

Moving on Marion Street

West Segment

Public Workshop

Date: Tuesday, April 19, 2022

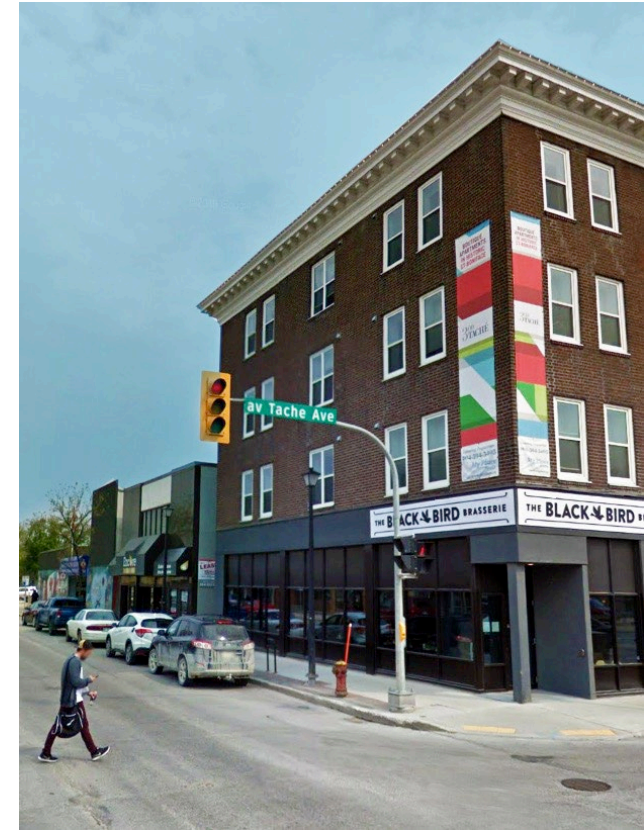
Time: 6:30 p.m. – 8:30 p.m.

Acknowledgement

We would like to acknowledge that we are in Treaty No. 1 territory and the traditional homeland of the Métis Nation. Our drinking water comes from Shoal Lake 40 First Nation in Treaty No. 3 territory.

Agenda

1. Welcome & introduction 6:30 p.m. – 6:40 p.m.
2. Project background 6:40 p.m. – 6:55 p.m.
3. Project considerations – Zone 1
 - Complete Streets 6:55 p.m. – 7:10 p.m.
 - Option 1 & 2 review 7:10 p.m. – 7:25 p.m.
 - Polls 7:25 p.m. – 7:40 p.m.
4. Break 7:40 p.m. – 7:55 p.m.
5. Project considerations – Zone 2
 - Option 1 & 2 review 7:55 p.m. – 8:10 p.m.
 - Polls 8:10 p.m. – 8:20 p.m.
6. Next steps 8:20 p.m. – 8:30 p.m.



Welcome & introductions

City of Winnipeg

Damir Muhurdarevic, Project Manager

Pam McKenzie, Office of Public Engagement

Julie Dooley, Communications

Richard Mahé, Senior Planner

Elise Finnigan, Planner

Consultant team

David Wiebe, Dillon Consulting Ltd.

Glen Manning, HTFC Planning & Design

Maureen Krauss, HTFC Planning & Design

Michaela Peyson, HTFC Planning & Design

Brent McMurtry, Urban Systems

Technology moment

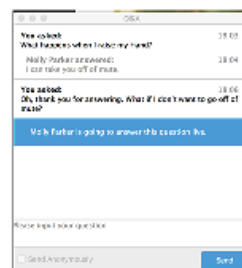
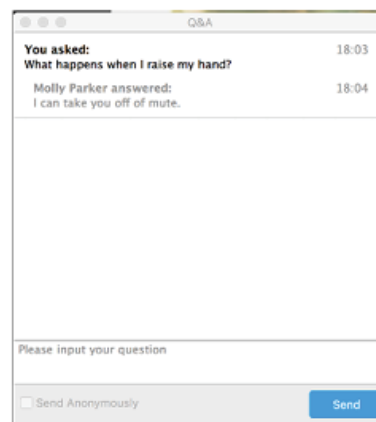
Zoom Webinar How To: Q&A



Click Q&A. Type your question into the Q&A box. Click Send. Note: Check Send Anonymously if you do not want your name attached to your question in the Q&A.

If the host replies via the Q&A, you will see a reply in the Q&A window.

The host can also answer your question live (out loud). You will see a notification in the Q&A window if the host plans to do this.

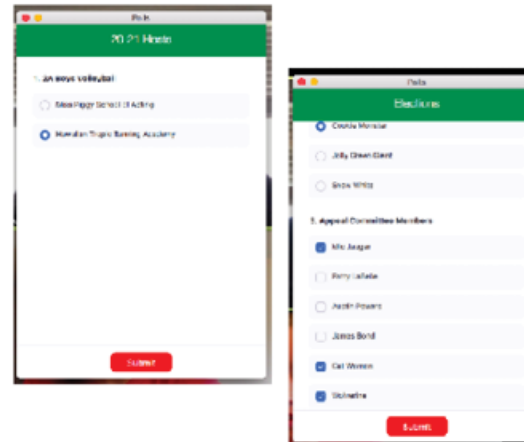


Technology moment

Zoom Webinar How To: Polls

For Polling, we will send out the poll with questions when the time comes.

- It will appear in the middle of your screen.
- Your results can not be seen by others.
- You can only vote once per questions.
- Multiple polls may be provided throughout the meeting.
- Click "Submit" to submit your vote.



Workshop objectives

In this web workshop we aim to:

- Ensure you have a common understanding of the project scope
- Provide a brief overview of the two main project areas: West Segment and East Segment
- Provide an overview of the two planning zones that impact the West Segment
- Explain the options within each planning zone
- Ensure you understand the impacts and the improvements to safety and use for pedestrians, cyclists, and vehicles, that each option will have
- Ensure you have opportunity to ask questions throughout the presentation, and provide feedback and input during the Zone 1 and the Zone 2 portion of the presentation

Project background

Project goals

Project background

- The City of Winnipeg is undertaking a new planning/transportation study that will identify potential cost-effective improvements to safety, transportation, access, and community development and livability on Marion Street from Lagimodière Boulevard to St. Mary's Road and provide design guidelines for private development.
- Along the Marion-Goulet couplet, we are focusing on implementing a Complete Streets approach to streetscape design which will:
 - Better balance the needs of all users of the road and to create space for cyclists and pedestrians
 - Improve the pedestrian experience and safety to entice people to shop and linger on the street
 - Provide additional space to improve the aesthetic quality of the street and include street furniture and landscaping

Project goals

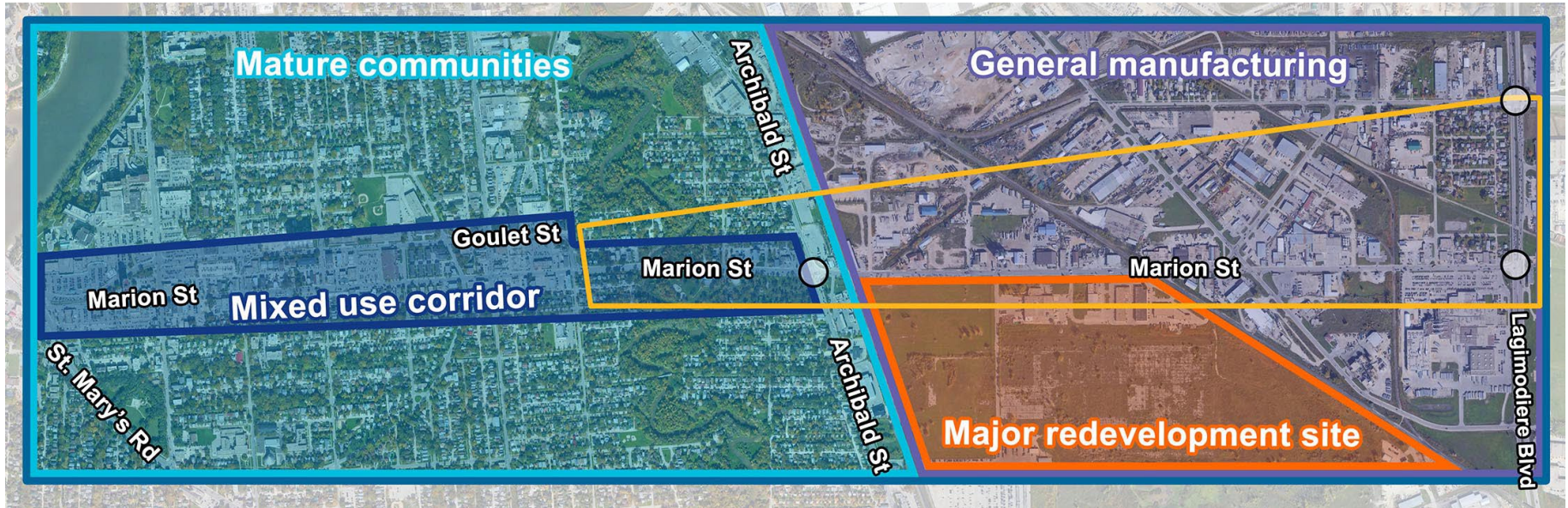
Project background

What's in	
Roadway improvements (Complete Streets design approach)	Cycling and pedestrian network improvements
Safety improvements	Streetscape improvements
Intersection improvements	Urban Design Guidelines

What's out	
Interchanges	Changes to truck routes
Major road realignments	Vehicle capacity improvements in West Segment of corridor
Major rail realignments	Major impacts to Happyland Park

Project history

Project background



- 2014 Marion Grade Separation and Widening Study
- 2019 public engagement for Moving on Marion Street project

2019 public engagement

Project background



Traffic issues & opportunities

Project background

- Traffic congestion and conflicts at Marion-St. Mary's intersection with parking lot entrances and exits, and bus lane
- Vehicle speed at Youville Street, Marion-Goulet intersection
- Traffic congestion and safety issues at Marion-Archibald Street intersection

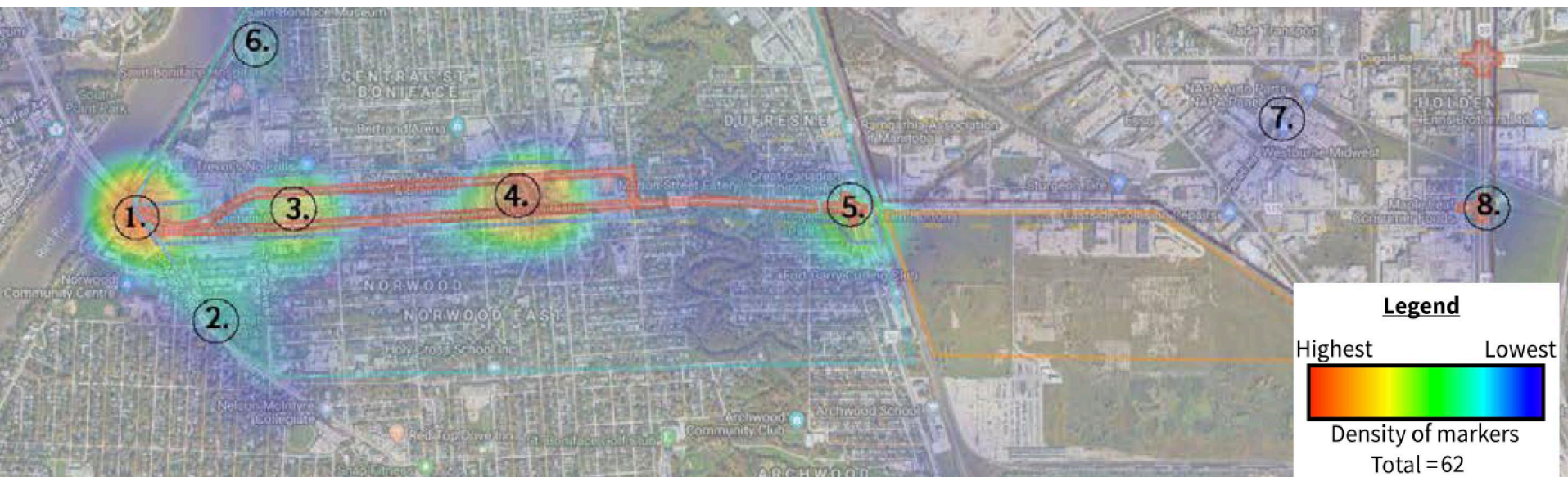


Source: November 2019, Public Engagement Report

Cycling issues & opportunities

Project background

- Cycling movements and safety at Marion and St. Mary's intersection
- Lack of connectivity to cycling routes and protected bike lanes along the corridor



Source: November 2019, Public Engagement Report

Pedestrian issues & opportunities

Project background

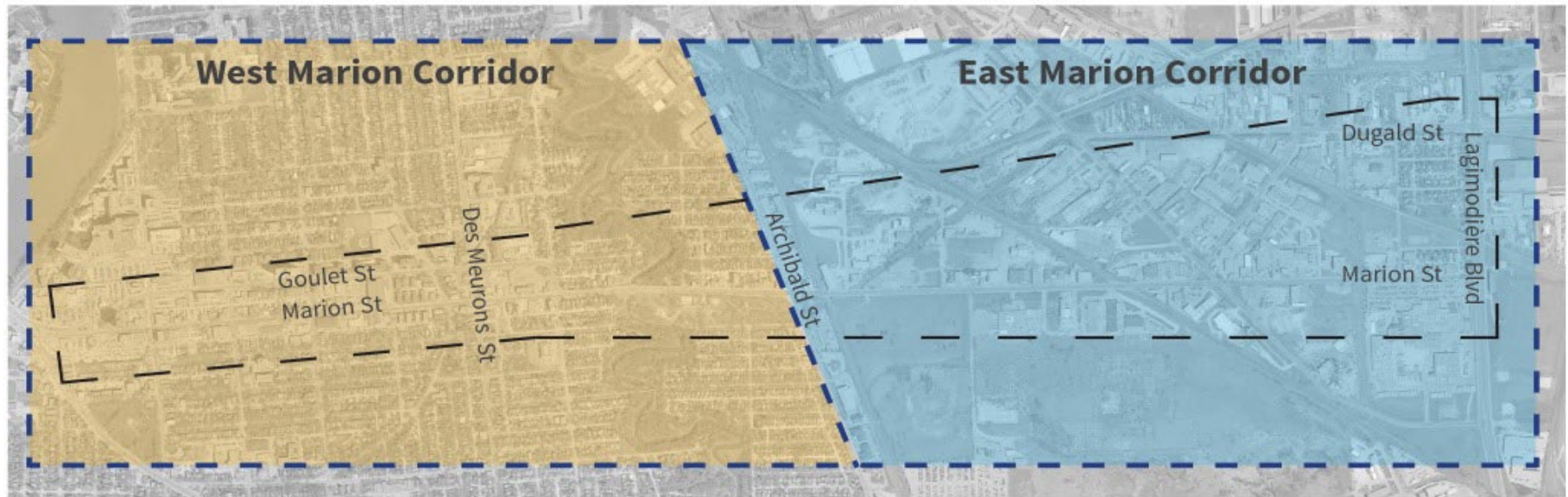
- Pedestrian movements and safety at Marion and St. Mary's intersection
- Pedestrian crossing safety at Youville, Marion and Goulet intersection
- Improving pedestrian spaces along Marion and Goulet



Source: November 2019, Public Engagement Report

Project area

Project background



- West Segment: encompasses the Marion-Goulet couplet
- East Segment: encompasses Youville to Lagimodière

Project focus: West Segment

Project background

- Incorporate pedestrian and cycling improvements within the project area
- Investigate a Complete Streets approach to the Marion-Goulet couplet, from St. Mary's to Dufresne Avenue
- Improve safety, roadway alignment, sightlines, and turning movements at the Youville-Marion intersection
- Improve safety at and around the Marion-Archibald intersection, including the rail crossing

Proposed safety improvements: West Segment

Project background

- Protected bike lanes on Marion and Goulet, or neighbourhood greenway on Eugenie Street
- Bump-outs along Marion-Goulet couplet to reduce pedestrian crossing distances
- New and improved pedestrian and cycling crossing at St. Mary's and Marion intersection
- New and improved pedestrian crossings near Dominion Centre
- Roadway realignments at Youville to increase vehicular, pedestrian and cyclist safety

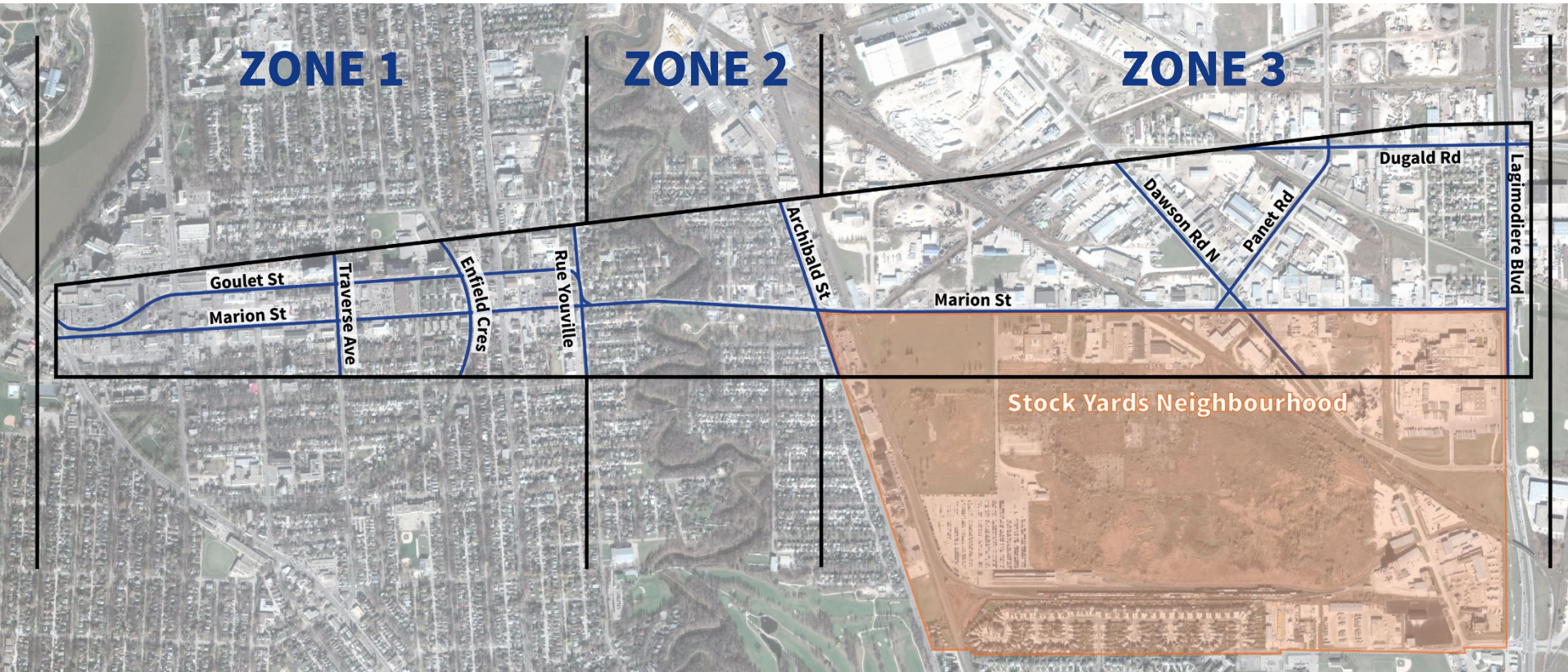
Project deliverables

Project background

- Functional design for roadway improvements along Goulet and Marion from St. Mary's to Lagimodière which will improve safety, usability/functionality and the experience for all users of the roadway
- Functional design for the Marion-Goulet couplet will be designed on the principles of Complete Streets
- Urban design guidelines for the Marion-Goulet couplet to guide future development
- Improve roadway alignments, sightlines, safety, and turning movements for vehicles, pedestrians and cyclists throughout major intersections along the corridor
- Enhance pedestrian and cycling infrastructure to improve safety

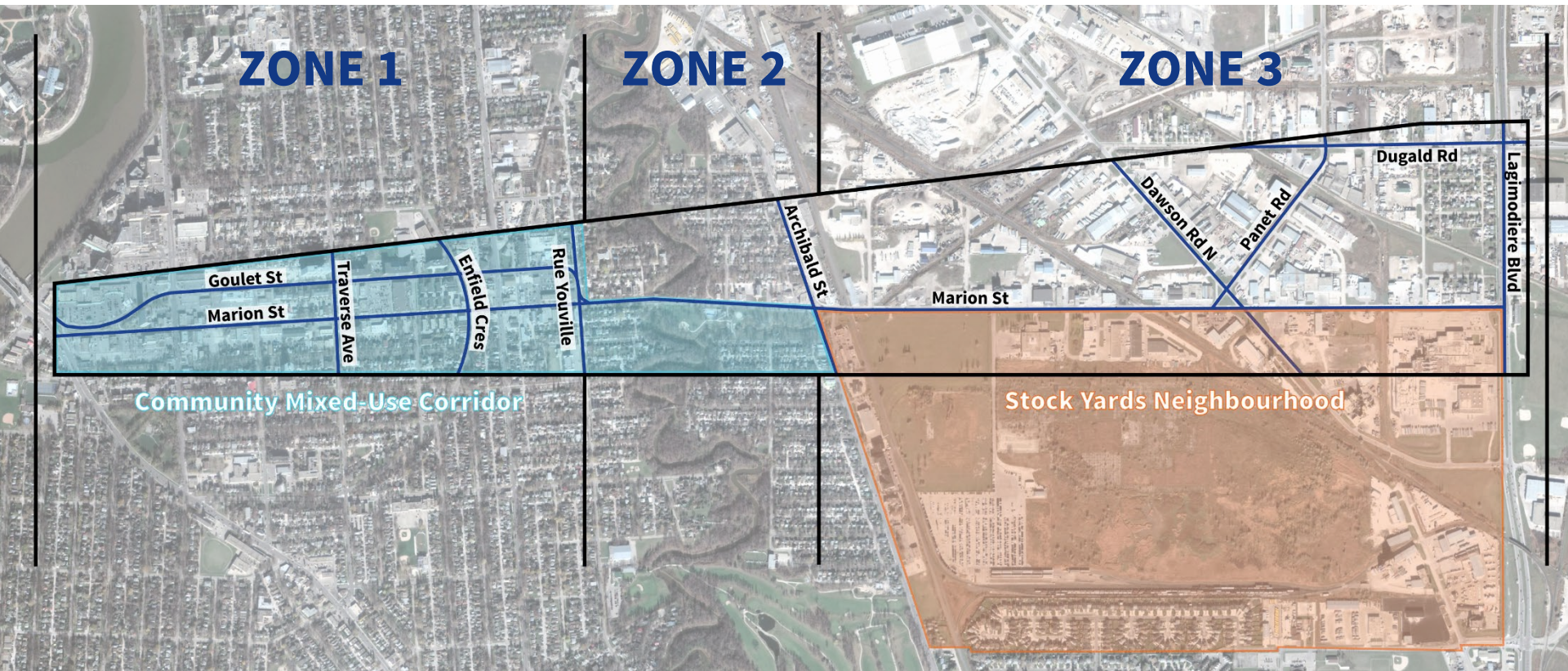
Planning zones within project area

Project background



Policy direction

Project background



What you've told us:

Project background

Zone 1 (St. Mary's to Youville)

- Stakeholders indicated support for a design that incorporates Complete Streets elements (e.g. boulevard trees, streetscaping, wider sidewalks, bike infrastructure)
- The public and stakeholders wanted to improve safety for all users of the road and that improving intersection design is critical for increasing pedestrian safety
- Provide options for cyclists along Marion-Goulet couplet
- Commuters have concerns with safety and traffic delays

What you've told us:

Project background

Zone 2 (Youville to Marion/Archibald intersection)

- Preservation of the Happyland Park property and minimal impact in the vicinity of the Marion and Archibald Intersection
- Improved infrastructure for active transportation including bike lanes and streetscaping elements
- The intersection at Marion and Archibald was the major hotspot for vehicle issues, including traffic delays.

Questions?

Zones 1 & 2 (St. Mary's to Archibald)

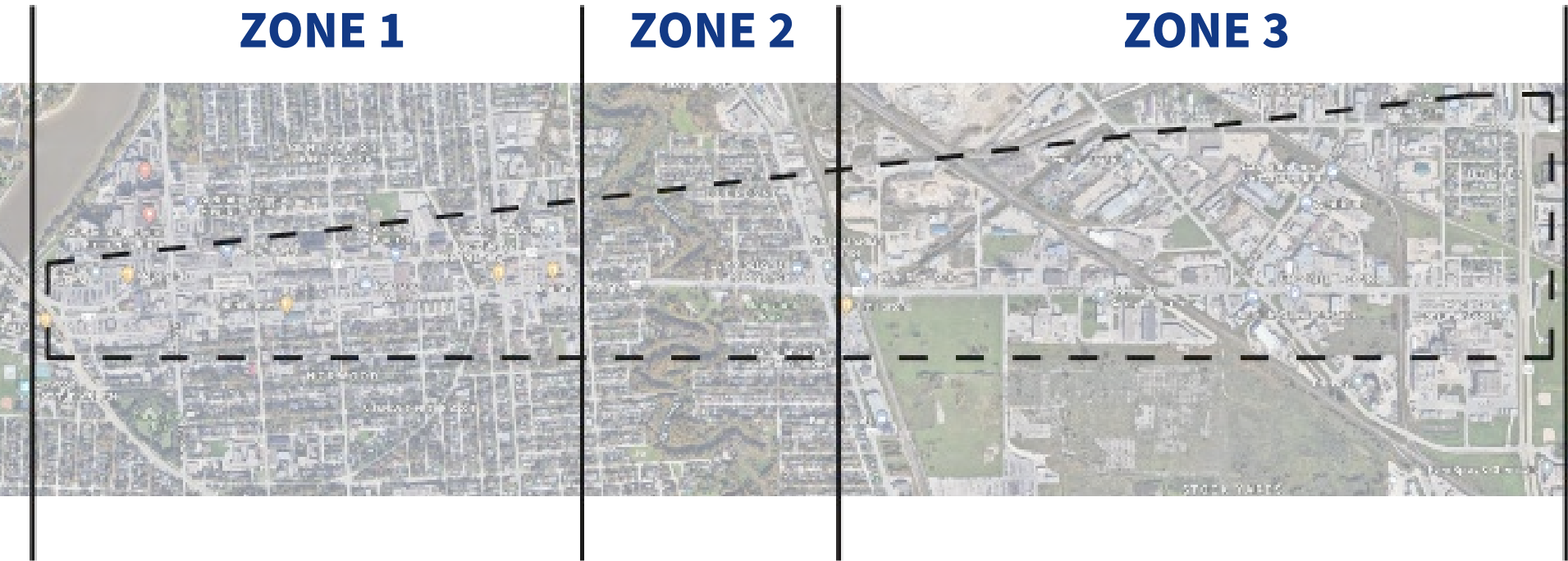
Project background

- Zones 1 & 2 each have two design options
- Design will be developed in consideration of Complete Streets concepts

ZONE 1

ZONE 2

ZONE 3



What are Urban Design Guidelines?

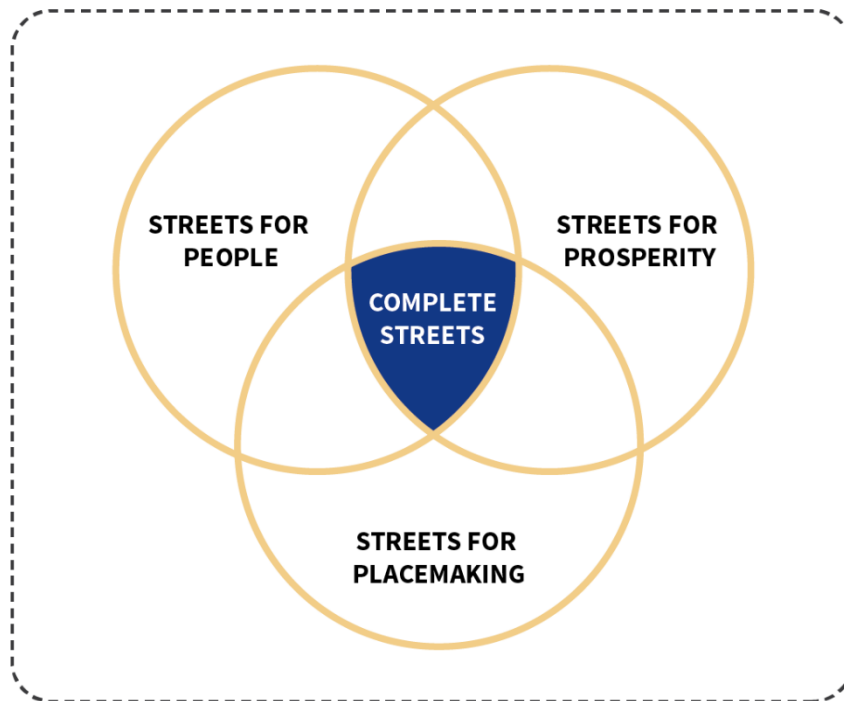
Project background

- Dictated by *OurWinnipeg 2045 – Development Plan (OurWinnipeg)*, the guidelines support the vision of a “vibrant and healthy city which places its highest priority in quality of life for all of its citizens” while “working together to achieve affordable, responsive and innovative public service.” The guidelines direct all development by:
 - Providing direction to influence the focus and trajectory of urban growth
 - Offering a reference throughout all stages of new development projects
 - Supporting sustainable growth for an attractive, healthy, and pedestrian-friendly environment.

What is a Complete Street?

Project background

Complete Streets safely accommodate all users: people of all ages and abilities who walk, bicycle, take transit or drive - while supporting and enhancing the local character and context.



"It's about making streets that are safe, beautiful and vibrant places with efficient links in a multi-modal transportation network."

- Toronto Complete Streets Guidelines

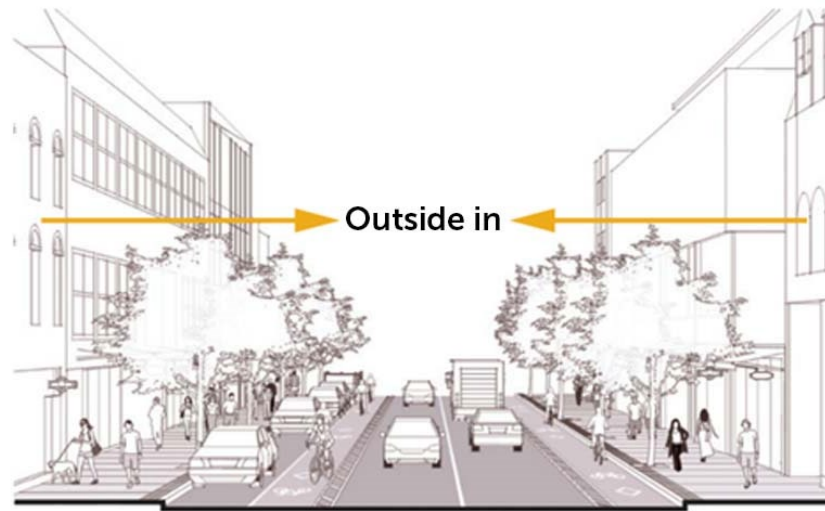
How are Complete Streets different?

Project background



THEN

Auto-mobility, automobile safety



Source: Toronto Complete Streets Guidelines

NOW

Multi-modal mobility + access, public health / safety,
economic development, environmental quality,
livability / quality of life, equity

Why do cities build Complete Streets?

Project background

- More transportation options benefit everyone, even those who primarily drive.
- They offer more ways to connect to favorite destinations.
- Streets intentionally designed to be share offer improved safety and reduce stress and confusion while traveling.
- Vibrant streetscapes attract investment and customers, reduce the tendency to speed.
- They help the community make progress on big issues – public health, equity, climate change, economic development, and quality of life.

Streets for people



Streets for placemaking



Streets for prosperity



Complete Streets toolbox

Project background



Road narrowing



On-street parking



Intersection improvements



On-street loading zones



Cycling infrastructure



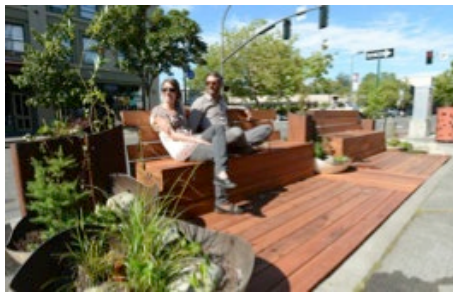
Enhanced transit infrastructure



Sidewalk expansion



Curb extensions



Parklets



Landscape & street furniture

Complete Streets toolbox

Project background



Lighting



Parks



Public art



Pop-up patios



Food trucks



Open streets events



Patio & gathering spaces



Interpretive features



Wayfinding



Green infrastructure

Questions?

Project considerations: Zone 1

Current Marion-Goulet couplet

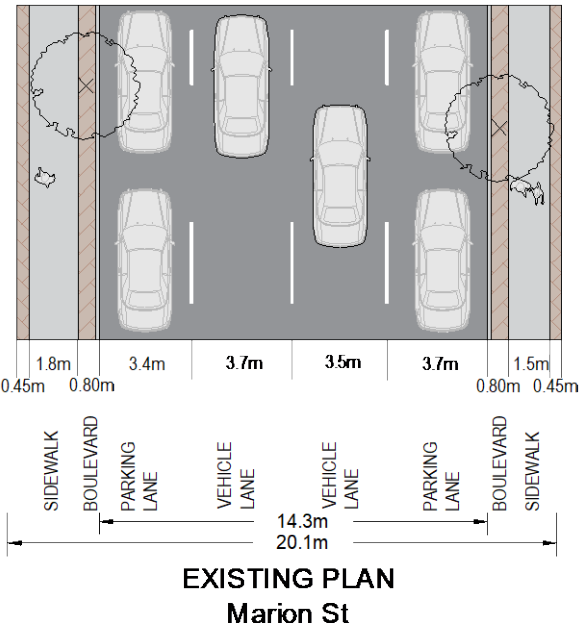
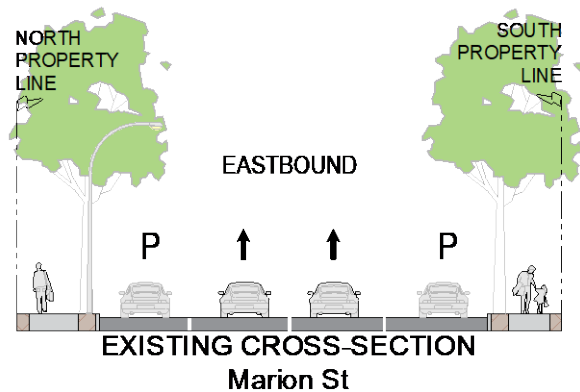
Zone 1



Marion Street – Between Kenny Street and Traverse Avenue



Marion Street – Between St. Mary's and Taché



Current Marion-Goulet couplet

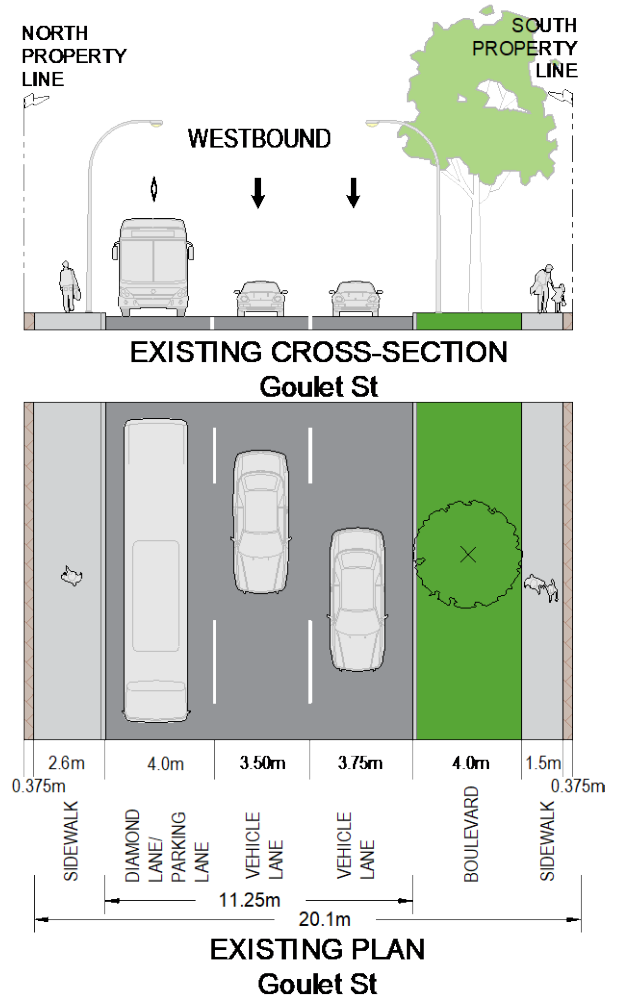
Zone 1



Goulet Street – Approaching Taché Avenue intersection



Goulet Street – Between Kenny and Traverse



Zone 1 – Option 1: Enhanced pedestrian/ public space + neighbourhood greenway

- There is an existing neighbourhood greenway pilot project south of the Marion-Goulet couplet on Eugenie Street
- Option 1 would extend the greenway with a bi-directional bike route onto St. Mary's Road from southbound on the Norwood Bridge onto Eugenie. It would not add any cycling infrastructure on the Marion-Goulet couplet
- The greenway would continue to offer reduced vehicle volume and an improved cycling experience

Zone 1 – Option 2: Enhanced pedestrian/ public space with uni-directional bike lanes + neighbourhood greenway

- Option 2 proposes protected uni-directional bike lanes on Marion and Goulet, as well as continuing the existing trial neighbourhood greenway on Eugenie Street
- Having active transportation options on both Marion and Goulet streets could bring more people and vibrancy to the neighbourhood
- Dedicated/protected bike lanes would offer safer travel options for cyclists

Eugenie neighbourhood greenway

Zone 1

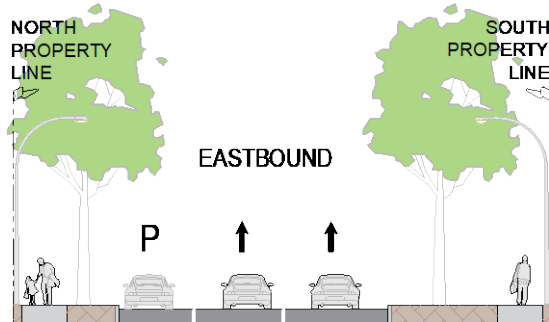


Existing greenway on Eugenie Street

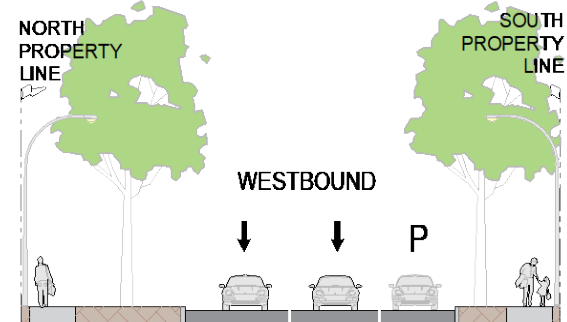
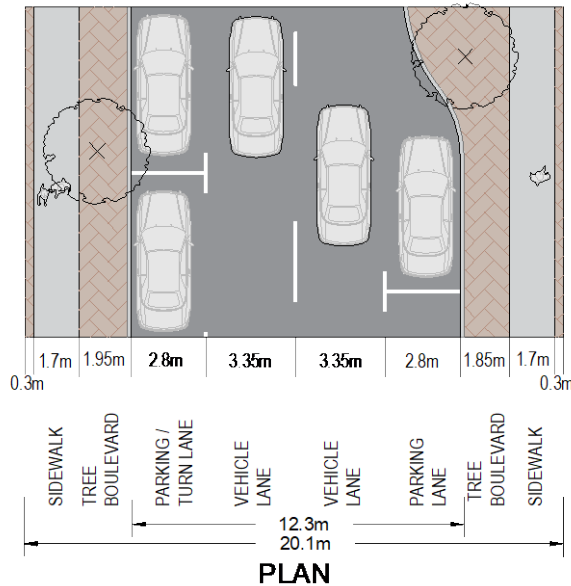
- Neighbourhood greenways are on-street routes designated to **comfortably** and safely move both cyclists and pedestrians *and* motor vehicles.
- Greenways typically include a range of treatments from low-impact things like signage, bike signals, and pavement markings to varying degrees of traffic calming.

Option 1: Enhanced pedestrian/ public space + neighbourhood greenway

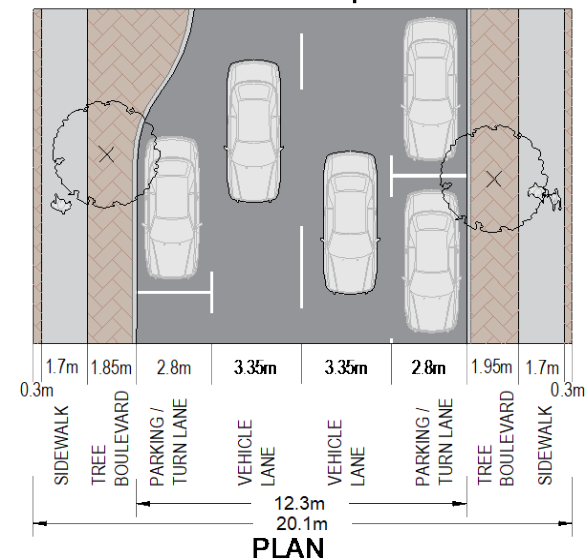
Zone 1



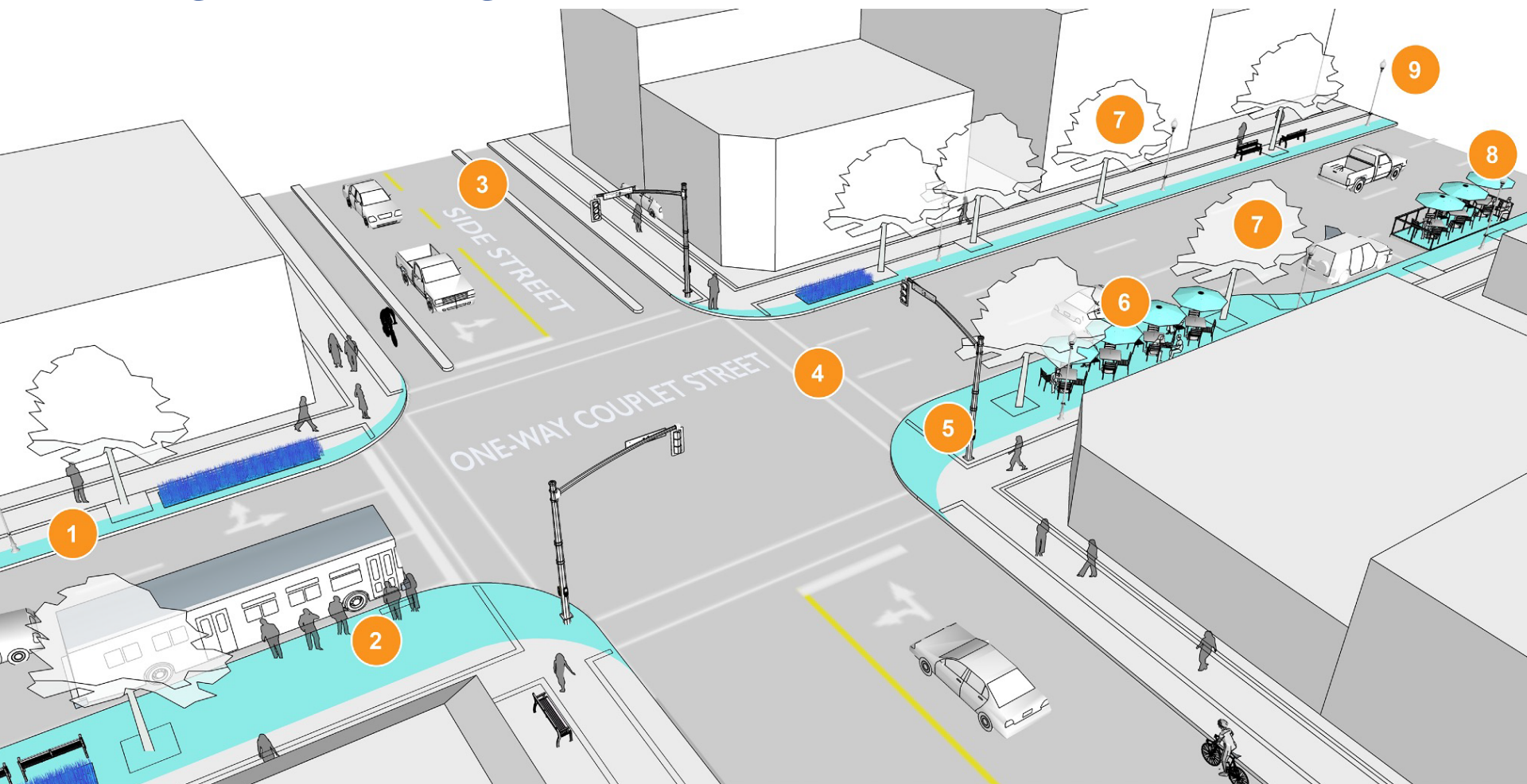
CROSS-SECTION
Marion St - Concept-1G



CROSS-SECTION
GOULET ST - Concept-1B & 1G



Option 1: Enhanced pedestrian/ public space + neighbourhood greenway

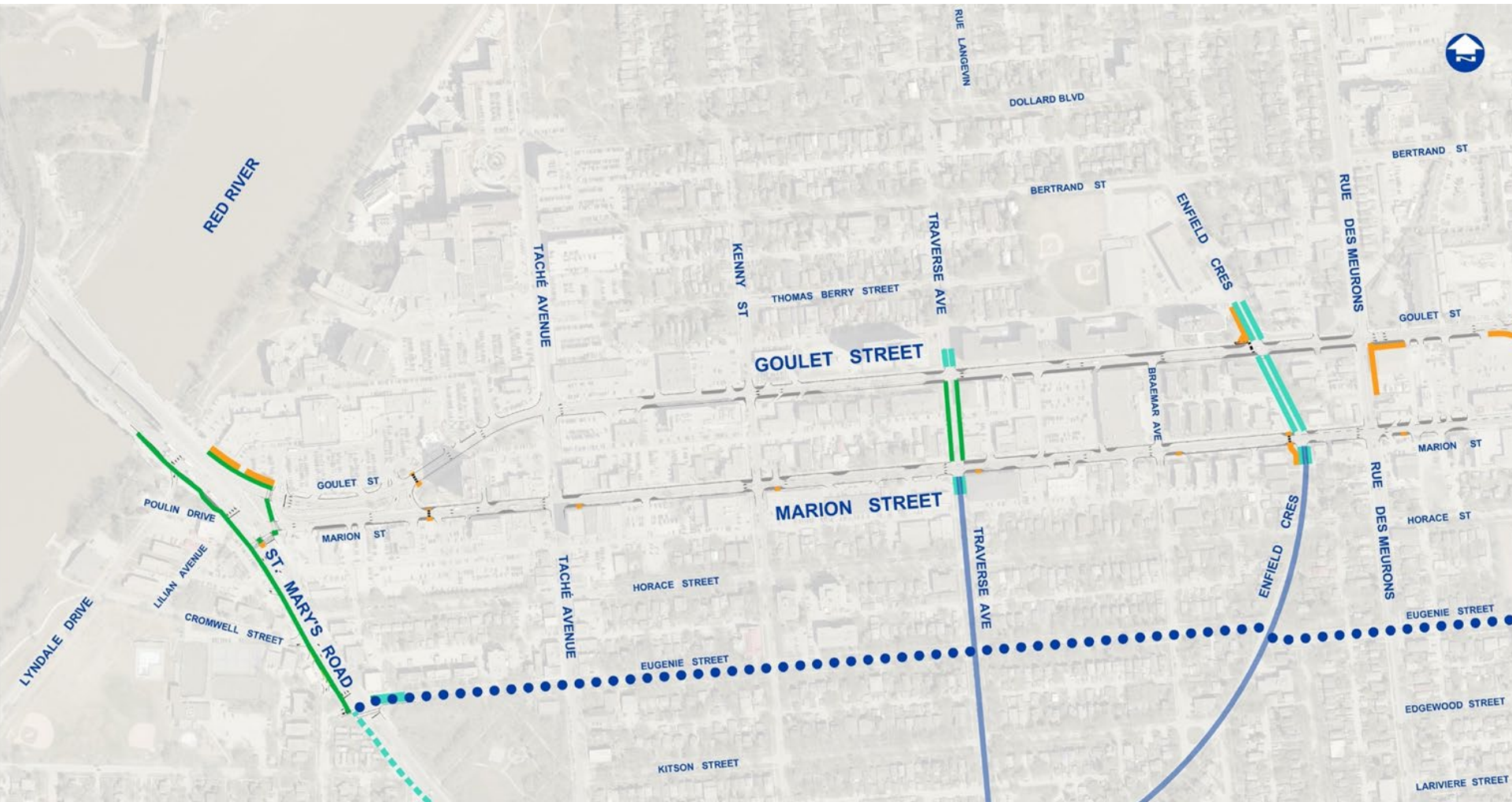


1. Widened sidewalks, both sides for additional streetscaping and commercial amenities
2. Enhanced Transit infrastructure
3. Uni-directional bike lanes on side streets where traffic volumes warrant protection
4. Shortened crossing distances

5. Bump-outs at corners provide greenspace, seating, public art
6. Permanent patio/commercial uses in widenings
7. Boulevard trees can be incorporated on both sides of the street
8. Pop-up parklets or patios in the parking lane
9. Ornamental lighting, banners, planters both sides of the street

Option 1: Enhanced pedestrian/ public space + neighbourhood greenway

Zone 1



LEGEND:



PROPOSED BUMPOUTS

PROPOSED SIDEWALK

PROPOSED BIKE LANE

PROPOSED SHARED USE LANE



PROPOSED NEIGHBOURHOOD GREENWAY

PROPOSED NEIGHBOURHOOD GREENWAY ENHANCEMENT

EXISTING SHARED USE LANE

Option 1: Marion & St. Mary's intersection

Zone 1



LEGEND:

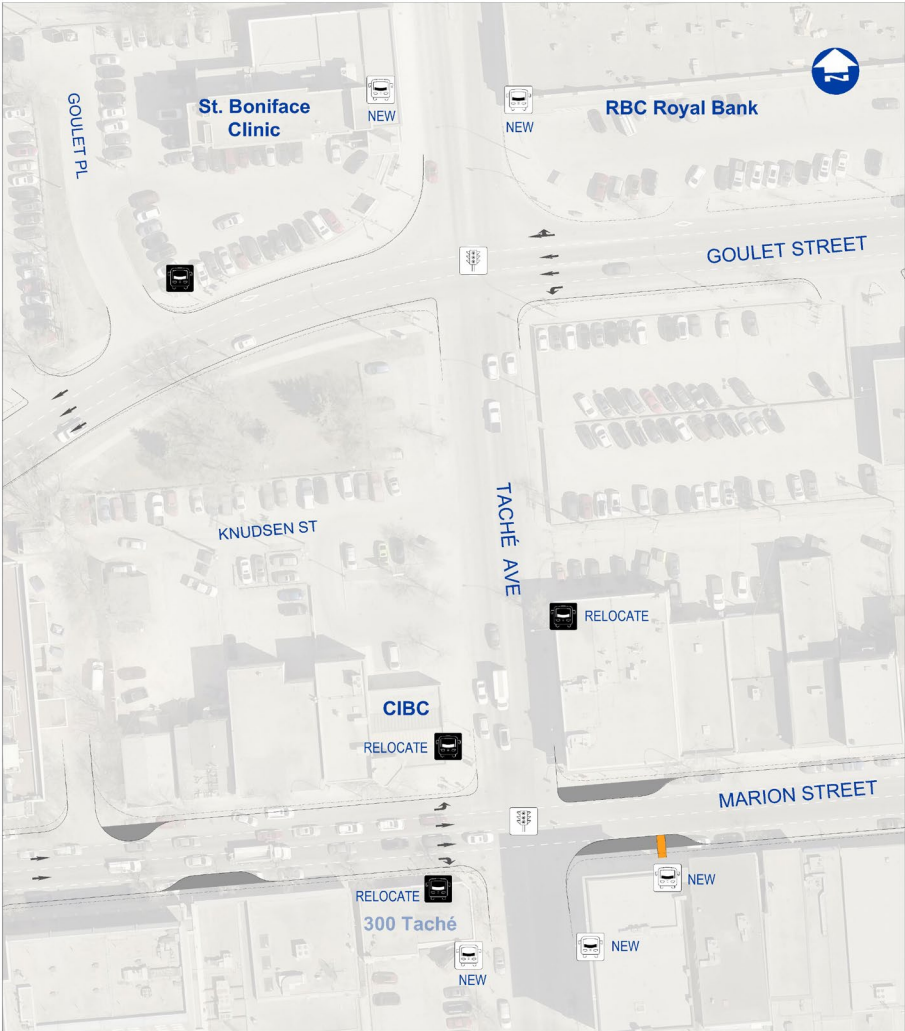
- PROPOSED ISLANDS & BUMPOUTS
- PROPOSED CURB
- PROPOSED SIDEWALK
- PROPOSED BIKE LANE
- PROPOSED BIKE LANE AT APPROACH

- PROPOSED PEDESTRIAN CORRIDOR
- EXISTING CURB
- EXISTING TRANSIT STOP
- EXISTING SIGNALIZED INTERSECTION

- EXISTING NEIGHBOURHOOD GREENWAY
- EXISTING SHARED USE LANE
- CLOSED APPROACH

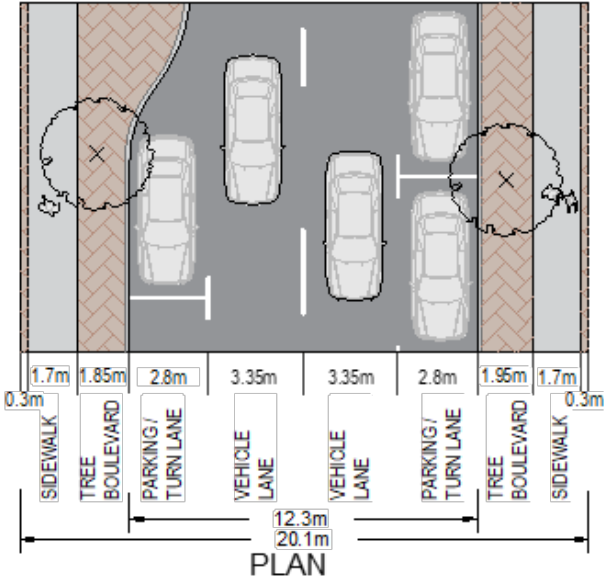
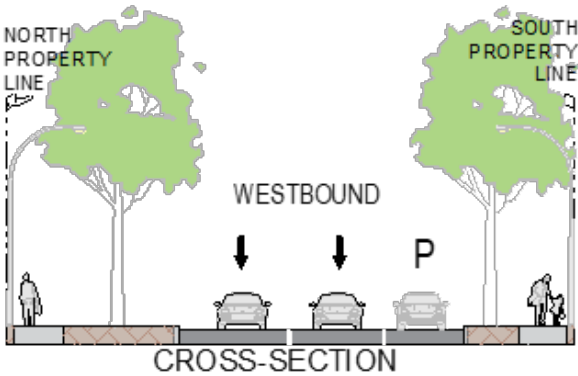
Option 1: @ Taché Avenue

Zone 1



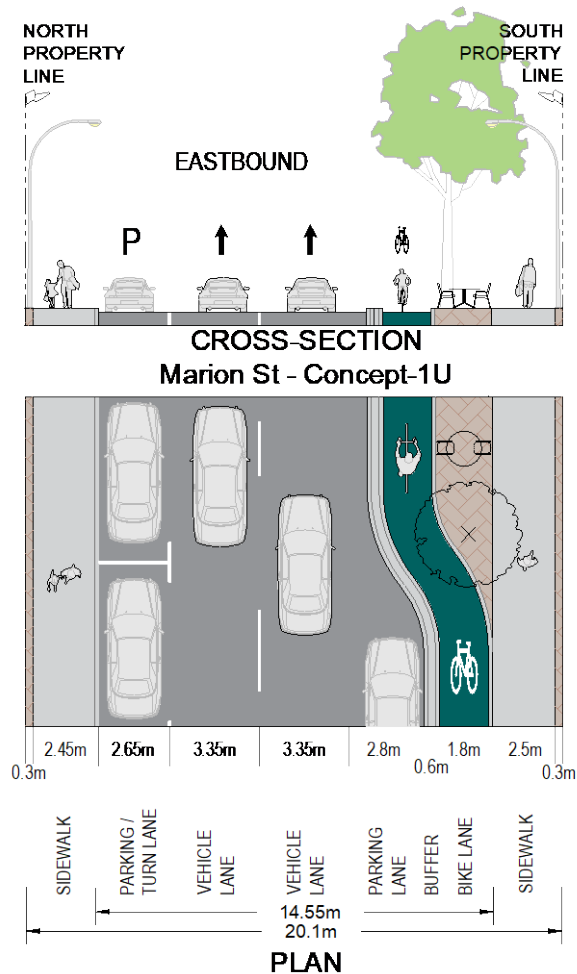
LEGEND:

- | | | | | | |
|---|--------------------|---|-----------------------|---|-----------------------|
|  | PROPOSED BUMPOUTS |  | NEW |  | PROPOSED TRANSIT STOP |
|  | PROPOSED CURB |  | EXISTING CURB |  | EXISTING TRANSIT STOP |
|  | PROPOSED SIDEWALK |  | EXISTING TRANSIT STOP | | |
|  | PROPOSED BIKE LANE | | | | |



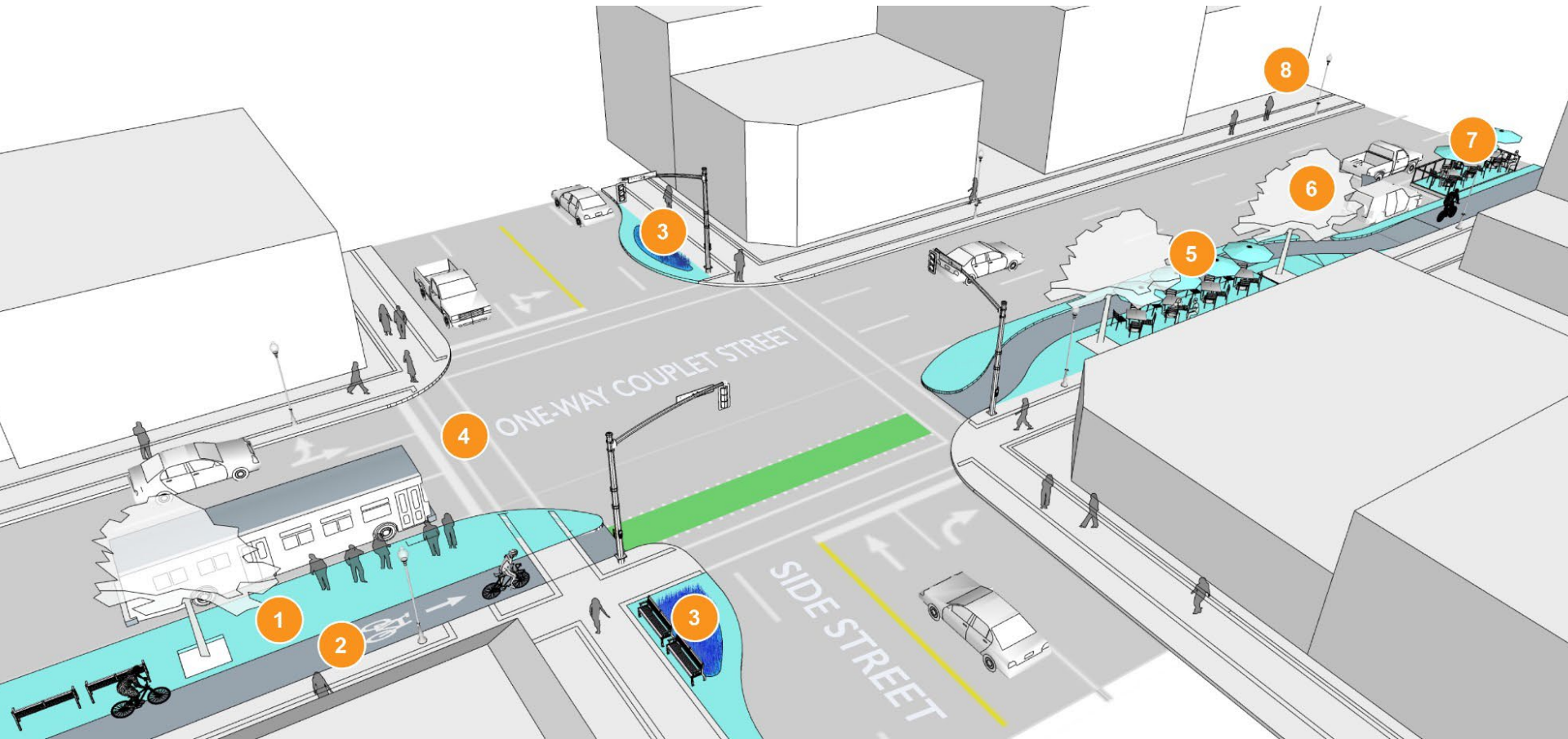
Cross-section and Plan of Westbound
Goulet Street at Taché Avenue Intersection

Option 2: Enhanced pedestrian/ public space with uni-directional bike lanes + neighbourhood greenway



Option 2: Enhanced pedestrian/ public space with uni-directional bike lanes + neighbourhood greenway

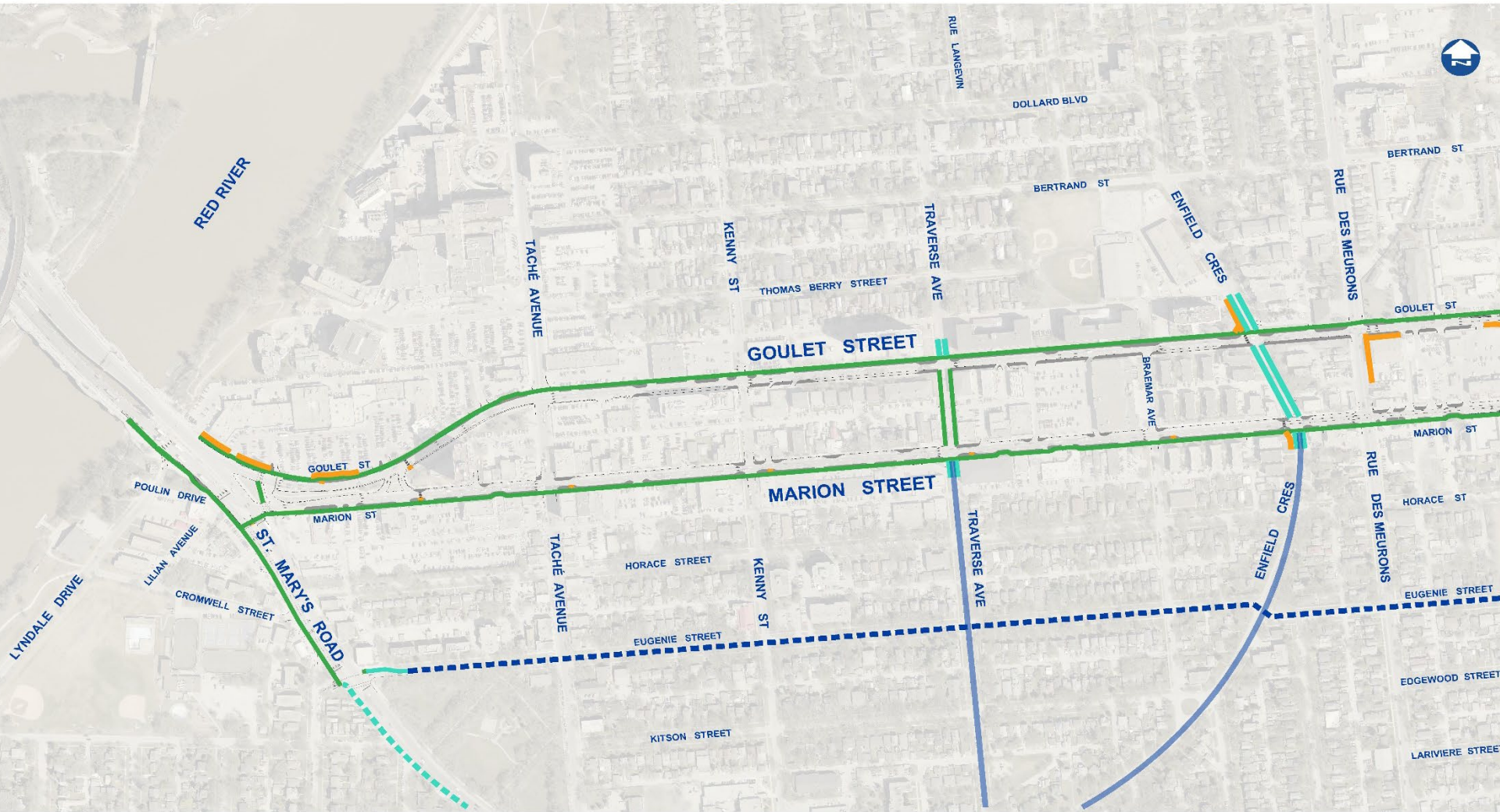
Zone 1



- | | |
|--|--|
| 1. Enhanced Transit infrastructure | 5. Permanent patio/commercial uses in widenings |
| 2. Protected uni-directional bike lane (at sidewalk elevation) | 6. Boulevard trees can be incorporated on one side of the street |
| 3. Bump-outs provide greenspace, seating, public art | 7. Pop-up parklets or patios in the parking lane |
| 4. Shortened crossing distances | 8. Ornamental lighting, banners, planters both sides of the street |

Option 2: Enhanced pedestrian/ public space with uni-directional bike lanes + neighbourhood greenway

Zone 1



LEGEND:



PROPOSED BUMPOUTS



PROPOSED SIDEWALK



PROPOSED BIKE LANE



PROPOSED SHARED USE LANE



PROPOSED NEIGHBOURHOOD GREENWAY



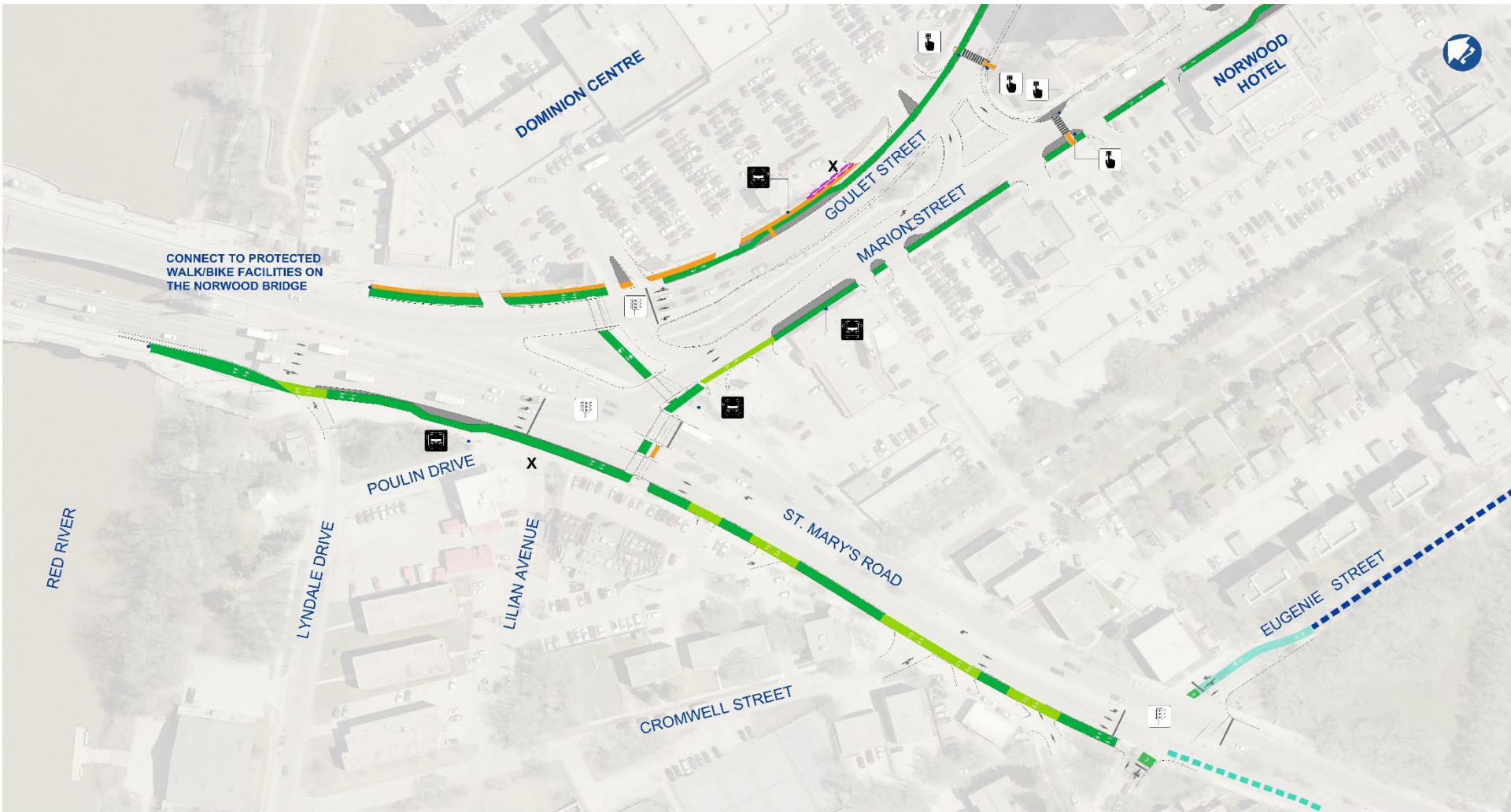
PROPOSED NEIGHBOURHOOD GREENWAY ENHANCEMENT



EXISTING SHARED USE LANE

Option 2: Marion & St. Mary's intersection – uni-directional bike lanes

Zone 1

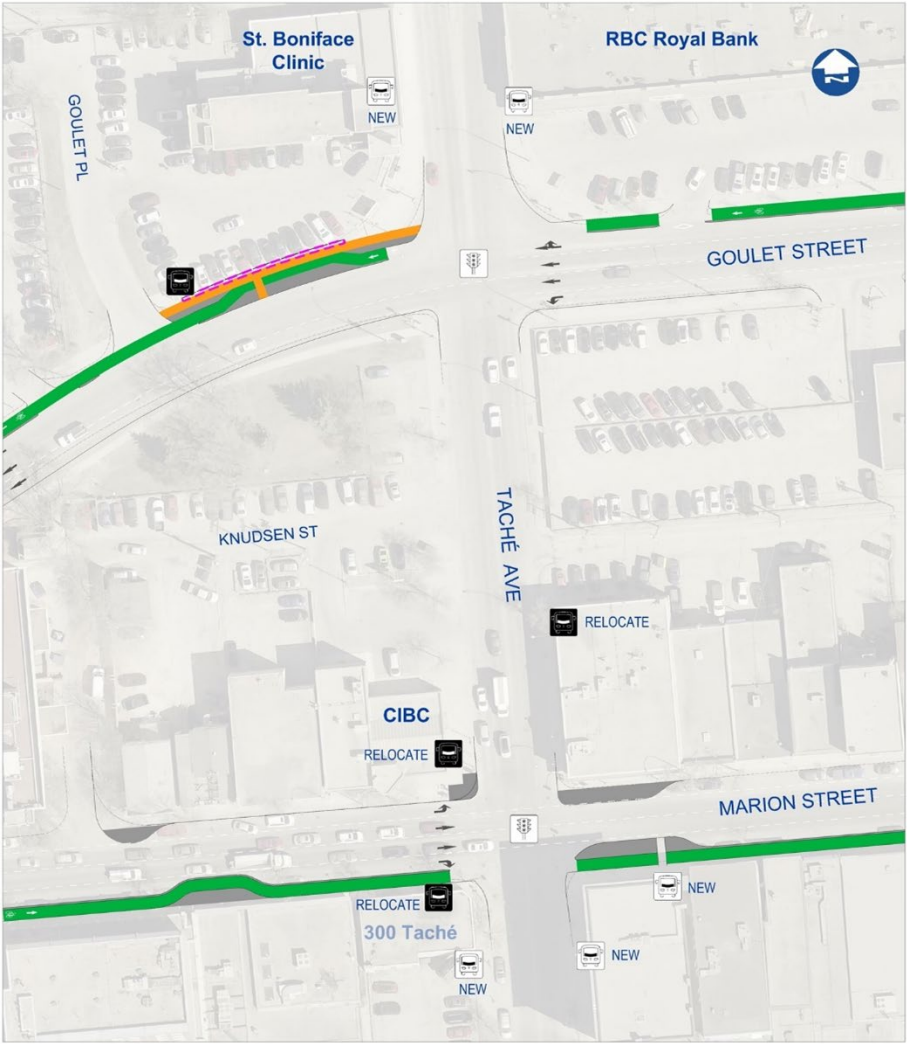


LEGEND:

	PROPOSED ISLANDS & BUMPOUTS		EXISTING CURB
	PROPOSED CURB		EXISTING TRANSIT STOP
	PROPOSED SIDEWALK		EXISTING SIGNALIZED INTERSECTION
	PROPOSED BIKE LANE		EXISTING NEIGHBOURHOOD GREENWAY
	PROPOSED BIKE LANE AT APPROACH		EXISTING SHARED USE LANE
	PROPOSED SHARED USE LANE		CLOSED APPROACH
	PROPOSED PEDESTRIAN CORRIDOR		PROPERTY REQUIRED

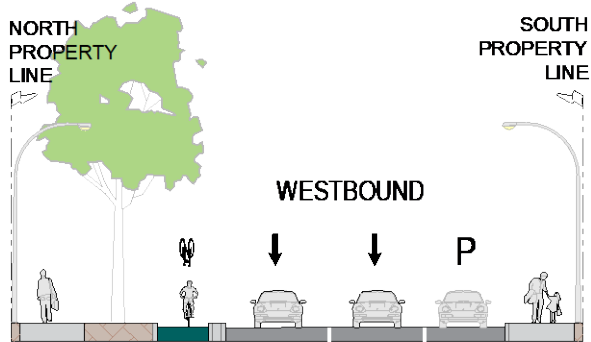
Option 2: Taché Avenue – uni-directional

Zone 1

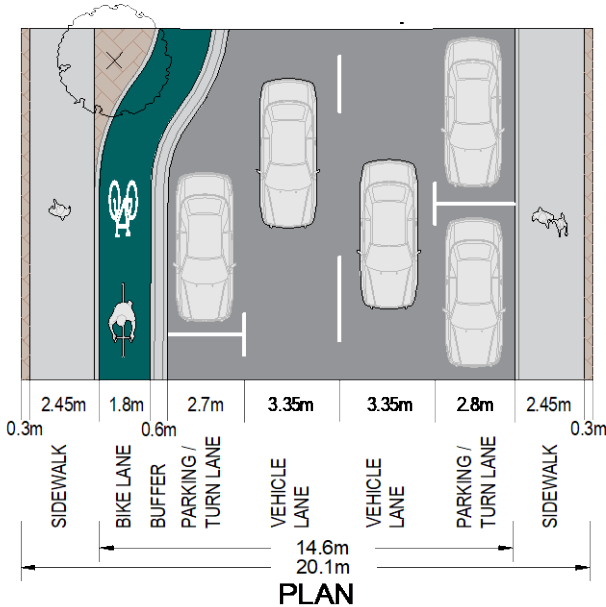


LEGEND:

	PROPOSED BUMPOUTS		NEW		PROPOSED TRANSIT STOP
	PROPOSED CURB		EXISTING CURB		EXISTING TRANSIT STOP
	PROPOSED SIDEWALK		EXISTING TRANSIT STOP		PROPERTY REQUIRED
	PROPOSED BIKE LANE				



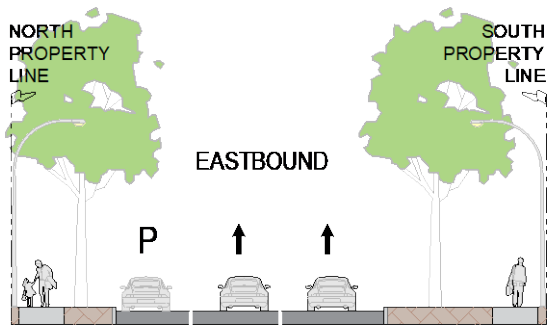
CROSS-SECTION



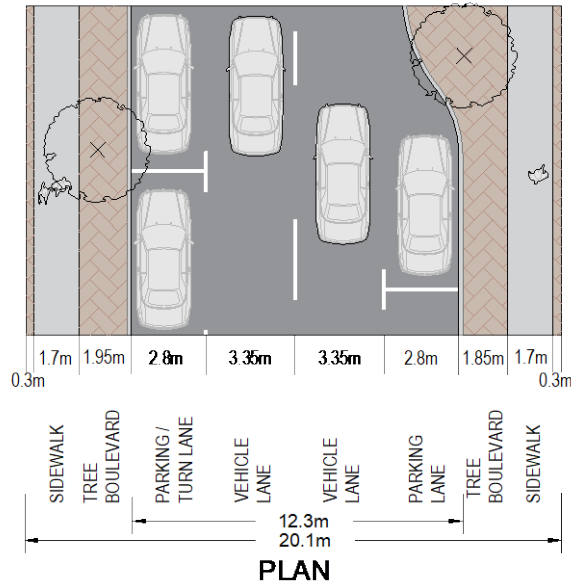
Cross-section and Plan of Westbound
Goulet Street at Taché Avenue Intersection

Recap of options

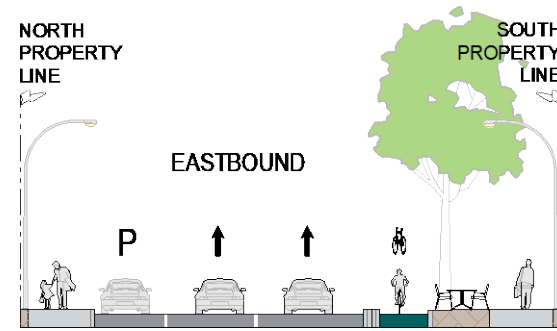
Zone 1



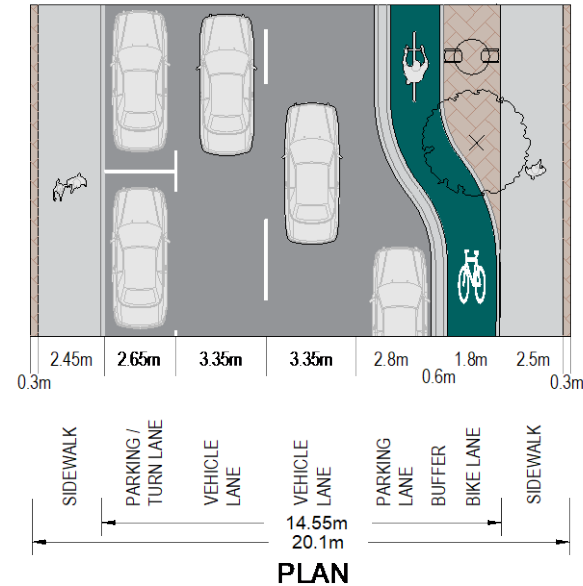
CROSS-SECTION
Marion St - Concept-1G



Option 1: Enhanced pedestrian/ public space + neighbourhood greenway



CROSS-SECTION
Marion St - Concept-1U



Option 2: Enhanced pedestrian/ public space with uni-directional bike lanes + neighbourhood greenway

Poll 1

As a **pedestrian**, which proposed option would make you feel safest?

- I do not use this area as a pedestrian
- Zone 1 – Option 1: Enhanced pedestrian/public + neighbourhood greenway
- Zone 1 – Option 2: Separated bike lane + enhanced pedestrian/public + neighbourhood greenway

DISCUSSION

Poll 2

As a **cyclist**, which proposed option would make you feel safest?

- I do not use this area as a cyclist
- Zone 1 – Option 1: Enhanced pedestrian/public + neighbourhood greenway
- Zone 1 – Option 2: Separated bike lane + enhanced pedestrian/public + neighbourhood greenway

DISCUSSION

Poll 3

As a **motorist**, which proposed Complete Streets improvement would contribute positively to your driving experience?

- I do not use this area as a motorist
- Zone 1 – Option 1: Enhanced pedestrian/public + neighbourhood greenway
- Zone 1 – Option 2: Separated bike lane + enhanced pedestrian/public + neighbourhood greenway

DISCUSSION

Poll 4

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

- Zone 1 – Option 1: Enhanced pedestrian/public + neighbourhood greenway
- Zone 1 – Option 2: Separated bike lane + enhanced pedestrian/public + neighbourhood greenway

DISCUSSION

Poll 5

How can we improve Zone 1 – Option 1: Enhanced pedestrian/public + neighbourhood greenway to make it a more Complete Street?

- Enhance bicycle infrastructure
- More lane space for motor vehicles
- Create more on-street parking
- Improve transit infrastructure and services
- Improve sidewalk accessibility and safety
- Increase available public space to allow for sidewalk patios
- Plant more boulevard trees
- Add more streetscaping (lights, banners, benches)

DISCUSSION

Poll 6

How can we improve Zone 1 – Option 2: Separated bike lane + enhanced pedestrian/public + neighbourhood greenway to make it a more Complete Street?

- Enhance bicycle infrastructure
- More lane space for motor vehicles
- Create more on-street parking
- Improve transit infrastructure and services
- Improve sidewalk accessibility and safety
- Increase available public space to allow for sidewalk patios
- Plant more boulevard trees
- Add more streetscaping (lights, banners, benches)

DISCUSSION

End of Zone 1

Questions?

Project considerations: Zone 2

Youville to Archibald proposed improvements

Zone 2



LEGEND:



PROPOSED ROADWAYS & ISLANDS



PROPOSED MULTI-USE PATH



PROPOSED SIDEWALK



PROPOSED BIKE LANE



PROPOSED NEIGHBOURHOOD GREENWAY



PROPOSED NEIGHBOURHOOD GREENWAY ENHANCEMENT



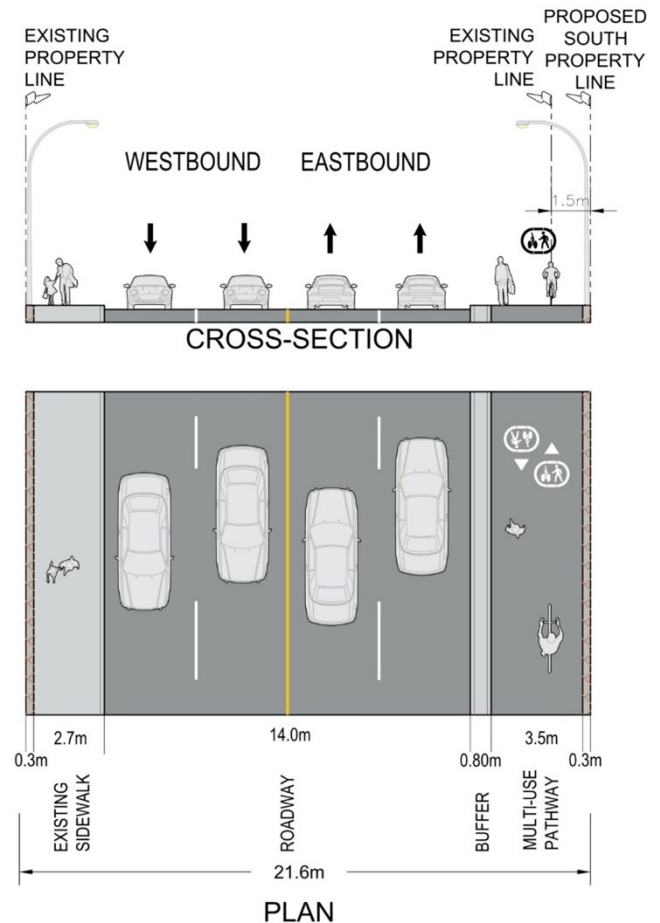
EXISTING NEIGHBOURHOOD GREENWAY

Youville to Archibald – multi-use path

Zone 2

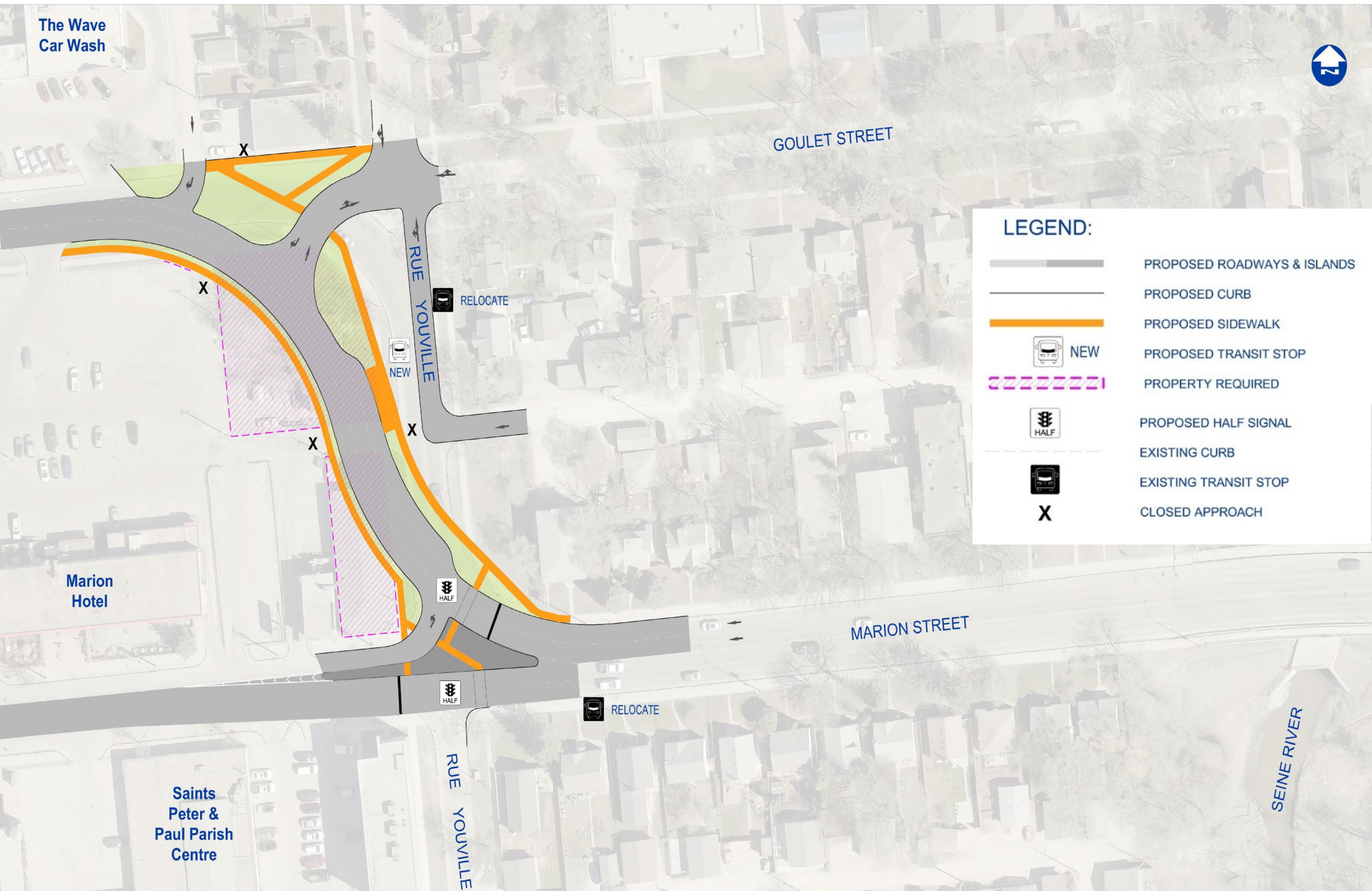


An example of a multi-use path along Dunkirk Drive.



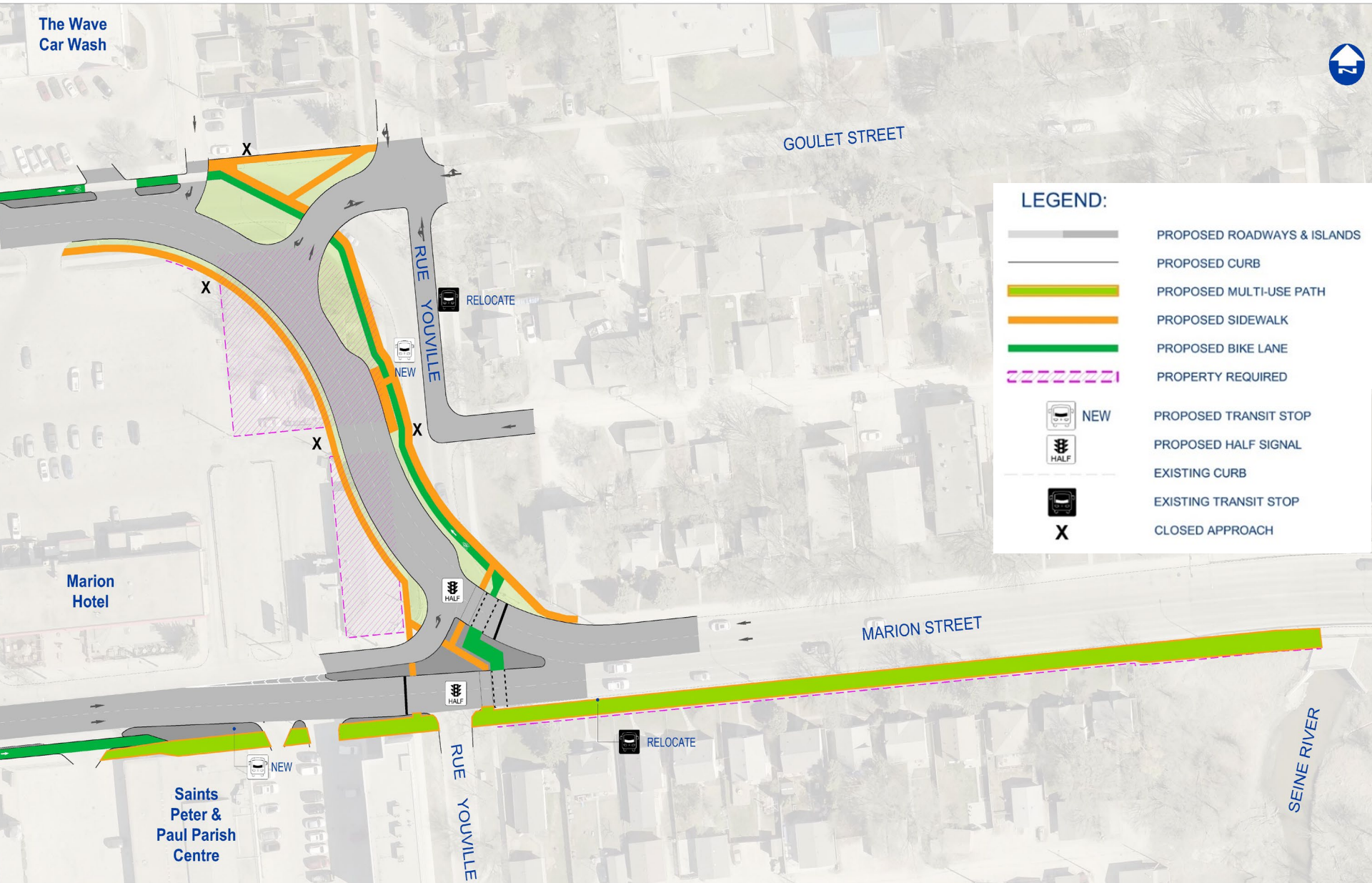
Option 1: Updates to Youville and Marion without bike lanes

Zone 2



Option 2: Updates to Youville and Marion with bike lanes

Zone 2



Poll 7

Zone 2

As a **cyclist**, which proposed option would make you feel safest?

- Not applicable, I do not bike in this area
- Zone 2 – Option 1: Updates to Youville and Marion **without** bike lanes
- Zone 2 – Option 2: Updates to Youville and Marion **with** the uni-directional to bi-directional bike lane transition

DISCUSSION

Poll 8

Zone 2

As a **pedestrian**, which option would make you feel safest?

- Not applicable, I do not walk in this area
- Zone 2 – Option 1: Updates to Youville and Marion **without** bike lanes
- Zone 2 – Option 2: Updates to Youville and Marion **with** the uni-directional to bi-directional bike lane transition

DISCUSSION

Poll 9

Zone 2

As a **motorist**, which proposed intersection improvement would contribute positively to your driving experience?

- Not applicable, I do not drive in this area
- Zone 2 – Option 1: Updates to Youville and Marion **without** bike lanes
- Zone 2 – Option 2: Updates to Youville and Marion **with** the uni-directional to bi-directional bike lane transition

DISCUSSION

End of Youville “S” curve options

Questions?

Happyland Park - Scenario 1:

Zone 2

Multi-use path north/south through Happyland Park along Archibald (ending at Marion)



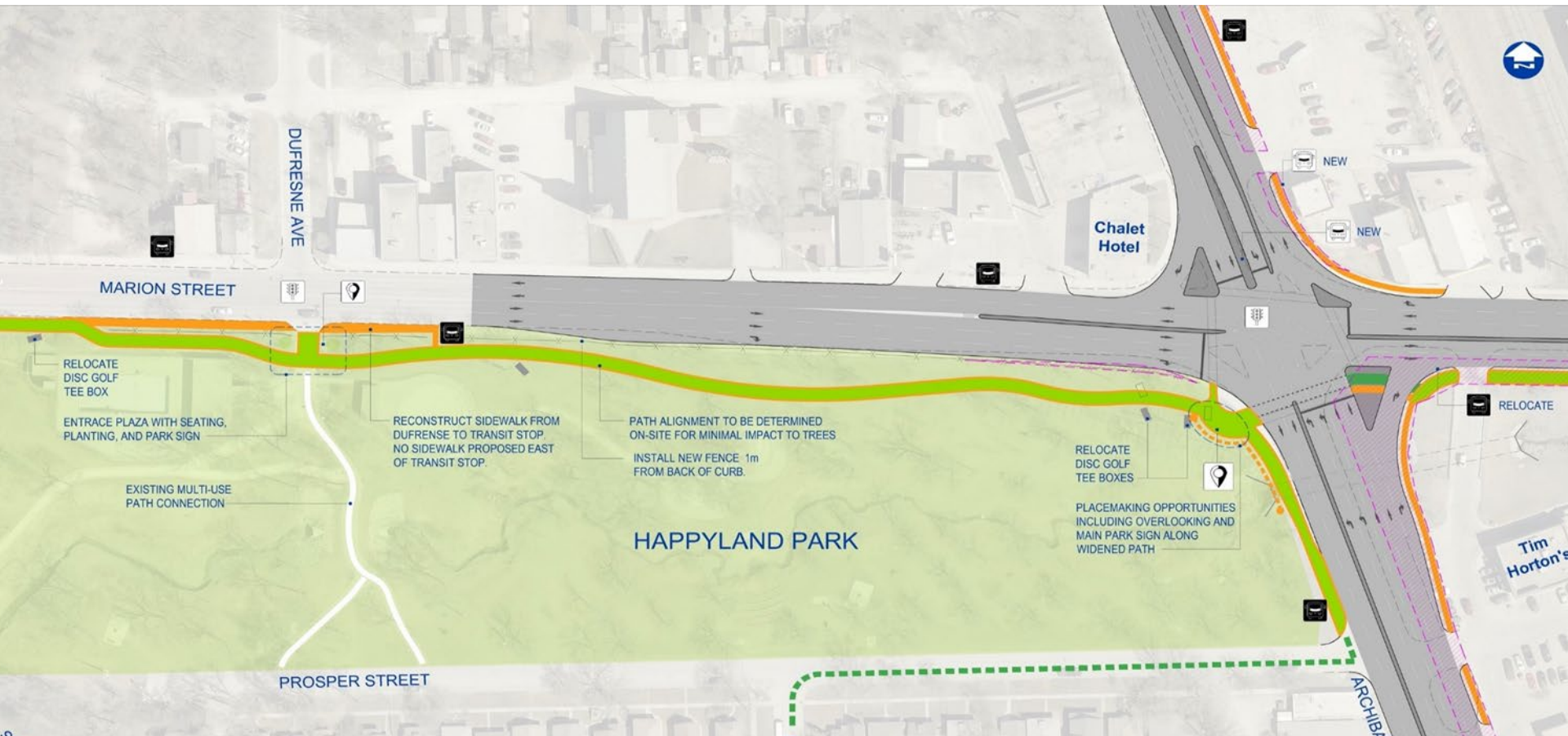
LEGEND:

	PROPOSED ROADWAYS & ISLANDS		NEW		PROPOSED PLACEMAKING
	PROPOSED CURB		EXISTING CURB		EXISTING TRANSIT STOP
	PROPOSED MULTI-USE PATH		EXISTING SIGNALIZED INTERSECTION		PROPERTY REQUIRED
	PROPOSED SIDEWALK				
	PROPOSED BIKE LANE				
	PROPOSED NEIGHBOURHOOD GREENWAY				

Happyland Park – Scenario 2:

Zone 2

Multi-use path east/west through Happyland Park (connecting to Eugenie neighbourhood greenway/proposed cycling infrastructure on Marion)



LEGEND:

	PROPOSED ROADWAYS & ISLANDS		NEW		PROPOSED TRANSIT STOP
	PROPOSED CURBS		PROPOSED PLACEMAKING		EXISTING CURBS
	PROPOSED MULTI-USE PATH		EXISTING TRANSIT STOP		EXISTING SIGNALIZED INTERSECTION
	PROPOSED SIDEWALK		PROPERTY REQUIRED		
	PROPOSED BIKE LANE				
	PROPOSED NEIGHBOURHOOD GREENWAY				

Poll 10

Do you prefer the routing of the proposed active transportation route as shown in:

- Happyland Park – Scenario 1: Multi-use path north/south through Happyland Park along Archibald (ending at Marion)
- Happyland Park – Scenario 2: Multi-use path east/west through Happyland Park (connecting to existing Eugenie neighbourhood greenway and proposed cycling infrastructure on Marion)
- Neutral or undecided

DISCUSSION

Poll 11

Zone 2

Would the addition of a pedestrian and cycling active transportation route in the park improve this greenspace?

- Yes
- No
- Neutral or undecided

DISCUSSION

End of Happyland Park scenarios

Questions?

Next steps

How to provide feedback!

Next steps

Visit the website **winnipeg.ca/movingonmarion** to fill out the survey and learn more!

Moving on Marion Street



The Marion Street corridor is a major route, connecting neighbourhoods and transporting people, goods, and services. The City of Winnipeg is undertaking the functional design phase of the Moving on Marion, which aims to determine how to improve roadway, traffic flow, safety, and livability aspects of Marion Street from St. Mary's Road to Lagimodière Boulevard, and Lagimodière, from Marion to Dugald Road.

Learn more about proposed low-cost solutions to reduce congestion and improve safety throughout the corridor. Your feedback is needed on proposed active transportation solutions and ideas to make the Marion-Goulet couplet more comfortable and pleasant for residents and visitors.

Take the
survey

Sign up for
a virtual
event



STAY INFORMED

Subscribe for project updates

Subscribe

23 members of your community are following this project

Timeline

- ☒ **Phase 1 – Pre-Engagement**
2019
- ☒ **Phase 2 – Project Commencement**
Spring 2020
- ☒ **Conduct Technical Investigations**
Spring to Fall 2020
- ☒ **Stakeholder Meetings**
Summer 2020 to Winter 2021
- ☒ **Develop Design Concepts**
Fall 2020 to Summer 2021
- ☐ **Phase 2 – Public Engagement – Online Survey, Public Workshop & Stakeholder Meetings**
Spring 2022
- ☐ **Phase 3 – Functional Design Development**
Spring 2022 to Fall 2022

Next steps



Moving on Marion Street

Thank you

**winnipeg.ca/movingonmarion
marion@winnipeg.ca**