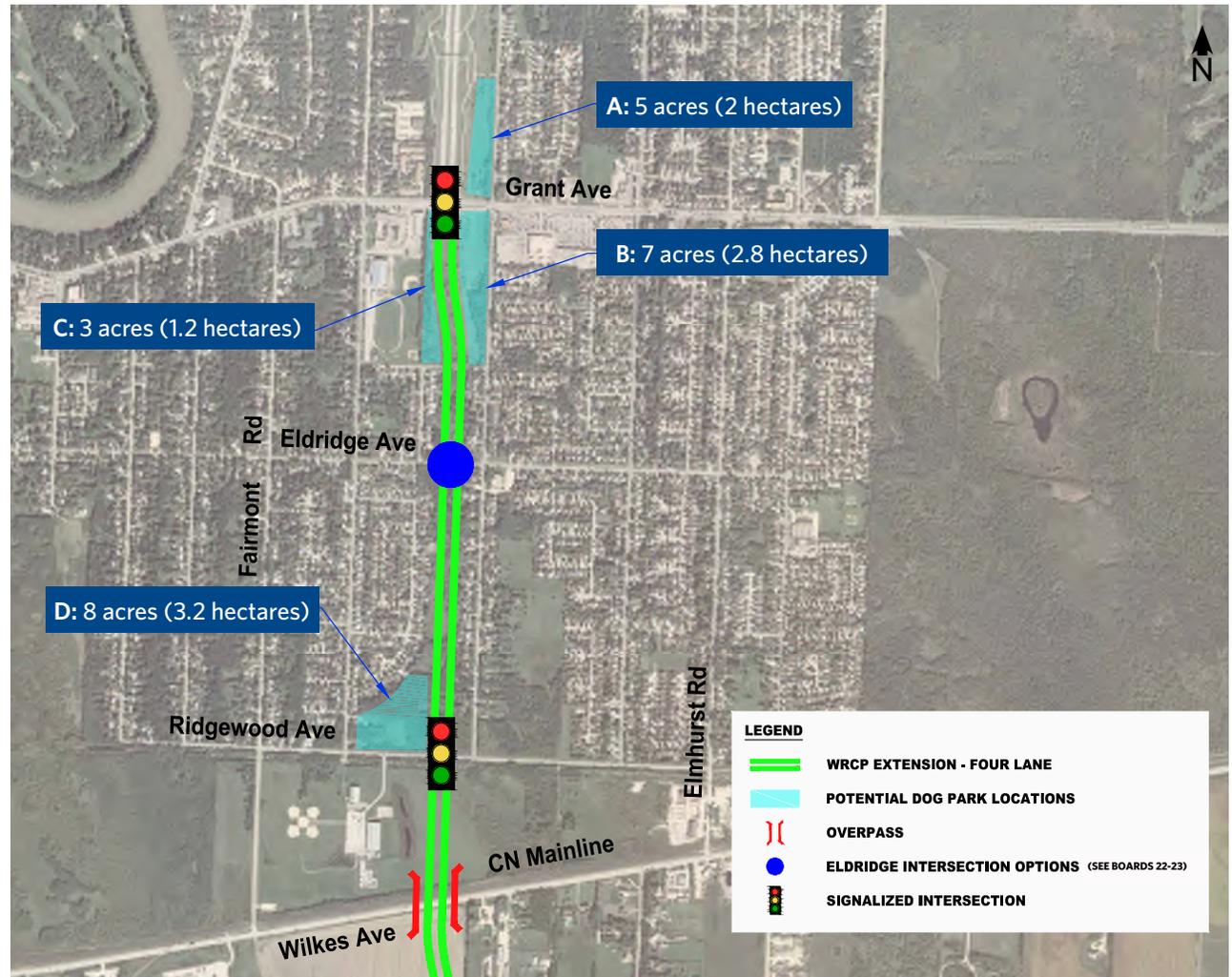
Pedestrian & Cycling Overpass Example
(Chief Peguis at Northeast Pioneer's Greenway)



Pedestrian & Cycling Through Pass Cross Section



- » The existing temporary dog park land is reserved for a future street as outlined in the Winnipeg Area Transportation Study (1968), Plan Winnipeg (1981), Winnipeg TransPlan 2010 (1998) and the City of Winnipeg Transportation Master Plan (2011).
- » A potential permanent dog park may be located in the remaining land of the existing temporary dog park, and/or additional lands within the project Corridor.
- » Four possible permanent dog park locations and sizes are shown on this map.



PUBLIC OPEN HOUSE

January 19, 2016

4:00 PM - 7:30 PM

Charleswood United Church

On behalf of the Project Team, thank you
for your attendance and participation.

For more information, contact:

Chris Baker, MMM Group | bakerc@mmm.ca | 204.943.3178

Public Engagement Lead:

David Jopling, MMM Group | joplingd@mmm.ca | 204.943.3178



Project website:
winnipeg.ca/WRCP-Extension

Appendix B: Responses

5) Please rank the GRADE SEPARATION OPTIONS (see boards 17-20) from 1 (most preferred) to 3 (least preferred)

Option	Rank	Please elaborate or comment
1 Rail Overpass		
2 Rail Underpass		
3 Rail Overpass with Rail Relocation		

6) Please rank the ELDRIDGE INTERSECTION OPTIONS (see boards 22 to 23) from 1 (most preferred) to 4 (least preferred)

Option	Rank	Please elaborate or comment
1 Closure		
2 Fly-over		
3 Right-In/Right-Out		
4 Signalized		

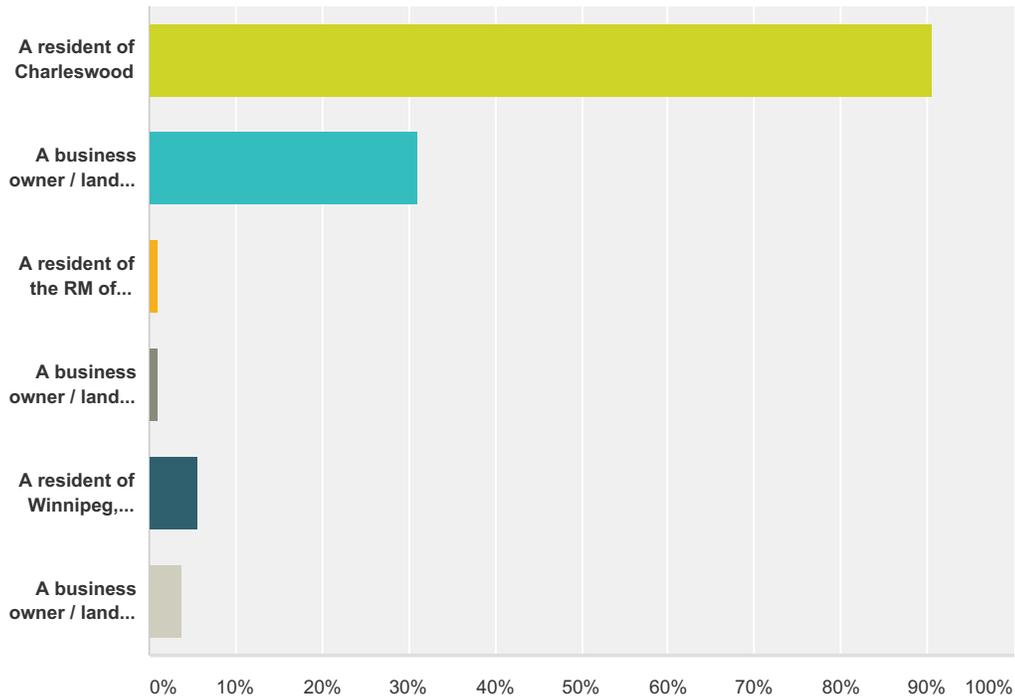
7) Please rank the HARTE TRAIL OPTIONS (see board 24) from 1 (most preferred) to 4 (least preferred)

Option	Rank	Please elaborate or comment
1a Harte Trail Overpass Route		
1b Harte Trail At Grade Route		
2a Harte Trail Through Pass Route		
2b Harte Trail At Grade Crossing		

**PAPER COMMENT
FORM RESPONSES**

Q1 Are you (check all that apply):

Answered: 106 Skipped: 2

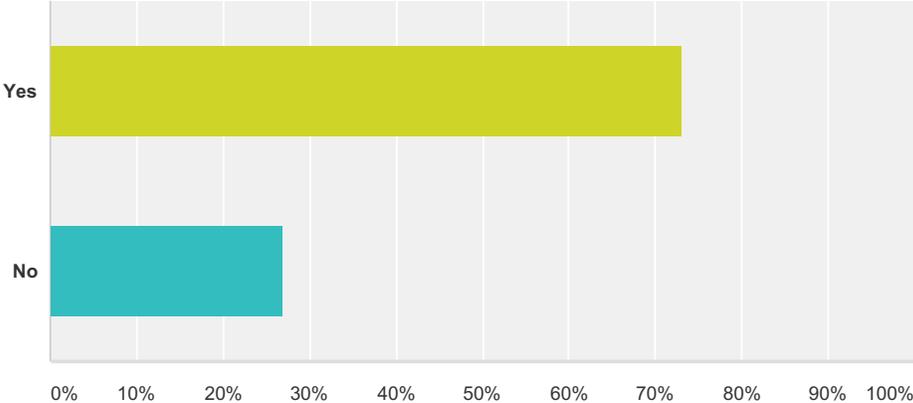


Answer Choices	Responses
A resident of Charleswood	90.57% 96
A business owner / land owner in Charleswood	31.13% 33
A resident of the RM of Macdonald	0.94% 1
A business owner / land owner in the RM of Macdonald	0.94% 1
A resident of Winnipeg, outside of Charleswood	5.66% 6
A business owner / land owner in Winnipeg, outside of Charleswood	3.77% 4
Total Respondents: 106	

#	Other (please specify)
1	Former resident
2	Political representative
3	Live on Wilkes
4	Cyclist (ATAC)
5	south of Wilkes

Q2 Did the open house boards provide adequate information on the project?

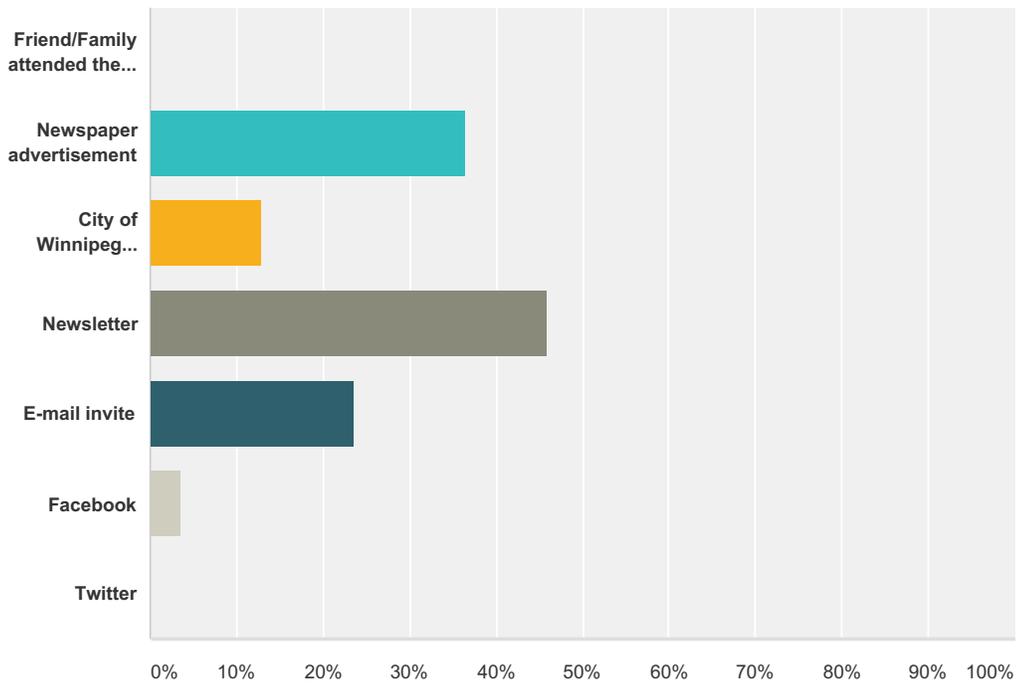
Answered: 89 Skipped: 19



Answer Choices	Responses
Yes	73.03% 65
No	26.97% 24
Total	89

Q3 How did you learn about the open house? (check all that apply)

Answered: 85 Skipped: 23



Answer Choices	Responses
Friend/Family attended the open house	0.00% 0
Newspaper advertisement	36.47% 31
City of Winnipeg website	12.94% 11
Newsletter	45.88% 39
E-mail invite	23.53% 20
Facebook	3.53% 3
Twitter	0.00% 0
Total Respondents: 85	

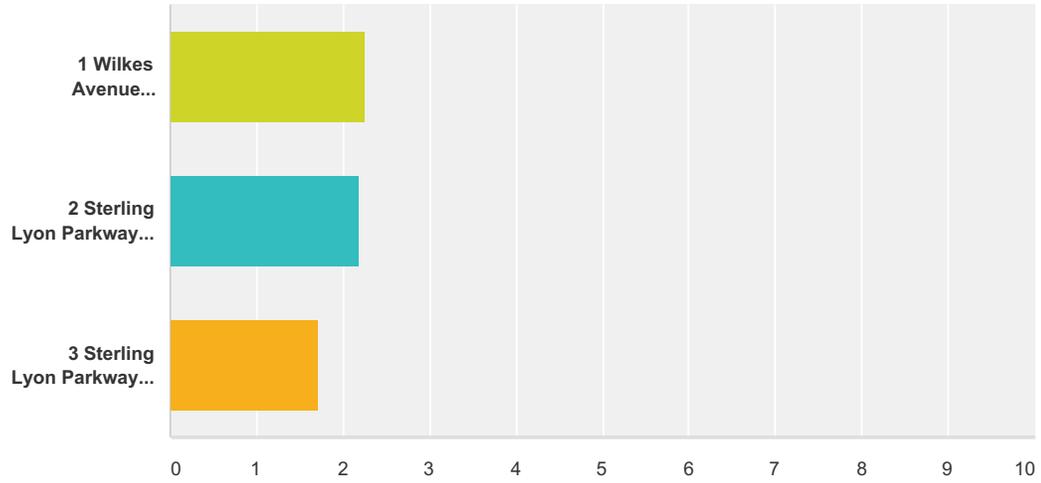
#	Other (please specify)
1	Neighbour
2	CJOB
3	sign posted at dog park
4	Friend
5	Neighbour contacted me about the mailing, which i had not seen
6	Neighbour contacted us
7	Other
8	Other

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9	Neighbour
10	Neighbour
11	Passed on by neighbour
12	by accident (neighbour)
13	Learned the day before by accident from a neighbour who just heard
14	Neighbours
15	Architecture firm informed us as they noted the effect on our property
16	sign on gate to the dog park
17	from a friend, very poorly announced.
18	word of mouth; library posting
19	TV News (CKY)
20	Flyer

Q4 Please rank the EAST-WEST ALIGNMENT OPTIONS (see boards 13-16) from 1 (most preferred) to 3 (least preferred)

Answered: 85 Skipped: 23



	1	2	3	Total	Score
1 Wilkes Avenue Alignment	49.35% 38	27.27% 21	23.38% 18	77	2.26
2 Sterling Lyon Parkway North Alignment	30.67% 23	57.33% 43	12.00% 9	75	2.19
3 Sterling Lyon Parkway South Alignment	29.11% 23	12.66% 10	58.23% 46	79	1.71

Q5 Please elaborate or comment

Answered: 61 Skipped: 47

#	Responses
1	Wilkes must be moved or the rail line moved BEFORE the WRCP is contemplated.
2	Less disturbance while in construction
3	It is the safest option. Traffic light is too close to off-ramp bridge, not safe at all.
4	Move the CN Mainline outside the city and this is not an issue.
5	WIDEN WILKES
6	Wilkes is already there and is truly east and west. The other two routes will just mean unnecessary extra cost.
7	This will not be good for any of us south of Wilkes. None of the above!
8	No connections Elmhurst Good
9	#1 option - least expropriation of property, less expensive #2 option - appears to have 2 parallel roads - close proximity, needless costs option #3 open up new area south of Wilkes for development
10	Contracting equipment is best utilized while on site Efficient scheduling of contracting equipment contributes/offsets additional costs of repeating construction in the future (a wiser decision) (wiser planning and administration)
11	Option 3 makes most sense
12	Very hard to make an informed decision at this type of forum. I got an overview of the options but not much detail therefore yes and no on adequate info Very good meeting notification
13	(2) Should not even be an option. It takes away too many residential properties. Wilkes should be 4 lanes with and lower limit. Maps should be better. Difficult to recognize property on Liberty and Loudoun.
14	Option 3 would likely destroy our property value if not our home. Our home is important to us and this possibility is very upsetting. I believe our city roadways face much higher ranked issues by comparison to this one.
15	The third option would either eliminate our house or depending on location of the road, make it unlivable. Our property is currently quite rural; a major highway through our property would be unacceptable and destroy any value the property currently has. Cant you just keep Wilkes as it is and double lane it? The doubling of Wilkes would be less expensive and effect the fewest properties. The 1st option would be less intrusive and cost the least.
16	No preference.
17	No preference.
18	Doesn't matter
19	This was supposed to have gone to Bishop Grandin more than 20 years ago
20	Rather none of them.
21	No info on feeder streets. ie. Fairmont, Elmhurst to Wilkes. Are they closing them at Ridgewood. Lots of information, no decisions!
22	1 and 2 are least disruptive to properties south of Wilkes.
23	Connection of Sterling Lyon to perimeter on west side would affect my final opinion - and whether that was Wilkes or Sterling Lyon I guess. I like being able to use existing infrastructure to expand. I find enough to merit it actually moving. If it's going to move the E-W road might as well really move. Option 3 appears to involve minimal property for the city to redevelop - it appears small number of buildings (vs land).
24	Require Fort Whyte - Assiniboine Forest wild life connection South alignment allows for Ridgewood Precinct II - development.
25	1. Moving hydro lines and existing berm to utilize existing roadway Have to purchase the least amount of land Should not have lights where Wilkes and Parkway intersect. Should be cloverleaf.
26	Option 2 seems to have the most benefit to the larger real plan for south wpg

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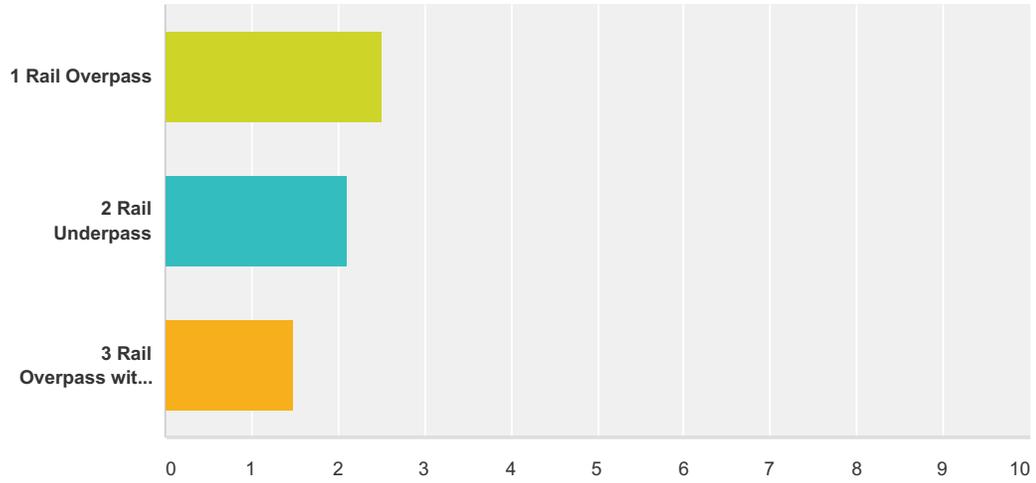
27	Could use a tunnel.
28	3 will be too far in the future
29	Less disruption to residences Better option for development
30	Option 3 makes no sense to go so far south to go north.
31	Use the road you have and make it 4 lane like it should have been 10 years ago
32	None of these - consider an elevated roadway from south of Grant to south of Wilkes. An elevated roadway has least impact to existing and allows for greater movement of through traffic.
33	Realistically these options are not options. We would be willing to consider other options that are more considerate of home owners. It is incredibly absurd to see East-West alignment options that run directly through multiple residential properties including ours. The fact that no other options are being considered that do not directly impact home owners is upsetting and disheartening, I assume that this plan is meant to be for the benefit of the community rather than forcing people out. It would appear that the interested of the new developments trump the interests of the existing home owners.
34	Disturbs the least people.
35	Option 2
36	Option 3 has less impact on current homeowners and going through mainly farmland and fields. There are many \$750,000 - \$1 million houses on Liberty and Loudoun to be expropriated.
37	Why drive north and then south again to continue driving an east/west route?
38	- least amount of disruption to existing land owners -expropriation costs would be lower
39	Option B preferred (underpass)
40	Option B re: rail line underpass
41	Lower cost options Shortens Sterling Lyon Pkwy
42	Might as well leave it where it is (Wilkes) but combine both it and CNR into a grade separation.
43	This was a very interesting and informative presentation but I didn't really take in enough information to comment on anything at this point. Thank you.
44	Will check online.
45	Wilkes not able to handle future traffic requirements. Eventually < dependence on development this route will require more than two lanes each way.
46	There needs to be a transition dog park plan during construction. I assume the entire existing dog park may be unavailable during construction. The area north of Grant could be fenced to offset the construction effect. The planned park should be reasonable and necessary with the increased development side. Whatever is cheapest is there a good reason for not continuing to use the Wilkes ROW?
47	Choice No 2 because is less connection to Wilkes. ii) Give more room for Wilkes to expand: (future new residence over + bridgewood" iii) Reduce pressure on Wilkes
48	Moving the east-west roadway south will better support future southern development.
49	1.1 - Least impact on people currently in the area. 1.2 - Allows for hook-up to McGillivray at some future date. 1.3 - Allows room for anti-noise walls to be installed "properly" 1.4 - Keeps heavy traffic (trucks) away from populated areas
50	I don't have a comment as this stage doesn't have a huge effect on me on the trail.
51	I think this is a waste of time, I am very upset with the Harte Trail options. I think you people from WSP have a bad influence with nature. And a deer will die cause of you. Thank you WSP! Meanies!!
52	Costs regarding 1 and 2 are not described. I'm hoping that #1 is more cost effective. The south alignment will just be a super highway - hope I'm dead before that happens. None of this reflects why I live in Charleswood.
53	Keep Sterling Lyon traffic away from residential area as much as possible.
54	I think this is great but I do not like the idea of the nature and deer collisions.
55	Move Wilkes away from rail line.
56	Insufficient time to truly assess all to make an intelligent decision (see page 3).
57	I think you should widen Wilkes Ave all the way to the perimeter.

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58	Number 3 = worst road would go through my house. Number 1 = best
59	Least expensive; doesn't make sense to breakup Sterling Lyon east of Shaftesbury since so newly constructed.
60	Use existing roads and keep costs down.
61	#3 worst for us as we live on Howe Ave. A do not want a 4 lane freeway going through front yard.

Q6 Please rank the GRADE SEPARATION OPTIONS (see boards 17-20) from 1 (most preferred) to 3 (least preferred)

Answered: 78 Skipped: 30



	1	2	3	Total	Score
1 Rail Overpass	61.64% 45	27.40% 20	10.96% 8	73	2.51
2 Rail Underpass	32.86% 23	45.71% 32	21.43% 15	70	2.11
3 Rail Overpass with Rail Relocation	13.64% 9	21.21% 14	65.15% 43	66	1.48

Q7 Please elaborate or comment

Answered: 39 Skipped: 69

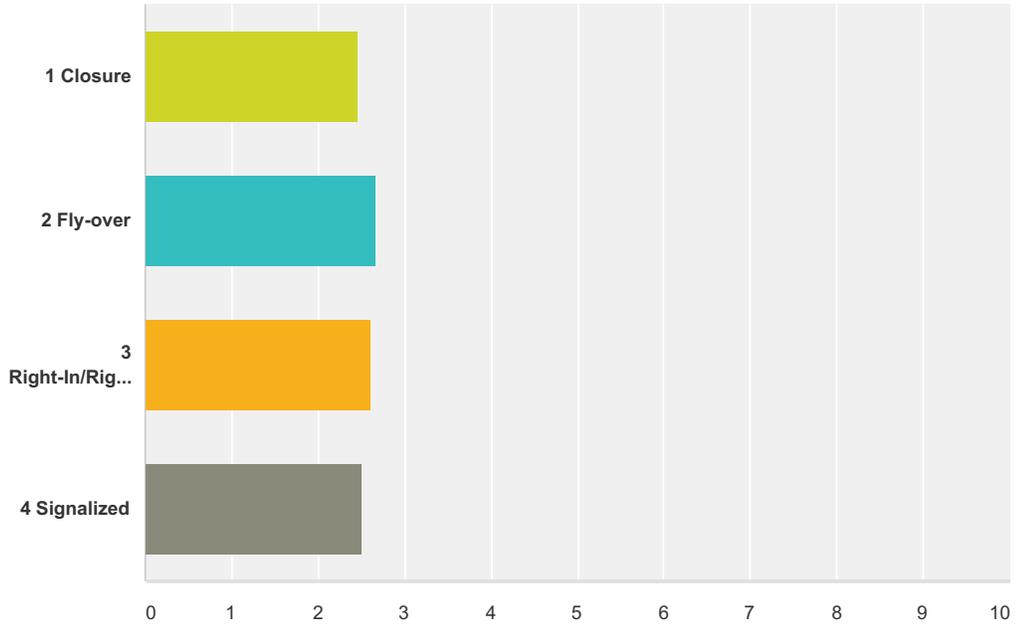
#	Responses
1	1 or 2 either or. Whatever way the Harte Trail could be an overpass.
2	Railways should be moved away from residential areas to reduce hazards.
3	Trains not affecting traffic.
4	None - relocate the rail line and save a billion dollars for all the projects. Use that money for relocation.
5	option #1 least costly underpass is always subject to potential flooding with severe weather if rail is to be relocated, it should be relocated outside the city because of dangerous cargo like ???/oil
6	Overpass is much preferred for through traffic and less cost
7	Rail relocation would require much input from feds
8	Prefer the quietness of the underpass despite cost.
9	Quite frankly it is difficult to care about these issues when we are facing the possible loss of our homes value or our home itself.
10	If our property is destroyed none of this matters.
11	No preference.
12	No preference.
13	Get the tracks out of Winnipeg before we have a BOOM!
14	Overpasses a much better idea in my opinion with much better drainage and lower costs than the other 2 options. See no negatives/cons with option 1.
15	Or you know, move the rail lines out of the city...
16	What will happen with rail lines being moved out of the city
17	Harte Trail is use mostly during the summer time. Should not spend time on the study for a trail. Reflect on schools nearby and affected homes.
18	Rail underpass would provide best sound attenuation.
19	Moving rail line and Wilkes is going to be too expensive. Option 1 seems to best bang for \$
20	3 will never happen
21	costs
22	See #4
23	We all know it will be an overpass no matter what we wants.
24	Rail relocation follow perimeter makes most sense. Then perhaps to floodway to go north.
25	Water table is high in area (5 ft on Liberty close to Wilkes) so underpass may be flooded during torrential rains. #3 costly to relocate tracks.
26	Least obtrusive and less effect on neighbourhood and Harte Trail Con: Lights from the overpass would be seen from very long distance in the neighbourhood.
27	Looks like the most economical option. Wouldn't cause additional drainage issues ie underpass flooding -relocating rail line does not make sense.
28	Rail overpass or underpass thru Wilkes. Underpass less noise for future development. Retention pond for underpass and future development should be studied together.
29	Rail overpass would be intrusive to the neighbourhood and should not be an option. I DO NOT want to see an overpass from my home. We moved to Charleswood to be in a natural and green neighbourhood.
30	C - most headaches with CN

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31	overpass - less chance of flooding.
32	No comment.
33	1.1 - Moving a rail line several hundred meters is "stupid"! 1.2 - An underpass??? - Listen up. Charleswood is an "old swamp" with poor drainage at best.
34	I think it is pretty good.
35	Can't choose a #2 or #3.
36	Build the cheapest alternative.
37	I am not pleased with the Harte Trail options.
38	Option 3 has less impact on Harte Trail.
39	Least expensive option.

Q8 Please rank the ELDRIDGE INTERSECTION OPTIONS (see boards 22 to 23) from 1 (most preferred) to 4 (least preferred)

Answered: 81 Skipped: 27



	1	2	3	4	Total	Score
1 Closure	32.89% 25	17.11% 13	14.47% 11	35.53% 27	76	2.47
2 Fly-over	31.43% 22	25.71% 18	21.43% 15	21.43% 15	70	2.67
3 Right-In/Right-Out	15.49% 11	42.25% 30	30.99% 22	11.27% 8	71	2.62
4 Signalized	30.67% 23	14.67% 11	29.33% 22	25.33% 19	75	2.51

Q9 Please elaborate or comment

Answered: 41 Skipped: 67

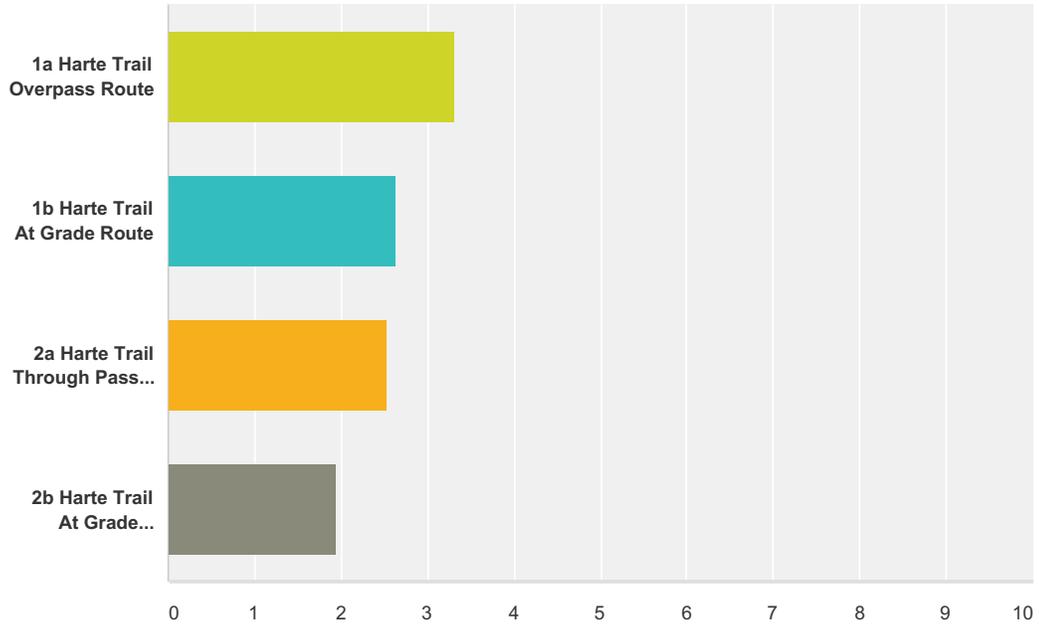
#	Responses
1	Connectivity is important.
2	With bike and pedestrian overpass.
3	DO NOT CLOSE ELDRIDGE
4	Closure with pedestrian bridge bike pathway Signalized slows traffic
5	The less shortcutting required on side streets the better.
6	option #1 will put more traffic on side streets - need to plan for that Eldridge is a major E-W route and needs to be ??? either with bridge??? or lights - lights would need to be synchronized.
7	3 Note: Bicycle paths should have access to the N/S bike paths on both sides (all sides)
8	Absolutely ridiculous, Eldridge is a quiet, dead end avenue, spending that kind of money, forcing families out of their homes is just downright EVIL! Put in a walking/bike bridge if you want to back and forth.
9	Fly-over is ridiculous! Go with option 1 closure and add pedestrian/bike bridge to cross new road.
10	Doesn't matter
11	Eldridge is not a long street. Ends at Assiniboine Forest.
12	You will bulldoze my grandparents house in option #2. That's heartbreaking to me.
13	Cheapest, less traffic lights.
14	Minimal traffic disruption for option 3 and keeps traffic moving - no stop lights. I find EMS smart enough to be able to adjust routes to ensure best time to get to where they are going. Fly over seems to require more property than I would say is worth it for the benefit of having the cross-over.
15	I don't think complete closure is great option but definitely don't want to see traffic signals.
16	No more street lights! This city has too many as it is.
17	Have a light intersection for the community to access the other side of the area more easily. Closing existing roads will cause havoc to drivers and homeowners in the area with closed roads.
18	Options that increase traffic on Eldridge should incorporate side walks. Option 3 will dump fast moving traffic onto Eldridge where pedestrians are forced to walk on the street. - closure with pedestrian overpass would be ideal.
19	Don't like the idea of a stop light at Eldridge. Closure would split the community. Fly over seems to be the best choice. Keeps Eldridge a local street. Safer for pedestrians.
20	Avoid yet more traffic lights
21	I think any options will create a great deal of traffic on Eldridge which it is not designed to handle. I also think this will bisect Charleswood with services on the east side but largest population on the west it will also force traffic to the school.
22	Depends what happens at Ridgewood. Either signalize Eldridge or Ridgewood. E: Sig/F.O/Clos/RI-RO R: RI-RO/Clos/S/S
23	For future traffic flows at the completion of the balance of the parkway and cheapest.
24	Eldridge will be used excessively to speed up traffic flow and road is not capable to handle extra traffic. Same scenario as Haney from Eldridge to Ridgewood - now as speed bumps and right hand turn to decrease traffic flow.
25	Option 1 would tend to slow traffic on WC before and after intersection. This could make for quieter street noise. It would also be the safest for traffic.
26	Overall safety factor for pedestrians and cyclists. Response timer for emergency vehicles. Collision risks would be that high.
27	I like merge lanes without light controls. Definitely should consider walking/cycling bridge at Eldridge similar to bridge north of Grant.

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28	Charleswood would be divided if we cannot walk across this highway for a 2 mile section. Unacceptable!
29	1- 2 Keep intersecting traffic off WRCP 4 Don't even consider another hazardous disruptive, delaying, etc signalized intersection.
30	- lights - too many on parkway no good - foot and bicycle access for children
31	Everything else to expensive.
32	No comment.
33	1.1 - Winnipeg has NO real freeways. It's just one bloody red light after another. 1.2 - World's largest small town continues on and on and on. 1.3 - Go study an American freeway.
34	Closure makes the most sense, economically and environmentally. A pedestrian and cycling bridge could be added as per north of Grant. The other three option are ridiculous.
35	I did not buy a house on a quiet street for it to be on a busy thruway (Taylor Ave)
36	Signalized would be less intrusive to the residents.
37	Based on minimal impact for neighbourhood.
38	Heavily favour #1 because it will encourage traffic to use WRCP. If 2, 3, 4 are used side street traffic will still be heavy.
39	Fly over is safest design only if AT is included.
40	Keep number of intersections on parkways to a minimum.
41	N/A - do not live close to Eldridge.

**Q10 Please rank the HARTE TRAIL
OPTIONS (see board 24) from 1 (most
preferred) to 4 (least preferred)**

Answered: 73 Skipped: 35



	1	2	3	4	Total	Score
1a Harte Trail Overpass Route	67.65% 46	10.29% 7	7.35% 5	14.71% 10	68	3.31
1b Harte Trail At Grade Route	17.65% 9	41.18% 21	27.45% 14	13.73% 7	51	2.63
2a Harte Trail Through Pass Route	26.67% 16	25.00% 15	23.33% 14	25.00% 15	60	2.53
2b Harte Trail At Grade Crossing	3.92% 2	25.49% 13	31.37% 16	39.22% 20	51	1.94

Q11 Please elaborate or comment

Answered: 33 Skipped: 75

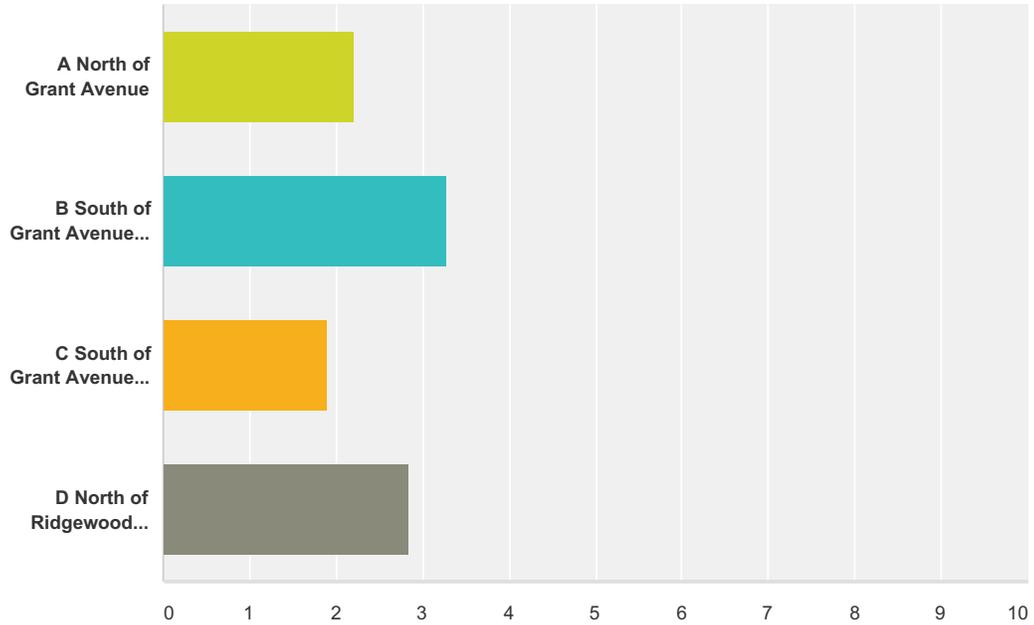
#	Responses
1	Do not touch Harte Trail, overpass only.
2	A land bridge would be the best - less deer collisions and more nature. Plant trees natural to area - NOT A PARK!! More like the trail.
3	If I have to stop at a stop light it should only be once - point to stop line before right turn lane veers off - this is consistent with the traffic laws where a vehicle makes a right turn are supposed to give way to pedestrians/others and not plow right through. I do not like the tunnel/throughpass - the one on south Osborne is always dark and damp - my eyes don't change quick enough going from sunshine to dark.
4	Trail should be non-stop travel preferably.
5	Retain original Harte Trail path as much as possible.
6	Not through the fenced dog park
7	The "throughpass" option would not likely be useful for all seasons and would limit the ability of people to use the space.
8	Would like to see the route that causes the least impact to the natural area. So no overpass.
9	Not sure I completely follow the "at grade" option. Cross over at Ridgewood crosswalk? This seems a bad option - not as safe.
10	The trail is so important to community rec/leisure, I'd hate to the trail users being stopped at such a busy intersection (but with at grade, they'd have to be). It also doesn't seem very safe. Over and under would be better.
11	It's a beautiful path, keep it.
12	Any trees planted should be "native"
13	Should not reflect on Harte Trail pass.
14	Option 1a least disruptive. 2a, while nice that it is grade separated, is too far out of the way.
15	These depend on the previous choices for road development. Generally prefer whatever keep you at ground level.
16	Don't care
17	#4 could be cold in winter and how cross Ridgewood Ave? #1 most safe route
18	Cheapest and most accommodating.
19	Graffiti will be done to underpass and potential flooding with through pass with torrential rains.
20	Moving the Harte Trail is absolutely ridiculous. It would be just another sidewalk with no "natural" green area. The views of the trail should not be changed to accommodate the new developments.
21	Safety. I would think cheaper than the overpass.
22	Before this development was approved by the city we were told that there would be no impact to the Harte Trail.
23	4 - NO at-grade crossings.
24	Foot and bicycle traffic critical - no interruption
25	Why does it need to be so far south - otherwise the best option for wildlife crossing, At grade crossing not acceptable.
26	No comment.
27	1.1 - Safety; best looking! 1.2 - See 6 above
28	I would prefer the overpass as long as on both sides, a huge effort was made, to plant native plants, trees so we would not see the road. Also, NOT manicured, we love the wild trail. NO paving - no lawn type grass.
29	Worst idea ever WSP!
30	1a and 1b not acceptable.

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31	Don't really care.
32	Overpass only if trail stays on south side of Ridgewood Street. Through pass is not safe for women or pedestrians.
33	Safest option.

Q12 Please rank the POTENTIAL DOG PARK LOCATIONS (see board 25) from 1 (most preferred) to 4 (least preferred)

Answered: 67 Skipped: 41



	1	2	3	4	Total	Score
A North of Grant Avenue	11.86% 7	25.42% 15	35.59% 21	27.12% 16	59	2.22
B South of Grant Avenue, East of WRCP	45.61% 26	38.60% 22	14.04% 8	1.75% 1	57	3.28
C South of Grant Avenue, West of WRCP	7.14% 4	19.64% 11	30.36% 17	42.86% 24	56	1.91
D North of Ridgewood Avenue	46.77% 29	14.52% 9	14.52% 9	24.19% 15	62	2.84

Q13 Please elaborate or comment

Answered: 49 Skipped: 59

#	Responses
1	I would like to have the Charleswood forest N of Grant made off-leash, from Chalfont and east of there.
2	N/A
3	With the number of people currently using Charleswood Dog Park, maximum space and available parking and safe access are required. These areas help to keep people healthy and cut down health care costs.
4	Most space and safest due to size. Less fencing required.
5	Concerned about parking and access and fencing. Thinking people will park on Haney which is narrow, more so in winter and recycling/garbage pickup days. Haney St. is seeing new, increased traffic flow due to new development between Haney and Laxdal. Any further parking on street is a concern for pedestrians and drivers.
6	N/A
7	Keep it where people are used to it. #C3 is too small and will make more users go to Assiniboine Forest where there is already a problem with off-leash dogs.
8	Vehicle parking nearby is an asset that should not be neglected.
9	Would like to see more than 1 dog park. Existing one best.
10	I would like to see 2 dog parks just because it's such a big part of this neighbourhood now. If we have the space - why not - people love it!
11	Completely fenced in
12	Most space for dogs would be best option.
13	South of Ridgewood
14	You need at least all of these locations plus more to offset the fragmentation of the existing space. It's already heavily used/at capacity and if you intend to bring in more traffic and people, it will only get worse.
15	No Ridgewood area. Will have too much impact to important natural area.
16	OR provide a dog park outside of Charleswood Dr. ie. East of the Humane Society - big field presently. People use it presently - there is a lot more room.
17	Perhaps a combination of 2 parks is good? I would suggest B and C as long as there would be adequate safe access and parking. I do also think D provides a good space.
18	Honestly, none of these options are truly sufficient. While I understand the need for the extension, my preference would be for as large a space a possible (similar to current park). The park is so busy, I don't see how parks that are much smaller will do.
19	I would love to keep the dog park as is, but I knew it wont happen. If moved to north of Ridgewood would there be enough parking?
20	Look for other locations for a dog park. Should be a larger area. West of Varsity View or else SW of Wilkes and future per. hwy.
21	Lots of dogs in neighbourhood, many come from other areas to walk dogs here. I would like to see all potential areas used for dog parks - not just 1.
22	Why not include all or more than 1 area - a lot of dog walkers - variety would be nice.
23	I live at Haney and Coy - and have no problems or complaints re the now-existing park
24	Don't care
25	B - most convenient and still a good size with little impact on residential regarding parking. Also, much like existing but smaller.
26	Fenced and well marked, with non-smelly disposal units.
27	4 2 3 2

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28	Dog park is widely used and needs the acreage.
29	Options 1, 2, 3 and 4 don't indicate parking and access Best option: please consider, relocate a proper dog park in the green space between Haney and Laxdal, north of Ridgewood, plenty of room for parking and access.
30	Looks like it could be made a safer area than the ones close to the new road ie existing park 2 - this would be suitable also
31	No dog so not interested.
32	no dog
33	Concerned about parking and access. Residents will not be able to park on street because of park. Garbage, recycling pickup will be affected.
34	All proposals too small. Look farther and harder.
35	Not much concern here.
36	1 - parking small 2 - lack of parking 3 - too small 4 - way too small
37	All four for dog parks! 1 and 2 especially.
38	D - closer to Harte Trail.
39	D - close to Harte Trail but too small.
40	All 4. This is a big development. Priority A and B, second C and D. Transition plan could Page 1 apply.
41	No comment.
42	1.1 - "D" and "B" are just barely large enough - Put it downtown at city hall.
43	I do not have a dog so I'll leave this to the dog owners.
44	Where would people park for (a) and (c) is too small. Dogs need to run.
45	Don't really care.
46	No comment.
47	Plenty of parking where dog park currently exists and its partially fenced off already.
48	Keep the current area because there is ample parking. Option A or D would require parking on res. sts.
49	N/A: no dog

Q14 Please provide any other feedback or overall project comments

Answered: 49 Skipped: 59

#	Responses
1	This road is not needed for at least 10-15 years minimum. Kenaston needs to be widened first. All the roads in Winnipeg to fixed first. There is no mention of proper drainage or sound barriers on the proposed road. The options presented are all least costs, none of them are the proper ones that cost more money. Cheap ends up bad!! The city has no money for this. The taxes are already too high and the roads are bad. There is not enough of a right of way to allow for a roadway/bus lanes/snow clearance/drainage/sounds barriers and to leave existing trees and green space. This is a BAD IDEA and a waste of time and money. While you at it fix Roblin from Dieppe to Dale Blvd its especially bad come winter.
2	This is way too much information with no orientation. There should have been a visual presentation and explanation of the options. We are annoyed that some new roads will get torn up and replaced - what a waste. I am sad to see Charleswood messed up like this. The dog park options are pathetic. Could you make it any harder for dog owners? I want too the environmental assessments (reports). This city should have a master plan to avoid making such a patchwork of roads.
3	The parkway extension is due to better balance traffic flow from Kenaston. Having said that, don't waste money with grade separation for projects for the rail tracks. The city talks about a billion \$\$\$ for the Arlington Bridge, Phase 2 of Bus Rapid Transit, Waverley, Marion St - the list is long. Save some tracks for light rail transit and relocate the rest outside to centreport, etc, using dollars saved from grade separation projects. Wpg has a reputation for lack of planning. Let's do it right this time.
4	A roadway with the least amount of controlled crossings would provide the best traffic flow.
5	No matter which option is chosen people will be impacted both negatively and positively.
6	A am a strong proponent for grade seperations at all high volume traffic intersection. This costs more understood but it is the proper way for present and future needs - besides increased safety (one life saved from fatal or paralyzed collision is well worth the front-end investment. If necessary, other projects should take second priority. Another primary factor for grade separation is the time factor of travel; the lesser pollution from vehicle start/stop operation; the "road rage" fact is reduced so travel becomes more safe, enjoyable, efficient and cost effective. Grade separation costs are a less costly and rewarding decision with direct and long term pay back. (less insurance claims and less injuries - especially if it is in your family)
7	We live on Liberty and I was very upset when I seen Option 1 and 2 going through our street for the expansion of Sterling Lyon. I do understand that something has to be done. The only semi-logical decision would be option 3 for Sterling Lyon to go south. This would have the least impact on all the new houses built on Liberty.
8	We own the old McMunn site and would like to speak further about the alignment of Ridgewood. ould be extremely important (seems obvious but most city dog parks hardly have any fences) since there are major roadways nearby.
9	Get the tracks out of Winnipeg! Cheaper! Safer! Bye-bye Charleswood as we know it!
10	At this time I have no preference on the options as they all have their own advantages. My concern is access to Wilkes/Sterling Lyon Parkway should the Elmhurst Rd access be closed. If that happens then access to Wilkes/SLP via Ridgewood would be important.
11	Why cannot the proposed route proceed directly on existing Wilkes Roadway?
12	Just make it as beautiful, pleasant and good looking as the existing William R. Clement Parkway. I enjoy that section very much. I am looking forward to a great job.
13	Makes more sense to put road south to McGillivray instead of diverting all traffic onto Wilkes.
14	There isn't any parking available at the option A other than on the street and this has already been unsafe for dogs and owners. The tiny strips of land proposed in option C barely even count towards a dog use area (unless you have a pocket sized dog). Large breed dogs need more space to run. At a minimum you need to have any dog friendly areas fully fenced if they are to be in such close proximity to major traffic routes. A better would be to create a large(r) single dog park along Ridgewood that is fenced and greater than the size of the existing space.

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15	Would like the city to consider a habitat swap for natural areas impacted by the construction. Natural area in the path of WRCP for high quality areas in the adjacent Ridgewood development. This would be above the 10% park allocation the developer is required to make.
16	(We live in Charleswood - McDowell Dr.) Great concerns re: noise level, increase traffic flow - screeching of brakes etc... Reduction of wildlife including birds.
17	How can we decide on the east connection options when the west is still not presented. Complete east west flow needs to be thought about prior to making decisions, especially considering new developments just inside perimeter. Are you over-valuing safety and access for pedestrian/bicycles? They will affect social environment. Safety for 10% and get all 10% of pedestrian and cycle facilities. Lets have somewhere for the people who cycle to on the north side if we're going to value them this much.
18	Should provide an overpass for children at Charleswood Junior High. Students and drivers will have to be more cautious. By having an overpass at Coy and or Grant Ave and Charleswood Parkway injuries and potential fatalities will be greatly reduced.
19	Signalized intersections on new parkway should be minimized. Avoid signalized intersection @ Eldridge as this will only slow flow on the parkway.
20	Thanks for this open house. Very informative. Would like to see you expand # of houses you send info to. Buckingham (where I live) is outside of the household you "engaged" in your communications. This development affects everyone in Charleswood - near and far.
21	If you put a tunnel you can keep the houses/no expropriation and continued tax revenue. A tunnel will keep: - greenspace -green ways -no disruption to Harte Trail -underpass for rail line -no noise -can maintain high speed
22	The green space between Laxdal and Haney (north of Ridgewood) should be considered for dog parks in future - otherwise it will be filled up with condos - yuk!
23	Avoid traffic lights where possible Build for speed please - separate grades/no lights
24	Option 3 for Sterling Lyon makes more sense as it is less destructive and property purchase is a lot less as more open vacant land at south end.
25	In general, I am greatly concerned that the plan for the extension was not disclosed to me in any way by the city and the province when I purchased the property on McDowell. I am devastated to learn today that the intention is to take land from properties on McDowell and Haney but not buy the properties outright. The plans as presented do not reflect the correct size of the forest between the two streets and tonight it appears the freeway will run right up to the fence at my side yard. If the city charged me no tax at all from this day forward, I estimate that it will take 23 years to recover the loss of property value. I also feel that Charleswood will be bisected with all services will be on the east side while the majority of the population will be on the west. There is only one gas station on the west side of the development. All new housing is also being developed on the west side. No matter which option is chosen for Eldridge, it will force local west side traffic up in front of the school and add traffic to Eldridge which has a stop sign on each corner and is not equipped to handle the increase in traffic. As there is no indication of a time line for Phase 2 it is impossible to make an appropriate assessment of the east-west alignment options, grade separation options and Harte Trail options. We need a better understanding of what exactly the city is trying to facilitate in the future. Currently all we know is that they are trying to move traffic from imaginary people in a non-existent suburb to the north perimeter and Inkster industrial areas. Well the suburb is in the RM of Macdonald and the industrial area is in Rosser - meanwhile we could sure use a set of lights at Elmhurst and Wilkes. All in all I think the city is being disingenuous and needs to disclose future development plans for south of Wilkes before we make any decisions. If we need a freeway, buy out the properties and do it correctly. Do not destroy my property and bisect the neighbourhood for just a road.
26	Nice to see evaluation criteria but only 1/2. What is the other part of criteria - a 1 to 10 evaluation. If so why not get residents to do full evaluation. Plans do not show how new Ridgewood would service new developments - discipline.
27	I feel it is irresponsible of me to comment on the other aspects of the extension study, as they are not of direct impact to me and my property. It seems as though there is a greater effort being made to mitigate the impact of the extension on the community in some areas rather than others. It is clear that the city feigns concern for the communities, and does not truly consider the impact on people's lives. People's lives and well-being are at stake. The city should be serving the people, not developers. To truly consider the impact of the community, I expect much better alternatives. It's not up to us to come up with alternative for this extension, as I was asked several times this evening. Moving forwards, I expect much improved future planning! Everyone continues to say that it is not set in stone. And yet, that is another perfect example of poor future planning...Moving ahead with one portion of the project, while there are so many people opposed to the future portion of the project, only to go ahead with it at a later date.

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28	Hopefully the costs associated with each component (breakdown) of this project will be online before you go ahead with approval so the citizen has the opportunity to decide whether they want to pay for the project. No accommodations for transit traffic in view of future development towards the perimeter. No diamond lane but a segregated bus lane away from regular traffic flows.
29	The crossing at the Harte Trail should be elevated and sit up like a wild life corridor to encourage deer to keep away from the road. It will also enhance the Harte Trail.
30	There are many unknowns that still need to be ironed out. It is absolutely ridiculous to move the existing Harte Trail people know so well. Also, please consider the neighbourhood views of an overpass vs. underpass. The lights on it would be seen from too great a distance, not to mention the noise it would generate. There is all this green space, full of trees and large enough to accommodate people access and parking, north of Ridgewood between Haney and Ridgewood.
31	Haney Street is seeing greater traffic flow because of development between Haney and Laxdal. It is difficult already to walk on Haney Street.
32	There has to be some additional consideration given to NOT cut our community into two by cutting off access to the WRCP extension by way of Eldridge. We need to be able to cross at Eldridge and not be routed past the Charleswood School. That intersection is already blind from the west, with a crosswalk and a lot of pedestrians and parents parking/dropping off children. This is a disaster waiting to happen. How do I get to the eastern part of Charleswood if I cannot cross Eldridge.
33	N.B. Important: A study on all of Wilkes Ave current and in particular future traffic (may need to expand to 3 lands each) as SW Winnipeg (Charleswood and Tuxedo South) Residential areas expand.
34	Hello - Tammy McNichol of the P.A.W.s Group (Dogs and people) who brought the P.A.W.S Group to the Assiniboine Forest - originally along with Naturalist's office acquired the off leash park from Bill Clement with promise to continue adding dog parks. Ridgewood is adding 4,000 new homes = 3,000+ more dogs to an already city usage dog park. - during construction phase - where is option for dog and walkers? -City wide use - St. James, River Heights, Charleswood, Downtown are regular users of park - need more than 1 dog park. - need shelterbelts - fences - parking, etc. P.A.W.S has song association with Assiniboine Forest -waste management and removal -dog bag dispensers -trail development
35	Noise effect on the area, schools noise
36	Extending the parkway from Grant to Wilkes will bring more traffic on McCreary and Loudoun. I hope the plan includes measures to properly maintain these roads. Already quite a bit of traffic prefers to go between Wilkes and McGillivray on Loudoun and McCreary rather than going to Kenaston which is often busy and slow.
37	1. Learn how to build a "freeway" put away your stop signs and traffic signals. 2. Add a rapid transit corridor to the plan NOW. Otherwise you'll do it after the work is done and we'll (taxpayer) will pay twice for the this tasking. (You have heard of rapid transit haven't you?)
38	When considering the fate of Eldridge, why not canvas those residing within a two block distance from the WRCP directly? They are impacted more than anyone else and so there input should be considered first and foremost.
39	I am so disappointed. We live on Haney and it appears that the roadway (or wall) will abut to our property line. When we built our house we were told that there would be a 100 ft buffer but that is now all given to McDowell properties. It is important to note the city approved McDowell over protests from Haney St. owners. The parkway extension would be no problem if McDowell was not approved. Haney St gets shafted again and again.
40	At this meeting the boards with the most people were the trail and dog park boards which shows the importance of there subjects. Many people in Charleswood love the bushes, trees, nature plants, rough trail and forests. The overpass would have to be wide enough for trees on both sides - enough for protection for wildlife and to block the view of the road underneath. We would not want a manicured, paved trail. I'm afraid, because it is in developers nature to make things "beautiful" but we want natural (and not native plants planted in clumps of 3 or 5 either). Please consider the wildlife in Charleswood. Deer are a fact of life – (doesn't matter if some people are to blame) they are there and need to be considered. Traffic and deer have a hard time mixing, but people can't change Charleswood and then complain about wildlife being in the way. Figure out a way for the deer to be safe on these big new roads and for people in the cars to be safe with deer on the roads. Speed limits, speed bumps or something else.
41	My idea of this was 8/10 because of the nature ideas and the Harte Trail idea, worst idea ever. Animals and plants live their and you destroy their homes! How rude! Everything else was great I liked how WSP is expanding.

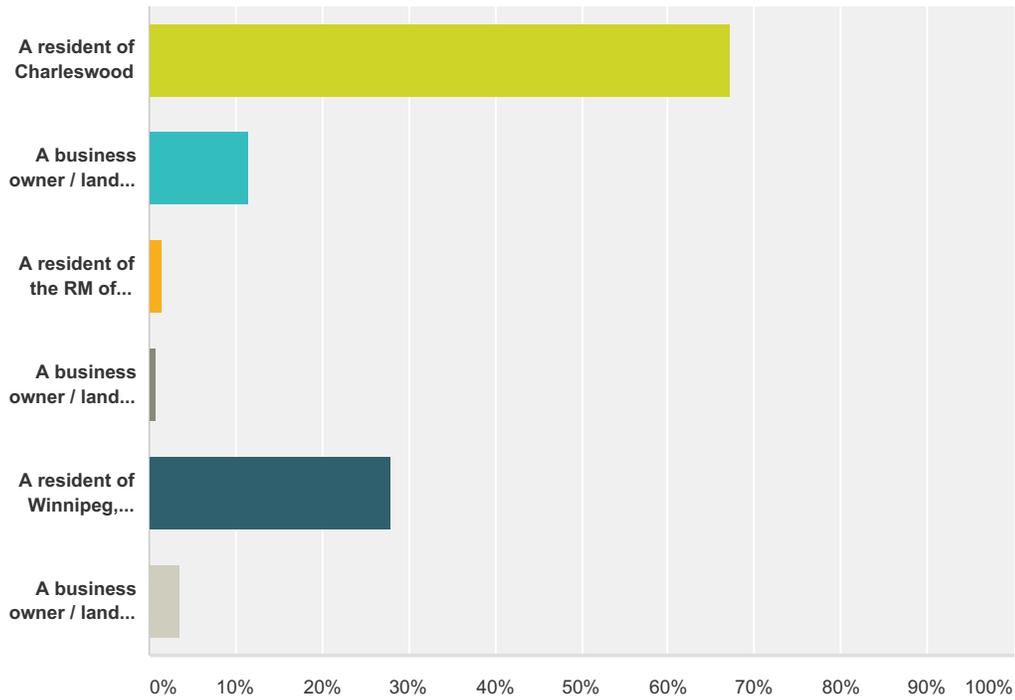
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42	Very disappointed, little consideration given to wildlife accidents (deer) or the wonderful "rural" environment we still have the privilege of enjoying. I'm not a big fan of concrete! Kenaston expansion is my priority! I spend little time - actually NONE in traffic in Charleswood but Kenaston at any hour of the day is a big wait in either direction. With most roads in the city in terrible condition I cant support any of this. There are many situations that need to be dealt with first.
43	I'm in favour of any project that reduces the amount of traffic on Laxdal Road. It is used as a north-south route for traffic between Wilkes and Grant. Any throughfare between Wilkes and Grant should achieve at least partial success in doing this.
44	I am a member of the friends of the Harte Trail and the Manitoba Cycling Association and the Winnipeg Cycling Club as well as the Active Transportation Advisory Committee of the City of Winnipeg, the AT component is very important to me. The Harte Trail should not be moved to the north side of Ridgewood. Overpass is the only option as is now part of the Northeast Greenway.
45	For the first extension to Wilkes from Grant what will happen on Wilkes regarding traffic. Presently there is a large amount of travel on Wilkes in the early morning. This first leg of extension will greatly increase traffic to Elmhurst, Liberty and Loudoun, interchanges at Wilkes will be dangerous and difficult to cross or enter from cross streets. You probably have considered this but pls. do not under estimate the present traffic volume on Wilkes in the morning - (7 - 9 AM).
46	Is the Ridgewood West Development infrastructure needs being factored into these designs. We attended an info session for that organization here a few years ago and the extension of Moray was heading west to the perimeter.
47	How does Wilkes and Ridgewood fit in and connect with the Ridgewood West Development?
48	Be sure keep dog park! We always take our dog there and my dog feel freedom! Make sure to have fence around! Thx.
49	South of Wilkes is currently "country living in the city" given our gravel roads, ditches, no street lights (parts of roads), no fire hydrants, Prairie Grass fields, wildlife. Option 3 would eliminate all of that living that was chose and granted us as citizens currently living south of Wilkes. We do NOT want a 4-lane freeway in our yards. NO #3. Thank you.

**ONLINE COMMENT
FORM RESPONSES**

Q1 Are you (check all that apply):

Answered: 260 Skipped: 11



Answer Choices	Responses
A resident of Charleswood	67.31% 175
A business owner / land owner in Charleswood	11.54% 30
A resident of the RM of Macdonald	1.54% 4
A business owner / land owner in the RM of Macdonald	0.77% 2
A resident of Winnipeg, outside of Charleswood	28.08% 73
A business owner / land owner in Winnipeg, outside of Charleswood	3.46% 9
Total Respondents: 260	

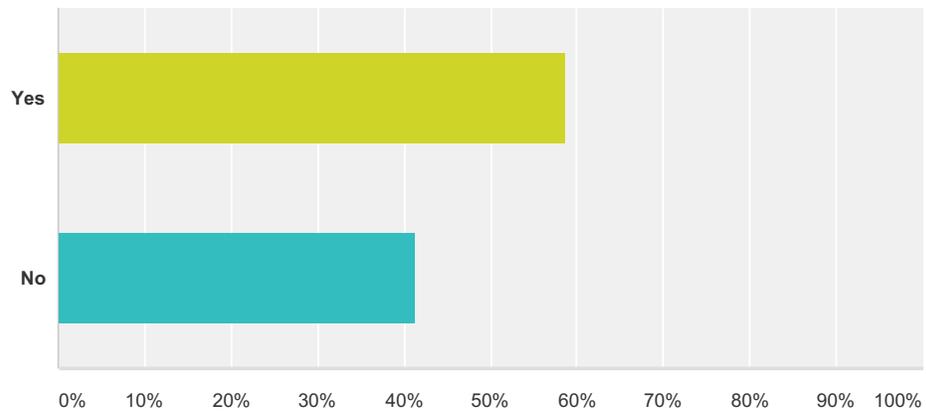
#	Other (please specify)
1	n/a
2	Live on loudoun rd
3	A resident of Crestview Park Area who takes his dog to the Free Leash Park
4	Family friend
5	Westwood
6	I live in St. James but travel frequently to south Winnipeg on the Moray extension.
7	President - Winnipeg Network of Dog Owner Groups
8	in-laws in charleswood
9	Tuxedo

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10	Building in RidgeWood West
11	cyclist
12	I use the dogpark
13	Whyte Ridge
14	Former Winnipegger

Q2 Did the open house boards provide adequate information on the project?

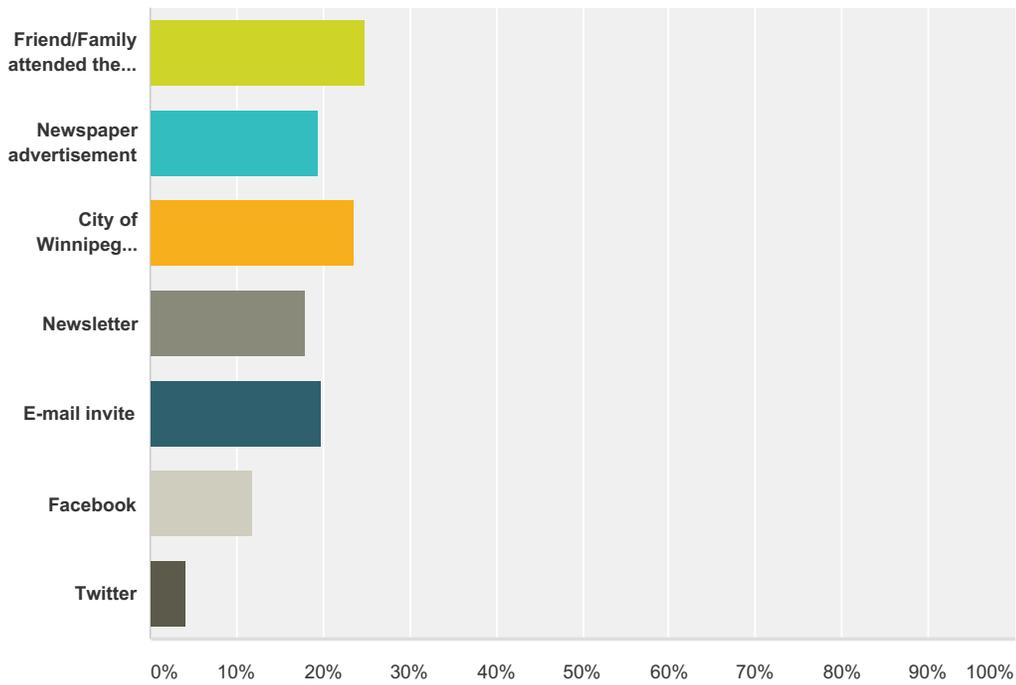
Answered: 239 Skipped: 32



Answer Choices	Responses	
Yes	58.58%	140
No	41.42%	99
Total		239

Q3 How did you learn about the open house? (check all that apply)

Answered: 217 Skipped: 54



Answer Choices	Responses
Friend/Family attended the open house	24.88% 54
Newspaper advertisement	19.35% 42
City of Winnipeg website	23.50% 51
Newsletter	17.97% 39
E-mail invite	19.82% 43
Facebook	11.98% 26
Twitter	4.15% 9
Total Respondents: 217	

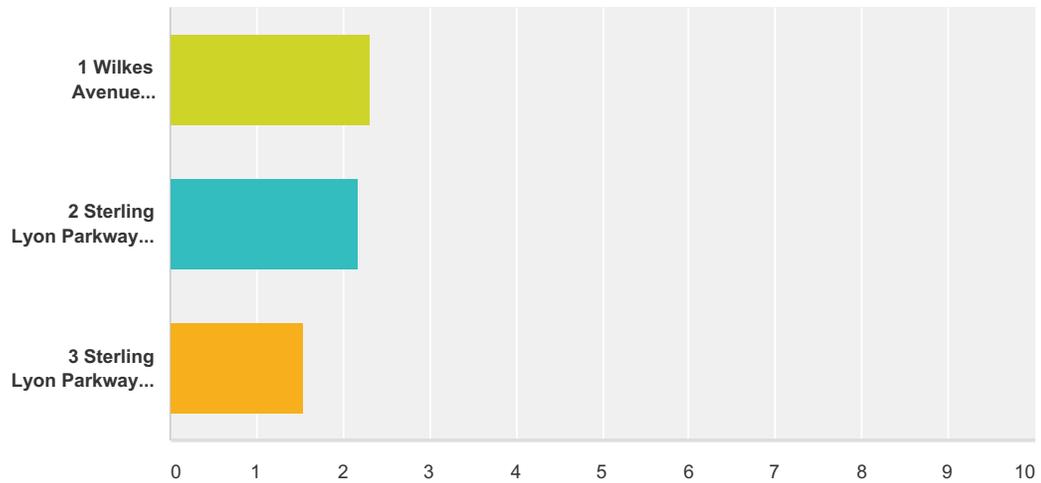
#	Other (please specify)
1	A print out (I assume from a dog owner) posted at the entrances to the dog park
2	City planner advised us
3	Direct email from city planner. Received no other notice.
4	Advised by City Planner directly. Never saw or received any other communication.
5	Dog park gossip
6	Radio
7	flyer sent to home
8	Friends of the Harte Trail meeting

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9	Advertisement at Dog Park.
10	Information postcard in our mailbox
11	Flyer in our mailbox.
12	User of impacted space- dog park
13	dog park facebook page
14	Bike Winnipeg
15	I go to Charleswood United church
16	As a resident directly impacted I was not informed by the city and only found out from a friend at work
17	flyer
18	advertised at meeting venue
19	Reddit
20	dogpark
21	Word of mouth
22	Flyer dropped in my mailbox
23	flyer in the mail
24	Flyer in mailbox
25	alerted by a friend
26	C of W emails that i receive at home.
27	Winnipeg Free Press article
28	Cbc
29	After the fact, Free Press article
30	Mailed letter in Canada Post mailbox
31	Heard from another person who was attending
32	News Article
33	notification at the dog park
34	neighbour
35	I was not advise of this open house and I am a resident directly impacted by the city plans
36	Someone posted on Facebook (not city's page)

Q4 Please rank the EAST-WEST ALIGNMENT OPTIONS (see boards 13-16) from 1 (most preferred) to 3 (least preferred)

Answered: 178 Skipped: 93



	1	2	3	Total	Score
1 Wilkes Avenue Alignment	52.35% 89	26.47% 45	21.18% 36	170	2.31
2 Sterling Lyon Parkway North Alignment	31.93% 53	54.22% 90	13.86% 23	166	2.18
3 Sterling Lyon Parkway South Alignment	18.24% 31	17.06% 29	64.71% 110	170	1.54

Q5 Please elaborate or comment

Answered: 75 Skipped: 196

#	Responses
1	<p>I believe that none of the three options for Wilkes East-West Alignment are the most cost effective, nor are they the least disruptive to current residents nor do they adequately address current land drainage issues. As I feel that none of the three options presented are attractive a decision and further work should be deferred until after the broader rail line relocation study being done for the city is completed and its recommendations accepted. I support 100% the relocation of rail lines around the city but do not support the extraordinary expense to relocate or elevate them in a small area such as this without citywide benefit. The rail crossing location recently constructed at Shaftesbury works well. Could this not also be done at WRCP and other extremely busy intersections such as Elmhurst? I believe a fourth option and different should be considered in conjunction with the rail line study being done for the city. I believe that Wilkes including its ditches is wide enough to construct four lanes of traffic without significant expropriation of farmland, business, or residential properties or without business interruption. In a small part this has been done successfully at Shaftesbury and at Charleswood Road where four lanes over a short distance have been successfully completed. Crossways, traffic lights and access similar to what has been done at Shaftesbury and Wilkes could clearly be constructed at WRCP and Elmhurst. If there is sufficient traffic demand to take the WRCP all the way to McGillivray that would be a much better solution than connecting it back to Wilkes disrupting so many private residences and businesses. As to water drainage, if Wilkes needed to be widened sufficiently to remove the current ditches (which currently provide very poor and slow drainage for the entire area) I would suggest the installation of significant underground piping to carry the water east and then south along McConnell Road, and then use a pumping station to lift the water into the currently existing east-west drainage ditch that flows into the Fort Whyte area. Options 2 and 3 are unclear in their benefit other than adding distance between Wilkes and the rail lines, and the benefit of these options are unclear. These options represent the highest costs, as indicated, and it requires expropriation of more lands and personal residences to the south and also disrupts the entire neighbourhood of Liberty and Loudoun without apparent reason. It is unclear, without seeing how this roadway is anticipated to connect with future roadways south of Wilkes and to the west of WRCP, how this option best aligns with the long-range transportation plan for this area and the city.</p>
2	<p>Don't live in the area.</p>
3	<p>Too many traffic lights and located too close together in options 2 and 3. Stop and go traffic, which city planners seem to love in this town, causes high levels of pollution (noise and gasses)through unnecessarily high fuel consumption. We're not getting rid of cars any time soon in this town, so let's at least plan traffic flow well and be responsible global citizens and example of a city that is planning with the future in mind not mired by antiquated, cheap and ineffective customs - example Kenaston. Moving sterling Lyon south will mediate some noise pollution to residents in Charleswood which we will get to shortly.</p>
4	<p>The south alignment looks to allow traffic on Wilkes (sterling lyon) to move smoothly from route 90 to the perimeter and further from existing homes. I am anticipating an increase in tucks using the route in the future.</p>
5	<p>I am opposed to options 2 and 3, because 2 results in the loss of the two hills that mark the North border of Fort Whyte Alive (and I love Fort Whyte Alive, and those hills too), while 3 necessitates a very large diagonal destructive slash through the beautiful forest/prairie East of Loudoun Road, destroying more of a continually disappearing ecosystem in Winnipeg and area.</p>
6	<p>I do not feel I understand the impact of the options well enough to rank them. However, my choice would be whatever option has the least impact on surrounding residents/houses and businesses.</p>
7	<p>More detailed information required from studies: ie environmental etc.</p>
8	<p>If they have to upgrade Wilkes Option 2 is best.</p>
9	<p>All of these are not preferred as they traverse through the dog park. As a resident of Charleswood, landowner and citizen of Winnipeg, I am not in favour of any option that will destroy, sever or otherwise alter the dog park in any way.</p>
10	<p>there is not enough information available to make an informed decision</p>
11	<p>WOULD LIKE TO SEE EXISTING SIDE STREETS CLOSED AT RIDGEWOOD, LIKE ELMHURST, ETC. ELIMINATING SHORT-CUTTING, AND FORCING TRAFFIC TO USE THE NEW WRCP EXTENSION-THATS WHAT ITS FOR</p>
12	<p>Whichever option is the cheapest; we spend too much on new roads instead of repairing our existing.</p>

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13	<p>D. None of the above. There is no ability to properly/adequately assess the cost/benefit any of the options in any reasonable context. The project is presented as a fait accompli. No information was shown explaining why we actually need any of them. No information was provided at all on the obviously major impact that this major roadwork would have on general traffic flow, our city's sustainability, our future infrastructure budgets, our ability to maintain existing roadways, how our transportation network functions, etc. A vague reference to a line on the map appearing in the transportation master plan is not an acceptable level of reasoning for a project and an expenditure and an impact of this nature - especially when the rationale for building it not even clear. No fact-based information was given to show how this project might fit in with or affect other transportation priorities in the city. No consideration at all was given to important tools in a transportation planner/designers toolbox - things like transportation demand management, measuring decreases/increases in average travel time and its consequent impact on urban sprawl. No info was given that might measure whether the project ends up affecting transportation equity. Even in terms of a design study, major gaps exist in the way this was done. No attempt was made, for instance, at understanding how children in this area get to school. There is almost no apparent understanding of what the future might hold for Winnipeg, and where this project fits in. No traffic modelling scenarios were apparently used to describe a future where people might shift to other modes. Providing mode split scenarios is important, because: a. we know mode shift is already happening b. we know the overwhelming majority want more mode shift to happen c. we know that infrastructure is the main factor in mode shifts d. functionally-speaking, in transportation planning, assuming a demand for infrastructure also ends up causing the demand - having to prove your logic would at least forces you to think about alternatives e. how you think about those alternatives affects how you might think about the impact of the designs you choose By now, we should know to be more careful. We should be fully aware of the mess we are creating by making it easier and faster for people to scurry out of the centre of the city in a car without paying for it. At the very least, one might expect the boards to fully demonstrate some pressing need for heavy goods movement in the area. But it does not and there are plenty of nearby alternatives anyway. Or perhaps, one might expect the boards to at least point out some pressing instance of traffic congestion somewhere in this corridor that this piece of roadway would presumably alleviate in the short term and therefore solve some uncomfortable political issue for some shortsighted politician. But it does not even do that. The environmental review, in particular, is embarrassing. More consideration seems to have been given to making the trees look nice and to preserving a dog park than any sort of rational review of the impacts this project may have on Green House Gas emissions (let alone localized noise pollution, particulate matter in general), and other really important things). The reality is that all 3 options are most likely a very bad way to spend money in the short term and probably completely unnecessary in the short term. Yet, like sheep, we are asked to go ahead pick a freeway extension that we "kinda like the best"? This is not planning. Nor is it consultation. And if I were to actually answer the question as asked, it would not be an honest answer, it would "damage control". Winnipeg: Given the serious infrastructure deficits we have, given the serious environmental issues we have and given even just the basic will of the people who have said over and over again that they just desperately want a smarter city with smarter options, where is the strategic thinking behind this? Why is it that we are still doing projects this way or letting ideas like Waverley or Marion or the billion dollars of overpasses planned for the Perimeter rise to the top of our list? We can do better. This is 2016. This is just not how you build cities anymore.</p>
14	Future changes at Shaftesbury Blvd need to be considered. Option #2 provides the most room for work to be done there as necessary.
15	Do not have an opinion.
16	<p>I think that moving the tracks north would be better than any of these options given. There is less disruption to properties and the neighborhood south of Wilkes. Option 2 just seems careless and has no regard for the neighborhood. Option 3 also seems careless and makes the distance needlessly long and extremely expensive. Remember, these roads will have to be maintained, the cost of this will also be more. There should have been flyers in the mailboxes of homes south of Wilkes for the session held in March 2015. We were aware of the WNCP extension, but this Wilkes twinning and expropriating south of Wilkes seems like a surprise. The best of the three undesirable options given is option 1.</p>
17	no matter which option is chose, residents are going to lose their homes. how would you like it if this happened to you???
18	The Sterling Lion North Alignment is the most practical and probably most cost effective and least intrusive.
19	I am indifferent to the alignment options.
20	Shorter route with less traffic disruption during construction. Do not like the added cost and travel time of option 3.
21	Wilkes Ave. re-alignment has the least detrimental effect on a neighborhood where residents have chosen to develop away from the Wilkes traffic and associated negative environmental factors. Major disruption of traffic is not an issue if E. Bd lanes are constructed first; move traffic over: then construct W. Bd lanes. Option 3 involves an inordinate amount of severance and the relocation resulting in over 3 km of extra travel distance will cause traffic patterns to shift to Taylor and Grant/Roblin.
22	This is my choice
23	I don't even want to think about 1 or 2

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24	In the Wilkes Alignment my new constructed home (as of June 2016) would be directly impacted, and presumably removed. This would be truly devastating for me and my family.
25	Concerns over residents being displaced
26	I think these are all terrible options. People purchase in this area for a rural lifestyle and these are life long homes not starter homes. There needs to be a better way than displacing the number of families that will be displaced, not to mention the wildlife. Providing financial compensation for the value of the home is not nearly enough to compensate for what will be lost. My suggestion would be to expand Wilkes where it currently exists moving the rail line or keep Wilkes as is for 2 lanes of traffic and include another 2 lanes on the other side of the tracks. Create a trail similar to the existing WRCP to replace the Harte Trail where necessary.
27	We need to separate major traffic away from residential. In the future this will become a very high volume traffic area.
28	Sterling Lyon should be pushed even further south than the south alignment shows in order to minimize expropriations and community disruption.
29	No preference
30	It is known from past history that Winnipeg traffic plans and streets are only planned for 1930 vehicle travel, and it will take another 30 years for full extension of WC parkway to reach its planned goal. It is more important for now to get the heavy traffic out of Charleswood residential streets, so an opening to Wilkes is best for the short term plans Winnipeg's traffic department can only visualize. Let's get it done
31	It is known from past history that Winnipeg traffic plans and streets are only planned for 1930 vehicle travel, and it will take another 30 years for full extension of WC Parkway to reach its planned goal. It is more important for now, to get the heavy traffic out of Charleswood residential streets, so an opening to Wilkes is best for the short term plans that Winnipeg traffic dept can only visualize. Let's get it done
32	The Wilkes avenue alignment is the only reasonable alignment. It is not acceptable to impact lands of the Fort Whyte Centre
33	The first two options are ridiculous. You cannot just run a regional street through a developed residential area. People have build their homes and lives on those streets. It is far better to run the street through the surrounding undeveloped farmland.
34	Traffic Shortcutting, Cost and Noise are concerns.
35	I can live with #1 or #2 as they make sense, will be cost effective and be least disruptive. The third option is not reasonable.
36	South alignment is the least invasive for existing properties and also the planning of future development (across farmland and south of McGillvary).
37	All three alignment options have the end result of additional traffic lights. If the goal of the WRCP extension is improved routes and traffic flow then traffic lights negate any gain. Additionally no benefit is realized by moving Wilkes from its current path. All surrounding streets will still have access and all traffic lights are still needed. Alignments 2 and 3 seem to be designed to favour the most access to surrounding roads which will in-turn encourage more traffic on surrounding roads and consequently will require more traffic lights in the future, further impacting traffic flow.
38	Has the least impact on property owner and on existing green space. Keeps more in line with a direct route, unlike the Kenaston extention thru Bridgewater and Southpointe, this will help with keeping the flow of traffic.
39	I cannot give any of these options rankings because NONE of them are suitable. All of them will bisect and destroy our neighborhood, and unnecessarily. We built our house out here three years ago because it was a beautiful, quiet area of the city. Please, please, please look at relocating the CNR Main Line north, even about 50 meters or so, to make enough room to twin Wilkes where it currently runs. That would be BY FAR the best option. We expected, and are still wanting the WRCP extension to go ahead on the west side of us. We did not expect a new Wilkes realignment to potentially destroy the neighborhood that we built our house in only three years ago. The third option shaves off the very back of my acreage, which is totally unacceptable.
40	We have a house on Liberty Street. The south alignment would be, by far, the least disruptive for us and our neighbors. Not clear what access to Liberty would attend option two. Both options 1 & 2 would require loss of residential properties on north Liberty.
41	It is not clear from the boards why the realignment is required.
42	Option 2 is a better long term solution for a major east-west route. Option 1 would be best if train tracks were going to be moved. Option 3 takes traffic too far south on WRCP only to come north again on the Sterling Lyon Parkway.
43	less cost and disruption
44	#3 least interference on Liberty St #3 supports long term plan #3 least disruption on Wilkes

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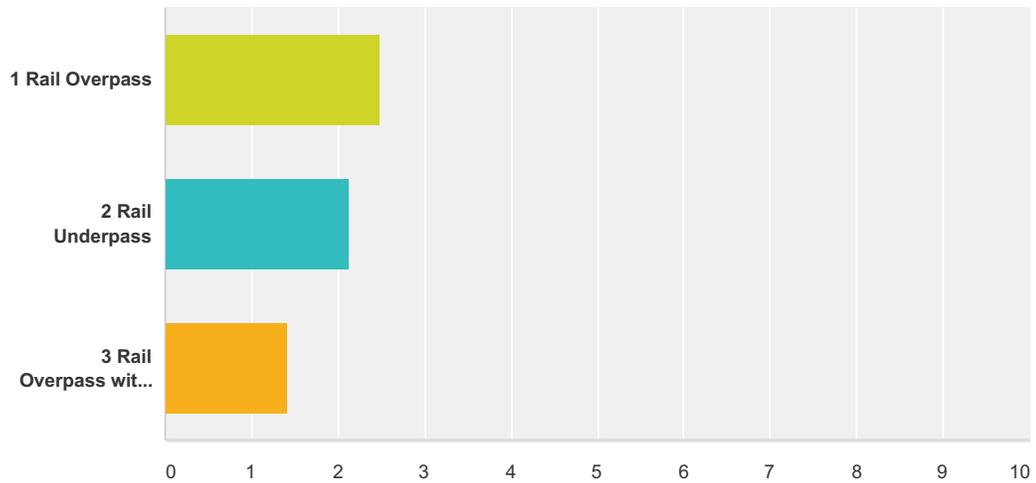
45	Option 2: Rail and traffic too close to each other. Also greater risk for wildlife. More synergistic noisewaves. Option 3: Sterling Lyon would dip too far south. People will simply use Wilkes to drive East when coming south on Morray.
46	Seems as though Option 3 is the best for future development.
47	It would be good to be able to include relocation of the Shaftesbury Boulevard/Wilkes intersection further south, further from the CN line.
48	Wilkes alignment will put pressure on road for access. South alignment too far south
49	Pushing WRCP further south doesn't make sense with more travel time to get to Ikea and such.
50	Option 3 takes people heading to Kennaston a long way out of the way. I believe this will lead to short cutting
51	3 goes through my yard and we would be expropriated. Please do not have us spend years wondering what is going to happen, what option will be taken. That is very unsettling for all, especially given we have children in school who would be uprooted. At the meeting last night no one knew when an option would be chosen nor what 'short-term' meant in terms of years. Keep us informed so we can plan and move forward too. We do not want to spend even a year wondering what will happen, let alone 5 year.
52	There is not enough land to put in a 4 lane hiway. On some of your schematic drawings, there is only 60 meters between property boundaries. Thats not enough space! Not only do you loose greenspace but this will drastically affect the value of these properties.
53	None are acceptable.
54	This is to be a regional road. It should not be plagued and degraded by NIMBYism. Either it gets built in a way to benefit ALL Winnipeggers or it should not be built at all. If the local people want the Sterling Lyon Parkway South Alignment option, then let them pay for it on their own.
55	Sterling Lyon Parkway North Alignment is best as long as Wilkes is used as collector roadway/service road for future development along route instead of putting up additional signalized intersections
56	The options presented are unrealistic. Being a home owner in the area that is proposed to have the new east-west alignment, it is upsetting to witness the proposed options on paper. All of the options directly impact home owners, many of whom have invested their lives into those properties. The fact that virtually no effort has been made to avoid disrupting the pre-existing communities is so disheartening. I would expect a much greater effort to be made by the City of Winnipeg and their city planners to develop long-term plans that are a benefit, not a hindrance to the local communities. Truly the value placed on community disruption should have a much higher value than it is currently being given. I look forward to a more thoughtful alternative at the next open house .
57	Common sense.
58	The Wilkes alignment makes more sense than moving sterling lyon parkway junction yet again.
59	moving traffic further south gives more separation with the Harte trail and Assiniboine Forest
60	Biased Survey, I don't want this happening
61	Wilkes Avenue Alignment is not preferred for a number of reasons, the most important of which is the proximity to residential neighbourhoods and the Harte trail. Volume of traffic is expected to increase significantly with Ridgewood Precinct and would increase noise from traffic. Also, it can be expected truck traffic would begin to use this as an exit from the City in greater numbers. The disruption caused on Wilkes would be another factor militating against that option. The North Alignment seems to be the best balance between cost, noise and disruption reduction. The lands developed between Wilkes and SLP would be high value and could be planned accordingly.
62	Traffic lights will not aid flow of traffic. Interchanges.
63	I'm an avid Harte Trail user and the farther away the better. Don't disrupt what little green/forest space the city has.
64	I live in Osborne Village, and commute to Linden Woods for work. My above choices will best suit my current transportation needs.
65	I dont want to see more intersection with lights, I want to see more freeway(without lights), more easier for the people who go through from south to north without traffic.
66	Building a road to no where and getting rid of green space makes no sense. No expansion please.
67	Seems like the safest, most practical route, with combination of cost and convenience.
68	The least amount off noise to property and less cost
69	Prevents shortcutting to Elmhurst, adds additional traffic lanes/options to Wilkes

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70	The Wilkes Ave alignment is proposed to run directly through a new that I recently built. The city approved this build without any notification of these plans. This is not an option
71	Is this really necessary? More roads = more traffic
72	I am not clear on the need or reasoning behind an east-west alignment. In option 2 - will Wilkes also be a grade separation to WRCP with the railway?
73	Not sure
74	The Wilkes Avenue Alignment makes the most sense as Sterling Lyon already feeds into Wilkes. The Sterling Lyon South Alignment makes the least sense as, for someone travelling east-west, this potential route takes people off course and will end up resulting in more gas being used and emissions being generated.
75	Option 3 would lessen the amount of frontage needed to be expropriated from Wilkes Ave, better for future development between Wilkes and McGillivarty with an one intersection between the two roads serving the area between.

Q6 Please rank the GRADE SEPARATION OPTIONS (see boards 17-20) from 1 (most preferred) to 3 (least preferred)

Answered: 175 Skipped: 96



	1	2	3	Total	Score
1 Rail Overpass	62.73% 101	23.60% 38	13.66% 22	161	2.49
2 Rail Underpass	32.54% 55	47.93% 81	19.53% 33	169	2.13
3 Rail Overpass with Rail Relocation	8.38% 14	25.15% 42	66.47% 111	167	1.42

Q7 Please elaborate or comment

Answered: 56 Skipped: 215

#	Responses
1	I feel that none of the three options presented are attractive and that the decision should be deferred until after the broader rail line relocation study being done for the city is completed and approved. As pointed out above (in point 4) I support 100% the relocation of rail lines around the city but do not support the extraordinary expense to relocate them in a small area such as this without citywide benefit. If this study does not support relocation of the rail lines outside of the city I would recommend a crossing location such as the one recently constructed at Shaftesbury and Wilkes be built. It works very well and should be considered at WRCP as well as other major intersections like Elmhurst.
2	Don't live in the area.
3	None of these are really good options. the underpass is preferred from a noise level point of view, but drainage will be a challenge causing difficulties in the summer. Overpass options will create excessive noise and will cause traffic mayhem on snowy/slippery days - see Flyway on Jan 27. All rather poor ideas. time to go back to the drawing board and come up with something more clever and effective designed for this environment.
4	Rail line is fine where it is. With an underpass, the noise of cars/trucks will have less impact on the surrounding area.
5	Overpass with rail relocation may be more expensive re rail lines, but especially given the current discussion about the possibility of relocating many rail lines outside of the City, that should not deter our choosing it as the best option. I do not like Rail Overpass alone, as that necessitates significant natural habitat destruction around Ridgewood.
6	I have ranked these as best I can given the information provided. Again, my preferred choice would be the option that has the least impact on the residents and businesses located along the impacted roads, followed by the choice that is least intrusive for the rest of us living in the area.
7	Rail overpass is cheaper than under pass. Rail relocation involves too many players and too much tim.
8	As a resident of Charleswood, landowner and citizen of Winnipeg, I am not in favour of any option that will destroy, sever or otherwise alter the dog park in any way.
9	there are no cost assessments available to study, but underpass would serve residents and natural areas better Noise attenuation should be up to provincial standards, again not enough information to make a decision
10	move railways outside of the city
11	WOULD LIKE TO SEE THE LEAST DISRUPTFUL AND SAFEST OPTION FOR THE RESIDENTS AND WILDLIFE OF CHARLESWOOD AND HARTE TRAIL
12	see previous answer
13	Overpass is the simplest solution.
14	Do not have an opinion.
15	The Rail overpass would be cost effective. It should still work to move the tracks to the North. Option 3 makes no sense to me. Option 3 is destroying the neighborhood south of Wilkes.
16	why would you move the rail road?? seriously?? where is all the money going to come from to complete this??
17	Rail Underpass least intrusive. Keep it simple.
18	I am indifferent to the grading options.
19	Lower cost. Less impact to the water table, risk of flooding to the roadway.
20	rail underpass is cheaper
21	Consideration should be given to relocating the rail-line north rather than south. North relocation wouldn't involve property expropriation and would simplify the re-alignment of wilkes being that the grade separation could be adjusted to meet up with the current infrastructure of wilkes. Again the relocation of the rail line south would require relocation of my newly constructed house, which the City approved in the summer of 2015. How can the city approve a building then plan to demolish it? This show great lack of consideration for the people who ALREADY LIVE IN THIS AREA. It seems like more consideration is given to the future development of Ridgewood which is wrong, nobody lives in this new development yet, as such the city wouldnt be ruining someones EXISTING HOME
22	Less disruption

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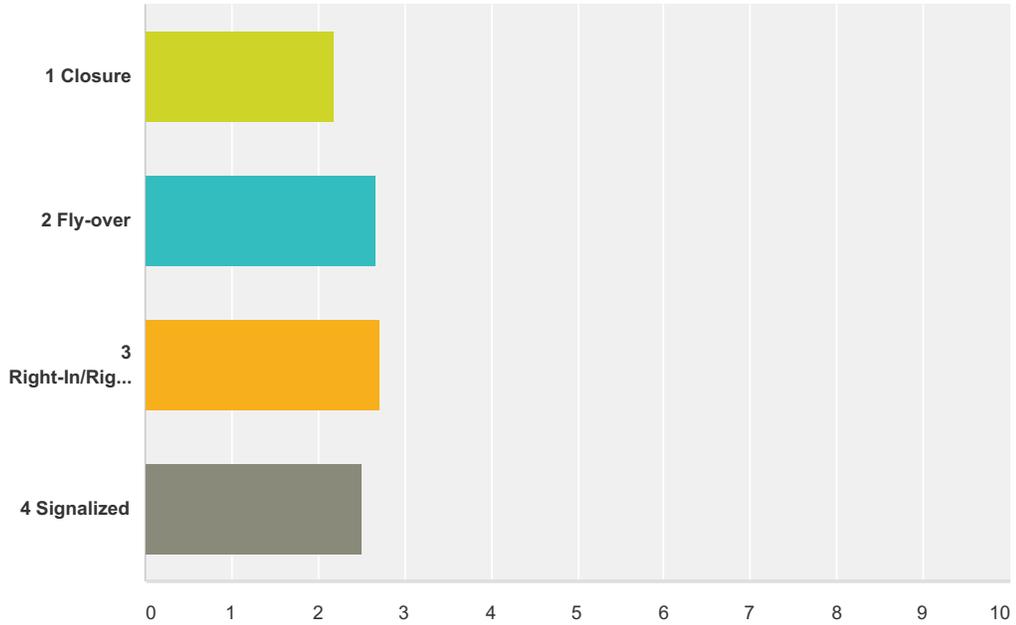
23	No preference
24	Rail will not relocate in most of our life, so why even have that visual on a plan that will never happen and confuse small minded people
25	Rail will not relocate in most of our life, so why even have that visual on a plan that will never happen and confuse small minded people.
26	The underpass is the only acceptable alignment. Building an overpass will have larger noise and visual impacts on the neighborhood
27	The rail overpass appears to be the only viable option. The other two are not good solutions to the problem.
28	Anything that is less intrusive with reduced noise in preferred.
29	Option C with rail location would be ideal, provided that changes to the Wilkes alignment are made. Relocating the rail lines south would allow the overpass to cross the newly aligned Wilkes avenue and the rail lines in the same overpass, removing the need for a traffic light. If no changes are made, then none of the 3 grade changes are justified. If there is already a stoplight at Wilkes, causing significant traffic disruption, then an at-grade rail crossing would not cause any further disruption.
30	I do not find any of these slides easy to read and understand which might be the best option. Only one slide mentions the Harte Trail. None of the slides talk about or show an example of what the landscape may look like and how much space and impact it will have on the area between Ridgewood and Wilkes and Oakdale to Laxdal. With all the problems that have occurred with the Kenaston underpass north of Sterling Lyon, I am hesitant to consider Option B. Would have liked to see a slide that showed the suggested realignment of Ridgewood. My overall preference for any of these options is 3 due to the lack of clarity presented.
31	The overpass would be least expensive and work best. It should still work if you looked at relocating the rail lines a little to the north. We don't understand the rationale of relocating the rail line (and doing the proposed Wilkes realignments) to the south where it will destroy beautiful high value and high tax-paying homes. It makes no sense. The rail line can be back in its current right-of-way west of the overpass, at Marj Edey Park, where there is more room for twinning.
32	Overpass seems least problematic for snow and ice. Rail relocation must be most expensive coupled with an overpass.
33	The board suggests Wilkes will not be relocated which is contrary to previous boards.
34	Underpass is least intrusive to the surrounding area.
35	rail relocation unlikely to happen and very disruptive #1 allows Harte Trail underpass #1 least disruptive to CN #2 is too costly
36	least disruptive to rail
37	Rather have my kids travel over the road instead of going under as there is less light and more cause for trouble out of sight.
38	Underpasses always seem to have drainage issues. Option 3 is too expensive for what it gives you and seems to be much more disruptive to property owners with no real benefits
39	Relocating the rail line seems like a waste of money. Rail underpass would be least disruptive to community and least noisy.
40	Once again...not enough space to build this 4 lane extension.
41	None are acceptable.
42	If the local residents want the extra expense of an underpass, pumping station and retention pond let the additional costs of building and maintenance come from a levy applied locally.
43	Rail overpass option is best. Ridgewood should be closed at WRCP or pass under it. Should not be built with traffic lights at Ridgewood, no matter what option is chosen.
44	Given that the grade separation options have a direct impact on the future planning of the east-west connection, I cannot support any of the above options. There must be a way to work more collaboratively with CN to provide less disruptive options. Unfortunately, at the open house, everyone that I spoke with indicated that it was not possible to discuss any significant changes to the CN line. Truly, it seems absurd to instead be willing to propose plans that uproot entire sections of developed residential property. I am not a city planner, nor an architect, and so I cannot tell you what would be a solution, as I have been asked. I instead plead with you to be more considerate of us and make us the greater priority, not the rail line.

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45	Aesthetically nicer.
46	The underpass is the best option and keeps with the Ridgewood south plan which has been agreed with by the local residents. There is no need to move the alignment of the new Ridgewood.
47	Option 3 gives separation for both rail and Wilkes and allows a bridge over the W Clement Parkway for the Harte Trail. Option 1 and 2 both impact on the Harte trail without an easy crossing. the East Greenway bridge crossing of the Chief Peguis Trail is an example of what needs to be done for the Harte trail crossing of W Clement Parkway
48	Would rather just have the underpass built without the mowing down of homes.
49	Rail Overpass appears to be the most realistic and cost effective method to facilitating traffic. Would there be any residential property owners (existing) affected by the relocation of Ridgewood?
50	Relocating rail tracks is expensive. I'd rather see the funds allocated to Rapid Bus Transit route expansion.
51	Please remove the lights on Ridgewood Ave. Or close the road.
52	Rail relocation doesn't seem like a convenient option for Wilkes traffic, who could encounter 2 separate delays because of slow moving trains. Rail overpass is the least costly of the remaining options.
53	Most cost effective. Ability to mitigate noise.
54	Surprised city has the money!! Fix roads first!!
55	Rail Overpass makes the most sense as it will work the best with Wilkes in its existing location. Rail relocation will add a lot of cost to the project.
56	Limits the expropriated needed, Straight forward intersection with Ridgewood, No need for connection with Wilkes if it becomes a collector.

Q8 Please rank the ELDRIDGE INTERSECTION OPTIONS (see boards 22 to 23) from 1 (most preferred) to 4 (least preferred)

Answered: 170 Skipped: 101



	1	2	3	4	Total	Score
1 Closure	26.22% 43	9.76% 16	21.95% 36	42.07% 69	164	2.20
2 Fly-over	39.24% 62	14.56% 23	20.25% 32	25.95% 41	158	2.67
3 Right-In/Right-Out	19.14% 31	37.04% 60	40.12% 65	3.70% 6	162	2.72
4 Signalized	19.88% 32	37.89% 61	14.91% 24	27.33% 44	161	2.50

Q9 Please elaborate or comment

Answered: 68 Skipped: 203

#	Responses
1	I favour Signalized or Right-In/Right-Out. However, it is unclear what the plan is for Elmhurst and other intersections at Wilkes. Will they remain open and will there be signals? If so, what is the desired traffic flow and how does the plan encourage (or discourage) motorists to use it?
2	Don't live in the area.
3	Some access would be good, but either Eldridge or Ridgewood should be closed or have unimpeded access - i.e. proper merge lanes - another concept well accepted in other jurisdictions yet surprisingly foreign to the surely well-paid and clever city planners of Winnipeg. Flyways, although effective for traffic flow, in such tight quarters seem a rather silly idea from a noise, cost and aesthetic perspective. Lights are simply not an option to anyone who wants traffic to flow and understands the carbon costs of transportation and burdens of that for future generations.
4	Having access to Charleswood middle school, Dieppe Elementary and the Library from the Elmhurst area is important. Eldridge is also used by bikes, pedestrians and local cars to access PJ park and the Forrest (PJ Park entrance) to the east. Closing Eldridge would be a detriment to the area connectivity.
5	This one seems to me an easier decision - why go with an expensive and property costly flyover for a road that frankly doesn't see significant arterial traffic status? That is surely the worst option by far. Right in/Right out seems like an easy pick as the best of these four, with signalized a close second, and closure a more distant third.
6	While the fly-over would be convenient for many area residents (including me), its impact on Eldridge homeowners is totally unacceptable. I could never, in good conscience, support this option. I've chosen the signalized intersection because it's the only one left that allows area residents to move east-west by car within the neighbourhood (e.g. to take their kids to and from each other's houses, and to and from area businesses and facilities). I do not believe either the closure or right-in/right out are acceptable options, so I have not ranked them.
7	More detailed information required
8	City DOES NOT need more traffic lights. Let's do this right and have a road that has better flow with less traffic lights.
9	Whatever best alleviates traffic on existing Charleswood streets
10	As a resident of Charleswood, landowner and citizen of Winnipeg, I am not in favour of any option that will destroy, sever or otherwise alter the dog park in any way.
11	if you put up lights on this intersection you will have another oka standoff
12	i live on eldridge and did not buy a house on a quiet street to become a major thru fair.. will my property taxes get reduced significantly if this happens.
13	see see answer to question 4
14	Emergency vehicles aren't going to use these roads to access people in need. So therefore not a concern. Fly over allows for pedestrians to cross - ex. Further north on WRCP
15	Do not have an opinion.
16	Eldridge is a main thoroughfare that should have access to WRCP extension. Fly-over would be expensive and restrict access, super annoying. Traffic would end up getting rerouted to other streets with a restricted right-in/right-out and has the potential to increase traffic incidences. In Winnipeg tradition, cheap out and put in a signal!
17	Option #3 is the most practical and least intrusive with minimum cost. We do not need more traffic signals on a perceived free-way.
18	I am indifferent to the intersection options.
19	Limited property impact Minimal traffic impact on WRCP due to limited access Minimal physical environmental impact
20	Why not provide AT ramps in Flyover Option connecting EB-WB to NB-SB?
21	Don't create a Parkway with built-in excessive traffic interruption caused by signals.
22	People need access

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23	Winnipeg does not need another high speed roadway full of traffic signals. We don't need another Bishop Grandin traffic nightmare.
24	No preference
25	Why even consider closure of a heavily used street. Think of some way to make proper use of a street needed to move traffic out of residential area.
26	Why even consider closure of a heavily used street. Think of some way to make proper use of a street needed to move traffic and out of residential areas
27	should be a option for pedestrian/cyclist access only .this would be no 1 for me.
28	Adding a signal intersection belies the purpose of what should be a relatively high speed roadway. A flyover for Eldridge Ave impacts too many residences
29	Closing Eldridge makes the most sense. The flyover is a silly idea. It would cost a fortune and involve the expropriation (and likely lawsuits) of over a dozen landowners. Eldridge traffic doesn't justify it. Adding a traffic light so shortly after a light at Grant doesn't make sense either. The idea is to speed up traffic, not make it stop twice. You can't synchronize lights in two directions. The right-in, right-out is possible, but not necessary. Drivers will get frustrated only turning in one direction, encouraging u-turns at later intersections. Being able to turn at Grant and Ridgewood (Wilkes) is satisfactory for drivers. It's not that far or inconvenient. Closing Eldridge is the fairest for those who live on Eldridge. No one wants an 80 km expressway zooming past their houses with risky turnoffs. Close it and berm it. Rather than canvas all of the city, why not talk directly to those people who live on that street for their input and weigh it accordingly?
30	We live in a neighbourhood with lots of kids going to and from the skate park, school, etc. A signalized environment is a more controlled environment for pedestrians and cyclists.
31	Fly over is absolutely the right option in this case. This option provides the best case everyone. Current users of Eldridge are not impacted because it retains all of its current functionality while user of WRCP are not disrupted by a traffic light. Option 3 is nearly as favourable as it does not cause traffic disruption to users of WRCP. Although it impacts the users of Eldridge, the road with the higher traffic volume should always be favoured. Option 4 is the least desirable because a traffic light would cause disruption not only to the new WRCP but also to Eldridge. This disruption would make traffic worse than it is already, making the WRCP have a net negative effect on traffic.
32	My preference would first be Right-In/Right-Out, but this has an impact on a current pedestrian/cyclist route going east/west. I am not a fan of more stop lights, they disrupt traffic flow. If a pedestrian overpass were added to the Right-In/Right-Out then I would choose this as my preferred.
33	We do need to maintain one access point to WRCP extension using one street. There will be no access between Grant and Wilkes otherwise. Stoplights are the most efficient and economical way to control the intersection, as much as we may not like to clog up our roadways with them. There is no access with a flyover, and it's too expensive.
34	Eldridge seems to be a heavily used corridor within Charleswood. Certainly is for us. A signal, even if on a slow cycle, would be best. Anything EXCEPT Closure, please!
35	Signalized is best. All other options restrict access too much for too many areas.
36	Living in the shadow of a bridge would be horrible for the neighborhood. Closure would be too disruptive,
37	Emergency vehicles use local streets today so access to the Parkway is not important. The only problem would be Bus service.
38	Closure is too disruptive to connectivity - will promote short-cutting. Note: Eldridge is not now a major E-W road except perhaps for very local residents - it has 4-way STOP signs at every intersection.
39	no other alternatives are acceptable only closure. I believe the purpose of the extension is to have traffic flow south and having a turn at Eldridge will compromise this outcome with reduced speeds for a corner either with or without lights. Putting a fly-over is overkill given the area and amount of disruption it would cause both with existing property required to be expropriated and construction. All options would require serious noise reduction strategies. Noise from the WRCP currently from Grant north to Roblin is loud given speed increase from 0-80km/hr and is heard throughout the area. Noted as a con is emergency vehicle access from WRCP, not sure that this is much different from existing structure and do not see this as a negative. With a closure of Eldridge a possible option would be a pedestrian walkway only.
40	If Eldridge is closed there seems to be sufficient alternative routes.
41	Don't put a traffic signal in!!!!
42	Would be best if elevated roadway could be constructed through existing established neighborhood to minimize impact on wildlife and community movement

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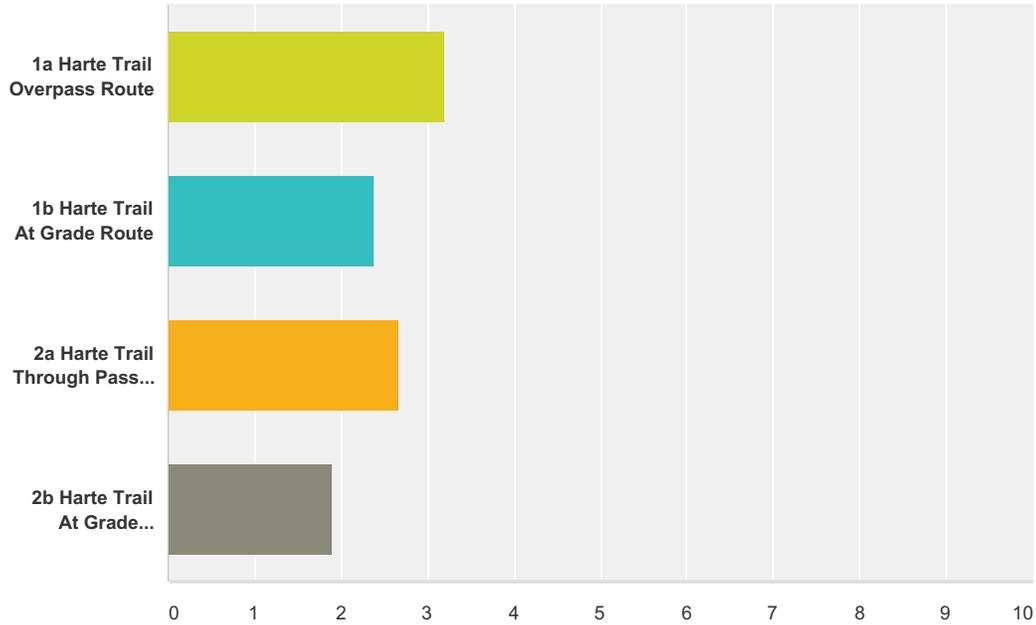
43	Having a signal is the best option for all residents and persons travelling through the neighborhood.
44	Hate the idea of another signal on this road. As a City every time we build a road to move traffic we fill it with lights and still keep the speed up. Kenaston for example, what a mess. If the purpose of this road is to move traffic then the closure is the only option. People will need to go to Grant to get around. It is no different than what I deal with being on Oakdale between Grant and Roblin. Charleswood is filled with streets with long north/south blocks and limited access east/west. That is what the neighborhood is.
45	Signalized and Right-In/Right-Out options should only be considered with the addition of sidewalks to Eldridge Ave. Eldridge is designed with the rural road cross section and was not meant for the large volume of traffic that would be dumped onto it by options 3 and 4. Safety of pedestrians walking on Eldridge must be considered. Why not consider closure (option 1) with a pedestrian bridge (like exists at Batchelor Ave on existing parkway between Roblin and Grant).
46	Once again...not enough space to build this 4 lane extension.
47	None are acceptable.
48	I'm strongly opposed to signalizing major regional parkways, highways and streets. Other than strong opposition to signalization any of the other options are fine with me. My first choice is a fly-over because that is what I'd like to see in my own locality at St Mary's and Bishop Grandin and because I've seen how well they work in other cities. Fly-overs are generally a good choice.
49	Signalized intersection should be completely avoided and considered a non-starter. If there's no budget to build WRCP properly, don't build it. Fly-over is best for least neighbourhood disruption and active transportation connections.. Right-in/Right out is ok only for cars, but build proper merge lanes..
50	Don't need any more traffic lights. Free flowing traffic is better.
51	The best option is not even offered. Close Eldridge and use a active transport bridge to connect the communities . There is no need for cars to be able to cross here. Just use a bridge for cyclists and pedestrians.
52	I live in the area and right now, very little high traffic along Eldridge. A signalized or flyover will increase traffic and probably traffic speed for those living along Eldridge.
53	I'd rather see a cloverleaf overpass at Grant than any kind of money being spent to connect Eldridge.
54	Being in one of the effected properties for the Fly-over I would opt for total closure over all other options. Also the underground water main feeder vault at Eldridge and Haney would likely not be favorable to a Fly-over. Last summer that vault was rebuilt and offered some much enjoyed quiet time when Eldridge and Haney intersection was closed during construction.
55	Anything that wont destroy peoples homes.
56	The fly over option is ridiculous, should not be considered.
57	The fly-over is ridiculous for Eldridge as it is a residential street with existing houses. The impact would be too significant coupled with significant costs. Signalized and Right-In/Right-Out would exacerbate an existing problem with Eldridge - it is a residential street, not properly designed to be a significant collector street, that is utilized by motorists as a shortcut. With the changes to Ridgewood and half of it not being fronted by residential properties (vacant land), it is best utilized as that collector street. Eldridge intersection should be closed and speed bumps installed on Haney from Grant south to Ridgewood to prevent shortcutting.
58	No lights.
59	I believe merging with existing traffic will be the most cost effective solution. However, I'm not a Transportation Engineer.
60	I do not like the idea joining up with Eldridge at all but will go ahead with options as above. I did not buy a house to raise my kids on a major thru fair.
61	Dont add the lights on Eldridge Ave.
62	Right in right out provides some access to WRCP, while hitting the right balance of safety and cost concerns. Signalized intersection could also work, though more risk of accidents.
63	including Elmhurst road
64	Less noise if no traffic stops. More efficient traffic flows.
65	Would love to have grade separation with a possible exit (diamond interchange)

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66	Though none are ideal, it would be nice to keep pedestrian/cyclist access through Eldridge by some way. The signalized option is the only one that allows that, but it's my least desired due to the impact on the flow of traffic n/s down WRCP.
67	A signalized intersection makes the most sense as it will not create a barrier between the neighbourhoods on the east and west sides of the parkway. It will provide convenient access to those residents who live between Grant and Wilkes and will also be of benefit to emergency vehicles. Closure makes the least sense as it will further the barrier between the neighbourhoods on the east and west of the parkway.
68	Should not have thru. traffic on Eldridge. Fly over would still provide local and transit traffic with the same traffic patterns. Safety for Pedestrians and cyclists don't have to cross traffic, emergency vehicles can use Grant Ave and come down Oakdale Dr. and Haney St. as they currently do

**Q10 Please rank the HARTE TRAIL
OPTIONS (see board 24) from 1 (most
preferred) to 4 (least preferred)**

Answered: 135 Skipped: 136



	1	2	3	4	Total	Score
1a Harte Trail Overpass Route	61.54% 80	14.62% 19	5.38% 7	18.46% 24	130	3.19
1b Harte Trail At Grade Route	9.76% 12	35.77% 44	35.77% 44	18.70% 23	123	2.37
2a Harte Trail Through Pass Route	24.80% 31	33.60% 42	25.60% 32	16.00% 20	125	2.67
2b Harte Trail At Grade Crossing	8.87% 11	15.32% 19	31.45% 39	44.35% 55	124	1.89

Q11 Please elaborate or comment

Answered: 56 Skipped: 215

#	Responses
1	There are currently five other crossings that work fine without an over or underpass. I would recommend installing a pedestrian crossing stop-signal at Grade. These work exceptionally well in the city of Vancouver as well as other cities, as an example. This option should be further researched.
2	Don't live in the area.
3	The Harte trail is well used - by far more so than the pretty little walkways along the current Bill Clements Parkway. Why might this be? Likely because it is well shaded, quiet and serene - all qualities that must be retained at any cost. The least disruptive to Harte trail traffic while at the same time providing maximum separation and noise reduction from the parkway extension is critical to retain it's character. There can be no compromises here.
4	Harte trail is used by commuters who would likely appreciate direct and safer routes over longer options
5	As a proud former member of the Friends of the Harte Trail community organization, this is for me among the most important of all the considerations around the entire project. The single board dealing with this does not well explain the four options, but from what I see, the overpass is so unattractive an option I refuse to rank it at all - the trail is first and foremost a nature trail, and there is nothing natural about the apparent destruction of habitat that would be required to build an overpass at Ridgewood (which makes sense in the sample photo location, but not here!). PLEASE GET THIS PART OF THE PROJECT RIGHT, by conserving to the maximum extent possible the high quality mixed oak forest that surrounds the Harte trail on both its sides at this point of the trail, as well as the natural integrity of the trail as a whole. The thrupass would offer a chance to lengthen and further green/forest the extra half kilometre of trail that would result.
6	I do not completely understand these options, so have not ranked them, but I assume they are in part based on the decision regarding the Wilkes/Parkway connection. My comment is the same as previously, that the option with the least impact on local homeowners and businesses is the best.
7	Would prefer a "land bridge" type of overpass which could accommodate wildlife. More information required to form a firm opinion.
8	Make it as undisruptive to the flow of traffic and cost effective as possible.
9	As a resident of Charleswood, landowner and citizen of Winnipeg, I am not in favour of any option that will destroy, sever or otherwise alter the dog park in any way.
10	minimal impact on the Harte Trail. if overpass selected, than naturalize the structure, so that wildlife and pedestrians can cross safely,
11	I DONT REALLY UNDERSTAND EXACTLY HOW THESE OPTIONS WORK, BUT WHAT I WOULD LIKE TO SEE IS THE LEAST DISRUPTION OF THE HARTE TRAIL, AND THE ANIMALS THAT LIVE IN AND AROUND THERE, AND ALSO THE SAFEST OPTION TO THE PEOPLE THAT USE THE TRAIL, LIKE MYSELF. I MOVED FROM KENORA,ONT AND CHOSE CHARLESWOOD BECAUSE OF THE TRAIL, GREENSPACES, FORREST AND PARKS, AND I HATE TO SEE ALL THAT IN JEOPARDY AND BEING ENCROACHED ON. VERY SAD. PROGRESS AND DEVELOPMENT ISNT ALWAYS A GOOD THING. THERE ARE BETTER PLACES FOR THAT, THAT ARENT ALREADY ESTABLISHED AND DEVELOPED NEIGHBOURHOODS.
12	If this is considered an active transportation corridor (eg. for commuter transportation, not recreational) it needs to be as direct as possible with minimal conflict points.
13	More information needs to be available here. However, 2a sounds best of all these options.
14	Do not have an opinion unless the future dog park option near the Harte Trail is used. Then the Park would be too small as it is, let alone putting the Harte Trail through it.
15	A grade route will look nice and not be over-costly. I would rather spend the money to relocate the tracks more to the north and avoid disrupting the area south of Wilkes.
16	An important walking and bike trail should not mix with traffic for obvious reasons. Safety is important and this link of the Tran-Canada trail is also very important.
17	Prefer to have a passage away from traffic for safety and movement of traffic
18	Overpass Route such as Northeast Pioneer Greenway @ Chief Peguis is the safest & most attractive option.

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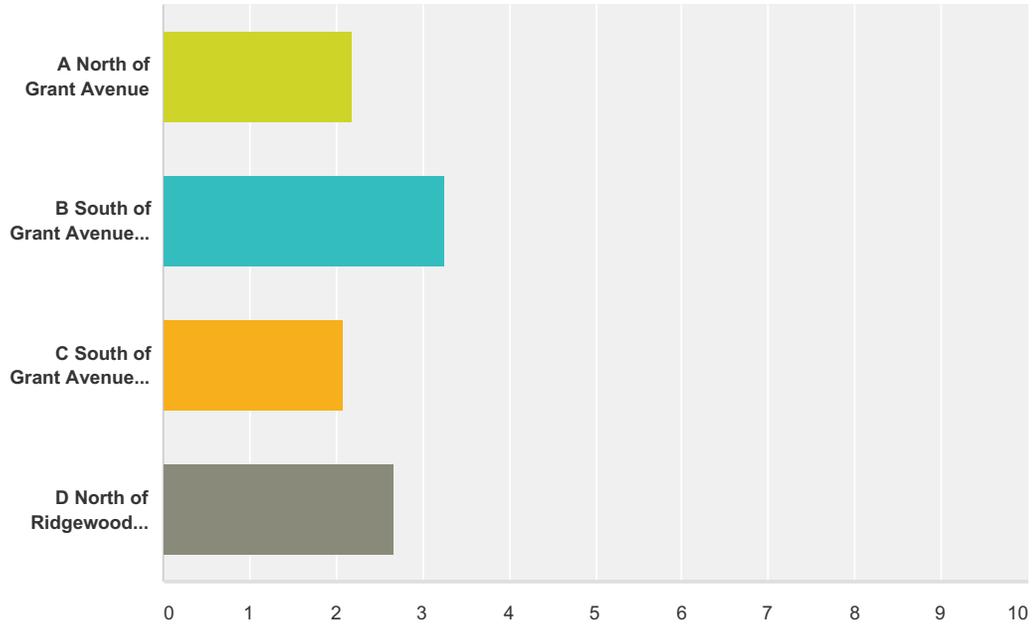
19	Harte Trail (X toY) should be as direct as possible. An overpass is preferable to a through pass. A through pass can be viewed as dangerous and attract a lot of graffiti.
20	No preference
21	Consider the water level, an overpass is the proper plan for the Harte Trail and the most in-expensive
22	Consider water level, an overpass is the proper plan for the Harte trail, and the most inexpensive
23	as no overpass should be built the throughpass is a non starter. It is preferable to leave natural lands on the nw and ne corners as just that, without compromising them by building a pedestrian overpass through them
24	I don't use the Harte Trail enough to offer a qualified opinion and I don't want my uninformed opinion to cancel out someone who is more knowledgeable and passionate about it.
25	I would rather have a through pass, again for the safety of pedestrians and cyclists (particularly the kids who use the trail to get around), however making it so far from the existing route seems ridiculous. There are numerous individuals who use the Hart Trail every day and it's such a natural part of the neighbourhood, to break it up with a concrete structure or to reroute it is a shame.
26	An overpass structure is ideal, and a perfect example of its implementation is already available with the bridge overpass over the existing WRCP. The through pass is a viable alternative, however through passes tend to attract graffiti and other shady activities. Additionally it's increased travel distance would encourage people to illegally cross the new WRCP instead of detouring for the additional 0.5KM. All at grade options have a high risk of pedestrian injury and are not viable options.
27	My greatest concern is keeping the current feel of the Harte Trail and that is "you feel like you are walking down a country trail in the country, not in the city". The more the existing landscape is kept during the construction the better. Charleswood is known for it's forest like feel.
28	The Through Pass is the best option, but if we move the tracks slightly to the north, it may be off the table. Then the overpass would be the best option, but I think it's the most expensive. I would rather the money be spent on relocating the tracks to the north, and have the at-grade crossings instead.
29	It is not clear what is proposed for Ridgewood. This would be an important consideration in deciding on the Harte Trail.
30	over/under pass not good value for the money.
31	No grade crossing is acceptable. Ideal would be a land bridge/overpass to allow for wildlife movement in and out of Assiniboine Forest. My understanding is that wildlife are unlikely to use a simple bridge overpass. A long underpass is equally unlikely to be so used, although since it is to be a grade level, it might work if large enough. It may encourage graffiti. As the Harte Trail is moved will it maintain its 99 ft. right-of-way (city park)?
32	At grade shouldn't be an option. Overpass has potential for wildlife crossing if done properly
33	no answer as I would like to see overpasses for cyclist etc.
34	Prefer the through pass in many ways but don't like it for safety. Too easy for people to hide there
35	Option 2a detours too far to the south to cross the parkway. Option 1a would be ideal
36	Once again...not enough space to build this 4 lane extension.
37	None are acceptable.
38	Wildlife are important, and wildlife will not use an overpass. So I prefer a through pass, an underground passage. However, I would prefer both a through pass for wildlife and an overpass for pedestrians. I am strongly opposed to grade crossings of parkways, highways, expressways, and major regional streets. They cause too many accidents and waste too much fuel.
39	Build rail overpass over both Ridgewood and Harte Trail, relocating both slightly southward as land availability allows. Kills three birds with one stone...
40	Free flowing traffic is better.
41	1a should be selected as it is the safest most direct route. 1b/2b are inappropriate as they involve an at grade crossing on a busy route, meaning delays or danger for those using the trail. 2a is a 1/2 km detour, which will harm the trail as a commuter route.
42	Keeps pedestrians and cyclists away from traffic . also could see wildlife using it more than a bridge.
43	keep overpasses to a minimum

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44	the only option to be considered is the overpass but not on the north side of Ridgeway unless the road moves to the south side of the trail for the total length of the road. The Harte trail must continue on the South side of Ridgeway. The Board on page 24 with the overpass option puts the Trail on the North side of Ridgeway with no explanation on how it returns to the south side. This does work for me or anyone with any AT knowledge. this needs further clarification. Women do not find the throughway safe.
45	People and vehicles don't mix well, so I would opt for the overpass route above all else. The Pass Route is nice but I put security issue to the front of mind for something like that. As nice a neighbor hood as it is, there would I suspect be undesirable human activity occur in the tunnel.
46	Or maybe don't build this.
47	With the amount of traffic and the nature of the Harte trail, at-grade intersections would be both dangerous and detract from the trail. The overpass, though costly, would be best given the existing of a similar one further north on the existing WRCP. I am leery of through-pass for safety concerns.
48	WRCP overpass Wilkes allows for Harte trail to go underneath bridge structure
49	An overpass will not add to congestion issues caused by the CN rail track at Wilkes Ave.
50	Through pass takes pedestrians and cyclists too far out of their way. They will likely shortcut by crossing at grade, illegally, unless that's made impossible. Overpass seems unnecessarily costly, and is again an inconvenience to pedestrians and cyclists, which they will likely shortcut by crossing at grade. Either grade route crossing scenario would work, and be more cost efficient. More likelihood of accidents, but that's going to happen anyway, because so few cyclists and pedestrians obey the rules of the road.
51	safety.
52	Love the overpass option!
53	Option 2a is annoying. That's a significant detour for pedestrians and cyclists. I don't understand the difference between 1b and 2b aside from being on different sides of Ridgewood.
54	Precedents are poor. http://landarchs.com/land-bridge-ecological-masterpiece/
55	Keep it open
56	The overpass makes the most sense and will be the safest. At-grade crossings create more potential for vehicle - pedestrian/wildlife collisions. The underpass could be good for wildlife but from a CPTED perspective, does not create a safe place.

Q12 Please rank the POTENTIAL DOG PARK LOCATIONS (see board 25) from 1 (most preferred) to 4 (least preferred)

Answered: 135 Skipped: 136



	1	2	3	4	Total	Score
A North of Grant Avenue	16.13% 20	20.97% 26	28.23% 35	34.68% 43	124	2.19
B South of Grant Avenue, East of WRCP	49.19% 61	31.45% 39	15.32% 19	4.03% 5	124	3.26
C South of Grant Avenue, West of WRCP	5.83% 7	29.17% 35	33.33% 40	31.67% 38	120	2.09
D North of Ridgewood Avenue	37.30% 47	17.46% 22	19.84% 25	25.40% 32	126	2.67

Q13 Please elaborate or comment

Answered: 63 Skipped: 208

#	Responses
1	I would suggest moving the roadway over to one side so that all parks, whether dog or human, can remain east of WRCP and be as wide and as large as possible. As dog parks are used heavily, I see no reason why there cannot be two dog parks, one near Grant Ave and the other one possibly at Ridgewood Ave.
2	sorry changed my mind.....bigger area at Ridgewood
3	It needs to be a fully fenced dog park with proper maintenance, double gates, night lighting, waste cans, and a water supply (seasonal).
4	DOG PARK IDEAS! Out of all the proposals, a temporary Dog Park should be North of Grant Ave. We need a temporary Park so that we have a place to go during construction. We have had a certain size of dog park for many years. There are many people who depend on this space to exercise and socialize their dogs. The exercise and socializing is imperative for healthy, non-aggressive animals. As it is, the existing Park can be crowded and a smaller park could create problems. We can now make the first fenced in dog Park in Winnipeg, which is essential for the safety of the dogs. I hope you build a Dog Park that shows how much the City considers the importance of dogs and their owners. Option A, B, and C should be all used. (especially when parking will take away from the Park size) Option C is too small. Hopefully there is a way to somehow connect the 3 options for foot travellers; otherwise, Option A and B could be 2 separate parks. I appreciate your time listening to and hopefully incorporating some of our ideas.
5	This is a popular dog par with many visitors thought the day. Criteria here are size and paring availability. None of the options are great, but the criteria are obvious.
6	I believe that both soon to be bisected parts of the existing dog park should remain a dog park. I want to see the natural forest (that clings to the East and West margins of the existing dog park) saved, with a sliver of grassy area for dogs and their owners to walk along while enjoying the sliver of forest beside them. Also, I think we should try to preserve the forest that I think exists at option D to make another park/dog park ie. preserve the forest while putting a circular path around a smallish grassy lawn where the dogs can run around. Since we are sacrificing dog park total area to accommodate WRCP, this Ridgewood dog park would help make up for it, while saving the oak forest that is there.
7	I believe keeping the dog park at its current location is the best option. As B is the largest area at the current location, I've chosen it. Another reason I am not suggesting C is that I understand the current location has sometimes been a problem for Charleswood school (I understand the students tend to go there during breaks so they can be somewhere they are not supervised), so I assume B would be a little less accessible and better from the school's point of view.
8	Cannot comment at this time, more information required.
9	There is no dog park -it is an abandoned golf course -very low priority for this
10	As a resident of Charleswood, landowner and citizen of Winnipeg, I am not in favour of any option that will destroy, sever or otherwise alter the dog park in its existing state in any way.
11	NONE OF THESE ARE GREAT OPTIONS. ALL TOO SMALL FOR A GOOD DOG PARK. OPTION D SEEMS TO BE BIGGEST AND BEST LOCATION WOULD LIKE TO SEE A PROPER DOG PARK WITH LIGHTING, WATER FEATURE, ETC.
12	your kidding me
13	Option A should not be considered. It looks gorgeous there and is nice to walk. Don't ruin it with a fence.

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14	Of the 4 Park proposals, a temporary (possibly permanent) Dog Park can only be North of Grant Ave. A temporary Park MUST be created so that we are not without a Park during construction. Not having a dog park during construction would be tragic. There is an extremely large community of dog owners and dogs that frequently use the park. Many people use this area not only to exercise and socialize their dogs, but to exercise and socialize themselves. This Park can be crowded and I believe shrinking the Park down too much in size would be unwise. We have an opportunity now to create the first fenced in (fencing is a must for dog safety, a MUST) from the ground up dog Park in our City. I hope the city chooses and builds a Dog Park that shows respect and care for all those in the growing Dog Park Community. Option A, B, and C should be all used together. (especially when parking itself will take away from the Park size) Option C is too small no matter what. Hopefully there is a way to somehow connect the 3 options for foot travellers. If not, Option A and B could be 2 parks, and perhaps because of their small size, one could informally be used for Larger dogs and one for smaller dogs. I hope there is lots more community involvement as this process continues. Thank you for your time and consideration of our ideas and opinions.
15	1 is a nice location, near community center.
16	The "B" option only makes sense as it utilizes the existing location with ample existing parking, most cost effective in an ideal location.
17	I would like to see all spaces used as replacements for the lost dog park. I would also suggest that contiguous land be obtained as near as practical as that is what is being lost. There is private land to the east that would be appropriate, or perhaps another space towards the Perimeter Highway. The smaller pieces of land are a compromise.
18	Please choose the largest sized option. It would be great for the dogs to have more room.
19	No more dog park.. find a better use of this land. Bike routes or water park
20	Largest is best. And location.
21	Site D would attract more of the community to the Sportplex area. Site B is the larger site closest to the Area with more housing density.
22	Dog park should be as close to where it is at present. There is a lot of parking there already.
23	Does not appear to be adequate parking on north grant or ridgewood options
24	Because of their larger size Options B and D are the most preferable locations for small neighbourhood dog parks. However it's important to understand that none is a suitable replacement for the existing 20 acre off-leash area for several reasons. All of the options presented are less than half the size of Charleswood Dog Park. While Options B and D may be big enough for small dogs, there is simply not enough space for medium and large size dogs to get the exercise they need. Overcrowding contributes to unwanted behaviors among dogs – higher levels of aggression, dog fights and injured animals. This, in turn, creates conflict among dog owners and creates tensions among park users. Furthermore, the level of use appears to exceed Charleswood's carrying capacity, as evidenced by the condition of the grass, erosion and mud holes. The south west area of Winnipeg would benefit from a larger, rather than a smaller dog park as residential development in the south west quadrant of the city continues to expand and the city's dog population continues to grow. If the City designates one or more of these smaller locations for an off-leash area, another location that is at least the size of Charleswood should be selected for a larger regional dog park. WINDOG recommends that the City consider the model that was adopted in Transcona in 2013, where it required the developer, Genstar, to include a fenced, treed dog park in the company's application to build the Devonshire Village subdivision. The City also required the developer to maintain the dog park for the first 2 years. This model has several advantages. There is no cost to the City. The City is able to address the demand for quality off-leash dog parks in new subdivisions. When people move into an area, they know there's a dog park nearby. It's not a question of the dog park coming after the fact and causing conflict or disruption in the neighbourhood.
25	Why spoil the natural beauty north of Grant with dogs and their droppings that people don't always pick up, but leave it to smell the area that is such a show place for Winnipeg.
26	Why spoil the natural beauty north of Grant with dogs and their droppings. People don't always pick up, but leave it to smell the area that is such a show place for Winnipeg.
27	Dogs need to be kept away from the school
28	None of the proposed options sufficiently replace the existing dog park, which is used by hundreds of people and dogs on fair weather days. The proposed parks are too small. A better option would be for the city to purchase land on the south side of Wilkes equal in size to the current park and establish a new and large park there. The lands north of Ridgewood should not be permitted for use as a dog park.
29	Safeway parking is convenient for the East of WRCP option. If ample parking is provided at Ridgewood, that could also work. West of WRCP is a bad option due to its proximity to the school.
30	Option D provides the most space, with parking across the street at the rink.

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31	Long slender parks, although similar in land size are not as useful as more square areas, which allow users to spread out more, without being forced into a specific direction of travel while using the park.
32	I am a dog owner and am not a fan of dog parks. I have no interest in where the park may be relocated.
33	Perhaps there should be a combination of options such as B and C offered.
34	I have no dog! The current Dog Park is well used. I make my recommendation on the basis of size.
35	1 and 2 should be built, but not as big
36	I just believe having less traffic near the WRCP would be better for everyone.
37	North of Grant doesn't work as this is currently used by people. B and C use sections of the existing dog park D is nice in that it is large but it is out of the way so people will use the people parks as an off leash park as they do the Assiniboine Forest walk all the time.
38	Do not want a dog park N of Ridgewood, as this area is currently wooded and established great area for wildlife!!!!
39	Option C should be avoided to stop people from parking in Ecole Charleswood parking lot. Now with elementary children (grades 5 and 6) at this school we should be trying to minimize traffic in this parking lot. If Option C were chosen there would be continuous traffic through that parking lot, which is now where the new "playground" for the elementary students has been constructed.
40	Once again...not enough space to build this 4 lane extension.
41	Dog parks are not an acceptable city expenditure without also constructing cat facilities.
42	I'm a dog owner but I don't live in the area, so I'd prefer to not vote on this. What I did vote was based on where I'd prefer to take my dogs if I lived in the district.
43	B is best as it most closely imitates the current dog park location. Can both A and B be built? An improved dog park would eliminate one of the most common NIMBY complains.
44	Not as high a priority. The displacement of people should be considered much more fully before beginning to even determine options for a dog park.
45	Might be nicer for future residents.
46	Dog park needs to be away from the school. they keep getting into the school grounds. No reason it cant be at ridgewood.
47	One suggestion was to have the dog park on both sides of WRCP with a bridge connecting the two. That could be very nice.
48	no comment
49	Don't care.
50	I don't care for dog parks. There is already enough dog shit along Harte trail to prove that not all folks pick it up and/or are not using the existing dog park all the time. The needs of an affluent society in this case.
51	Is it possible to have two dog parks instead of one?
52	I like the dog park where it is.
53	Keeps this close to the existing dog park, with the convenience of parking at the Charleswood Plaza shopping centre. The other locations (except C) would significantly cause parking issues in those neighbourhoods.
54	The current dog park is fenced . Would like fencing surrounding all of dog park whichever site(s) chosen.
55	What about vehicle parking for users of the dog park. Why can't the public have both B and C options. The current dog park is heavily used by the public and considered the best in the city.
56	Very concerned about parking especially on east side. People will park on Haney St. blocking traffic which is increasing due to new homes being developed in the bays off Haney. Cars parked on street also make it challenging for homeowners to exit from their driveways. People living on Haney are aware of this and make every effort to remind family and friends to not park near driveways.
57	the east side is already fenced off .
58	The dog parks in Winnipeg are EXTREMELY lacking - and this is the main reason I'm filling out this survey. Coming from Edmonton which had over 40 off-leash dog sites that were a minimum 5km walk and then moving to Winnipeg has been very disappointing.

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59	Keeps the dog park in the same general location (I think... existing location is not marked), which is convenient for users. Largest lots in that area listed first.
60	The bigger space would be better. Not sure why the Assisiboine Park was not mentioned as that would have been an ideal location, already has washrooms, water, parking etc. Just need to fence a area off for the dogs. Also central location for Charleswood. The Assisiboine park would not affect neighboring properties who would have to deal with lots more traffic, vehicle and people, noise, flood lights, smells, garbage etc and litter from the dog owners and even dog poo as not all pick up when getting to the location.
61	Prefer combining options B&C with under or overpass.
62	Will it be fully fenced? All locations are directly next busy roads and smaller than current location. Ridgewood location is safest but Dog park in any of the locations needs to be fully fenced to be safe (due to high traffic volume and wildlife that could easily entice dog out of designated area).
63	No real preference. Planning for dogs is stupid.

Q14 Please provide any other feedback or overall project comments

Answered: 76 Skipped: 195

#	Responses
1	While in the long-term it may be appropriate to complete the WRCP I would recommend you consider one or two further suggestions which would significantly improve traffic and increase safety along Wilkes. The first would be to install traffic lights at Elmhurst and possibly one other intersection with Wilkes. Vehicular traffic safety would be significantly improved and more residents would be encouraged to use these lighted intersections. Additionally, I would add a left-turning lane from north-bound Shaftesbury onto Wilkes and also a left-turn lane and signal from north-bound Shaftesbury onto Grant Ave. These intersections get very backed up and as a result many motorists continue further into Charleswood and use the very dangerous Elmhurst crossing. This unsignalized intersection has many near misses each day and unfortunately a traffic death is just waiting to happen.
2	The dog park is my only concern as we love going to these parks but are unsure of the safety of our dogs without proper fencing.
3	The lack of technical expertise at the open house was a big disappointment. When you have people at the boards, at least ensure that they are capable of answering design questions with ration responses rather than some fleeting dribble about city code that makes no sense and is not defensible. Although this Parkway is necessary, I find it inexcusable that noise reduction has not yet been considered and that the option for this on design board 11 are rather limited. Why do the opposing traffic lanes have to be so far apart, particularly in the narrow 60m wide section? They happen to be right beside each other on Kenaston and Sterling Lyon. Would it not be much more effective to move the lanes closer together and use the space created for high quality effective noise reductions? Again, the pretty walkways along the outside of the parkway are aesthetically pleasing, but seriously, who in their right mind wants to go for a stroll at grade right next to four lanes of traffic roaring by without noise protection. There is a reason that active traffic is sparse at best along the existing Bill Clements Parkway - it's the bloody traffic noise. Seriously, the current design seems rather ignorant of criterium #4 on board 10 (address environmental considerations). Environmental consideration also include serious noise reductions - perhaps Take a trip to Europe to learn how this is done properly. Noise carries for miles on this flat geography and needs serious consideration. Not all residents want to have their windows closed all year round and not be able to have a conversation outside in the summer. If this is, once again, is the best we can do, I'm afraid that's not good enough to be the leading city that we all would like Winnipeg to be - or certainly our leaders would like us to believe we live in. Given the space restrictions, a much more clever design for this parkway is needed to actually meet the considerations that are so eloquently shown on board 10. It's time to step up to the plate and get it right - the city's image and reputation depends on it.
4	Please consider long term gain over short term pain.
5	why do the right-of-way dimensions have to have some much space between north-bound and south-bound lanes? can you not make these boulevards narrower?
6	The storyboards seem to suggest that many important area factors have been considered (e.g. dog park, Harte trail, pedestrian access). I think, though, that the two most important neighbourhood issues appear, based on the storyboards, to have been either overlooked or under-considered. These are: 1. The overall ability of local residents to move east-west BY CAR; and 2. Overall neighbourhood aesthetics. With respect to #1, I have four kids, and have spent many years travelling east-west between our place and their friends houses, Charleswood Centre, the Varsity View Sportsplex, Eric Coy, the football field, schools, the transit Park and Ride. etc. It is both inconvenient and unsafe to have to use Grant for this travel (e.g. there is no traffic light at Oakdale and Grant, and there is a curve just before the intersection). I currently use Eldridge daily, and Coy several times a week, to get from one side of the area the Parkway would cut through to the other (i.e. Oakdale to Haney, Laxdal, Elmhurst, etc.) Many other residents I know do the same. With respect to #2, overall, I believe Charleswood residents live here because of the overall "feel" and look of the area. If it is absolutely necessary to run a "freeway" through an old residential neighbourhood, I think the well-being of the residents and long-term home owners should come first in design considerations. The questions should be: What preserves the local aesthetics as much as possible? What impacts on ALL residents' and homeowners ability to use move around in their neighbourhood as much as possible? Thank you for the opportunity to fill out this survey.
7	Much more information on individual studies required to formulate a definite opinion on the various options. More public meetings & consultation. This greatly impacts every aspect of living in Charlswood & should not proceed in haste.
8	Let's not repeat mistakes made in the past with other roadways. Let's do this right; better flow, less traffic lights. The city needs a better connection from west to south besides the perimeter highway.

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9	Very hard to make informed decision at this point. Hard to weigh all options. Excellent notification re mtg. Thank you.
10	All of these are not preferred as they traverse through the dog park. As a resident of Charleswood, landowner and citizen of Winnipeg, I am not in favour of any option that will destroy, sever or otherwise alter the dog park in any way.
11	there is not enough information available from this open house to make an informed decision. none of the environmental studies were available to read, none of the decision making process was available to the public. Charleswood residents have been advising the City and MMM of their concerns for quite some time, but there was none of this information in the OpenHouse.
12	THIS WHOLE THING STINKS, BUT IF IT MUST HAPPEN I REALLY HOPE THAT ALL THE OTHER ACCESSES TO WILKES ARE CUT OFF, LIKE ON ELMHURST, TO ELIMINATE TRAFFIC ON THE RESIDENTIAL SIDE STREETS, AND FORCE PEOPLE TO USE THE NEW WRCP, OR ELSE I DONT REALLY SEE THE POINT TO ALL THIS.
13	We need a real Cost/Benefit Analysis. Money out (cost of project) vs. money in (taxes gained as a direct result of project). Financial sustainability can only be obtained when this equations balances. If the project costs more than it returns in taxes (in real dollars, not some obscure idea of the value of time saved commuting) then it will reduce our position to pay for our financial obligations.
14	Looking into wildlife bridges should be an option.
15	No rush.
16	Relocate the tracks about 50 m to the south north between just east of Loudoun Road and MarjEdey park. That should allow enough room to twin Wilkes where it is, without knocking down any of these large homes and destroying the neighborhood. Homes south of Wilkes pay A LOT of taxes for the services that we don't get. Many homes are very new and it doesn't make logical sense to me.
17	I am absolutely shocked that our city is going to spend money on this project given the current state of our roads. Maybe get the rest of our streets fixed first?? This extension is not currently needed and is going to absolutely disrupt the lives of so many people. I can guarantee you that ones making these decisions do not live in the area. You are going to ruin our precious living with new un needed infrastructure. Get the rest of your house in order first. Where on earth is all this money going coming to come from to pay for all this??? Seriously. This project is a complete waste of money. Get your priorities straight.
18	The presentation was very well done. Thank-you for the opportunity to have in-put into this very important project.
19	I appreciate the City's efforts, and MMM's efforts as well, to include the public in meaningful dialogue before finalizing plans for this project. This is a worthwhile and necessary project, but many stakeholders will be greatly affected and need to be accommodated as best as possible.
20	Thank you for remembering our dogs in this plan.
21	I really hope there is a solution where no one loses their home over this
22	More details explain the Hart Trail connection options could be helpful. Details on AT connections to Varsity View Sportsplex & the local schools should be outlines.
23	Relocation of Wilkes 1.5 km south, then back to existing is nothing short of bad planning.
24	It is shocking to me that City planning can allow people to develop and build new homes south of Wilkes, when the new that at some point in the future this would be required. As a resident, and builder of my home this new is devastating for me and show incredible irresponsibility from City planning. It would be my hope that the City considers the people already living in this area and doesn't consider any of these options. There are other options that dont involve removal of homes and total uprooting of families, young and old.
25	Need a better idea as to the effect of the extension on Haney St. residents (noise; vibration; pollution, esthetics, etc.).
26	While I appreciated the info session the fact there is no funding allocated and the multi options still has this project in the 'vague' category. Some info as to what if any consideration was going to be included to prevent current residential streets from becoming surplus north/south to by pass choke points would have been appreciated. Questions with respect to this did not receive any answer or options.
27	This is a much needed extension as it will hopefully take stress off of Kenaston. As much of this should be done before Kenaston project begins. Hope to see it hook up to Bishop Grandin soon!

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28	<p>It is very important that WC extension takes place within this city's present councils term, or it will never be done, and costs go up every year if it is put back. It took the city 30 plus years to put that bridge there in the first place to have good access to the south end of the city. We are now dogged with a dog park, how many more years will the Charleswood residents have to put up with the dangerous increase in traffic on residential streets with no side walks. Do we have to wait for several serious accidents taking lives of how many people before our traffic department comes up with a 1930 brain wave of moving traffic and millions of dollars in studies. It does not need the cost. Even 12 year olds can give them an answer. Dog parks can be established in a lot of bush areas in Charleswood that so many people want to save at the cost of people's lives, because of some bird or deer pasture. When homes were built there was the same birds, same kind of deer and they are still there. Nature is not like people, it has more God given mentality. It seems that the city spends millions on studies, yet when they proceed on any infrastructure project, they have millions of dollar over runs. What is the use of studies, save that money for the over runs which are bound to happen. Thank God our private businesses do not operate in the same fashion, or private changes like the True North would never get off. It is time the city looked at management who are in charge of departments responsible for Winnipeg's growth who let unions run their departments on taxpayer's money. If it was their own money, I am sure they would be more careful.</p>
29	<p>It is very important that WC Extension takes place within this city's present council's term, or it will never be done, costs go up every year if it is put back. It took the city 30 plus years to put that bridge there in the first place, to have good access to the south end of the city. We now have dogged with a dog park, how many more years will the Charleswood residents have to put up with the dangerous increase in traffic on residential streets with no side walks. Do we have to wait for several serious accidents taking lives of how many people before our traffic dept comes up with a 1930 brain wave of moving traffic and millions of dollars of studies. It does not need the costs, any 12 year olds can give them an answer.</p>
30	<p>Eldridge should be closed with a active transport link only. plans should show more of the new ridgewood alignment from the ridgewood south plans</p>
31	<p>As you can tell from my responses, the issue that most concerns me is the Eldridge issue as I live on that street. I appreciate that bus traffic will have to be re-routed and people will have to go around and be inconvenienced by a couple of blocks, but bus ridership is extremely low and the the bus could use Ridgewood instead of Eldridge. Close the street, make it attractive via a berm and talk to the people who live there before selecting based on simple voting.</p>
32	<p>Right now, I wake up in the morning and look out at an abundance of trees and wildlife in my yard, without a vehicle or a structure in sight. I'm not from Charleswood originally, but what drew me to the area is its uniqueness. It's like country living within the city, or being out at the cabin. At night we sit in the back yard -- it's quiet and we can see the stars. Our kids play in the backyard, running between the trees, and we don't have to worry about anyone being back there. With this proposed plan, all that will change. We'll look out the window and see a wall. Few trees. No wildlife. There will be noise and bright lights shining in our yard. This is not what we envisioned when we bought our house -- our dream house that we waited for, and wanted to raise our family in. Now we're considering moving because the house has lost its appeal. The yard we fell in love with will be no longer. Our kids' safety will be an issue with increased traffic and people moving through the area. No longer can they get on their bikes and ride 2 minutes to the skate park -- they may now have to cross a busy intersection or travel an extra distance to go through an underpass. I sincerely hope this plan does not go through, as it goes against everything that Charleswood is. You say it will accommodate wildlife and consider natural vegetation, that efforts will be made to reduce noise, but do you live in Charleswood? Do you truly know how putting a four-lane highway through peoples' backyards, shining bright lights onto their property, having traffic coming and going at all hours, will affect their day to day lives? The QUALITY of their lives? The safety of their families? This plan will uproot people who have built their lives in this area, because it will no longer be the neighbourhood they fell in love with. Please seriously consider the impact of this, and not just the financial impact or the impact you deem it to be.</p>
33	<p>New traffic routes do not need to connect to every little street and lane. This mentality is causing more problems than the new roads are solving. New routes should be encouraging uninterrupted travel at the cost of less connectivity. Not only does connectivity disrupt the new route, but also adds additional disruption to the existing route, producing a net negative result.</p>
34	<p>Look at relocating the railway about 50 m to the north and acquiring the lands and properties there (Hackers and Smackers, the former Home Hardware site), to create the room for twinning Wilkes where it runs today. It will save the Liberty and Loudoun neighborhoods from being permanently destroyed and people losing their homes.</p>
35	<p>The cross sections on Board #11 appear to be incorrect. The pavement and property line designations on the left side appear to be reversed. It is not clear if additional property is required for the actual extension shown on Board #11. It is not clear if noise control is proposed for the extension; parts of the extension will be close to current housing. When would construction take place?</p>
36	<p>What effect, if any, does the study to move the rail lines in the city of Winnipeg have on this project ? It would seem that a lot of these options would be redundant if that were to happen.</p>

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37	Why is so much space being left between the lanes when so little is available at the sides between the road and homes. Minimize wasted space in the middle. Noise control is key to neighborhood satisfaction. There is little space. How will the noise be managed. This has to be addressed.
38	we've been to this meetings before. We were glad to see the Wilkes and cnr issue was addressed. There was some discussion from younger folks that are concerned with building a house on Liberty and not being aware of the possible relocation of Wilkes. Zoning should include a warning, such as "possible road relocation in the future"
39	As a member of the Friends of the Harte Trail, I am most interested in maintaining the integrity of the trail and its natural, 99 foot-wide, habitat.
40	This project seems promising and I look forward to seeing it move forward.
41	Love the plans! Let's get it done ASAP
42	I think this is a great way of connecting residents in the south with us in the west of the city. By far the best thing I've seen for future projects happening in Winnipeg. Cannot wait to see finished.
43	Remember what the focus of this build is. Is it to move traffic through the city? then build what is necessary to move traffic effectively, safely and fast. People will be inconvenience by this but if you go half way to build to keep local people happy you will build a high speed road with lights, that doesn't move the traffic and is accident prone. Let's act like the big city we think we are and make the hard decisions for a change that in the long run are the correct ones. We did it when we built Moray bridge and the parkway. I back onto the parkway and would much prefer to have a golf course behind me than a highway but it was definitely the right thing to do
44	I live on Haney Street with my backyard facing west. I am concerned about my property value once a large wall is constructed 18m from our property line. I am also concerned about my property value having a freeway running behind our house.
45	Give dog park B and C areas but provide adequate fencing, harte trail needs to be at grade or through pass, also the city has a bad image of expropriation of property so keep that in mind when your buying properties. Transit service should get a stop near the harte trail aswell
46	Option 3 goes through my yard and we would be expropriated. Please do not have us spend years wondering what is going to happen, what option will be taken. That is very unsettling for all, especially given we have children in school in this area who would be uprooted. At the public open house last night, no one knew when an option would be chosen nor what 'short-term' meant in terms of years. Keep us informed so we can plan and move forward too. We do not want to spend even a year wondering what will happen, let alone 5 year.
47	Overall, lights and disruptions should be minimized on the parkway. With lights been shown at Ridgewood under all scenarios, it is imperative to not put a light at Eldridge to avoid reducing the flow of traffic on the Parkway. Winnipeg loves to take the easy option and place traffic signals everywhere. When building new infrastructure it is the chance to get it right from the start.
48	I believe that this proposal is unrealistic as more land/space is needed. There is not enough "buffer zone" between the adjacent properties that border this proposed extension. Charleswood will loose greenspace and the neighbouring homes will have an influx of vehicles going through their backyards. The Moray bridge infrastructure was possible because there was much more land. How can the city expect to put a 4 lane extension when there ONLY 60 meters at some points between property lines?
49	This project is unacceptable. The City of Winnipeg is unable to provide citizens basic services and the Mayor is corrupt.
50	1. Expensive projects are not required to serve local traffic. Expensive projects like this are meant to serve inter-regional traffic. Expensive projects like this should serve all Winnipeggers Therefore regional parkway, expressway, highway and major regional street planning should actively seek out the opinions of people across the city. 2. There should be an option for each question to respond "no opinion". Those of us in the rest of the city have legitimate concerns over: (a) Cost. The dollars to pay for this are mostly coming from other parts of the city -- and (b) Routing. People in the rest of the city are the ones who will be using this as a regional street. Local traffic will only be using this as a local road.
51	If there's no budget to build the WRCP extension as a completely grade separated road between Grant and Wilkes, it should not be built until the money is available to do it properly. This is essentially being built as a Route 90 bypass because Kenaston was poorly designed with excessive and dangerous at grade intersections. There's no more land to do it a third time further west; don't waste this opportunity.

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52	This evening was very difficult and distressing. I was told on several occasions that the east-west options were merely conceptual. However, that is just the issue. Even if they are merely concepts, at some point, a concept turns into a more concrete plan. Because the planning for the William Clement Parkway Extension is already well underway, once phase 1 moves forward, there will be no choice but to move ahead with these "mere concepts" because they will be the only remaining options, given the Phase 1 plan. Thus, I feel somewhat mistreated, knowing that my concerns are being brushed aside because it is only a concept. Come back with a more thoughtful east-west concept, and if that's not possible, then there is a problem with the initial phase of the Parkway. Do not simply move forward one step at a time without having a clear vision that can be supported by the community. I hope that my comments will be deeply considered. These open houses can indeed make community members feel like we have less of a voice than had we not attended. I sincerely hope that was not the intention, but unfortunately that was the result.
53	Great job. Looking forward to seeing more progress!
54	It really would help to see these plans alongside the Ridgewood south plans to be able to see the bigger picture. There should have been a option on the Eldridge junction for a pedestrian/cyclist bridge only. This is a much cheaper option that will still give the connection the community needs.
55	Like to see the street level train track crossings closed for safety reasons.
56	i would like a follow up on the Harte trail crossing of W Clement parkway, the Active Transportation Advisory Committee of the City of Winnipeg.
57	less traffic lights the better
58	Do what ever you want overall with the project, but I would close Eldridge Avenue off totally. Provides better traffic flow on the parkway, allows better/continuous sound barrier wall in what will be a very tight fit already, between peoples homes.
59	Thanks for a good process.
60	I understand that this is "important" but so is all of our green space and all of those peoples homes your going to rip down for more concrete. What about the wild life? Charleswood is unique for its greenery and wild life. By building these connections it destroys what Charleswood is all about. I found this survey very biased and did not allow for me to opt out of any options. Take into consideration the people that youre affecting due to the fact that you're a bunch of greedy government workers who don't know what the real world is like. I don't want this type of relationship with the people in my community. Its best to stop while you're ahead.
61	Not really sure why we are putting effort into this project. There are a lot of other infrastructure needs in Winnipeg. I would rank this one approximately last. Doesn't seem like traffic in the area warrants this.
62	I appreciate the request for input.
63	How about a tunnel for the whole thing?
64	As mentioned please fence any potential dog park. Thank you.
65	Some solar panel lights for the winter months would be greatly appreciated, to help more dog owners use the park in the evenings. Also, a water tap and more garbage bins are really necessary.
66	More traffic lights do not aid traffic flow. Kenaston is a disaster due to the continued addition of lights.
67	Are you going to expropriate part or all of some residential properties between Haney and McDowell? I have measured the distance from my back property line on McDowell to the back property lines on Haney and it is only 45.85 meters. Your board number 11 shows a 70 meter space between McDowell and Haney. Where are you getting the extra 24.15 meters? How are you going to fit 4 lanes of traffic, a center divide and 2 buffer zones in 45.85 meters? What size of buffer zones are you leaving between the roadway and property lines. What kind of sound buffering is going to be used? Will the roadway be below grade like in the US to mitigate sound, vibration and vehicle exhaust. Do you realize that large portions of McDowell are built on swamp with active artesian waterflow below grade. Our sump pit has 3 pumps in it and water flows 365 days a year. In spring rains the sump pit can cycle as often as every 15 seconds! Is this open house going to be like the other open houses in our area, where no speaker in attendance could answer any of our questions or concerns, and the City went ahead and did what they wanted anyway?
68	Very excited to see the future of this Rapid Bus Transit leg. I use the service daily and love it. Keep up the great work.
69	Of most concern is ensuring the thorough fare in behind the houses on Haney/McDowell has adequate sound and vibration barriers and maintains some visual appeal.
70	Please avoid lights, using freeway without lights
71	This is a large waste of money. Most of Winnipeg is bottlenecked in traffic at the core area. Bulding more roads will not improve the traffic situation, just remove green space.
72	Thank you for opening this process to public comments, and for working to make our city work well. :)

William R. Clement Parkway (WRCP) Extension Study Open House Comment Form

73	FENCED DOG PARK PLEASE
74	Priorities: Maintain maximum greenspace, wildlife corridors, active transportation routes, natural landscaping, water quality protection measures by reducing/treating runoff, and maximize dog park space.
75	Terrible fore-planning from the city and as a result this will be extremely destructive and de-valuing to my property. I was not made aware of this and I will take whatever actions are necessary to ensure my new house on 1250 Liberty is untouched.
76	Project does not provide enough information as to why this is needed. Not enough analysis has been done on how bicycle, pedestrian, and transit upgrades could be an alternative solution.