

MOVING ON MARION STREET

Public Engagement Summary



Background

The Moving on Marion Street project aims to improve traffic flow, safety, and livability on Marion Street.

Livability looks at how a neighbourhood's physical environment contributes to quality of life. Physical environment includes things like geographic layout, road conditions, speeds, and amenities.

This project looks specifically at Marion Street from St. Mary's Road to Lagimodière Boulevard, and Lagimodière Boulevard from Marion Street to Dugald Road.

Engagement

This is the third and final phase of engagement aimed at developing a recommended preliminary design for Marion Street. Based on what we heard about design options in Phase 2, we developed a proposed design for Phase 3 engagement that would:

- Improve traffic flow and road safety
- Enhance neighbourhood livability
- Add new active transportation infrastructure

The objective of Phase 3 was to confirm the proposed design would achieve our goals and ensure the area residents and road users understand how the design would impact them.

Ahead of Phase 3 engagement, the project team reconnected with landowners identified in Phase 2 of engagement to discuss how the design may affect their properties and, when required, the land acquisition process.

Phase 3 engagement collected feedback through both in-person and online engagement opportunities. Table 1 provides an overview of all Phase 3 public and stakeholder engagement opportunities.

Promotion

Public engagement opportunities were promoted using the following methods:

- Project webpage – launched March 3, 2023 with 3,500 page views at time of report
- Registered letters delivered to 68 property owners – February 14, 2023
- City of Winnipeg public engagement newsletter to more than 5,100 recipients – March 3, 2023
- Email to 466 project subscribers – March 3, 2023
- Newspaper advertisements in Canstar and La Liberté – March 8, 2023 and March 15, 2023
- Postcards delivered to 7,625 homes, apartments, and businesses within the project area
- Facebook posts to more than 36,000 followers
- Twitter posts to more than 118,400 followers

Table 1: Phase 3 engagement opportunities

Date	Activity	Details
February 28 and March 1, 2023	Landowner meetings (2 total)	32 property owners
March 3, 2023	Online survey	482 responses in English and French
March 16, 2023	Open house	Over 110 attendees viewed the presentation boards , asked the project team questions, and provided feedback with sticky notes or through the feedback form
September 14, 2023	Business meeting with Norwood Grove BIZ	30 business owners with 25 follow-up surveys

Who we heard from

Respondents were asked to describe their connection to the project area. Generally, the views of those who live in the project area and those who travel through the area align. Overall, both perspectives have indicated that the proposed design makes them feel safer. The breakdown of perspectives can be viewed in Appendix D. The top four connections are identified below (386 responses):



**58% of
respondents cycle
in this area**



**53% of
respondents walk
in this area**



**51% of
respondents live
near the corridor**



**43% of
respondents drive
to work along the
corridor**

What we heard

Overall, open house attendees and survey respondents are supportive of the [proposed improvements](#). Open house attendees were able to submit feedback with sticky notes and through feedback forms.

The online survey collected in-depth feedback on each key area along the corridor. Key themes from comments and how they are considered are included in [Table 2](#): What we heard and how it was considered.

Marion-Goulet couplet

We designed this segment through a Complete Streets lens to help safely accommodate all users while enhancing the local character.

Complete Street is the term used to describe a roadway that allows all people, regardless of age or ability, to safely move around using their choice of mode (such as walking, cycling, scooting, wheeling, or driving).

Key findings:

- 64 percent of respondents (306 out of 482) feel the proposed design would improve neighbourhood vibrance and livability along the Marion-Goulet couplet
- 42 percent of respondents (201 out of 482) feel the proposed design would improve traffic flow along the Marion-Goulet couplet
- 65 percent of respondents (315 out of 482) feel the proposed design would accommodate all modes of travel along the Marion-Goulet couplet
- Offsetting of on-street parking for improved pedestrian space raised access concerns with some area business. Other concerns included accessibility concerns when crossing bike lanes and future construction impacts.

Youville

We presented five interdependent improvements for the Youville- Marion-Goulet intersection:

- Realigning the Youville Street curve to improve sightlines
- Adding bi-directional bike lanes and enhancing sidewalks to connect users through the neighbourhood
- Adding trees to enhance greenspace
- Eliminating back lane access from Youville Street to improve safety
- Adding transit bays to safely accommodate transit out of the travel lanes

Key findings:

- 60 percent of respondents (278 out of 460) feel the proposed design would improve neighbourhood vibrance and livability along the Youville intersection
- 53 percent of respondents (244 out of 460) feel the proposed design would improve traffic flow along the Youville intersection
- 66 percent of respondents (302 out of 460) feel the proposed design would accommodate all modes of travel along the Youville intersection

Archibald intersection and Happyland Park

We presented four main improvements for the Archibald intersection and Happyland Park:

- Connecting the Seine River through Happyland Park with a multi-use path that continues east of Archibald Street along the south side of Marion Street and connects to the planned Archibald Street bike path north of Marion Street
- Planting additional trees in Happyland Park
- Separating Happyland Park from Marion Street with a fence and more trees
- Relocating transit stops to optimize transfer locations

Key findings:

- 66 percent of respondents (282 out of 429) feel the proposed design would improve neighbourhood vibrance and livability along the Archibald intersection and Happyland Park
- 55 percent of respondents (234 out of 429) feel the proposed design would improve traffic flow along Archibald intersection and Happyland Park
- 66 percent of respondents (284 out of 429) feel the proposed design would accommodate all modes of travel along Archibald intersection and Happyland Park

Panet and Dawson

Three main improvements were presented for the Panet-Dawson intersection:

- Adding traffic lanes to improve traffic capacity
- Adding medians along Marion Street to improve access and traffic flow
- Adding a multi-use path on the south side of Marion Street with connection to a future path along Panet Road

Key findings:

- 49 percent of respondents (203 out of 418) feel the proposed design would improve neighbourhood vibrance and livability along the Panet-Dawson intersection
- 51 percent of respondents (214 out of 418) feel the proposed design would improve traffic flow along the Panet-Dawson intersection
- 58 percent of respondents (244 out of 418) feel the proposed design would accommodate all modes of travel along the Panet-Dawson intersection

Lagimodière

Four main improvements were identified for the Marion-Lagimodière intersection:

- Adding lanes to increase traffic capacity
- Adding a multi-use path on the west side of Lagimodière Boulevard and south side of Marion Street connecting to Panet/Dawson Road that connects to the future active transportation infrastructure on the Dugald overpass
- Adding a noise berm and trees along Lagimodière Boulevard to improve neighbourhood livability
- Enhancing transit infrastructure and relocating stops to improve access and safety

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Key findings:

- 57 percent of respondents (233 out of 411) feel the proposed design would improve neighbourhood vibrance and livability along the Marion-Lagimodière intersection
- 52 percent of respondents (212 out of 411) feel the proposed design would improve traffic flow along the Marion-Lagimodière intersection
- 61 percent of respondents (251 out of 411) feel the proposed design would accommodate all modes of travel along the Marion-Lagimodière intersection



Image 1. Attendees at the open house gather around a table map to review the proposed improvements and provide feedback.

Safety

Respondents were asked how the proposed improvements would make them feel when travelling through the corridor as a cyclist, pedestrian, motorist, or other mode:

- **Travelling through the Marion-Goulet couplet:**
Of the respondents travelling through the Marion-Goulet couplet, cyclists feel the improvements along this portion would have the greatest impact on safety. Forty-eight percent of respondents (192 out of 401) said they would feel much safer travelling through the Marion-Goulet couplet as a cyclist. Whereas, forty-two percent of respondents (183 out 437) said they would feel that the improvements would have no impact on their travel through the area as a motorist.

How would the proposed design make you feel travelling through the Marion-Goulet couplet?

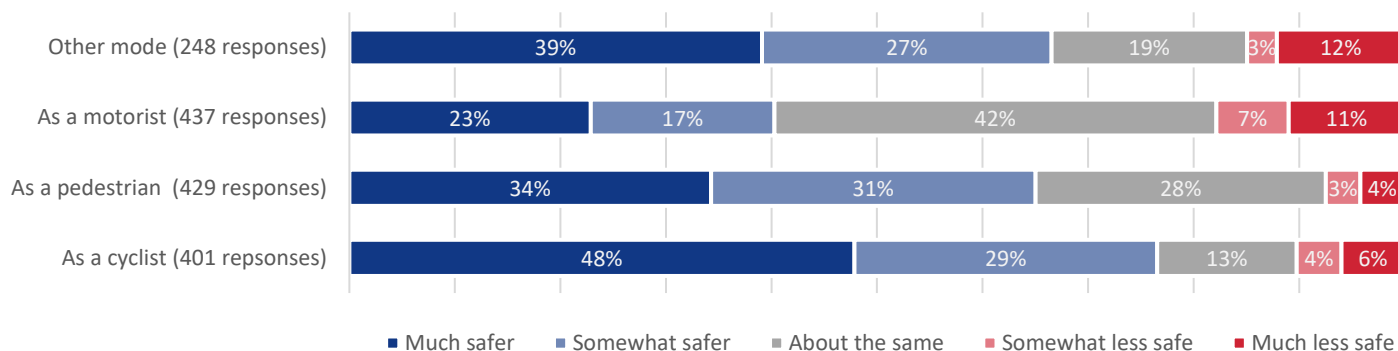


Figure 1. How respondents feel travelling through the Marion-Goulet couplet.

- **Travelling through the Youville intersection:**

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Respondents who use the intersection as a cyclist or pedestrian feel most strongly that the proposed improvements would impact safety. Forty-nine percent (190 out of 389) said they would feel much safer cycling through the intersection and forty-three percent (177 out of 410) would feel much safer as a pedestrian. Thirty-seven percent of respondents (152 out of 415) said the improvements would have no impact on their safety as a motorist.

How would the proposed design make you feel travelling through the Youville-Marion-Goulet intersection?

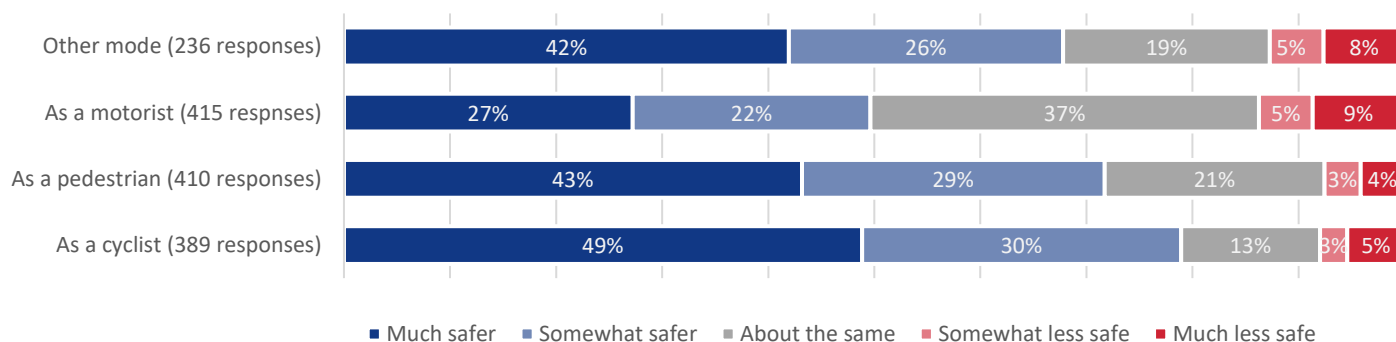


Figure 2. Opinions on the design proposed for the Youville intersection.

- Travelling through the Archibald intersection and Happyland Park:**

Respondents who travel this area as a cyclist or pedestrian feel most strongly that the proposed improvements would impact safety. Forty-nine percent (190 out of 384) said the improvements would make them feel much safer as a cyclist and forty percent (159 out of 396) would feel much safer as a pedestrian. Forty-six percent (188 out of 412) said the improvements would have no impact on their safety as a motorist.

How would the proposed design make you feel travelling through the Archibald intersection and Happyland Park?

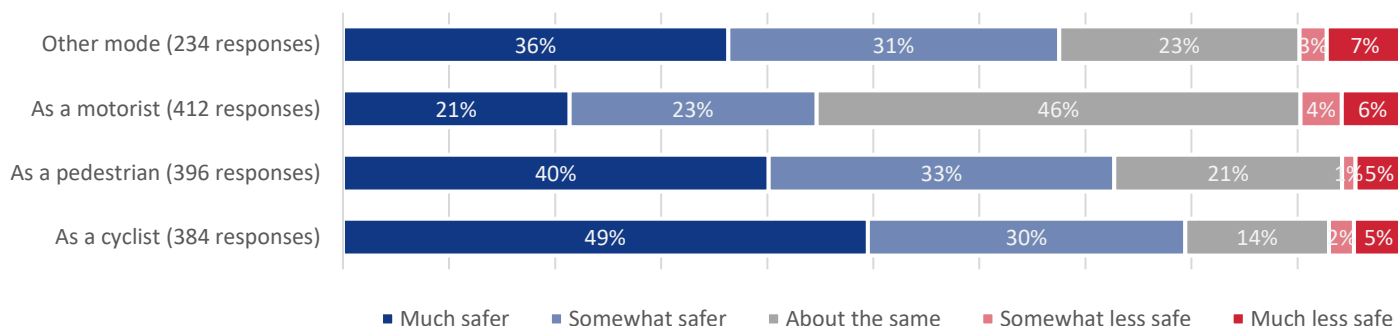


Figure 3. Opinions on the design proposed for the Archibald intersection and Happyland Park.

- Travelling through the Panet-Dawson intersection:**

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Respondents who use the intersection as a cyclist or pedestrian feel most strongly that the proposed improvements would impact safety. Thirty-nine percent (140 out of 360) feel the proposed design would make them feel much safer as a cyclist, and thirty-five percent (128 out of 368) would feel much safer as a pedestrian. Forty-two percent of respondents (167 out of 398) said the improvements would have no impact on their safety as a motorist.

How would the proposed design make you feel travelling through the Panet-Dawson intersection?

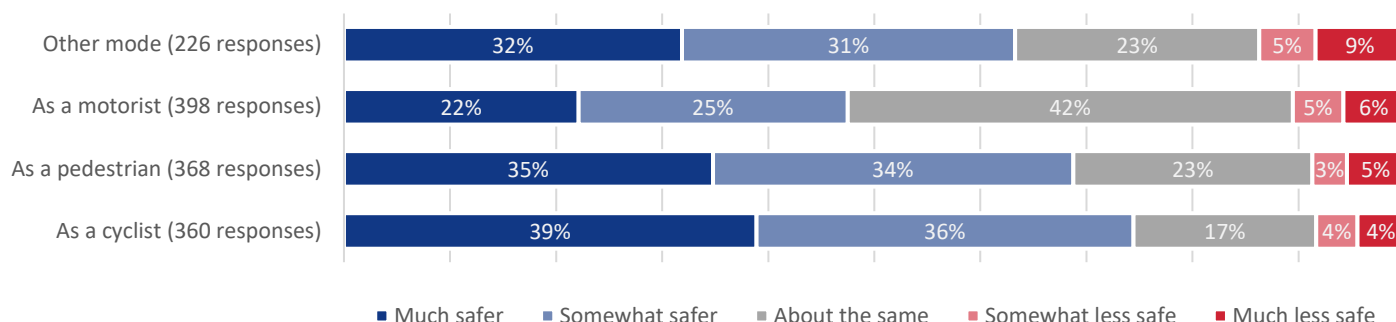


Figure 4. How respondents feel travelling through the Panet-Dawson intersection.

- Travelling through the Lagimodière intersection:**

Respondents who use the intersection as a cyclist or pedestrian feel most strongly that the proposed improvements would impact safety. Forty-four percent (158 out of 361) feel the proposed design would make them feel much safer as a cyclist, and thirty-eight percent (140 out of 365) would feel much safer as a pedestrian. Forty-eight percent of respondents (188 out of 393) said the improvements would have no impact on their safety as a motorist.

How would the proposed design make you feel travelling through the Marion-Lagimodière intersection?

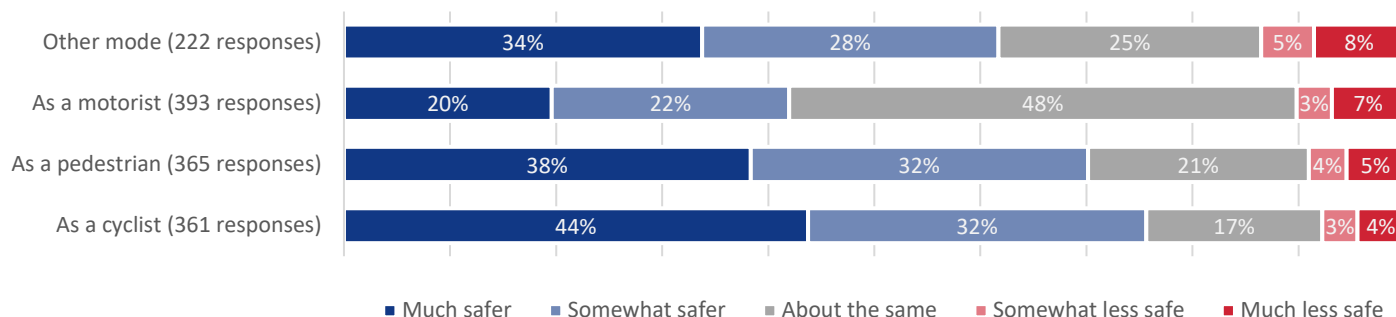


Figure 5. How respondents feel travelling through the Lagimodière intersection.

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The following table identifies common themes and concerns:

Table 1: What we heard and how it was considered

What we heard	How it was considered
Active transportation (95 comments)	
Bike lanes should be protected and separated from traffic. Many would also like to see the separation of cyclists from pedestrians where space permits.	Bike lanes through the Marion-Goulet couplet and Youville area are separated and protected with a curb. The bike lanes are fully separated from the road further east along Archibald Street and to the Panet-Dawson area. Where space allows, the sidewalk is separated from the bike lanes.
Multi-use paths do not adequately accommodate the differences between cyclists and pedestrians and will increase conflicts between different modes.	We are proposing bike lanes separated from sidewalks in areas where we expect higher volumes, as well as in areas we deem to be more complex environments where separation would help with safety. This includes the Marion-Goulet couplet area and the Youville curve. We are proposing multi-use paths to the east through the Archibald/Happyland area. Although multi-use paths do not physically separate pedestrians from cyclists, they separate cyclists and pedestrians from motor vehicles and offer safer active transportation connections than the existing sidewalk network. Pedestrian-cyclist conflicts are a potential risk on shared pathways; however, this approach is common in lower cyclist-pedestrian volume areas where cyclists yield to pedestrians on the multi-use path.
Concerns regarding the amount of property entrances/exits which interrupt the bike lanes and sidewalks. Many would like approaches and crossings to be raised.	Future detailed design would address these crossings. Concepts such as raised crossings to prioritize the vulnerable road users over vehicles could be reviewed during future phases.
Archibald intersection (59 comments)	
The design would not improve traffic flow and safety without addressing the at-grade rail crossing.	Train crossings at this location are relatively infrequent compared to the frequency of vehicles, cyclists, and pedestrians crossing the tracks. The proposed improvements would improve traffic flow and safety, even when a train is crossing. Enhanced warning signals and barriers would improve safety for pedestrians, and the increased number of lanes at the intersection would clear traffic faster after a train crossing delay. We are in conversations with CP Rail about any opportunities to lessen the impact of train delays on road users.
The slip lanes (or right turn channels) at this intersection would decrease safety for pedestrians and cyclists. Drivers are typically looking back over their shoulder in the opposite direction from those crossing.	The slip lanes (or right turn channels) have been designed with a sharper angle to address driver line of sight. These are called “smart channels” and require drivers to slow down to make the sharper turn which improves the ability to see and yield to pedestrians.

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What we heard	How it was considered
A dedicated turning lane from Marion Street onto Archibald Street would improve traffic flow.	The addition of turning lanes from Marion Street to Archibald Street would require significant property acquisition from Happyland Park. Avoiding major impacts to Happyland Park has been a goal of this project. Additionally, these lanes would impact the creek and the Dugald Drain. For these reasons, we did not explore turning lanes at this location.
Parking (14 comments)	
Aspects of the design such as bike lanes and bumpouts are taking away too many parking spots, which may directly impact businesses.	The proposed design reduces parking in the Marion-Goulet couplet by approximately 30 percent. Parking was maintained wherever possible, but, with limited space, we prioritized safety improvements for cyclists and pedestrians above maintaining all parking spaces. Adding pedestrian and cycling infrastructure could lead to people travelling more often by walking, rolling, or cycling through the corridor, which could reduce the need for parking. Learn more about the economic benefits of active transportation infrastructure.
Traffic flow (37 comments)	
A direct connection from Marion Street to Dugald Road is desired by many.	An alternate connection other than Panet Road or Lagimodière Boulevard was not part of this study. Council directed us to find cost-effective ways to improve safety, traffic flow, and livability in the area that limited property acquisition requirements due to public feedback from the <i>Marion Grade Separation and Widening Study</i> (2016).
The design does not adequately address traffic flow, but rather increases congestion.	The improvements proposed Archibald, Panet-Dawson, and Lagimodière would increase the number of through and left turn lanes to improve traffic flow. The designs proposed for the Marion-Goulet couplet and Youville area would incorporate safe infrastructure for cyclists and pedestrians without significantly impacting traffic flow.
Complete Street & streetscape (28 comments)	
Concern that the bumpouts would impact safety, reduce a lane of traffic, increase congestion, and make it difficult for larger trucks to navigate the streets.	Bumpouts are extensions of the sidewalk that ‘bump out’ into the street to improve safety for pedestrians by shortening crossing distances and providing a safe waiting area. The proposed design would maintain the two through lanes on both Marion Street and Goulet Street. The other existing lanes would be a mix of a reserved transit lane, parking, and short areas to turn left or right. The recommended design uses tbumpouts to define the limits of parking versus the short areas to turn. Where turning volumes are low, the bumpouts would be at the intersection to shorten crossing distances. We adjusted the bumpout design in some locations based on feedback to accommodate large truck deliveries.

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What we heard	How it was considered
The addition of more street trees is welcomed and would further enhance neighbourhood vibrance and livability.	Future detailed design would address the exact location and quantity of trees and would be based on no net loss of trees. Tree placement depends on many space requirements including setbacks and utilities.
Transit (15 comments)	
Concern that transit has not been made more of a priority or improved in the proposed design when compared to other modes of transportation.	Winnipeg Transit was part of the City's technical steering committee and participated in refining transit stop relocations and changes to routing as part of their new Transit Master Plan. Through the Marion-Goulet couplet, bus stops would be in one of the through lanes. This would mean busses would no longer have to weave in and out of traffic, which slows them down.
Make transit more accessible with dedicated lanes.	Winnipeg Transit supports the proposed changes with bumpouts providing large bus stop areas, and increased and relocated transit stops throughout the study area in line with the long-term Winnipeg Transit Master Plan.
Bus bays are dangerous and do not improve traffic flow. Many feel they can lead to accidents.	Bus bays are only proposed at the Youville and Lagimodière intersections to allow transit buses to pull into the curb for boarding and other vehicles to pass.
Lagimodière intersection (30 comments)	
The improvements at this intersection do not address traffic issues and concerns.	The proposed solutions for the Lagimodière intersection are based on engineering best practices and traffic analysis to improve traffic flow and safety.
Many feel that Dugald Road should be widened west of Lagimodière Boulevard back to Panet Road.	Widening Dugald Road was not part of this study. Improvements were focused on the Marion-Goulet couplet and key intersections due to public feedback from the <i>Marion Grade Separation and Widening Study</i> (2016).
Livability (16 comments)	
When it comes to livability, there were various perspectives from participants. Some question if enhancing livability while improving traffic flow can be accomplished. Others believe the design is a step in the right direction.	We understand Winnipeggers' opinion on what contributes to livability may differ. This is why a Complete Streets approach is proposed to safely accommodate all users while supporting and enhancing local character and context to improve neighbourhood comfort and livability.

Next steps

What we heard in Phase 3 will help us refine and finalize the design decisions to create a recommended design and more precise cost estimate for Council's consideration.

If approved, the project would be placed on a prioritization list with other unfunded projects. If and when a funding source is identified, the project would go to tender for final design and construction.

Appendices

Appendix A – Open house boards

Appendix B – Online survey results

Appendix C – Promotion

Appendix D – Perspective by connection to project area