

CITY OF WINNIPEG

# PUBLIC ENGAGEMENT SUMMARY - PHASE ONE

## CHIEF PEGUIS TRAIL EXTENSION WEST PRELIMINARY DESIGN

AUGUST 14, 2017





# **PUBLIC ENGAGEMENT- PHASE ONE CHIEF PEGUIS TRAIL EXTENSION WEST DESIGN**

**CITY OF WINNIPEG**

**PROJECT NO.: 16M-02381-01  
DATE: AUGUST 2017**

**WSP  
111-93 LOMBARD AVENUE  
WINNIPEG, MB, R3B 3B1**

**TEL: +1-204-943-3178  
FAX: +1-204-943-4948  
WSP.COM**



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# 1 INTRODUCTION

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 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 includes 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.

The intent of Phase Two, which will be completed in Fall 2017, is to present the final recommended design and seek input. Public engagement in Phase Two will include stakeholder meetings, landowner meetings, a public information session, and online comment form.

**Table 1: Phase One Engagement Activities**

EVENT	DATE	TIME	LOCATION	NO. OF ATTENDEES
Development Industry Stakeholder Meeting #1	February 10, 2017	2:30 p.m. – 3:30 p.m.	WSP, 111-93 Lombard Avenue, Winnipeg	9
Development Industry Stakeholder Meeting #2	February 10, 2017	3:30 p.m. – 4:30 p.m.	WSP, 111-93 Lombard Avenue, Winnipeg	4
'Commercial' Landowner Stakeholder Meeting	May 15, 2017	6:00 p.m. – 8:00 p.m.	West Kildonan Collegiate, 101 Ridgecrest Avenue, Winnipeg, Classroom 100	10 individuals attended, representing 8 properties
'Residential' Landowner Stakeholder Meeting	May 16, 2017	6:00 p.m. – 8:00 p.m.	West Kildonan Collegiate, 101 Ridgecrest Avenue, Winnipeg, Classroom 100	13 individuals attended, representing 6 properties
'Vacant Land' Landowner Stakeholder Meeting	May 17, 2017	6:00 p.m. – 8:00 p.m.	West Kildonan Collegiate, 101 Ridgecrest Avenue, Winnipeg, Classroom 100	12 individuals attended, representing 7 properties
Community Group Stakeholder Meeting	June 1, 2017	6:00 p.m. – 8:00 p.m.	West Kildonan Collegiate, 101 Ridgecrest Avenue, Winnipeg, Classroom 100	12 individuals attended representing 10 community groups
Development Industry Stakeholder Meeting #3	June 2, 2017	9:00 a.m. – 11:00 a.m.	WSP, 111-93 Lombard Avenue, Winnipeg	10
Public Information Session	June 6, 2017	4:00 p.m. – 7:00 p.m.	Red River Community Centre, 293 Murray Avenue, Winnipeg	244 signed-in, 113 comment forms submitted
Online Comment Form	Available online from May 25, 2017 to June 20, 2017	n/a	<a href="http://winnipeg.ca/publicworks/construction/projects/chiefpeguiswest.stm">http://winnipeg.ca/publicworks/construction/projects/chiefpeguiswest.stm</a>	112 responses collected

### 3 PROMOTION

The information session was advertised through the study website, the City’s Public Engagement E-Newsletter, a news release sent on May 25, 2017, social media (**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 Weekly, North End Times, and Filipino Journal. In addition, the study received promotion through local media coverage including television and print. A copy of all promotional materials can be found in **Appendix A**.

Three of the six newspaper ads (Filipino Journal, North End Times, and Metro News) advertised the incorrect day of the week (Thursday instead of Tuesday) for the public information session. A correction ran in the Metro News, the Filipino Journal issued a tweet with the correct date, and posters were placed at the public information session venue stating the correction. The posters contained contact information for WSP’s Project Manager and apologized for any inconvenience. One phone call was received inquiring about the date prior to the event.



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



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

## 4 PUBLIC ENGAGEMENT ACTIVITIES

During the previous functional design study, broad questions about alignment, intersection design and staging, potential connections, pedestrian and cycling facilities and route aesthetics were discussed with the public. The study team engaged with landowners, stakeholders, community members, and the public in-person and online to gather input and refine general and key study aspects. Key study aspects discussed through in-person and online engagement included:

- The design, including detail of all design elements;
- Land requirements;
- Potential locations for Park and Ride facilities; and
- Cycling and pedestrian infrastructure.

Information collected from stakeholder meetings, the information session, and online survey will be considered in the preliminary design. A description of each public engagement event and summary of the input received at that event are included in the following sections. To view more detailed comments, please see the meeting minutes and comment form responses found in **Appendix B** and **Appendix C**.



# 5 LANDOWNER MEETING

Three meetings with landowners who are directly affected (some or all of their property may be required for the CPT Extension West) were held. The small group meetings were organized based on the land use of the impacted property (i.e., commercial, residential, or vacant land). Affected landowners were invited to the meetings through registered mail delivered to the property or connected PO box roughly two weeks ahead of the meetings.

A total of 35 people attended the landowner meetings, representing 21 properties. **Table 1** indicates the total number of people invited and the total number that attended each meeting.

**Table 2: Landowner Attendance**

LAND USE	NUMBER OF PROPERTIES		NUMBER OF PROPERTIES REPRESENTED
	INVITED	TOTAL ATTENDANCE	
Commercial	20	10	8
Residential	12	13	6
Vacant	24	12	7
<b>Total</b>	<b>56</b>	<b>35</b>	<b>21</b>

The intent of the meetings was to provide landowners with an opportunity to receive information and ask questions about the impacts the design will have on their property in advance of the first public information session.

Each meeting was attended by members of the study team, and included a presentation to provide an overview of the study, followed by a question and answer period, and small group discussion. The study overview was delivered by the City’s Project Manager who shared information on the history of the study, the rationale for the CPT West Extension, and that construction is not imminent as funding has not been secured.

Following the study overview, landowners had an opportunity to ask general questions before reviewing the design. Members of the study team facilitated small group discussions around a large printed copy of the design which highlighted impacted properties. Notes were recorded and the following section summarizes the questions posed, as well as the issues and considerations raised during these meetings. Answers are provided to the following questions below in *red italics*:

**Commercial Landowners** (Monday, May 15, 2017 at West Kildonan Collegiate, from 6:00 p.m. to 8:00 p.m.)

- Will the Chief Peguis Trail Extension West be constructed as one project or will Main Street to McPhillips Street be constructed first, followed by McPhillips Street to Brookside Boulevard? *The City of Winnipeg’s Transportation Master Plan (TMP) has identified the western extension of CPT between Main Street and McPhillips Street as a medium term project to be implemented by 2021, and a further western extension between McPhillips Street and Brookside Boulevard (Route 90) as a long term project to be implemented by 2031. On April 25, 2012, City Council approved an amendment to the TMP, which resulted in the CPT between Main Street and Brookside Boulevard becoming a short term project. This study assumes that the CPT extension from Main Street to Brookside Boulevard will be constructed as one project.*
- Will you be presenting cost estimates for the project? *Yes, a Class 3 cost estimate will be presented to the public and stakeholders in the next project phase during the fall of 2017.*
- Will the CPT Extension West connect to the Trans-Canada Highway? *An extension of the CPT to the east to the TransCanada Highway is not part of the scope of this project, however, it has been identified in the City of Winnipeg’s Transportation Master Plan as a long-term project to be implemented by 2031.*
- What is the anticipated level of traffic? *It seems like it has the potential to be very high. Future traffic volumes were estimated along the CPT Extension and range from approximately 28,000 vehicles per day near Brookside Boulevard to 47,000 vehicles per day near Main Street in 2041.*

- Commercial development is being pursued for 50xxxxxxx. The landowner believes that the extension of the Chief Peguis Trail from Main Street to McPhillips Street will further enable this type of development. The landowner supports the extension of Chief Peguis Trail from Main Street to McPhillips Street.
- The landowner of 50xxxxxxx and 50xxxxxxx expressed interest that they would like to retain access to their property on the west side of the proposed Ferrier Street realignment.
- The landowner of 50xxxxxxx expressed that their access on Main Street is important for large delivery vehicles and garbage trucks to access the site. The design proposes to close this access.

**Residential Landowners** (Tuesday, May 16, 2017, at West Kildonan Collegiate, from 6:00 p.m. to 8:00 p.m.)

- How long will funding be available from the Federal Government to build the CPT Extension West? *The CPT Extension West is subject to Council and funding approval. At the present time, funding has not been allocated to the construction portion of this project by any level of government.*
- Once the project has been approved by City Council, will the Administration be in a rush to purchase properties? *The timing of property acquisition will be subject to City Council pending approval of this project. At the present time no funding has been allocated for construction of the CPT Extension.*
- Is the City of Winnipeg interested in completing the CPT Extension West from Main Street to McPhillips Street first? *Based on an amendment to the City of Winnipeg's Transportation Master Plan on April 25, 2012, the extension of the CPT from Main Street to Brookside Boulevard is considered a short term project. It is the intent for the entire portion of the CPT extension to be constructed as one project.*
- The landowner of 50xxxxxxx has requested that the impact to the property be reduced as the design will impact access.

**Vacant land Landowners** (Wednesday, May 17, 2017, at West Kildonan Collegiate, from 6:00 p.m. to 8:00 p.m.)

- Is the proposed design final? *No, the proposed design presented at the May 17th meeting is considered a 'functional' design. A 'functional' design is an early phase of the design process in which the road right-of-way and roadway design are established. WSP will be preparing the 'preliminary' design of the CPT Extension West that will be presented to the public and stakeholders in the fall of 2017. This preliminary design will provide greater detail of all design elements, confirm land requirements, address the requirements of the Environmental Act License, identify potential locations for Park & Ride lots, and identify potential locations for public art.*
- Where will CPT Extension West connect to Oak Point Highway? *The CPT Extension West will connect to Brookside Boulevard between Jefferson Avenue/Farmer Avenue and Mollard Road.*
- Will the extension of Chief Peguis Trail west of Brookside Boulevard impact Player's Golf Course and Little Mountain Park? *Little Mountain Park is located in the RM of Rosser and is therefore outside of the study area and beyond the scope of this project. However, the alignment for the CPT Extension west of Brookside Boulevard should not impact Little Mountain Park or Player's Golf Course.*
- If the project receives Provincial and Federal funding and is built, will it affect property taxes? *At this time, the City of Winnipeg cannot estimate if and how this project might impact property taxes.*
- Will the proposal for land drainage impact the tax assessment of the land? *At this time, the City of Winnipeg cannot estimate if and how this project might impact property taxes.*
- The area west of Pipeline Road has drainage issues – will adjacent properties be able to use the proposed land drainage infrastructure? *The project is considering drainage along the corridor and within the study area.*
- How many people are impacted by the project? *This project will directly impact a number of properties within the study area. All landowners have been contacted through the study process.*
- Will frogs be affected? *An environmental assessment is being conducted. The environmental assessment will include field visits for species of conservation concern, such as rare or at risk frogs, and ecological valuation of trees, wooded areas and wetlands. An Environmental Act license is required by the Province when opening new major roadways. In order to obtain the*

*Environmental Act license, mitigations must be in place to reduce harm to the environment, including the area's frog population.*

- When will the project be built? *The project is subject to Council and funding approval. There is no anticipated construction date at this time.*
- How much will the project cost? *A Class 3 cost estimate is being prepared as part of the next project phase, and will be presented to the public and stakeholders in the fall of 2017.*
- The landowner of 14xxxxxxx has concerns with how they will access their property with the design. They wish to maintain access to the south as there is a hydro corridor on the north side.
- The landowner of 14xxxxxxx shared that their property is farmed.

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

# 6 DEVELOPMENT INDUSTRY STAKEHOLDER MEETING

Three stakeholder meetings were held with individuals representing the development industry (i.e., developers and consultants) adjacent to the CPT Extension West. Two meetings were held on February 10, 2017, and a follow up meeting was held on June 2, 2017. Planning processes are currently underway for new communities adjacent to the CPT Extension West and it is important that the development industry stakeholders are aware of the study, potential impacts, as well as potential opportunities for coordinating planning processes. Meetings were scheduled throughout Phase One of engagement to provide updates on the study.

On Tuesday, February 7, 2017, members of the study team met with developers and consultants to formally introduce the study and the alignment of the CPT Extension West. Two meetings were held at WSP's Lombard Avenue office located at 111-93 Lombard Avenue from 2:30 p.m. to 3:30 p.m. and 3:30 p.m. to 4:30 p.m. Notes were recorded, and the following section summarizes frequently asked questions, as well as the issues and considerations raised during these meetings.

- The proposed land uses of Precinct G should not be impacted by the CPT Extension West, but the extension may have an impact on subdivisions and rezoning.
- It is anticipated that the Precinct G Precinct Plan will be submitted to the City for review in early April 2017, and be presented at a public hearing in Fall 2017.
- Interest in an opportunity to review more detailed information to understand the specific implications of the alignment to the Precinct G Precinct Plan.
- Frustration was expressed that this is the first time that the revised alignment is being discussed with large landowners as the new alignment impacts their land.
- Information sharing and support is needed to ensure that precinct planning processes do not get held up by the CPT Extension West study.
- Lots in Precinct C were registered with a caveat for sound retention fence requirements adjacent to the previous CPT Extension West right-of-way. As the alignment has now shifted, they would like the caveats taken off of all undeveloped lots.
- The change in the CPT Extension West alignment could potentially result in a change to precinct boundaries. The new CPT Extension West right-of-way may create a new north boundary for Precinct C.

On Friday, June 2, 2017, study team members met again with the development industry stakeholders within the vicinity of the CPT Extension West. The meeting was held at WSP's Lombard Avenue office. A total of ten people attended the meeting, which included developers, consultants, and members of the study team. The meeting was held from 9 a.m. to 11 a.m. and included a 20 minute presentation of the study's objective and goals, timeline, background information and the design. This meeting was held to provide the development industry stakeholders with an update of the project, from the February meetings.

Following the presentation, members of the study team facilitated small group discussions around a large printed copy of the design. Notes were recorded and the following section summarizes frequently asked questions, as well as issues and considerations raised during these meetings. Answers are provided to the following questions below in *red italics*:

- Has the City decided how to deliver the project? *The construction portion of the project is subject to Council and funding approval. There is no anticipated construction date at this time, and a delivery method has not been selected.*
- What will happen to the Ferrier Forest if the at-grade intersection at CPT Extension West and Ferrier Street is upgraded to a diamond interchange? Is the City setting land aside for a diamond interchange? *A design of the CPT Extension West was presented to the public in 2016, and has been updated since, incorporating changes based on technical requirements and public input. One of these changes was the shifting of the alignment of the CPT Extension West to the north between Pipeline Road and McPhillips Street to minimize the impacts on the Ferrier Forest and to plan for a future interchange*

*at Pipeline Road. The City of Winnipeg has sufficient land set aside for a future diamond interchange at the CPT Extension and Ferrier Street.*

- Will property be needed at the CPT Extension West and Main Street for drainage and structures? *This will be confirmed through the 'preliminary' design phase of the project which will be presented to stakeholders and the public in the fall of 2017; however, some land around Main Street will likely be required.*
- Is there land required for the re-alignment of Ferrier Street? *Ferrier Street is proposed to be realigned to tie directly into McGregor Street at Templeton Avenue. Some of the land required for the realignment is currently owned by the City of Winnipeg; however, additional land will be required. All impacted landowners have been contacted through the study process.*
- What is the northern boundary of the six lanes for McPhillips Street? *McPhillips Street will be widened to six lanes from Leila Avenue to North Point Boulevard, the new signalized intersection with McPhillips Street north of CPT.*
- For precinct planning processes, should developers be anticipating six lanes on McPhillips Street? *See above question & answer.*
- How is drainage being considered in the design? Is underground servicing included with the extension of Leila Avenue? *The project is considering drainage and servicing within the study area.*
- Is an at-grade crossing or grade-separated crossing proposed for the rail line? *At-grade crossings with flashing lights and gates are planned for the two rail crossing locations along the CPT Extension.*
- Will the cross-section of CPT be urban? *The cross-section of CPT is planned to be semi-urban, with a raised centre median and shoulders with ditch drainage.*
- The precinct planning process for Precinct G is looking at locations for Park and Ride facilities. It may be helpful to include the consultant for Precinct G when meeting with Transit to discuss Park and Ride locations.
- Will the study team ask to see precinct plans for the area before the CPT Extension West design is finalized? *Any available information on precinct plans within and adjacent to the study area will be reviewed as part of the study.*

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

# 7 COMMUNITY STAKEHOLDER MEETING

A meeting with community stakeholders was held on Thursday, June 1, 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 42 people were invited to attend the meeting. The invitation was emailed to 33 people and mailed to nine people. A total of 12 people attended the meeting representing 10 stakeholder groups.

The meeting was held from 6 p.m. to 8 p.m. and included a 20 minute presentation followed by a discussion of the design. Following the presentation, members of the study team facilitated small group discussions around a large printed copy of the design. Notes were recorded and the following section summarizes the issues and considerations raised during this meeting, as well as the frequently asked questions posed.

Issues and Considerations raised by Community Stakeholders:

- Excited to see that the plan for the CPT Extension West includes active transportation (AT) facilities on the north and south sides and would like to ensure that this is kept throughout the study.
  - When CPT was constructed between Lagimodière Boulevard and Henderson Highway, AT facilities were planned for both north and south of CPT; however, AT facilities was reduced to only one side to save costs.
- It is great to see pedestrian and cycling overpasses planned for the CPT Extension West.
- Murray Avenue is quite busy as a lot of vehicles use Murray Avenue as a short-cut to access McPhillips Street or Main Street.
- It can be quite difficult to make a left-hand turn from Murray Avenue onto Main Street because of high traffic volumes and as a result drivers often make risky decisions.
- The Kildonan Cemetery is interested in being a site for public art to depict its history.
- Frog Plain Park was suggested as a site for public art.
- The Red River Community Centre was suggested as a Park and Ride facility as it is perceived to be an underutilized parking lot.

Frequently Asked Questions raised by Stakeholders. Answers to these frequently asked questions are provided below in *red italics*:

- What does a Class 3 cost estimate mean? *A Class 3 cost estimate is considered a preliminary or semi-detailed cost estimate, and is based on the elements included in the CPT Extension West's preliminary design. For comparison, a Class 5 cost estimate is considered a conceptual or pre-design cost estimate, and a Class 1 estimate is considered a detailed or final estimate.*
- Before you finalize the plan, will you contact the landowners again? *Yes, the project team and the City are planning to meet with property owners and stakeholders to review the 'preliminary' design in the fall of 2017.*
- Is there any sense of when work will get started on the interchange at CPT and Main Street? *The timing of the project is subject to Council and funding approval, and as a result, there is no anticipated construction date at this time.*
- As a property owner who is impacted, what should my next steps be? *If you are an impacted property owner, the project team will contact you in regards to project next steps.*
- Are you looking at putting in four Park and Ride facilities? Will these become major bus lines? Who would the Park and Ride facilities serve? *Four potential Park and Ride sites have been identified at this stage of the project; however, the final plan may include additional or fewer Park and Ride sites. Winnipeg Transit will decide the locations and timing of any Park and Ride sites in the study area.*
- Are the four pedestrian and cycling overpasses part of the initial or ultimate design? *Three pedestrian and bicycle grade separations are planned for the initial stage (over Main Street south of CPT, over CPT between Ferrier Street and*

*McPhillips Street and over CPT west of Pipeline Road), and one pedestrian and bicycle grade separation is planned for the ultimate stage (over Brookside Boulevard south of CPT).*

- Will Main Street be realigned to accommodate acceleration/deceleration lanes? *Main Street will be reconstructed to accommodate the proposed interchange design, including all required turning and acceleration/deceleration lanes.*
- Will the project include the closure of John Black Road? *The connection to John Black Road from Main Street will be closed as part of this project; however, access for emergency vehicles will still be permitted.*
- How is the Murray Avenue/Main Street intersection impacted? *The Murray Avenue / Main Street intersection will be reconfigured as part of the project. Eastbound vehicles on Murray Avenue will only be allowed to make a right turn onto southbound Main Street; left turns onto northbound Main Street will be prohibited.*
- Can a traffic diverter be added to Murray Avenue near the railway tracks to restrict people from short-cutting? *This is beyond the scope of the CPT Extension West project.*
- Will the traffic lights on CPT Extension West be coordinated? *Yes, traffic lights will be coordinated along the CPT Extension West when the project is constructed. There is no anticipated construction date at this time.*

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

## 8 PUBLIC INFORMATION SESSION AND ONLINE COMMENT FORM

The first public information session #1 for the CPT Extension West Preliminary Design Study was held on Tuesday, June 6, 2017, from 4 p.m. to 7 p.m. at the Red River Community Centre, located at 293 Murray Ave. The intent of the public information session was to provide an opportunity for the public to view the 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. A total of 244 people signed in at the public information session.



**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 and presentation boards were also available online from May 25, 2017, to June 20, 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 225 comment forms were submitted to the project team (113 paper submissions, and 112 online submissions).

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

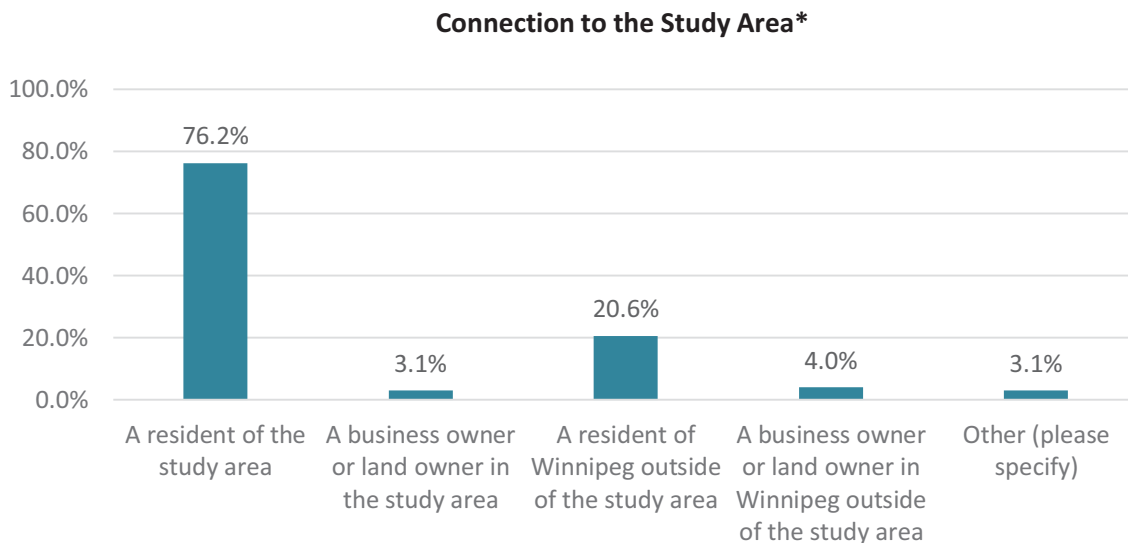


# 9 ONLINE & PAPER COMMENT FORM RESULTS

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, 225 comment forms were submitted to the project team (113 paper submissions and 112 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 225 responses.

## Connection to the Study Area

The comment form asked respondents to identify how they are connected to the study area. 223 respondents answered this question, and 239 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 (76.2%), followed by a resident of Winnipeg outside of the study area (20.6%), a business owner or landowner in Winnipeg outside of the study area (4.0%), a business owner or landowner in the study area (3.1%) and 'other' (3.1%). For those who selected 'other', a resident outside of Winnipeg was most common.



**Figure 5: Connection to Study Area**

*Number of respondents = 223*

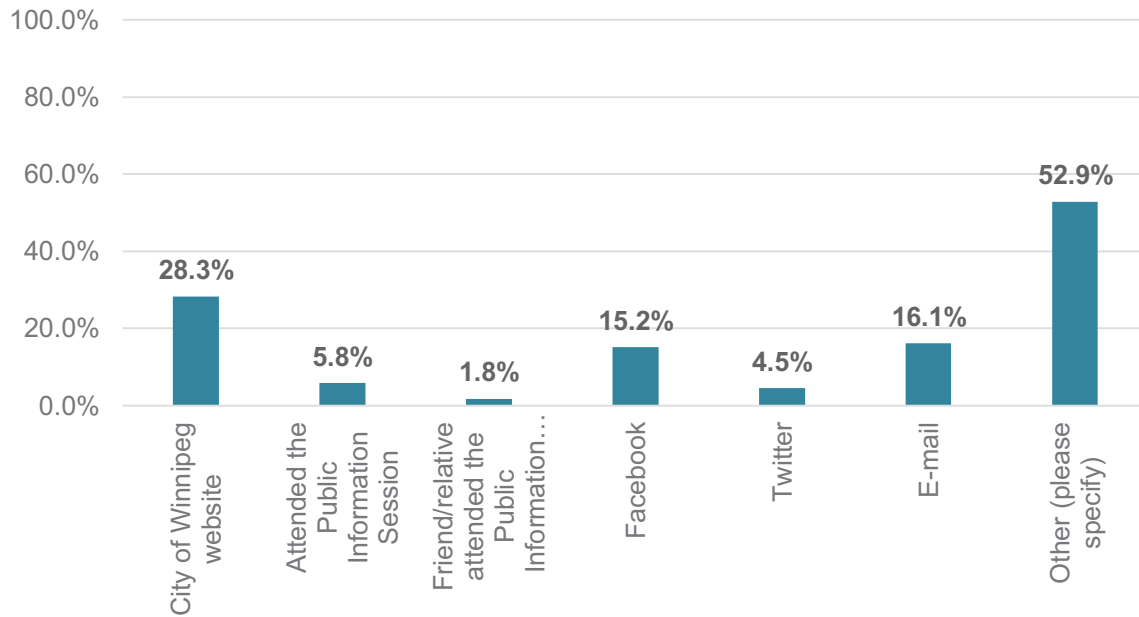
*Number of responses = 239*

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

## Promotion

223 respondents answered this question, and 278 responses were received, as a number of respondents chose multiple answers to the question when applicable. The majority of respondents selected 'other' (52.9%) and indicated that they learned of the online comment form through mail. The City of Winnipeg website (28.3%), e-mail invitation (16.1%) and Facebook (15.2%) also helped inform people about the online comment form.

### How did you learn about today's open house?\*



Number of respondents = 223

Number of responses = 278

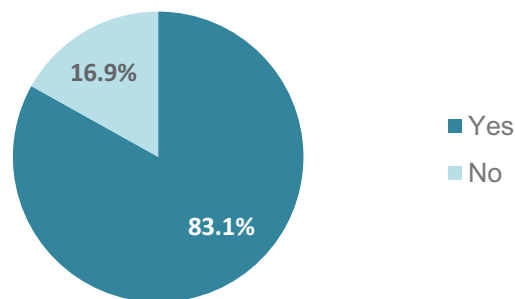
\*A number of respondents chose more than one answer to this question if was applicable

**Figure 6: How did you learn about today's open house (check all that apply)?**

## Project Information

195 respondents answered this question. The majority of respondents (83.1%) indicated that the public information session boards provided adequate information on the purpose of the project. Participants were asked to further elaborate on their responses. Those who selected 'yes' indicated that the presentation boards were detailed with a sufficient amount of information and strong visuals which communicated the design effectively. Respondents who selected 'no' shared that additional information on staging, transit, total project cost, public art, landscaping, and project delivery was needed.

In addition, a few comments suggested that the time of the public information session (4 p.m. to 7 p.m.) did not easily accommodate people who work, and an end time of 9 p.m. would have been more suitable.



Number of respondents = 195  
Number of responses = 195

**Figure 7: Did this Open House provide adequate information on the purpose of the project?**

## Suggestions for the CPT Extension West

The comment form asked “Do you have any ideas or suggestions for the Chief Peguis Trail Extension West? Please provide them below”. The following is a summary of comments and suggestions, categorized by theme, from the comment form:

### Active Transportation & Greenspace

- Appreciation for how cycling and pedestrian infrastructure is provided along the entire length of the CPT Extension West.

*“Please keep wheelchair accessibility in mind when planning/constructing.”*

- Pedestrian and cycling infrastructure should include public amenities such as comfort height benches (17 inches from ground), lighting to ensure visibility of pedestrians and cyclists, safe crossings, and bike racks or bike lockers.

*“Excited that cycling and pedestrian infrastructure is being incorporated into this extension. The current Chief Peguis Trail is amazing for both traffic and cyclists/pedestrians and I use it weekly. I’m hoping this expansion will include cycling infrastructure from Henderson to Main on Chief Peguis, as it is currently very unsafe and not cyclist friendly”*

*“Ensure adequate lighting and visibility along the walking and cycling paths as well as safe crossings.”*

- Desire for the green spaces along the corridor to include trees and native prairie grasses.

### Environment

- CPT Extension West should have minimal impact to the environment. Wildlife management should be an ongoing part of the assessment and the final design should consider how wildlife can safely cross the CPT Extension West.

*“I live near the Bishop Grandin Greenway and use it regularly. It is a beautiful place to cycle and walk as it has been landscaped naturally. Wildlife use this area as well. I would recommend some consideration be given to how wildlife could be naturally accommodated and allowed to pass safely wherever possible and to ensure they are not killed in the traffic. Wildlife management should be an ongoing part of the assessment.”*

### Project Timing & Funding

- The City should build the CPT Extension West as soon as possible.

*“Start it right away.” “Please start soon.”*

- The City should consider using a similar funding structure to build the CPT Extension West as to what was used to construct CPT from Henderson Highway to Lagimodière Boulevard as this section was completed under budget and ahead of schedule.
- The design is too elaborate for the City’s financial resources. Some respondents also noted that the design be scaled back by eliminating superficial components such as the pedestrian and cycling infrastructure. However, other respondents noted that project should be “build right” so that repairs and/or modifications are not required in the near future.

*“Please take into consideration full consumption/cost when developing proposals.”*

### Corridor Design

- Reduce the number of at-grade signalized intersections. Traffic flow along CPT should be made efficient which by minimizing the number of streets which intersect with CPT or by constructing interchanges only.
- The initial design of CPT Extension West should include an interchange at Brookside Boulevard and CPT as this intersection will be quite busy with truck traffic as well as commuters from West St. Paul, Rosser, and Stonewall-Stony Mountain area. In addition, Pipeline Road north of Leila Avenue should be twinned as part of the initial design as this section carries a lot of traffic.

*“Limit traffic lights to a minimum to increase efficient traffic flow.”*

- Initial design should include an interchange at Ferrier Street and CPT. As Precinct F and Precinct G are built out, traffic volumes will increase and there are concerns that drivers will use Murray Avenue as a short-cut to Main Street if Ferrier Street and CPT is designed with an at-grade intersection.

*“Pipeline at the Perimeter is a dangerous intersection. I would be concerned about having the initial at-grade signalized intersection. Extra precautions should be taken to ensure vehicles slow down and don’t just coast through.”*

- Concerns regarding the noise that will be created by traffic on the CPT Extension West. It was suggested that sound and visual barriers (fencing and landscaping), similar to what was done for the eastern portion, should be provided. A few respondents noted that there is a preference for natural landscaping instead of a wall or fence along the corridor.
- Overpasses should be aesthetically pleasing and should avoid using bright LED lampposts.

### **Travel Impacts of the CPT Extension West**

The comment form asked respondents to share how the CPT Extension West will change how they move throughout the city. The following is a summary of comments:

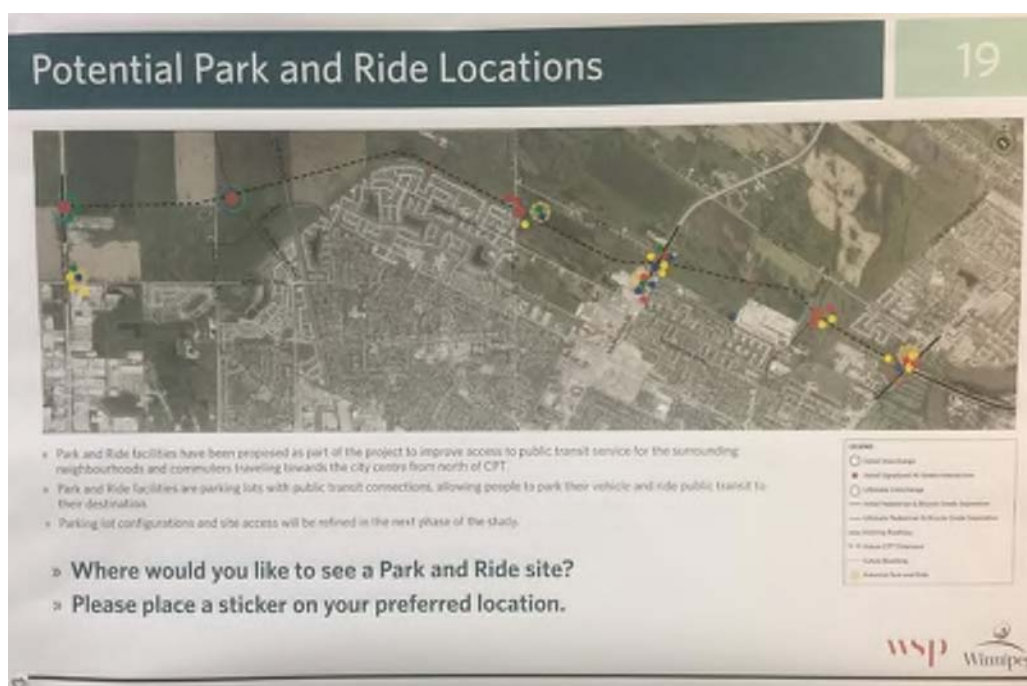
- The CPT Extension West will offer a more direct route with reduced travel time for east-west travel, which may provide more efficient access to destinations and amenities in the city.
- The CPT Extension West will add an alternative route for drivers, which may reduce traffic on neighbouring streets such as Templeton Avenue, Leila Avenue, McPhillips Street, and Murray Avenue. In addition, the CPT Extension West may reduce traffic from smaller residential streets which drivers use as short-cuts.
- The CPT Extension West will reduce the number of vehicles that use the Perimeter Highway to access Brookside Boulevard from Lagimodière Boulevard.

- Park and Ride facilities along the CPT Extension West may encourage more people to use transit.
- The project will provide opportunities for recreational and commuter cycling, which may encourage more people to cycle.

### Park and Ride Facilities

At the public information session, attendees were asked to place a sticker on their preferred location for a Park and Ride location (**Figure 7**). In addition, the comment form asked respondents to suggest locations for the proposed Park and Ride facilities. The following is a summary of locations and comments:

- The most common suggestions for Park and Ride facility locations were: at the intersection of Main Street at CPT as well as at the intersection of McPhillips Street at CPT. McPhillips Street at Murray Avenue, the Red River Community Centre, Ferrier Street and CPT, and Brookside Boulevard at CPT were also suggested as potential locations for a Park and Ride facility.
- Park and Ride facilities should be located near express bus lines and have clear signage as well as public amenities, such as bus shelters, benches, enhanced lighting, and electrical plugs for plugging in vehicles in the winter. It was also suggested that the City charge a minimal amount for assigned parking.
- Promote park and peddle by providing cycling facilities at Park and Ride facilities.



**Figure 8: Suggested Park and Ride Locations from Public Information Session**

The dots on the map indicate suggested locations by the public for Park and Ride facilities.

### Pedestrian and Cycling Connections

The comment form asked respondents to share their ideas or suggestions for the proposed pedestrian and cycling connections. The following is a summary of comments:

- Public amenities such as places to rest, age friendly benches (i.e. a bench with arm and back rests), water fountains, garbage and recycling bins, bike lock-up facilities, bike pump and basic tool station, and sun shelters should be provided along the pedestrian and cycling paths. In addition, there is a desire for green spaces, trees

and shrubs, as well as public art along the paths to help make the experience of walking or cycling along the CPT Extension West more enjoyable.

- Pedestrian and cycling infrastructure for the CPT Extension West should be similar to the existing pedestrian and cycling infrastructure along CPT. Comments share that the pedestrian and cycling infrastructure on CPT from Lagimodière Boulevard to Henderson Highway is beautiful, accessible, and safe.
- It is important that pedestrian and cycling infrastructure is wide enough to accommodate both cyclists and pedestrians. In addition, comments suggest that different treatment types be used on the pedestrian and cycling pathway to differentiate space for walking and cycling.
- Adding a cycling facility to the Kildonan Settlers Bridge as well as maintaining access for pedestrians and cyclists under the Kildonan Settlers Bridge are important.
- The location of the pedestrian and cycling overpass near Amber Trails should be slightly realigned to better follow the existing walking path to the Temple north of Amber Trails.
- In order to reduce the amount of pedestrian and cycling infrastructure as it appears excessive and expensive.
- Pedestrian and cycling infrastructure should connect to places where people want or need to travel to, such as major routes, neighbourhoods, and shopping destinations.

### **Additional Feedback**

The comment form asked respondents to share any additional comments, questions, or feedback. The following is a summary of comments and questions:

- The project should proceed as quickly as possible;
- Strong desire for the initial design to include only interchanges, rather than at-grade intersections;
- Interest in additional information on landscaping plans and opportunities to provide cycling and walking paths to existing neighbourhoods;
- The project should be built in different phases;
- Concerns over whether existing developments will receive sound attenuation; and
- Concerns regarding how drainage for existing developments will be affected.

# 10 NEXT STEPS

The feedback provided by landowners, stakeholders, and the public throughout Phase One of public engagement provides valuable insight for the CPT Extension West Preliminary Design Study. The input received will be considered in the preparation of the preliminary design and will also be considered when finalizing public engagement activities and materials for Phase Two public engagement.

Based on the comments received, Phase Two public engagement should consider the following:

- Provide the public with additional detailed information on:
  - Transit;
  - Public art locations;
  - Public amenities and landscaping;
  - Environmental act assessment;
  - Sound attenuation;
  - Construction staging; and
  - Project delivery, including estimated construction timeline, cost and phasing (if applicable).
- Adjusting the time of the public information session to better accommodate people who may work during the day by extending the time past 7 p.m.
- Explain the rationale on why intersections were selected over interchanges for the initial design.

To support a transparent process, this report will be directly shared with stakeholders who participated throughout the project and will be posted on the project website.

# APPENDIX

## A PROMOTIONAL MATERIALS



# 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 proposed design, speak with City representatives and project team members, provide your feedback and ask questions regarding the project.

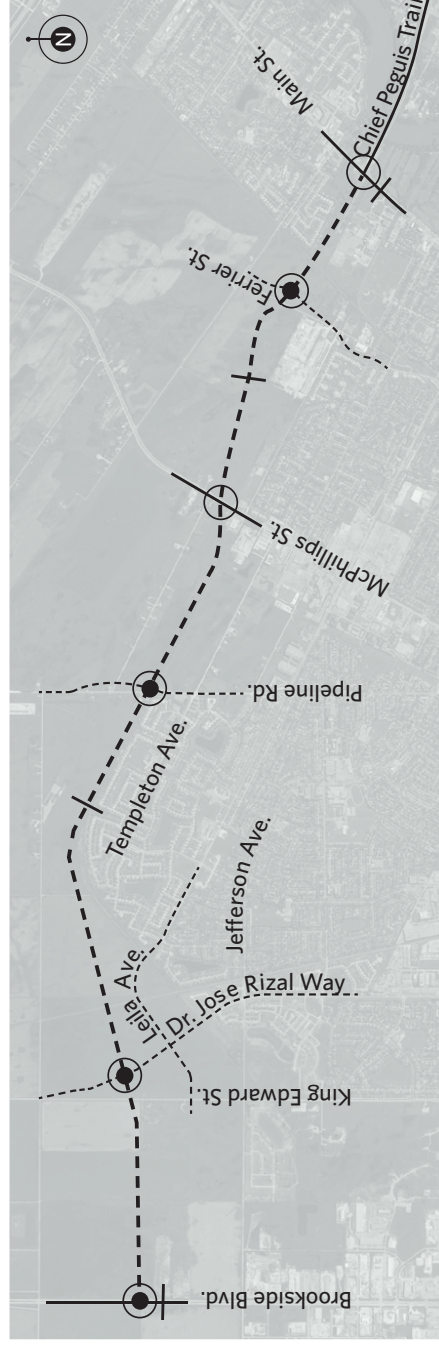
For more information, visit us online at: [winnipeg.ca/ChiefPeguisTrail](http://winnipeg.ca/ChiefPeguisTrail)

**Date:** Tuesday, June 6, 2017

**Time:** 4 p.m. – 7 p.m.

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

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

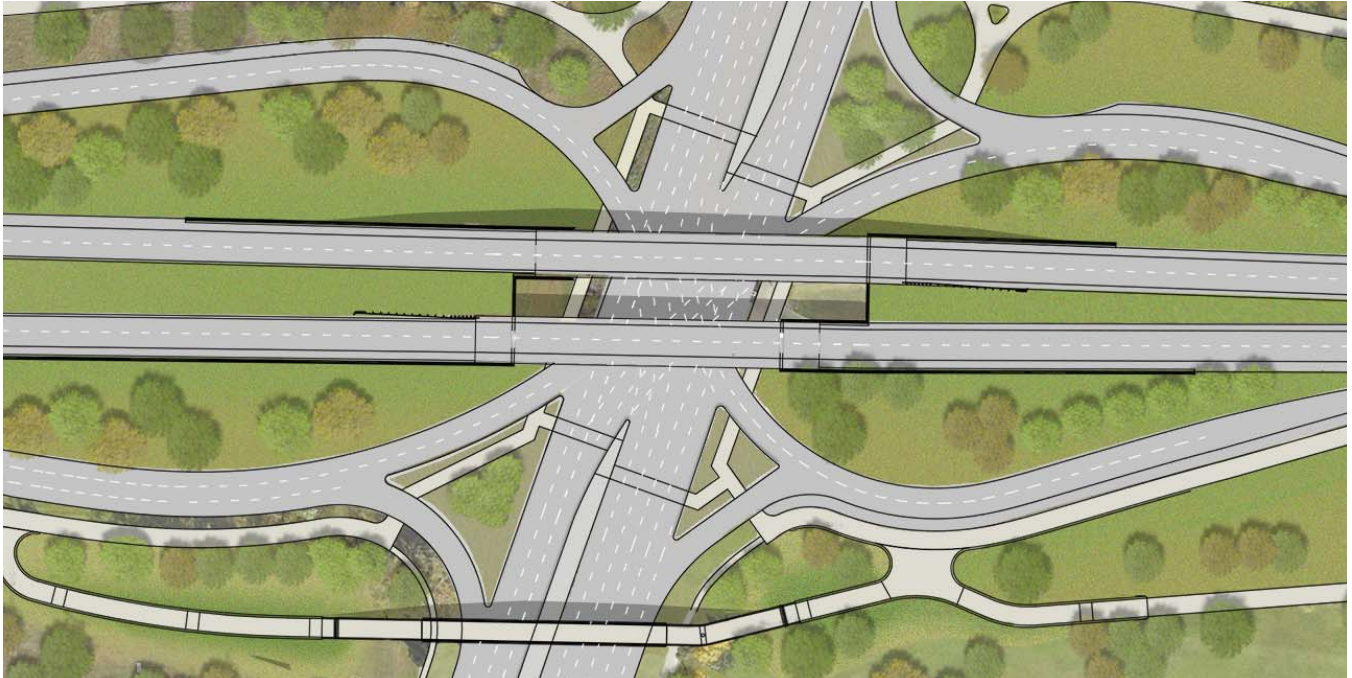


### LEGEND

- 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 **May 30, 2017**.

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



# Chief Peguis Trail Extension West

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## Public Information Session

June 6, 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)

# TAKE A TOUR OF THE CHIEF PEGUIS TRAIL EXTENSION

## Chief Peguis Trail Extension West from Main St. to Brookside Blvd.

The City of Winnipeg will present the proposed design of the Chief Peguis Trail Extension West at an upcoming **Public Information Session**. The Chief Peguis Trail Extension West is an important component of Winnipeg's transportation network that will support economic development, create recreational opportunities, and support the completion of the Strategic Inner Ring Road to reduce traffic on neighbourhood streets and make them more accommodating for public transit, walking and cycling.

### PUBLIC INFORMATION SESSION

View the proposed design, speak with City representatives and project team members, provide your feedback and ask questions regarding the project.

**Date:** Tuesday, June 6, 2017

**Time:** 4 p.m. - 7 p.m.

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

**Format:** Drop-in

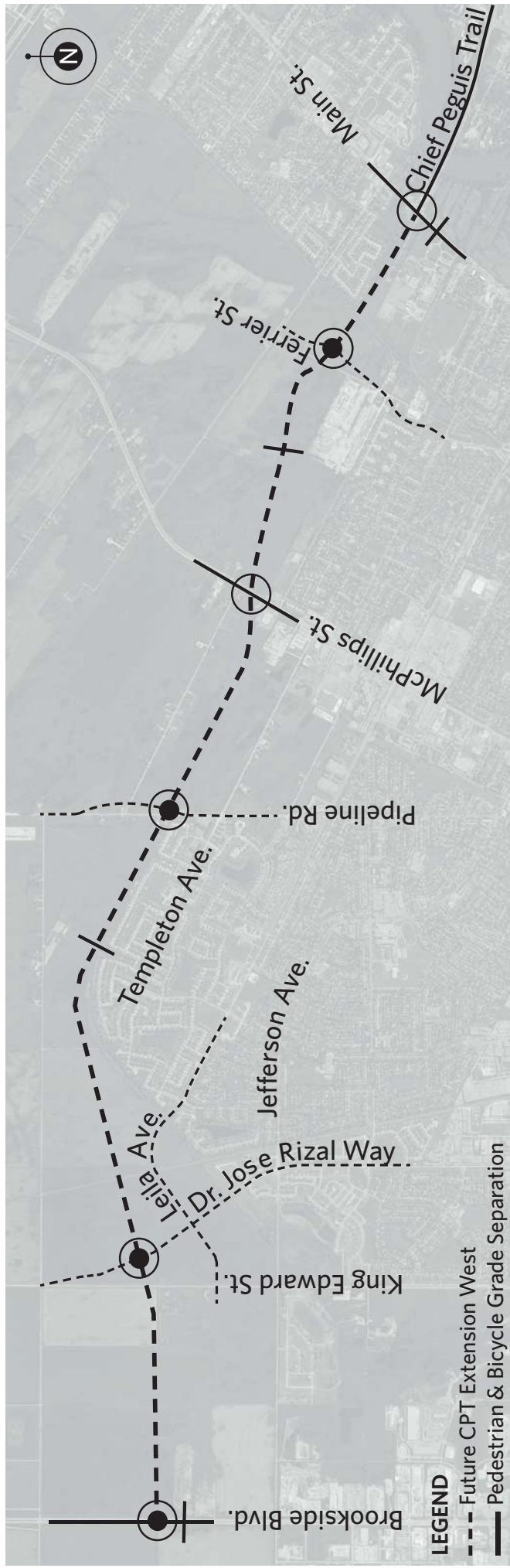
Visit the website to view design options and provide feedback through a comment form: [winnipeg.ca/ChiefPeguisTrail](http://winnipeg.ca/ChiefPeguisTrail)

For those who require alternate formats or ASL interpretation in order to participate, please contact David Jopling by May 30, 2017.

**Project Contact:** David Jopling, Public Engagement Lead, WSP | MMM Group

**T:** 204-943-3178 or **E:** [ChiefPeguisTrailExtension@winnipeg.ca](mailto:ChiefPeguisTrailExtension@winnipeg.ca)

# CHIEF PEGUIS TRAIL EXTENSION WEST



## PUBLIC INFORMATION SESSION

**Date:** Tuesday, June 6, 2017  
**Time:** 4 p.m. – 7 p.m.

**Location:** Red River Community Centre, 293 Murray Ave.  
**Format:** Drop-in

# APPENDIX

## **B** STAKEHOLDER MEETING NOTES



# MEETING REPORT

**Date:** February 15, 2017      **Project:** 770-2016 Chief Peguis Trail  
**Date of meeting:** February 10, 2017      (CPT) Extension  
**Location:** WSP|MMM Office      **Project Number:** 5516116  
**Purpose:** Precinct C      **Author:**

**Attendees:**      **E-Mail**  
 See sign-in sheet

Item	Details	Action By	Action Date
1	<b>EHS</b>		
2	<b>Introductions</b>		
3	<b>Background</b> <ul style="list-style-type: none"> <li>• KM presented the scope of the project, overview of the previous functional design</li> <li>• WSP MMM will be reviewing, confirming and refining the functional design before proceeding to preliminary design, with the intention to submit to the City by end of the year (December 2017)</li> <li>• No significant changes to the previous functional design concept, but some modifications will be made</li> <li>• Additional public engagement will be conducted, including stakeholder meetings and two public information sessions to show functional and preliminary designs</li> <li>• Scope also includes drainage, utilities, and an environmental assessment</li> </ul>	Info	
4	<b>Existing Caveats</b> <ul style="list-style-type: none"> <li>• Lots in Precinct C were registered with a caveat for sound retention fence requirements adjacent to the existing CPT right of way</li> <li>• Would like caveats removed from undeveloped lots as the alignment has now changed and these lots are no longer adjacent to the CPT right of way</li> <li>• Would like alignment to be confirmed so that caveats can be removed during zoning agreements</li> <li>• Council has to approve alignment and the intention is to submit a full design package to the City</li> <li>• Consultant to check with developer for when they plan to sell lots, and how this fits within CPT timeline</li> <li>• Plan is to submit full package to Council – ideal for administration to coordinate one review and approval process. Submitting just the functional design earlier in the process could cause delays.</li> </ul>	Info	
5	<b>Precinct Boundary Changes</b> <ul style="list-style-type: none"> <li>• The change in the CPT alignment will potentially result in a change to the precinct boundaries</li> <li>• New CPT right of way may create new north boundary for Precinct C</li> <li>• It may make sense for CPT to form new adjusted boundary for Precincts B and C</li> <li>• No official decisions have been made – this will be part of the OurWinnipeg review</li> <li>• OurWinnipeg review is just underway – timelines are shifting, but discussions will continue</li> </ul>	Info	

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

Item	Details	Action By	Action Date
6	<p><b>Future Development</b></p> <ul style="list-style-type: none"> <li>• Waterford Green (Precinct C) is mostly subdivided and lots are being developed</li> <li>• Landowner would be anticipating that any additional land that is opened up between Precinct C and the new CPT alignment would be designated residential</li> <li>• Precinct A is intended to be industrial and capacity may be influenced by upcoming Employment Lands Study</li> <li>• Landowners of Precinct C also own a portion of Precinct B, and envision more residential moving north into Precinct B</li> <li>• Precinct B cannot be developed until there is a precinct plan. The city is not accepting any new precinct plans until the OurWinnipeg review is complete.</li> <li>• Winnipeg School Division is looking for future high school sites in this area</li> <li>• If City wanted to divest of former CPT right of way lands, what is the process for acquisition? <ul style="list-style-type: none"> <li>○ No plans right now – City would likely do what is best for area and neighbourhood</li> </ul> </li> </ul>	Info	
7	<p><b>Drainage</b></p> <ul style="list-style-type: none"> <li>• Proposed land drainage retention pond locations (at intersection just north of Precinct C) are prime land for developer</li> <li>• KM noted that a complete drainage review is part of study scope, and the study will be revisiting and reviewing proposed pond locations</li> </ul>	Info	
8	<p><b>Dr. Jose Rizal Way / Leila</b></p> <ul style="list-style-type: none"> <li>• If construction is approved, City would also build Dr. Jose Rizal and Leila extensions</li> <li>• No concerns expressed about proposed alignment</li> <li>• Dr. Jose Rizal Way has a proposed at-grade intersection, with land set aside for future interchange upgrades</li> </ul>	Info	
9	<p><b>Servicing Upgrades</b></p> <ul style="list-style-type: none"> <li>• No funding for construction of extension – servicing upgrades will depend on available funding</li> <li>• There is capacity to develop the potential new Precinct C lands using existing connections in Waterford Green</li> </ul>	Info	
10	<p><b>Landowner Feedback</b></p> <ul style="list-style-type: none"> <li>• Landowners would prefer not to have six-foot sound attenuation fences, if no longer required – would like to have caveat removed</li> <li>• Landowners most concerned about how precinct boundaries could change</li> <li>• Landowners would be concerned about Employment Lands from Precinct A moving into Precinct B and C – especially if lands were needed because of impacts to existing employment lands</li> </ul>	Info	
11	<p><b>Engagement</b></p> <ul style="list-style-type: none"> <li>• Desire is to meet with landowners and provide more detail during engagement phases</li> <li>• Keep Consultant involved in process and engagement opportunities – they will bring clients to events, as needed</li> <li>• Landowners would like to be engaged and be part of the process – Lombard will share contact info to ensure all landowners are invited</li> </ul>	Info	

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

**Date:** February 15, 2017  
**Date of meeting:** February 7, 2017  
**Location:** WSP|MMM Office  
**Purpose:** Precinct G

**Project:** 770-2016 Chief Peguis Trail (CPT) Extension  
**Project Number:** 5516116  
**Author:** Ryan Segal

**Attendees:** E-Mail  
See sign-in sheet

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**Item**    **Details**  
**1**        **EHS**

**2**        **Introductions**

**3**        **Background**

- The intention of the meeting is for everyone to be made formally aware of the proposed functional alignment and scope of new study
- WSP|MMM has been retained to conduct a new study to confirm the functional design of the Chief Peguis Trail (CPT) Extension from Main Street to Route 90 (Brookside Boulevard), and take the design forward into the preliminary design stage
- An environmentally sensitive area was identified in the previous study and the functional alignment was adjusted to avoid the area to mitigate impacts
- This alignment was presented last June at a public open house as the proposed functional design for the CPT Extension
- City does not currently own all the land needed for the adjusted alignment
- WSP|MMM to confirm functional alignment impacts and property implications
- Study scope includes Class III cost estimate, functional and preliminary design, environmental license, recommendation for construction procurement

**4**        **Precinct G**

- Precinct G Precinct Plan is continuing to move forward
- DT leading the planning process on behalf of landowners and City
- DJ has been retained by Qualico for an independent land use review
- Proposed land uses should not be impacted, but extension could have impact on subdivisions and rezoning
- Anticipating Precinct Plan to be submitted to City in early April and go to public hearing in July or September
- No anticipated impact to the timeline, but would like to see more functional alignment information to understand implications of alignment

**5**        **Environmentally Sensitive Area**

- Desire is to avoid identified area, which would require land from existing Precinct G
- Majority of natural areas within Winnipeg are mapped out and given letter grade (A to D)
- This area ranks pretty high quality – B
- Area identified as historic frog plains – important frog habitat area
- Area has a mix of habitat, aspen forest and prairie remnant species (natural heritage value)
- Not very much habitat lands currently in this area of the City
- While this is a significant area, it is the only area that needs to be accommodated along the alignment
- Provides an ideal location to provide natural refuge area and park space as a

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



**Item Details**

community amenity

**6 Reducing Property Impacts**

- WSP|MMM has been tasked to find ways to reduce impact to developable lands and environmentally sensitive areas
- Need to balance protected forested area and developable area to meet standards and minimize impacts
- There is an opportunity to complement proposed development by providing natural amenity
- Identified opportunity for pedestrian/cycling grade separation connection – will look for ways to not impact lands, but still provide this amenity
- WSP|MMM will optimize functional design to minimize right-of-way impacts where possible

**7 McPhillips Upgrades**

- There will be a proposed interchange at McPhillips and CPT at opening day
- Interchange type and design to be determined as part of functional design
- CPT will be designed as a four-lane divided facility with possible widening to the median (expandable to six-lanes)
- Adjustments will be made to the standard cross-section to best accommodate the environmentally sensitive area and reduce property impacts

**8 Transit / Park and Ride**

- Future Park and Rides siting is part of project scope
- City would like to identify location close to McPhillips
- Size of facility will be based on stakeholder/public need – WSP|MMM will provide recommendation
- Transit does not have a long-term plan for this area
- Transportation Master Plan to be revised in the next few years and will inform future Transit planning

**9 Drainage**

- Land drainage is part of scope-of-work
- Combination of lake and ditch drainage is likely for the corridor

**10 Right of Entry**

- Environmental investigation and assessment, geotechnical drilling are part of scope of study
- WSP|MMM may need to access property along study alignment
- Right of entry forms will need to be signed by owners and notification will be provided 48 hours in advance of each visit

**11 Next Steps**

- Need to make sure both groups are fully informed of Precinct and Extension plans
- The timelines are not tied, but information sharing and support is needed to ensure neither project gets held up
- Any information regarding land requirements directly to respective landowners



**PUBLIC WORKS DEPARTMENT • SERVICE DES TRAVAUX PUBLICS**

*Transportation Division • Division des transports*

May 18, 2017

**RE: City of Winnipeg Chief Peguis Trail Extension West from Main Street to Brookside Boulevard – Proposed Project Design**

An extension of the Chief Peguis Trail (CPT) between Main Street and Brookside Boulevard is identified as a short-term project in the Winnipeg Transportation Master Plan. The City of Winnipeg is undertaking a study to develop a recommended design of the proposed roadway and intersections.

As a representative of an organization or business that may have interests in the project, you are invited to attend a **stakeholder information session**. During this information session, the Study Team will share details about the proposed design, and plans will be shown for what the future Chief Peguis Trail Extension West will look like.

**Date: Thursday, June 1, 2017**

**Time: 6 p.m. – 8 p.m.**

**Location: Room 100, West Kildonan Collegiate, 101 Ridgecrest Avenue**

Please contact Erika Blackie at [ChiefPeguisTrailExtension@winnipeg.ca](mailto:ChiefPeguisTrailExtension@winnipeg.ca) or 204-943-3178 to indicate whether or not you can attend the meeting. For those who require alternate formats or ASL interpretation in order to participate, please contact Erika Blackie by May 25, 2017.

Should you be unable to attend the meeting, the recommendations will be presented at a **Public Information Session on Tuesday, June 6, 2017 at the Red River Community Centre, 293 Murray from 4 p.m. to 7 p.m.**

The City of Winnipeg is committed to keeping community members and businesses fully informed at each stage of this important project. For more information and to view additional project materials please visit [winnipeg.ca/chiefpeguistrail](http://winnipeg.ca/chiefpeguistrail).

*Embrace the Spirit • Vivez l'esprit*



## MEETING NOTES

<b>JOB TITLE</b>	Chief Peguis Trail Extension West
<b>PROJECT NUMBER</b>	16M-02381
<b>DATE</b>	01 June 2017
<b>TIME</b>	6:00 p.m. – 8:00 p.m.
<b>VENUE</b>	West Kildonan Collegiate
<b>SUBJECT</b>	Chief Peguis Trail Extension West – Proposed Design
<b>CLIENT</b>	City of Winnipeg
<b>PRESENT</b>	Please see sign-in sheet

### DISCUSSION AND QUESTIONS

## MEETING NOTES

- When CPT was constructed between Lagimodière Boulevard. and Henderson Highway, active transportation (AT) facilities were planned for both north and south of CPT, however AT facilities was reduced to only one side for cost saving measures.
- Excited to see that the plan for CPT Extension West includes AT facilities on the north and south side of CPT and would like to ensure that this is maintained.
- It is also great to see pedestrian and cycling overpasses planned along the route.
- What does a Class 3 cost estimate mean?
- Before you finalize the plan, will you contact the landowners again?
- Is there any sense of when work will get started at CPT and Main Street?
- Any thoughts on how the sequencing will work?
- As a property owner who is impacted, what should my next steps be?
- Are you looking at putting in four Park and Ride facilities? Will these become major bus lines? Who would the Park and Ride facilities serve?
- Are the four pedestrian and cycling overpasses part of the initial or ultimate stage?
- Will Main Street be realigned to accommodate acceleration/deceleration lanes?
- Will the project include the closure of John Black Rd.?
- How is the Murray Avenue/Main Street intersection impacted? In a previous study it was suggested to only allow right-in, right-out of Murray Ave.
- Murray Ave. is quite busy as a lot of vehicles use Murray Ave. as a short-cut to access McPhillips Street or Main Street
- Can a traffic diverter be added to Murray Avenue near the railway tracks to restrict people from short-cutting?
- It can be quite difficult to make a left-hand turn off of Murray Avenue onto Main Street because of high traffic volumes and as a result drivers often make risky decisions.
- Will the traffic lights be coordinated?
- The Kildonan Cemetery is interested in being a site for public art which would depict its history.
- Frog Plain Park is interested in in being a site for public art.
- Suggested Park and Ride location is at the Red River Community Centre as it is perceived to be an underutilized parking lot.

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.



**PUBLIC WORKS DEPARTMENT • SERVICE DES TRAVAUX PUBLICS**

*Transportation Division • Division des transports*

May 17, 2017

**RE: City of Winnipeg Chief Peguis Trail Extension West from Main Street to Brookside Boulevard – Proposed Project Design**

An extension of the Chief Peguis Trail (CPT) between Main Street and Brookside Boulevard is identified as a short-term project in the Winnipeg Transportation Master Plan. The City of Winnipeg is undertaking a study to develop a recommended design of the proposed roadway and intersections.

As a representative of a business that may have interests in the project, you are invited to attend a **stakeholder information session**. During this information session, the Study Team will share details about the proposed design, and plans will be shown for what the future Chief Peguis Trail Extension West will look like.

**Date: Friday, June 2, 2017**

**Time: 9:30 a.m. – 11:30 a.m.**

**Location: WSP Lombard Office, 93 Lombard Avenue, Suite 111**

Please contact Erika Blackie at [ChiefPeguisTrailExtension@winnipeg.ca](mailto:ChiefPeguisTrailExtension@winnipeg.ca) or 204-943-3178 to indicate whether or not you can attend the meeting. For those who require alternate formats or ASL interpretation in order to participate, please contact Erika Blackie by May 25, 2017.

Should you be unable to attend the meeting, the recommendations will be presented at a **Public Information Session on Tuesday June 6, 2017 at the Red River Community Centre, 293 Murray from 4 p.m. to 7 p.m.**

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*Embrace the spirit • Vivez l'esprit*



## MEETING NOTES

<b>TITLE</b>	Chief Peguis Trail Extension West
<b>DATE</b>	02 June 2017
<b>TIME</b>	9:30 – 11:30 a.m.
<b>VENUE</b>	WSP Lombard Office
<b>SUBJECT</b>	Preliminary Design of Chief Peguis Trail Extension West
<b>PRESENT</b>	See sign-in sheet

### MATTERS ARISING

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## MEETING NOTES

DJ provided an overview of the Chief Peguis Trail (CPT) Extension West proposed design. Details on the study background, objective and goals, timeline, and design were shared. Questions and discussion followed:

- Is the traffic data publicly available?
    - The traffic data is not currently publicly available.
  - Has the City decided how to deliver the project?
    - Recommendations on how to deliver the project are part of the study and will be provided to Council for their decision.
  - How wide is the multi-use path?
    - 4.5 metres.
  - What will happen to the Ferrier Forest if the at-grade intersection at CPT and Ferrier Street is upgraded to a diamond interchange? Is the City setting land aside for a diamond interchange?
    - The city owns quite a bit of the land around the CPT and Ferrier Street intersection. The ultimate design of the future interchange is outside of the scope of work for this project.
  - Will property be needed at CPT and Main Street for drainage and structures?
    - Yes, property will be required.
  - Is there land required for the re-alignment of Ferrier Street?
    - The City owns quite a bit of land where Ferrier Street will be re-aligned; however, some additional property will be required.
  - What is the northern boundary of the six lanes for McPhillips Street?
    - It is currently north of CPT but the exact location could change.
  - For precinct planning processes, should we be anticipating six lanes on McPhillips Street?
    - The background study for Precinct G currently has 4 lanes plus the right-of-way to accommodate six lanes.
  - What's the intention with the rail line?
    - The study will be recommending at an-grade crossing with gates and signals as there is less than one train per day.
  - How is drainage being considered in the design? Is underground servicing included with the extension of Leila Avenue?
    - The study team will provide additional information on the drainage plan.
  - Will the cross-section of CPT be urban?
    - The cross section will be semi-urban (raised median with ditches).
  - Why did the alignment of CPT move north at Dr. Jose Rizal Way?
    - This is to accommodate a future connection of CPT to Centreport Canada Way.
  - The precinct planning process for Precinct G is looking at locations for Park and Ride facilities. It may be helpful to include the Consultant when meeting with Transit to discuss Park and Ride locations.
  - Does the pedestrian and cycling overpass between McPhillips Street and Ferrier Street use the old McGregor Street right-of-way?
    - No.
  - Will the study team ask to see precinct plans for the area before the CPT design is finalized?
-

## MEETING NOTES

- This information would be helpful.
- Is the project phased?
  - It will be a Council decision on how the project will be delivered.
- Will the boundaries of the Precincts shift?
  - This will be decided during the City's review of OurWinnipeg.
- Will the Transportation Master Plan need to be updated to reflect the new CPT alignment?
  - No.

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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.



# APPENDIX

## C PUBLIC INFO SESSION MATERIALS AND COMMENT FORM RESPONSES



PRELIMINARY DESIGN OF THE

# CHIEF PEGUIS TRAIL EXTENSION WEST

Public Information Session

June 6, 2017



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

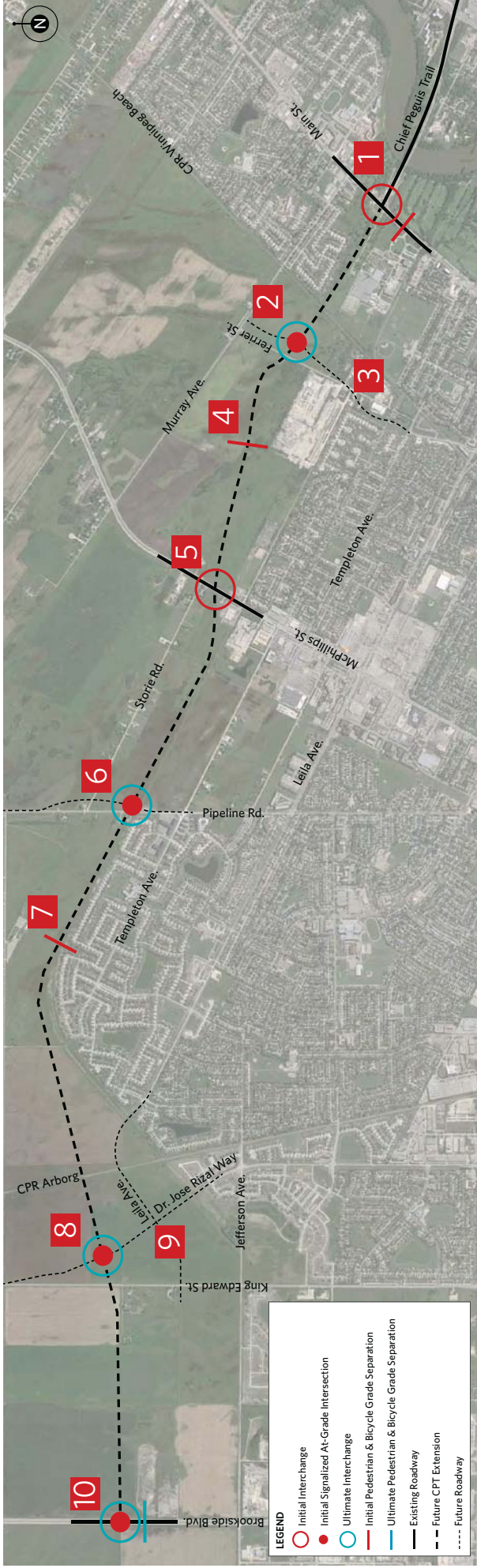
- » Chief Peguis Trail (CPT) is a major transportation facility and an important component of Winnipeg's strategic road network.
- » From 2014 to 2016, the City completed a Functional Design Study for the CPT Extension West and hosted four public engagement events to gain insight into the use and expectations for CPT from Main Street to Brookside Boulevard.
- » A Preliminary Design Study is now being completed for the CPT Extension West which will:
  - Include greater detail of all design elements;
  - Confirm land requirements;
  - Address the requirements of the Environmental Act License;
  - Identify potential locations for Park and Ride lots; and
  - Identify potential locations for public art.

# Study Objective and Goals

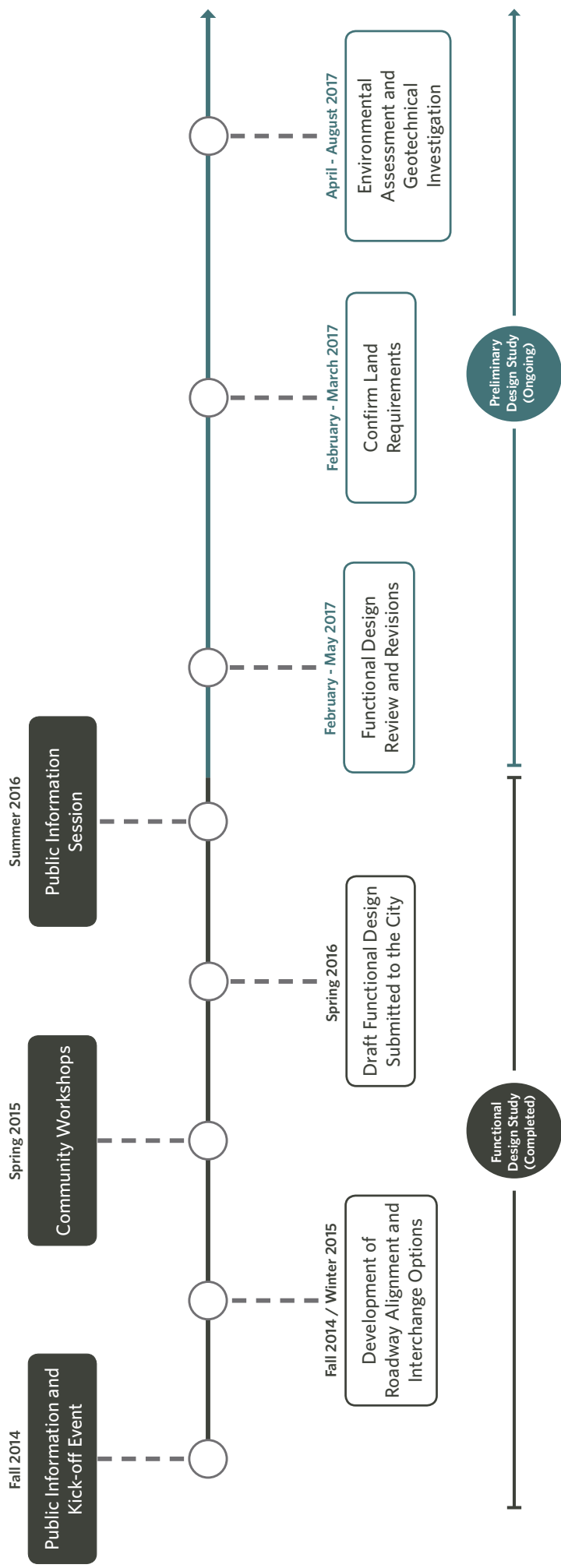
3

The objectives of the study are to:

- » Prepare a recommended final design for the CPT Extension West from Main Street to Brookside Boulevard. The design will:
  - Accommodate forecast traffic flow on CPT;
  - Relieve traffic on neighbourhood streets;
  - Provide connections to surrounding neighbourhoods;
  - Include pedestrian and cycling infrastructure along the route and connections to community destinations;
  - Include potential locations for public art; and
  - Limit the loss of higher quality natural areas.
- » Engage with landowners, stakeholders, and community residents.
- » Complete all technical work and prepare a Class 3 cost estimate.
- » Submit an Environmental Act Proposal and support the granting of an Environmental Act License.



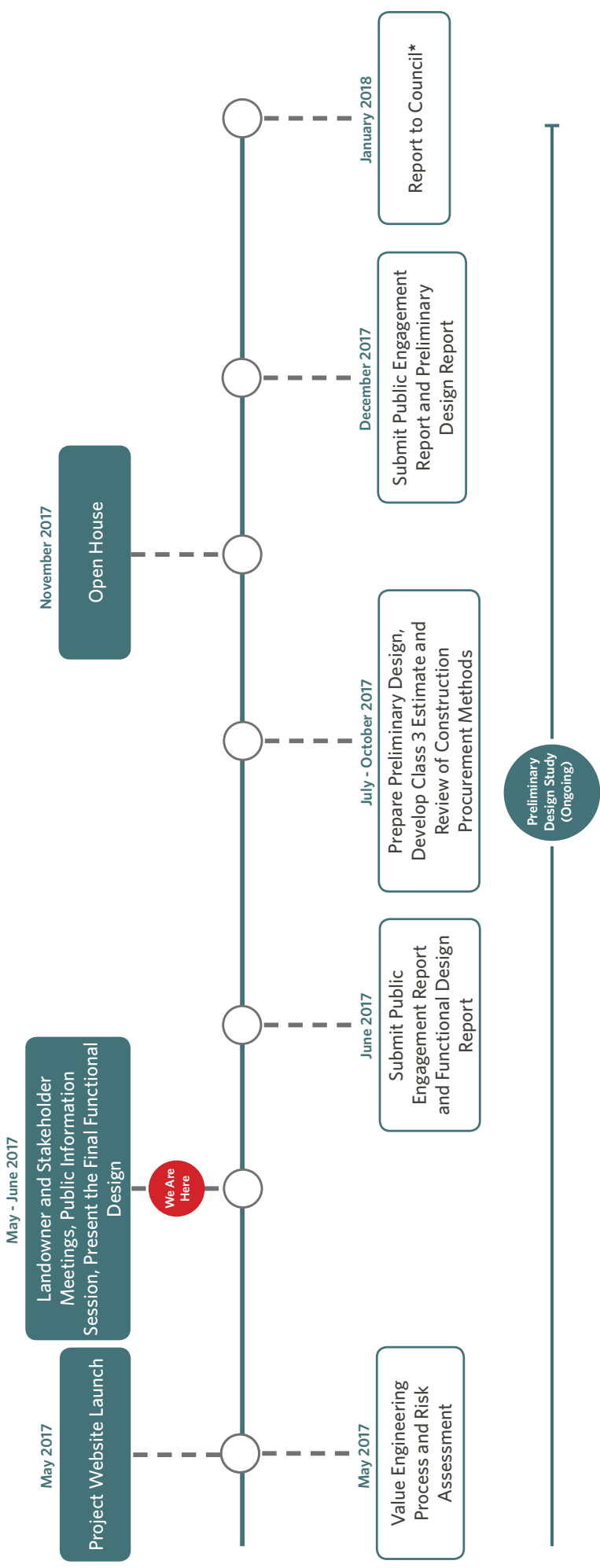
1. CPT and Main Street — Single point urban interchange
2. CPT and Ferrier Street — Initial at-grade signalized intersection, ultimate diamond interchange
3. Ferrier Street/McGregor Street — Street alignment
4. Ferrier Street/McPhillips Street — Pedestrian and cycling overpass
5. CPT and McPhillips Street — Diamond interchange
6. CPT and Pipeline Road — Initial at-grade signalized intersection, ultimate diamond interchange
7. Amber Trails — Pedestrian and cycling overpass
8. CPT and Dr. Jose Rizal Way — Initial at-grade signalized intersection, ultimate diamond interchange
9. Dr. Jose Rizal Way — Extension
10. CPT and Brookside Boulevard — Initial at-grade signalized intersection, ultimate diamond interchange



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.

# Timeline

6



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 administration to negotiate required lands.





# Tour the Chief Peguis Trail Extension West

7



- » Take a tour of the recommended design for the CPT Extension West from Main Street to Brookside Boulevard!
- » The following boards share informative on the different types of infrastructure at respective locations. As you read through the information, please consider the following:
  - **How will the CPT Extension West change how you move through the city?**
  - **What concerns do you have about the project when it moves forward to construction?**

Before you begin your tour of the CPT Extension West, please familiarize yourself with the following types of infrastructure:



Intersection

» An **intersection** is an at-grade junction where two or more roads meet or cross. Traffic controls (i.e., signals, stop signs) are used at the intersection to control traffic movement.



Diamond Interchange

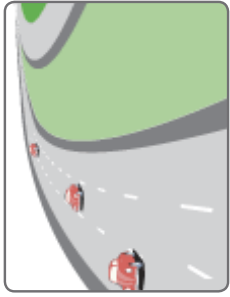
» A **diamond interchange** allows traffic on a major road to move freely over or under a second road using a grade separation (i.e., a bridge). A diamond interchange has two signalized intersections on the second road. The diamond interchange requires less space than a cloverleaf interchange and is often used in an urban environment where space is limited.

» **A diamond or single point urban interchange has never been built in Winnipeg before!**



Single Point Urban Interchange

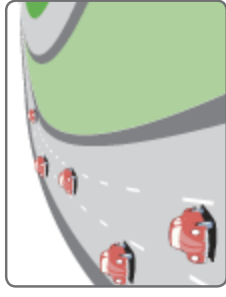
» A **single point urban interchange** is similar to a diamond interchange as it allows traffic on a major road to move freely over or under a second road using a grade separation (i.e., a bridge). A single point urban interchange has one signalized intersection on the second road. The single point urban interchange requires less space than a cloverleaf interchange and is often used in an urban environment where space is limited.



## LOS A to C

Represents a constrained constant flow below speed limits, with additional attention required by the drivers to maintain safe operations. Comfort and convenience levels of the driver decline noticeably.

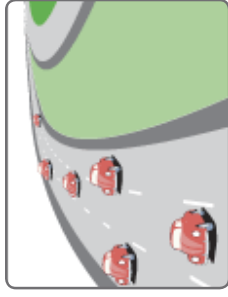
» Forecast traffic operations are described by **Level of Service (LOS)**. LOS is a qualitative measure of traffic operations as well as the comfort and convenience of drivers.



## LOS D

Represents traffic operations approaching unstable flow with high passing demand and passing capacity near zero, characterized by drivers being severely restricted in maneuverability.

» LOS A to C is considered acceptable, LOS D requires monitoring, and LOS E to F is at or above capacity.



## LOS E to F

Represents the worst conditions with heavily congested flow and traffic demand exceeding capacity, characterized by stop-and-go waves, poor travel time, low comfort and convenience, and increased accident exposure.

» For the CPT Extension West, traffic operations have been forecast to the year 2041.

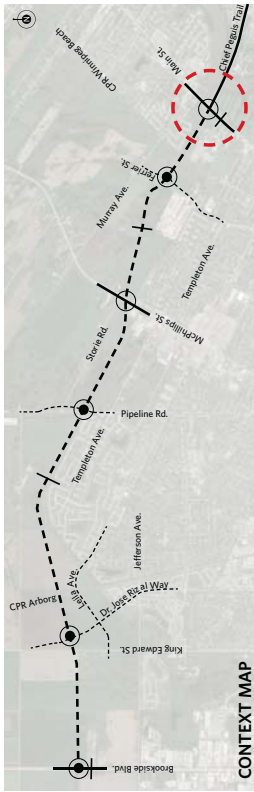
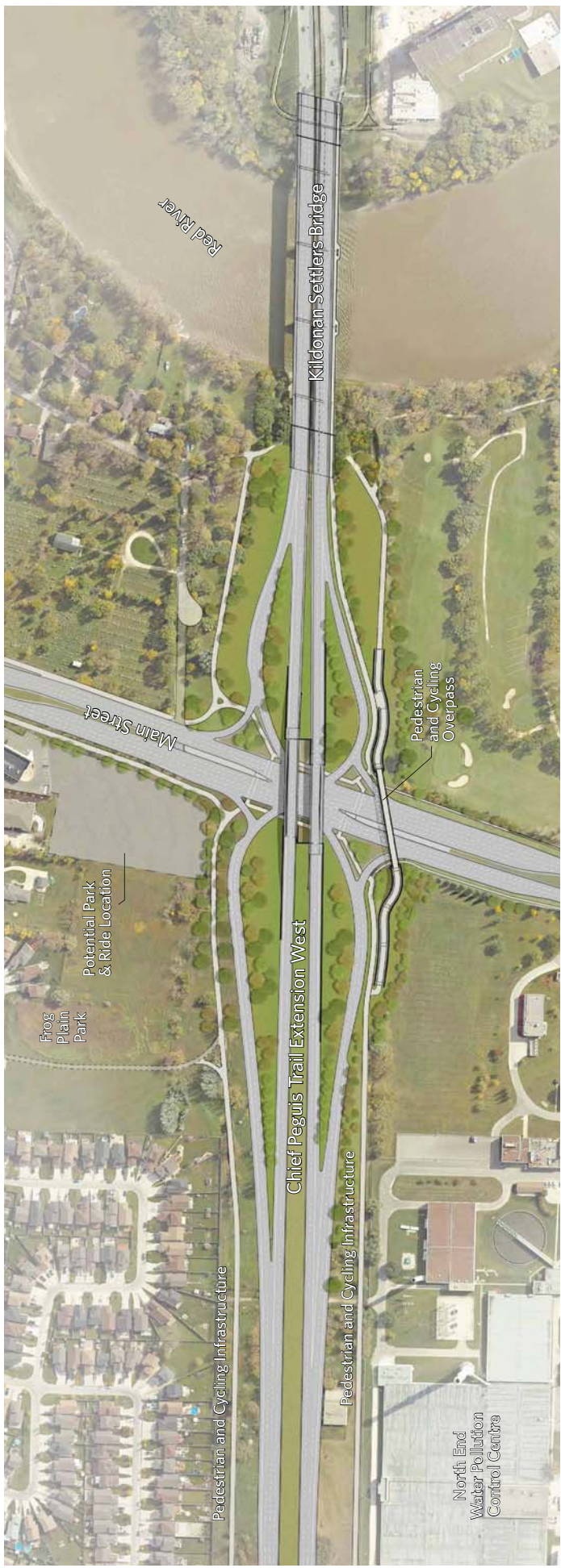
» LOS is used to help describe the performance of the CPT Extension West in the proceeding boards.

The design presented to the public in 2016 has been updated with a few changes.

These changes were influenced by both technical requirements and public input and include:

- » Shifting the alignment of the CPT Extension West to the north between Pipeline Road and McPhillips Street to minimize impact on the Ferrier Forest and to plan for a future interchange at Pipeline Road.
- » An interchange at McPhillips Street and CPT Extension West as the preferred initial stage design.
- » Reconfiguring the interchange at Main Street and CPT to allow free flow traffic on CPT.
- » Other minor adjustments after additional traffic analysis was completed.

# CPT and Main Street Interchange

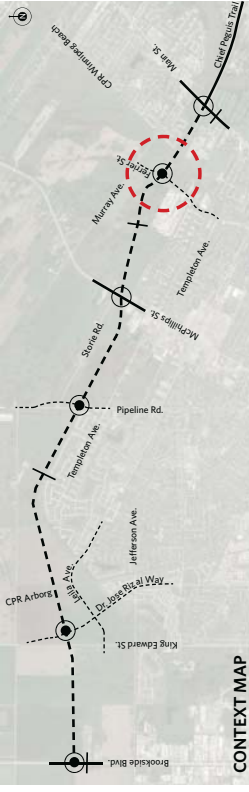


A single point urban interchange has been selected as the preferred configuration at CPT and Main Street:

- » Free flowing traffic on CPT as it crosses over Main Street on a bridge structure.
- » Kildonan Settlers Bridge will be upgraded to three lanes in each direction.
- » Signalized intersection on Main Street with forecast LOS D and E during the 2041 weekday a.m. and p.m. peak hours respectively, which is typical in an urban area during peak periods.
- » Reduced property impacts relative to other interchange designs.
- » A pedestrian and cycling overpass on Main Street south of CPT.

# CPT and Ferrier Street Intersection

12

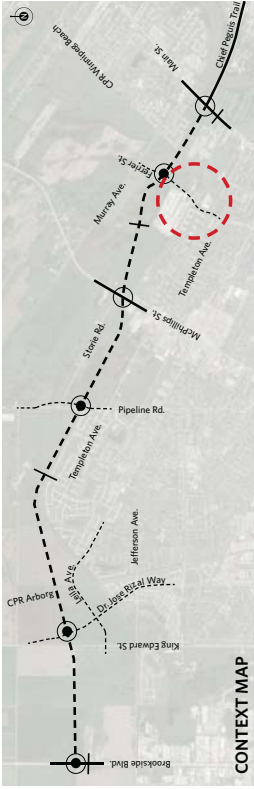


An at-grade signalized intersection has been selected as the preferred initial configuration at CPT and Ferrier Street:

- » Signalized traffic control on CPT at Ferrier Street with forecast LOS D during the 2041 weekday a.m. and p.m. peak hours.
- » Access to future neighbourhoods in Precinct F and Precinct G (north of CPT) and existing neighbourhoods south of CPT.
- » At-grade pedestrian and cycling crossings.
- » Future diamond interchange with free flow traffic on CPT.



# Ferrier Street/McGregor Street Alignment

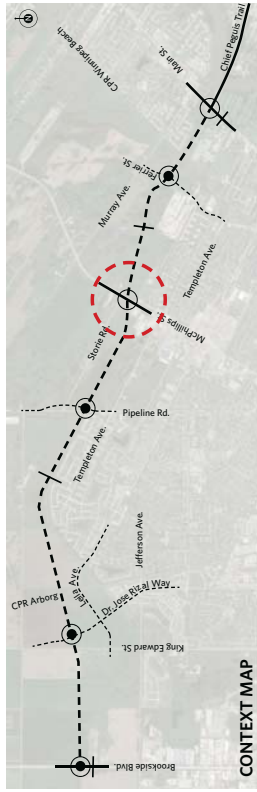


Ferrier Street is proposed to be realigned to tie directly into McGregor Street at Templeton Avenue:

- » Two or four lanes can be accommodated.
- » A multi-use pathway is proposed for the west side of Ferrier Street.

# CPT and McPhillips Street Interchange

14



CONTEXT MAP

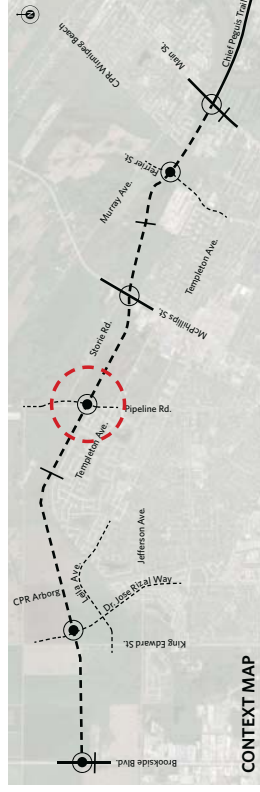
A diamond interchange has been selected as the preferred configuration at CPT and McPhillips Street:

- » Free flowing traffic on CPT as it crosses over McPhillips Street on a bridge structure.
- » Two coordinated signalized intersections on McPhillips Street with forecast LOS C during the 2041 weekday a.m. and p.m. peak hours.
- » Realignment of Storie Road to intersect with McPhillips Street further north.
- » Expansion of McPhillips Street to six lanes north of Leila Avenue.
- » At-grade pedestrian and cycling crossings at both signalized intersections on McPhillips Street.



# CPT and Pipeline Road Intersection

15



CONTEXT MAP

An at-grade signalized intersection has been selected as the preferred initial configuration at CPT and Pipeline Road:

- » Signalized traffic control on CPT at Pipeline Road with forecast LOS D and E during the 2041 weekday a.m and p.m. peak hours respectively.
- » Access to future neighbourhoods north of CPT and existing neighbourhoods south of CPT.
- » At-grade pedestrian and cycling crossings.
- » A multi-use pathway for the west side of Pipeline Road (south of CPT) connecting to the Amber Trails neighbourhood.
- » Future diamond interchange with free flow traffic on CPT.



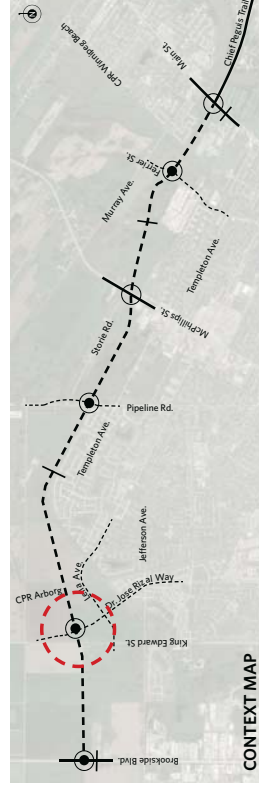
# CPT and Dr. Jose Rizal Way Intersection

16

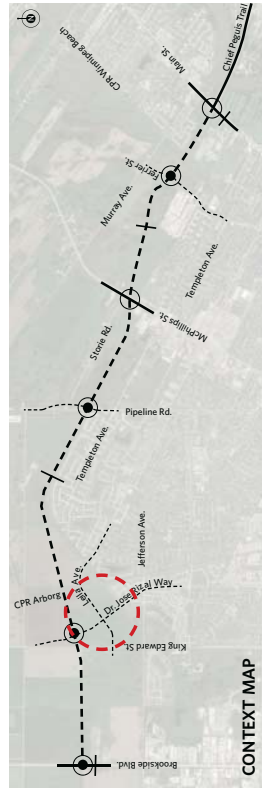


An at-grade signalized intersection has been selected as the preferred initial configuration at CPT and Dr. Jose Rizal Way:

- » Signalized traffic control on CPT at Dr. Jose Rizal Way with forecast LOS C during the 2041 weekday a.m. and p.m. peak hours.
- » Access to future neighbourhoods north of CPT and existing neighbourhoods south of CPT.
- » At-grade pedestrian and cycling crossings.
- » Future diamond interchange with free flow traffic on CPT.



# Extension of Dr. Jose Rizal Way



Dr. Jose Rizal Way is to be extended north from Water Ridge Path to CPT:

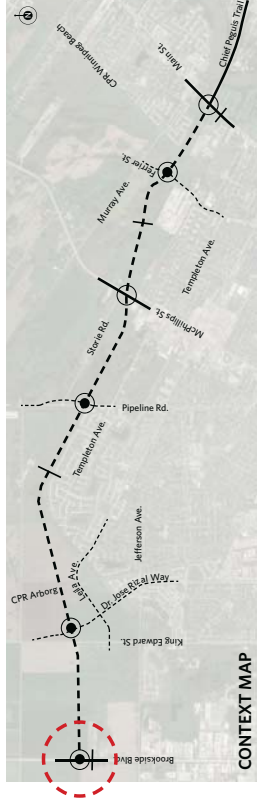
- » Four lanes can be accommodated.
- » Multi-use pathways are proposed for both sides of Dr. Jose Rizal Way north of Leila Avenue, and a multi-use path is proposed south of Leila Avenue providing a connection to existing pedestrian and cycling infrastructure.
- » Leila Avenue is to be extended north of Ritchie Street to intersect Dr. Jose Rizal Way south of CPT.





An at-grade signalized intersection has been selected as the preferred initial configuration at CPT and Brookside Boulevard:

- » Signalized traffic control on CPT at Brookside Boulevard and forecast LOS E during the 2041 weekday a.m. and p.m. peak hours.
- » Pedestrian and cycling infrastructure would end at CPT and Brookside Boulevard with the intention that connections will be provided in the future.
- » Future pedestrian and cycling bridge over Brookside Boulevard south of CPT.
- » Future diamond interchange with free flow traffic on CPT and future connection westward to CentrePort Canada Way.



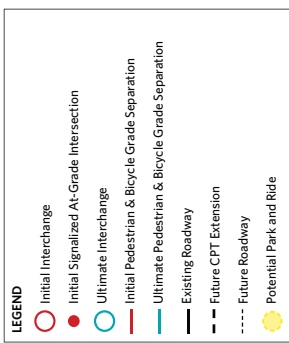
# Potential Park and Ride Locations

19



- » Park and Ride facilities have been proposed as part of the project to improve access to public transit service for the surrounding neighbourhoods and commuters traveling towards the city centre from north of CPT.
- » Park and Ride facilities are parking lots with public transit connections, allowing people to park their vehicle and ride public transit to their destination.
- » Parking lot configurations and site access will be refined in the next phase of the study.

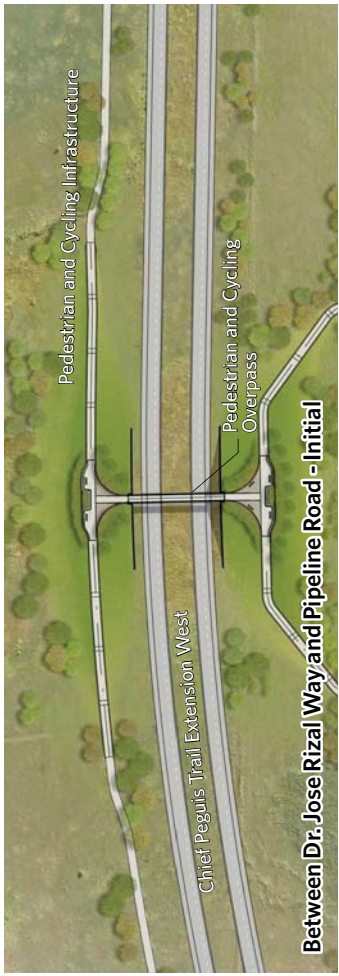
- » **Where would you like to see a Park and Ride site?**
- » **Please place a sticker on your preferred location.**



# Pedestrian and Cycling Infrastructure



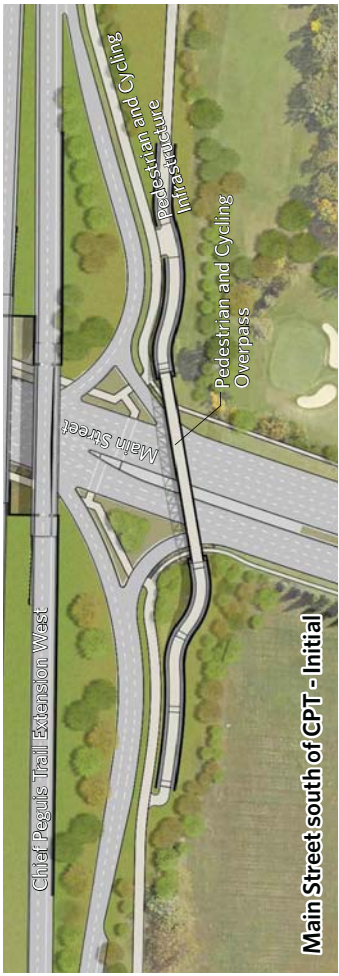
**Brookside Boulevard south of CPT - Ultimate**



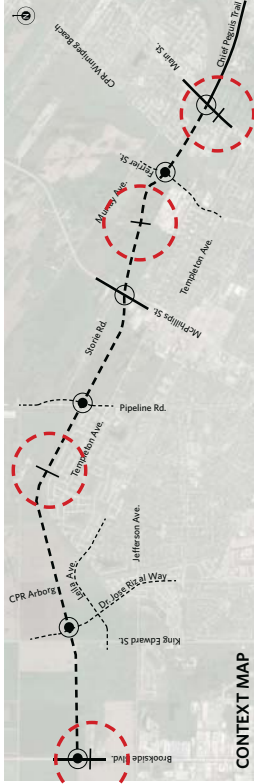
**Between Dr. Jose Rizal Way and Pipeline Road - Initial**



**Between McPhillips and Ferrier Street - Initial**



**Main Street south of CPT - Initial**



**CONTEXT MAP**

- » A 4.5 metre multi-use path along both sides of the entire CPT Extension West is proposed. The multi-use path will provide connections to existing facilities and neighbourhood destinations.
- » A future pedestrian and cycling overpass is proposed over Brookside Boulevard south of CPT, providing a connection for future development.
- » A pedestrian and cycling overpass is proposed between Dr. Jose Rizal Way and Pipeline Road, providing a connection between the Amber Trails neighbourhood and the future neighbourhoods north of CPT, as well as the Sikh Society of Manitoba Temple.
- » A pedestrian and cycling overpass is proposed between McPhillips Street and Ferrier Street, providing a connection between the Templeton-Sinclair neighbourhood and the future neighbourhoods of Precinct F and Precinct G.
- » A pedestrian and cycling overpass is proposed over Main Street south of CPT, providing a connection to the Kildonan Settlers Bridge and Kildonan Park.

The next public information session is planned for November 2017, where the following will be presented:

- » Final recommended design including a 3D presentation of the corridor.
- » Information on the Environmental Act License.
- » Additional details on pedestrian and cycling infrastructure.
- » Recommended locations for Park and Ride facilities.
- » Potential locations for public art installations.
- » Class 3 cost estimate.

Thank you for attending.  
Please fill out a comment form before you leave.

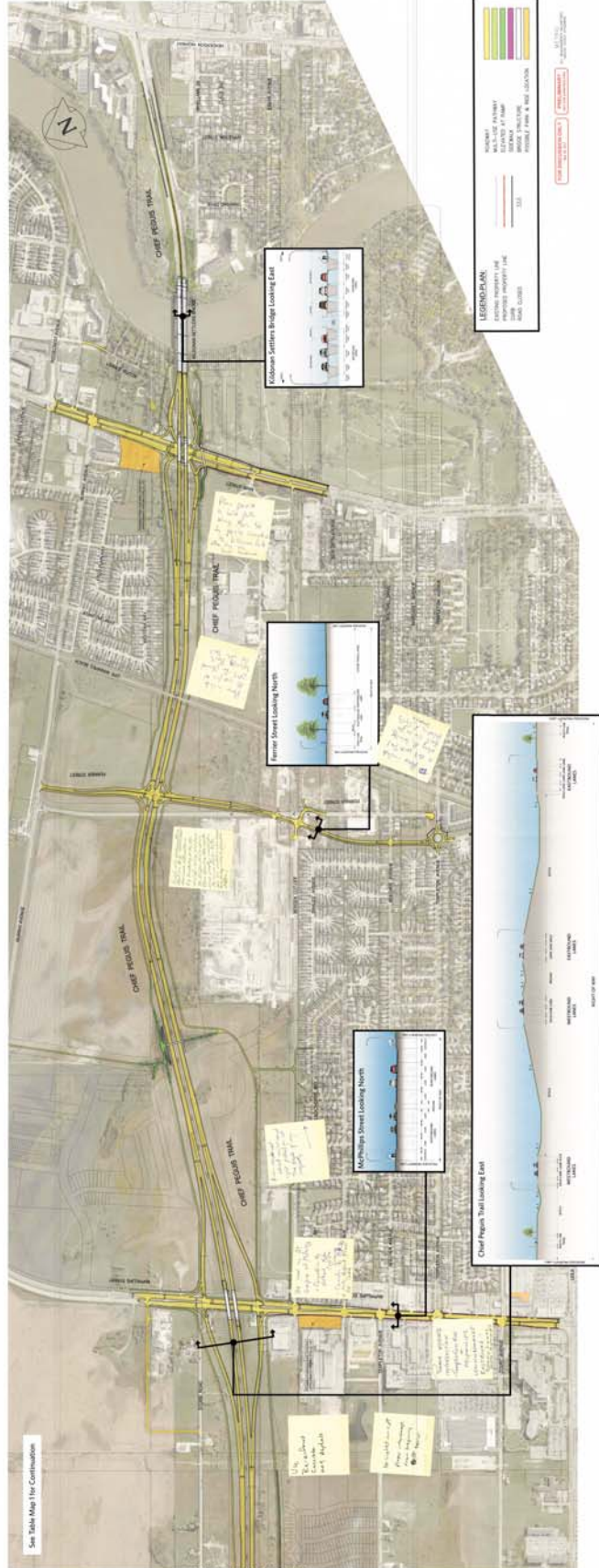
If you have any questions, please contact:  
David Jopling at WSP  
204.943.3178 or [ChiefPeguisTrailExtension@winnipeg.ca](mailto:ChiefPeguisTrailExtension@winnipeg.ca)

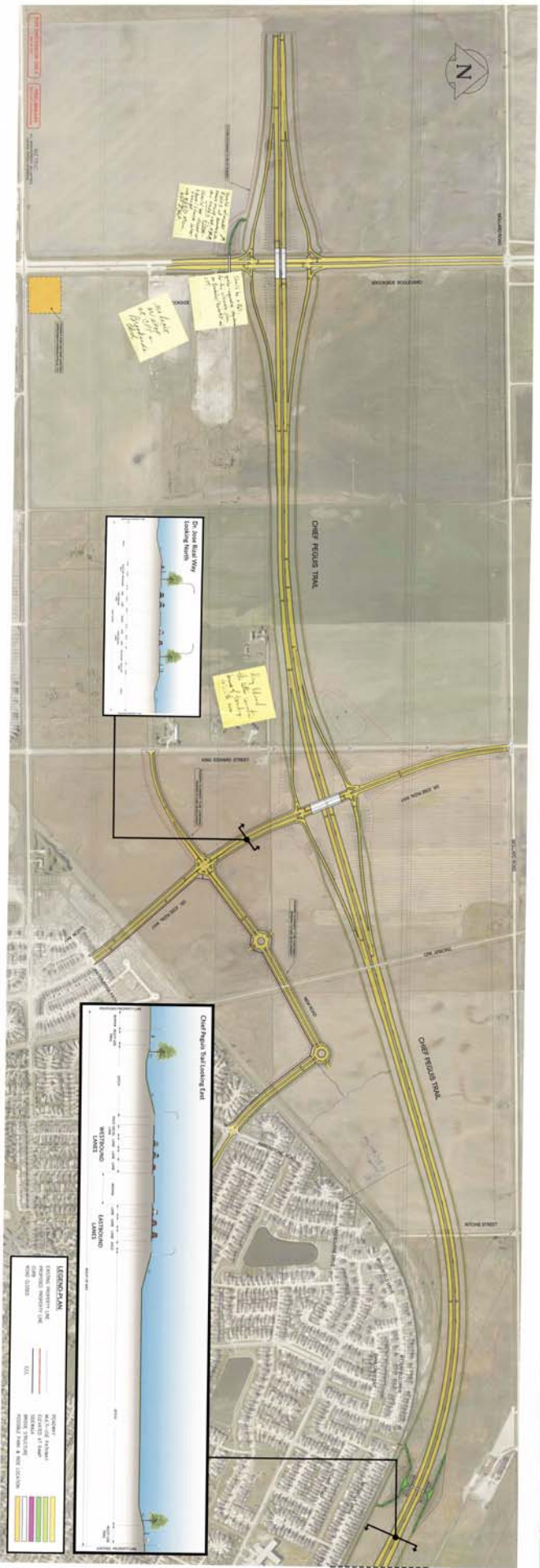
Project Website  
[Winnipeg.ca/ChiefPeguisTrail](http://Winnipeg.ca/ChiefPeguisTrail)















HOUSE OF COMMONS  
CHAMBRE DES COMMUNES  
CANADA

*MaryAnn Mihychuk*

Member of Parliament  
Kildonan—St. Paul

Dear Friends,

I wish I could be there with you all today - but I am in Ottawa today and I have to send my regrets.

However, I wanted to let you know that I am on the same page with you. This was a priority commitment for my campaign in 2015, and I know first hand how important this issue is, because I live right next to it in Kildonan-St. Paul.

I have seen the traffic backed up on Chief Peguis and Main Street, and traffic has increased dramatically on Leila, which is not deigned for the volumes. There are residential and nursing homes on that street and there is too much traffic for the residents there.

We have consulted with Mayor Bowman, MLAs and City Councillors, and I have called on the city to make this their #1 priority.

I have asked my staff to be there to hear your feedback and take questions - and if you need to hear from me personally, provide your contact information and I will be sure to get back in touch.

We have to keep up the pressure on this issue. With enough support we will get this done.

**Hon. MaryAnn Mihychuk**  
Your Member of Parliament  
in Kildonan - St. Paul

*Ottawa*

Room 133, East Block, Ottawa, Ontario K1A 0A6  
Tel.: 613-992-7148 Fax.: 613-996-9125

*Constituency Office*

1575 Main Street , Winnipeg, Manitoba, R2W 3W5  
Tel.: 204-984-6322 Fax: 204-984-6415



**CITY OF WINNIPEG**

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

**Public Information Session, June 6, 2017 - Comment Sheet**

Please answer the following questions.

1) Are you (check all that apply):

- A resident of the study area
- A business owner / land owner in the study area
- A resident of Winnipeg, outside of the study area
- A business owner / land owner in Winnipeg, outside of the study area
- Other \_\_\_\_\_

2) How did you learn about today's open house (check all that apply)?

- Newspaper Advertisement
- City of Winnipeg Website
- Mail
- E-mail
- Facebook
- Twitter
- Electronic Sign
- Other \_\_\_\_\_

3) Did this event provide adequate information on the purpose of the project?

- Yes
- No

Please elaborate why or why not:

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4) Do you have any ideas or suggestions for the Chief Peguis Trail Extension West? Please provide them below.

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5) How will the Chief Peguis Trail Extension West change how you move throughout the city?

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6) Do you have any ideas or suggested locations for the proposed Park and Ride locations?

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7) Do you have any ideas or suggestions for the proposed pedestrian and cycling connections?

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8) Please provide any additional comments, questions or feedback.

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9) Optional: If you would you like to receive project updates, please provide your email or mailing address

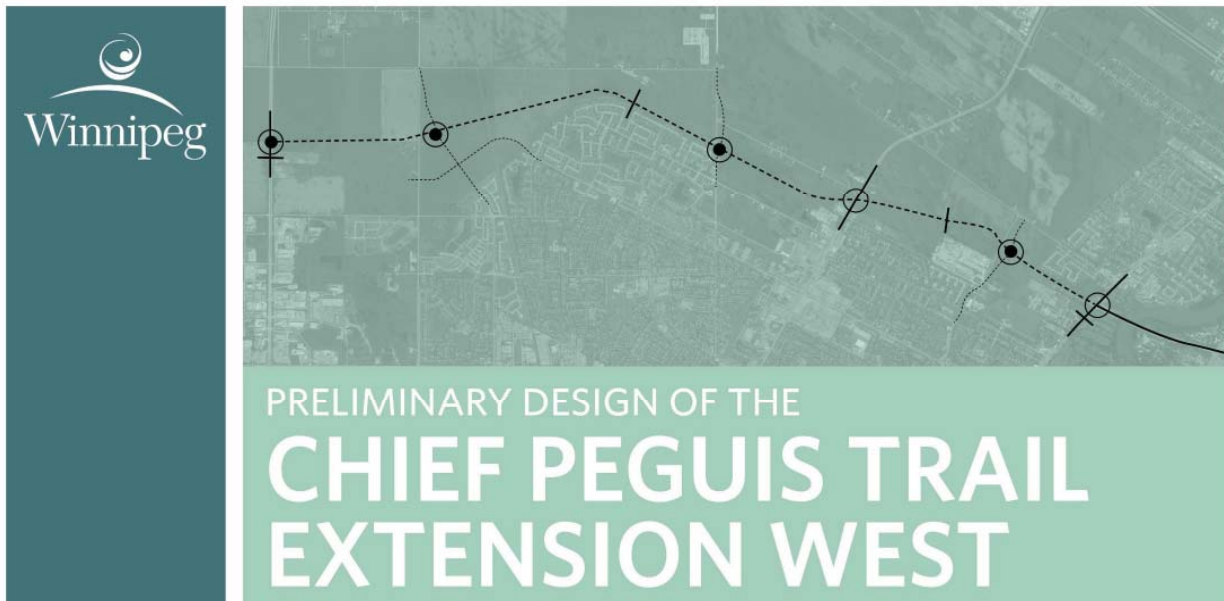
Name \_\_\_\_\_

Address \_\_\_\_\_

Email \_\_\_\_\_

**Thank you for your feedback and participation.**

If you choose to provide your personal information, the information provided is being collected under the authority of 36(1)(b) of The Freedom of Information and Protection of Privacy Act. This information will be used to contact you with project updates and information and will not be used or disclosed for any other purposes, except as authorized by law. The person information you provide will not be made public. If you have any questions about the collection or use of this information, contact the Corporate FIPPA Coordinator by mail to City Clerk's Department, Administration Building, 510 Main Street, Winnipeg MB, R3B 1B9, or by telephone at 311.



## The Public Information Session for the Chief Peguis Trail Extension West was held on **Tuesday, June 6.**

The ad placed in the North End Times, Filipino Journal, and Metro had the incorrect day of the week. We apologize for the mistake and for any inconvenience this may have caused you.

The material presented at the event is available on the project website. If you have any questions or would like to discuss the project, please contact Kerra Mruss, Project Manager at WSP.

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

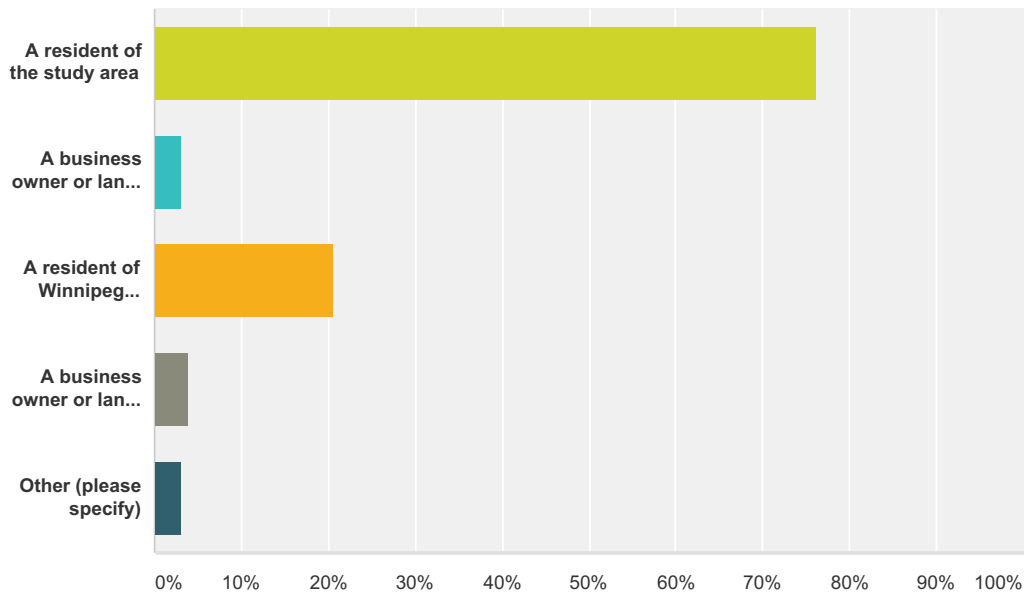
Project Contact: Kerra Mruss at WSP 204-272-2015 or [ChiefPeguisTrailExtension@winnipeg.ca](mailto:ChiefPeguisTrailExtension@winnipeg.ca)





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

Answered: 223 Skipped: 2

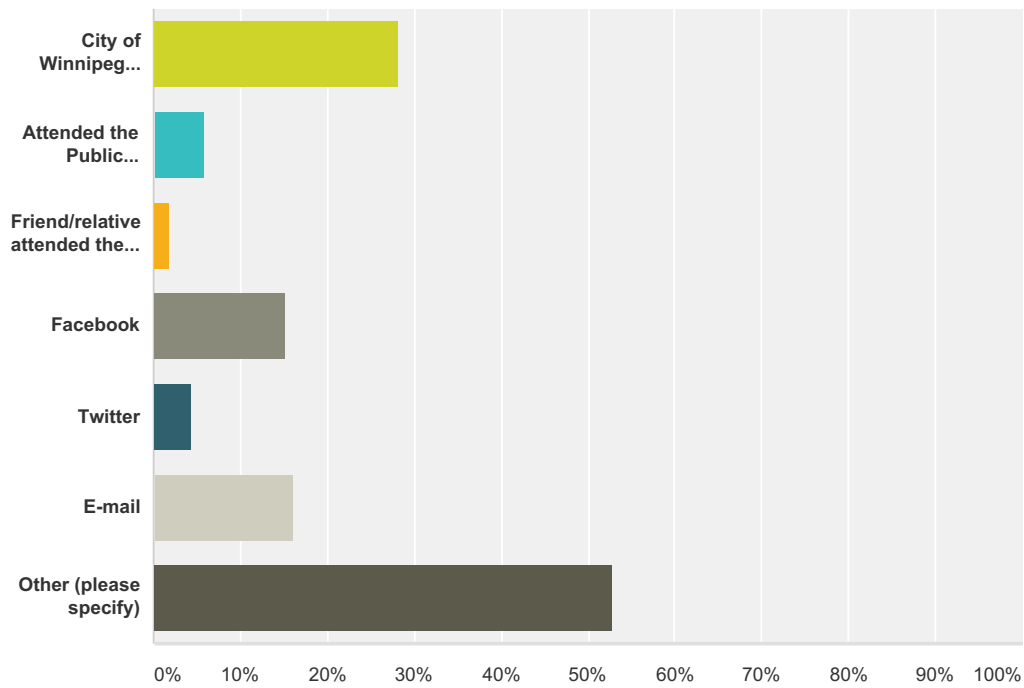


Answer Choices	Responses
A resident of the study area	76.23% 170
A business owner or land owner in the study area	3.14% 7
A resident of Winnipeg outside of the study area	20.63% 46
A business owner or land owner in Winnipeg outside of the study area	4.04% 9
Other (please specify)	3.14% 7
<b>Total Respondents: 223</b>	

#	Other (please specify)	Date
1	work in area	6/8/2017 9:41 AM
2	Student	6/8/2017 8:38 AM
3	west St. Paul Resident	6/7/2017 2:18 PM
4	Cyclist	6/1/2017 8:17 PM
5	This extension would serve to expand my business client base.	6/1/2017 5:48 PM
6	former resident	5/25/2017 10:17 PM
7	Resident outside of Winnipeg	5/25/2017 1:07 PM

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

Answered: 223 Skipped: 2



Answer Choices	Responses
City of Winnipeg website	28.25% 63
Attended the Public Information Session	5.83% 13
Friend/relative attended the Public Information Session	1.79% 4
Facebook	15.25% 34
Twitter	4.48% 10
E-mail	16.14% 36
Other (please specify)	52.91% 118
<b>Total Respondents: 223</b>	

#	Other (please specify)	Date
1	card in the mail	6/19/2017 10:02 AM
2	newspaper and mail	6/16/2017 4:37 PM
3	Notice in the mail	6/15/2017 3:47 PM
4	Googling expansion plans	6/13/2017 3:29 PM
5	Bike Winnipeg	6/13/2017 2:40 PM
6	paper mailing	6/8/2017 11:46 PM
7	Mail	6/8/2017 1:28 PM
8	Mail	6/8/2017 1:28 PM

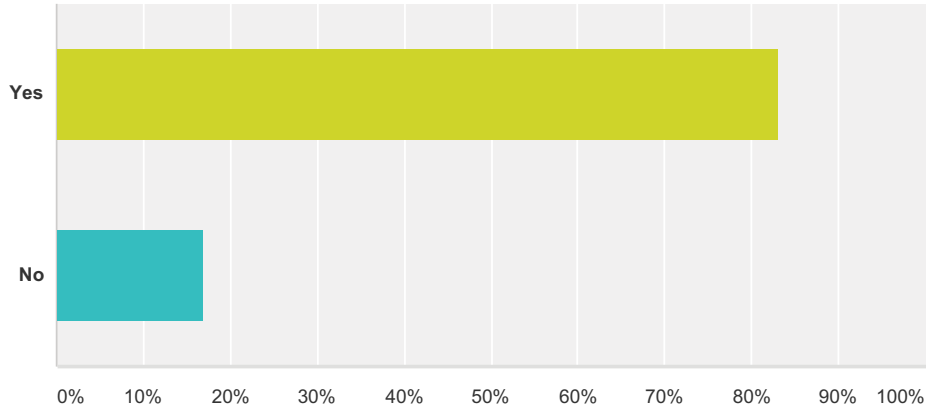
9	mail	6/8/2017 1:22 PM
10	Mail	6/8/2017 1:21 PM
11	Newspaper Advertisement	6/8/2017 1:20 PM
12	Mail	6/8/2017 1:13 PM
13	Mail, Newspaper Advertisement, Radio	6/8/2017 1:10 PM
14	Mail	6/8/2017 1:08 PM
15	Newspaper	6/8/2017 1:08 PM
16	Mail	6/8/2017 12:55 PM
17	Mail	6/8/2017 12:54 PM
18	Mail	6/8/2017 12:51 PM
19	Mail	6/8/2017 12:50 PM
20	Mail	6/8/2017 12:49 PM
21	Mail	6/8/2017 12:49 PM
22	Mail	6/8/2017 12:48 PM
23	Mail	6/8/2017 12:47 PM
24	Mail, Newspaper Advertisement	6/8/2017 12:37 PM
25	Newspaper Advertisement	6/8/2017 12:34 PM
26	Mail	6/8/2017 12:33 PM
27	Mail	6/8/2017 12:31 PM
28	Mail	6/8/2017 12:26 PM
29	Mail, Mother's mail in EK	6/8/2017 12:24 PM
30	mail	6/8/2017 12:21 PM
31	Mail	6/8/2017 12:19 PM
32	Mail	6/8/2017 12:19 PM
33	Mail	6/8/2017 12:17 PM
34	Sister	6/8/2017 12:09 PM
35	Daughter	6/8/2017 12:08 PM
36	Mail	6/8/2017 12:06 PM
37	Devi Sharma (thank you)	6/8/2017 11:56 AM
38	Mail	6/8/2017 11:53 AM
39	Mail	6/8/2017 11:53 AM
40	Mail	6/8/2017 11:45 AM
41	mail	6/8/2017 11:43 AM
42	mail	6/8/2017 11:40 AM
43	CTV news	6/8/2017 11:39 AM
44	Mail	6/8/2017 11:38 AM
45	RRCC Sign	6/8/2017 11:34 AM
46	Newspaper Advertisement	6/8/2017 11:32 AM
47	Newspaper advertisement, mail	6/8/2017 11:16 AM
48	mail	6/8/2017 11:13 AM
49	Newspaper Advertisement, mail	6/8/2017 11:08 AM

50	mail	6/8/2017 11:06 AM
51	News	6/8/2017 11:02 AM
52	Newspaper advertisement	6/8/2017 10:49 AM
53	Mail	6/8/2017 10:44 AM
54	Mail	6/8/2017 10:11 AM
55	Mail	6/8/2017 10:10 AM
56	Newspaper Advertisement, Mail	6/8/2017 9:43 AM
57	Newspaper Advertisement, Other	6/8/2017 9:42 AM
58	mail, newspaper advertisement, electronic sign	6/8/2017 9:41 AM
59	mail	6/8/2017 9:33 AM
60	newspaper advertisement	6/8/2017 9:30 AM
61	mail	6/8/2017 9:28 AM
62	mail	6/8/2017 9:15 AM
63	Mail	6/8/2017 9:12 AM
64	Mail, stakeholder meeting	6/8/2017 9:07 AM
65	Mail	6/8/2017 9:01 AM
66	flyer in mailbox	6/8/2017 8:58 AM
67	newspaper advertisement, mail	6/8/2017 8:42 AM
68	Mail, WSP	6/8/2017 8:38 AM
69	Newspaper Advertisement	6/8/2017 8:36 AM
70	Newspaper Advertisement, TV	6/8/2017 8:35 AM
71	I know to look for this on the website. Good work!	6/8/2017 8:30 AM
72	Councillor Sharma	6/8/2017 8:28 AM
73	Newspaper Advertisement	6/8/2017 8:20 AM
74	Mail	6/8/2017 8:15 AM
75	Mail	6/8/2017 8:07 AM
76	Newspaper Advertisement	6/8/2017 8:06 AM
77	Skyscraper Forum	6/8/2017 8:02 AM
78	Mail	6/7/2017 3:36 PM
79	Mail	6/7/2017 3:34 PM
80	Mail	6/7/2017 3:32 PM
81	Mail	6/7/2017 3:19 PM
82	Mail	6/7/2017 3:15 PM
83	Mail	6/7/2017 3:11 PM
84	mail	6/7/2017 3:05 PM
85	Work	6/7/2017 2:58 PM
86	Mail	6/7/2017 2:57 PM
87	Newspaper Advertisement	6/7/2017 2:34 PM
88	Mail	6/7/2017 2:31 PM
89	Mail	6/7/2017 2:28 PM
90	Mail	6/7/2017 2:25 PM

91	Mail	6/7/2017 2:22 PM
92	Newspaper Advertisement	6/7/2017 2:18 PM
93	Newspaper Advertisement	6/7/2017 2:14 PM
94	Mail	6/7/2017 2:12 PM
95	Mail, Global News	6/7/2017 2:10 PM
96	Mail	6/7/2017 2:06 PM
97	Newspaper Advertisement, Newscast (global)	6/7/2017 2:00 PM
98	Mail	6/7/2017 1:58 PM
99	Mail	6/7/2017 1:55 PM
100	Newspaper Advertisement, Mail	6/7/2017 1:53 PM
101	CTV News	6/7/2017 10:06 AM
102	Media article linking to the website, which links to the survey	6/6/2017 4:57 PM
103	News report	6/6/2017 6:57 AM
104	News	6/6/2017 5:09 AM
105	letter was sent to us	6/5/2017 9:43 AM
106	flyer about info session	6/3/2017 1:46 PM
107	Mailer	6/2/2017 1:00 PM
108	Reddit	6/2/2017 12:21 PM
109	Reddit	6/2/2017 7:44 AM
110	Reddit	6/1/2017 8:17 PM
111	Reddit.com/r/Winnipeg	6/1/2017 5:19 PM
112	Tv	5/31/2017 7:44 PM
113	Pamphlet in mail	5/27/2017 8:11 PM
114	card in the mail	5/27/2017 9:26 AM
115	Snail mail	5/25/2017 10:00 PM
116	Public Info Session notice card in the mail	5/25/2017 7:33 PM
117	from the public information session notification mailed	5/25/2017 3:20 PM
118	councillor browaty facebook	5/25/2017 3:13 PM

**Q3 Did the June 6, 2017 Public Information Session presentation boards provide adequate information on the purpose of the project?**

Answered: 195 Skipped: 30



Answer Choices	Responses
Yes	83.08% 162
No	16.92% 33
<b>Total</b>	<b>195</b>

## Q4 Please elaborate why or why not:

Answered: 100 Skipped: 125

#	Responses	Date
1	Was unable to attend	6/21/2017 1:22 AM
2	Great detail on the project and goals	6/19/2017 7:10 AM
3	I was unable to attend that evening.	6/18/2017 11:36 AM
4	I would have preferred that the renderings included a current view of the area with the proposed extension overlaid on top for better visuals.	6/18/2017 11:10 AM
5	I didnt go	6/18/2017 11:07 AM
6	I wasn't there	6/16/2017 4:37 PM
7	Although I sis not attend I have heard that was adequate information	6/16/2017 1:20 PM
8	However, I don't understand "For the CPT Extension West, traffic operations have been forecast to the year 2041." Does this mean that it is forecasted to begin, end...?	6/16/2017 1:01 PM
9	I was NOT able to attend	6/15/2017 6:36 PM
10	I missed it	6/15/2017 3:47 PM
11	Public cycling or walking paths off of McGregor or ferrior - why is there nothing going towards the garden city area - absolutely no walking trails. Amber trails and all other "new areas" have.	6/13/2017 1:12 PM
12	The presentation boards were quite detailed and the support staff were very helpful.	6/11/2017 10:52 AM
13	family celebration	6/8/2017 11:47 PM
14	Bus Transit is an important component. Park and Ride is only a part . Diamond lanes and traffic light sensors monitoring the traffic to control the timing.	6/8/2017 1:36 PM
15	I was interested in the interchange designs for Ferrier & Main Street.	6/8/2017 1:28 PM
16	Well organized info on PROPOSED Plans on the extension	6/8/2017 1:25 PM
17	Good, detailed information this time.	6/8/2017 1:22 PM
18	It appears to be moving forward.	6/8/2017 1:20 PM
19	There was sufficient materials to show the project as a whole	6/8/2017 1:19 PM
20	The maps/plans were well laid out - especially pedestrian corridors & pathways.	6/8/2017 1:11 PM
21	No cost estimate. No timeline - promises, promises, promises.	6/8/2017 1:09 PM
22	Wanting to see what the plans are for around the new Amber Gates development.	6/8/2017 1:02 PM
23	Well informed, detailed, open, laid out and awesome conceptually.	6/8/2017 1:00 PM
24	Yes it did, the project will eventually get a go ahead depending on finding	6/8/2017 12:55 PM
25	They said yes and no. Would prefer to know more facts, i.e. budget passing & More transit information	6/8/2017 12:52 PM
26	shows us what still needs to be done and what hasn't been taken into consideration and should be.	6/8/2017 12:51 PM
27	Good Visuals	6/8/2017 12:49 PM
28	Send maps out to area residents	6/8/2017 12:48 PM
29	Great community engagement by the City about the proposal, and allows the citizens to provide feedback of the project.	6/8/2017 12:45 PM
30	Pictures/storey boards on the website need to be updated to show the residential development north of CPW/McPhillips & Murray Road	6/8/2017 12:37 PM
31	It showed their intent to relieve the congestion off current roadway but lacked the insight of putting a clover at brookside where their is heavy traffic (trucks)	6/8/2017 12:28 PM

32	Impressed by the solution at main street. Pleased by the overall solution	6/8/2017 12:24 PM
33	The meeting ended too soon at 7pm not enough time. should have been till 9pm	6/8/2017 12:22 PM
34	Yes, very detailed, wish time line was sooner/quicker	6/8/2017 12:20 PM
35	Lot's of detail. Good visuals.	6/8/2017 12:18 PM
36	No start date	6/8/2017 12:15 PM
37	The cycling path through Frog Plain Park will allow traffic into residential area. Check #7	6/8/2017 12:13 PM
38	Questions answered	6/8/2017 12:06 PM
39	CPT - has been needed for a long time	6/8/2017 11:56 AM
40	People who work cannot get here early enough	6/8/2017 11:45 AM
41	movement of anticipated future traffic, important (to residents) details outstanding	6/8/2017 11:41 AM
42	Kind of.	6/8/2017 11:37 AM
43	Seeing how the design affect my commute/drive	6/8/2017 11:06 AM
44	Maps aren't detailed enough on website	6/8/2017 11:03 AM
45	Good basic idea of purposed plan and mapped out.	6/8/2017 10:56 AM
46	What are the details of pipeline from templeton to cPT? Will there be a new noise barrier?	6/8/2017 10:40 AM
47	It would have been nice to see a staging plan. Obviously this project requires too much \$\$ to build all at once, so what would be the reasonable staging plan.	6/8/2017 10:34 AM
48	Obviously separated grade crossings are preferred but even wild cost comparisons would be helpful	6/8/2017 9:44 AM
49	Seems reasonably planned	6/8/2017 9:43 AM
50	Good insight of exciting road expansions.	6/8/2017 9:31 AM
51	Much more detailed info at this session.	6/8/2017 9:12 AM
52	Gave options it wish the city just build for the future already and stop using lights	6/8/2017 9:09 AM
53	Would be nice to see transit information. Time of budgeting, time line and type of budgeting.	6/8/2017 9:02 AM
54	I was curious to see the proposed plan and see how it would impact me.	6/8/2017 8:58 AM
55	It provided the location of the proposed road alignment. In future as an affected land owner I would like to be contacted directly.	6/8/2017 8:49 AM
56	Lot's of city staff to consult with at this open house! Great!	6/8/2017 8:43 AM
57	Presentations were helpful in talking about the intersections, effect on residents.	6/8/2017 8:39 AM
58	Nevermind elaborate recommendations. People in Winnipeg are getting crowded, needs more highway, especially traffic	6/8/2017 8:38 AM
59	Very well done!	6/8/2017 8:35 AM
60	Yes. It showed the overall project in both current and ultimate design phases. This is excellent. Must always plan for the ultimate case.	6/8/2017 8:30 AM
61	Adequate diagrams	6/8/2017 8:29 AM
62	I'm happy that ultimately there are plans for interchanges at Ferrier, Pipeline, Jose Rizal and Brookside.	6/8/2017 8:02 AM
63	No time frame on when it is going to be built. "promise" of future interchanges, again, no timeline	6/7/2017 3:37 PM
64	It was easy to understand and the pictures really help to see how the whole design will affect the area.	6/7/2017 3:31 PM
65	Why not interchanges instead of lights to begin with?	6/7/2017 3:16 PM
66	Does not properly show how much of Kildonan golf course is going to be used.	6/7/2017 3:11 PM
67	Full layout of project easy to follow.	6/7/2017 3:03 PM
68	No timeline on when this project is going to begin. We have been coming to these since 2014, nothing done yet!!!	6/7/2017 2:45 PM
69	You need to show planned AT such as NW cycle corridor, Winnipeg beach.	6/7/2017 2:35 PM



70	Drawings are to detail	6/7/2017 2:28 PM
71	Sufficient detail of all areas.	6/7/2017 2:26 PM
72	Make it clear, but have been a resident for 35 years and still not anywhere near project.	6/7/2017 2:23 PM
73	Good diagrams.	6/7/2017 2:19 PM
74	Well done presentation and knowledgeable staff explanations. The traffic heaviness explanation was confusing and only shown on one board. Suggest when used, an explanation in brackets be used.	6/7/2017 2:02 PM
75	Preferably no stop lights at Ferrier (ideally a bridge).	6/7/2017 1:59 PM
76	Helped to be able to speak with someone who could answer my questions and use the map to do so.	6/7/2017 1:56 PM
77	All aspects were discussed, intersections, bikes, walking trails	6/7/2017 10:07 AM
78	Very clear detailed information for the residents.	6/7/2017 9:42 AM
79	I didn't attend	6/7/2017 7:42 AM
80	Provided the need to upgrade roadways to relieve traffic issues and provide structured flow of traffic through the city with limited traffic obstructions and controlled interesctions	6/6/2017 6:34 PM
81	Because I had questions that were not addressed by the boards such as the reasoning or explanation of starting with intersections with lights instead of interchanges at the start. Speed limits were not on the posters, overall no rationale as to why decisions/choices were made on how to design the CPT west.	6/6/2017 5:57 PM
82	I would like to know more about the current traffic volumes in Chief Peguis, Route 90, Main Street etc. and current and expected population growth in that part of the city. It would inform the discussion more.	6/6/2017 4:58 PM
83	Because	6/6/2017 5:09 AM
84	haven't gone yet	6/2/2017 8:16 PM
85	It hasn't happened yet.	6/2/2017 1:00 PM
86	All the information was presented coherently.	6/1/2017 8:18 PM
87	I will wait and see.	6/1/2017 5:49 PM
88	It was very interesting to see how they will handle all of the north / south street intersections.	6/1/2017 1:32 PM
89	The had good maps, showing where the road would go, and what kind of intersections there would be.	6/1/2017 1:00 PM
90	the sooner this is completed the sooner they can do the rest of the east extension	5/30/2017 8:22 AM
91	too busy	5/28/2017 11:54 AM
92	Very informative and I will be attending the info session at RRCC	5/27/2017 9:38 PM
93	I am having another meeting I need to attend, I would like the feed back when the June 6 is over	5/27/2017 1:19 PM
94	have not gone yet	5/27/2017 9:27 AM
95	good detail, nice graphics on current design	5/26/2017 9:32 AM
96	Shift work.	5/25/2017 11:59 PM
97	Good info on grade-separated interchanges Good info on future upgrades to at grade intersections Good info on expansions and connections of/to existing roadways Good info on active transportation plans	5/25/2017 10:02 PM
98	Did not include any information about public art or landscaping.	5/25/2017 8:46 PM
99	Could not attend so looked at online presentation. Excellant graphics and areial maps. Live in this area so it all made perfect sense as illustrated.	5/25/2017 7:35 PM
100	because i am writing this on May 25th	5/25/2017 3:14 PM

## Q5 Do you have any ideas or suggestions for the Chief Peguis Trail Extension West?

Answered: 134 Skipped: 91

#	Responses	Date
1	I live near the Bishop Grandin Greenway and use it regularly. It is a beautiful place to cycle and walk as it has been landscaped naturally. Wildlife use this area as well. I would recommend some consideration be given to how wild life could be accommodated and allowed to pass safely where ever possible and to ensure they are not killed in the traffic. Wildlife management should be an ongoing part of the assessment.	6/21/2017 1:23 AM
2	Ensure it gets done in a timely fashion	6/18/2017 11:15 AM
3	for walkers there should be comfort height benches for people to sit down.( the seat is 17 inches from the ground)	6/16/2017 4:37 PM
4	Love the idea	6/16/2017 1:23 PM
5	Southbound Main traffic that is wanting to turn onto CPT eastbound, needs to have more than the current 1 lane. Please make this multiple lanes when the extension is built. Make it two lanes now! Even weekend traffic is backed up past Murray to turn onto CPT. : )	6/16/2017 1:10 PM
6	The use of collector lanes should be used and traffic lights should not be used anywhere along the CPT. We have lived in Toronto and their 400 road system works extremely well without traffic lights. Using traffic lights adds to the wear & tear of vehicles, slows down traffic and is not environmentally friendly.	6/16/2017 2:24 AM
7	Limit traffic lights to a minimum to increase efficient traffic flow.	6/15/2017 7:11 PM
8	I does not have to be a elaborate structure. Just make it structurally sound for many years, and not need additional **repair** a short time later. Do it right --- Do it once. *****NOT like the bridge on Sturgeon RD near Portage that carried on and on and on and on with more construction ties ups due to something not being done right the FIRST tiem around.	6/15/2017 6:40 PM
9	More interchanges needed. There's no need to have so many signaled intersections.	6/15/2017 5:01 PM
10	No	6/15/2017 3:49 PM
11	Can we build just one high speed corridor with no traffic lights?	6/14/2017 6:00 AM
12	Somewhat disappointed Main and McPhillips will not be free-flow at CPT. If it has to be one or the other, I would honestly prefer free-flow north-south at both McPhillips and Main over free-flow east-west for CPT. Travelling north-south in this city is always the bigger pain...	6/13/2017 3:29 PM
13	Walking or pedestrian walkways off to go towards the garden city area maybe off ferrior to McGregor or Sinclair - garden city has nothing. Or the train tracks down from the proposed extension.	6/13/2017 1:14 PM
14	Ensure adequate lighting and visibility along the walking and cycling paths as well as safe crossings.	6/12/2017 12:49 PM
15	I have a concern about a parcel of land at the southwest corner of Pipeline. (550 Pipeline) This parcel of land comprises of a house and extends westward for approximately a half mile. The land is currently vacant and I think that it will be left that way since there is only one access to the property from Pipeline.This will deteriorate the area considerably as the land will be overgrown with weeds and marshy areas. I currently live on Baltic Bay just south of this property and I am very concerned that it will tarnish the overall effect of this beltway.	6/11/2017 10:54 AM
16	Do not want to see a major wall go up and divide communities - rather would like natural borders/boundaries like berms and trees if upkept	6/8/2017 11:51 PM
17	See Number 4. Bus rapid transit needs to be factored in.	6/8/2017 1:38 PM
18	Overpasses when possible to limit lights while travelling on Chief Peguis. Longer light cycles for vehicles on Chief Peguis	6/8/2017 1:38 PM
19	No stop lights throughout trail. More use of merging lanes when exiting trail.	6/8/2017 1:26 PM
20	Big mistake stop on Ferrier Street! We have Gateway road, very bad traffic. Why same problem again?	6/8/2017 1:24 PM
21	Yes, please proceed with construction ASAP especially first leg Main to McPhillips!	6/8/2017 1:20 PM
22	Please do not "doddle" - This is a needed improvement.	6/8/2017 1:20 PM

23	Route 90 and CPT should be made an interchange in initial step, similar to the Centreport & Perimeter. This route along with Route 90 are very busy and have lots of trucks.	6/8/2017 1:13 PM
24	Please build it as soon as possible.	6/8/2017 1:11 PM
25	No traffic lights west of Henderson highway	6/8/2017 1:09 PM
26	Build as soon as possible.	6/8/2017 1:05 PM
27	Start it right away.	6/8/2017 1:03 PM
28	Please start soon.	6/8/2017 1:00 PM
29	Keep green spaces along trail to include trees, grasses	6/8/2017 12:52 PM
30	Twin pipeline right from Leila to wherever prior to building CPT. It's already heavy especially from 7-9 am and 3 to 5:30 pm and traffic doesn't always stop at pipeline/court - Pipeline/amber gate	6/8/2017 12:52 PM
31	Start tomorrow!!!	6/8/2017 12:49 PM
32	The ultimate plan for Brookside/Route 90 and CPT should be a full interchange, as traffic is very heavy from commuters from West St. Paul, Rosser, and Stonewall-Stony Mountain area.	6/8/2017 12:46 PM
33	Do not CHEAP OUT!! on the interchanges at Main street and mcphillips	6/8/2017 12:39 PM
34	Put in interchanges plan for future. During initial construction.	6/8/2017 12:36 PM
35	Keep traffic flowing	6/8/2017 12:34 PM
36	No lights or stops at Brookside	6/8/2017 12:32 PM
37	Put in a clover leaf or 4 stack interchange at Brookside since there is heavy truck usage and it is a major route into the city from nw.	6/8/2017 12:29 PM
38	Did not get a chance to look at all. the guys were packing up.	6/8/2017 12:22 PM
39	Because of Amber Trail area is the fastest growing area in Winnipeg. There needs more roads immediately like from Leila to Main.	6/8/2017 12:16 PM
40	don't take 24 plus years to complete. its way too long and this is needed now.	6/8/2017 12:09 PM
41	Why 24 years plus. mind up chief took 25 years plus to be completed.	6/8/2017 12:08 PM
42	Start as soon as possible	6/8/2017 12:06 PM
43	McPhillips and CPT should have a Cloverleaf	6/8/2017 11:58 AM
44	No. I think it's all good.	6/8/2017 11:52 AM
45	What is the hold up	6/8/2017 11:46 AM
46	Proper sound/visual barriers (fencing and landscaping) as done with the existing eastern portion, should be a must.	6/8/2017 11:42 AM
47	Emphasize greenspace even on bridge - aesthetic and functional. Create some sort of sound barrier for neighbourhoods as current CPT does not. don't use obtrusive bright LED lampposts.	6/8/2017 11:39 AM
48	Better transit connection to south of city.	6/8/2017 11:38 AM
49	SE corner of 69 Endcliffe Place will be loud and will have a lot of new foot traffic behind. Requesting a tall sound barrier behind existing wood fence and along current posts east of wood fence.	6/8/2017 11:36 AM
50	Would prefer an overpass at Ferrier compared to lights like Rotheresay.	6/8/2017 11:18 AM
51	No free flow traffic down main street. it is still controlled by lights. still slowing traffic. I don't see the point.	6/8/2017 11:09 AM
52	Would be nice to see free flow through main street. Bogs down there during rush hour	6/8/2017 11:08 AM
53	This extension is unnecessary, the perimeter is sufficient and the City of Winnipeg should not go through with this. Improve the perimeter highway surface instead. There is not enough info on how this extension will fit into Centre Park plan. How will this CPT connect to that Plan?	6/8/2017 11:04 AM
54	No sudden stops eg. 80km 60km to stop, more so just exits on the trail to keep flow of traffic	6/8/2017 10:57 AM
55	Don't develop Amber Court all the way to Pipeline. Use that available land to widen and line up Pipeline to CPT rather than jam it in between two neighbourhoods.	6/8/2017 10:47 AM

56	While the concept developed is great, I fear that it is too elaborate for the City's financial resources. Need to eliminate the superficial components, like cycling and get with building something to relive traffic growth and congestion. Somebody will get killed at Murray ave and McPhillips intersection.	6/8/2017 10:37 AM
57	Absolutely do overpasses at each north/south routes including Ferrier sole purpose of this project is to keep traffic flowing, use off ramps, metered ramping during rush hours.	6/8/2017 10:13 AM
58	Please take into consideration full consumption/cost when developing proposals, re: stop/go with lights at intersections.	6/8/2017 9:47 AM
59	The project is too expensive and elaborate. simplify it by eliminating a lot of unnecessary intersections. Just provide grade separation intersection at main & McPhillips	6/8/2017 9:34 AM
60	Better bus service	6/8/2017 9:31 AM
61	<b>Keep it neutral.</b>	6/8/2017 9:29 AM
62	Get going on it	6/8/2017 9:16 AM
63	Yes no more lights build for the future. You want an inner ring road why do people have to sort and go. Let's not have another fizzled perimeter highway and spend more money down line to change lights to diamonds. Build it right and be done	6/8/2017 9:10 AM
64	The interchange at Ferrier should be included/costed out as part of this project. This interchange will greatly affect traffic on Murray Avenue, which is already a nightmare without Precinct F and G. This project cannot be approved in isolation of these other plans.	6/8/2017 9:09 AM
65	Prairie grass landscaping	6/8/2017 9:02 AM
66	If you are proposing using roundabouts, please have a campaign to educate the public on how to properly use them.	6/8/2017 9:00 AM
67	Two lane turning needed from Main (north to south) onto CPT Bridge.	6/8/2017 8:55 AM
68	In future, if there are large changes in alignment I would request that the affected land owner be contacted. Changes such as at Ferrier should be negotiated early on with affected owners.	6/8/2017 8:51 AM
69	Reduce one set of traffic lights if possible, otherwise looking forward to this very exciting transportation project being built. very impressed with all.	6/8/2017 8:45 AM
70	I am a student studying landscape architecture, doing my practicum on developing a linear park within the study area.	6/8/2017 8:40 AM
71	I believe there should be freeway connections between CPT and 101. Has this been thought of at all? Brookside and McPhillips should not be diamonds, both routes should be free flow. I feel this is very important.	6/8/2017 8:32 AM
72	The cycling paths and access look promising	6/8/2017 8:31 AM
73	I'm an avid cyclist and some bike space for locking up bikes would be good.	6/8/2017 8:21 AM
74	Please use re-enforced concrete for the road, not asphalt. It might cost more up-front but is cheaper in the long run since it does not need to be maintained as often. Its higher quality too.	6/8/2017 8:04 AM
75	not at this time	6/7/2017 8:14 PM
76	Build interchanges at the beginning. Make Leila connect with CPT instead of Pipeline. Make interchange Pipeline @ perimeter, use P3 as costing model.	6/7/2017 3:38 PM
77	I hope that there would bring more opportunity for families to cycle/walk in a very picturesque landscape	6/7/2017 3:35 PM
78	Everything is good from what i can see.	6/7/2017 3:33 PM
79	P3 for cost & timeline	6/7/2017 3:32 PM
80	Let's get started now. We need to move traffic CPT should be connected to Canada Way now. Not years from now. Everything is a bottleneck in this city.	6/7/2017 3:20 PM
81	No traffic lights. Have a fly over only at Pipeline with no connection to CPT	6/7/2017 3:17 PM
82	Where is the money coming from for this? Already too many projects on the go.	6/7/2017 3:12 PM
83	Ensure it is done with minimal impact on the environment and ensure noise is kept to as much of a minimum as possible.	6/7/2017 3:09 PM
84	Amber trails is the fastest growing area in city. We need more roads to relieve the congestion. Pave Templeton from Pipeline to McPhillips immediately. Road from Main to McPhillips is in dire need.	6/7/2017 2:55 PM

85	I am very disappointed that the project has chosen to improve NIS access for vehicles (main street, mcphillips, ferrier) but there was no consideration to extend pl? Winnipeg ? greenway on NW ? corridor.	6/7/2017 2:38 PM
86	none	6/7/2017 2:31 PM
87	Good to see cyclists/pedestrians have been considered.	6/7/2017 2:26 PM
88	Education session in general on how to properly use traffic circles (roundabouts), with proper signalling to stay in and leave the roundabout.	6/7/2017 2:24 PM
89	Future diamond intersections should be done now.	6/7/2017 2:21 PM
90	Get this done faster!	6/7/2017 2:16 PM
91	Careful with access points from neighbourhoods like Leila, Pipeline, Ferrier, don't want to see dramatic traffic on these streets.	6/7/2017 2:12 PM
92	Please keep wheelchair accessibility in mind when planning/constructing this. I hope the suggestion of 'two separate bridges, one for walking and one for biking' can be one large bridge, with two different sidewalks in each [an example of this is the current section of Keewatin Street between Jefferson Ave-Inkster Blvd]	6/7/2017 2:08 PM
93	My concern is mostly to make sure sound barriers are being placed along the back of properties that are adjacent to the highway. I do not want constant traffic noise in my backyard.	6/7/2017 2:07 PM
94	Suggest similar funding to existing section as it was completed under budget and ahead of schedule. Construction seemed to move quickly	6/7/2017 2:03 PM
95	10 minute drive to work vs. 25 minute (to airport)	6/7/2017 1:59 PM
96	Not sure at this time.	6/7/2017 1:56 PM
97	Getting east onto CPT takes too long currently. Working in Transcona. Possibly shop more out west side of city now with expansion.	6/7/2017 1:54 PM
98	Do it asap	6/7/2017 11:39 AM
99	Please upgrade the traffic lights (with turning lanes with turning green arrows) to have the traffic flow in near areas. bumper to bumper in traffic on Leila is backed up.	6/7/2017 9:47 AM
100	I hope there won't be any street lights at Main/CPT. Also, I'm concerned what it will be like during construction. Will there be proper detours during rush hour traffic? I rely on Main/CPT intersection every day as I work downtown.	6/7/2017 8:28 AM
101	More efficient use of city owned lands prior to unnecessary acquisition of private property to accomplish same goal..costing savings	6/6/2017 6:43 PM
102	No traffic lights at intersections. Interchanges from the very beginning. Have Leila at the interchange from CPT instead of Dr Jose Rizal way. No entrance to CPT from Pipeline. Make a diamond interchange at Pipeline and Perimeter. Build a Parclo @ McPhillips and a stack interchange @ Brookside (Route 90)	6/6/2017 6:06 PM
103	Pipeline at the Perimeter is a dangerous intersection. I would be concerned about having the initial at-grade signalized intersection. Extra precautions should be taken to ensure vehicles slow down and don't just coast through there.	6/6/2017 5:01 PM
104	As a resident on Murray Ave i am concerned that traffic onto Murray will have difficulty turning south on Main st and there should be no left turns across main st from murray during rush hour.	6/6/2017 3:53 PM
105	No	6/6/2017 6:59 AM
106	It's looks good to me.	6/5/2017 9:17 PM
107	looks like a traffic circle at Templeton and MacGregor... more info required as I live right there. Sound Barriers?	6/3/2017 1:49 PM
108	get it done	6/2/2017 8:17 PM
109	Excited that cycling and pedestrian infrastructure is being incorporated into this extension. The current Chief Peguis trail is amazing for both traffic and cyclists/pedestrians and I use it >weekly. I'm hoping this expansion will include cycling infrastructure from Henderson to Main on Chief Peguis, as it is currently very unsafe and not-cyclist friendly.	6/2/2017 1:41 PM
110	No, I don't know enough about it yet.	6/2/2017 1:01 PM
111	Increase the speed limit to 100 km/h	6/2/2017 12:35 PM
112	This is quite possibly the worst piece of infrastructure I have ever seen in my life. I hope I die before the "Ultimate" design gets realized.	6/1/2017 8:28 PM
113	do it once, do it right	6/1/2017 5:51 PM

114	Continue the speed limit of 80km throughout the CPT	6/1/2017 1:33 PM
115	As few traffic lights as possible! smaller roads should dead-end and not have a light on the Chief Peguis Trail. The road needs to be optimized for traffic flowing from one side of the city to the other.	6/1/2017 1:04 PM
116	no	6/1/2017 12:03 PM
117	Don't start until the perimeter work is finished	6/1/2017 10:22 AM
118	Will Winnipeg ever build a road that is truly a free flowing road. Why at this stage would the design not include a true limited access road. Look at Bishop Grandin, Kenaston, Lagimodiere as to traffic concerns at lights. Does every road require an interchange? Can Ferrier and Pipeline not just be a simple bridge over or under such as Rothesay is over Chief Peguis? I urge the City of Winnipeg to look to other cities design of roadways such as Saskatoon's Circle Drive or Edmonton's Whitemud before spending money on another roadway with lights. If the money is not there at this time to build this road with all appropriate interchanges then divert the money to upgrading terrible road conditions elsewhere such as on Lagimodiere and Route 90. Winnipeg has constantly talked about roadway upgrades and yet none have occurred. Interchanges do not get built and I foresee this being the case with the Chief Peguis Trail Extension West. Another roadway with lights will not alleviate traffic concerns. Expanding roads from two to three lanes and that still contain lights will not alleviate traffic concerns. True grade separated, limited access roadways with appropriate length merge lanes will.	5/30/2017 1:04 PM
119	nope	5/30/2017 8:25 AM
120	Hook up to Center Port Canada way as part of this project.	5/29/2017 3:43 PM
121	please try to save as much wildlife habitats and trees as possible	5/28/2017 12:03 PM
122	Build the Pipeline diamond interchange in phase 1	5/27/2017 9:45 PM
123	walk over for bicycle safety also	5/27/2017 1:22 PM
124	the sooner the better	5/27/2017 9:28 AM
125	Build proper safe interchanges from the start. ABSOLUTELY NO TRAFFIC LIGHTS at intersections. Keep CPT free flowing. Initial at grade intersections with promise of a ultimate interchange is just an excuse not to build it properly. Let's get this done right. I would also like to see it being extended further west than Brookside Blvd.	5/26/2017 1:14 PM
126	No at-grade intersections at ferrier, pipeline and Jose Rizal. If there is no money available, close access from these minor residential roads and wait until there are funds available for grade separation. it will cost more in the long run to backtrack and add diamonds than it is to do it right in the first place	5/26/2017 10:22 AM
127	As a history fan, I would have enjoyed some means of incorporating the Bergen Cutoff bridge, but I accept that it's privately owned, more out-of-the-way, and sadly thus less feasible.	5/26/2017 12:03 AM
128	Grade separations at all intersections from day 1! Limited access to Chief Peguis throughout the entire route. It cannot be allowed to decay to the quagmire that is Rte 90, Bishop Grandin and Lagimodiere with too many traffic lights and uncontrolled intersections. If at grade intersections are unavoidable, high speed roundabouts should be used instead of traffic lights until grade separations can be built.	5/25/2017 10:14 PM
129	None. Perfect as it is.	5/25/2017 7:56 PM
130	Future interchanges never happen in this city. Too many traffic lights. Access to Ferrier isn't necessary. Should be an interchange at pipeline.	5/25/2017 6:56 PM
131	Take into consideration the homes that are being eliminated for the sake of a sidewalk with excessive land usage to place	5/25/2017 5:52 PM
132	Please keep as much traffic away from Templeton as possible. It's a real nightmare getting in & out of our driveway every day as it is right now.	5/25/2017 3:24 PM
133	not an engineer	5/25/2017 3:14 PM
134	No	5/25/2017 1:08 PM

## Q6 How will the Chief Peguis Trail Extension West change how you move throughout the city?

Answered: 163 Skipped: 62

#	Responses	Date
1	It would be an opportunity for recreational cycling like Bishop Grandin Greenway	6/21/2017 1:23 AM
2	hoping to divert traffic from where I live	6/19/2017 10:03 AM
3	It will provide and much more direct route for me to personally get to work. It will also seem to be a very efficient way of moving traffic	6/19/2017 7:11 AM
4	We live in west transcona and my husband works in Charleswood. The expansion of the CPT will give him one more option when traveling across the city for work.	6/18/2017 11:37 AM
5	I think it will be fantastic.	6/18/2017 11:33 AM
6	I will use it instead of Leila/partridge	6/18/2017 11:15 AM
7	I live in Transcona and work by the airport. I take the perimeter to and from work via CentrePort so the extension of CPT will cut my travel times down substantially along with the added fuel savings.	6/18/2017 11:11 AM
8	We currently use Leila Ave to go to soccer practice and games. Will stay on CPT to McPhillips instead of cutting through residential area.	6/16/2017 8:59 PM
9	make it easier to move from one part of the city to the next	6/16/2017 4:37 PM
10	I love, love the first Peguis Trail, use it constantly. Would like to see double land from Main to turn east. The one lane does not hold the amount of traffic needing to turn and you find yourself waiting in the open lane. Quite dangerous.	6/16/2017 1:23 PM
11	This will dramatically improve our access to parts of the city that are typically avoided at all costs because of the traffic nightmare. Polo Park and Regent areas are a hub for residents in the north main area (and beyond) who do not currently have access to many amenities and are forced to leave the area (kids extracurricular activities, shopping, restaurants, movies, other entertainment). It will alleviate the burden and increase the safety on neighbouring streets where there are residential houses (ie., Murray). This will also allow residents like me to consider active transportation if there is a safer way to commute. There is no way I am facing my death to ride on the roads as they are now!! The proposed bike/walking paths will be amazing!	6/16/2017 1:10 PM
12	We will be able to travel throughout the city during rush hour and avoid the downtown area.	6/16/2017 2:24 AM
13	Adding the extension will add an additional route to alleviate traffic congestion during rush hour.	6/15/2017 7:11 PM
14	Anything -----anything that makes traffic flow smoother in and around this city is a HELP. Again....it does not have to be elaborate.	6/15/2017 6:40 PM
15	Dramatically! So important to be able to get from Brookside to Lagmodiere without using the perimeter.	6/15/2017 5:01 PM
16	I'm hoping it will take some of the traffic away from Leila Ave.	6/15/2017 3:49 PM
17	I often travel between main and mcphillips down Leila and would opt for CPT instead.	6/13/2017 3:29 PM
18	Faster to get to west side of city	6/13/2017 1:14 PM
19	Will allow for easier movement to the west accessing the Airport as well as the west Perimeter.	6/12/2017 12:49 PM
20	I currently use the Chief Peguis Trail when I travel to the southeast part of Winnipeg. It takes a while to get to the Trail utilizing the city streets. Similarly, we have to negotiate city streets to get to Brookside Blvd. The proposed trail will certainly speed up the process and remove a lot of traffic from residential routes.	6/11/2017 10:54 AM
21	Allow me to get to St James area without having to zig zag through Leila, to McPhillips, to Inkster faster and safer commute; quicker accessibility to Red River College	6/8/2017 11:51 PM
22	I have just returned to Winnipeg from Ottawa. Blair Station to the Parliament Bldg took 17 minutes!! Winnipeg seems to ignore "Best Practices"	6/8/2017 1:38 PM
23	Speed up travel to West & Polo Park. Will use it to get to Kenaston. The extension to the East has increased my trips to Regent area businesses. I expect the West extension to do the same west & South West.	6/8/2017 1:38 PM

24	Easier movement east and west. May be more willing to own property in rural areas around Winnipeg.	6/8/2017 1:26 PM
25	When will John Black Ave close? When will Scotia Street North be extended through to Ridgecrest? Our street is full of pot holes that scrape the bottom of my car if I don't carefully twist & turn my way down the street.	6/8/2017 1:22 PM
26	It will make travel on Leila/Partridge 'easier' right off the bat!	6/8/2017 1:20 PM
27	It will greatly improve traffic flow in a part of the city that is often neglected due to political indifference.	6/8/2017 1:20 PM
28	Commuting to work will be quicker as I won't need to use Leila avenue and Partridge anymore. The interchanges are a great idea, and should be capitalized while interests rates are still low.	6/8/2017 1:13 PM
29	This extension will greatly speed up east-west travel through the north side of the city. it will also reduce traffic volumes on Leila and on Murray Ave.	6/8/2017 1:11 PM
30	I will use it on a daily basis, also will lessen traffic on Leila.	6/8/2017 1:09 PM
31	It may take some of the traffic load off Pipeline which has been very busy north of Leila	6/8/2017 1:09 PM
32	It would help me get around faster.	6/8/2017 1:05 PM
33	It will make it much more efficient, faster and easier. As a cyclist I am particularly glad to see the attention that has been directed towards healthy active living initiatives.	6/8/2017 1:04 PM
34	It will cut down travel time by a lot. It will give us really easy access from Amber Gates to get anywhere.	6/8/2017 1:03 PM
35	More free flow, less grid lock.	6/8/2017 1:00 PM
36	Unsure. More concerned about traffic noise and how it will affect me at home as I will back directly into this highway.	6/8/2017 12:59 PM
37	Faster to get tot he west side of the city	6/8/2017 12:55 PM
38	Not sure, can be a 10 min drive to get out of my area to major routes.	6/8/2017 12:52 PM
39	We live in amber trails. when we want to go either east or west in the future we can go down Pipeline to CPT	6/8/2017 12:52 PM
40	Should save some time travelling between neighbourhoods.	6/8/2017 12:50 PM
41	Reduce traffic on templeton and Leila. Possibly save a l ife at templeton and main. Greatly reduce travel time from mcphillips to lagimodiere.	6/8/2017 12:49 PM
42	Quicker!	6/8/2017 12:48 PM
43	It will greatly improve travel time for the northwest quadrant of the City, as it will relieve traffic on Leila, McPhillips, and Inkster.	6/8/2017 12:46 PM
44	I live on Nurgitz Bay and travel frequently to EK and Transcona. I will enter CPT at McPhillips street I will attmpt to get onto and off of McPhillips at Swailes. Currently at 8:30 am I go to Templeton because Swailes and McPhillips is a disaster.	6/8/2017 12:39 PM
45	Will help travelling to hwy 59 and area	6/8/2017 12:36 PM
46	Hopefully it would connect the north to the west where you can go through to get to the airport or the south of the city without going all the way to the perimeter	6/8/2017 12:34 PM
47	Get me around to N. kildonan faster. Hurrah	6/8/2017 12:32 PM
48	It will allow me to get across the city faster eliminating heavy congestion inside the city. I will use it to go to the airport more often.	6/8/2017 12:29 PM
49	Good, looking forward to it.	6/8/2017 12:22 PM
50	Get somewhere faster	6/8/2017 12:20 PM
51	Get to work in St. James much more quickly. Very happy about cycling/pedestrian pathway	6/8/2017 12:18 PM
52	Big improvement if it ever happens	6/8/2017 12:16 PM
53	Will be better for my work, faster to get from one side to the other.	6/8/2017 12:09 PM
54	continuous traffic flow	6/8/2017 12:08 PM
55	Traffic on current streets will not be as busy	6/8/2017 12:06 PM
56	Takes vehicle traffic away from smaller residential streets like Sinclair Street.	6/8/2017 11:58 AM
57	-It will make it easier to get around the outskirts of the City. -I believe this is what the perimeter was supposed to be for, unfortunately it didn't work	6/8/2017 11:55 AM



58	I live on Swailes Ave and usually get onto McPhillips at Swailes to get to work and go most place I go. I anticipate it will become more difficult to do this as traffic increases.	6/8/2017 11:52 AM
59	- Get the traffic moving between Main and McPhillips with sufficient lights	6/8/2017 11:46 AM
60	Should be more efficient, east/west	6/8/2017 11:42 AM
61	I may cycle more.	6/8/2017 11:39 AM
62	Not sure. Hopefully to where I am going faster. Kind of in the middle, probably better for those living in Transcona/EK to get to Polo Park etc.	6/8/2017 11:38 AM
63	Running parallel with path. Want to protect our privacy and remove traffic noise into riverbend residential area	6/8/2017 11:36 AM
64	There will be more traffic utilizing the extension which will hopefully leave more room for us slow moving motorists to use the inner city.	6/8/2017 11:34 AM
65	It will help take a majority of traffic off Templeton so I can get off my street especially during rush hour times.	6/8/2017 11:18 AM
66	It will alleviate the over burdened traffic situation on Templeton Ave. The extension will make traffic flow east to west much more efficient.	6/8/2017 11:14 AM
67	Husband's commute to work quicker. allow safe bike travel. Safer on streets near my home.	6/8/2017 11:08 AM
68	Easier access to west or east from Ferrier	6/8/2017 10:57 AM
69	We can get to McPhillips, Brookside and Further west much easier. Going to St. James, Assiniboia Downs etc will be much easier.	6/8/2017 10:49 AM
70	It will impede us in every direction during construction. Our neighbourhood will be hemmed in on three sides. Will trucks be allowed on the extension? Will it become a direct replacement for the perimeter?	6/8/2017 10:47 AM
71	I will use it instead of the perimeter. It may save time to head south	6/8/2017 10:41 AM
72	Would use it to get to McPhillips, probably not westerly from there.	6/8/2017 10:37 AM
73	Perfectly if done right with overpasses. NO TRAFFIC LIGHTS AT INTERSECTIONS (eg. Bishop Grandin/Chief Pequis/Henderson Hwy	6/8/2017 10:13 AM
74	Make for a better route to the airport. Right now there are several routes but all of them are through town and slow.	6/8/2017 10:09 AM
75	Travel time to and from work/into city	6/8/2017 9:41 AM
76	Not much because I presently use Murray & then Inkster.	6/8/2017 9:34 AM
77	Less time to get where I need to go. Less traffic on busy streets.	6/8/2017 9:31 AM
78	Make it more confusing and scary. I am a senior citizen and high speed freeways scare me.	6/8/2017 9:29 AM
79	It wont change my movements but it will move traffic off my street. (Templeton)	6/8/2017 9:16 AM
80	I live on Scotia Street north of the Settlers Bridge. John Black Ave will close. When? the new extension of Scotia Street to Ridgeveid Will be our only access. When will Scotia be extended?	6/8/2017 9:14 AM
81	Connects me east to west instead of through city streets or the perimeter	6/8/2017 9:10 AM
82	It will become a preferred route to heading west.	6/8/2017 9:09 AM
83	Will not have to take perimeter to go around amber trail.	6/8/2017 9:02 AM
84	No, it is far enough north of my residence that it will not impact me in terms of noise. However, I would very likely use the improved Ferrier Road and bicycle paths to move around.	6/8/2017 9:00 AM
85	It'll get me off the side (back) roads and off residential shortcuts. I hope.	6/8/2017 8:55 AM
86	it will be a much quicker access east to west, without having to go all the way to the perimeter.	6/8/2017 8:51 AM
87	Bike & walking trails/green space. Make sure there sufficient. Dogs on leash only & clean up after your dog signage! Park & ride locations are a fab idea to promote Winnipeg transit and reduce carbon emissions. Suggest a Park and ride near McPhillips & Swailes (just NE)	6/8/2017 8:45 AM
88	Not very much.	6/8/2017 8:40 AM
89	Better traffic flow.	6/8/2017 8:35 AM
90	I will use CPT instead of local roads like Leila. I may also use it to get to #1 west when the connection to CCW is made.	6/8/2017 8:32 AM

91	Unsure yet. Will provide better access from Main Street to McPhillips and beyond.	6/8/2017 8:31 AM
92	We would use it for west bound travel. Instead of going to Leila or the Perimeter.	6/8/2017 8:21 AM
93	Concerned how I will get across road (Templeton/McGregor) as I live in the condos on the corner.	6/8/2017 8:16 AM
94	Much more convenient for myself and my family. Please keep the distance away from residential homes (as shown in the drawings)	6/8/2017 8:08 AM
95	I live at Templeton & McPhillips. I will use it all the time to drive to Main, Henderson and Brookside. It is vital and I want it to be built as a freeway without intersections.	6/8/2017 8:04 AM
96	I live in Amber Trails & all the residential streets are plugged up especially during rush hour. The extension will be more efficient & cause less traffic volume on these streets.	6/7/2017 9:15 PM
97	possibly avoid the N. perimeter	6/7/2017 8:14 PM
98	Move me from our area of the city in less time, no need to use residential roads as expressways.	6/7/2017 3:38 PM
99	Hopefully it will move businesses closer to us as well.	6/7/2017 3:35 PM
100	I will definitely be using it once built rather than going through the perimeter to get from North Main to Brookside during rush hours.	6/7/2017 3:33 PM
101	Easier east-west movement	6/7/2017 3:32 PM
102	Get around faster. Let's proceed now.	6/7/2017 3:20 PM
103	It will make my commute to and from work faster.	6/7/2017 3:17 PM
104	Will expedite access west. The traffic on Leila has become more than what the street was designed for.	6/7/2017 3:09 PM
105	Realistically it will cut time out of any commute I have.	6/7/2017 3:04 PM
106	It will make it easier to move around the city. It will make it on ? with south end which has beautiful roads. They build roads first then houses. In north they build lots of house but they forget about the roads.	6/7/2017 2:55 PM
107	We will use Peguis to access family near Brookside/airport access	6/7/2017 2:31 PM
108	It will definitely help to drive over to the west side of the city.	6/7/2017 2:29 PM
109	It will improve things considerably	6/7/2017 2:26 PM
110	It will definitely make getting around the neighbourhoods a lot easier	6/7/2017 2:24 PM
111	Quicker commute between west St. Paul and downtown Winnipeg. Easier access to west end of city (CPT instead of perimeter)	6/7/2017 2:21 PM
112	Ease traffic, decrease commute times to and from Riverbend.	6/7/2017 2:16 PM
113	Will be quicker	6/7/2017 2:13 PM
114	Ease our east-west transportation	6/7/2017 2:12 PM
115	As a homeowner on Cail Bay (Jefferson at Keewatin), it will be a welcome relief to re-direct the current heavy traffic [(both directions) between Leila Ave, down Jefferson to Keewatin]. Currently, it is extremely difficult to turn either direction off of Cail Bay, due to the bumper to bumper traffic.	6/7/2017 2:08 PM
116	It will allow me to go east towards NK more quickly.	6/7/2017 2:07 PM
117	We visit family in Transcona and Garden Grove and shop at Garden City. This route will be more direct and keep us off the Perimeter.	6/7/2017 2:03 PM
118	cut a least 5 minutes each way to work	6/7/2017 11:39 AM
119	I currently live in Transcona, and work on Brookside, so I take Chief penguins trail to main and go up inkster, this would save me time everyday	6/7/2017 10:09 AM
120	I will use it from McPhillips/ Chief Peguis to the St. James area	6/7/2017 9:47 AM
121	Will be much easier to get to polo park area once CPT is extended to route 90. Assuming there will be no street lights at Main/CPT intersection we can now avoid the VERY long line turning east on to CPT from southbound Main St. Long lines form southbound Main St during rain and snow storms...so traffic along Main will be much smoother. It'll be one less street light to stop at going downtown. So in theory I should be able to get to work downtown quicker.	6/7/2017 8:28 AM

122	interim Stoppage of CPT at McPhillips will cause major gridlock at the Leila & McPhillips , even with the subsequent triple lane on McPhillips , a lot can be learnt from the main street intersection if studied over the years..Reduction of traffic lights along the trail will improve flow	6/6/2017 6:43 PM
123	It will make my commute faster instead of being stuck on leila going east to main and help to eventually reduce traffic times to get around the city easier.	6/6/2017 6:06 PM
124	When coming from Transcona, I will have a more direct route to Route 90 and McPhillips. No more going down main, right on Leila, right on McPhillips - or going around the Perimeter and taking that long stretch back down McPhillips.	6/6/2017 5:01 PM
125	It looks to enable me to travel from my residence on Murray st to airport or st james area more quickly. It my impact my ability to turn onto and off of Main st from/to murray ave for my commute to/from work as the CPT does not run to downtown where I work	6/6/2017 3:53 PM
126	Provide more efficient ways to access major thoroughfares within the city	6/6/2017 6:59 AM
127	It's so convenient going to kildonan place north transcona unicity shopping centre. Saving lots time.	6/5/2017 9:17 PM
128	It would make travel much easier for me. I wouldn't; have to ride my bicycle on Main Street while cars going whizzing by me	6/3/2017 5:13 PM
129	will use the Ferrier interchange directly to the CPT instead of Templeton Ace	6/3/2017 1:49 PM
130	make it much easier as long as there aren't red lights	6/2/2017 8:17 PM
131	It will make it MUCH easier and faster for me to get from my home in River East to the airport, Ikea, and the new Outlet Mall. I won't have to take Bishop Grandin anymore!	6/2/2017 1:41 PM
132	It won't, I live off Murray ave so may have a negative impact on my movements.	6/2/2017 1:01 PM
133	Won't have to drive to the perimeter every time I need to get to Route 90	6/2/2017 12:35 PM
134	Speed	6/2/2017 7:44 AM
135	Will make travel more efficient. Will enjoy the bike and pedestrian paths.	6/1/2017 10:45 PM
136	I will no longer be able to cycle along Main Street, I will be relegated to riding on recreational paths to get to and from work which take me around 3-4 kilometers out of my way. I will no longer feel safe walking/jogging along Main Street to the park.	6/1/2017 8:28 PM
137	Better movement of traffic can only help conjestion from other arteries,	6/1/2017 5:51 PM
138	It will lessen traffic on Leila therefore making it very easy to go across the city without having a lot of standing traffic.	6/1/2017 1:33 PM
139	I will probably use it when crossing from Route 90 to main street North, or to the North east side of the city. And hopefully it will mean less traffic on McPhillips, Lelia, Kingsbury, and Inkster.	6/1/2017 1:04 PM
140	Getting onto McPhillips will be much easier. I also will make use of the bike/pedestrian path.	6/1/2017 12:03 PM
141	During construction it will create problems. We use Chief peguis often	6/1/2017 10:22 AM
142	It will improve my commute to work. Live amber trails and work in transcona	5/31/2017 7:46 PM
143	It will make getting from the airport area of the city to the east/transcona much faster and likely reduce traffic volumes on Portage Avenue.	5/31/2017 2:56 PM
144	If it were to be a limited access roadway, as the vision for the inner ring road is to be, I would likely utilize it when connecting through Lagimodiere and Route 90.	5/30/2017 1:04 PM
145	once the east extension is completed i will be able to go from Plessis to garden city faster	5/30/2017 8:25 AM
146	It will take me off the residential streets between Main St. and Route 90.	5/29/2017 3:43 PM
147	I would use it instead of Leila to go East or West	5/28/2017 12:03 PM
148	My new house on Tennant Gate backs on to CPT, the 2 interchanges at CPT Pipeline & McPhillips will be used on a daily basis	5/27/2017 9:45 PM
149	from what I saw today it looks there is a Bridge of the joint of Main & Chief Pegues trail & then is that going to mean ALSO SPEED also the #77 bus going to avoid the Main street to go to Garden City & also by the Hospital	5/27/2017 1:22 PM
150	It will be much faster for me	5/27/2017 9:28 AM
151	I means i won't have to take residential roads to connect to the East part of the city. Also extending it further West would help with creating a alternative to the perimeter highway.	5/26/2017 1:14 PM
152	Quicker travel when going to my company's satellite office	5/26/2017 10:22 AM

153	I expect to use it on a regular basis.	5/26/2017 10:07 AM
154	As a commuting and recreational cyclist am I very enthusiastic about the plans proposed, as it will open up other options getting from my residence in the far NE corner of the city to the NW as well as W areas of the city without needing to rely on going through the core areas.	5/26/2017 12:03 AM
155	It will be a great improvement. Currently, travelling on existing routes is slow and tedious. Better high speed connections to the rest of the city are sorely needed in NW Winnipeg. As well as active transportation infrastructure within the area and connections to the rest of the city.	5/25/2017 10:14 PM
156	Yes - I currently take the perimeter from Transcona to St. James.	5/25/2017 8:06 PM
157	OMG!!! I live two blocks south of Amber Trails and use CPT to go east to Kildonan Place all the time. It's currently a pain to have to go down Leila to Main St to get on CPT East!!! I often say forget it I will go to Polo Park instead. I will definitely go to KP instead of PP once CPT is extended to Pipeline. We use Pipeline to intersect with the Perimeter but Pipeline was in very bad shape so often we used McPhillips to get to the Perimeter. My husband uses Jefferson to Brookside to get to work or Inkster to Brookside to get to work. Rush hour traffic on Inkster is awful east of Brookside and Inkster and the CPT will relieve traffic congestion in this area. All round a blessing for us that can't be done soon enough! CPT east of Main is amazing and as this extension will affect us more directly it will be amazing x infinity!	5/25/2017 7:56 PM
158	It will allow me to travel east west without having to travel residential streets like Leila or Templeton.	5/25/2017 6:56 PM
159	after 120 years in this house - I am now losing the family homestead	5/25/2017 5:52 PM
160	It won't. I never use the Chief Peguis Trail. It will likely make all of my typical driving in my end of the city a lot more difficult, complicated and time-consuming.	5/25/2017 3:24 PM
161	It will provide an inner perimeter which is a good idea	5/25/2017 3:14 PM
162	- help with traffic flow	5/25/2017 1:08 PM
163	Will use for destinations East and West	5/25/2017 11:08 AM

## Q7 Do you have any ideas or suggested locations for the proposed Park and Ride facilities?

Answered: 99 Skipped: 126

#	Responses	Date
1	at the end of Ritchie st	6/19/2017 10:03 AM
2	Don't use it generally	6/18/2017 11:16 AM
3	We will not use the Park and Ride facilities but think they are a great idea for people living north of CPT	6/16/2017 9:02 PM
4	P&R facilities should also be considered for the area around Lag. & Gateway.	6/16/2017 2:25 AM
5	Bus stop shelters,Benches,enhanced lighting	6/15/2017 7:36 PM
6	Not at this time but I'm all for a Park and Ride facilities.	6/15/2017 7:13 PM
7	no comments about park and ride, just that it needs to be safe and secure !!!!	6/15/2017 6:42 PM
8	Main street needs a park & ride facility, coupled with better #32 service for commuters.	6/15/2017 5:02 PM
9	No	6/15/2017 3:49 PM
10	First choice would be Main and CPT; second choice would be McPhillips and CPT	6/13/2017 3:29 PM
11	Add bike cages.	6/13/2017 2:41 PM
12	Garden city old safeway	6/13/2017 1:19 PM
13	Like facility at Main Street and CPT (northwest corner)	6/12/2017 12:53 PM
14	Near Walmart and Seven Oaks Hospital area	6/8/2017 11:53 PM
15	It does not matter so much that they be on major thorough fare. Profile drive to the Park and Ride What matters is the convenience of parking and the speed (fewer stations) of the bus.	6/8/2017 1:43 PM
16	Near Main Street and Near McPhillips.	6/8/2017 1:38 PM
17	This is a good idea, close to CPT	6/8/2017 1:23 PM
18	Main Street makes most sense for most people.	6/8/2017 1:21 PM
19	Main & Chief Peguis is my preferred location.	6/8/2017 1:13 PM
20	Park and ride location at Red River Community Centre for Bomber games.	6/8/2017 1:06 PM
21	Can't make any suggestions at this time as bussing in my area (Amber Trails) is very limited.	6/8/2017 12:53 PM
22	don't build any (none at all) on Pipeline until you twin pipeline completely north of Leila. We don't need traffic any heavier than it already is until you do this.	6/8/2017 12:53 PM
23	Probably wouldn't use them myself.	6/8/2017 12:50 PM
24	Park and Ride should be near CPT and McPhillips.	6/8/2017 12:47 PM
25	I do not expect to use the park and ride	6/8/2017 12:40 PM
26	None located on Jose Bezal Way so doesn't apply	6/8/2017 12:32 PM
27	Big one at Main and CPT since a lot of commuters use it.	6/8/2017 12:30 PM
28	All for it	6/8/2017 12:22 PM
29	No. I have a company van that I have to use daily	6/8/2017 12:10 PM
30	Located at major intersections.	6/8/2017 12:08 PM
31	By major intersection is best idea	6/8/2017 11:58 AM
32	don't use transit so not sure	6/8/2017 11:40 AM

33	Just do it	6/8/2017 11:14 AM
34	Main and Ferrier	6/8/2017 11:08 AM
35	No one will leave their cars out there. this is a waste of time and resources.	6/8/2017 11:04 AM
36	Put thru in places with the least amount of transit access.	6/8/2017 10:58 AM
37	Incorporate it so it can be used for Bomber games as their part of the city is totally under served.	6/8/2017 10:51 AM
38	at Main, at McPhillips, at Brookside	6/8/2017 9:42 AM
39	skip it	6/8/2017 9:35 AM
40	Pipeline & Stonie Road, with extended bus service.	6/8/2017 9:32 AM
41	Excellent	6/8/2017 9:14 AM
42	No that's fine	6/8/2017 9:10 AM
43	Main and CPT	6/8/2017 9:09 AM
44	The park and rides are vague since transit routes are not shown.	6/8/2017 9:05 AM
45	I suggest that the owner of the commercial site at McPhillips & Murray be contacted.	6/8/2017 8:52 AM
46	McPhillips & Swailes area, McPhillips & Templeton area.	6/8/2017 8:46 AM
47	I'd like to emphasize "park" in park & ride.	6/8/2017 8:40 AM
48	I don't think these are required at all. What are they parking and riding on? Buses? That seems odd as there is no rapid transit service.	6/8/2017 8:33 AM
49	Input from transit, who were absent. What impact will there be on current routes? What will the new routes be?	6/8/2017 8:32 AM
50	My wife has challenges finding a bus close to Amber Trails (Strasbourg) since she works shift work there's no bus service offered outside the morning out & late afternoon coming home. Closest bus stop is maples care home.	6/7/2017 9:17 PM
51	Only put them at McPhillips and main	6/7/2017 3:39 PM
52	Ferrier, close to K park	6/7/2017 3:35 PM
53	No.	6/7/2017 3:33 PM
54	no	6/7/2017 3:20 PM
55	no	6/7/2017 3:17 PM
56	Leave Kildonan Golf Course alone.	6/7/2017 3:12 PM
57	Not sure I like it where it is being proposed. I live in the Cedar Grove condos and face SW - noise and eyesore.	6/7/2017 3:10 PM
58	Garden City	6/7/2017 2:55 PM
59	Promote park and peddle as well and ensure that there is adequate connectivity to bike between.	6/7/2017 2:42 PM
60	It's a great idea! I just can't think of a spot right now.	6/7/2017 2:30 PM
61	no	6/7/2017 2:27 PM
62	Highly recommend putting in a park and ride at the cornerstones of all major roads into the city - Main, McPhillips, Brookside.	6/7/2017 2:25 PM
63	no	6/7/2017 2:21 PM
64	no	6/7/2017 2:17 PM
65	Chief Pequis and Main Street good location.	6/7/2017 2:13 PM
66	Anywhere between McPhillips/Keewatin *Please consider Wheelchair Accessibility in these plans*	6/7/2017 2:10 PM
67	no	6/7/2017 2:07 PM
68	Not applicable to us now though we commuted from north of the city for 25 years before moving in (would have been helpful then).	6/7/2017 2:04 PM
69	no	6/7/2017 11:39 AM
70	no, but this is an excellent idea.	6/7/2017 9:57 AM

71	No	6/6/2017 6:47 PM
72	Main street only.	6/6/2017 6:09 PM
73	No, I do not have an opinion. I do not take the bus east to west across the city.	6/6/2017 5:04 PM
74	I would not place a park and ride on the west side of main street, north of the proposed CPT as I think it would be difficult to exit and head north on main st. without directing all the traffic onto Murray ave. I am also against increasing traffic onto Murray in any way as I live there and presently do not feel my children are safe with the current volume of traffic	6/6/2017 3:55 PM
75	No	6/6/2017 6:59 AM
76	Yellow stickers showing in the map is perfect.	6/5/2017 9:19 PM
77	have electrical plugs and charge a minimal amount for assigned parking spots	6/2/2017 8:18 PM
78	Red River Community Centre	6/2/2017 1:02 PM
79	Don't care	6/2/2017 12:35 PM
80	The one proposed at Main works for me	6/1/2017 10:46 PM
81	Either sell the land and use the proceeds (and taxes) to go into less debt to pay for this piece of garbage infrastructure or actually charge people to park there. You already have ridiculous levels of debt.	6/1/2017 8:31 PM
82	no	6/1/2017 5:53 PM
83	No as I don't think I would be using any of these.	6/1/2017 1:35 PM
84	Make them large enough, and with clear signage; right next to major express bus lines.	6/1/2017 1:05 PM
85	Park and Rides should be located close to major thoroughfares like main, mcphillips and brookside to funnel commuters onto public transit. They need to make bus travel more convenient than driving or else there is no point in building them. We don't need more empty surface parking lots. Ideally, some form of rapid transit should be integrated with the CPT extension to make the park and rides worthwhile.	5/31/2017 3:10 PM
86	Concentrate on improving the transit network areas that actually see use.	5/30/2017 1:04 PM
87	nope	5/30/2017 8:25 AM
88	I don't care.	5/29/2017 3:44 PM
89	put one on McPhillips Street	5/28/2017 12:04 PM
90	I hope there will be more info at the June 6 session, Will these P&R be newly constructed parking lots?	5/27/2017 9:51 PM
91	well the Park & ride be close to where the #18 or #77 and the Express #32 off Main street would have to be on the North side to Park then catch the bus & also meaning to change the schedules of the time the bus at that area..	5/27/2017 1:26 PM
92	no	5/27/2017 9:29 AM
93	No	5/26/2017 1:15 PM
94	Transit service further out would be a great start. Express service to downtown.	5/25/2017 10:16 PM
95	None	5/25/2017 7:56 PM
96	Think it's a great idea to incorporate park and ride. The location by pipeline would be my first choice.	5/25/2017 7:01 PM
97	PLEASE keep them far away from Templeton as it's WAY too busy as it is right now.	5/25/2017 3:26 PM
98	not really	5/25/2017 3:15 PM
99	No	5/25/2017 1:08 PM

## Q8 Do you have any ideas or suggestions for the proposed pedestrian and cycling connections?

Answered: 99 Skipped: 126

#	Responses	Date
1	I would be nice if the bike trails connected to the new bike trails on peguis road and transcona Blvd.	6/18/2017 11:38 AM
2	Nope	6/18/2017 11:16 AM
3	We may use the Main Street overpass, but otherwise the proposed trail is quite far from our residence in Elmwood.	6/16/2017 9:02 PM
4	There needs to be age friendly benches for people to sit down. (the seat of the bench is 17 inches from the ground and the seat should NOT be slanted)	6/16/2017 4:37 PM
5	Love the walking paths done on Pequis.	6/16/2017 1:24 PM
6	No	6/16/2017 2:25 AM
7	Not at this time.	6/15/2017 7:13 PM
8	***TOOO much consideration is being given to bike paths and bike lanes around the "entire" city***.	6/15/2017 6:42 PM
9	no.	6/15/2017 5:02 PM
10	No	6/15/2017 3:49 PM
11	Add bike lanes to the Kildonan Settlers bridge.	6/13/2017 2:41 PM
12	Yes - train tracks or off ferrior into the garden city area - maybe a path that will flow towards the arena or soccer complex	6/13/2017 1:19 PM
13	Like overpass at Main Street. Ensure pathways are wide enough to accommodate both cyclists and pedestrians.	6/12/2017 12:53 PM
14	Near Riverbend and Ferrier Road, near Pipeline near Amber Trails	6/8/2017 11:53 PM
15	Also - Use sensors on the buses to change the lights to green as the bus approaches. Main line buses should have very few stops to speed the buses along. Use feeder bus lines between Rapid Transit Stations.	6/8/2017 1:43 PM
16	No suggestions other than I support them. Having 3 kids I look forward to dedicated bike paths.	6/8/2017 1:38 PM
17	What is shown is good.	6/8/2017 1:23 PM
18	All okay as planned.	6/8/2017 1:21 PM
19	anything would be great and appreciated.	6/8/2017 1:21 PM
20	Make sure they are wide enough!! One of the most frustrating things about the current CP bridge over the Red River is that it is too narrow for a cyclist to pass another cyclist or pedestrian! Please change this too	6/8/2017 1:06 PM
21	Lots of trees along connections/paths.	6/8/2017 12:53 PM
22	Not yet but glad to see!	6/8/2017 12:50 PM
23	Finish them ASAP!	6/8/2017 12:50 PM
24	Currently Content with the plan.	6/8/2017 12:47 PM
25	Pedestrians over pass to do Temple needs to align better with temple and existing walking pat in the development.	6/8/2017 12:40 PM
26	Resting points along the way	6/8/2017 12:30 PM
27	All for it	6/8/2017 12:22 PM
28	Live in this area so I could get away from traffic (pedestrian and cycling) or more possibilities for crime. cycling can go down Murray which can be accessed by the park and ride.	6/8/2017 12:14 PM
29	No. I don't bike much but the plans show good ideas	6/8/2017 12:10 PM
30	Please all the way to Floodway	6/8/2017 12:07 PM



31	Not at this time	6/8/2017 11:58 AM
32	No. I think they will be awesome	6/8/2017 11:52 AM
33	- same as on the Chief Pequis Bridge just connect it.	6/8/2017 11:47 AM
34	Should be same as existing portion	6/8/2017 11:42 AM
35	Like all the suggestions for biking paths	6/8/2017 11:18 AM
36	It's about time	6/8/2017 11:10 AM
37	Ferrier - like bike paths	6/8/2017 11:08 AM
38	Rest stops and water fountains in between.	6/8/2017 10:58 AM
39	Make sure we can get under the bridge at Main so we can get to Kildonan Park and further south. We live just north and currently go under off of Scotia.	6/8/2017 10:51 AM
40	Pipeline pedestrian path should not be right against fence at amber trails.	6/8/2017 10:41 AM
41	Reduce considerably. This is a luxury that is unaffordable. I do cycle and enjoy it but the solution is too much of a "Cadillac"	6/8/2017 10:37 AM
42	skip it	6/8/2017 9:35 AM
43	Over or underpasses at every intersection. controlled lights wont help when both parties don't obey the law now. Less accident and faster flow of traffic for both.	6/8/2017 9:32 AM
44	Looks good at this point	6/8/2017 9:14 AM
45	Nope it's good	6/8/2017 9:10 AM
46	Need way more trees and prairie grasses. This is required to keep the eagles and hawks in the area. The more field and tree birds means less mosquitos	6/8/2017 9:05 AM
47	Make sure they are kept in the design!	6/8/2017 9:00 AM
48	Have trees, benches, garbage and recycling available along the way. Have lanes for walking/bikes	6/8/2017 8:57 AM
49	Too may dogs off leash creating unsafe situations for cyclists, pedestrians & other dogs. Clean up after your dog! Initial enforcement by Animal service to set the tone.	6/8/2017 8:46 AM
50	No, looks great.	6/8/2017 8:33 AM
51	New diagrams are a positive change from prior plans. I like the walking/cycle paths. Desperately needs.	6/8/2017 8:32 AM
52	Bike lock-up facilities, water fountain locations, pump and basic tool location, all of these are offered in other cities.	6/8/2017 8:22 AM
53	I'm happy with the proposal as is.	6/8/2017 8:04 AM
54	None right now.	6/7/2017 3:39 PM
55	Make it an enjoyable walk. Lots of green spaces, parks.	6/7/2017 3:35 PM
56	Maybe too many for our climate, can only use part of the year.	6/7/2017 3:33 PM
57	No.	6/7/2017 3:33 PM
58	no	6/7/2017 3:20 PM
59	no	6/7/2017 3:17 PM
60	No	6/7/2017 3:10 PM
61	If we are providing free flow for cars on CPT, we need to provide overpass of region? roads for these and traffic or site as well, preferably in the initial phase. Include Winnipeg Beach Greenway from Templeton to Precinct G and beyond.	6/7/2017 2:42 PM
62	Good detail has been included. Five connection to the east.	6/7/2017 2:27 PM
63	Sun shelter (trees or man made) and seating along the way.	6/7/2017 2:25 PM
64	Looks good.	6/7/2017 2:21 PM
65	no	6/7/2017 2:17 PM
66	Right beside the chosen location for the park and ride facilities. *Please consider Wheelchair Accessibility in these plans*	6/7/2017 2:10 PM

67	Not beyond what is already being proposed.	6/7/2017 2:07 PM
68	They look great.	6/7/2017 2:04 PM
69	no	6/7/2017 11:39 AM
70	I only drive that way	6/7/2017 10:10 AM
71	No, please lets get the flow of traffic going from main street. My resident street is Templeton/ Mcphillips is soo busy! I cannot turn on rush hour on to this street because people are finding this street a lot faster than Leila avenue, there is no turning lanes at this intersection by (Toyota dealership)Why ? Again completely backed traffic.	6/7/2017 9:57 AM
72	As this is mostly rural area with little or no planned housing for some time, mainly commercial properties will go in - the need for these items has now become a redundant idea and cost factor for the entire project at this time -	6/6/2017 6:47 PM
73	None.	6/6/2017 6:09 PM
74	I'm confused - will there be no bike lane right along the CPT? Just sections where cyclists and pedestrians can pass over the CPT, heading north or south but not east or west? Are cyclists expected to ride on the actual CPT? Because that seems so dangerous, people will whip through there. Why not build it with a parallel bike lane from the start?	6/6/2017 5:04 PM
75	No	6/6/2017 6:59 AM
76	Not sure	6/5/2017 9:19 PM
77	nope	6/2/2017 8:18 PM
78	Keep the model you've used for the existing Chief Peguis Trails. They're beautiful, accessible, and most of all - safe. Please don't have any pinch point though - like there currently is from Henderson to Main. Please ensure a complete, uninterrupted, cyclist/pedestrian infrastructure that is completely separated from vehicle traffic.	6/2/2017 1:49 PM
79	Not, too close to my backyard - or build me a 10 foot concrete fence, I enjoy my privacy.	6/2/2017 1:02 PM
80	Nope	6/2/2017 12:35 PM
81	Don't even bother with these. Anyone stupid enough to walk through the intersection will more than likely die by the inevitable car they "accidentally" get struck by. You might be able to save a life by just not building them.	6/1/2017 8:31 PM
82	yes. funds for cyclists accomodations should be extremely limited	6/1/2017 5:53 PM
83	Again, no as I don't think I would be using any of these.	6/1/2017 1:35 PM
84	no	6/1/2017 1:05 PM
85	Again, ensure the paths actually go where cyclists want/need to travel such as major routes, neighbourhoods and shopping districts. Building paths next to CPT just to say we did will not serve any purpose and will waste money -- why would anyone want to cycle that far north of the city from pipeline to brookside, most cycling would be focused on going from mcphillips to main and the neighbourhoods in between.	5/31/2017 3:10 PM
86	I like seeing built connections and overpasses as part of this project.	5/30/2017 1:04 PM
87	nope	5/30/2017 8:25 AM
88	Bicycle overpasses are a good thing. Keep bikes out of the way of cars.	5/29/2017 3:44 PM
89	it got to be some way to avoid traffic on both sides & also a easy way to cross over East to West	5/27/2017 1:26 PM
90	no	5/27/2017 9:29 AM
91	Not right now.	5/26/2017 1:15 PM
92	Awesome! glad for the overpass at main	5/26/2017 10:23 AM
93	The plans as shown don't quite clearly display how the CPT bike path that ends at Henderson is going to connect to this expansion. Via the present network between Henderson and the Red? That's still only a paved CPT road shoulder or via Whellams Lane. Perhaps this quasi-gap could be addressed.	5/26/2017 12:06 AM
94	Pedestrian and cycling connections are sorely needed in Castlebury Meadows. We are currently cut off from everything!	5/25/2017 10:16 PM
95	None	5/25/2017 7:56 PM
96	Having the cycling paths incorporated into access to the park and ride would be nice. Having the ability to cycle to the park and ride would be progressive.	5/25/2017 7:01 PM
97	PLEASE keep them far away from Templeton as it's WAY too busy as it is right now.	5/25/2017 3:26 PM

98	don't spend a fortune catering to the minority cyclist group	5/25/2017 3:15 PM
99	No	5/25/2017 1:08 PM

## Q9 Please provide any additional comments, questions or feedback.

Answered: 82 Skipped: 143

#	Responses	Date
1	Thanks for the opportunity to comment	6/18/2017 11:16 AM
2	Can hardly wait	6/16/2017 1:24 PM
3	Please push the date up! Wishful thinking?	6/16/2017 1:12 PM
4	Give the people what they want!!!! and.....how about fixing what we already have !!!	6/15/2017 6:43 PM
5	I think the importance of interchanges rather than intersections cannot be overstated.	6/15/2017 5:02 PM
6	Would they be building a Costco to the north of McPhillips?	6/15/2017 3:52 PM
7	Cycling or walking paths that could flow towards the older communities instead of the newer developments	6/13/2017 1:20 PM
8	Would like to see the project proceed as quickly as possible.	6/12/2017 12:54 PM
9	We certainly hope that this route finally becomes a reality and it's not put on the backburner as it has been for years.	6/11/2017 10:56 AM
10	Soooo excited and hope it to be built soon. this is what the north part of the city has been anticipating for decades and is sooo long overdue. The congestion and traffic on Leila, Jefferson, Inkster, Murray were never intended to handle this. The growth in Riverbend and the Maples is one of the fastest growing and in need of alternate transportation routes and systems. Would like bus routes expanded and even a rapid transit park and ride that could take you to city centre or UoM (we used to live in St. Andrews but the commute to the University was too long and had to move in)	6/8/2017 11:56 PM
11	Please do not draw this out.	6/8/2017 1:21 PM
12	Interchanges should be capitalized. Minimize traffic lights on Chief Peguis. Try and avoid the disasters of Bishop Grandin Blvd and Route 90.	6/8/2017 1:14 PM
13	Thank you for providing this public information session.	6/8/2017 1:13 PM
14	Do it immediately.	6/8/2017 1:10 PM
15	Would like to know what the plans are for tree planting along the pathways landscaping. Chief Peguis Trail will be behind our house.	6/8/2017 1:03 PM
16	Great idea / plan.	6/8/2017 1:01 PM
17	My home backs onto CPT Proposal (Baltic Bay) where property at back is landlocked. will residents that are adjacent to that property have access to purchase at a later date when the property is expropriated? If so, would be interested as my existing property has a swail at back of property and would then wonder if catchbasins would be eliminated on my property.	6/8/2017 12:54 PM
18	Please finish main to mcphillips by 2018!	6/8/2017 12:50 PM
19	Pleased with the city providing an opportunity for residents to provide feedback and ideas to the engineers and architects of the proposal.	6/8/2017 12:47 PM
20	Need to do a fly over at Pipeline and CPT similar to Raleigh and CPT	6/8/2017 12:41 PM
21	Another meeting for people	6/8/2017 12:23 PM
22	See #4 and #5	6/8/2017 12:16 PM
23	Please hurry on this project	6/8/2017 12:10 PM
24	-Should look at installing some fast charging stations along CPT intersection. * sort by charging, Chadette and Level 2 electric vehicles are coming	6/8/2017 12:00 PM
25	It is time money is spent in this end of town.	6/8/2017 11:48 AM
26	Ensure "accurate" anticipated flows of traffic, especially at "on/off" points	6/8/2017 11:43 AM

27	Concern regarding Carsdale Drive. Amentity being used as a cut through for traffic to access Murray. Trail will not reduce flow of traffic since people will avoid using trail to go North Riverbend. Also, speed is a factor safety concern. Need to connect Fernbank and Red River Blvd.	6/8/2017 11:42 AM
28	A friend's house will be expropriated through the course of this project. I just feel sad that a man of 90 years young has to deal with this matter at this time of his life. I looked at the diagrams and (2) shows the house still there and (1) Photoshop shows no house. A City representation confirmed "no house". Sad but its time to move forward, looks good.	6/8/2017 11:37 AM
29	main street and chief peguis intersection had 4 proposals now I only see 3? why? I don't see the one with light controlled on overpass and main street free flow?	6/8/2017 11:11 AM
30	Concerns over free flow main street	6/8/2017 11:08 AM
31	Cancel this extension	6/8/2017 11:05 AM
32	Build the damn thing	6/8/2017 10:51 AM
33	Will there be any consideration for noise/increased traffic for Amber Trails/Pipeline residents? Berms, Fences, trees	6/8/2017 10:47 AM
34	This project needs to be broken into a reasonable chunk that are affordable over a reasonable time frame. The city does not need another \$500 million solution like proposed for Marion and Archibald.	6/8/2017 10:38 AM
35	just simplify the whole plan	6/8/2017 9:35 AM
36	Nice presentation and nice people.	6/8/2017 9:30 AM
37	Winnipeg common major city with lights. Enough is enough.. build for the future cause this isn't how a city approaching a million people works. And we need better signage to the airport from all over the city and entering the city too btw	6/8/2017 9:11 AM
38	North side Baltic Bay has a swale across all the properties. Can the catch basins in the swale be redirected into the CPT drainage system or can the catch basins and swail be eliminated completely.	6/8/2017 9:06 AM
39	Dog signage is absolute! Thanks.	6/8/2017 8:47 AM
40	I would like to connect with the project managers, landscape architects, planners and engineers.	6/8/2017 8:40 AM
41	Overall I'm happy to see, long term, CPT is designed with interchanges. Of course this should be done at day 1. Ferrier should not connect with CPT, as it is in very close proximity to Main St interchange. Same with Jose Rizal.	6/8/2017 8:34 AM
42	No Coucellor Sharma at the info session?? Looks poor. No transit either. Not even any transit info to go with their park and ride pictures?	6/8/2017 8:33 AM
43	Also, please consider replacing the existing intersection at CPT and Henderson. That should have been built as a single-point urban interchange too.	6/8/2017 8:05 AM
44	This CPT can't wait another 10 -15 years. Population of Winnipeg is growing. Plan for the future. Winnipeg is the only major city I can think of without proper expressway system/public transportation like light rail. This city is falling behind. If council wont support it.	6/7/2017 3:40 PM
45	Can't wait for this project to get started. Have been waiting for this for 12 years.	6/7/2017 3:34 PM
46	Let's not take years for this project. It needs to be started now.	6/7/2017 3:21 PM
47	This can't happen soon enough!	6/7/2017 2:57 PM
48	I hope by the meeting next year we will see some progress. Get going on this!!!!	6/7/2017 2:55 PM
49	Please purchase some bike racks for red river CC	6/7/2017 2:42 PM
50	Great info session	6/7/2017 2:30 PM
51	will simply watch and wait, maybe another 20 years.	6/7/2017 2:24 PM
52	Hopefully we can get to the ultimate design in this lifetime. It would be nice to have 0 lights on the CPT and the entire inner ring, route 90, Bishop, Lag, CPT	6/7/2017 2:17 PM
53	As mentioned previously, I want to ensure that my backyard is not full of constant highway noise. It is my hope that adequate sound barriers will be included in the design.	6/7/2017 2:08 PM
54	na	6/7/2017 11:39 AM
55	I think this is a great idea, the city is expanding, so are roads need to as well	6/7/2017 10:10 AM
56	Residents are so excited & want this project approved. Thank you	6/7/2017 9:58 AM

57	I hope there's a lot of thought going in to how traffic is handled at Main/CPT during construction. I rely on this intersection every day to go to work. So my hope is there will be proper detours installed during rush hour to not create seriously long lines.	6/7/2017 8:31 AM
58	This project has been on the books for decades now - For the city to approve development within the CPT study area ( Co-Op , Crown Honda) has caused concerns with utilization of city owned land and also issues with a firm construction plan - expropriation cost will rise to acquire additional land to complete project... Land owners are now put into limbo - can't sell property and city won't buy until such time the funding for the project have been approved by the three levels of Government....I am open to a Lease to own option of my property at a predetermined value, should city require my land in the distant future..something to consider	6/6/2017 6:59 PM
59	I hope that city council approves or finds funding to make sure this project is a go. This should have been built many years ago. Winnipeg's population is growing and building proper expressways and freeways will take pressure off existing residential roads and make commuting around Winnipeg a faster and safer experience.	6/6/2017 6:11 PM
60	None	6/6/2017 6:59 AM
61	CPT. is going right behind my back yard. I have only concern about a disturbance of the traffic noise. Are putting a New fence behind the residential area.	6/5/2017 9:31 PM
62	this may reflect my future property value decreasing. What is in place if this happens? (city assessments, privacy/sound barriers, etc)	6/3/2017 1:53 PM
63	just do it	6/2/2017 8:18 PM
64	I need to know who this will affect my quality of life as i live on Wisteria - which means my back yard would face the new road. I specifically moved out there for the quiet and privacy it affords, I also pay very high taxes. To offset the inconvenience will those directly affected have their taxes offset?	6/2/2017 1:03 PM
65	Good consultation on this project	6/1/2017 10:47 PM
66	I have come to the realization that this will eventually happen even though I am fully and completely against it. I just hope the City is prepared for what happens when Single Point urban interchanges get added to a city. I also hope that my children aren't burdened too badly when Winnipeg goes the way of Detroit and defaults because they undermine their tax base so much.	6/1/2017 8:33 PM
67	get it done asap. do not drag out the project. 24 hr round the clock construction.....why not ???	6/1/2017 5:54 PM
68	I can't wait for this to be completed. I absolutely hate standing in traffic when a much better / faster way could be done.	6/1/2017 1:36 PM
69	Winnipeg needs more large roadways with very few lights. Even better, it needs a real freeway going from the perimeter all the way to downtown -- just like every other large city in the world. At least these improvements are a small start. If Winnipeg had an actual freeway system, it would grow by leaps and bounds. However, an alternate way of growing the city via "infill" development could be accomplished -- but it requires fast and very frequent express bus lines, and it requires low-cost condo and rental development right along bus lines.	6/1/2017 1:08 PM
70	Looking forward to this project moving forward	5/31/2017 7:47 PM
71	Placing at-grade intersections at tiny roads like pipeline risks defeating the purpose of CPT --which is to facilitate faster east west travel. These will stop highway traffic at lights for just a few vehicles and we should fast track the construction of interchanges at the smaller intersections. Also, why is some form of rapid transit not integrated in this plan? Bus routes could be added to CPT with a few stops placed near key intersections like McPhillips, Main, and Brookside. No dedicated corridor would be necessary.	5/31/2017 3:14 PM
72	Please reconsider lights on the Chief Peguis Trail Extension West project. Winnipeg consistently builds roadways that are obsolete before they are even finished construction. As a reiteration, if this project cannot be appropriately constructed as limited access from day 1, divert these funds and upgrade portions of the inner ring road to limited access first.	5/30/2017 1:05 PM
73	Looks fairly good. Build this asap.	5/29/2017 3:45 PM
74	please protect the wildlife and their habitat as much as possible, even if adds to the cost	5/28/2017 12:05 PM
75	What is the layout be of the sound barrier between CPT & Amber Gates look like Between McPhillips & Pipeline? What will the height of the sound barrier be? What material will the barrier be made out of and is there a photo of how it will look?	5/27/2017 9:55 PM

76	1st of all who is going to be doing the building 2nd who owns the lands when they took those homes on the West side of Main street 3rd what will be the costs of the buildings 4th what is going to be placed there in the street being built 5th is it only anything a small park if it is only Residence ^th there is nothing being said what going to be placed on the Lands when the streets built 7th is it going to take a restaurant called the Porch so this is on my brain with out driving 8th also there also going to be something for disability people on walker or wheel chairs	5/27/2017 1:31 PM
77	hoping this will happen as soon as possible	5/27/2017 9:30 AM
78	A little bit of planning from the start, goes a long way in alleviating traffic woes in Winnipeg. Build for the future is always a good thing no matter what the costs are.	5/26/2017 1:17 PM
79	Work with the province to continue Chief Peguis to connect to Centre port way to complete that section of the beltway	5/26/2017 10:24 AM
80	Very interesed it tentative dates for start and completion.	5/25/2017 7:57 PM
81	We have lived on Templeton since 1987. It started out as a much quieter area when we moved in. The city's decisions have made it an absolute traffic and noise nightmare. It wasn't a bus route then but it is now. The city rezoned to allow a bay of houses all alongside one side of my house and a large condominium a half a block away from us on land which we were told would be a park when we bought our house. Then the city also allowed a Wal-Mart at the end of the street. Honestly, I'm sure the value of our home has gone way down from the city's decisions to date. PLEASE don't make it any worse!	5/25/2017 3:32 PM
82	Pave Templeton on west end between Pipeline and McPhillips	5/25/2017 11:09 AM

Pages 32 - 38 were removed from the Survey Monkey summary as they contained respondents personal email addresses and contact information.