

# MOVING ON MARION STREET

## *Public Engagement Report*

Prepared by the City of Winnipeg

October 2019



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### Acknowledgement

*Thank you to all Winnipeggers who participated in the Moving on Marion Street Project. Thank you for being open in sharing your vision and needs for the Marion Street Corridor. Your input helped the project team to scope the project and develop the Request for Proposals. We hope for your continued involvement to arrive at better project decisions.*



other changes. The project did not move forward due to excessive cost, scale, and intrusiveness of the project in the community. Throughout the study, we also heard that its focus was too narrow to discuss some of the broader traffic issues in the neighbourhood.

Council subsequently directed the Public Service to find cost-effective ways to improve safety, traffic flow, and livability in the area that do not include road widening or an interchange – focuses that were not part of the original study.

To achieve these objectives, the project scope has been expanded to encompass three interrelated areas within the neighbourhood, each with unique uses and needs. The new project – Moving on Marion Street – will encompass the area around and adjacent to Archibald Street-Lagimodiere Boulevard, which is primarily an industrial area; the area west from Archibald Street to the onset of the Marion Street-Goulet Street couplet, which is mixed-use; and west from the couplet to St. Mary's Road, which is primarily residential. Implementing any change within one area requires changes to another to ensure safety, appropriate use, and traffic flow in the neighbourhood.

Moving on Marion Street will be guided by goals developed with the community. Before we begin the new study, we wanted to hear from Winnipeggers to help refine the study's objectives. The input received through this engagement process will set the foundation for the new study prior to issuing a Request for Proposal (RFP), anticipated in late 2019.

## 2.0 Strategy

The City led the public engagement process for this project using goals that were developed with the community. This recent effort with Winnipeggers sought to reset the conversation about Marion Street and the surrounding area, and expand the boundaries of previous studies to align with a 2016 Council-approved recommendation that the Public Service undertake an additional study to identify more affordable alternatives that do not include grade separation or widening, have a lesser impact on property acquisition and fit within the existing Council-approved debt strategy.

This new phase of study began in 2017, when the City asked the public and stakeholders to help reopen the conversation and plan public engagement that would be relevant to the community. This feedback shaped what is now the *Moving on Marion Street* public engagement program; how this feedback was used is detailed in Table 1: *What we heard* (a full report and summary of 2017 findings is available on the project website under the documents tab).

Moving on Marion Street officially launched in June 2019, and addressed community engagement needs through:

- Early project engagement to determine areas for improvement, and also what the future study should include in terms of project notification, scope, and focus
- Proactive contact with stakeholders along the Marion Street corridor to gain one-on-one insight into their concerns
- An in-person listening and mapping session that made space for diverse opinions and provided residents direct contact with City employees
- An online survey and mapping tool that allowed people to provide feedback at their convenience
- Robust project notification and promotion (see “Promotion” below)

The input received through this engagement process will set the foundation for the new study before the City issues a Request for Proposal (RFP), which is anticipated in fall 2019.

| <b>What We Heard*</b><br><b>*Feedback provided through 2017 review of previous study</b>                                                                                               | <b>How It Was Addressed</b>                                                                                                                                                                                                                                                                                                                                                                             |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Time constraints and schedule conflicts were given as the main reasons for not participating in-person.                                                                                | Members of the project team proactively contacted stakeholders along the Marion Street corridor to talk one-on-one about their concerns. In addition to an in-person listening and mapping session, we accepted public feedback through an online survey and mapping tool, available until June 30, 2019.                                                                                               |
| There is a preference for more online engagement opportunities.                                                                                                                        | An online survey and mapping tool was available until June 30, 2019.                                                                                                                                                                                                                                                                                                                                    |
| Notification of the study and public engagement opportunities was alleged to be inadequate.                                                                                            | Notification methods used included a postcard mailed to property owners in the surrounding area, in-person delivery of a newsletter to the Marion corridor, updates in the Office of Public Engagement’s newsletter, one-on-one phone interviews with stakeholders and email to those who participated in the previous transportation study and indicated they wanted to receive updates (300+ emails). |
| Some respondents indicated the public engagement process – which included the Council direction to study grade separation and widening on Marion, was not meaningful because decisions | Moving on Marion Street will be guided by goals that have been developed with the community. The input received through this engagement process will set the foundation for the new transportation study, and will help determine                                                                                                                                                                       |

|                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>were already made before involving the public, while other respondents indicated the public engagement was meaningful and felt they had an opportunity to influence decisions.</p>                            | <p>further public engagement opportunities prior to issuing a Request for Proposal (RFP), anticipated in fall 2019.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p>Some respondents indicated that the previous transportation study's scope was too narrow to discuss some of the broader traffic issues in the neighbourhood.</p>                                              | <p>The project scope has been expanded to encompass three interrelated areas within the neighbourhood, each with unique uses and needs. The project will encompass the area around and adjacent to Archibald Street-Lagimodiere Boulevard, which is primarily an industrial area; the area west from Archibald Street to the onset of the Marion Street-Goulet Street couplet, which is mixed-use; and west from the couplet to St. Mary's Road, which is primarily residential. Implementing any change within one area requires changes to another to ensure safety, appropriate use, and traffic flow in the neighbourhood.</p>                                                                                   |
| <p>Respondents indicated that more information about other potential future projects in the area needs to be available, while others indicated the information available was sufficient and met their needs.</p> | <ul style="list-style-type: none"> <li>• Transportation Master Plan (starting 2019)</li> <li>• Norwood Grove BIZ completed a Master Plan Visioning report (2018)</li> <li>• Winnipeg Transit Master Plan (in progress)</li> <li>• Public Market Lands – Major Redevelopment Site</li> <li>• OurWinnipeg &amp; Complete Communities (in progress)</li> <li>• Regional street works : Archibald Street from St. Catherine Street to Cottonwood, Marion Street intersection omitted (2019)</li> <li>• Regional street works: Des Meurons Street from Goulet Street to Marion Street (projected 2022)</li> <li>• Regional street works: Goulet Street from Braemar Avenue to Youville Street (projected 2022)</li> </ul> |

**Table 1: How feedback was addressed in engagement planning**

### 3.0 Promotion

Public engagement opportunities were promoted using the following methods:

- City of Winnipeg website – Launched June 13, 2019 - 2,154 page views at time of report;
- News release - June 13, 2019;
- Six different media reports with: ChrisD.ca, CTV Winnipeg, Winnipeg Free Press, Canstar, CityTV and CBC between June 13 to 26, 2019;
- 5 Facebook posts with 16,797 followers - June 13, 15, 18, 20, and 30, 2019;

- 5 Twitter posts with 78,700 followers - June 13, 15, 18, 20, and 30, 2019;
- 7, 580 postcards delivered to homes and businesses surrounding project area;
- 216 project newsletters hand delivered by project team along project corridor;
- City of Winnipeg public engagement newsletter with over 5,300 recipients - June 20, 2019;
- 345 emails sent to participants in 2017 study; and
- 201 subscribers to project updates email list at time of this report.



Figure 2: Photo of staff discussing project of Goulet Street

## 4.0 Engagement activities

The following table summarizes each engagement activity and associated participation level.

| Date                     | Activity                                 | Details                                                                                                                                                                                                                                                                              |
|--------------------------|------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| June 10 -20, 2019        | Key person interviews                    | Conducted 12 one-on-one interviews with organizations representing local economic and neighbourhood development, residents, health, cycling, trucking, environment and tourism.                                                                                                      |
| June 13, 14 and 20, 2019 | Project team delivery of newsletter #1   | Members of the City's project team hand-delivered a project newsletter to businesses and organizations along the project corridor, using the opportunity to share project information and gather early feedback.                                                                     |
| June 13-30, 2019         | 385 map markers<br>384 completed surveys | The online feedback tool requested input on priorities and needs through a text based survey, and more targeted input through an online mapping tool.                                                                                                                                |
| June 26, 2019            | Listening and mapping session            | 108 people attended the event at the Archwood Community Centre. The evening consisted of presentations by Public Works and Property, Planning and Development, an open format listening session to talk about project concerns and desires, and deeper, map-based group discussions. |

Table 2: Engagement activities

### 4.1 Key person interviews

A series of short telephone interviews with local organizations provided an introduction to current neighbourhood context and local desires. They were asked to promote project engagement opportunities with their respective memberships. The interviews occurred through June 2019 with the following organizations:

- YES Winnipeg
- YIMBY
- Centre de santé Saint-Boniface
- Norwood Flats Residents' Association
- Sage Creek Residents' Association
- Old St. Boniface Residents Association
- Bike Winnipeg
- Manitoba Trucking Association
- Save our Seine
- Société de la francophonie manitobaine
- Enterprise Riel
- Tourism Riel

#### **4.2 Project team delivery of Newsletter #1**

Over three days in June, members of the City's project team walked along Marion Street and Goulet Street, from St. Mary's Road to Lagimodière Boulevard, hand-delivering a project newsletter to businesses and organizations along the project corridor. The in-person contact allowed the project team to share information and gather early feedback from willing stakeholders.

#### **4.3 Map markers**

The public was able to provide map-based feedback on issues and ideas within the project corridor through two different methods:

1. An online mapping tool was developed was available in English and French from June 13-20, 2019. Participants placed a total of 385 map markers.
2. Attendees at the listening and mapping session were asked to form small groups and write numbers on large maps to indicate "issue areas." Project staff recorded the numbers and corresponding comments; comments that related to a specific area were later added to the online comment for analysis. Participants placed a total 64 different map markers. Some 33 broad, non-location-specific comments were recorded and further analyzed outside of the mapping data.

An example of the online survey is available in Appendix D.

#### **4.4 Online survey**

An online feedback portal was available in both English and French from June 13-20, 2019; the portal provided access to both the mapping tool and the survey tool. The site was accessed 1,902 times.

The online survey helped prioritize issues participants want addressed through the corridor study, measured perceptions about current conditions, and identified preferred project notification methods for future engagement phases.

Participants could opt into providing demographic data including their connection to the project area and postal code.

#### **4.5 Listening & mapping session**

This event involved a project presentation, listening session, and mapping session. The listening session was designed to provide an open forum for project staff to listen to public concerns and see those concerns either confirmed or contradicted by other attendees (see Section 4.3: *Map markers* for information on this activity).

The event was held just south of the project area in the gymnasium of Archwood Community Club.

During the listening session, participants were asked to engage in a tactic known as a “revolving conversation” and answer one question: **How does the City support the safe flow of people along the Marion Street Corridor while balancing both local community needs and transportation needs?**

The activity required all participants to sit in a large circle. Those who wanted to speak were asked to take one of four chairs in an inner circle and make their comment using a provided microphone. When finished, the speaker returned to the outer circle to free up space for other participants who wished to provide comment. The task was scheduled to provide 20 minutes of discussion, which was extended several times by participant request through show of hands.

Throughout the activity, a recorder summarized key points made by each speaker on flipchart paper. At the conclusion of the formal activity, all participants were asked to add a dot to the recorded comment they most strongly supported; this ensured the views of those who did not speak were captured.



Figure 3: Photo of listening session

## 5.0 Analysis

The majority of the mapping and online survey data was analyzed directly in the online engagement tool and is presented in Section 6.0: *Results* using heat maps and graphs. Mapping data was clustered by map marker and area, and is analyzed in two ways:

1. Participant voting – during the survey period, online participants could view all comments made by others and “up-vote” or “down-vote” a comment. This provided a metric of top-rated comments listed according to descending popularity. Top rated comments are a verbatim transcript of how the comments appeared in the survey tool.
2. Top themes – this metric represents repeat comments. The number of repetitions for each comment is indicated in the Section 6.2 alongside the comments, within brackets.

Notes from the key person interviews were analyzed for themes and for the number of times an individual theme was mentioned throughout all 12 conversations.

The in-person listening session was analyzed based on the number of dots placed beside each theme noted on the flipcharts. Only red dots provided as part of the flipchart exercise were recorded for this report; staff observed some participants retrieving yellow dots from the mapping exercise and placing more than their allotted number of dots beside some answers.

## 6.0 Results

### 6.1 Key person interviews

Major themes from the conversations included:

| Number of mentions | Theme                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|--------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 6                  | ➤ Desire for improved infrastructure for active transportation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 4                  | ➤ Support for street appeal and conditions for small business<br>➤ Desire to reduce the speed at which traffic moves through the area                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 3                  | ➤ Concern over the future of the former Canada Packer Lands <ul style="list-style-type: none"><li>○ Don't want residential (Maple Leaf Consumer Foods and Rothsay)</li><li>○ Want residential, don't want more industrial (Old St. Boniface Residents Association)</li><li>○ Good water and waste connections could make good space for food manufacturing (Yes Winnipeg)</li></ul> ➤ Appreciation of the opportunity to engage early<br>➤ Frustration with traffic tie-ups<br>➤ Need for improved crossings on Marion and Goulet<br>➤ Support for the Norwood Grove Biz vision of area<br>➤ Importance of design for all ages (young and old)<br>➤ Desire to make area a tourism destination |

|          |                                                                                      |
|----------|--------------------------------------------------------------------------------------|
|          | ➤ Need for Transit improvements                                                      |
| <b>2</b> | ➤ Desire to remove truck traffic west of Archibald<br>➤ Importance of Happyland Park |

Table 3: Key person interviews

## 6.2 Map markers

### 6.2.1.1 Vehicle issues



Figure 4: Vehicle issues

| <b>Hotspot 1</b><br><b>Near Marion Street and St. Mary's Road</b><br><b>6 data points</b> |                                                                                                                                                                                                                   |
|-------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Top themes</b>                                                                         | <b>Top rated comments</b>                                                                                                                                                                                         |
| <b>Traffic back-up/ bridge bottleneck</b><br>(4)                                          | Dangerous intersection, traffic flow from Marion into this parking lot. I see near miss accidents with Transit here on a daily basis due to traffic back up.                                                      |
| <b>Issues with parking lot entrance</b><br>(2)                                            | Vehicles 'race' to beat traffic by using the bus lane. Bus lane enforcement is non-existent and vehicles will whip across all lanes using bus lane.                                                               |
| <b>Near misses with Transit/ vehicles in bus lane</b><br>(2)                              | Significant number of vehicles use this exit to bypass the lineup at the lights during peak hours. Unsafe for patrons and pedestrians around these businesses and risky and higher speed driving in a parking lot |
| <b>Other comments:</b>                                                                    | <ol style="list-style-type: none"> <li>1. On-street parking dangerous due to speed</li> <li>2. Speed issues down Horace</li> <li>3. Vehicles run red at Tache</li> </ol>                                          |

| <b>Hotspot 2</b><br><b>Near Marion Street and Tache Avenue</b><br><b>6 data points</b> |
|----------------------------------------------------------------------------------------|
|----------------------------------------------------------------------------------------|

| Top themes                    | Top rated comments                                                                                                                                                                                                                                                                                             |
|-------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Traffic back-up</b><br>(2) | This is a very wavy and bumpy intersection, has been this way for years. Dangerous for all human users.                                                                                                                                                                                                        |
| <b>Other comments:</b>        | <ol style="list-style-type: none"> <li>1. Dangerous road</li> <li>2. Tache intersection wavy and bumpy</li> <li>3. Difficult turn from Goulet to Kenny due to on-street parking On-street parking dangerous due to speed</li> <li>4. Speed issues down Horace</li> <li>5. Vehicles run red at Tache</li> </ol> |

**Hotspot 3**  
Near Marion Street and Youville Street  
11 data points

| Top themes                                                                  | Top rated comments                                                                                                                                                                                                                                    |
|-----------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Smoothing out Youville/eliminating back-to-back blind corners</b><br>(5) | I like the fact that the old plan had this being smoothed out.                                                                                                                                                                                        |
| <b>Area safety (lack thereof)</b><br>(5)                                    |                                                                                                                                                                                                                                                       |
| <b>Vehicular speeding</b><br>(3)                                            |                                                                                                                                                                                                                                                       |
| <b>Other comments:</b>                                                      | <ol style="list-style-type: none"> <li>1. Remove on-street parking east of Youville</li> <li>2. Crossing lights don't work properly</li> <li>3. Remove traffic light at Braemar</li> <li>4. Need four lanes on Des Meurons south of Horace</li> </ol> |

**Hotspot 4**  
Near Marion and Archibald  
30 data points

| Top themes                                                                                | Top rated comments                                                                                                                                                                                                                 |
|-------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Accidents and delays caused by drivers accessing Tim Hortons /Co-op Gas Bar</b><br>(6) | Traffic signals that change based on how heavy the traffic is as well as taking into consideration if there are trains crossing. Also, an underpass for the crossing at Marion and Archibald is crucial to improving traffic flow. |

|                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Adding a turning lane from northbound Archibald to westbound Marion</b><br>(5) | I, like many other drivers, use this side street during rush hour driving from south Archibald to get to Marion Street because the turning lane takes too long.                                                                                                                                                                                                                                                                                                        |
| <b>Common traffic back-ups</b><br>(5)                                             | There should be no left hand turns onto Archibald, during the morning and afternoon rush hour, from Prosper, St. Catherine, Tremblay, Deniset, and Cuasson. This is a significant safety issue and also causes needless traffic congestion, especially with the traffic coming out of the businesses on the east side of Archibald. Instead Evans St should be rejoined to Cusson St and area traffic can safely use the lights at Gareau St to go north on Archibald. |
| <b>Need for an underpass/overpass</b><br>(4)                                      | Constant accidents leaving coop and Tim's onto the roads and crossing 2 lanes to go into the lanes headed to st vital hard to see traffic when in the middle of the intersection                                                                                                                                                                                                                                                                                       |
| <b>Speed issues/shortcutting on the back lane north of Marion</b><br>(2)          | Train delays!                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Overall intersection improvements</b><br>(2)                                   | People upset about traffic from Tim Hortons and Co-Op can thank the previous city councillor (now MP) for allowing that development. I have witnessed several dozen accidents and have had to sit through extra stop lights because some person needs to drive suddenly drive across oncoming traffic in to get their coffee or push their way into traffic ahead of me because they are too impatient. Lack of foresight.                                             |
| <b>Lack of on-street parking on Archibald creating blind spots</b><br>(2)         | We need two turning lanes from northbound Archibald on to westbound Marion.<br><br>During morning rush hour Archibald is backed up past the school                                                                                                                                                                                                                                                                                                                     |
| <b>Drivers dangerously crossing multiple lanes of traffic</b><br>(2)              | Often backed up due to cars turning left onto dufresne during rush hour. Also cars drive against oncoming traffic for multiple car lengths to turn left when a train is crossing and traffic is backed up                                                                                                                                                                                                                                                              |

|                                |                                                                                                                                                                                                                                                                                                                                                                             |
|--------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Removing trains<br/>(2)</b> | Traffic Is very slow in that area when we drive to work and from work.                                                                                                                                                                                                                                                                                                      |
| <b>Other comments:</b>         | <ul style="list-style-type: none"> <li>• Restrict north turns onto Archibald south of Marion</li> <li>• Improve signal timing based on traffic volume</li> <li>• Train delays</li> <li>• Lots of accidents</li> <li>• Traffic calming</li> <li>• Extend turning lanes</li> <li>• Need railway controls</li> <li>• Roundabout</li> <li>• Slow speeds on Archibald</li> </ul> |

| <b>Hotspot 5</b><br><b>Near Archibald Street south of Marion Street</b><br><b>3 data points</b> |                                                                                                                                                                                                                                                                                |
|-------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Top themes</b>                                                                               | <b>Top rated comments</b>                                                                                                                                                                                                                                                      |
| <b>Adding a roundabout<br/>(2)</b>                                                              | <p>This would be a good place to construct a roundabout to help with access management</p> <p>Build a median from here to north of Marion allowing easy u-turns to access commercial and residential areas at the roundabouts</p> <p>Time to get serious with Rbt benefits</p> |
| <b>Adding medians Archibald north to Marion<br/>(2)</b>                                         |                                                                                                                                                                                                                                                                                |

| <b>Hotspot 6</b><br><b>Near Marion Street and Turenne Street</b><br><b>3 data points</b> |                                                                                                                                                                                                                                                                                                                       |
|------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Top themes</b>                                                                        | <b>Top rated comments</b>                                                                                                                                                                                                                                                                                             |
| <b>Repaving the rail crossing<br/>(2)</b>                                                | <p>Please fix these rail crossings. I drive across them at 40kph, and my car still feels like it's being shaken apart. They're worse than the potholes. I've even seen drivers swerve into the oncoming lane to squeeze through a section of crossing that's a little less worn, and almost get into an accident.</p> |
| <b>Other comments:</b>                                                                   | <ul style="list-style-type: none"> <li>• Trains moving back and forth</li> </ul>                                                                                                                                                                                                                                      |

**Hotspot 7**  
**Near Marion Street and Lagimodiere**  
**5 data points**

| There were no themes in this section | Top rated comments                                                                                                                                                                                                                                                                                                                                     |
|--------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                      | <p>When I drive north on Lag, sometimes people pull into this service road to zip by cars queued up to beat them, rejoining the traffic at the north end of the service road. This is stupid and frustrating but commonplace during rush hour</p>                                                                                                      |
| <p><b>Other comments:</b></p>        | <ul style="list-style-type: none"> <li>• Short cutting on service road adjacent to Lagimodiere</li> <li>• Allow for more free flow of traffic on Lagimodiere not impeded by turning</li> <li>• Disruptions from vehicles accessing Maple Leaf Foods</li> <li>• Create yield land for south turn on Lagimodiere</li> <li>• Widen Lagimodiere</li> </ul> |

**Hotspot 8**  
**Near Lagimodiere and Duglad Road**  
**3 data points**

| There were no themes in this section | There were no top rated questions in this section                                                                                                                                                                                                               |
|--------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                      |                                                                                                                                                                                                                                                                 |
| <p><b>Other comments:</b></p>        | <ul style="list-style-type: none"> <li>• Lots of out of town traffic here</li> <li>• Better connectivity would allow driver to route around train route</li> <li>• No lights on major highways</li> <li>• Need overpass</li> <li>• Add park and ride</li> </ul> |

### 6.2.1.2 Bicycle issues



Figure 5: Bicycle issues

| <b>Hotspot 1</b><br><b>Near Marion Street and St. Mary's Road</b><br><b>9 data points</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Top themes</b>                                                                         | <b>Top rated comments</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Near misses near Dominion Centre</b><br><b>(5)</b>                                     | <p>Need bike paths from Norwood Bridge to Archibald down to St. Vital, to Lagimodiere and finally to Transcona.</p> <p>These are currently very risky routes for cyclists.</p>                                                                                                                                                                                                                                                                                                                                                       |
| <b>Risk to cyclists</b><br><b>(3)</b>                                                     | <p>I regularly see people turning into the bike/transit lane from this Tim Hortons, cutting off cyclists and buses. I've almost been hit a few times on my bike here. For some reason, people all across the city forget traffic safety when turning in and out of a Tim Hortons. Tim's coffee = bad drivers...</p>                                                                                                                                                                                                                  |
| <b>Cyclist issues when turning onto Marion</b><br><b>(3)</b>                              | <p>Need protected cycle lanes to connect the cycle path on the Norwood bridge, shared path behind the hospital, all the way to the Archibald Street.</p> <p>Currently, cycling in the area is very risky. Seen a cyclist get side-swiped at the Dominion Centre turn, experienced many vehicle near misses along Marion St. and Goulet.</p> <p>Cycling on the sidewalk (technically illegal) also feel very risky as there are a lot of pedestrians and obstacles in the path. Shared path along Dominion Centre also dangerous.</p> |

|                                                              |                                                                                                                                                                                                                                                                                                                                                                           |
|--------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Improving the cycling network<br/>(2)</b>                 | Exit and access to the Bridge from the parking lot should be closed off at this point. Too many people come flying out of this exit and into traffic, especially in the mornings when people use the Dominion Centre parking lot as a shortcut to avoid the light and backed up NB traffic from Marion (according to the map) onto the QEW. It is a big risk to cyclists. |
| <b>Separation of both diamond lane and bike lane<br/>(2)</b> |                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Other comments:</b>                                       | <ul style="list-style-type: none"> <li>• Need protected bike lanes</li> <li>• Slow turning vehicles</li> </ul>                                                                                                                                                                                                                                                            |

| <b>Hotspot 2</b><br><b>Near St. Mary's Road and Eugenie Street</b><br><b>6 data points</b> |                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Top themes</b>                                                                          | <b>Top rated comments</b>                                                                                                                                                                                                                             |
| <b>Better bike connections<br/>(3)</b>                                                     | Eugenie is designated as a bike route but have to mingle with St.Mary's Rd for a couple blocks when going downtown. Separated bike lane on St.Mary's going north would be ideal, or alternate route from Des Meurons/Tremblay St. Bridge to downtown. |
| <b>Adding a separated bike route on St. Mary's going north<br/>(2)</b>                     |                                                                                                                                                                                                                                                       |
| <b>Other comments:</b>                                                                     | <ul style="list-style-type: none"> <li>• Issues at corner of Eugenie and Tache - stop sign and parked cars</li> <li>• Want designated bike lane on Tache</li> </ul>                                                                                   |

| <b>Hotspot 3</b><br><b>Near Marion and Tache</b><br><b>6 data points</b> |                                                                                                                              |
|--------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| <b>Top themes</b>                                                        | <b>Top rated comments</b>                                                                                                    |
| <b>Adding separated bike lanes to Marion<br/>(3)</b>                     | We need a cycling connection from the StBoniface/StVital network to Transcona. Because of safety concerns I only ride on the |

|                                            |                                                                                                                                                                                                                                                                            |
|--------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                            | Marion sidewalk, then take Panet to Dugald, cross the overpass at my risk then get on the bike path. Only other option is Archibald north to Plinquet and Missionarea during rush hour. Not sure how to make it safer, but this is one of the neighbourhoods frustrations. |
| <b>Installing bike lanes on Goulet (2)</b> |                                                                                                                                                                                                                                                                            |
| <b>Other comments:</b>                     | <ul style="list-style-type: none"> <li>• Marion too narrow for cyclists</li> <li>• Tache at Marion unsafe for ped and cycle</li> <li>• Poor light synchronization</li> <li>• Move vehicle stop line back allow bikes to move forward</li> </ul>                            |

| <b>Hotspot 4</b><br><b>Near Marion and Des Meurons</b><br><b>9 data points</b> |                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Top themes</b>                                                              | <b>Top rated comments</b>                                                                                                                                                                                                                             |
| <b>Crossing difficulties (4)</b>                                               | Des Meurons is designated as a bike route, yet this route is used during business hours by work trucks and business vehicles as an alternative to Saint Mary's. Make it safer for cyclists - trucks leave large ruts and degrade road surface quality |
| <b>Improving Enfield @ St. Mary's crossing (2)</b>                             | Add a cyclist lane and remove one of the two lanes of parking                                                                                                                                                                                         |
| <b>Other comments:</b>                                                         | <ul style="list-style-type: none"> <li>• Des Meurons bike route used by large trucks</li> <li>• Add cycling lane Goulet/ remove parking</li> <li>• No adequate cycling facilities</li> <li>• Add cycling lane to Marion sidewalk</li> </ul>           |

| <b>Hotspot 5</b><br><b>Near Marion and Archibald</b><br><b>5 data points</b> |                                                                                                                                                                                                     |
|------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Top themes</b>                                                            | <b>Top rated comments</b>                                                                                                                                                                           |
| <b>Dangers of biking / feeling safer on the sidewalk (4)</b>                 | Des Meurons is designated as a bike route, yet this route is used during business hours by work trucks and business vehicles as an alternative to Saint Mary's. Make it safer for cyclists - trucks |

|                               |                                                                                                                                                                                                                      |
|-------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               | leave large ruts and degrade road surface quality                                                                                                                                                                    |
|                               | Biking is dangerous in this area to get to Provencher or Whittier park                                                                                                                                               |
| <b>Better connections (2)</b> | Add a cyclist lane and remove one of the two lanes of parking                                                                                                                                                        |
| <b>Other comments:</b>        | <ul style="list-style-type: none"> <li>• Don't waste money on bike - winter and few</li> <li>• Reroute bikes through neighbourhood</li> <li>• Want to activate crossing signal w/o having to get off bike</li> </ul> |

**Hotspot 6**  
**Near Tache and St. Boniface Hospital**  
**4 data points**

| <b>Top themes</b>                                                      | <b>Top rated comments</b>                                                                                                                                                                                                                                                                                                                                                                                                                  |
|------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Challenges of mixed cyclist/vehicular use and narrow street (3)</b> | Vehicles act very aggressively towards cyclists on Tache.                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Other comments:</b>                                                 | <ul style="list-style-type: none"> <li>• Need safer ped/cycle crossing</li> <li>• Take bike path off street</li> <li>• Consider holiday and weekend closure to vehicles</li> <li>• Need a safer crossing for both cyclists and pedestrians in this area. Current crossing is mostly in a blind spot. Not all cyclists need to go all the way from Provencher bridge all the way to Marion St. on these shared paths/park paths.</li> </ul> |

**Hotspot 7**  
**Near Panet Road and Turenne Street**  
**2 data points**

| <b>Top themes</b>             | <b>Top rated comments</b>                                                                                                |
|-------------------------------|--------------------------------------------------------------------------------------------------------------------------|
| <b>Danger to cyclists (2)</b> | Biking is extremely unsafe on Panet and is the only option for biking besides the overpass to get to Kildonan Place area |
| <b>Other comments:</b>        | <ul style="list-style-type: none"> <li>• Panet important connection</li> </ul>                                           |

| Hotspot 8<br>Near Marion and Lagimodier<br>3 data points                          |                                                                                                                          |
|-----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|
| Top themes                                                                        | There were no top rated comments in this section                                                                         |
| Need for cycling infrastructure<br>(3)<br><br>Connecting Fermor and Dugald<br>(2) |                                                                                                                          |
| Other comments:                                                                   | <ul style="list-style-type: none"> <li>• Connect to Downtown</li> <li>• Connect to Windsor Park and Transcona</li> </ul> |

### 6.2.1.3 Pedestrian issues



Figure 6: Pedestrian issues

| Hotspot 1<br>Near Marion Street and St. Mary's<br>9 data points |                                                                                                                                                                                                                                                                                                                                                                                                  |
|-----------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Top themes                                                      | Top rated comments                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Issues crossing St. Mary's<br/>(3)</b>                       | If one is crossing from the west side of St Mary's to get to Dominion Centre, one has to cross the street 4 times. People in Norwood West feel like they have to drive to get to a local shopping area.                                                                                                                                                                                          |
| <b>Poor signal timing<br/>(3)</b>                               | Scary intersection for pedestrians. The light to cross north is just a bit short, and cars tend to turn onto Marion from the bridge even after the red. Perhaps a delayed green would be helpful, or decreasing the space to cross.                                                                                                                                                              |
| <b>Jaywalking pedestrians<br/>(2)</b>                           | The timing of the crosswalk when walking west is very bad. I frequently need to stand on the median for several minutes, waiting for the walk signal to allow me to safely cross the southbound portion of St Mary's. Most pedestrians simply give up and jaywalk, rather than wait for the badly-timed signals.                                                                                 |
| <b>Other comments:</b>                                          | <ul style="list-style-type: none"> <li>Norwood neighbourhood feels they have to drive to get to Dominion Centre</li> <li>Cars running light at intersection</li> <li>Crosswalk timing is bad</li> <li>Near apartment building cars block ped crossing</li> <li>Not pleasant</li> <li>Congregation point under the bridge feels unsafe</li> <li>Pedestrians shouldn't cross St. Mary's</li> </ul> |

|  |                                                                                                                                                                           |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | add barrier <ul style="list-style-type: none"> <li>• Cars at Santa Lucia parking lot also take up sidewalk</li> <li>• Pave granular path off of Norwood Bridge</li> </ul> |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Hotspot 2**  
**Near Tache and St. Boniface Hospital**  
**3 data points**

|                                                                        |                                                                |
|------------------------------------------------------------------------|----------------------------------------------------------------|
| <b>Top themes</b>                                                      | <b>There were no top rated comments in this section</b>        |
| <b>Crossing improvements between parkade and hospital/lighting (2)</b> |                                                                |
| <b>Other comments:</b>                                                 | <ul style="list-style-type: none"> <li>• Jaywalking</li> </ul> |

**Hotspot 3**  
**Near Marion Street and Tache**  
**7 data points**

|                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|--------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Top themes</b>                                      | <b>Top rated comments</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Safety (lack thereof) at Tache intersection (4)</b> | <p>The denture clinic beside PowerLand has a metal railing on its front entrance that sticks out into the sidewalk about 1m very close to an unused tree planter. This causes an exceptionally narrow usable paved area that is very difficult to navigate for anyone using a wheelchair or mobility scooter. In the winter when there's snow/ice the problem is even worse! Please remove/reduce the size of the railing and/or fill in the planter to increase the paved area and improve usability.</p> |
| <b>Other comments:</b>                                 | <ul style="list-style-type: none"> <li>• Sidewalk quality issue(in front of PowerLand)</li> <li>• Narrow crossing distance Marion @ Tache</li> <li>• Vehicles run red Tache @ Marion</li> <li>• Why no ped crossing buttons on Goulet?</li> <li>• Goulet at Tache crossing feels unsafe</li> </ul>                                                                                                                                                                                                         |

**Hotspot 4**  
**Near Marion Street and Enfield Crescent**  
**5 data points**

|                   |                           |
|-------------------|---------------------------|
| <b>Top themes</b> | <b>Top rated comments</b> |
|-------------------|---------------------------|

|                                                                                                      |                                                                                                                                                                                                                                                                            |
|------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Dangerous street crossing<br/>(2)</b>                                                             | Pedestrian crosswalk signal needs to be more responsive, especially during non-peak times. Normal procedure when trying to cross: push the button, wait several minutes standing on the curb, eventually give up waiting and just jaywalk when there's a break in traffic. |
| <b>Insufficient responsiveness of street lights<br/>(2)</b>                                          |                                                                                                                                                                                                                                                                            |
| <b>Dangers of crossing outside an intersection due to speed and parking lane blind spots<br/>(2)</b> |                                                                                                                                                                                                                                                                            |
| <b>Other comments:</b>                                                                               | <ul style="list-style-type: none"> <li>Distances too long between crosswalks</li> <li>Don't allow right on red during rush hour - drivers pull forward and block sidewalks</li> </ul>                                                                                      |

| <b>Hotspot 5</b><br><b>Near Marion Street and Youville</b><br><b>3 data points</b> |                                                                                                                        |
|------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|
| <b>Top themes</b>                                                                  | <b>Top rated comments</b>                                                                                              |
| <b>Crossing street is unsafe<br/>(2)</b>                                           | Crossing as a pedestrian here feels unsafe                                                                             |
| <b>Other comments:</b>                                                             | <ul style="list-style-type: none"> <li>Crosswalk button in awkward spot</li> <li>Snow bank block sightlines</li> </ul> |

| <b>Hotspot 6</b><br><b>Near Marion Street and Archibald</b><br><b>5 data points</b>          |                                                                                                                                                                                                              |
|----------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Top themes</b>                                                                            | <b>Top rated comments</b>                                                                                                                                                                                    |
| <b>Need for crosswalks<br/>(4)</b>                                                           | Waking this stretch of the Marion is very unfriendly. Need a more pleasant path to encourage walkers or created a crosswalk at Tremblay on Archibald to people can cross there to get to the Walking bridge. |
| <b>Dangers of Tim Hortons/ Co-Op area to pedestrians<br/>(2)</b>                             |                                                                                                                                                                                                              |
| <b>Dangers of crossing outside an intersection due to speed and parking lane blind spots</b> |                                                                                                                                                                                                              |

(2)

**Other comments:**

- Need better connections to Happyland Park
- Want protected walking and biking paths
- Current conditions unfriendly
- Want full sidewalk on Archibald south of Marion Street

### 6.2.1.4 Key destinations

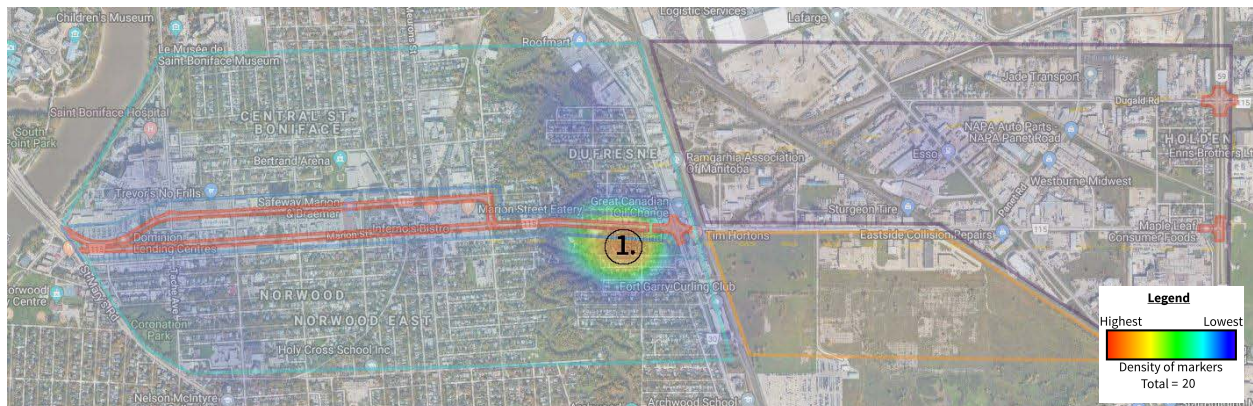


Figure 7: Key destinations

#### Hotspot 1 Happyland Park 6 data points

##### Top themes

**Importance of Happyland Park**  
(2)

##### Top rated comments

I play disc golf and Happyland is a great little park and becoming more popular all the time, It would be a shame to loose part of the course for traffic at the intersection, but there seems to be opportunity as well behind the Tim Hortons. As part of green space in the redevelopment site, nine more holes (or even just a few that replaces what was lost to improve the intersection) would be really nice.

**Frisbee golf**  
(2)

##### Other comments:

- Opportunity for park behind Tim Horton's
- Pool
- Don't destroy area

### 6.2.1.5 Transit issues

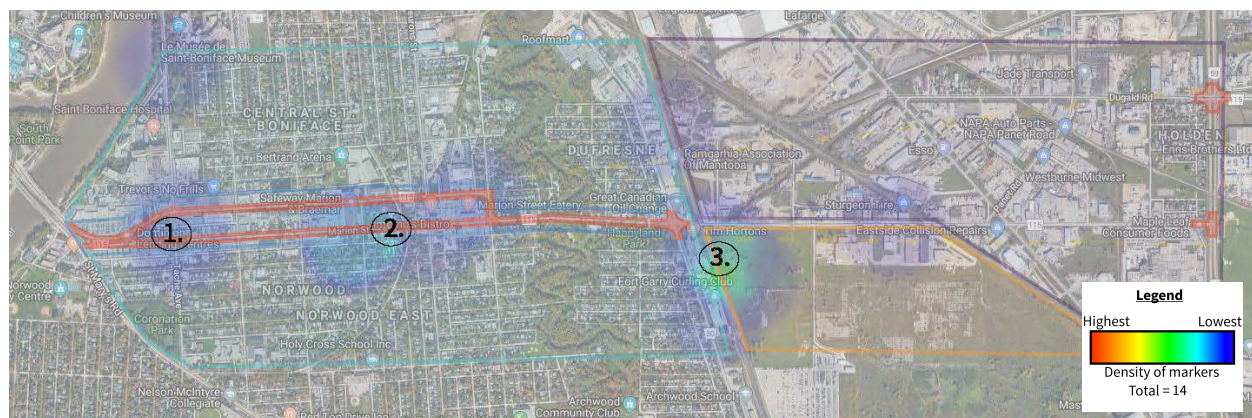


Figure 8: Transit issues

#### Hotspot 1 Marion and Tache 2 data points

| Top themes               | Top rated comments                                                             |
|--------------------------|--------------------------------------------------------------------------------|
| <b>Late buses</b><br>(2) | Buses are expected to be late- people waiting comment a lot about this problem |

#### Hotspot 2 Near Marion Street and Des Meurons 5 data points

| Top themes                                                          | Top rated comments                                                                                                                                                                                                                                                                                                                                                                  |
|---------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Need for dedicated/diamond lanes</b><br>(2)                      | One significant issue is that the diamond lane begins here for the westbound 19 & 57 buses. Until this point, a bottleneck exists for buses. If one of the goals of providing mass transit is to make efficient movement about the city, a continuous corridor to major points is necessary. In this case, it could mean a major revision to the diamond lane among other features. |
| <b>Need for more than two driving lanes during rush hour</b><br>(2) |                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Other comments:</b>                                              | <ul style="list-style-type: none"> <li>Buses are bottlenecked</li> </ul>                                                                                                                                                                                                                                                                                                            |

- Clear south lane of Marion of parking during rush hour
- Bus frequency too low

**Hotspot 3**  
**Near Marion Street and Archibald**  
**4 data points**

| <b>Top themes</b>                                 | <b>Top rated comments</b>                                                                                                                                                                                                                                             |
|---------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Converting rail lines to rapid transit (2)</b> | By relocating the rail lines outside the city, this rail line could be converted into a rapid transit / bicycle corridor linking north and south. It would improve traffic flow and increase security, not to mention encourage active transportation and transit use |
| <b>Other comments:</b>                            | <ul style="list-style-type: none"> <li>• Create a bus loop to downtown</li> <li>• Need safer crossing to bus shelter</li> </ul>                                                                                                                                       |

## 6.3 Online survey

### 6.3.1 Priorities

Survey respondents indicated that studying traffic delays was their number one priority (71 percent) followed by reducing accidents (49percent ), pedestrian safety (48percent ), and cycling facilities (47percent ).

The issue selected by the fewest respondents as a priority was parking (11 percent ).

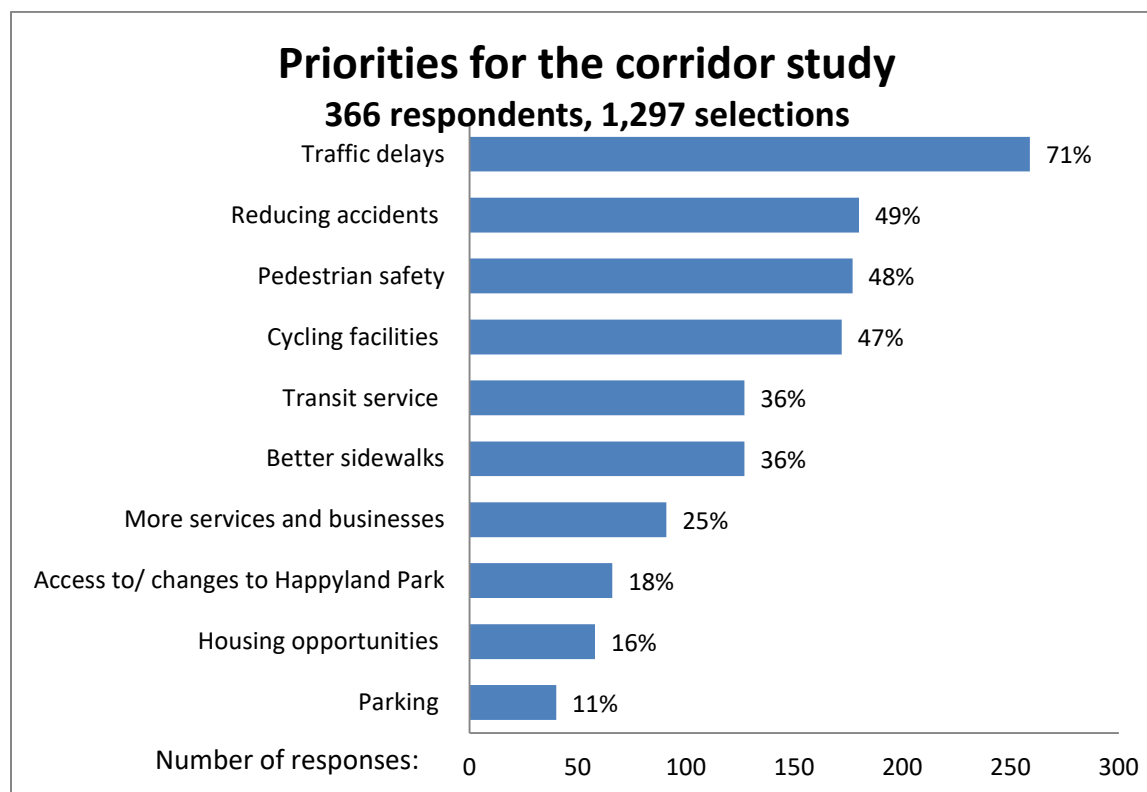


Table 4: Priorities for corridor study.<sup>1</sup>

### 6.3.2 Key issues in areas of concern

The survey presented participants with a list of several area streets and intersections that the City felt might be in need improvements to safety, transportation, access, and/or community development. Respondents were asked to confirm these projections by placing a checkmark beside each street-issue pairing with which they had concerns.

The results revealed a gap between what the City perceived as issues and what respondents feel in reality. Respondents more commonly noted that the easterly intersections (Marion and Archibald [80

<sup>1</sup> Survey tool allowed for selection of multiple priorities. Percentage relates to percentage of question respondents (total 366).

percent], Marion and Lagimodiere [85 percent], and Dugald and Lagimodiere [76 percent]) face greater flow issues than the stretches of Marion (50 percent ) and Goulet (48 percent ) on the west side of the corridor. Pedestrian safety, on the other hand, was more often noted as a concern on Goulet Street (52 percent ) and the west side of Marion Street (54 percent) than among the intersections (Marion and Archibald [43 percent ], Marion and Lagimodiere [30 percent ], and Dugald and Lagimodiere [33 percent ]). Similarly to what was revealed in the mapping data, the top areas for concern with cycling interactions and safety were Goulet Street (57 percent), Marion Street west of the Archibald (52 percent ), and the Marion and Archibald intersection (49 percent ).

The issues of parking, housing opportunities and more services and businesses were only tested in the Marion and Goulet couplet.

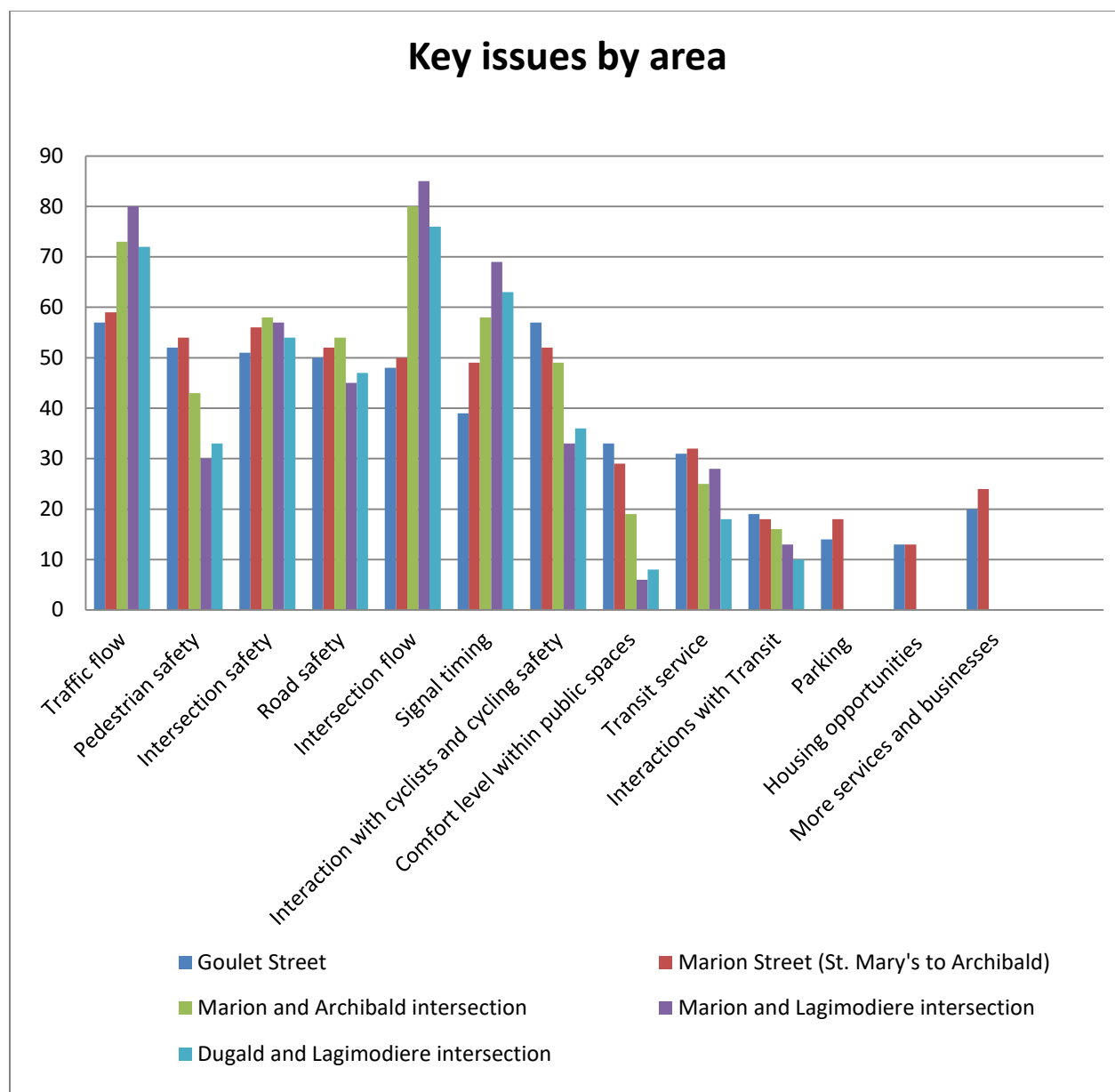


Table 5: Key issues by area.

### 6.3.3 Notification

Respondents were asked to rank their preferred notification method for the upcoming study. The top way respondents answered was that they would like to be notified is through a mailbox notification (weighted ranking 5.1 out of 6), followed by on-street billboards (4.4) and Facebook advertisements (3.7). The least supported notification method was door-to-door notification. The notification methods tested were based on previous results from research done with the community in 2017.

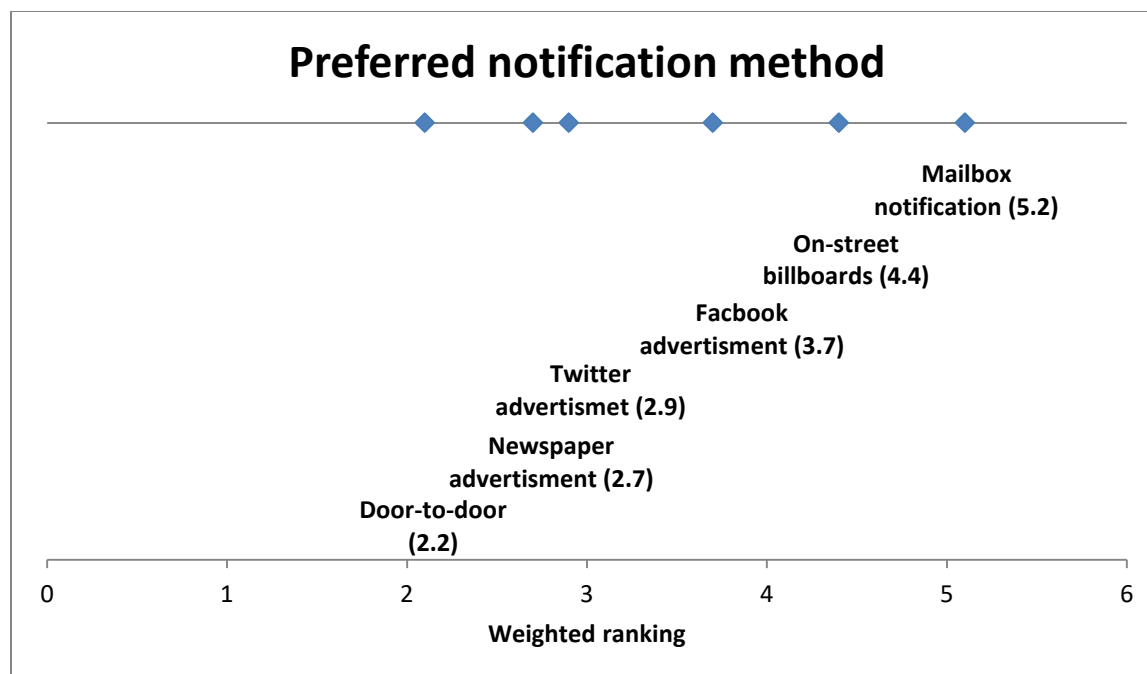


Table 6: Preferred notification method

### 6.3.4 Demographics

To improve the project team's understanding of participant demographics, participants were asked about their connection to the area. The top five postal codes represented by those who chose to provide this information were:

1. R2H - 31.6%
2. R2J- 29%
3. R3X- 7.5%
4. R2M – 5.5%
5. R2C – 4.6%

While the survey was open to all Winnipeggers, participants from these areas (that fall within and surround the project area) represent 78.2 percent of all respondents who provided a postal code. See Figure 6: *Postal code map*.

An additional question asked respondents to indicate their connection to the project area. Respondents could check more than one box. The most common answer was “I drive to work along the corridor” (58 percent) followed closely by “I live near the corridor” (57 percent). The least frequent response was “I drive professionally (e.g. trucking, taxi, etc.)” (8 percent), followed by “I work on Marion/Goulet” (13 percent). While representation from these two groups is lower than that from

others, the project team made additional efforts to connect directly with members of these groups during the key interviews to ensure their viewpoints were adequately understood by the project team.

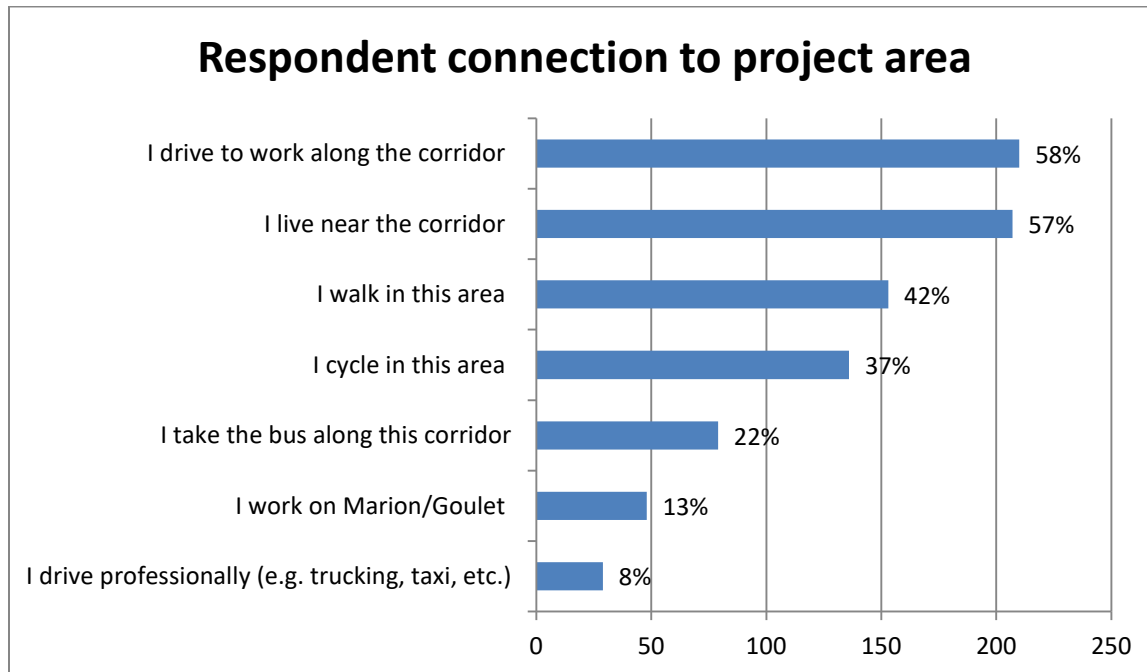


Table 7: Respondent connection to project area

### Geographic Distribution

Respondents were asked to provide the first three characters of their postal code. Approximately 2.6 percent of respondents were from outside of Winnipeg. In total 345 respondents provided postal data.

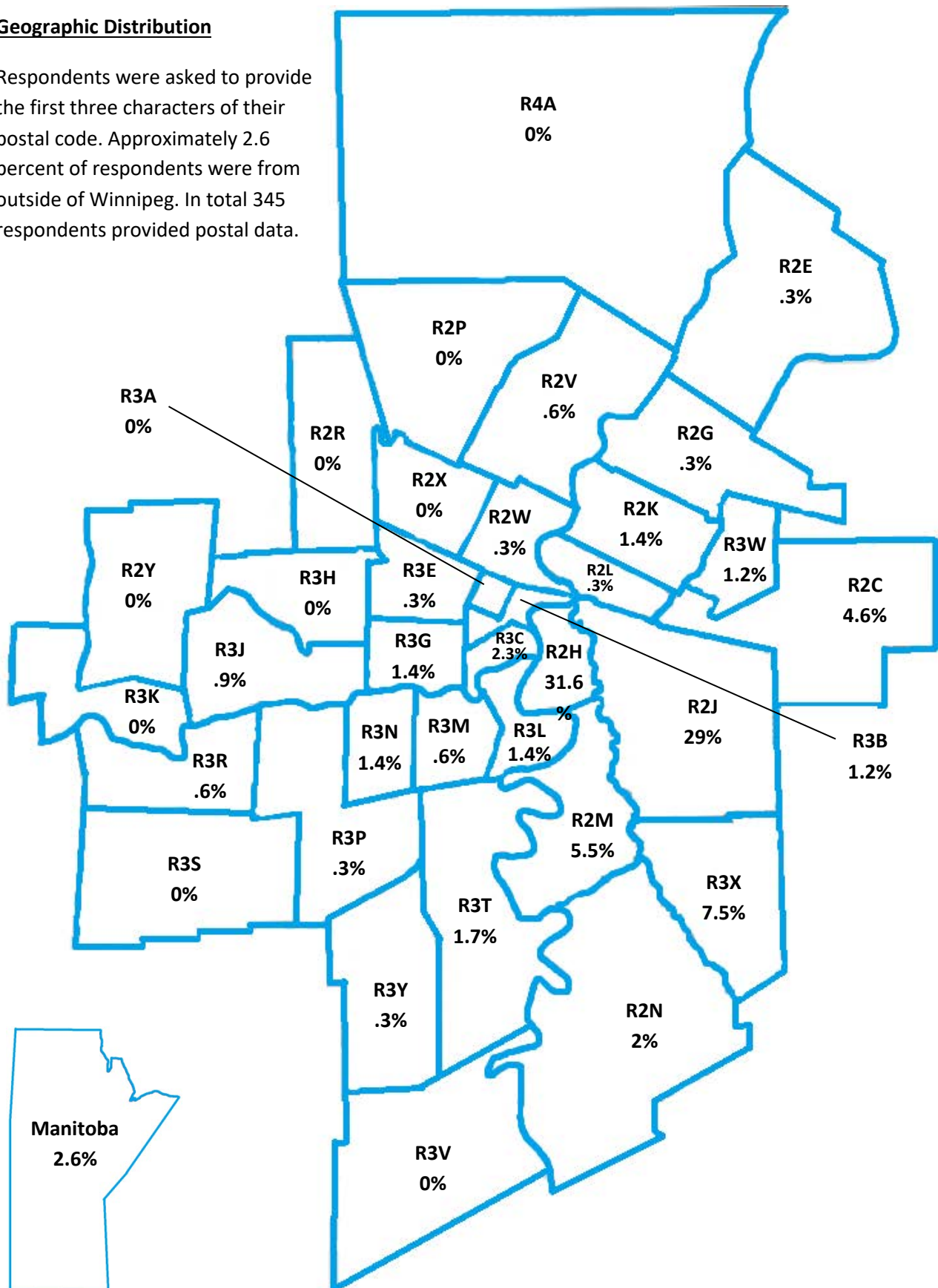


Figure 9: Online survey postal code map

## 6.4 Listening & mapping session

### *Task 1- Revolving Conversation*

The following comments were publicly recorded as participants discussed the question:

**How does the City support the safe flow of people along the Marion Street Corridor while balancing both local community needs and transportation needs?**

Following the public conversation, all participants were encouraged to indicate their support for the comments made by placing a dot beside the thoughts they most supported. Only red dots provided as part of this specific exercise are recorded in this report; staff observed some participants retrieving yellow dots from a secondary activity and placing more than their allotted number of dots beside some answers.

| Comment recorded                                                         | Number of dots |
|--------------------------------------------------------------------------|----------------|
| Move trains                                                              | 11.5           |
| Ensure modes other than cars are easy and convenient                     | 7.5            |
| Consider active transportation and rapid transit corridor                | 4              |
| Where is proposed Bus Rapid Transit line?                                | 2              |
| Consider accessing community spaces, including pedestrian crossings      | 2              |
| Look at crossings and moving people                                      | 2              |
| Need connected cycling network                                           | 2              |
| Need an actual solution; City is growing and we need to address that     | 2              |
| Improve transit service                                                  | 1              |
| Recognize local transportation needs                                     | 1              |
| Where are we getting the money to do this? We don't have money for this. | 1              |
| Could look routing traffic across: Louise Bridge, St. Anne's, Fermor     | 1              |
| Put underpass at Fermor and Bishop Grandin                               | 1              |
| Spread traffic out                                                       | 0.5            |
| Move tracks 1/2 mile east and put in an underpass                        |                |
| Set up a bus loop behind Tim Hortons                                     |                |
| Add a service road behind Tim Hortons                                    |                |
| Limit parking on Marion                                                  |                |
| Think about how people connect with the community and the streets        |                |
| Limited options to get downtown                                          |                |
| Need investment in the future                                            |                |
| 30 km/h speed limits on residential streets                              |                |
| Difficult to do. Define transportation needs early                       |                |
| Do not need through traffic                                              |                |
| Paving improvements needed                                               |                |
| Why is this priority?                                                    |                |
| Concerned about developing active transportation options                 |                |

|                                                              |
|--------------------------------------------------------------|
| <b>Consider widening or dedicated path for cyclists</b>      |
| <b>Why is Marion on the table again?</b>                     |
| <b>Transportation system is based on vehicles</b>            |
| <b>Build Chief Peguis</b>                                    |
| <b>Offer different options</b>                               |
| <b>Slow things down</b>                                      |
| <b>One underpass isn't enough</b>                            |
| <b>Look at the bigger picture</b>                            |
| <b>Talk to Transport Canada to reduce the size of trains</b> |

Table 8: Results from listening session

## Task 2 – Mapping Activity

At the listening and mapping session, participants were asked to join project staff at any one of eight tables located on the perimeter of the room. Each table contained a map of the project area, on which participants were asked to place dots on areas of concern, and provide comments.



Figure 10: Photo of mapping session table

Corresponding comments were recorded by project staff. For analysis, the in-person data was added to online data so all map points could be analyzed together for themes. See Section 6.2: *Map markers* for full analysis of the geotagged feedback.

Within the mapping activity a further 33 comments were collected that did not tie directly to locations on the map, but applied to many areas for the project:

| Comment recorded                                                  | Repeated |
|-------------------------------------------------------------------|----------|
| <b>VEHICLE TRANSPORTATION</b>                                     |          |
| Extend Provencher to divide up traffic / lines up to Dugald Road. | 2        |
| The entire transportation network should be investigated          |          |

|                                                                                                                                                                                                                                                            |   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| Desire for many small cost improvements all the way along the corridor                                                                                                                                                                                     |   |
| Create diamond lanes as carpool lanes                                                                                                                                                                                                                      |   |
| Need underpasses at Fermor and Bishop Grandin                                                                                                                                                                                                              |   |
| Expand Lag. To better connect to Sage Creek traffic                                                                                                                                                                                                        |   |
| Improve flow along Marion Street with rush hour parking restrictions                                                                                                                                                                                       |   |
| Leave street parking on Marion and Goulet; otherwise it will push to the residential streets and the small businesses you are trying to attract need the parking                                                                                           |   |
| Add left turn flashing lights at all intersections                                                                                                                                                                                                         |   |
| Appears Marion suffers poor light signalization in non-peak periods.                                                                                                                                                                                       |   |
| <b>ROAD REROUTING</b>                                                                                                                                                                                                                                      |   |
| Consider major change to Goulet to dedicate lanes to transit and bike lanes, while converting Marion to 2 way traffic                                                                                                                                      |   |
| Home are multigenerational and are worried about expropriation                                                                                                                                                                                             |   |
| Dugald through mature community presents alternate route potential. Puts you on the other side of the tracks.                                                                                                                                              |   |
| <b>TRAINS</b>                                                                                                                                                                                                                                              | 2 |
| Research other cities on how they deal with their trains. Example: Melbourne and Edmonton                                                                                                                                                                  |   |
| Can we restrict trains during rush hour                                                                                                                                                                                                                    |   |
| <b>PROJECT EXECUTION</b>                                                                                                                                                                                                                                   | 2 |
| We need to know what is happening with redevelopment site and the proposed bus rapid transit line down Provencher before we can also discuss Marion transit plans. It has been on year since the BRT public engagement an no information has been released |   |
| People are afraid of what they don't know. Think Portage and Main,. You need to better show citizen new ideas                                                                                                                                              |   |
| Marketing this project will be important                                                                                                                                                                                                                   |   |

With the 2017 changes to north St. Boniface Secondary plan, we are seeing many developers looking to increase density in St. Boniface. We need solutions for the density and the vehicle and transit complexities they bring sooner than later. As right now many developments are being approved with an "if we build it, transit/transportation will come" philosophy which is dangerous to current residents and taxing on infrastructure.

Online tool (Social Pinpoint) works well - add instruction to not duplicate comments

#### **CRIME**

Metal dealers are not ensuring that metals are not stolen. Put regulations for ID similar to pawn shops.

#### **PED/CYLCE**

Instead of bike lanes: widen sidewalks slightly and divide the sidewalk with a simple yellow line or make removable barriers for winter clearing.

Let's think outside of box (ie current Winnipeg urban planning) instead of just a park and ride, let's think about multiple modes connection - i.e. biking, bus and car

Ensure that people bike can activate signals to get across Marion /Goulet

Need safe crossings for people on foot and bike all along Marion and Goulet

Separated bike lanes should not look like Pembina Hwy buffer zone

Marion is too narrow and busy for bike lanes - consider Goulet

#### **ENVIRONMENT**

Seine River wildlife needs to be protected

Dirty industries (polluters) should be fine and force to move to a more suitable location (and change their practices). A number of industries in Mission Ind. Park are proven polluters and there are very recent examples in other cities (Chicago, Minneapolis ) that have forced businesses to move and pay significant fines.

#### **CITY PLANNING**

Move all M3 operations away from residential - to hwy access

|                                                                                                                                                                                                                                                                                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>TRANSIT</b>                                                                                                                                                                                                                                                                                      |
| Need more public transit to Southdale                                                                                                                                                                                                                                                               |
| Establish a transit first plan for any new development to south east. (i.e. any residence within 5 min walk of a major transit hub. Concurrently , plan a secondary route of mass transit hubs along existing neighbourhoods, serviced by dedicated bus lanes by taking over existing vehicle lanes |
| <b>POLITICS</b>                                                                                                                                                                                                                                                                                     |
| Why didn't Councillor Allard attend the entire event?                                                                                                                                                                                                                                               |

Table 9: Results from mapping session

## 7.0 Conclusion & Next Steps

Results from this engagement program confirmed the direction of the upcoming study and helped identify areas where improvements are needed/could be most impactful:

- Improved infrastructure for active transportation including bike lanes and streetscaping elements
- Preservation of the Happyland Park property and minimal impact in the vicinity of the Marion and Archibald Intersection
- Current and future traffic conditions around the proposed redevelopment of the former Canada Packers Lands
- Signal timing optimization and geometric review of roads for improvements to safety and traffic flow
- The Public Service will engage with CP Rail about trains crossing Marion east of Archibald to determine if there are opportunities to lessen the impact of train delays on road users

In late 2019, Request for Proposal (RFP) NO. 888-2019 Professional Consulting Services for the Marion Street Corridor Improvements Study will begin the next phase of the study. The study will continue to seek public input and a secondary RFP NO. 887-2019 Public Engagement Services for the Marion Street Corridor Improvements Study will integrate opportunities for public feedback to be received and used in the development of study solutions. The RFP for public engagement will be issued after the project RFP is awarded.

The next phase of study is expected to begin in early 2020.

### 7.1 What we heard and how it was considered

How the project team considered engagement results in the development of the project RFP are outlined below:

| What We Heard                                                                                                | How It Was Considered                                                                                                                                                                                                                                                                                                                                                         |
|--------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Traffic delays within the corridor was the top project priority, chosen by 71 percent of online respondents. | <p>The previous project focused on reducing delay to motorists through upgrades to Marion without considering other modes of transportation, which did not present an optimal solution to all Winnipeggers.</p> <p>This project will investigate how traffic delays can be reduced, and will balance this against other needs, including improving safety, accessibility,</p> |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | and operations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <p>The intersection at Marion Street and Archibald Street was the major hotspot for vehicle issues.</p> <ul style="list-style-type: none"> <li>Issues surrounding crashes, traffic back-ups and cyclist and pedestrian safety accessing the Tim Hortons/Co-Op were the most commonly repeated issue marker within map based feedback (9 different markers) and a top rated issue online with 20 votes is support and 0 votes against.</li> <li>The second most common theme among the map data involved the need for improved turning lanes from northbound Archibald to westbound Marion Street.</li> <li>Moving the train crossings off of Marion Street was the most supported concern raised at the in-person listening and mapping session.</li> </ul>                                                                                                                                                                                     | <p>The RFP NO. 888-2019 is instructing bidders (consultants) to study all modes as a means of improving safety, accessibility, and operations. Pedestrians and cyclists are important modes for study in this project.</p> <p>The Road Design component of the work will identify functional geometric design alternatives (changes to the design of the intersections and road segments) to improve safety for all users. This includes looking at features such as turn lanes at intersections at Marion and Archibald.</p> <p>As the rail crossing is a key public concern, the consultant and the City will work with the railroad companies in the study area during this project.</p> |
| <p>Throughout the corridor reducing accidents was the second priority (chosen by 49 percent of online respondents) followed by pedestrian safety (48 percent ) and cycling facilities (47 percent ).</p> <ul style="list-style-type: none"> <li>The desire for improved infrastructure for active transportation was the most common issue raised during 12 different discussions with area stakeholders. Ensuring that modes other than cars are easy and convenient was the second most supported concern raised at the in-person listening and mapping session. Throughout the corridor cycling facilities was the fourth priority chosen by 47 percent of respondents to the online survey.</li> <li>Support of pedestrian oriented conditions, slower speeds and support for small businesses west of Archibald on Goulet and Marion were the second most raised concerns in stakeholder conversations. Pedestrian safety rated</li> </ul> | <p>The RFP NO. 888-2019 instructs bidders to study all modes as a means of improving safety, accessibility, and operations.</p> <p>Pedestrians and cyclists are important modes for study in this project.</p> <p>The street design will support an environment that prioritizes pedestrians while also acknowledging that the corridor is both a neighbourhood main street and a corridor for moving traffic.</p> <p>The road design component of the work will identify functional geometric design alternatives (changes to the design of the intersections and road segments) to improve safety for all users.</p>                                                                      |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>much higher (third top concern) on Goulet and Marion than it did within other corridor intersections (seventh top concern). A strong majority of the map markers indicted pedestrian issues west of Archibald – with a top theme of crossing safety. Attendees at the in-person listening session showed support for improved access of community spaces, including pedestrian crossings</p> <ul style="list-style-type: none"> <li>• A major hotspot for both cycling and pedestrian issues was located at the intersection of St. Mary’s and Marion Street and near the Dominion Centre. Feedback through map markers noted multiple near-misses near the Dominion Centre and issues crossing St. Mary’s.</li> </ul> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <p>Happyland Park was the top “key destination” noted in the online survey. An idea to plant more greenery by the pool’s edge to act as a buffer was the top rated comment on the online survey with 23 votes in support and 0 votes against. The park was identified as important in two area stakeholder conversations.</p>                                                                                                                                                                                                                                                                                                                                                                                             | <p>The RFP NO. 888-2019 instructs bidders to take into consideration preservation of the Happyland Park property, and also to minimize the impact of functional design options developed in the vicinity of the Marion and Archibald Intersection. It is also instructing the bidder to hold discussions with civic departments and the City’s project manager to coordinate any modifications to the park prior to finalizing options to ensure any potential impact is indeed minimal.</p>                                               |
| <p>Interest and concern over the former Canada Packer Lands. Resident’s in the area noted at the in-person session their desire for residential use and concern over the safety of industrial use. Area businesses questioned how area roads could handle any influx of vehicle volumes.</p>                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>A separate planning process is underway for the Public Markets Major Redevelopment Site through which land use aspects (residential, commercial, industrial) will be considered.</p> <p>This specific site will be considered within the traffic operations analysis by the successful proponent. Traffic growth will have to be carefully studied; small changes to the network or changes to signal timing may accommodate some growth in the short term, and capacity will need to be increased to accommodate long term growth.</p> |

**Table 10: What we heard and how it was considered**

***\*Design considerations will require Council approval before the preliminary design is finalized and may be subject to change.***



Figure 11: Photo of City staff reviewing project area

## **Appendix A – News release**



## INFORMATION - COMMUNIQUÉ

---

For Immediate Release  
Wednesday, June 12, 2019

### **Winnipeggers asked to provide feedback on new transportation study on Marion Street**

*Input will set foundation for study prior to issuing a Request for Proposal (RFP)*

**Winnipeg, MB** – The City of Winnipeg is planning to undertake a new transportation study that will identify potential cost-effective improvements to safety, transportation, access, and community development and livability on Marion Street from Lagimodiere Boulevard to St. Mary's Road. The new study follows previous studies that looked at options to improve traffic flow that are no longer feasible, including widening or interchange.

Moving on Marion Street will be guided by goals developed with the community. Before beginning, the project team wants to hear from Winnipeggers to help refine the study's objectives, determine areas for improvement and what should be included in the study. The input received through this engagement process will set the foundation for the new study prior to issuing a Request for Proposal (RFP), anticipated in fall 2019.

The public is invited to attend a workshop and participate online.

#### **Participate in-person listening and mapping session**

Date: Wednesday, June 26, 2019

Time: 6 p.m. to 8 p.m.

Location: Fort Garry Curling Club, upper level, 696 Archibald St.

Format: Brief presentation at 6 p.m., followed by group activities

Please RSVP to [marion@winnipeg.ca](mailto:marion@winnipeg.ca) or call 204-986-4243

#### **Participate online**

Residents can tell us how they use the Marion Street corridor and where they're seeing issues. Input through the online survey and mapping will be collected until June 30, 2019.

Visit [winnipeg.ca/marion](http://winnipeg.ca/marion) for more information.

Media inquiries should be directed to the City of Winnipeg Media Inquiry Line at 204-986-6000 or via email at [City-MediaInquiry@winnipeg.ca](mailto:City-MediaInquiry@winnipeg.ca).

Follow us on Facebook: [facebook.com/cityofwinnipeg](https://facebook.com/cityofwinnipeg)

Follow us on Twitter: [twitter.com/cityofwinnipeg](https://twitter.com/cityofwinnipeg)

## **Appendix B – Postcard**

# MOVING ON MARION STREET

City of Winnipeg is planning to undertake a new transportation study that will identify potential improvements to safety, transportation, access, and community development on Marion Street from Lagimodiere Boulevard to St. Mary's Road. Moving on Marion Street follows previous studies that looked at options to improve traffic flow that are no longer feasible, including widening or interchange.

Before we begin the new study, we want to hear from you to help refine the study's objectives. We are looking to you to help us determine areas for improvement and what should be included in the study, anticipated to begin in 2019.

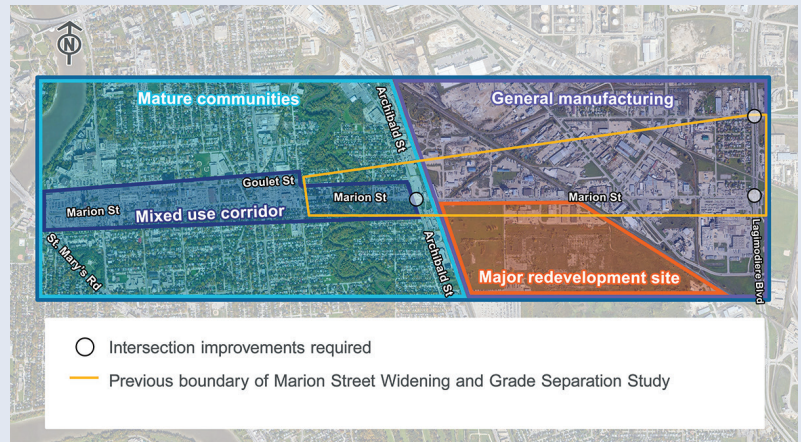
## Listening & Mapping Session

Date: Wednesday, June 26, 2019

Time: 6 p.m. – 8 p.m.

Location: Archwood Community Club, gymnasium, 565 Guilbault St.

RSVP on the project website, or by calling 204-986-4243 by Friday, June 21, 2019



Tell us how you use the Marion Street corridor and where you're seeing issues by filling out an online survey: [winnipeg.ca/movingonmarion](http://winnipeg.ca/movingonmarion)

For inquiries or for those who require alternate formats or interpretation in order to participate, please contact 204-986-4243 or [marion@winnipeg.ca](mailto:marion@winnipeg.ca).



# MOBILITÉ SUR MARION

La Ville de Winnipeg prévoit entreprendre une nouvelle étude de transport qui permettra de déterminer les améliorations possibles à la sécurité, au transport, à l'accès et à l'aménagement communautaire sur la rue Marion, du boulevard Lagimodière au chemin St. Mary's. Mobilité sur la rue Marion fait suite à des études précédentes sur les façons d'améliorer la circulation; les options étudiées, dont l'élargissement ou le carrefour à niveaux différents, ne sont plus réalisables.

Avant de commencer la nouvelle étude, nous souhaitons vous entendre afin de mieux préciser ses objectifs. Nous comptons sur vous pour nous aider à déterminer les améliorations à apporter et les éléments à prendre en compte dans l'étude, qui devrait commencer en 2019.

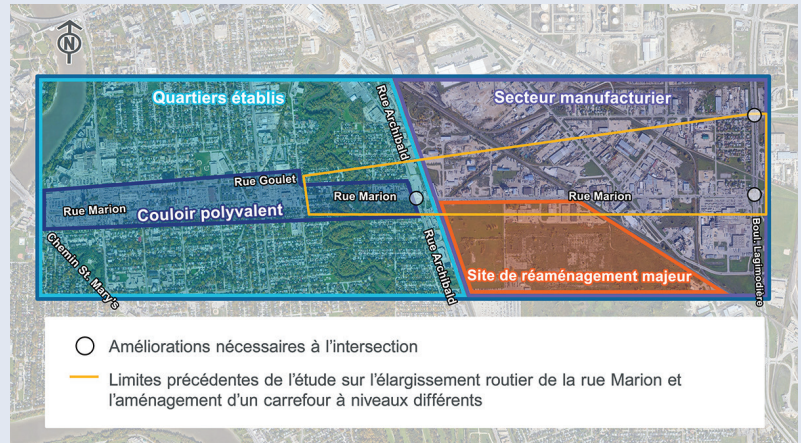
## Séance de consultation et de cartographie

Date : Mercredi 26 juin 2019

Heure : 18 h à 20 h

Lieu : Centre communautaire Archwood, 565, rue Guibault, gymnase

RSVP sur le site Web du projet ou en appelant le 204-986-4243 avant le vendredi 21 juin 2019



Dites-nous comment vous utilisez le corridor de la rue Marion et les problèmes que vous y constatez en répondant à un sondage en ligne : [winnipeg.ca/mobilitesurmarion](http://winnipeg.ca/mobilitesurmarion)

Si vous avez des questions, ou si vous avez besoin de médias substituts ou d'interprétation pour participer, veuillez composer le 204-986-4243 ou écrire à [marion@winnipeg.ca](mailto:marion@winnipeg.ca).

## **Appendix C – Newsletter**

La Ville de Winnipeg entreprendra une nouvelle étude de transport qui permettra de déterminer les améliorations possibles à la sécurité, au transport, à l'accès et à l'aménagement communautaire sur la rue Marion, du boulevard Lagimodière au chemin St. Mary's. Mobilité sur Marion fait suite à des études précédentes sur les façons d'améliorer la circulation, les options étudiées, dont l'élargissement ou le carrefour à niveaux différents, ne sont plus réalisables.

Avant de commencer la nouvelle étude, nous souhaitons vous entendre afin de mieux préciser ses objectifs. Nous comptons sur vous pour nous aider à déterminer les améliorations à apporter et les éléments à prendre en compte dans l'étude, qui devrait commencer en 2019.

### Votre participation est un élément important de ce projet

Veuillez prendre un moment pour fournir votre opinion **avant** le début du projet afin qu'il commence sur la bonne voie. Nous comptons sur vous pour nous aider à déterminer les améliorations à apporter et les éléments à prendre en compte dans l'étude à venir.

Indiquez-nous comment vous utilisez le corridor de la rue Marion et les problèmes que vous y constatez. L'équipe du projet recueillera les commentaires jusqu'au 30 juin 2019.

Consultez [winnipeg.ca/mobilitysurmarion](http://winnipeg.ca/mobilitysurmarion) pour répondre au sondage et utiliser l'outil de cartographie en ligne. Si vous avez besoin de médias substitués pour participer, veuillez composer le 204-986-4243 ou écrire à l'adresse [marion@winnipeg.ca](mailto:marion@winnipeg.ca) avant le vendredi 21 juin 2019.

**N'avez-vous pas déjà réalisé cette étude? Pourquoi la Ville entreprend-elle une autre étude?**

La Ville a déjà étudié cette zone générale, mais pas dans cette optique. On nous a dit que la portée de la précédente étude était trop limitée, et qu'elle n'abordait pas certains problèmes de transport plus généraux dans le quartier.

Le Conseil a demandé à l'administration municipale de trouver des moyens efficaces sur le plan des coûts de résoudre les problèmes en matière de transport le long de la rue Marion, notamment en améliorant les aménagements pour piétons et cyclistes, ainsi que la sécurité et la circulation aux intersections clés, tout en réduisant les besoins en terrains – objectifs qui ne faisaient pas partie de l'étude initiale.

Afin d'atteindre ces objectifs, la portée du projet a été élargie pour englober des secteurs interdépendants du quartier, chacun présentant des utilisations et des besoins uniques. Le projet englobera l'intersection de la rue Archibald et du boulevard Lagimodière et le secteur environnant, ce qui est principalement une zone industrielle, le secteur à l'ouest de la rue Archibald jusqu'au début du couplet des rues Marion et Goulet, qui est à utilisation mixte, et le secteur à l'ouest de ce couplet, jusqu'au chemin St. Mary's, qui est une zone principalement résidentielle. La mise en œuvre de tout changement dans un secteur nécessite des modifications dans un autre secteur afin de garantir la sécurité, l'utilisation appropriée et la fluidité de la circulation dans le quartier.

### Pourquoi des améliorations sont-elles nécessaires sur la rue Marion et le secteur environnant?

La zone de la rue Marion sert aux résidents locaux, aux navetteurs et aux camionneurs, ainsi qu'aux chemins de fer. Les retards sont fréquents à l'angle de la rue Archibald, au passage à niveau avoisinant et sur le boulevard Lagimodière. La circulation en provenance de nouvelles collectivités grandissantes situées à l'intérieur et à proximité de l'est de Winnipeg (p. ex. Transcona-Ouest, Sage Creek) augmentera la congestion de la circulation dans la zone visée. Les aménagements nouveaux et grandissants, y compris les terrains des Public Markets, les terrains du chemin Warman et le parc industriel de Saint-Boniface, contribueront à l'intensification de la circulation des camions et possiblement du trafic ferroviaire. Il faut également prendre en compte le besoin croissant de voies de transport actif (pédestres et cyclables) sécuritaires et accessibles ainsi que d'un transport en commun amélioré.

Le nombre croissant d'aménagements résidentiels et industriels entraîne une hausse importante des contraintes auxquelles sont soumises les routes et les infrastructures, qui n'ont pas été conçues pour faire face à des volumes de circulation aussi élevés ni aux types variés de circulation qu'elles ont vus dans les dernières années. En 2011, le Conseil a approuvé le Plan directeur visant les transports de Winnipeg, qui établit que les améliorations le long de la liaison routière de la rue Marion et du chemin Dugald sont des améliorations importantes à apporter au réseau routier, à court terme.

## MOVING ON MARION STREET

The City of Winnipeg is planning to undertake a new transportation study that will identify potential improvements to safety, transportation, access, and community development on Marion Street from Lagimodiere Boulevard to St. Mary's Road. Moving on Marion Street follows previous studies that looked at options to improve traffic flow that are no longer feasible, including widening or interchange.

Before we begin the new study, we want to hear from you to help refine the study's objectives. We are looking to you to help us determine areas for improvement and what should be included in the study, anticipate to begin in 2019.

### Your involvement is an important part of this project

Please take a moment to provide feedback **before** the project begins so we start off on the right track. We are looking to you, to help us determine areas for improvement and what should be included in the future study.

Tell us how you use the Marion Street corridor and where you're seeing issues. The project team will be collecting feedback until June 30, 2019.

Visit [winnipeg.ca/movingonmarion](http://winnipeg.ca/movingonmarion) to fill out the survey and online mapping tool.

If you require alternate formats to participate, please call 204-986-4243 or email [marion@winnipeg.ca](mailto:marion@winnipeg.ca) by Friday, June 21, 2019.

### Didn't you do this study already—why is the City undertaking another study?

The City has studied this general area before, but not through this lens. We heard that the previous study's focus was too narrow to discuss some of the broader transportation issues in the neighbourhood.

Council directed the Public Service to find cost-effective ways to address transportation deficiencies along Marion including improvements to the accommodation of pedestrian and cyclists as well as improvements to safety and traffic operation at key intersections; while minimizing land requirements – focuses that were not part of the original study.

To achieve these objectives, the project scope has been expanded to encompass interrelated areas within the neighbourhood, each with unique uses and needs. The project will encompass the area around and adjacent to Archibald Street-Lagimodiere Boulevard, which is primarily an industrial area; the area west from Archibald Street to the onset of the Marion Street-Goulet Street couplet, which is mixed-use; and west from the couplet to St. Mary's Road, which is primarily residential. Implementing any change within one area requires changes to another to ensure safety, appropriate use, and traffic flow in the neighbourhood.

### Why are improvements needed on Marion Street and surrounding area?

The Marion Street area experiences local, commuter, and truck traffic, as well as regular railway use. Delays are common at the Archibald Street intersection, the nearby railway crossing, and Lagimodière Boulevard. Traffic travelling from new and growing communities, both in and around eastern Winnipeg (e.g., West Transcona, Sage Creek), will continue to increase traffic congestion in the area. New and expanding development, including the Public Market Lands, Warman Road Lands, and St. Boniface Industrial Park, will add to local truck traffic and potentially railway use. Other considerations in this growing area include the increasing need for safe and accessible active transportation routes (walking and cycling) and improved transit service.

Increased residential and industrial development places significant strain on area roads and infrastructure that were not designed to accommodate the high traffic volumes and varying types of traffic experienced in recent years. In 2011, Council approved the Winnipeg Transportation Master Plan, which identifies improvements along the Marion Street-Dugald Road Connection as a short-term major road network improvement.

What are the goals of the public engagement process?

Moving on Marion Street’s public engagement components will be carried out in accordance with the feedback provided in 2017.

| WHAT WE HEARD                                                                                                                                                                                                                                                                                                                                                         | HOW IT IS BEING ADDRESSED                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Time constraints and schedule conflicts were given as the main reasons for not participating in-person.                                                                                                                                                                                                                                                               | Members of the project team are proactively contacting stakeholders along the Marion Street corridor to talk one-on-one about their concerns. In addition to an in-person listening and mapping session, we will be accepting public feedback through an online survey and mapping tool, available until June 30, 2019                                                                                                                                                                                                                                                                                                                                                                      |
| There is a preference for more online engagement opportunities.                                                                                                                                                                                                                                                                                                       | An online survey and mapping tool will be available until June 30, 2019.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Notification of the study and public engagement opportunities was alleged to be inadequate.                                                                                                                                                                                                                                                                           | We are confirming preferred methods of notification.<br><br>Notification methods used include a postcard mailed to property owners in the surrounding area, in-person delivery of a newsletter to the Marion corridor, updates in the Office of Public Engagement’s newsletter, one-on-one phone interviews with stakeholders and email to those who participated in the previous transportation study and indicated they wanted to receive updates (300+ emails).                                                                                                                                                                                                                          |
| Some respondents indicated the public engagement process – which included the Council direction to study grade separation and widening on Marion, was not meaningful because decisions were already made before involving the public, while other respondents indicated the public engagement was meaningful and felt they had an opportunity to influence decisions. | Moving on Marion Street will be guided by goals that have been developed with the community. The input received through this engagement process will set the foundation for the new transportation study, and will help determine further public engagement opportunities prior to issuing a Request for Proposal (RFP), anticipated in fall 2019.                                                                                                                                                                                                                                                                                                                                          |
| Some respondents indicated that the previous transportation study’s scope was too narrow to discuss some of the broader traffic issues in the neighbourhood.                                                                                                                                                                                                          | The project scope has been expanded to encompass three interrelated areas within the neighbourhood, each with unique uses and needs. The project will encompass the area around and adjacent to Archibald Street-Lagimodiere Boulevard, which is primarily an industrial area; the area west from Archibald Street to the onset of the Marion Street-Goulet Street couplet, which is mixed-use; and west from the couplet to St. Mary’s Road, which is primarily residential. Implementing any change within one area requires changes to another to ensure safety, appropriate use, and traffic flow in the neighbourhood.                                                                 |
| Respondents indicated that more information about other potential future projects in the area needs to be available, while others indicated the information available was sufficient and met their needs.                                                                                                                                                             | <ul style="list-style-type: none"><li>Transportation Master Plan (starting 2019)</li><li>Norwood Grove BIZ completed a Master Plan Visioning report (2018)</li><li>Winnipeg Transit Master Plan (in progress)</li><li>Public Market Lands – Major Redevelopment Site</li><li>OurWinnipeg &amp; Complete Communities (in progress)</li><li>Regional street works : Archibald Street from St. Catherine Street to Cottonwood, Marion Street intersection omitted (2019)</li><li>Regional street works: Des Meurons Street from Goulet Street to Marion Street (projected 2022)</li><li>Regional street works: Goulet Street from Braemar Avenue to Youville Street (projected 2022)</li></ul> |

| CE QUI EST FAIT EN CONSÉQUENCE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | CE QUE L'ON NOUS A DIT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Les membres de l'équipe de projet communiquent avec les parties intéressées le long du corridor de la rue Marion afin de discuter en personne de leurs préoccupations. En plus d'une séance de consultation et de cartographie en personne, nous recueillerons les opinions du public au moyen d'un sondage en ligne et d'un outil de cartographie, accessibles jusqu'au 30 juin 2019.                                                                                                                                                                                                                                                                                                                                                                                           | Le public préfère avoir plus d'occasions de participer en ligne.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Un sondage et un outil de cartographie en ligne seront accessibles jusqu'au 30 juin 2019.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | La communication au sujet de l'étude et des possibilités de participation publique aura été insuffisante.                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Nous confirmons actuellement les méthodes de communication à privilégier.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Les méthodes de communication utilisées comprennent une carte postale envoyée aux propriétaires du secteur environnant, la remise en mains propres d'un bulletin d'information dans le corridor de la rue Marion, des mises à jour dans le bulletin du Bureau de la participation publique, des entrevues téléphoniques individuelles avec les parties intéressées et un courriel envoyé aux personnes qui ont participé à la précédente étude de transport et ont indiqué souhaiter recevoir des mises à jour (plus de 300 adresses courriel). |
| Le projet Mobilité sur Marion sera orienté par des objectifs établis de concert avec la communauté. Les opinions recueillies dans le cadre de ce processus de participation jetteront les bases de la nouvelle étude de transport et aideront à déterminer d'autres occasions de participation publique avant la publication d'une demande de propositions (BP), prévue à l'automne 2019.                                                                                                                                                                                                                                                                                                                                                                                        | Certains répondants ont indiqué que le processus de participation publique, qui prenait en compte la directive du Conseil d'étudier l'élargissement routier de la rue Marion et l'aménagement d'un carrefour à niveaux différents, n'avait pas de sens, car des décisions avaient déjà été prises avant la participation du public, alors que d'autres ont indiqué que la participation publique était utile et qu'ils avaient l'impression d'avoir l'occasion d'influencer les décisions.                                                      |
| Certains répondants ont indiqué que la portée de la précédente étude de transport était trop limitée, et qu'elle n'abordait pas certains problèmes de circulation plus généraux dans le quartier.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Des répondants ont indiqué avoir besoin de renseignements supplémentaires sur d'autres projets potentiels dans le secteur, alors que d'autres ont indiqué que les renseignements offerts étaient suffisants et répondaient à leurs besoins.                                                                                                                                                                                                                                                                                                     |
| La portée du projet a été élargie pour englober trois secteurs interdépendants du quartier, chacun présentant des utilisations et des besoins uniques. Le projet englobera l'intersection de la rue Archibald et du boulevard Lagimodière et le secteur environnant, ce qui est principalement une zone industrielle, le secteur à l'ouest de la rue Archibald jusqu'au début du couple des rues Marion et Goulet, qui est à utilisation mixte, et le secteur à l'ouest de ce couple, jusqu'au chemin St. Mary's, qui est une zone principalement résidentielle. La mise en œuvre de tout changement dans un secteur nécessite des modifications dans un autre secteur afin de garantir la sécurité, l'utilisation appropriée et la fluidité de la circulation dans le quartier. | Des répondants ont indiqué avoir besoin de renseignements supplémentaires sur d'autres projets potentiels dans le secteur, alors que d'autres ont indiqué que les renseignements offerts étaient suffisants et répondaient à leurs besoins.                                                                                                                                                                                                                                                                                                     |
| Plan directeur sur le transport (à compter de 2019)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Des répondants ont indiqué avoir besoin de renseignements supplémentaires sur d'autres projets potentiels dans le secteur, alors que d'autres ont indiqué que les renseignements offerts étaient suffisants et répondaient à leurs besoins.                                                                                                                                                                                                                                                                                                     |
| La ZAC Norwood Grove a rédigé un rapport sur le sens de la visualisation du plan directeur (2018)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Des répondants ont indiqué avoir besoin de renseignements supplémentaires sur d'autres projets potentiels dans le secteur, alors que d'autres ont indiqué que les renseignements offerts étaient suffisants et répondaient à leurs besoins.                                                                                                                                                                                                                                                                                                     |
| Plan directeur du transport en commun de Winnipeg (en cours)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Des répondants ont indiqué avoir besoin de renseignements supplémentaires sur d'autres projets potentiels dans le secteur, alors que d'autres ont indiqué que les renseignements offerts étaient suffisants et répondaient à leurs besoins.                                                                                                                                                                                                                                                                                                     |
| Terrains des Public Markets – site de réaménagement majeur                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Des répondants ont indiqué avoir besoin de renseignements supplémentaires sur d'autres projets potentiels dans le secteur, alors que d'autres ont indiqué que les renseignements offerts étaient suffisants et répondaient à leurs besoins.                                                                                                                                                                                                                                                                                                     |
| NotreWinnipeg et Collectivités complètes (en cours)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Des répondants ont indiqué avoir besoin de renseignements supplémentaires sur d'autres projets potentiels dans le secteur, alors que d'autres ont indiqué que les renseignements offerts étaient suffisants et répondaient à leurs besoins.                                                                                                                                                                                                                                                                                                     |
| Travaux de voirie régionaux : Rue Archibald, de la rue St. Catherine à Cottonwood, à l'exception de l'intersection de la rue Marion (2019)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Des répondants ont indiqué avoir besoin de renseignements supplémentaires sur d'autres projets potentiels dans le secteur, alors que d'autres ont indiqué que les renseignements offerts étaient suffisants et répondaient à leurs besoins.                                                                                                                                                                                                                                                                                                     |
| Travaux de voirie régionaux : Rue Des Meurons, de la rue Goulet à la rue Marion (prévus pour 2022)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Des répondants ont indiqué avoir besoin de renseignements supplémentaires sur d'autres projets potentiels dans le secteur, alors que d'autres ont indiqué que les renseignements offerts étaient suffisants et répondaient à leurs besoins.                                                                                                                                                                                                                                                                                                     |
| Travaux de voirie régionaux : Rue Goulet, de l'avenue Braemar à la rue Youville (prévus pour 2022)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Des répondants ont indiqué avoir besoin de renseignements supplémentaires sur d'autres projets potentiels dans le secteur, alors que d'autres ont indiqué que les renseignements offerts étaient suffisants et répondaient à leurs besoins.                                                                                                                                                                                                                                                                                                     |

Les éléments de participation publique du projet Mobilité sur Marion seront réalisés conformément aux commentaires formulés en 2017.

Quels sont les objectifs du processus de participation publique?



## CONTEXTE DU PROJET

La Ville de Winnipeg entreprendra une nouvelle étude de transport qui permettra de déterminer les améliorations efficaces possibles sur le plan des coûts à la sécurité, au transport, à l'accès, à l'aménagement communautaire et à l'habitabilité sur la rue Marion, du boulevard Lagimodière au chemin St. Mary's.

La rue Marion est considérée comme un corridor communautaire à utilisation mixte, car elle sert de rue principale aux quartiers adjacents et appuie diverses utilisations dans un environnement adapté aux piétons, avec un service de transport en commun direct.

En 2014, la Ville a entrepris une étude sur l'élargissement routier de la rue Marion et l'aménagement d'un carrefour à niveaux différents. L'objectif de cette étude était d'améliorer la circulation et la capacité pour les véhicules à moteur, de la limite est de la rue Marion à la rue Goulet. À la fin de l'étude en 2016, cinq options ont été explorées. Le projet présente aux résidents (option 2) comprendait des modifications importantes du tracé de la chaussée, notamment l'aménagement d'un carrefour à niveaux différents pour la ligne Emerson du CP au croisement des rues Archibald et Marion, entre autres changements. Le projet n'a pas été mis en œuvre en raison de son coût excessif, de son envergure et de son effet de perturbation dans la communauté. Tout au long de l'étude, nous avons également entendu dire que son objectif était trop étroit et qu'elle n'aborderait pas certains problèmes de circulation plus généraux dans le quartier.

Le Conseil a ensuite demandé à l'administration municipale de trouver des moyens efficaces sur le plan des coûts d'améliorer la sécurité, la circulation et la qualité de vie dans le secteur sans élargissement de la route ni carrefour à niveaux différents, objectifs qui ne faisaient pas partie de l'étude initiale.

Afin d'atteindre ces objectifs, la portée du projet a été élargie pour englober trois secteurs interdépendants du quartier, chacun présentant des utilisations et des besoins uniques. Le nouveau projet, Mobilité sur Marion, englobera l'intersection de la rue Archibald et du boulevard Lagimodière et le secteur environnant, ce qui est principalement une zone industrielle, le secteur à l'ouest de la rue Archibald jusqu'au début du couple des rues Marion et Goulet, qui est à utilisation mixte, et le secteur à l'ouest de ce couple, jusqu'au chemin St. Mary's, qui est une zone principalement résidentielle. La mise en œuvre de tout changement dans un secteur nécessite des modifications dans un autre secteur afin de garantir la sécurité, l'utilisation appropriée et la fluidité de la circulation dans le quartier.

## PROJECT BACKGROUND

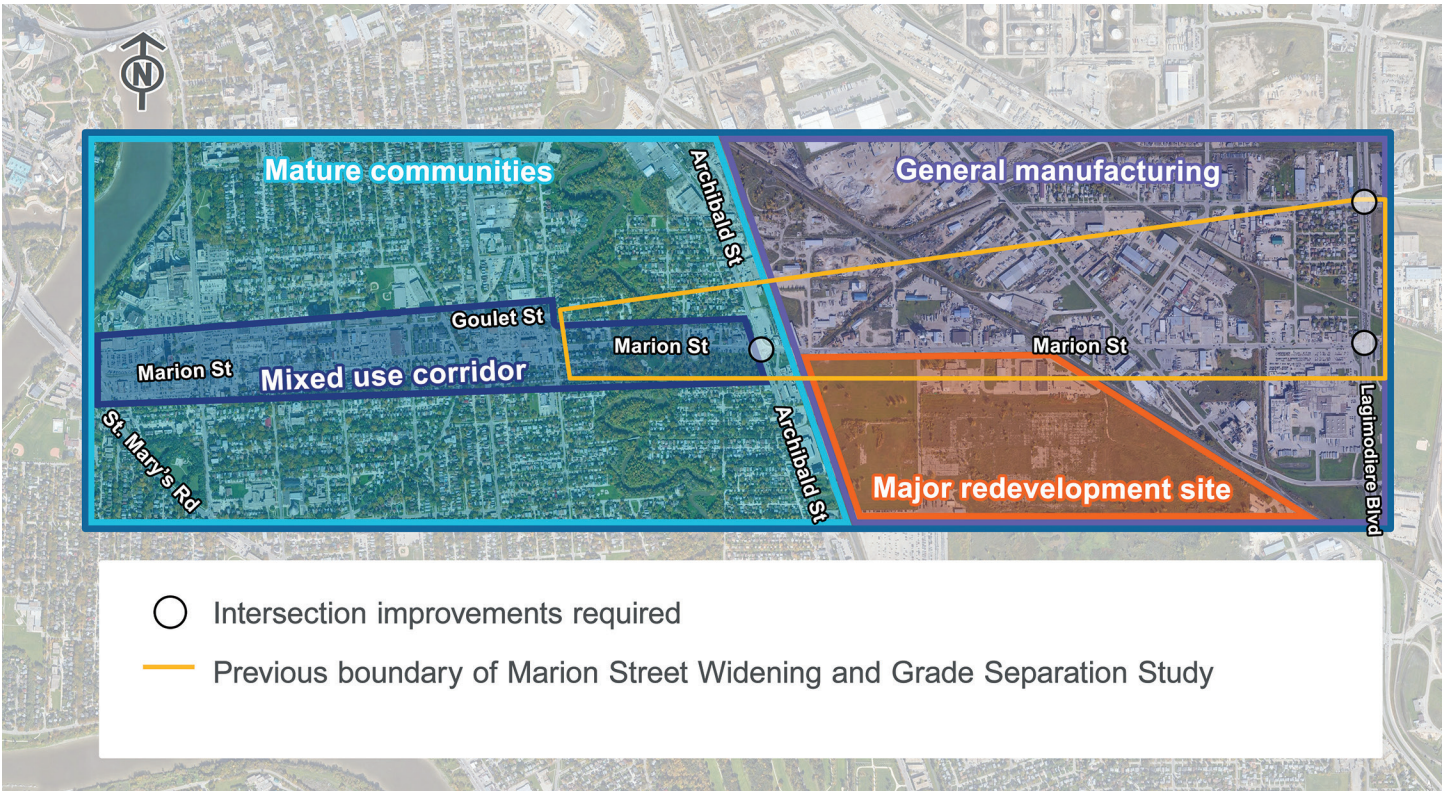
The City of Winnipeg is planning to undertake a new transportation study that will identify potential cost-effective improvements to safety, transportation, access, and community development and livability on Marion Street from Lagimodiere Boulevard to St. Mary's Road.

Marion Street is designated as a community mixed use corridor, as it serves as a main street for adjacent neighbourhoods, and supports a mix of uses in a pedestrian-friendly environment with direct transit service.

In 2014, the City undertook a Marion Grade Separation and Widening Study. The goal of the study was to improve traffic flow and capacity for motor vehicles from the east limit of Marion Street to Goulet Street. When the study concluded in 2016, five options were explored. The design presented to residents (Option 2) included significant roadway alignment changes, including an interchange and grade separation of the CPR Emerson line at Archibald Street and Marion Street intersection, among other changes. The project did not move forward due to excessive cost, scale, and intrusiveness of the project in the community. Throughout the study, we also heard that its focus was too narrow to discuss some of the broader traffic issues in the neighbourhood.

Council subsequently directed the Public Service to find cost-effective ways to improve safety, traffic flow, and livability in the area that do not include road widening or an interchange – focuses that were not part of the original study.

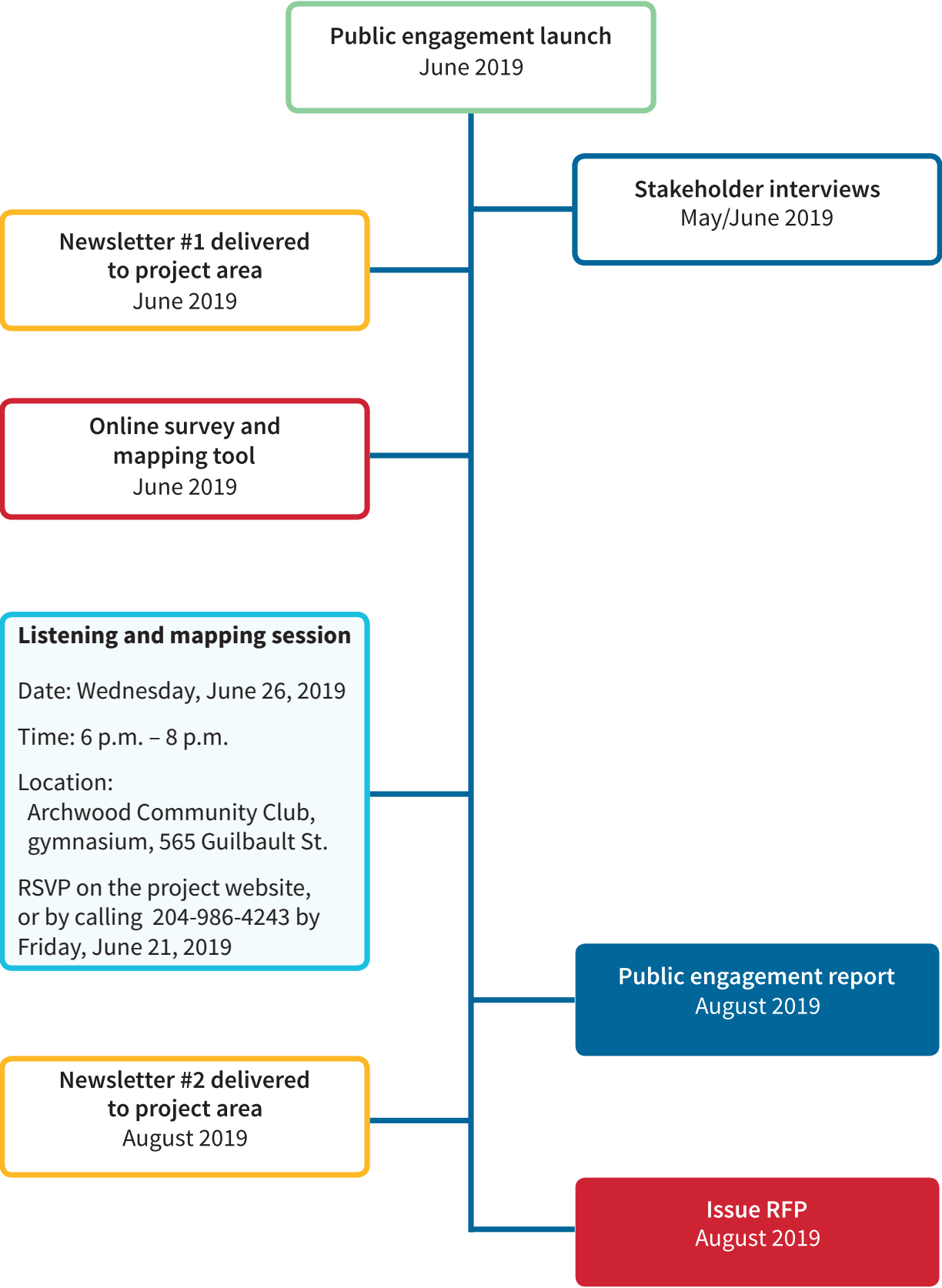
To achieve these objectives, the project scope has been expanded to encompass three interrelated areas within the neighbourhood, each with unique uses and needs. The new project – Moving on Marion Street – will encompass the area around and adjacent to Archibald Street-Lagimodiere Boulevard, which is primarily an industrial area; the area west from Archibald Street to the onset of the Marion Street-Goulet Street couplet, which is mixed-use; and west from the couplet to St. Mary's Road, which is primarily residential. Implementing any change within one area requires changes to another to ensure safety, appropriate use, and traffic flow in the neighbourhood.



What’s next?

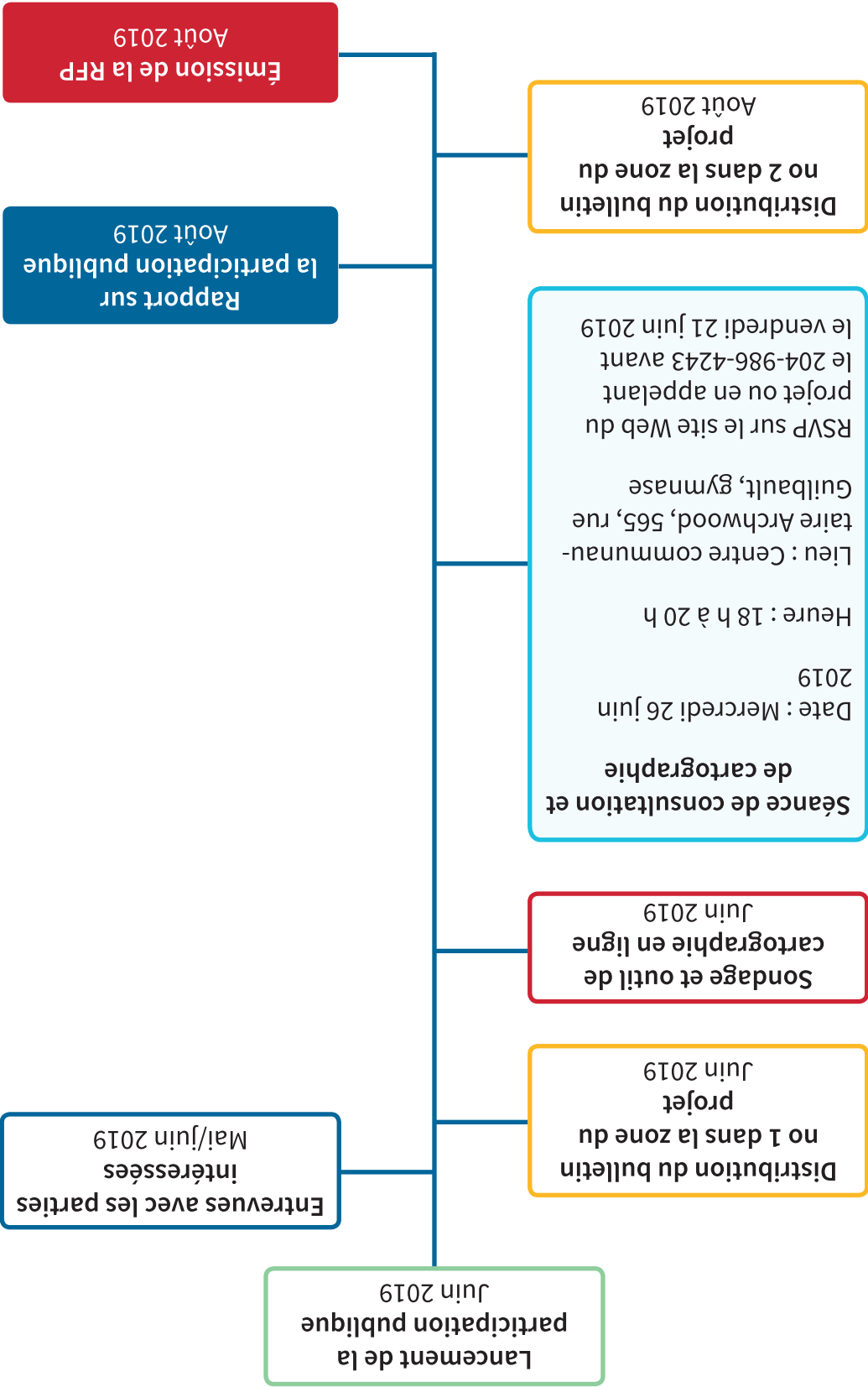
Before we begin the new study, we want to hear from you to help refine the study’s objectives. We are looking to you to help us determine areas for improvement and what should be included in the study. The input received

through this engagement process will set the foundation for the new study prior to issuing a Request for Proposal (RFP), anticipated in fall 2019.



Quelle est la prochaine étape?

Avant de commencer la nouvelle étude, nous souhaitons vous entendre afin de mieux préciser ses objectifs. Nous comptons sur vous pour nous aider à déterminer les améliorations à apporter et les éléments à prendre en compte dans l'étude. Les opinions recueillies dans le cadre de ce processus de participation jetteront les bases de la nouvelle étude avant la publication d'une demande de propositions (DP), prévue à l'automne 2019.



## **Appendix D – Online survey tool**

## Survey

### Survey

What are your priorities for a corridor study? Please check all that apply.

- ☐ Housing opportunities
- ☐ More services and businesses
- ☐ Access to / changes to Happyland Park
- ☐ Traffic delays
- ☐ Reducing accidents
- ☐ Parking
- ☐ Transit service
- ☐ Cycling facilities
- ☐ Better sidewalks
- ☐ Pedestrian safety

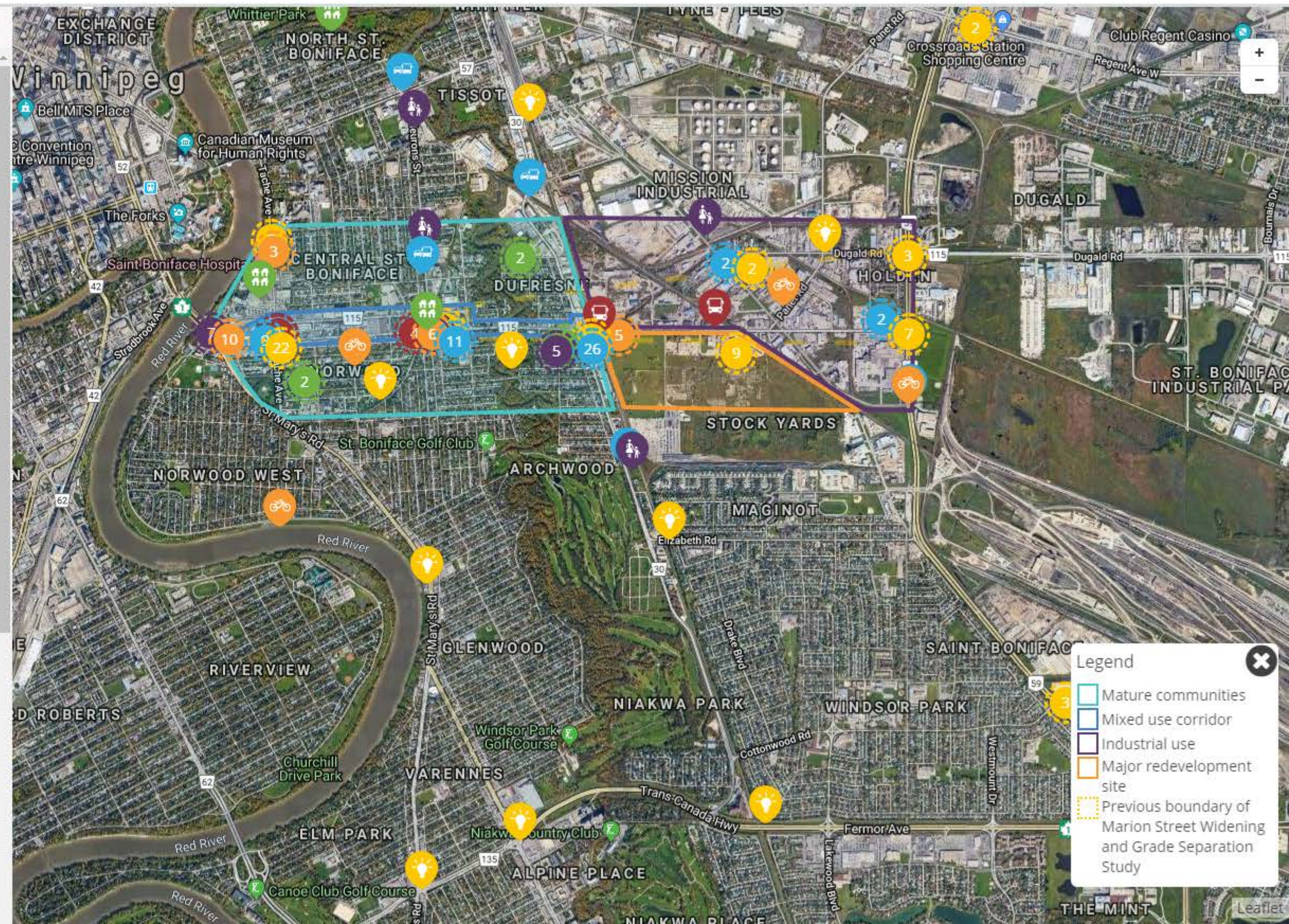
What would it take to improve your use of this corridor?

During engagement planning in early 2017 citizens told us that notification for engagement opportunities was a top concern. There are low cost notifications like email and updates in the public engagement newsletter that will be taken. Which of the paid notification methods below would you like to see? Please rank the options, providing your most preferred with a 1 and you least preferred with a 6.

- 1 ▾ Mailbox notification
- 2 ▾ On-street billboards
- 3 ▾ Facebook advertisements
- 4 ▾ Twitter advertisement
- 5 ▾ Newspaper advertisement
- 6 ▾ Door to door

What best describes your connection to this area? Please check all that apply

- ☐ I live near the corridor
- ☐ I work on Marion/Goulet



**Legend**

- Mature communities
- Mixed use corridor
- Industrial use
- Major redevelopment site
- Previous boundary of Marion Street Widening and Grade Separation Study

## Survey

---

What are your priorities for a corridor study? Please check all that apply.

- ☐ Housing opportunities
- ☐ More services and businesses
- ☐ Access to / changes to Happyland Park
- ☐ Traffic delays
- ☐ Reducing accidents
- ☐ Parking
- ☐ Transit service
- ☐ Cycling facilities
- ☐ Better sidewalks
- ☐ Pedestrian safety

What would it take to improve your use of this corridor?

During engagement planning in early 2017 citizens told us that notification for engagement opportunities was a top concern. There are low cost notifications options like email and updates in the public engagement newsletter that will be taken. Which of the paid notification methods below would you like to see? Please rank the options, providing your most preferred with a 1 and you least preferred with a 6.

- 1 ▼ Mailbox notification
- 2 ▼ On-street billboards
- 3 ▼ Facebook advertisements
- 4 ▼ Twitter advertisement
- 5 ▼ Newspaper advertisement
- 6 ▼ Door to door

What best describes your connection to this area? Please check all that apply

- ☐ I live near the corridor
- ☐ I work on Marion/Goulet
- ☐ I drive to work along the corridor
- ☐ I drive professionally (e.g. trucking, taxi, etc.)
- ☐ I take the bus along this corridor
- ☐ I cycle in this area
- ☐ I walk in this area

Please provide the first three characters of your postal code.

Is there anything else you would like to add?

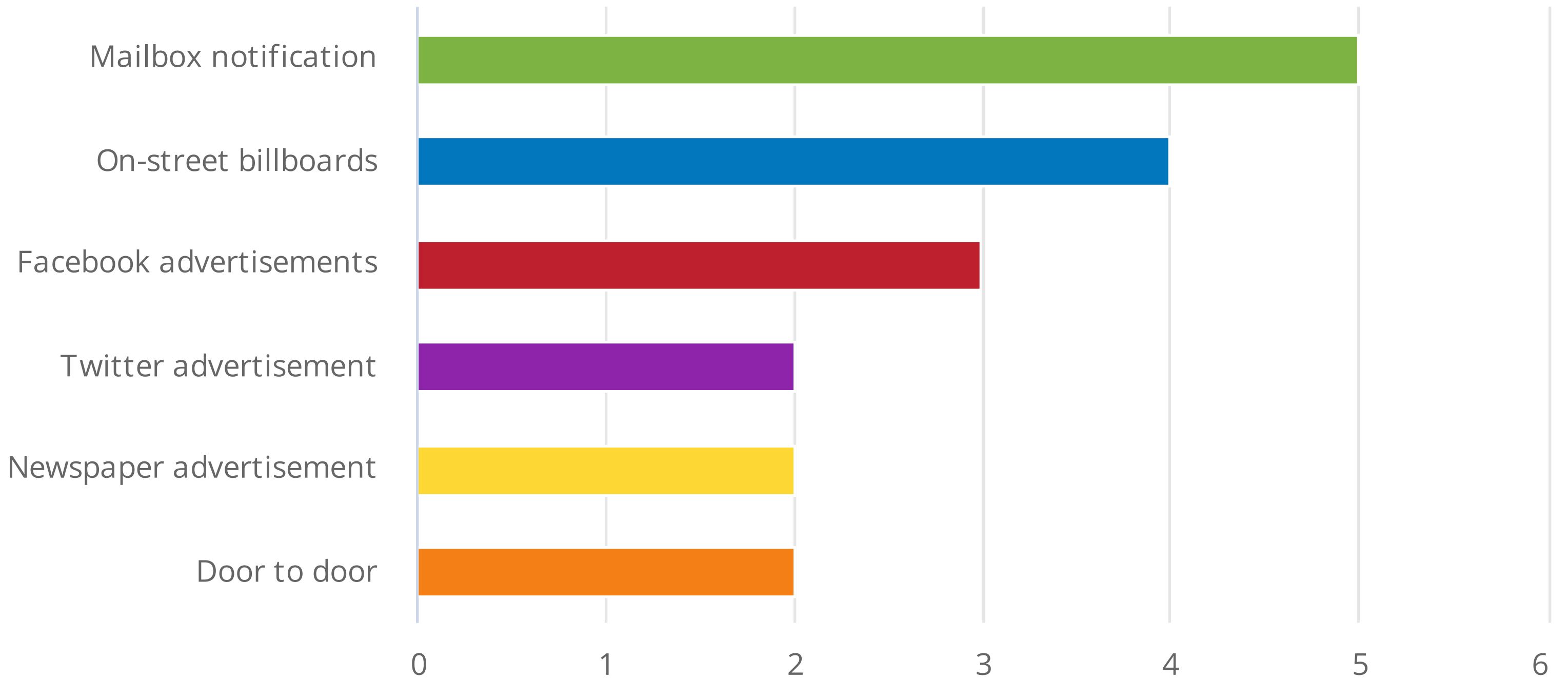
Thank you for your feedback!

Next, please respond to the red areas of the map and share further details by placing a few markers on the screen. Thank you for taking time today to provide us with this important input.

☐ I agree to the [terms and conditions](#)

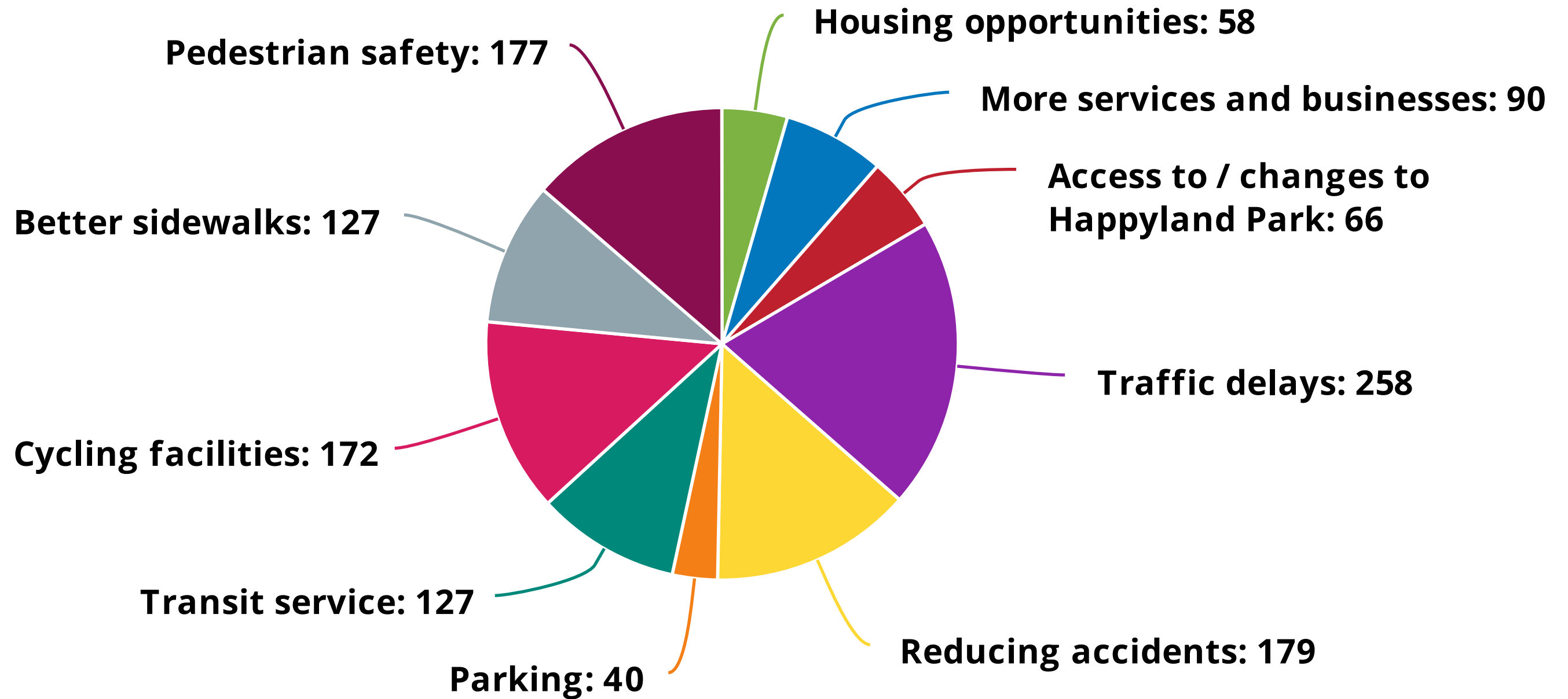
**Submit**

## **Appendix E – Online survey results**

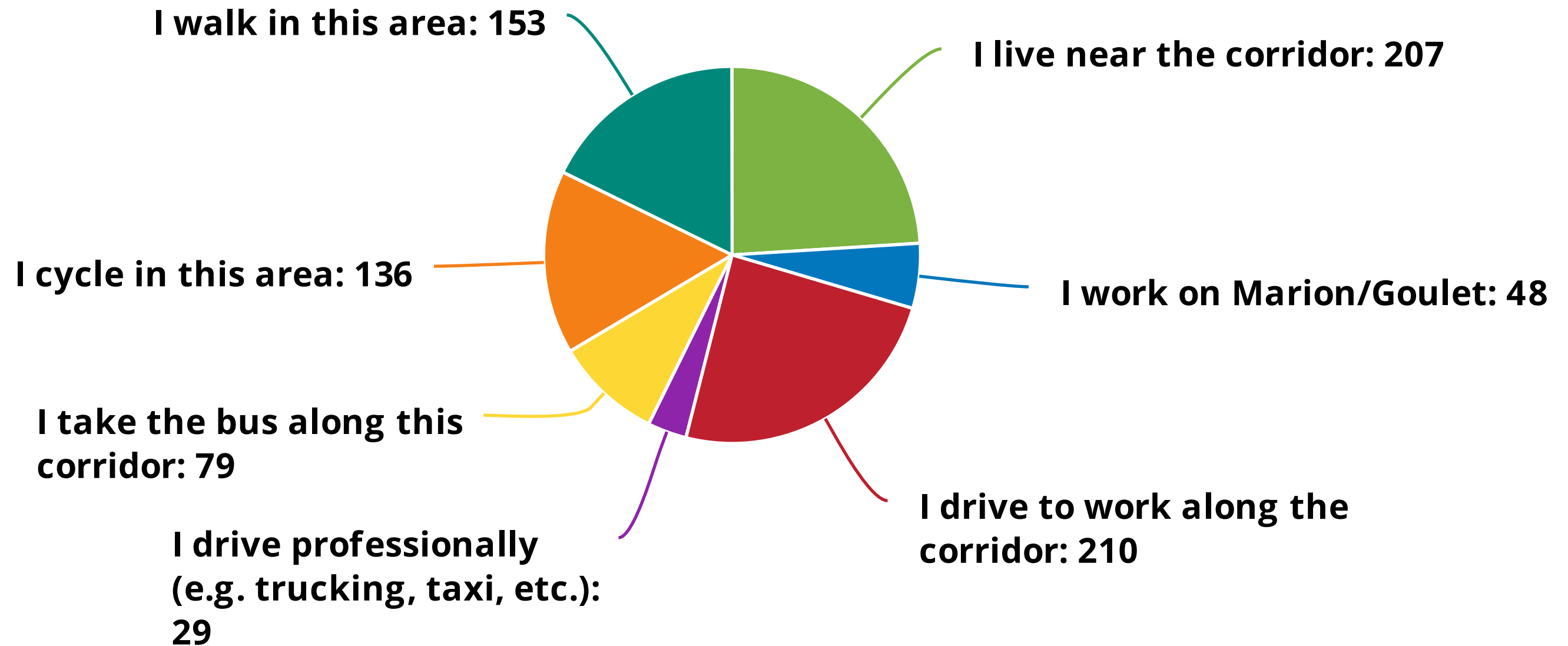


Rankings Overall

- Mailbox notification
- Facebook advertisements
- Newspaper advertisement
- On-street billboards
- Twitter advertisement
- Door to door

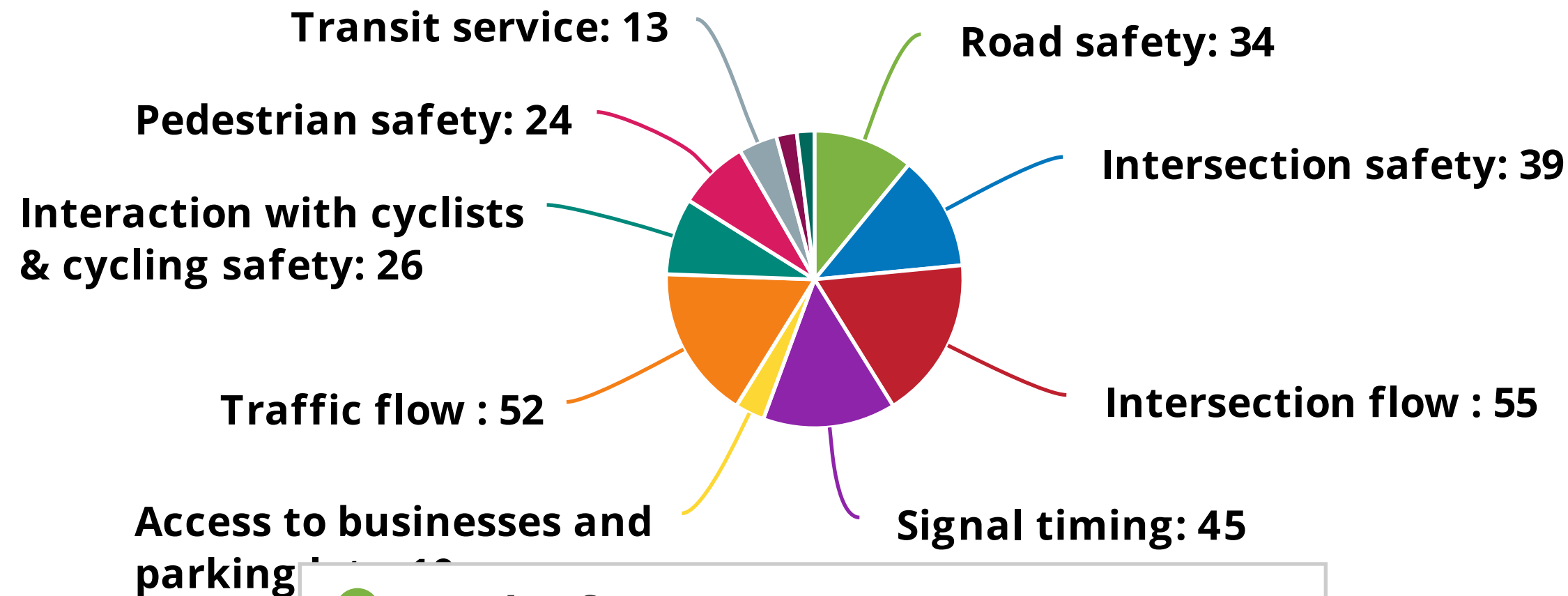


- |                                                                                                                           |                                                                                                                    |
|---------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
|  Housing opportunities                 |  More services and businesses |
|  Access to / changes to Happyland Park |  Traffic delays               |
|  Reducing accidents                    |  Parking                      |
|  Transit service                       |  Cycling facilities           |
|  Better sidewalks                      |  Pedestrian safety            |



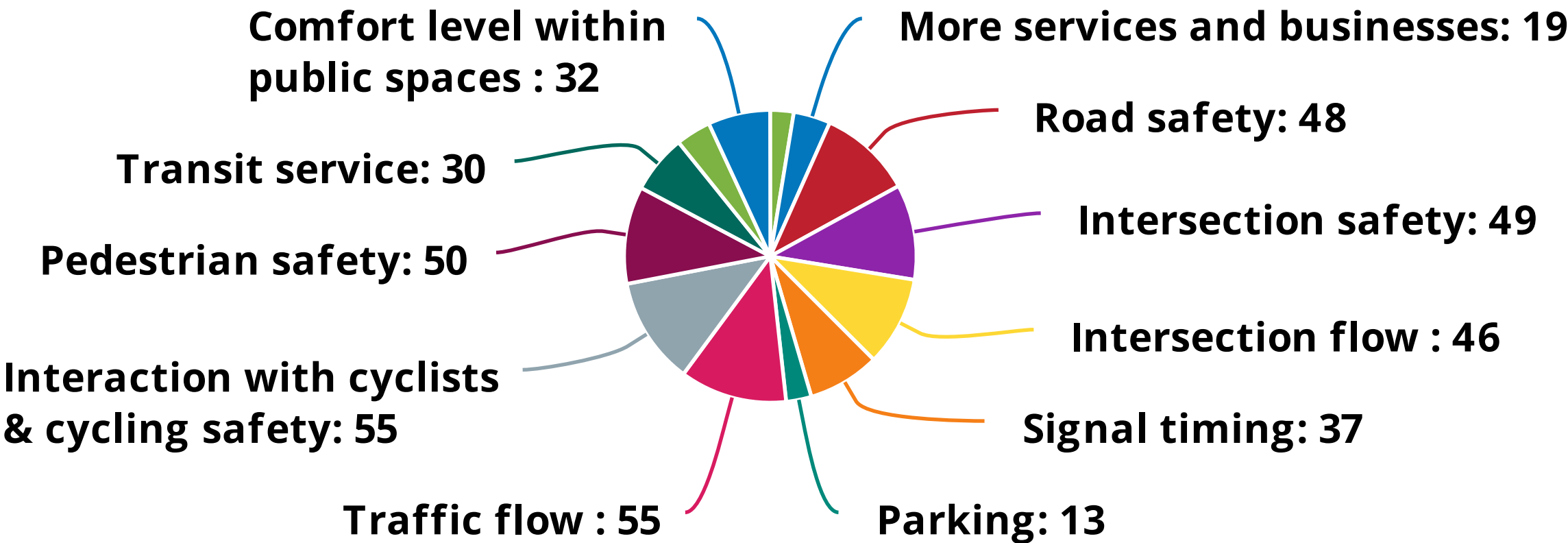
- I live near the corridor
- I work on Marion/Goulet
- I drive to work along the corridor
- I drive professionally (e.g. trucking, taxi, etc.)
- I take the bus along this corridor
- I cycle in this area
- I walk in this area

# Dugald to Lagimodier intersection

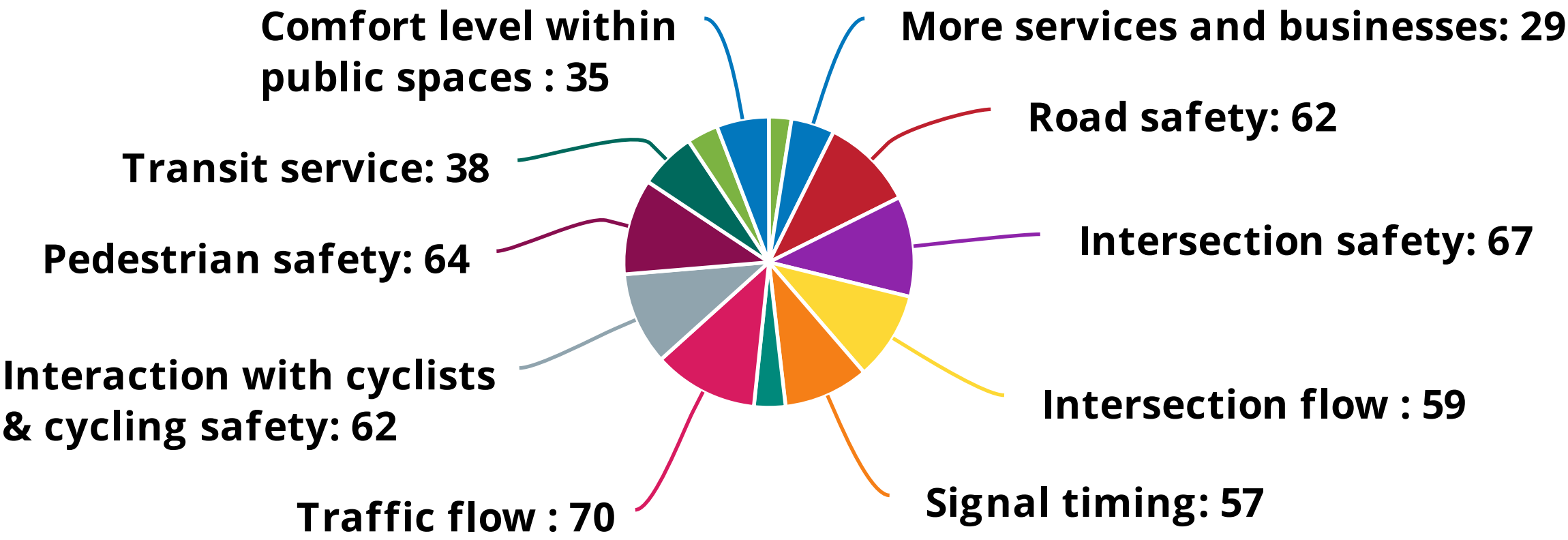


- Road safety
- Intersection safety
- Intersection flow
- Signal timing
- Access to businesses and parking lots
- Traffic flow
- Interaction with cyclists & cycling safety
- Pedestrian safety
- Transit service
- Interaction with Transit
- Comfort level within public spaces

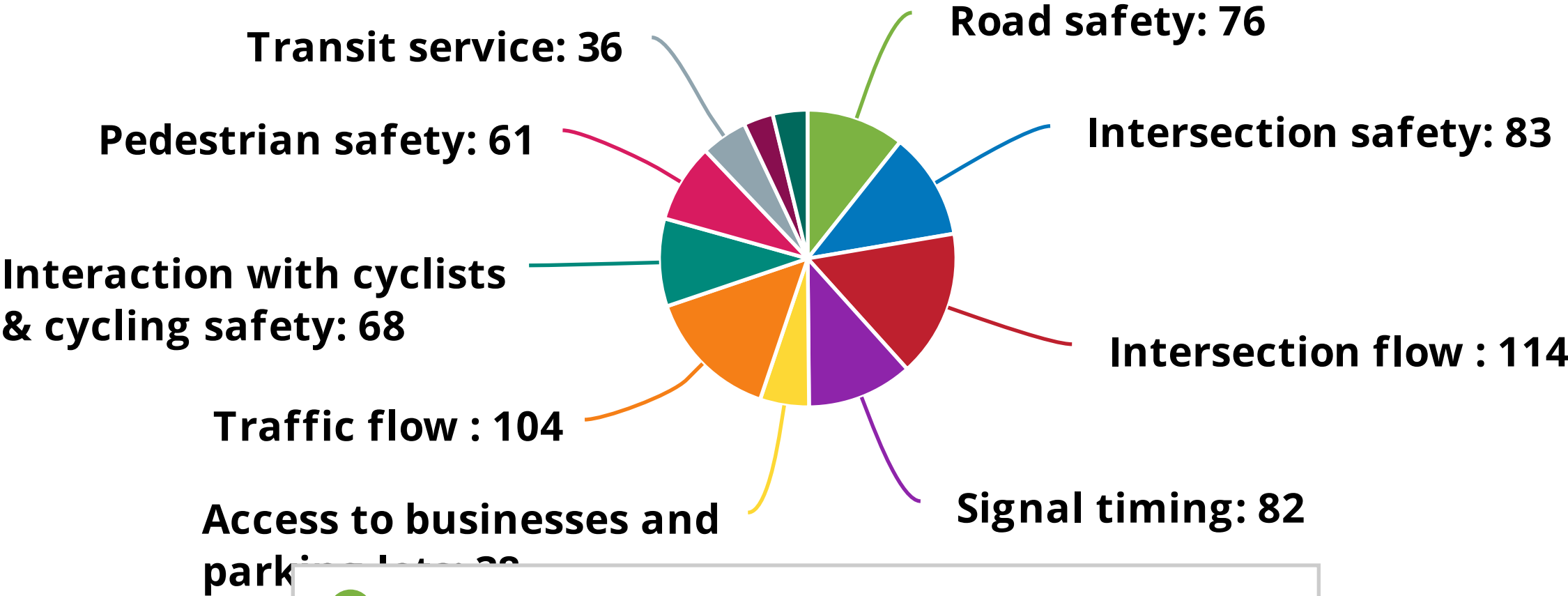
# Goulet Street



# Marion Street (St.Mary's to Archibald)

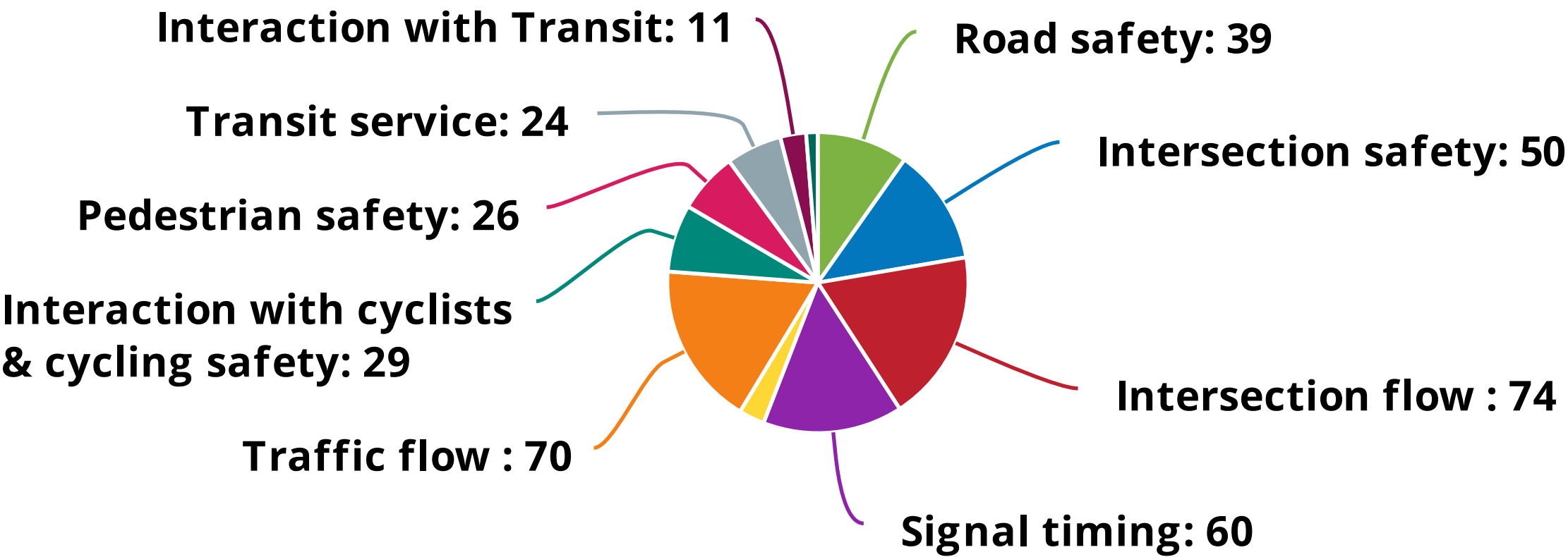


# Marion and Archibald intersection



- Road safety
- Intersection safety
- Intersection flow
- Signal timing
- Access to businesses and parking lots
- Traffic flow
- Interaction with cyclists & cycling safety
- Pedestrian safety
- Transit service
- Interaction with Transit
- Comfort level within public spaces

# Marion and Lagimodier intersection



- Road safety
- Intersection safety
- Intersection flow
- Signal timing
- Access to businesses and parking lots
- Traffic flow
- Interaction with cyclists & cycling safety
- Pedestrian safety
- Transit service
- Interaction with Transit
- Comfort level within public spaces

## **Appendix F- Slide deck from Listening and Mapping event**

# **Moving on Marion Mobilité sur Marion**

**Listening and Mapping Session  
Archwood Community Club  
Wednesday, June 26, 2019**

# Moving on Marion



# Moving on Marion



# Moving on Marion



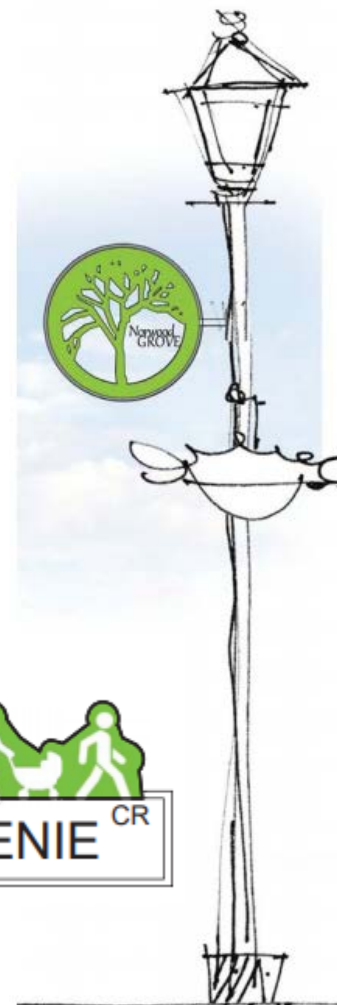
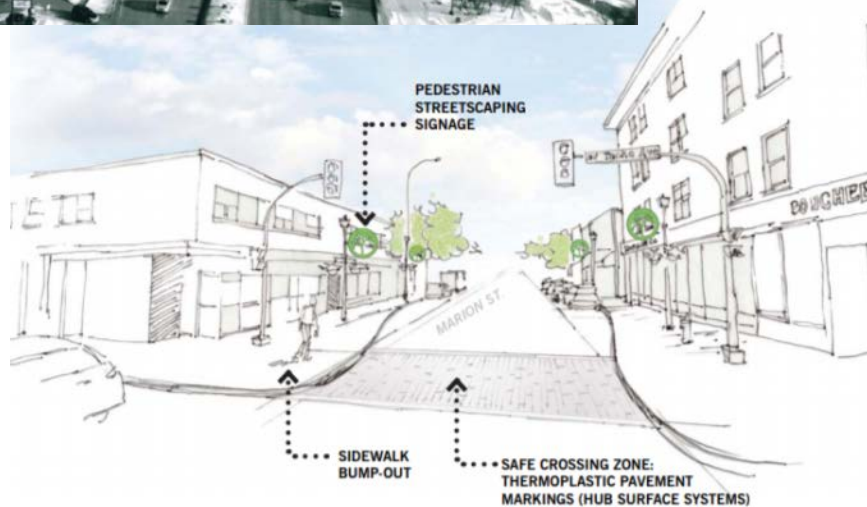
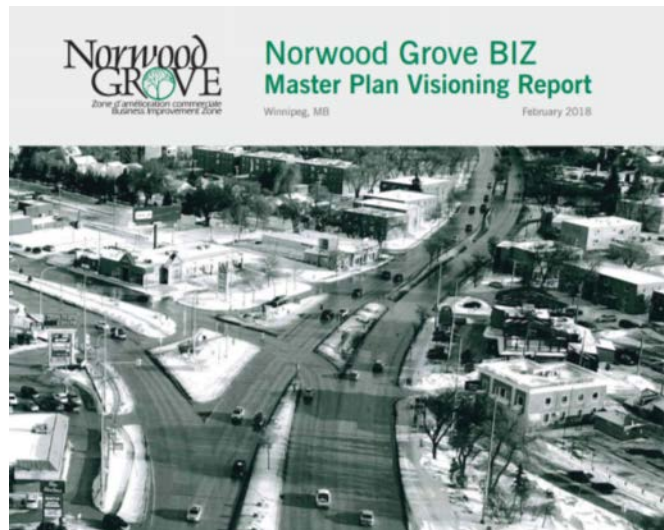
# Moving on Marion



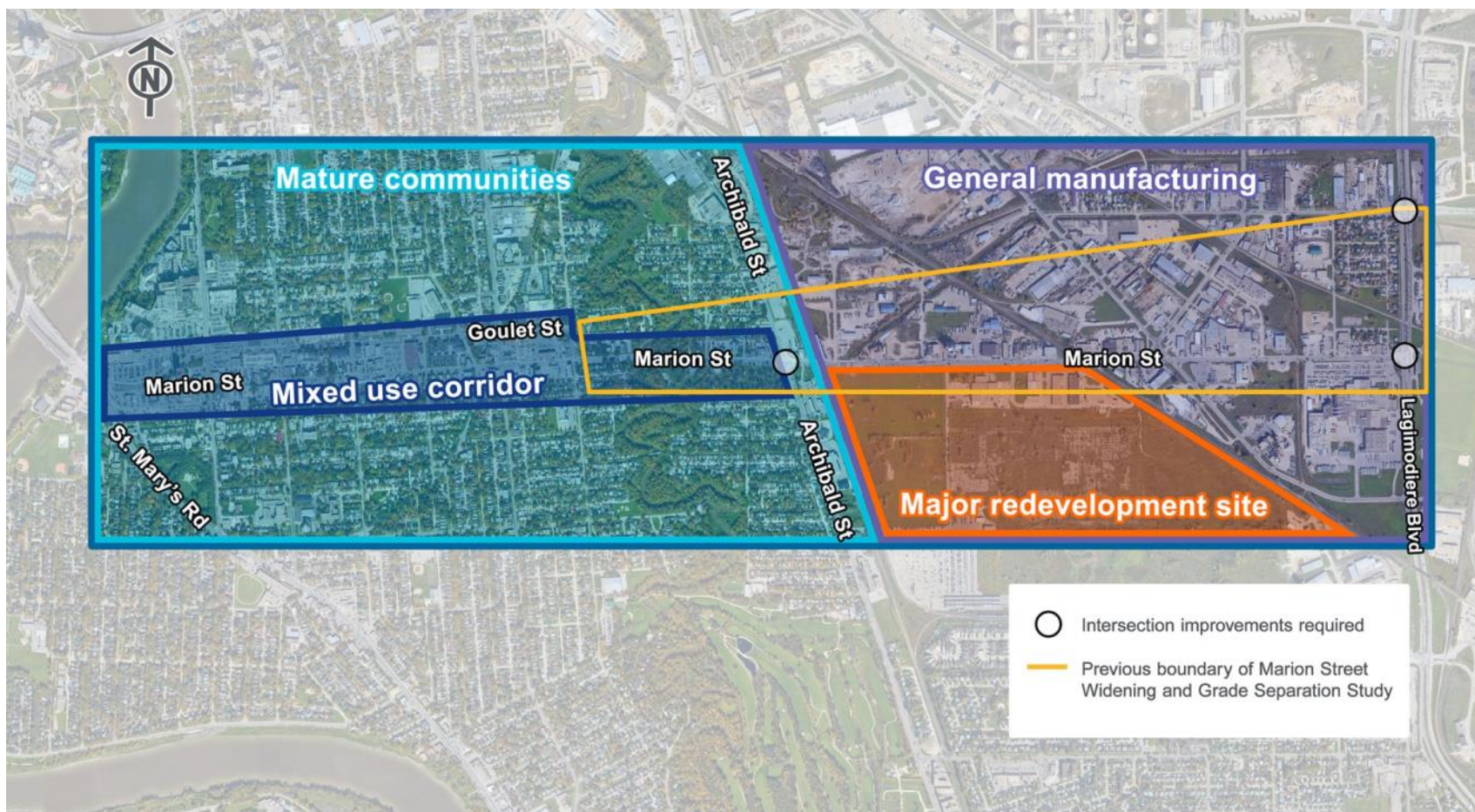
# Moving on Marion



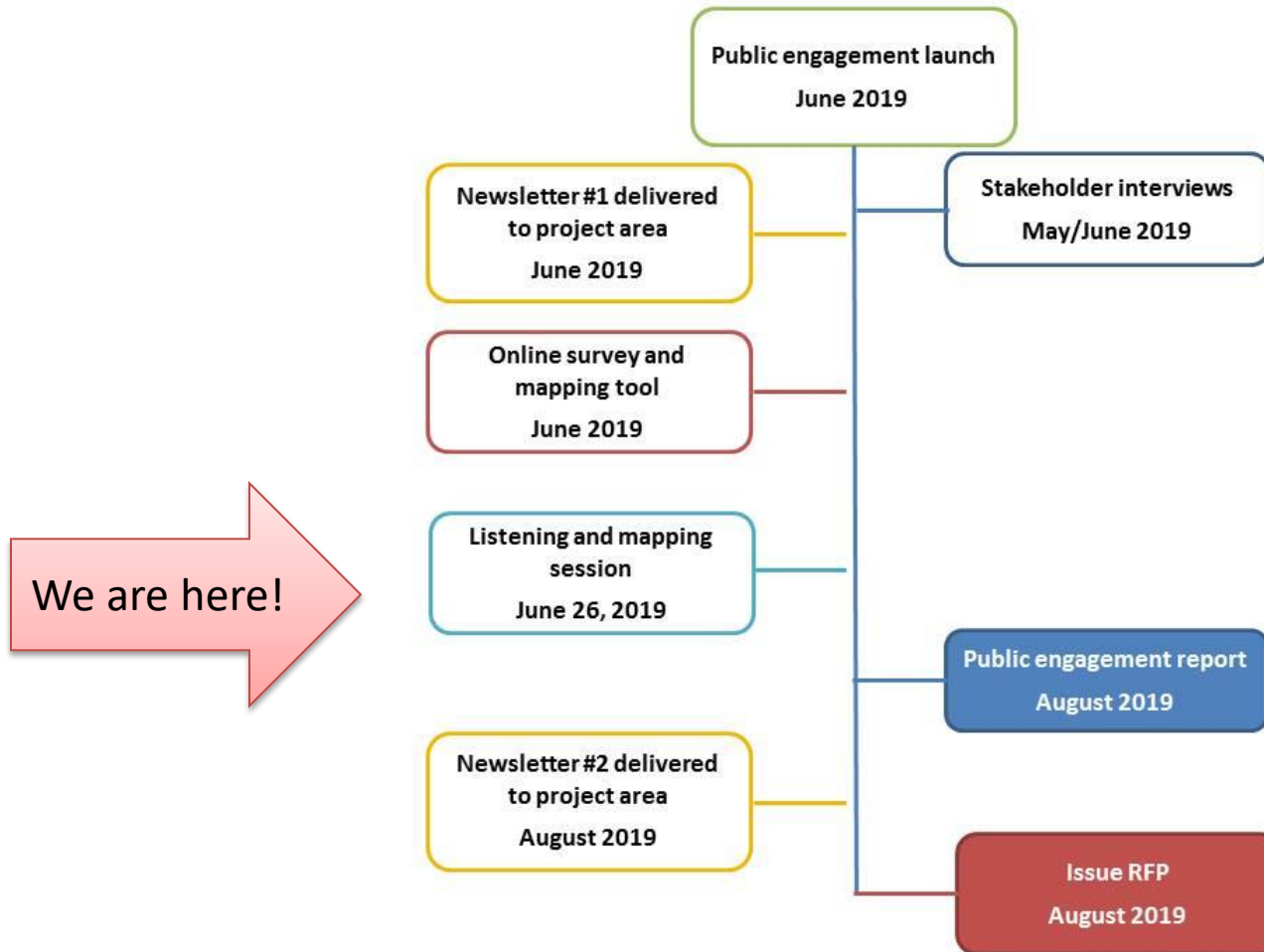
# Moving on Marion



# Moving on Marion

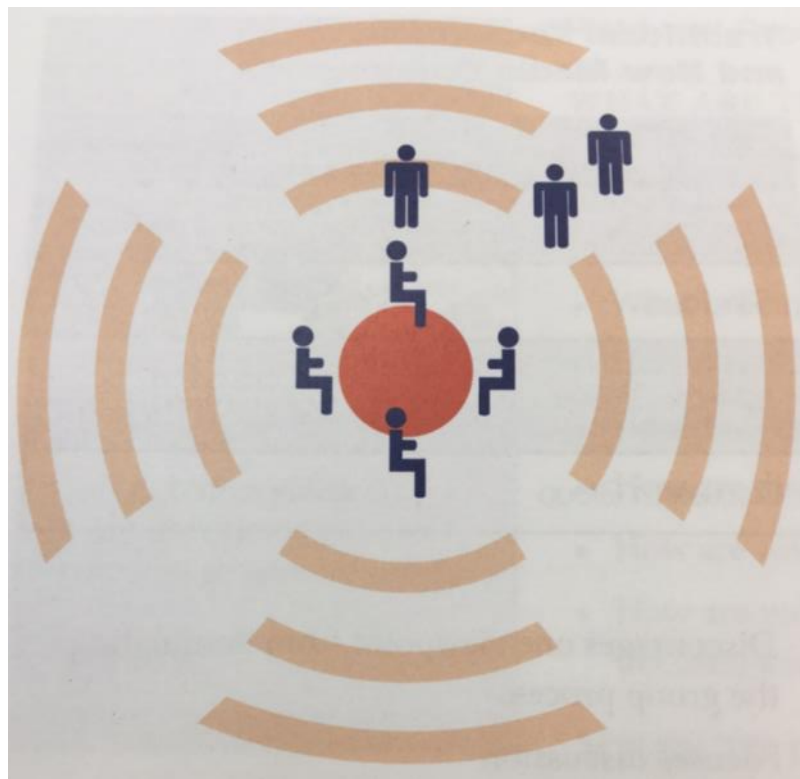


# Moving on Marion



# Moving on Marion

## Revolving Conversation



**How does the City support the safe flow of people along the Marion Street Corridor while balancing both local community needs and transportation needs?**

# Moving on Marion

**Thank you**

**EN- [winnipeg.ca/movingonmarion](http://winnipeg.ca/movingonmarion)**

**FR – [winnipeg.ca/mobilitésurmarion](http://winnipeg.ca/mobilitésurmarion)**

**If you any questions please call 204-  
986-4243 or email  
[marion@winnipeg.ca](mailto:marion@winnipeg.ca)**