Moving on Marion Street

Public Engagement Report

Prepared by the City of Winnipeg &
HTFC Planning & Design

July 2023

Winnipeg



Figure 1. View of Marion Street.

Table of Contents

1.0 Introduction 2

2.0 Strategy 3

3.0 Promotion 4

4.0 Engagement Activities 5

4.1 Stakeholder engagement 6

4.2 Online engagement 7

4.3 Public events 7

5.0 Analysis 7

6.0 Phase 2 Results 8

6.1 Landowner and stakeholder meetings 9

6.2 Workshops 10

6.3 Public survey 11

7.0 Phase 3 Results 14

7.1 Landowner meetings 15

7.2 Open house 16

7.3 Public survey 17

Conclusion and Next Steps 20

List of Appendices

Phase 3 Engagement Supporting Materials

Appendix A – Promotional Materials
Appendix B – Stakeholder Presentation
Appendix C – Open House Boards
Appendix D – Online Survey Results

1.0 Introduction

In 2014, the City of Winnipeg 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 to Goulet Street. When the study concluded in 2016, five options were explored. The design presented to residents included significant roadway alignment changes, including an interchange and grade separation of the CPR Emerson line at Archibald Street and Marion 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 heard that the focus was too narrow to discuss some of the broader traffic issues in the neighbourhood.

In 2019, the City began a new study, referred to as the Moving on Marion Street project. Phase 1 of the project undertook pre-engagement planning with the community to build and confirm project objectives, and to test and confirm project notification methods and engagement techniques to ensure they were designed to meet community needs.

Based on feedback received during Phase 1 (pre-engagement) in 2019, the City redefined the project scope and is continuing to identify potential cost-effective solutions to improve safety, traffic flow, and livability in the area – focuses that were not part of the previous study. The Moving on Marion Street project aims to determine how to improve the Marion Street corridor – a major route from St. Mary's to Lagimodière Boulevard, used for the movement of people, goods, and services The project scope has been expanded to encompass two main project areas to address unique uses and needs: West Segment and East Segment.

West Segment

This portion of the Marion corridor includes the Marion-Goulet couplet, which serves as a neighbourhood main street – supporting a mix of uses, functioning as a place to live work and play; as well as from Youville Street to Archibald Street, a transitional zone from commercial and residential, to manufacturing and light industrial.

East Segment

This portion of the Marion corridor serves primarily as a general manufacturing and industrial thoroughfare from Lagimodière Boulevard to Archibald Street. All areas of the Marion corridor serve as a major city route, connecting neighbourhoods and transporting people, goods, and services.

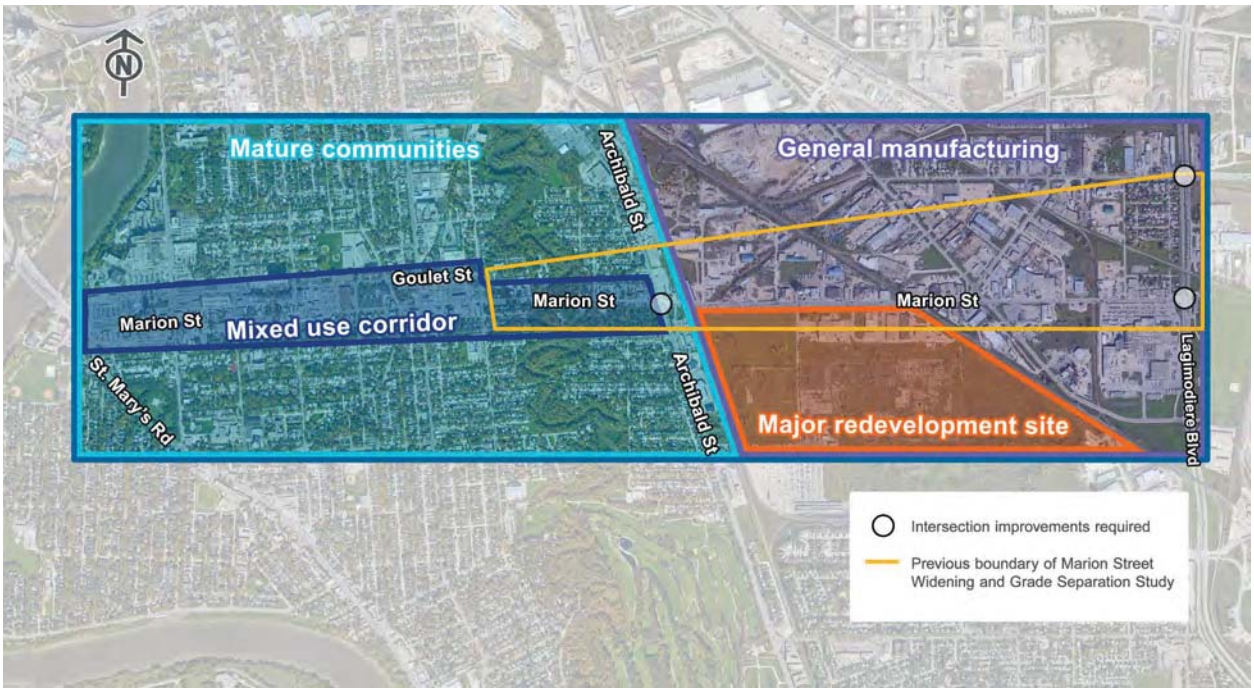


Figure 2. New project boundary of Moving on Marion Street and previous boundary of Marion Street Widening and Grade Separation Study.

Pre-Engagement Stakeholder Workshops

Additionally, part of the pre-engagement, a web workshop for stakeholders was held in June 2020 to discuss the concept of Complete Streets and its applicability to Marion Street and Goulet Street between St. Marys' Avenue and Avenue Ducharme. Nine organizations/stakeholder groups participated in the event. The feedback from this event helped shape the Complete Streets design concepts and urban design guidelines for the Marion/Goulet couplet. Please see XXXXX for the full report.

In September 2020, two web meetings for stakeholders were held to discuss the Moving on Marion Street project, opportunities and constraints along the corridor, and specific areas highlighted for improvements. The web meetings were divided into the East and West Segments. These findings defined the concepts to be presented to the public as part of Phase 2 engagement. Please see XXXX for the full report.

2.0 Strategy

Phase 2 public engagement included a series of online opportunities with stakeholders and the general public which built upon input received in Phase 1. Phase 2 aimed to seek input on a series of low-cost solutions to determine how best to improve the roadway, traffic flow, safety, and livability on

Marion Street from St. Mary's Road to Lagimodière Boulevard and on Lagimodière from Marion Street to Dugald Road. Phase 2 engagement included:

- Meeting with landowners adjacent to the project area who may be affected by the proposed solution (four virtual meetings and one in-person meeting – 31 property owners)
- Preparing and analyzing an online public survey in English and French (728 responses)
- Promoting the engagement opportunities through a robust project notification, please see **Section 3.0 Promotion** for more information
- Facilitating virtual public workshops using the Zoom platform (two virtual events – 116 attendees)

Based on what we heard about design options in Phase 2, a proposed design was developed and presented to the public as part of Phase 3 engagement which ran from February to March 2023. Feedback during this phase focused primarily on how the design would change experiences in the project area. Phase 3 engagement included:

- Reconnecting with landowners from Phase 2 to discuss how the design may affect their respective properties or access (two in-person meetings – 32 property owners)
- Preparing and analyzing an online public survey in English and French (482 responses)
- Promoting the engagement opportunities through a robust project notification, please see **Section 3.0 Promotion** for more information
- Hosting a come-and-go format open house to review the proposed design and speak with the project team (over 110 attendees)

3.0 Promotion

Public engagement opportunities were promoted using the following methods:

Phase 2 engagement

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

- Twitter posts to more than 103,000 followers

Phase 3 engagement

- City of Winnipeg website – launched March 3, 2023 with 3,500 page views
- Registered letters delivered to 68 property owners – February 14, 2023
- City of Winnipeg public engagement newsletter with 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
- 7,625 postcards delivered to homes, apartments, businesses, and surrounding project area
- Facebook posts to more than 36,000 followers
- Twitter posts to more than 118,400 followers

4.0 Engagement Activities

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

Date	Activity	Participation
Phase 2		
April 4-6, 2022	Landowner meetings (5 total)	31 property owners attended the meetings. The one in-person and four virtual meetings provided information on the project, and invited attendees to discuss the proposed design and its potential impact as well as the potential land acquisition process.
April 7-28, 2022	Online survey	721 participants completed the survey in English and seven participants completed the survey in French.
April 19, 2022	Stakeholder meeting	Three representatives from two organizations attended to learn about the project and provide input.
April 19-20, 2022	Public workshops (2 total)	71 people attended the West Segment virtual workshop on April 19 and 45 attended the East Segment virtual workshop on April

		20. The events consisted of a presentation from the project team, polls that reflected the online survey, and the opportunity to ask the project team questions.
Phase 3		
February 28 and March 1, 2023	Landowner meetings (2 total)	32 property owners attended either the West segment or East segment in-person meetings
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.

4.1 Stakeholder engagement

In Phase 2 of engagement, landowners were invited to attend a one-hour meeting to describe the Moving on Marion Street project and discuss the land acquisition process. The two main project areas – East Segment and West Segment – were divided into three distinct planning zones: Zone 1 – the Marion-Goulet couplet (St. Mary's Road to Youville Street); Zone 2 – Marion Street from Youville Street to Archibald Street; and Zone 3 – Marion Street east of Archibald Street to Lagimodière Boulevard.

The landowner meetings were organized around the three distinct geographic zones to allow the conversations to be geared towards the proposed design solutions and improvements unique to the property owners within the zone. Additionally, during Phase 2 of engagement, key project stakeholders were invited to attend a one-virtual meeting which covered Zones 1 through 3. These stakeholders were identified during the pre-engagement phase of the project. The feedback collected from landowners and stakeholders during this phase helped the project team understand property impacts and concerns to help finalize the preliminary design.

During Phase 3 of engagement, the project team reconnected with potentially impacted property owners from Phase 2 of engagement at two in-person meetings. One meeting was focused on the West Segment of the corridor and the other was focused on the East Segment. Landowners had the opportunity to attend one or both sessions to understand how feedback was considered to date, review the proposed design, and share feedback. This feedback helped the team develop a recommended design and a more precise cost estimate for Council's consideration.

4.2 Online engagement

Phase 2 of engagement included an online survey which presented recommended designs for the roadway realignment on Youville Street, as well as improvements at three intersections: Marion-Archibald; Marion-Panet-Dawson; and Marion-Lagimodière/Dugald. Survey participants were asked targeted questions about features that could enhance neighbourhood vibrance and livability along the west section, new cycling infrastructure options in the Marion-Goulet couplet area and at Happyland Park, and improvements to the Youville-Marion-Goulet intersection. Input collected from this phase helped create a proposed conceptual design to help support decision-making.

Phase 3 included an online survey which presented a proposed design that would improve traffic flow and road safety, enhance neighbourhood vibrance and livability, and add new active transportation infrastructure. Respondents were asked to review the proposed design to understand what it could look like and how it would function and provide feedback based on how the proposed design would change their experiences with the area. The feedback that was collected helped the team finalize the design decisions to create a more detailed design and more precise cost estimate for Council's consideration.

4.3 Public events

Due to the COVID-19 pandemic, no large, in-person events were held during Phase 2. Instead, participants were invited to attend one of two virtual workshops to learn more about the project and provide input. Each of these virtual sessions looked at either the corridor's West or East segments to show the proposed design solutions and improvements in that specific area. Participants were invited to attend whichever session they were most interested in, or both. Feedback in these sessions was collected through the combination of the Zoom Q&A tool and polls.

During Phase 3 of engagement, the public was invited to an in-person open house event at the Norwood Community Centre on Thursday, March 16, 2023. At this come-and-go event, participants were able to view the proposed design, ask questions, and provide feedback. Feedback was collected with sticky notes to capture location-specific input. Additionally, participants had the opportunity to complete a feedback form – reflective of the online survey.

5.0 Analysis

This section highlights what we heard and how it was considered from stakeholders, landowners, and the public through all phases of the project. For more detailed information on the Phase 1 pre-engagement results, please review the Moving on Marion Street Phase 1 Public Engagement Report available here.

Data collected through the various methods was analyzed in the following ways.

- Qualitative data collected through stakeholder and landowner meetings was recorded in record of discussion format. The notes were further analyzed according to main topics and themes that emerged.
- Open-ended comments in both Phase 2 and 3 surveys were reviewed, coded by keywords, and analyzed according to main themes and number of times referenced.

6.0 Phase 2 Results

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

Phase 2 engagement took into consideration input collected through meetings with key stakeholders and community groups, online engagement, public workshops, and a variety of technical data, such as traffic counts and parking utilization. Feedback during this phase was collected on:

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

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



Figure 3. A Complete Streets approach which designs for prosperity, placemaking, and people.

New cycling infrastructure options in the Marion-Goulet couplet:

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

- *Zone 1 – Option 1: Enhanced pedestrian/public space + neighbourhood greenway* (click to view map), this option extends the existing trial neighbourhood greenway on Eugenie Street with a bi-directional bike route onto St. Mary's to Eugenie.

- *Zone 1 – Option 2: Separated bike lane + enhanced pedestrian/public space + neighbourhood greenway* (click to view map), this option includes protected unidirectional bike lanes on Marion and Goulet, along with extending the existing trial neighbourhood greenway on Eugenie.

Improvements to the Youville-Marion-Goulet intersection:

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

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

Improvements to the Marion-Archibald intersection and Happyland Park:

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

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

6.1 Landowner and stakeholder meetings

In April 2022, one in-person and four virtual landowner meetings were held with 31 property owners to provide information on the project, discuss the proposed design and its potential impact as well as the potential land acquisition process. Additionally, one virtual meeting was held with three stakeholders from two organizations to learn about the project and provide input. The following summarizes key questions/comments from the participants at these meetings:

- **Project timeline**
    - When would construction begin
    - General project timeline inquiries
- **Property acquisition and impacts**
    - Property acquisition process and pricing for land

    - Differences between acquisition and expropriation
    - Compensation/replacements for property features i.e., trees, fence, pylon signs, etc.
    - Concern about not being able to afford a new home
    - How much property would be required, specific property impacts
    - How the design would impact property access or improve it
    - How does the process work for rental properties
- **Traffic**
    - Concern that widening Lagimodiere would not improve traffic flow
    - Improvements would increase traffic on Marion Street
    - Bottlenecks at the Norwood Bridge
    - Bumpouts reduce through lane travel
    - Concern with large truck movements and the proposed improvements
- **Maintenance**
    - Snow removal

6.2 Workshops

In April 2022, two virtual public workshops were held through the Zoom platform, 71 people attended the West Segment workshop and 45 people attended the East Segment workshop. The events consisted of a presentation from the project team, polls that reflected the online survey, and the opportunity to ask the project team questions. The following summarizes feedback collected through the polls:

- **Features that could enhance neighbourhood vibrance and livability along the west section:**
    - Improving sidewalk accessibility and safety and adding more streetscaping are top priorities when considering a Complete Streets approach for the Marion-Goulet couplet for the West Segment participants (103 out of 309 responses, participants could select multiple options).

- **New bicycle infrastructure in the Marion-Goulet couplet:**
    - Of the two active transportation options for the Marion-Goulet couplet, 77 percent (27 out of 35) of the West Segment participants feel *Zone 1 – Option 2: Separated bike lane + enhanced pedestrian/public space + neighbourhood greenway* best meets the goal of a Complete Street.

- **Improvements to the Youville-Marion-Goulet intersection:**
    - 70 percent (37 out of 53) of workshop participants indicated that *Zone 2 – Option 2: Updates to Youville and Marion with the uni-directional to bidirectional bike lane transition* would enhance their driving experience.

- **Improvements to the Marion-Archibald intersection and Happyland Park:**
    - 62 percent (13 out of 21) of the West Segment participants feel the addition of a multi-use path in Happyland Park would improve this greenspace.
    - 68 percent (17 out of 25) of the East Segment participants feel the addition of a multi-use path in Happyland Park would improve this greenspace.

During the workshop sessions, participants had the opportunity to engage with the project team using Zoom's Q&A feature. A total of **56 questions and comments** were received during the West Segment session and a total of **54 questions and comments** were received during the East Segment session. The following summarizes key comments from the participants at the workshops:

- **Active transportation** (44 comments)
    - Maintenance of bike lanes during the winter
    - Whether bike lanes would be protected or only painted lines
    - Width of the bike lanes
    - Wayfinding signage for active transportation infrastructure

- **Traffic flow** (10 comments)
    - Whether bumpouts help traffic flow
    - Concern that truck traffic will increase along other roads to avoid Marion Street
- **Property acquisition** (6 comments)
    - The acquisition and expropriation process
    - Clarification on the areas that are indicated as property required and whether these are occupied by homes or businesses

6.3 Public survey

The survey was available online in English and French on the project website. Feedback was collected on features that could enhance neighbourhood vibrance and livability along the west section, cycling infrastructure options in the Marion-Goulet couplet area and at Happyland Park, and improvements to the Youville-Marion-Goulet intersection. The survey was available from April 7-28, 2022, and a total of **721 responses** were collected during this period.

- **Features that could enhance neighbourhood vibrance and livability along the west section:**
    - Improving sidewalk accessibility and safety is a top priority when considering a Complete Streets approach for the Marion-Goulet couplet (879 out of 1,442 respondents selected this option)

- **New bicycle infrastructure in the Marion-Goulet couplet:**
    - Of the two active transportation options for the Marion-Goulet couplet, 62 percent (471 out of 763) of respondents feel *Zone 1 – Option 2: Separated bike lane + enhanced pedestrian/public space + neighbourhood greenway* best meets the goal of a Complete Street.
    - 82 percent of respondents (638 out of 781) indicated they use the area as a pedestrian, with 60 percent (347 out of 586) highlighting that *Zone 1 – Option 2: Separated bike lane + enhanced pedestrian/public space + neighbourhood greenway* would make them feel the safest.
    - 78 percent of respondents (609 out of 785) indicated they use the area as a cyclist, with 70 percent (426 out of 609) highlighting that *Zone 1 – Option 2: Separated bike lane + enhanced pedestrian/public space + neighbourhood greenway* would make them feel the safest.
    - 97 percent of respondents (754 out of 784) travel through the area as a motorist, with 51 percent (395 out of 754) indicating that *Zone 1 – Option 2: Separated bike lane + enhanced pedestrian/public space + neighbourhood greenway* would enhance their driving experience.

- **Improvements to the Youville-Marion-Goulet intersection:**
    - 95 percent of respondents (736 out of 774) travel through the area as a motorist, with 61 percent (450 out of 736) indicating that *Zone 2 – Option 2: Updates to Youville and Marion with the uni-directional to bidirectional bike lane transition* would enhance their driving experience.
    - 85 percent of respondents (660 out of 781) use this area as a cyclist, with 72 percent of cyclists (477 out of 660) indicating that *Zone 2 – Option 2: Updates to Youville and Marion with the uni-directional to bidirectional bike lane transition* would make them feel the safest.
    - 80 percent of respondents (624 out of 783) use this area as a pedestrian, with 67 percent of pedestrians (419 out of 624) indicating *that Zone 2 – Option 2: Updates to Youville and Marion with the uni-directional to bi-directional bike lane transition* would

make them feel the safest.

- **Improvements to the Marion-Archibald intersection and Happyland Park:**
    - 76 percent (581 out of 767) of respondents feel the addition of a multi-use path in Happyland Park would improve this greenspace.

When respondents were asked if they had any concerns or additional comments they wish to share regarding segments of the corridor a total of **1,426 open-ended comments** were provided. This data was coded by key words and analyzed for trends, themes and standout ideas. The following summarizes key themes:

- **Safety** (578 comments)
    - Respondents would prefer that cyclists have a designated lane, separate from both pedestrians and vehicles to improve safety and visibility (188 comments).
    - Respondents feel that the bike lane should be protected to alleviate safety concerns between cyclists and motorists.
    - Respondents prefer the integration of half signals versus push buttons.

- **Access** (41 comments)
    - Respondents feel that sidewalks and road surfaces need to be renewed to meet accessibility requirements.
    - Respondents are concerned that the addition of a median on Archibald Street will decrease convenience and block access to businesses and residences.

- **Happyland Park** (76 comments)
    - Respondents noted concerns regarding Happyland Park, including the loss of greenspace, disruption to the disc golf course, and impacts on other recreational activities (63 comments).
    - Respondents want to ensure the placement of the multi-use path considers disc golf activities or that a protective barrier is integrated.
    - Respondents noted that they would like to see the addition of trees or some form of a buffer between the multi-use path and the road.

7.0 Phase 3 Results

Based on what we heard about design options in Phase 2, a proposed design was developed and presented as part of Phase 3 engagement. The proposed design is intended to improve traffic flow and road safety, enhance neighbourhood livability, and add new active transportation infrastructure (click here to view the proposed design).

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 respective properties or access. Phase 3 engagement took into consideration input collected through both in-person and online engagement opportunities, in combination with a variety of technical data. Feedback during this phase was collected on:



Figure 4. Open house participants viewing the proposed design at the Archwood Community Club

Marion-Goulet couplet:

For this portion of the corridor, a Complete Streets approach was examined to safely accommodate all users while enhancing the local character.

Youville:

Five improvements were identified 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.

Archibald and Happyland Park:

Four main improvements were identified 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;
- Added medians and pedestrian islands along Marion Street and Archibald Street;
- Planting additional trees in Happyland Park;
- Separating Happyland Park from Marion Street with a buffer;
- Relocating transit stops to optimize transfer locations.

Panet and Dawson:

Three main improvements were identified 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.

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.

7.1 Landowner meetings

In advance of the public launch of Phase 3, the project team reconnected with landowners identified during Phase 2 of engagement to discuss how the proposed design may affect their respective properties or access. Two meetings were held, one for the West Segment on February 28, 2023 at Notre Dame Recreational Centre and one for the East Segment on March 1, 2023 at the Archwood Community Club. In total, 32 landowners attended one or more meetings.

The meetings consisted of a presentation from the project team to explain how feedback was considered to date and to provide an overview of the proposed design. The presentation was followed

by an interactive table map discussion where property-related questions could be answered, and feedback gathered. The following summarizes key comments from the participants at these meetings:

- **Active Transportation**
    - Key differences between neighbourhood greenways and designated bike lanes
    - Enforcement to ensure cyclists are not travelling the wrong way along the unidirectional bike lanes
    - Clarification on available space for the bike lane
- **Roadway**
    - Clarification on whether a lane of traffic would be removed to implement the bumpouts
    - Removal/addition of lanes at the Panet-Dawson intersection, Dugald Road and Lagimodiere Boulevard
- **Property Acquisition**
    - Property acquisition process and how the City acquires land, such as the key differences between acquisition and expropriation
    - Compensation for property and respective features i.e., trees, fence, pylon signs, etc.
    - How much property would be required, specific property impacts

7.2 Open house

In March, an open house event was held at the Norwood Community Centre with over 110 in attendance. The event consisted of presentation boards and a table map where the public could view the proposed design to see what the Marion Street corridor could look like and how it would function. Additionally, a paper version of the online survey was available at the open house to allow participants to offer their feedback on the design and how it would change their experience with the area. Participants were also presented with the option to have their feedback recorded on a sticky note on each presentation board. The following summarizes key sticky note comments at the open house event:

- **Complete Streets:**
    - More streets trees please (1 comment)
    - Turn lanes on Marion Street are desirable (1 comment)
    - Bike lane on Marion Street is essential (1 comment)
    - Consider shifting the bike lane a few feet to provide more space for transit (1 comment)

- **Marion-Goulet couplet:**

- Control device at Tache Avenue i.e., traffic calming (1 comment)
- Bike security is a big problem, need bike lockers (1 comment)
- Improve sidewalk clearing on Marion Street (1 comment)
- Traverse-Marion intersection, appears to be no sensor for bike crossing (1 comment)

- **Youville:**
  - Separate pedestrians and cyclists east of Youville (1 comment)
  - Ensure fair compensation for property acquisition (1 comment)
  - Concerns regarding loss of parking (1 comment)
  - Increase transit frequency and add shelters (1 comment)
  - Add northbound/southbound bike lane on Traverse Avenue (1 comment)

- **Archibald and Happyland Park:**
  - Consider noise reducing fence (1 comment)
  - High demands for parking along Prosper Street for Happyland Park users (1 comment)
  - Add hedges (1 comment)

- **Panet and Dawson:**
  - Ensure left-turn movement from Dawson to Marion can accommodate a semi (1 comment)
  - Would like access to Regent along Panet Road for cyclists (1 comment)

- **Lagimodière:**
  - Dedicated eastbound/southbound turn lane on Marion to Dawson (1 comment)
  - Eliminate east access to Maple Leaf Foods (1 comment)

- **Table map comments:**
  - Interested in how many trees will be added along the corridor (3 comments)
  - Bumpouts create hazards for cyclists when not plowed properly (1 comment)
  - No button to cross at Eugenie on a sensor (1 comment)
  - Bike lane intersects with a lot of parking entrances, need to design for visibility (1 comment)

7.3 Public survey

The survey was available in English and French both online and in paper for those that could not access the online version. Feedback was collected on whether the design achieves the goals of

improving traffic flow, safety, and livability on Marion Street. The survey was available from March 3 until March 24, 2023, and a total of **482 responses** were collected during this period.

The following provides a breakdown of what we heard for each segment of the corridor:

- **Marion-Goulet couplet:**
    - 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

- **Youville:**
    - 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 and Happyland Park:**
    - 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**
    - 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:**
    - 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

After reviewing the design, respondents were asked if they had any concerns or additional comments they wish to share regarding the proposed design, a total of **635 open-ended comments** were provided. This data was coded by key words and analyzed for trends, themes and standout ideas.

- **Cost** (22 comments)
    - Concern with the cost associated with the project and how it will impact tax dollars

- **Active transportation** (95 comments)
    - Many would like to see the physical separation of pedestrians from cyclists
    - Many would like to see raised sidewalks at approaches and raised crosswalks
    - Proposed improvements make it much safer for cyclists and pedestrians

- **Traffic flow** (37 comments)
    - Concern the improvements will increase traffic and congestion
    - Concern with how larger vehicles, delivery trucks, and semis will navigate the area

Conclusion and Next Steps

The final phase of engagement helped the project team understand whether the design solutions and improvements reflect the values and priorities of Winnipeggers. The following table identifies the common themes and concerns heard, how it was considered, and how it informed the final design decisions for the Moving on Marion Street project.

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. Further east along Archibald Street and to the Panet- Dawson area, the bike lanes are fully separated from the road. 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.	Separate bike lanes from sidewalks are proposed in areas where higher volumes are expected, along with a more complex riding and walking environment where separation will help with safety. This includes the Marion-Goulet couplet area and the Youville curve. Through the Archibald/Happyland area and further to the east, multi-use paths are proposed. Although muti-use paths do not physically separate pedestrians from cyclists, they physically separate cyclists and pedestrians from motor vehicles, offering safer connections for pedestrians and cyclists than the existing sidewalk network. Pedestrian-cyclist conflicts are a potential risk when the pathway is shared, however, it is a common approach used 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 can be reviewed during future phases.
Archibald intersection (59 comments)	

What we heard	How it was considered
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 do improve traffic flow and safety, even when a train is crossing. For example, enhanced warning signals and barriers will improve safety for pedestrians, and the increased number of lanes at the intersection will clear traffic faster after a train crossing delay. The Public Service will engage with CP Rail about trains crossing Marion east of Archibald and other major road crossings to determine if there are 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.
A dedicated turning lane from Marion Street onto Archibald Street would improve traffic flow.	The addition of eastbound and westbound turning lanes from Marion Street to Archibald Street would require significant property acquisition from Happyland Park and 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, exploring turning lanes at this location was not carried forward.
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, safety improvements for cyclists and pedestrians were prioritized above keeping all parking. The addition of 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)	

What we heard	How it was considered
A direct connection from Marion Street to Dugald Road is desired by many.	An alternate connection other than the existing Panet Road or Lagimodière Boulevard was not part of this study. The study was focused on intersection improvements that limited property acquisition requirements due to public feedback from the *Marion Grade Separation and Widening Study* (2016).
The design does not adequately address traffic flow, but rather increases congestion.	Recommendations in the Marion-Goulet couplet and Youville area were designed to rebalance the right-of-way between different modes without significantly impacting traffic flow. The rebalancing impacts parking more than traffic flow. To the east, the Archibald, Panet-Dawson, and Lagimodière improvements increase the number of through and left turn lanes to improve 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' in to the street to improve safety for pedestrians by shortening crossing distances and providing a safe waiting area. Both Marion Street and Goulet Street currently operate with two through lanes which are maintained in the recommended design. The other existing lanes are a mix of a reserved transit lane, parking, and short areas to turn left or right. The recommended design maintains the two through lanes and uses the bumpouts to define the limits of parking versus the short areas to turn. Where turning volumes are low, the bump outs exist right at the intersection to shorten crossing distances. Bumpout design was adjusted in some locations based on feedback from stakeholders to accommodate large truck deliveries.
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 will be based on no net loss of trees. Tree placement depends on many space requirements including setbacks and utilities.
Transit (15 comments)	

What we heard	How it was considered
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 will 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 incorporated at the Youville and Lagimodière intersections to allow transit buses to pull into the curb for boarding, allowing 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 *Marion Grade Separation and Widening Study* (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 that Winnipeggers' opinion on what contributes to livability may be different depending on a variety of factors. This is why a Complete Streets approach was used to safely accommodate all users, while supporting and enhancing local character and context to improve neighbourhood comfort and livability.

Information gathered during Phase 3 engagement will help the project team refine and finalize the design decisions to create a more detailed design and more precise cost estimate for Council's consideration. The final recommendations will be presented to Council in fall of 2023. 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.

Moving on Marion Street – Phase 2 Appendices

Winnipeg

Appendix A – Public workshop presentations (East and West)

Moving on Marion Street

East Segment
Public Workshop
Date: Wednesday, April 20, 2022
Time: 6:30 p.m. – 8:30 p.m.

Winnipeg

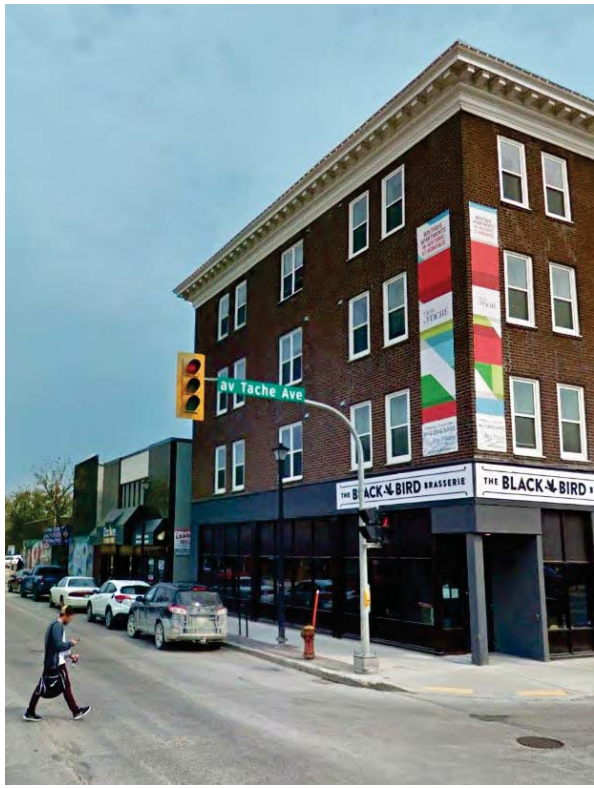
Acknowledgement

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.

Winnipeg

Agenda

1.	Welcome & introduction	6:30 p.m. – 6:45 p.m.
2.	Project background	6:45 p.m. – 7:00 p.m.
3.	Project considerations	7:00 p.m. – 7:30 p.m.
	• Zone 2	
4.	Break	7:30 p.m. – 7:45 p.m.
5.	Project considerations	7:45 p.m. – 8:15 p.m.
	• Zone 3	
6.	Next steps	8:15 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.

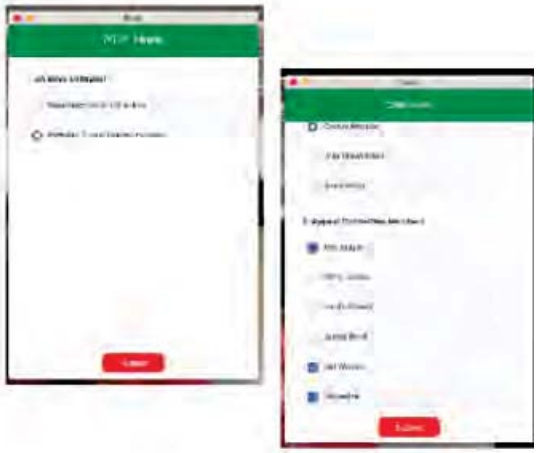


Technology moment

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 three distinct planning zones that impact the East 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 2 portion of the presentation

Project background

Project goals

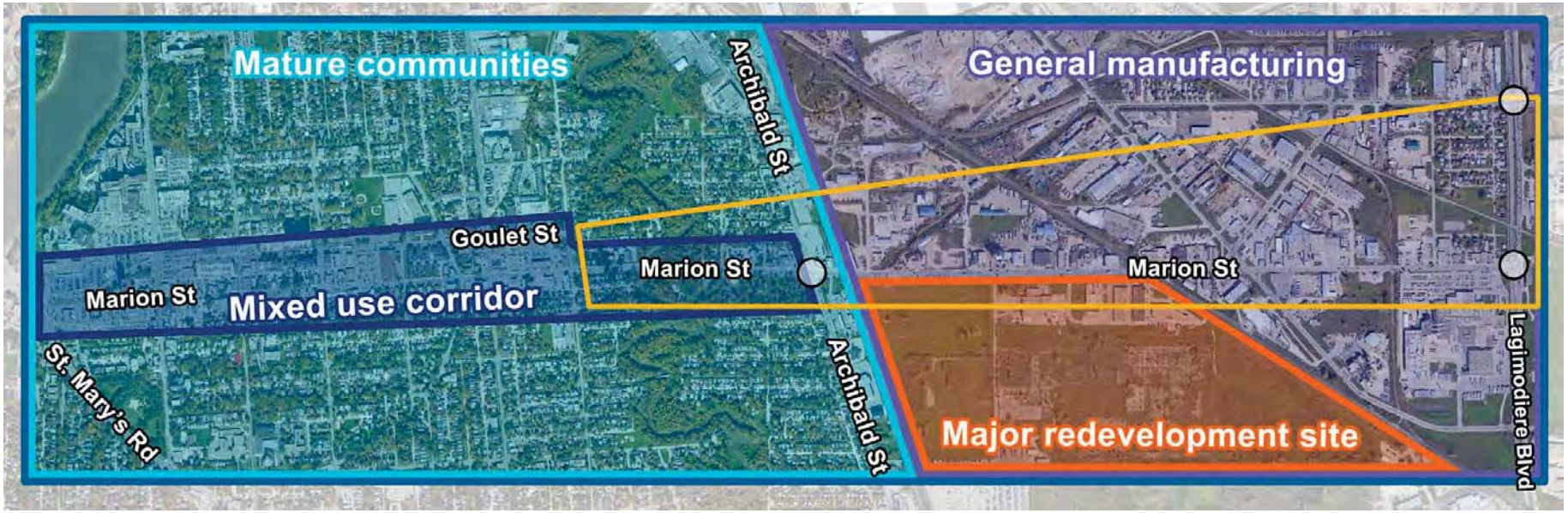
- The City of Winnipeg is undertaking a new planning/transportation study that will identify potential cost-effective improvements to safety, transportation, access, and community development and livability on Marion Street from Lagimodière Boulevard to St. Mary's Road and provide design guidelines for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

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



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

2019 public engagement



Traffic issues & opportunities

- 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

- 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

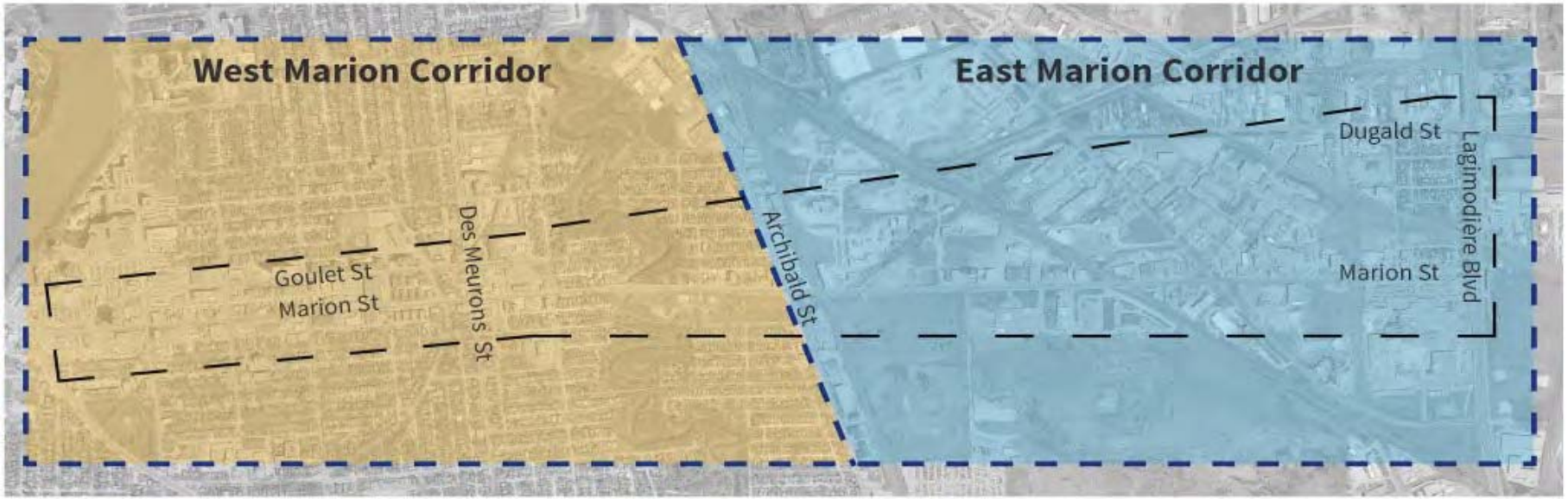
Pedestrian issues & opportunities

- 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



- West Segment: encompasses the Marion-Goulet couplet

- East Segment: encompasses Youville to Lagimodière

Project focus: East Segment

- Incorporate pedestrian and cycling improvements within the project area
- 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
- Improve usability and safety at the Marion/Panet Road/Dawson Road N intersection
- Improve traffic flow on Lagimodière, including intersections at Marion and Dugald Road

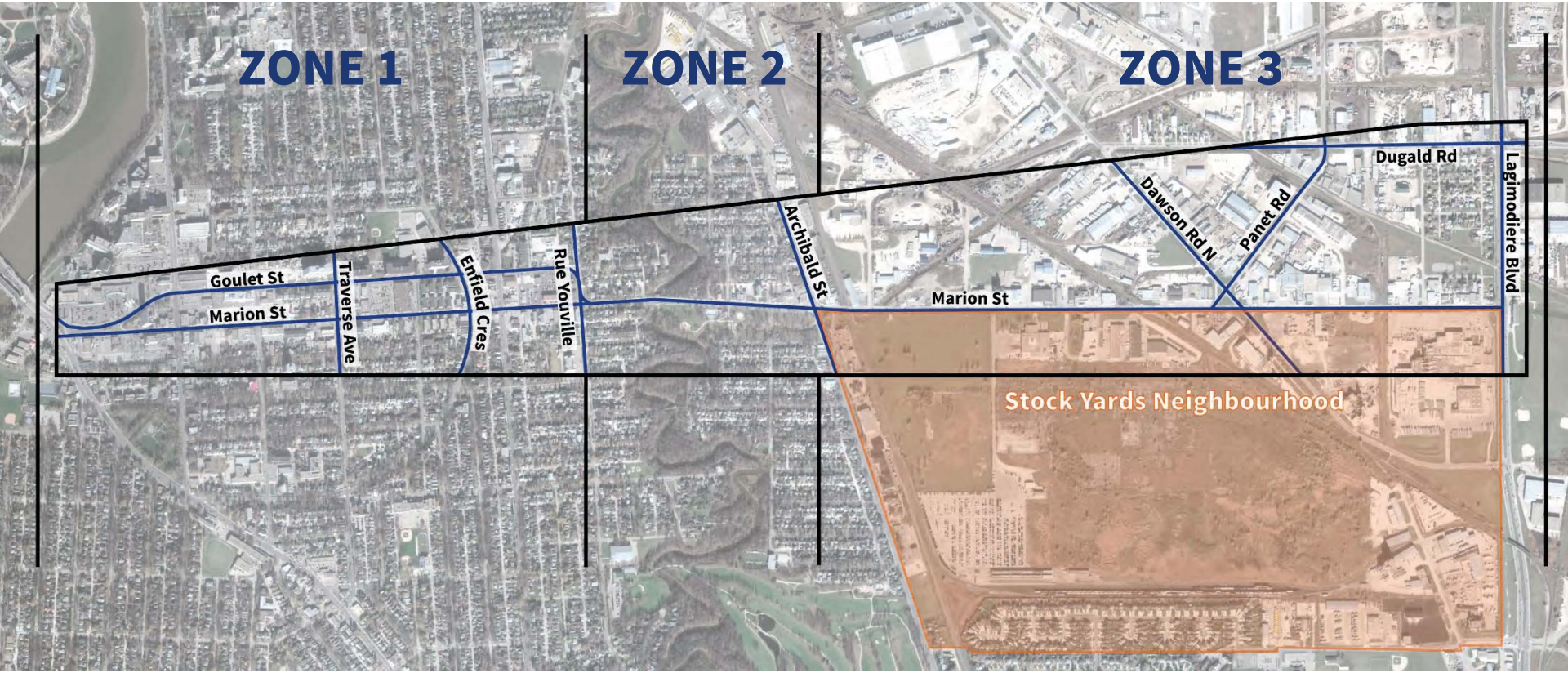
Proposed safety improvements: East Segment

- Protected bike lanes on Marion and Goulet, or neighbourhood greenway on Eugenie Street
- Roadway realignments at Youville to increase vehicular, pedestrian and cyclist safety
- Changes to active transportation connections at Archibald and Marion intersection
- Multi-use path crossings at Panet and Dawson intersections with Marion
- Multi-use path along Dugald Road from Lagimodière to Panet
- Multi-use path along Ladimodière from Marion to Dugald

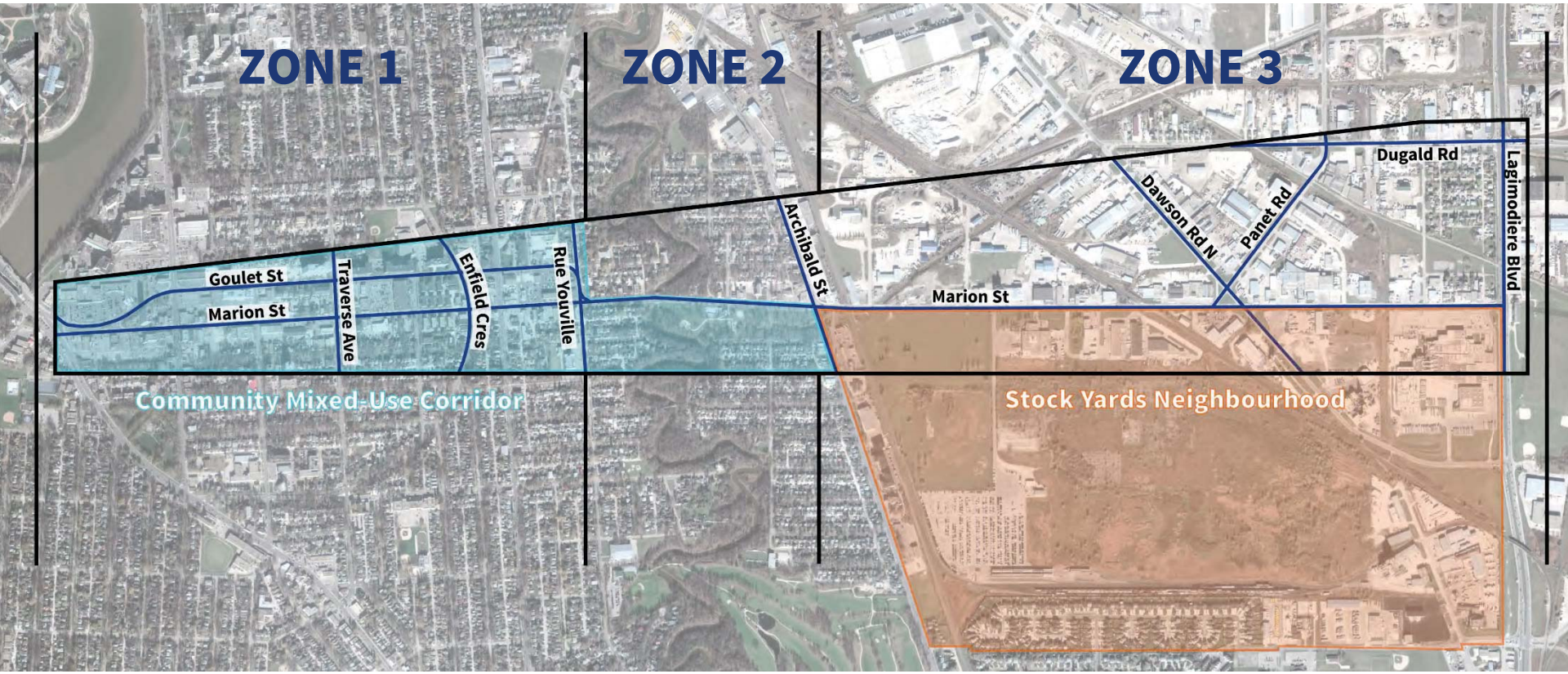
Project deliverables

- 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



Policy direction



What you've told us:

Zone 1 (St. Mary's Road to Youville Street)

- 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:

Zone 2 (Youville Street 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?

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 – greenway

Zone 2

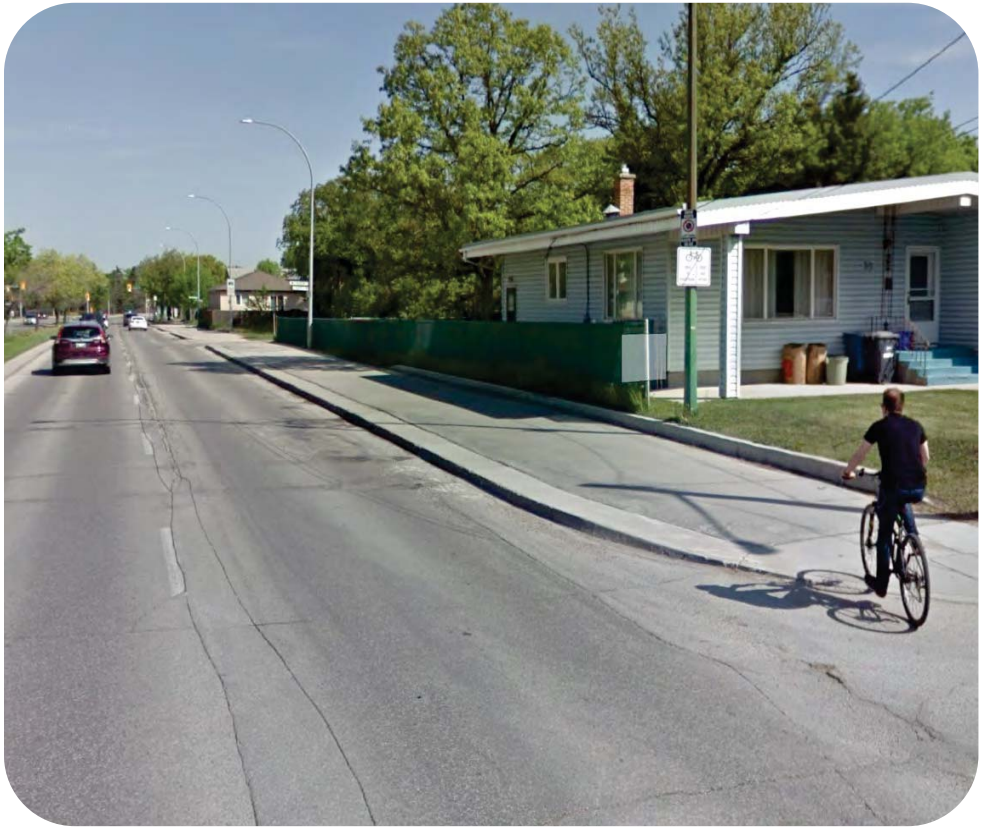


Existing greenway on Eugenie Street

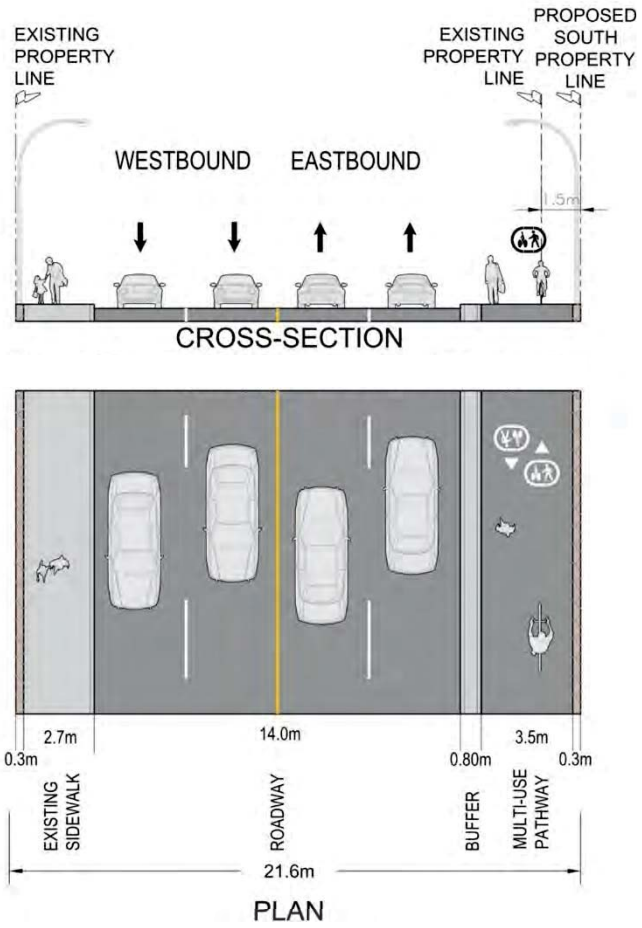
- Neighbourhood greenways are on-street routes designated to **comfortably** and safely move both cyclists and pedestrians *and* motor vehicles.
- Greenways typically include a range of treatments from low-impact things like signage, bike signals, and pavement markings to varying degrees of traffic calming.

Youville to Archibald – multi-use path

Zone 2

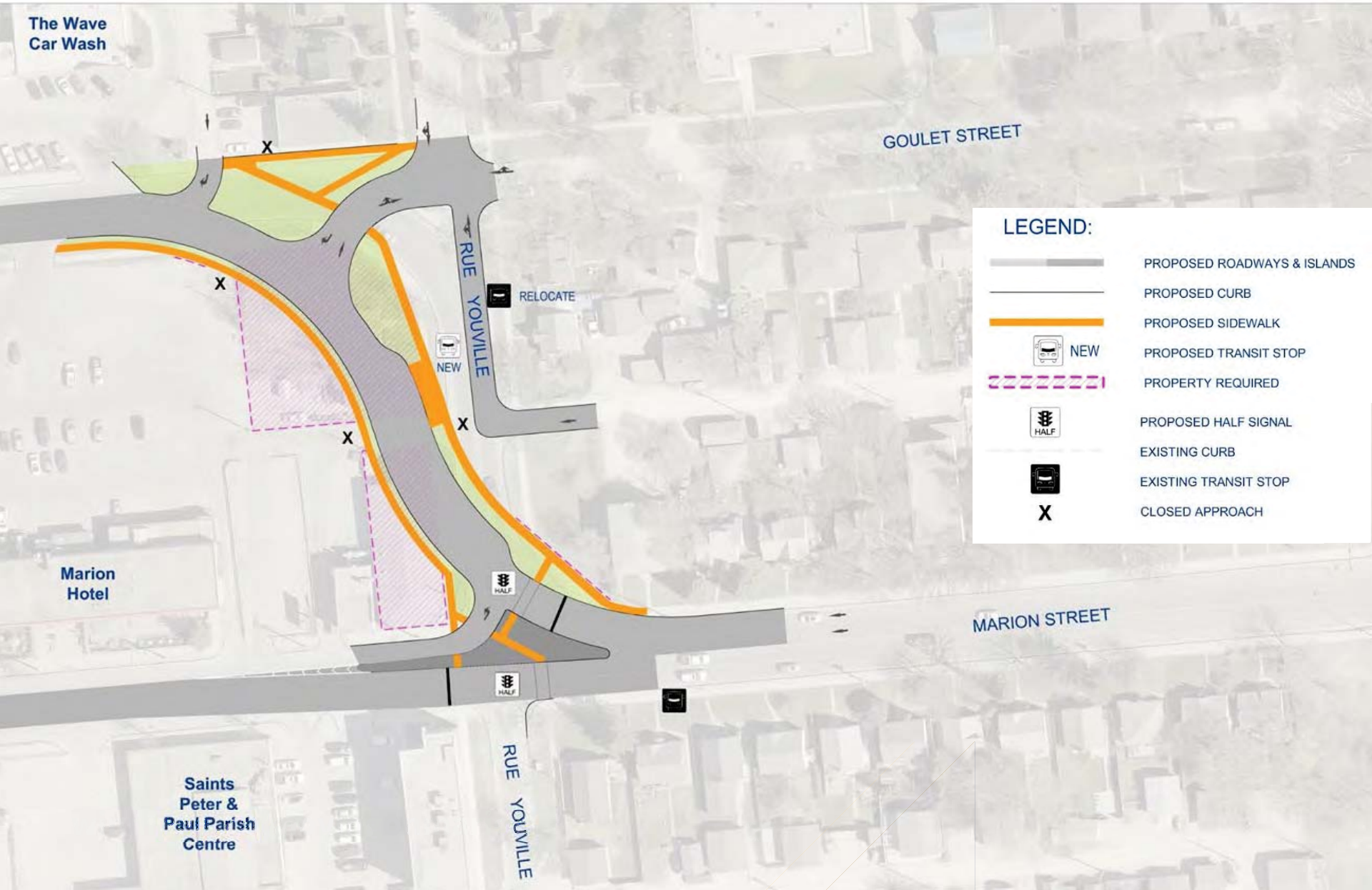


An example of a multi-use path along Dunkirk Drive.



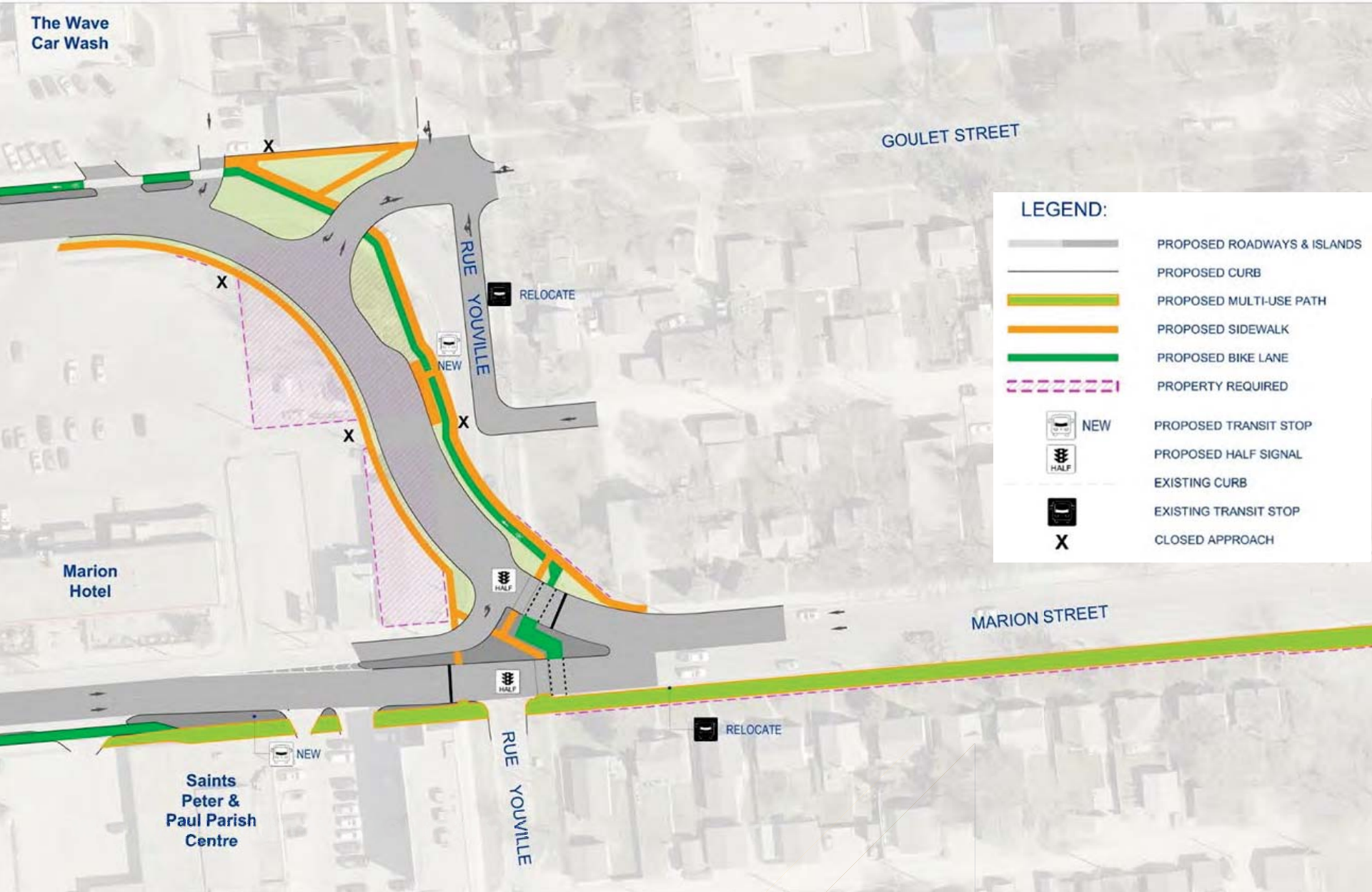
Option 1: Updates to Youville and Marion without bike lanes

Zone 2



Option 2: Updates to Youville and Marion with bike lanes

Zone 2



Poll 1

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 2

As a **pedestrian**, which proposed 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 3

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

Questions?

Happyland Park – Scenario 1: Multi-use path north/south through Happyland Park along Archibald (ending at Marion)

Zone 2



Happyland Park – Scenario 2: Multi-use path east/west through Happyland Park (connecting to Eugenie neighbourhood greenway and proposed cycling infrastructure on Marion)

Zone 2



LEGEND:

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

Poll 4

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

Poll 5

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

- Yes
- No
- Neutral or undecided

DISCUSSION

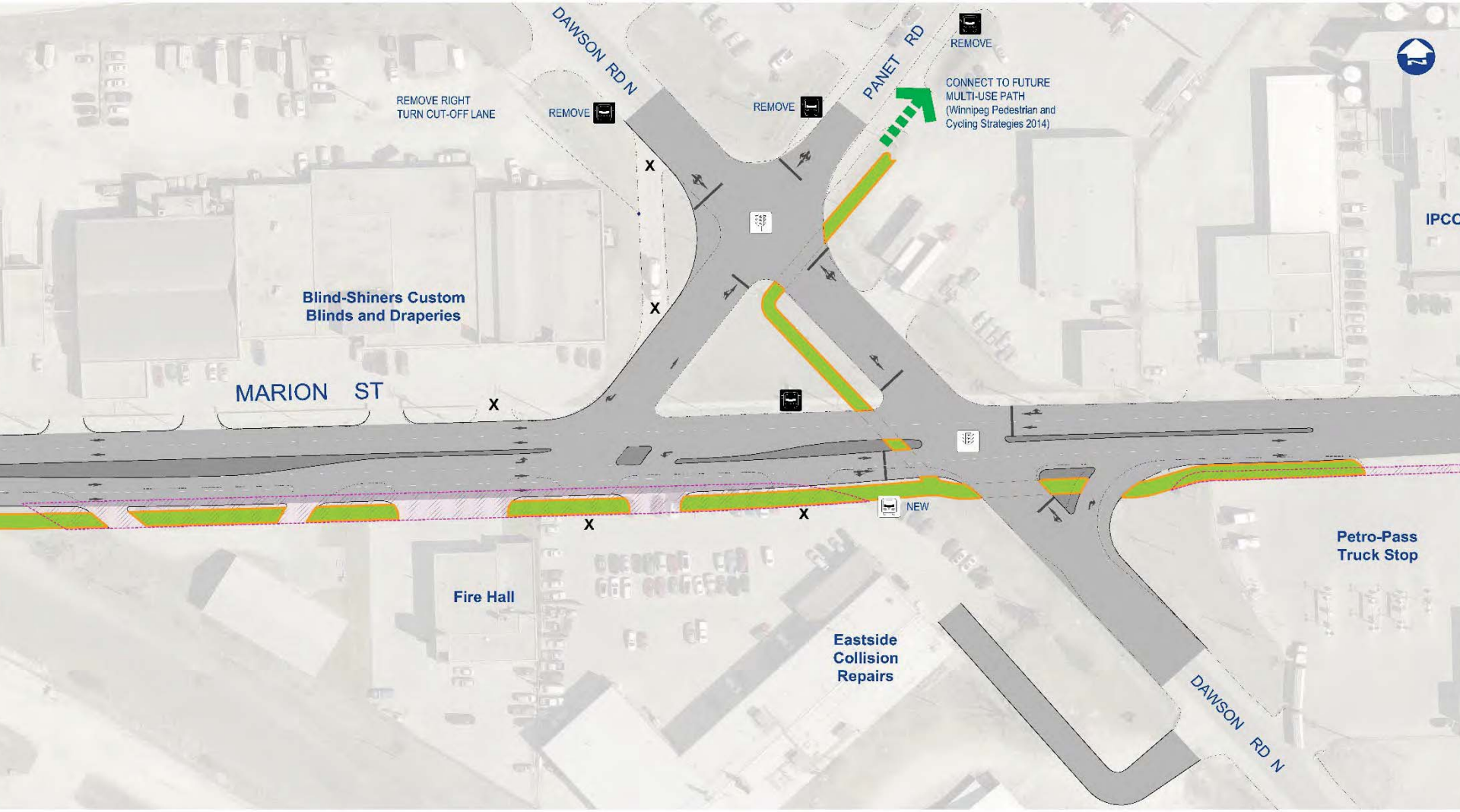
End of Zone 2

Questions?

Project considerations: Zone 3

Panet & Dawson intersection

Zone 3



LEGEND:

- PROPOSED ROADWAYS & ISLANDS
- PROPOSED CURB
- PROPOSED MULTI-USE PATH
- NEW — PROPOSED TRANSIT STOP
- EXISTING CURB
- EXISTING TRANSIT STOP
- EXISTING SIGNALIZED INTERSECTION
- PROPERTY REQUIRED
- X — CLOSED APPROACH
- POSSIBLE ADDITION OF MULTI-USE PATH

Panet & Dawson to Lagimodière & Dugald

Zone 3



LEGEND:

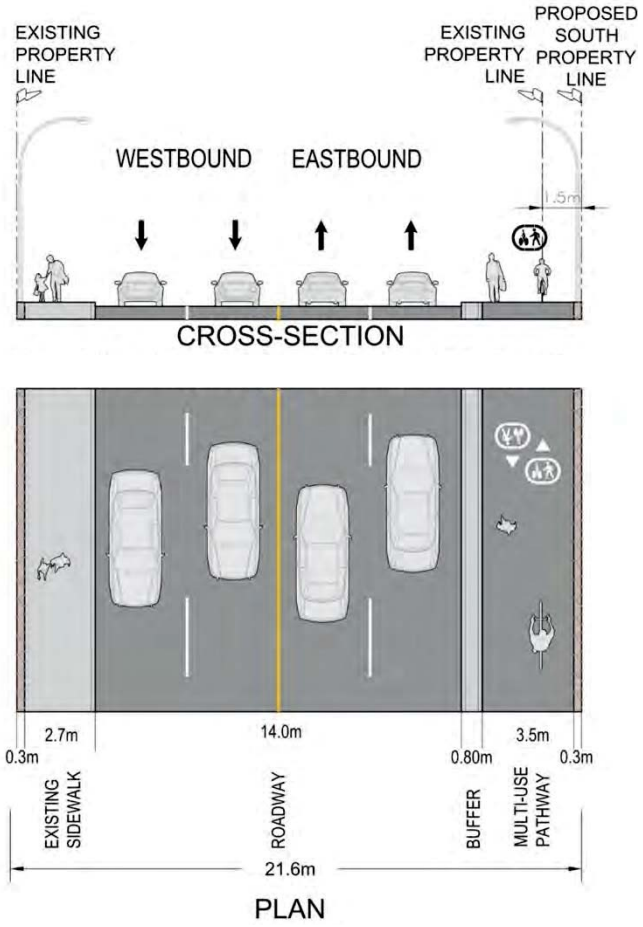
- PROPOSED ROADWAYS & ISLANDS
- PROPOSED MULTI-USE PATH
- PROPOSED SIDEWALK
- PROPOSED PLACEMAKING
- PROPOSED NOISE BERM
- POSSIBLE ADDITION OF MULTI-USE PATH
- PROPERTY REQUIRED

Archibald to Lagimodière & Dugald – multi-use path

Zone 3

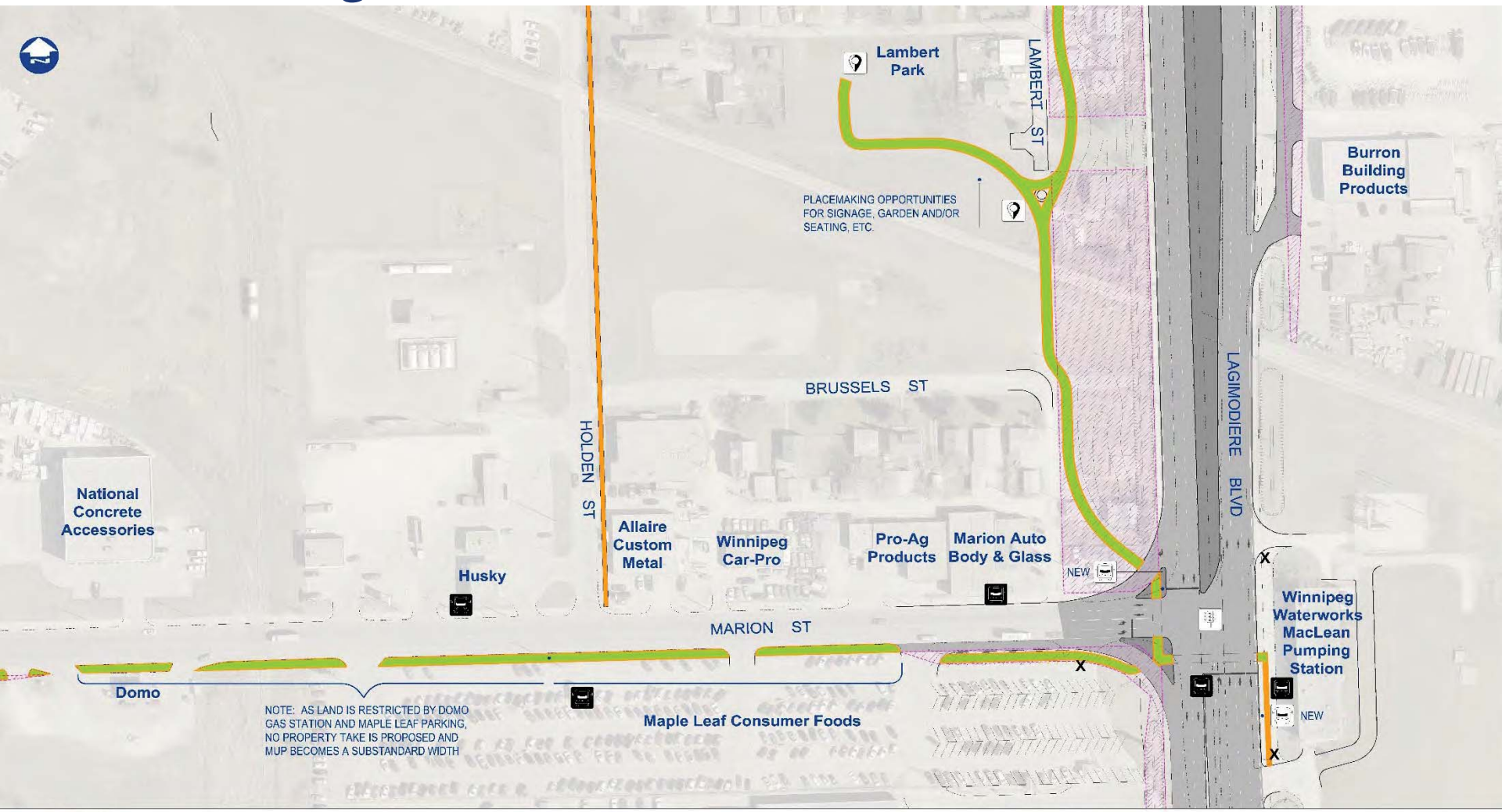


An example of a multi-use path along Route 165.



Marion & Lagimodière intersection

Zone 3



Lagimodière & Dugald intersection

Zone 3

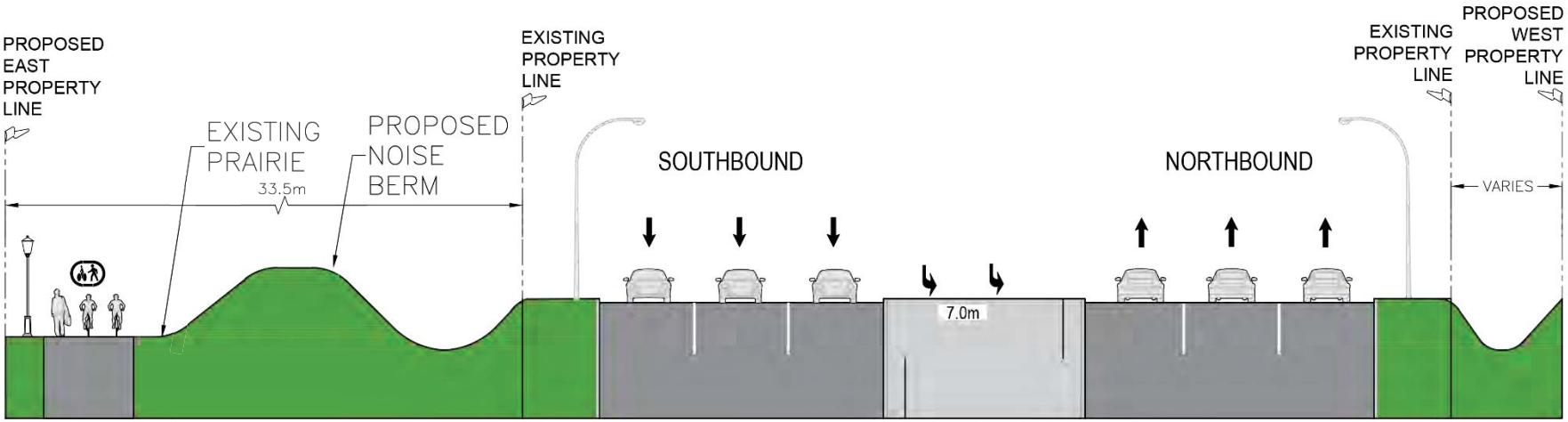


LEGEND:

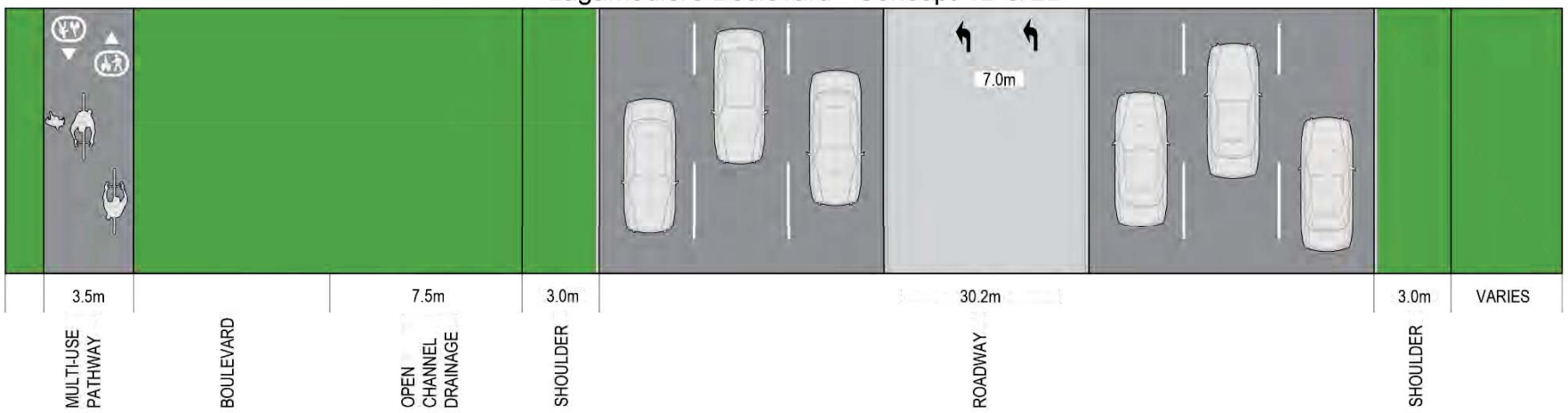
- PROPOSED ROADWAYS & ISLANDS
- PROPOSED CURB
- PROPOSED MULTI-USE PATH
- PROPOSED SIDEWALK
- NEW PROPOSED TRANSIT STOP
- PROPOSED PLACEMAKING
- EXISTING CURB
- EXISTING TRANSIT STOP
- EXISTING SIGNALIZED INTERSECTION
- PROPERTY REQUIRED
- X CLOSED APPROACH
- POSSIBLE ADDITION OF MULTI-USE PATH

Lagimodière & Dugald active transportation

Zone 3



CROSS-SECTION
Lagamodiere Boulevard - Concept-1B & 2B



PLAN
Lagimodiere Boulevard - Concept-1B & 2B

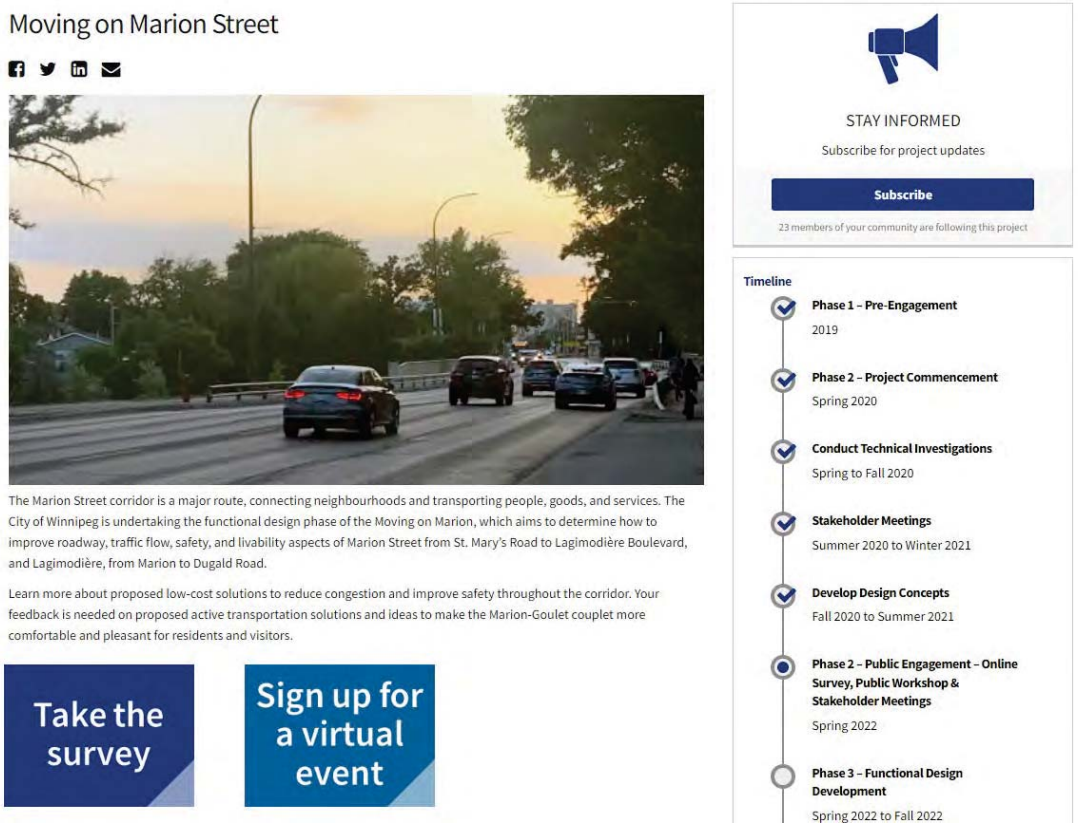
End of Zone 3

Questions?

Next steps

How to provide feedback!

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



Next steps


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

Moving on Marion Street

Thank you

winnipeg.ca/movingonmarion
marion@winnipeg.ca

Winnipeg

Moving on Marion Street

East Segment
Public Workshop
Date: Wednesday, April 20, 2022
Time: 6:30 p.m. – 8:30 p.m.

Winnipeg

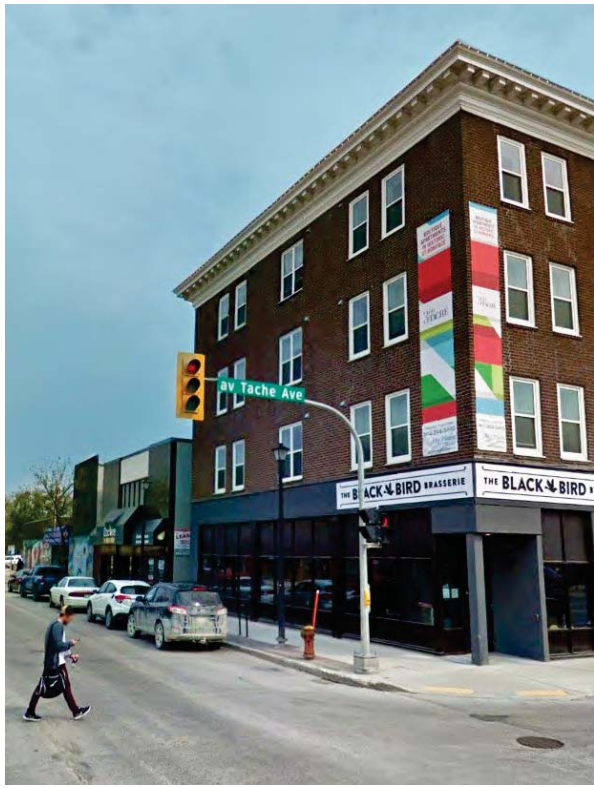
Acknowledgement

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.

Winnipeg

Agenda

1.	Welcome & introduction	6:30 p.m. – 6:45 p.m.
2.	Project background	6:45 p.m. – 7:00 p.m.
3.	Project considerations	7:00 p.m. – 7:30 p.m.
	• Zone 2	
4.	Break	7:30 p.m. – 7:45 p.m.
5.	Project considerations	7:45 p.m. – 8:15 p.m.
	• Zone 3	
6.	Next steps	8:15 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.

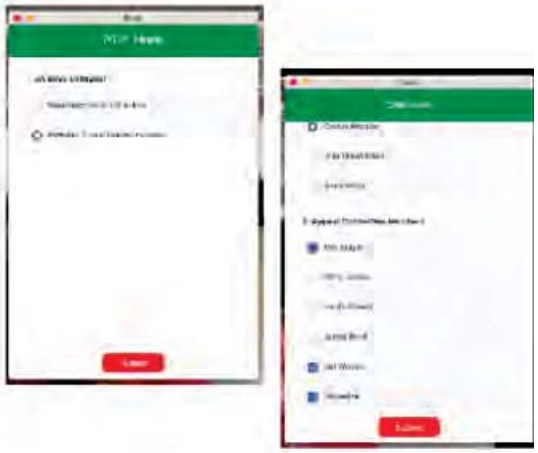


Technology moment

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 three distinct planning zones that impact the East 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 2 portion of the presentation

Project background

Project goals

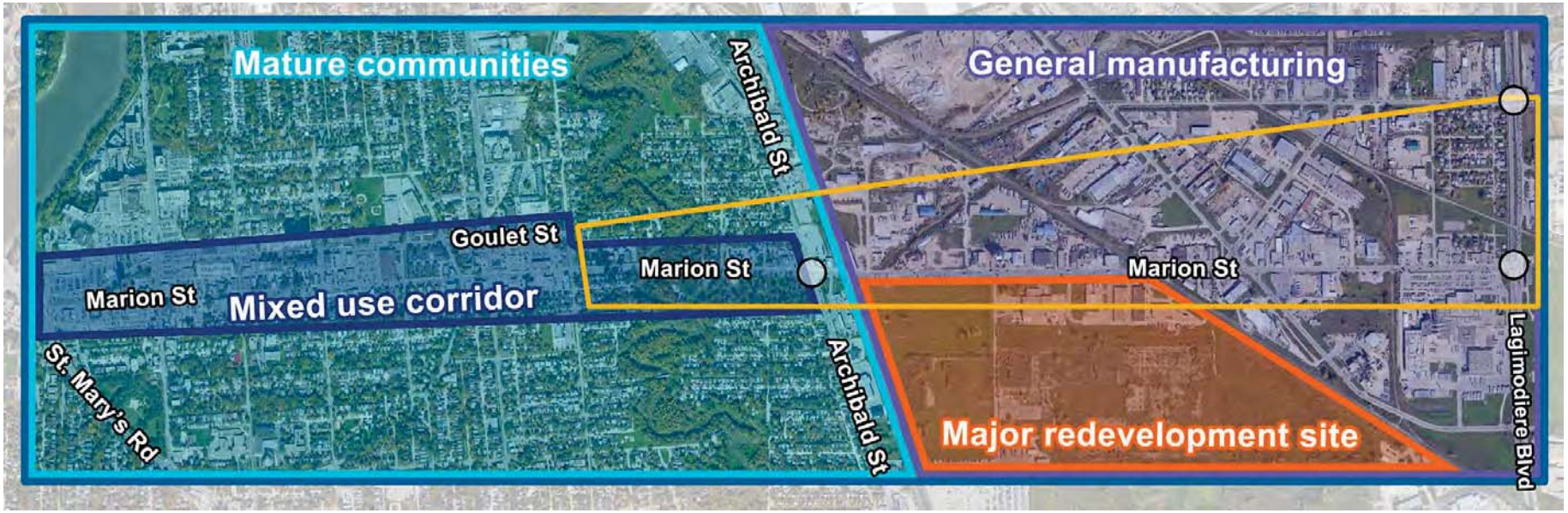
- The City of Winnipeg is undertaking a new planning/transportation study that will identify potential cost-effective improvements to safety, transportation, access, and community development and livability on Marion Street from Lagimodière Boulevard to St. Mary's Road and provide design guidelines for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

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



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

2019 public engagement



Traffic issues & opportunities

- 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

- 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

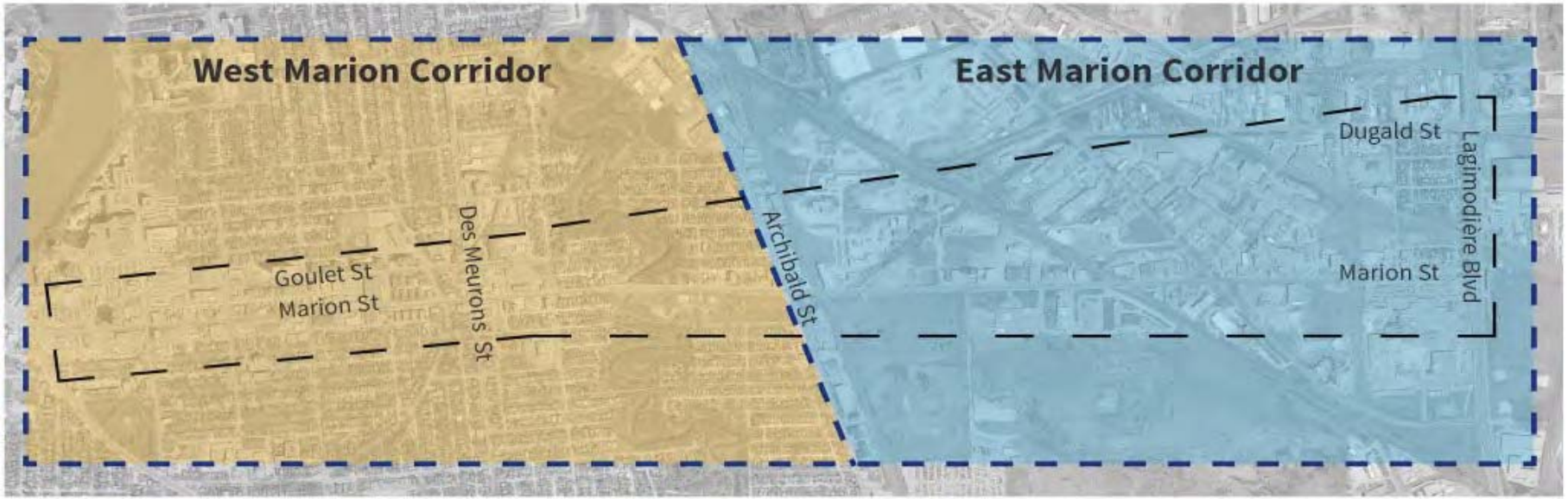
Pedestrian issues & opportunities

- 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



- West Segment: encompasses the Marion-Goulet couplet

- East Segment: encompasses Youville to Lagimodière

Project focus: East Segment

- Incorporate pedestrian and cycling improvements within the project area
- 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
- Improve usability and safety at the Marion/Panet Road/Dawson Road N intersection
- Improve traffic flow on Lagimodière, including intersections at Marion and Dugald Road

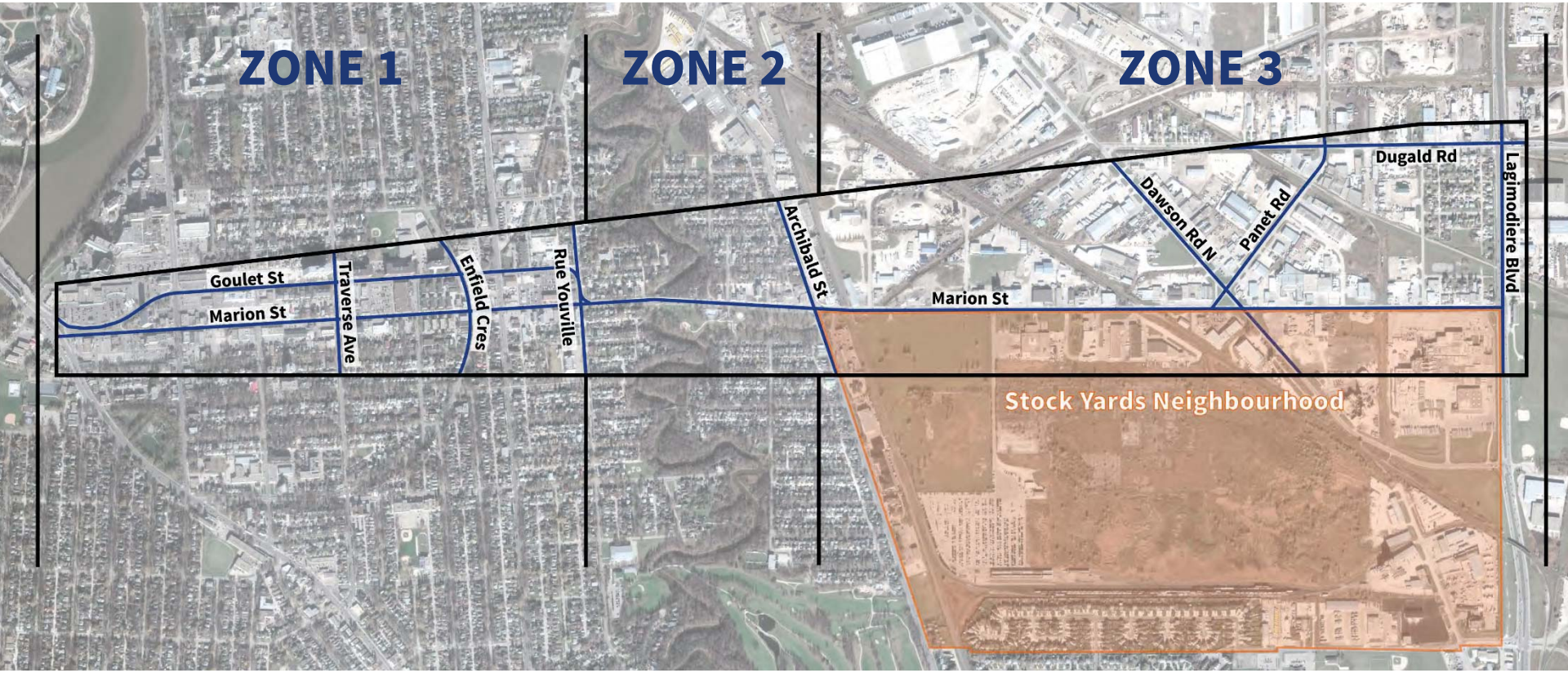
Proposed safety improvements: East Segment

- Protected bike lanes on Marion and Goulet, or neighbourhood greenway on Eugenie Street
- Roadway realignments at Youville to increase vehicular, pedestrian and cyclist safety
- Changes to active transportation connections at Archibald and Marion intersection
- Multi-use path crossings at Panet and Dawson intersections with Marion
- Multi-use path along Dugald Road from Lagimodière to Panet
- Multi-use path along Ladimodière from Marion to Dugald

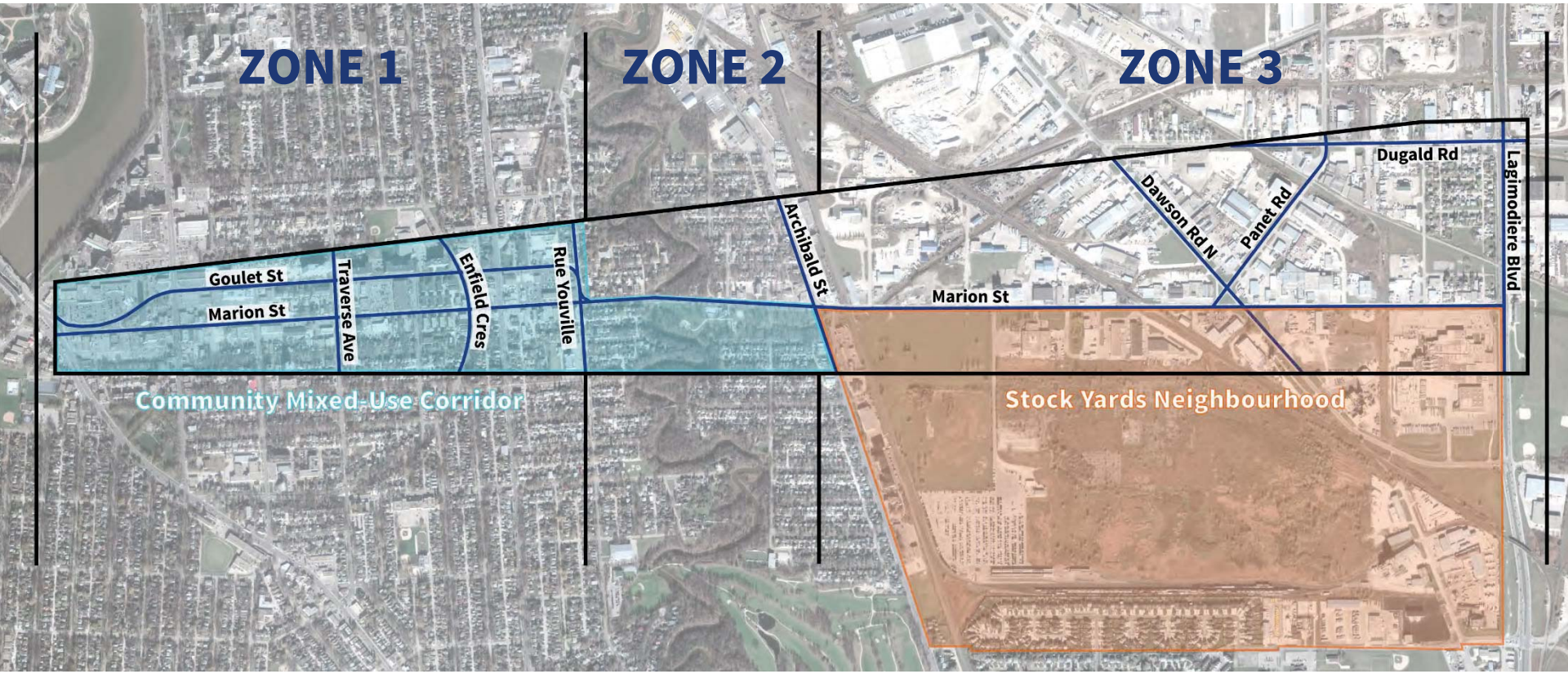
Project deliverables

- 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



Policy direction



What you've told us:

Zone 1 (St. Mary's Road to Youville Street)

- 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:

Zone 2 (Youville Street 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?

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 – greenway

Zone 2

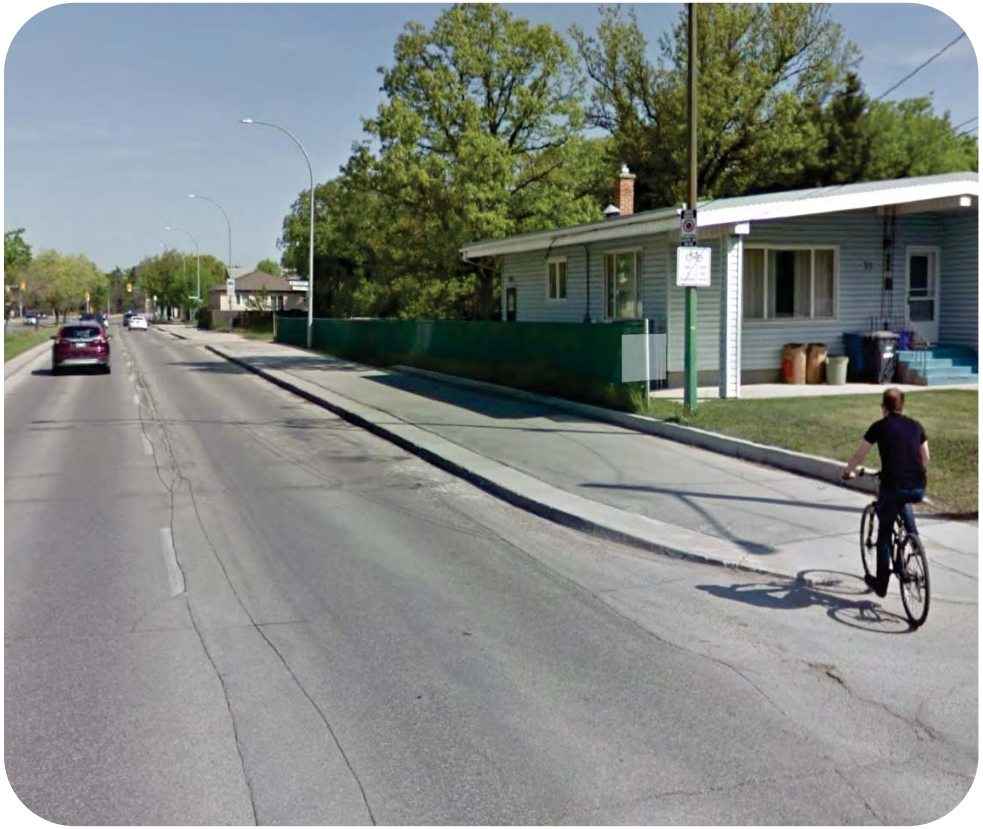


Existing greenway on Eugenie Street

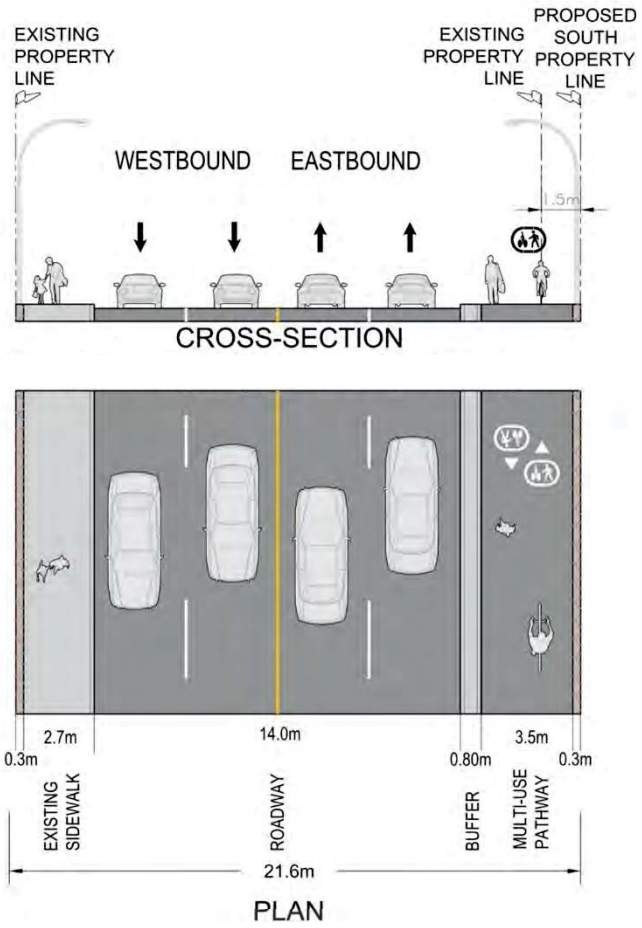
- Neighbourhood greenways are on-street routes designated to **comfortably** and safely move both cyclists and pedestrians *and* motor vehicles.
- Greenways typically include a range of treatments from low-impact things like signage, bike signals, and pavement markings to varying degrees of traffic calming.

Youville to Archibald – multi-use path

Zone 2

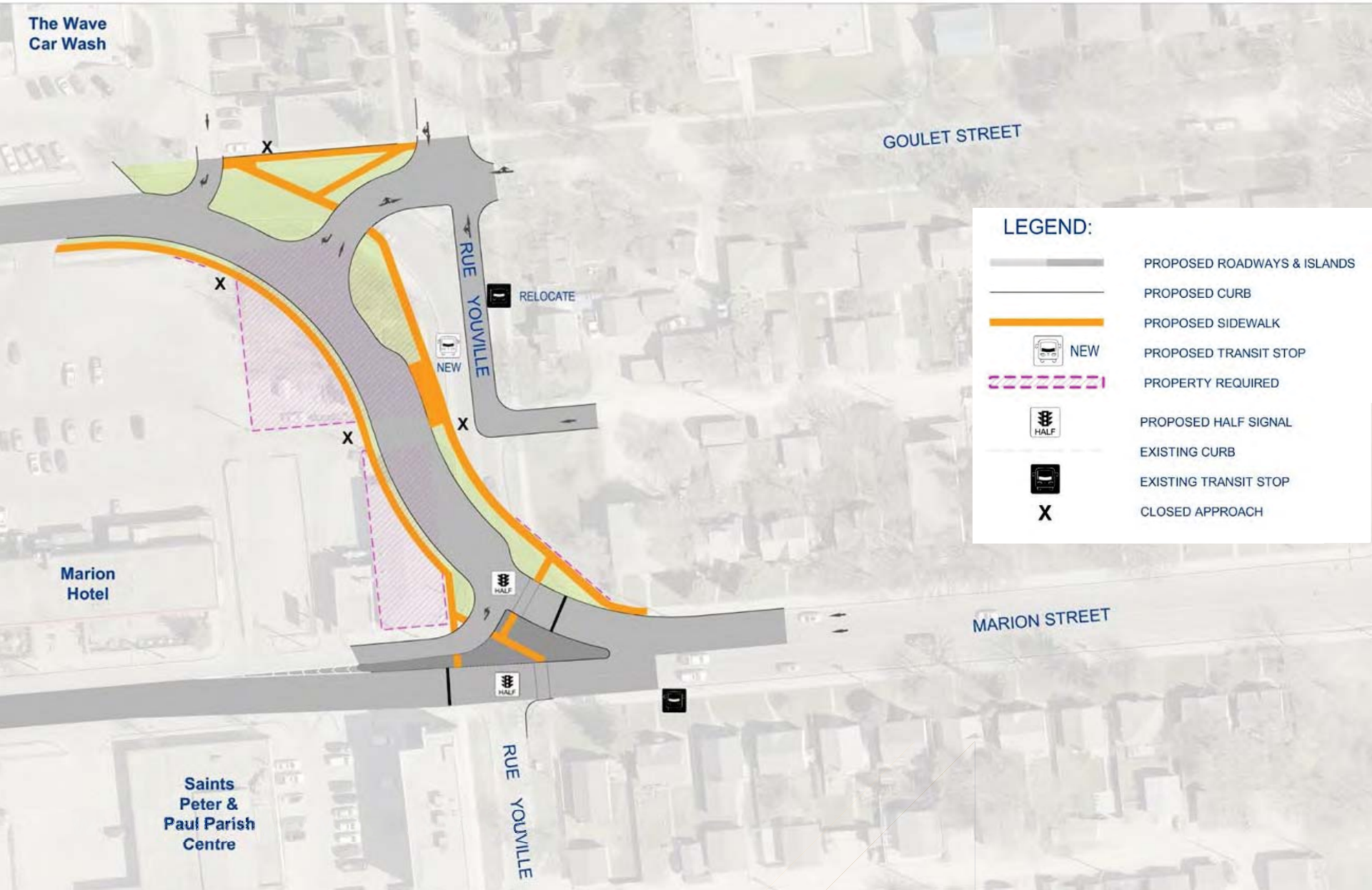


An example of a multi-use path along Dunkirk Drive.



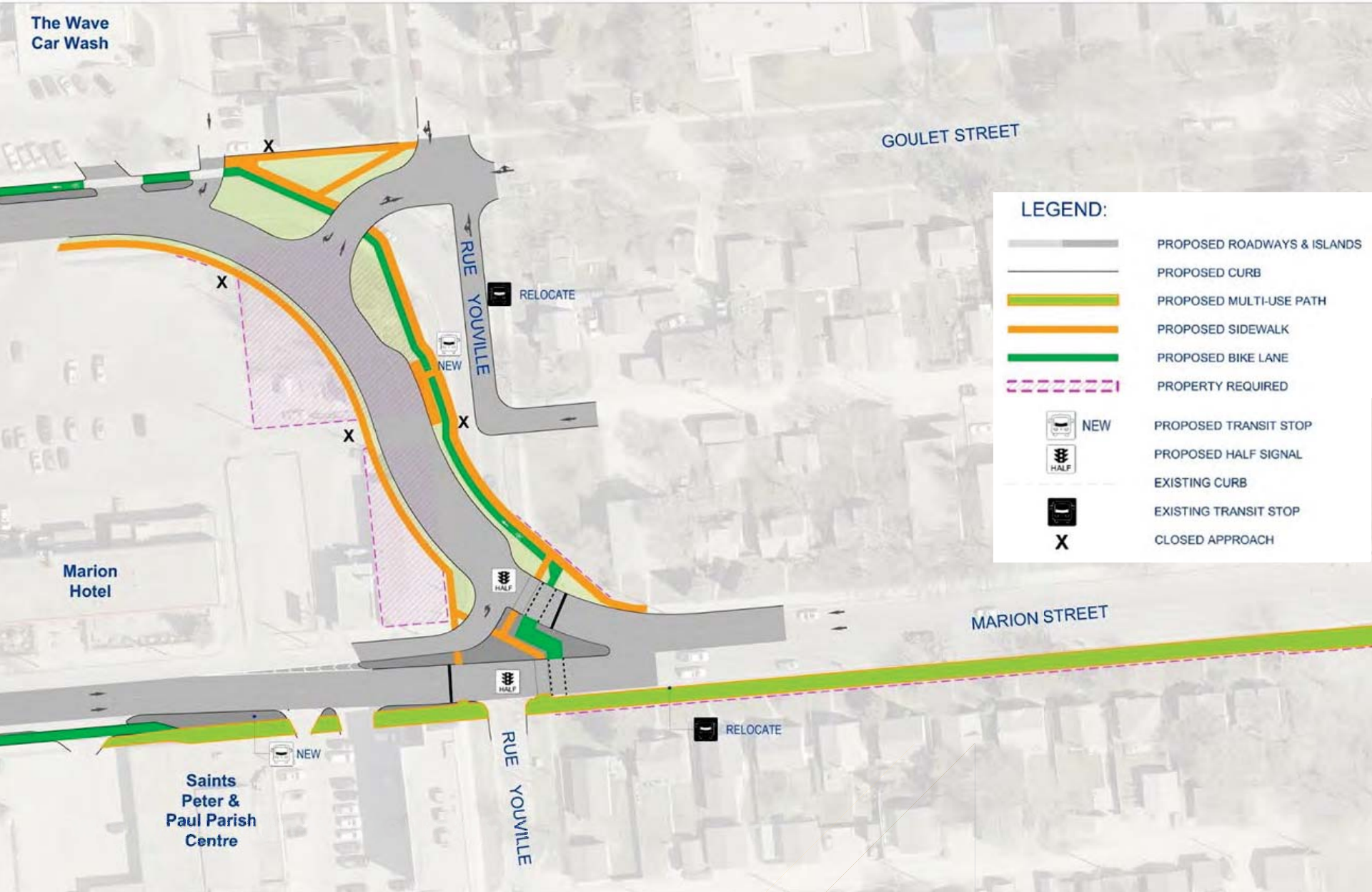
Option 1: Updates to Youville and Marion without bike lanes

Zone 2



Option 2: Updates to Youville and Marion with bike lanes

Zone 2



Poll 1

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 2

As a **pedestrian**, which proposed 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 3

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

Questions?

Happyland Park – Scenario 1: Multi-use path north/south through Happyland Park along Archibald (ending at Marion)

Zone 2



Happyland Park – Scenario 2: Multi-use path east/west through Happyland Park (connecting to Eugenie neighbourhood greenway and proposed cycling infrastructure on Marion)

Zone 2



LEGEND:

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

Poll 4

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

Poll 5

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

- Yes
- No
- Neutral or undecided

DISCUSSION

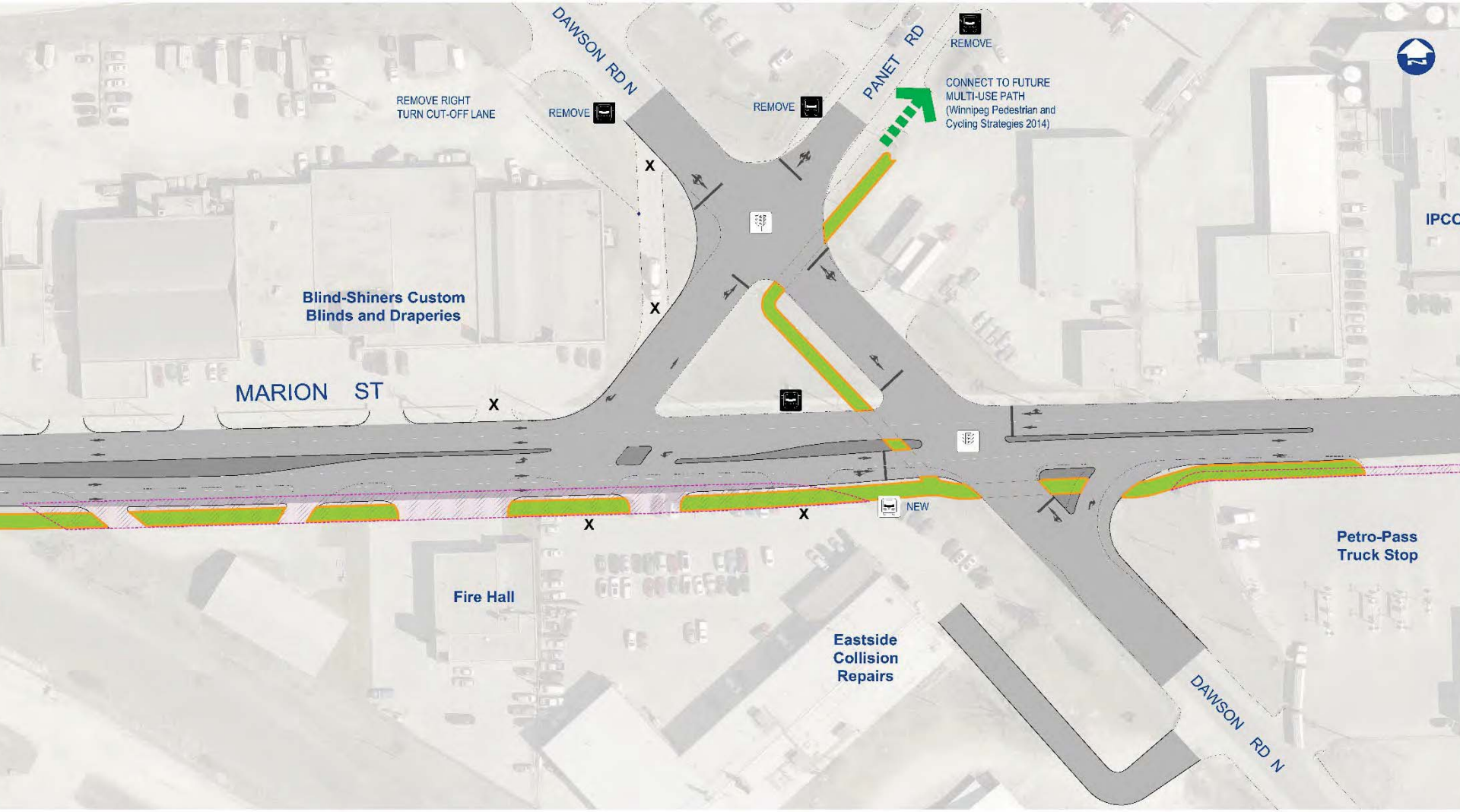
End of Zone 2

Questions?

Project considerations: Zone 3

Panet & Dawson intersection

Zone 3



LEGEND:

- PROPOSED ROADWAYS & ISLANDS
- PROPOSED CURB
- PROPOSED MULTI-USE PATH
- NEW — PROPOSED TRANSIT STOP
- EXISTING CURB
- EXISTING TRANSIT STOP
- EXISTING SIGNALIZED INTERSECTION
- PROPERTY REQUIRED
- X — CLOSED APPROACH
- POSSIBLE ADDITION OF MULTI-USE PATH

Panet & Dawson to Lagimodière & Dugald

Zone 3



LEGEND:

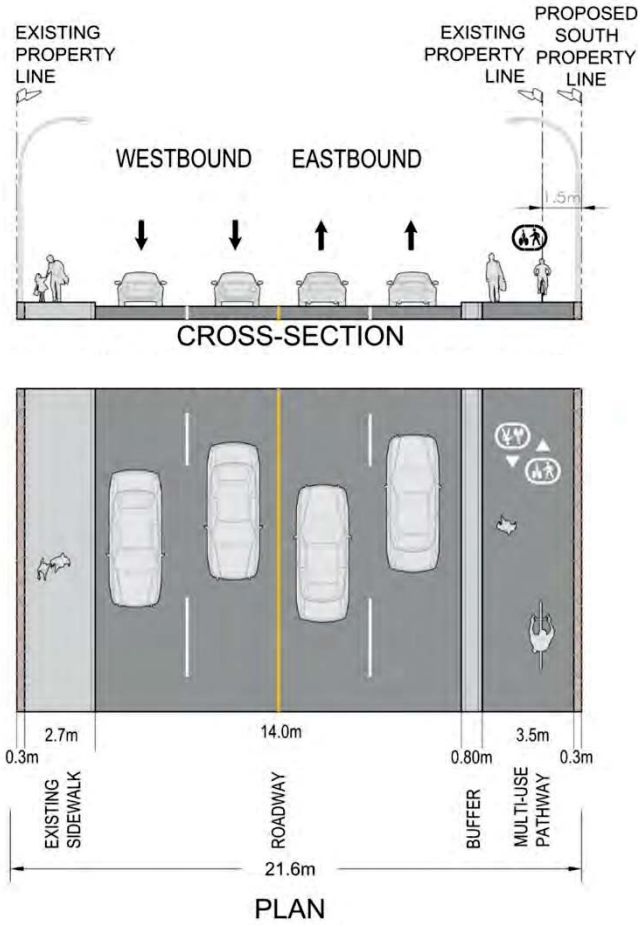
- PROPOSED ROADWAYS & ISLANDS
- PROPOSED MULTI-USE PATH
- PROPOSED SIDEWALK
- PROPOSED PLACEMAKING
- PROPOSED NOISE BERM
- POSSIBLE ADDITION OF MULTI-USE PATH
- PROPERTY REQUIRED

Archibald to Lagimodière & Dugald – multi-use path

Zone 3

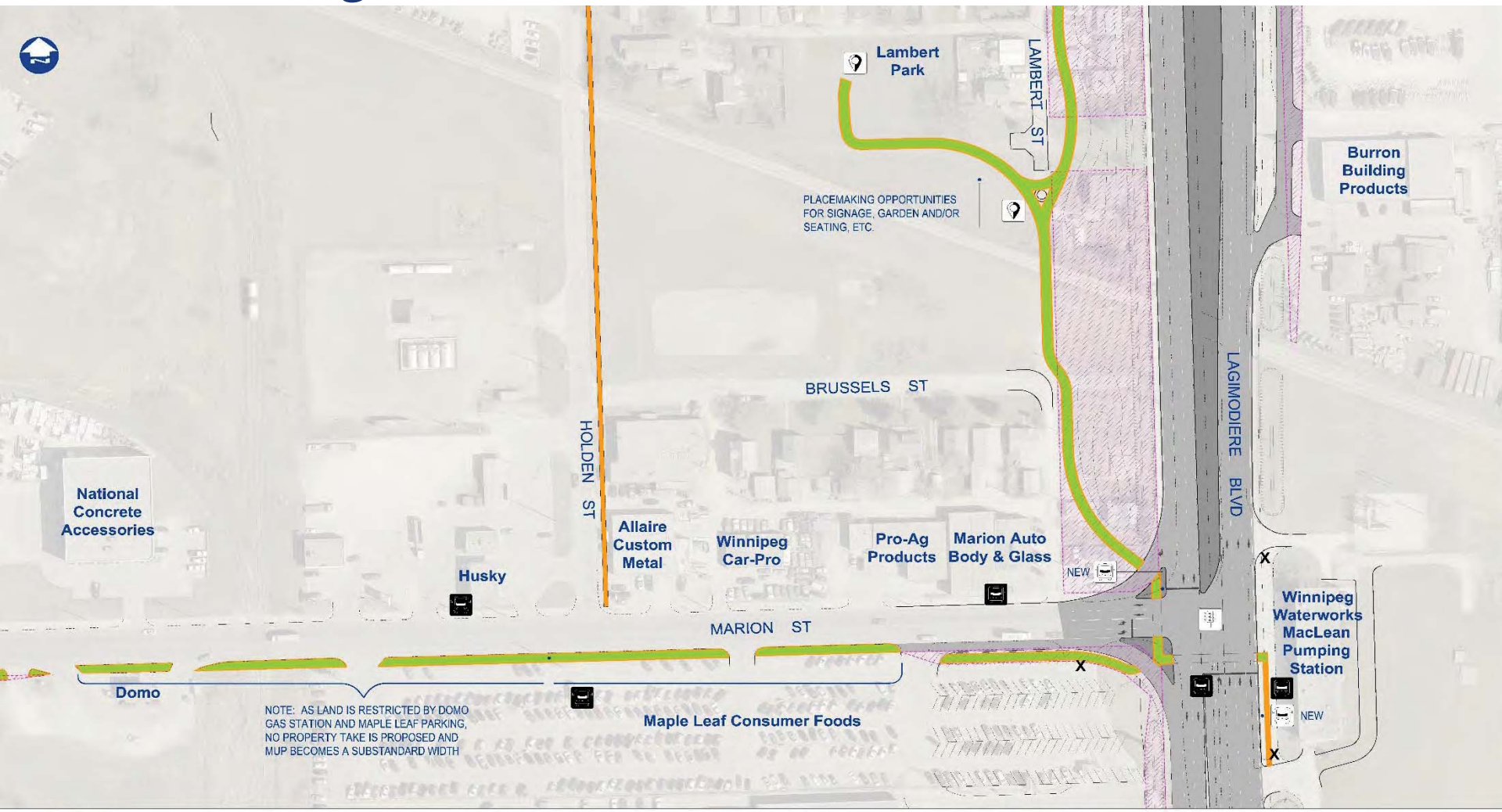


An example of a multi-use path along Route 165.



Marion & Lagimodière intersection

Zone 3



Lagimodière & Dugald intersection

Zone 3

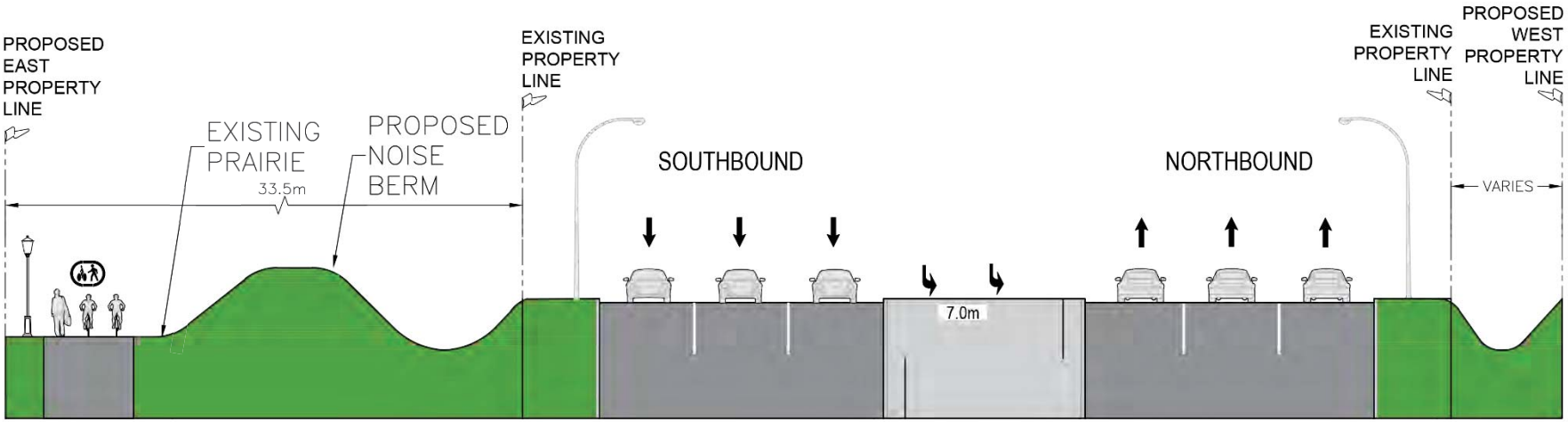


LEGEND:

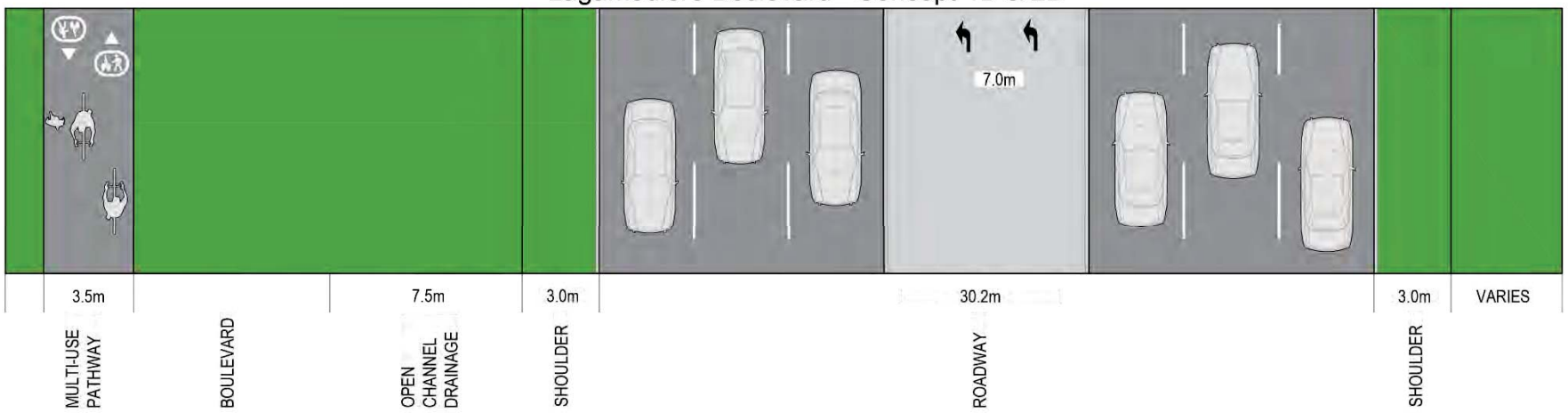
- PROPOSED ROADWAYS & ISLANDS
- PROPOSED CURB
- PROPOSED MULTI-USE PATH
- PROPOSED SIDEWALK
- NEW PROPOSED TRANSIT STOP
- PROPOSED PLACEMAKING
- EXISTING CURB
- EXISTING TRANSIT STOP
- EXISTING SIGNALIZED INTERSECTION
- PROPERTY REQUIRED
- X CLOSED APPROACH
- POSSIBLE ADDITION OF MULTI-USE PATH

Lagimodière & Dugald active transportation

Zone 3



CROSS-SECTION
Lagamodiere Boulevard - Concept-1B & 2B



PLAN
Lagimodiere Boulevard - Concept-1B & 2B

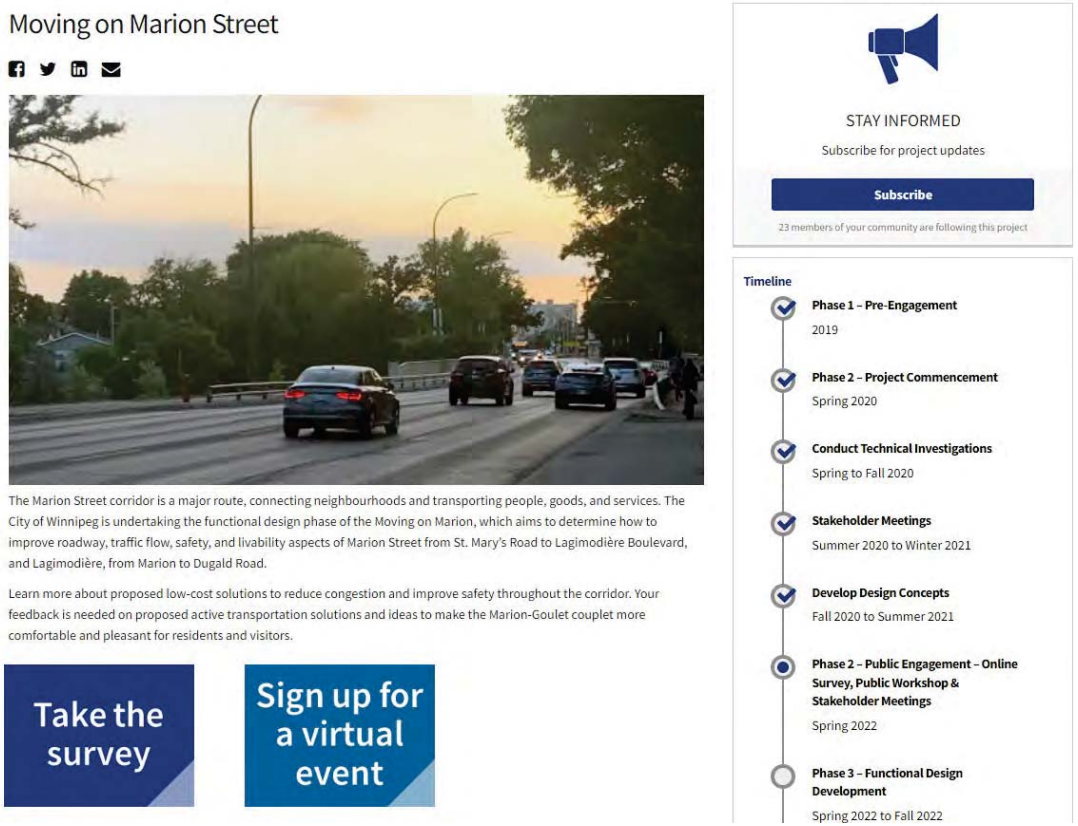
End of Zone 3

Questions?

Next steps

How to provide feedback!

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



Next steps


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

Moving on Marion Street

Thank you

winnipeg.ca/movingonmarion
marion@winnipeg.ca

Winnipeg