

Functional Design Study and Public Engagement for Marion Street Widening and Grade Separation

PUBLIC ENGAGEMENT EXECUTIVE SUMMARY

Prepared for:

The City of Winnipeg

Submitted by:

MMM Group Limited

5513113-000-130

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APPENDIX A – Open House 1 Survey Feedback

(Includes comment sheets submitted at Open House and online)

APPENDIX B – Open House 2 Survey Feedback

(Includes comment sheets received online only)



1.0 INTRODUCTION

The study area for the **Functional Design Study for Marion Street Widening and Grade Separation** encompasses residential, commercial, industrial, and institutional land uses, as well as park space. Marion Street is a major commuter route that connects nearby suburban neighbourhoods to downtown, and also supports the movement of freight trucks in the industrial area. Due to numerous individuals and stakeholder groups affected by the outcomes of this study, the project required a comprehensive public engagement strategy to ensure stakeholders and the general public were not only informed about the study, but were provided with opportunities to provide feedback on the functional design options and the recommended design.

2.0 PUBLIC ENGAGEMENT STRATEGY

The study's public engagement strategy is summarized in **Figure 1** below and described in the following sub-sections. The strategy was shaped by the code of ethics, core values and best practices for public engagement as outlined by the International Association for Public Participation (IAP2).



Figure 1 – Public Engagement Strategy

2.1 Stakeholder Identification and Analysis

At the onset of the study, team members prepared a stakeholder database and a comprehensive analysis and assessment of anticipated stakeholder needs was conducted to identify their various levels of potential impact. As part of this assessment, team members conducted brief telephone interviews with key stakeholders to determine any potential issues or questions in advance of the stakeholder meetings.

2.2 Stakeholder Meetings – Round 1

Three stakeholder meetings were held in advance of Open House #1: one for the City representatives and two for other stakeholders. Representatives from the City of Winnipeg departments were invited to the first stakeholder meeting, which was held on March 3, 2014, at the City of Winnipeg Public Works building. All other stakeholders were invited to attend one of two meetings held on March 4, 2014 (one afternoon meeting and one evening meeting) at the Archwood Community Centre. Approximately 30 stakeholders were invited to attend the meetings in total. Five individuals attended the City meeting; ten attended the second; and five attended the third. The following departments, organizations and businesses were represented at these meetings:

Stakeholder Meeting #1 (with internal City of Winnipeg departments) – March 3, 2014

- Parks (including Happyland Park)
- Fire & Paramedics
- Planning, Property & Development
- Active Transportation Coordinator
- Neighbourhood Economic Development Officer

Stakeholder Meeting #2 (with special interest groups) – March 4, 2014 (Afternoon)

- Manitoba Trucking Association
- Archwood School
- Louis Riel School Division
- Holy Family RC Parish
- St. Andrews Bobola Church
- Public Market Lands
- Entreprises Riel
- Winnipeg Regional Health Authority - St. Boniface Community Facilitator

- Classic Fireplaces

Stakeholder Meeting #3 (with special interest groups) – March 4, 2014 (Evening)

- Bike Winnipeg
- Archwood Community Centre
- Francophone Chamber of Commerce / Old St. Boniface Residents Association
- Resident north of Marion Street
- Councillor Dan Vandal

At the beginning of each stakeholder meeting, the project team presented an overview of the project, outlined the purpose of the meeting, and answered questions. Once the presentation was complete, attendees divided up into small groups to discuss a series of questions about any issues or concerns regarding the proposed project, as well as any future plans for specific properties. The project team facilitated the group discussions and documented all information and feedback provided. Attendees were also encouraged to write their issues and concerns on post-it notes and place them directly on maps of the study area. At the end of each stakeholder meeting, attendees were asked to fill out a comment sheet. The next section summarizes the **frequently asked questions** posed by the stakeholders, followed by the issues and considerations raised during the meetings or from the submitted comment sheets.

FREQUENTLY ASKED QUESTIONS

- How will the project affect nearby greenspace and residential uses?
- Will the proposed road improvements result in increased truck traffic?
- What is the timeline for the project (not the study)?
- Is it possible to have the railroad traffic re-routed?
- Is it possible to move the rail line?
- How does this study connect with traffic issues and activity in neighbouring areas?
- Is there another route to which the traffic on Marion Street could be re-routed?
- Is there room for a service road along Marion Street?
- Do you know the percentage of traffic on Marion Street that is local versus commuter traffic?
- Is it realistic to expect construction of an overpass/underpass at Archibald Street and Marion Street in the next 10 years?
- Can Happyland Park be re-located?

- Is there an opportunity to create a transit hub in the study area?
- Where will the AT connections be located?
- Is the Dugald Drain considered an environmentally sensitive area?

STAKEHOLDER ISSUES AND PROJECT CONSIDERATIONS

Traffic Flow

- Connecting Marion Street to Dugald Road would remove a lot of congestion at Marion Street and Lagimodiere Boulevard.
- Intersection at Archibald Street and Marion Street should be improved as soon as possible.

Access

- Consideration should be made for access onto Marion Street from the Public Markets redevelopment site.
- There are currently several dangerous accesses off of Marion Street.

Active Transportation

- The recommended option should accommodate AT and other healthy initiatives.
- Sections of streets in the study area are without sidewalks, which should be improved.
- Recommendations from the City of Winnipeg's Pedestrian and Cycling Study should be reflected in the recommended option.
- Reclaim riverbank for AT.
- Provide for a separate cycling facility along Marion Street (east/west connection).
- Provide for a north/south AT connection at Enfield Crescent or Youville Street (Enfield Crescent preferred).
- Formalize the Dawson Road/Speers Road AT connection.
- Enhance the pedestrian crossing at Youville Street and Marion Street.
- Pedestrians frequently travel across the bridge over the Seine River to and from church (important connection).
- There is an existing AT pathway that stops at Dugald Road – this should be extended.
- Poor intersection for pedestrian and cycling connectivity at Marion Street and Dufresne Avenue (issues with lights, and cyclists must dismount to press crossing signal).

Happyland Park

- Happyland Park and programming (e.g., outdoor pool and Frisbee golf) are highly valued and used year-round.
- There is a covered drain in Happyland Park that is in disrepair.

Environmental Concerns

- There are riverbank stabilization issues along the Seine River near Marion Street.
- Heritage trees along the north side of Marion Street between the Seine River and Archibald Street should be preserved.
- A dog park was proposed near Old St. Boniface Community Centre.

Fire and Paramedic Services

- Emergency service vehicles experience significant delays at Archibald Street and Marion Street.
- Fire station near Dawson Road and Panet Road is anticipated to close due to infrequency of emergency calls.
- Fire station located at Goulet Street and Des Meurons Street will remain.
- A connection from Goulet Street to Dugald Road would help reduce emergency response times.

Safety

- Safety is a concern for students travelling from Marion Street to Archwood School on Archibald Street.
- Crosswalk(s) and turning-lanes are needed along Archibald Street south of Marion Street to accommodate pedestrians, particularly during peak times.

Archwood School

- Fifty percent of Archwood School students are bussed from the east (crossing the railroad tracks at Marion Street and Archibald Street). It can take over an hour for a child to be bussed from Archwood School to their home near Dugald Road and Lagimodiere Boulevard if there is a train stopped at the crossing.

Transit

- There are several transit stops in the area with no sidewalks leading up to them.

- Lack of a diamond lane on Marion Street.
- Transit connections in and out of the study area should be improved, specifically near Lagimodiere Boulevard.

Residential

- Active residents (though not with a formal organization) live near Marion Street and the Seine River.
- Concerns about the impact on isolated residential properties in the Holden neighbourhood along Lagimodiere Boulevard, south of Dugald Road.

Commercial

- Local business owners would like to see a potential future commercial strip on Marion Street.
- Norwood Grove Biz would like to implement gateway identification markers.
- Norwood Grove Biz looking to expand from its current boundary at Marion Street and Archibald Street, all the way to Lagimodiere Boulevard.
- Two new businesses were recently approved on Archibald Street near Ken's Carpets.

2.3 Stakeholder and Landowner Meetings – Round 2

Eleven stakeholder meetings were held in advance of Open House #2. The purpose of these meetings was to inform stakeholders of the preferred alternative and to gain feedback on potential modifications prior to Open House #2. Of the eleven stakeholder meetings, five were individual meetings with local organizations and City departments, and the remaining six were with owners of directly impacted properties.

Highlights from the five meetings with local organizations and City departments are summarized in the following sections:

Meeting with Save Our Seine (SOS) (December 2014)

- Impacts to Happyland Park and the area surrounding the Seine River were reviewed.
- SOS's main priorities include drainage, water quality, and water quantity of the Seine River basin.
- They indicated the importance of north/south connectivity for pedestrians and cyclists ideally under the bridge and along the water.
- Importance of protecting the natural habitat as much as possible and fauna.

- SOS is exploring the potential for a rain garden site on the south side of the Seine River Crossing on Marion Street near Youville Street and a pathway and canoe launch on the north side of Marion Street.
- SOS would prefer one widened crossing rather than two and a bridge structure rather than a box culvert that would accommodate a future trail beside the river.

Meeting with the Norwood Grove Biz (December 2014)

- Marion Street is the Biz's primary focus, but this will change if the alignment of Route 115 changes.
- Business owners would like to see Marion Street more pedestrian-friendly, with a "market street feel" and functionality of the street improved for vehicle and pedestrian traffic.
- The Biz intended to install a gateway feature at Archibald Street and Marion Street, however; they will postpone these plans. They requested that the recommended option incorporate an alternative location for this gateway feature in the design.
- Business owners are aware of the project; waiting to see the recommended option.

Meeting with the City of Winnipeg Fire and Paramedic Services (January 2015)

- The existing fire station on Marion Street near Panet Road will be impacted by the proposed design.
- This station is planned to be consolidated with another station (Cottonwood and Autumnwood) in a new location (potentially near Fermor Avenue and Archibald Street) within the next five to ten years.
- If the recommended option moves forward it may help expedite consolidation of the two stations.
- Access to the neighbourhoods west of Archibald Street, north and south of Marion Street, will be reduced because of the proposed interchange. The department has no concerns with this as long as there are multiple points of access (at least two) in and out of the neighbourhoods.
- Grade separation of the rail crossing and improved traffic operations should improve emergency response times and eliminate delays due to trains.

Meeting with the City of Winnipeg Parks Services and Aquatic Services (January 2015)

- There are no City projects or improvements currently planned for the Happyland Park.
- Existing pool and wading pool will remain, but could require temporary closures during construction of the realignment.

- Frisbee golf course will need to be relocated or redesigned.
- Entrance to Happyland Park at Dufresne Avenue should be improved.

Meeting with the City of Winnipeg Naturalist (January 2015)

- Noted habitat loss (as a result of the proposed project) on the north side of Marion Street from the bridge to Dufresne Avenue and along Happyland Park at the proposed interchange.
- The detailed design should explore the possibility of incorporating naturalized landscaping (where possible) to offset loss of habitat.
- The project team should investigate the number of trees that will be removed and need to be replaced.

Six small group meetings were held with directly impacted property owners. As the functional design directly affects approximately 140 properties, meetings were organized into smaller groups based on the property’s geographic location. One hundred and seven people attended the landowner meetings, representing 67 properties. Table 1 shows the total number of people invited and the total number that attended each meeting.

Table 1: Property Owner Attendance based on Geographic Area

Geographic Area	Number of Properties Affected	Total Attendance	Number of Properties Represented
Industrial	37	20	13
Commercial	31	24	15
Dufresne	21	17	8
Archwood	15	16	8
Holden	16	15	11
St. Boniface	20	15	12
Total	140	107	67

The landowner meetings were held in advance of Open House #2 to ensure that the recommended design was presented to directly impacted property owners prior to the general public. Each meeting was based on a general geographic area within the study area. Property owners were invited to a meeting through a mailed letter; commercial and industrial property owners received their letter by courier or hand delivered by the consultant team (due to a time restriction) and residential property owners received their letter by regular Canada Post mail.

Each meeting was attended by the City of Winnipeg’s Project Manager, a lead transportation engineer, a lead planner and/or facilitator, a representative from City of Winnipeg Real Estate,

and a translator from the City of Winnipeg. Some members of the Steering Committee attended some of the meetings. The format of each meeting included a presentation from the project team, a group question and answer session, and facilitated small group discussion. The presentation included an overview of the project history and study, the evaluation factors, summary of early public feedback for the five preliminary options, and concluded with the recommended design.

Following the presentation, property owners had an opportunity to ask general questions before dividing into smaller groups. Members of the project team facilitated small group discussion around a large printed copy of the recommended design and a map of the impacted properties. Notes were recorded and the following section summarizes the frequently asked questions posed, as well as the issues and considerations raised during these meetings:

Industrial Property Owners (April 16, 2015)

- How will businesses be compensated for the cost of business relocation?
- Will Turenne Street be reopened?
- In what capacity has land drainage been considered?
- How much of an improvement will traffic flow be at Marion/Archibald?
- What are the potential delays/surprises of the project?
- Concerns were raised regarding maintaining property access during project construction.
- Changes in property access may impact the operations of some of the existing businesses.
- Concerns over increased traffic from Lagimodiere onto Dawson Road South.

Commercial Property Owners (April 16, 2015)

- What influenced the decision of selecting Option #2?
- Are you submitting all five options to City Council or only the recommended option?
- Why are the proposed six lanes not being built at once?
- How do you appraise the value of properties?
- What is the minimum timeline for taking property?
- The CN Sprague line should be considered in the design.
- There is a fear that rental properties may become “unrentable” because current and/or future tenants may not lease the space because its future is unknown. Will property owners of rental properties be compensated for this?

Residential Property Owners (April 20, 21, 22, and 23, 2015)

Property Impacts and Acquisition

- Would the City be purchasing or expropriating my property?
- How does the City determine the purchasing amount for my property?
- When do you begin the expropriation process?
- Is the City interested in purchasing other properties close to the proposed design but not directly impacted?
- How do you determine a partial taking?
- What is the phasing of property acquisition?
- What are the opportunities to repurpose extra land? i.e., can the “leftover” land from property takings be purchased from the City?
- What costs related to expropriation does the City pay for?
- Were neighbouring property values considered as part of the study?
- Concerns exist that money recently invested into properties will not be appropriately reflected in the property assessment process.
- Internal access into my neighbourhood will be restricted.
- The internal access into the Archwood neighbourhood will increase traffic on the only three streets that connect to Archibald.

Happyland Park

- How will Happyland Park be affected?
- What is the level of park use? How many people use the space, and in what capacity?
- Comments that the park is unused and the pool is unsafe.
- Why is the park saved and the businesses removed?

Engagement Process and Next Steps

- What motions must Council take to approve the plan?
- When will the decision be made to move ahead with the project?
- How will we be contacted when there is movement on the project?
- How do monies from the Build Canada fund get assigned to the priority areas as identified by Council?

- Some residents feel that the level of outreach leading up to the meeting was insufficient.
- Concerns are directed to the timeline of the project and would like to know when it will start.

Project Alignment

- Agree that the Marion/Archibald intersection can be improved.
- Proposed design will be good for the City but there are concerns with the chosen alignment.
- How will this project improve traffic flow?
- Can the rail line be relocated?
- Disagree with the project because other railway crossings (i.e., Sprague line, Emerson crossing at Des Meurons and Provencher) are not being addressed.
- Questions about how the lights will be timed.
- What is the higher priority for the project, movement of vehicle traffic or active transportation?
- How will businesses be accessed during construction?
- What type of mitigation methods might be used to reduce impacts on neighbouring properties from the proposed design? i.e. can surplus land from property acquisition be used for vegetative screening or noise attenuation?
- Will there be a diamond transit lane as part of the study?
- Concerns that the proposed design will not solve traffic problems.
- The design is impressive.

General Comments

- There are several large infrastructure projects on the table, why is Marion identified as second, and over Chief Peguis?
- Traffic congestion on Marion is the result of new development; why are “we” being impacted because of new development?
- Where will the bus stops be located?
- If I don't have the internet, how can I access the boards and be updated on the project's progress?

Over the course of the stakeholder meetings, comments were received which highlighted specific areas for follow-up and further examination.

2.4 Communication

PROJECT CONTACT

All of the public engagement materials included a contact name, phone number, and email for an MMM employee for the public to contact if they had any questions or concerns. Numerous emails and telephone calls were made to address the questions and comments by the public.

311

Calls referred to 311 were forwarded to the Councilor and a response was drafted by the consultant and Public Works staff as requested.

WEBPAGE

With input and approvals from the Technical Steering Committee and key City of Winnipeg personnel, the project team developed all content required for the project webpage, including updates, with the purpose of providing stakeholders and the public with easily accessible project information in plain language. The project website included a project overview; map of the study area; background information; public participation opportunities and materials; timeline; contact information; and links to relevant online resources such as OurWinnipeg and the City of Winnipeg's Transportation Master Plan.

NEWSLETTERS

Bilingual (English and French) newsletters (**Figure 2 and 3**) were distributed as unaddressed airmail by Canada Post to all landowners located within the vicinity of the study area boundaries (**Figure 4**) two weeks prior to each open house. Approximately 3,200 newsletters were delivered. The purpose of the newsletters was to provide information and increase awareness of the project and upcoming public engagement opportunities. Both newsletters included a description of the project, map of the study area, invitation to each of the respective open houses, website address, and project contact information. Both newsletters were posted on the project webpage. An electronic newsletter was sent to all stakeholders and anyone who had requested to be added to the project email list.

→ PUBLIC OPEN HOUSE INVITATION ←

Functional Design Study and Public Consultation for Marion Street Widening and Grade Separation

As part of the 2013 Capital Program, City of Winnipeg Council approved funding for a functional design study and public consultation program for improvements to Marion Street, including a grade separation of the CPR Emerson rail line. The study aims to identify ways to reduce congestion, improve safety and connectivity, and incorporate new or enhanced transit, bicycle and pedestrian facilities to improve traffic flow throughout the study area.

Drop-in format (come and go at any point) • Learn about the purpose of the study • View route and improvement options • Talk with project team members • Provide your input and feedback

We Want to Hear From You

DATE: Thursday, June 12, 2014
 TIME: 4:00 P.M. - 7:30 P.M.
 LOCATION: Archwood School, 800 Archibald Street
Free parking is available onsite, Winnipeg Transit stop #50132, 50131

PROJECT CONTACT:
 David Jopling | 204.943.3178 | joplingd@mmm.ca
www.winnipeg.ca/marionstreet

Figure 2: English Newsletter

INVITATION AUX PORTES OUVERTES

Étude sur la conception fonctionnelle et consultation publique concernant l'élargissement de la rue Marion et l'aménagement d'un carrefour à niveaux différents

Plusieurs fois, le Programme d'immobilisations de 2013, le Conseil municipal de Winnipeg a débloqué des fonds pour une étude sur la conception fonctionnelle et une consultation publique relativement à des améliorations à la rue Marion, y compris un carrefour à niveaux différents à l'intersection de la ligne Emerson du CP. Le projet vise à trouver des moyens de réduire les embouteillages, d'améliorer la sécurité et la connectivité, et à intégrer des voies nouvelles ou améliorées pour les utilisateurs du transport en commun, les cyclistes et les piétons afin de rendre la circulation plus fluide dans la zone étudiée.

• Libre (entrée et sortie à volonté) • Apprenez quel est le but de cette étude • Découvrez les itinéraires et les améliorations possibles • Entretenez-vous avec des membres de l'équipe • Partagez vos idées et vos réactions

Nous voulons connaître votre opinion.

DATE : Le jeudi 12 juin 2014
 HEURE : De 16 h à 19 h 30
 ADRESSE : École Archwood, 800, rue Archibald

Stationnement gratuit sur place. Arrêts d'autobus de la Régie des transports nos 50132 et 50131

PERSONNE-RESSOURCE :
 David Jopling | 204.943.3178 | joplingd@mmm.ca
www.winnipeg.ca/marionstreet

Figure 3: French Newsletter

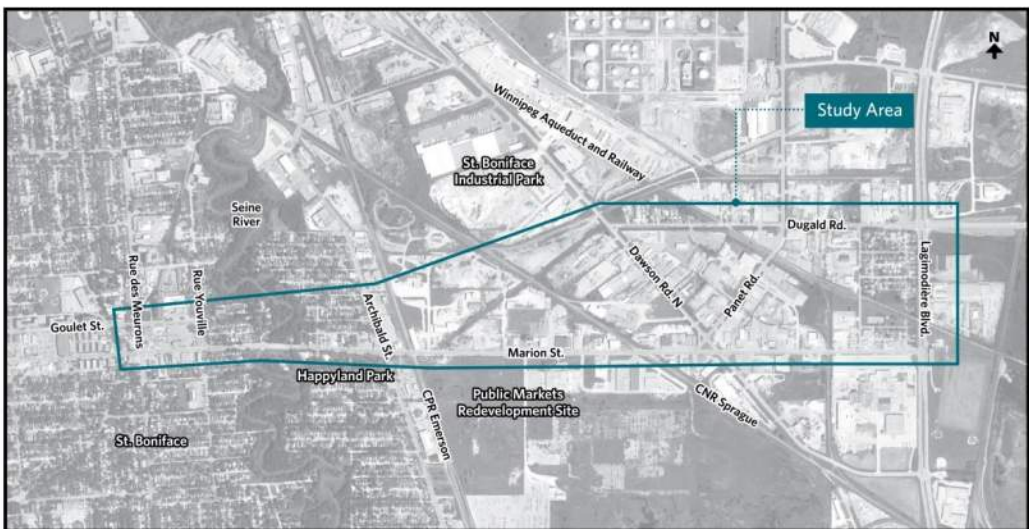


Figure 4: Study Area

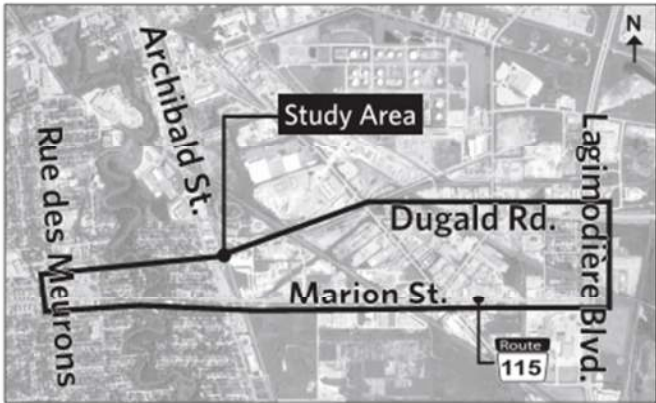
NEWSPAPER ADS

Open House #1 and Open House #2 were advertised in the Winnipeg Free Press, the Winnipeg Sun, the local French newspaper La Liberte, and the local edition of the Canstar Weekly, the Lance (**Figure 5 & 6**). The events were advertised extensively to ensure as many people as possible were informed of the project and aware of the opportunity to provide their input.

PUBLIC OPEN HOUSE

Functional Design Study and Public Consultation for Marion Street Widening and Grade Separation

As part of the 2013 Capital Program, the City approved funding for a functional design study and public consultation program for improvements to Marion Street, including a grade separation of the CPR Emerson rail line. Join us at the open house to view the proposed design, ask questions and provide your comments.



PLEASE JOIN US:

<p>DATE: December 3, 2014</p> <p>TIME: 4:00 p.m. to 7:30 p.m.</p> <p>LOCATION: Archwood School, 800 Archibald Street, Winnipeg, MB</p> <p>FORMAT: Drop-In (come & go at any point)</p>	<p>PROJECT CONTACT:</p> <p>David Jopling t: 204.943.3178 e: joplingd@mhl.ca</p> <p>For more information visit: www.winnipeg.ca/marionstreet</p>
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Figure 5: Newspaper Ad

PORTES OUVERTES

Étude sur la conception fonctionnelle et consultation publique concernant l'élargissement de la rue Marion et l'aménagement d'un carrefour à niveaux différents

Dans le cadre du Programme d'immobilisations de 2013, le Conseil municipal de Winnipeg a débloqué des fonds pour une étude sur la conception fonctionnelle et une consultation publique relativement à des améliorations à la rue Marion, y compris un carrefour à niveaux différents à l'intersection de la ligne Emerson du CP. Le projet vise à trouver des moyens de réduire les embouteillages, d'améliorer la sécurité et la connectivité, et à intégrer des voies nouvelles ou améliorées pour les utilisateurs du transport en commun, les cyclistes et les piétons afin de rendre la circulation plus fluide dans la zone étudiée.

Rejoignez-nous :

DATE : Le jeudi 12 juin 2014

HEURE : De 16 à 19 h 30

ADRESSE : École Archwood,
800, rue Archibald,
Winnipeg (Manitoba)

FORMAT : Libre (entrée et sortie à volonté)

Prenez connaissance des itinéraires possibles, posez des questions et partagez vos réactions.

Personne-ressource :

David Jopling
204.943.3178 | joplingd@mmm.ca

Pour des renseignements supplémentaires, allez à :

www.winnipeg.ca/marionstreet

MICHELLE HOLLAND CONSULTING INC.

Figure 6: Newspaper Ad

ONLINE SURVEYS

The project team prepared two online surveys that were posted on the project webpage following each of the open houses. The purpose of the online surveys was to collect information and feedback from individuals who were unable to attend either the stakeholder meetings or the open house events. The first survey was designed to gather information on public perspectives, key issues, concerns and opportunities. The second survey was used to gather feedback on the recommended option. The input provided online was compiled with the input provided in the open house comment sheets, all of which is summarized in the following sections.

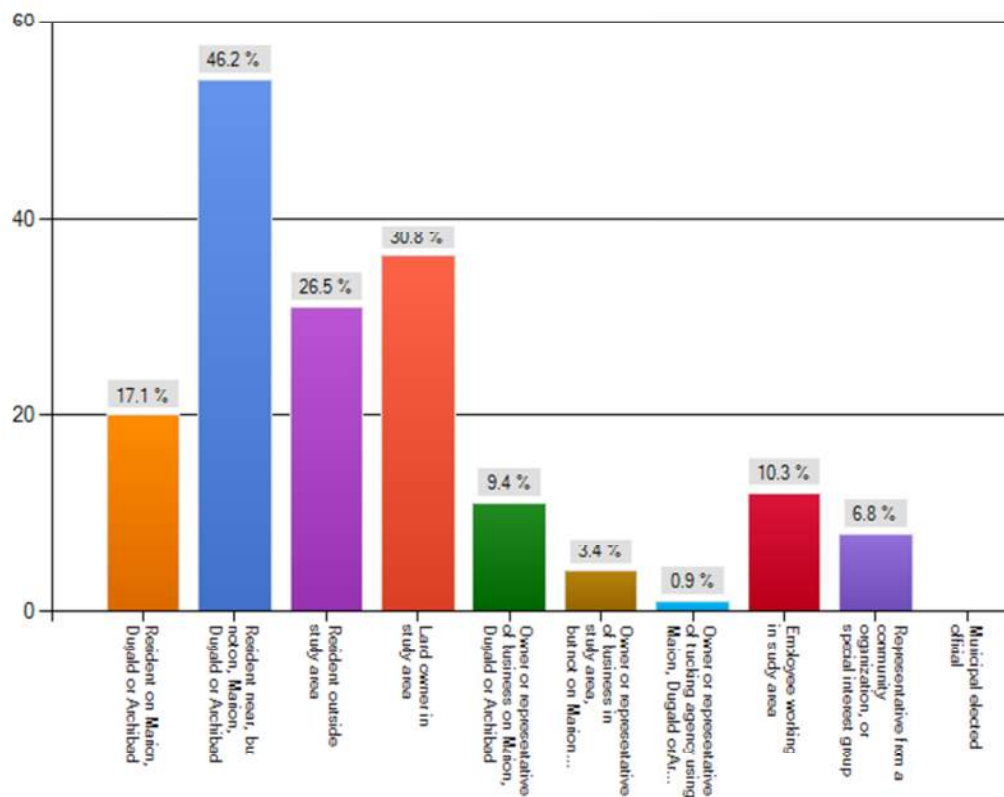
2.5 Open House #1 Summary

Open House #1 was held on Thursday, June 12, 2014, from 4:00 P.M. to 7:30 P.M. in the Archwood School gymnasium at 800 Archibald Street. The purpose of the open house was to present five options prepared by the project team for the widening and grade separation of Marion Street and gather public feedback. The five options, as well as background information on the project, were presented at the open house on both English and French presentation boards. Large-scale maps illustrating the five options were provided on tables throughout the gymnasium. Attendees were encouraged to write or illustrate their comments on these maps. Each attendee was also asked to complete an English or French survey booklet. The survey

was also available online for three weeks for those who were unable to attend the open house or preferred to complete the survey at home. Project team members from the City of Winnipeg and MMM Group were available to answer questions and participate in discussions about the study.

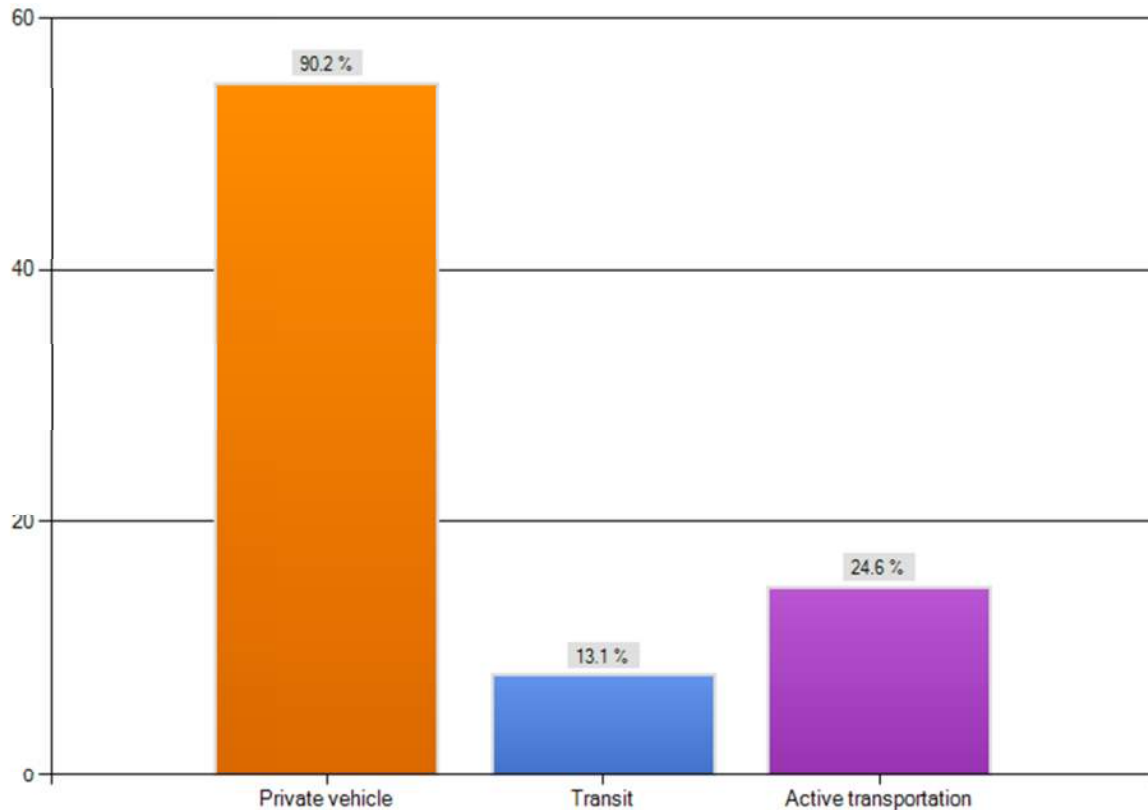
A total of 111 individuals signed into Open House #1 and 92 individuals filled out the survey booklet. In addition, 28 individuals completed the online survey, for a total of 120 survey responses. The following paragraphs summarize the written feedback received. The Open House boards, verbatim survey feedback, and comments submitted through the online survey from Open House #1 is included in **Appendix A**.

Please tell us a bit about yourself. Are you a (select all that apply):



Approximately 46 percent of respondents indicated they were residents near, but not on, Marion Street, Dugald Road or Archibald Street; 31 percent were landowners in the study area; 27 percent were residents from outside of the study area; and 17 percent were residents on Marion Street, Dugald Road or Archibald Street. It is important to note that respondents were able to select multiple responses to this question.

If you are a regular Route 115 user, what mode(s) of travel do you commonly use?

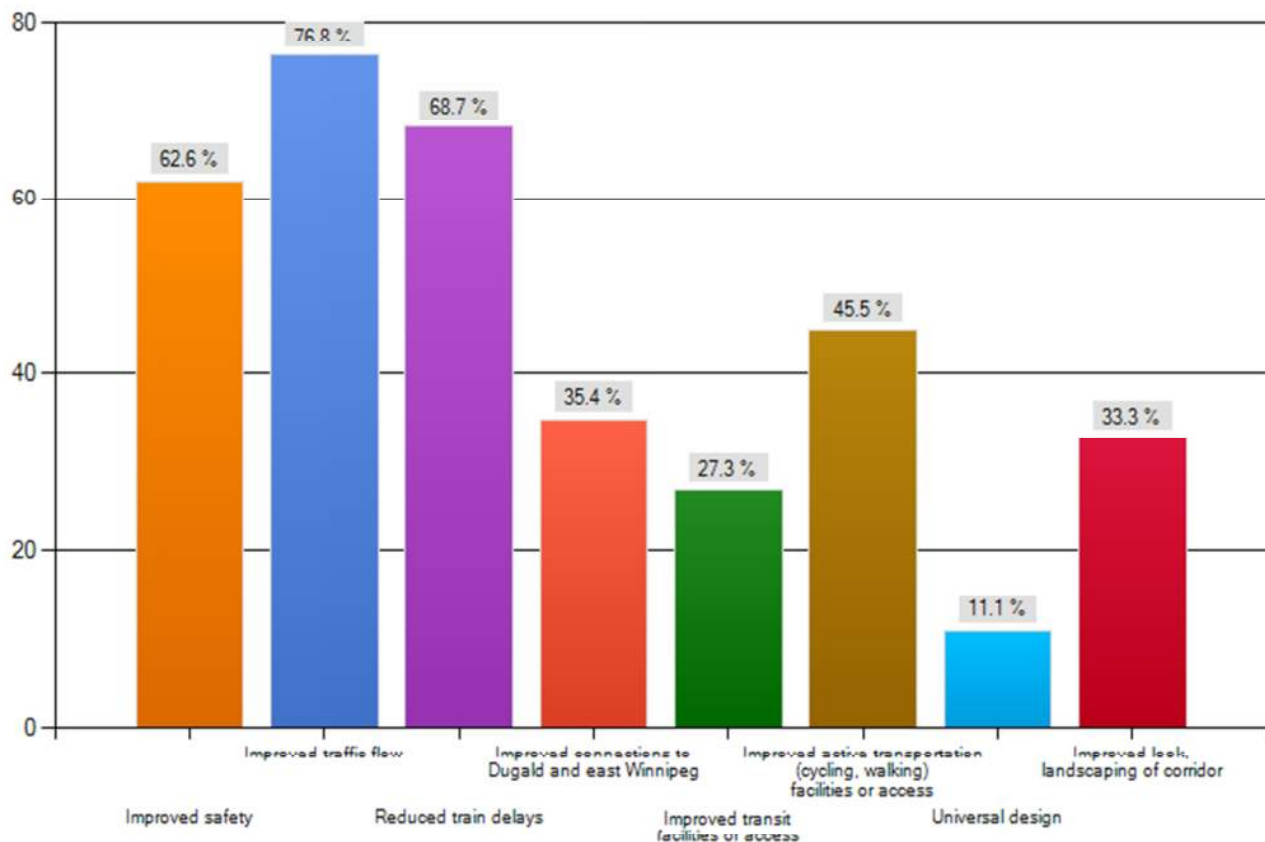


Ninety percent of respondents indicated that they commonly travel along Route 115 in a private vehicle, while 25 percent travel by means of active transportation (walking, cycling, rollerblading, etc.) and 13 percent by transit. It is important to note that respondents were able to select multiple responses to this question.

What are the most important issues or considerations that you think should be taken into consideration when designing improvements in the study area?

Respondents indicated that the following issues or considerations should be taken into consideration when designing improvements in the study area (in decreasing order of frequency): traffic flow; impact on community; safety; Happyland Park; active transportation/transit; traffic; environmental impact; access; construction; noise; and affordable housing.

What elements of a successfully reconstructed Marion Street road network would you or your organization benefit from the most?



Respondents indicated that the elements of a successfully reconstructed Marion Street road network that would benefit them or their organization the most included: improved traffic flow (77 percent); reduced train delays (69 percent); improved safety (63 percent); improved active transportation (walking, cycling) facilities or access (46 percent); improved connections to Dugald and east Winnipeg (35 percent); improved look, landscaping of corridor (33 percent); improved transit facilities or access (27 percent); and universal design (11 percent).

How much do you support Options 1 – 5?

Respondents were asked to identify their preferred option for a reconstructed Marion Street road network. **Option 3 – Dugald Drain** received the greatest support at 48 percent, while **Option 1 – Widen Existing** received the greatest opposition at 62 percent. However, the results of this question remain inconclusive, as there was no clear preference. All five of the options received indication of support as well as opposition. In fact, the respondents' comments and reasoning for preferring or opposing each option may be better suited to informing the overall design of a reconstructed Marion Street road network, rather than the specific options

selected. Therefore, the public's comments can be used to inform the design process, as the comments highlight the perceived advantages and disadvantages of each option. Moving forward, public feedback on this project was used to identify key issues for the general public and stakeholders; considered in the selection of the recommended alternative; and ultimately used to refine the recommended alternative.

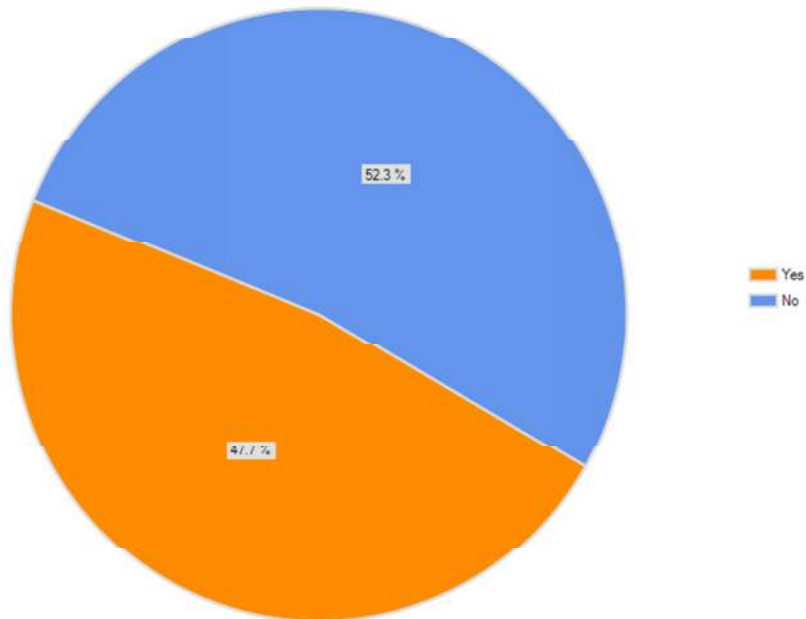
For options that you like the most, what did you like about them?

For options that respondents liked the most, some of their reasoning included: no impact on Happyland Park; no train delays (due to grade separation); improved traffic flow; reduced impact on residential neighbourhoods; reduced impact on businesses; and improved access to the industrial areas.

For options that you liked the least, what did you not like about them?

For options that respondents liked the least, some of their reasoning included: destruction of established neighbourhoods; negative impact on Happyland Park; impact on businesses; too many intersections; too much land required for grade separation; an increase in lanes will equate to an increase in speed, thereby reducing safety; removal of affordable rental housing units; and loss of access to side streets.

Did this Open House answer all of your questions?



Approximately 48 percent of respondents indicated that the open house answered all of their questions while 52 percent indicated they had additional questions that were not answered. The

majority of the unanswered questions were related to specific timing for construction and project completion, as well as the total costs for each option.

2.6 Open House #2 Summary

Open House #2 was held on April 28, 2015, from 4 P.M. to 7:30 P.M. in the Archwood School gymnasium at 800 Archibald Street. The purpose of the second open house was to present the recommended option and gather public feedback on specific elements of the design. The recommended option and background information on the project were presented at the open house on both English and French presentation boards. Large-scale maps illustrating the recommended option were provided on tables throughout the gymnasium. Project team members from the City of Winnipeg and MMM were available to answer questions and participate in discussions about the study.

As mentioned in the Open House #1 summary, the public identified a number of issues that they would like to see addressed by the project and the recommended option, including:

- Improved traffic flow.
- Improved connections to Dugald and east Winnipeg.
- Improved look, landscaping of corridor.
- Reduced train delays.
- Minimal impact on Happyland Park.
- Improved safety.
- Improved pedestrian and cycling facilities or access.
- Improved access out of the Archwood neighbourhood (via Evans Street).
- Universal design.
- Improved transit facilities or access.
- Reduced impact on local affordable housing.
- Minimal environmental impact.

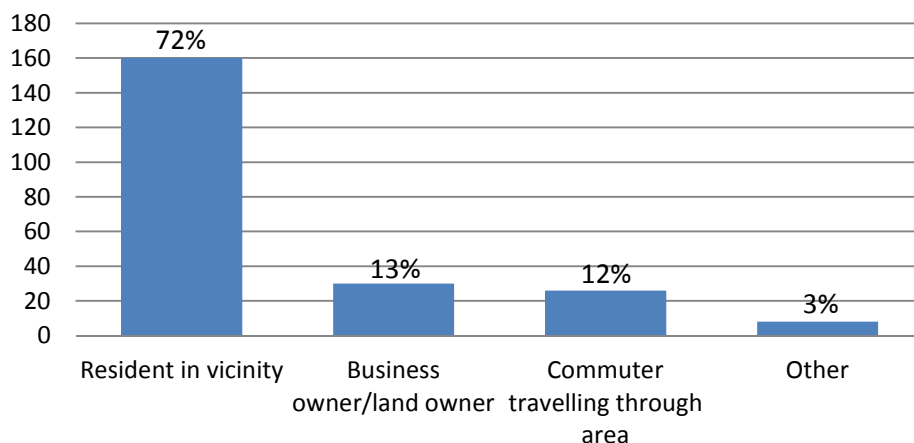
The recommended design was selected to reflect the public's concerns in the following ways:

- Traffic flow will be improved by widening to six traffic lanes on Route 115 and providing a direct connection between Marion Street and Dugald Road.
- Traffic flow on Lagimodiere Boulevard will be improved by removing the traffic signal at Lagimodiere Boulevard and Marion Street.

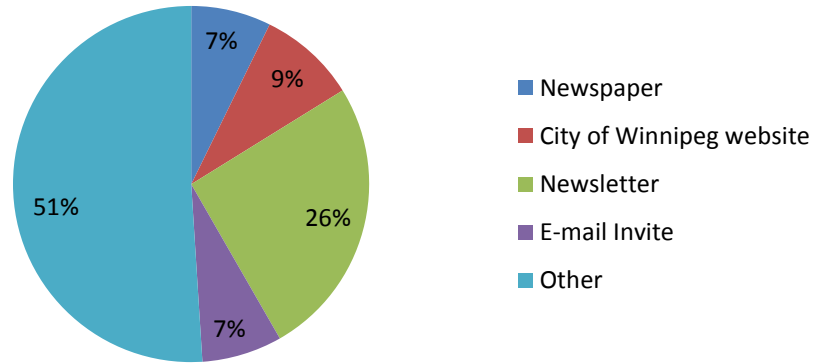
- Additional pedestrian and cycling facilities will be added to the corridor, which will provide enhanced access to nearby areas and other proposed pedestrian and cycling facilities.
- Train delays will be eliminated by the grade separation of the railway crossing.
- The aesthetic quality of the area will be improved by additional landscaping and streetscaping.
- The existing pool and much of the green space at Happyland Park will be maintained.
- Safety will be improved by a design that meets current standards and includes a centre median and increased boulevard space.
- All transit stops will be connected to the sidewalk or cycling pathway.
- The proposed single-point diamond interchange at Marion Street and Archibald Street will accommodate future traffic volumes within a confined urban area.
- The overall design will meet the City of Winnipeg’s Accessibility Design Standards.

Each attendee at the open house was asked to complete an English or French comment sheet. The comment sheet was also available online for three weeks following the open house for those who were unable to attend the open house or preferred to complete the comment sheet at home. A total of 277 individuals signed into the open house and 197 filled out the comment sheet. In addition, 37 individuals completed the online survey, for a total of 234 survey responses. The following charts and paragraphs summarize information received from the surveys. The Open House boards, verbatim survey feedback and comments submitted through the online survey from Open House #2 are included in **Appendix B**.

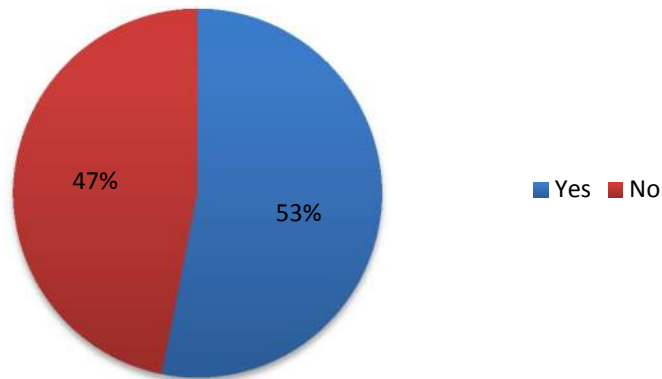
Please tell us a bit about yourself. Are you a (select all that apply):



How did you hear about the Open House? (select all that apply):



Did this Open House answer all of your questions?



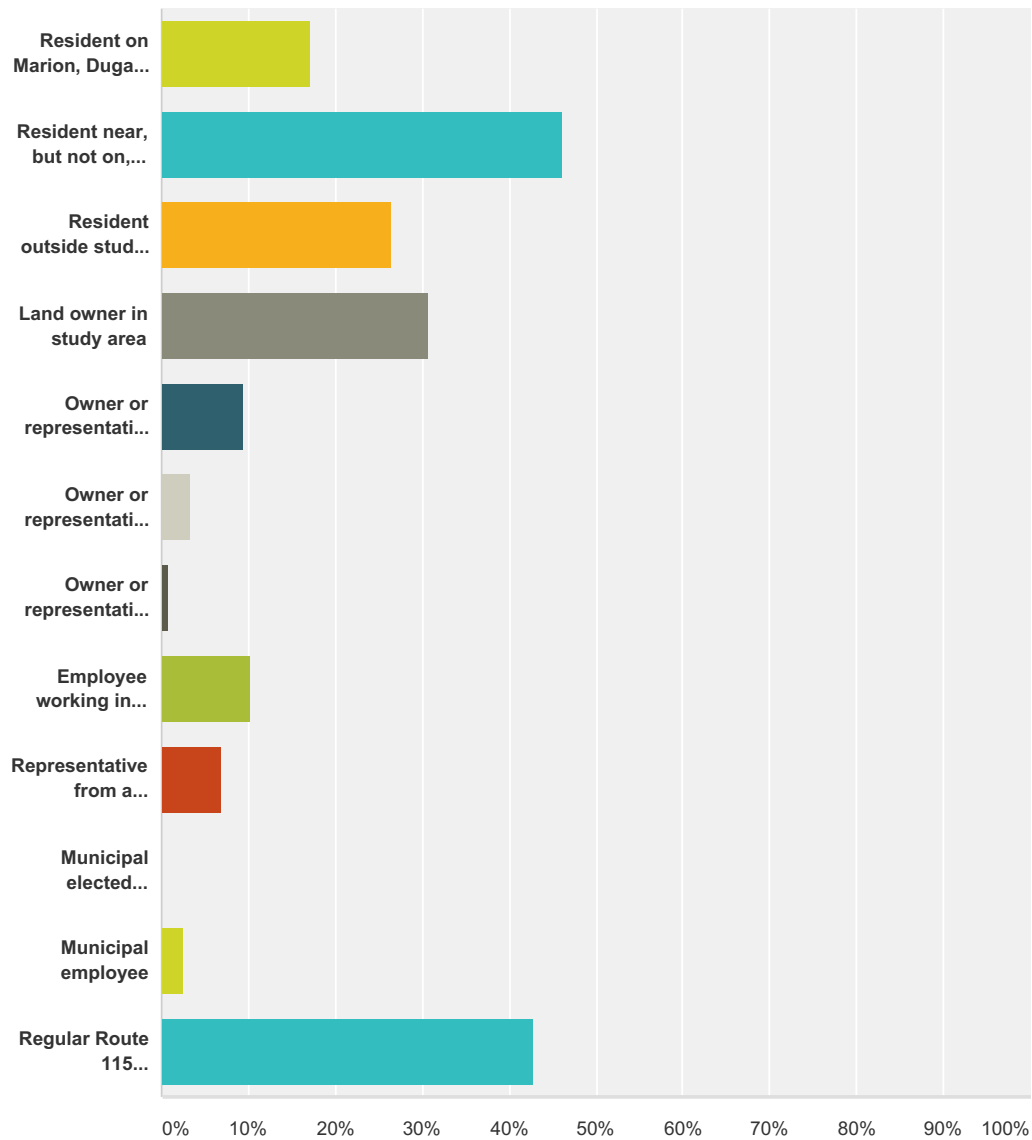
The following paragraphs summarize the written feedback received.

- Concerns over closing access from neighbourhood streets onto Archibald.
- Questions about how this project will impact local property values.
- Dislike the loss of green space at Happyland Park.
- Active Transportation could be more clearly explained. Opportunity to connect AT path at the West End of Marion to Des Meurons which is bike route as well as to minimize the number of road crossings over Marion/Archibald.
- Concerns over the loss of housing as a result of the project.

- What are the opportunities for the train to be relocated?
- Why is the Marion/Archibald project prioritized over other areas of the City?
- More information on the staging and timeline of construction is wanted.
- Suggestions were made to implement more smaller scale solutions to improve traffic flow (i.e., repave Marion, synchronize traffic lights, repave Archibald, restrict trains during rush hour).
- Would like to see both visual and sound barriers included in the design.
- Dislike the loss of businesses as a result of the project.
- Suggested that 3D modelling and traffic simulations may help the public better understand how traffic will flow through the Archwood and Dufresne neighbourhood as a result of the project.
- Interest on whether the footbridge from Trembly to Youville can become an alternative vehicle access into the Archwood neighbourhood.
- Concerns exist related to how the proposed design will affect the “family-friendliness” of the area.

Q1 Please tell us a bit about yourself. Are you a (select all that apply):

Answered: 117 Skipped: 3



Answer Choices	Responses
Resident on Marion, Dugald or Archibald	17.09% 20
Resident near, but not on, Marion, Dugald or Archibald	46.15% 54
Resident outside study area	26.50% 31
Land owner in study area	30.77% 36
Owner or representative of business on Marion, Dugald or Archibald	9.40% 11
Owner or representative of business in study area, but not on Marion, Dugald or Archibald	3.42% 4
Owner or representative of trucking agency using Marion, Dugald or Archibald	0.85% 1

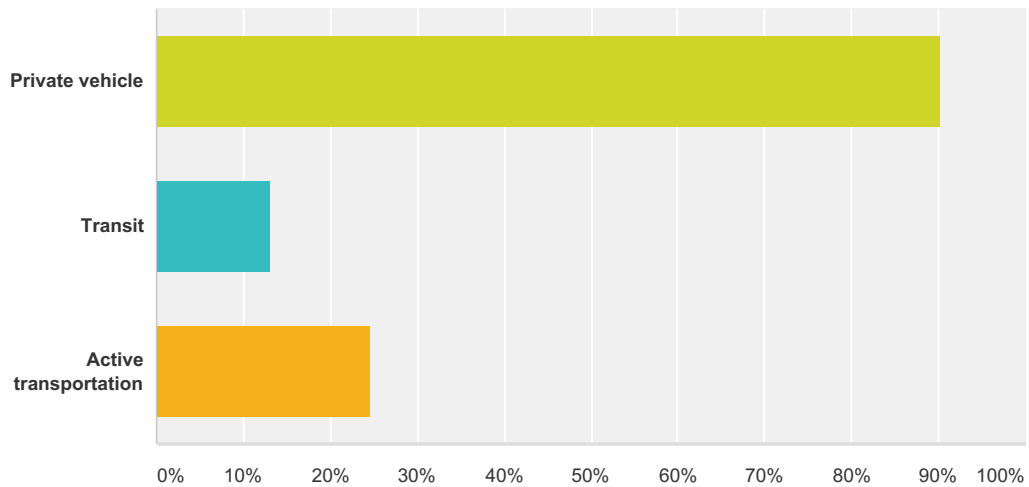
**Functional Design Study and Public Consultation for Marion Street Widening and Grade Separation - OPEN HOUSE
#1 SURVEY - June 12, 2014**

Employee working in study area	10.26%	12
Representative from a community organization, or special interest group	6.84%	8
Municipal elected official	0.00%	0
Municipal employee	2.56%	3
Regular Route 115 (Marion-Lagimodiere-Dugald) user	42.74%	50
Total Respondents: 117		

#	Other (please specify)	Date
1	I live on Marion but some of my children live in Windsor Park, Youville close to Goulet and La Riviere segment to Marion	6/24/2014 2:43 PM
2	Resident Provencher & Archibald	6/24/2014 10:27 AM
3	I live on Goulet, East of Youville - so my property will be hugely financially impacted	6/23/2014 3:16 PM
4	Archwood school user + community club	6/23/2014 2:48 PM
5	I live on Goulet east of Youville, so my property will be hugely financially impacted	6/23/2014 2:18 PM

Q2 If you are a regular Route 115 user, what mode(s) of travel do you commonly use?

Answered: 61 Skipped: 59



Answer Choices	Responses
Private vehicle	90.16% 55
Transit	13.11% 8
Active transportation	24.59% 15
Total Respondents: 61	

#	Other (please specify)	Date
1	I would bike if I could safely	6/23/2014 10:23 AM
2	Driving School Instruction	6/14/2014 1:10 PM

Q3 What are the most important issues or considerations that you think should be taken into consideration when designing improvements in the study area?

Answered: 101 Skipped: 19

#	Responses	Date
1	Educate people on the speed limit being 60	6/25/2014 8:09 PM
2	impact on established communities and homes	6/24/2014 3:33 PM
3	least amount of impact to Happyland Park	6/24/2014 3:32 PM
4	Traffic congestion on Lag, Archibald, Dawson Rd.	6/24/2014 3:27 PM
5	Avoiding train delays safety for school kids who walk to Archwood + Nelson Mac. Keeping Happyland the way it is	6/24/2014 3:25 PM
6	Environmental, residential, commercial impact. Spread traffic flow through alternative routes	6/24/2014 3:20 PM
7	get HWY 59 to 4 lanes each way (8 lane hwy)	6/24/2014 3:19 PM
8	the least impact on businesses + residents. Safety for the school kids + all other pedestrians. Controlled sidewalks will be mandatory	6/24/2014 3:16 PM
9	- If Happyland park needs to be shut down, could the city improve the amenities at the park by Marion + Lag. to still provide a pool and play area for kids? - Better sidewalks even in the industrial area! People with kids still live there	6/24/2014 3:14 PM
10	Design that enables greater access to transit and bicycle riders	6/24/2014 3:11 PM
11	use as few traffic lights as possible to speed up movement of traffic.	6/24/2014 3:08 PM
12	please consider how these proposed expansions/changes will impact other parts of St. Boniface residents [i.e. Provencher Blvd.] (schools + businesses).	6/24/2014 2:57 PM
13	Protect green space - access green space + not allow traffic to go down side roads like at Youville - already we will be too close to traffic	6/24/2014 2:50 PM
14	- future development impact on traffic - future rapid transit route - flow of traffic less bottleneck - road safety	6/24/2014 2:44 PM
15	Ease and speed of the traffic at the end of project should be consideration + one because it will be forever. the other aspects are short terms (few years)	6/24/2014 2:38 PM
16	Very difficult to consider anything when the business you built up, owned and operated for 30 years at the same location will be demolished for 4 of the 5 options	6/24/2014 2:30 PM
17	Congestion on Lagimodiere caused by timing of lights at Dugald	6/24/2014 2:11 PM
18	traffic (increased) crosswalk at Deniset or Tremblay St.	6/24/2014 2:07 PM
19	consider current home owners that will be affected	6/24/2014 1:49 PM
20	noise from increased traffic	6/24/2014 1:46 PM
21	Positive + Negative impact at our worship place, our ability to expand for future growth, community centre for older people + kids is in plans + how public service will impact our ability for growth. Traffic noise concerns for kids + elders, losing 50% parking space + space at entrance, need blow up detail map showing how much property is taken for 566 Archibald Blvd.	6/24/2014 1:32 PM
22	increased traffic flow	6/24/2014 1:26 PM
23	Traffic Flow Crossing Archibald	6/24/2014 1:21 PM
24	Safety Access t public and active transportation Traffic flow	6/24/2014 12:58 PM
25	traffic disruption	6/24/2014 11:58 AM
26	need light at dugald	6/24/2014 11:42 AM
27	traffic congestion during construction	6/24/2014 11:37 AM

**Functional Design Study and Public Consultation for Marion Street Widening and Grade Separation - OPEN HOUSE
#1 SURVEY - June 12, 2014**

28	Residents that live on the side streets! How do they turn north? Gareau's lights blink when school is out	6/24/2014 11:36 AM
29	we need to commit to safe, convenient & direct access for cycling	6/24/2014 11:21 AM
30	No truck traffic on Marion Less congestion	6/24/2014 11:18 AM
31	Improve flow/speed of traffic from downtown to Regent & Lag	6/24/2014 11:13 AM
32	-Impact to businesses in area -Access to businesses in area	6/24/2014 11:10 AM
33	Option 5 has less construction on the intersection at Marion and Archibald Street	6/24/2014 11:01 AM
34	building that just renovated or have newly moved in. biggest impact on traffic congestion	6/24/2014 10:59 AM
35	better traffic flow, with as few intersection lights as possible	6/24/2014 10:55 AM
36	Happyland park, safety of children in Archwood and along Archibald.	6/24/2014 10:53 AM
37	active transportation. low impact on residents in surrounding area	6/24/2014 10:44 AM
38	Leave Happyland Park - Greenspace use Option 5	6/24/2014 10:35 AM
39	How will kids get to cross to get to the school? Traffic very heavy already. How will traffic from area be impacted?	6/24/2014 10:33 AM
40	No left turns into Tims or Coop. Should have an extra lane or corridor.	6/24/2014 10:30 AM
41	Access, speeds and congestion increase north Archibald - to Provencher	6/24/2014 10:27 AM
42	eliminate lights and build overpass at Archibald and Marion also on Marion + 59	6/24/2014 10:15 AM
43	improve traffic flows yet still allowing access to local areas	6/24/2014 10:08 AM
44	some traffic - no congestion, safety	6/24/2014 9:33 AM
45	Good traffic flow in all directions in a safe manner.	6/24/2014 9:31 AM
46	-Children's safety -flow and ease of use	6/24/2014 9:12 AM
47	-Minimum impact on existing housing and industrial areas - minimum \$ Cost Minimum impact to waterways (Seine River)	6/24/2014 8:53 AM
48	Improve AT connectivity including access and linkages to and along public open space & seine river	6/24/2014 8:44 AM
49	residential homeowners on proposed route - along Dugald Road or along Lagimodiere Blvd. noise levels, proximity to lanes of traffic	6/24/2014 8:40 AM
50	Traffic flow on Archibald and Lagimodiere	6/24/2014 8:37 AM
51	Happyland Park is the only park serving Archwood. There are young children + families in it all the time. It should NOT be reduced in size. That will be dangerous to the children of the neighbourhood.	6/24/2014 8:34 AM
52	Easy access for companies (trucks, semis) to new roads/traffic system	6/24/2014 8:28 AM
53	Train Traffic Flow of Traffic Air Quality	6/24/2014 8:13 AM
54	Put a traffic light signal on Marion - turning south onto Archibald	6/24/2014 8:04 AM
55	Traffic on Archibald	6/24/2014 8:03 AM
56	-over or underpass for railway -alternate routes while under construction	6/24/2014 8:02 AM
57	impact on homeowners - assist them - advise them ALOT!	6/23/2014 4:07 PM
58	Widen Provencher + Lagimodiere! or St. Mary or St. Annes to Fermor. Leave our quaint neighbourhood.	6/23/2014 4:03 PM
59	I would prefer that none of these be done. Extend Provencher to Lagimodiere instead, + Fermor to St. Annes Rd. (Fermor can be widened. No homes affected ext. Provencher) Speers to Dawson to Provencher.	6/23/2014 3:54 PM
60	I would prefer they do not do any of these. Consider extending Provencher Boulevard to Lagimodiere and Fermor to St. Annes - Needs to be widened	6/23/2014 3:47 PM
61	Current residents, noise, safety	6/23/2014 3:42 PM
62	The rights of the people whose lives will be impacted because others chose to live in a newly developed area where they knew full well going in what the traffic	6/23/2014 3:17 PM
63	Traffic Flow - Marion & Archibald and Marion & Lagimodiere/Dugald	6/23/2014 3:08 PM

**Functional Design Study and Public Consultation for Marion Street Widening and Grade Separation - OPEN HOUSE
#1 SURVEY - June 12, 2014**

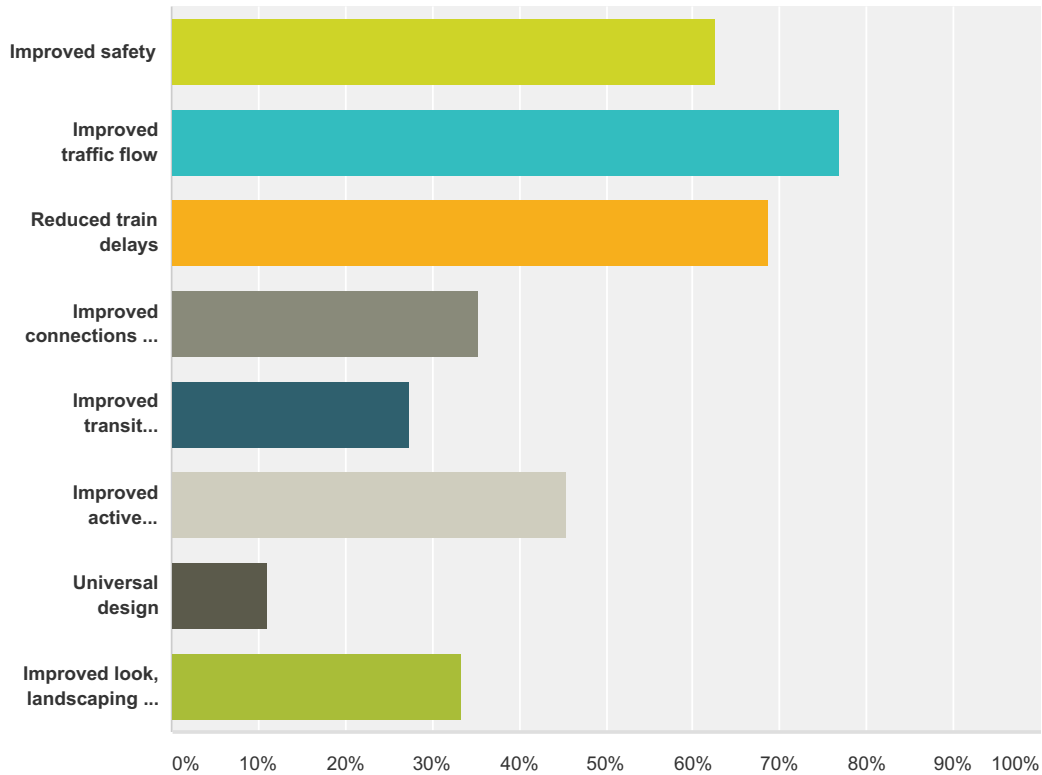
64	Exiting north onto Archibald from Prosper St. Catherine, Tremblay + Deniset being blocked by separate lanes. Evans Blocked by landslide between Deniset + Cusson	6/23/2014 3:03 PM
65	Holding on to greenspace. Keeping Happyland pool open	6/23/2014 2:57 PM
66	- housing - affordable housing stock depletion (Marion/Archibald area) - Impact to community, school, etc. - Cheaper/faster alternatives - double lane/turning lane all the way down Archibald - Safety to people during construction/North-South access during construction	6/23/2014 2:50 PM
67	- Reducing Traffic in this quiet residential area - no affordable housing should be removed/displaced	6/23/2014 2:45 PM
68	- noise, traffic, air quality - ability to walk in a safe and pleasant environment - nature is key, no cement!!	6/23/2014 2:42 PM
69	the delays + waiting times at railway crossings	6/23/2014 2:40 PM
70	Passage a niveau rue marion (@ premerson)	6/23/2014 2:34 PM
71	the pools for swimming	6/23/2014 2:28 PM
72	I have a hard time understanding the logic to doing all these traffic re-routing/upgrading at the cost of various homeowners when there is no development being done where the old 'Canada Packers' was - could that area not be considered for these improvements/changes instead?	6/23/2014 2:24 PM
73	The rights + feelings of the people who have lived for years + years in areas that are now being impacted because others chose to live in a newly developed area, where they knew full well going in what the traffic situation was.	6/23/2014 2:19 PM
74	children + pedestrian environment --> Place making and mixed use development around area slated for grade separation.	6/23/2014 2:14 PM
75	- Children walking, biking to school, to Happyland Park. Crossing Marion St. -> very dangerous! - Housing + business being taken down/away	6/23/2014 2:10 PM
76	If the apartments and condos on Marion near Goulet and Youville are removed, there needs to be some sort of noise reduction put in place for the residential area north of there.	6/23/2014 2:07 PM
77	Traffic flow, safety, easy access to businesses and residences	6/23/2014 1:29 PM
78	Rail line - possibility of moving it to create another option. Move CP to Airport area. Use the corridor to create the lines	6/23/2014 11:20 AM
79	Happyland park is important to the neighbourhood. Cycling and walking routes should be considered early. Cycling route would be an asset as you can't currently go in the North of Marion/East of Archibald region to connect anywhere further.	6/23/2014 10:38 AM
80	1. Impact on property values 2. Changes/challenges to any property access 3. neighbourhood footprint 4. increase in safety issues for children 5. increase in taxes	6/23/2014 10:33 AM
81	Keep as much greenspace as possible. Walking/biking should be possible to connect all areas, especially around the river, Happyland Park. Biking routes in the East NEED to exist.	6/23/2014 10:25 AM
82	Traffic flow at the train tracks	6/21/2014 7:08 AM
83	Keeping Goulet East from Youville to the river untouched and private	6/19/2014 8:19 PM
84	safety	6/19/2014 9:13 AM
85	As soon as possible	6/17/2014 1:27 PM
86	Relieve congestion on Hwy 59 between Dugald Rd and Marion St.	6/17/2014 10:47 AM
87	safety, functionality, aesthetics.	6/16/2014 9:43 PM
88	Well the cost for one, it needs to be done cost efficiently. And it needs to be done so that it has the least amount of impact to traffic in the area and to businesses during construction. Personally I think options 2, 3, or 4 make the most sense as they directly connect Dugald to Marion. But an option 6 would also be good. This option would see the Dugald to Marion connection as in option 5 but would also maintain Marion as is as an Eastbound 1 way street, with the new Dugald extension serving as a 1 way Westbound. Why is this not an option? It would be the same as 5 except leaving Marion as is.	6/16/2014 9:23 PM
89	Board #5 covers everything, and all have some importance, but it's clear that this project continues the traditional Winnipeg 20th century thinking of spending \$\$\$ for motor vehicles' benefit. It troubles me that some of the options wipe out chunks of quiet Seine River neighborhoods and replace them with 60KPH roadways.	6/15/2014 8:16 PM

Functional Design Study and Public Consultation for Marion Street Widening and Grade Separation - OPEN HOUSE
 #1 SURVEY - June 12, 2014

90	Traffic flow and active transportation routes. Take this opportunity and build the interchange at Lagimodiere & Dugald. Go with the option 3 route, but put Dugald and Archibald at grade. Build the diamond at Lagimodiere! It would be much more effective there, in terms of cleaning up Lagimodiere. It will still greatly improve traffic at Archibald with the underpass of CPR Emerson, just don't waste the money of putting the interchange there. There's already going to be a number of lights on Dugald, and Archibald is a 60 km/h route with stop lights already. So you're still greatly improving that intersection with proper turn lanes, no rail crossing, just better overall flow. But at the same time, Lagimodiere will be no issue anymore through that area. It will require taking some houses and businesses at Lagimodiere, but you'll take less at Archibald. So it seems like a win win no brainer! Seriously look into this, it's a way better use of the money.	6/14/2014 3:00 PM
91	Long term use.	6/14/2014 1:10 PM
92	Seine River ecology and minimizing impact on existing land and business owners.	6/14/2014 11:07 AM
93	Steady traffic flow, active transportation integration, leaving room for future rapid transit corridors.	6/13/2014 10:50 PM
94	Eliminate delays at Archibald and the rail line. Ensure that this is done properly the first time so that when the time comes to put a grade separation at Lagimodiere we won't have to spend years trying to figure out how to do it.	6/13/2014 9:34 PM
95	the most direct way and get rid of the lights at Marion and lag blvd.	6/13/2014 6:11 PM
96	plan for the future, build it right so change is not needed again down the road. love the grade separation of Marion and Archibald	6/13/2014 2:49 PM
97	Residents on Dugald road don't want any widening lanes or bike paths in our area between Lagimodiere and Dawson. My neighbor's and I like our area just the way it is and bike paths are convenient routes for criminals.	6/13/2014 1:18 PM
98	I always see people using the park there. They have a skateboard area, frisbee golf, a few pools and playstructure. It looks like most of the options cut through the park. I think that is unfair to the people who use the park. If kids aren't keeping busy in the park, they will be out in the community getting into trouble.	6/13/2014 10:44 AM
99	Impact on families living in the area, impact of additional lanes of traffic on how kids get to school	6/13/2014 10:05 AM
100	The major traffic congestion on Lagimodiere between Marion and Dugald.	6/13/2014 9:31 AM
101	Make it better for people walking / biking.	6/13/2014 8:50 AM

Q4 What elements of a successfully reconstructed Marion Street road network would you or your organization benefit from the most?

Answered: 99 Skipped: 21



Answer Choices	Responses
Improved safety	62.63% 62
Improved traffic flow	76.77% 76
Reduced train delays	68.69% 68
Improved connections to Dugald and east Winnipeg	35.35% 35
Improved transit facilities or access	27.27% 27
Improved active transportation (cycling, walking) facilities or access	45.45% 45
Universal design	11.11% 11
Improved look, landscaping of corridor	33.33% 33
Total Respondents: 99	

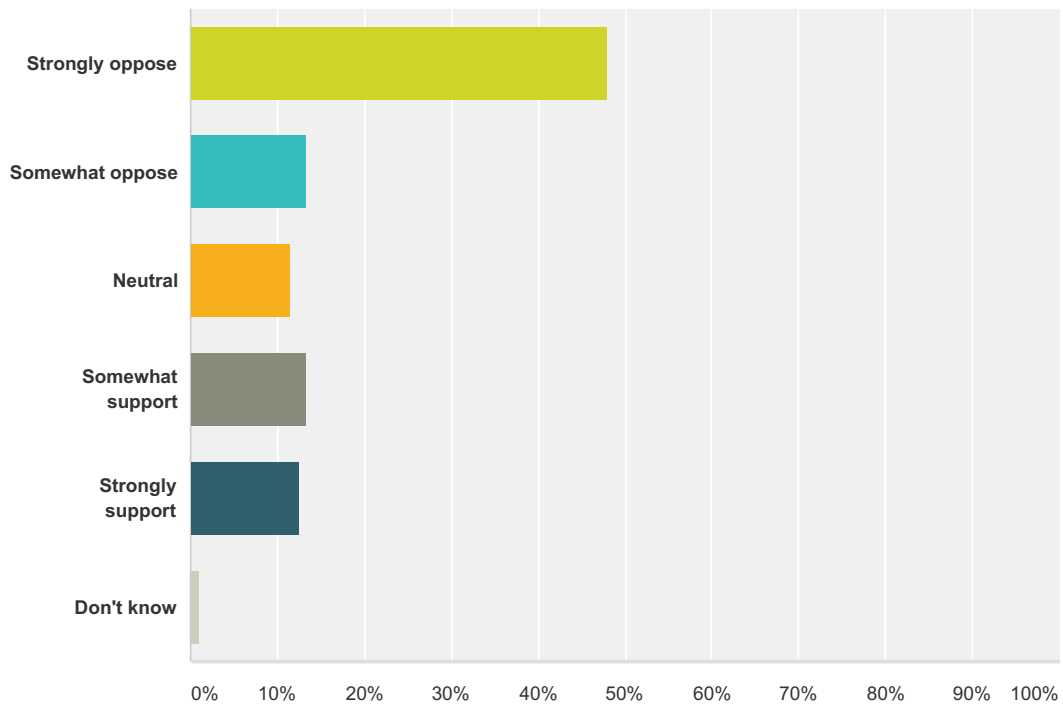
#	Other (please specify)	Date
1	Improved look, landscaping corridor/Mow the Grass/weeds along lagimodiere west, more than once a year. Would be a good route for walking/bike path along wall	6/24/2014 3:28 PM
2	Divert traffic off Marion totally with more options - such as St. Annes, St. Mary's/Fermor/Provencher/Dugald	6/24/2014 3:21 PM

Functional Design Study and Public Consultation for Marion Street Widening and Grade Separation - OPEN HOUSE
 #1 SURVEY - June 12, 2014

3	Better sidewalks along Dugald	6/24/2014 3:14 PM
4	Please keep the poor in mind, not everyone can afford a car! re: cycling, walking - I dont see this happeing on any level!	6/24/2014 2:58 PM
5	Wheelchairs - how do 60+ residents from condo on Youville get to park? Already they are having toruble with lack of sidewalk accessibility	6/24/2014 2:51 PM
6	Reduced train delays - * considering rerouting train track out of residential areas	6/24/2014 2:45 PM
7	None, I'll be gone	6/24/2014 2:30 PM
8	improved roads and travel in and out of (old) st. boniface area	6/24/2014 2:26 PM
9	Please contact us for 566 Arch. Blvd., we would like to have one to one consultatoin on those options. Baljinder: 204-999-7093; Jaswinder: 204-998-2349; Shal: 204-688-6520	6/24/2014 1:33 PM
10	improved safety - road/rail conflicts	6/24/2014 11:13 AM
11	efficiency	6/24/2014 10:39 AM
12	we unfortunately, would no longer exist but understand the need for the City	6/24/2014 9:12 AM
13	noise levels	6/24/2014 8:40 AM
14	No impact on Happyland Park	6/24/2014 8:34 AM
15	no benefit to me personally	6/23/2014 4:07 PM
16	- People in new areas should take busses + therefore nobody would need to be impacted. We have lived here 50+ years. They chose to lie in that area. Build bus routes. Give people in outer areas bus passes they can take the bus. these options are not a solution to existing problems. Other ways which impact residents the least should be considered. Strongly oppose all of these. Cannot turn on or off Archibald to street. Save the environment.	6/23/2014 3:58 PM
17	-Save the environment + let people in outer areas take the bus. I dont believe this is a solution to an existing problem. Strongly oppose all of these can not turn onto Archibald or off	6/23/2014 3:48 PM
18	noise	6/23/2014 3:42 PM
19	what does improved safety mean? Vague, how would you "improve" safety	6/23/2014 2:43 PM
20	noise	6/23/2014 2:30 PM
21	Mixed use development	6/23/2014 2:14 PM
22	improved connections to dugald and east winnipeg: to be able to bike	6/23/2014 10:29 AM

Q5 How much do you support Option 1: Widen Existing?

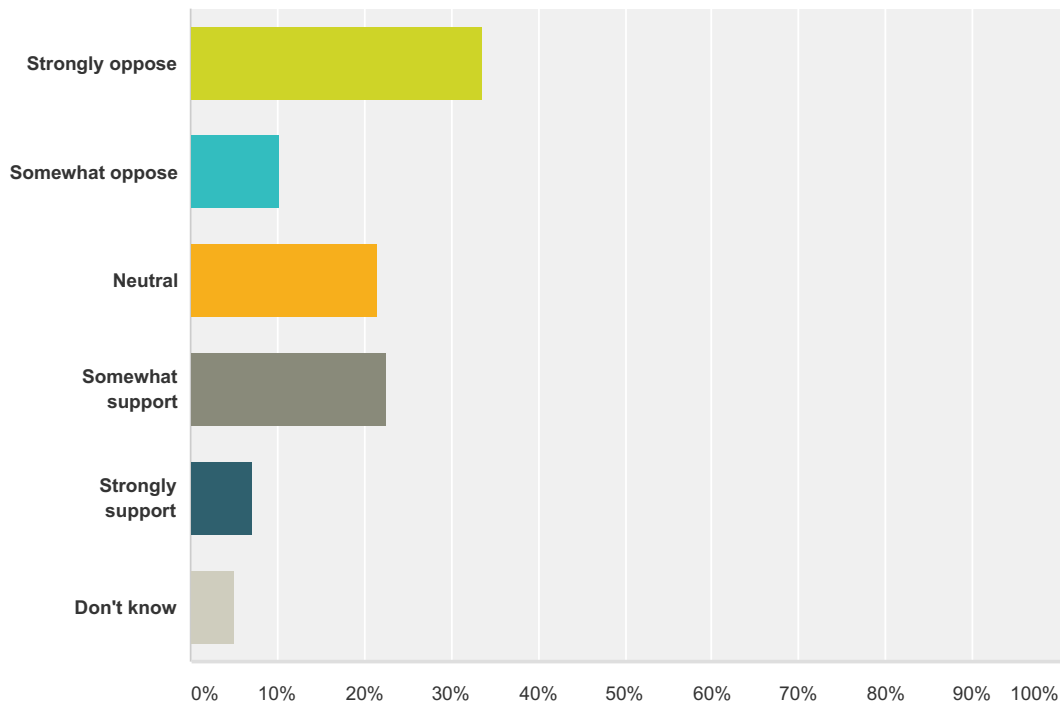
Answered: 104 Skipped: 16



Answer Choices	Responses	
Strongly oppose	48.08%	50
Somewhat oppose	13.46%	14
Neutral	11.54%	12
Somewhat support	13.46%	14
Strongly support	12.50%	13
Don't know	0.96%	1
Total		104

Q6 How much do you support Option 2: Panet Road?

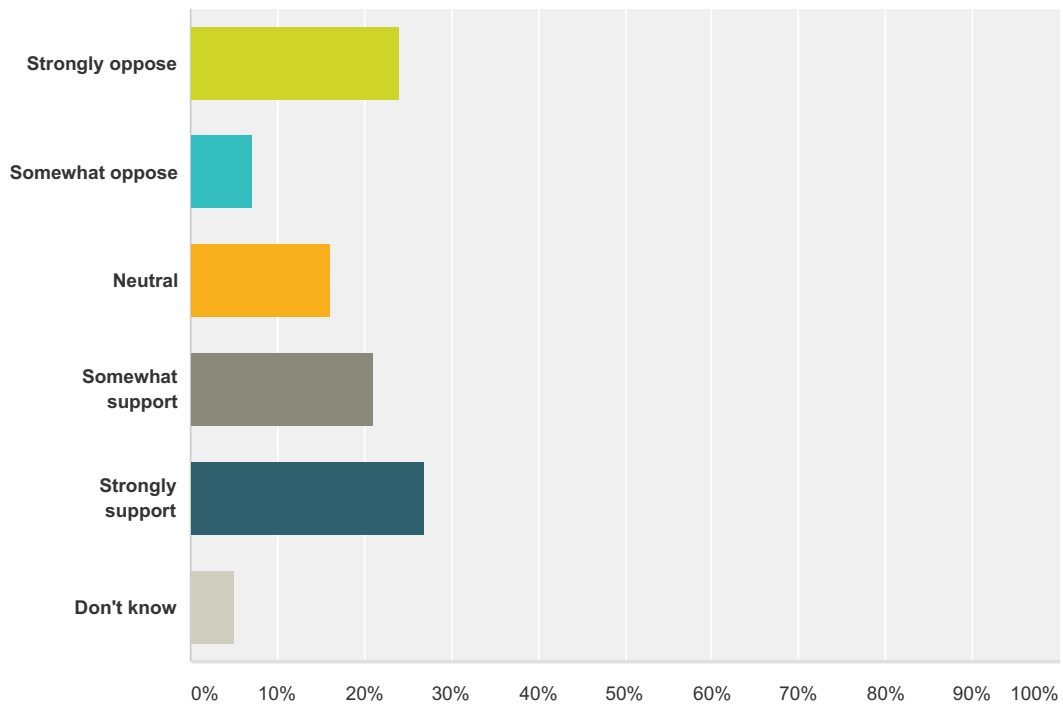
Answered: 98 Skipped: 22



Answer Choices	Responses	
Strongly oppose	33.67%	33
Somewhat oppose	10.20%	10
Neutral	21.43%	21
Somewhat support	22.45%	22
Strongly support	7.14%	7
Don't know	5.10%	5
Total		98

Q7 How much do you support Option 3: Dugald Drain?

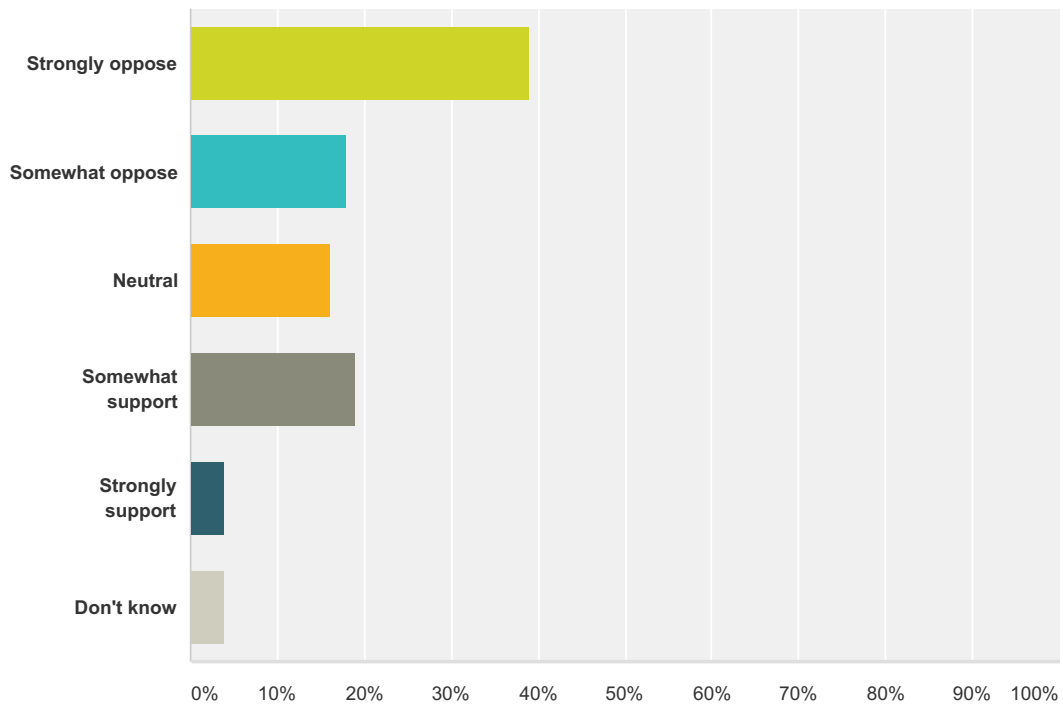
Answered: 100 Skipped: 20



Answer Choices	Responses	
Strongly oppose	24.00%	24
Somewhat oppose	7.00%	7
Neutral	16.00%	16
Somewhat support	21.00%	21
Strongly support	27.00%	27
Don't know	5.00%	5
Total		100

Q8 How much do you support Option 4: One-Way Couplet?

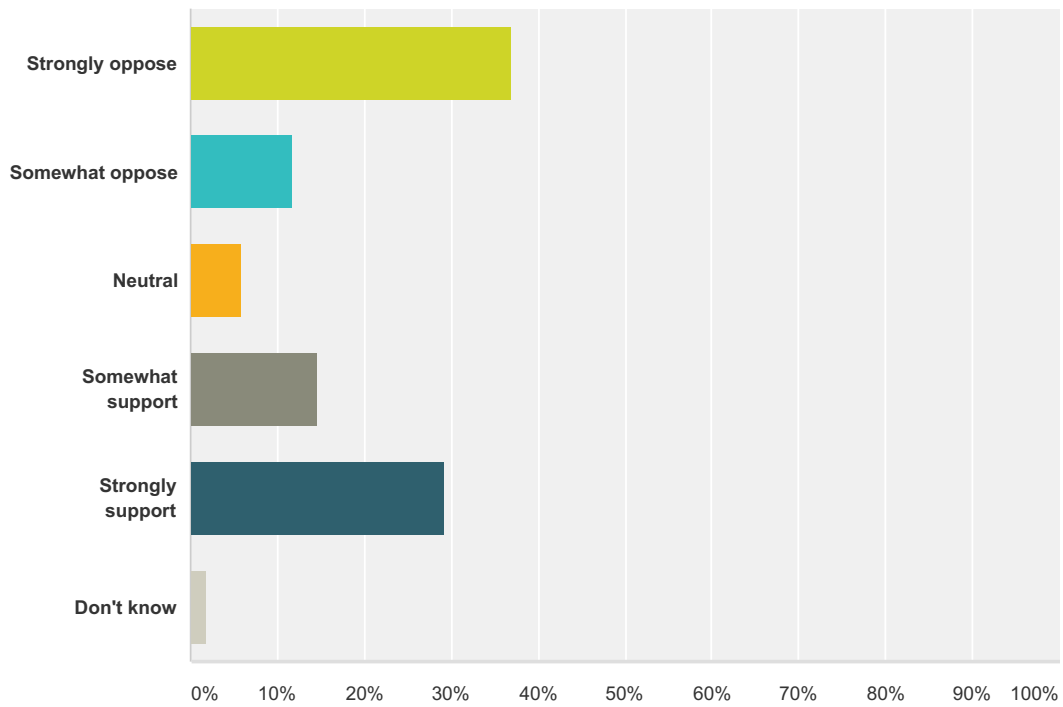
Answered: 100 Skipped: 20



Answer Choices	Responses	
Strongly oppose	39.00%	39
Somewhat oppose	18.00%	18
Neutral	16.00%	16
Somewhat support	19.00%	19
Strongly support	4.00%	4
Don't know	4.00%	4
Total		100

Q9 How much do you support Option 5: Goulet Extension?

Answered: 103 Skipped: 17



Answer Choices	Responses	
Strongly oppose	36.89%	38
Somewhat oppose	11.65%	12
Neutral	5.83%	6
Somewhat support	14.56%	15
Strongly support	29.13%	30
Don't know	1.94%	2
Total		103

Q10 For options that you liked the most, what did you like about them?

Answered: 83 Skipped: 37

#	Responses	Date
1	Better traffic flow	6/25/2014 8:10 PM
2	wasn't as close to the park	6/24/2014 3:30 PM
3	would move traffic further north	6/24/2014 3:28 PM
4	No impact on Happyland Park	6/24/2014 3:25 PM
5	using land that may not be impacted negatively	6/24/2014 3:22 PM
6	none of the above	6/24/2014 3:19 PM
7	no train delays (underpass)	6/24/2014 3:17 PM
8	better traffic flow	6/24/2014 3:14 PM
9	#2 #5 minimal traffic lights	6/24/2014 3:10 PM
10	Congestion off of Marion and CPR/Emerson rail line	6/24/2014 3:00 PM
11	3 less impact on residents - like that strip club disappears once and for all - hopefully never to be licensed again	6/24/2014 2:53 PM
12	- clover leaf at corner Archibald/Marion - better flow - train overpass	6/24/2014 2:45 PM
13	Option #4 separates Marion + Dugald Rd. (#115) for a short distance which I think will ease some of the congestion + gives more commercial properties access to both roads as opposed to having them side by side.	6/24/2014 2:41 PM
14	would provide the best flow of traffic from Marion to Dugald Rd. the most progressive designs	6/24/2014 2:39 PM
15	No doubt any of them will facilitate traffic flow. this went past my expectations.	6/24/2014 2:31 PM
16	they are looking the problem	6/24/2014 2:08 PM
17	Further discussion is required	6/24/2014 1:34 PM
18	Less disruption to the neighbourhood. I would like the loop going north on Archibald + west on Marion to NOT cross the tracks at grade level	6/24/2014 1:28 PM
19	less disruption south of marion	6/24/2014 1:22 PM
20	They will solve some of the problems raised (trains, traffic flow, removal of traffic signal at Marion/Lagimodiere) Less impact on more residential areas	6/24/2014 1:09 PM
21	traffic flow and the cohesiveness	6/24/2014 11:59 AM
22	#3 is really the only option that addresses most issues with traffic flow	6/24/2014 11:56 AM
23	better flow of traffic with fewer delays	6/24/2014 11:38 AM
24	Option 3 Far Superior	6/24/2014 11:30 AM
25	-less appropriation required -one way flow works well	6/24/2014 11:16 AM
26	No impact to business owned on Archibald St. -> Tim Hortons	6/24/2014 11:11 AM
27	more construction from start to finish will be hell as a local resident	6/24/2014 11:02 AM
28	Option 5 has less construction on the intersection of Marion and Archibald	6/24/2014 11:00 AM
29	The way the 6 lanes go north eastward & side by side, + bypass marion st. completely. Leaving Marion open to the "Industrial" Truck Traffic	6/24/2014 10:57 AM
30	Leaving Happyland park	6/24/2014 10:54 AM
31	Option 1: Low impact on existing infrastructure & surrounding community Option 2: Utilizes existing routes i.e: Panet introduces more direct route to Dugald Option 3: increased directness to Dugald, efficiency. Option 4: Improve Access at Youville	6/24/2014 10:50 AM

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32	low impact on residents along streets	6/24/2014 10:45 AM
33	Option 3 - Direct route to Dugald east. Direct route for truck traffic. Most logical! Superior to other options. Most modern. Would present a prompt positive chain reaction of development to this area of the City that will spread to other areas where change is needed	6/24/2014 10:41 AM
34	no removal of Happyland Park	6/24/2014 10:38 AM
35	connecting with Dugald Road	6/24/2014 10:36 AM
36	All very expensive!	6/24/2014 10:33 AM
37	Widening to help traffic flow + safety. Maybe a clover leaf. Like # 3 + 5	6/24/2014 10:31 AM
38	direct with few traffic lights	6/24/2014 10:16 AM
39	smooth traffic flow	6/24/2014 10:08 AM
40	good traffic flow	6/24/2014 10:07 AM
41	Easy access in all directions to exit	6/24/2014 9:31 AM
42	-Archibald without lights (except under) -flow of traffic -ease of use -only one or two access points in Archwood community	6/24/2014 9:16 AM
43	Minimum impact on existing landowners and minimum change in traffic flows	6/24/2014 8:57 AM
44	5 - least impact on parks & open space	6/24/2014 8:46 AM
45	More efficient traffic flow at Archibald + Marion and Lag. + Marion	6/24/2014 8:38 AM
46	No size reduction of Happyland Park	6/24/2014 8:35 AM
47	#4: best flow of traffic + good access to roads.	6/24/2014 8:29 AM
48	- Reduced train delays - flow of traffic - expedited - minimize more air pollution	6/24/2014 8:23 AM
49	The overpass for safety and better traffic flow	6/24/2014 8:09 AM
50	None! Major routes are St. Mary's, St. Annes, Lagimodiere, Fermor, Bishop - If bullied, Option 4 with promises of no trucks.	6/23/2014 4:04 PM
51	Option 1 impacts my neighbourhood the least	6/23/2014 3:58 PM
52	Option 1 does not disrupt my neighbourhood	6/23/2014 3:49 PM
53	Less noise, less construction, more cost efficient, traffic only travels one way in front of my residence.	6/23/2014 3:43 PM
54	- Better Marion/Archibald interchange - Safety -Better Traffic Flow on Lagimodiere between Marion & Dugald	6/23/2014 3:11 PM
55	I can drive out onto Archibald, I hope	6/23/2014 3:04 PM
56	reduced train delays - improved connections to dugald	6/23/2014 2:58 PM
57	None of these resolve the main issue which is flow on Archibald - Greater immediate impact would be to make Archibald double lane from Kavangh to Messier and make the interior lanes on Archibald @ Messier left turn + right lane straight.	6/23/2014 2:51 PM
58	none of them are even remotely feasible	6/23/2014 2:45 PM
59	tout la circulation/poids-courds restent en semmer	6/23/2014 2:36 PM
60	It lessens the noise, traffic only goes one way, less vibration, better air quality.	6/23/2014 2:30 PM
61	The idea of having a train bridge would certainly help traffic congestion	6/23/2014 2:24 PM
62	Option 5	6/23/2014 2:22 PM
63	Tying Marion to Dugald is an attractive solution.	6/23/2014 2:15 PM
64	takes away less housing, green space + businesses	6/23/2014 2:11 PM
65	Ability to accommodate future growth of winnipeg	6/23/2014 1:31 PM
66	Yes to removing the bad Marion/Archibald intersection. Yes to direct to Dugald access. Underpass is nicer to look at.	6/23/2014 10:40 AM
67	Overall improved traffic flow	6/21/2014 7:11 AM
68	most direct	6/19/2014 9:16 AM

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69	Reducing the traffic flow and the widening of lanes and area.	6/18/2014 2:41 PM
70	Looks like Marion and Archibald stay open for most of the construction	6/17/2014 1:31 PM
71	Overpass of Archibald and tracks area, reduction of Hwy 59/Marion/Dugald congestion.	6/17/2014 10:50 AM
72	better connection to Dugald and flow through industrial area.	6/16/2014 9:46 PM
73	As I mentioned in my previous comment, 2, 3, & 4 seem to make the most sense for getting traffic directly from Dugald to Marion. Not doing this leaves everything the same and makes no sense. I suppose option 5 would be ok if Marion was left as is as an Eastbound 1 way street, with a possible new more direct connection to Dugald.	6/16/2014 9:25 PM
74	The options that are proposed will all affect my property value and cause significant upheaval throughout my family and neighbors lives.	6/16/2014 7:51 PM
75	Option 5 is the best option. Most direct route, with the greatest traffic flow. Option 3 is completely segregated from the railway. The Dugald drain route is most direct, and is the best approach for this project.	6/14/2014 3:07 PM
76	The traffic flow in this area is not a problem for me so I don't believe any changes need to be made. Of the options I don't strongly oppose the little I do like about them is the fact that my family won't, apparently, be forced to move due to the house my grandparents built being acquired.	6/14/2014 11:13 AM
77	I like the integration of an interchange to keep Marion free-flowing and also an over(under)pass of the CPR line. Both of these must remain in the final design. One without the other would be extremely short-sighted.	6/13/2014 11:00 PM
78	Better access to the industrial park.	6/13/2014 9:40 PM
79	all that was done	6/13/2014 6:18 PM
80	future expansion, corrects current issues and thinks of future possible issues	6/13/2014 2:50 PM
81	goes through industrial park	6/13/2014 12:39 PM
82	It was the only one that doesn't cut through the neighbourhoods park.	6/13/2014 10:46 AM
83	Removing the traffic lights at Marion/Lagimodire; grade separation of Archibald and the rail line.	6/13/2014 9:33 AM

Q11 For options that you liked the least, what didn't you like about them?

Answered: 84 Skipped: 36

#	Responses	Date
1	ruining existing established neighbourhoods	6/24/2014 3:34 PM
2	- impact on happyland park - impact my ability to easily access my neighbourhood	6/24/2014 3:32 PM
3	only one access point to Archibald is stupid	6/24/2014 3:30 PM
4	residential disruption	6/24/2014 3:28 PM
5	Impact on Happyland Park	6/24/2014 3:25 PM
6	where is the Provencher option	6/24/2014 3:22 PM
7	none of the above	6/24/2014 3:19 PM
8	having the ramp from Archibald blocking some of the streets. the only way on will be from the back lane causing dangerous situations. there are enough problems now with traffic	6/24/2014 3:17 PM
9	Option 4 means travel in appropriate direction is less accessible for us	6/24/2014 3:15 PM
10	I don't really like any option that will expand/change N/South traffic, specifically Goulet onto Des Meurons and congestion will move onto Provencher	6/24/2014 3:01 PM
11	#5 - Goulet take over - don't agree - destroys too much green space - so much more could be done to access river walks. Don't take away future of seine.	6/24/2014 2:54 PM
12	Dawson seems far when going north on 59 from Windsor Park Southdale etc to exit in order to get towards Marion bridge	6/24/2014 2:46 PM
13	still too many traffic lights which impedes flow of traffic	6/24/2014 2:42 PM
14	Option 1: Does not solve the Marion/Lagimodiere intersection at all Option 4: too many intersections and pedestrian crossings Option 5: Clumsy traffic patterns	6/24/2014 2:39 PM
15	for any of the options, the tremendous loss of neighbourhoods + businesses. life changing for many of us.	6/24/2014 2:31 PM
16	too many lights	6/24/2014 2:23 PM
17	don't like the ramps - the traffic will increase on new roads like Deniset, Cusson, Cote how it disrupts our live but not those who will be using it i.e. Sage Creek, Royal Wood	6/24/2014 2:10 PM
18	Further discussion is required	6/24/2014 1:34 PM
19	more disruption of our neighbourhood	6/24/2014 1:22 PM
20	Option 1 doesn't solve problem at Marion/Lagimodiere Option 4 Circuitous route, makes access to transit more difficult Option 5 is similar to options 2 and 3, but seems like more work	6/24/2014 1:11 PM
21	too divided	6/24/2014 11:59 AM
22	Option 1, 2, 4, 5 Option 1 - does not work for Lagimodiere congestion is a very poor option don't cheap out!!! Option 2 passed route 115 intersection is unworkable too heavy of traffic on south end of Panet Option 4 - Panet dugald intersection must be redesigned Improve intersection at Provencher and Archibald. Lights at {Leflech, Nadeau} and provencher	6/24/2014 11:34 AM
23	too many traffic lights	6/24/2014 11:19 AM
24	-not strongly opposed to any of the proposals -any thing would be an improvement over the present mess	6/24/2014 11:16 AM
25	Business is directly impacted	6/24/2014 11:12 AM
26	relocation of people and businesses	6/24/2014 11:02 AM
27	the most impact on housing around the area	6/24/2014 11:00 AM
28	Option 5, Takes up too much land for the "looped" marion/Archibald interchange	6/24/2014 10:58 AM

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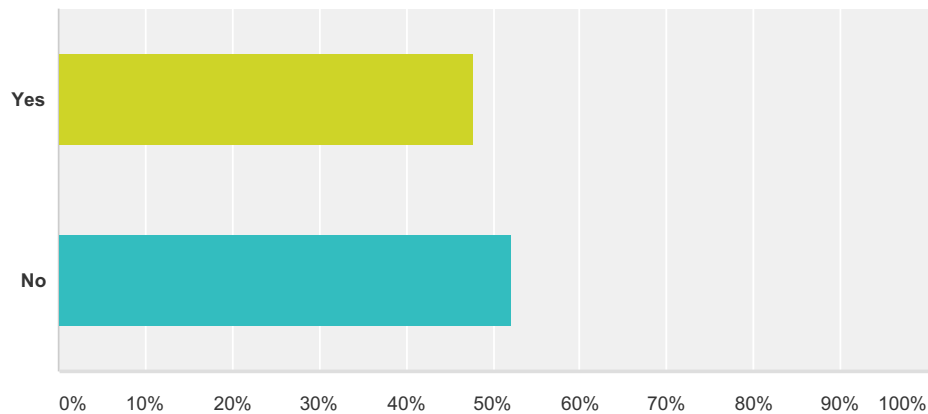
29	Interfering with Happyland park	6/24/2014 10:54 AM
30	Option 4: may increase confusion & present new complications	6/24/2014 10:51 AM
31	illogical. inferior	6/24/2014 10:41 AM
32	People have to lose their homes	6/24/2014 10:36 AM
33	High impact on community + school + busses to/from school / walking kids / high traffic	6/24/2014 10:34 AM
34	Speed increases - unbridled - no control	6/24/2014 10:28 AM
35	too many turns	6/24/2014 10:16 AM
36	possible confusion for traffic flow. Same dead intersection for Lagimodiere	6/24/2014 10:09 AM
37	caters only east/west traffic	6/24/2014 10:07 AM
38	Did no consider all traffic from ALL directions	6/24/2014 9:32 AM
39	-on and off loops -don't feel traffic will flow like intended -problems at Lag + Marion remain	6/24/2014 9:16 AM
40	Largest impact + could be confusing for drivers (big change in traffic flow patterns)	6/24/2014 8:58 AM
41	Addition traffic on Marion - Traffic on Marion on Parks/ congestion by school/coop #2 loses 2nd access to public markets	6/24/2014 8:48 AM
42	Lack of improvement of traffic flow	6/24/2014 8:39 AM
43	Happyland Park & my children's safety is affected	6/24/2014 8:35 AM
44	Option 5 would shut down easy access for my company (landmark feeds/nureco)	6/24/2014 8:29 AM
45	does not deal with traffic congestion on Marion	6/24/2014 8:24 AM
46	Right where my house exists	6/23/2014 4:25 PM
47	More truck will be coming down our lanes.	6/23/2014 4:05 PM
48	Option 5 is the worst	6/23/2014 3:59 PM
49	Option 5 is a disgrace	6/23/2014 3:49 PM
50	more noise, more traffic, more costly	6/23/2014 3:44 PM
51	Does not address my concerns	6/23/2014 3:12 PM
52	Separating lanes on Archibald will block me in	6/23/2014 3:05 PM
53	I don't like that on option 5 you still have to wait for the train when heading north on Archibald _ trying to proceed west down Marion. That will make traffic on Archibald worse than ever. Taking away houses + displacing families is never good.	6/23/2014 2:59 PM
54	Option 1 - Takes out significant # of rental units in affordable housing and removes them. also doesn't indicate traffic signal for Archwood at school. How will children cross or residents get onto new overpass? #5 waiting for train on the loop. Would backlog on the loop + unsafe in icy winter roads	6/23/2014 2:53 PM
55	they all negatively impact a quiet residential area by increasing traffic flow in an area that needs to have less	6/23/2014 2:46 PM
56	passage a niveau - de la rampe	6/23/2014 2:38 PM
57	too much traffic & noise	6/23/2014 2:31 PM
58	I certainly don't appreciate the idea of 'Happyland Park' & peoples homes being taken down to accommodate most homes are older in the area. I can't see how this construction is going to be detrimental to us homeowners as our properties decrease to accommodate this that should be moved up the road.	6/23/2014 2:26 PM
59	The fact that they are planning to turn a 2 lane street into a 3 lane street with out ANY? impact to the properties currently on that street.	6/23/2014 2:20 PM
60	Grade separation is like using a hammer to perform open heart surgery. Kills the sense of place, devalues the neighbourhood, decreases safety, kills development potential, and economic value.	6/23/2014 2:15 PM
61	this would destroy my family's home that we've lived in for 16 years! We did not move to this area to live on a busy, one way route!!!!	6/23/2014 2:11 PM
62	Ruins existing residential to too large a degree	6/23/2014 2:08 PM

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63	only 1 area (Transcona - Option 2, 3, 4 & 5) benefits. Option 1 Southdale & Transcona benefit	6/23/2014 1:32 PM
64	Not fond of needing over passes and expropriating businesses in the area. Look at removing the rail line, why was that not an option?	6/23/2014 11:22 AM
65	Would lose direct access to side streets sw of underpass. Also if the businesses relocate to the Market Area (NE of underpass) how would residents cross as pedestrians? From prosper for example. People on foot always take route of least resistance so don't assume they will cross at Gareau.	6/23/2014 10:41 AM
66	None. My first question is if there was any thought to property value/tax, and told either it wasn't addressed or don't know.	6/23/2014 10:35 AM
67	Should be able to access Happyland Park from main St. Boniface Area. Right now access in Youville.	6/23/2014 10:30 AM
68	Option 5 I DISLIKE because it disrupts the quietness of east Goulet and the ecosystem and wildlife near the river.	6/19/2014 8:26 PM
69	more confusing	6/19/2014 9:16 AM
70	Never a fan of separate highways.	6/18/2014 2:41 PM
71	Not connecting Dugald to Marion	6/17/2014 1:33 PM
72	Option 1 had no provision for reducing congestion on Hwy 59	6/17/2014 10:51 AM
73	Seems only a partial solution.	6/16/2014 9:47 PM
74	Doesn't really solve any of the problems with Lag and Dugald. If the point is to better direct traffic from Dugald to Marion and improve traffic congestion on Lag, then one less light on Lag would help and a direct connection from Dugald to Marion only makes sense. Otherwise the whole thing is a big waste of money in my opinion.	6/16/2014 9:27 PM
75	Given that you're going to spend \$\$\$, option #1 achieves far too little. Option #5 wipes out far too much of Seine River neighborhoods.	6/15/2014 8:22 PM
76	The existing Marion street route in option 1 does not function. The t-intersection at Lagimodiere does not allow for smooth traffic flow. This option is 100% off the table. The whole point of this project is to get traffic away from that intersection, for it to be closed/right-turn only. One way couplet is okay, but would be a headache for local traffic. Same with the Panet alignment, doesn't seem to work well with the neighborhood.	6/14/2014 3:09 PM
77	I'll be forced to move and my family home destroyed.	6/14/2014 11:16 AM
78	Option 1 fails to address the traffic flow problems on Lagimodiere between Duglad and Marion. This needs to be addressed in conjunction with the Marion expansion. There are simply too many signalized intersections on Lagimodiere in that area.	6/13/2014 11:01 PM
79	Splitting the corridor with such distance between the one-way legs only increases travel time for anybody trying to enter the park. Also , assuming the brownfield sites to the south are redeveloped , the split system is not conducive to attracting either residential residents or industrial tenants of any future developments.	6/13/2014 9:43 PM
80	not connecting Marion to Dugald	6/13/2014 6:20 PM
81	no change, will not resolve the issues, expensive (opt 5!!!)	6/13/2014 2:51 PM
82	major impact on residential	6/13/2014 12:39 PM
83	I think cutting through a neighbourhoods park is really a bad thing to do.	6/13/2014 10:46 AM
84	Option one does not address the issue of traffic congestion at Lagimodire; Option four seems needlessly confusing, and would only make sense if the westbound one-way linked directly to Goulet, instead of merging to a two-way street before dividing again at Youville.	6/13/2014 9:36 AM

Q12 Did this Open House answer all of your questions?

Answered: 88 Skipped: 32



Answer Choices	Responses
Yes	47.73% 42
No	52.27% 46
Total	88

#	If not, please explain:	Date
1	Do not understand elevations of either Marion or Archibald on/off ramps. Copy Edmonton (whitemud) no cloverleaves!	6/24/2014 3:30 PM
2	difficult to assess without more detailed plan	6/24/2014 3:26 PM
3	not enough reps to talk to. Where is the Provencher option?	6/24/2014 3:22 PM
4	hard to get a good picture of it in 2D	6/24/2014 3:18 PM
5	What happens to Happyland Park? Will other equal amenities be constructed in its place?	6/24/2014 3:15 PM
6	the slides could have been more detailed, specifically the option slides. I'd like to see more from a street view if possible.	6/24/2014 3:12 PM
7	I was just curious because this will affect all of old st. Boniface! no matter what you do	6/24/2014 3:01 PM
8	somewhat	6/24/2014 2:54 PM
9	- too many concerns about Archibald area Street at the moment needs to widen for present traffic - Fermor ->Marion - how the residents gain access from side street to Archibald	6/24/2014 2:47 PM
10	which is best from the planners' point of view + what are the estimated costs??	6/24/2014 2:42 PM
11	time frame for all of this, so we that will have to move can plan.	6/24/2014 2:32 PM
12	something has to be done to improve traffic, I'd have to study it further to give you my opinion, which approach to take.	6/24/2014 2:28 PM
13	have the thought of round about like those used in Europe?	6/24/2014 2:10 PM
14	Incorrect street signage - hard to figure out where things are	6/24/2014 1:50 PM
15	Please contact us	6/24/2014 1:34 PM
16	answered some. what is projected costs	6/24/2014 11:59 AM
17	transit + active transit not addressed on maps	6/24/2014 11:56 AM
18	when will this be happening and how long will it take?	6/24/2014 11:38 AM

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19	Yes - Construction Alternative No - 1. Cost comparisons between proposals 2. Construction times forecast	6/24/2014 11:17 AM
20	Further meeting in the future? Session was informative, but still leaves some curiosity	6/24/2014 10:51 AM
21	Need more info on traffic study. Who is using Marion/Archibald? Where are they coming from?	6/24/2014 10:45 AM
22	Representatives did not have all the answers	6/24/2014 10:36 AM
23	but it was very helpful and interesting	6/24/2014 10:31 AM
24	potential costs involved and time frame	6/24/2014 10:09 AM
25	would like to see plans to handle traffic during construction. Would like to see how traffic from nearby neighbourhoods could be handled for entry + exit to Archibald. Would like to see some comments on environmental impacts on Seine River and comments on cleaning up industrial area east of arch.	6/24/2014 9:01 AM
26	existing property owners along Dugald or Lagimodiere, property values, and noise levels.	6/24/2014 8:41 AM
27	answered some	6/24/2014 8:39 AM
28	Some - not completely We were expecting an oral presentation by someone	6/24/2014 8:25 AM
29	it was informative and I understand better now that the intersection is being fixed to improve the area	6/24/2014 8:09 AM
30	you're going to make 4 lane marion on to 2 lane lag	6/23/2014 4:05 PM
31	City planners not willing to discuss other + better ideas. Not willing to listen to residents that are being impacted.	6/23/2014 3:59 PM
32	closed minded engineers + city planners to better suited ideas	6/23/2014 3:49 PM
33	Residential housing cost/value impact	6/23/2014 2:53 PM
34	- no plans to address the real cause of congestion - Archibald is too narrow north of Marion - No one could answer how it will affect access to my street during or after construction - no good answer to why 115 has to be a main route	6/23/2014 2:47 PM
35	en partie	6/23/2014 2:38 PM
36	I was very surprised/disappointed that this did not include development of all that vacant land where Canada Packers used to be - I thought that was the main reason for this open house - not traffic issues!	6/23/2014 2:27 PM
37	Somewhat	6/23/2014 2:22 PM
38	for now	6/23/2014 2:21 PM
39	Was a well done open house. The problem is there were no viable solutions presented. Review more real world case studies that don't include grade separation --> there are lots	6/23/2014 2:16 PM
40	How long would it take once it gets started? How would traffic be affected if construction takes place?	6/23/2014 2:12 PM
41	for now	6/23/2014 2:08 PM
42	Very visual, many people to explain the projects	6/23/2014 1:32 PM
43	See & 8 (?) below	6/23/2014 11:23 AM
44	Walking and cycling routes not yet addressed at this phase. Otherwise, yes. Also, what would happen to the pool for 1-4 options?	6/23/2014 10:42 AM
45	No one could address my first question and confirm if it's addressed or not.	6/23/2014 10:35 AM
46	WHat would be speed limits and possible noise from this area?	6/23/2014 10:30 AM
47	Time line to start the work after consultation.	6/17/2014 1:34 PM
48	I wasn't at the Open House; I viewed the website and PDF. Each option shows roadwas in detail, but shows nothing about AT facilities. Too often in the past, the City has included AT as an afterthought, or worse, greatly reduced the AT component during detailed design, tender, and construction. For example, the horrific hatchet job that was done to initial AT plans during the Southwest Transut Corridor Phase 1 project.	6/15/2014 8:27 PM
49	I really hope you look into putting the interchange at Lagimodiere. It is the best use of the money. Take a step back and look at where you're proposing the interchange. It seems stupid to place it at Archibald when Lagimodiere is such a mess there.	6/14/2014 3:11 PM
50	I was out of town during the open house.	6/14/2014 11:16 AM
51	No, I will have more later	6/13/2014 12:40 PM
52	I wasn't at the open house. I got all info from online.	6/13/2014 10:47 AM

Q13 Please let us know if there is anything else you would like to tell us about this study.

Answered: 60 Skipped: 60

#	Responses	Date
1	find another way. lots of good suggestions hear tonight...hope you heard them too.	6/24/2014 3:33 PM
2	Lower Bishop _ Make a real freeway Ave it will solve everything!!	6/24/2014 3:31 PM
3	Complete study + get on with construction	6/24/2014 3:28 PM
4	Glad to have the opportunity to view proposals and discuss with planners	6/24/2014 3:26 PM
5	Where is the Provencher Option!?! East of Lagimodiere there are fewer houses to impact. Seems way too 1 sided. there is equal amount of commercial properties that may be affected on both streets.	6/24/2014 3:23 PM
6	Would be nice to see 3D to see the flow of traffic	6/24/2014 3:18 PM
7	Strongly emphasize support (and my group's support) for greater transit and active transportation.	6/24/2014 3:12 PM
8	You will need to look at improving outlying routes outside of study...[e.g. Des Meurons, Provencher which are already congested because of Archibald + Marion] Domino affect. Look into it please	6/24/2014 3:02 PM
9	Tremblay and side streets need a reconfiguration to access 2 lights minimum from that area with roads that actually work - Youville needs a way to access footbridge to connect park north of Marion for children as well as seniors.	6/24/2014 2:55 PM
10	need clearer picture of project/future plans for development as well as getting rid of objectionable industries. Good beginning!	6/24/2014 2:48 PM
11	Good idea. 40 years too late	6/24/2014 2:40 PM
12	definitely not what we expected, an eye opener.	6/24/2014 2:32 PM
13	some thing has to (?) to improve the present situation	6/24/2014 2:29 PM
14	Lagimodiere + Dugald don't seem to be as much of an issue as Marion + Archibald but it is a huge issue	6/24/2014 2:24 PM
15	Please contact us	6/24/2014 1:35 PM
16	crossing Archibald to bus tops? school? (*transcriber's note - crossed out tell us and inserted know)	6/24/2014 1:24 PM
17	*Please ensure Happyland park doesn't suffer from the project *(keep safe access/keep it alive) *Please don't increase speed limit and make this into a highway! The big vacant lot is likely to become a residential area - Can you please install traffic signals at Enfield/Marion and Enfield/Goulet? This was promised when Des Meurons was improved. - Include a raised cycle track along Marion with push button at Dufresne - Add cycling lane and sidewalk (on the west side) along Lagimodiere	6/24/2014 1:18 PM
18	none address issue of traffic coming from Kildonan + Transcona	6/24/2014 11:57 AM
19	There must be lights at Nadeau or La Fleche and Provencher Bob Gooding	6/24/2014 11:35 AM
20	the diamond interchange will be disastrous for cyclists because of the long high speed turn lane -there seems to be little planning to incorporate the public market lands -the study area shows Enfield which would result in a good (?) cycling alternative to Des Meurons	6/24/2014 11:28 AM
21	no more truck traffic	6/24/2014 11:19 AM
22	Seeing as erotic dancers currently employed at Teasers would be potentially unemployed due to the construction process, employ them on the project & collect a toll for crossing through the project	6/24/2014 11:07 AM
23	how long will construction last (1-3 years)??	6/24/2014 11:02 AM
24	how long will construction last	6/24/2014 11:00 AM
25	More info on traffic, active transp.	6/24/2014 10:46 AM
26	Traffic lights needed at Provencher & Nadeau or alternatively at Provencher & Lafleche. Improvements will be needed at Archibald & Plinquet as traffic will shortcut to Dawson	6/24/2014 10:42 AM

**Functional Design Study and Public Consultation for Marion Street Widening and Grade Separation - OPEN HOUSE
#1 SURVEY - June 12, 2014**

27	already high traffic to cross	6/24/2014 10:34 AM
28	You haven't addressed increased congestion north Archibald - Nairn to Provencher. Speeds have increased in past and are now very serious.	6/24/2014 10:29 AM
29	Marion St. + Archibald intersection needs extensive planning. It is a major headache.	6/24/2014 10:10 AM
30	how long project will take once approved	6/24/2014 10:07 AM
31	How long project will take once approved	6/24/2014 9:32 AM
32	hopefully sooner than later	6/24/2014 9:16 AM
33	Good turn out. Lots of available "experts" to respond to questions. Great Job thanks	6/24/2014 8:49 AM
34	Very informative. Please don't forget that parks are ultimately valuable to a community, and directing traffic through them is extremely dangerous to the children of the neighbourhood.	6/24/2014 8:36 AM
35	preferred options - should be completed/pursued to achieved best results within a short period of time => constructed in a timely basis	6/24/2014 8:26 AM
36	Would definitely like to have the Marion/Archibald intersection fixed with overpass or underpass as shown on pictures.	6/24/2014 8:09 AM
37	I am a home owner in the "property required" area and would appreciate any and all info before it happens. - 587 Archibald Street @ Doucet	6/23/2014 4:08 PM
38	That you need to look at making 6 lane highways to please look at Lag., Fermor, Provencher, Bishop Expansions!	6/23/2014 4:06 PM
39	Do not do option 5. All options not good but #5 is worst	6/23/2014 4:00 PM
40	Option 5 should never be considered	6/23/2014 3:50 PM
41	Please make sure the area residences are notified of the final option prior to being approved	6/23/2014 3:45 PM
42	The Marion/Lag connection should be closed or right turn only	6/23/2014 3:12 PM
43	Do not sacrifice our Archwood Neighbourhood to make things better for the rest of City	6/23/2014 3:05 PM
44	I don't like losing any part of the green space of Happyland Park which happens on all options	6/23/2014 2:59 PM
45	See suggestions for double lane all down Archibald. Negative impact to families + community + decreases safe affordable housing stock.	6/23/2014 2:54 PM
46	Any proposal that takes housing away is a non-starter. you will kill the neighbourhood. - affordable housing is too much of a premium - the objective is all wrong - the traffic should be re-directed away form this area not toward it	6/23/2014 2:48 PM
47	quelle est la difference de couh entres les differentes options.	6/23/2014 2:39 PM
48	I think you are putting the cart before the horse - or is more to this that you are not sharing with us, I certainly hope not!	6/23/2014 2:28 PM
49	Put more money into public + other modes of transportation PROPORTIONATELY to road infrastructure spending	6/23/2014 2:17 PM
50	Consider the flow on Archibald going North! Archibald is very, very congested during rush hour. Archibald turns into single lane at Kavanagh Street.	6/23/2014 2:12 PM
51	Very well organize. City reps are here, architectural firm here, but where is the Province or the federal governments?	6/23/2014 1:35 PM
52	be more visible about it. nothing in local paper but, caught it on CTV which said it was about Archibald, not Marion...	6/23/2014 11:23 AM
53	Remove lights create overpasses (keep traffic moving)	6/23/2014 11:19 AM
54	this was my first open house meeting about city development, and horribly disappointing. As a tax payer, I was ignored or not considered important enough to address a very important question to me and my family.	6/23/2014 10:36 AM
55	Could be issues in St. Catherines, Tremblay, Deniset St. I'm not sure if this improves the traffic situation for these streets?	6/23/2014 10:31 AM
56	When the next information evening will be.	6/19/2014 8:26 PM
57	Just to hammer it home, interchange at Lagimodiere instead of Archibald!	6/14/2014 3:11 PM
58	Keep up the good work!	6/13/2014 11:02 PM
59	Will there be proper allowances made for a future grade separation at the current Dugald/Lagimodiere intersection ? I realize that it was unlikely to have been within the scope of this study to consider such a project, allowances should be made at the present time to facilitate such infrastructural upgrades in the future.	6/13/2014 9:46 PM

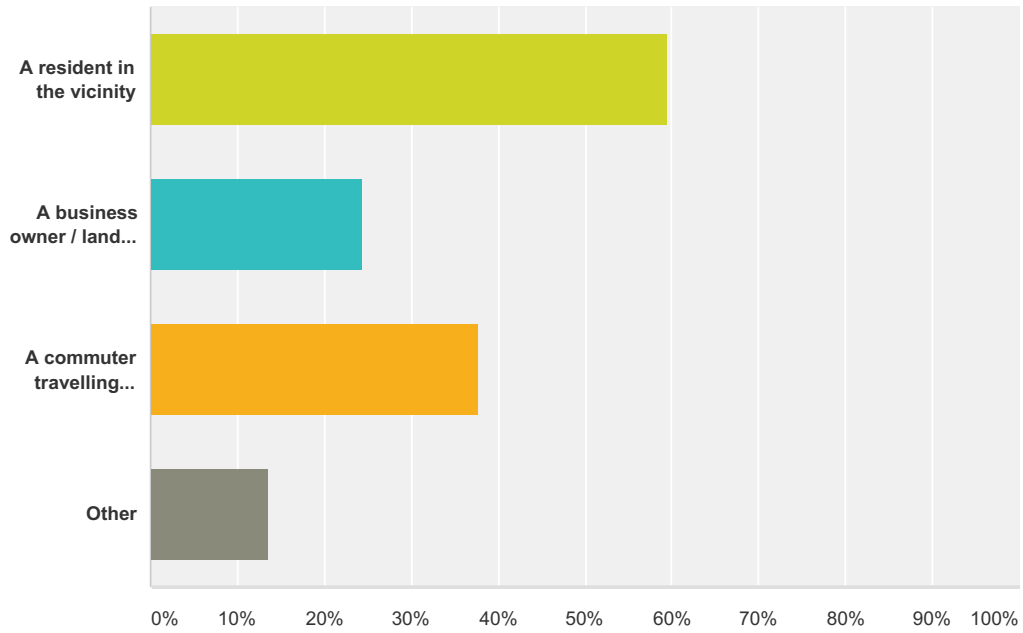
Functional Design Study and Public Consultation for Marion Street Widening and Grade Separation - OPEN HOUSE
#1 SURVEY - June 12, 2014

60	As I wrote in my answers, don't put roads through the neighbourhoods park.	6/13/2014 10:48 AM
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Marion Street Comment Form

Q1 Are you (check all that apply):

Answered: 37 Skipped: 0



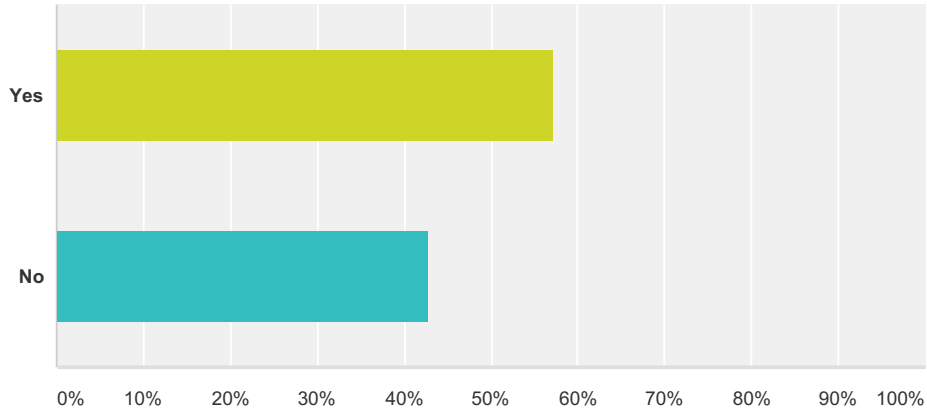
Answer Choices	Responses
A resident in the vicinity	59.46% 22
A business owner / land owner in the vicinity	24.32% 9
A commuter travelling through the area	37.84% 14
Other	13.51% 5
Total Respondents: 37	

#	Other (please specify)	Date
1	communter	5/6/2015 6:05 PM
2	Employee of a local business	5/1/2015 5:59 PM
3	I use either Marion or Archibald frequently	5/1/2015 8:44 AM
4	Sometimes user	4/30/2015 1:28 PM
5	Travel the area regularly to visit family and travel to work.	4/30/2015 11:07 AM

Marion Street Comment Form

Q2 Did the Open House Boards provide adequate information on the purpose of the project?

Answered: 35 Skipped: 2

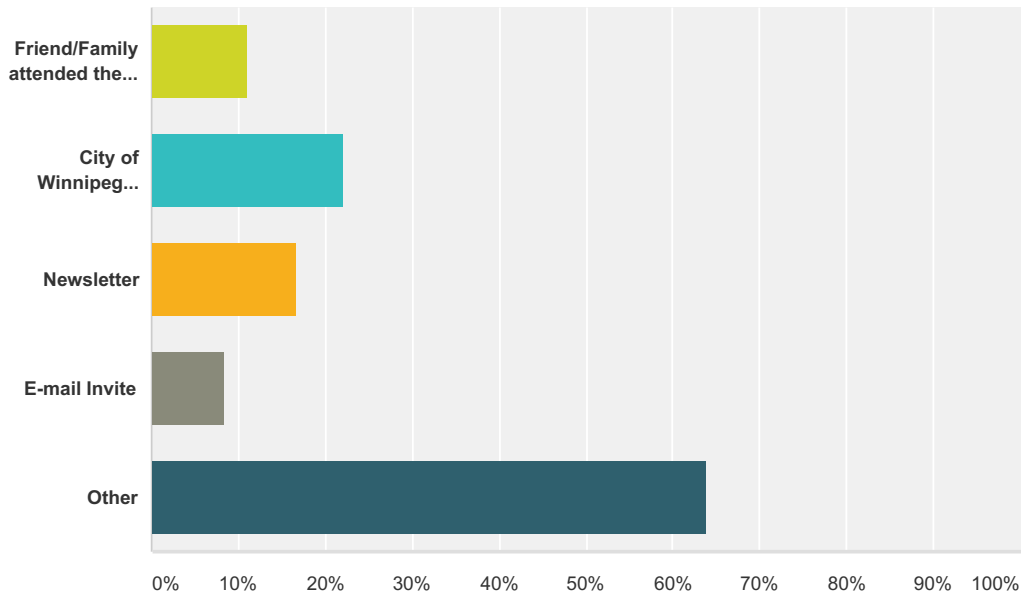


Answer Choices	Responses
Yes	57.14% 20
No	42.86% 15
Total	35

#	Please elaborate why/ why not?	Date
1	Away on vacation.	5/8/2015 10:09 AM
2	No concrete reasons were for why the project was needed and no other solutions were proposed, No details as to the reasoning for the project selected was provided other than it "it was decided"	5/6/2015 5:33 PM
3	I'm a frisbee golfer and I need more info on happyland parc	5/6/2015 8:20 AM
4	I wasn't there because the information about the Open House got to me pretty late.	5/4/2015 4:58 PM
5	Open houses where not adequately known to local business and their employees	5/1/2015 6:00 PM
6	Which direction of traffic is the Heaviest? Why are there still lights along Marion?	5/1/2015 9:45 AM
7	I don't understand why one community (Archwood) needs to be destroyed so that people from other communities can get home a bit quicker after work.	4/30/2015 9:19 PM
8	could not make it to the meeting	4/30/2015 2:48 PM
9	i was unAbke to attend	4/30/2015 11:42 AM
10	Only thing missing would be on how all 5 options ranked and why this one was chosen, specific details please.	4/30/2015 11:07 AM
11	There seemed to be some inconsistency among the various pictures and maps regarding cycling and walking facilities. Walking is important in theory, but probably not in practice, because pedestrians usually avoid major highways. If we want to encourage walking, we should refrain from building expressways through our city. As for cycling, it's very important to provide continuous access. Though cycling facilities have improved greatly in recent years, Winnipeg retains a bad habit of providing cycle paths that dead-end (for example the Norwood Bridge) or simply peter out. I'm not reassured that the facilities planned here will be an exception to that unfortunate precedent.	4/30/2015 10:02 AM

Q3 How did you learn about the Marion Street Public Open House Boards? (check all that apply)

Answered: 36 Skipped: 1



Answer Choices	Responses
Friend/Family attended the Public Open House	11.11% 4
City of Winnipeg Website	22.22% 8
Newsletter	16.67% 6
E-mail Invite	8.33% 3
Other	63.89% 23
Total Respondents: 36	

#	Other (please specify)	Date
1	Bike Winnipeg	5/8/2015 4:42 PM
2	Received a letter in the mail to attend a meeting	5/7/2015 12:07 PM
3	News Broadcast	5/7/2015 12:00 AM
4	by chance, - found handout while visiting an apartment in the area	5/6/2015 6:08 PM
5	Friend told me. No invitation was received.	5/6/2015 5:33 PM
6	Reddit	5/5/2015 6:39 PM
7	On the radio, but a bit too late.	5/4/2015 4:59 PM
8	Random chance	5/1/2015 6:00 PM
9	radio	5/1/2015 9:45 AM
10	Invited by Archwood School. I live in the neighborhood and received no invitation or information about the open house from the city.	4/30/2015 9:21 PM

Marion Street Comment Form

11	concerned neighbor distributing flyers	4/30/2015 2:48 PM
12	news report	4/30/2015 1:28 PM
13	I follow closely in all civic matters.	4/30/2015 11:07 AM
14	News report.	4/30/2015 10:05 AM
15	word of mouth	4/30/2015 8:42 AM
16	neighbour	4/29/2015 4:37 PM

Marion Street Comment Form

Q4 Do you have any ideas or suggestions for the Marion Street Functional Design Study?

Answered: 20 Skipped: 17

#	Responses	Date
1	no but when will project officially begin	5/14/2015 9:02 AM
2	do it on a smaller scale, there is large community of homeowners that will be affected. this type of coverleaf belongs on the outskirts of the city.	5/13/2015 12:04 AM
3	I see in the boards tall concrete walls along the Marion/Archibald intersection. I would like to see a similar wall added to the section of Goulet St just east of Youville to replace the apartment blocks that currently provide noise abatement to the residents of Goulet St immediately west of the Seine River.	5/10/2015 10:16 AM
4	Forcing multi-use pathway users from the south side of Marion to the north side at Dufresne is unacceptable. You'd never expect cars to do something like that. In fact, given the importance of Youville St (south of Marion) to access the Seine River neighborhood (on both sides of the river), it is very important for that new multi-use pathway to continue from Dufresne to Youville. As you've designed it, cyclists will continue on by using the sidewalk.	5/8/2015 9:46 PM
5	Not at this time	5/7/2015 12:00 AM
6	Review the actual necessity of it. The general impression provided is that this project is going through no matter what anyone offers as far as suggestions or criticism. The process is obscured with no real input or consultation engaged in. A couple of story boards on an easle are not a consultation.	5/6/2015 5:35 PM
7	I would hope that more of the park could be spared by aligning the underpass further east. Also keeping Teaser's would be great too.	5/5/2015 6:41 PM
8	Yes, leave it at two lanes each way. Don't expand to 3 lanes each way. Two lanes : one dedicated to transit, one dedicated to cars and trucks. Build an underpass, don't build cloverleaf. Don't give more chance for more traffic to come, because it will come. Just like in Field of Dreams.	5/5/2015 2:56 PM
9	Traffic lights are needed at diamond interchanges, how did you select the direction of traffic that would still require them? I would think the East/West traffic along Marion has heavier traffic. Why wasn't an overpass selected?	5/1/2015 9:48 AM
10	Would the investment in an interchange be considered more relevant at lag and dugald? The significant roadworks, elevation changes, walls, etc. will have such a negative impact on the adjacent residents (sound, quality of adjacent open space, etc) the recommendations are only improving conditions for commuters - what are the real delays and who are we making the improvements for? I travel down archibald every day to work eventually taking provencher into the downtown and there are very few days that I experience delays in my commute. Really it takes me 15 min to get to work 90% of the time. I would rather see the Tim's and other commercial developments removed. They are far too close to this intersection and are causing more of an issue than the trains! They should never have been approved.	5/1/2015 6:47 AM
11	Don't take peoples houses. Don't eliminate businesses. Don't destroy the only park in the neighborhood.	4/30/2015 9:21 PM
12	Yes, expand Lag instead of Dugald	4/30/2015 7:00 PM
13	have yet to see what the plan is	4/30/2015 2:49 PM
14	The design is very disruptive to local homes and businesses. Seems that a full range of options were not investigated. What other intechange options were looked at? Why was Archibald designated as free flow. What is happening to drainage. Why was one way couplet not considered.	4/30/2015 1:30 PM

Marion Street Comment Form

15	<p>First off I support the project and rail underpass portion. But I was getting conflicting information from the open house presenters. It seems unnecessary to have an interchange at Archibald. This is where the conflict came from. One person told me that Archibald needed a bridge due to elevation changes from the rail underpass. However, there are still ramps and an at grade intersection below the bridge?? In fact, the ramps are actually in a worse position than an at grade Archibald intersection would be. As they are closer to the rail overpass! Another presenter told me the interchange was needed to improve traffic flow. So what is it? I ran my scenario of an at grade Archibald intersection and got told "well that's what's there right now, so why do anything?!" WHAT?! No, if you were to add proper turn lanes, 4 lanes in each direction, the situation corrects itself. All this still incorporating the rail underpass. There are many other locations in a similar scenario. It would eliminate the need for such extensive property requirements, reducing some of the damage to the existing neighbourhoods. Why is there no thought being given to Lagimodiere and Dugald intersection? Hammer an interchange in at Archbald (making Archibald free flowing???), but leave the expressway with traffic lights?! Makes no sense. I am willing to discuss this with someone in more detail because it is a serious miss step by the City of Winnipeg. I'm a transportation engineer and understand completely what is going on. My questions at the open house were met with strong push back, because I put them on the spot and seemed to trigger new thoughts in their minds. The wheels started turning...</p>	4/30/2015 11:15 AM
16	<p>Expressways should connect cities. They should not be built within cities. If you want lively streets that are good for retail business, you have to avoid overwhelming roads. As for cycling facilities, it's very important that they be continuous. Looking at your various pictures and maps, I'm not reassured that that will pertain when these facilities have been developed.</p>	4/30/2015 10:09 AM
17	<p>Even though a future rapid transit leg (southeast corridor) will go through the lands, there is no discussion of that future rapid transit corridor. Why not? Please plan ahead!</p>	4/30/2015 8:43 AM
18	<p>Traffic volume studies do not seem adequate. Railway crossing frequency doesn't warrant an underpass.</p>	4/29/2015 5:22 PM
19	<p>I would like more information on the loss of neighbourhood businesses and conveniences - eg auto service stations, parks coffee shops, stores etc. I am concerned about the loss of access to the neighbourhood in the north west corner of Archibald and Marion. It seems that there will be additional stress on the Dufresne/Marion intersection. The access to Archibald from Kavanagh is not a safe alternative (at that bend on Archibald). Access from this neighbourhood to south Archibald will essentially be restricted to a left hand turn from Dufresne onto Marion - across 3 lanes of traffic to the turn off lane to a right hand turn onto Archibald. Access into the neighbourhood will be restricted to a left hand turn off Marion onto Dufresne. None of this seems more functional to me. I do not see how extending the Marion lanes to 4 is practical with the Seine river bridge. It seems as though the bridge would be a bottleneck. I do not understand how widening Marion will have minimal impact on Happyland park. While this design looks lovely - it does seem to be overkill for the Marion/Archibald intersection. While it proposes to address current problems I think it will create still more. It seems to have missed the mark for the residents while meeting the needs for commuters going through our neighbourhood. I can't help but believe that there could be a more simple design solution to the traffic flow. Perhaps a railway relocation project could be considered in conjunction with the road improvements at a reduced cost to the neighbourhood in loss of service as well as loss of residents.</p>	4/29/2015 5:05 PM
20	<p>The only change I would suggest is to remove the half signal at Lagimodiere and Marion. Lagimodiere is an 80 km/h roadway and presents a real danger as a level crossing for pedestrians. A pedestrian overpass or a pedestrian tunnel would be better suited to allow pedestrians to more safely cross from one side to another if pedestrian access between sides is required.</p>	4/29/2015 3:47 PM

Marion Street Comment Form

Q5 Please feel free to provide any additional comments, questions or feedback.

Answered: 13 Skipped: 24

#	Responses	Date
1	it was said at the open house that this study was based on improving traffic flow, but I think that can be done with the use of turning lanes and better traffic lights, and of course the train crossing is the biggest problem in the marion and archibald intersection. just having the underpass for the train would ease the traffic congestion. and if you live in the area you know that traffic is slow only during morning and afternoon commuting, during most of the rest of the day there are no issues.	5/13/2015 12:13 AM
2	AS a resident of the area it is troubling to know that my property values will drop dramatically due to this project. If I choose to stay in my home during construction, not only will I be majorly inconvenienced, but my quality of life will be reduced greatly due to noise and change in access to the area. If I choose to sell my home, I will be getting less money for it, and will be changing my retirement plans which had included remaining in my home for a minimum of 15 years. Neither option is desirable.	5/12/2015 2:25 PM
3	I am an avid cyclist and I see some nice looking cycling pathways in these drawings but I don't see a dedicated/preferably separate bike lane on Marion St which I consider to be an absolute must for any new roadway design in a modern, progressive city. In my opinion it would be a complete failure to spend all this money on a new roadway without a dedicated bike lane. Dedicated bike lanes are different from pathways.	5/10/2015 10:28 AM
4	There are really two main subprojects here: Marion/Archibald and Marion/Panet/Lag/Dugald. In the Marion/Lag/Dugald area, the short section on Lag between Dugald and Marion is currently a major bottleneck. This project should fix it. And the new multi-use pathway will finally facilitate reasonably safe and convenient bicycling from Dugald & Lag westward. I support this Marion/Panet/Lag/Dugald part of the project. I question the cost/benefit of the Marion/Archibald part of the project. It seems like a very expensive grandiose solution to a relatively small problem. CPR Emerson is not the CPR main line. Archibald north of Marion is a secondary arterial street. Wiping out the stripper place and other derelict buildings is fine, but other businesses are new, and Happyland and many residents will be adversely affected. As you know, area residents are generally very upset with this design. I'd like to see a much simpler, significantly cheaper solution. You have to stop designing solutions as if we're still in the post-WW II car-centric era. Other cities are striving to reduce traffic, not build more and more capacity. The trend is to fewer cars and car sharing in the sharing economy. Prioritize transit and active transportation.	5/8/2015 9:49 PM
5	Right now, my home is slated as a partial taking only. This is my only concern. I would much prefer the city expropriate all of it, not part of it. The portion of property that would be taken is what currently provides a buffer to the busy street. Without that my home would be much too close to the street for my liking.	5/7/2015 12:12 PM
6	I already have, but it was ignored as I was told it "was already decided"	5/6/2015 5:35 PM
7	This is wrong. Lives will be hurt for the sake of traffic flow. Not cool.	4/30/2015 9:22 PM
8	Don't feel that a full range of options were considered. How does this plan take into account the Packers lands redevelopment. Does it consider redevelopment plans at all?	4/30/2015 1:32 PM
9	See question 4.	4/30/2015 11:15 AM
10	I wonder at the sincerity of community consultation as I learned of this from a neighbour and received no notification in the mail.	4/30/2015 9:21 AM
11	Please incorporate allowances for the future southeast rapid transit leg in your design, as well as other transit improvements.	4/30/2015 8:43 AM
12	The study does not alleviate traffic issues and will cause a worse situation by blocking in residents in the Archwood area and those southwest of Marion and Archibald. Closing off access to Archibald will cause increased traffic through backlanes and close to schools.	4/29/2015 5:23 PM
13	This should be implemented as soon as possible. Traffic congestion on Marion will only get worse in next few years with all the development that is going on in the SE corner of the city.	4/29/2015 3:53 PM