

Moving on Marion Street

Phase 2 Public Engagement Summary

November 2022

Background

The Marion Street corridor is a major route, connecting neighbourhoods and transporting people, goods, and services.

In Phase 2, Winnipeggers were asked to provide input on a series of solutions to determine how **best** to improve roadway, traffic flow, safety, and livability on Marion Street from St. Mary's Road to Lagimodière Boulevard and on Lagimodière from Marion to Dugald Road.

Engagement

In June 2019, Phase 1 (pre-engagement) asked area residents, businesses, and stakeholder groups to identify priorities for improvement and provide input on what the then-future study should include in terms of project notification, scope, and focus.

Phase 2 engagement proposed low-cost solutions to reduce congestion and improve safety throughout the corridor and gathered feedback on active transportation solutions and ideas to make the Marion-Goulet couplet more comfortable and pleasant for residents and visitors.

Ahead of Phase 2 public engagement, the project team met with landowners adjacent to the project area who may be affected by the proposed solutions to discuss the land

acquisition process.

Phase 2 engagement took into consideration input collected through meetings with key stakeholders and community groups, online engagement, public workshops, and a variety of technical data (traffic counts, parking utilization, etc.).

A summary of the Phase 2 public and stakeholder engagement opportunities is included in Table 1.

Promotion

Public engagement opportunities were promoted using the following methods:

- City of Winnipeg website – launched April 7, 2022 with 2,900 page views at time of report
- Registered letters delivered to 67 property owners – March 21, 2022
- City of Winnipeg public engagement newsletter with more than 3,700 recipients – April 7 and April 21, 2022
- Email to 512 project subscribers – April 7, 2022
- Newspaper advertisements in Canstar and La Liberté – April 6, 2022
- 7,625 postcards delivered to homes, businesses, and surrounding project area
- Facebook posts to more than 30, 500 followers
- Twitter posts to more than 103,000 followers

Table 1: Phase 2 engagement opportunities

Date	Activity	Details
April 4-5, 2022	Landowner meetings (five total)	31 property owners attended the meetings. The one in-person and four virtual meetings provided information on the project, and invited attendees to discuss the proposed design and its potential impact as well as the potential land acquisition process.
April 7-28, 2022	Online survey available in English and French	721 participants completed the survey in English and seven participants completed the survey in French.
April 19, 2022	Online stakeholder meeting	Three representatives from two organizations attended to learn about the project and provide input.
April 19-20, 2022	Virtual public workshops	71 people attended the West Segment workshop on April 19 and 45 attended the East Segment workshop on April 20. The events consisted of a presentation from the project team, polls that reflected the online survey, and the opportunity to ask the project team questions.

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What we heard

Phase 2 presented recommended designs for roadway realignment on Youville Street, as well as improvements at three intersections: Marion-Archibald; Marion-Panet-Dawson; and Marion-Lagimodière/Dugald. Engagement participants were asked targeted questions about these recommendations.

More in-depth input was collected about options for:

- Features that could enhance neighbourhood vibrance and livability along the west section
- New cycling infrastructure options in the Marion-Goulet couplet area and at Happyland Park
- Improvements to the Youville-Marion-Goulet intersection

Features that could enhance neighbourhood vibrance and livability along the west section

A Complete Streets approach was examined for the Marion-Goulet couplet to safely accommodate all users while enhancing the local character. Adding design features such as enhancing bike infrastructure, adding more lane space for motor vehicles, creating more on-street parking, improving transit infrastructure, improving sidewalk accessibility and safety, and adding more streetscaping could help to achieve the goal of a Complete Street.

Key findings

- Improving sidewalk accessibility and safety is a top priority when considering a *Complete Streets* approach for the Marion-Goulet couplet (879 out of 1,477 respondents selected this option)

New bicycle infrastructure in the Marion-Goulet couplet

A series of design options were investigated for this portion of the corridor, offering different paths of travel, and cycling infrastructure:

- [Zone 1 – Option 1: Enhanced pedestrian/public space + neighbourhood greenway](#) (click to view map)
This option extends the existing trial neighbourhood greenway on Eugenie Street with a bi-directional bike route onto St. Mary's to Eugenie
- [Zone 1 – Option 2: Separated bike lane + enhanced pedestrian/public space + neighbourhood greenway](#) (click to view map)
This option includes protected unidirectional bike lanes on Marion and Goulet, along with extending the existing trial neighbourhood greenway on Eugenie

Key findings

- Of the two active transportation options for the Marion-Goulet couplet, 62 percent (471 out of 763) of respondents feel *Zone 1 – Option 2: Separated bike lane + enhanced pedestrian/public space + neighbourhood greenway* best meets the goal of a Complete Street (Figure 1)
- 82 percent of respondents (638 out of 781) indicated they use the area as a pedestrian, with 60 percent (381 out of 638) highlighting that *Zone 1 – Option 2: Separated bike lane + enhanced pedestrian/public space + neighbourhood greenway* would make them feel the safest
- 78 percent of respondents (609 out of 785) indicated they use the area as a cyclist, with 70 percent (426 out of 609) highlighting that *Zone 1 – Option 2: Separated bike lane + enhanced pedestrian/public space + neighbourhood greenway* would make them feel the safest
- 97 percent of respondents (754 out of 784) travel through the area as a motorist, with 52 percent (395 out of 754) indicating that *Zone 1 – Option 2: Separated bike lane + enhanced pedestrian/public space + neighbourhood greenway* would enhance their driving experience

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Figure 1: Which proposed option do you think best meets the goal of a Complete Street?

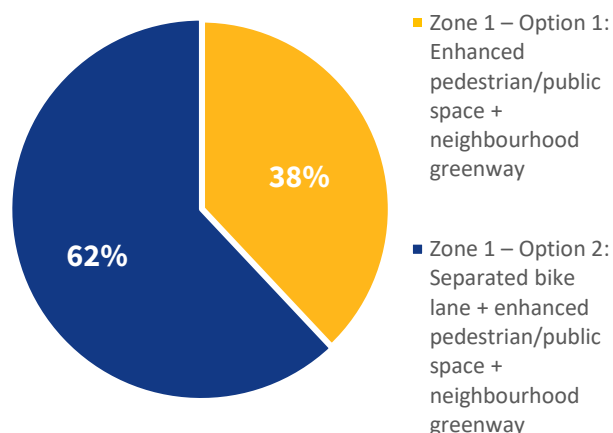


Figure 1 is based on seven respondents from the French survey, 721 respondents from the English survey, and 35 respondents from the virtual workshop Zoom polls.

Improvements to the Youville-Marion-Goulet intersection

A series of design options were investigated for the Youville-Marion-Goulet intersection:

- [Zone 2 – Option 1: Updates to Youville and Marion without bike lanes](#) (click to view map)
This option does not include new bike infrastructure, however the existing neighbourhood greenway trial on Eugenie would remain
- [Zone 2 – Option 2: Updates to Youville and Marion with bike lanes](#) (click to view map)
This option includes a unidirectional off-street bike lane and multi-use path

Key findings

- 95 percent of respondents (736 out of 774) travel through the area as a motorist, with 61 percent (450 out of 736) indicating that *Zone 2 – Option 2: Updates to Youville and Marion with the uni-directional to bi-*

directional bike lane transition would enhance their driving experience

- 85 percent of respondents (660 out of 781) use this area as a cyclist, with 72 percent of cyclists (477 out of 660) indicating that *Zone 2 – Option 2: Updates to Youville and Marion with the uni-directional to bi-directional bike lane transition* would make them feel the safest
- 80 percent of respondents (624 out of 783) use this area as a pedestrian, with 67 percent of pedestrians (419 out of 624) indicating that *Zone 2 – Option 2: Updates to Youville and Marion with the uni-directional to bi-directional bike lane transition* would make them feel the safest

Improvements to the Marion-Archibald intersection and Happyland Park

The following design scenarios depend on decisions made elsewhere along the corridor:

- [Scenario 1: Multi-use path north/south through Happyland Park along Archibald \(ending at Marion\)](#) (click to view map)
would be selected if active transportation infrastructure is not added along the Marion-Goulet couplet
- [Scenario 2: Multi-use path east/west through Happyland Park \(connecting to existing Eugenie neighbourhood greenway and proposed cycling infrastructure on Marion\)](#) (click to view map)
would be selected if active transportation infrastructure is added along the Marion-Goulet couplet

Key findings

- 76 percent (581 out of 767) of respondents feel the addition of a multi-use path in Happyland Park would improve this greenspace

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Next Steps

What we heard in Phase 2 will help us create a proposed conceptual design that will broadly show what the public space could look like, how it would function and – at a high-level – what it may cost.

This version of the design will be shared with the public to gather feedback as part of Phase 3 engagement. This feedback will support decision-making and the next level of design before construction.

Following Phase 3 engagement, the project team will finalize design decisions and create a more detailed design and more precise cost estimate.

Once this design is complete, it will be presented to Council for consideration; if approved, it will then be placed on a prioritization list with other unfunded projects. Construction would begin only after a funding source is identified.

Appendices

Appendix A – Public workshop presentation (East and West)

Appendix B – Virtual workshops zoom poll results

Appendix C – Online survey results (English and French)

Appendix D - Promotion

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