

MOVING ON MARION STREET

Public Engagement Summary

October 2019

Background

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

In 2014, the City undertook a Marion Grade Separation and Widening Study. The goal of the study was to improve traffic flow and capacity for motor vehicles from the east limit of Marion Street to Goulet Street. Council subsequently directed the Public Service to find cost-effective ways to improve safety, traffic flow, and livability in the area that do not include road widening or an interchange – focuses that were not part of the original study.

Moving on Marion Street will be guided by goals developed with the community. Before we begin the new study, we asked Winnipeggers to help refine the study's objectives. The input received through this engagement process will set the foundation for the new study prior to issuing a Request for Proposal (RFP), anticipated in late 2019.

Engagement

Moving on Marion Street officially launched in June 2019, and addressed community engagement needs through:

- Early project engagement to determine areas for improvement, and also what the future study should include in terms of project notification, scope, and focus
- Proactive contact with stakeholders along the Marion Street corridor to gain one-on-one insight into their concerns
- An in-person listening and mapping session that made space for diverse opinions and provided residents direct contact with City employees
- An online survey and mapping tool that allowed people to provide feedback at their convenience
- Robust project notification and promotion (see “Promotion” below)

Promotion

Public engagement opportunities were promoted using the following methods:

- City of Winnipeg website – Launched June 13, 2019 - 2,154 page views at time of report;
- News release - June 13, 2019;
- Six different media reports with: ChrisD.ca, CTV Winnipeg, Winnipeg Free Press, Canstar, CityTV and CBC between June 13 to 26, 2019;
- 5 Facebook posts with 16,797 followers - June 13, 15, 18, 20, and 30, 2019;
- 5 Twitter posts with 78,700 followers - June 13, 15, 18, 20, and 30, 2019;
- 7, 580 postcards delivered to homes and businesses surrounding project area;
- 216 project newsletters hand delivered by project team along project corridor;
- City of Winnipeg public engagement newsletter with over 5,300 recipients - June 20, 2019;
- 345 emails sent to participants in 2017 study; and
- 201 subscribers to project updates email list at time of this report.

Key Findings or What We Heard

A detailed response table is available on page 3.

- The top issues surrounded the functionality of the transportation system. Online, 71% of participants ranked traffic delays as a priority. At the in-person session, the top rated comment following the listening activity was to “move the trains”.
- Discussion points that received the most support at the in-person session were:
 1. Move the trains (11.5 responses)
 2. Ensure modes other than cars are easy and convenient (7.5 responses)
 3. Consider active transportation and rapid transit corridors (4 responses)

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4. Where is the proposed Bus Rapid Transit line?/Consider accessing community spaces, including pedestrian crossings/ Look at crossing and moving people/ Need connected cycling network/City is growing and we need to address that (each received 2 responses)
 5. Improve transit service/ Recognize local transportation needs/ Where are we getting the money to do this? We don't have money for this/ Could look at routing traffic across: Louise Bridge, St. Anne's, Fermor/ Put underpass at Fermor and Bishop Grandin (each received 1 response)
 6. Spread traffic out (0.5 response)
- Online survey participants were asked to indicate their priorities among ten different issues. They could choose more than one. Results are in a chart in Figure 1. The percentage relates to percentage of question respondents who chose that answer (out of 366).

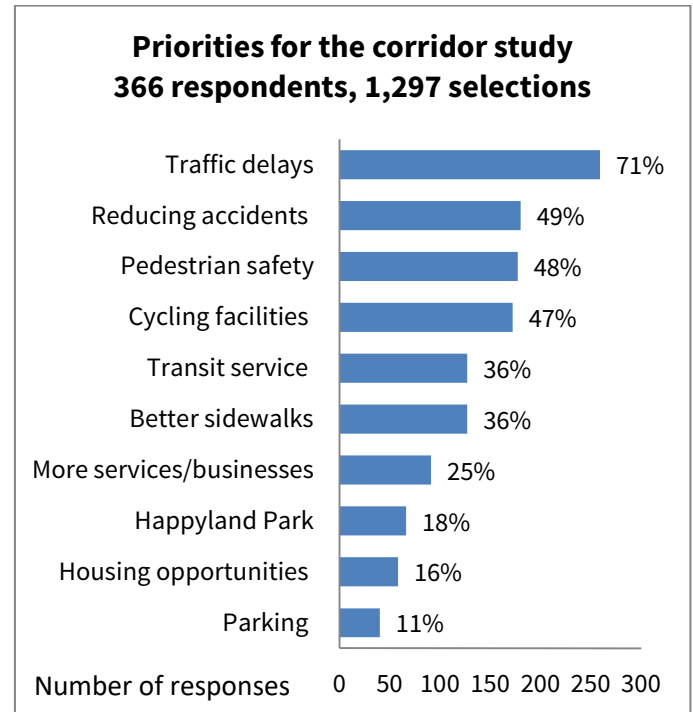


Figure 1 Participant priorities

- Map based feedback gathered both online and in-person was amalgamated within the map below to illustrate areas of greatest concerns across vehicle (92 markers), bicycle (62 markers), pedestrian (46 markers), and transit (14 markers) issues. See the full Moving on Marion Street Public Engagement report under the documents tab of the project website for a full analysis of individual markers and trends.

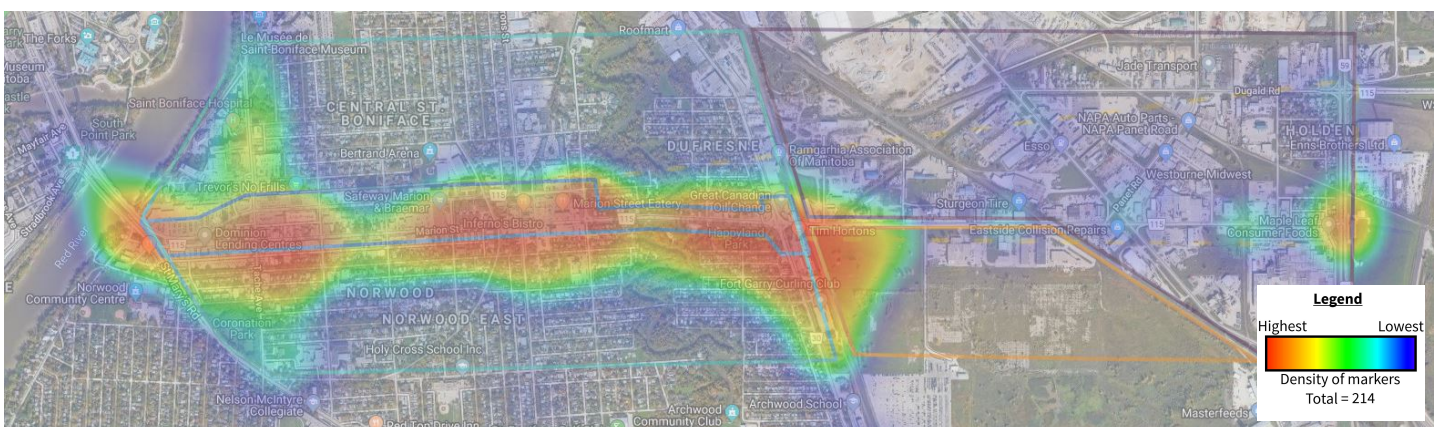


Figure 2 Heat map of concerns in the project area

To learn more about the Moving on Marion Street project and read the full engagement report, please visit winnipeg.ca/movingonmarion

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Date	Activity	Details
June 10 -20, 2019	Key Person Interviews	Conducted 12 one-on-one interviews with organizations representing local economic and neighbourhood development, residents, health, cycling, trucking, environment and tourism.
June 13, 14 and 20, 2019	Project team delivery of newsletter #1	Members of the City's project team hand delivered a project newsletter to businesses and organizations along the project corridor, using the opportunity to share project information and gather early feedback.
June 13-30, 2019	385 map markers 384 completed surveys	The online feedback tool requested feedback on priorities and needs through a text based survey and more targeted input through an online mapping tool.
June 26, 2019	Listening and mapping session	108 people attended the event at the Archwood Community Centre. The evening consisted of a presentation by Public Works and Property, Planning and Development, an open format listening session to talk about project concerns and desires, and further map based group discussions.

What We Heard	How It Was Considered
Traffic delays within the corridor was the top project priority, chosen by 71 percent of online respondents.	<p>The previous project focused on reducing delay to motorists through upgrades to Marion without considering other modes of transportation, which did not present an optimal solution to all Winnipeggers.</p> <p>This project will investigate how traffic delays can be reduced, and will balance this against other needs, including improving safety, accessibility, and operations.</p>
The intersection at Marion Street and Archibald Street was the major hotspot for vehicle issues.	<p>The RFP NO. 888-2019 is instructing bidders (consultants) to study all modes as a means of improving safety, accessibility, and operations. Pedestrians and cyclists are important modes for study in this project.</p> <p>The road design component of the work will identify functional geometric design alternatives (changes to the design of the intersections and road segments) to improve safety for all users. This includes looking at features such as turn lanes at intersections at Marion and Archibald.</p> <p>As the rail crossing is a key public concern, the consultant and the City will work with the railroad companies in the study area during this project.</p>
Throughout the corridor reducing accidents was the second priority (chosen by 49 percent of online respondents) followed by pedestrian safety (48 percent) and cycling facilities (47 percent).	<p>The RFP NO. 888-2019 instructs bidders to study all modes as a means of improving safety, accessibility, and operations.</p> <p>Pedestrians and cyclists are important modes for study in this project.</p> <p>The street design will support an environment that prioritizes pedestrians while also acknowledging that the corridor is both a neighbourhood main street and a corridor for moving traffic.</p>

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	The road design component of the work will identify functional geometric design alternatives (changes to the design of the intersections and road segments) to improve safety for all users.
Happyland Park was the top “key destination” noted in the online survey. An idea to plant more greenery by the pool’s edge to act as a buffer was the top rated comment on the online survey with 23 votes in support and 0 votes against. The park was identified as important in two area stakeholder conversations.	The RFP NO. 888-2019 instructs bidders to take into consideration preservation of the Happyland Park property, and also to minimize the impact of functional design options developed in the vicinity of the Marion and Archibald Intersection. It is also instructing the bidder to hold discussions with civic departments and the City’s project manager to coordinate any modifications to the park prior to finalizing options to ensure any potential impact is indeed minimal.
Interest and concern over the former Canada Packer Lands. Resident’s in the area noted at the in-person session their desire for residential use and concern over the safety of industrial use. Area businesses questioned how area roads could handle any influx of vehicle volumes.	A separate planning process is underway for the Public Markets Major Redevelopment Site through which land use aspects (residential, commercial, industrial) will be considered. This specific site will be considered within the traffic operations analysis by the successful proponent. Traffic growth will have to be carefully studied; small changes to the network or changes to signal timing may accommodate some growth in the short term, and capacity will need to be increased to accommodate long term growth.

Next Steps

Results from this engagement program confirmed the direction of the upcoming study and helped identify areas where improvements are needed/could be most impactful:

- Improved infrastructure for active transportation including bike lanes and streetscaping elements
- Preservation of the Happyland Park property and minimal impact in the vicinity of the Marion and Archibald Intersection
- Current and future traffic conditions around the proposed redevelopment of the former Canada Packers Lands
- Signal timing optimization and geometric review of roads for improvements to safety and traffic flow
- The Public Service will engage with CP Rail about trains crossing Marion east of Archibald and other major road crossings to determine if there are opportunities to lessen the impact of train delays on road users

Request for Proposal (RFP) NO. 888-2019 Professional Consulting Services for the Marion Street Corridor Improvements Study is expected in late 2019 and once awarded, will begin the next phase of the study. The study will continue to seek public input through a secondary RFP NO. 887-2019 for Public Engagement Services for the Marion Street Corridor Improvements Study. The RFP for public engagement will be issued after the study RFP is awarded.

The next phase of study is expected to begin in early 2020.

The full Moving on Marion Public Engagement Report is available on the project website under the [documents tab](#).

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