

**Marion Dugald Transportation Improvement Study  
Engagement Planning Summary Report**

Prepared by the City of Winnipeg



September 2017

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## Acknowledgements

Thank you to all of the community members, stakeholders, and members of the public that gave their time and input to participate in the engagement planning phase through completing surveys and discussing with us over the phone. Thank you for helping us to reopen the conversation.

## 1.0 Introduction

The City of Winnipeg (the “City”) began a study in 2014 that explored ways to improve traffic operations along Marion Street. The Marion Grade Separation and Widening Study included investigation of road widening and grade separation at the CPR Emerson railway crossing and at the intersection of Marion and Archibald streets. In November 2016, Council decided to move forward with the recommendation from the Public Service, and directed the Public Service to investigate and report back on lesser cost alternatives that do not include a grade separation or widening and are more affordable to the City, and fit within the existing Council-approved Debt Strategy. The investigation of lower-cost alternatives will be done to improve traffic operations, safety, and enhance pedestrian and cycling opportunities without introducing grade separation or widening along Marion Street.

Due to the number of residents, business and stakeholder groups with an interest in the Marion Grade Separation and Widening Study, a public engagement program was conducted by the project consultants. At the end of the study, the City recognized that the public engagement program did not meet the expectations of the public. Due to both affordability and project risk, the City did not move forward with a grade separation and widening for the area.

The City is planning to conduct a new study in the vicinity of Marion Street and Dugald Road to explore different options to improve traffic operations that do not include grade separation or widening. Before public engagement begins for the new Marion Dugald Transportation Improvement Study, the City turned to the public for guidance on how to meaningfully engage the community during an engagement planning phase. The Public Service asked for help with reopening the conversation on Marion Street in order to plan public engagement for this study in the ways that are most relevant to the community.

The input received from this engagement planning phase will be used to shape the engagement opportunities for the upcoming Marion Dugald Transportation Improvement Study. This report provides an analysis of the feedback received from an online survey and stakeholder interviews as well as lessons learned from past public engagement initiatives from the initial Marion Street Widening and Grade Separation Study in 2014. The feedback presented in this report will guide the development of a public engagement plan that reflects the community’s preferences and priorities for participation. The City and consultant will then work together to ensure the engagement plan is carried out following the direction of the feedback provided.

## 2.0 Strategy

The following objectives were developed to guide the engagement planning phase:

- Engage the public meaningfully by collecting feedback, considering feedback and responding to feedback;
- Develop a public engagement plan for the upcoming Marion Dugald Transportation Improvement Study that reflects participants’ engagement preferences for future engagement opportunities;

- Provide a clear link outlining how feedback from the engagement planning phase influenced the public engagement plan; and,
- Rebuild trust with residents, businesses, stakeholder groups and other members of the public with an interest in the study.

### **3.0 Engagement Planning Activities**

An engagement planning phase was carried out by the City in winter 2017 in an effort to involve the public in the development of the new public engagement program for the upcoming Marion Dugald Transportation Improvement Study. The engagement planning phase consisted of three activities designed to gather input from the public on how to meaningfully engage the community. The activities focused on identifying opportunities for improvement based on the public's experience with the previous engagement program for the Marion Grade Separation and Widening Study.

#### **3.1 Online Survey**

An online survey was launched March 2, 2017 and remained open until March 24, 2017. The survey was hosted on the Marion Dugald Transportation Improvement Study website and promoted through a news release, the City of Winnipeg homepage, City of Winnipeg public engagement newsletter, and through the City's Facebook and Twitter accounts. Over 175 survey invitations were sent via email to participants involved in the previous Marion Grade Separation and Widening Study. Invitations were also sent through the Office of Public Engagement Newsletter, which contains over 7,000 subscribers. The survey was available in English and French. Survey respondents were asked questions related to their public engagement experience with the previous study, notification preferences, event type preferences and opportunities for improvement. A full list of survey questions is provided in Appendix A. A total of 404 surveys were submitted to the City.

#### **3.2 Stakeholder Telephone Interviews**

Interviews with stakeholders were conducted by telephone from March 13, 2017 to March 31, 2017. Stakeholders included individuals who had expressed concern or who were found to have multiple contacts through open house sign-in sheets, and correspondence with the project team. The telephone interviews were intended to collect input via a one-on-one discussion regarding the public engagement program for the previous Marion Grade Separation and Widening Study. The interviews provided an opportunity for City staff to learn from stakeholders who participated in the previous public engagement program, identify recommendations and build relationships with the community. Stakeholders were asked about their experience with the past public engagement program, how they were affected by the engagement and previous study, opportunities for process improvements, and their preferred contact method. A total of 29 telephone interviews were conducted with stakeholders.

#### **3.3 Website**

A study webpage, housed on the City's website, was used to reopen the conversation on the Marion Dugald Transportation Improvement Study and promote the engagement planning phase. The website

went live on March 2, 2017 and will remain live throughout the life of the study. The webpage is linked from the Marion Grade Separation and Widening study page.

At the time of the launch, the website included background information about the study, a timeline of milestones, frequently asked questions (FAQs), and opportunities to get involved. The online survey was also hosted on the website as noted in Section 3.1. The website is available in English and French and will be updated with current information as the study progresses.

## 4.0 Analysis

Qualitative data collected from the online survey and telephone interviews was compiled and coded for themes. Qualitative data includes comments from the online survey and telephone interviews. Comments were grouped according to similar ideas. Each group was then assigned a theme, which captures the main idea shared among all comments in that group. The themes were then summarized in Section 5.0. Several verbatim comments from each theme were selected to represent key ideas and provide examples of what respondents said.

Quantitative data was also collected through the online survey and was collected through rating questions and demographic information. Quantitative data was analyzed directly in the online survey tool and is presented in Section 5.0 through tables and figures.

## 5.0 Results

Results from the online survey and stakeholder interviews are presented in the following sections. The first section, *Lessons from Previous Engagement*, aims to identify opportunities for improvement drawing from lessons and experiences with the past Marion Grade Separation and Widening Study engagement. The second section, *Priorities for Future Engagement*, aims to identify the public's priorities and preferences for engagement in the future Marion Dugald Transportation Improvement Study.

### 5.1 Lessons from Previous Engagement

Seventy one percent (71%) of survey respondents indicated that they did not participate in the previous public engagement process for the Marion Grade Separation and Widening Study. Most respondents indicated that they did not participate because they were either unaware of the public engagement opportunities (61%) or were unavailable to attend any of the public engagement opportunities (18%). The following quotes were selected from the survey responses:

*"I was not aware of the public engagement opportunities. I don't live in the area but cycle or drive through the area several times per week."*

*"I did not know about the open houses. I also work long hours into the evening and cannot always make it to community open houses."*

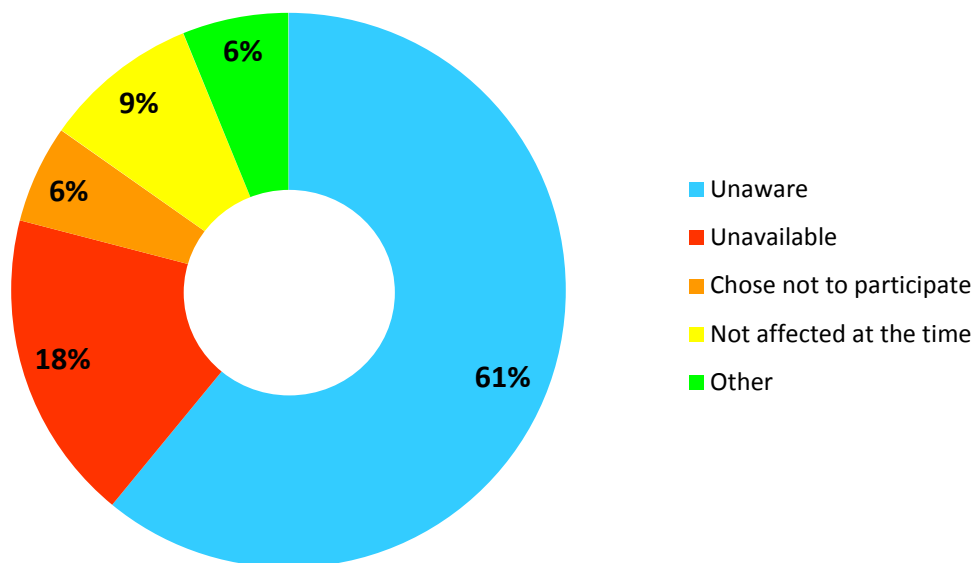
*"Unfortunately, I was working during the times for the consultations."*

This indicates the need to develop a more robust notification plan to increase awareness among the community along with greater online engagement opportunities that are accessible online for those who are unable to attend in-person events. Other respondents indicated that they simply chose not to participate in the public engagement program (6%) or were not affected at the time by the study (9%). For example, one respondent who indicated that they had not participated in the Marion Grade Separation and widening study noted *“We moved to the neighborhood after the process had come to an end.”*

One respondent identified accessibility concerns as a barrier to participation. This supports the City’s efforts to select event venues that comply with the Universal Design Policy and offer American Sign Language and alternative formats at public engagement events.

*“Unless it’s accessible for persons who are blind or partially sighted, we can’t participate.”*

All barriers to participation are identified in Figure 5-1.



**Figure 5-1 Barriers to Participation**

Survey respondents that participated in the Marion Grade Separation and Widening Study provided varying feedback on their experience participating in the public engagement program. When respondents were asked to share their experience in an open ended question, 50% of the comments captured a negative experience. Key terms such as *frustrating, unsatisfactory, unpleasant, negative, and upsetting* were used to categorize responses that captured a negative experience. The comment below is an example of response that captures a negative experience.

*“Frustrating. [I] felt that my concerns weren’t being heard by the construction company.”*

Other participants indicated a positive experience from participation in the Marion Grade Separation and Widening Study (32%). Key terms such as *helpful, good, informative, positive, and excellent* were

used to categorize responses that captured a positive experience. The comment below is an example of a response that captures a positive experience.

*“Plenty of information provided. Generally good.”*

The remaining responses (18%) contained no positive or negative key terms and rather focused on specific aspects elements of the previous public engagement.

The following themes were developed based on responses collected from the online survey and telephone interviews: notification methods, meaningful engagement, engagement timing, availability of information, and public engagement opportunities. The themes are intended to group comments with similar ideas to aid with the data analysis and presentation of the results. The following sections described each of the themes in detail and provide examples of comments from the online survey and telephone interviews.

### **Notification Methods**

Respondents shared that the notification for the Marion Grade Separation and Widening Study and associated public engagement process were not adequate. Some respondents were informed of the engagement opportunities solely through word-of-mouth rather than direct communication from the City.

*“I only became aware of the Marion Widening when a resident told me about it and the 2015 Open House. I had seen no notice from the City.”*

*“Sharing important information, like expropriations (where applicable), is extremely important. Make a Facebook event, use social media, send emails (City Engage), put flyers in mailboxes, hold open houses on more than one date, run ads on the radio and in the community newspapers, inform nearby neighbourhood associations and active transportation organizations (Bike Winnipeg, etc.), relay information to businesses in the area, hold information sessions on solutions where there are congestion problems (using examples from progressive cities fighting traffic congestion through public transport, etc.)...”*

A number of stakeholders explained in telephone interviews that many of those who participated were notified by their local residents’ association (South St. Boniface Residents Association). Members of the residents’ association went door-to-door to hand out flyers and posted notifications in local businesses such as restaurants. Landowners and tenants of commercial properties under consideration for property acquisition also felt the notification was inadequate. One business owner explained in a telephone interview that he expected to receive a letter in the mail to inform him about the study and the risk of property acquisition rather than learn about the study in the newspaper. The business owner went on to suggest that all potentially affected business owners within two or three blocks of the study should have received direct mail.

Based the feedback regarding notification for the Marion Grade Separation and Widening Study, a robust notification plan is needed to ensure residents and community members are informed about the



study in their neighborhood. A greater number of notification methods are required to increase the opportunities for contact. A more diverse range of notification methods must also be considered, including the use of roadside signs on Marion Avenue to capture all infrastructure in addition to those with a residence or business address in the area.

### **Meaningful Engagement**

The comments received from the online survey and telephone interviews generated mixed responses towards meaningful engagement – an opportunity to actually influence decisions as determined by the participants. Some respondents (19%) described the engagement as not meaningful for the Marion Grade Separation and Widening Study and felt that their input would not influence the final outcomes of the study. The respondents explained that they felt decisions were already made before the public engagement program began and therefore their voices were not heard.

*“We provided input at a stakeholder meeting. We were shocked when the plan was unveiled as it did not seem to have taken this advice to heart. The impression we had was that the City wanted the big project with grade separation despite anything the community and stakeholders expressed.”*

*“[I] would have preferred to have more consultation meetings before. So much of the plan was already drawn out.”*

*“The experience was helpful. However, it seemed that the decisions were made before people had the opportunity to provide input.”*

One survey respondent felt that the study scope was inadequate for the public engagement program to be meaningful. Respondents explained that the study area defined by the City and consultants was too small to capture all transportation issues experienced by the community and the potential solutions to address those issues. Respondents indicated that the City was not open to listening to broader transportation issues affecting the community or solutions that fell outside the defined study area. Such a rigid study scope diminished the value of public engagement, as potentially viable solutions were not considered by the City and consultants. Respondents indicated that the City needs to be more open to opinions and different ideas to address transportation issues in the area.

Other respondents (4%) described the engagement as meaningful for the Marion Grade Separation and Widening Study. These respondents indicated that they felt their voices were heard and that the City made an effort to incorporate public feedback into the study.

*“It looked like they [the City] were trying to reach out to citizens and business to really find out what they wanted.”*

*“I felt public input was meaningfully heard through the last process - it’s just that the input received was that the scale of the solutions proposed was way out of line with what the neighborhood was looking for. The fact that new, smaller scale solutions are now being considered shows the City was listening - thank you.”*

The telephone interviews with stakeholders supported the comments received through the online survey. Similar to the online survey, responses varied regarding perspectives on whether engagement was meaningful. One stakeholder explained that the community felt like decisions had already been made before the public had an opportunity for input. The stakeholder also mentioned that the community wants to know that their input has influenced the outcomes of the study. Another stakeholder indicated she truly believes the City did its due diligence to involve the public in the study, but just does not want the project in her neighborhood.

The varied responses from the online survey and telephone interviews illustrate a need for follow-up after public engagement to clearly demonstrate how public input was considered and how input influenced the study. The rationale explaining why specific suggestions from the public could not be accommodated in the functional design alternatives of final design should also be provided. Regular follow-up with the public after each milestone in the study will be critical to ensuring meaningful engagement.

### **Earlier Engagement**

Respondents indicated that the public engagement program began too late into the Marion Grade Separation and Widening Study.

*“Public input should have taken place before an Engineering/Consulting firm [had] been awarded a contract to develop a plan.”*

*“Planning needs community engagement prior to drawing designs and passing infrastructure that residents are not aware of. Previous engagement would have saved a lot of time.”*

The telephone interviews supported the results from the online survey. Stakeholders indicated they would have liked more information earlier on in the study. One stakeholder indicated he would have appreciated a preliminary discussion before the functional design alternatives were shared.

The comments show support for a public engagement program that occurs earlier in the study, prior to developing the initial functional design alternatives that are presented to the public for the study. There is a desire for an earlier phase of engagement for the community to share and discuss broad transportation concerns they face and potential solutions before beginning the infrastructure design process. Design opportunities and constraints from the community’s perspective can also be discussed to help inform functional design alternatives.

### **Availability of Information**

The comments provided by respondents from the online survey and telephone interviews were a mix of both positive and negative with respect to the availability of information presented during the public engagement program for the Marion Grade Separation and Widening Study. Some comments indicated that the information available was sufficient and met their needs, while other comments indicated a need for additional information including more details on active transportation, Bus Rapid Transit expansion and other future projects that may occur in or near the study area. The following comments

demonstrate the varying responses with respect to the availability of information presented during the public engagement program. The first series sample comments from respondents who expressed satisfaction with the availability of information.

*“Visual display of the first meetings gave an opportunity to see other options or what could possibly be changed to improve it.”*

*“The open house was informative.”*

Comments from respondents who felt that not enough information was available at meetings included:

*“It was good, but there should have been more of a focus about how Active Transportation will be incorporated.”*

*“Plans from the last consultation did not mention the future rapid transit plans for the Archibald area.”*

*“It was not that informative as the questions and concerns I had could not be answered.”*

Stakeholders also provided varying responses regarding the availability of information during the telephone interviews. Some respondents were concerned that the City did not provide all relevant information during the past public engagement program. They described that the public engagement program as lacking transparency and should have mentioned other potential future projects in the area to give the community a better sense of upcoming plans for the area. Whereas another respondent indicated that he felt that there was lots of information after attending a couple open houses and suggested that the City simply have more staff on hand to answer questions.

One respondent described the information presented during the public engagement program as too complex for the general public and indicated that the City needed to better communicate the criteria that informed the development of the functional design alternatives. This suggests that more plain language should be used on project websites, storyboards and other public engagement materials. When discussing the challenges to participation, one respondent stated the following as reason for not participating:

*“[The] complexity of the written and graphic materials to understand each of the options [and] lack of understanding of the criteria for how the options were developed.”*

### **Public Engagement Opportunities**

Respondents also provided feedback on the quality, quantity, and types of opportunities to get involved in the Marion Grade Separation and Widening Study. The online survey required respondents to rate the five statements below:

- The public engagement process for the Marion Study was well organized;
- I was satisfied with the opportunities to be involved in the Marion Study;
- The amount of public engagement was adequate;

- The materials presented provided valuable information. I learned from being involved in the Marion Study public engagement; and,
- I felt my voice was heard.

A scale of one to five was used to rate the statements, where one represented that a respondent strongly disagreed with the statement and five represents that a respondent strongly agreed with the statement. The results are summarized in Table 5-1. For each statement, the vast majority of respondents provided a rating of strongly disagree (1) to neutral (3). Less than 20% of respondents rated the statements favorably, indicating that they agreed (4) or strongly agreed (5) with the statements.

Table 5-1 Satisfaction Towards the Public Engagement Opportunities						
	1 (Strongly Disagree)	2	3	4	5 (Strongly Agree)	Total
The public engagement process for the Marion Study was well organized.	20.71%	21.07%	43.57%	9.29%	5.36%	100%
I was satisfied with the opportunities to be involved in the Marion Study.	25.00%	25.00%	32.14%	11.07%	6.79%	100%
The amount of public engagement was adequate.	24.29%	26.79%	34.64%	8.93%	5.36%	100%
The materials presented provided valuable information. I learned from being involved in the public engagement.	19.29%	20.36%	40.71%	12.50%	7.14%	100%
I felt my voice was heard.	33.57%	21.79%	35.00%	6.79%	2.86%	100%

Overall, the results of this survey question suggest that there are many opportunities to improve the public engagement techniques that were used for the Marion Grade Separation and Widening Project. As discussed in Section 5.1, more robust online engagement opportunities may increase participation rates. Online engagement has the potential to increase the convenience of participation, reach a wider demographic and complement the in-person events. Publically available 'What we heard' summaries and public engagement reports can increase transparency and demonstrate that the City is listening to the public and using the input gathered to make more informed decisions. Developing more plain language materials may improve the public's understanding of the study and process.

## 5.2 Priorities for Future Engagement

Priorities and preferences for the upcoming Marion Dugald Transportation Improvement Study public engagement program were collected from the online survey and telephone interviews. Online survey respondents were asked to rate a series of engagement opportunities based on the likelihood that they would participate in that opportunity. This will help to determine which opportunities would be the most effective and supported by the public for the upcoming study. The following eight online and in-person public engagement opportunities were presented:

- 1) **Scoping workshop** – An opportunity early in the study design process to help define clear objectives for the study.
- 2) **Community walking tours** – Community walking tours with a GPS enabled tablet to record feedback and the exact locations comments are made.

- 3) **Stakeholder group meetings** – Representing interests within the study area such as resident groups, business owners, and interest groups.
- 4) **Engagement sessions held in local businesses** – This is an informal setting for having a broad discussion about how the community may look.
- 5) **Stakeholder verification sessions** – Meet with stakeholders to confirm what was said in stakeholder meetings.
- 6) **Public verification session** – A public meeting to verify what was heard from the public and share the preliminary design.
- 7) **Online survey** – An online survey with questions to determine public opinion and input on the options that are going to be explored.
- 8) **Online mapping tool** – Participants can identify issues and opportunities on a publicly available, interactive map.

Table 5-2 presents the likelihood of participation in all eight public engagement opportunities presented in the survey.

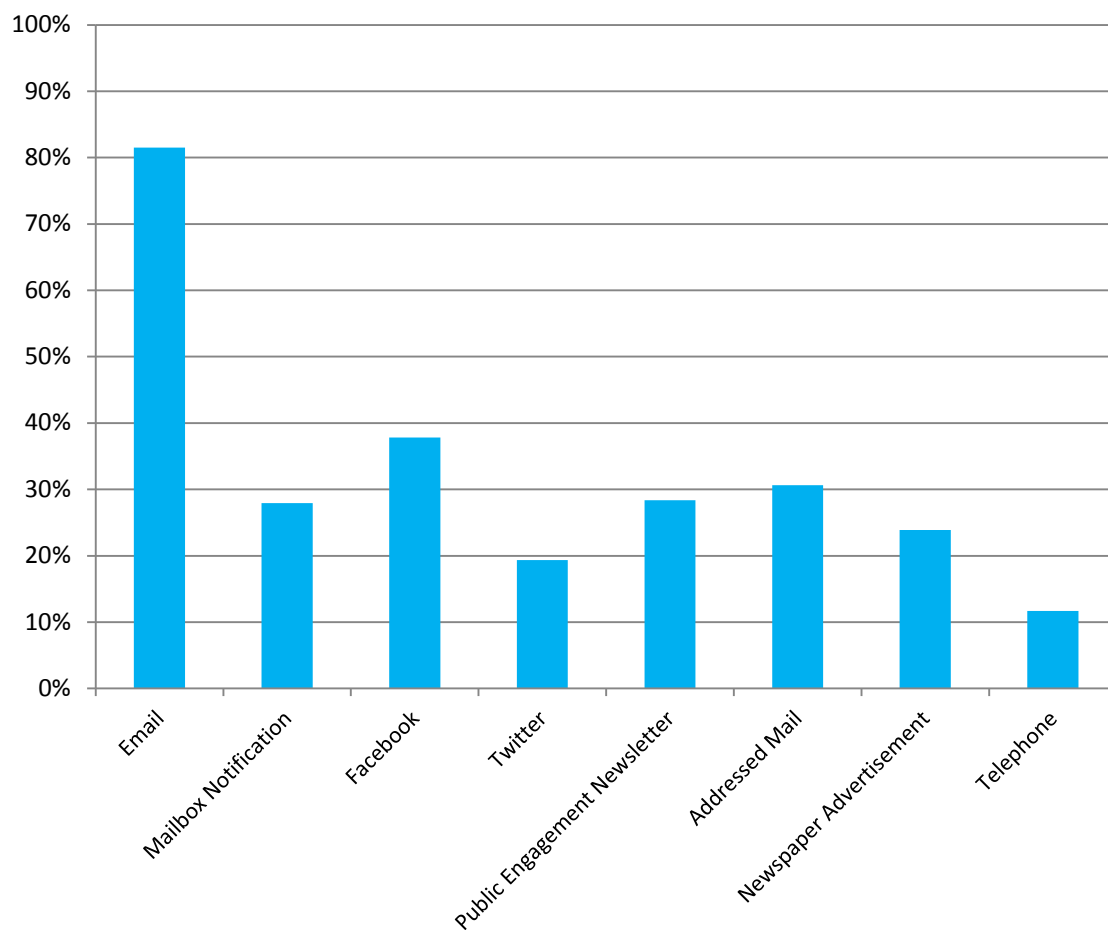
Table 5-2 Public Engagement Opportunity Preferences						
Public Engagement Opportunity	1 (Not likely to participate)	2	3	4	5 (Likely to participate)	Total
Scoping workshop	15.25%	9.42%	21.97%	22.87%	30.49%	100%
Community walking tours	28.70%	15.25%	20.18%	17.94%	17.94%	100%
Stakeholder group meetings	14.35%	6.73%	21.52%	26.46%	30.94%	100%
Engagement sessions held in local businesses	15.70%	12.56%	27.80%	22.87%	21.08%	100%
Stakeholder verification session	17.94%	13.90%	26.46%	18.83%	22.87%	100%
Public verification session	10.31%	8.97%	23.32%	29.15%	28.25%	100%
Online survey	1.79%	1.35%	8.52%	26.01%	62.33%	100%
Online mapping tool	3.14%	4.48%	12.11%	20.18%	60.09%	100%

Overall, there was strong support for the two online opportunities presented – an online survey and an online mapping tool. Sixty-two percent (62%) of respondents indicated that they would likely participate in the online survey and 60% of respondents indicated that they were likely to participate in the online mapping tool. Respondents indicated that they were least likely to participate in the community walking tours (18%) and the engagement sessions held in local businesses (21%). There was a clear preference for online engagement opportunities, but these results may be skewed because this survey was provided online. Although emphasis and effort can be placed on engagement opportunities and providing a variety of opportunities for engagement, in-person engagement offer opportunities for those who do not have access to online tools and provide an invaluable opportunity to form connections and engage with different perspectives and should also be considered in engagement planning.

One respondent expressed their support for online engagement in an open-ended survey question, supporting the quantitative results presented above.

*“We need to better utilize the internet for community input. This means building the online infrastructure needed to collect and analyze this information, and public education to get people to participate.”*

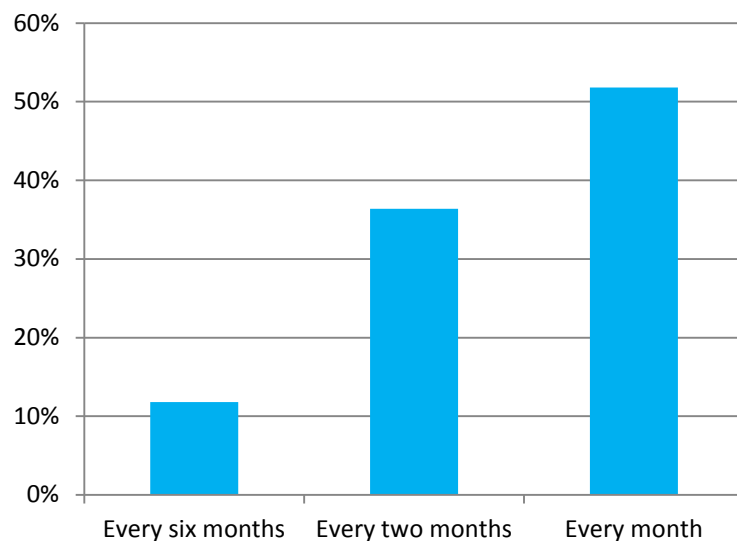
Respondents were also asked to provide their input on preferred notification methods for the upcoming Marion Dugald Transportation Improvement Study. The online survey listed eight different notification methods (Figure 5-2), with respondents asked to identify their preferred method(s) for notification. The top three notification methods selected by respondents are email (82%), Facebook (38%) and addressed mail (31%). Respondents indicated telephone (12%) was the least preferred method for notification. Once again, these results may be skewed towards those with access to the internet and email because the survey was available online. Discussions with stakeholders during the telephone interview also identified email as a preferred notification method. These results from the telephone interviews are consistent with the online survey results. Other stakeholders indicated during the interviews that in addition to email notifications, in-person delivery of invitations or addressed mail to local businesses for public engagement events would be well received by the business community. The following figure presents survey respondents notification preferences.



**Figure 5-2 Preferred Notification Methods**

Respondents were also asked to provide input on how frequently they would like to be notified of study updates and engagement opportunities (Figure 5-3). The majority of respondents indicated they preferred to be notified every month (52%), whereas only 12% of respondents indicated that every six

months was sufficient notification. The following figure presents respondents' notification frequency preferences for study updates and public engagement opportunities.



**Figure 5-3 Preference in the Frequency of Notification on Public Engagement Opportunities**

## 6.0 Public Engagement Strategy

The input received from the online survey and stakeholder telephone interviews during the engagement planning phase as well as lessons from public engagement initiatives from the initial Marion Street Widening and Grade Separation Study were used to shape the public engagement strategy for the upcoming Marion Dugald Transportation Improvement Study. The public engagement strategy is guided by the following goals:

- To inform the public and stakeholders of the project;
- To involve the public and stakeholders in determining the key transportation issues and potential solutions;
- To gather public and stakeholder concerns and questions, so that the design team can address them as much as possible with the functional design;
- To present functional design alternatives, in order to gather further feedback from the public and stakeholders;
- To rebuild trust with residents, businesses, stakeholder groups, and other members of the public with an interest in the study through a public engagement processes based on the feedback received during the engagement planning phase; and
- To provide a clear link outlining how feedback from the public engagement influenced final design.

The public engagement strategy is currently being reviewed and finalized with the City and the consultant using the input from the public during the engagement planning phase. Once finalized, the

public engagement strategy will be made public, and stakeholders and the public will once again be engaged in the process.

## **7.0 Conclusions**

The public input gathered during the engagement planning phase highlights many opportunities for improvement and identifies the public's engagement preferences for the upcoming Marion Transportation Improvement Strategy. The responses received through the online survey and stakeholder interviews demonstrate a strong public interest in the study. The new public engagement strategy will reflect the lessons learned through a three-phase approach and enhanced notification plan. This will also provide an opportunity to strengthen the relationship between the City and residents, businesses, and groups with an interest in the study.

### **7.1 Next Steps**

The results presented in this report will shape the finalized public engagement plan, which will guide engagement throughout the Marion Dugald Transportation Improvement Study. The City will work with the study consultants to implement the public engagement plan that reflects the community's preferences and priorities for participation provided through survey responses and telephone interviews during the engagement planning phase.

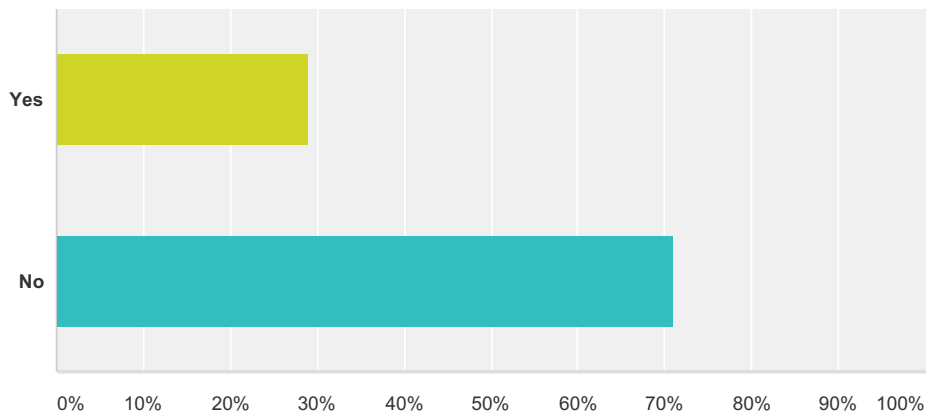


## **Appendix A – Online Survey Data**



**Q1 Did you participate in the public engagement process for the Functional Design for the Marion Street Widening and Grade Separation? Public engagement included two open houses, 11 stakeholder meetings, six landowner meetings and two online surveys. Please Note: You will have the opportunity to expand on your experience including how you were notified about events.**

Answered: 404 Skipped: 0



Answer Choices	Responses
Yes	28.96% 117
No	71.04% 287
<b>Total</b>	<b>404</b>

# Marion - Dugald Transportation Improvement Study

## Q2 How would you describe your experience?

Answered: 94 Skipped: 310

#	Responses	Date
1	Outragious! As I was the one who found out a out this through a business that was going to be expropriated. I paid for, made the flyers amd distributed them to our community at my expense. This is why hundreds of people showed up. The city DID NOT WANT US TO KNOW. This process took thousands of dollars and thousands of hours to do and then the City paid MMM. My tax dollars will never be wasted on so,ething like this again. Also I do not like the first question because it is DECEPTIVE just like the city and MMM. Once again the city has drawn the box around the area MMM can work from is this some kind of sick joke???? More of money wasted and I will not stand for that. If the city persists this will be bigger then ever before and there will be no where for them to turn to or blame. Stop this stupidity right now, do not spend another dollar on this project.	3/27/2017 8:54 AM
2	There wasn't enough truthful information, I felt no one was listening to the people that were losing there properties and people that were affected directly in the area!	3/27/2017 8:40 AM
3	Ce fut bien informatif. Je comprends, qu'après avoir vu les dessins, que le proposé était beaucoup trop grandiose et trop dispendieux.	3/24/2017 1:43 AM
4	Déplaisante	3/24/2017 1:33 AM
5	Je demeure dans ce district, je sais qu'il faut faire quelque mais je n'aime pas faire déménager ceux que ça fait longtemps qu'ils sont en commerce depuis longtemps.	3/24/2017 1:32 AM
6	Pas sûr que ma retroaction a eu un impact.	3/24/2017 1:29 AM
7	Il n'avait pas assez d'informations et même quand j'ai envoyé des courriels aux départements de transport, je n'ai pas eu de réponses. MMM n'as informé qu'ils ne pouvaient pas me donner l'information que je demandait. Les plans de la dernière consultation ne mentionnait pas les plans futures du transport rapide dans la région Archibald.	3/24/2017 1:23 AM
8	some what informative. Was not a stake holder then. now am	3/22/2017 1:41 AM
9	Informing	3/22/2017 12:54 AM
10	Fine	3/22/2017 12:34 AM
11	Mediocre, engagement needed to be advertised more	3/20/2017 7:59 AM
12	Attended one of the open houses, it was mainly for my own information, and as such it was fine	3/20/2017 7:20 AM
13	Visual display of the first meetings gave a oppportunity to see other options or what could possibly be changed to improve it	3/20/2017 4:05 AM
14	I appreciated that the community's opinion counted but would have preferred to have more consultation meetings before so much of the plan was drawn out.	3/19/2017 4:26 PM
15	It was ok. Informative.	3/19/2017 3:38 PM
16	I learned about the first open house only because a neighbour's friend works for the city and that neighbour told me just before the first open house. The presentations at the first open house were fairly clear, but it seemed that hardly any residents were there. The second open house was extremely different - this time many more residents were there and the atmosphere was very negative. Many people were very angry they had never known that this corner was slated for redevelopment at all, never mind that there had already supposedly been months of "public engagement". Who was this "public" that was engaged if it wasn't the people living in the area directly affected?	3/19/2017 6:38 AM
17	mediocre	3/18/2017 9:10 AM
18	The first meeting I attended at Archwood School several years ago had different options and was informative. I then attended an other meeting at the Community Center and that was not so positive as the meeting was monopolized by one or two individuals.	3/18/2017 6:09 AM
19	Our opinions were ignored. They told us they were presenting the pkg. as it was planned, no options.	3/18/2017 4:22 AM

## Marion - Dugald Transportation Improvement Study

20	I felt like there was some information given. It seemed like there was a big political push for it but with somewhat a deaf ear to what the community was saying. Evidence lacking of the need for the magnitude/scale of the changes needed. A smaller scale would have been successful as it would have not divided the community with a large concrete elephant in the middle which would have bypassed a mostly residential community. The engineer were kind of brushing off any other solution and were walking away as soon as they felt there was a pushback from the citizens.	3/17/2017 7:38 PM
21	plans were excellent reception was disappointing	3/17/2017 2:16 PM
22	Informative but open house was for a proposal already in place. Public input SHOULD have taken place BEFORE an Engineering/Consulting firm been awarded a contract to develop a plan.	3/17/2017 11:59 AM
23	informative	3/17/2017 10:34 AM
24	It was informative and there were people there to answer questions	3/17/2017 8:40 AM
25	Good	3/16/2017 2:07 AM
26	nice presentation but badly thought out with respect to widening or buying the related businesses along the way .	3/15/2017 3:50 AM
27	Was only aware of one open house. Took part in neighbourhood meeting at archwood and supported the project.	3/14/2017 1:12 AM
28	good	3/14/2017 12:59 AM
29	Informative, process was good. Could have haad other options that didn't come to my mind at the time.	3/14/2017 12:54 AM
30	Not good as we were not asked what we wanted. We were just given final options with no discussion to refuse all of the options or give other options. There was no looking outside the box just like Marion Dugald is starting out. Why is Dugald Provencher route not being looked at also. More routes are better than cramming everyone down one route. We must open all options and not just look at one route. A small group of people had to pay for flyers and go door to door to advise neighbors of what was happening with Marion. This cost us a lot of money and time. People should be notified better. We had to do all the work and we were not reimbursed. The fact that the city and MMM did not listen to us and made us do all the work was extremely stressful. We certainly do not want this to happen again.	3/13/2017 3:16 PM
31	Okey	3/13/2017 11:28 AM
32	The experience was helpful. However, it seemed that the decisions were made before people had the opportunity to provide input.	3/12/2017 9:49 AM
33	Excellent	3/11/2017 3:36 PM
34	Negative	3/11/2017 2:47 PM
35	Good	3/11/2017 1:05 PM
36	The open house was informative.	3/10/2017 10:52 AM
37	Plenty of information provided. Generally good.	3/10/2017 8:18 AM
38	it was well organized and provided all necessary info	3/10/2017 1:42 AM
39	I feel I had the opportunity to voice my opinion. However, I often feel that city councillors and city officials have their own private agenda and feel that 'they know better' and will proceed with their plans regardless of the public's opinion.	3/9/2017 7:14 AM
40	I only attended the meeting where traffic planners told us it was which of these 5 options we liked best - That it was already passed in city hall over 50 years ago and it was going forward no matter what. The options available were all poor choices and were based on the car alone, not the community. We were told to pick one of the five and that they were not looking for new ideas as the decision had been made.	3/8/2017 7:08 AM
41	Experience in filling out the online survey was satisfactory. However, I believe not enough options were presented.	3/8/2017 1:21 AM
42	while it was presented as a public consultation it seems it was presented more like a fait accompli.	3/7/2017 3:52 AM
43	Disappointed that the city shelved the plan.	3/7/2017 3:01 AM
44	It looked like they were trying to reach out to citizens and business to really find out what they wanted	3/7/2017 2:21 AM
45	Very long and one sided. Planning need community engagement prior to drawing designs and passing infrastructure that residents are not aware of. Previous engagement would have saved a lot of time	3/6/2017 11:55 PM
46	surprised at how little consultation had been made involving affected residential areas within the zone	3/6/2017 1:30 PM
47	Consultants were not listening to stakeholders. Only consultant billing fees were guiding the process.	3/6/2017 10:28 AM

## Marion - Dugald Transportation Improvement Study

48	I was very disappointed that you people thought we eee so stupid that we would never figure out why this was happening to us. You left out so much crucial information, you were so sure you would get away with this devastation in our area. Once again i see the city has given them a box to work in and they cannot go out of that box. This Is very sad and we will jot stand for it.	3/6/2017 8:03 AM
49	Very frustrating. At the first open house the only options presented involved hundreds of appropriations, essentially gutted Happyland Park in both size and amenities, increased traffic past Archwood School (which is already not protected by a reduced-speed school zone designation), and completely destroyed the look and feel of the neighborhood. I also have neighbours who only found out their houses were set to be appropriated when they attended the open house.	3/6/2017 4:40 AM
50	Not impressed that the city excluded the public on many fronts of this report	3/6/2017 4:14 AM
51	ok	3/6/2017 3:50 AM
52	I think I only did an online thing if anything.	3/5/2017 9:37 AM
53	Positive. Matt Allard brought forward the concerns of his constituents. The process was not done with consultation initially.	3/5/2017 7:42 AM
54	Horrible. Hopes were high for a widening project and underpass for the train. I was beyond disappointed to learn that councillor Matt Allard did an about face on the subject after initially supporting the project. I find it quite frustrating that the province had already comitted to one third of the cost of the project and that we likely could have succeeded in also getting backing from the federal government, yet the project was halted. The initial plans put out by the city were what was needed to improve the flow of traffic from the growing suburbs to downtown. Any smaller plan that does not include an underpass for the train is a waste of money in my opinion. As traffic flow cannot be improved with the incessant number of train delays that occur everyday.	3/5/2017 4:06 AM
55	Unsatisfactory. When it became evident that the direction was not acceptable to the majority, the city/consultant persevered for another year, with the same result. Rejection, including form the Councillor. But a year was wasted and lots of monies paid for unnecessary work.	3/4/2017 8:46 AM
56	It was ok	3/4/2017 5:06 AM
57	We attended a stakeholder meeting and knew it was an extravagant, costly plan. Most of our questions and concerns were not answered or addressed	3/4/2017 4:10 AM
58	MMM Group (now WSP) did not explain the design very well. They were offended when I questioned them on some design details. Otherwise it was fine. Lots of information and lots of public notice. I just think there were typical St. Boniface NIMBY's trying to control the whole thing.	3/4/2017 3:43 AM
59	not happy	3/4/2017 3:27 AM
60	Awful. I had very little information prior to the session.	3/3/2017 2:46 PM
61	Not good	3/3/2017 11:24 AM
62	frustrating	3/3/2017 11:03 AM
63	Very good, informative material.	3/3/2017 10:55 AM
64	frustrating really, we were shown a number of different options but after they'd already been chosen as only possibilities.	3/3/2017 10:42 AM
65	Frustrating + lot of people upset. Going around in circles + nothing getting done.if can't do it with brilliance baffle them	3/3/2017 10:42 AM
66	We provided input at a stakeholder meeting. We were shocked when the plan was unveiled as it did not seem to have taken this advice to heart. The impression we had was that the city wanted the big project with grade separation despite anything the community and stakeholders expressed.	3/3/2017 10:22 AM
67	It was not that informative as the questions and concerns I had could not be answered.	3/3/2017 9:01 AM
68	I only attended 1 meeting. The overall experience was fine, but the plans seemed to be set in stone at that point.	3/3/2017 8:12 AM
69	i was only able to attend one meeting, because that is all i new about.	3/3/2017 5:48 AM
70	Good	3/3/2017 5:37 AM

## Marion - Dugald Transportation Improvement Study

71	Terrible. I only found out about it when a friend asked what I thought about being expropriated. I received no invitation to the first meeting and the second invitation came in an unmarked envelope one day before the meeting was to start at Archwood. At the meeting I was told everything was already decided. For the city to have invested so much money in speculative drawings and studies to the consultant is ludicrous and then to cause so much turmoil is reprehensible. Did any heads roll with these issues? What about legal preparations I had to suddenly begin to protect my interests? Who is paying me for that?	3/3/2017 5:00 AM
72	I was grateful for the info and had an opportunity to correct a mistake in said info.	3/3/2017 4:51 AM
73	The process lacked real input and meaningful consultation.	3/3/2017 3:32 AM
74	Informative	3/3/2017 3:23 AM
75	I was feeling disturbed by the thought of it.	3/3/2017 1:24 AM
76	Concerns were not heard or addressed	3/3/2017 1:18 AM
77	it was great to see the various options being considered / presented by the city. we did have permits held up for our business expansion and the city does need to make a choice so businesses can continue to make changes and the city has a direction on what it plans to do.	3/3/2017 1:10 AM
78	Very good and disappointed that the original plans never came to fruition	3/3/2017 12:38 AM
79	I felt my input didn't matter at all; my questions were answered with round about answers that didn't answer anything at all. My neighborhood will be directly affected by any project that is done	3/3/2017 12:30 AM
80	useless waist of time	3/3/2017 12:27 AM
81	Annoying	3/3/2017 12:27 AM
82	I attended a couple meetings. The meetings were ok, but got off topic at times with people voicing their opinions for too long at times.	3/3/2017 12:24 AM
83	Frustrating felt that my concerns weren't being heard by the construction company	3/2/2017 8:26 PM
84	Frustrating. I wasn't aware u til after the first public mrg so missed the vital information along shared.	3/2/2017 3:18 PM
85	Interesting and somewhat upsetting. Felt it was too large and affected too many residents.	3/2/2017 2:57 PM
86	frustrating	3/2/2017 2:09 PM
87	ARE YOU KIDDING? Poor outreach, key details omitted from the presentations ie the BRT Line, no regard for property values or Community needs, a total screw job was attempted.	3/2/2017 1:06 PM
88	Sometimes frustrating	3/2/2017 12:45 PM
89	satisfactory	3/2/2017 11:10 AM
90	Frustrating	3/2/2017 7:57 AM
91	Positive	3/2/2017 7:45 AM
92	negative	3/2/2017 7:43 AM
93	Mediocre	3/2/2017 5:07 AM
94	It was good, but there should have been more of a focus about how Active Transportation will be incorporated	3/2/2017 4:55 AM

# Marion - Dugald Transportation Improvement Study

## Q3 If no, why not?

Answered: 210 Skipped: 194

#	Responses	Date
1	Wasn't fully aware.	4/1/2017 3:59 PM
2	Was not aware	3/30/2017 12:04 PM
3	Je n'étais pas au courant.	3/24/2017 1:40 AM
4	Not aware	3/22/2017 11:18 AM
5	While I did not take part, I did keep informed throughout the process.	3/22/2017 9:47 AM
6	didn't know about it	3/22/2017 7:40 AM
7	Didn't know about it	3/22/2017 7:07 AM
8	Didn't know about them	3/22/2017 3:03 AM
9	Did not know about it. Didn't affect my commute at the time.	3/22/2017 12:56 AM
10	unaware	3/22/2017 12:31 AM
11	Choose not to	3/22/2017 12:30 AM
12	Was unaware.	3/22/2017 12:22 AM
13	I did not know about them.	3/22/2017 12:19 AM
14	Didn't know about it	3/22/2017 12:11 AM
15	too busy/conflict with work	3/20/2017 12:30 AM
16	haven't heard about it	3/19/2017 12:37 PM
17	working	3/19/2017 1:33 AM
18	I have young children and my husband works a lot	3/17/2017 2:42 PM
19	Didn't use the route at the time	3/17/2017 4:58 AM
20	I don't live in the area and did not know when they were happening.	3/17/2017 1:32 AM
21	NO TIME...project looked "crazy" and ridiculous from the outset	3/16/2017 9:29 AM
22	I did not know about the open houses, I also work long hours into the evening and cannot always make it to community open houses.	3/16/2017 2:41 AM
23	Did not hear about it early enough	3/15/2017 1:23 PM
24	didnt know about it	3/15/2017 9:48 AM
25	no time	3/15/2017 9:35 AM
26	It appeared the fate was already made	3/15/2017 7:10 AM
27	Lack of time	3/15/2017 4:58 AM
28	Unaware	3/14/2017 8:03 AM
29	Wasn't really interested in this topic at that time.	3/14/2017 6:15 AM
30	Was not immediately affected by the area.	3/14/2017 6:01 AM
31	Unable to attend. Others attended for me for information and input.	3/14/2017 3:27 AM
32	We attended one of the open houses, but left without commenting.	3/14/2017 3:14 AM
33	N/a	3/14/2017 3:01 AM
34	Don't remember if I did or not. If I didn't it's because I didn't hear about it, or it probably took more than 3 clicks to get to the survey.	3/14/2017 2:00 AM



## Marion - Dugald Transportation Improvement Study

35	Was not aware	3/13/2017 11:58 PM
36	Didn't know it existed	3/13/2017 10:55 PM
37	Was not aware	3/13/2017 11:29 AM
38	no comment	3/13/2017 7:45 AM
39	Didn't have time/forgot	3/13/2017 2:02 AM
40	Didn't live in the area then	3/13/2017 1:56 AM
41	Was not aware of the events as a result of my lacking engagement, not the City's lacking advertisement.	3/13/2017 1:43 AM
42	was not aware at the time	3/13/2017 1:08 AM
43	I was not aware of them.	3/13/2017 12:22 AM
44	I did not use Marion street.	3/13/2017 12:15 AM
45	Did not know it had happened.	3/13/2017 12:11 AM
46	Was not invited	3/12/2017 11:42 PM
47	it wasn't in my neighborhood	3/12/2017 3:08 PM
48	Only heard about the second open house, was not able to attend it because of a conflict but consulted the documents online	3/12/2017 2:57 PM
49	I only became aware of the Marion Widening when a resident told me about it and the 2015 Open House. I had seen no notice from the city.	3/12/2017 1:10 PM
50	Was not aware of the events received no notice for them and live on one of the streets getting a wall. Was told by MMM I was an unaffected residents therefore I was not contacted.	3/12/2017 12:39 PM
51	I guess I missed it	3/12/2017 10:51 AM
52	Didn't know	3/12/2017 9:21 AM
53	Unfortunately, I was working during the times for the consultations	3/12/2017 6:02 AM
54	I wasn't aware of them and don't live in the area.	3/12/2017 5:27 AM
55	Was not asked	3/12/2017 3:36 AM
56	i was busy	3/12/2017 3:30 AM
57	Unaware of the surveys	3/12/2017 3:25 AM
58	Didn't know about it	3/12/2017 1:29 AM
59	Didn't realize the importance of it	3/12/2017 12:53 AM
60	never heard about it.	3/12/2017 12:15 AM
61	Did not realize i had an opportunity to provide feedback.	3/11/2017 10:58 PM
62	Time constraints	3/11/2017 10:43 PM
63	At this point public consultation of these sorts of things has become relatively pointless. There tends to be much too much of it done and the result actually impairs the political process.	3/11/2017 10:31 PM
64	Was not aware of it	3/11/2017 5:55 PM
65	I don't use it that often	3/11/2017 4:35 PM
66	Scheduling conflicts	3/11/2017 3:16 PM
67	Underage	3/11/2017 2:20 PM
68	Did not know about them	3/11/2017 1:50 PM
69	Didnt know about it	3/11/2017 1:29 PM
70	Wasn't aware of it	3/11/2017 12:36 PM
71	Was not informed of those happenings	3/11/2017 12:30 PM
72	I was not aware of the Marion Street Widening and Grade Separation project.	3/11/2017 12:04 PM

## Marion - Dugald Transportation Improvement Study

73	Hadn't heard about it	3/11/2017 11:54 AM
74	I was not aware of the events. I did look at the options presented.	3/11/2017 11:51 AM
75	Wasn't aware it was happening.	3/11/2017 11:27 AM
76	unaware	3/11/2017 10:30 AM
77	did not live in the area at that time	3/11/2017 9:54 AM
78	Did not hear about	3/11/2017 9:47 AM
79	I was not aware of it	3/11/2017 9:37 AM
80	did not see the request	3/11/2017 9:06 AM
81	Was not living in city at the time.	3/11/2017 9:05 AM
82	1) Contentious nature of the City-consulting firm-public interaction 2) Complexity of the written and graphic materials to understand each of the options 3) Lack of understanding of the criteria for how the options were developed	3/11/2017 6:49 AM
83	didn't know and city usually doesn't listen to the public has to say	3/11/2017 5:46 AM
84	did not know when it was	3/11/2017 4:40 AM
85	Too far to walk	3/11/2017 2:50 AM
86	family commitments	3/11/2017 2:25 AM
87	Time	3/10/2017 11:19 PM
88	I didn't know about it at the time. City of Winnipeg has done a great job of increasing awareness and consultations in the past little while.	3/10/2017 10:20 PM
89	Wasnt aware of it	3/10/2017 3:11 PM
90	I didn't hear about it.	3/10/2017 2:03 PM
91	just moved in Winnipeg 3 years ago	3/10/2017 1:27 PM
92	didnt no	3/10/2017 12:34 PM
93	I live in the West End and I'm just finding out about this online survey.	3/10/2017 12:23 PM
94	didn't know about it	3/10/2017 12:07 PM
95	I was not aware the the public engagement opportunities. I don't live in the area but cycle or drive through the area several times per week	3/10/2017 11:35 AM
96	Didn't know aboutnit	3/10/2017 11:31 AM
97	Didn't have time	3/10/2017 11:19 AM
98	no particular reason	3/10/2017 10:37 AM
99	Did not live in the area at that time	3/10/2017 10:36 AM
100	Was not aware	3/10/2017 10:24 AM
101	Didn't hear about it, and do not live near or regularly travel in that area.	3/10/2017 10:04 AM
102	didn't know when they were	3/10/2017 9:56 AM
103	Did not have time	3/10/2017 9:53 AM
104	followed it in the media and like many residents of Winnipeg was surprised by how quickly it had grown in scope and in cost	3/10/2017 9:35 AM
105	Didn't know.	3/10/2017 9:33 AM
106	We moved to the neighbourhood after the process had come to an end.	3/10/2017 9:20 AM
107	Unaware	3/10/2017 8:44 AM
108	Probably too busy at that time.	3/10/2017 8:36 AM
109	Wasn't aware of it at the time	3/10/2017 8:30 AM
110	was not aware of the opportunity	3/10/2017 8:05 AM

## Marion - Dugald Transportation Improvement Study

111	Could not get there	3/10/2017 8:03 AM
112	I wasn't aware	3/10/2017 7:59 AM
113	Am traveller through area rather than resident in study area, saw project was going sideways, didn't know what would happen next.	3/10/2017 7:59 AM
114	I didn't know about them	3/10/2017 7:57 AM
115	I may have participated in some but not all of the opportunities to participate due to time constraints and due to the stupidity of the initial proposed project.	3/10/2017 7:57 AM
116	not available	3/10/2017 7:56 AM
117	Din't have time	3/10/2017 7:55 AM
118	did not know about it	3/10/2017 7:55 AM
119	Wasnt aware of them	3/10/2017 7:51 AM
120	to far away	3/10/2017 7:47 AM
121	Was not aware of all the opportunities. And could not attend the one I was aware of.	3/10/2017 7:26 AM
122	I was not made aware. Unless it's accessible for persons who are blind or partially sighted, we can't participate.	3/9/2017 10:31 PM
123	Had just moved back to town, I don't drive a car and I am not in the Archwood area. For those reasons I didn't participate, but now I feel I should.	3/9/2017 5:32 AM
124	didn't apply to me at the time	3/9/2017 12:37 AM
125	most people thought it would never pass ,	3/9/2017 12:32 AM
126	I was not aware of these meetings. I do not live close to the intersection but travel through it daily.	3/8/2017 11:35 PM
127	I did not live in Winnipeg at the time	3/8/2017 2:16 PM
128	I hadn't heard about it until it was over.	3/8/2017 6:51 AM
129	Didnt know it existed.	3/7/2017 1:38 PM
130	Didn't know this was a thing	3/7/2017 7:50 AM
131	I was very busy with a new baby.	3/7/2017 6:49 AM
132	Didn't know about them.	3/7/2017 5:55 AM
133	never knew about it	3/7/2017 4:14 AM
134	No time in my personal schedule	3/7/2017 4:14 AM
135	Was not available to attend meetings.	3/7/2017 3:14 AM
136	unable to attend	3/7/2017 2:54 AM
137	Not aware of them	3/7/2017 2:44 AM
138	Did not know about it.	3/7/2017 2:21 AM
139	Was mostly unaware they were happening	3/7/2017 1:42 AM
140	Unaware of events. Suggest better social media coverage	3/7/2017 1:23 AM
141	I'm not sure if I did an online survey, so I answered no.	3/7/2017 1:23 AM
142	I was not aware of this until I saw this now on Facebook.	3/7/2017 1:13 AM
143	Work	3/7/2017 1:05 AM
144	Missed dates	3/7/2017 1:04 AM
145	I wasn't aware of it.	3/7/2017 12:48 AM
146	I missed it	3/6/2017 12:51 PM
147	I had no interest at the	3/6/2017 11:32 AM
148	I was not particularly interested at that point	3/6/2017 12:58 AM
149	Didn't know it was happening	3/5/2017 3:26 PM

## Marion - Dugald Transportation Improvement Study

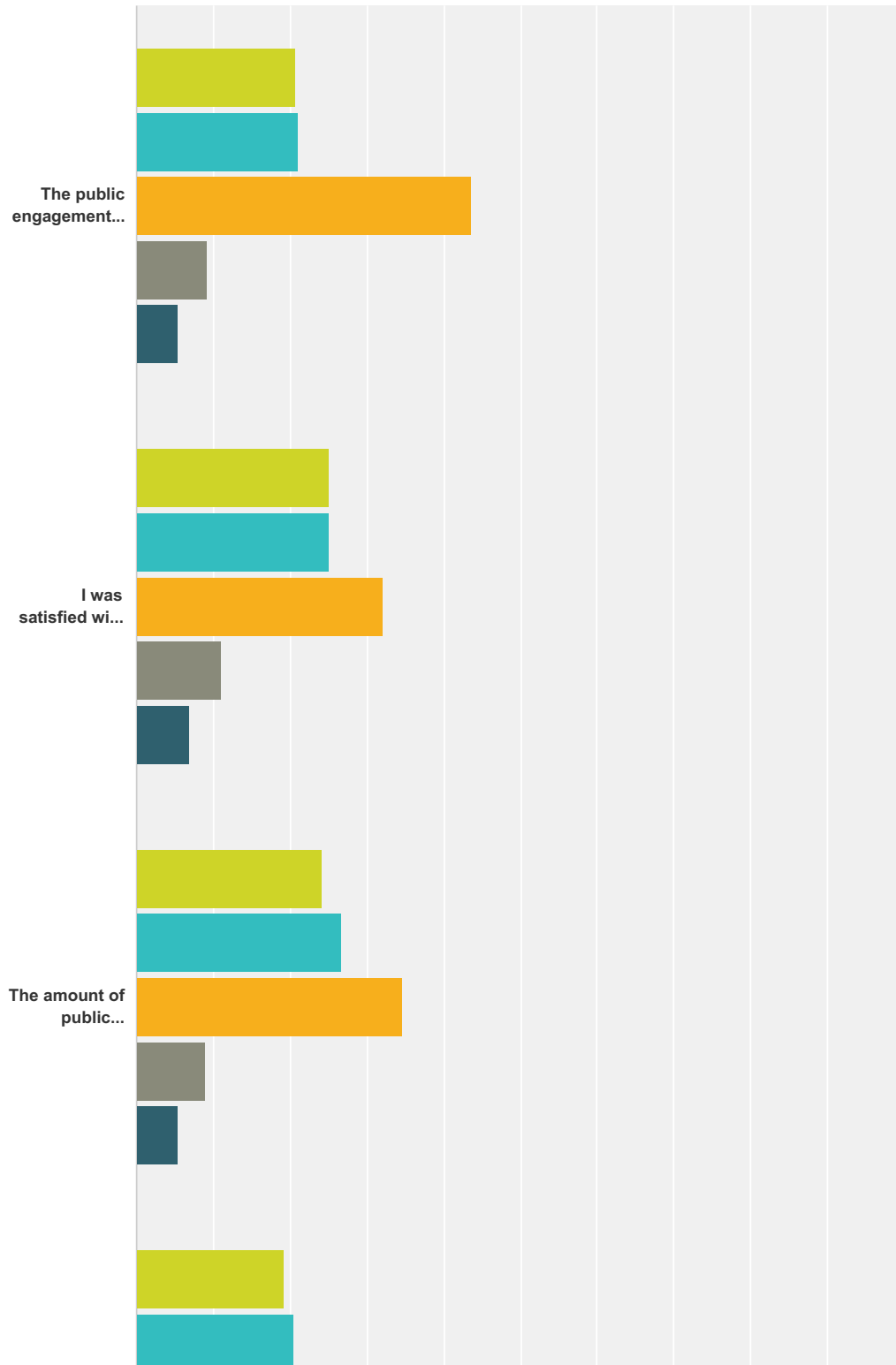
150	Too busy.	3/5/2017 3:00 PM
151	Was not aware	3/5/2017 10:58 AM
152	I work full time and don't have the time to go.	3/5/2017 7:35 AM
153	I wasn't aware of it.	3/4/2017 11:48 AM
154	Did not receive notification of meetings. Did not understand how this project would affect my property and surrounding area.	3/4/2017 7:56 AM
155	Wasn't aware of them and as implicated in this kind of stuff at the time	3/4/2017 6:35 AM
156	Wasn't aware of it.	3/4/2017 2:05 AM
157	I was not able to make the meeting dates & times	3/4/2017 12:17 AM
158	Didn't know they were happening	3/3/2017 5:07 PM
159	Thought it wasn't needed. Information about the plan was accessible and easy to find. Didn't think much consultation was needed as it was obvious the area needed to improve. Understood the initial study and plan was made with a extensive research and understanding the difficulty of fixing the existing infrastructure. With that said I was confident that it was going to be good thing for the area and city as understood the magnitude needed to fix the area.	3/3/2017 12:29 PM
160	I attended one meeting at the community club. I hadn't heard about the first meeting held.	3/3/2017 11:08 AM
161	Didn't hear about it	3/3/2017 10:03 AM
162	Conflict in schedule	3/3/2017 7:00 AM
163	Didn't know about it	3/3/2017 6:32 AM
164	Wasn't aware of it at the time. I would have gone.	3/3/2017 5:26 AM
165	We only participated in the public open houses. we were unaware of the other meetings	3/3/2017 4:51 AM
166	Was not widely publicized to concerned citizens. The process seemed to be held in secret and I found out only because a friend would be affected.	3/3/2017 4:01 AM
167	When I moved into my neighbourhood in April 2014, I was not aware of this project until later on. I did participate in 1 meeting because I received a letter in the mail advising of said meeting. Aside from that, I wasn't aware of other meetings.	3/3/2017 1:47 AM
168	The plan was overpriced and unrealistic. I knew from contacts in the neighbourhood it was doomed	3/3/2017 1:06 AM
169	I was living in Edmonton at said time.	3/3/2017 12:45 AM
170	Not aware of the scope of the project.	3/3/2017 12:24 AM
171	Was not a home owner in the area. Was going to university of Manitoba. Area did not impact day to day travel at the time. Now I use the corridor daily.	3/2/2017 11:19 PM
172	Didn't know	3/2/2017 11:08 PM
173	Didn't know about it	3/2/2017 10:51 PM
174	Not feeling involved	3/2/2017 10:16 PM
175	didn't know about it.	3/2/2017 10:14 PM
176	Did not know about it.	3/2/2017 8:55 PM
177	I didn't hear about them!	3/2/2017 4:46 PM
178	Was not aware of it.	3/2/2017 4:24 PM
179	Didn't know about it...	3/2/2017 4:09 PM
180	All were held wjen I was working	3/2/2017 3:14 PM
181	Was not aware of them at the time	3/2/2017 3:01 PM
182	I was living out of town at the time	3/2/2017 2:19 PM
183	Unaware	3/2/2017 1:25 PM
184	Did not know about them	3/2/2017 1:23 PM
185	Not very accessible. Didn't know they were happening	3/2/2017 1:21 PM

## Marion - Dugald Transportation Improvement Study

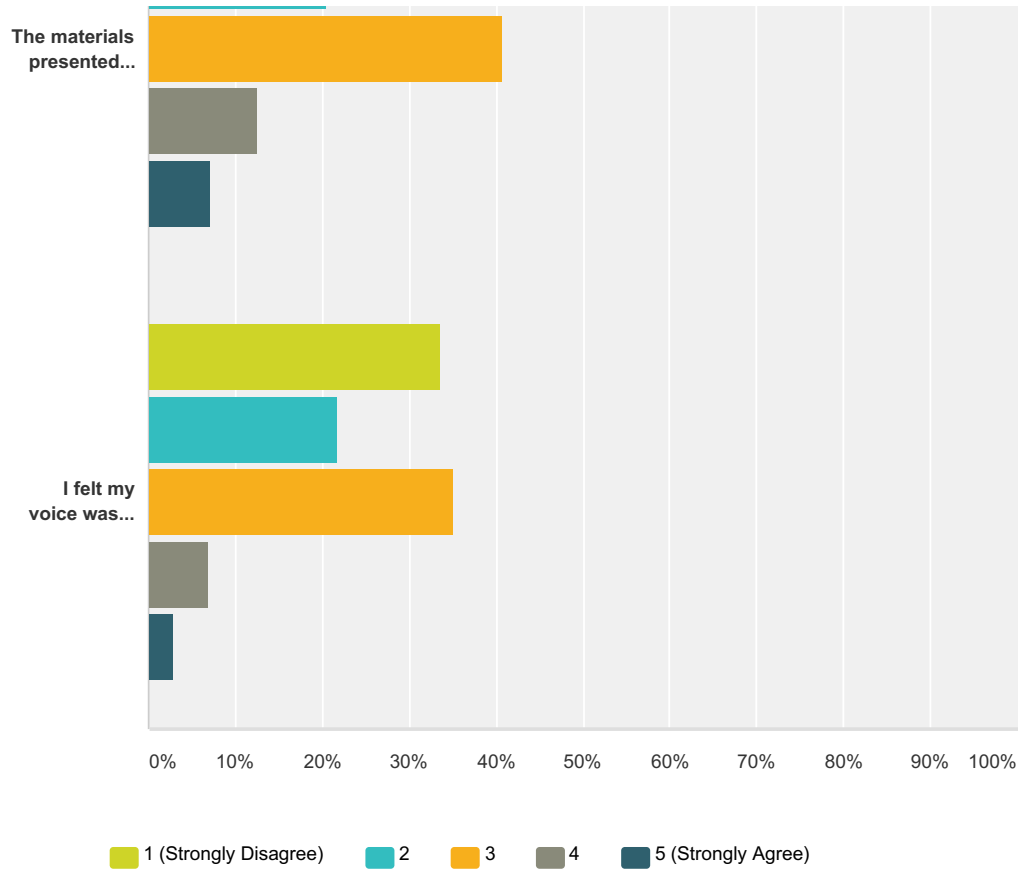
186	Wasn't informed about survey	3/2/2017 1:19 PM
187	I wasn't aware of them	3/2/2017 1:17 PM
188	Didn't know about them	3/2/2017 1:15 PM
189	Not well advertised	3/2/2017 1:08 PM
190	Lack of time	3/2/2017 12:47 PM
191	Was not aware how to get involved.	3/2/2017 11:58 AM
192	Busy with kids	3/2/2017 11:38 AM
193	Didn't know about it	3/2/2017 10:30 AM
194	I didn't know about them.	3/2/2017 8:13 AM
195	Was not aware of the opportunity	3/2/2017 7:46 AM
196	Unable to attend	3/2/2017 7:35 AM
197	Did not live or commute in the affected area at the time.	3/2/2017 6:58 AM
198	Unaware of sessions	3/2/2017 6:12 AM
199	Never heard about them. I work near Archibald and Marion but dont live in the area	3/2/2017 6:08 AM
200	Do not live in that neighbourhood, was not aware it was occurring.	3/2/2017 5:46 AM
201	Didn't know about it	3/2/2017 5:32 AM
202	Not really aware when they were. Only living in area since may 2015	3/2/2017 5:24 AM
203	Did not know about it	3/2/2017 5:23 AM
204	Don't live in neighbourhood	3/2/2017 5:08 AM
205	Too busy	3/2/2017 5:03 AM
206	Didn't know about it.	3/2/2017 5:02 AM
207	Didn't hear about it till the final design drawings came out.	3/2/2017 4:59 AM
208	No time	3/2/2017 4:59 AM
209	I wasn't available to participate.	3/2/2017 4:56 AM
210	Not available.	3/2/2017 4:53 AM

**Q4 Please rate each of the following statements on a scale of 1 to 5, with 1 indicating you strongly disagree with the statement and 5 indicating you strongly agree with the statement.**

Answered: 280 Skipped: 124



## Marion - Dugald Transportation Improvement Study



	1 (Strongly Disagree)	2	3	4	5 (Strongly Agree)	Total
The public engagement process for the Marion was well organized.	20.71% 58	21.07% 59	43.57% 122	9.29% 26	5.36% 15	280
I was satisfied with the opportunities to be involved in the Marion study.	25.00% 70	25.00% 70	32.14% 90	11.07% 31	6.79% 19	280
The amount of public engagement was adequate.	24.29% 68	26.79% 75	34.64% 97	8.93% 25	5.36% 15	280
The materials presented provided valuable information. I learned from being involved in the Marion study public engagement.	19.29% 54	20.36% 57	40.71% 114	12.50% 35	7.14% 20	280
I felt my voice was heard.	33.57% 94	21.79% 61	35.00% 98	6.79% 19	2.86% 8	280

**Q5 Currently, WSP (MMM) is contracted to complete a study of improvements to Marion Street that does not include widening or grade separation. The City of Winnipeg Public Works Department, the Planning Property & Development Department, the Office of Public Engagement and WSP (MMM) will work together to move forward with this study and facilitate an enhanced public engagement program. How can we ensure the public is meaningfully involved in this next phase of the study?**

Answered: 204 Skipped: 200

#	Responses	Date
1	This study should not exist due to the fact they have drawn a box around the area that MMM can work from. This is really sickening to see the city trying to force this on our community again. Open up the box that MMM can work with.	3/27/2017 9:06 AM
2	Be truthful to what's going on to the people that are affected,also when you're sending letters to peoples homes like mine was with no return address is not adequate! make sure you get a hold of the people that affects whether it's by email letters or phone calls	3/27/2017 8:44 AM
3	Avertir le plus de gens possible afin de recueillir leurs suggestions.	3/24/2017 1:43 AM
4	Envoyer des annonces par courrier	3/24/2017 1:40 AM
5	Il faudrait une (pré)consultation avant de présenter un plan final et être fermé à tout commentaire ou suggestion comme la dernière fois.	3/24/2017 1:34 AM
6	L'entreprise embauchée pour ce travail devrait être en mesure de répondre à cette question en faisant de la recherché sur les pratiques exemplaires...	3/24/2017 1:29 AM
7	Dévoiler l'informations importantes comme les expropriations s'il a lieu est super importante. Avoir une évènement Facebook, utiliser les média sociales, envoyé les courriels ("City Engage"), mettre une annonces dans les boîtes aux lettre, faire plus qu'une dates pour les porte-ouvertes, mettre des annonces dans la radio et dans les journaux communautaires, informer les associations des quartiers avoisinantes, les organismes de transport actif (Bike Winnipeg etc..). Aussi passer le mots aux entreprises dans le quoi. Faire des sessions d'éducation sur les solutions sur la congestions (utilisant des exemples de villes progressite qui combattent la congestion avec le transport publique etc...)	3/24/2017 1:25 AM
8	advertise in Wpg Free Press for public consultation; hold regular meetings / surveys	3/22/2017 7:42 AM
9	Need to contact stake holders and have meaningful conversation with them. Also need to work within a financial scope.	3/22/2017 1:43 AM
10	Inform via e-mail when consultatons are. Allow people to provide input via e-mail.	3/22/2017 12:58 AM
11	plenty of public consultation both online and town hall type meetings	3/22/2017 12:32 AM
12	Regular online updates of work being completed and a chance to attend events in person to talk to the project team	3/22/2017 12:31 AM
13	More public awareness to broader communities perhaps. I live in Southdale and my daily commute involves the intersection of Archibald and Marion.	3/22/2017 12:24 AM
14	I would like to see everyone who works and lives in the affected area get more involved and maybe see a plan for the project. How many buildinga will be affected?	3/22/2017 12:09 AM
15	send out notices to the homes that could be affected and that are near so they have a fair chance	3/21/2017 4:43 AM



## Marion - Dugald Transportation Improvement Study

16	well informed	3/20/2017 9:55 PM
17	Full and complete transparency from WSP	3/20/2017 8:00 AM
18	Good question. Multiple means of engagement would be best - some are more likely to respond to an online questionnaire, some would prefer door to door, open houses work for some. The key would be to use multiple methods in order to capture input from as many people as possible.	3/20/2017 7:23 AM
19	Meetings to discuss issues over designs and cost for value	3/20/2017 4:07 AM
20	Continue having meetings to hear the opinions of the residents of the neighbourhood. These people need to feel that these changes are actual improvements affecting their families in a positive way.	3/19/2017 4:44 PM
21	One thing you should look at that noone seemed important was the crosswalk on Marion at Youville. One of the most dangerous. No driver ever wants to stop. I can count more than a dozen times almost being hit. My kids cross to take the bus to school in the morning and they tell me all the time of lots of near misses. I think the original plans were alot and a little dreamy so I would like to see us having an input or suggestions. I was one of the residents that their house would have been removed and I was fine with that just to see the road become safer.	3/19/2017 3:44 PM
22	People need time to develop their final opinions on a large project like this. Multiple meetings/open houses/surveys and several rounds of feedback allow different groups to talk with each other and hear each other's concerns. Multiple rounds of engagement do slow down the process, but they are very necessary. Those who are not regularly involved in city planning (residents, local small businesses) need time to educate themselves and research before they can provide useful feedback. We are often already busy with jobs and families and need time to engage. You must also provide clear instructions for receiving feedback.	3/19/2017 6:46 AM
23	Ask before the work is started.	3/18/2017 9:11 AM
24	There is no real requirement for widening. The real problem is the railway crossing which would involve what I believe you refer to as grade separation. Enforcing the existing By-laws in regards to length of trains may resolve some of the problems.	3/18/2017 6:16 AM
25	A Public meeting offering alternatives with a basis to be able to make an informed decision.	3/18/2017 4:26 AM
26	Keep an open mind about suggestions and opinions from the citizens of the area. They know what is needed and what will work and what won't .	3/17/2017 7:39 PM
27	Ensure at least TWO public forums are held. One, at say, NOON ia accommodate evening workers and a Second, to accommodate day workers. Midnight workers like myself can attend either depending on their sleep pattern.	3/17/2017 5:33 PM
28	Distribute information on-line and in newspapers Twitter might be good, though I never use it	3/17/2017 2:19 PM
29	There needs to be several public engagements with the first one(s) focused on letting the public know, or more appropriately, to educate the public on the reasons and challenges for improvements. Lets talk about the problems/issues before we evaluate potential solutions. It is also critical that the that public understands that this is not a local issue but a regional one.	3/17/2017 8:50 AM
30	Need to see the info "clearly" online	3/17/2017 4:59 AM
31	Let the public know when these meetings are happening and listen to the public - especially those who live in the affected area and who will be mpst impacted by any changes to the roads.	3/17/2017 1:34 AM
32	publish CLEARLY pictures and plan in free press/sun newspapers	3/16/2017 9:30 AM
33	Multiple mailers to involve all neighboring families that utilize that route, for feedback	3/15/2017 1:29 PM
34	DO NOT MAKE IT A POLITICAL AGENDA. Winnipeg needs more main arteries , do not think of today but in fifty years from now. Marion street needs to be widened and the train issues settled.	3/15/2017 7:14 AM
35	Make sure all information is clearly described in the local newspapers. Ask people if they want to be kept up to date via email	3/15/2017 5:00 AM
36	like this survey for example. open houses for input from the businesses and public	3/15/2017 3:52 AM
37	Email Flyers grocery stores News	3/14/2017 8:05 AM
38	- Plenty of notice - Multiple sessions in multiple areas - Advertising on Marion - Through City Councillors via Social Media	3/14/2017 6:04 AM
39	Ensure any new plans and documents are forwarded by mail to the owners and, if applicable, tenants of properties. In addition have scheduled open houses.	3/14/2017 6:02 AM

## Marion - Dugald Transportation Improvement Study

40	Seperate engagement processes for business and residences. Not necessarily in community club setting. Possibly Norwood conference room for business's with plenty of notice given, and before any plans are drawn up. Realize that many homes will be affected and that people have been there for many years. Most cannot afford to move.	3/14/2017 3:16 AM
41	The businesses will make themselves heard, so make active efforts to reach out and consult Bike Winnipeg and the people who live in the neighbourhood.	3/14/2017 2:02 AM
42	Better advertising so all stakeholders are aware of upcoming meetings and presentations. Better response from counsellors to respondents.	3/14/2017 1:14 AM
43	NEWSPAPER	3/14/2017 1:02 AM
44	ensure adequate advertising	3/14/2017 1:00 AM
45	Have business more involved with the decision making.	3/14/2017 12:56 AM
46	Send out flyers to everyone letting them know what is happening. Listen to what people are saying. Look outside the area to see if there are better ways of dealing with traffic. Do not just look at Marion Dugald - look at other roads that could help with traffic such as Dugald to Provencher or widening Fermor, Bisop Grandin, Nairn and a new Louise Bridge.	3/13/2017 3:28 PM
47	Contact local businesses on both sides of archival for their input. My office. Ring Located on Dugald inside lagomodiere my service vehicles are constantly delayed and costing me a lot of delayed labour truck idling issues.	3/13/2017 11:31 AM
48	Engaging business by mailing information, facebook feed, twitter feed	3/13/2017 11:30 AM
49	more public notice and engagement	3/13/2017 7:47 AM
50	Same as previous, but add information leaflet or posters	3/13/2017 2:04 AM
51	More communication about the various opportunities for engagement	3/13/2017 1:59 AM
52	n/a	3/13/2017 1:10 AM
53	More public awareness through news outlets. A direct mail piece to all communities that are affected including commuting communities like Sage Creek, Windsor Park, Island Lakes, Royal Wood etc.	3/13/2017 12:24 AM
54	Facebook, Twitter, Contacting all local groups, using pre-existing email lists, public postings at, for example, Safeway on Marion.	3/13/2017 12:12 AM
55	Email, News print and local flyers.	3/12/2017 11:44 PM
56	you can involve the landowners who will be effected by any change.	3/12/2017 3:11 PM
57	Speak to businesses and employers in the area to understand travel problems, the desires and needs of their employers to get to and from work. This is a significant infrastructure project and consultation should be done with a geographically broad area of users.	3/12/2017 2:59 PM
58	Knocking on every door in the neighbourhood. Post it on Facebook & Twitter. Send notification with bills. Announce it on radio and TV community announcements.	3/12/2017 1:12 PM
59	Contacted the residents association would be a start as they learned about this survey through a st b email list, not the office of public engagement and not even their own councillor	3/12/2017 12:40 PM
60	Ask community groups for comment on a variety of options as well as request community options that may be different from those options.	3/12/2017 9:53 AM
61	Engage through social media.	3/12/2017 9:22 AM
62	Create a "drop down box" such as the one I'm writing in right now, and let members of the public share their ideas on how to complete this project. Honestly, the way I look at it, is that the initial plan is the only viable option. We NEED a grade separation at the railway tracks at that location and we definitely need Marion Street to connect through to Dugald Road. It just feels like the city has thrown out the solution that would best solve the issue at hand and is looking at a cheaper, less effective way to solve this important issue. Sometimes paying more up front will have more benefit in the long run	3/12/2017 6:11 AM
63	Have buses carry information pamphlets where they usually carry bus schedules, just behind the driver. Tape a laminated notice to the wall of the bus (brightly coloured, bold font) to briefly describe: 1) What is being proposed, 2) When it may come into effect, and 3) Where/How to get more information.	3/12/2017 5:29 AM
64	Get a full sample of the involved parties. Not just a few property owners.	3/12/2017 3:37 AM
65	Make it EASY to be involved in. Town halls may get those who are most passionate involved, but surveys like this can pull in a broader sample of our city if people are aware. The internet has so much potential for conducting democracy.	3/12/2017 3:37 AM

## Marion - Dugald Transportation Improvement Study

66	more of the same	3/12/2017 3:32 AM
67	I felt public input was meaningfully heard through the last process - its just that the input received was that the scale of the solutions proposed was way out of line with what the neighbourhood was looking for. The fact that new, smaller scale solutions are now being considered shows the City was listening - thank you.	3/12/2017 3:05 AM
68	Make frequent announcements with full explanations.	3/12/2017 12:55 AM
69	Advertise. TV, Radio, internet.	3/12/2017 12:16 AM
70	Advertise more in the area	3/11/2017 5:56 PM
71	Release reports and drawings via website. Have open houses with extended hours.	3/11/2017 3:38 PM
72	Media outlets, social media, and going door-to-door to local residents within the affected areas, which includes, but not limited to, St. Boniface, St. Vital, East Kildonan, and Transcona residents.	3/11/2017 3:20 PM
73	K	3/11/2017 2:21 PM
74	Advertise it better through social media channels. I found this surgery through Twitter. But I did didn't see anything for the public engagement program anywhere	3/11/2017 1:52 PM
75	Meetings	3/11/2017 1:05 PM
76	Broadcast on social media and news feeds	3/11/2017 12:37 PM
77	Leaflets in mailboxes informing people if opportunities. Twitter from city representatives (councillors, mayor's office), radio spots.	3/11/2017 11:53 AM
78	Designs will be shown to the public and accompanying surveys will be sent out	3/11/2017 9:38 AM
79	not making a decision till the public is heard	3/11/2017 9:07 AM
80	1) Asking for input is good but this method makes it look like you are "hiding" behind a survey 2) Face to face interaction with stakeholders and others who are affected by and interested in the project - ask them directly how they would like to be consulted and then customize a strategy that is responsive to their input	3/11/2017 6:53 AM
81	you won't	3/11/2017 5:47 AM
82	getting the information out to the public - it is not just the people who live around there that are impacted - anyone who works in the east part of the city and works in the down town could essentially be impacted with whatever happens to this area	3/11/2017 4:42 AM
83	schedule public engagement meetings on Shaw, ch. 09 to expand citizen participation with online feedback during telecasts?! citizens that cannot attend meetings due to health/no transportation,home care,other family commitments.	3/11/2017 2:39 AM
84	The online engagement emails are great. More residents should subscribe as this is a direct voice from the City to the people.	3/10/2017 10:22 PM
85	more public awareness campaigns, websites, facebook, twitter announcements etc. signs on the streets involved etc.	3/10/2017 2:04 PM
86	Certainly mailouts to local business and residents. If such mailouts do not reach a significant return to surveyors then maybe door to door discussions can be held.	3/10/2017 12:42 PM
87	just do it...	3/10/2017 12:35 PM
88	I don't know.	3/10/2017 12:09 PM
89	Ask for input on priority problems to be solved then publish preliminary design concepts then solicit more input	3/10/2017 11:37 AM
90	Plenty of advance notice. Open houses spaced at least a week apart. Door hanger or flyer or phone call for affected residents.	3/10/2017 10:56 AM
91	Talk to all residents in the area, not just those who will be displaced. Talk to users of Happy Land Park. Ask for resident ideas.	3/10/2017 10:38 AM
92	Get options presented in the media first	3/10/2017 10:26 AM
93	Better communication through all phases	3/10/2017 9:57 AM
94	continue to email residents of Winnipeg and engage them through the various media such as news reports, newspapers, community events, and social media. I find receiving an email invitation to participate in the process very effective.	3/10/2017 9:38 AM
95	Keep having open houses. But mostly online, Facebook and this type of survey is very good!	3/10/2017 8:38 AM
96	Make an underpass and widen it	3/10/2017 8:30 AM

## Marion - Dugald Transportation Improvement Study

97	More surveys and opportunities for feedback.	3/10/2017 8:19 AM
98	Send information by email and send alerts which consultation opportunities exist	3/10/2017 8:10 AM
99	Listen to the people that live in the area. You might find there isn't too much wrong with things the way they are.	3/10/2017 8:05 AM
100	Mailings	3/10/2017 8:04 AM
101	give a lot of advance notice if you are looking for people to provide any kind of input. look at utilizing spaces the community is already accessing and hold open houses or have displays set up in local supermarkets, libraries, community centres and have option to write down feedback/comments/suggestions as well as using social media. Create an FB group page, etc.	3/10/2017 8:02 AM
102	Provide more numbers on the current and projected traffic volumes and vehicle mix. What is generating the traffic volumes. How do the Marion improvements address the traffic issues.	3/10/2017 8:01 AM
103	plenty of notice, make sure there are multiple ways that residents are informed, so that nobody can claim they weren't consulted.	3/10/2017 8:00 AM
104	Inform the public of a platform where they could register their email address to get notifications of upcoming events and information on the subject.	3/10/2017 7:29 AM
105	the first public engagement was good enough, the design was what was needed and this new study is a waste of my money	3/10/2017 1:43 AM
106	Make sure that all forms of media is aware of this study, (IE) e-mails, radio, newspaper social media, (IE) Twitter, etc.	3/9/2017 10:36 PM
107	Being involved is not the same as being heard. In fact, I think I am more offended at being involved and then ignored, versus not being consulted at all. The fact that the city is not considering a grade separation or widening in the new plans seems like a waste of everybody's time and won't really solve traffic flow issues.	3/9/2017 7:17 AM
108	On-line surveys such as these as effective. Invite residents to a strategy session to discuss the non-car options for that intersection.	3/9/2017 5:35 AM
109	why not put adds in the mail for surveys to be done	3/9/2017 12:33 AM
110	The public need not be involved in a design solution that is based on sound engineering principles and traffic volume management. Archibald, Marion and Dugald are all regional or collector routes that serve commuter traffic.	3/8/2017 11:38 PM
111	For one thing, try to address the issues the first go around - meaning don't built it with "future" considerations. I just moved to Winnipeg from Calgary and I am blown away by how many missed opportunities there are with respect to infrastructure issues. Too many traffic lights on high speed roads, too many rail crossings. For a similar amount of money to what the Marion project was going to cost, Edmonton is turning their Yellowhead highway into a free flow freeway with 11 interchanges. Imagine how much better Bishop or Lagimordier would be for traffic and for safety with that level of infrastructure. The whole point of free flow is reduce the number of collisions and smooth up traffic flow. So what I'm trying to get at with all this, is that ensure that you get everything right the first time. Ask the public what they expect from an interchange and deliver on it. If you proceed with this project yet still have bottlenecks in the final "cut down" version, then what's the point?	3/8/2017 2:20 PM
112	Better communication right from the start, before all of the decisions are made and 5 options are laid out. As I said before we were told that this motion was passed over 50 years ago and this was the next step. I think that is where people were very upset. It made no sence and the communication was very closed. The traffic planners were not really interested in hearing from the people. They were going through the motions and all of options were bad.	3/8/2017 7:12 AM
113	Focus on soliciting feedback from local residents. Make your ideas clear and accessible to people who don't have backgrounds in city planning.	3/8/2017 6:53 AM
114	Perhaps the city of Winnipeg can actively engage the surrounding neighbourhood with their consideration being incorporated into the overall plan.	3/8/2017 1:22 AM
115	More social and media attention	3/7/2017 7:51 AM
116	Keep residents well informed during every step of the process as well as give ample opportunity for feedback.	3/7/2017 6:51 AM
117	Engage citizens via social media.	3/7/2017 5:57 AM
118	the first thing would be to not already rule out the option of a grade separation. If you are truly looking to engage the community, allow them to be consulted through the entire process not once some key decisions have already been taken. engage not only those who use cars but the transit ridership, those who use active transportation. engage with all neighbors; residents, businesses, developers. I believe taht consulting for only the transporation issue is an error. The Marion and Archibald precinct should have a new secondary plan. This could (should) help drive some of the decisions about this and other important intersections affected by the development.	3/7/2017 3:59 AM

## Marion - Dugald Transportation Improvement Study

119	Be clear with what the intent of the study is supposed to achieve. What is the problem and how will it be solved?	3/7/2017 3:15 AM
120	Plenty of open houses for all stakeholders	3/7/2017 3:03 AM
121	More open house forms.	3/7/2017 2:23 AM
122	Establish a trusting Relationship	3/7/2017 2:22 AM
123	Ensure each homeowner in the affect areas are contacted directly via mail to their home.	3/7/2017 1:43 AM
124	Post to twitter and fb	3/7/2017 1:24 AM
125	For me, on-line information and surveys via Facebook.	3/7/2017 1:15 AM
126	More advertising	3/7/2017 12:49 AM
127	Survey or meeting to engage those loving or travelling through the area prior to the design stage	3/6/2017 11:57 PM
128	allow suggestions and solutions to be made in this type of format	3/6/2017 1:31 PM
129	Stakeholders to be consulted first before projects goals are developed.	3/6/2017 10:30 AM
130	An advertisement on the evening news, full page flyers ro all houses and businesses affected. Holden, Archwood, and the Dufresne area forsure need full page flyer drop. I am still not sure why you want to direct all the traffic to MARION Street when the grain elevator on Provencher and Archibald is coming down they could just extend Dugald to Provencher Blvd? Stop trying to force all the traffic fo Marion Street. Last but not least THE ONLY WAAY TO FIX THE SO CALLED TRAFFIC IS TO WIDEN THE BRIDGES AND BUIL NEW BRIDGES and then the traffic would run smoothly. BRT is provavly the reason this is all happening. We will not stand by quietly if we do not like what you are trying to sell us.	3/6/2017 8:12 AM
131	You need to respect that there is a neighborhood that will negatively be effected by this, children who will potentially lose the only neighborhood park and the amenities in it, people's houses and businesses that will be appropriated, and that the students who attend Archwood School will be placed in greater danger from increased traffic with no school-zone speed protections. This will all be done so that other people can get to and from their own communities, their own parks, and their own schools a little quicker. If you want the public to be meaningfully involved, you need to start with the perspective that neighborhoods are meant for the people who live in them, not the cars that wish to drive through them as quickly as possible. Have some heart.	3/6/2017 4:47 AM
132	Public awareness Tranparancy Realistic cooperation from all invested levels	3/6/2017 4:18 AM
133	deliver information & meeting notice pamphlets to all homeowners & businesses in the vicinity.	3/6/2017 3:53 AM
134	Allow for in-person and online real time engagement	3/6/2017 12:59 AM
135	Public consultations, online surveys, and perhaps just listening to the public for once and using some brains and common sense.	3/5/2017 9:39 AM
136	Advance consultation to include review of proposed changes, including diagrams, plans and rational for proposed changes. Traffic flow numbers, cyclist use etc.	3/5/2017 7:45 AM
137	By posting online what you are planning on doing.	3/5/2017 7:37 AM
138	Well run meetings, chaired by WSP (as a neutral party to the outcome) where participants speak and disagree as needed as a group. The last time, it flet like a devide and conquer by MMM. Because it was done one on one, we did not really know what the consensus was. We (community) had to organise its own open house to make that point and be heard by city.	3/4/2017 8:51 AM
139	Have meeting times posted in area as well as letters sent out. Have the plans written simply and transparently including how long proposed construction will take and what that means for the surrounding houses and businesses. LiSTEN to stakeholders in the area have to say and what we think would work best as we live and work in the area.	3/4/2017 8:00 AM
140	More means of reaching people. Online advertising or through email lists	3/4/2017 6:37 AM
141	Contact the bussiness that it affects and home owner in surrounding areas.	3/4/2017 5:08 AM
142	All the options and considerations being communicated to the residents being directly affected in a more timely and effective manner	3/4/2017 4:12 AM
143	I feel the original study was flawed and MMM did not produce the best technical design. There was no need for the additional Archibald interchange. This severely impacted the neighbourhoood. This was the biggest issue., Not the process, but the design. The Cities public engagement processed are just fine.	3/4/2017 3:45 AM
144	Public meetings.	3/4/2017 3:38 AM

## Marion - Dugald Transportation Improvement Study

145	send maps of your proposal before so we can maybe help come up with a solution. And send maps after you come up with a proposal	3/4/2017 3:29 AM
146	Hold meetings in evenings. Provide ample notice for the meeting dates & times.	3/4/2017 12:19 AM
147	More open sessions prior to introducing the change. Communication is key!! Get us involved. I shouldn't learn that my house will be taken down by looking at a visual replica of the change.	3/3/2017 2:48 PM
148	Provide a couple of varying options, post on website each faze of the study and eventual options for improvement. Put notifications in the mail boxes. Lastly, keep in mind when presenting any plans that in this area there is a majority of people who originally opposed the first plan are most likely not open to anything changing because they believe there are no issues and won't part with their property so perhaps having all the residents in the area and surrounding area who are effected every day proceeding in the area to go home are made to take a vote. If there was a vote I believe there would of been more engagement and you would of found more positivity for any plan.	3/3/2017 12:49 PM
149	First of all, had residents been consulted on the improvements options aside from excluding "widening or grade separation", in the initial phase of the study? The last time around it didn't seem to matter what we said, the process continued along until the powers that be deemed it too expensive to follow through with. (A lot of us residents are wondering why were not just putting an overpass at the tracks on Marion?) I'm not exactly sure how that part of the process can be changed but it obviously needs to be changed before everything is set in motion.	3/3/2017 11:25 AM
150	Listen to those affected	3/3/2017 11:24 AM
151	The news, social media, the mail	3/3/2017 11:17 AM
152	money engaged up front. It was disappointing when all was said and done, a plan chosen and then deleted because of money.	3/3/2017 11:05 AM
153	Perhaps a workshop to review issues and how to address them.	3/3/2017 10:56 AM
154	Not sure!!!!	3/3/2017 10:45 AM
155	Listen. Understand the concerns stakeholders and residents express. Do not dismiss the concerns of citizens in favour of the desires of the city administration. Be creative. Stop thinking of residents as an add-on or a requirement. Involve them in a spirit of meaningful collaboration rather than obligatory consultation. Provide more time for meaningful involvement. I have noticed the timelines are getting ridiculously short (from public invitation to report submission).	3/3/2017 10:42 AM
156	Maybe ask them what they would like to see before making up the plans and wasting tax payers money and then telling us what they plan on doing.	3/3/2017 9:03 AM
157	Ensure that the meetings where the public can provide input are well communicated, especially to those who live in the neighbourhood that is directly impacted.	3/3/2017 8:15 AM
158	Radio and tv announcements of any meetings	3/3/2017 6:33 AM
159	email communication. social media	3/3/2017 5:49 AM
160	Number one, MMM shouldn't be involved. What they did previously was far overpriced. My understanding is this is yet another untendered contract. Involve people in surveys before spending massive amounts of money on design. Did anyone even think about what the costs are? Those are my tax dollars you are floating around. I work hard for every one of them Have envelopes that have information on them, so that they don't look like junk mail with just my name on it. You know, basic things like that. Post a few signs like the people who got stirred up about it did. Its not rocket science and it doesn't have to be expensive or bureaucratic	3/3/2017 5:00 AM
161	I hope that the newsletters, emails and meetings will keep us fully informed. By necessity , some meetings will be missed so I am hopeful that the other avenues of information will be comprehensive. Adequate advance notice of meetings will also be appreciated.	3/3/2017 4:56 AM
162	Include ALL residents of the area. We live on Dugald Road and are always forgotten	3/3/2017 4:52 AM
163	More openness and transparency. The people on the Mayor's committee charged with this task had never visited to the area to see what impact this oversized and overpriced highway connecting two dead end streets was absolutely unbelievable. Displacing homes and businesses and ruining a well used pool and park area was counterproductive to the tax base.	3/3/2017 4:05 AM
164	Multiple engagements Story boards with designs that have already been decided and pre approved internally is not consultation	3/3/2017 3:33 AM
165	Listen	3/3/2017 3:27 AM
166	Ensuring that you have contact information for all homeowners in the affected areas & ensure regular communication, which includes updates.	3/3/2017 1:47 AM

## Marion - Dugald Transportation Improvement Study

167	Same as the first one.	3/3/2017 1:25 AM
168	Continue emailing info like this to people whom have already attended prior events.	3/3/2017 1:11 AM
169	Have my father ( ) involved.	3/3/2017 12:47 AM
170	Follow through with plans please, widening the roads is an exceptional idea!	3/3/2017 12:41 AM
171	The neighborhoods that will be directly affected by any project should be the first to be engaged in the process! We are the ones who will have to find alternate transportation routes to get to work and school. Our children will have to find alternate SAFE routes to get to their friends or family for visits. Our property values will go down because of the closing off of half of the neighborhood; how about cracking of foundations so close to where all the work is being done? What will the compensation be for that?? There has to be consultations first with those directly affected!!	3/3/2017 12:38 AM
172	Actually listen would be nice	3/3/2017 12:35 AM
173	provide more time for notification about meeting	3/3/2017 12:30 AM
174	I thought the public was involved. Perhaps, let people speak but then know when to let them finish. The people involved in organizing were good but let the public speak to long.	3/3/2017 12:26 AM
175	Must be notified of all open houses.	3/3/2017 12:25 AM
176	Facebook posts, news info, paper and on tv. Also letters in the mailbox would be good	3/2/2017 10:53 PM
177	Put the documentation, plans, etc online on a dedicated website as soon it's available	3/2/2017 10:19 PM
178	Flyers, promote on social media, commercial	3/2/2017 8:57 PM
179	Make sure that notices are sent out and that the dates for public meetings are televised so that the public knows what is happening not everyone owns a computer to view websites	3/2/2017 8:29 PM
180	when you hold open houses dont hold them over a few hours one day. people are busy, it takes a huge effort to carve out time to go to an open house, the typical open house hours (I think 4pm-8pm on a weekday) are super busy for people, they get off work, maybe need to run errands or get to an evening event and eat dinner. hold the open house over multiple days in many locations, with loooooong hours. and don't expect people to come to you. go to where people are.	3/2/2017 4:50 PM
181	Let people know when events are through public relations and media. Offer email alerts if people want to sign up to be engaged in the process specifically. Educate public with pros, cons of all available options within identified restraints. I personally would not know what are available options if roads cannot be widened.	3/2/2017 4:28 PM
182	By getting the word out there. Bulletins. Making us aware something like this is going on.	3/2/2017 4:11 PM
183	This survey is a good start. Ensure broad spectrum public notices and mail outs to catchment area.	3/2/2017 3:20 PM
184	Keep people informed, have a committee of residents and public to be more involved with the decision process.	3/2/2017 3:01 PM
185	Surveys and presentations spanning several days so more of the public can attend.	3/2/2017 2:10 PM
186	Make an effort to consult the entire community	3/2/2017 1:24 PM
187	More open house at cc and schools and print to the house in the area around the improvement	3/2/2017 1:21 PM
188	Hold a community meeting in the area.	3/2/2017 1:17 PM
189	Use plain language. Most people have no concept of how these studies contribute to the final product	3/2/2017 1:09 PM
190	HIRE HONEST CONSULTANTS. They got paid to work on the BRT proposal and the Public Market. It is inevitable they will skew results to support those two projects moving forward.	3/2/2017 1:07 PM
191	More info so public understands what exactly is being recommended. Was not always clear of options.	3/2/2017 12:49 PM
192	More upfront public meetings before design is started	3/2/2017 11:14 AM
193	Study similar to the bike study recently done	3/2/2017 10:31 AM
194	I think this is a terrible idea. It needs to be widened and raised over the train tracks. The use of social media is the best way to inform more people.	3/2/2017 8:16 AM
195	Make sure community members are consulted before choosing a plan to move forward	3/2/2017 8:13 AM
196	newspaper ads	3/2/2017 7:44 AM
197	Hold town hall meetings or open houses	3/2/2017 7:36 AM

## Marion - Dugald Transportation Improvement Study

198	Make it available. Promote it in other areas of the city. Go in to it looking for opinions, not with your mind made up displaying options. Give an incentive to come. Why would there be a widening option suggested in the master plan but we are paying a company to look into options which don't include this? Already looks disorganized.	3/2/2017 6:10 AM
199	Make sure the basic project details and its purpose is well known to the public before doing the consultations.	3/2/2017 5:34 AM
200	Letters in mailboxes. Online surveys. Day and evening meetings	3/2/2017 5:25 AM
201	Ensure that all residents are aware. Perhaps sending a mailer to the area residents	3/2/2017 5:25 AM
202	Don't be expropriating businesses and homeowners	3/2/2017 5:01 AM
203	Utilize all social media platforms and target the neighbourhoods affected with mail-outs.	3/2/2017 5:00 AM
204	Have more advertising to have an opportunity to attend public hearings and related events.	3/2/2017 5:00 AM



**Q6 Who do you think should be considered a stakeholder for this study? Stakeholders are individuals or groups of individuals who have a strong interest in the study, represent interests within the study area and may be strongly affected directly or indirectly by the outcome of a decision.**

Answered: 209 Skipped: 195

#	Responses	Date
1	Once again open up the box so MMM can so a proper job. Dugald to Marion solves nothing. Dufresne, Archwood and businesses should all be included omce the city OPENS UP THE BOX that MMM can work from.	3/27/2017 9:08 AM
2	I believe everyone that is immediatly affected especially the front line people on the main roads that are affected, like the businesses, homes, apartments	3/27/2017 8:46 AM
3	D'accord. Il faut tenir compte que le chemin de fer est ce qui affecte le pus la circulation sur la rue Marion.	3/24/2017 1:43 AM
4	Toute personne qui transite par cette zone; en priorité les résidents, suivi des piétons, cyclistes et en dernier lieu, les automobilistes	3/24/2017 1:41 AM
5	Tous les residents, organismes et commerces de la région affectée.	3/24/2017 1:34 AM
6	Bike Winnipeg, Coop Vélo-Cité, residents, ouvriers, chefs d'entreprise.	3/24/2017 1:29 AM
7	Les citoyens de St. Boniface (en fait, tous les autres citoyens de la ville...car eux aussi payes des impôts pour l'infrastructure générale de la villes). Les entreprises qui longent le corridor, les organismes de transport actif et transport public (Bike Winnipeg, Functional Transit Winnipeg), les associations de résidents, Save Our Seine, association de camionneurs.	3/24/2017 1:25 AM
8	Immediate residents, neighbor residents, local businesses, schools, daycares, public transportation,	3/22/2017 11:23 AM
9	those who live / work around Marion and those who use Marion on a regular basis for commuting to work on a daily basis.	3/22/2017 7:43 AM
10	Land or business owners that are directly affected. The Residence in the area that are in close proximity	3/22/2017 1:44 AM
11	Individuals who use the routes and associated routes daily in commuting. Surrounding businesses who are impacted by traffic issues.	3/22/2017 12:59 AM
12	Affected property owners	3/22/2017 12:36 AM
13	area businesses and residents	3/22/2017 12:32 AM
14	Local business and resident groups, active transportation groups, developers in the area, utilities, etc.	3/22/2017 12:32 AM
15	Residents in the area, business, residents of nearby and adjacent neighborhoods, people who work in St. Boniface and those who currently would use this commute route.	3/22/2017 12:26 AM
16	People and business in the area	3/22/2017 12:12 AM
17	Area resident, local businesses, Winnipegers as a whole and city business / cities who use the street	3/20/2017 8:01 AM
18	Area residents and business owners should be the most important. After that, anyone who travels on Marion/Archibald/Lagimodiere in that area has a stake as well, as the train delays can have a large impact on commuter's schedules.	3/20/2017 7:25 AM
19	Well they should be at the meetings at the same time as the public	3/20/2017 4:08 AM
20	The residents and the small businesses of Saint-Boniface.	3/19/2017 4:49 PM
21	I dont know.	3/19/2017 3:45 PM

## Marion - Dugald Transportation Improvement Study

22	People living directly in the area, especially those who would lose their homes and businesses, or be affected by losing amenities. Also those who would be affected by increased traffic and the noise and pollution that brings. Residents (who do not always have resources like time, education and money) need to be heard.	3/19/2017 6:52 AM
23	All Winnipeggers. Everyone uses all the streets.	3/18/2017 9:12 AM
24	Residents should definitely be involved. This would include residents on both sides of the Seine river. This would mean direct invitation to residents a couple of blocks on both sides of Marion.	3/18/2017 6:21 AM
25	People who own properties in the area should be considered a stakeholder.	3/18/2017 4:27 AM
26	All citizens and businesses directly affected by the changes.	3/17/2017 7:41 PM
27	First and foremost, the area residents. Second- businesses, current and those who may plan to build, (ie in the old Swifts/Canada Packers site.	3/17/2017 5:37 PM
28	Commuters should be the most important. Any land owners are usually well-compensated from expropriation	3/17/2017 2:21 PM
29	I don't know what has been established as the "study area", but I do believe it is a regional issue and should include, at least to some extent, people living in Winnipeg who regularly travel on these roads. Local property owners/businesses should be invited to one on one consultations or through a local community group.	3/17/2017 8:55 AM
30	drivers and property owners	3/17/2017 5:00 AM
31	All of the above should be stakeholders and their views should be considered.	3/17/2017 1:36 AM
32	all residents and businesses in surrounding areas	3/16/2017 9:31 AM
33	Drivers sage creek residents southdale residents and businesses along the route	3/16/2017 2:11 AM
34	Multiple mailers to involve all neighboring families that utilize that route, for feedback	3/15/2017 1:29 PM
35	Increase the buffer zone between the streets and the existing homes. That appears to be a major stoppage	3/15/2017 7:16 AM
36	Local businesses	3/15/2017 5:00 AM
37	1- businesses that have to amortize a tractor trailer, the cargo, a driver, operating costs, and fuel . 2- other businesses that necessitate the use of a motor vehicle . 3- shoppers at large	3/15/2017 3:55 AM
38	Residents of the area Citizens who move through the area	3/14/2017 8:05 AM
39	- City of Winnipeg - Railways (CN I would assume?) - Residents west of Archibald Businesses in St.B Industrial park and surrounding area - Residents of Transcona - Businesses along Marion	3/14/2017 6:06 AM
40	Property owners who are directly impacted. Businesses who are indirectly impacted because of the proposed changes or lack of changes.	3/14/2017 6:04 AM
41	All homeowners, all business owners, all rental property owners, anyone who uses the area for travel, business, pleasure, or otherwise. Actually every citizen in the City of Winnipeg is a stakeholder as we pay the taxes which will pay for all or part of this project.	3/14/2017 3:18 AM
42	businesses and residents	3/14/2017 2:27 AM
43	People who live in the area, bike Winnipeg. Not those who only use it to get from their house in the suburbs to their office downtown.	3/14/2017 2:02 AM
44	Stakeholders include City of Winnipeg, neighbourhood residents, neighbourhood residents and people affected by the current and proposed solutions for this corner. This would include people from as far away as Sage Creek and Dugald/Oakbank/Anola who use this route for commuting.	3/14/2017 1:16 AM
45	PUBLIC	3/14/2017 1:02 AM
46	Business and residents affected by the traffic from the south and east. But the businesses should be involved	3/14/2017 12:59 AM
47	All people that live in the area and those that will be affected by this plan and the South St Boniface Residents Association.	3/13/2017 3:32 PM
48	Property owners in areas Ina. 2 mile radius	3/13/2017 11:32 AM
49	Business, residents, motorists and cyclists. Currently I would like to ride my bike to work but it is a death trap from Archibald down Marion and Lag. Impossible	3/13/2017 11:31 AM
50	second opinion of cost	3/13/2017 7:47 AM
51	Residents, cyclists, pedestrians, CN/CP, motorists,	3/13/2017 2:05 AM
52	All Winnipeggers	3/13/2017 2:00 AM

## Marion - Dugald Transportation Improvement Study

53	Business and home owners living in the area.	3/13/2017 1:52 AM
54	All residents on the east and south east side of the city.	3/13/2017 12:25 AM
55	Local business owners and residents for sure. But also cyclists because that needs more work. The focus should make sure it is still a great area for people to visit. Commuting by vehicle will congest the area so it still needs to be st. Boniface in the end.	3/13/2017 12:14 AM
56	Property owners and rental parties.	3/12/2017 11:45 PM
57	landowners should come first	3/12/2017 3:11 PM
58	Businesses in the area - including ones all the way down Dugald roAd and their employees to understand communiting needs/desires. A wide area of residents, including those nearby and any in the general east area of the city who may travel in this significant roadway	3/12/2017 3:01 PM
59	Everyone who lives in the neighbourhood who will be affected directly or indirectly either by the changes or the construction that will bring the changes.	3/12/2017 1:13 PM
60	Anyone whose market value on their property can be affected, or ease of access. That does not always just included the properties directly impacted by neighbouring properties as well	3/12/2017 12:41 PM
61	All businesses and homeowners along the route. Community centres, area school parent groups, area church groups, seniors groups. Any business or volunteer groups that make up the St Boniface community.	3/12/2017 9:56 AM
62	The businesses located on Marion Street, between Archibald Street and Dawson Road. Furthermore, since the Winnipeg Fire Paramedic Service has a station on Marion Street near Dawson Road which they are looking to replace, I believe they should be involved as well.	3/12/2017 6:13 AM
63	People who would benefit from the expansion	3/12/2017 5:30 AM
64	Residents and businesses on and near Marion. The commuters that use it daily. CN Rail.	3/12/2017 3:49 AM
65	Not just the businesses sounding the project. The are highly biased against the project. I live just off of youville and am highly pro conctruction on the last design.	3/12/2017 3:40 AM
66	landowners, business owners, residents	3/12/2017 3:32 AM
67	Neighbourhood residents, businesses, commuters.	3/12/2017 3:06 AM
68	Whole neighborhood...homes and businesses	3/12/2017 12:56 AM
69	I live in the area.	3/12/2017 12:16 AM
70	St boniface business and residents. Transcona residents	3/11/2017 10:59 PM
71	People who live and work in the area or those that drive this route daily	3/11/2017 5:56 PM
72	local residents and businesses only.	3/11/2017 3:40 PM
73	Area residents directly affected, business owners, and the general area population of St. Boniface, East Kildonan, St. Vital, and Transcona.	3/11/2017 3:21 PM
74	Anyone that commutes on that road for work or resides in the area and local businesses. I use that road network 1-2 days per week, it people from Dugald or Oakbank may use it 5 days a week. Make sure your study in inclusive to everyone as it is an important roadway	3/11/2017 1:54 PM
75	Citizen	3/11/2017 1:06 PM
76	Everyone who resides in Winnipeg	3/11/2017 12:37 PM
77	Everyone affected by the widening of the street	3/11/2017 12:31 PM
78	People who live within 3km and those who use the route daily. Not people who use it only weekends or a couple times a week.	3/11/2017 11:55 AM
79	Any person living in the area around the site of the project	3/11/2017 9:38 AM
80	property owners in the area (businesses) and impact to them	3/11/2017 9:07 AM
81	You need to determine that through a thorough research process, and then check your findings with the community. Asking this simply through a survey contributes to your understanding but it is not sufficient on its own.	3/11/2017 6:56 AM
82	local citizens	3/11/2017 5:47 AM
83	anyone who uses the area as a means of getting to where ever they might possibly need to be going	3/11/2017 4:43 AM

## Marion - Dugald Transportation Improvement Study

84	all citizens living in the catchment SouthEast area or citizens that own/operate businesses.	3/11/2017 2:47 AM
85	Taxpayers, local residents, and local businesses.	3/10/2017 10:23 PM
86	Anyone living in Old St. Vital or St. Boniface, or anyone who routinely uses those streets and their tributaries.	3/10/2017 2:05 PM
87	The voices of commuters who are currently overwhelming the district should be heard. The taxpayers, residential and commercial must have their concerns listened to and acted upon.	3/10/2017 12:47 PM
88	anybody living or working in the area	3/10/2017 12:36 PM
89	All Winnipeggers	3/10/2017 12:09 PM
90	Residents who live within 1-2km of the area, local businesses and people that frequently travel through the area	3/10/2017 11:38 AM
91	Users of the Happy Land Park, businesses, residents. Anyone who frequently passes through (tho not realistic to contact all individually)	3/10/2017 11:01 AM
92	Residents in the area (not just those whose home may be displaced), users of Happy Land Park, people who commute through the area, people who work in the area.	3/10/2017 10:39 AM
93	Industry Province Developers Public that uses the route.	3/10/2017 10:28 AM
94	Anybody and everybody who would use this route	3/10/2017 9:57 AM
95	Every citizen is affected and is a stakeholder as their tax dollars are involved. Other stakeholders would be businesses and property owners in the area. stakeholders could and should include people who travel this route to get to and from work.	3/10/2017 9:40 AM
96	The residence of the affected area, people that commute through that route, and the businesses on that route. The city planners should also take into consideration the overall effect it has on urban sprawl, buse routes, cyclists and pedestrians.	3/10/2017 8:40 AM
97	Businesses in the vicinity who need to move	3/10/2017 8:31 AM
98	Nearby residents and business owners along with commuters who use the roads to get to downtown or other places.	3/10/2017 8:20 AM
99	business, residents, biz zone, residents association, councilors, people directly affected	3/10/2017 8:13 AM
100	You've answered your own question.	3/10/2017 8:06 AM
101	Residents in area and users of roadways	3/10/2017 8:05 AM
102	ask Community Resource Coordinators from the Community Services Department (City) responsible for this community to provide you with this information. Also ask Winnipeg Police Services Community Relations Unit who are key stakeholders in the area.	3/10/2017 8:04 AM
103	All of the residences and businesses within 1.5 km of the Marion & Archibald intersection	3/10/2017 8:03 AM
104	communities on either side of Marion, business owners, those who rent in the area, and travellers through the area (motorists, transit users)	3/10/2017 8:01 AM
105	All residents, railway safety experts, And those involved in rail relocation initiative. We should be spending this money looking at minimizing rail transportation within the city of Winnipeg by relocated it to a new perimeter rail system.	3/10/2017 7:33 AM
106	anyone who lives in the immediate area	3/10/2017 1:44 AM
107	Persons who live in around the area, persons with disabilities and agencies who represent these individuals, (IE) Canadian National Institute for the Blind/CNIB, Manitoba Society for Disabilities/SMD etc.	3/9/2017 10:40 PM
108	Anyone who pays taxes to the city should be considered a stakeholder. However, the amount you pay shouldn't make you more or less of a stakeholder compared to others.	3/9/2017 7:18 AM
109	Résidents du vieux Saint-Boniface Résidents du sud Saint-Boniface Businesses in the St. Boniface industrial area Users of Happy Land park Active transportation advocates	3/9/2017 5:45 AM
110	business	3/9/2017 12:33 AM
111	Again, the city is responsible for traffic management. Stakeholders are every person who travels through these routes for business or personal reasons.	3/8/2017 11:39 PM
112	Certainly people who value free flow traffic, and infrastructure that will last for generations, not meet another bottleneck in a few years. This is where Winnipeg has failed in many road projects. Imagine if Bishop was built with this philosophy in mind....you'd have diamond interchanges all over and it would be a safe highway to drive the speed limit on. Marion should be equally considered to have stakeholders whom understand this concept.	3/8/2017 2:22 PM

## Marion - Dugald Transportation Improvement Study

113	Local residents, local community groups, local businesses.	3/8/2017 6:53 AM
114	First and foremost, the citizens of St. Boniface who live in the affected area should be considered.	3/8/2017 1:32 AM
115	businesses, public health sector, schools	3/7/2017 7:51 AM
116	Residents of the area. Many of us enjoy the quiet park like setting of our homes along the river. Loosing happyland park would be a big blow to families in the area.	3/7/2017 6:53 AM
117	Residents, business owners and commuters.	3/7/2017 5:57 AM
118	Residents and users of the Marion/Dugald corridor AND users of major streets that intersect with M/D - Archbald and Lag.	3/7/2017 4:19 AM
119	local residents, employees in the area, buisness owners	3/7/2017 4:16 AM
120	resident groups, Business improvements zones, the local economic development agency (Entreprises Riel), the St. Boniface Chamber of Commerce, local businesses.	3/7/2017 4:01 AM
121	Residents and businesses directly in the area. Motorists, cyclists, trucks and pedestrians that travel through the area.	3/7/2017 3:16 AM
122	Local residents, businesses, regional commuters	3/7/2017 3:04 AM
123	The public .	3/7/2017 2:24 AM
124	Resident associations, seniors group, local businesses and schools	3/7/2017 2:23 AM
125	Homeowners in the surrounding area Users of the parks/rec facilities Businesses in the area affected	3/7/2017 1:44 AM
126	Residents, businesses and prospective builders	3/7/2017 1:25 AM
127	Definitely the business affected and all city residents who commute and travel in this area.	3/7/2017 1:17 AM
128	Obviously the residents and businesses in the Area. Possibly include information of future planning that may be affected by the proposed changes so residents have a vision of tomorrow	3/6/2017 11:59 PM
129	residents first, businesses second as they might not live in the area after their day is done	3/6/2017 1:32 PM
130	Residents, business owners	3/6/2017 10:30 AM
131	The South St.Boniface Residents Association, Dufresne, Archwood and Holden area as well as the businesses in the area. Perhaps all the taxpayers of Winnipeg.	3/6/2017 8:14 AM
132	The students and families at Archwood School, the Archwood community members, local business owners, people who use Happyland Park (swimming wading pool, play structure, fishing, Frisbee golf). All of these groups need to be engaged before looking at the needs of motorists who wish only to be slightly less inconvenienced.	3/6/2017 4:52 AM
133	Stakeholders who are effected and future stakeholders that could be effected in the future	3/6/2017 4:21 AM
134	Home owners	3/6/2017 3:54 AM
135	Local Businesses/Residents, motorists who use this route daily...	3/6/2017 1:01 AM
136	Businesses and residents in the area.	3/5/2017 9:40 AM
137	The riding should have some avenue to elect representatives to have a seat at the table throughout these developmental phases	3/5/2017 7:46 AM
138	Neighborhood residents, and not just a single group of residents who continuously lie to other people in the neighborhood to gain signatures for petitions. One group who continuously harasses City Hall is the only group, it seems, whose voices are heard.	3/5/2017 4:10 AM
139	In order of priority: 1. Local residents that need that intersection to live/work/shop, 2. Area residents (Windsor Park for e. g.) that use that intersection regularly, and have limited options, 3. The area business owners that trade within the zone under consideration, 4. The community in general, Where possible association which represent the above groups should be encouraged to have pre-meetings and feed into the process. Funds should be made available as part of the study to these groups (a drop in the bucket compared to total budget) to ensure quality of research and submission can be on par with vested interests that will also appear like the Manitoba Truckers Association that have a very different agenda, very little local interest, but lots of fast transit interest, and lots of money and full time staff to battle. (residents pay for that thru cartage fees, so financing their own submission with taxes is not unreasonable)	3/4/2017 9:00 AM
140	All property owners and business owners in the Archwood area. The previous plans had plans to bulldoze, wall in some exits from our houses onto archibald all without considering how that would affect people who own those houses/ business.	3/4/2017 8:04 AM
141	Residents living close to the area need to be considered particularly when it may affect their property and value	3/4/2017 4:14 AM

## Marion - Dugald Transportation Improvement Study

142	People who travel through the area should be considered, not just locals. People drive from places such as Dugald and Anola. They need to be engaged as they drive the route every single day. Locals in St. Boniface are adverse to any change whatsoever. They're against progress. This is reality.	3/4/2017 3:47 AM
143	Local business's and residents.	3/4/2017 3:39 AM
144	People in the area.	3/4/2017 3:30 AM
145	Landowners (Business & Residential)	3/4/2017 12:20 AM
146	Businesses, home owners, the city folks.	3/3/2017 2:48 PM
147	I don't think any one small select group of people or business should be the deciding factor or considered a stake holder. The needs of the many outway the needs of the few. I believe that ordinary residents as a whole should all be given a voice with a vote to ultimately decide what will happen. Most business only have their interests at heart and will never understand what's best for all the people in the area and ultimately the city itself as so many people travel through this area. As long as the appropriate people are compensated if effected shouldn't be an issues.	3/3/2017 1:00 PM
148	residents, business owners, the city,	3/3/2017 12:27 PM
149	People affected	3/3/2017 11:25 AM
150	The residents who live in the area and the local business that are also affected.	3/3/2017 11:18 AM
151	business owners, users of the roads from other areas	3/3/2017 11:05 AM
152	Not sure!	3/3/2017 10:58 AM
153	Area property owners, residents, businesses, travellers along the corridor.	3/3/2017 10:57 AM
154	Resident groups, individual residents and business owners, Biz group, Save Our Seine, Rivers West? CDEM? Friends of Happyland Park? I would add commuters and drivers except that they seem to already have the ear of the city (not sure how).	3/3/2017 10:51 AM
155	The people who live in the area that will be effective the most.	3/3/2017 9:03 AM
156	South St Boniface Residents Association	3/3/2017 8:21 AM
157	companies that would be moved due to any changes	3/3/2017 6:33 AM
158	residents in a 2-5km radius of study	3/3/2017 5:50 AM
159	Local bus. Owners residents and all wpg	3/3/2017 5:39 AM
160	Anyone using the intersection regularly. Anyone living close by. Adjacent properties and park.	3/3/2017 5:29 AM
161	Anyone living in and/or owning a property or a business in the study area as well as in close proximity should be considered a stakeholder.	3/3/2017 5:02 AM
162	Businesses and households. Special interest groups like cyclists should be consulted only on their actual presence and use of the area.. For example a bike lane in idea is very nice, in reality it is terribly expensive. Proper consideration is needed for what is a necessity and what is a want.a money pit, who is paying for it and who is actually using it. I think people have to live with reality fiscally and literally.	3/3/2017 5:00 AM
163	All businesses and homeowners	3/3/2017 4:53 AM
164	Everyone who lives and works in the area should be considered a stakeholder and I think you answered your own question here.	3/3/2017 4:06 AM
165	Land owners in the area impacted	3/3/2017 3:34 AM
166	Disc Golf Manitoba. the disc golf course in Happyland park is the busiest and most popular in Manitoba.	3/3/2017 3:31 AM
167	St.Boniface homeowners, business owners, community centres in the area.	3/3/2017 1:47 AM
168	The neighbors and businesses in the area.	3/3/2017 1:26 AM
169	home and business owners that will be affected by the proposed work	3/3/2017 1:21 AM
170	The impact on permits and properties needs to be identified and frozen into the plan, what gets done with the land allocated after that can be something the study assesses but I feel it is time the city determined what land resources are required and leave that variable un changed as you move forward.	3/3/2017 1:12 AM
171	Residents and local business	3/3/2017 1:08 AM
172	( )	3/3/2017 12:48 AM

## Marion - Dugald Transportation Improvement Study

173	The City Of Winnipeg	3/3/2017 12:41 AM
174	Those living in the neighborhoods that will be directly affected! Those are the ones with the strongest interest in the outcome!!	3/3/2017 12:39 AM
175	Yes	3/3/2017 12:36 AM
176	people living in this neighbourhood	3/3/2017 12:31 AM
177	Owners and Business owners	3/3/2017 12:27 AM
178	All individuals in the study area that will be affected.	3/3/2017 12:26 AM
179	MLa matt allard	3/2/2017 10:53 PM
180	Much more retroactive	3/2/2017 10:19 PM
181	Residents and businesses of St.. Boniface, old St Vital, Tramscona, those traveling to work/home downtown	3/2/2017 9:00 PM
182	The families and seniors of the area, as well as anyone in the area to be affected should be should be consulted	3/2/2017 8:31 PM
183	pretty much everyone in winnipeg is a stakeholder. there is really no other way to interpret your sentence there. why even ask it?	3/2/2017 4:51 PM
184	Local business owners. Commuters from areas like Sage Creek, Windsor Park and Southdale. People who use Happyland Park.	3/2/2017 4:29 PM
185	Residents nearby and businesses.	3/2/2017 4:11 PM
186	Anyone who lives in the neighbourhood and who requires use of Marion/Goulet to get off their street. People who commute through the area and spend significant time in traffic delays daily.	3/2/2017 3:22 PM
187	Residents, business owners and people that use the area on a daily basis.	3/2/2017 3:03 PM
188	Any residents or property owners within 1 km of the propsed changes	3/2/2017 2:21 PM
189	respect for the environnement and parc spaces.	3/2/2017 2:11 PM
190	All members of the surrounding community	3/2/2017 1:24 PM
191	People that live in the general area	3/2/2017 1:22 PM
192	The people living in the community should have priority	3/2/2017 1:18 PM
193	Outside the city too many are not skilled for this	3/2/2017 1:17 PM
194	Residents, business owners	3/2/2017 1:09 PM
195	Everyone in the catchment area of the SSBRA.	3/2/2017 1:08 PM
196	Residents and business that live on those streets directly affected by changes	3/2/2017 12:50 PM
197	adjacent property owners and neighbourhood groups.	3/2/2017 11:16 AM
198	Neighboring businesses, residents and commuters	3/2/2017 10:33 AM
199	Citizens in the area, commuters,	3/2/2017 8:17 AM
200	Property owners in the area	3/2/2017 8:13 AM
201	area residents	3/2/2017 7:44 AM
202	Area residents and businesses	3/2/2017 7:36 AM
203	People who live in the area, work in the area or own property in the area.	3/2/2017 6:11 AM
204	Anyone who lives in the area of Ladge and Marion or Marion and Archibald. Plus everyone who might use this route in the future, basically the entire eastern part of the city.	3/2/2017 5:35 AM
205	Anchor businesses. Healthy homeowners. Healthy neighbourhoods whose access will be affected.	3/2/2017 5:27 AM
206	All residents in the area. This is our home and it's peaceful living here.	3/2/2017 5:25 AM
207	Local residents should be the primary stakeholder group involved. Ensuring that the proposed work doesn't negatively impact the quality of life by removing neighborhood assets is vital. Neighborhoods quality of life closer to the city core should not be diminished to accommodate vehicle dependent suburban expansion that doesn't include high frequency public transportation options.	3/2/2017 5:17 AM
208	Landowners, businesses, area residents who rent	3/2/2017 5:02 AM

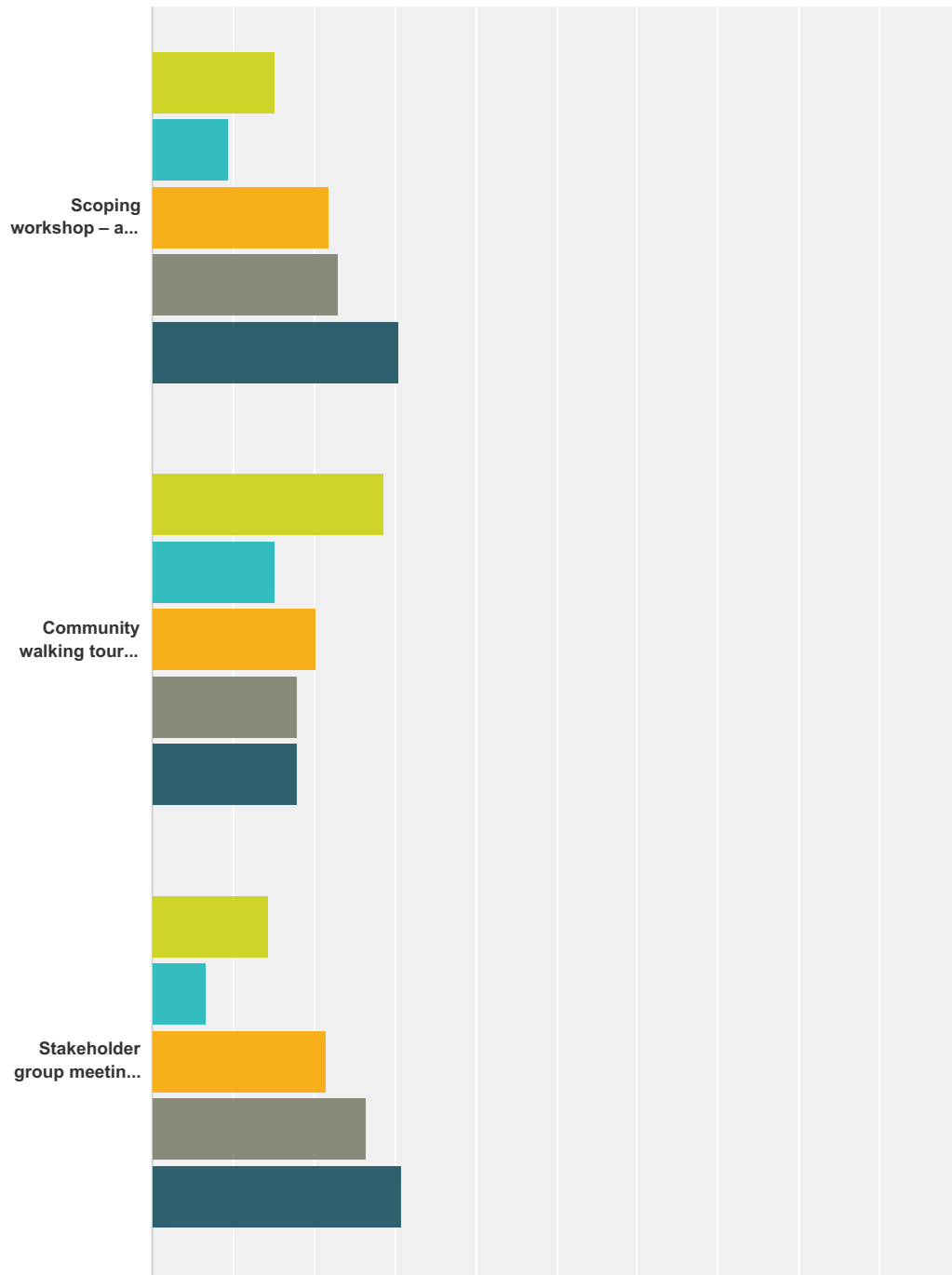
## Marion - Dugald Transportation Improvement Study

209	Probably not. I will be affected though. I commute daily from Windsor Park along Archibald to Provencher and back (I avoid Marion/Goulet).	3/2/2017 5:00 AM
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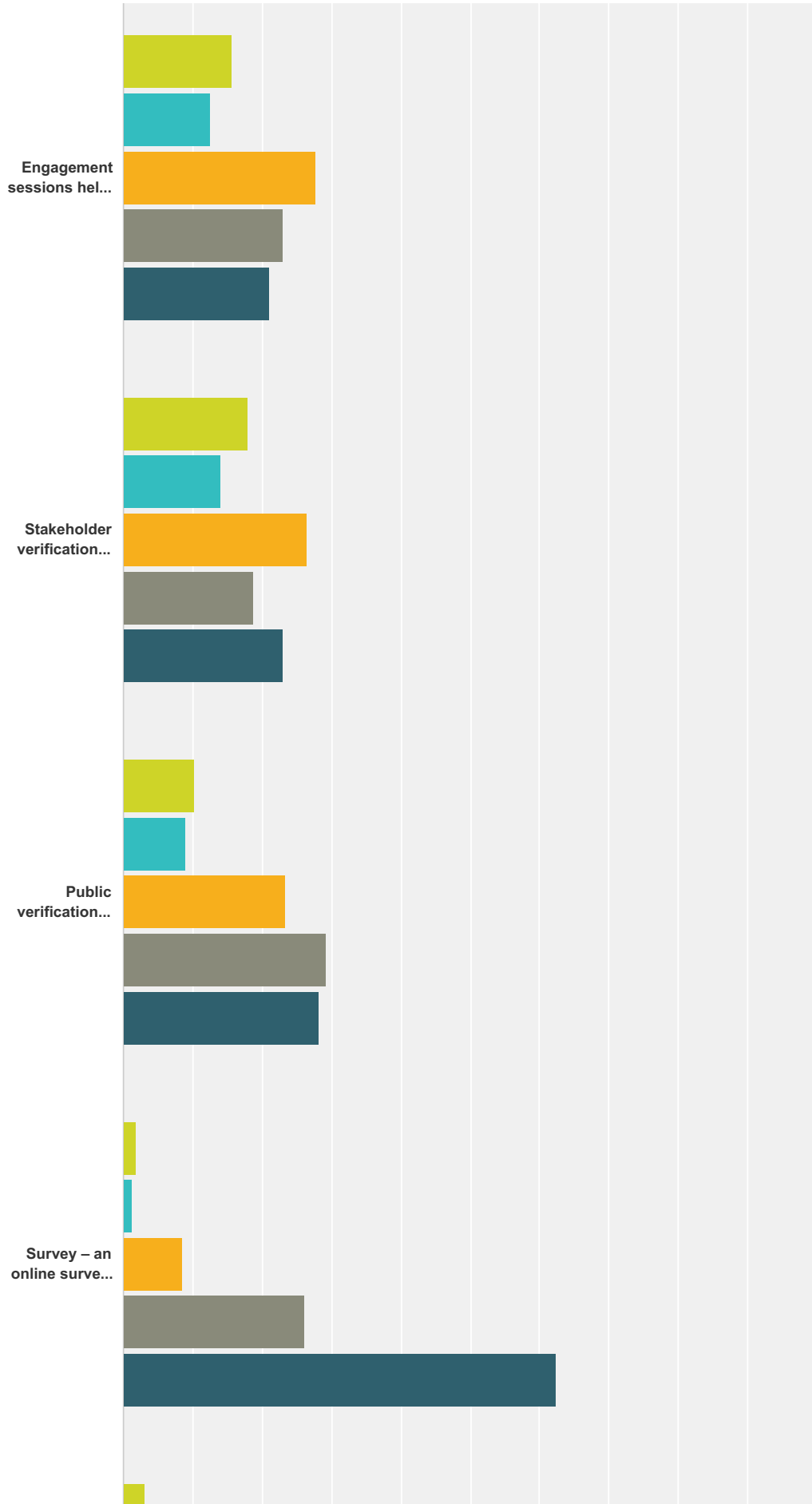


**Q7 Please rate the following public engagement opportunities from 1 to 5, with 1 indicating that you would not likely participate in this type of engagement method and 5 indicating that you would likely participate in this type of engagement method. Several methods may be used in the engagement process depending on the feedback from this survey.**

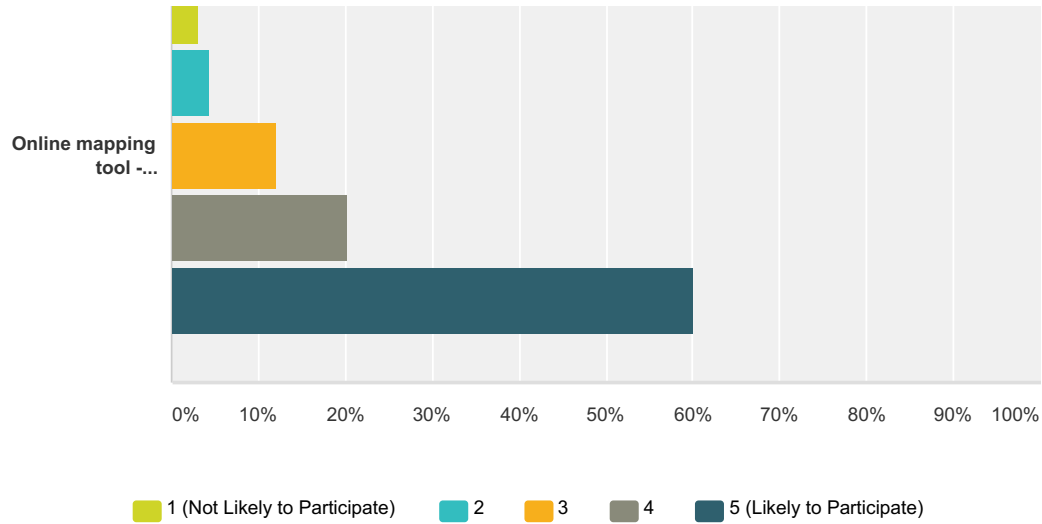
Answered: 223 Skipped: 181



Marion - Dugald Transportation Improvement Study



## Marion - Dugald Transportation Improvement Study



	1 (Not Likely to Participate)	2	3	4	5 (Likely to Participate)	Total
Scoping workshop – an opportunity early in the study design process to help define clear objectives for the study.	15.25% 34	9.42% 21	21.97% 49	22.87% 51	30.49% 68	223
Community walking tours - Community walking tours with a GPS enabled tablet to record feedback and the exact locations comments are made.	28.70% 64	15.25% 34	20.18% 45	17.94% 40	17.94% 40	223
Stakeholder group meetings – representing interests within the study area such as resident groups, business owners, and interest groups.	14.35% 32	6.73% 15	21.52% 48	26.46% 59	30.94% 69	223
Engagement sessions held in local businesses - This is an informal setting for having a broad discussion about how the community may look.	15.70% 35	12.56% 28	27.80% 62	22.87% 51	21.08% 47	223
Stakeholder verification sessions – meet with stakeholders to confirm what was said in stakeholder meetings.	17.94% 40	13.90% 31	26.46% 59	18.83% 42	22.87% 51	223
Public verification session – public meeting to verify what was heard from the public and share the preliminary design.	10.31% 23	8.97% 20	23.32% 52	29.15% 65	28.25% 63	223
Survey – an online survey with questions to determine public opinion and input on the options that are going to be explored.	1.79% 4	1.35% 3	8.52% 19	26.01% 58	62.33% 139	223
Online mapping tool - participants can identify issues and opportunities on a publicly available, interactive map.	3.14% 7	4.48% 10	12.11% 27	20.18% 45	60.09% 134	223

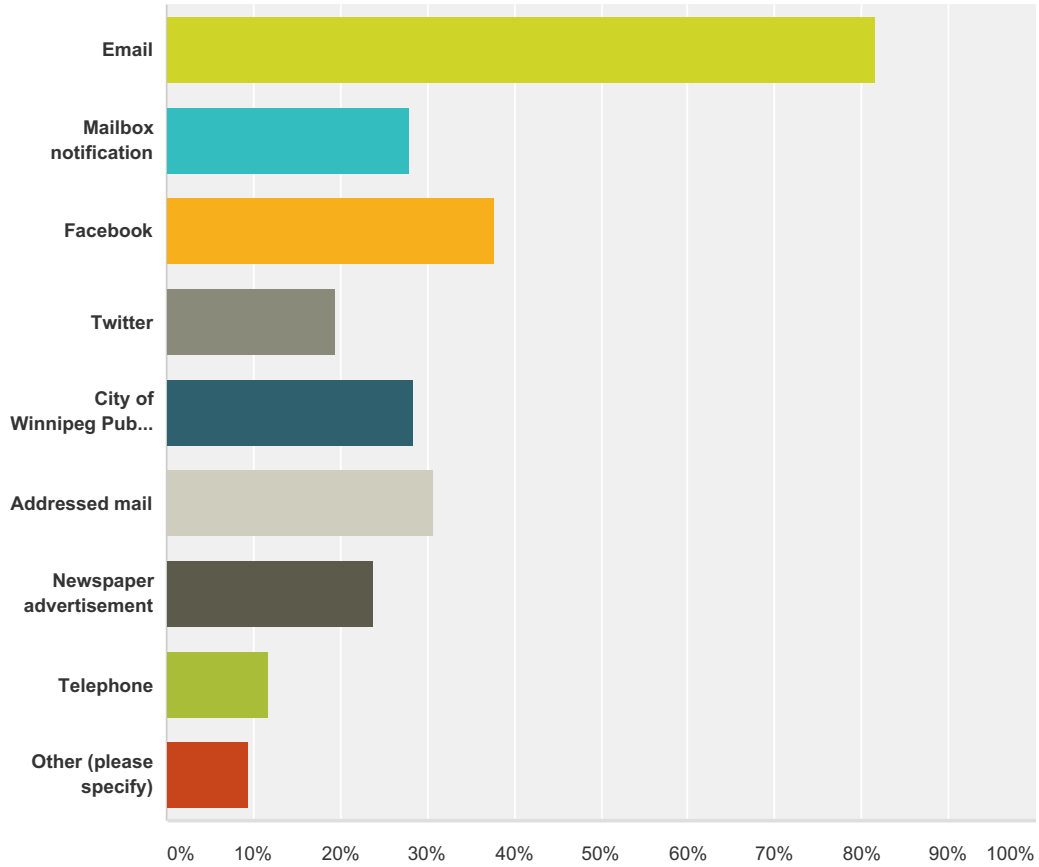
#	Other (please specify)	Date
1	Until the city opens the box that MMM has to work from this is all useles.	3/27/2017 9:12 AM
2	Avoir des dessins qui démontrent clairement ce qui est proposé.	3/24/2017 1:43 AM
3	Public needs to be consulted before there is a plan, so they can input into the plan, not after it's formulated.	3/22/2017 1:01 AM
4	Open house	3/22/2017 12:33 AM
5	Do the consultations before the project is started. Everyone is a stake holder not just the local residents.	3/18/2017 9:14 AM
6	I'm currently working out of province but will be back in Winnipeg the fall of 2017 so it all depends on when all these meetings/consultations take place	3/12/2017 6:17 AM
7	Release an official transit app and allow users to record their GPS history on a route so Transit has real user data to compare to Navigo tools which are rarely accurate.	3/12/2017 5:31 AM
8	Any other online methods	3/12/2017 3:53 AM
9	I would encourage all opportunities for face to face interaction and "bridging" with the community. Establish trust. If it will be an open and transparent process, focus on the front end work before moving ahead to fast.	3/11/2017 7:00 AM
10	8 of 10 households own a computer 2 that do not own a computer could participate on SHAW/provide feedback/?????	3/11/2017 2:56 AM

## Marion - Dugald Transportation Improvement Study

11	Avoid the project altogether. We should be focused on a rail relocation initiative. We should be spending this money looking at minimizing rail transportation within the city of Winnipeg by relocated it to a new perimeter rail system.	3/10/2017 7:35 AM
12	The only criteria to be measured here is how long it should take for a vehicle to clear the intersection. Current 20 minute delays are unacceptable	3/8/2017 11:43 PM
13	Nees to be sure that we provide access for partiociaption to older often long term residents that may have mobility issues, or can only travel at high expense.	3/4/2017 9:03 AM
14	Contribute to the development of RFPs for projects to focus more on outcomes rather than restricting how to get there.	3/3/2017 11:00 AM
15	Not everyone is going to be happy. I get that. Please don't go completely the othe rway now with expensive tools and software development.	3/3/2017 5:00 AM
16	I ain't got time to go to your events, it takes up a huge chunk of time	3/2/2017 4:52 PM
17	Public display of designs in well-travelled area like Southdale Mall or other nearby strip malls.	3/2/2017 4:31 PM
18	FUNDING THE COMMUNITY TO CONDUCT ITS OWN OUTREACH AND SURVEYS	3/2/2017 1:09 PM

**Q8 What are the best ways to notify you about upcoming engagement opportunities and study updates? Please check all that apply.**

Answered: 222 Skipped: 182



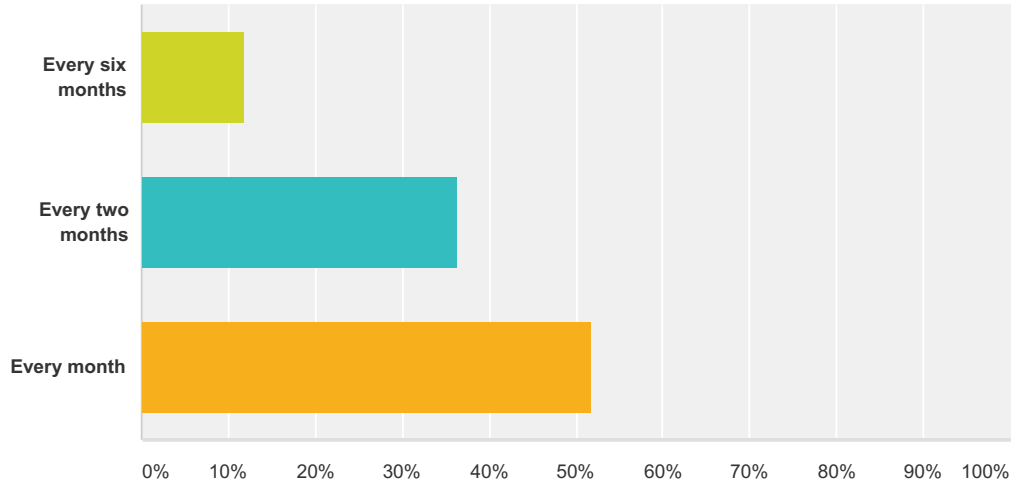
Answer Choices	Responses	
Email	81.53%	181
Mailbox notification	27.93%	62
Facebook	37.84%	84
Twitter	19.37%	43
City of Winnipeg Public Engagement Online Newsletter	28.38%	63
Addressed mail	30.63%	68
Newspaper advertisement	23.87%	53
Telephone	11.71%	26
Other (please specify)	9.46%	21
<b>Total Respondents: 222</b>		

## Marion - Dugald Transportation Improvement Study

#	Other (please specify)	Date
1	Door to door full page flyers, the evening news, radio but until the city opens the box from which MMM can work from this is useless.	3/27/2017 9:15 AM
2	I am part of South St Boniface biz I also get mail and updates and always read them.	3/27/2017 8:50 AM
3	Feuillet dans la boîte aux lettres	3/24/2017 1:38 AM
4	project website	3/22/2017 12:33 AM
5	Notices in the Water bill, Electric/Gas bill	3/17/2017 5:41 PM
6	@hotmail.ca	3/16/2017 2:14 AM
7	@gmail.com	3/14/2017 1:18 AM
8	local construction associations	3/13/2017 7:49 AM
9	@gmail.com	3/12/2017 6:18 AM
10	Television - ctv news or breakfast television or something	3/11/2017 5:58 PM
11	Radio ads	3/11/2017 12:32 PM
12	Free Press could provide information??	3/11/2017 2:58 AM
13	Media radio tv	3/10/2017 10:30 AM
14	City of Winnipeg website	3/7/2017 3:05 AM
15	news letter/invitation	3/5/2017 7:48 AM
16	Posters in area	3/4/2017 8:08 AM
17	radio ads	3/3/2017 6:35 AM
18	Posters	3/3/2017 5:00 AM
19	announcement on local television news	3/3/2017 4:15 AM
20	204-XXX-XXXX	3/3/2017 1:28 AM
21	All houses/businesses NEED to be contacted by addressed mail to ensure they are actually notified.	3/3/2017 12:42 AM

### Q9 How frequently would you like to receive notification on engagement opportunities and study updates?

Answered: 220 Skipped: 184



Answer Choices	Responses
Every six months	11.82% 26
Every two months	36.36% 80
Every month	51.82% 114
<b>Total</b>	<b>220</b>

## Marion - Dugald Transportation Improvement Study

### Q10 Do you have any other comments?

Answered: 90 Skipped: 314

#	Responses	Date
1	The city needs to open their eyes and stop drawing voxes around the area from which MMM can work from because the problem is at the Norwood Bridge. St.Anne's Rd. St.Mary's Rd. And Marion take all the traffic right now and is backed up every morning and every evening during rush hour because it cannot handle the amount of traffic from these three streets right now. Opening Dugald to Marion will only worsen this problem. Why are they not looking at Provencher Blvd, Fermor, Bishop Grandin and the LOUISE BRIDGE. Stop pusing this study on us as it does not fix anything.OPEN THE BOX	3/27/2017 9:21 AM
2	I just wish that the MMM group will be truthful and think about the people that affects and their livelihood and their homes, honesty is very important let us know what's going on before you decide for us what you think will work!	3/27/2017 8:53 AM
3	Aucun	3/24/2017 1:44 AM
4	On devrait prioriser la circulation non-motorisée (piétons, cyclistes)	3/24/2017 1:41 AM
5	Il faut s'assurer de respecter la communauté (residents, commerces, industries, espaces verts) dans votre planification et de penser à toutes les options possibles (division du trafic avec d'autres artères, changement au circuit du trafic, déménagement du réseau ferroviaire ou changement d'horaire pour les trains, surtout ne pas se limiter au plus facile ou plus évident.	3/24/2017 1:38 AM
6	Il faut aussi considérer d'autres solutions pour réduire la congestion tels que "transportation demand management" (définie dans le Transportation Master Plan p. 36), et le transport actif. Revoir les "RFP" du projet si il ne considère pas Transportation Demand Management. Prendre en considération le concept de "Complete Communities" dans le projet.	3/24/2017 1:27 AM
7	This needs to be done correctly as this area needs a complete overhaul. Thanks for the chance to participate.	3/22/2017 1:02 AM
8	Post more plans and future projects on the city website.	3/22/2017 12:25 AM
9	n o	3/20/2017 9:56 PM
10	To be honest, I liked the idea of grade separation. Having said that, I don't live in the immediate area and would not be subject to having my property expropriated, so I can understand why it would be difficult for many to accept a plan with grade separation.	3/20/2017 7:29 AM
11	Thanks for having this survey!	3/19/2017 4:57 PM
12	Thank you for scaling back the development. Keeping a city livable for the people who already live in it will help this city stay great as it expands.	3/19/2017 6:56 AM
13	If tax dollars are spent on a project then not only the immediate area is involved. Everyone is involved. I want to know where my money is going.	3/18/2017 9:16 AM
14	The whole transportation plan needs to be looked at.. The major streets should be concentric circles such as the perimeter and then similar routes such Chief Peguis Trail. These should interconnected similar to the spokes of a wheel but at each concentric route the spoke would not be continuous. As you approach the hub there should fewer connectors.	3/18/2017 6:31 AM
15	keep process transparent and stay open minded. not like last time. Project leaders and engineer are not there to push unrealistic project down the throat of tax paying citizens. like last time!	3/17/2017 7:46 PM
16	Start this right this time and AS SOON AS POSSIBLE !!!	3/17/2017 5:43 PM
17	A grade separation is needed for the railway crossing near Tim Hortons	3/17/2017 2:24 PM
18	It is important that Winnipeg defines the scope/parameters for this project and that such information is shared with the Public. In other words, is the project limited by cost or disruption? This should not be a short-term project that needs to be re-visited in 30 years.	3/17/2017 9:03 AM
19	None	3/15/2017 1:34 PM
20	No	3/15/2017 5:01 AM



## Marion - Dugald Transportation Improvement Study

21	vehicles are getting smaller . trains are getting longer and slower. Everybody has a shrinking day ( everyone is multi tasking, and time has become a precious commodity and lost time equates to lost money or opportunities. What winnipeg needs is an unobstructed flow of vehicular traffic. I believe that this can only be done with well thought out designs of overpasses , underpasses, yields, turning circles and flow arteries without signal lights.	3/15/2017 4:04 AM
22	Nil	3/14/2017 8:06 AM
23	Working at a business directly effected by the Marion - Dugald project I would really like to have a information session at our place of work.	3/14/2017 6:27 AM
24	Thank you for seeking input at this stage.	3/14/2017 6:06 AM
25	Sometimes when a consultant is hired by the City of Winnipeg to study an issue, the outcome is not always the one that should be followed. My suggestion would be going forward that the City engage it's stakeholders, first, before hiring anyone to research a project. the people who are living it every day are the ones who know what needs to be changed and can offer great insight on how to do it. That way you will have all the input from the ground before planning some crazy expensive projects that just cost us more money because they have to start over again.	3/14/2017 3:22 AM
26	Bike lanes! and don't shrink Happyland.	3/14/2017 2:03 AM
27	This project would not only assist in the traffic movement but would enhance the possibilities of higher quality development along all the avenues and neighbourhoods surrounding it. Participants at the archwood community club were told values go down by there moderator. Fact is all development in commerce and roadways creates value for all surrounding neighbourhoods. The tax spin off from increased property values, better business and higher populations far outweigh the costs of most infrastructure.	3/14/2017 1:24 AM
28	Get rid of the trains.	3/14/2017 1:02 AM
29	no	3/13/2017 7:50 AM
30	I think winnipeg transit and cycling should be top priority to reduce car congestion. More traffic within the community and less traffic passing through.	3/13/2017 12:21 AM
31	respect land owner's rights	3/12/2017 3:14 PM
32	Disaster management needs to be included in discussions since residential neighbourhood borders on Industrial one with 85% high hazard.	3/12/2017 1:16 PM
33	I hope the next phase is better then the first, as the first took me from a never want to move, to i may move to a bedroom community if tax paying citizens are treated so poorly in by this city.	3/12/2017 12:46 PM
34	Besides, "Let's get this project completed already", no comments	3/12/2017 6:19 AM
35	We need to better utilize the internet for community input. This means building the online infrastructure needed to collect and analyze this information, and public education to get people to participate	3/12/2017 4:10 AM
36	Let's fix the area. A few junk old buildings are standing in the way again and slowing down forward progress. A strip club and a few small businesses can be expropriated for fair market value. They do not add to the culture in the area. Get it done.	3/12/2017 3:44 AM
37	would part of the plan be to cease traffic flow East bound on Marion which requires to go North on Lag ? personally only traffic on East bound Marion should be allowed to go South on Lag and traffic diverted to Dugald Road that requires to go South (removing the lights at Lag and Marion) to help prevent the long line ups North and South bound their today	3/11/2017 9:11 AM
38	what happened to the walking bridges between st vital and u of m? Anyone care at city hall?	3/11/2017 5:49 AM
39	we need to do things that cost effective in this city - the city is broke and we do not need to have grand plans which we can not afford	3/11/2017 4:45 AM
40	more citizen involvement the better outcome	3/11/2017 3:01 AM
41	Nope	3/10/2017 12:58 PM
42	Split-grade should be considered for Marion-Dugald at Lagimodiere.	3/10/2017 11:06 AM
43	no but thanks for asking!	3/10/2017 8:06 AM
44	Without grade separation between the railroad track and Marion, I don't know how much you will be able to accomplish in terms of improvements. Need to make sure the project has a sponsor and champions on City Council.	3/10/2017 8:03 AM
45	Change the scope of this study, and focus on minimizing rail transportation within the city of Winnipeg by relocated it to a new perimeter rail system.	3/10/2017 7:36 AM
46	No.	3/9/2017 10:44 PM

## Marion - Dugald Transportation Improvement Study

47	I am back in Winnipeg after living in in two other cities, once Canadian and one European. I am very interested in getting inspiration for traffic management from other growing cities like ours. I know we have unique challenges like extreme weather and a spread-out city, but I hope we can steadily become less reliant on cars. Less cars on the road mean less congestion and happier commuters.	3/9/2017 5:58 AM
48	Marion due to the trains is always backed up, but lets not forget the same lines cross Fermor which backs up even worse, bishop grandin..	3/9/2017 12:38 AM
49	The City of Winnipeg has to rely on their engineering and planning departments to move these projects forward and forego opinions of uninformed public opinion.	3/8/2017 11:45 PM
50	Just please, try your best to ensure that this is done the right way. Since moving to Winnipeg from Calgary I am blown away by all the missed opportunities for infrastructure. There needs to be a will to get interchanges and overpasses/underpasses done. I have not seen that will from anyone here in Winnipeg and its a shame because there's a nice city here that is growing and could use some future thinking. Otherwise what do you think will happen in 20 years when the city is around a million people strong? These bottle necks will only be more prevalent and at THAT point in time the appropriate infrastructure will be significantly more expensive. Do whatever it takes. Get the city's fair share from the province. I don't know what the way is, but find a way! Set the standard. Winnipeggers had their chance with the Chef Peguis trail extension or so I am told, and even that put too many traffic lights down when it should have been free flow. Then Centre Port....also traffic lights where it should be free flow. If the solution is just more traffic lights, then don't even bother with Marion. Save the city some money and put it down elsewhere like towards other underpasses/overpasses at rail junctions or expanding bishop and lag to 6 lanes from 4. Do something to move Winnipeg beyond infrastructure that was set up 5 decades ago!	3/8/2017 2:27 PM
51	Sadly, the initial design was an insult to the citizens of St. Boniface. Not only was this design destroying a mature neighbourhood but it was for the benefit of other fringe neighbourhoods, many that are located outside of Winnipeg.	3/8/2017 1:34 AM
52	The intersection at Marion and Lagimodiere needs to be closed - or switched to a right in - right out intersection. Marion needs to be realigned to meet up with Dugald and place a small interchange there to free up traffic flow on Lag. An underpass at Archibald for the rail line is also needed.	3/7/2017 3:11 AM
53	Don't just worry about the businesses what about the people that use the streets	3/7/2017 2:29 AM
54	yes, what about making a middle lane fluctuate between a.m. westward and p.m. going easterly? Similar to a bridge in Kelowna which allows the flux of traffic to alternate. What about a park and ride at the packers site with shuttles going downtown and back throughout peak hours to limit traffic and have bedrooms commmunities pay a fair portion of road upkeep .	3/6/2017 1:37 PM
55	Once public green space is gone, it is gone forever. Happyland Park has existed for over 100 years services the needs of the Archwood Community. It needs to be both protected and enhanced. Archwood School has over 200 students from pre-kindergarten to Grade 8. It is one of the few schools in the city not protected by a reduced-speed school zone, which already lets parents and students know that it has been determined that traffic flow is more important than these students' safety. Any upgrades to the Marion / Archibald intersection must include protections for these students.	3/6/2017 4:58 AM
56	Something has to be done in regards to the increasing traffic congestion in the area. Let's not analyse the problem for another 10 years before implementing a solution	3/6/2017 4:00 AM
57	Winnipeg is so lacking in good quality hi-speed roads. Sure I like investment in public transit too, but having intersections that are not blocked by other high volume at-grade highways would be a step in the right direction. In 2015 I visited "Happyland Park" just to see what all of the fuss was about. There's nothing "happy" or uplifting there. It's quite depressing to be there. I think CoW should demolish the park and build better roads for transport of people and goods within and outside the metro area. If metro Winnipeg's population is going to expand and we are going to be 1,000,000 one day, we need good roads to move people, not the "Manitoba roads" that we have now. St. Anne's Road and Fermor is a good example of what was missed. There should be an overpass at that intersection because of all the traafic that flows thru at that point. Another is St. Mar's at Bishop. I've read that it is one of the intersections with the most traffic accidents. Wouldn't happen if we had invested decades ago on grade-separation there.	3/5/2017 3:10 PM
58	Taxpayers do not want an overly expensive project and the project should not affect a large majority of area residents and businesses. As a suggestion why not build a bridge above the current road to funnel traffic in 1 direction while traffic in the other direction would use the existing road? Uses the existing road without many issues for those in the area. Would also be unique!	3/5/2017 9:45 AM
59	Thank you for hearing the neighbourhoods concerns and involving them in this new process	3/5/2017 7:48 AM
60	This appears to be steps in good direction. Hope all parties deliver / participate in a timely manner, so we can get improvements done. Every day people in area live at risk - bottle neck for emergency vehicles.	3/4/2017 9:06 AM
61	Let find a plan that works and soon. It affects my business every day, all the trains and delays.	3/4/2017 5:12 AM

## Marion - Dugald Transportation Improvement Study

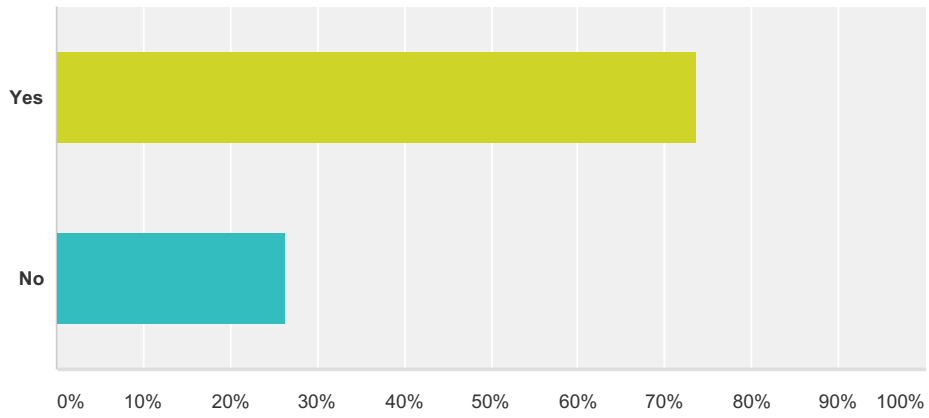
62	As mentioned before, I feel the technical design was not to the correct scale. There was no reason to have the interchange at Archibald. Street Classification was not correct. You had traffic lights on Marion, but put Archibald as a 'free flowing' street over top!!!! Propose the underpass again, put a normal intersection in at Archibald and Marion. This will significantly reduce property impacts. Use retaining walls to maintain existing properties. There were extensive retaining walls proposed anyways. I'm an engineer and this could've been much better done from a technical perspective. Very disappointing in MMM. Better keep close tabs on the Eastern Corridor Study.	3/4/2017 3:50 AM
63	Move the railway tracks east and build a plain simple underpass.	3/4/2017 3:42 AM
64	no	3/4/2017 3:31 AM
65	Yes	3/3/2017 11:26 AM
66	Kudos for recognizing that the public engagement process is broken and needs to be fixed. This will be painful for an administration that is used to being in control. To be effective the city will have to give up control and focus more on outcomes. People must be empowered to create solutions to the problems. The city needs to give up the idea that there is only one solution and begin to trust others to come up with the best solution. To do this, the public will require full information. The city must not just dole out selective information to achieve its ends. The key to good supervision is to set goals and objectives and resisting the temptation to tell people how to get there. The city will also need to be open about all of the behind-the-scene pressures and where these originate (no more hidden influencers).	3/3/2017 11:16 AM
67	Please get this done. It is very frustrating to be in that area during peak times and not pedestrian or bike friendly	3/3/2017 11:08 AM
68	No comment!	3/3/2017 11:03 AM
69	No	3/3/2017 10:58 AM
70	I'd personally love to see trains be moved outside the city maybe to centre port and then overpasses in the city don't need to be built. Marion Archibald still needs a bit more room in the intersection. Turning lanes and turning lights would be great. Bike path down Marion to lagimodiere would be great.	3/3/2017 5:36 AM
71	I appreciate the study BUT studies cost a lot of time and taxpayer money. I look for an end to studies and a will to let cooler heads prevail (than those I encountered at meetings) so that the actual work can begin.	3/3/2017 5:10 AM
72	I recognize that there is a need to reduce traffic congestion. There are many ways to do this. One of them involves proper planning of neighbourhoods on the city edges to help prevent crushes of traffic through older neighbourhoods. Another involves bellying up to CP Rail about timing of trains. Another involves possibly moving the rail yard East of Fort Garry curling club. I am so very disappointed in the waste of money, time and resources in Winnipeg. What happened on Marion is yet another symptom of that malaise.	3/3/2017 5:00 AM
73	The consultants should actually come out and take a look at the areas affected, not rely on outdated maps of the area	3/3/2017 4:56 AM
74	Look to the history of development of the city. Back in the 1970's the city was informed that it was not a good idea to build on the east side of the city because of the infrastructure issues. Both Provencher and Marion dead end and therefore should not be used as major transportation hubs. Dugald road continues through Lagimodiere and would be a better choice higher traffic.	3/3/2017 4:27 AM
75	No	3/3/2017 12:52 AM
76	No.	3/3/2017 12:50 AM
77	Engage the people who will be affected by this! There are many, many elderly people and young children who are going to have big challenges dealing with such huge construction and neighborhood changes. Move the train route and all of the issues with traffic are gone!!! It's a better plan than affecting the lives of all people living in the neighborhoods for years and years. Look at the Dugald underpass and how many issues there were! Come on this city needs to really get in order and make some better decisions with the traffic issues!	3/3/2017 12:47 AM
78	Please bring back the original plans of widening Dugald Road and the other surrounding roads it was a very excellent idea thank you	3/3/2017 12:43 AM
79	First off this could all be fixed if you could control when trains run. No trains between 7pm and 9am and no trains between 4pm and 6pm. This would solve about 80% of your issues	3/2/2017 10:56 PM
80	I only want to know identified options, the pros and cons of each, and then to discuss in informal meeting.	3/2/2017 4:32 PM
81	Do better this time please!	3/2/2017 3:24 PM
82	Yes listen to the people that live in the area. And stop thinking about where all the people from new areas are going to drive if we had light rail to move people from the outer reaches to inner bus lines we wouldn't have traffic problems... have next to no parking downtown and make it costly to park everyone would use public transportation like in Europe	3/2/2017 1:28 PM
83	The only thing that needs to be fixed is a better last 75 bus in and out of area on weekends 730 and 630 to early to shut bus down no kid can hold job	3/2/2017 1:21 PM

## Marion - Dugald Transportation Improvement Study

84	No trust in this process. Zero. The city tried to pull a fast one and got caught. Someone deserved to be FIRED. The intention was to decimate the neighborhood, isolate middle class and poor residents, and let developers profit. Plus, the mayor and Councilor are motivated by their own re-election concerns and NOT what is best for the residents and businesses. You have a LOT of work to do.	3/2/2017 1:12 PM
85	Did I just take a survey about how best I would like to be surveyed?	3/2/2017 1:10 PM
86	Don't understand it all enough to comment at this point.	3/2/2017 12:53 PM
87	Something really needs to be done with the road situation there.	3/2/2017 10:34 AM
88	dont over complicate the design	3/2/2017 7:45 AM
89	You get what you build for. Design & Planning Matters. A high frequency public transportation corridor from SE prior to any widening project would be a better long-term solution. Marion St. Between St. Mary's Rd & Archibald needs to have speeds reduced from 60km to 50km.	3/2/2017 5:29 AM
90	Hoping for a lot better engagement on the City's part this time around. Was not impressed by the complete lack of information until the final plan was revealed.	3/2/2017 5:02 AM

### Q11 Please indicate if you would like to be contacted with study updates.

Answered: 216 Skipped: 188



Answer Choices	Responses	
Yes	73.61%	159
No	26.39%	57
<b>Total</b>		<b>216</b>

