

CITY OF WINNIPEG

# PUBLIC ENGAGEMENT SUMMARY PHASE TWO – PUBLIC REPORT CHIEF PEGUIS TRAIL EXTENSION WEST PRELIMINARY DESIGN

DECEMBER 22, 2017





# **PUBLIC ENGAGEMENT SUMMARY - PHASE TWO**

## **CHIEF PEGUIS TRAIL EXTENSION WEST PRELIMINARY DESIGN**

**CITY OF WINNIPEG**

PROJECT NO.: 16M-02381-01

DATE: DECEMBER 22, 2017

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# 1 INTRODUCTION

WSP Canada Group Limited (WSP) (formerly MMM Group Limited during the initial phase of the study) was retained by the City of Winnipeg (the City) to undertake a Preliminary Design Study for the Chief Peguis Trail (CPT) Extension West from Main Street to Brookside Boulevard (Figure 1).

The CPT Extension West will be approximately 10-km in length and will support economic development, create recreational opportunities, and support the completion of the Strategic Inner Ring Road to reduce traffic on neighborhood streets to make them more accommodating for public transit, walking, and cycling.



**Figure 1: Study Area Map**

In conjunction with the City, a Public Engagement Plan (PEP) was developed to guide the public engagement process for the CPT Extension West Preliminary Design Study. The PEP outlines the public engagement objectives and the methodology for engaging with landowners, stakeholders, and members of the general public. These groups were engaged both in-person and online in order to introduce the study and collect feedback early in the process.

The goal of the public engagement plan is to provide study information to the public and collect feedback throughout the study to:

- Inform the community of the intended plans;
- Help plan pedestrian and cycling infrastructure and amenities;
- Help identify connections to community destinations;
- Ensure the project complements adjacent development;
- Address the requirements of the Environmental License; and
- Meet with affected landowners and identify property requirements.

## 2 SUMMARY OF ENGAGEMENT ACTIVITIES

Public engagement for the CPT Extension West Preliminary Design Study included two phases. The intent of phase one, which occurred from February 2017, to June 2017, was to present study and background information, learn about local knowledge on issues and opportunities, and seek comments on the recommended preliminary design draft. Phase one of public engagement included four stakeholder meetings, three landowner meetings, a public information session, and an online comment form. A Public Engagement Report for phase one was completed in August of 2017, which provided details of all of the public engagement events facilitated for phase one of the project. The report can be found on the study's webpage: [winnipeg.ca/ChiefPeguisTrail](http://winnipeg.ca/ChiefPeguisTrail) under the 'Documents' tab ([http://winnipeg.ca/PublicWorks/construction/pdf/chiefPeguisWest/CPT\\_Extension\\_West\\_PE\\_Report\\_Phase\\_One\\_2017-08-14.pdf](http://winnipeg.ca/PublicWorks/construction/pdf/chiefPeguisWest/CPT_Extension_West_PE_Report_Phase_One_2017-08-14.pdf)).

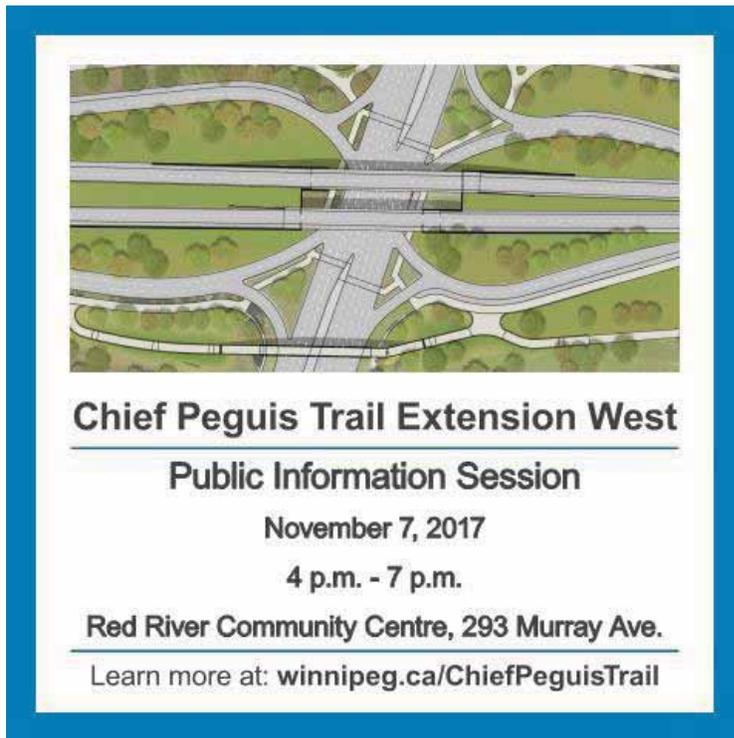
Phase two of public engagement was completed between September 2017, through November 2017. The purpose of this phase was to present the final recommended design of the CPT Extension West to landowners, stakeholders, and the public, and to seek input. Phase two of public engagement included stakeholder meetings, a landowner meeting, a public information session, online comment form, and a 3D fly-through video of the project which was viewed at both the public information session and through the project website.

**Table 1: Phase Two Engagement Activities**

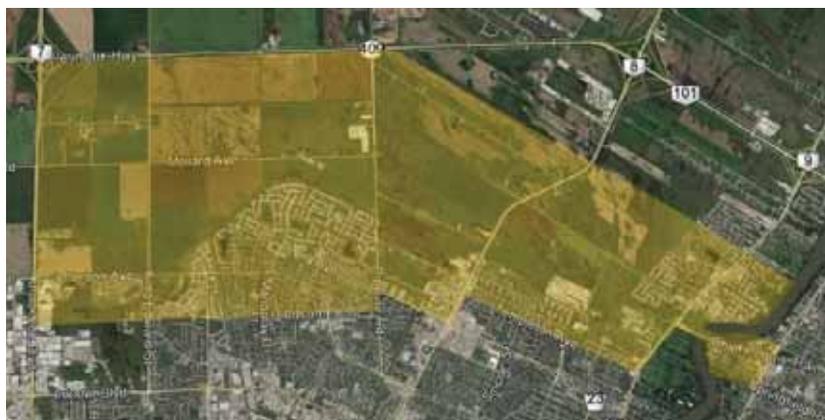
EVENT	DATE	TIME	LOCATION	NO. OF ATTENDEES
Stakeholder Meeting	September 8, 2017	9 a.m. – 10 a.m.		Two individuals attended.
Stakeholder Meeting	October 23, 2017	3 p.m. – 4 p.m.		Two individuals attended.
Stakeholder Meeting	October 23, 2017	1:30 p.m. – 2:30 p.m.		Two individuals attended.
Landowner Meeting, formatted as a drop-in event	October 24, 2017	6 p.m. – 9 p.m.	West Kildonan Collegiate - Library, 101 Ridgcrest Avenue, Winnipeg	34 landowners attended, representing 19 properties.
Stakeholder Meeting	October 30, 2017	2 p.m. – 3 p.m.	WSP, 111-93 Lombard Avenue, Winnipeg	One individual attended.
Stakeholder Meeting, Development Industry	November 2, 2017	2 p.m. – 3 p.m.	WSP, 111-93 Lombard Avenue, Winnipeg	10 individuals attended, representing six development groups.
Stakeholder Meeting, Community Groups	November 2, 2017	6 p.m. – 8 p.m.	West Kildonan Collegiate, 101 Ridgcrest Avenue, Winnipeg, Classroom 100	12 individuals attended, representing eight organizations.
Public Information Session	November 7, 2017	4 p.m. – 7 p.m.	Red River Community Centre, 293 Murray Avenue, Winnipeg	An estimated 400+ in-attendance (386 signed-in) and 163 comment forms submitted.
Stakeholder Meeting	November 16, 2017	10:30 a.m. – 11:30 a.m.		Three individuals attended.
Online Comment Form	Available online from November 3, 2017, to November 22, 2017	N/A	<a href="http://winnipeg.ca/ChiefPeguisTrail">winnipeg.ca/ChiefPeguisTrail</a>	55 responses collected.
3D Fly-Through	Available online		<a href="http://winnipeg.ca/PublicWorks/construction/projects/chiefpeguiswest.stm#tab-videos">winnipeg.ca/PublicWorks/construction/projects/chiefpeguiswest.stm#tab-videos</a>	3,184 views via project webpage and YouTube.

### 3 PROMOTION

The public information session was advertised through the study website, the City’s Public Engagement E-Newsletter, a news release sent on October 26, 2017, social media via Facebook, Twitter, and YouTube through the City of Winnipeg’s accounts including a boosted post of Facebook and Instagram (**Figure 2**), e-mails and phone calls to stakeholders, direct mailing to 17,905 mailboxes in the study area and hand-delivered mail to approximately 25 mailboxes in the study area (**Figure 3**), and newspaper ads in the Winnipeg Sun, Metro News, Winnipeg Free Press, Canstar’s The Times, and the Filipino Journal. A copy of all promotional materials can be found in **Appendix A**.



**Figure 2: Example of City of Winnipeg Social Media Post**



**Figure 3: Community Mail-out Area**

## 4 PUBLIC ENGAGEMENT ACTIVITIES

During phase two of public engagement, the study team engaged with landowners, stakeholders, and the public, in-person and online, to gather input about the final recommended design of the CPT Extension West. Key items discussed through both the in-person and online engagement included:

- The design, including elements such as the grade separation locations, pedestrian and cycling infrastructure, recreational opportunities along the extension, and public art;
- Project approvals, funding, and the timing of construction; and
- Changes to the design since the initial preliminary design was presented during phase one of public engagement.

Information collected from the stakeholder meetings, landowner meetings, the public information session, and the online survey will be considered for any minor alterations of the final recommended design.

A description of each of the public engagement events, and a summary of the input received are included in the following sections. To view more detailed comments and feedback from the various public engagement events, please see the meeting notes and the comment form/online survey responses found in **Appendix B** and **Appendix C**.

# 5 LANDOWNER MEETINGS

A meeting with landowners directly affected by the CPT Extension West design was held on October 24, 2017, at West Kildonan Collegiate, between 6 p.m. and 9 p.m. This meeting was organized in a drop-in format.

Individuals who own property and either some or all of their land is required for the CPT Extension West are considered directly affected landowners. In total, 53 properties are considered directly affected. Affected landowners were invited to the meetings through registered mail delivered to the property or connected Post Office Box roughly one-and-a-half weeks ahead of the meetings; 53 meeting invites were mailed out. A total of 34 people attended the landowner meetings, representing 19 properties.

The intent of the meetings was to provide landowners with an opportunity to view the final recommended design, and see how much of their land is required by the proposed design in advance of the second public information session.

The landowner meeting was attended by members of the study team, and also included two representatives from the City's Real Estate Division who were able to discuss property implications with affected landowners.

Landowners were provided with a comment sheet after viewing the final recommended design maps. This comment sheet provided the landowners with an additional opportunity to provide comments and feedback regarding their specific concerns related to the CPT Extension West, any specific information the project team should know about their affected property, and any other additional comments, questions, or concerns. Eight comment sheets were collected, and the comment sheet results can be found in **Appendix B**.

The following section summarizes the comments and feedback recorded at the landowner meeting and on the comment sheets. Clarifications pertaining to some of the comments and feedback are provided in *red italics*.

- Some landowners were curious to know how much land will be acquired by the City for the CPT Extension West. *A property review has been completed as part of the study. A total of 53 properties have been identified for full or partial takings for the CPT Extension West.*
- Concerns were voiced regarding the CPT Extension West impacting future development on the lands north of Amber Trails.
- Some landowners expressed concern about how they were going to be compensated for their lands. *Confirmed by the City's Real Estate Division, the City acquires land through two methods:*
  - *Purchase and Sale: A mutual agreement is made between the City and the landowner; and*
  - *Expropriation: The City takes the land without consent of the landowner.*
- *The City prefers to acquire private property by way of purchase and sale whenever possible, however this can only happen once funding for the project has been identified.*
- *In cases where project timelines do not allow the City and landowner to reach a mutual agreement, the City may elect to acquire private property by way of expropriation.*
- *Expropriations must be performed in a fair manner and the land taking must be reasonably necessary for a project to proceed.*
- Landowners expressed concern with the small pieces of their leftover parcel once the City had acquired the land needed for the CPT Extension. These landowners assumed that the small pieces of land that were left over would be useless, and questioned whether the City would do anything about this. *There are several options for small pieces of land that are "left over", including incorporating the land into the road right-of-way or using the land for public green space. The land could also be acquired by an adjacent land owner. The ultimate use of the land will depend on the size and location and will be determined by the City during detailed design.*
- Some landowners suggested that the City should acquire the land needed for the extension as soon as possible, so landowners aren't caught in limbo, owning land which they cannot do anything with. *Approval of the project and funding, including funds for land acquisition, is subject to Council consideration.*

# 6 DEVELOPMENT INDUSTRY STAKEHOLDER MEETING

A stakeholder meeting with individuals representing the development industry (i.e., developers and consultants) adjacent to the CPT Extension West was held as part of the study's phase two of public engagement. Many of these developers and consultants are involved in planning processes that are currently underway for new communities adjacent to the CPT Extension West and it is important that the study, potential impacts, potential opportunities for coordinating planning processes, and the final recommended design is communicated clearly to these developers and consultants.

On Wednesday, November 1, 2017, members of the study team met with developers and consultants to present the final recommended design of the CPT Extension West. This meeting was held from 2 p.m. to 3 p.m., at WSP's office located at 111-93 Lombard Avenue, Winnipeg. The meeting commenced with a brief power point presentation of the study's objective and goals, timeline, background information, and the final recommended design. The fly-through 3D video of the alignment was also shown.

Following the presentation, members of the study team facilitated a group discussion around a large printed copy of the final recommended design. Notes were recorded and the following section summarizes frequently asked questions, as well as issues and considerations raised during these meetings. Clarifications pertaining to some of the comments and feedback are provided in *red italics*.

- What is being approved by City Council at this stage of the study? *Information gathered during the preliminary design will be used to complete the detailed design. Approval of the detailed design and project funding is subject to Council approval.*
- One of the participating development groups was concerned about the location of the pedestrian ramp, as currently its location does not correspond with their development plans located on the north side of the CPT Extension West, west of Pipeline Road.
- Some participants inquired about the timing of construction of the CPT Extension West, and how it will be scheduled with the other major infrastructure projects the City of Winnipeg is currently planning. *The City of Winnipeg is currently planning to pursue a number of large infrastructure projects, some of which are considered 'renewal projects', and some that are 'greenfield projects'. The 'renewal projects' have a higher priority than 'greenfield projects'; the CPT Extension is considered a 'greenfield project'. Construction of the CPT Extension could commence within a 5 to 20 year timeframe. The study's report will be provided to Council in early 2018. However, the City currently does not have funding to complete this project. Project funding must be secured before the City can schedule this project.*
- Some of the participating development groups expressed dissatisfaction that they were required by the City of Winnipeg to enter into a development agreement that requires them to incorporate sound attenuation measures into their development, prior to the CPT Extension West being designed. Now that the extension has been designed, and the CPT Extension West will be the primary east-west traffic corridor within this area, they feel that the money they are required to spend on sound attenuation is unnecessary. Some of the developers expressed that it was not fair they are being held to previous development agreements now that the road design has been changed.
- One development group would like the alignment to remain south between Ferrier Road and McPhillips Street to not accommodate the 'Ferrier Forest', as now the recommended design has more impact on their lands located north of the CPT Extension West.
- This same development group (as above) also questioned how they could provide support or opposition for the study if they do not understand how they will be compensated for their lands that are required by the CPT Extension West.

All recorded comments can be found in **Appendix B**.

# 7 COMMUNITY STAKEHOLDER MEETING

A meeting with community stakeholders was held on Thursday, November 2, 2017. Community stakeholders were defined as individuals representing community groups and/or local businesses who may have an interest in the study. Invited individuals represented active transportation groups, parks and cemeteries, local businesses, and property managers of buildings adjacent to the study area. A total of 64 individuals were invited to attend the meeting. The invitation was emailed to 61 people, and telephone calls were made to three people. A total of 12 people attended the meeting, representing eight stakeholder groups.

The meeting was held from 6 p.m. to 8 p.m. at West Kildonan Collegiate, located at 101 Ridgcrest Avenue in Winnipeg, and began with a 15 minute power point presentation followed by a group discussion of the final recommended design. The fly-through 3D video of the alignment was also shown.

Meeting participants were able to view the design printed on a large table map, and ask questions of the project team regarding its details. Notes were recorded and the following section summarizes the issues and considerations raised during this meeting.

Issues and Considerations raised by Community Stakeholders:

- Stakeholders were pleased to see that pedestrian and bicycle connections were incorporated into the design; however, stakeholders would like to see a grade separated pedestrian and bicycle crossing over McPhillips Street;
- One stakeholder group noted that they believe that bicycles should be provided with the same level of service as vehicles, and potentially that developer fees collected could fund pedestrian and bicycle infrastructure;
- It was noted that there is no connection to Ferrier Road and that there is a drop in level-of-service along Ferrier Road;
- One stakeholder group noted that cyclists prefer a lowered grade separation for bicycle crossings;
- It was suggested that bollards could be included in the development of the pedestrian and bicycle paths to prevent the use of ATVs along the paths;
- Some of the stakeholders mentioned that they feel very uncomfortable when travelling along McPhillips Street while walking and by bike;
- One stakeholder group suggested that the signed crossings should limit speeds to 30 km/hr;
- It was mentioned that the designated park and ride location may be problematic;
- There was a concern that the alignment may impact Little Mountain Park; however, the final recommended design does not have an impact on the park; and
- One stakeholder group expressed concerns regarding traffic flow around the CPT and Main Street intersection; however, it was explained that all major roads have been designed to accommodate large semi-trailers (design vehicle was a WB-20).

All recorded comments can be found in **Appendix B**.

The community stakeholder groups who attended the meeting were encouraged to report the meeting information back to their respective groups. If these committees had any additional questions or feedback, they were encouraged to contact WSP directly. *Bike Winnipeg* was the only community stakeholder group that provided additional comments to the project team. The comments received from *Bike Winnipeg* on November 29, 2017, are as follows:

- Extend cycling facilities on Ferrier Street/McGregor Avenue south to Kingsbury Road to provide a link to future cycling facilities on Leila Avenue and along the Winnipeg Beach rail line and a logical end point for the Ferrier Street/McGregor Avenue cycling facility at an existing low-stress roadway (Kingsbury Road).
- Change the at-grade Active Transportation (AT) crossing at McPhillips Street to a grade separated crossing to match the level of service offered to motorized traffic on CPT:
  - The widening of McPhillips Street to six lanes makes grade separation critical; and
  - A through pass west of Main Street required by the RFP has been dropped, meaning no net increase in grade separated AT crossings is being recommended as part of the initial build.

- Plan for a future grade separation over the CPT along North West (NW) Hydro Corridor Greenway and ensure that its construction is included in any developer agreements related to Precinct D.
  - Reserve/acquire necessary property for construction of a pedestrian and cycling bridge.
  - The NW Hydro Corridor Greenway is proposed as an off road spine in the City’s bike network that will provide connectivity between Precinct D, Seven Oaks Hospital, the McPhillips Street Leila Avenue Regional Mixed Use Centre, and the Downtown.
  - The importance of this crossing in the pedestrian and bicycle networks matches the importance of arterial streets which will be included in any developer agreements.
    - Include cycling facilities along Pipeline Road as per the City of Winnipeg’s Pedestrian and Cycling Strategy.
    - Preserve the Bergen Cut-off lands for future pedestrian and cycling facilities from Ritchie Street to Jefferson Avenue at King Edward Street (or thereabouts).
    - Add this right-of-way to the City of Winnipeg Bicycle Network as an off-street pathway:
      - Provides connection into Waterford Green trail system and School Site;
      - Provides connection to Castlebury Meadows Trail system;
      - Provides future connections for Precinct B; and
      - Provides connections for Amber Trails neighbourhood.
        - Connects the western terminus of Amber Trails pathway to future Leila Avenue protected bike lanes/path; and
        - Connects Bitterfield Drive to CPT pathways via a linear park.
  - Ensure that future bicycle network facilities are displayed on all public engagement materials, especially those aimed at soliciting public feedback.
  - Ensure that adopted precinct plans are displayed as part of future public engagement processes involving transportation or land development.

*Bike Winnipeg* also noted that they are pleased to see a grade separated crossing of Main Street on the south side of CPT, that will connect to the addition of a multi-use path on the south side of the Kildonan Settler’s Bridge, as well as the pedestrian and cycling bridge north of the Templeton-Sinclair neighbourhood, and the location of the Amber Trails pedestrian and cycling bridge.

*Bike Winnipeg* noted that they disagree with the decision to terminate the pedestrian and cycling facility on Ferrier Street at Templeton Avenue. It was also noted that they believe traffic volumes along Templeton Avenue are too high for the development of a neighbourhood greenway (cycling boulevard).

*Bike Winnipeg’s* comments are also included within **Appendix B**.

# 8 ADDITIONAL STAKEHOLDER MEETINGS

Five additional stakeholder meetings were held during phase two of public engagement. These meetings included stakeholders who have a vested interest in the CPT Extension West study as well as those who will experience some property impacts due to the extension’s final recommended design.

The additional stakeholder meetings held were as follows:

**Table 2: Additional Stakeholder Meetings**

EVENT	DATE	TIME
Stakeholder Meeting	September 8, 2017	9 a.m. – 10 a.m.
Stakeholder Meeting	October 23, 2017	3 p.m. – 4 p.m.
Stakeholder Meeting	October 23, 2017	1:30 p.m. – 2:30 p.m.
Stakeholder Meeting	October 30, 2017	2 p.m. – 3 p.m.
Stakeholder Meeting	November 16, 2017	10:30 a.m. – 11:30 a.m.

The intent of the meetings was to provide the stakeholders with an opportunity to review the final recommended design, and understand how the CPT Extension West will impact their current property.

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## 8.1.1 SUMMARY OF ADDITIONAL STAKEHOLDER MEETINGS

The study team facilitated five additional stakeholder meetings with a variety of stakeholders whose properties are impacted by the CPT Extension West.

Common themes and feedback obtained from these stakeholder meetings are as follows:

- Overall, stakeholders were pleased with the project and provided support;
- Certain stakeholder groups may be required to create a new access into their site, or revise their site circulation based on the CPT Extension design. These groups were open to exploring a variety of options with the project team; and
- The stakeholder groups were encouraged to communicate the study information with their respective organizations; the groups were also encouraged to consider this information when making plans for future development/expansion.

## 9 PUBLIC INFORMATION SESSION AND ONLINE COMMENT FORM

The second public information session for the CPT Extension West Preliminary Design Study was held on Tuesday, November 7, 2017, from 4 p.m. to 7 p.m. at the Red River Community Centre, located at 293 Murray Avenue, Winnipeg.

The intent of the public information session was to provide an opportunity for the public to view the final recommended design, speak with staff, and provide comments on the design. Presentation boards displayed text and graphics of the study background, objectives and goals, study area map, timeline, and the design. The 3D video fly-through of the design was also projected on a loop throughout the duration of the information session. It is estimated that more than 400 people attended the public information session; a total of 386 people signed in, however, a number of individuals declined to sign-in.



**Figure 4: Public Information Session for Chief Peguis Trail Extension West**

A comment form was provided at the public information session to collect written feedback. The comment form was available online from November 3, 2017, to November 22, 2017. This provided those who were unable to attend the public information session an opportunity to review the materials and share their comments. A total of 218 comment forms were submitted to the project team (163 paper submissions, and 55 online submissions).

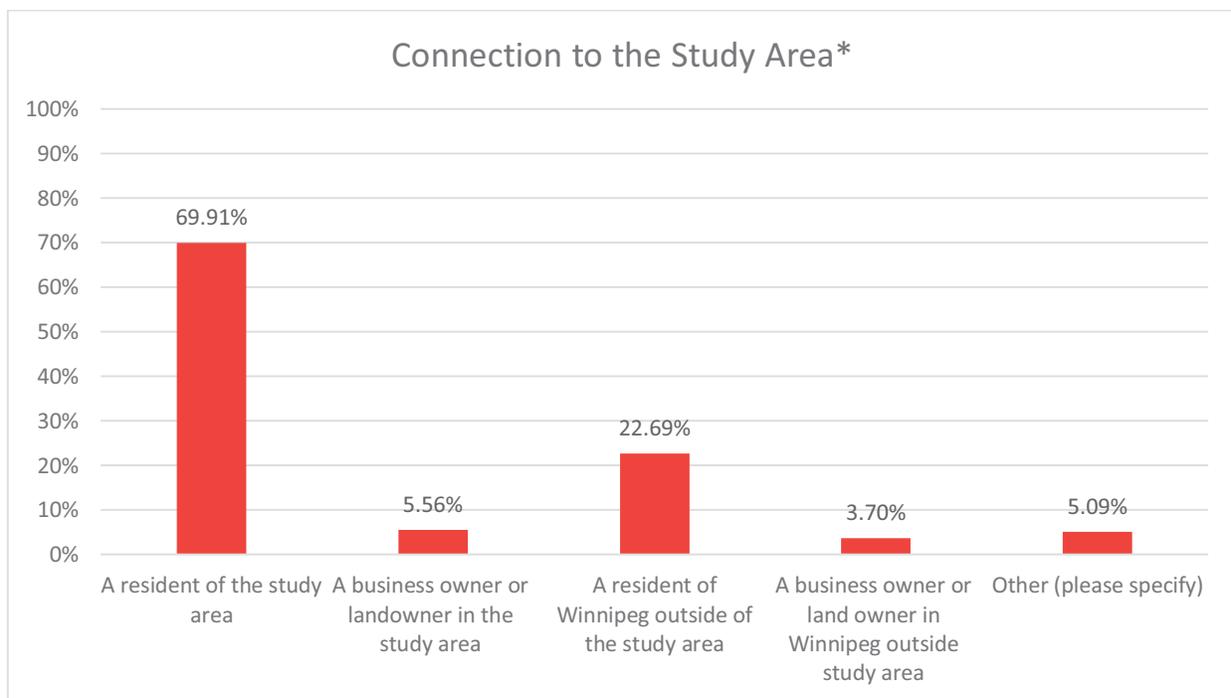
The materials from the public information session and the comment form can be found in **Appendix D**.

# 10 ONLINE & PAPER COMMENT FORM RESULTS

The following is a summary of responses from both the paper and online comment forms (comment form submission data can be found in **Appendix C**). As mentioned in the previous section, 218 comment forms were submitted to the project team (163 paper submissions, and 55 online submissions). Respondents were not required to answer every question on the comment form, which is why a number of the questions below did not receive a total of 218 responses.

## Connection to the Study Area

The comment form asked respondents to identify how they are connected to the study area. 216 respondents answered this question, and 231 responses were received, as a number of respondents chose multiple answers to the question when applicable. The majority of the respondents identified themselves as a resident of the study area (69.1%), followed by a resident of Winnipeg outside of the study area (22.69%), a business owner or landowner in Winnipeg inside the study area (5.56%), a business owner or landowner outside of the study area (3.7%), and 'other' (5.09%). For those who selected 'other', a resident outside of Winnipeg was the most common category.



**Figure 5: Connection to Study Area**

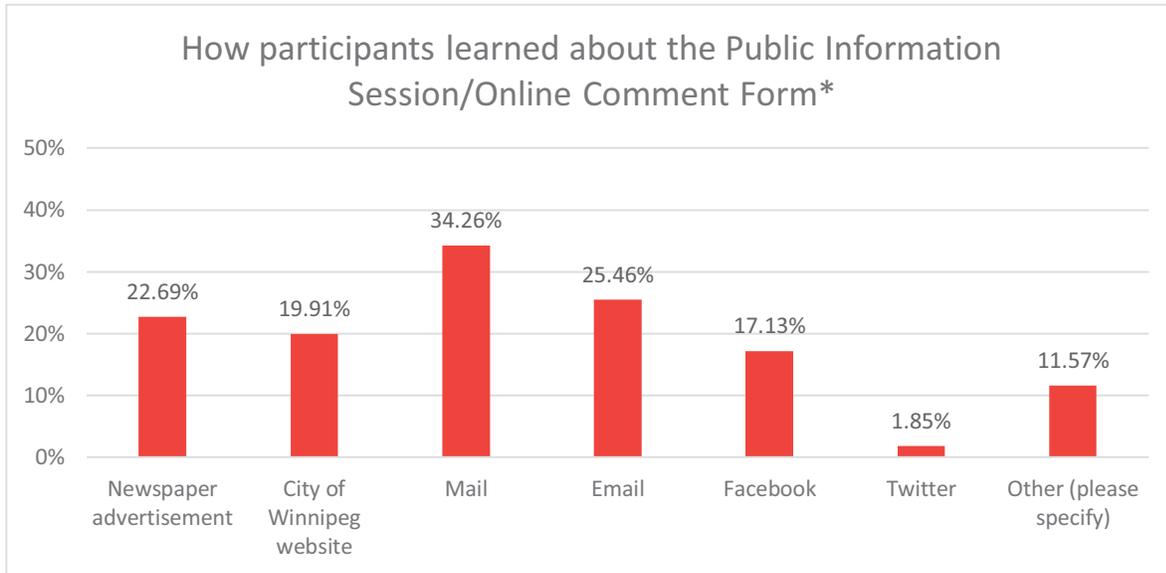
Number of respondents = 216

Number of responses = 231

\*A number of respondents chose more than one answer to this question when applicable

## Promotion

216 respondents answered this question, and 287 responses were received, as a number of respondents chose multiple answers to the question when applicable. The majority of respondents selected mail (34.26%); however, a significant portion learned about the information via email (25.46%), a newspaper advertisement (22.69%), the City's website (19.91%), Facebook (17.13%), and Twitter (1.85%). 'Other' (11.57%) included items such as the radio, a City Councillor, school, a friend, and other community organizations.



**Figure 6: How did you learn about the Public Information Session/online comment form (check all that apply)?**

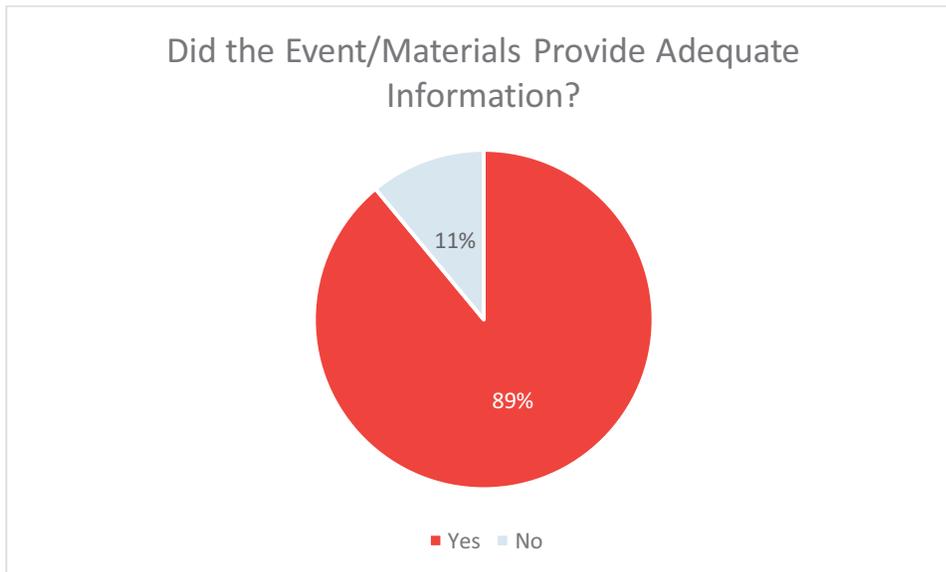
Number of respondents = 216

Number of responses = 287

\*A number of respondents chose more than one answer to this question when applicable

## Project Information

200 respondents answered this question. The majority of respondents (89%) indicated that the public information session boards/the online materials provided adequate information on the purpose of the project. Participants were asked to further elaborate on their responses. Those who suggested that adequate information was provided indicated that they thought the video was great, the presentation boards were very clear and well-prepared, the amount of information presented was more than adequate, and that the project team members available to discuss the project provided very valuable information. Those who said the information that was presented was inadequate mentioned that they would have liked the materials to include the start date of construction, that some of the turning lanes along the extension should be improved, and that there was no indication as to why this project is being pursued by the City.



**Figure 7: Did the Event/materials presented provide adequate information on the purpose of the project?**

Number of respondents = 200  
Number of responses = 200

The online survey and comment form also asked participants about the future recreational opportunities they would like the City to consider for the future recreational area located on the south side of the CPT, west of the Ferrier Forest. In total, 141 participants answered this question, suggesting the following options:

- Soccer field;
- Splash pad;
- Baseball diamond;
- Multi-purpose recreational fields;
- Open field/greenspace;
- A community garden;
- An off-leash dog area;
- Disc golf;
- Pedestrian and cycling paths;
- A toboggan hill;
- ATV trails;
- A cricket field; and
- A seniors centre.

The following is a summary of the additional comments and questions that were also noted in the online survey and comment form. The majority of comments were supportive of the project, and other frequently mentioned comments included:

- The desire to have this extension constructed as soon as possible;
- The mention that this extension is well-needed due to the increased residential and commercial development that has occurred in north Winnipeg; and
- The mention that it is time north Winnipeg received funding for large scale infrastructure projects, rather than south Winnipeg.

A summary of additional comments were categorized in the following themes:

#### Corridor Design

- Disappointed that there is not a grade separated crossing at McPhillips Street for pedestrians and cyclists.
- Pleased to see that this study is being done as it is needed in this part of Winnipeg.
- North-south traffic at the Main Street/CPT, McPhillips Street/CPT, and Pipeline Road/CPT intersections should take priority and be free flowing.
- Traffic should be free-flowing, limit the lights along the CPT extension.

*“The City should make overpasses at ALL of the intersections.”*

*“I like the designs and looking forward to seeing the project come about.”*

*“This will definably cut commute times for everybody in northwest Winnipeg. Very solid plan for CPT western extension.”*

#### Project Timing & Funding

- More information should have been presented with respect to timing of construction and the overall construction schedule.
- Some concerns were expressed regarding the high cost of the project, and whether it could be afforded by the City of Winnipeg.

*“The project should proceed ASAP.”*

*“Please build it now, it is badly needed because it will create more recreational activities, retail locations and housing – which this area needs.”*

#### Sound Attenuation & Safety

- Sound attenuation should be incorporated between Red River Boulevard and Fernbank Avenue.
- One resident wondered why there was never a sound attenuation wall built on the northwest side of the CPT for both safety and noise, when there was a sound attenuation wall built on the east side of the Red River on the south side of the apartment block (Edgewood Estates at 60 Whellams Lane, Winnipeg). This resident is concerned that the lack of wall is a safety issue for pedestrian and cyclists and children who often play along the bridge (tobogganing) in the winter, due to the 80 km/hr speeds. It was suggested if the speed limit was reduced, this would not be an issue.

#### Natural Environment

- The area is home to bats, hawks, falcons, eagles, deer, and coyotes. Concerns for the impact on this wildlife.
- Ensure the Ferrier Forest is protected.

#### Pedestrian and Cycling Infrastructure

- Satisfied with the implementation of pedestrian and cycling infrastructure.

*“Make sure active transportation corridors align also with the TransCanada Trails.”*

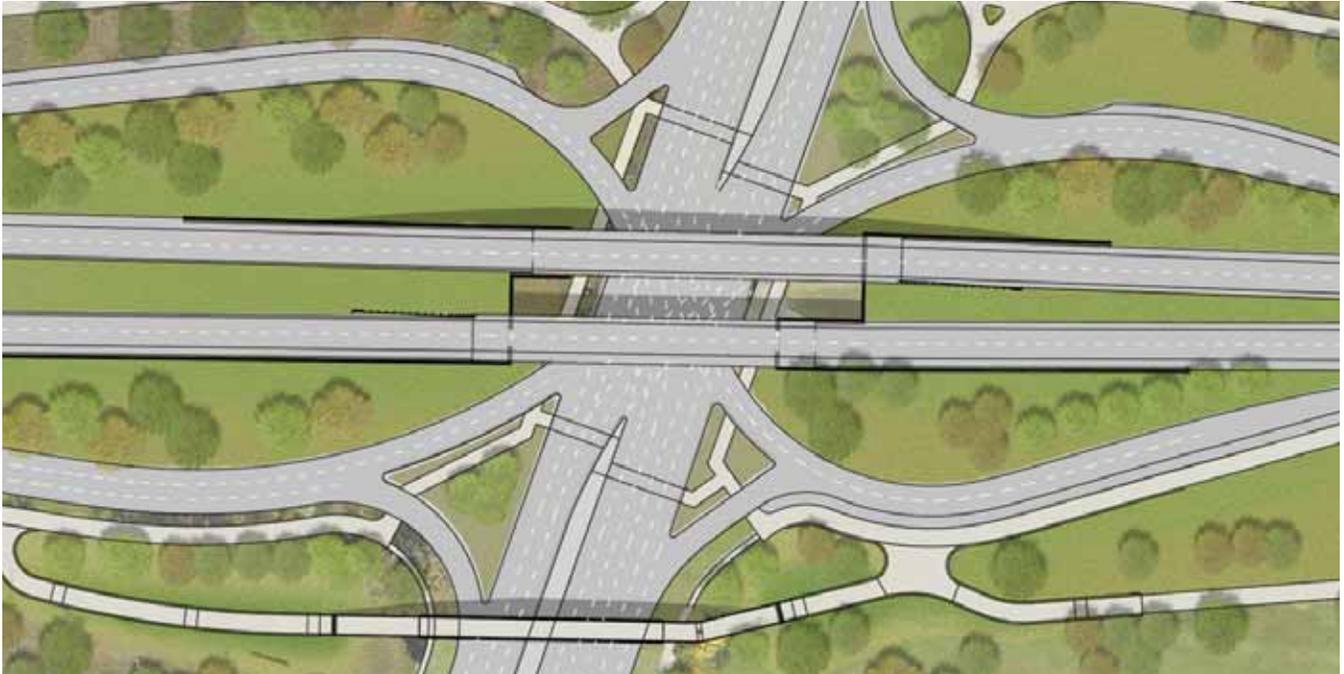
# 11 NEXT STEPS

The feedback provided by landowners, stakeholders, and the public throughout phase two of public engagement provides valuable insight for the CPT Extension West Preliminary Design Study. The input received will be considered in the completion of the final recommended design.

# APPENDIX

## **A** PROMOTIONAL MATERIALS

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# **Chief Peguis Trail Extension West**

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## **Public Information Session**

**November 7, 2017**

**4 p.m. - 7 p.m.**

**Red River Community Centre, 293 Murray Ave.**

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**Learn more at: [winnipeg.ca/ChiefPeguisTrail](http://winnipeg.ca/ChiefPeguisTrail)**

## Chief Peguis Trail Extension West (from Main Street to Brookside Boulevard)

Please join us at a Public Information Session to view the recommended design, including a video simulation of the route, speak with City representatives and project team members, provide your feedback and ask questions regarding the project.

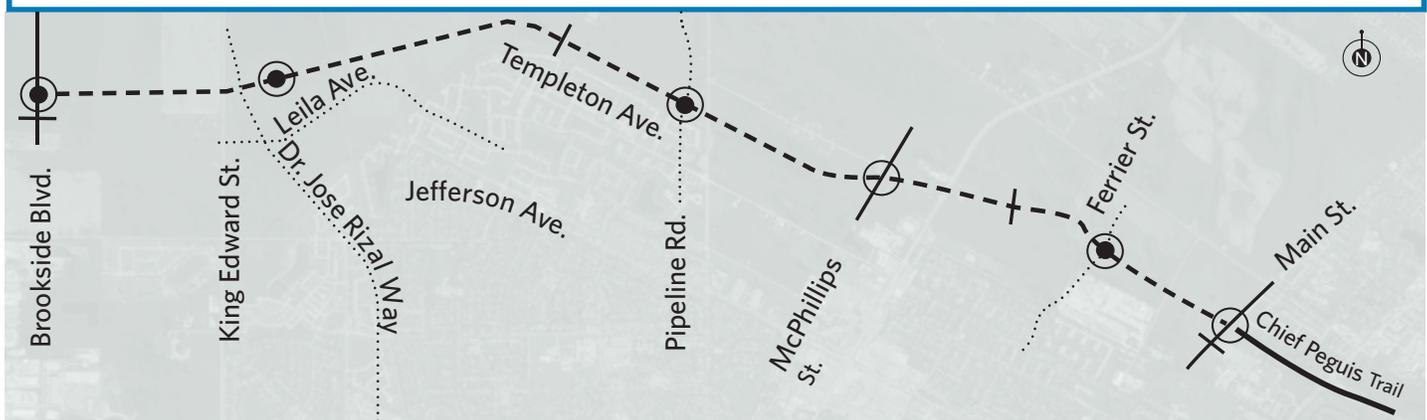
For more information, visit us online at [winnipeg.ca/ChiefPeguisTrail](http://winnipeg.ca/ChiefPeguisTrail)

**Date:** November 7, 2017

**Time:** 4 p.m. – 7 p.m.

**Location:** Red River Community Centre, 293 Murray Ave.

**Format:** Drop-in (come and go)



**LEGEND:**    --- Future CPT Extension West    — Pedestrian & Bicycle Grade Separation

For those who require alternate formats or ASL interpretation in order to participate, please contact David Jopling by **October 29, 2017**.

**Project Contact: David Jopling**, Public Engagement Lead, WSP, **204-943-3178**  
or **ChiefPeguisTrailExtension@winnipeg.ca**

[winnipeg.ca/ChiefPeguisTrail](http://winnipeg.ca/ChiefPeguisTrail)



## Public Information Session

### Chief Peguis Trail Extension West (from Main Street to Brookside Boulevard)

Please join us at a Public Information Session to view the recommended design (including a video simulation of the route), speak with City representatives and project team members, provide your feedback and ask questions regarding the project.

For more information, visit us online at [winnipeg.ca/ChiefPeguisTrail](http://winnipeg.ca/ChiefPeguisTrail)

**Date:** Tuesday, November 7, 2017

**Time:** 4 p.m. – 7 p.m.

**Location:** Red River Community Centre, 293 Murray Ave.

**Format:** Drop-in (come and go)



**LEGEND:** --- Future CPT Extension West — Pedestrian & Bicycle Overpass

For those who require alternate formats or ASL interpretation in order to participate, please contact David Jopling by **October 29, 2017**.

Project Contact: **David Jopling**, Public Engagement Lead, WSP, 204-943-3178 or [ChiefPeguisTrailExtension@winnipeg.ca](mailto:ChiefPeguisTrailExtension@winnipeg.ca)



## Public Information Session

The City of Winnipeg invites you to attend a Public Information Session regarding the **Chief Peguis Trail Extension West** from Main Street to Brookside Boulevard. Please join us to view the recommended design (including a video simulation of the route), speak with City representatives and project team members, provide your feedback and ask questions regarding the project.

**Date:** Tuesday, November 7, 2017

**Time:** 4 p.m. – 7 p.m.

**Location:** Red River Community Centre, 293 Murray Ave.

**Format:** Drop-in (come and go)

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## Public Information Session

### Chief Peguis Trail Extension West (from Main Street to Brookside Boulevard)

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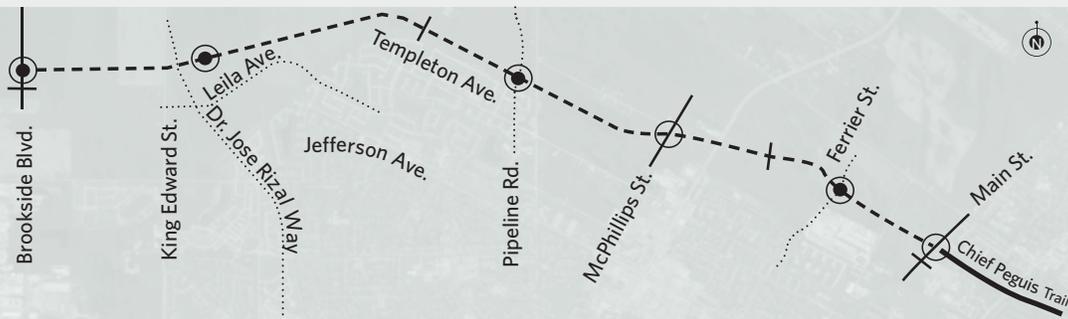
For more information, visit us online at: [winnipeg.ca/ChiefPeguisTrail](http://winnipeg.ca/ChiefPeguisTrail)

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**LEGEND:** --- Future CPT Extension West    — Pedestrian & Bicycle Overpass

For those who require alternate formats or ASL interpretation in order to participate, please contact David Jopling by **October 29, 2017**.

**Project Contact: David Jopling**, Public Engagement Lead, WSP, **204-943-3178**  
or [ChiefPeguisTrailExtension@winnipeg.ca](mailto:ChiefPeguisTrailExtension@winnipeg.ca)

# APPENDIX

**B**

STAKEHOLDER  
FEEDBACK &  
MEETING NOTES

# #1

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Friday, November 24, 2017 9:26:03 AM  
**Last Modified:** Friday, November 24, 2017 9:27:20 AM  
**Time Spent:** 00:01:17  
**IP Address:** 205.236.14.3

Page 1

**Q1** Please provide the address or legal description of your property.

**Q2** How is your land used? **Residential,**  
**Commercial**

**Q3** Did you find tonight's meeting helpful in understanding the project? **Yes**

**Q4** Did you have an opportunity to share your comments? **Yes**

**Q5** As an affected landowner, please note the specific concerns you may have in regards to the Chief Peguis Trail Extension West:

Time line to expropriation  
 Loss of use/value

**Q6** Is there any specific information pertaining to your property (i.e. how it is used, future development plans, access, etc.) that the study team should be aware of?

Was looking to have developed into housing +55

**Q7** Are there any additional comments or questions you would like to share? **Respondent skipped this question**

**Q8** Please provide your contact information:

Name  
 Email  
 Telephone

#2

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Friday, November 24, 2017 9:27:28 AM  
**Last Modified:** Friday, November 24, 2017 9:31:20 AM  
**Time Spent:** 00:03:52  
**IP Address:** 205.236.14.3

Page 1

**Q1** Please provide the address or legal description of your property.

**Q2** How is your land used?

**Vacant**

**Q3** Did you find tonight's meeting helpful in understanding the project?

If no, what information are you missing?:

1) How much land will be acquired by the City from our parcels of land 2) From the Amber Trails fence, how many meters of feet the CPT extension will go (south end of the road to north end of the road into our land)

**Q4** Did you have an opportunity to share your comments?

**Yes**

**Q5** As an affected landowner, please note the specific concerns you may have in regards to the Chief Peguis Trail Extension West:

- No provision for sewer or water pipes for the future planning for the future developments around the Chief Peguis Trail extension.
- Negative effects on our future development plan of the land, as big portion will be acquired for the extension. We don't know at present how much land will be lost to the extension.

**Q6** Is there any specific information pertaining to your property (i.e. how it is used, future development plans, access, etc.) that the study team should be aware of?

Future residential and commercial use development.

Land immediate north to Amber Trails has very good potential for future development. But don't know how the extension will effect our future planning to develop the land.

**Q7** Are there any additional comments or questions you would like to share?

No info about the compensation or the timeline of the project.

**Q8** Please provide your contact information:

Name

Email

Telephone

---

#3

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Friday, November 24, 2017 9:31:28 AM  
**Last Modified:** Friday, November 24, 2017 9:32:31 AM  
**Time Spent:** 00:01:02  
**IP Address:** 205.236.14.3

---

Page 1

**Q1** Please provide the address or legal description of your property.

---

**Q2** How is your land used? **Vacant**

---

**Q3** Did you find tonight's meeting helpful in understanding the project? **Yes**

---

**Q4** Did you have an opportunity to share your comments? **Respondent skipped this question**

---

**Q5** As an affected landowner, please note the specific concerns you may have in regards to the Chief Peguis Trail Extension West: **Respondent skipped this question**

---

**Q6** Is there any specific information pertaining to your property (i.e. how it is used, future development plans, access, etc.) that the study team should be aware of? **Respondent skipped this question**

---

**Q7** Are there any additional comments or questions you would like to share? **Respondent skipped this question**

---

**Q8** Please provide your contact information:

Name

---

#4

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Friday, November 24, 2017 9:32:42 AM  
**Last Modified:** Friday, November 24, 2017 9:33:43 AM  
**Time Spent:** 00:01:01  
**IP Address:** 205.236.14.3

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Page 1

**Q1** Please provide the address or legal description of your property.

---

**Q2** How is your land used? **Vacant**

---

**Q3** Did you find tonight's meeting helpful in understanding the project? **Yes**

---

**Q4** Did you have an opportunity to share your comments? **Yes**

---

**Q5** As an affected landowner, please note the specific concerns you may have in regards to the Chief Peguis Trail Extension West: **Respondent skipped this question**

---

**Q6** Is there any specific information pertaining to your property (i.e. how it is used, future development plans, access, etc.) that the study team should be aware of? **Respondent skipped this question**

---

**Q7** Are there any additional comments or questions you would like to share? **Respondent skipped this question**

---

**Q8** Please provide your contact information:

Name

Email

Telephone

# #5

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Friday, November 24, 2017 9:34:23 AM  
**Last Modified:** Friday, November 24, 2017 9:36:53 AM  
**Time Spent:** 00:02:29  
**IP Address:** 205.236.14.3

Page 1

**Q1** Please provide the address or legal description of your property.

**Q2** How is your land used? **Residential**

**Q3** Did you find tonight's meeting helpful in understanding the project? **If no, what information are you missing?:**  
 Would like to know how much land has been

**Q4** Did you have an opportunity to share your comments? **Yes**

**Q5** As an affected landowner, please note the specific concerns you may have in regards to the Chief Peguis Trail Extension West:

Would like to know how much land has been acquired (by the City).

**Q6** Is there any specific information pertaining to your property (i.e. how it is used, future development plans, access, etc.) that the study team should be aware of?

I do have a plan to build a commercial unit, which I have spoken with City Planner. He said I would have to wait until Chief Peguis Trail design is complete.

**Q7** Are there any additional comments or questions you would like to share?

On drawings; there should be property address. There should be drawing no-with revision # to see this the new drawing. Should draw grid lines on the drawings to see the section (this way it would be easy to see the section get changed compared to the last time meeting).

**Q8** Please provide your contact information:

Name

Email

Telephone

---

# #6

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Friday, November 24, 2017 9:37:02 AM  
**Last Modified:** Friday, November 24, 2017 9:38:16 AM  
**Time Spent:** 00:01:13  
**IP Address:** 205.236.14.3

Page 1

**Q1** Please provide the address or legal description of your property.

**Q2** How is your land used? **Residential**

**Q3** Did you find tonight's meeting helpful in understanding the project? **Yes**

**Q4** Did you have an opportunity to share your comments? **Yes**

**Q5** As an affected landowner, please note the specific concerns you may have in regards to the Chief Peguis Trail Extension West:

- Uncertainty of the timing
- Concern over whether we will receive proper values for our property.

**Q6** Is there any specific information pertaining to your property (i.e. how it is used, future development plans, access, etc.) that the study team should be aware of?

No

**Q7** Are there any additional comments or questions you would like to share?

Wanted to confirm that we could see our property when we wanted to.

**Q8** Please provide your contact information:

Name

#7

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Friday, November 24, 2017 9:38:22 AM  
**Last Modified:** Friday, November 24, 2017 9:41:20 AM  
**Time Spent:** 00:02:57  
**IP Address:** 205.236.14.3

Page 1

**Q1** Please provide the address or legal description of your property.

**Q2** How is your land used? **Residential**

**Q3** Did you find tonight's meeting helpful in understanding the project? **Yes**

**Q4** Did you have an opportunity to share your comments? **Yes**

**Q5** As an affected landowner, please note the specific concerns you may have in regards to the Chief Peguis Trail Extension West:

We are not happy with the plans. We don't understand why so much of our land needs to be destroyed because of the need to have a 90 degree cross overpass when all along the Chief Peguis it is not done this way.

**Q6** Is there any specific information pertaining to your property (i.e. how it is used, future development plans, access, etc.) that the study team should be aware of?

What will be able to do with the small sections of land left after the large piece has been taken away. That piece will be useless to us.

**Q7** Are there any additional comments or questions you would like to share?

City should buy the blocks of land needed as soon as possible because leaving everything up in the air does not allow us to proceed with working our land. We would like and have been waiting to subdivide our land so we can build for my daughter and grandchildren, which is the reason we purchased the land but we can't do anything because we're waiting for the City to do what they need to do. We won't even be around by that time.

**Q8** Please provide your contact information:

Name

Email

Telephone

---

# #8

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Friday, November 24, 2017 9:41:28 AM  
**Last Modified:** Friday, November 24, 2017 9:42:15 AM  
**Time Spent:** 00:00:46  
**IP Address:** 205.236.14.3

Page 1

**Q1** Please provide the address or legal description of your property.

**Q2** How is your land used? **Residential, Commercial**

**Q3** Did you find tonight's meeting helpful in understanding the project? **Yes**

**Q4** Did you have an opportunity to share your comments? **Yes**

**Q5** As an affected landowner, please note the specific concerns you may have in regards to the Chief Peguis Trail Extension West:

Loss of my house!

**Q6** Is there any specific information pertaining to your property (i.e. how it is used, future development plans, access, etc.) that the study team should be aware of? **Respondent skipped this question**

**Q7** Are there any additional comments or questions you would like to share? **Respondent skipped this question**

**Q8** Please provide your contact information:

Name  
 Email  
 Telephone



## MEETING NOTES

<b>JOB TITLE</b>	Chief Peguis Trail Extension West
<b>PROJECT NUMBER</b>	16M-02381
<b>DATE</b>	02 November 2017
<b>TIME</b>	2:00 p.m. – 3:00 p.m.
<b>VENUE</b>	WSP
<b>SUBJECT</b>	Chief Peguis Trail Extension West
<b>CLIENT</b>	City of Winnipeg
<b>PRESENT</b>	

### DISCUSSION AND QUESTIONS

#### Study Background:

- The project team reviewed the Public Information Display (PID) Boards with the group, these will be presented at the Public Information Display Session next Tuesday, November 7 (4:00 – 7:00 p.m. at the Red River Community Centre). The 3D video fly-through was also displayed.

#### Discussion:

- The alignment and location of the CPT extension, and the pedestrian ramps (and pedestrian overpass) is part of Council approval. The exact design of the CPT extension will be completed during the detailed design phase.
- The property lines in red illustrated on the table maps include the future interchange requirements.
- The current design is considered a 60% design, which leaves room prior to construction for some design configurations to change.
- One developer is nervous about the location of the pedestrian ramp, as it may not correspond with their plans on the adjacent lands.
- From a priority standpoint, the City's infrastructure renewal projects are at a higher priority to be completed first (Route 90, Arlington bridge). The CPT extension is considered a greenfield project, and has lower priority. However, it is up to Council to decide. Project timing will also depending on funding from the two higher levels of government.
- The City is not asking the federal government for funding for this project.
- Concern was expressed regarding past Development Agreements that developers were required to enter into prior to the CPT extension being designed. One developer is concerned they have to needlessly develop sound attenuation measures for their adjacent developments even though the CPT alignment has now been moved.
- A developer expressed that they do not think it is fair that they are being held to previous Development Agreements even though the road design has been changed.
- CPT and Ferrier interchange has not been shown, however, this will be designed as a diamond interchange. The City owns the land around this intersection that is required to accommodate this interchange. When traffic volumes warrant, the City will develop this into an interchange.

## MEETING NOTES

- One developer suggested they would like the alignment to remain south, going through the Ferrier Forest, as now the design (which goes around the Ferrier Forest), impacts their property.
- The Ferrier Forest cannot be disturbed due to the nature of the forest, and the City requires land for the interchange next to the Ferrier Forest.
- One developer questioned how they could provide support or opposition for the study if they don't understand what their land negotiation will be like with the City in regards to compensation.

These minutes are considered to be accurate recording of all items discussed. Written notice of discrepancies, errors or omission must be given within seven (7) days, otherwise the minutes will be accepted as written.



## MEETING NOTES

<b>JOB TITLE</b>	Chief Peguis Trail Extension West
<b>PROJECT NUMBER</b>	16M-02381
<b>DATE</b>	02 November 2017
<b>TIME</b>	6:00 p.m. – 8:00 p.m.
<b>VENUE</b>	West Kildonan Collegiate, Room 100
<b>SUBJECT</b>	Chief Peguis Trail Extension West
<b>CLIENT</b>	City of Winnipeg
<b>PRESENT</b>	

### DISCUSSION AND QUESTIONS

#### Study Update

- One stakeholder group suggested that the Hydro corridor will require a grade separated crossing, and suggested that the City of Winnipeg should plan for this
- One stakeholder group suggested that they would like to see a grade separated crossing across McPhillips Street for pedestrians and cyclists
- One stakeholder group suggested that the Winnipeg Beach Rail line is an important connection from Arlington Street to Inkster Boulevard
- One of the stakeholder groups mentioned that they are pleased that there are pedestrian and cycling routes incorporated into the design of the extension
- Participants noted that there is a drop in level of service along Ferrier Road
- It was suggested that when the adjacent neighbourhoods begin to develop, fees should be collected from developers to fund pedestrian and cycling infrastructure
- One stakeholder group suggested that they should be provided with the same level of service as trucks
- It was mentioned that cyclists preferred lowered grade separation rather than elevated grade separation
- It was suggested that bollards should be implemented into the design of the pedestrian paths to prevent people from using ATVs on these paths
- Some participants suggested they enjoy the pedestrian and cycling crossing near Birds Hill Park at Highway 59, stating that this is a good and functional example of an AT crossing
- Some participants suggested that they feel uncomfortable walking and cycling along McPhillips Street
- One stakeholder group suggested they would prefer if the speed at the signed crossings (yields) was decreased to 30 km/hr

## MEETING NOTES

- A question was posed as to how the Park and Ride location came to be, one participant saw this location as problematic
- It was discussed that the City of Winnipeg doesn't know at this time whether transit service will ever be included along the CPT
- The recommended design does not impact Little Mountain Park
- A long-term plan is to extend the CPT into the R.M. of Rosser and connect to Centreport
- One stakeholder group expressed concerns about eastbound right-hand turns onto CPT, however, it was expressed that the turning lane as part of the design would accommodate trucks

These minutes are considered to be accurate recording of all items discussed. Written notice of discrepancies, errors or omission must be given within seven (7) days, otherwise the minutes will be accepted as written.

# Recommendations for Chief Peguis Trail West Extension



## Introduction

Extension of the Chief Peguis Trail (CPT) from Main Street to Brookside Boulevard will be a major investment for the City of Winnipeg. It will be an important component of the City's planned Inner Ring Road, as well as the northwestern segment of the cycling ring envisioned as part of the proposed bike network that has been based on the concept of a 'hub and spoke' model of high quality facilities that are attractive to people of all ages and abilities<sup>1</sup>.

While the Chief Peguis Trail Extension provides many opportunities to improve/expand the city's bike network, the extension of a high speed, limited access freeway has the potential to create many new barriers as well. This is further exasperated by the widening of many north/south roadways connecting into and crossing Chief Peguis Trail as these widened roadways also have the potential to become barriers to east/west travel on foot or bike.

These recommendations aim to take advantage of the opportunities to improve cycling connections within the study area by ensuring an adequate level of service for people biking along the Chief Peguis Trail corridor and by eliminating or at least minimizing any barriers on cycling routes connecting to and across the Chief Peguis Trail corridor.

<sup>1</sup> City of Winnipeg, Pedestrian and Cycling Strategies. 2015. Pg. 154-155, Winnipeg

## Summary of Recommendations

- Extend Cycling facilities on Ferrier/McGregor south to Kingsbury to provide link to future cycling facilities on Leila and along the Winnipeg Beach rail line and a logical end point for the Ferrier/McGregor cycling facility at an existing low-stress roadway (Kingsbury).
- Change the at grade AT crossing at McPhillips to a grade separated crossing to match the level of service offered to motorized traffic on Chief Peguis Trail
  - The widening of McPhillips to six lanes makes grade separation critical
  - A through pass west of Main Street required by the RFP has been dropped, meaning no net increase in grade separated AT crossings is being recommended as part of the initial build.
- Plan for a future grade separation over the CPT along NW Hydro Corridor Greenway and ensure that its construction is included in any developer agreements related to Precinct D
  - Reserve/Acquire necessary property for construction of a Pedestrian & Cycling bridge
  - The NW Hydro Corridor Greenway is proposed as an off road spine in the city's bike network that will provide connectivity between Precinct D, Seven Oaks Hospital, the McPhillips & Leila Regional Mixed Used Centre, and the Downtown.
  - The importance of this crossing in the pedestrian and bicycle networks matches the importance of arterial streets which will be included in any developer agreements.
- Include cycling facilities along Pipeline Road as per the PCS.
- Preserve the Bergen Cut-off lands for future AT from Ritchie Street to Jefferson @ King Edward (or thereabouts)
  - Add this right of way to the City of Winnipeg Bicycle Network as an off-street pathway
    - Provides connection into Waterford Green trail system and School Site
    - Provides connection to Castlebury Meadows Trail system
    - Provides future connections for Precinct B
    - Provides connections for Amber Trails neighbourhood
      - Connects the western terminus of Amber Trails pathway to future Leila protected bike lanes/path
      - Connects Bitterfield to CPT pathways via a linear park
- Ensure that future bicycle network facilities are displayed on all public engagement materials, especially those aimed at soliciting public feedback.
- Ensure that adopted precinct plans are displayed as part of future public engagement processes involving transportation or land development.

## What We Like

### Main Street

We are happy to see the grade separated crossing of Main Street on the south side of Chief Peguis that will match up with the addition of a multi-use path on the south side of the Kildonan Settler's Bridge. While our preference would have been to see some kind of grade separation for people on foot and bike across Chief Peguis connecting to the Frog Plain Trail and the Riverbend Neighbourhood, we recognize that the ramps needed to provide the elevation for such a crossing would likely have made the crossing distance too great in comparison to the at grade crossing, making it unpalatable for the majority of users.

## Templeton-Sinclair Grade Separation

The location of the pedestrian/bicycle bridge north of the Templeton-Sinclair neighbourhood is well situated to provide connectivity into Precincts F (Aurora) and G from potential bikeways such as Sinclair, Beecher, and Diplomat.

## Amber Trails Grade Separation

The location of the Amber Trails pedestrian/bicycle bridge is well situated for use as a link between the Amber Trails neighbourhood and the Sikh Society of Manitoba Building and future Precinct B destinations, connecting directly into Strasbourg/Mandalay and the internal Amber Trails pathway network.

## What Needs to be Improved

### Ferrier Pathway – Extend Cycling Facilities South to Kingsbury

While the preferred north/south bikeway between Main Street and McPhillips would be the Winnipeg Beach Rail Line right of way, plans for expansion of the NEWPCC (North End Water Pollution Control Centre) across the rail right of way will block off this corridor between the Bergen Cut-off just north of Vince Leah Park and the Chief Peguis Trail. As such, a detour of this bikeway to Ferrier is required and a multiuse pathway along Ferrier has been included in plans for the CPT Extension project.

**We strongly disagree with the decision to end the cycling facility on Ferrier at Templeton Avenue** and recommend that it be extended across Leila and Partridge Avenues to Kingsbury Avenue so that it is ended at a logical location where it will connect with a low-stress residential street proposed as a future neighbourhood greenway in the City's Pedestrian and Cycling Strategies. The RFP for this project clearly states that cycling facilities are to start and end at logical and safe locations such that new gaps are not created. Ending the Ferrier cycling facility at Templeton Avenue and directing people on bikes toward an uncontrolled offset crossing of Leila and Partridge at Powers leaves an unquestionable barrier to safe travel.

### Traffic Volumes on Templeton are Not Suitable for a Neighbourhood Greenway

While the proposed CPT plan (and the City's Pedestrian and Cycling Strategies) shows Templeton as a neighbourhood greenway (also known as a bike boulevard), traffic on Templeton is far too high to meet traffic volume guidelines for a neighbourhood greenway, which state a preferred traffic volume of 1,500 vehicles per day, with a maximum traffic volume of 3,000 acceptable only over a short distance<sup>2</sup>. In the absence of traffic calming to reduce traffic volumes on Templeton and Salter (unlikely given Templeton's role as a collector street) along with traffic signals to facilitate a safe crossing of Leila and Partridge at Powers (it's not clear how the connection from Salter to Powers is supposed to be made as Salter does not in fact connect to Powers) it must be assumed that no connection to the bicycle network will be provided.

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<sup>2</sup> National Association of Transportation Officials. (2013). Urban Bikeway Design Guide. New York: Author

We think that a better way to provide the needed connection to the Ferrier bikeway, which will meet both the initial and ultimate needs of the City's bicycle network, is to continue the Ferrier bikeway south along McGregor across Leila and Partridge Avenues to Kingsbury Avenue (identified as a potential neighbourhood greenway in the Pedestrian and Cycling Strategies), a low volume, east/west residential street with an existing crossing of the Winnipeg Beach Rail Line, completing the detour necessitated by the expansion of the NEWPCC.

We see two potential options to provide a safe and comfortable connection:

- (a) Our preferred solution would be to replace the multi-use pathway proposed on the west side of Ferrier with two one-way protected bike lanes between Chief Peguis Trail and Kingsbury Avenue.
- (b) A less preferable option would be to keep the multiuse pathway treatment that has been proposed for the west side of Ferrier between Chief Peguis Trail and Templeton Avenue, but transition into two one-way protected bike lanes on McGregor Street south of the Templeton Avenue roundabout.

The first option is our preferred option as it provides a consistent cross section along McGregor, where a two-way protected bike lane is not suitable because of limited right of way width on McGregor and the high frequency of cross streets and back lanes that would need to be crossed south of Leila/Partridge.

The benefit of extending the Ferrier/McGregor bikeway south to Kingsbury instead of terminating at Leila Avenue or where McGregor Street intersects the Winnipeg Beach Rail Line right of way is that safe crossings of Leila and Partridge Avenues can be provided at existing signalized intersections (with the ability to provide protected intersections when protected bike lanes are installed along Leila Avenue). As a Functional Design for a bikeway on Leila Avenue has been proposed for 2019 in the City of Winnipeg's 2018 budget, a clearly defined connection north from Leila to the Chief Peguis Trail and south to the Winnipeg Beach Rail Line would be a considerable advantage in the planning for that facility. Leila is identified as part of the protected bike lanes network in the Pedestrian and Cycling Strategies.

A comfortable bikeway on Ferrier/McGregor connecting south to Kingsbury Avenue would provide safe connections to the Winnipeg Beach rail right of way, where a rail to trail or rail with trail pathway could provide a high quality bicycle connection to Arlington Street and the new Arlington Street Bridge and its protected bike lanes over the CPR Yards into the Daniel McIntyre neighbourhood (we recommend that the protected bike lanes to be included in the new Arlington Bridge be extended north to Inkster Boulevard to complete this connection, although as part of a separate project). Similarly, any bikeway on Ferrier/McGregor would tie in to any future cycling facilities along McGregor Street that would be included in an extension of McGregor Street under/over/across the CPR Yards to Sherbrook Street (a possibility specifically referenced in the RFP<sup>3</sup>).

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<sup>3</sup> Request for Proposal, section D3.6 Ferrier – McGregor Realignment (pg. 15-16)

## Preserve the Bergen Cut-off lands for Active Transportation



Active Transportation plans for Amber Trails and Precincts C (Waterford Green) & T (Castlebury Meadows) have been developed with the assumption that the Chief Peguis Trail would essentially follow the Old Bergen Cut-Off rail line and that an off-road multi-use pathway would be included along the southern boundary of the Chief Peguis Trail along this right of way<sup>4</sup>. With the decision to swing Chief

<sup>4</sup> Lombard North Group, Waterford Green Precinct Plan. 2012

### C 2.1 Precinct Wide Urban Design Policies (Pgs. 14-15)

#### 1. Public Realm that Places People First

- b. Having green spaces, within which are paths that connect people within the community to schools(s), green space amenities, bus stops, and commercial amenities;

### C 6 Parks (Pgs 23-25)

In Waterford Green an emphasis is placed on creating a well-integrated system of parks that supports and becomes part of the AT network (see section 7.4) – enhancing the connectivity within the precinct and extending out to significant areas in adjacent communities. The park space flanking the retention pond in the center of the precinct has become an important spine linking the active park space in the north to the space in the south and extending beyond to adjacent neighbourhood and the future regional AT corridor along Chief Peguis.

### C 6.1 Park Policies

- 12. Linear parks, and those parks having the primary purpose of accommodating a continuous path, should be designed to minimize the number of street crossings.

### C 7.5.2 Active Transportation (AT) Network Policies (Pg. 28)

Peguis Trail further north, off-road pathway networks in these neighbourhoods that were planned to connect to pathways along the Chief Peguis Trail will be left without those assumed connections, nullifying the commitment in those plans to an active transportation network that provides residents with safe and convenient spaces for pedestrians, bicyclists, public transit ridership and motorists to promote physical activity, health and active transportation.

For this reason, we recommend that every effort be made to preserve the Old Bergen-cut off lands for future use in AT pathways as a part of this planning process.

## **Suggested Improvements to the Public Engagement Process**

### **Show the Proposed Bike Network on Public Engagement Materials**

We feel that not showing the proposed bike network on printed maps used at the open houses to display plans and solicit feedback removed needed context from the public engagement process and diminished the role of walking and cycling in the public engagement process. People need to see how plans being presented for the Chief Peguis Trail fit into future bike network plans, but without the visual reminder provided by this important information, people are far less likely to note the need for connections, and the opportunity to solicit vital community input is lost.

### **Show Precinct Plans on Public Engagement Materials**

As with the decision to leave planned improvements to the bike network off of the table maps printed at the open houses, we feel that the decision not to display adopted (or in the case of Precinct G draft) Precinct Plans removed an important piece of contextual information from the public engagement process. While planned roads were shown on display boards, walking and cycling facilities are not.

Precincts C, E, F, G and T all include plans for walking and cycling, parks, and high density or commercial centres that will need to be connected via the walking and cycling networks, but unless these plans are displayed, the need for these connections to be included in planning are unlikely to be considered. In the case of Precincts C and T, which as we have pointed out above depend heavily on the assumption that their walking and cycling networks will link in to pathways along the Chief Peguis Trail, the absence of these plans in the display materials made it very difficult to recognize that this shift in the planned route of Chief Peguis would affect the walkability and bikeability of these neighbourhoods.

- 
2. The AT Network shall connect with existing and planned AT facilities adjacent to the Precinct.
  3. The AT network shall be designed, where possible and practical, to make it more convenient and attractive to access local and community amenities by AT than by using private motor-vehicle.
  4. The AT network will provide access to parks, sports fields, the Neighbourhood Mixed Use Centre, a school (if constructed), transit facilities and residential areas to facilitate connectivity and access for human-powered and public transit.

## What's Missing

### Grade Separation at McPhillips Interchange

Change the at grade AT crossing at McPhillips to a grade separated crossing to match the level of service offered to motorized traffic on Chief Peguis Trail. The widening of McPhillips to six lanes makes grade separation critical. A through pass west of Main Street required by the RFP has been dropped, meaning that a new grade separated crossing at McPhillips will not result in a net increase in grade separated AT crossings being recommended as part of the initial build.

If space for such a crossing is tight, we recommend changing from the planned diamond interchange to a more space efficient single point urban interchange as with the Main Street interchange.

## Plans for a Grade Separation of the CPT along the Northwest Hydro Corridor

The lack of planning for a future grade separated crossing of the Chief Peguis Trail along the Northwest Hydro Corridor is a serious omission and contradicts key recommendations of the Complete Communities Policy Document<sup>5</sup> and Pedestrian and Cycling Strategies<sup>6</sup>. While we are not asking for this facility to be built as a part of the initial build, as with plans to set aside or acquire lands for the eventual upgrade of at-grade intersections at Ferrier and Pipeline road to full interchanges at some point in the future, property acquisition is needed now to ensure the future feasibility of a pedestrian and bike bridge connecting Precinct D when that neighbourhood is developed.

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<sup>5</sup> City of Winnipeg, Complete Communities Policy Direction Document. 2011. Winnipeg - Regional Mixed Use Centres – Direction 1 (pg. 46) “Create strong, multi-modal and transportation linkages from each Regional Mixed Use Centre to Downtown, other Centres, Corridors, Parks and major attractions.”

<sup>6</sup> City of Winnipeg, Pedestrian and Cycling Strategies. 2015. Pg. 154-155, Winnipeg

- Direction 1B – Expand & Enhance the Bicycle Network
  - Action i – Develop a complete, connected, and dense bicycle network throughout the City.
  - Action iii – Develop a spine network to develop high quality connections to the Downtown from each area of the City.
  - Action iv – Develop local bicycle networks for each neighbourhood that connect to the spine network and to the Downtown.
  - Action vi – Continue to expand the off-street pathway network
  - Action vii – Support the extension of the City’s Bike Network to surrounding communities.
  - Action x – Ensure that bicycle requirements be addressed in all new and renewal road projects that are part of the bicycle network or where the road provides connectivity or support to the bicycle network.
  - Action xi – Pursue bicycle network improvements that establish connections to major destinations throughout the City, including regional, community, and neighbourhood mixed-used centres and corridors, schools, libraries, and parks.
  - Action xiii – Design new neighbourhoods to include bicycle routes that are well integrated with the existing bicycle network.
  - Action xiv – Where possible, utilize existing hydro and rail rights of way and surplus road rights-of-way as a means to provide comfortable, direct cycling routes.
- Direction 1C – Address Barriers
  - Action ii – Develop new pedestrian and cycling grade separated crossings or rivers, rail, and major road corridors.
- Direction 5A – Land Development and Site Design
  - Action viii – Ensure that the bicycle network and sidewalk network provide connections to all Mixed-Use Centres and Corridors

As shown in the table below, distances from the nearest crossing in the vicinity of the hydro corridor are well beyond the recommended spacing of 800m found in the Pedestrian and Cycling Strategies.

**Chief Peguis Trail West Extension AT Crossing Distance Chart (estimated in metres)**

	North Winnipeg Parkway	Main Street	Ferrier	Templeton-Sinclair Crossing	McPhillips	Northwest Hydro Corridor Greenway	Pipeline Road	Amber Trails Crossing	CPR Arborg	Dr Jose Rizal	Brookside
North Winnipeg Parkway	0	280	1,540	2,370	3,420	3,950	5,030	6,030	7,850	8,440	10,250
Main Street	280	0	1,260	2,090	3,140	3,670	4,750	5,750	7,570	8,160	9,970
Ferrier	1,540	1,260	0	830	1,880	2,410	3,490	4,210	6,310	6,900	8,710
Templeton-Sinclair Crossing	2,370	2,090	830	0	1,050	1,580	2,660	3,660	5,480	6,070	7,880
McPhillips	3,420	3,140	1,880	1,050	0	530	1,610	2,610	4,430	5,020	6,830
Northwest Hydro Corridor Greenway	3,950	3,670	2,410	1,580	530	0	1,080	2,080	3,900	4,490	6,300
Pipeline Road	5,030	4,750	3,490	2,660	1,610	1,080	0	1,000	2,820	3,410	5,220
Amber Trails Crossing	6,030	5,750	4,210	3,660	2,610	2,080	1,000	0	1,820	2,410	4,220
CPR Arborg	7,850	7,570	6,310	5,480	4,430	3,900	2,820	1,820	0	590	2,400
Dr Jose Rizal	8,440	8,160	6,900	6,070	5,020	4,490	3,410	2,410	590	0	1,810
Brookside	10,250	9,970	8,710	7,880	6,830	6,300	5,220	4,220	2,400	1,810	0

Cycling facilities are absent on McPhillips, and unlikely to be provided at any time in the future. As such, the cycling facility planned along the Northwest Hydro Corridor (approximately 500 meters west of McPhillips) has been planned as a high quality bike network spine route connecting area residents to Seven Oaks Hospital, the McPhillips & Leila Regional Mixed Use Centre and eventually to the Downtown.

Surely the same rationale that has been used to recommend planning and property acquisition for a grade separated pedestrian and bicycle crossing of Brookside Boulevard along the Chief Peguis Trail as part of this project applies equally to this crossing, which in fact should be seen as having a far higher priority than the Brookside Boulevard crossing.

The importance of this crossing in the pedestrian and bicycle networks matches the importance of arterial streets for motorized traffic entering and exiting Precinct D. Arterial Roads are routinely included in developer agreements as a shared cost construction, and we feel that as the same logic applies to construction of a pedestrian and bicycle along the Northwest Hydro Corridor Greenway. As such, we are recommending that construction of this pedestrian and cycling bridge be included in any developer agreements for the future Precinct D.

## **Cycling Facilities on Pipeline Road**

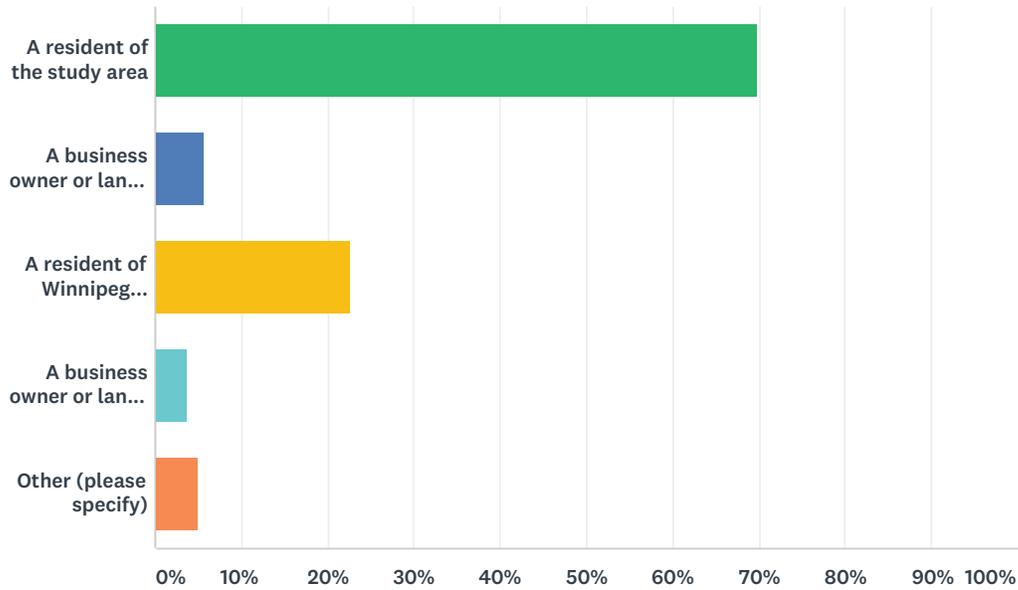
As a part of the bike network in the cycling strategy, we feel that proper cycling facilities (ideally protected bike lanes) should be included in the planning of any improvements to Pipeline Road, and that these improvements need to be extended north and south to logical start and end points.

# APPENDIX

## **C** COMMENT FORM RESPONSES

### Q1 Are you (check all that apply):

Answered: 216 Skipped: 2

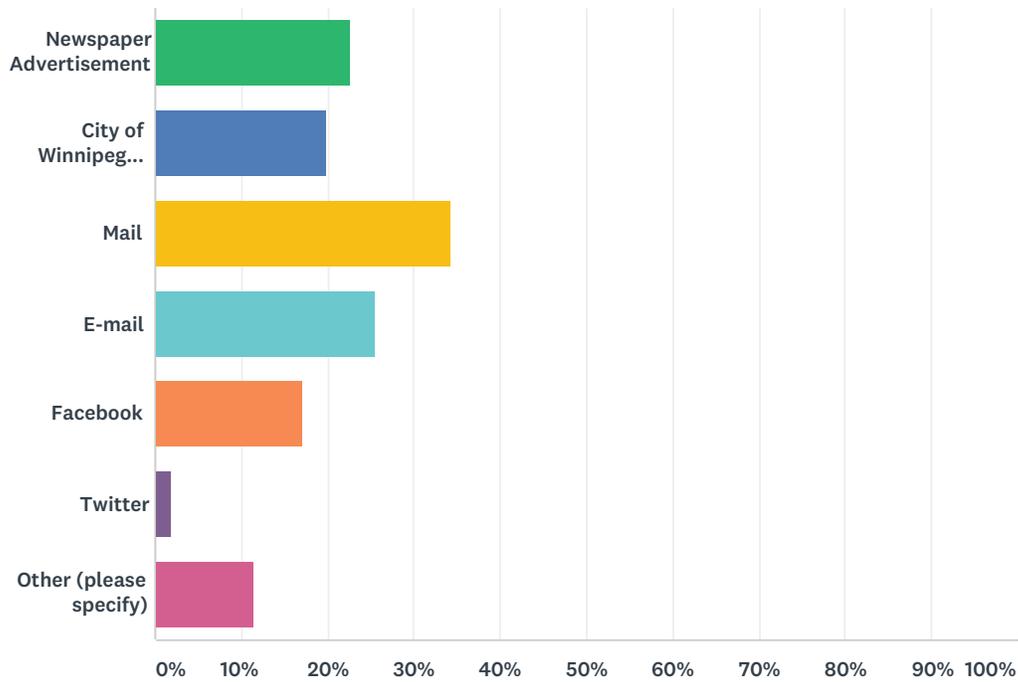


ANSWER CHOICES	RESPONSES
A resident of the study area	69.91% 151
A business owner or land owner in the study area	5.56% 12
A resident of Winnipeg outside of the study area	22.69% 49
A business owner or land owner in Winnipeg outside of the study area	3.70% 8
Other (please specify)	5.09% 11
Total Respondents: 216	

#	OTHER (PLEASE SPECIFY)	DATE
1	A representative of a business in the area.	11/16/2017 2:30 PM
2	Our back lane is considered main street.	11/16/2017 2:27 PM
3	Not specified.	11/16/2017 1:39 PM
4	On Leila past Pipeline	11/16/2017 9:58 AM
5	Across the ravine in North Kildonan.	11/9/2017 10:20 AM
6	West Kildonan.	11/8/2017 1:45 PM
7	Off pipeline.	11/8/2017 1:19 PM
8	Resident of NK.	11/8/2017 11:56 AM
9	West St. Paul	11/8/2017 11:30 AM
10	Courier driver	10/27/2017 11:37 AM
11	traveller who often uses CPT	10/26/2017 3:22 PM

## Q2 How did you learn about the online comment form (check all that apply)?

Answered: 216 Skipped: 2



ANSWER CHOICES	RESPONSES
Newspaper Advertisement	22.69% 49
City of Winnipeg Website	19.91% 43
Mail	34.26% 74
E-mail	25.46% 55
Facebook	17.13% 37
Twitter	1.85% 4
Other (please specify)	11.57% 25
Total Respondents: 216	

#	OTHER (PLEASE SPECIFY)	DATE
1	City councilor.	11/16/2017 2:37 PM
2	Radio	11/16/2017 2:32 PM
3	CJOB.	11/16/2017 1:48 PM
4	Local newspaper.	11/16/2017 11:29 AM
5	School.	11/16/2017 11:01 AM
6	From school.	11/16/2017 10:58 AM
7	Local school	11/16/2017 10:49 AM
8	Radio	11/16/2017 9:08 AM

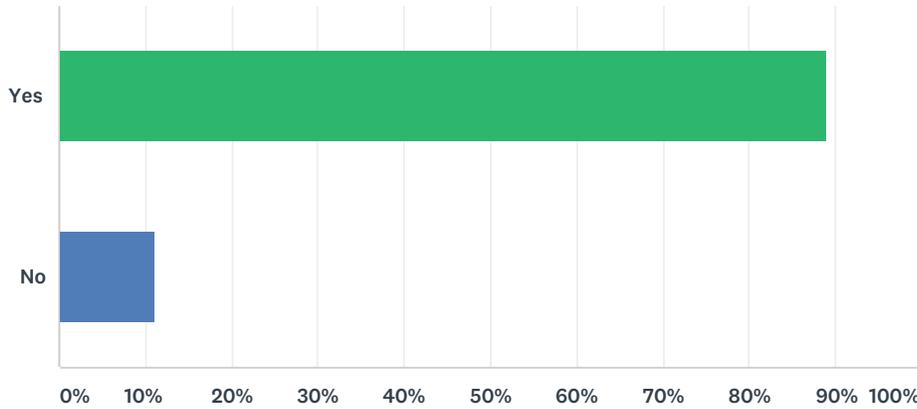
## Chief Peguis Trail Extension West Study (from Main Street to Brookside Boulevard)

SurveyMonkey

9	Bike Winnipeg email notification	11/10/2017 4:04 PM
10	Article in the Times paper.	11/9/2017 10:11 AM
11	Radio	11/9/2017 10:07 AM
12	?	11/9/2017 9:18 AM
13	Friend/Relative.	11/9/2017 9:14 AM
14	Postcard	11/9/2017 8:22 AM
15	Radio	11/8/2017 2:55 PM
16	On the local news.	11/8/2017 2:44 PM
17	Home care office	11/8/2017 2:27 PM
18	A sign at Red River community centre.	11/8/2017 1:38 PM
19	Daughter's school advised us.	11/8/2017 1:32 PM
20	Friend.	11/8/2017 1:19 PM
21	"The Times" community paper.	11/8/2017 12:01 PM
22	Friend on McPhillips lives in the way for Peguis SW corner.	11/8/2017 11:30 AM
23	Global news morning show	11/8/2017 8:51 AM
24	CTV news	11/8/2017 7:23 AM
25	friends	10/26/2017 3:40 PM

### Q3 Did this event provide adequate information on the purpose of the project?

Answered: 200 Skipped: 18



ANSWER CHOICES	RESPONSES	
Yes	89.00%	178
No	11.00%	22
TOTAL		200

## Q4 Please elaborate why or why not:

Answered: 111 Skipped: 107

#	RESPONSES	DATE
1	I did not see the proposed bicycle network on the maps at the open house, nor have I seen the precinct plans for the neighbourhoods that will be directly affected by the roadway.	11/18/2017 5:21 PM
2	Route details, interchange/intersection details, and city planners/architects who were at this event.	11/16/2017 6:20 PM
3	Great detail of the project scope and expected layouts of the proposed area.	11/16/2017 2:38 PM
4	The amount of information was more than adequate! Thanks!	11/16/2017 2:34 PM
5	Video was great! Very forward thinking. About time for Winnipeg and Manitoba.	11/16/2017 2:32 PM
6	Yes and No. I am curious as to what type of materials (building materials) will be used in the pavement portion of the design. Concrete?	11/16/2017 2:31 PM
7	We want a firm commitment that it will start in 2020 or sooner.	11/16/2017 2:22 PM
8	Some concerns over noise levels.	11/16/2017 2:20 PM
9	Still concerned over the noise levels for the people who live close to the roadway.	11/16/2017 2:18 PM
10	I hope funds for CPT are not diverted to the Portage & Main project which I do not support.	11/16/2017 2:09 PM
11	Completion date requested.	11/16/2017 2:02 PM
12	Need start date to lighten up traffic.	11/16/2017 2:01 PM
13	Looks good on virtual.	11/16/2017 1:48 PM
14	I am interested in when the project will be approved.	11/16/2017 1:47 PM
15	Finally some improved roadways! With definite vision.	11/16/2017 1:44 PM
16	Information presented seems adequate at this date. Probably further updates could be included in the future.	11/16/2017 1:42 PM
17	Excellent information.	11/16/2017 1:39 PM
18	Although I have "heard" about this project, today I learned what it looks like after (bike path) understandable and invaluable presentation.	11/16/2017 12:29 PM
19	Some proposed ideas are not thought through. There could be some improvement especially turning lanes. Please make sure that traffic is not going to be noisy. Some residential areas are very quiet and we would like to stay that way.	11/16/2017 12:20 PM
20	It showed how it is proposed and the visual of it was great to see.	11/16/2017 12:16 PM
21	Well-prepared.	11/16/2017 12:10 PM
22	There were many diagrams of the proposed Chief Peguis Trail which showed how it will look in the future.	11/16/2017 12:08 PM
23	Good drawings and great information.	11/16/2017 12:04 PM
24	Yes, gives an insight as to the plan.	11/16/2017 12:03 PM
25	TIME FOR ACTION.	11/16/2017 11:41 AM
26	Lots of maps outlining the project and purpose.	11/16/2017 11:37 AM
27	It clarified what the long-term vision for a Northside roadway connection would be.	11/16/2017 11:34 AM
28	Great visuals - thanks.	11/16/2017 11:27 AM
29	The plans are looking very good. Winnipeg needs this!	11/16/2017 11:13 AM
30	Would have loved a time estimate and info on stages of construction from Main to McPhillips completed by 2021, McPhillips to Brookside by 2025.	11/16/2017 11:04 AM

31	No time estimate or information on stages of construction.	11/16/2017 10:59 AM
32	Good detail - thanks!	11/16/2017 10:53 AM
33	The boards were helpful, the consultants answered my questions.	11/16/2017 10:52 AM
34	There was nothing to say or show why it is being built.	11/16/2017 10:41 AM
35	Lots of good interaction with the WSP team!	11/16/2017 10:34 AM
36	Lots of good interaction with the WSP team!	11/16/2017 10:13 AM
37	We at last have a detailed plan.	11/16/2017 10:09 AM
38	Storyboards and video rendering.	11/16/2017 10:06 AM
39	Why not what?	11/16/2017 10:00 AM
40	Gave good details as how the project is planned.	11/16/2017 9:58 AM
41	It put to rest some worries I had regarding the lack of overpasses in past projects.	11/16/2017 9:55 AM
42	Good video, staff explained it well.	11/16/2017 9:46 AM
43	Would have preferred a more detailed cost estimate. i.e. YOY, by element (bike paths)	11/16/2017 9:33 AM
44	Where is the funding coming from? How much will my property tax increase?	11/16/2017 9:28 AM
45	People giving info that I talked to. More clear this time.	11/16/2017 9:18 AM
46	I have a better understanding of the whole project.	11/16/2017 9:12 AM
47	The video was a nice touch. Better visual than a map.	11/16/2017 9:09 AM
48	We love the design.	11/16/2017 9:02 AM
49	Many unanswered questions. That no one has the answers to.	11/16/2017 8:57 AM
50	The only information I was unable to hear about was the starting and finishing dates	11/14/2017 8:34 PM
51	I have attended previous information sessions about this project, but not the most recent one on November 7, 2017, so I really don't know how to answer question number 3 (immediately prior to this one) and I thought that this on-line survey was an input tool for persons who were not able to attend that session.	11/10/2017 4:08 PM
52	We haven't attended any previous info session - so this info tonight gave us a good review of what is planned for this extension.	11/9/2017 10:26 AM
53	I liked how the presentation was laid out. Easy to read and understand. There will be places for people, bikes and traffic. Like there will be art and greenspace. Just get it done! Been waiting too long.	11/9/2017 10:21 AM
54	And no. Wondering what the real timeline is to expand CPT from McPhillips to Pipeline and Brookside.	11/9/2017 10:18 AM
55	Along Pipeline parallel to Baltic Bay there is a lot of birds and butterflies. There is a spectacular show by fireflies in May. In putting a corridor through there should be more attention to a natural look.	11/9/2017 10:14 AM
56	Yes, it showed us, in a very detailed manner, how this project will unfold.	11/9/2017 10:10 AM
57	I will go on the website and watch the video.	11/9/2017 9:55 AM
58	Looks wonderful. Let's get it done!	11/9/2017 9:11 AM
59	Great visuals - much appreciated.	11/9/2017 9:06 AM
60	More info on design aspect re: traffic, pedestrian, bicycle and walking paths.	11/9/2017 9:04 AM
61	Discussed the design changes and implementation of sound barriers, bike paths and pedestrian crossings.	11/9/2017 8:55 AM
62	Lots of detail and the video presentation was great!	11/9/2017 8:49 AM
63	Very exciting and necessary project for the north end of Winnipeg!	11/9/2017 8:44 AM
64	Sort of! Excellent video.	11/9/2017 8:43 AM

## Chief Peguis Trail Extension West Study (from Main Street to Brookside Boulevard)

SurveyMonkey

65	First time viewing the proposed changes. Informative and easy to understand.	11/9/2017 8:39 AM
66	Good updated information on the overpasses/intersections. ? updated info on financing	11/9/2017 8:33 AM
67	The fact there is no funding for this will be taking a lifetime to complete - or when we stop building underpasses in Charleswood.	11/9/2017 8:27 AM
68	Information provided isn't relevant! No people to answer questions asked.	11/9/2017 8:24 AM
69	Looks like a good plan.	11/9/2017 8:23 AM
70	Actual start date?	11/8/2017 2:54 PM
71	Please provide details of parking lot entry/exit plan (plan is very vague on it).	11/8/2017 2:53 PM
72	Better understanding of how the project will look in the final version.	11/8/2017 2:49 PM
73	We got a better overall picture of the proposed plans and understand it better.	11/8/2017 2:44 PM
74	Excellent info session.	11/8/2017 2:39 PM
75	Lots of relevant info, well displayed and explained. The video was very helpful in understanding the traffic flow. Helpful stuff.	11/8/2017 2:37 PM
76	I'd like to see a projected timeline and project phase for construction, so residents know when and what parts of CPT are impacted.	11/8/2017 2:30 PM
77	Can't see it needs more lanes for the expansion. Think of the number of developments going on.	11/8/2017 2:27 PM
78	Project should start in 2019 - from Main St. to McPhillips.	11/8/2017 2:24 PM
79	We strongly like to see Chief Peguis Trail build to have a continual growth to North Winnipeg and thus all Winnipeg.	11/8/2017 2:21 PM
80	Not enough reasons for Pipeline and Ferrier to connect to CPT. It seems those were intersected for convenience and not really factoring in potential traffic volumes there.	11/8/2017 1:58 PM
81	It makes sense as the area is expanding and traffic is needing a construction and expansion of this nature is needed.	11/8/2017 1:53 PM
82	If areas around Pipeline road or Ferrier are to be developed in the future, why not put overpasses in at time of this construction, instead of stopping overflow.	11/8/2017 1:44 PM
83	Because I always travel on Chief Peguis when travelling to Kildonan Place. What a beautiful trail.	11/8/2017 1:42 PM
84	What more could be said?	11/8/2017 1:39 PM
85	Very clear photos and renders of the project.	11/8/2017 1:19 PM
86	There were people available to answer questions.	11/8/2017 12:00 PM
87	The video was great.	11/8/2017 11:58 AM
88	The video was great.	11/8/2017 11:57 AM
89	Love the video flythrough.	11/8/2017 11:56 AM
90	Would very much like to see a completed active transport system when project is completed.	11/8/2017 11:49 AM
91	Sufficient visual aids in place. i.e. Maps, story boards and video.	11/8/2017 11:48 AM
92	Good plan showing preliminary design. Video is great!	11/8/2017 11:45 AM
93	To allow vehicles to go across Chief Peguis Trail, to destinations in a much more faster time.	11/8/2017 11:32 AM
94	Heard about over 40 years ago, know it's only a dream. Look south, they get everything. The mayor and premiere do not live in the north end.	11/8/2017 11:31 AM
95	3D animation (showing the traffic, pedestrian, etc). Awesome!!	11/8/2017 11:21 AM
96	No traffic lights to create traffic jam for expressway. Nothing to impede traffic. Complete quickly to alleviate traffic congestion on Leila.	11/8/2017 11:14 AM
97	Just gave general opinions of what will be happening	11/8/2017 7:24 AM
98	It's extremely thorough and informative.	11/7/2017 5:09 AM

99	Providing comments prior to Nov 7 as I can't attend. It would be great to offer two dates for presenting to community.	11/4/2017 5:49 PM
100	Seems like possible every issue has been considered and the animation video just put it all together nicely. Great planning! Kudos to all involved.	11/3/2017 10:24 AM
101	It includes maps, design info, potential schedule and costs - all usefull.	11/2/2017 9:45 PM
102	The email provided the link to the site, where i read about the proposal, and reviewed the map. The format (email & site) and the proposal (extension) are both excellent.	11/2/2017 7:57 PM
103	Could not attend	11/2/2017 3:37 PM
104	It provided enough information to indicate what is being proposed. It fails to justify why the project is even being considered.	11/1/2017 7:53 PM
105	I am not able to attend the event	10/31/2017 1:22 PM
106	Provides good picture of the proposal.	10/28/2017 7:42 AM
107	The advertisement alone was exciting! It would cut travel time and traffic down in general.	10/27/2017 11:39 AM
108	It just did	10/26/2017 9:30 PM
109	Has not happened yet	10/26/2017 6:53 PM
110	It will be awesome to save time and reducing traffic as well	10/26/2017 5:30 PM
111	It gave all the information I needed to form my opinion.	10/26/2017 3:18 PM

## Q5 What recreational opportunities would you like the City to consider for the future recreational area located on the south side of CPT, west of the Ferrier Forest? (i.e. soccer field, cricket field, disc golf course, open field, etc.)

Answered: 141 Skipped: 77

#	RESPONSES	DATE
1	Soccer field.	11/21/2017 10:49 AM
2	Open Field	11/18/2017 5:22 PM
3	Dog Park and multi-purpose field for local area residents from nearby Riverbend, Rivergrove, and new Aurora developments.	11/16/2017 6:22 PM
4	Open field, dog park, community gathering place.	11/16/2017 2:38 PM
5	Open field.	11/16/2017 2:34 PM
6	Any green space.	11/16/2017 2:32 PM
7	N/A	11/16/2017 2:22 PM
8	Soccer fields, Baseball.	11/16/2017 2:20 PM
9	Splash parks/open fields/etc.	11/16/2017 2:18 PM
10	Botanical garden.	11/16/2017 2:06 PM
11	Bicycle paths.	11/16/2017 2:02 PM
12	N/A.	11/16/2017 2:01 PM
13	Golf course is in question with Main Street overpass.	11/16/2017 1:48 PM
14	Water park. If Portage La Prairie can sustain one, why not Winnipeg?	11/16/2017 1:45 PM
15	Golf course/dog walk/exercise area.	11/16/2017 1:43 PM
16	Trails, soccer.	11/16/2017 1:41 PM
17	?	11/16/2017 12:30 PM
18	Open field or a small pool, so people can go for a walk. We have a lot of soccer fields that generally are used by the kids playing and their families made by the general public.	11/16/2017 12:22 PM
19	Rugby and football fields.	11/16/2017 12:16 PM
20	Open fields so you do not need to worry about parking spot.	11/16/2017 12:08 PM
21	Soccer field(s), disc golf, dog park, play structure for kids.	11/16/2017 12:04 PM
22	Walking/bike path.	11/16/2017 12:03 PM
23	It shows their plan to consider the environment as well as human need in this area.	11/16/2017 11:59 AM
24	Greenspace to be included in CPT. Market study to determine need.	11/16/2017 11:42 AM
25	Soccer field, Rugby field, open field.	11/16/2017 11:39 AM
26	None at this time.	11/16/2017 11:37 AM
27	Let's just worry about getting a proper limited access freeway built before soccer fields.	11/16/2017 11:34 AM
28	A pool! There is only 2 in the North part of the city (7 Oaks and Kildonan). We really need an indoor pool.	11/16/2017 11:30 AM
29	Toboggan Hill. Sports field.	11/16/2017 11:27 AM
30	Field for multi-use.	11/16/2017 11:25 AM

## Chief Peguis Trail Extension West Study (from Main Street to Brookside Boulevard)

SurveyMonkey

31	No comment.	11/16/2017 11:13 AM
32	No comments.	11/16/2017 11:06 AM
33	Off road vehicles area (quad trails)	11/16/2017 11:04 AM
34	Football field, disc golf might be fun, motocross track. Dog park.	11/16/2017 11:00 AM
35	Anything!	11/16/2017 10:54 AM
36	Basketball court/sports fields enclosed by forests.	11/16/2017 10:53 AM
37	Open field.	11/16/2017 10:48 AM
38	Since we will be too old to enjoy the recreational areas, we would like to see the road Chief Peguis Trail extended while we still make use of it.	11/16/2017 10:41 AM
39	Indoor water park. Seniors housing that is affordable. Dog park. Scooter race track for seniors to drive on.	11/16/2017 10:35 AM
40	Indoor water park.	11/16/2017 10:11 AM
41	Dog park.	11/16/2017 10:06 AM
42	Soccer field.	11/16/2017 10:04 AM
43	Wildlife grazing/rest/water area. Fenced in to accommodate same.	11/16/2017 10:03 AM
44	?	11/16/2017 10:00 AM
45	Sports fields (either soccer or cricket).	11/16/2017 9:58 AM
46	Open field, dog park.	11/16/2017 9:56 AM
47	Soccer field.	11/16/2017 9:48 AM
48	What local residents approve.	11/16/2017 9:39 AM
49	None.	11/16/2017 9:33 AM
50	None.	11/16/2017 9:28 AM
51	Nothing but a walking path.	11/16/2017 9:19 AM
52	Cross-country skiing, hiking and snow shoeing; off-road cycling.	11/16/2017 9:16 AM
53	Soccer field, cricket field.	11/16/2017 9:12 AM
54	Dog off leash park	11/16/2017 9:10 AM
55	Dog park, playground.	11/16/2017 9:00 AM
56	Soccer field, disc golf course, open field.	11/16/2017 8:54 AM
57	Soccer field	11/14/2017 8:35 PM
58	The disadvantage of this on-line survey is that while a larger, pictorial image of the project was presented near the beginning of the survey for the purposes of identifying a type of respondent, the image isn't regenerated for the remainder of the survey (for example, getting a perspective on "south side CPT, west of Ferrier Forest" (above)) for commentary. If I'm imagining the area correctly, my answer would be that leaving a relatively open field may be fine, but that the bicycle route network connection in the vicinity of Ferrier should continue down to Leila Avenue.	11/10/2017 4:17 PM

59	<ul style="list-style-type: none"> <li>• Extend Ferrier Pathway south to Leila to provide connectivity and link in with future cycling facilities on Leila and along the Winnipeg Beach rail line.</li> <li>• Change the at grade AT crossing at McPhillips to a grade separated o Drivers on Chief Peguis Trail will a grade separation over this six-lane highway, so should people walking or biking.</li> <li>• Plan for a future grade separation of CPT along NW Hydro Corridor Greenway o Future connectivity into Precinct D as part of the Pedestrian and Cycling Strategies spine network; o Provides north/south connectivity to the Leila &amp; McPhillips Regional Mixed Use Centre; o This is far more important than a future grade separation at Brookside Boulevard</li> <li>• Include cycling facilities along Pipeline Road as proposed in the Pedestrian &amp; Cycling Strategies</li> <li>• Preserve the Bergen Cut-off lands for future AT from Ritchie Street to Jefferson @ King Edward (or thereabouts) o Add this right of way to the City of Winnipeg Bicycle Network as an off-street pathway → Provides connection into Waterford Green trail system and School Site → Provides connection to Castlebury Meadows Trail system → Provides future connections for Precinct B → Provides connections for Amber Trails neighbourhood → Connects the western terminus of Amber Trails pathway to future Leila protected bike lanes/path → Connects Bitterfield to CPT via linear park</li> <li>• Ensure that future bicycle network facilities are displayed on all public engagement materials, especially those aimed at soliciting public feedback.</li> <li>• Ensure that adopted precinct plans are displayed as part of future public engagement processes involving transportation or land development.</li> </ul>	11/10/2017 11:17 AM
60	Not sure.	11/9/2017 10:26 AM
61	Doesn't matter to me, I just want this done. All the work gets done on the other side of town and we are the poor peoples on this side!	11/9/2017 10:22 AM
62	Open field - nature area. Tall grasses like the ones on CPT at Gateway intersection.	11/9/2017 10:18 AM
63	More natural and prairie-like setting, similar to a mini-Assiniboine Park.	11/9/2017 10:15 AM
64	Something green. Both for noise reduction and for aesthetic purposes.	11/9/2017 10:12 AM
65	Soccer/football field/sprinkler and splash pad community garden/off-leash dog park and bicycle path.	11/9/2017 10:10 AM
66	Open field.	11/9/2017 10:09 AM
67	Soccer fields.	11/9/2017 10:07 AM
68	Love pedestrian access and inter-changes at McPhillips and Main Street. Wish Pipeline and Ferrier were closed until development warrants. Lights at grade slow the flow on CPT.	11/9/2017 9:22 AM
69	Soccer field, open field.	11/9/2017 9:16 AM
70	Dog park - off leash!	11/9/2017 9:06 AM
71	Soccer field, open field and dog park.	11/9/2017 9:04 AM
72	An open field, green space to be utilized for future development.	11/9/2017 8:56 AM
73	Soccer fields - baseball diamonds.	11/9/2017 8:49 AM
74	- Butterfly gardens - Frog creeks - Soccer + ultimate Frisbee - Little parks (no dogs) with BBQ pits and picnic tables - Green space (trees, flowers) All smoke free.	11/9/2017 8:45 AM
75	More parks (green space).	11/9/2017 8:43 AM
76	A 3 season set of soccer, cricket slow pitch fields.	11/9/2017 8:39 AM
77	Dog park	11/9/2017 8:34 AM
78	?	11/9/2017 8:28 AM
79	Not sure.	11/9/2017 8:27 AM
80	Swimming pool	11/9/2017 8:22 AM
81	Rugby fields - only ones are currently by the South perimeter. It is sorely needed. Two soccer plexes (indoor) serving the north and south Winnipeg. Reflects the need to service both ends of the City.	11/8/2017 2:51 PM
82	Picnic area, picnic tables, open field for various activities and hiking trails.	11/8/2017 2:44 PM
83	Disc golf, driving range.	11/8/2017 2:36 PM
84	Community gardens and outdoor classrooms.	11/8/2017 2:30 PM

## Chief Peguis Trail Extension West Study (from Main Street to Brookside Boulevard)

SurveyMonkey

85	Would like to see free summer splash pads on the North side.	11/8/2017 2:27 PM
86	Open field for now - built CPT first.	11/8/2017 2:24 PM
87	Soccer field.	11/8/2017 2:10 PM
88	A trail around and through the forest like Assiniboine Forest.	11/8/2017 1:58 PM
89	Soccer field and cricket field. An open field with lots of trees; some place for outdoor activities. The City should look at expanding the Maples Community Centre at this time also.	11/8/2017 1:54 PM
90	Please consider more recreational facilities in the district as the Maples Community Centre.	11/8/2017 1:49 PM
91	Open field.	11/8/2017 1:45 PM
92	Soccer field, cricket field.	11/8/2017 1:42 PM
93	Water park, like the one in Transcona.	11/8/2017 1:39 PM
94	Soccer field.	11/8/2017 1:37 PM
95	More for children. I like the "Ferrier" idea but MORE towards Amber Trails. There are so many kids there with very little to do. Especially the "tweens", say, 8-14.	11/8/2017 1:33 PM
96	Soccer field.	11/8/2017 1:19 PM
97	Park.	11/8/2017 12:01 PM
98	NO IDEA!!	11/8/2017 12:00 PM
99	Soccer field, water park, dog park.	11/8/2017 11:59 AM
100	Soccer field, water park and dog park.	11/8/2017 11:57 AM
101	?	11/8/2017 11:56 AM
102	Disc golf course and dog park.	11/8/2017 11:49 AM
103	Open field.	11/8/2017 11:45 AM
104	Golf course.	11/8/2017 11:44 AM
105	Golf and soccer facilities, disc golf.	11/8/2017 11:32 AM
106	Not important at the moment.	11/8/2017 11:31 AM
107	Play areas, open space and walking trails.	11/8/2017 11:28 AM
108	A park.	11/8/2017 11:26 AM
109	Dog park.	11/8/2017 11:25 AM
110	YMCA. Build a gym.	11/8/2017 11:23 AM
111	Soccer field.	11/8/2017 11:22 AM
112	Soccer field complex.	11/8/2017 11:21 AM
113	Nothing that creates traffic congestion or impedes traffic.	11/8/2017 11:14 AM
114	A dog park and swimming pool.	11/8/2017 11:10 AM
115	any is good	11/8/2017 8:52 AM
116	Walking and biking trails	11/8/2017 7:24 AM
117	Baseball complex with lighted baseball diamonds for local amateur baseball	11/7/2017 10:23 PM
118	Off leash dog park	11/6/2017 4:51 PM
119	Community gardens	11/4/2017 5:51 PM
120	Open field, soccer field, running/biking paths	11/4/2017 4:27 PM
121	Soccer field/open field provides area for many activities (ultimate Frisbee, flag football and other different rec leagues)	11/4/2017 11:07 AM
122	I would like to see a park with paved pathways for walking, jogging, and cycling. And along the way are rest areas/benches and ponds where ducks and geese could be fed by people.	11/3/2017 10:31 AM

123	---	11/2/2017 9:45 PM
124	general recreation areas, with good lighting. kids play structures are a great investment. bike paths are good too.	11/2/2017 7:59 PM
125	natural area	11/2/2017 3:37 PM
126	Off leash dog park	11/2/2017 2:08 PM
127	Perhaps a water park similar to the one in Transcona	11/2/2017 9:29 AM
128	None of this area should be developed.	11/1/2017 7:54 PM
129	A soccer field complex with a clubhouse	10/31/2017 1:56 PM
130	walking/bike paths, soccer field, park	10/31/2017 1:23 PM
131	Natural forest with walking trails	10/30/2017 6:17 PM
132	Public art	10/30/2017 3:54 PM
133	None, the population in the city is moving south as highlighted by the latest census...new infra and recreational facilities should be reallocated to that area VS investing in an area that is already over served with facilities vs population size	10/30/2017 9:26 AM
134	toboggan hill, disc golf	10/28/2017 10:08 AM
135	Cricket and <input type="checkbox"/>	10/28/2017 7:42 AM
136	ATV space for family enjoyment would be interesting. Like a track people can take their ATV to for a few hours.	10/27/2017 11:42 AM
137	Doesn't matter	10/26/2017 9:31 PM
138	Soccer and other youth sports	10/26/2017 7:09 PM
139	cricket field	10/26/2017 5:30 PM
140	Seniors center	10/26/2017 3:50 PM
141	open field	10/26/2017 3:22 PM

## Q6 What type of public art would you like the City to consider incorporating along the CPT extension?

Answered: 126 Skipped: 92

#	RESPONSES	DATE
1	Free. Stop wasting money.	11/21/2017 10:49 AM
2	I like the idea of the landscaped pond	11/18/2017 5:23 PM
3	Ideally, any public art from the local area neighbourhood residents who lived in the areas past and present, as well as art created by kids from local schools nearby.	11/16/2017 6:25 PM
4	Indigenous and multicultural art from local artists.	11/16/2017 2:38 PM
5	None.	11/16/2017 2:34 PM
6	Something that fits in the area.	11/16/2017 2:21 PM
7	Something that fits into the surrounding area.	11/16/2017 2:18 PM
8	Do a good stone art design on the undersides of the interchange bridge walls.	11/16/2017 2:06 PM
9	Wildlife stone art similar to that on east side of river.	11/16/2017 2:02 PM
10	N/A.	11/16/2017 2:01 PM
11	I liked the retaining walls.	11/16/2017 1:51 PM
12	Chief Peguis to Lagimodiere has good aesthetics. Something similar - sound barrier fencing, the Wolves, etc.	11/16/2017 1:46 PM
13	Historic to area.	11/16/2017 1:43 PM
14	Same as existing trail.	11/16/2017 1:41 PM
15	Landscaping art - not enough in this city.	11/16/2017 12:31 PM
16	Nothing too flashy and please no ads for medications!	11/16/2017 12:22 PM
17	Iron artwork with that rustic look.	11/16/2017 12:17 PM
18	Information panels about local animals, plants and trees.	11/16/2017 12:04 PM
19	Lots of greenery/keep the trees if possible.	11/16/2017 12:03 PM
20	Rugby field/can be used for flag football, soccer and other sports but primarily a rugby field.	11/16/2017 12:00 PM
21	Yes, public art should be part of the extension.	11/16/2017 11:42 AM
22	Settlers and multicultural.	11/16/2017 11:39 AM
23	No preference.	11/16/2017 11:37 AM
24	See question 5 answer.	11/16/2017 11:34 AM
25	Please incorporate an Indigenous piece. After all this is called Chief Peguis. I would love to see fences and gates as eagle feathers.	11/16/2017 11:31 AM
26	Sculptures. Pictures.	11/16/2017 11:26 AM
27	No comment.	11/16/2017 11:14 AM
28	Inexpensive.	11/16/2017 11:06 AM
29	Not important.	11/16/2017 11:05 AM
30	Sculpture.	11/16/2017 11:01 AM
31	If you're going for art, why not something concentrated along the lines of the Leo Mol sculpture garden? (Put this in question 5?) A collection of assorted, interesting and *durable* items together.	11/16/2017 10:55 AM

## Chief Peguis Trail Extension West Study (from Main Street to Brookside Boulevard)

SurveyMonkey

32	More signage about features of the trail.	11/16/2017 10:53 AM
33	Modern, contemporary, art depicting history of area/1800's city downtown.	11/16/2017 10:48 AM
34	Our kids can answer this when the time comes. In the meantime, this is the least of my concern or where I want my tax money to go.	11/16/2017 10:41 AM
35	Let's remember the north end settlers and all the soldiers from WW2.	11/16/2017 10:35 AM
36	It looks like it is really going to happen. We are planning to move within a year - too old, property too large to look after.	11/16/2017 10:10 AM
37	Functional art (bike racks). Local artists. Settlers, historical of area.	11/16/2017 10:07 AM
38	Suits me fine. Lots of walking opportunities for seniors.	11/16/2017 10:03 AM
39	?	11/16/2017 10:00 AM
40	Sculptures (stone) representing the past.	11/16/2017 9:58 AM
41	- Local artists and aboriginal art. - Historic places. i.e. Hydro building on Main St.	11/16/2017 9:56 AM
42	Multicultural.	11/16/2017 9:48 AM
43	Do we need driving distractions?	11/16/2017 9:40 AM
44	Murals.	11/16/2017 9:33 AM
45	Local artists = that fit the scope & scale of the design.	11/16/2017 9:28 AM
46	As natural as possible.	11/16/2017 9:19 AM
47	Historical; cultural representations.	11/16/2017 9:16 AM
48	Art by the local community and indigenous people.	11/16/2017 9:13 AM
49	Greenery, stations set-up for people to jog/bike, walk to where they can exercise.	11/16/2017 9:00 AM
50	Maybe find 400 million to build before you worry about "ART".	11/16/2017 8:57 AM
51	Modern	11/14/2017 8:35 PM
52	I'm not fussy about art along the way.	11/10/2017 4:19 PM
53	Cyclist related art	11/10/2017 11:17 AM
54	Any art, green space has value. Good if artwork reflects Winnipeg, Manitoba heritage, history and prairie gardens.	11/9/2017 10:26 AM
55	Like the wolves at Henderson and CPT. Statues to honour the settlers, the area, local artists, stuff in metal, floral. This is needed for our side of town!	11/9/2017 10:22 AM
56	Prairie grasses and trees. Nothing commercial - natural.	11/9/2017 10:18 AM
57	Artwork that is more natural and blends with the area. It is located earth work and trees.	11/9/2017 10:15 AM
58	Low maintenance and durable over time.	11/9/2017 10:12 AM
59	Statues and park benches.	11/9/2017 10:10 AM
60	Nature.	11/9/2017 10:09 AM
61	Animal art (like the wolves!!)	11/9/2017 10:08 AM
62	- Lighting and bridge architecture - Local heritage conveyed - Highlighting links to topography, landscape, etc	11/9/2017 9:08 AM
63	Art design of past area history old building.	11/9/2017 9:04 AM
64	None.	11/9/2017 8:58 AM
65	Roadway lighting, rest areas, green spaces and walking trails.	11/9/2017 8:56 AM
66	Not sure.	11/9/2017 8:49 AM
67	- Historical - North end history of a variety of events	11/9/2017 8:45 AM
68	No opinion.	11/9/2017 8:39 AM

## Chief Peguis Trail Extension West Study (from Main Street to Brookside Boulevard)

SurveyMonkey

69	Local artists and sculptors.	11/9/2017 8:34 AM
70	Natural in association with the surroundings.	11/9/2017 8:31 AM
71	Let's build first.	11/9/2017 8:27 AM
72	Nothing too expensive.	11/9/2017 8:23 AM
73	Painting	11/9/2017 8:22 AM
74	I'm not big on art. Money could be directed elsewhere.	11/8/2017 2:55 PM
75	Art of historical significance or in line with surroundings (i.e. Osborne St. bridge).	11/8/2017 2:48 PM
76	Native art by local artists.	11/8/2017 2:47 PM
77	Game for anything, great idea to incorporate art.	11/8/2017 2:44 PM
78	Murals, polar bears.	11/8/2017 2:40 PM
79	N/A.	11/8/2017 2:37 PM
80	Bridge art. Please leave it as natural greenways.	11/8/2017 2:31 PM
81	Think of the expansion. We pay high taxes also we get 0.	11/8/2017 2:28 PM
82	Build the CPT list. Waste no more money on trying to open Portage and Main.	11/8/2017 2:24 PM
83	Conceptual concept appear to be satisfactory, hope forecasted budget does not cost over run.	11/8/2017 2:13 PM
84	Personally, those would be too distracting.	11/8/2017 1:58 PM
85	Indigenous art, nature sculptures, recognition of fallen hero's.	11/8/2017 1:54 PM
86	Trees and cement sound barriers with design is good enough. No artwork.	11/8/2017 1:45 PM
87	Greenery, shrubs (decorative), like Gateway and CPT.	11/8/2017 1:44 PM
88	I really don't have an idea. But the attenuation wall is lovely.	11/8/2017 1:42 PM
89	Parks. What was on the board would be nice, incorporating routes would be beneficial.	11/8/2017 1:40 PM
90	Don't care but make it lasting.	11/8/2017 1:34 PM
91	Lots of lights along the road.	11/8/2017 1:20 PM
92	None.	11/8/2017 12:01 PM
93	Native art should be considered. Use Manitoba artists from universities, etc. Art should be varied and reflect Manitoba.	11/8/2017 12:00 PM
94	Local graffiti art.	11/8/2017 11:59 AM
95	Local graffiti art.	11/8/2017 11:58 AM
96	?	11/8/2017 11:56 AM
97	Something with LED lighting, considering it gets dark early for 8 months of the year.	11/8/2017 11:50 AM
98	Sculptural - interactive.	11/8/2017 11:45 AM
99	Anything that will deter from graffiti.	11/8/2017 11:44 AM
100	Same reason.	11/8/2017 11:31 AM
101	That is a total waste of taxpayer money!	11/8/2017 11:25 AM
102	Historical and aboriginal.	11/8/2017 11:22 AM
103	Natural landscape - foliage. Walls attract graffiti and looks like ghetto slum.	11/8/2017 11:18 AM
104	Aboriginal artwork in honor of the Chief the project was named after.	11/8/2017 11:11 AM
105	any is good	11/8/2017 8:52 AM
106	Similar to CPT completed. Like the statues, lighting, and resting spots	11/8/2017 7:25 AM
107	Cheap or Free	11/7/2017 3:39 PM
108	Retaining walls, themed sculpture, water/ice features	11/6/2017 4:52 PM

## Chief Peguis Trail Extension West Study (from Main Street to Brookside Boulevard)

SurveyMonkey

109	Places for various art work as opposed to just cement barricade walls.	11/4/2017 5:52 PM
110	Continuation of what has been done along cheif peguis Trail already	11/4/2017 11:08 AM
111	Art that symbolizes the cultural diversity of Winnipeg.	11/3/2017 10:33 AM
112	---	11/2/2017 9:45 PM
113	the wolf statues are really neat. something along those lines.	11/2/2017 8:00 PM
114	spontaneous, from the people	11/2/2017 3:39 PM
115	Dont know.	11/2/2017 2:08 PM
116	Murals, painted or sculpted by local artists	11/2/2017 9:33 AM
117	The CPT extension is a mistake for the city to consider at this time.	11/1/2017 7:54 PM
118	Art representative of our indigenous community	10/31/2017 1:57 PM
119	Bigger and more noticeable public art. I'd like to see large sculptures lit up at night and nice designs into the overpass structure.	10/30/2017 3:55 PM
120	natural art, sustainable materials	10/28/2017 10:08 AM
121	Local from Fine Arts students from U of M	10/28/2017 7:43 AM
122	Unknown	10/27/2017 11:43 AM
123	More about the Scottish Kildonan Settlers. (Please, no more Native art, there's too much, it's being shoved down our throats)	10/26/2017 9:32 PM
124	Aboriginal. Historic.	10/26/2017 7:09 PM
125	None. This is a waste of valuable tax dollars and should not be considered until more critical issues such as road maintenance and other infrastructure items are addressed.	10/26/2017 3:52 PM
126	indigenous	10/26/2017 3:23 PM

## Q7 Please provide any additional comments, questions or feedback you have on the recommended design.

Answered: 131 Skipped: 87

#	RESPONSES	DATE
1	I am very disappointed that while there is a grade separated crossing of McPhillips for motorized vehicles, there is no grade crossing a high speed, six lane truck route for people on foot or bike. Also missing are any plans for a grade separation of the northwest hydro corridor greenway, identified as a spine in the city's bike network and a future access from precinct D to the Leila/McPhillips Regional Mixed Use Centre. Property acquisition required for this bridge should be included in this project, and building of the grade separation should be a requirement of any developer agreement related to precinct D. The Ferrier pathway needs to be extended to Leila (potentially as a rail with trail along the Winnipeg Beach Rail line) rather than ending at Templeton, which has far too much traffic to be considered as a mixed use corridor as you have proposed. Finally, the old Bergen cut-off rail line lands need to be preserved for future walking and cycling facilities as it is a cornerstone of the AT plans for precincts C and T.	11/18/2017 5:30 PM
2	Grew up in Riverbend, and later moved to Garden City, this whole northwest quadrant of the city needs expansion on our city roads, and I'm glad to see that happening very soon with these new proposals. This will definitely cut commute times for everybody in Northwest Winnipeg. Very solid plan for CPT western extension. Will definitely relieve traffic on Leila/Partridge between Main and McPhillips, and Main Street between Chief Peguis Trail and Leila/Partridge in the short-to-medium term. The second western extension between McPhillips and Route 90 - Brookside would help relieve traffic on Inkster Blvd. This whole route would relieve the traffic on intersections of Leila and McPhillips, and on McPhillips and Inkster.	11/16/2017 6:33 PM
3	There was insufficient information with respect to timeline for the construction schedule and areas that would be disrupted during the construction and for how long.	11/16/2017 2:39 PM
4	For all, Main/Peguis + McPhillips/Peguis + Pipeline/Peguis Intersections, north-south traffic should take priority and be free-flowing. East-west should be controlled (since the perimeter allows free-flow for east-west). Expropriate land as necessary to increase flow of traffic (too many curves). Has great potential but traffic priority needs work.	11/16/2017 2:36 PM
5	Let's do it. But keep traffic moving, not red lights every block.	11/16/2017 2:33 PM
6	I would like a sound barrier wall put up on Main Street between Red River Blvd. and Fernbank. It's going to get very busy and we already live on top of Main Street. Please consider. Thanks.	11/16/2017 2:29 PM
7	2024? What a joke.	11/16/2017 2:26 PM
8	We really need Dr. Jose Rizal Way to connect to Leila Ave. We live at 15 Cail Bay and during rush hour it is very hard to get into and leave our bay because of the traffic on Jefferson Ave.	11/16/2017 2:23 PM
9	I would have thought they give Trascona another way out and finish the East end first.	11/16/2017 2:21 PM
10	Plan looking pretty well thought out if you can count on the artist's drawings. The highway will surely move traffic from one end of the City to the other. Very important.	11/16/2017 2:19 PM
11	My main concern is the quick & easy flow of traffic with NO traffic lights. I also hope the new asphalt will not be wavy and not up to provincial standards as the existing road is. It would fail to meet provincial standards if tested today. City of Winnipeg will most likely have to repair existing road within 5-10 years. In short, I hope new contractor will do much better!	11/16/2017 2:13 PM
12	I still think that the Ferrier St. access should only be a right in/right out junction with no lights, no centre median cut and no left turns.	11/16/2017 2:07 PM
13	Looks good. However, may not live to see it come to fruition.	11/16/2017 2:03 PM
14	Traffic in residential area is extremely heavy, due to new developments north of Leila.	11/16/2017 2:01 PM

15	Would like to see the Ferrier pathway extended south to the Winnipeg beach line onto Leila. Templeton has too much traffic to constitute an "all ages and abilities" route in mixed traffic. Would like to see a grade separation for the CPT pathway over the new 6 lane McPhillips to match level of service granted to vehicles. We need to be planning for a bike/pedestrian bridge that will extend the planned Northwest Hydro corridor greening over Chief Peguis. This will be a network spine and provide access to the future Precinct D. As there is no bike facility on McPhillips, this will be a critical north north/south bike route connecting to the McPhillips at Leila regional mixed-use corridor. A pathway should be built along the right of way to connect the western end of the Amber Trails to Leila. Bike lanes should be required on Pipeline Rd as per pedestrian and cycling strategies.	11/16/2017 1:58 PM
16	I feel this project needs to be approved by the City council.	11/16/2017 1:47 PM
17	Good signage!	11/16/2017 1:46 PM
18	Should proceed ASAP.	11/16/2017 1:41 PM
19	Great project - there should be support by all of council.	11/16/2017 1:40 PM
20	Really happy that McPhillips and Main have overpasses. Gateway and Henderson need one now. NOT happy about at grade intersections for Pipeline, Ferrier and Jose Rizal. CPT should be uninterrupted with intersecting roads flying over CPT.	11/16/2017 12:35 PM
21	Please consider less of traffic lights but more of the roundabouts. They would work better to get the traffic moving. Murray into Main, please consider a left turning lane northbound Main. I live in that area for about 22 years now and going through side roads and making a U-turn somewhere on Main is not really a good idea.	11/16/2017 12:24 PM
22	Keep the traffic moving.	11/16/2017 12:17 PM
23	Just get it done. Note for other consideration (project): Please consider Marion East at Lagimodiere = Panet/Dugald Diversion of Marion.	11/16/2017 12:10 PM
24	The recommended design is a good plan although you could have other designs for a trail over Main Street.	11/16/2017 12:08 PM
25	Please build it now! :) It is badly needed because it will create more recreational activities, retail locations and housing - which this area needs. Thank you.	11/16/2017 12:05 PM
26	Please consider having the proper groundwork for a proper interchange @ Brookside (i.e. Clover, or stack), keep the traffic flowing, eliminate lights and keep talking to the public.	11/16/2017 12:01 PM
27	The City should make overpasses at ALL the intersections if they want to improve the flow of traffic. The Gateway - CPT intersection is horrible! Always get stopped at lights. They made a pedestrian/cyclist overpass?? Why not make overpass for cars and leave pedestrians and cyclists at grade level? Do it right the first time instead of going back 10-20 years later to try and fix it.	11/16/2017 11:50 AM
28	The project should be built as soon as it can be to keep expenses in line. Promote economic growth. Help CentrePort. Get traffic off residential streets.	11/16/2017 11:40 AM
29	No questions or feedback.	11/16/2017 11:38 AM
30	We do not need at-grade intersections at Ferrier, Pipeline and Jose Rizal Way. We need interchanges or keep the access limited. i.e. No left turns. Spending this kind of money doesn't make sense to not do properly.	11/16/2017 11:37 AM
31	Using the parking lot as thoroughfare to the park and ride (Parking lot with Dollarama and Starbucks) is dangerous. That parking lot is already super busy and narrow. Perhaps look at the land west of the condos/apartments on Murray.	11/16/2017 11:32 AM
32	Railway close to Dr. Jose Rizal Way... is it to be closer for a walking path or not - confusing. Some shows yes, others not.	11/16/2017 11:28 AM
33	The design looks superb but if I have any comments, it would be to start the project as soon as possible! We need a road that will make easier the traffic through downtown.	11/16/2017 11:16 AM
34	I whole heartedly agree with the design in principle. However, a roundabout at templeton/McGregor makes no sense. The amount of traffic that flows through that intersection and future traffic makes a person wonder about the logic of this decision.	11/16/2017 11:12 AM
35	Hopefully lights synched at Ferrier and Pipeline are eliminated. Better construction than of Henderson to Lagimodiere. Not an old road but already getting bumpy!	11/16/2017 11:07 AM

36	Happy to see overpasses at Main & McPhillips. Sad to see interchange at Ferrier. Would be nice not to have any lights slowing traffic down.	11/16/2017 11:05 AM
37	No intersection at Ferrier please. Don't slow traffic down.	11/16/2017 11:01 AM
38	Time to twin Leila! The sooner CPT is done, the better. Have you considered leaving room for transit? i.e. If you have BRT (since council is too stupid to have LRT), did you allow space for dedicated lanes down the middle of Main St.? Or will that squeeze other traffic?	11/16/2017 10:57 AM
39	I would like to see a greater diversion of traffic away from Ridgecrest and Murray. Tremendous amount of traffic currently uses our residential street (Ridgecrest) as a means of thoroughfare to McPhillips. Unsafe for our kids when they need to compete with vehicle traffic (when we have no sidewalks).	11/16/2017 10:51 AM
40	The land for this project was expropriated close to 20 years ago, and the first meetings took place in 2014. Many meetings have taken place and cost \$\$\$ but no funding is in place for this project? We want to see this road built and the amenities can come later. Be sure the runoff and on lanes are long enough, not like the ones @ Henderson Hwy. This needs to happen A.S.A.P with the building of Aurora Point the traffic will only get much worse. It is awful now trying to get onto Main St. at rush hour or Chief Peguis Trail most times.	11/16/2017 10:44 AM
41	Hoping this will actually get the funding it deserves. This is a long time coming. Safety is foremost as traffic in surrounding residential streets is growing. Deterioration of residential streets due to increased traffic.	11/16/2017 10:08 AM
42	Hope it is built soon!	11/16/2017 10:04 AM
43	If this was proposed for the south end we would not have this discussion. We NEED THIS!	11/16/2017 10:00 AM
44	I like the designs shown and am looking forward to seeing the project come about.	11/16/2017 9:59 AM
45	I found the current design to be very effective. My main concern would be downgrading the design by eliminating the overpasses.	11/16/2017 9:56 AM
46	We need this now for: - Economic development - Trade - Take traffic off local streets	11/16/2017 9:53 AM
47	OK.	11/16/2017 9:40 AM
48	Too much emphasis (at what cost?) on bike paths. Will there be an overpass at the railroad crossing?	11/16/2017 9:34 AM
49	- Make room for a Costco. - Build an under/overpass for the train crossing so future issues will not arise. - Only have a bike/walk path or 2 lanes for walk/bike travel, 3 lanes is excessive.	11/16/2017 9:30 AM
50	I feel the City has more pressing matters to deal with like water/waste plant upgrades, still the roads, policing. This really isn't needed as the perimeter and center port are very accessible. McPhillips can't handle the traffic it has now, nevermind adding more.	11/16/2017 9:21 AM
51	No left-hand turn from Templeton to Northbound Main Street. Very dangerous and slow intersection, especially during peak traffic hours.	11/16/2017 9:17 AM
52	The design was presented very professionally with graphic display/ great deal of study and effort were taken into consideration.	11/16/2017 9:15 AM
53	Good presentation. Informative.	11/16/2017 9:09 AM
54	Against this project. There are actually "bats" located in this area - despite what your survey says. Area is also home to hawks, falcons, eagles, deer and coyotes. Not fond of the idea of having a bike path literally in my backyard! The idea of this Ferrier Forest is also ridiculous because of all the construction it will make it quite difficult for wildlife to survive or even remain in the area.	11/16/2017 8:59 AM
55	I would like to know when they are going to start to do the 4 lanes on Leila Avenue AFTER Pipeline Rd???? It's very dangerous at the moment when cars are parked on the side. Do we have to wait for an accident to happen???? They should have considered to do the lanes before. Lots of traffic. Very poor planning. Smarten up and let's get started!!!!	11/16/2017 8:56 AM

56	<ul style="list-style-type: none"> <li>• Extend Ferrier Pathway south to Leila to provide connectivity and link in with future cycling facilities on Leila and along the Winnipeg Beach rail line.</li> <li>• Change the at grade AT crossing at McPhillips to a grade separated o Drivers on Chief Peguis Trail will a grade separation over this six-lane highway, so should people walking or biking.</li> <li>• Plan for a future grade separation of CPT along NW Hydro Corridor Greenway o Future connectivity into Precinct D as part of the Pedestrian and Cycling Strategies spine network; o Provides north/south connectivity to the Leila &amp; McPhillips Regional Mixed Use Centre; o This is far more important than a future grade separation at Brookside Boulevard</li> <li>• Include cycling facilities along Pipeline Road as proposed in the Pedestrian &amp; Cycling Strategies</li> <li>• Preserve the Bergen Cut-off lands for future AT from Ritchie Street to Jefferson @ King Edward (or thereabouts) o Add this right of way to the City of Winnipeg Bicycle Network as an off-street pathway → Provides connection into Waterford Green trail system and School Site → Provides connection to Castlebury Meadows Trail system → Provides future connections for Precinct B → Provides connections for Amber Trails neighbourhood → Connects the western terminus of Amber Trails pathway to future Leila protected bike lanes/path → Connects Bitterfield to CPT via linear park</li> <li>• Ensure that future bicycle network facilities are displayed on all public engagement materials, especially those aimed at soliciting public feedback.</li> <li>• Ensure that adopted precinct plans are displayed as part of future public engagement processes involving transportation or land development.</li> </ul>	11/10/2017 11:17 AM
57	Long overdue. Often have felt Winnipeg's north has been neglected. Get less green space and regular city services (e.g. cutting grass, cleaning curbs, walking and bike paths!) Otherwise looks impressive. Very happy about green space and walking paths.	11/9/2017 10:28 AM
58	We've talked about this for 30 years. Enough already. Get it done!!! It looks fabulous. Seems well thought out. Work has gone into this, pieces are are resting as we speak, don't delay. Don't open Portage and Main, and we can have the money to get this done!	11/9/2017 10:23 AM
59	I live in Amber Trails on Baltic Bay and my yard backs onto the open field where the CPT is proposed. I enjoy seeing many types of birds and animals just outside my backyard. Red-winged blackbirds, chickadees, eagles, hawks, finches, foxes and deer. Would encourage planners to keep these habitats in mind when finalizing decisions in my area.	11/9/2017 10:20 AM
60	Along Baltic Bay where CPT is going, there is a large track of prairie field. In this field, there is a song bird meadow, red wing black bird, finches, chickadees, bald eagles, 2 types of hawks, snowy owls, great grey owls and butterflies. The nature is abundant and should not be lost. In May the firefly show by these little insects is a sight to behold.	11/9/2017 10:17 AM
61	Keep the pedestrian/cycling bridge over Main Street. Crossing at grade there looks slow and probably unsafe for people with children and with mobility issues (canes, etc).	11/9/2017 10:13 AM
62	Please ensure the forest on Ferrier is protected!	11/9/2017 10:11 AM
63	Less lights!	11/9/2017 10:08 AM
64	I don't feel this is needed when the perimeter is so close. The perimeter should be expanded to accommodate the traffic and not bring a freeway into a residential area.	11/9/2017 9:57 AM
65	Nic Curry needs to step up his support of this project otherwise he will NOT be re-elected.	11/9/2017 9:56 AM
66	See Q3.	11/9/2017 9:22 AM
67	I'll believe it when I see it! Hope I'm still alive! Northwest Winnipeg has been neglected far too long - don't drop the ball now!	11/9/2017 9:17 AM
68	Grateful that the scope is currently to Brookside Blvd only. Do not destroy Little Mountain Park.	11/9/2017 9:08 AM
69	Love it, now let's get it going. No more delays Mr. Bowman.	11/9/2017 9:05 AM
70	I am concerned with the mitigation of noise reduction in regards to the height and sound walls provided in the design. Also the entry and bicycle paths incorporated into the final design.	11/9/2017 8:57 AM
71	Let's get it done! Adequate sound proofing + berms are vital to preserve the natural serenity of our neighbourhoods! Don't want to hear traffic noises, loud or low! Especially at night and during the day.	11/9/2017 8:46 AM
72	Our concern is pipeline not being twined from Leila to Templeton. Traffic is heavy and backed up evening and morning at Ambergate drive. With this change it will be even worse and is there a need for traffic control devices, And the twinning of the road earlier.	11/9/2017 8:40 AM
73	Shitty idea. Waste of money! Environmental study failed to recognize all wildlife this affects! FYI there are bats out there.	11/9/2017 8:26 AM

74	I live at _____ and have concerns about the noise levels as my property backs onto Chief Peguis Trail. Will there be any walls between us?	11/9/2017 8:21 AM
75	I like the modified cloverleaf design. It seems very efficient. This extension is long overdue.	11/8/2017 2:55 PM
76	Try to remove as many obstructions on the trail that will slow/impede traffic flow - invest the money NOW to eliminate lights and add interchanges or traffic circles (like in Europe).	11/8/2017 2:51 PM
77	Now that we understand it better by going through all the displays and talking to some reps on hand, we like the proposed ideas to date. As a resident in the proposed area, this is a huge need and will make traffic better and safer for transit riders, pedestrians and cyclists.	11/8/2017 2:45 PM
78	Project should have been done already. Road is moving too far north because of delay, but better late than never. Do not use traffic lights. Do proper interchange at Pipeline Road involving no lights! And same goes for McPhillips.	11/8/2017 2:43 PM
79	Very well thought out and addresses traffic flow requirements, especially the bicycle path associated with this plan.	11/8/2017 2:40 PM
80	I'm concerned with the noise and speed of vehicles along Chief Peguis. I live on Valhallen Drive with NO sound barrier to CPT, and it is already very noisy. More traffic and big truck traffic will make it worse. A sound barrier is needed! Barn swallows were listed in the Environmental Assessment as not of concern. The Manitoba Breeding Bird Atlas (provincially funded group) has found the population significantly decline in the past 2 years. Swallows should be of a concern. Limiting the speed and size of truck traffic is needed. Pollution from exhaust and noise from large trucks should be limited within city limits.	11/8/2017 2:34 PM
81	CPT should start as soon as possible. Quit wasting time and money on efforts to open Portage and Main to people traffic. If Mayor Bowman continues to try to open Portage and Main to pedestrians... he will be voted out.	11/8/2017 2:25 PM
82	Please build CPT.	11/8/2017 2:21 PM
83	Pipeline is very congested and causing traffic concerns at high-volume intersections such as Pipeline at perimeter. Pipeline is mostly a residential street and should just bypass CPT - under or over - instead of intersecting. Also still no use for old Bergen-cutoff rail bridge.	11/8/2017 1:59 PM
84	They should build proper interchanges from the start.	11/8/2017 1:57 PM
85	Future land should be allocated for infrastructure of this nature pertaining the huge cost of expropriation of land. The City should have long-term protection for expansion.	11/8/2017 1:56 PM
86	By all means. Do build the Chief Peguis Trails for the betterment of Winnipeg.	11/8/2017 1:49 PM
87	Too many level crossings with traffic lights. Going to be just like Route 90. Can they not run service roads from the major intersections instead of walkway/bike lanes on both sides. i.e. McPhillips to Main Street.	11/8/2017 1:46 PM
88	Well done. Very informative. This area needs this project; will be a major issue come election time.	11/8/2017 1:40 PM
89	I support the recommended design. Hope the City goes forward quickly on the CPT.	11/8/2017 1:38 PM
90	* Close Ferrier or build a diamond interchange. No more lights - dangerous. * Diamond ABSOLUTELY necessary at Pipeline. An example of why is just 2 or so kms north. Pipeline and the perimeter is one of the deadliest intersections. So many people - lives matter. Should be included, not instead of. Do it "right" the first time, not like the south and Bishop Grandin/Kenaston. No more should a, could a, would a.	11/8/2017 1:35 PM
91	- Too many at grade intersections - Dead end Ferrier and don't build Jose Rizal extension to Peguis until traffic flow warrants and then build overpass not at grade intersection. - Build a freeway, not another parking lot.	11/8/2017 1:32 PM
92	I do not like the extension of Ferrier to connect with McGregor St. at Templeton Ave because it will be more traffic at that intersection, close to my house. I also do not like the proposed round-about. This will also cut into the open field and space that I enjoy next to my house on Templeton and McGregor at the present time. Ferrier St. should be left as is.	11/8/2017 12:03 PM
93	Bright lights.	11/8/2017 11:59 AM
94	Bright lights.	11/8/2017 11:58 AM
95	Build a real free way with no level crossings.	11/8/2017 11:57 AM

96	Would like more distance between widened Pipeline and Amber Trails/Amber Gates. Traffic will be doubled, tripled? But there are no plans for sound attenuation and no distance between the roadway and property lines.	11/8/2017 11:47 AM
97	Looking forward to the project starting!	11/8/2017 11:46 AM
98	Go ahead with CPT regardless of costs - the City has a way of taxing individuals to make up for any over costs, which happens almost always.	11/8/2017 11:33 AM
99	This road is needed badly. Basic design very good. Move to the south.	11/8/2017 11:31 AM
100	I disapprove of the project on the waterfront. A walkway along the river. Yeah right, the Forks walkway is underwater. All projects are approved for south of city because our mayor lives there.	11/8/2017 11:27 AM
101	Don't spend anything on public art and try to spend way less on bike lanes and bike infrastructure.	11/8/2017 11:26 AM
102	Underpass!	11/8/2017 11:23 AM
103	Finally we are getting into the 70's. Overpasses have been too long in coming. Less traffic lights and more interchanges would be nice. All in all... a good presentation and about time.	11/8/2017 11:23 AM
104	Concentrate on completing roads to alleviate traffic congestion on Leila and stop wasting time on cycling and pedestrian paths that will never be used. Most cyclists drive illegally on sidewalks in wrong direction, not using cycling lanes (waste of taxpayer's money and time). How many cycling and pedestrian paths on the Trans Canada?	11/8/2017 11:20 AM
105	Make sure pathways are built up so they don't flood (e.g The Forks).	11/8/2017 11:13 AM
106	Take out the traffic lights on Chief Peguis Trail! Until it can be build without having traffic lights dont build it. Having a "freeway" where you stop every 3 miles is a complete waste.	11/8/2017 8:53 AM
107	I am mortified that once again the design weighs heavily on traffic signals to enter this so called freeway. We need to do this right the first time using proper on ramps and off ramps, clover leafs and such because the current design will end up costing later generations millions to do it right in the future. However, sadly this is how Winnipeg municipal government and administration operates.	11/7/2017 10:27 PM
108	I support bicycling infrastructure development and oppose freeway development. You've done a very good job with this preliminary design, but an investment of \$400M (\$40M per kilometre) for private motor vehicles is very difficult to support. For the eastern leg of Chief Peguis that was built a few years ago, a major argument in favor of it was "reduce traffic on the numerous local residential streets" that existed for many kilometres on both sides of the right-of-way. For this extension of Chief Peguis, there is virtually no residential areas anywhere near it. So from that perspective, this Chief Peguis extension is unnecessary at this time.	11/7/2017 5:20 AM
109	Make sure active transportation corridors align also with the trans Canada trail	11/6/2017 4:53 PM
110	Don't put in lawn along medians and shoulders which requires regular maintenance, unhealthy chemicals and has other negative environmental impacts such as contributing to water runoff. Instead establish natural prairie plant species which provide better erosion resistance, less maintenance and encourage natural fauna and flora including frog species that inhabit the area. Using plants naturalized to the area would be an ultimate tribute to First Nations people's as the name of the trail attempts to do. Plaques could be established along the bike and walking paths interpreting the various plants.	11/4/2017 6:02 PM
111	Agree with the design. Get the project started!!!!	11/4/2017 4:28 PM
112	Improve the flow of traffic at the intersection of Templeton, McGregor, and Ferrier Road.	11/3/2017 10:38 AM
113	An interchange at Cheif Peguis/ main street is an overkill and expensive considering that there are other existing intersections and railway crossings in the city that are in need of major upgrades and an interchange. Consider prioritizing available funds for the north and east rapid transitway first as well as much needed road repairs and upgrades of existing infrastructure.	11/2/2017 9:55 PM
114	i would like to see HOV lanes to encourage car pooling (minimum 2+ or 3+ people per vehicle), which would be utilized for rapid transit. this would be a 3rd lane on a major thoroughfare such as CPT or Route 90. Perhaps the lanes could also be used by fully electric (not hybrid) vehicles (to encourage the purchase of electric vehicles).	11/2/2017 8:05 PM
115	Please do not damage Little Mountain Park or the quarry north of the park. Please preserve natural areas. Please landscape with natural plantings.	11/2/2017 3:40 PM

116	Instead of spending all the money to open Portage and Main to pedestrians, invest the money to speed this project along. In other words make this happen ASAP. The benefits of the Chief Peguis extension to positive traffic flow from east to west in Winnipeg out-weigh the perceived benefit to the Portage and Main issue. I'm sure everyone can see how beneficial the Lagimodier to Henderson extension was. Just imagine the benefits to traffic flow once the extension to Brookside opens. You'll be able to cross the cite from Lag to Brookside in 15 min...I cant wait.	11/2/2017 9:42 AM
117	More mega-highways on the fringes of the city to build sprawling, low density car based suburbs - mostly in surrounding municipalities. How does this make any rational sense for the city at all? It will mean: more traffic, more low intensity usage infrastructure, more community centres, more libraries, more schools, more area to cover with police, fire and paramedical service - meaning more new firehalls and police stations. And none of these new housing developments will have the population density and property tax base to actually pay for all these services. Heck, most of the new housing developments won't even be in the city - but their residents will LOVE this gift the city of Winnipeg will build for them.	11/1/2017 7:55 PM
118	Important to include walking/ bike paths as the rest of the Chief Peguis trail has. Our neighborhood was not designed with paths or sidewalks and this is very disappointing and actually deters people from being active. I take my kids for bike rides and along the Ferrier/Templeton streets it is very dangerous the way it is set up.	10/31/2017 1:25 PM
119	The design is awful, there needs to be a clover leaf with ZERO traffic lights. What is with Winnipeg's obsession with traffic lights? The residents of North Winnipeg deserve a proper interchange that doesn't interrupt the flow of traffic in any direction. Get with the times!	10/30/2017 3:56 PM
120	I don't think this will solve the capacity issue of turning Southbound on Main from Westbound on CP. The anticipation is that most traffic will continue West on CP rather than turn. The reality is, about 30% of the traffic turns West on Leila after the turn. The other 70% continues South on main. (Much higher in the morning rush hour.) While we will see an increase in volume as traffic takes advantage of the link to McPhillips, more volume will be needed on that turn, else we will continue to see backups on CP like we currently do. I would consider redesigning that one left turn to allow for continuous flow by adding a left exit ramp on the West side of the overpass that goes over the Eastbound lanes, cuts down the sewage treatment property and merges into Southbound Main. It won't have the aesthetically pretty look of a diamond exchange, but it would be more functional and drastically cut down on traffic backups along Westbound CP.	10/29/2017 9:53 PM
121	Project should be prioritized as urgent to help with the traffic as a result of significant residential growth in the study area	10/29/2017 12:41 PM
122	Double the amount of trees and shrubberies	10/28/2017 10:09 AM
123	Very sensible	10/28/2017 7:43 AM
124	Great idea! Can't wait for it to be built!	10/27/2017 8:25 PM
125	Unknown	10/27/2017 11:43 AM
126	Just excited that this expansion is being planned. This will be a great advantage for Winnipeg motorists	10/26/2017 9:32 PM
127	Good get going.	10/26/2017 7:10 PM
128	Hoping for flyover at mcphillips st crossing	10/26/2017 5:33 PM
129	Rather than the expense of opening Portage and Main the extension of Chief Peguis is of greater importance to taxpayers as it improves rather than impedes traffic flow in our city.	10/26/2017 3:53 PM
130	We don't need this massive expansion of roads. It will only further enable sprawl making the taxpayers on the hook for even more. You have not justified why this project is needed.	10/26/2017 3:41 PM
131	Please don't do this project. It is financially insolvent.	10/26/2017 3:21 PM

# APPENDIX

## **D** PUBLIC INFORMATION SESSION MATERIALS



PRELIMINARY DESIGN OF THE

# CHIEF PEGUIS TRAIL EXTENSION WEST

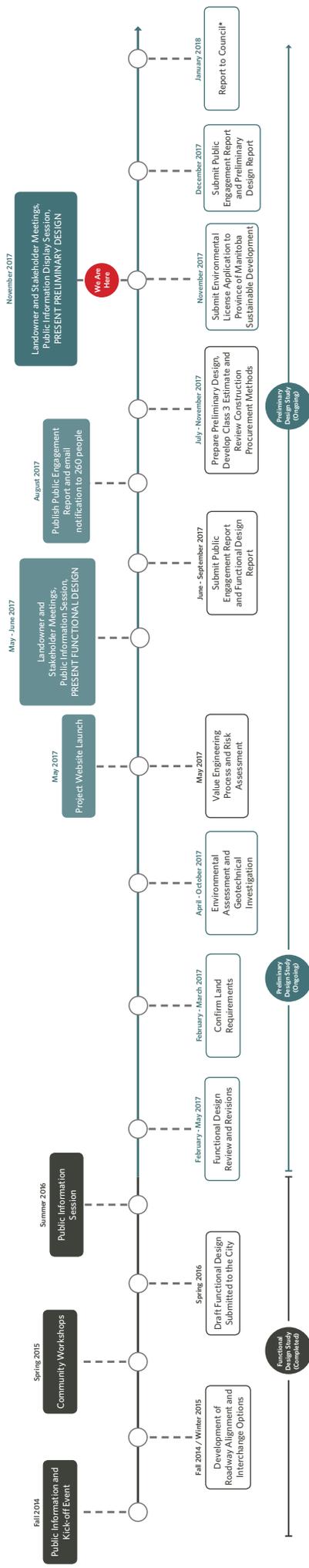
Public Information Session

November 7<sup>th</sup>, 2017

- » Thank you for attending today's public information session.
- » The following boards provide information on the preliminary design for the Chief Peguis Trail (CPT) Extension West from Main Street to Brookside Boulevard and **highlight some design updates since the last public engagement event.**
- » Study team members are available if you have any questions.
- » Please complete a comment sheet before you leave.



# Timeline



A **functional design** is an early phase of the design process in which the road right-of-way and roadway design are established. Functional designs are informed by technical studies which help identify projected travel patterns and demand. Public input and feedback is considered throughout the process.

A **preliminary design** is the next phase in the design process and builds on the Functional Design. A preliminary design includes greater detail of all design elements (i.e., lane width, intersections, etc.).

\* Report to Council will include presenting Class 3 estimate for budget considerations, recommendation of construction procurement method, approval of road alignment, and request authority for the City of Winnipeg to negotiate required lands.



# How this Study Has Continued to Consider Public Feedback 4

## WHAT WE HEARD IN JUNE 2017:

Amenities such as transit shelters and enhanced lighting, as well as natural landscaping, should be included in the design.

The number of at-grade intersections should be limited to increase the efficiency of traffic flow along CPT.

Walking and cycling infrastructure should be included in the design.



A number of adjustments were made to the design of the CPT Extension West as a result of both technical requirements and public and stakeholder feedback collected during the Functional Design Study, such as:

- A diamond interchange was added at CPT and McPhillips Street for the initial stage.
- Landscaping features and public amenities, such as public art, seating and transit shelters have been incorporated into the corridor design.

The Phase One Public Engagement Summary Report provides a complete summary of the feedback collected during Spring 2017.

This report is available online: [winnipeg.ca/ChiefPeguisTrail](http://winnipeg.ca/ChiefPeguisTrail).

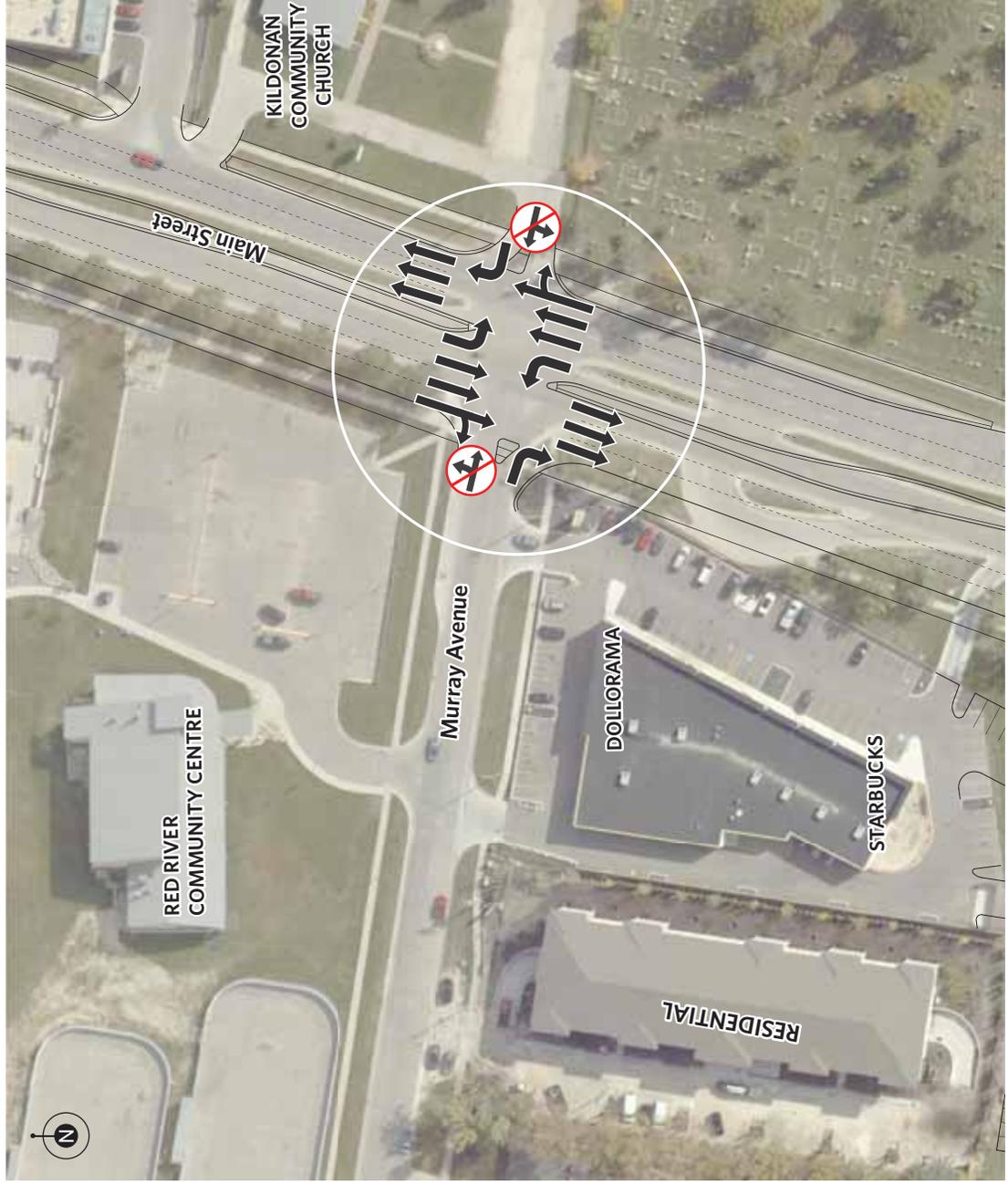
The functional design presented in June 2017 has been updated with a number of changes. **These changes were influenced by both technical requirements and public input, and include:**

- McPhillips Street will include six lanes between Leila Avenue and North Point Road. The additional lanes are required to accommodate regional traffic accessing CPT via McPhillips Street and future development in the area.
- Storie Road has been realigned near McPhillips Street.
- The pedestrian and cycling path has been removed on the north side of the CPT extension between Brookside Boulevard and the pedestrian bridge. Land for this pedestrian and cycling path has been reserved to accommodate the path in the future.
- The intersection of Murray Avenue at Main Street has been adjusted to no longer allow drivers to turn left from Murray Avenue onto northbound Main Street. See Board #6 for additional details.
- Ferrier Street was realigned to provide a straight connection between CPT and Murray Avenue, and to make more efficient use of land.

**Additional elements of the study that have been incorporated as part of the preliminary design include:**

- Transit
- Landscaping
- Public Art
- Drainage and Servicing
- The Environmental Act Proposal (EAP), in accordance with the Environmental Act.
- Sound Attenuation
- Value Engineering: An approach to provide the necessary function of the project at the lowest cost, promoting the substitution of materials and methods with cost saving alternatives, without sacrificing quality and functionality.

# Murray Avenue and Main Street Intersection Modification



- » The intersection of Murray Avenue at Main Street has been adjusted to no longer allow vehicles to turn left onto Main Street or cross Main Street.
- » During peak periods, heavy traffic volumes on Main Street limit opportunities for vehicles to turn left from Murray Avenue onto Main Street.
- » As traffic volumes increase, peak period queues on Main Street are forecast to extend past Murray Avenue with the CPT Extension, which will further reduce opportunities for vehicles to safely turn left from Murray Avenue onto Main Street.
- » Vehicles wishing to travel northbound on Main Street can make use of the traffic signals at CPT or Ridgcrest Avenue, or alter their trip to use other collector streets in the neighbourhood.

# Key Elements of Recommended Design

7

Key elements of the recommended design for opening day **include the following features:**

- Six lanes on the Kildonan Settlers Bridge (widening to the inside)
- Four-lane divided CPT roadway from Main Street to Brookside Boulevard.
- A single point urban interchange at Main Street.
- A diamond interchange at McPhillips Street.
- At-grade intersections at Ferrier Street, Pipeline Road, Dr. Jose Rizal Way and Brookside Boulevard.
- A pedestrian and cyclist path on the south side of CPT for the entire length of the extension, and on the north side of CPT between Main Street and just west of Pipeline Road.
- Two pedestrian and cyclist grade separated crossings of CPT and one pedestrian and cyclist grade separated crossing of Main Street.
- A Winnipeg Transit Park and Ride facility northwest of the intersection of Main Street and CPT.

The design includes the following expansions to accommodate long-term growth:

- Six-lane divided CPT roadway.
- Diamond interchanges at all at-grade intersections.
- Extension of the pedestrian and cycling path on the north side of CPT from the pedestrian and cyclist overpass at Amber Trails to Brookside Boulevard.
- A pedestrian and cyclist grade separated crossing of Brookside Boulevard.
- Additional Winnipeg Transit Park and Ride facilities.



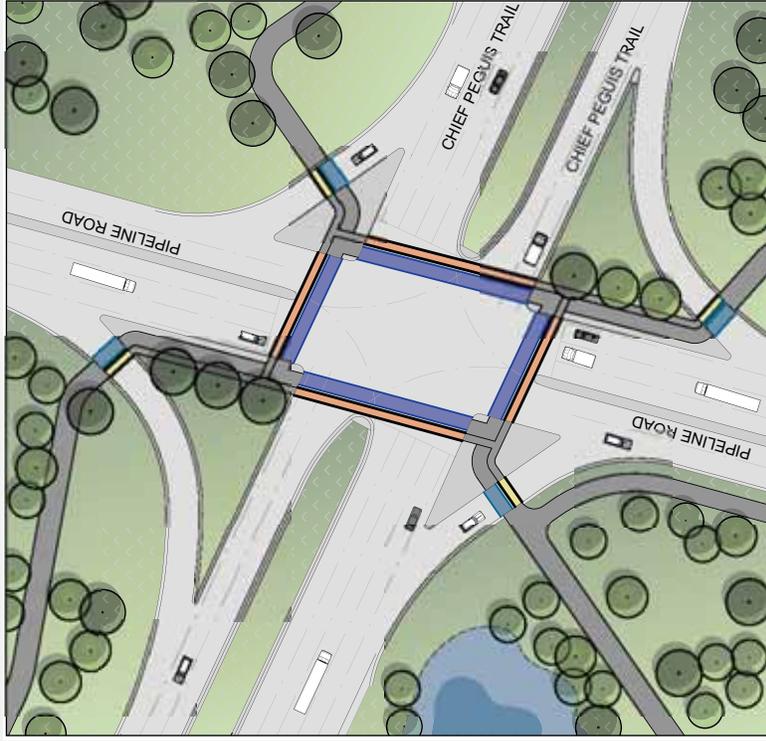
» A 4.5 metre off-street pathway along the entire south side of the CPT Extension and a portion of the north side is proposed. The pathway will provide connections to existing and planned future pedestrian and cycling infrastructure, and neighbourhood destinations.

Left: Example of a pathway recently constructed as part of the Southwest Rapid Transit Corridor Phase 2 project.



# Example of Pedestrian and Cycle Crossing at Pipeline Road

## TYPICAL PEDESTRIAN AND CYCLE CROSSING OF CPT AND AT-GRADE INTERSECTION



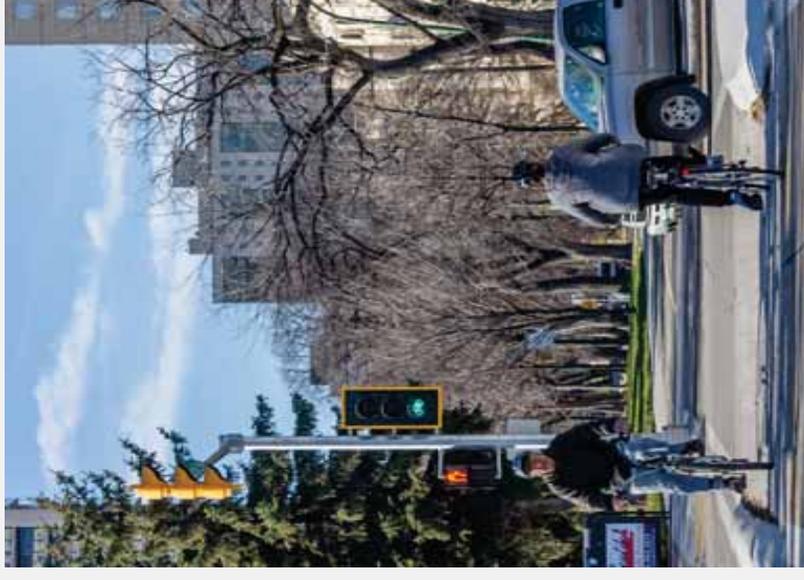
» Pedestrian crosswalks are provided at all intersection approaches and right-turn lanes.

» A crossride is a feature that can be provided in addition to a crosswalk. Crossrides allow cyclists to ride their bicycle within the crossing without dismounting. Crossrides are provided at intersection approaches and right-turn lanes where a continuous cycling route through the intersection is warranted.

» Pedestrian crosswalks and cyclist crossrides are **signalized** at the intersection and **signed** at the right-turn lanes. Right-turning vehicles must yield at these crossings.

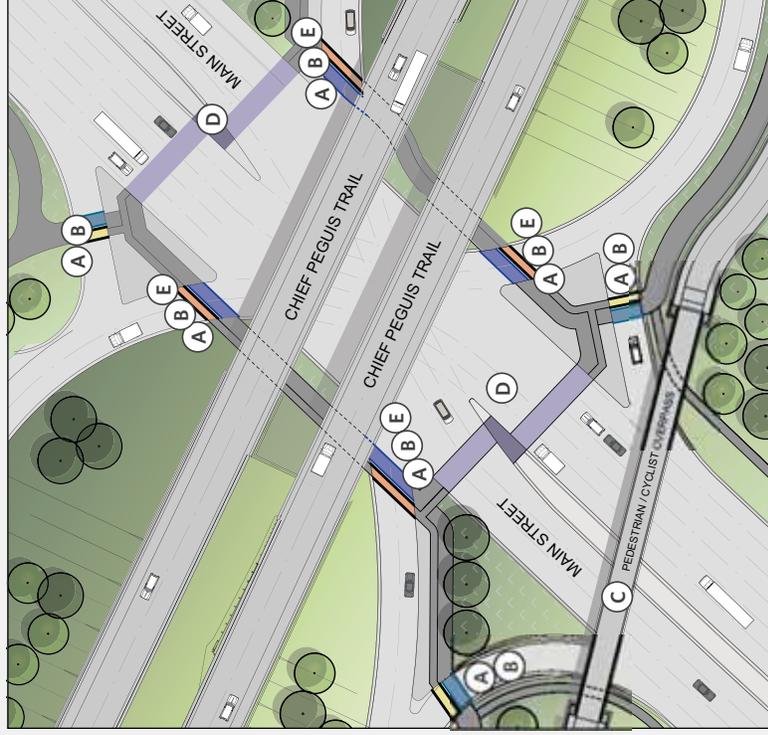
» Cyclists must yield to pedestrians on the right-turn islands.

Example of signalized bike signal and crossride



- A** Cyclist crossrides are provided at the CPT entry and exit ramps and all right-turn lanes.
- B** Pedestrian crosswalks are provided at all entry and exit ramps and right-turn lanes.
- C** A pedestrian and cyclist overpass of Main Street is provided south of CPT. This route provides a direct connection to the pedestrian and cyclist crossing of the Red River on the Kildonan Settlers Bridge.

## SINGLE POINT URBAN INTERCHANGE



**D**

Due to the traffic phasing at the signal, pedestrian and cyclist crossings of Main Street must be completed in two stages. Users crossing Main Street must wait in the median for a second walk signal and cyclists must dismount when crossing.

**E**

Signal timing requirements at the CPT entry and exit ramps may require some pedestrians and cyclists to stop and wait at both ramps when travelling north or south.

### SIGNALIZED CROSSING



### SIGNED CROSSING



### TWO-STAGE SIGNALIZED CROSSING



(CYCLISTS MUST DISMOUNT TO CROSS)

# Potential Opening Day Park and Ride Location



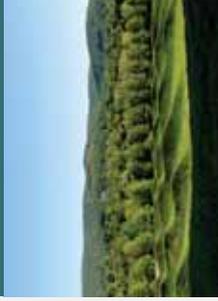
- » Park and Ride facilities are parking lots with public transit connections that allow people to park their vehicle or bicycle and ride public transit to their destination.
- » Park and Ride facilities have been investigated as part of the project to improve access to public transit service for the surrounding neighbourhoods and commuters travelling towards the city centre.
- » One Park and Ride location on the north side of CPT west of Main Street will be included as part of the initial configuration.
- » Existing Transit service will be maintained on Main Street and CPT.
- » Additional Park and Ride facilities near the CPT extension at Brookside Boulevard, Pipeline Road and McPhillips Street were reviewed as part of this study but are not included in the Preliminary Design. Park and Ride facilities may be considered for these locations in the future as the surrounding areas develop.

- » Feedback from the public indicated a desire to incorporate public art along CPT.
- » A Public Art Master Plan was prepared by the Winnipeg Arts Council for the CPT Extension Study.
- » The Public Art Master Plan identified potential locations for public art (see Board #13) and identified some key themes that could be incorporated into the public art designs.
- » The Public Art Master Plan ensures an adequate public art budget for implementation.
- » The artists will be selected in conjunction with the detailed design phase of the project.

Public Art is a tool to give meaning to a place by interpreting social, historical, cultural, and natural environments.

## PUBLIC ART EXAMPLES:

Earthwork: *Wave Field*  
by Maya Lin, New York



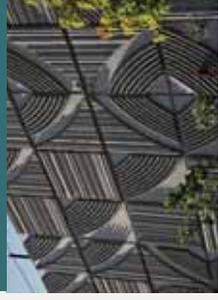
Bridge art: *Light Through*  
by Bernie Miller, Winnipeg



Fencing: *Randy Pausch Bridge*,  
Pennsylvania



Retaining Wall: *The Great Wall*  
by Vicki Scuri, Washington



Functional artwork: *Bike Rack* by  
Jess Koroscil, Winnipeg



Pond: *Cells of Life*  
by Charles Jencks, Scotland



Living Living Room  
by Erica Swendrowski, Winnipeg



Fencing: *From Here Until Now*  
by spmb, Winnipeg



Seating: *Close Commons*  
by Gurpreet Sehra, Winnipeg

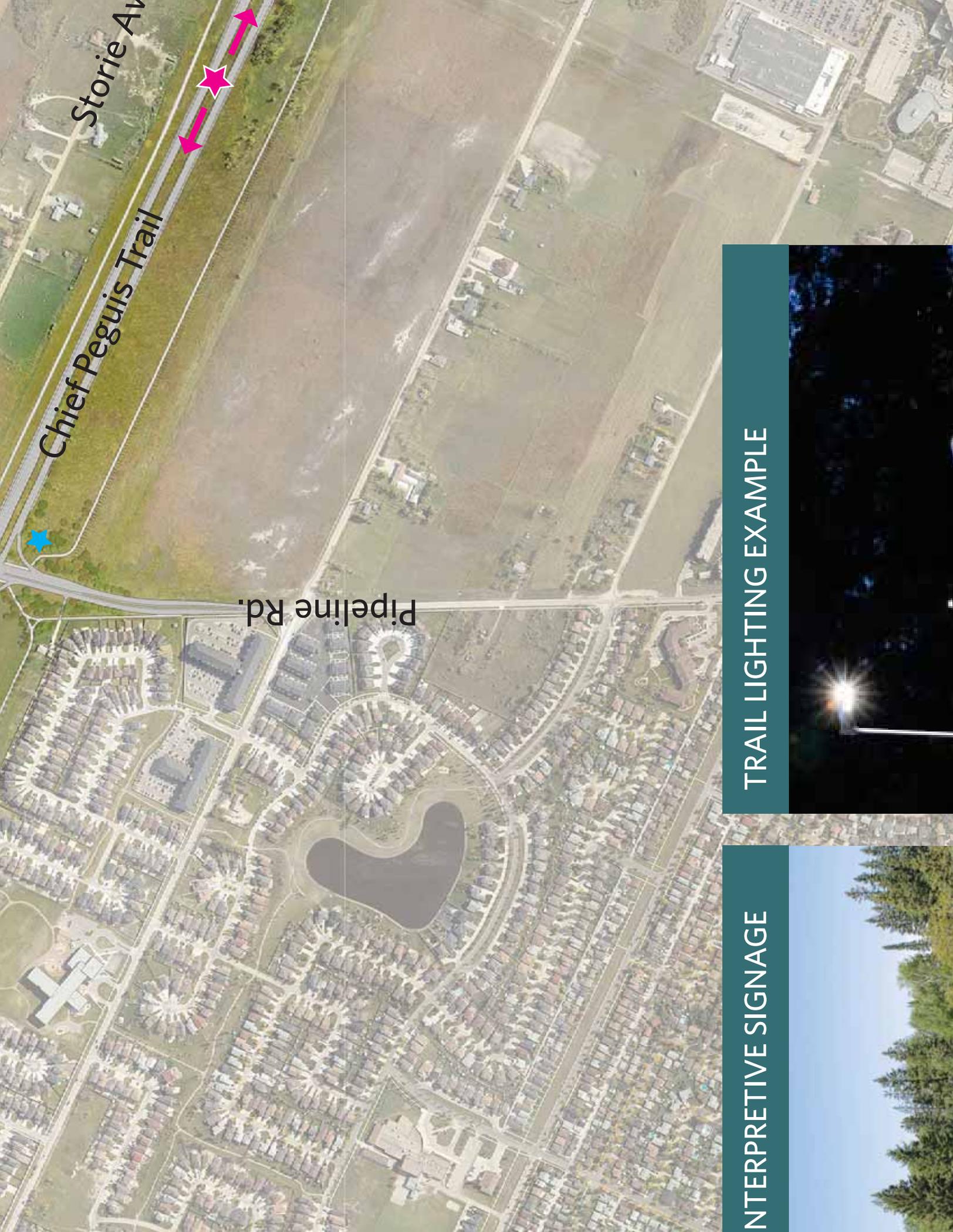


Roadway Lighting: *Tempe Light Rail  
Transit Bridge* by Buster Simpson



Public Art can be incorporated into the design in the following ways:  
earth works,  
lighting, gateways,  
wayfinding and  
signage, seating,  
retaining walls, and  
crossings.





Storie Av

Chief Peguis Trail

Pipeline Rd.



TRAIL LIGHTING EXAMPLE

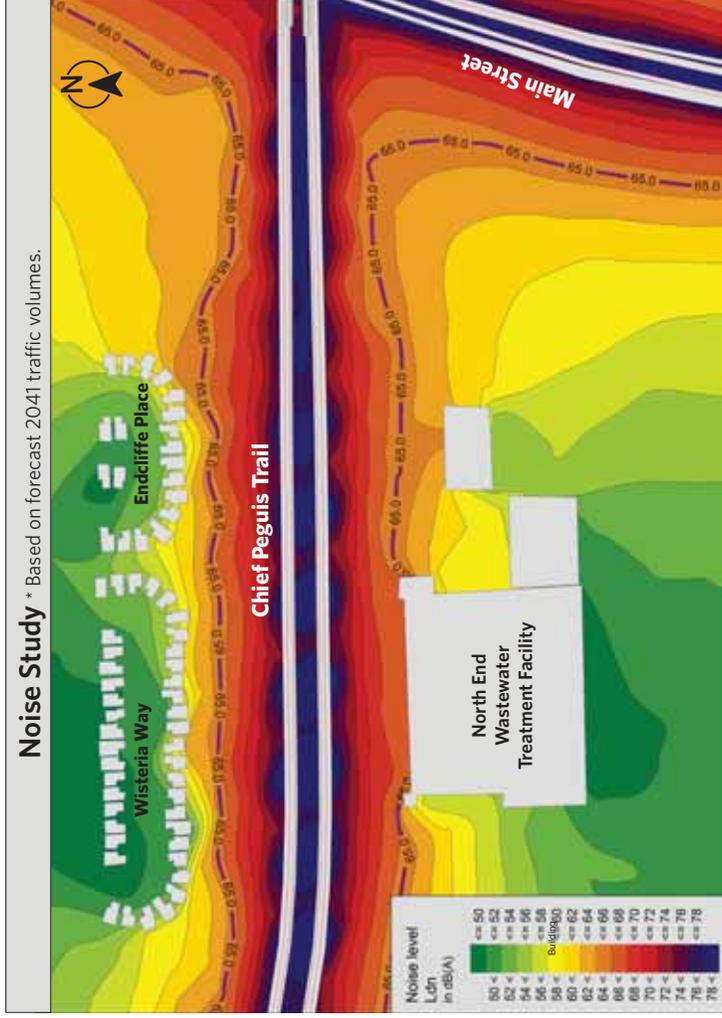


INTERPRETIVE SIGNAGE



Existing CPT sound attenuation walls

- » A noise study was conducted for the extension of CPT from Main Street to Brookside Boulevard **to determine if and where sound attenuation should be provided.**
- » The study found that the residential properties on Wisteria Way and Endcliffe Place that back onto the CPT right-of-way are forecast to experience noise levels at or beyond established City of Winnipeg criteria for providing sound attenuation. The design therefore includes sound attenuation walls along these properties to reduce noise levels to below the criteria.
- » Noise levels at all other residential properties along the proposed CPT corridor do not exceed the City of Winnipeg criteria for sound attenuation.





**The following assessments have been conducted to date to meet the requirements of The Environmental Act:**

<b>Amphibian</b>	Wood frogs and boreal chorus frogs are present throughout the study area. Details pertaining to mitigation measures will be recommended in future phases of the project.
<b>Bird</b>	The top three individual species include Red-Winged Blackbird, Savannah Sparrow and Yellow Warbler. Two species of conservation concern were observed, the Barn Swallow and Bobolink. Both of these species are ranked by the Manitoba Conservation Data Centre as S4B, meaning that breeding occurrences of this species is widespread, abundant and apparently secure throughout Manitoba. However, in Canada, these species' are listed as 'threatened' under the <i>Committee on the Status of Endangered Wildlife in Canada</i> . Details pertaining to mitigation measures will be recommended in future phases of the project.
<b>Bat</b>	Bat species were not detected.
<b>Vegetation</b>	No plant species of conservation concern were observed.
<b>Natural Area Valuation, with Emphasis on the Ferrier Forest</b>	The Ferrier Forest provides the best examples of wet meadows in the study area.
<b>Heritage Resource Analysis</b>	<p>Future recommendations for the archaeological work include:</p> <ul style="list-style-type: none"> <li>Protection and avoidance of current archaeological resources within the proposed right-of-way.</li> <li>Based on Historic Resource Branch requirements, a pre-disturbance Historic Resource Impact Assessment for areas of high archaeological potential (i.e. John Black Avenue and Main Street adjacent to cemetery) should be conducted.</li> </ul>

## ASSESSMENT RESULTS

- » Based on information collected from existing reports, biological surveys and from stakeholders and the public, key considerations for the study area include:
- The retention and preservation of Ferrier Forest.
  - The preservation of Frog Plains Park.
  - Protection of local heritage resources including the Hebrew Sick Benefit Cemetery and the former municipality of Old Kildonan as directed by the Historic Resources Branch of Manitoba if identified during pre-construction heritage monitoring.

## CLASS 3 COST ESTIMATE

- » A **Class 3 cost estimate** for this project which includes costs for roadways, interchanges, bridges, overhead sign structures, sewers, surface drainage, utilities, sound attenuation, multi-use pathways, street lighting, pavement markings, traffic detours, landscaping, removals, public art, property acquisition, engineering, administration and contingencies has been submitted to the Public Works Department for their review.
- » That cost estimate assumes that construction would start in 2020 and be completed in 2024, and that estimate is above \$400 million. The estimate could vary based on the recommended Project Delivery alternative.
- » The Public Works Department will present the final Class 3 cost estimate to City Council in early 2018, and that would be the estimate that the City would use to pursue funding if decided by City Council.
- » No construction funding is currently in place.

## PROJECT DELIVERY

- » Funding alternatives to deliver this project are **currently being reviewed by the project team.**
- » This review will produce a report that will help the City select an appropriate project delivery method from the following options:
  - Traditional design-bid-build
  - Design-build
  - Private-Public Partnership

Thank you for attending.

Please fill out a comment form before you leave.

If you have any questions, please contact:

David Jopling at WSP

204.943.3178 or [ChiefPeguisTrailExtension@winnipeg.ca](mailto:ChiefPeguisTrailExtension@winnipeg.ca)

Project Website

[Winnipeg.ca/ChiefPeguisTrail](http://Winnipeg.ca/ChiefPeguisTrail)



# Main Street Rendering



Kildonan Presbyterian Cemetery

Main Street

Proposed Main Street  
Park and Ride

Chief Peguis Trail

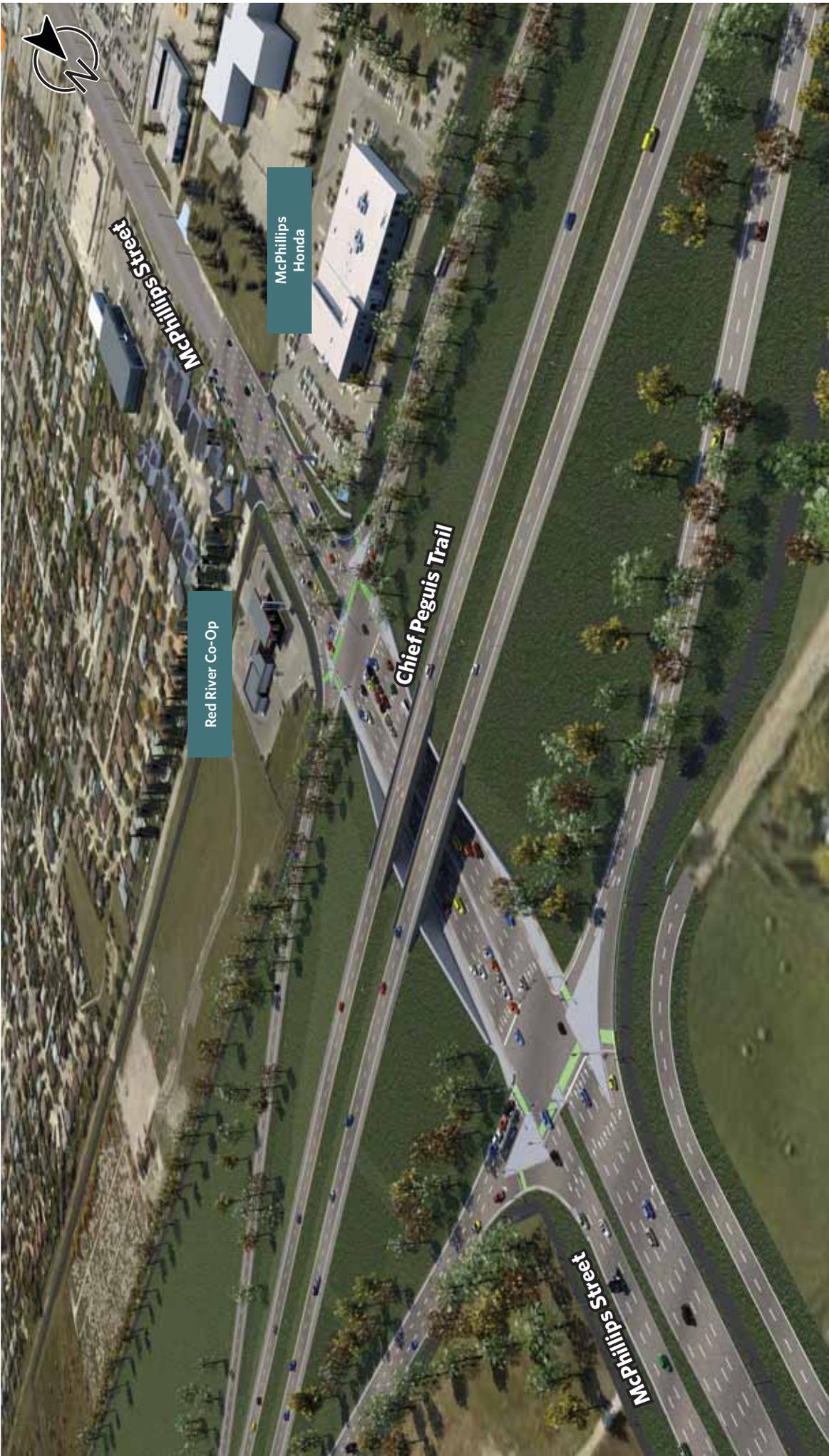
Kildonan Golf Course

Main Street

North End Water  
Pollution Control Centre



# McPhillips Street Rendering



# INITIAL - Brookside Boulevard to Pipeline Road



