Appendix A – Open house boards

Moving on Marion Street
Mobilité sur Marion

Welcome | Bienvenue

winnipeg.ca/movingonmarion

Winnipeg

Project background
Contexte du projet

Moving on Marion is looking at:

Traffic flow | Safety | Livability

on Marion Street from St. Mary's Road to Lagimodière Boulevard and Lagimodière Boulevard from Marion Street to Dugald Road.

What does livability mean?

Livability looks at how a neighbourhood's physical environment contributes to quality of life. Physical environment includes things like geographic layout, road conditions, speeds, and available amenities.



Project area

The project area is broken into two areas:

West segment	East segment
Zone 1 – the Marion-Goulet couplet (St. Mary's Road to Youville Street) Zone 2 – Marion Street, from Youville Street to Archibald Street	Zone 3 – Marion Street, east of Archibald Street to Lagimodière Boulevard

Phase 3

Phase 3 is focused on refining solutions for six main issues identified in Phase 1 and explored in Phase 2:

- Enhancing neighbourhood vibrance and livability throughout the west segment
- Adding bike infrastructue in the Marion-Goulet couplet Improving the Youville-Marion-Goulet intersection
- Improving the Marion-Archibald intersection and Happyland Park
- Realigning the road on Youville Street
- Improving the Marin-Archibald, Marion-Panet-Dawson, and Marion-Lagimodière/Dugald intersections

Le projet Mobilité sur Marion porte sur les points suivants :

la circulation | la sécurité | l'habitabilité

sur la rue Marion du chemin St. Mary's au boulevard Lagimodière et, sur ce boulevard, de la rue Marion au chemin Dugald.

Que signifie l'habitabilité?

L'habitabilité examine comment l'environnement physique d'un quartier contribue à la qualité de vie. L'environnement physique comprend des éléments tels que les caractéristiques géographiques, l'état des routes, la vitesse de la circulation et les agréments disponibles.



Secteur couvert par le projet

Le secteur couvert par le projet est divisé en deux zones :

Partie ouest	Partie est
Zone 1 – la paire Marion-Goulet (du chemin St. Mary's à la rue Youville) Zone 2 – rue Marion, de la rue Youville à la rue Archibald	Zone 3 – rue Marion, de l'est de la rue Archibald jusqu'au boulevard Lagimodière

Phase 3

La phase 3 vise à affiner les solutions aux six principaux problèmes identifiés dans le cadre de la phase 1 et étudiés à la phase 2 :

- Rehausser le dynamisme et l'habitabilité dans toute la partie ouest;
- Ajouter une infrastructure cyclable dans la paire Marion-Goulet;
- Améliorer l'intersection Youville-Marion-Goulet;
- Réaligner la chaussée sur la rue Youville;
- Améliorer les intersections Marion-Archibald, Marion-Panet-Dawson, et Marion-Lagimodière/Dugald.

Moving on Marion Street | Mobilité sur Marion

Phase 3 Public Engagement | Phase 3 de la participation publique

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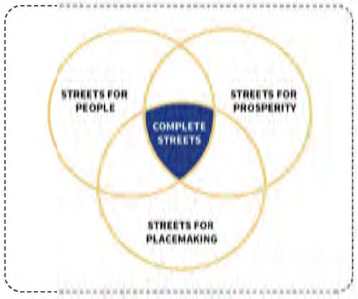
Complete Streets
Rues complètes

Overview

A Complete Streets approach was examined for the Marion-Goulet couplet to safely accommodate all users while enhancing the local character.

Complete street is the term used to describe a roadway (or portions of a roadway) that allows all people, regardless of their age or ability, to safely move about it regardless of whether they are a pedestrian, cyclist, transit user, or motorist

Adding design features such as enhancing bike infrastructure, adding more lane space for motor vehicles, creating more on-street parking, improving transit infrastructure, improving sidewalk accessibility and safety, and adding more streetscaping could help to achieve the goal of a Complete Street.



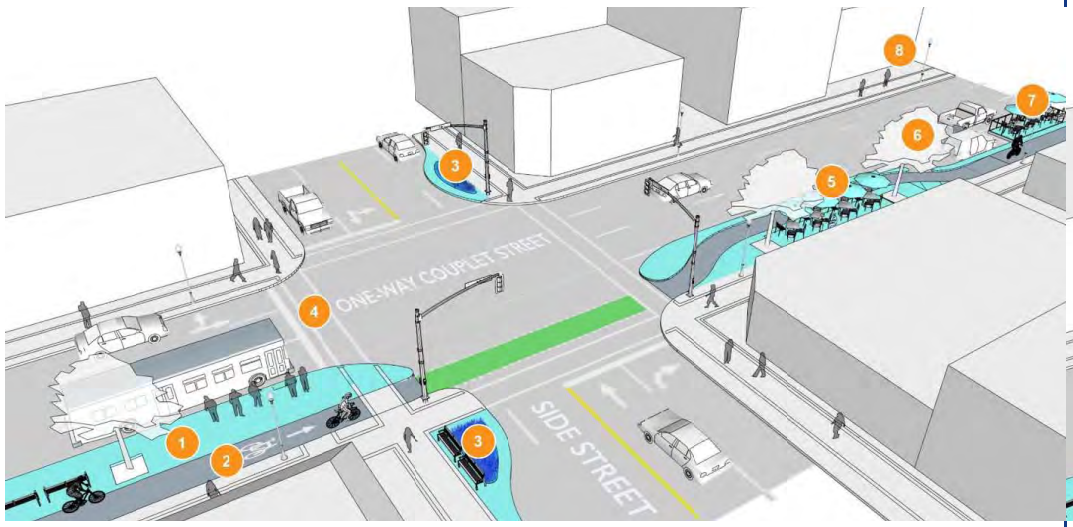
Aperçu

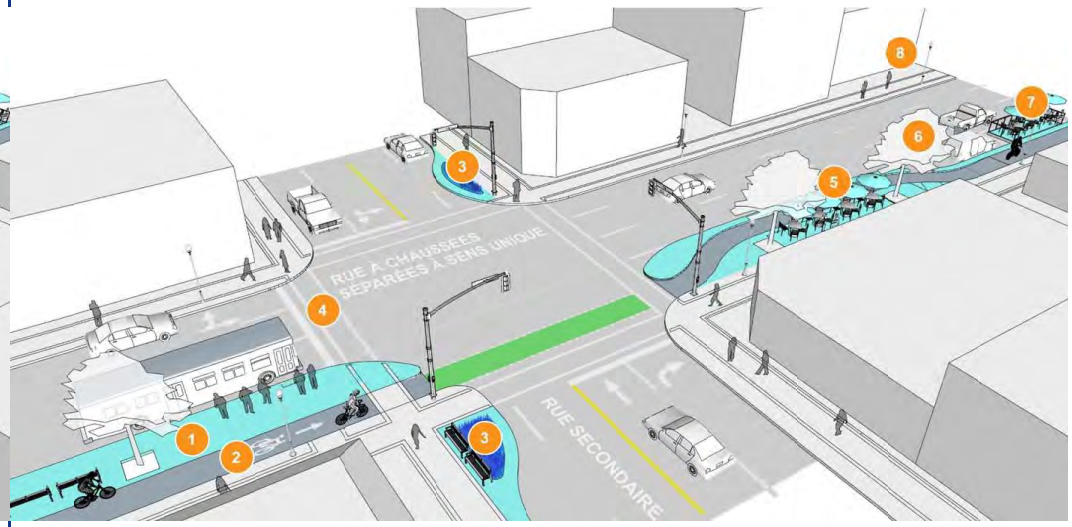
Une approche de type « rue complète » a été étudiée pour la paire Marion-Goulet afin d'accueillir en toute sécurité l'ensemble des usagers tout en valorisant le caractère local.

Le terme « rue complète » désigne une voie (ou une partie d'une voie) qui permet à toutes les personnes, quel que soit leur âge ou leur capacité, de s'y déplacer en toute sécurité, que ce soit à pied, à vélo, en transport en commun ou en automobile.

L'ajout d'éléments de conception comme l'amélioration de l'infrastructure cyclable, l'ajout de voies de circulation pour les véhicules motorisés, la création de plus de stationnement sur rue, l'amélioration de l'infrastructure de transport en commun, l'amélioration de l'accessibilité et de la sécurité des trottoirs et la bonification des aménagements paysagers peuvent aider à atteindre l'objectif d'une rue complète.







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

1. Infrastructure de transport en commun améliorée
2. Bande cyclable unidirectionnelle protégée (à la hauteur du trottoir)
3. Les avancées de trottoir procurent des espaces verts, des bancs et des œuvres d'art public
4. Traversées raccourcies
5. Terrasses publiques/usages commerciaux dans les élargissements
6. Les arbres de rue peuvent être incorporés sur un côté de la rue
7. Placettes ou terrasses dans la voie de stationnement
8. Éclairage décoratif, bannières, jardinières des deux côtés de la rue

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Improvements to Marion-Goulet couplet
Améliorations à la paire Marion-Goulet

What we heard

- Cyclists should have a protected and designated lane, separate from both pedestrians and vehicles to improve safety
- Improving sidewalk accessibility and safety is a top priority when considering a *Complete Streets* approach
- Majority of those who identified as a motorist felt that adding a bike lane and enhanced public space would positively contribute to their driving experience
- Transit infrastructure needs improvement

How it was considered

- Added protected uni-directional bike lanes on Marion Street and Goulet Street, and protected bi-directional bike lanes along St. Mary's Road
- Added bump-outs at cross streets to shorten crossing distances and improve safety
- Converted one-way streets to a more balanced *Complete Streets* approach, while maintaining two through lanes for vehicles
- Converted curb lanes to large transit bay to increase safety

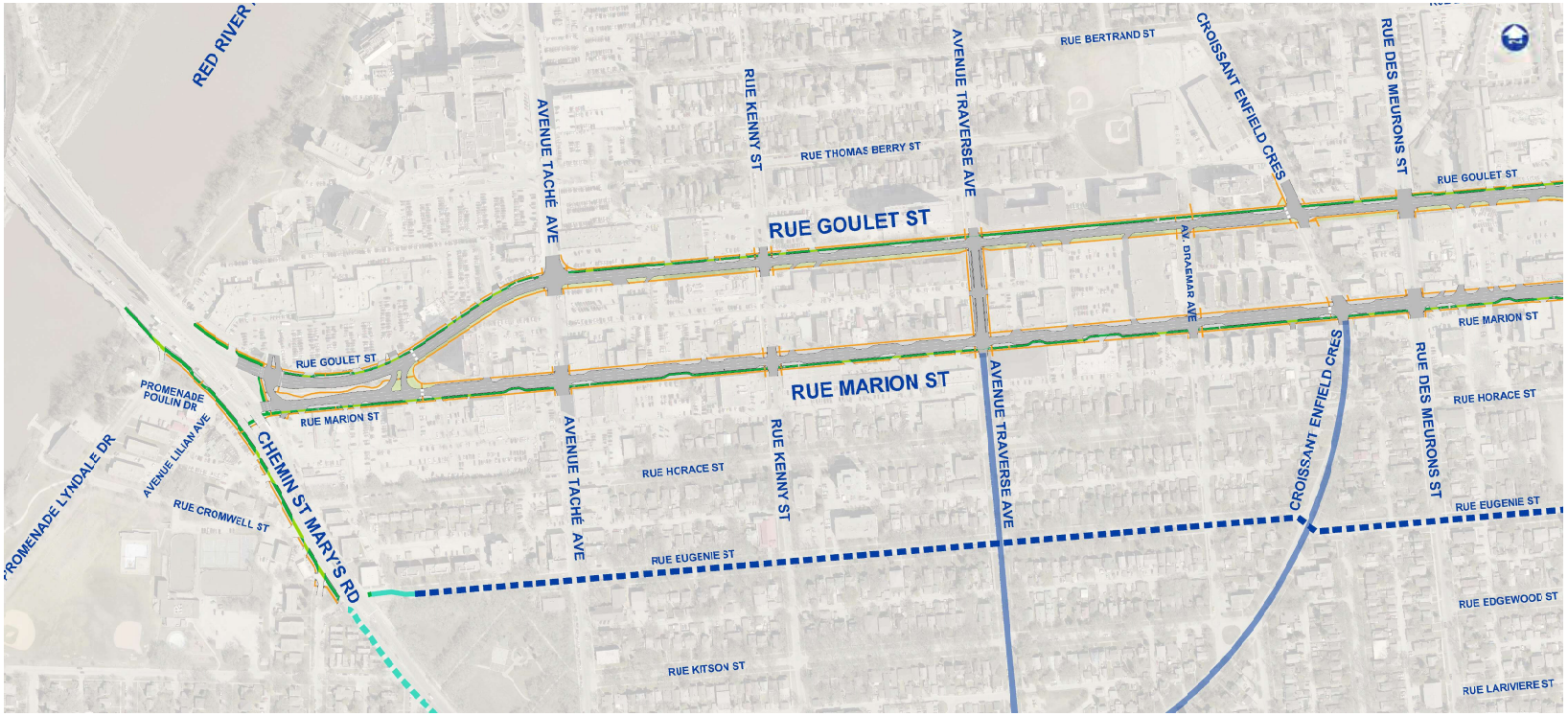
Ce que nous avons entendu

- Les cyclistes devraient avoir une voie protégée et désignée, séparée des piétons et des véhicules pour améliorer la sécurité
- L'amélioration de l'accessibilité et de la sécurité des trottoirs est une priorité absolue dans le cadre de l'approche des *rues complètes*
- La majorité des personnes qui se sont identifiées comme automobilistes ont estimé que l'ajout d'une bande cyclable et d'un espace public amélioré aurait un effet positif sur leur expérience de conduite
- L'infrastructure de transport en commun a besoin d'améliorations

Comment cela a été pris en considération

- Ajout de bandes cyclables unidirectionnelles protégées sur la rue Marion et la rue Goulet, et de bandes cyclables bidirectionnelles protégées le long du chemin St. Mary's
- Ajout d'avancées de trottoir à l'angle des rues transversales pour réduire les distances de traversée et améliorer la sécurité
- Conversion des rues à sens unique en une approche plus équilibrée de type « rues complètes », tout en maintenant deux voies de circulation pour les véhicules
- Conversion de voies en bordure en grandes plateformes d'embarquement pour le transport en commun afin d'améliorer la sécurité

Proposed design | Conception proposée



LEGEND | LÉGENDE:

- PROPOSED ROADWAYS & BUMPOUTS / CHAUSSÉES ET AVANCÉES DE TROTTOIR PROPOSÉES
- PROPOSED SIDEWALK / TROTTOIR PROPOSÉ
- PROPOSED BIKE LANE / BANDE CYCLABLE PROPOSÉE
- PROPOSED SHARED USE LANE / VOIE À USAGE PARTAGÉ PROPOSÉE
- PROPOSED NEIGHBOURHOOD GREENWAY / COULOIR VERT DE QUARTIER PROPOSÉ
- EXISTING NEIGHBOURHOOD GREENWAY / COULOIR VERT DE QUARTIER EXISTANT
- EXISTING SHARED USE LANE / VOIE À USAGE PARTAGÉ EXISTANTE

Share your thoughts | Dites-nous ce que vous en pensez

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Improvements to Youville
Améliorations à la rue Youville

What we heard

- Majority of cyclists indicated that updates to Youville and Marion with bi-directional bike lanes would make them feel the safest
- Improving pedestrian visibility, safety, and accessibility would contribute to a more comfortable environment
- Residents and visitors indicated that the current geometry of the Youville curve creates unsafe conditions and poor visibility
- Transit infrastructure needs improvement

How it was considered

- Added bi-directional bike lanes and enhanced sidewalks to connect cyclists both north and south through the neighbourhood
- Existing pedestrian crosswalk replaced by half signal with improved sightlines to enhance safety
- Realigned the Youville Street curve to enhance sightlines for all modes and the backlane access is eliminated to improve safety
- Located transit bays out of the lane of travel to increase safety

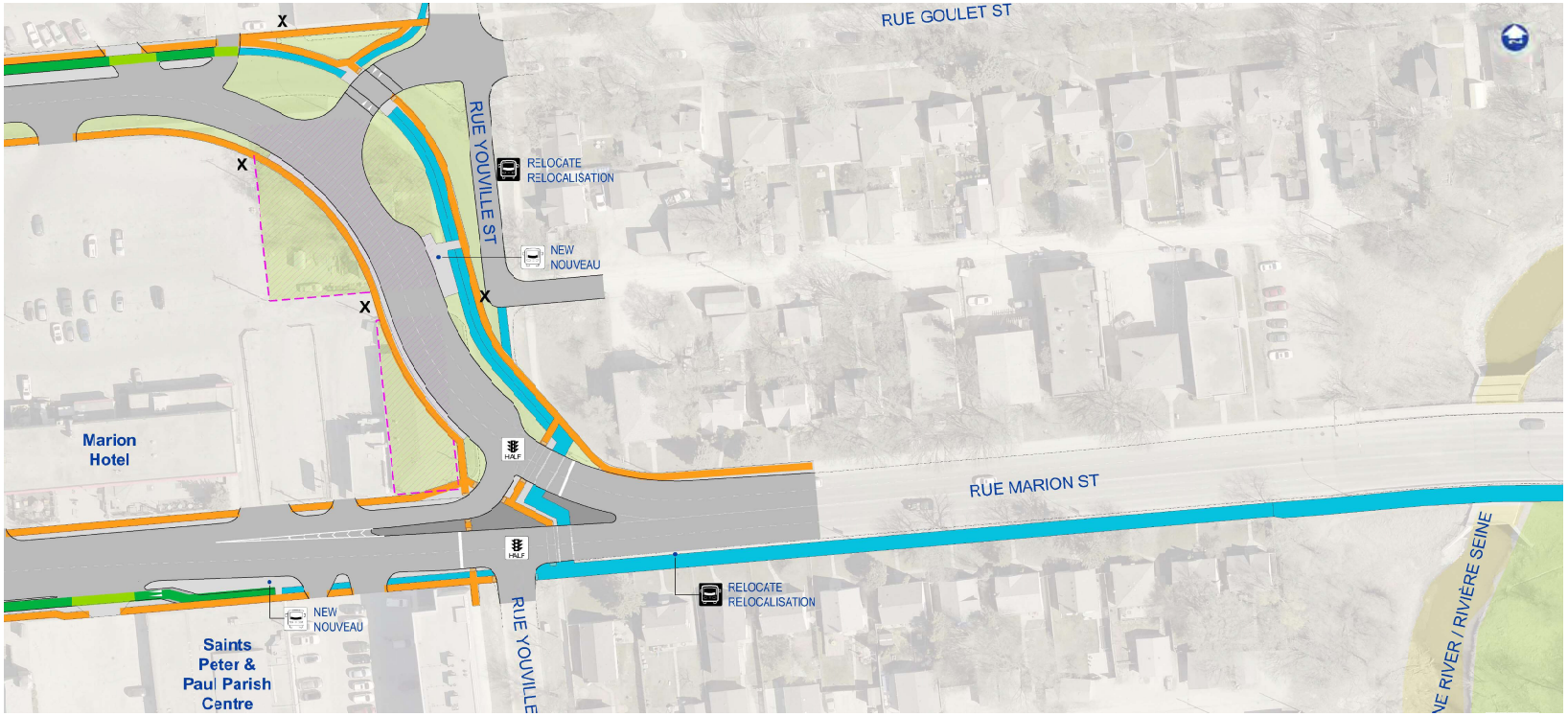
Ce que nous avons entendu

- La majorité des cyclistes ont indiqué que les améliorations aux rues Youville et Marion avec des bandes cyclables bidirectionnelles représentent la solution qui leur permettrait de se sentir le plus en sécurité
- L'amélioration de la visibilité, de la sécurité et de l'accessibilité pour les piétons contribuerait à rendre l'environnement plus agréable
- Les résidents et les visiteurs ont indiqué que la configuration actuelle de la courbe de la rue Youville entraîne des conditions dangereuses et une mauvaise visibilité
- L'infrastructure de transport en commun a besoin d'améliorations

Comment cela a été pris en considération

- Ajout de bandes cyclables bidirectionnelles et amélioration des trottoirs pour permettre aux cyclistes de traverser le quartier du nord au sud
- Le passage pour piétons existant a été remplacé par un feu piétonnier unidirectionnel avec des lignes de visibilité améliorées pour renforcer la sécurité
- Réalignement de la courbe de la rue Youville afin d'améliorer les lignes de visibilité pour tous les modes de transport, et suppression de l'accès à la ruelle pour accroître la sécurité
- Plateformes d'embarquement pour le transport en commun installées à l'écart des voies de circulation pour accroître la sécurité

Proposed design | Conception proposée



LEGEND | LÉGENDE:

- PROPOSED ROADWAYS & ISLANDS / CHAUSSÉES ET ÎLOTS PROPOSÉS
- PROPOSED CURB / BORDURE DE TROTTOIR PROPOSÉE
- PROPOSED MULTI-USE PATH / PISTE POLYVALENTE PROPOSÉE
- PROPOSED SIDEWALK / TROTTOIR PROPOSÉ
- PROPOSED BIKE LANE / BANDE CYCLABLE PROPOSÉE
- PROPERTY REQUIRED / TERRAIN REQUIS
- NEW / NOUVEAU — PROPOSED TRANSIT STOP / ARRÊT D'AUTOBUS PROPOSÉ
- HALF — PROPOSED HALF SIGNAL / CARREFOUR À FEU SUR DEUX SENS PROPOSÉ
- EXISTING CURB / BORDURE DE TROTTOIR EXISTANTE
- EXISTING TRANSIT STOP / ARRÊT D'AUTOBUS EXISTANT
- X — CLOSED APPROACH / VOIE D'ACCÈS FERMÉE

Share your thoughts | Dites-nous ce que vous en pensez

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Improvements to Archibald intersection & Happyland Park
Améliorations à l'intersection de la rue Archibald et au parc Happyland

What we heard

- There are a lack of safe connections from Archibald Street to other portions of the Marion corridor, most would prefer that cyclists have space off the road
- Happyland Park users want to see a buffer between the multi-use path and the road
- Motorists want lanes on Archibald Street widened and turning lanes formalized to help improve their commute
- Transit infrastructure needs improvement

How it was considered

- Added multi-use path connections from the Seine River through Happyland Park, and along Marion Street and Archibald Street
- Added a fence and more trees to separate Happyland Park from Marion Street
- Added medians along Marion Street and Archibald Street for access management, and added traffic lanes along Archibald Street
- Relocated transit stops to consider transfer points and access

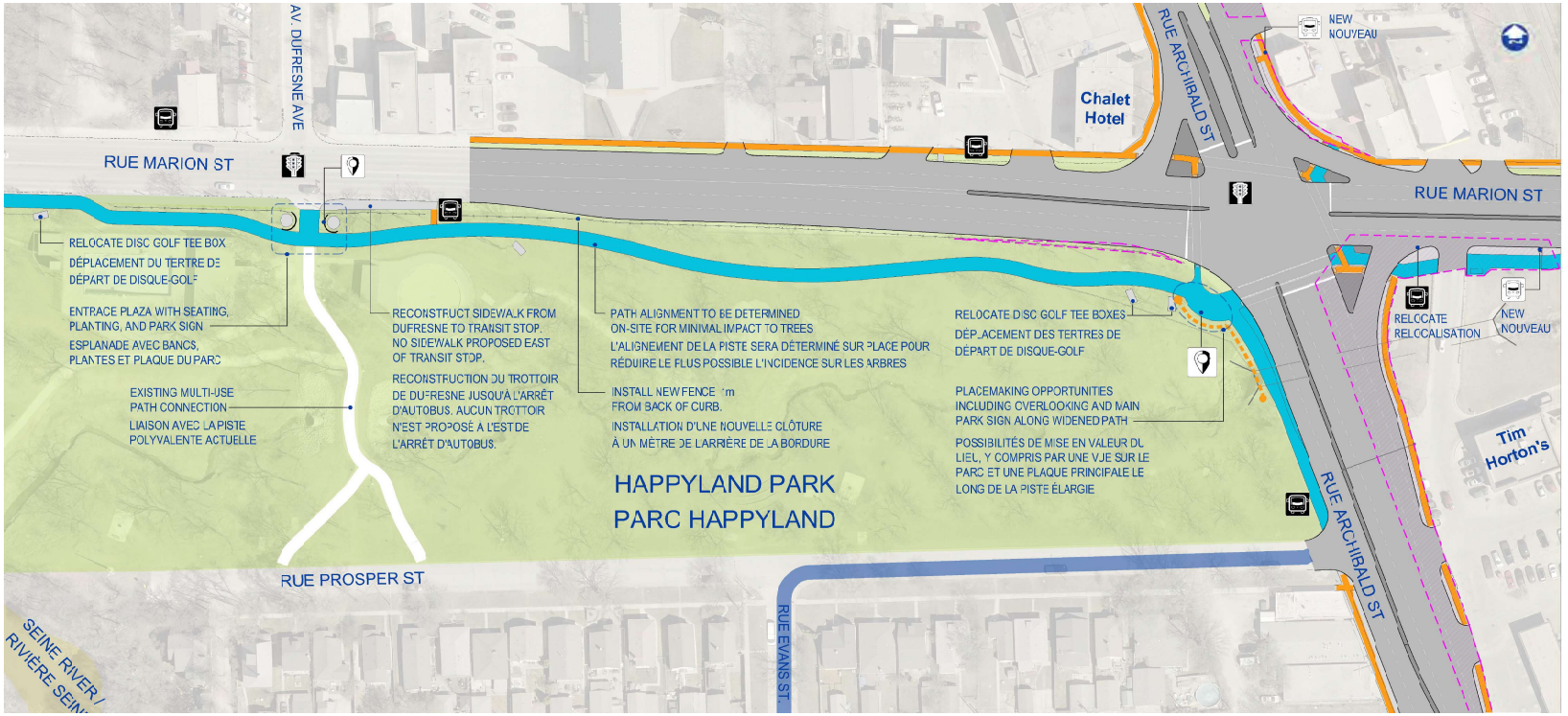
Ce que nous avons entendu

- Il y a un manque de connexions sûres entre la rue Archibald et les autres parties du corridor Marion; la majorité préférerait que les cyclistes aient un espace à l'écart de la rue
- Les utilisateurs du parc Happyland souhaitent qu'une zone tampon soit aménagée entre la piste polyvalente et la rue
- Les automobilistes souhaitent que les voies de la rue Archibald soient élargies et que les virages soient reconfigurés de manière à améliorer leurs déplacements
- L'infrastructure de transport en commun a besoin d'améliorations

Comment cela a été pris en considération

- Ajout d'une piste polyvalente reliant la rivière Seine au parc Happyland, à la rue Marion et à la rue Archibald
- Ajout d'une clôture et d'arbres supplémentaires pour séparer le parc Happyland de la rue Marion
- Ajout de terre-pleins centraux le long des rues Marion et Archibald pour la gestion de l'accès, et ajout de voies de circulation le long de la rue Archibald
- Déplacement des arrêts d'autobus pour tenir compte des points de correspondance et de l'accès

Proposed design | Conception proposée



LEGEND | LÉGENDE:

- PROPOSED ROADWAYS & ISLANDS / CHAUSSÉES ET ÎLOTS PROPOSÉS
- PROPOSED CURB / BORDURE DE TROTTOIR PROPOSÉE
- PROPOSED MULTI-USE PATH / PISTE POLYVALENTE PROPOSÉE
- PROPOSED SIDEWALK / TROTTOIR PROPOSÉ
- PROPOSED BIKE LANE / BANDE CYCLABLE PROPOSÉE
- PROPOSED NEIGHBOURHOOD GREENWAY / COULOIR VERT DE QUARTIER PROPOSÉ
- NEW NOUVEAU — PROPOSED TRANSIT STOP / ARRÊT D'AUTOBUS PROPOSÉ
- PROPOSED PLACEMAKING / AMÉNAGEMENT PROPOSÉ
- EXISTING TRANSIT STOP / ARRÊT D'AUTOBUS EXISTANT
- EXISTING SIGNALIZED INTERSECTION / CARREFOUR À FEUX EXISTANT
- PROPERTY REQUIRED / TERRAIN REQUIS

Share your thoughts | Dites-nous ce que vous en pensez

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Improvements to Panet & Dawson
Améliorations aux chemins Panet et Dawson

Improvements

These solutions - first shown in Phase 2 - are based on engineering best practices and traffic analysis.

Added multi-use path on south side of Marion Street with connection to future path along Panet Road

Added traffic lanes to improve traffic capacity and added medians along Marion Street to improve access management

Improved access to transit stops

Améliorations

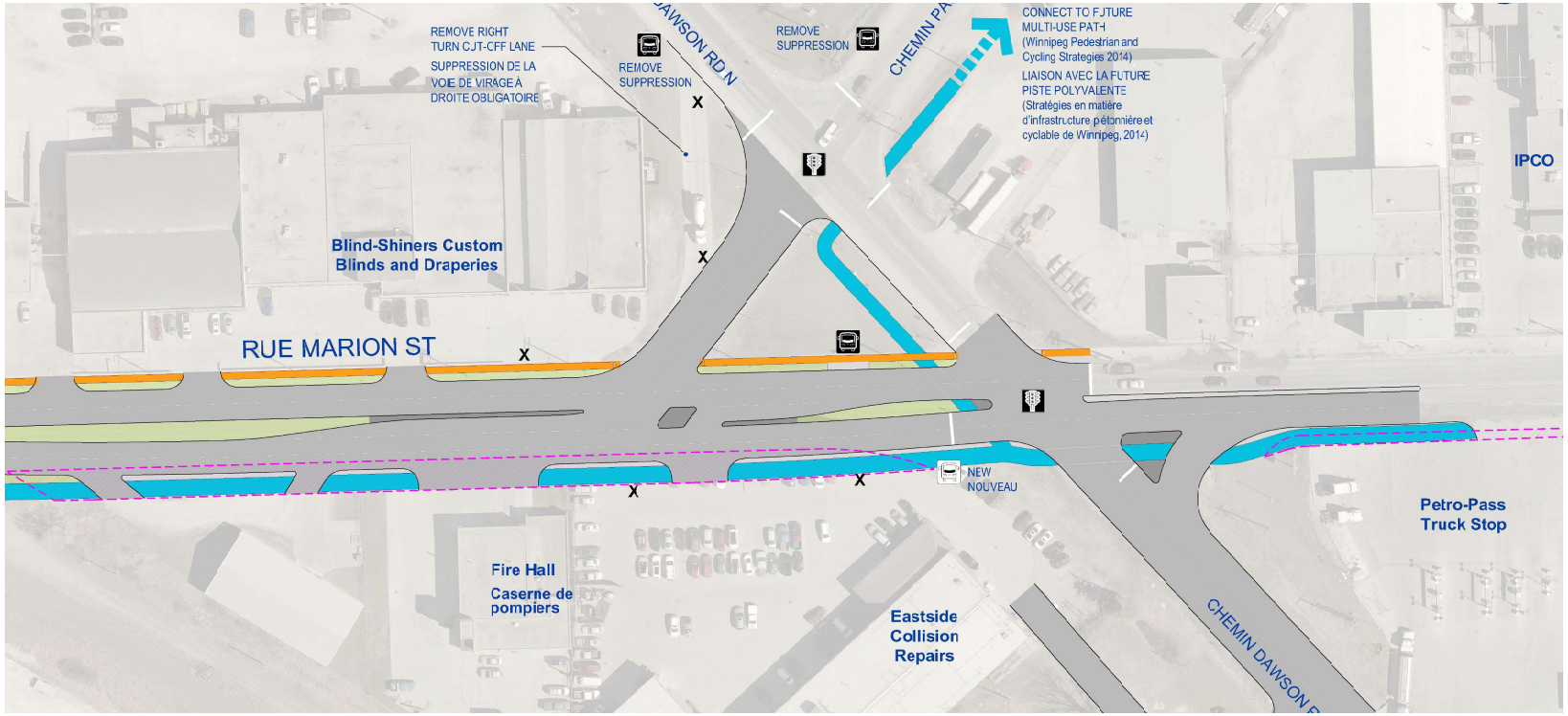
Ces solutions – présentées pour la première fois dans le cadre de la phase 2 – sont basées sur les meilleures pratiques d'ingénierie et l'analyse de la circulation.

Ajout d'une piste polyvalente sur le côté sud de la rue Marion avec un raccordement au futur sentier le long du chemin Panet

Ajout de voies de circulation pour augmenter la capacité de circulation et ajout de terre-pleins centraux le long de la rue Marion pour améliorer la gestion des accès

Accès amélioré aux arrêts d'autobus

Proposed design | Conception proposée



LEGEND | LÉGENDE:

- PROPOSED ROADWAYS & ISLANDS / CHAUSSÉES ET ÎLOTS PROPOSÉS
- PROPOSED CURB / BORDURE DE TROTTOIR PROPOSÉE
- PROPOSED MULTI-USE PATH / PISTE POLYVALENTE PROPOSÉE
- NEW / NOUVEAU — PROPOSED TRANSIT STOP / ARRÊT D'AUTOBUS PROPOSÉ
- EXISTING TRANSIT STOP / ARRÊT D'AUTOBUS EXISTANT
- EXISTING SIGNALIZED INTERSECTION / CARREFOUR À FEUX EXISTANT
- PROPERTY REQUIRED / TERRAIN REQUIS
- X — CLOSED APPROACH / VOIE D'ACCÈS FERMÉE
- POSSIBLE ADDITION OF MULTI-USE PATH / POSSIBILITÉ D'AJOUTER UNE PISTE POLYVALENTE

Share your thoughts | Dites-nous ce que vous en pensez

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Improvements to Lagimodière
Améliorations au boulevard Lagimodière

Improvements

These solutions - first shown in Phase 2 - are based on engineering best practices and traffic analysis.

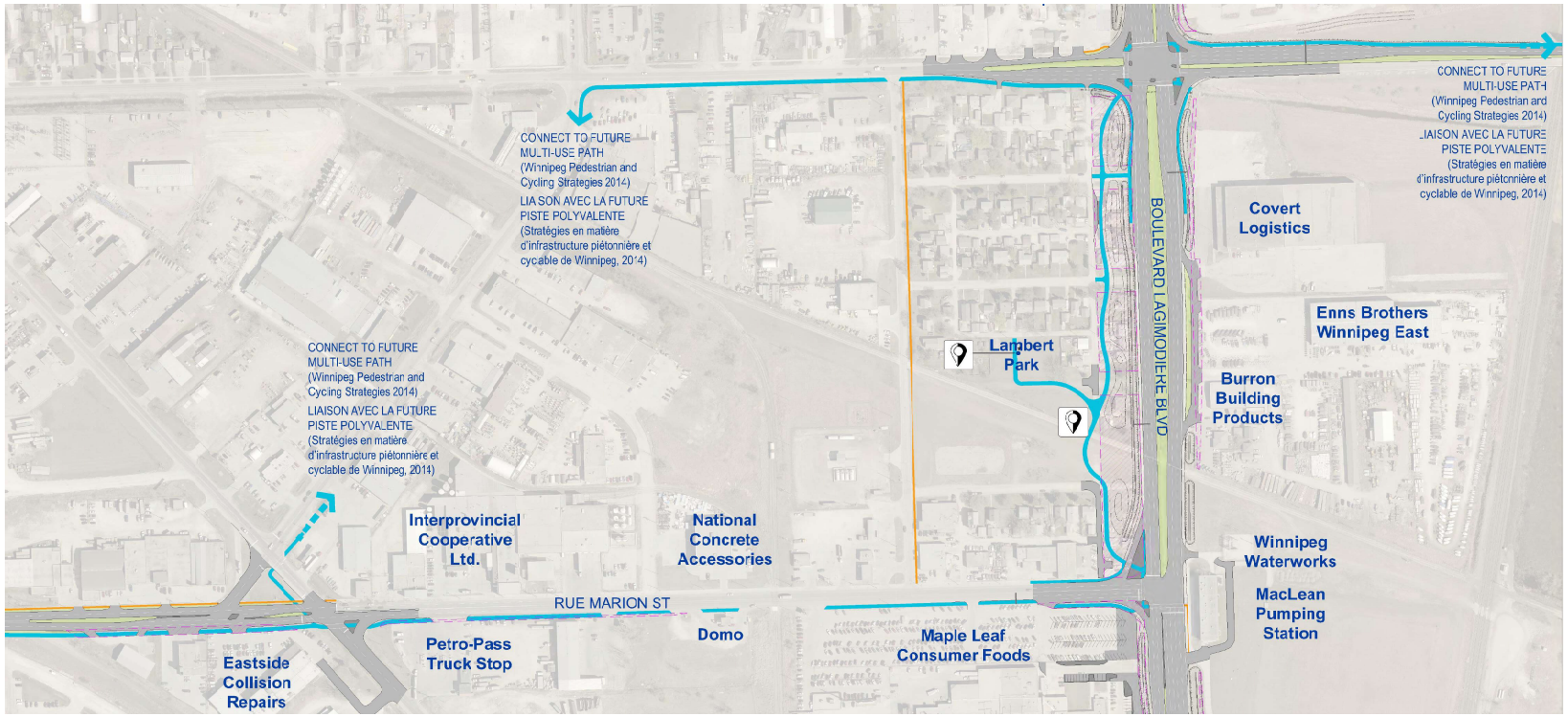
- Added multi-use path on the west side of Lagimodière Boulevard, along the south side of MarionStreet connecting Panet/Dawson Road to Lagimodière Boulevard, and a multi-use path connection to future infrastructure over the Dugald overpass
- Relocated transit stops to consider transfer points and added transit bays to improve safety
- Added a sidewalk along the east side of Holden Street
- Added traffic lanes to improve traffic capacity

Améliorations

Ces solutions – présentées pour la première fois dans le cadre de la phase 2 – sont basées sur les meilleures pratiques d'ingénierie et l'analyse de la circulation.

- Ajout d'une piste polyvalente du côté ouest du boulevard Lagimodière, du côté sud de la rue Marion reliant le chemin Panet/Dawson au boulevard Lagimodière, et d'une piste polyvalente reliée à la future infrastructure sur le viaduc Dugald
- Déplacement des arrêts d'autobus pour tenir compte des points de correspondance et ajout de plateformes d'embarquement pour le transport en commun afin d'accroître la sécurité
- Ajout d'un trottoir le long du côté est de la rue Holden
- Ajout de voies de circulation pour augmenter la capacité de circulation

Proposed design | Conception proposée



LEGEND | LÉGENDE:

- PROPOSED ROADWAYS & ISLANDS / CHAUSSÉES ET ÎLOTS PROPOSÉS
- PROPOSED CURB / BORDURE DE TROTTOIR PROPOSÉE
- PROPOSED MULTI-USE PATH / PISTE POLYVALENTE PROPOSÉE
- PROPOSED SIDEWALK / TROTTOIR PROPOSÉ
- PROPOSED PLACEMAKING / AMÉNAGEMENT PROPOSÉ
- PROPOSED NOISE BERM / MUR ANTIBRUIT PROPOSÉ
- EXISTING CURB / BORDURE DE TROTTOIR EXISTANTE
- POSSIBLE ADDITION OF MULTI-USE PATH / POSSIBILITÉ D'AJOUTER UNE PISTE POLYVALENTE
- PROPERTY REQUIRED / TERRAIN REQUIS

Share your thoughts | Dites-nous ce que vous en pensez

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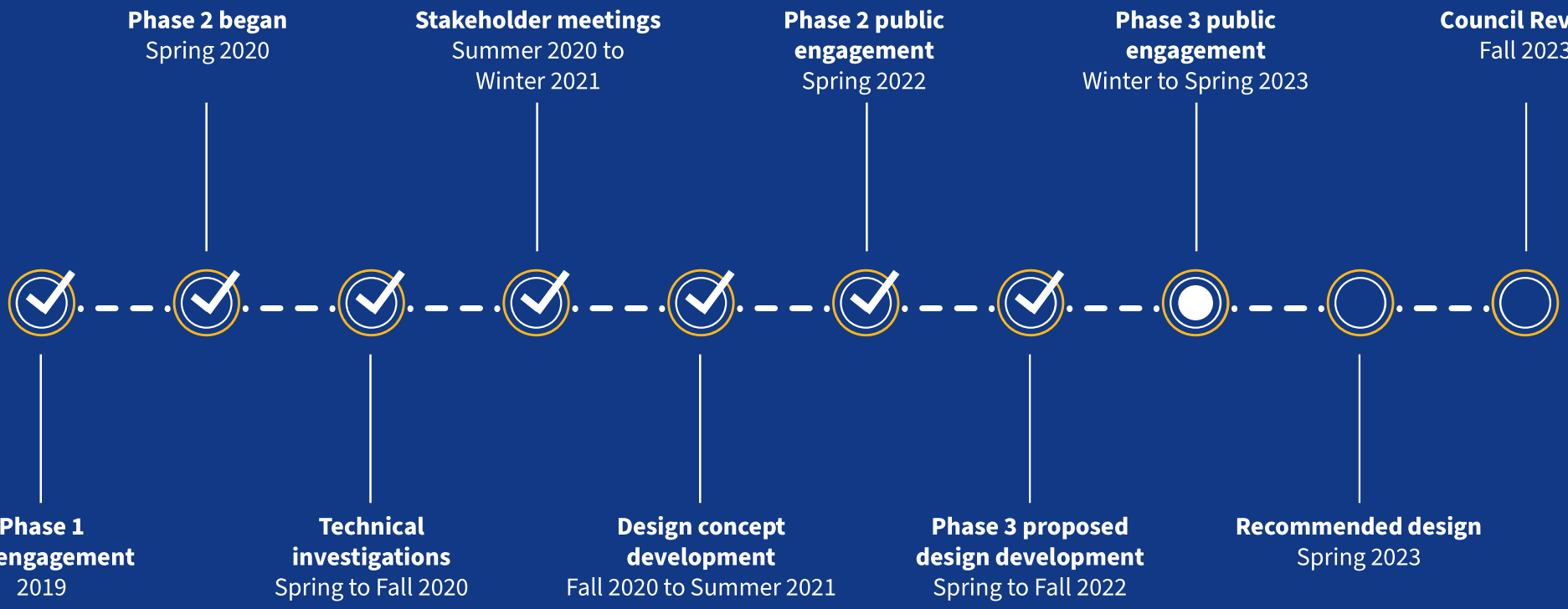
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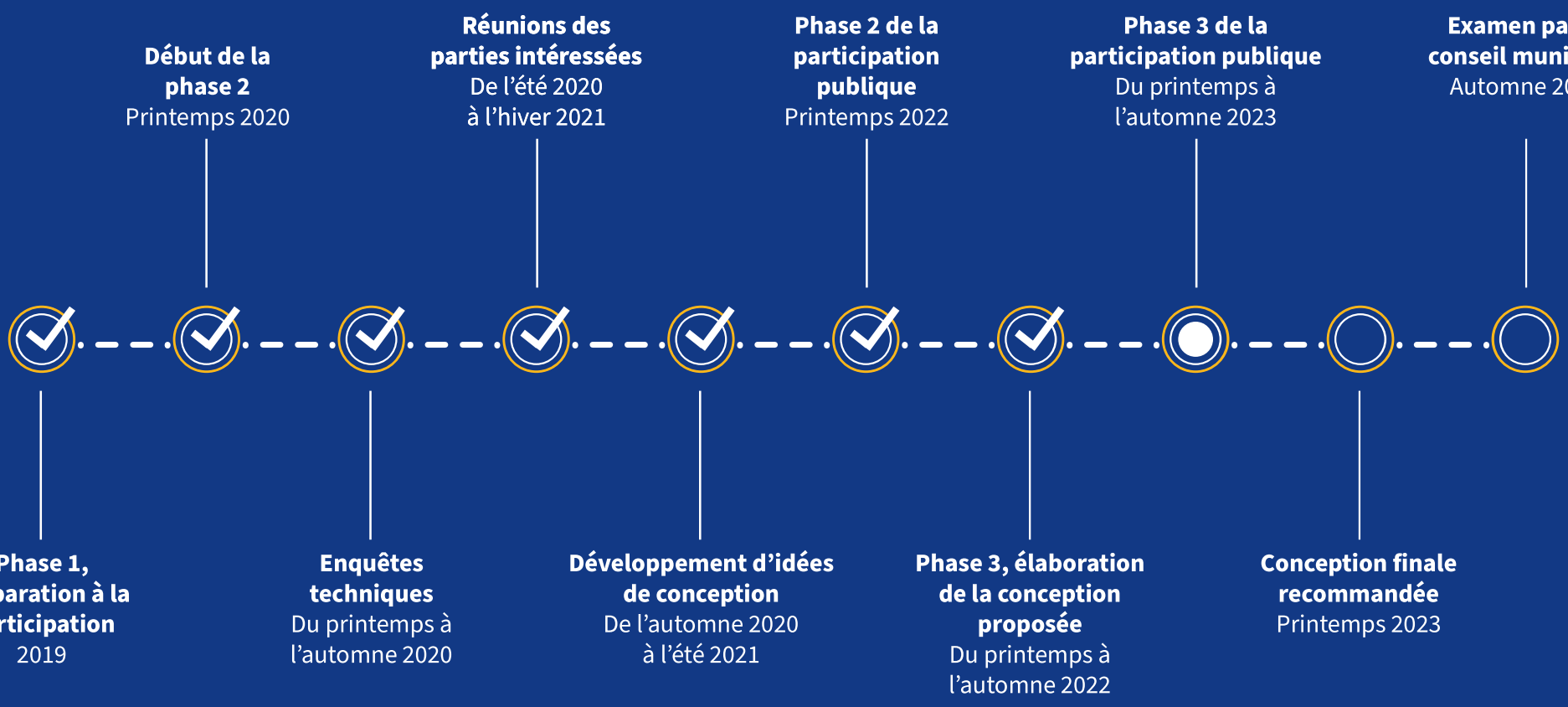
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Project timeline



Échéancier du projet



Stay engaged
Participez

Visit the project website
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Questions?
204-944-9907

Contact the project team
marion@winnipeg.ca

Take the online survey
winnipeg.ca/movingonmarion

Subscribe for project updates
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Thank you for attending the Moving on Marion Street open house and participating in today's conversation.

Visitez le site Web du projet
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Des questions?
204-944-9907

Communiquez avec l'équipe du projet
marion@winnipeg.ca

Répondez au sondage en ligne
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Abonnez-vous pour recevoir les mises à jour du projet
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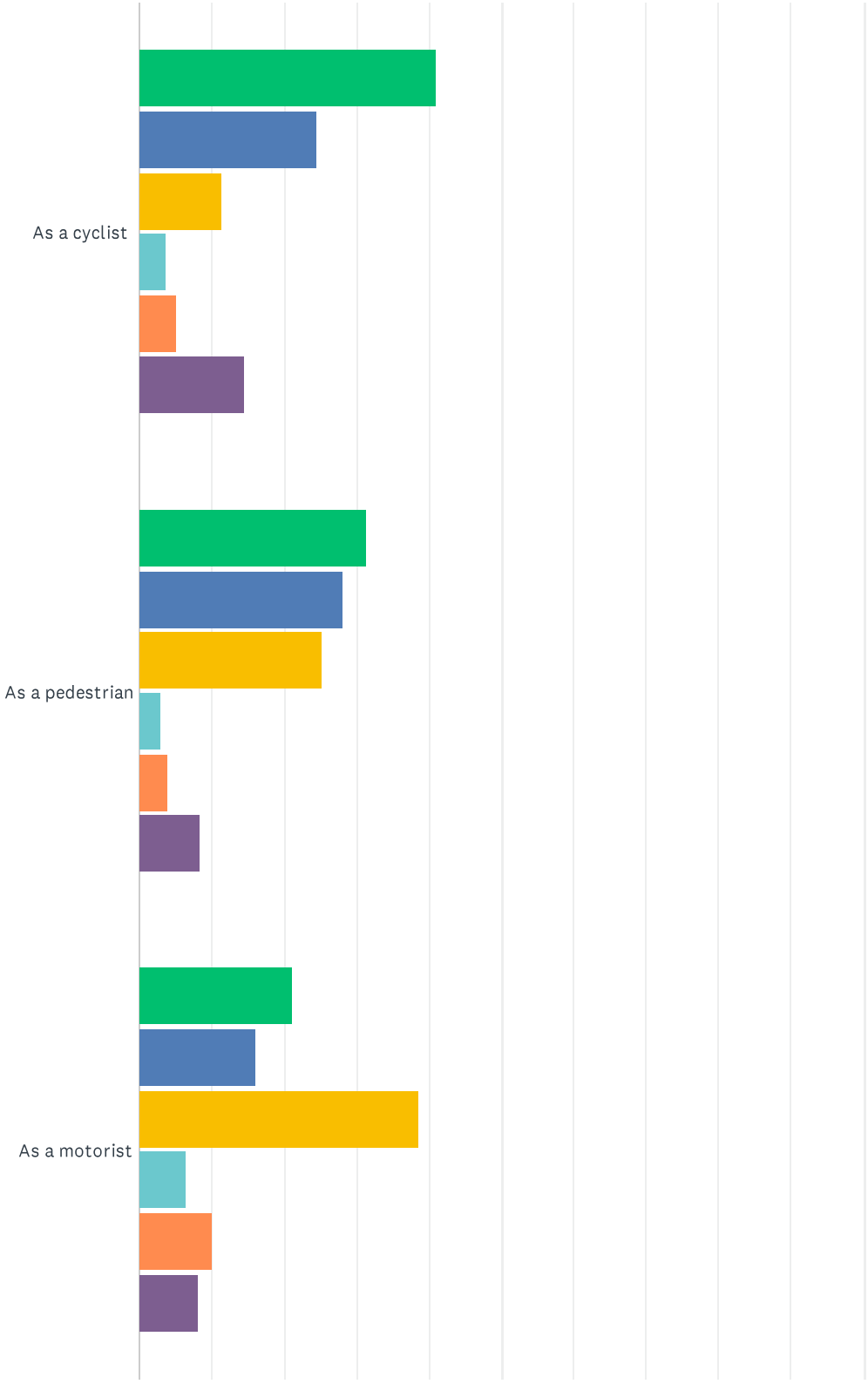
Merci d'avoir assisté à l'événement portes ouvertes du projet Mobilité sur Marion et d'avoir participé à la conversation d'aujourd'hui.

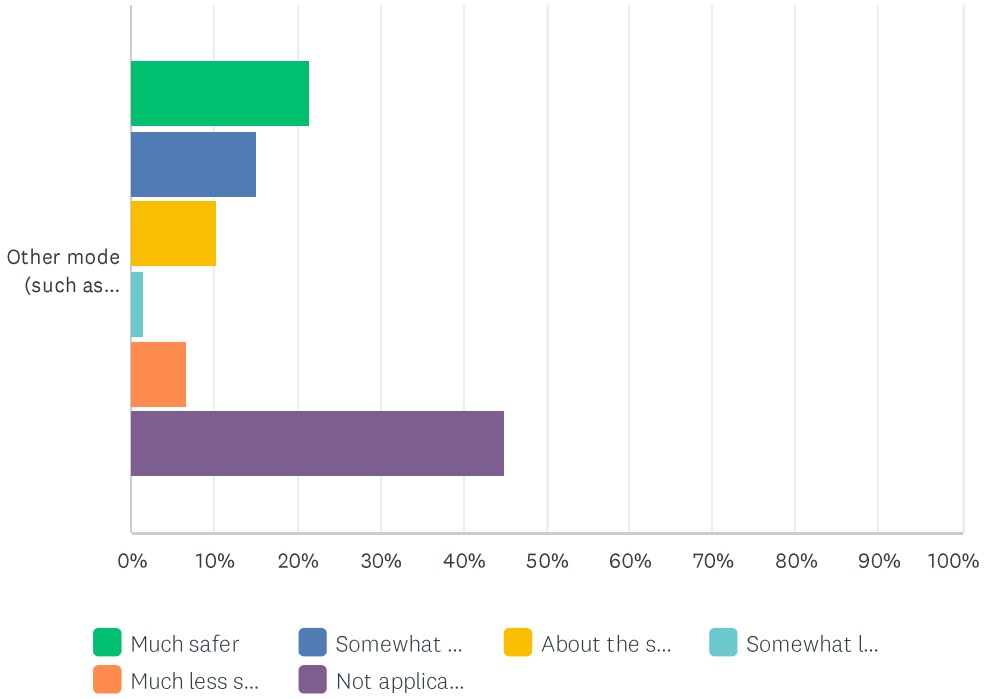
Appendix B – Online survey results

Please note: the views expressed in the verbatim survey comments are those of residents and are not those of the City of Winnipeg. The City of Winnipeg reviews comments to analyze and remove comments that are inconsistent with our moderation policy.

Q1 How would the proposed design make you feel travelling through the Marion-Goulet couplet:

Answered: 482 Skipped: 0

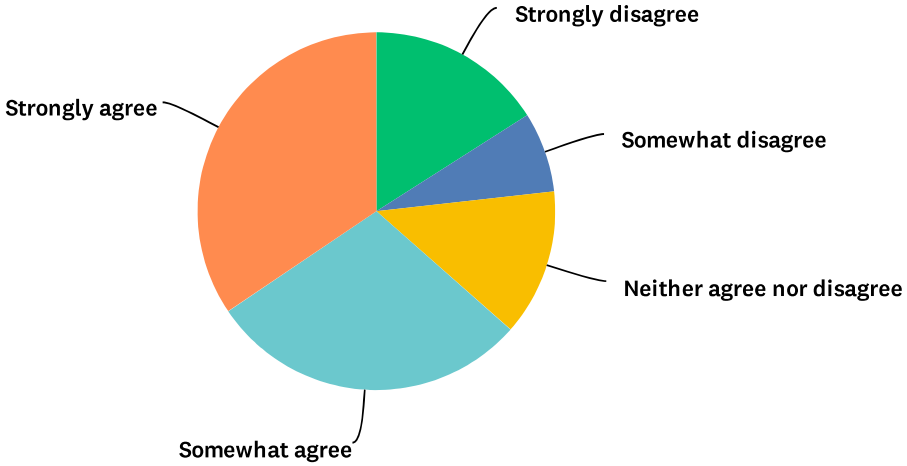




	MUCH SAFER	SOMEWHAT SAFER	ABOUT THE SAME	SOMEWHAT LESS SAFE	MUCH LESS SAFE	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
As a cyclist	40.94% 192	24.52% 115	11.30% 53	3.62% 17	5.12% 24	14.50% 68	469	1.92
As a pedestrian	31.41% 147	28.21% 132	25.21% 118	2.99% 14	3.85% 18	8.33% 39	468	2.12
As a motorist	21.05% 100	16.00% 76	38.53% 183	6.32% 30	10.11% 48	8.00% 38	475	2.66
Other mode (such as two-wheel scooter, skateboard, rollerblade/skate)	21.56% 97	15.11% 68	10.22% 46	1.56% 7	6.67% 30	44.89% 202	450	2.21

Q2 Choose the option that best captures how you feel about the following statement: The proposed design will improve neighbourhood vibrance and livability along the Marion-Goulet couplet. As a reminder, livability looks at how a neighbourhood's physical environment contributes to quality of life. Physical environment includes things like geographic layout, road conditions, speeds, and amenities.

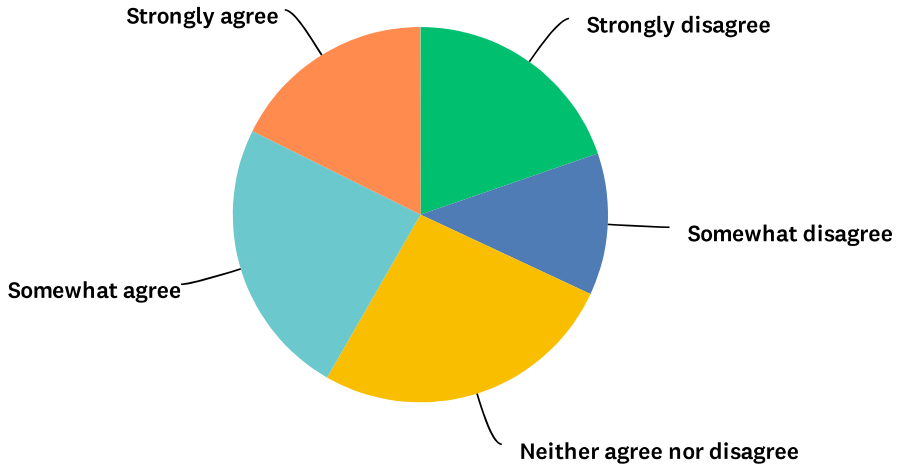
Answered: 482 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly disagree	15.98%	77
Somewhat disagree	7.26%	35
Neither agree nor disagree	13.28%	64
Somewhat agree	29.05%	140
Strongly agree	34.44%	166
TOTAL		482

Q3 Choose the option that best captures how you feel about the following statement: The proposed design will improve traffic flow.

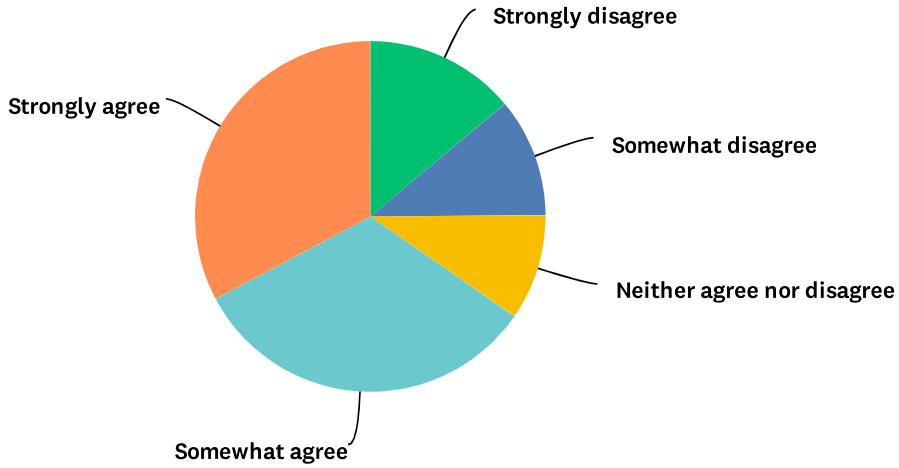
Answered: 482 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly disagree	19.71%	95
Somewhat disagree	12.24%	59
Neither agree nor disagree	26.35%	127
Somewhat agree	24.07%	116
Strongly agree	17.63%	85
TOTAL		482

Q4 Choose the option that best captures how you feel about the following statement: The proposed design will accommodate all modes of travel.

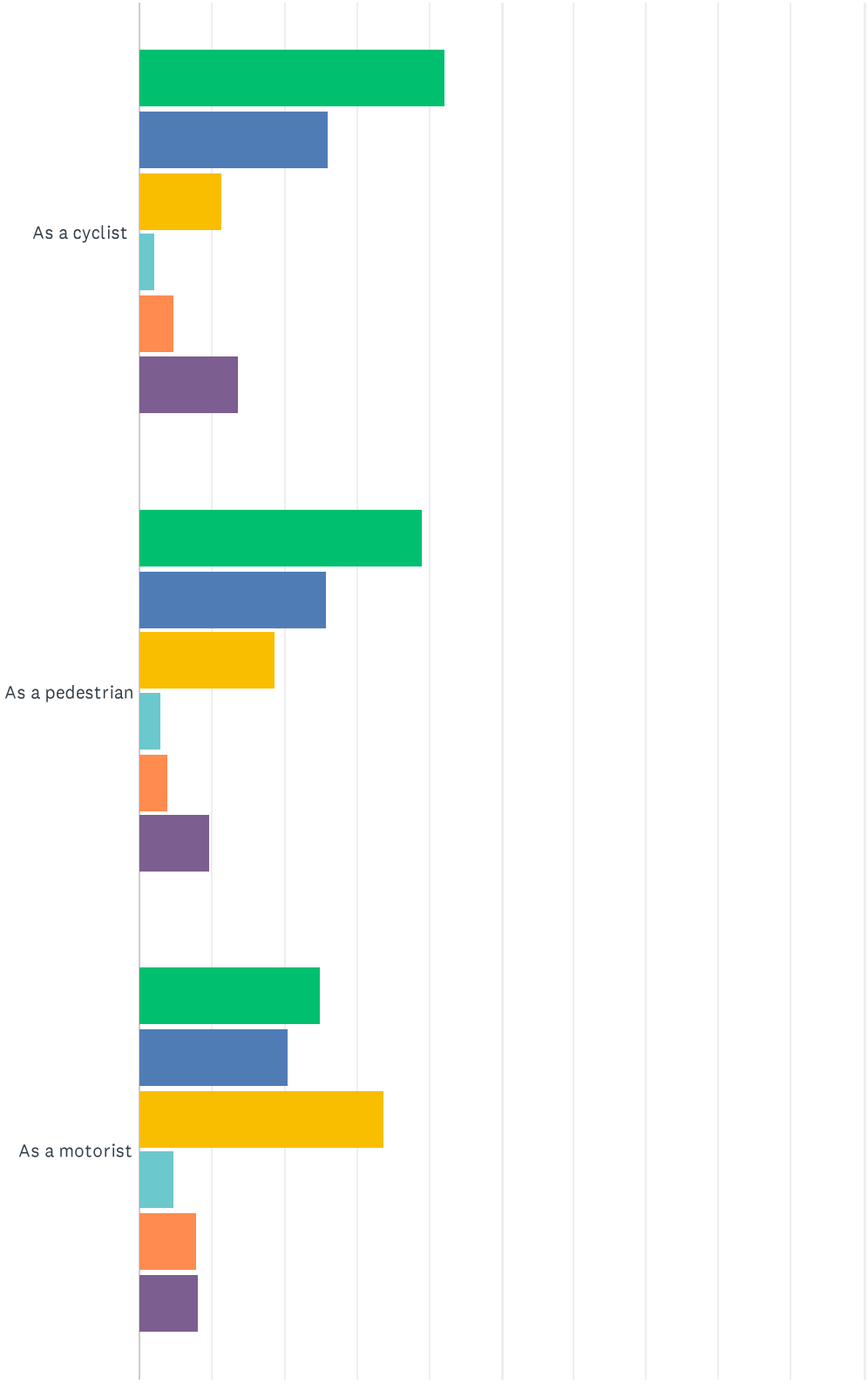
Answered: 482 Skipped: 0

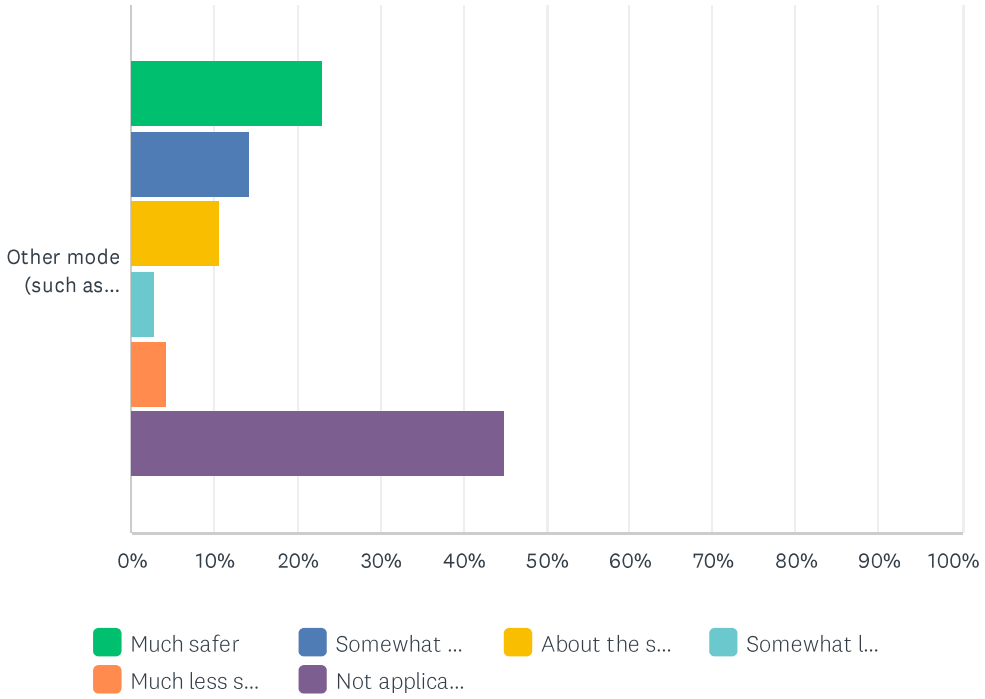


ANSWER CHOICES	RESPONSES	
Strongly disagree	13.90%	67
Somewhat disagree	11.00%	53
Neither agree nor disagree	9.75%	47
Somewhat agree	32.57%	157
Strongly agree	32.78%	158
TOTAL		482

Q5 How would this proposed design make you feel when travelling through the Youville-Marion-Goulet intersection:

Answered: 460 Skipped: 22

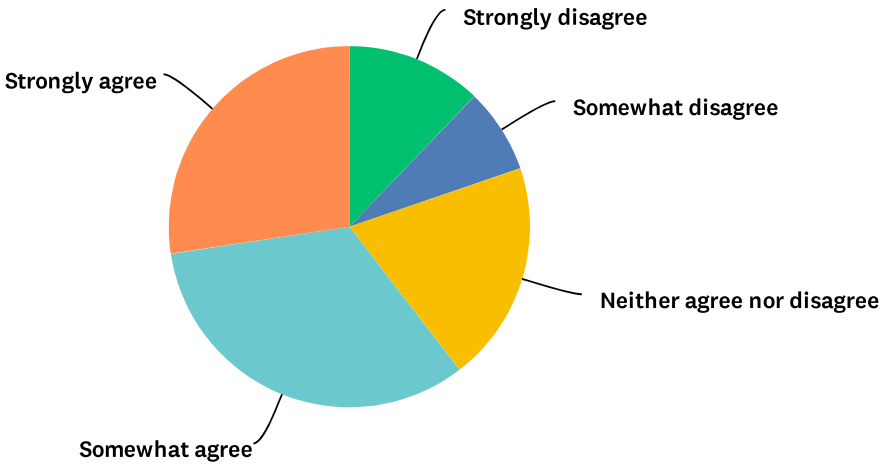




	MUCH SAFER	SOMEWHAT SAFER	ABOUT THE SAME	SOMEWHAT LESS SAFE	MUCH LESS SAFE	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
As a cyclist	42.22% 190	26.00% 117	11.33% 51	2.22% 10	4.67% 21	13.56% 61	450	1.86
As a pedestrian	39.07% 177	25.83% 117	18.76% 85	3.09% 14	3.75% 17	9.49% 43	453	1.97
As a motorist	25.00% 113	20.58% 93	33.63% 152	4.65% 21	7.96% 36	8.19% 37	452	2.46
Other mode (such as two-wheel scooter, skateboard, rollerblade/skate)	23.08% 99	14.22% 61	10.72% 46	2.80% 12	4.20% 18	44.99% 193	429	2.11

Q6 Choose the option that best captures how you feel about the following statement: The proposed design will improve neighbourhood vibrance and livability along the Youville-Marion-Goulet intersection.

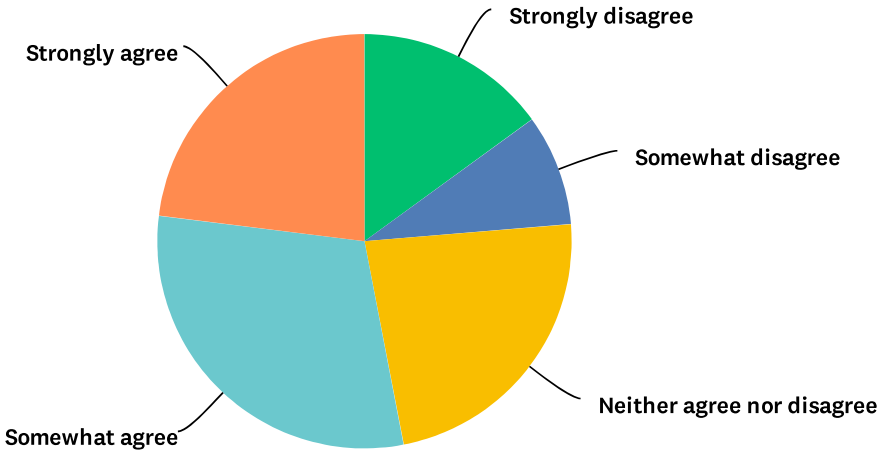
Answered: 460 Skipped: 22



ANSWER CHOICES	RESPONSES	
Strongly disagree	12.17%	56
Somewhat disagree	7.61%	35
Neither agree nor disagree	19.78%	91
Somewhat agree	33.04%	152
Strongly agree	27.39%	126
TOTAL		460

Q7 Choose the option that best captures how you feel about the following statement: The proposed design will improve traffic flow.

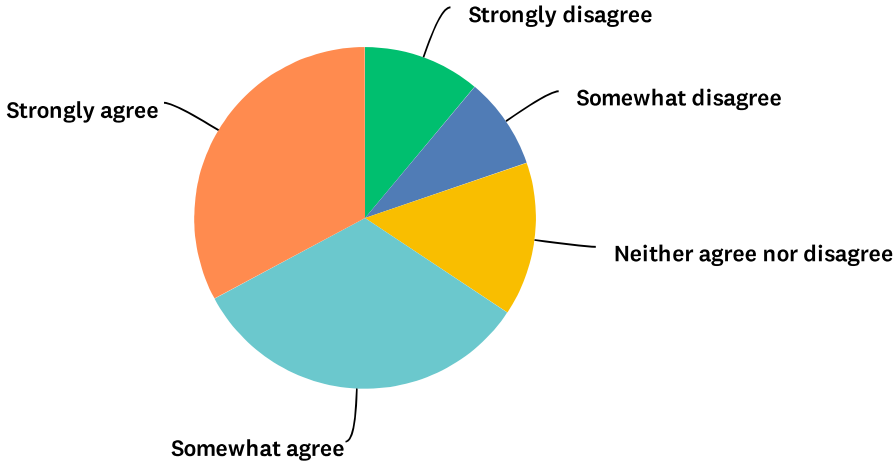
Answered: 460 Skipped: 22



ANSWER CHOICES	RESPONSES	
Strongly disagree	15.00%	69
Somewhat disagree	8.70%	40
Neither agree nor disagree	23.26%	107
Somewhat agree	30.00%	138
Strongly agree	23.04%	106
TOTAL		460

Q8 Choose the option that best captures how you feel about the following statement: The proposed design will accommodate all modes of travel.

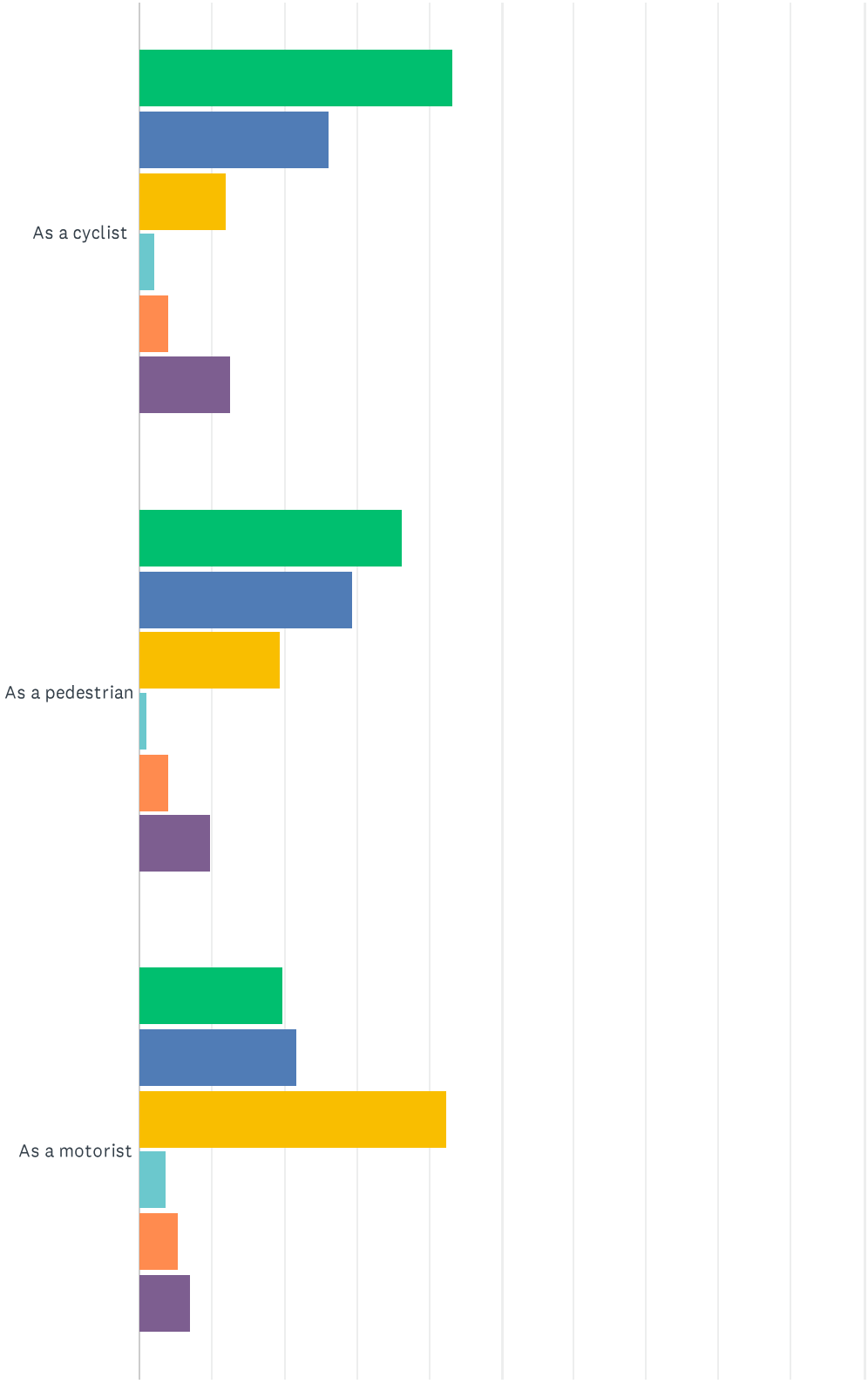
Answered: 460 Skipped: 22

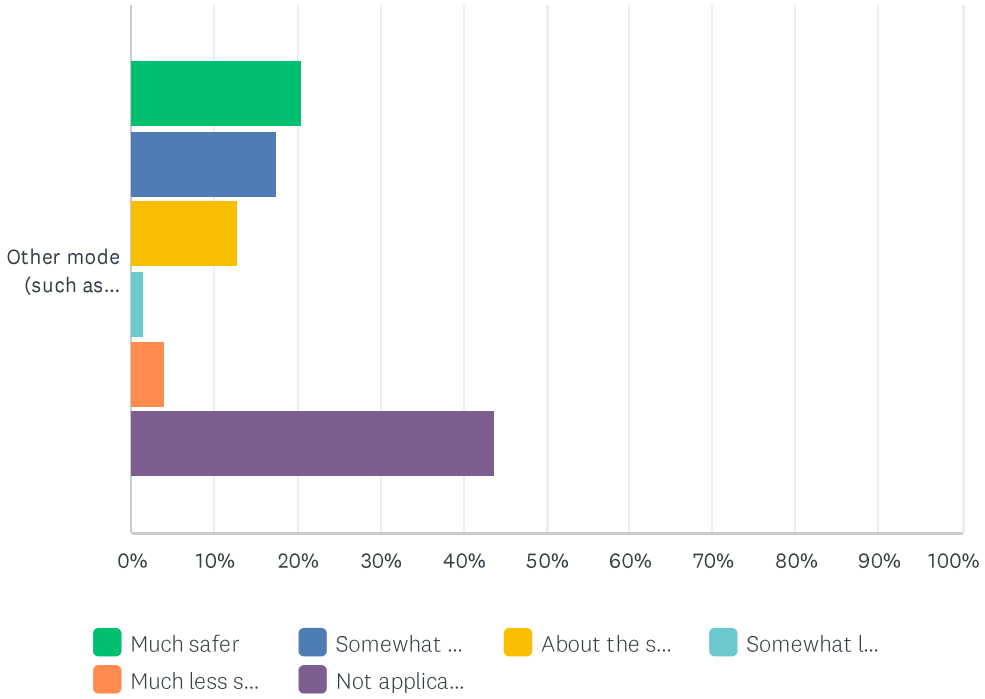


ANSWER CHOICES	RESPONSES	
Strongly disagree	11.09%	51
Somewhat disagree	8.70%	40
Neither agree nor disagree	14.57%	67
Somewhat agree	32.83%	151
Strongly agree	32.83%	151
TOTAL		460

Q9 How would this proposed design make you feel when travelling through the Archibald intersection and Happyland Park:

Answered: 448 Skipped: 34

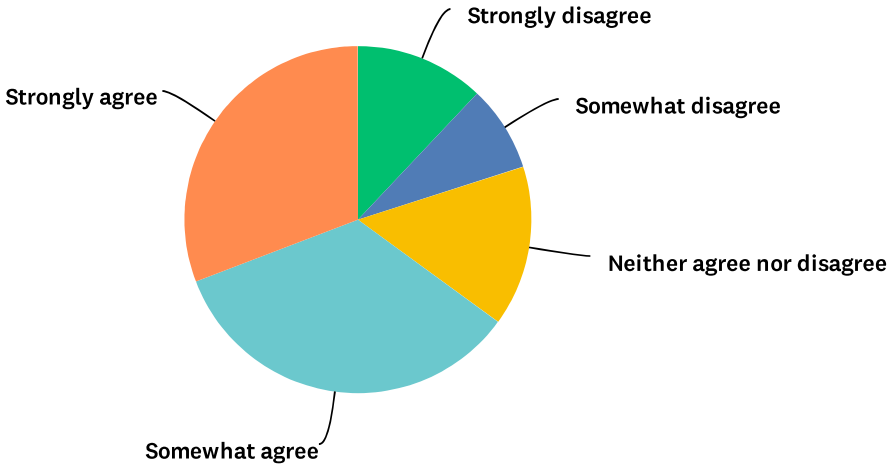




	MUCH SAFER	SOMEWHAT SAFER	ABOUT THE SAME	SOMEWHAT LESS SAFE	MUCH LESS SAFE	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
As a cyclist	43.28% 190	26.20% 115	11.85% 52	2.05% 9	4.10% 18	12.53% 55	439	1.83
As a pedestrian	36.22% 159	29.38% 129	19.36% 85	1.14% 5	4.10% 18	9.79% 43	439	1.97
As a motorist	19.86% 88	21.67% 96	42.44% 188	3.61% 16	5.42% 24	7.00% 31	443	2.50
Other mode (such as two-wheel scooter, skateboard, rollerblade/skate)	20.43% 85	17.55% 73	12.74% 53	1.44% 6	4.09% 17	43.75% 182	416	2.13

Q10 Choose the option that best captures how you feel about the following statement: The proposed design will improve neighbourhood vibrance and livability along the Archibald intersection and Happyland Park.

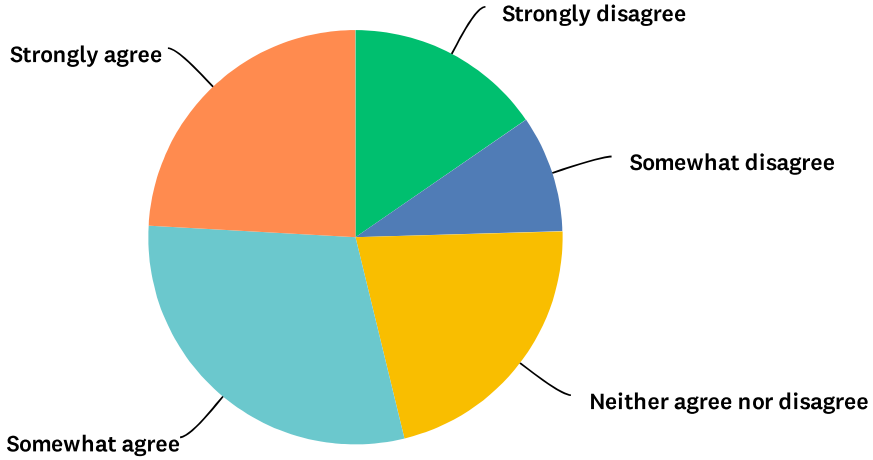
Answered: 448 Skipped: 34



ANSWER CHOICES	RESPONSES	
Strongly disagree	12.05%	54
Somewhat disagree	8.04%	36
Neither agree nor disagree	14.96%	67
Somewhat agree	34.15%	153
Strongly agree	30.80%	138
TOTAL		448

Q11 Choose the option that best captures how you feel about the following statement: The proposed design will improve traffic flow.

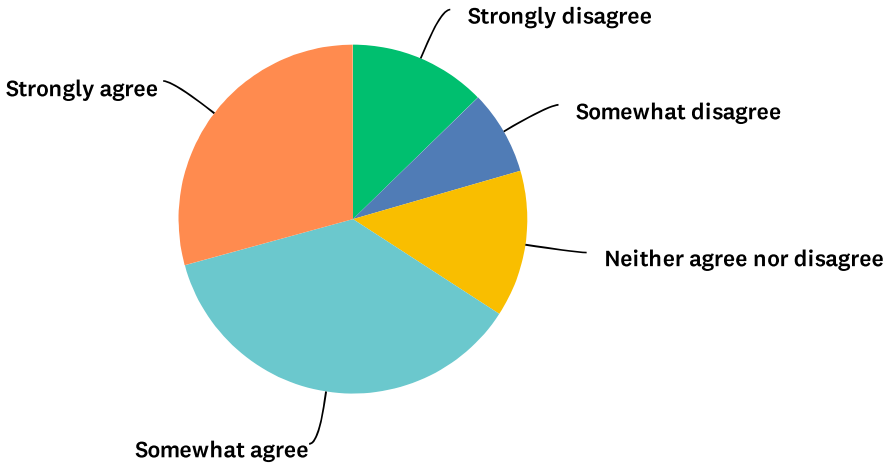
Answered: 448 Skipped: 34



ANSWER CHOICES	RESPONSES	
Strongly disagree	15.40%	69
Somewhat disagree	9.15%	41
Neither agree nor disagree	21.65%	97
Somewhat agree	29.69%	133
Strongly agree	24.11%	108
TOTAL		448

Q12 Choose the option that best captures how you feel about the following statement: The proposed design will accommodate all modes of travel.

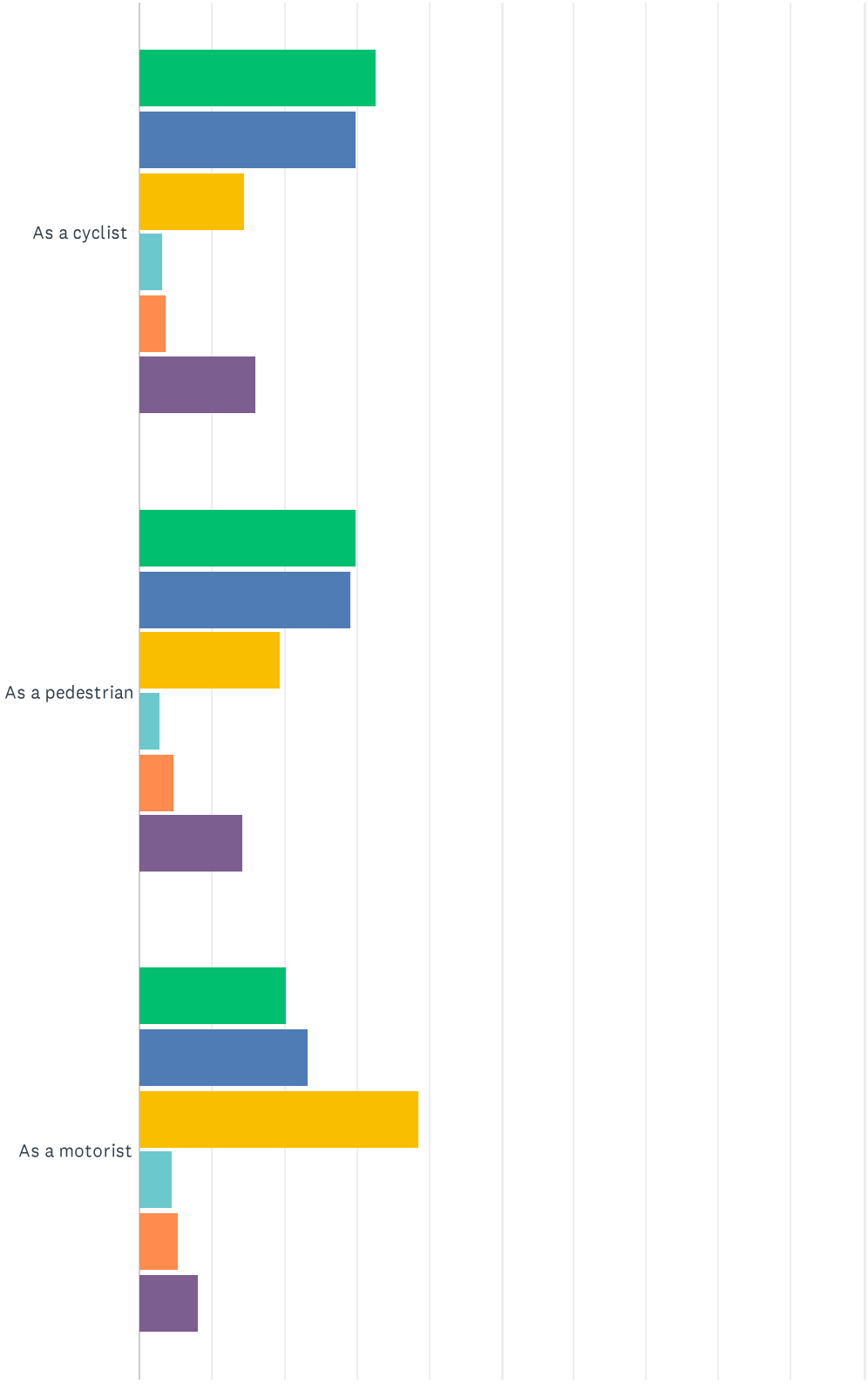
Answered: 448 Skipped: 34

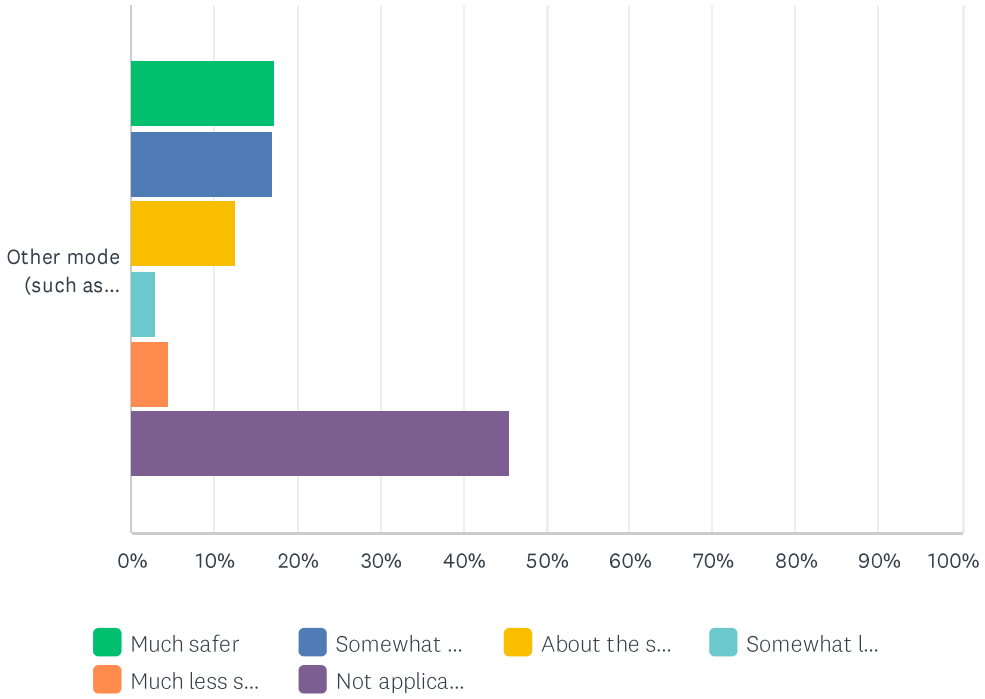


ANSWER CHOICES	RESPONSES	
Strongly disagree	12.72%	57
Somewhat disagree	7.81%	35
Neither agree nor disagree	13.62%	61
Somewhat agree	36.61%	164
Strongly agree	29.24%	131
TOTAL		448

Q13 How would this proposed design make you feel when travelling through the Panet-Dawson intersection:

Answered: 437 Skipped: 45

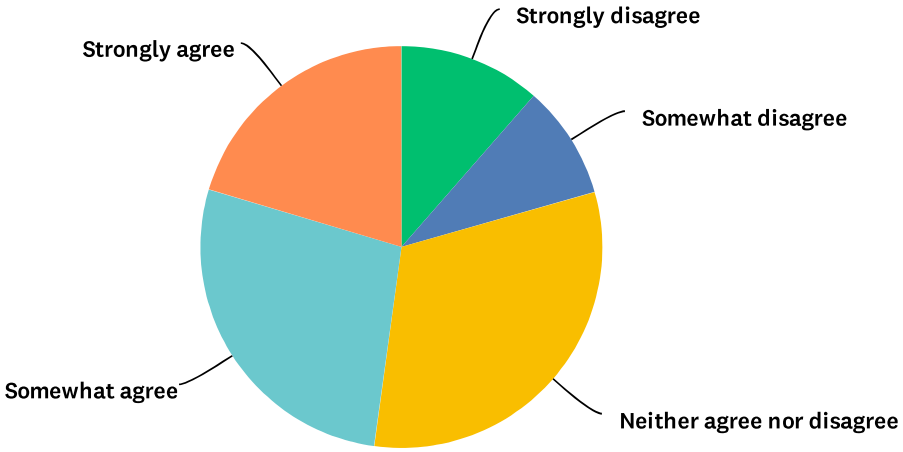




	MUCH SAFER	SOMEWHAT SAFER	ABOUT THE SAME	SOMEWHAT LESS SAFE	MUCH LESS SAFE	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
As a cyclist	32.63% 140	29.84% 128	14.45% 62	3.26% 14	3.73% 16	16.08% 69	429	1.99
As a pedestrian	29.84% 128	29.14% 125	19.35% 83	2.80% 12	4.66% 20	14.22% 61	429	2.11
As a motorist	20.32% 88	23.33% 101	38.57% 167	4.39% 19	5.31% 23	8.08% 35	433	2.47
Other mode (such as two-wheel scooter, skateboard, rollerblade/skate)	17.31% 72	17.07% 71	12.50% 52	2.88% 12	4.57% 19	45.67% 190	416	2.27

Q14 Choose the option that best captures how you feel about the following statement: The proposed design will improve neighbourhood vibrance and livability along the Panet-Dawson intersection.

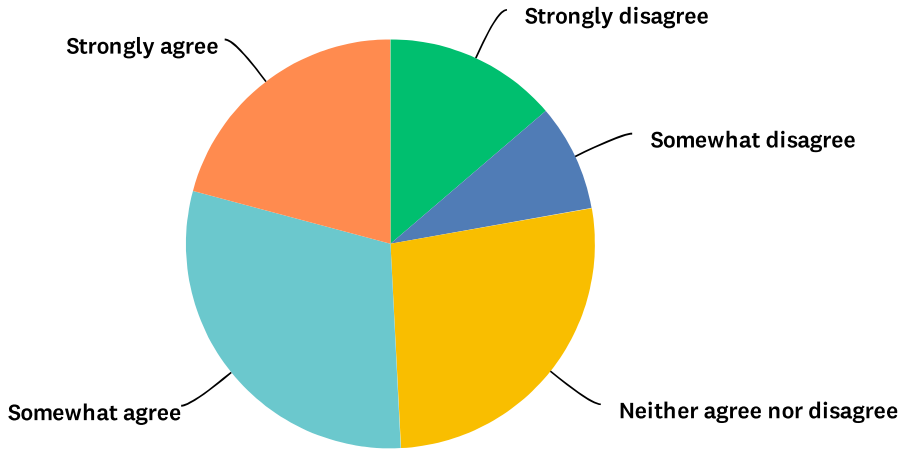
Answered: 437 Skipped: 45



ANSWER CHOICES	RESPONSES	
Strongly disagree	11.44%	50
Somewhat disagree	9.15%	40
Neither agree nor disagree	31.58%	138
Somewhat agree	27.46%	120
Strongly agree	20.37%	89
TOTAL		437

Q15 Choose the option that best captures how you feel about the following statement: The proposed design will improve traffic flow.

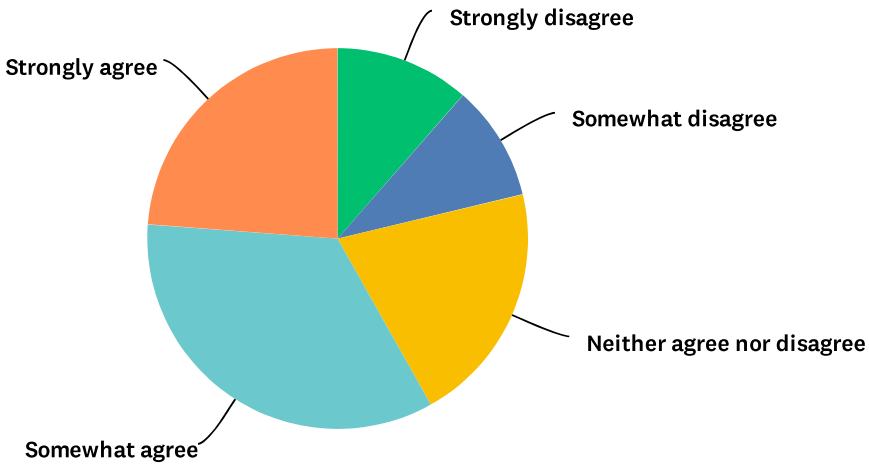
Answered: 437 Skipped: 45



ANSWER CHOICES	RESPONSES	
Strongly disagree	13.73%	60
Somewhat disagree	8.47%	37
Neither agree nor disagree	27.00%	118
Somewhat agree	29.98%	131
Strongly agree	20.82%	91
TOTAL		437

Q16 Choose the option that best captures how you feel about the following statement: The proposed design will accommodate all modes of travel.

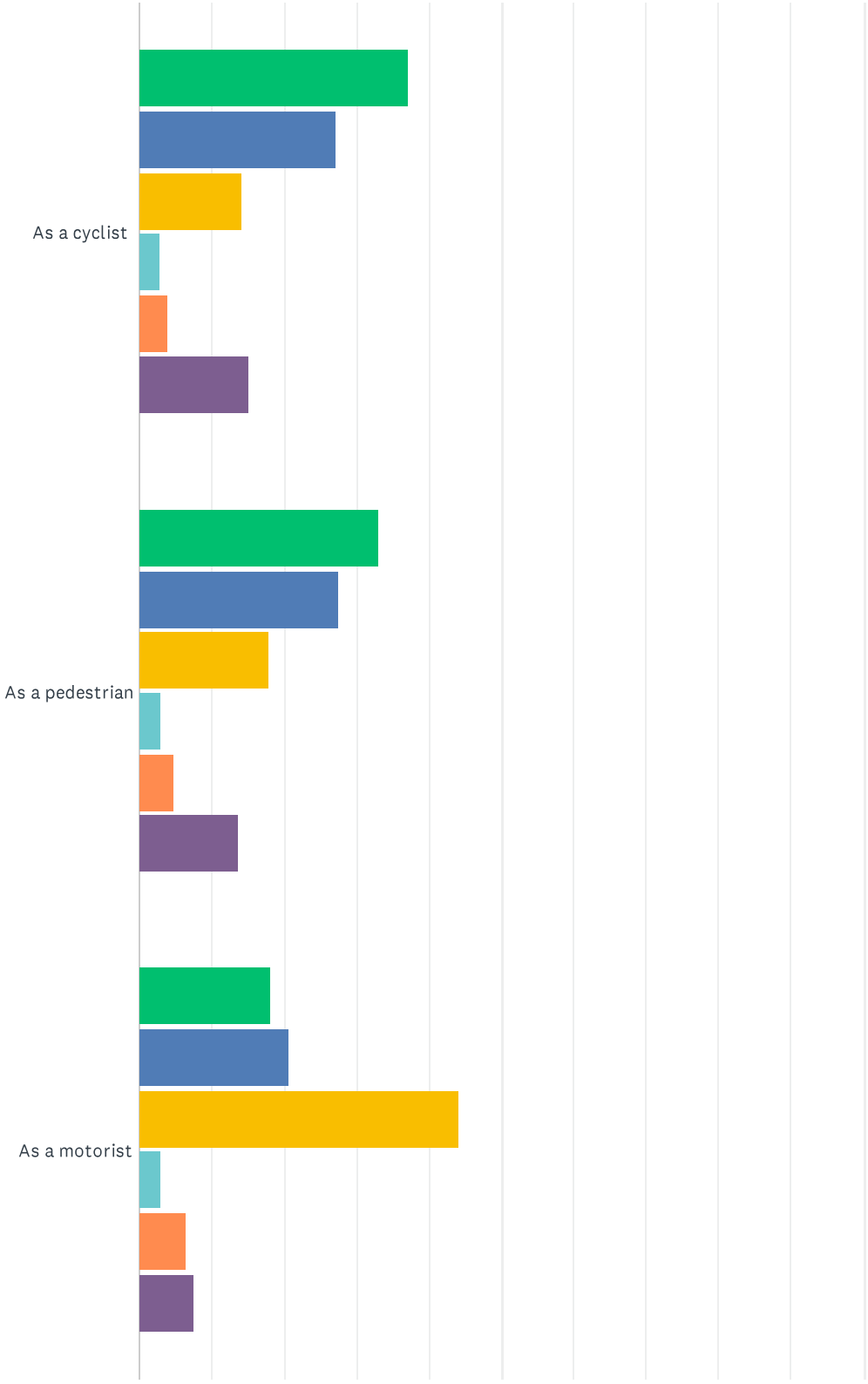
Answered: 437 Skipped: 45

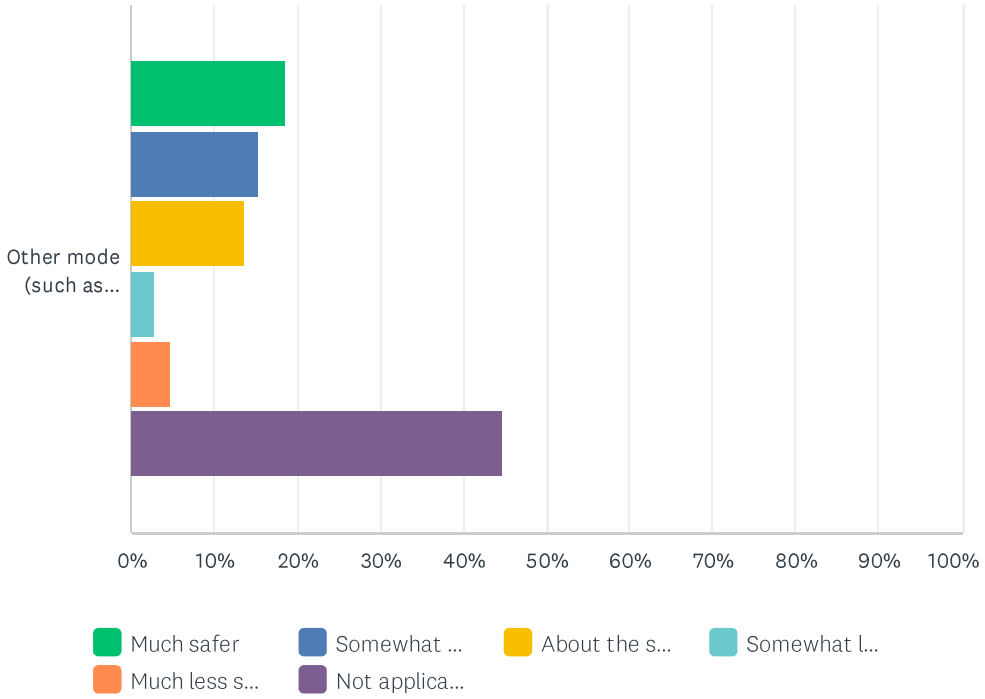


ANSWER CHOICES	RESPONSES	
Strongly disagree	11.44%	50
Somewhat disagree	9.84%	43
Neither agree nor disagree	20.59%	90
Somewhat agree	34.32%	150
Strongly agree	23.80%	104
TOTAL		437

Q17 How would this proposed design make you feel when travelling through the Marion-Lagimodière intersection:

Answered: 430 Skipped: 52

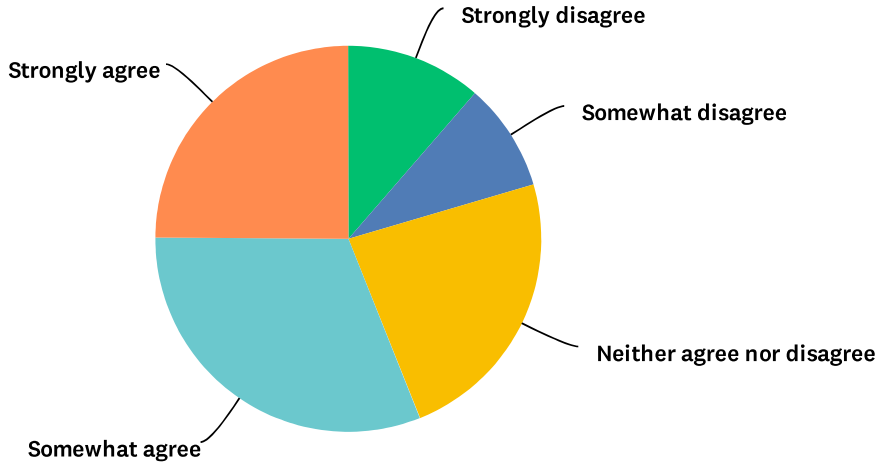




	MUCH SAFER	SOMEWHAT SAFER	ABOUT THE SAME	SOMEWHAT LESS SAFE	MUCH LESS SAFE	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
As a cyclist	37.18% 158	27.06% 115	14.12% 60	2.82% 12	3.76% 16	15.06% 64	425	1.93
As a pedestrian	33.10% 140	27.42% 116	17.97% 76	3.07% 13	4.73% 20	13.71% 58	423	2.06
As a motorist	18.12% 77	20.71% 88	44.24% 188	3.06% 13	6.35% 27	7.53% 32	425	2.55
Other mode (such as two-wheel scooter, skateboard, rollerblade/skate)	18.66% 75	15.42% 62	13.68% 55	2.74% 11	4.73% 19	44.78% 180	402	2.27

Q18 Choose the option that best captures how you feel about the following statement: The proposed design will improve neighbourhood vibrance and livability along the Marion-Lagimodière intersection.

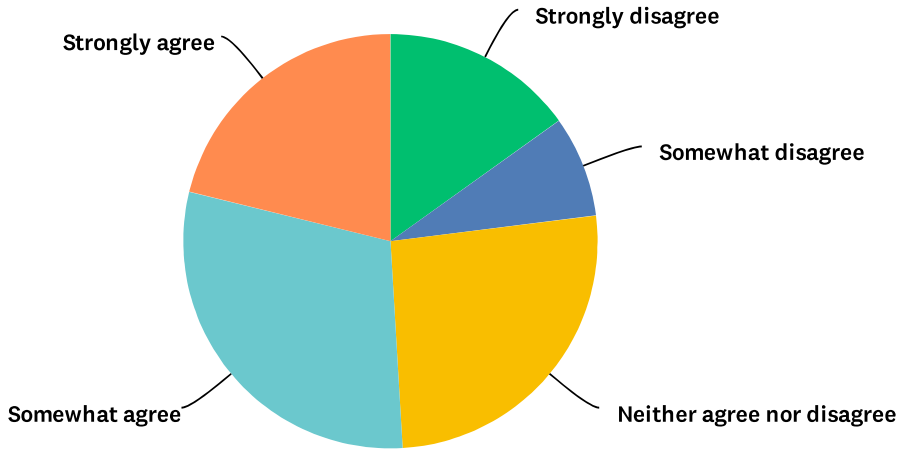
Answered: 430 Skipped: 52



ANSWER CHOICES	RESPONSES	
Strongly disagree	11.40%	49
Somewhat disagree	9.07%	39
Neither agree nor disagree	23.49%	101
Somewhat agree	31.16%	134
Strongly agree	24.88%	107
TOTAL		430

Q19 Choose the option that best captures how you feel about the following statement: The proposed design will improve traffic flow.

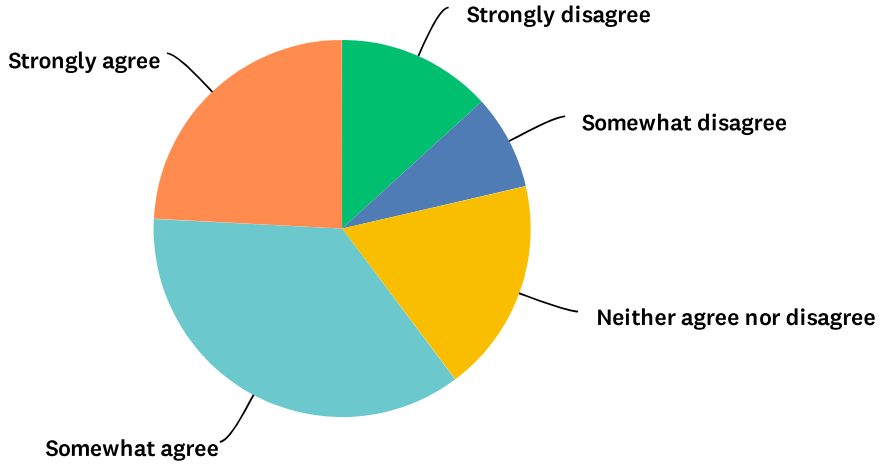
Answered: 430 Skipped: 52



ANSWER CHOICES	RESPONSES	
Strongly disagree	15.12%	65
Somewhat disagree	7.91%	34
Neither agree nor disagree	26.05%	112
Somewhat agree	29.77%	128
Strongly agree	21.16%	91
TOTAL		430

Q20 Choose the option that best captures how you feel about the following statement: The proposed design will accommodate all modes of travel.

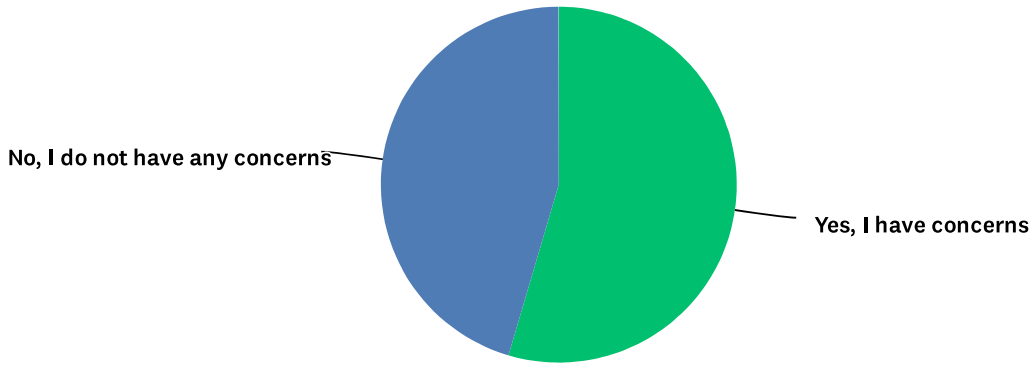
Answered: 430 Skipped: 52



ANSWER CHOICES	RESPONSES	
Strongly disagree	13.26%	57
Somewhat disagree	8.14%	35
Neither agree nor disagree	18.37%	79
Somewhat agree	36.05%	155
Strongly agree	24.19%	104
TOTAL		430

Q21 We want to ensure the proposed design addresses concerns related to traffic flow, safety, and livability. Do you have any concerns after reviewing the design?

Answered: 427 Skipped: 55



ANSWER CHOICES	RESPONSES	
Yes, I have concerns	54.57%	233
No, I do not have any concerns	45.43%	194
TOTAL		427

#	IF YOU INDICATED 'YES, I HAVE CONCERNS' PLEASE SHARE YOUR CONCERNS WITH THE COMMENT BOX PROVIDED BELOW.	DATE
1	Les pistes polyvolentes sont pas idéales pour les cyclists. C'est mieux pas avoir les cyclistes et piétons sur la même pistes. Comme cycliste, je n'aime pas ça. Je préfère un piste juste pour les cyclistes.	3/24/2023 8:21 PM
2	Right turn lane on Marion to go to Lagimodiere is too short. and access/egress to Maple Leaf parking too close to intersection.	3/24/2023 3:58 PM
3	overpass/underpass and re directing traffic away from residential areas in the industrial areas etc. st boniface, new industrial area	3/24/2023 3:08 PM
4	what is expropriation of homes on lagimodiere worth? what does expanding lagimodiere for 1 block solve? you will only funnel more traffic onto marion. what about disabled people who have to drive? how much do we owe to shindico	3/24/2023 3:00 PM
5	1. the cast of consultants (Dillon), and the redesigning and who is going to benefit from it other than shindico	3/24/2023 2:54 PM
6	bumbouts in intersections where one can turn either right or left. will slow down through traffic	3/24/2023 2:47 PM
7	do not agree with the jug outs in the parking lane as you lose parking spots. a little to close to happy land park	3/24/2023 2:40 PM
8	Regarding the fence at the Seine River - has there been any thought out into how this will affect wildlife and biodiversity? Also for around owner I think having dedicated bike lanes and sidewalks would be better than having only a mixed use lane	3/24/2023 7:41 AM

9	The proposed design addresses the liveability issues and safety issues but it does not adequately addess the traffic flow issues. Marrion and Goulet are very busy streets for local traffic, commuters and business. The issues relating to the railway crossing near Archibald and the back-ups associated twith the Marion - Lagimodiere - Dugald stretch are not being adequately addressed. In fact, increasing the outbound traffic volumes off Marion onto Lagimodiere may exasperate the existing congestion issues, which might make auto drivers less patient and the streets less safe during busy periods.	3/23/2023 7:27 PM
10	Could bus bays be included on Marion at the Archibald intersection, similar to the one on Bishop West just west of St Mary's Road. How do motorists going west on Marion access Tim Horton's and Coop gas? Could not the bike path on the west side of Archibald simply connect up with the bike path way down Archibald at Elizabeth? Just make the west sidewalk on Archibald between Elizabeth and Marion a mult-use path.	3/22/2023 9:41 PM
11	Snow clearing in the winter and sand clearing in the spring is not addressed in the design.	3/22/2023 4:27 PM
12	My concerns are that the west Marion / Goulet couplet will increase congestion, and that bike lanes will not be safe due to the number of parking lot entry and exit lanes that intersect. I feel that residents would not be favourable to bump outs for more trees, patios etc if it leads to congestion of cars and elimination of street parking near businesses.	3/21/2023 8:02 PM
13	The space is not there to include bike lanes, multi use lanes, bus lanes , and bump outs. The terrain and soil make up will always cause problems. The city will be rebuilding this area year after year. Trucks don't belong on this road, but it's a necessary thing due to the commercial area. Too many lights. Too many stops. No coordination or synchronization in the traffic flow.	3/21/2023 5:08 PM
14	Intersection at Youville and Marion where Marion splits into Goulet is a dangerous corner. People speed around the bend which is difficult to see and gauge response as a pedestrian/cyclist.	3/21/2023 10:38 AM
15	Bump outs along north side of Marion will greatly impede existing industrial M2/M3 uses - it will make it harder for trucks and large vehicle access to industrial yards.	3/21/2023 10:03 AM
16	I do not agree with Baricade/divide on Archibald/ Marion	3/21/2023 9:34 AM
17	My concern is the volume of vehicles, especially trucks, going through those neighborhoods	3/21/2023 9:30 AM
18	Reducing Marion and Goulet to two through lanes is one of the dumbest proposals I've seen in years.	3/20/2023 10:50 PM
19	See next	3/20/2023 2:39 PM
20	There is no improvements to traffic flow westbound and northbound from Marion onto Archibald. Bottle neck turning southbound onto Archibald and yeild northbound onto archibald	3/20/2023 8:58 AM
21	We are residents of Prosper Street & it appears there will be no parking on our street. With disc golf in the park, we as residents already have a difficult time finding parking for ourselves & aging parents. Don't get me wrong, we love seeing people out playing & getting exercise.	3/20/2023 6:39 AM
22	Love this plan in most ways. It will greatly improve the livability and safety in all affected neighbourhoods. I have one safety concern: bike paths that cross yields, such as the yield off of Queen Elizabeth Way (southbound) onto Lyndale Dr and Lagemodiere (southbound) at Marion. Consider realigning these types of crossings for optimal visibility. My other concern is with the boulevard on St Mary's at Marion where the proposed bike lane will cross - my concern is that the boulevard is too small for several cyclists to fit safely. The light cycle at this intersection is such that you can never cross the entire span of St Mary's at once. You must always stop on the boulevard. Consider changing the light cycle to ensure cyclists and pedestrians can safely cross without overcrowding the boulevard.	3/19/2023 7:04 PM
23	As a resident in St B for over 40 years. Don't do the thing of removing one lane of Car roadway for a Bike Lane that no one will use in Winter .. If you're building bike lanes, you need to rebuild the side walks to accommodate these bike lanes!!!	3/19/2023 5:49 PM
24	For the stretch along marion between happyland park and lag, I'd like to see lots of signage and/or signals alerting drivers entering and leaving businesses that they are crossing a bike path	3/19/2023 3:11 PM
25	Traffic is already really bad. The train tracks add to the problem. Adding path to an industrial area, won't make me feel safe walking alone with my dog. There's nothing that even looks nice	3/18/2023 8:44 PM

	in that area. Everything there is very run down.	
26	Ottawa has done away with bus bays because cars don't yield to transit. How will design impact ambulances getting to St.B hospital in a timely fashion coming from norwood bridge or the east? Also, it takes too long for pedestrians to cross from santa lucia to the dominion centre. It currently takes almost 5 minutes to cross over and the new design won't improve that. Please include sensors on cross streets that will detect cyclists (google three yellow dots Ottawa). Currently, cyclists are not detected at those intersections by the road sensors so cyclists either have to get off their bike to press the ped button or wait until a car triggers the sensor. Are benches going to installed along marion and goulet? There are many long blocks - a senior friendly community would provide rest areas (again, see Ottawa senior strategy)	3/18/2023 5:19 PM
27	How about stopping the trains during rush hour?	3/17/2023 5:50 PM
28	Unless you deal with the trains near Archibald, you are wasting my tax money	3/17/2023 2:24 PM
29	Though I'm happy to see a lot more consideration for a connected and continuous AT network, lots of effort has been put into car convenience. I would like to see more funds going into trees and beautification over another slip lane. Also, if no effort is being put into moderating speed on the Marion-Goulet couplet portion, the new beautification/patio stuff is going to be basically unusable - it's not comfortable sitting outdoors next to a roadway where cars are zooming past at speed. It's noisy, ugly, dangerous and smells like exhaust. If you want Marion-Goulet couplet to be a Complete Street then this more built up business area should be seeing reduced speeds. As long as traffic flow is considered to minimize stops, motorists' commutes will take no longer despite going slightly slower for a time.	3/17/2023 3:38 AM
30	Two-way bike lane on St. Mary's is v dangerous, make it 1-way - NB on E side of road. Way too many approaches are still open - far more should be closed. ALL crossings, incl slip lanes, need to have ped/bike paths raised for their continuity, safety, visibility and less likely to accumulate snow, puddles, debris, etc. Norwood Bridge @ Lyndale needs to be made perpendicular to make it safer	3/16/2023 3:56 PM
31	bike lanes as part of roads are dangerous for both bike and motorist.	3/16/2023 3:23 PM
32	you're not addressing the main traffic block which is the rail lines.	3/16/2023 1:56 PM
33	My biggest concern is whether these bike lanes would be fully protected and whether or not there would be a reduction in speed limit to help mitigate accidents. I would also like to see more street design for traffic calming on the designated greenways, not just calling them a greenway.	3/16/2023 10:41 AM
34	Railroad crossings and train stoppages while cars are idling on Marion Street waiting to cross Archibald	3/15/2023 8:44 PM
35	Firstly, I apologize if I misunderstood some of your maps. Drawings are difficult to understand. I agree that pedestrians and cyclists need to be accommodated but if traffic is not addressed properly, this whole project will be a failure. As I can tell, not much or enough is being done to enhance traffic flow.	3/15/2023 6:06 PM
36	Left turns off Marion onto Archibald not considered. Too many bulb outs along Marion/Goulet and at a small scale hard to assess.	3/15/2023 4:15 PM
37	The problem is bottle necks and turn lanes at intersections. Changing Marion to align with Dugald Rd would improve a lot of the bottle neck problem with 2 traffic lights in 1 block on Lag. I've never seen a cyclist on Marion. Are we looking for a problem that doesn't exist?	3/15/2023 3:57 PM
38	Many of these streets are higher traffic and often higher speed. If cyclists and pedestrians are forced to constantly go down to street level to cross intersections, much of the safety advantages are lost. I would suggest that at least some of the lower traffic streets intersecting the proposed bike lanes and multi use pathways should have bump ups along the pathways, both to force drivers to slow when crossing the pathway and to increase the visibility of said pathways.	3/15/2023 3:16 PM
39	This design appears to do very little to improve traffic flow through the area. Connecting Dugald to Marion seems to be an obvious solution, but I gather that was going to be too expensive, so we're stuck with the typical low budget minor improvements....	3/15/2023 9:54 AM
40	Concerns about the intersections along marion and goulet, would like to see no right on red added, pedestrian / cyclist priority crossing, and a clearly divided/dedicated bike lane (either	3/14/2023 9:30 PM

	raised or with barriers - not just paint). Very impressed with bike lanes on both marion and goulet! So important for the safety and livability of the neighbourhood. Traffic will continue to flow, those who choose to live in the suburbs can survive a thirty second longer commute.	
41	There are some excellent recommendations provided by Bike Winnipeg https://www.bikewinnipeg.ca/moving-on-marion-final-design/	3/14/2023 4:29 PM
42	The traffic light at Marion and Archibald is overly busy on weekdays at rush hour. Anything to improve that flow would be great.	3/14/2023 3:55 PM
43	All businesses in these areas REQUIRE commercial truck traffic to flow through the areas and to make deliveries to the businesses. Please ensure the MTA is engaged & listened to regarding commercial vehicle traffic in these areas.	3/14/2023 3:50 PM
44	As side-by-side comparisons aren't provided, it's extremely difficult to compare the proposed changes with the existing. Satellite views are also counterintuitive and difficult to interpret; an on-the-ground rendering with side by side comparison would make it much easier to answer.	3/14/2023 2:11 PM
45	Adding more car lanes is a waste of resources, it will only temporarily increase traffic flow, but after a few years, and millions of dollars wasted the traffic will return. More money should be spent on Active Transportation infrastructure to get people out of cars.	3/14/2023 2:05 PM
46	Je suis résidente de la rue Youville au nord de la rue Goulet. Est-ce que l'accès à la rue Youville par vélo ou voiture sera améliorée avec ce plan? D'autre part, j'aime plusieurs aspects de ce nouveau plan mais je ne suis pas certaine qu'il y aura une amélioration au volume de circulation.	3/14/2023 1:27 PM
47	this will not make traffic flow better, with curbs closer to traffic, taking away parking lane in favor of bump outs	3/14/2023 11:31 AM
48	DUGALD ROAD should be widened further	3/14/2023 10:34 AM
49	There is no mention of the railway tracks on Marion just east of Archibald. There should be an underpass at the tracks so that the traffic flows beneath the trains.	3/13/2023 8:42 PM
50	This doesn't address the issue of the trains by Archibald and Marion. It also doesn't indicate that the section east of Marion after Archibald is industrial and the traffic needs don't need a nice design but more of heavy trucks and industrial use. There is no improvement indicated that there are turning lanes or lights at Archibald from Marion.	3/13/2023 4:56 PM
51	Les plans ne permettent pas de bien évaluer l'espace qui sera vraiment disponible pour partager entre vélos, piétons en bidirectionnels. Le plan n'indique aucune mesure de réduction de la vitesse ou de controle de la vitesse qui est un problème sur Marion. Le plan ne tient pas compte de la présence d'un grand nombre de véhicules lourds.	3/13/2023 4:42 PM
52	Bike lanes are barely used especially in the winter. You're putting MORE stress on motorists.	3/13/2023 4:29 PM
53	Separate cycle lanes/paths are safer than multi-use paths	3/13/2023 4:12 PM
54	Increased lanes do not improve traffic, just creating more bottlenecks	3/13/2023 4:11 PM
55	Train traffic will still be the biggest issue with traffic flow and safety	3/13/2023 2:22 PM
56	Multi use paths aren't great for cyclists due to conflicts with pedestrians, poor snow clearing, and non-direct routes	3/13/2023 2:14 PM
57	Yes, I have concerns.	3/13/2023 10:14 AM
58	Loss of parking for those along marion/ goulet	3/12/2023 11:56 PM
59	there are still a concerning large amount of property entrance and exit points along the Marion corridor. Many of these appear to be redundant and interrupt protected pedestrian infrastucture. The city should work with private partners to maximize the continuity of sidewalks and bike lanes for minimal vehicle-ped interactions	3/12/2023 6:37 PM
60	While shared paths for cycling and walking is better than no AT infrastructure, its safer to have them separated.	3/12/2023 5:04 PM
61	When considering safety issues, one of the paramount items you should be concerned about is the fact that a lot of cyclists do not have drivers licenses therefore they don't know the rules	3/12/2023 1:53 PM

	of the road. There should be a licensing system and a registration system incorporated by MPI. No different than vehicles that are allowed to be on the road.	
62	Le couloir de piétons qui passe est-ouest au bout Ouest du corridor entre Marion et Goulet semble ne pas être protégé. Y a t'il suffisamment de visibilité pour les automobilistes qui effectuent des virages? Devrait-il y avoir plus de protection?	3/12/2023 12:14 PM
63	How to reduce the traffic backflow of dugald/Marion/lag	3/10/2023 5:57 PM
64	I have concerns about the number of slip lanes that have to be crossed if someone is traveling on the bike lanes/multipurpose paths, particularly in the higher speed limit areas. They force drivers to look back over their shoulder to see if they can merge and it will increase the risk they won't notice a cyclist or pedestrian coming from a different direction.	3/10/2023 12:19 PM
65	Please make sure that the bike lanes are divided and have barriers to protect cyclists from motor vehicle traffic. Adding lines isn't enough to keep cyclists safe.	3/9/2023 8:40 PM
66	There's a 'NO PARKING' zone in front of Oriental Pearl that is not currently respected or enforced, making it dangerous for people to turn from Marion onto Youville northbound. Delivery drivers frequently stop there. This will need to be enforced more strictly in the new design or traffic will be halted. Also, the multi-use path from the couplet to Happyland park is still not adequately separated from the road. Small children moving along the sidewalk can easily fall into the street, directly into the traffic lane. This is a severe safety risk that has not been addressed.	3/9/2023 6:47 PM
67	There are many additional conflict points between cars and pedestrians & cyclists. It needs wider sidewalks along the couplet to give greater separation between cyclists & pedestrians and to support a more vibrant street life.	3/9/2023 2:39 PM
68	This plan over emphasis cyclist and pedestrians. More lights and controlled stops does not improve flow. Widening roads to proper turning and continual flow would make roads safer and more efficient.	3/9/2023 2:07 PM
69	Traffic along Marion is already heavily congested and the bump outs will make things worse !	3/9/2023 1:44 PM
70	Adding bike/pedestrian/wheel based transport is crucial including the maintenance during winter. Also crucial is adequate lighting, visibility - safety through environmental designs. The planners shouldn't be consulting the public on if we "think" this is a sound plan for modes of transport beyond motorized vehicles. This is the expertise of the planners to create and there are hundreds of cities around the world to help demonstrate if there are questions.	3/9/2023 10:58 AM
71	The cost to benefit ratio will be too high. Change for the sake of change is not wise. This project presupposes there is a driving, urgent need for more pedestrian and cyclist accessibility when there is none. I know this from watching the streets. Everyday.	3/8/2023 8:51 PM
72	All the questions asking about 'traffic' did that include bikes and pedestrians, or was it only refering to motorized vehicles? Are the bike lanes separated from traffic by cement, or paint on the road?	3/8/2023 7:57 PM
73	You have not made a lane for emergency vehicles.. I have been stuck in traffic so many times, and there is no where for cops, fire trucks, ambulances to go.	3/8/2023 7:06 PM
74	390 & 400 Marion Street are a Church and Parish Centre. Your proposed Bike path will create new problems. The Church needs parking in front for Funerals and Weddings, I don't see that allowance in the proposed plans. The Parish Centre needs it Loading Zone for deliveries and drop offs. That won't be possible if the Bus stop is moved to just east of its front doors.	3/8/2023 7:04 PM
75	I am a motorist and I will always feel unsafe on Marion, at Archibald and at Marion-Lagimodiere.	3/8/2023 6:12 PM
76	The Transit bay on Youville is a dangerous and outdated design. Traffic flow is still impacted as buses pull out, and bus drivers will have an obstructed view of traffic coming from Marion. That bus bay will be an accident waiting to happen.	3/8/2023 5:59 PM
77	The whole area is affected by Marion rlwy crossing. Traffic is plugged up, then everyone rushes. Till that is solved we are spending money and ideas in the circle.	3/8/2023 5:36 PM
78	I'm a bit concerned about multi-use paths, I don't think bikes and pedestrians should be made to share space. It is too hazardous for both parties. So separate bike lanes is my preference.	3/8/2023 4:48 PM

79	Will you be repairing the poor quality street on Marion/Youville? Will this project affect traffic at the Des Meurons and Marion/Goulet intersection?	3/8/2023 4:40 PM
80	Bike path should not encroach into happyland. Changes will make minimal improvement to marion traffic flow.	3/8/2023 3:37 PM
81	waste of tax dollars with no real benefits	3/8/2023 2:43 PM
82	Turning south off Marion onto Archibald is often be a backlog (especially when there is a train) and the site of near-accidents - could the turn lane be made longer toward Youville?	3/8/2023 12:32 PM
83	Too many intersections on Lag. Having dugald run down panet to marion seems like would improve safety and flow better and reduce the number of unnecessary left turns overall in the area which are both time consuming and more dangerous	3/8/2023 12:14 PM
84	Can't tell from diagram of Lagimodiere at Marion but I'm sure a designated turning lane from Marion south onto Lagimodiere would greatly improve traffic flow at that corner.	3/7/2023 8:33 PM
85	The traffic flow down Marion will not be improved by adding bump outs at intersections. I will impede the curb lane from turning.	3/7/2023 6:22 PM
86	Traffic on Marion is ALREADY extreme! This will make it impassible, and force thousands cars to speed through adjacent residential neighbourhoods.	3/7/2023 5:32 PM
87	How will the multiuse paths be incorperated with the proposed new neighborhood on Marion.	3/7/2023 5:31 PM
88	Car lanes should not be widened in any of those concepts: that will only increase traffic and go against the efforts made to make the streets more pedestrian and cyclist friendly as they will make the roads more dangerous, discourage use of the surrounding parks.	3/7/2023 12:45 PM
89	Proposals don't indicate separated/protected bike lanes. Marion is high traffic with large motor traffic. Protected bike lanes are necessary.	3/7/2023 12:30 PM
90	I would like to learn more about the ability to have a patio on Marion Street (Wood Tavern)	3/7/2023 12:22 PM
91	My concern is regardless on the mode of transportation. By cycling, pedestrian walking, automobile, bus or some other mode of electronic transportation. All types of traffic flow for decades has been affected by the 2 rail lines that pass through on Marion, especially during rush or peak hours of the day. Unless trains are no longer allowed to cross through Marion. I do not believe any mode of transportation flow will improve with any design changes	3/7/2023 10:49 AM
92	aucune intégration pour améliorer le transport en commun.	3/7/2023 10:45 AM
93	Die hard bike commuters rarely use multi use paths. Check Wellington Cres as an example. For years, during my commute, I'd encounter people on bikes riding in the middle of the road around S curves slowing traffic. Rarely did I see a bike on the path. Good luck getting bike commuters off Marion. Nothing will improve flow in this city for vehicles. Fix transit and get cars off the roads. Intersections with traffic signals at each one slow the flow. We are dealing with roads designed for 1960 traffic. Expropriate homes along Marion and widen it.	3/7/2023 9:43 AM
94	The problem of the railway tracks crossing Marion have not been solved. Until that is done it is impossible to make any tangible improvements in the traffic flow on Marion. notecible	3/7/2023 8:56 AM
95	I regularly use this corridor to travel to work. The left turn lane from Marion to Panet is not long enough to support the flow of traffic. Additionally, two other intersections close to Marion and Archibald cause significant safety challenges: the entrance/exit to Tim Hortons and the north bound intersection just past the rail tracks also needs attention.	3/6/2023 10:51 PM
96	This does not address congestion issues for vehicle traffic at all.	3/6/2023 10:01 PM
97	The only improvement in traffic flow on Marion and Lagimodiere is an overpass connecting Marion and Dugald Road heading into Transcona. This will ease the traffic flow heading north to the Regent and Lagimodiere route.	3/6/2023 7:45 PM
98	I am not certain bus bays are the answer. Moving buses in and out of traffic with cyclists trying to get around buses when people are getting on and off might cause conflict. This is already the case on Pembina and Sherbrook as a couple of examples.	3/6/2023 7:31 PM
99	The section at Lagimodier does absolutely nothing to improve traffic flow. It only takes usable homes away in a housing shortage. There's no additional lanes or any type of flow improvement. Why are you wasting money?	3/6/2023 6:25 PM

100	Must ensure bikes and vehicles are separated to ensure safety and to allow for true active transportation corridors that are practical and useable.	3/6/2023 5:18 PM
101	The additional jut outs for green space and additional bike lane illustrated for marion goulet couplet too much. Additional seating and no bike lane or just a bike lane period	3/6/2023 4:06 PM
102	Overall I don't see it being safer for biker and pedestrians vs motor vehicles.	3/6/2023 2:22 PM
103	I have concerns for safety with the proposed uni-directional bike lanes and conflict with vehicles accessing businesses.	3/6/2023 11:56 AM
104	The section between Archibald and Lag are still a concern, it is better, but still such a high volumn of vehicles mixed with bikes and pedistrians. I drive this route everyday. Also, as a motorist, I am terrified of other motorists, this section of street is just too chaoitc.	3/6/2023 11:53 AM
105	1. The bump-outs on the south side of Marion force cyclists around the bump-out and inro traffic - shouldn't the bikelane be on the sidewalk side of the bump-out to prevent this? 2. On Archibald north of Marion the shared use path disappears- where are cyclists to go? On the street or the sidewalk? 3. In the Marion/Lagimodiere section it looks like the sidewalk is moved to follow Holden. Why? Is Holden well lit? And where do pedestians from Marion go once they hit Dugald?	3/6/2023 10:08 AM
106	Bus bays do not help with the flow of traffic, in fact they can actually slow down the service. Once buses hit the diamond lane they are gone but before then, if they have to swing into a bus bay, this could cause delays as well as accidents when pulling out. Leaving the buses on the street to board and alight will take no time at all and then they can just proceed without having to be let back into traffic. This needs to be looked at with a broader lens.	3/6/2023 9:39 AM
107	1. Adding lanes to Archibald is bad because it will induce more traffic. More traffic and larger intersections makes livability worse, and safety for pedestrians worse. 2. Unidirectional bike lanes are better than nothing, but bi-directional would be better otherwise you'll have cyclists going the wrong way anyway. 3. Multi-use paths are good but only if you make sure they are wide enough for cyclists to pass mobility scooters, rollerbladers etc safely. And make them a straight line, the squiggly curvy lines drawn here don't make much sense if the goal is moving people more efficiently.	3/6/2023 8:48 AM
108	The intersections around Dawson road and Marion seem to be problematic, lots of traffic and many points of entrance and exits	3/6/2023 8:46 AM
109	No increased access for those with disabilities.	3/5/2023 11:12 PM
110	Regarding the multi use connection from Marion to dawson to panet, how long until that us connected to the Lag path? I don't think it is safe for cyclists to be cycling through an industrial area with large and heavy vehicles.	3/5/2023 10:56 PM
111	I travel Lagimodiere frequently. I think you're missing a major opportunity to improve traffic for on this stretch. I propose adding a right-in-right-our connection from Marion St. To Lagimodiere Blvd to eliminate a crossing point and a light on Lagimodiere. Traffic heading east along Marion can connect to Dugald Rd and cross there. I recall in the original study how traffic was directed on an enhanced connection to Dugald starting somewhere around the Panet St intersection. Please bring that back and eliminate the light at Marion/Lagimodiere.	3/5/2023 10:18 PM
112	If you are a semi or 5 ton truck driver this design will bea disaster at intersections with your median curbs and pedestrian islands.	3/5/2023 6:54 PM
113	Personal safety: when walking in the evening through Happyland Park on the Trail, will there be lighting installed to for safety and visibility?	3/5/2023 3:46 PM
114	No	3/5/2023 2:07 PM
115	Cars coming off of Norwood Bridge onto Marion can be heavy at times then will hit a bottle-neck with patios & bike paths.	3/5/2023 12:32 PM
116	The bike paths contain many curb cuts due to parking lots and right turn lanes. This is a bumpy experience for cyclists, wheelchairs, etc, and increases risk.	3/5/2023 12:14 PM
117	The biggest improvement would be to lower the speed limit. These are all stroads, and even with the improvements they still do not adequately do a proper job of being a road or a street.	3/5/2023 8:50 AM

	Instead it tries to poorly do both. Lowering the speed limit would make it better at being a street.	
118	do we need all those slip lanes at archibald? Is the decrease in pedestrian and cyclist safety worthwhile?	3/5/2023 8:28 AM
119	The suggested "improvements" along Lagimodier will do absolutly nothing to change the current traffic issues experienced between Marion and Dugald. One of those intersections should have been removed and Lagimodier expanded. Traffic there is only getting worse and this solution is completly inadequate.	3/5/2023 8:25 AM
120	cost and time line	3/4/2023 10:39 PM
121	These are major traffic roadways-unless bikes and scooter etc pay as much for insurance as drivers they have no right to be on teh road. Use the sidewalks since no one walks	3/4/2023 10:24 PM
122	Lagimodiere should be a freeway therefore no pedestrians/bikes/scooters. It is very unsafe as it is with all of the unnecessary intersections and extreme traffic congestion. Dugald and Marion should connect and be the same route all the way downtown or connect Dugald with Provencher.	3/4/2023 5:08 PM
123	If you plan for traffic flow, you plan against liveability. They are inversely correlated. I have two primary issues: the slip lanes at Archibald and Marion make for a dangerous intersection for cyclists and pedestrians. Slip lanes are terrible. Stop doing them, please. Second, a number of strip-mall type developments have been permitted on Marion and Goulet in recent years. Zoning must be updated to accommodate a more 'urban' street: streetfronting required, no sidewalk-facing surface parking, no building over top of surface parking, etc. Walkability is greatly enhanced by sidewalk adjacent buildings. (And its good for both business and community-building.)	3/4/2023 2:44 PM
124	Overall this does a wonderful job of balancing all needs. I do believe that the green spaces are too small to be meaningful. The trees won't grow with the winter salt that gets dumped on them. Research also shows that when you add lanes, it just brings more cars, making it just as busy. So I think the added turning lanes are helpful, but not adding lanes to build capacity	3/4/2023 2:06 PM
125	As a cyclist where there is multi use patch & bus stop, depending on the design I find that theirs congestion when theirs not lading area for people coming of the bus transit.	3/4/2023 1:35 PM
126	I routinely travel on McDermot that has some of the same design elements for bike/bus lanes etc. I rarely see bikes in the bike lanes, often due to rain puddles or snow. I've seen people walking in the bike lane while bikes travel on the sidewalk. At times there are still bus stops that block off a lane of traffic, while there are parked cars on the other side of the road, now leaving one lane of traffic for cars. If there is a car turning, then there is sever backup of traffic.	3/4/2023 1:17 PM
127	My concern is this is just another waste of money. The area councillor was all in favour of the freeway until he thought it would cost him the gravy train of public office.	3/4/2023 1:14 PM
128	Decision to maintain the Marion-Lag-Dugald jog is questionable. While I don't have traffic flow data, wouldn't it be better to redirect the main flow of EB traffic down Panet to reach Lagimodiere Blvd, and close Marion at Lagimodiere? To me that would seem like there would be less property acquisition needed. Likewise, in the future, if ever an interchange is constructed, how would the proposed design (basically the current configuration) accommodate ramps and vehicular movements in all directions without it being a giant mess? I could envision a cleaner intersection with Panet/Dugald and Lagimodiere if most of the traffic is directed to that intersection, rather than spread out between two.	3/4/2023 1:14 PM
129	Traffic will continue to be negatively impacted by the rail grade crossing on Marion.	3/4/2023 1:05 PM
130	The type of bike lane in important to provide safety, such as lanes separated from cars (protected bike lanes)	3/4/2023 10:49 AM
131	The changes are great; but we need more inforcement. It is the speeding and drivers that do not obey lights; speed limits; etc.	3/4/2023 10:25 AM
132	MUP don't have to meander, they can be made straight...distances should be shorter not longer. Lots of intrusions through bike lanes and MUP.	3/4/2023 9:58 AM
133	I am unsure if the whole design will go far enough for sustainability of nonmotorized traffic to	3/4/2023 9:54 AM

	be	
134	It looks like cyclists have to cross the road a lot. I am still wondering what it will be like for cyclists to get from the Queen E bridge to Marion, separate light? Also wondering if it will still be less convenient than cutting through the hospital when trying to get somewhere just north if Goulet.	3/4/2023 9:38 AM
135	No plans regarding railway crossing on Marion. If live on South side of tracks, no Emergency hospital located on South. Trains can now be 2 miles long.	3/4/2023 9:37 AM
136	The panet and dugald area is challenging to work with. I would develop or concentrate on the side where the townhomes are as the other side is full of business entrances and won't ever feel safe for cyclists or pedestrians.	3/4/2023 9:26 AM
137	I think the improvements to cycling options are great, but other forms of public transportation such as bus travel are lacking. It was disappointing to not have this well reflected in the form of any hubs or stations that could be beneficial in moving larger amounts of people. NTS	3/4/2023 9:15 AM
138	I feel like the bike lanes on Marion and Goulet will effect traffic flow as there will be less parking and slower traffic. There is already slow traffic in rush hour without slowing that down	3/4/2023 9:13 AM
139	Unfortunately this design does nothing to take into account the train crossing on Marion which is the real issue for traffic delays. With the development by Dan Cristall on the lands east of Marion traffic will only increase- this design does nothing to accommodate that fact. Why is the city not taking this into account?	3/4/2023 8:43 AM
140	Seems expensive and unnecessary. Like it will make it more difficult to drive through the area than it already is.	3/4/2023 8:33 AM
141	The Eugenie Greenway has not been a good addition to the neighbourhood. Mixed use, turning circles and speed bumps have made the road less safe. It's not wide enough (particularly between St.Mary's Road and Taché) to accommodate mixed use safely. There should either be no parking permitted in high-traffic 2-lane sections or there should be a multi-use path @ Coronation Park for cyclists, scooters, etc. to get off the roadway.	3/4/2023 8:08 AM
142	The bikelanes / multiuse lanes pass through many commercial driveways. The design of these frequent conflict points must be prioritize the safety of the bicyclists/pedestrians over the speed and ease of car traffic.	3/4/2023 8:07 AM
143	Car centric infrastructure does not 'improve' anything.	3/4/2023 7:58 AM
144	The two train tracks on Marion Street dictate the flow of traffic. This is a major factor not being considered int he proposed Project. No matter the upgrades, paths, etc., the flow of all traffic is dictated by the train traffic.	3/4/2023 6:29 AM
145	Vos restrictions va rendre la circulation moins securitaire en auto. Qui est privilégiée ici la minorité qui circule en bicyclettes	3/3/2023 11:25 PM
146	The slip lanes at the Archibald and Marion intersection concern me. Slip lanes are incredibly dangerous for pedestrians and cyclists because drivers are usually looking at the oncoming traffic in the lane they want to get into instead of looking for pedestrians and cyclists. That intersection is already notoriously bad and I fear the slip lanes will make it worse. Otherwise, I quite like this plan!	3/3/2023 10:42 PM
147	the design is still primarily about individual motor vehicles and make no substantive effort to provide improvement for other modes of transportation. where is the bus lane? you can't even draw the bike/mup path as continuous because it gets interrupted at every drive and intersection. that is not a safe pathway	3/3/2023 9:06 PM
148	Adding additional lane to cross to cross to turn on to panet road will be detrimental, especially when riding a bicycle.	3/3/2023 9:03 PM
149	Budget, travel time restrictions during construction, rail corridor Saftey	3/3/2023 8:59 PM
150	As a cyclist, I find that the design of 'bus island' type stops tends to result in riders lingering on the bike paths. In areas with limited space this can be challenging, especially if the riders are wearing headphones as they cannot hear my bell or calls and often are watching for their bus rather than for cyclists. Perhaps tactile tiles or coloured paving stones could be used to help riders to stand elsewhere. It may also help if bus shelters open on the ends of the shelter rather than paths-side.	3/3/2023 8:19 PM

151	Cycling paths and walking paths should be separate for safety in the same way bikes and cars should be separate.	3/3/2023 8:13 PM
152	I would like to see an aspect of this or a related plan that will reduce the volume of motorized vehicles traveling on Marion.	3/3/2023 7:32 PM
153	Need underpass at des meurons.	3/3/2023 7:14 PM
154	This plan provides no improvement to traffic flow.	3/3/2023 6:39 PM
155	Marion Street is way too busy to have a bike path on it and adding more lanes is only going to make worse. Also, we currently have vehicles losing control and ending up in our front yard several times a year both in the summer and winter and by taking several feet of our front property we will now have to worry about them hitting our house.	3/3/2023 6:25 PM
156	This is unsafe for pedestrians	3/3/2023 6:21 PM
157	The Panet/Dawson and Lagimodiere designs seem to address the issues those intersections have, but the ones pertaining to Marion/Goulet/Youville and Archibald/Happyland look like they would only make things worse. Cycling lanes should only be put in as additions to existing infrastructure, and even then, only if there is no parallel residential street than could be designated for that purpose instead. Path designs that are fully off-street are great, but cycling lanes that replace travel and/or parking lanes are always a recipe for disaster. They actually make cycling less safe, give riders a false sense of security, and create far more conflicts with motorists. We would never allow the traffic in the left lane to turn across the path of those in the right lane who are allowed to go straight, because it's far too dangerous. But cyclists are far more vulnerable, and they're expected to face that danger all the time. This creates more conflict with motorists because it drastically impedes traffic flow (removing lanes, creating more places where they need to slow down if not stop, and the inevitable 'solution' of priority lights for cyclists make this even worse). Whenever possible, cycling should be done completely off of main roads using either parallel side streets, or completely off-street paths.	3/3/2023 6:14 PM
158	Intersection of marion/goulet/st mary’s is very difficult to cross. Underpass often not useable in spring and feels unsafe anyway. Need improvements here as well for pedestrians and cyclists.	3/3/2023 5:42 PM
159	Pavement and pedestrian security	3/3/2023 5:35 PM
160	See below comments	3/3/2023 5:23 PM
161	Bikes and cars do not belong on the same road. Speed differential kills!!! As a regular biker, please move the bike path to another less busy street or dedicated pathway away from the busy roadway.	3/3/2023 5:07 PM
162	I play disc golf at Happyland Park and it is a gem. My only reservations relate to relocating the disc golf baskets and potentially taking away space from disc golf players (and their errant discs) in order to accommodate a multi-use path. However I still support the installation of a multi-use path in that area (and everywhere possible).	3/3/2023 4:45 PM
163	Add more lanes for traffic and do NOT lower any speed limits	3/3/2023 4:43 PM
164	adding traffic lanes causes induced demand, all new infrastructure should include seperated bike path wherever possible	3/3/2023 4:37 PM
165	Reducing the number of traffic lanes can never improve flow. It creates traffic congestion and increased pollution. Removing parking spaces is never conducive to neighboring businesses.	3/3/2023 4:28 PM
166	Lanes which are added to roadways should be bike lanes and/or transit lanes. Creating new lanes for private motor vehicles is not the right idea.	3/3/2023 4:24 PM
167	I am concerned about the large number of slip lanes for motor vehicles turning right across pedestrian and cycling infrastructure. As a pedestrian and cyclist, I find slip lanes dangerous to cross. If they cannot be eliminated, may I suggest that the sidewalks and bike lanes be raised where they cross the slip lanes, forcing motorists to come to slow down or come to a stop before crossing the sidewalk or bike path?	3/3/2023 3:34 PM
168	What is the cost?	3/3/2023 3:22 PM
169	Until speed limits are lowered in those areas, many of those paths won’t necessarily feel safe.	3/3/2023 3:21 PM

	Certainly separated bike lanes and sidewalks will make it generally safer, but any and all interactions with vehicles must been controlled. Lower speeds, plus raised sidewalks and bike paths so that when drivers make a turn into a side business and are required to cross, they have to drive up to the elevated height of the sidewalk. This tells drivers subconsciously that they are no longer in the road and need to proceed with caution. Furthermore, the space beside roads reserved for cars to have a “safe” area in case of accidents is often in the vicinity of pedestrian and bike infrastructure. Again, slowing car speeds down and providing protection like planting trees adjacent to those spaces is critical. Lastly, if wherever possible, there should be a lane of vehicle traffic that is only accessible to BRT.	
170	The bike lanes should be properly separated from the road and sidewalks. They should not go up and down from the road to the sidewalk. It is dangerous for the cyclist, the driver and pedestrians.	3/3/2023 3:18 PM
171	la piste cyclable sur la mario et Goulet sera -t-elle physiquement séparée du traffic automobile? ou simplement par une ligne de peinture??	3/3/2023 3:10 PM
172	The hwy 59 stretch needs proper interchanges on day 1. Close Marion and put a simple diamond at dugald rd. I’m glad the houses are being expropriated along this stretch. At paths shouldn’t be mixed in with expressways. The problem isn’t on Marion streets, it’s on hwy 59 lag. The lack of interchanges in this area is the result of endless congestion and the inability of traffic to flow properly. Proper interchanges need to be built on day one. We are creeping so close to 1 million residents I can’t believe the lack of thinking in these proposals.	3/3/2023 3:08 PM
173	Separate and protected lanes for bikes is safest. If the paths aren’t clear in winter they are useless.	3/3/2023 3:03 PM
174	I don't believe we need additional lanes for cars.	3/3/2023 2:48 PM
175	Adding additional car lanes does NOT improve traffic flow, this is universally agreed upon around the world. Many of these designs still prioritize motorized vehicles and are putting pedestrians and cyclists at risk of collision with vehicles at parking lot entrances/exists and reducing their visibility.	3/3/2023 2:30 PM
176	I just want to make sure, that any changes we make on lagimodiere, and frankly all changes we make in Winnipeg accommodates the transit masterplan, and allows for its seamless integration. Especially for when trams will finally come to Winnipeg.	3/3/2023 2:20 PM
177	The widening of Lag and expropriations of homes is a distraction and unnecessary for this project. Focus on making Marion and Goulet better.	3/3/2023 2:18 PM
178	The cost is not justified by the benefits. Most of these changes merely make things different, not better and will come at a cost. This is poor planning.	3/3/2023 2:09 PM
179	I still think the stretch of Marion from Archibald to Lagimodiere will be challenging because of all the businesses along there, with their exits and entrances.	3/3/2023 1:57 PM
180	Let's get this done faster!!	3/3/2023 1:55 PM
181	Even the best designs for pedestrian safety will not improve matters if sidewalks and cycling lanes are not promptly cleared of snow.	3/3/2023 1:18 PM
182	Having multi-use paths increases the danger for pedestrians- both when trying to cross streets and simply sharing the space. Cyclists will use the paths at high speeds & many tend not to fixed right of way to pedestrians.	3/3/2023 1:15 PM
183	The area at Youville has not been addressed from a traffic point of view	3/3/2023 1:14 PM
184	This is a major high traffic road system meant to move motorists efficiently and effectively. Adding bikes, scooters and pedestrians in proximity of such a major roadway is putting lives in danger. This plan is based on a summer situation all year long. Our snow season and removal of snow has not been addressed where snow filled narrow roads will create even more dangers.	3/3/2023 1:04 PM
185	I see a lot of places where bike/multiuse paths are broken up in ways that seem like they might be difficult to navigate at intersections.	3/3/2023 1:02 PM
186	I have some concerns about the multi-use path that only extends a few feet beyond the intersection at the intersection of Lag & Marion. It feels more dangerous to me to abruptly end the path, rather than direct all cyclists across the road where the path actually continues. In the Youville intersection, requiring pedestrians and cyclists to go through two intersections to	3/3/2023 1:02 PM

	cross the street (especially if they need to wait for lights) just means you'll get people jaywalking slightly further east on Marion. Crossing the street is going to be an absolute drag for anyone not in a car. Winnipeg seems to love making pedestrians wait 10 minutes to cross through eight crosswalks to walk 25 metres to avoid slowing cars down (like where Marion & Goulet merge).	
187	Marion should properly connect to Dugald in the east and Stradbrook/River/Donald in the west. It's a major regional route for commuting and one of the only east-west corridors.	3/3/2023 12:52 PM
188	Motorized traffic is being sacrificed to modes of travel that slow movememt and are overly fragile. Cyclalists and other vulnerable traffid should have dedicated routes away from motorized vehicles.	3/3/2023 12:36 PM
189	From the maps and description, I don't see how the design really helps with traffic flow. There should be dedicated turning from Marion onto Archibald, Dawson and Panet and I don't see them	3/3/2023 12:34 PM
190	I appreciate the use of greenspace and widening curbside boulevards, but traffic feels extremely close when on the sidewalk - more distance is better.	3/3/2023 12:33 PM
191	Why is there no left turn lane west bound Marion?	3/3/2023 12:33 PM
192	Bike lanes must be protected and separate from traffic. Having so many entrances and exits from the roadway crossing the bike lane is dangerous for bikes and all road users.	3/3/2023 12:23 PM
193	Expropriation most likely .	3/3/2023 12:19 PM
194	No red lights, no train crossings, no stopping and starting like other major cities	3/3/2023 12:16 PM
195	Bumpouts DO NOT improve traffic flow. The effect is to increase erratic driver behaviour as they try to anticipate or react to buses, cyclists, and/or pedestrians near or in the traffic lanes.	3/3/2023 12:13 PM
196	Any project without railway grade separation at marion and Archibald will do little to aleviate traffic problems.	3/3/2023 12:07 PM
197	There is nothing in the proposal to alleviate the long waits (vehicles, cyclists, pedestrians) for the rail traffic.	3/3/2023 12:03 PM
198	You're not actually addressing any of the real problems.	3/3/2023 12:03 PM
199	The main audience should be toward improved safety for motorist and pedestrian traffic. Who cares what skateboarders and rollerbladers would like?	3/3/2023 12:02 PM
200	I'm an avid cyclist that has been looking forward to a safe route to Transcona from St. Boniface for years. Crossing Hwy 59 as a cyclist isn't safe. I really appreciate the overpass at birdshill. My hope is that there is a special light at the intersection for cyclists.	3/3/2023 11:58 AM
201	Many turning lanes and slip lanes will encourage motorists to cross pedestrian/bike paths at unsafe speeds, and force pedestrians/cyclists to make several crossings for each intersection. This is a large sacrifice of safety and livability for a small gain in motor traffic capacity.	3/3/2023 11:42 AM
202	The proposal for West Marion looks good. East Marion & Lag pieces seem half-baked, and not all that safe. Certainly it's better than only having roadway, but it doesn't feel like a long term solution either.	3/3/2023 11:41 AM
203	The traffic light at Marion and youville is unnecessary	3/3/2023 11:36 AM
204	adding lanes rarely improves traffic flow and always reduces livability	3/3/2023 11:36 AM
205	Really, the main problem is the train traffic-nothing in the design changed this	3/3/2023 11:35 AM
206	Taking away a lane for motor vehicles and putting in islands etc will slow traffic flow. Frustrate motorists.	3/3/2023 11:32 AM
207	There should be much less space for cars, more spare for rapid transit and biking and walking	3/3/2023 11:24 AM
208	How do we pay for this all? Except for the added lanes & noise berms, I don't see much benefit. Could a cost / benefit analysis be provided on each stage?	3/3/2023 11:19 AM
209	Consider raised/painted crosswalks and multi-use pathways	3/3/2023 11:17 AM
210	need a underpass at Archibald	3/3/2023 11:16 AM

211	Little done for cyclists; seems to be a lot of spending for little improvement for traffic flow; consider underpass at archibald	3/3/2023 11:10 AM
212	The plan ignores sections of Marion that are required to connect the intersections. Having a pathway stop after a half block will not improve anything. There is no connection shown to the proposed development in the Public Market lands.	3/3/2023 11:06 AM
213	Are any of the bike lanes you're adding protected?	3/3/2023 11:01 AM
214	As a cyclist, I have concerns about the speed limit on Marion from Archibald to Lagimodière (60km/h is way too fast). Also, I'm concerned by all the breaks in the multi-use path for the parking lots of multiple businesses in that section. A car going 60km/h and turning right, cutting off a multi-use path, that sounds like trouble.	3/3/2023 10:59 AM
215	The removal of the buildings on Lag without an addition of vehicle lanes appears to be excessive.	3/3/2023 10:54 AM
216	My concerns are primarily of a budget issue. Our streets and infrastructure are already in a state of disrepair. Adding this extra load to the already overburdened taxation on citizens is, in my view, irresponsible. There are no immediate problems in these areas. You need to CLEARLY illustrate the need for this work before simply cutting a blank cheque.	3/3/2023 10:51 AM
217	This is just a trojan horse to expand the amount of car lanes instead of actually making marion more livable and safe. You reference complete streets but this isn't a complete street. All your doing is shoehorning cyclist, pedestrian and transit while expanding car lanes. This area is insanely unsafe for anyone not in a car. What your doing with this current design is making it even more unsafe, as you have cyclist lanes crossing over the ridiculous amounts of entrance and exit lanes, this creates many, many conflict points where cars will hit cyclists, it's not an if, it's a when. Also you have the multi use paths crossing at major intersections, where because you've expanding the amount of cars lanes is even more unsafe. Basically with this project you've prioritzed cars running through the area instead of the people who live, work and shop there. It's awful and you shouldn't use the term complete street because this isn't it.	3/3/2023 10:51 AM
218	Most paths look like cyclists will be subject to right turning vehicle confrontations.	3/3/2023 10:47 AM
219	See additional comments	3/3/2023 10:47 AM
220	You are once again bending to the minority, which is bicyclists who do not use the bike paths that have already been implemented and you don't care about pedestrians at all. Bottom line you only care about the cars, and bikes you don't even care about how this is going to affect transit.	3/3/2023 10:44 AM
221	Separated bike lanes and sidewalks should be consistent on the whole stretch of Marion rather than multi-use paths. These should be on BOTH sides of the street to address accessibility.	3/3/2023 10:42 AM
222	bikes in close proximity to large trucks and vehicles is a recipe for disaster. It will slow also slow vehicle traffic, the main purpose of the road. Bike paths should be away from high traffic areas.	3/3/2023 10:41 AM
223	The area will become less accommodating to traffic further slowing it and and more congestion	3/3/2023 10:40 AM
224	Ce sondage est futile. L'administration et les élus municipaux l'ont conçu pour valider leur projet mais ne sont pas vraiment à l'écoute des résidents surtout le conseiller Allard. A titre d'exemple, il a imposé la fermeture de la promenade Lyndale sans consulter les résidents locaux.	3/3/2023 10:37 AM

Q22 Do you have any additional comments you wish to share regarding the proposed design?

Answered: 239 Skipped: 243

#	RESPONSES	DATE
1	J'ai rencontré quelqu'un qui n'aimait pas la proposition car ça l'affecterais l'espace pour les commerces qui longent la Marion, mais rien dans vos documents, de ce que je vois, en parle. J'aurais aimé en savoir plus sur ça. Je trouve que c'est grand temps qu'il aie de meilleures options pour les cyclistes et piétons dans la région.	3/24/2023 8:21 PM
2	Some residents - 2 at Youville and ?# on Lagimodiere will have to relocate. Even with fair expropriation, they will lose out on affordable housing within city limits. If residents are tenants, they are even more vulnerabel - they get notice and typically no compensation. It is imperative that full cost of relocating residents within city an equivalent accommodations be borne as part of project costs.	3/24/2023 3:58 PM
3	build railway overpass for the train along archibald. re-direct archibald towards industrial area - st boniface new industrial area	3/24/2023 3:08 PM
4	how many years will this take? who will ride back in smog? now the poor pwople, swimming kids will have to worry about pigs on bikes. How long will it take an ambulance?	3/24/2023 3:00 PM
5	-is this useable financially or is this in the sky, and how much will shindico benefit from selling the land to do this? ($$)	3/24/2023 2:54 PM
6	cost?	3/24/2023 2:21 PM
7	Love to see tree planting included. What if shrubs could be planted rather than a fence? Would love to see more biodiversity along all of these streets included similar to the greenway along Gateway and Raleigh or Bishop Grandin. Native wild grasslands would go a long way for our pollinators.	3/24/2023 7:41 AM
8	I think much of the 'cosmetic' components are quite positive, but I am also concerned that they may not be properly maintained over time and will make the area unsightly. I can recall that Fermor Av in the area between the Seine River and St Annes Rd had trees in the boulevard that could not survive the winters and road maintenance work, and were finally removed. It looked good, but it just didn't work.	3/23/2023 7:27 PM
9	Generally I think the designs being considered are very well thought out in terms of traffic flow and safety. A few more bus bays would improve traffic flow. The bump outs and berms will enhance the livability of these areas.	3/22/2023 9:41 PM
10	We have recently purchased and renovated the building at 107 Marion. If there is an opportunity to improve accessible access to our building through the City sidewalk design on Marion, we would be most willing to discuss further. Thanks! pico ARCHITECTURE	3/22/2023 5:05 PM
11	The design did not highlight where the public art may be added.	3/22/2023 4:27 PM
12	While I like that the design aimed to balance needs of motorists, pedestrians and cyclists, the reality is that Marion is a significant carrier of motor traffic in east Winnipeg. The design of the west couplet could increase congestion which undermines both vehicle traffic and overall livability for all other users of the road.	3/21/2023 8:02 PM
13	Good luck.	3/21/2023 5:08 PM
14	Bump outs along north side of Marion will greatly impede existing industrial M2/M3 uses - it will make it harder for trucks and large vehicle access to industrial yards.	3/21/2023 10:03 AM
15	Print outs are not clearly marked- should put in colour the changes on the big map in middle (no one knows about the divider/ barricade unless they hear over conversations) . I feel there should have been a video that way a spokesperson could explain each area	3/21/2023 9:34 AM

16	I'm in support of these proposals to improve the quality of these neighborhoods but I can't help being somewhat cynical that any of them will actually take place. I keep fearing that this will be another document put on the shelf.	3/21/2023 9:30 AM
17	Please stop with your anti-car proposals. This will harm commercial traffic in making deliveries to the area in a timely manner.	3/20/2023 10:50 PM
18	I love multi use pathways and bike lanes, I will always use them when available!! I love these designs options and our beautiful St. Boniface needs them :)	3/20/2023 10:24 PM
19	BUILT IT	3/20/2023 2:53 PM
20	As a cyclist I am always concerned about designated bike paths and any cross street - clear obvious signage is essential to announce (the presence of a designated bike path) to motorists approaching the path on intersecting streets.	3/20/2023 2:39 PM
21	These proposed changes look great. Further consideration needs to be taken for the Archibald corridor. Ie. there should not be parking allowed on Archibald, this creates major traffic flow issues for busses and vehicle traffic. There is also a lack of pedestrian cross walks on archibald causing major safety issues for commuters taking transit. Users of these new proposed improvements for Marion street may be impacted by the lack of safe crossing areas on archibald. A great start for the area!	3/20/2023 12:27 PM
22	No	3/20/2023 9:48 AM
23	This is an excellent start and I like the proposed design, but it would be nice to have the city pay more attention to St. Boniface in general when it comes to road maintenance/repair and street cleaning. The City seems to forget that when people come to visit Winnipeg, more often then not they also frequent St. Boniface. Also, the multitude of traffic that St Boniface's streets endure for the people that commute to downtown should also be taken into consideration - as a resident of St. Boniface, I often feel that St. Boniface is neglected and treated as a throughfare and that 100% should not be the case as our neighbourhood (home to so many walks of life, seniors and young families) has a lot to offer and I wish it was taken better care of. If this proposal is successful, please maintain the streets better once the project is finished.	3/20/2023 9:08 AM
24	Will there be parking on Prosper Street between Archibald & Evans?	3/20/2023 6:39 AM
25	Love it. Cannot wait for the vibrancy it will bring to Marion Ave. Additional bike infra south on St Mary's will need to follow quickly.	3/19/2023 7:04 PM
26	Bicycles should have liability and other insurance coverage from MPI. Just like all other vehicles on Winnipeg roadways.	3/19/2023 5:49 PM
27	The Lagimodiere intersections at Dugald and Marion are significant bottlenecks. to Improve flow, somehow connect Marion to Dugald and eliminate one of the traffic lights	3/19/2023 5:00 PM
28	Nice to see bike infrastructure reaching toward industrial areas of town. Often businesses in those areas include "we're hard to get to on bike or bus, don't apply if you don't have a car" statements in their job listings and that can be a barrier to higher-paying jobs.	3/19/2023 3:11 PM
29	Reroute the TRAINS at Marion and Archibald!!! or build an underpass. The trains back traffic up in each direction for kilometers, all if St. B becomes a parking lot. What you have proposed are baby steps, MORE VISON and ACTION to solve the daily traffic jam is needed. Thank you!	3/19/2023 11:17 AM
30	I wish there would be more trees particularly along St.Mary's (they were all removed and not replaced a couple of years ago) and taché. It is critical that the livability of norwood residents take presidence over the needs of the people of windsor park to have a quick commute. Let's build a liveable and vibrant city for people rather than a city for cars. Since the blocks along marion and goulet are long, please consider having crosswalks midway through the block to allow pedestrians to get across without going to the cross streets. Ideally traffic would flow two ways along marion through norwood. This would make the street like corydon rather a through street. Make norwood a destination, not a place that is in the way of people's commutes	3/18/2023 5:19 PM
31	I support any measures to improve pedestrian, cyclist, and public transport use in Winnipeg. I am hesitant of any measures to widen or continue expanding motor vehicle infrastructure. Particularly the St Boniface regions will be a welcome change, this could be a lovely	3/17/2023 3:12 PM

	neighborhood with enhanced pedestrian infrastructure. Keep up the positive changes! Hope to see, eg, Osborne closed to motor vehicle travel within a few years. One step at a time.	
32	no	3/17/2023 2:24 PM
33	it is about time we move away from the car centred traffic designs !	3/17/2023 12:51 PM
34	Well done. It's been a long time coming. Thank you	3/16/2023 8:16 PM
35	Taking away an entire lane of traffic along marion between St. Mary's and youville is not a good idea for traffic flow.	3/16/2023 1:56 PM
36	I would like to see more measures put in place at crosswalks, removal of turning right on red, maybe speed bumps or traffic calming measures where pedestrians and cyclists will be crossing often. Overall I am pleased to see measures being taken to make it safer but I think speed is going to be a key factor on the success of a livable area.	3/16/2023 10:41 AM
37	Rail road tracks in the city for freight trains is so bad. Unless the city eventually plans a light rail system to transport people. Also get St. B. Hospital to take care of employee parking. They spread like a disease on residential streets in St B. And Norwood	3/15/2023 8:44 PM
38	Turenne St off Panet Rd suffers immensely every spring. I know there is little that can be done. Just wanted to be heard.	3/15/2023 7:51 PM
39	What I don't get is that 10 years ago, the same exercise was done. Soon after councillor Allard was elected, he panned the project and called it too rich for StB. Now, whatever is done, it will cost more and won't be as effective as what had been proposed the last time. The Archibald intersection must be fully, totally and mercifully redone to prevent this intersection from being one of the worse in Winnipeg when it comes to accidents. Windsor Park MUST be served so that going downtown is not a constant source of frustration! Lagimodiere at Marion and Dugald Must be addressed. Traffic flow is ALWAYS impeded! It must be improved! Lagimodiere is becoming stressed/strained because of the many homes and businesses going up south of Lag. and east on Dugald. Widen Lagimodiere. Why are the streets on the southwest side of the city allowed to be 3-4-5 lanes wide, straight and maintained while Lagimodiere is being allowed to deteriorate and not allowed to "grow" with the traffic flows. Again, look at the plans put forth by former councillor Vandal 10ish years ago. Those plans did more to accommodate traffic flow that the minor penny pincher changes being proposed now.	3/15/2023 6:06 PM
40	As a cyclist who commutes in the area, this area is extremely dangerous for cyclists. These improvements, especially with connections to future Archibald developments will make these roads much safer for all users.	3/15/2023 5:55 PM
41	Generally like the Youville changes and the addition of the bike/shared use lanes along the entire corridor.	3/15/2023 4:15 PM
42	In the Marion /Tache area how does reducing the lanes of traffic by widening the side walks improve traffic flow? It is the craps downtown. The bus lane in moved out 1 lane and if you want to do a right turn off Portage, you get trapped behind a row of busses creeping along. Patios for eating on a busy noisy street with exhaust fumes, hardly seems an improvement unless you want to smoke. Do they really get enough use to justify the cost? I haven't talked to 1 person that says lets go eat lunch beside a busy street , it will vastly improve the experience over sitting in a restaurant for the same price. Instead you reduce the traffic lanes and pile up traffic because the lights are usually out of sync. If you want to reduce traffic congestion, you need multi routes to choose from. Wpg is designed with many routes bottle necking into major ones that cause congestion and delays. I see this as a problem of a very vocal minority of cyclists making a huge stink. Many of those cyclists are the masters of their own problems by ignoring traffic laws. I used to cycle from St. James to St. Boniface to go to work, it was about the same time as driving, but the exhaust fumes were horrible and almost all the other cyclists took chances to avoid braking. With the new bike lanes going beside a travel lane it is horrible to make a right turn. Your side mirrors don't work to see down the lane properly and the cyclists usually don't watch for cars turning, they rather zip around the car and give the finger, even if they are in the wrong. When I used to cycle, I figured the onus was on me to watch for hazards, not expect a car to stop on a dime and avoid me because I didn't want to stop at a light or stop sign. Most time when I cycle now, I almost get rear ended or get the finger from other cyclists that think a stop sign is a suggestion. If restarting after a stop is so difficult, why are you cycling for exercise? It is like parking outside the door to the gym, so you can walk in the treadmill instead of walking across the parking lot. Should we adjust all the streets to accommodate for the factor?	3/15/2023 3:57 PM

43	Making it so more people will feel comfortable walking and biking more often is good for traffic flow and safety. Step in the right direction.	3/15/2023 3:54 PM
44	I am impressed with the extent and robusticity of the proposed infrastructure, and can certainly see my pedestrian, cycling, public transit and motoring experiences in the area being much improved. I especially thing it will make driving in those areas easier as it will reduce time exposed to pedestrians and cyclists. However, as mentioned above I am deeply concerned about the potential of collisions with vehicles and pathway users at intersections and suggest the pathways not drop down to road level if at all possible.	3/15/2023 3:16 PM
45	The two houses that their back yards face the Marion Hotel parking lot: Pay the owners out (very) fairly. They would need to be able to move to a better place, and not get into too much or any debt b/c of it.	3/15/2023 12:55 PM
46	An overpass at the present railroad crossing would improve safety and traffic flow.	3/15/2023 11:06 AM
47	Would like to see pedestrian triggered intersections where there are active transportation pathways intersecting with roadways (such as the youville marion update). Would like to see active transportation pathways take priority, not put underground/below roadways. Roundabouts, slower speeds, all traffic stops at intersections, etc.	3/14/2023 9:30 PM
48	Recommend to engage with Bike Winnipeg to receive their input on the design	3/14/2023 4:29 PM
49	More trees!!!!	3/14/2023 3:55 PM
50	I strongly recommend the following for multi-use paths, bike lanes, and sidewalks: anywhere these paths intersect with driveways or interact with cars in any way, the crossing should be raised for pedestrians and cyclists so that cars are physically forced to slow down before crossing the multi-use path, sidewalk, or bike lane. There is no reason drivers should be able to drive fast over sidewalks or bike lanes. Raised crosswalks or continuous sidewalks at intersections would also go a long way to improving pedestrian safety and comfort. Please consider the following video by Not Just Bikes for visual detail on what I mean: https://www.youtube.com/watch?v=9OfBpQgLXUc	3/14/2023 2:11 PM
51	It's hard to tell from the information provided what the streetscape will look like on Marion and Goulet. Making sure that there is room for street trees and for patios in the summertime will be critical, even if it means a bit less parking space.	3/14/2023 12:47 PM
52	making traffic wanting to turn to EB Goulet from what will be NB Youvillle to take a hairpin right turn, they will have to slow right down to make that turn, increasing the chance of getting rear ended by follinwing traffic. Compare that to the present where there is an area where traffic pulls NB on Youville in to the yield island area where they can get away from the traffic flow, allowing traffic a chance to get around the turning vehicle.	3/14/2023 11:31 AM
53	DUGALD ROAD should be widened further by removing all homes facing Dugald Road	3/14/2023 10:34 AM
54	As a 43 yr professional driver 29 with the city I have rarely seen cyclist's riding down Marion or Goulet or Lagimodier and Marion for that matter. These streets are already heavily congested with traffic. From what I have seen done in other areas of the city all you're doing is taking away parking spaces and creating more congestion which leads people to stay away from an area.	3/14/2023 5:44 AM
55	-loss of tax revenue from tearing down homes -ensure protected intersections: https://ottawa.ca/en/protected-intersection-design-guide#section-1dc2a98c-da8d-4533-86f7-d9dea3f12d8c https://ottawa.ca/en/protected-intersection-design-guide#section-1dc2a98c-da8d-4533-86f7-d9dea3f12d8c	3/13/2023 10:03 PM
56	There is no mention of the railway tracks on Marion just east of Archibald. There should be an underpass at the tracks so that the traffic flows beneath the trains. There should be additional lanes added to Lag between Marion and dugald to improve flow of traffic	3/13/2023 8:42 PM
57	It would be nice if the Youville junction could actually cross, but appreciate the complexity of doing this. I would have liked to see more changes in the Youville to Marion strip, specifically a median.	3/13/2023 7:24 PM
58	This doesn't seem to show the needs for heavy industrial traffic east of Archibald. A need for an overpass due to the trains is important and isn't indicated at all.	3/13/2023 4:56 PM
59	The graphics could be improved. on many board it claims added lanes, and improved geometry	3/13/2023 4:46 PM

	but not of that is apparent with the boards as shown here.	
60	Question 23 ajoutez: Je me rends au travail en vélo le long de ce corridor. Surtout quand Youville est réglementé a 30km.	3/13/2023 4:42 PM
61	Leave it alone and put our resources to better use.	3/13/2023 4:29 PM
62	Completely separated bike and walking paths should be pushed not just added on to a motor traffic project	3/13/2023 4:11 PM
63	Just want to share that it is annoying that this survey even exists. We never do surveys for 99% of the projects that the city does, but as soon as someone tries to make life less deadly for cyclists and pedestrians - we get endless surveys and presentations so to appease the feelings of drivers.	3/13/2023 2:14 PM
64	Traffic flow in the general area is not a concern. The concern is related to the people living and walking in the area. I have seem MANY pedestrians almost get hit by a car in this area because there is a lack of side walks and people feel the need to cross the street at random areas. In addition, I recommend that someone attempts to bike or walk in the area....where are the crosswalks? What if you live here and don't own a car? Can you safely get to the grocery store? Where are the consistent bike lanes that make sense? I would encourage decision makers to think about how you normally drive to work and relate that to biking to work. Bikers want a consistent protected lane that is safe and a route that is "normal". They don't want a bunch of random turns and detours in certain neighbourhoods only to find out that the bike lane ends and that they are now lost and worried about their safety. We need to practice and encourage active transportation in our society. Cars are the problem and we do not need to expand traffic flow for cars. Cars need to be able to move within a neighbourhood but should be thought of as a "guest in the area" and not as the "main focus". People are the main component of a neighbourhood. Cars do not live in the neighbourhood they are simply trying to get from point A to point B in most cases. Thank you for your consideration.	3/13/2023 10:14 AM
65	Create bike lane down Enfield	3/12/2023 11:56 PM
66	Winnipeg doit moderniser et devenir une ville qui encourage et promeut le cyclisme!	3/12/2023 9:51 PM
67	please follow best practices from cities around the world that have already found out what works and what doesn't for good protected infrastructure. Cities like Winnipeg that are decades behind do not need start from scratch and test what works for this city, they can adopt/copy the world class standards to catch up and induce demand.	3/12/2023 6:37 PM
68	on the east section of Marion, having the shared path so close to road with not much separation still has risk for vehicle/pedestrian or vehicle/cyclist collisions. Having some sort of buffer is best, like the proposal on the west side.	3/12/2023 5:04 PM
69	Please consider cyclist flow from enfield (from Bertrand St.) crossing Goulet & Marion to access the proposed greenway. Bike access would depend on use of existing sidewalks or crossing on heavy-vehicle traffic intersections. Furthermore, consider bike traffic lights (E.g., such as the bike light at Garry @ York) along the bike path to coordinate with cross-flowing traffic, specifically for busier intersections like Des Meurons @ Goulet or Marion.	3/12/2023 3:29 PM
70	L'inclusion et l'application des concepts de « Complete Streets » est apprécié. J'aimerais voir d'avantage l'application de ce concept dans d'autres projects de la ville.	3/12/2023 12:14 PM
71	Non, j'adore le nouveaux plans.	3/12/2023 11:00 AM
72	I'm impressed with the proposal, overall, and welcome the changes. My only concern is the amount of commercial vehicles that use this corridor on a daily basis. I realize that, despite, the many improvements, there really is no viable way reduce that volume of traffic, as the corridor is a primary route to downtown. Regular commercial traffic always detracts from the livability of an area. Having said that, I would still agree that the improvements are necessary and should be undertaken.	3/11/2023 4:26 PM
73	Je voudrais voir la conception en 3D car je ne vois pas bien sur les cartes. Espérons tout simplement que ce sera possible de se stationner aux commerces que l'on côtoit sur Marion et Goulet.	3/11/2023 7:14 AM
74	Thanks for sharing- it is great to see that the City has ideas to transform some of these routes to allow lots of modes of transportation and try to improve the quality of the neighbourhood experience- these look great	3/10/2023 9:12 PM

75	I do not feel safe riding my bicycle on the streets in Winnipeg. My impression is that drivers are first surprised and then deeply offended that a cyclist has encroached into their driving space. The unfortunate result of this surprise/offront is often a tragic accident for the cyclist. I think that separating cyclists from vehicles would be a huge step toward enhancing safety for cyclists. More generally, I think that using sidewalks as as a shared space for both pedestrians and cyclists throughout Winnipeg would be a tremendous improvement - if there is a collision between a cyclist and a pedestrian, injuries tend to be minor. With the existing system of cyclists sharing the road with vehicles, collisions have much more serious consequences. For those who express concern about cyclists and pedestrians sharing the same space, I would suggest that it could be possible for the sidewalk on one side of the street to be dedicated to cyclists while the sidewalk on the opposite side is for cyclists. Where only one sidewalk exists, a yellow line down the middle could delieate a path for cyclists and the other side for pedestrians.	3/10/2023 11:45 AM
76	It’s concerning that several of the top “solutions” for solving traffic congestion is adding more lanes. More lanes just create induced demand and, in turn, more traffic. While it’s encouraging to see cycling and other modes of travel being encouraged, prioritizing cars and literally creating more space for them doesn’t solve our problems; it creates more of them.	3/9/2023 8:40 PM
77	I assume a cost-benefit analysis will be completed.	3/9/2023 7:38 PM
78	Just ensure all areas are accessible for those with disabilities and assistive devices.	3/9/2023 4:15 PM
79	Some areas are able to support the extra pathways as long as they don't impede the normal traffic flow on the roadways that already exist. The proposal for Marion street by Archibald will slow traffic and cause line-ups during both rush hour times.This idea does not work well with this style of roadway. Traffic was meant to travel faster through this area purposely to keep congestion to a minimum.Puting bump-outs on Marion will cause driver confusion and one less east bound lane of traffic.	3/9/2023 1:44 PM
80	Think vehicle traffic will be slowed down at peak times	3/9/2023 12:55 PM
81	Please consider how all these paths are connected. Please don't leave "gaps" where a cyclist or pedestrian is suddenly without a safe space even for half a block. This seems to be a Winnipeg special. Again, please plan for safety through environmental design (visibility, lighting, sightlines).	3/9/2023 10:58 AM
82	Where are all of these ultra enthusiastic cyclists who supposedly ride through the 6 months that no one cycles and likewise the pedestrians? Where are the traffic counts justifying this? In the 50 years I have lived here, usage continues to drop. Apart from the sweat pants boys playing frisbee golf, who are these changes being made for? With the rail line still where it is, this will make no real difference. More wasted money on another sweetheart project for someone and $10's to $100's of thousands per user...	3/8/2023 8:51 PM
83	It wasn't super clear where the proposed new trees will be added. Please consider trying to maximize the number of trees. In my experience as a cyclist and pedestrian, shade trees improve the comfort level for cycling and walking. In addition, for the fence buffering Happyland Park from Marion, please consider a fence height of no more than 3 feet in order to maintain clear sightlines and feeling of openness/safety. Thank you :)	3/8/2023 8:38 PM
84	The designs are tough to understand, are the bike lanes paint, or separated from traffic by physical objects? How do bikes make left turns off of Marion and Goulet when the lanes are on the opposite side of the roads?	3/8/2023 7:57 PM
85	Why would anyone put a bicycle lane on traffic. we have enough to look out for.. Never mind a bicycle in winter, and no room for emergency vehicles to pass. Ramming condos or rental units on every vacant green space does not help when you expand population you expand lanes to accomodate traffic, no thought proccess what so ever	3/8/2023 7:06 PM
86	Please keep all lanes of traffic straight as they currently are. By including new boulevards as indicated where Marion and Panet intersect will take away from the free flow of traffic and make bottle necks. Both Marion and Goulet are major arteries for commuters going to and coming from work. Please don't make an already busy drive more confusing with cut ins here and there along the route. If bikers want a special bike route, let them use Eugenie Street that has already been designated as a bike route from St. Mary's to Youville.	3/8/2023 7:04 PM
87	I really hope and pray that motorists slow down on all the streets involved in this design. I live at Horace/Traverse and am sometimes a pedestrian and I fear crossing at that intersection. I	3/8/2023 6:12 PM

	am terrified to walk or drive on Marion.	
88	Move the darn rlwy first. For sake of rest of st Boniface and st Vital	3/8/2023 5:36 PM
89	The turns on Marion meeting Youville are scary because the street is full of potholes and bumps. Street conditions in that area are usually sketchy.	3/8/2023 4:40 PM
90	The only worthwhile parts of the proposal are the northbound lag to dugald and north archibald to marion turn lanes. As someone who commutes by bicycle i am opposed to seperated bike lanes, simply widen the curb lane.	3/8/2023 3:37 PM
91	Thanks for your hard work.	3/8/2023 12:32 PM
92	I feel that this will negatively impact parking along marion which is already 2 hour due to the proximity of the hospital and at a premium. the proposal for marion and goulet will lower the number of available parking spots.	3/8/2023 11:38 AM
93	The more the city can participate in projects that open up access to all users, especially in the downtown with initiatives along the same lines as this project in St B, the more we are likely to draw more people to the heart of the city and those areas to connect to it.	3/7/2023 10:01 PM
94	Maybe I've missed parts of this design proposal but I'm hoping, in the future, there will an extension of Goulet east to connect with Dugald Rd.	3/7/2023 8:33 PM
95	I consider the bike lanes and pedestrian infrastructure to be most important, for all parts of the project. The Goulet/Marion couplet changes have the potential to significantly improve livability for residents and I strongly support the proposed changes for the couplet. Thank you for the time and energy that has been put into considering all users/residents, and not just those who commute from Lagimodiere to downtown.	3/7/2023 7:19 PM
96	The City of Winnipeg seems to focus all of its traffic flow objectives around cyclist traffic. Not taking into consideration that our cycling season is short for most people. If you want to make the traffic flow better, deal with the train tracks at Archibald and cycle to lights better.	3/7/2023 6:22 PM
97	It seems that Mr. Allard and his fanatical bicycle lobby never runs out!!! I have no desire to get lung cancer from bicycling down Marion. I will never eat smog/tar/lead polluted food there (outdoors) either. I will never walk the 10,000 km from Archibald to Lagimodiere, certainly not in winter. And, I sure as hell don't want my taxes wasted on this shit. Get a brain, moron, or at least an education, beyond public admin, basket weaving and politics. !!!	3/7/2023 5:32 PM
98	The paths only work if there is a physical barrier, it does not feel more safe when the paths are just painted. Also. With the new neighborhood being built on Marion, I hope the city will make sure there are many multi use paths to enter and exit, people will not want to commute if they have to spend large amounts of time backtracking through the neighborhood to get to the main road with bike lanes.	3/7/2023 5:31 PM
99	The cycling, transit and pedestrian improvements should connect to St Boniface hospital to accommodate the thousands of healthcare workers and vulnerable patients that commute there daily 365 days a year at all hours of the day and night to make their commutes safer and healthier.	3/7/2023 12:45 PM
100	Bike lanes need to be protected from motor traffic, in all proposals. Multi use paths can not force cyclists off their bikes to accommodate pedestrians.	3/7/2023 12:30 PM
101	We have wanted a patio on Marion for 85 years. The street is noisy and not pedestrian friendly.	3/7/2023 12:22 PM
102	Looking at the Phase 3 proposed design. The 2 parking lanes that businesses currently depend on would be removed. This would likely push the automobile traffic to the side streets. With the dedicated bus lane. Would the long term plan to add more bus routes as this dedicated bus lane can't really be used for rapid transit. Marion currently hosts 3 bus routes and the current flow with traffic isn't that bad during rush hour. The bottlenecks occur when there is construction or something that takes out one lane. Adjusting and synchronization of the lights to the new lower speed limit would also help with traffic flow. The lights at Marion and Dufrense are poorly timed and the Red light camera actually causes people to slow down and hits the brakes even when they are going slowly through the intersection already. Implementation of smart traffic lighting would benefit traffic flow as well. As many times the lights turn red on Marion and there is no traffic flow coming out on Dufrense. Traffic flow at the intersection of Archibald and Marion has gotten worse with the businesses of Tim Hortons and	3/7/2023 10:49 AM

	Co-op setting up there. The design of the intersection wasn't designed for cars going 60 km/hr and the traffic flow of cycling, pedestrian walking, automobile and any electronic transportation from going in and out of these businesses safely during peak/rush hours times. The neighbourhood vibrance and livability is affected as long as industries like Maple Leaf and other plants around there along with the trains afffect the noise and pollution levels in the area.	
103	Oui, quoi qu'il est bien d'intégrer des pistes cyclables et pistes multi-usage pour mieux acommoder le vélo et le piétons. Ce plan ne fait aucune mention du problème dans ce quartier. Ce problème est la dépendence sur les automobiles et le fait que tout les quartiers dans l'est et le sud-est grandissant (e.g. sage creek) , sans parler des villes dortoirs / bedroom communities (e.g. lorette) utilisent ce corridor de circulation. Ce plan n'améliorera pas grandement la circulation parce que le problème s'aggrave (i.e. il y a de plus de plus d'automobile) et la condition de la route s'aggrave de plus en plus rapidement. Il n'y a aucune incitation a utiliser davantage le transport en commun parce qu'aucune voie de transport en commun dédié à été incluse dans ce plan. C'est bien beau des pistes cyclables mais la majorité des gens vont continuer à utiliser leurs véhicules pour circuler de l'est de la ville jusqu'au centreville si autres options de se présentent pas. Il y a ici une occasion d'intégrer soit une voie dédié au transport en commun (oui, même s'il n'y a que deux voies dans chaque sens) ou des stations de rapid transit. Si la ville était sérieuse au sujet de vraiment faire une différence au niveau de la circulation et de vraiment donner des options pour la circulation, un plan qui intégrè le transport en commun ferait partie de ce concept. À part les modiques améliorations (que je vois quand même d'un oeuil positif!) pour les trottoirs et les pistes cycles, je vois difficilement comment ce plan espère changer les habitudes et le contexte réel de la circulation de ce corridor important.	3/7/2023 10:45 AM
104	I sure hope there will be televised education ads for the public on this. Try it. It might actually work. Should have been done with all the traffic circles that people in Winnipeg can't seem to figure out.	3/7/2023 9:43 AM
105	Thank you for giving the opportunity to provide feedback.	3/6/2023 10:51 PM
106	Bus stop at the intersection of Marion & Goulet is still a bad design. No changes made to the intersection of Lag & Marion is concerning with the traffic bottle neck that occurs daily. Push CP to complete an underpass at the Archibald intersection immediately!	3/6/2023 10:01 PM
107	Will not solve the bottle neck. An overpass is the only solution.	3/6/2023 7:45 PM
108	It's a huge waste of money. The traffic bumps from St Marys to Des Meirons do nothing to improve traffic. Who comes up with this? Send them back to bloody school. In a time where rate payers are pinching pennies, shouldn't the city be as well? There's literally no improvements. Other than planting trees which should be done in the park, what is the logic behind any of this?	3/6/2023 6:25 PM
109	I think that bicycles and pedestrians should be completely separated from each other, and bicycle lanes should be more wide to improve bicycle flow. Sidewalks should also be more wide.	3/6/2023 5:45 PM
110	Personal safety would be compromised with hang out seating	3/6/2023 4:06 PM
111	a separate lane or wider sidewalk/ shared with bikes . As well appropriate signage to be followed and ticketing to both vehicles, bikes that don't follow the signage	3/6/2023 2:22 PM
112	Improve vehicle speeds. Address rail crossing.	3/6/2023 10:12 AM
113	Looks like a fairly good job considering the compromises needed.	3/6/2023 8:46 AM
114	A great improvement over what's currently available	3/6/2023 8:02 AM
115	No improvements for use by handicapped mobility.	3/5/2023 11:12 PM
116	Hurry up and fix goulet at Des Meurons. I've lived a block from there for +5 years and it gets worse and worse.	3/5/2023 10:56 PM
117	I especially love the proposed features of the marion/Goulet area such as shorter crossing distances/jut-outs, protected by bike lanes, etc. Density of this area is growing and this looks like a timely investment!	3/5/2023 9:40 PM
118	Bumpouts create gridlock. Get rid of them. They don't improve safety as stated by your idealogy. They do however create pissed off drivers, who get stuck behind a bus at bus stops,	3/5/2023 8:28 PM

	who are then more likely trying to switch lane aggresively, potentionally creating accidents, when before they wouldn't, if traffic flow was truly efficient with synchonized traffic light. That's a human reaction by a percentage of the polulation that you can do nothing about except incite it. You are creating more dangerous conditions, when now there are no dangerous traffic conditions, no pedestrian being hit etc. Also that divider on SB Archibald at Marion, between turn lane and straight traffic is an obstacle that is dangerous.	
119	no	3/5/2023 8:22 PM
120	You keep saying this design improves traffic flow but all I see is narrower lanes and less on street parking along Marion for businesses due to your bump outs. Do any of your planners realize that narrowing of the lanes of Goulet and Marion make it harder to drive a 5 ton truck ,semi or bus through these areas without clipping mirrors on the vehicle next to you. The bump out shown on Marion by Chicken Chef will take away on street parking for at least 4-5 vehicles. This is detrimental to them& the businesses east of it.	3/5/2023 6:54 PM
121	I cycle or walk along Marion almost daily and am currently obliged to use the sidewalks. I stick to the north side as the south side sidewalk disappears halfway. I support any change that will allow me to ride or walk safely, while still keeping traffic flow reasonable.	3/5/2023 5:51 PM
122	No	3/5/2023 2:07 PM
123	Why not encourage the use of the bike path on Eugenie instead of using Marion?	3/5/2023 12:32 PM
124	I would like the city to move towards having less curb cuts along city blocks. I would like the city to redesign intersections so that cyclists and pedestrians don't have to cross at the small triangles created by right turn lanes.	3/5/2023 12:14 PM
125	The Lagimodier intersection improvements are very short sighted and will not address traffic issues.	3/5/2023 8:25 AM
126	Stop wasting tax payer money-major routes were designed for major traffic-keep it that way-hard enough getting around this city-what about emergencies since a hospital sits on that route	3/4/2023 10:24 PM
127	Marion should be 6 lanes all the way from Goulet and re-routed to connect with Dugald. Close Marion at Lagimodiere. It will reduce the bottleneck from Lagimodiere.	3/4/2023 5:08 PM
128	Not about the design but the survey! Your answers are reversed. In every survey I've ever seen, "agree" is at the top and "disagree" is at the bottom. I didn't notice this was reversed until it was almost too late. I will guarantee that you will get bad data from this survey if you don't fix it. As well, your survey asks if I drive to work along the corridor. I don't, but I often drive on Marion, just not to work. But there is no way for me to indicate that.	3/4/2023 3:53 PM
129	Given the area east of Archibald is all industrial traffic, having to a bike path constantly crossing those intersections/access lanes will not make me feel that much safer than i would otherwise going through that area. I would still likely choose to avoid it	3/4/2023 3:14 PM
130	The maple leaf entrances are a death trap at rush hour.. no one should be allowed to turn west out of maple leaf on Marion. Those entrances should be closed off and the staff should be entering / exiting off Dawson. I have been tboned twice with traffic turning west because they cannot see all lanes of traffic. Nicolas Ave near Marion and archibald needs to be looked at.. there is absolutely no reason a semi should be trying to turn into or out of that street. That is another death trap on Marion.	3/4/2023 2:58 PM
131	expanded roadway as from Archibald to Lagimodiere from 2 to 3 lanes in both direction to account for truck and car traffic.	3/4/2023 2:53 PM
132	Glad there are bike lanes planned for Marion + Goulet. I worry a bit about the massive interchange at Main / Marion / St Mary's ... its just so heavy with traffic. How do you keep pedestrians and cyclists safe amongst that? Hopefully you can ensure that interchange can function better.	3/4/2023 2:44 PM
133	NA	3/4/2023 2:15 PM
134	Great improvement over the original design concepts for Archibald and Marion.	3/4/2023 2:10 PM
135	The city needs to address proper maintainance of bike lanes and boulevards overall, there is alot of damage done with broken and crumbled concrete, throw in uneven surfaces and you end up with the bikers back on the road or sidewalk. Design is one thing, maintainance is the bigger issue.	3/4/2023 1:17 PM

136	Terrible.	3/4/2023 1:14 PM
137	The design is a complete of waste of money unless there is separation created for the grade rail crossing on Marion.	3/4/2023 1:05 PM
138	Thank you for including multi use paths and bike lanes	3/4/2023 12:23 PM
139	I hope that this project can be completed in separate phases to keep costs lower or spread over time. I think the improvements to the Marion/Goulet couplet are much more important than the Lagomodiere parts. If funding is an issue, do the parts first that impact people who need the infrastructure (cyclists and pedestrians) not the people who already have the infrastructure (motorists). Overall, the designs are very good and I am pleased with the choice to have full bike lanes on Marion and Goulet.	3/4/2023 11:13 AM
140	no	3/4/2023 10:49 AM
141	I am out in the car alot. It is the drivers who do not obey speed limits; lights; and pedestrians. MOSTLY drivers who blow through yellow lights. Changes alone will not make corridors safer. An all out program on vehicle safety and all drivers need to do a refresher road course every 5 years. Computer study would be fine.	3/4/2023 10:25 AM
142	Increasing livability and "improving" traffic are at odds with each other. In reality, making the area outside the vehicle more comfortable and livable means reducing traffic through put and speeds. With this "Complete streets" approach, the most space is still dedicated to vehicles.	3/4/2023 9:58 AM
143	I look forward to seeing how this plan is implemented. I would also expect an evaluation of the livability, safety and satisfaction with the results.	3/4/2023 9:54 AM
144	The inclusion of multi use paths and/or bike lanes should not be debated. The design of these paths could still be improved to increase safety such that cycle lanes don't cross where pedestrians will be, or at least widening those areas to avoid congestion.	3/4/2023 9:45 AM
145	Should be underpass at railway crossing to improve Emergency vehicle flow. All Emergencies hospitals, St Boniface, Health Sciences and Grace all on North side of tracks which limits Emergency response times. Add rush hour traffic, and individuals chances of making it to a hospital for a life saving procedure is reduced.	3/4/2023 9:37 AM
146	I hope that this plan can include/accommodate other necessary improvements such as densification of housing as well as public transportation (e.g. better bussing)	3/4/2023 9:15 AM
147	You are removing parking in a busy area to accommodate bikes. Where are people using businesses supposed to park?	3/4/2023 9:13 AM
148	Yes- without solving the train issue on Marion all this does is beautify the area without solving the actual traffic problems. It seems to me that the City typically institutes a band aid solution rather than creating a long term solution.	3/4/2023 8:43 AM
149	Why are we doing this?	3/4/2023 8:33 AM
150	I don't think the majority of it will impact motorists negatively, but something needs to be done to correct Eugenie. When I began the survey, I fully anticipated seeing a change there, and I was disappointed not to.	3/4/2023 8:08 AM
151	A cycling network is urgently needed. This piece is a good addition but the true utility of good cycling infrastructure is realized when there is a true network of cycling infrastructure that meets the needs of cyclists. Something safe, pleasant, and easy to navigate.	3/4/2023 8:07 AM
152	Every private access without raise sidewalks and paths are a safety hazard!!!	3/4/2023 7:58 AM
153	The two train tracks on Marion Street dictate the flow of traffic. This is a major factor not being considered int he proposed Project. No matter the upgrades, paths, etc., the flow of all traffic is dictated by the train traffic.	3/4/2023 6:29 AM
154	N/A	3/3/2023 11:25 PM
155	I would particularly like to see the little bit of Enfield between Marion and Goulet closed completely, just because of the danger of the Enfield/Marion intersection. At the very least, I'd like to see it become one-way (north travel only). The proposed design adds visibility, which is good, but I think drivers heading south on Enfield will still be overly focused on getting into	3/3/2023 10:42 PM

	Marion Street traffic instead of looking for pedestrians. I've seen pedestrians get hit there and I've almost been. It's just inherently dangerous to have southbound traffic on that bit of Enfield.	
156	Let's get started	3/3/2023 10:36 PM
157	It states bike lanes will be added but no mention of protected bike lanes. Paint does not make a bike lane. I have no idea what the goal of this project is. Is it to make it a better experience for pedestrians and cyclists because this is not clear. For example, the presence of slip lanes seems to indicate that traffic flow is still the goal.	3/3/2023 9:22 PM
158	I'm glad the city is planning this. Cycling down Marion now (which I do occasionally if another route is too far out of my way) is not a fun experience.	3/3/2023 9:12 PM
159	If this city is going to address our obligations around the climate disaster unfolding around us we need to change how we design the city, not tinker with the edges	3/3/2023 9:06 PM
160	-Lagimodiere is already similar enough to mad max as it is. I am very skeptical that making in any larger and more intimidating will do any good at all beyond forcing people from their homes. -Furthermore, although a multi-use path along Marion will be an improvement, it's utility may be limited for cycling, as it will frequently be interrupted by turning lanes, approaches, changes in level, and vehicles stopped past the stop line at intersections. These issues may be mitigated by maintaining the pathway at a raised elevation, however they are still concerns. Currently, riding on the road is unsafe, but it does not pose any of the aforementioned problems to mobility. -The multi-use path along lagimodiere will not be very useful (for now) as it will not serve any useful destinations. Also Is it not possible to simply convert the existing sidewalk into a multi use path, and avoid adding more lanes to lagimodiere? This would certainly avoid kicking anyone out of their homes.	3/3/2023 9:03 PM
161	They city wants spend $$$ on these "improvements" but can't even maintain the infrastructure we have	3/3/2023 8:59 PM
162	Please put plenty of bike racks along Marion and goulet. I am looking forward to being able to cycle from my downtown apartment to shop in the area more easily and bikes racks along the route would be fantastic.	3/3/2023 8:19 PM
163	This design will take away our driveway to our parking lot. We will fight this in court if it goes through.	3/3/2023 7:14 PM
164	How does this design do anything for traffic flow? The Marion & Archibald intersection and the CP line crossing will continue to be a massive bottleneck. No overpass/underpass at CP line is ridiculous. It is 2023. How can the city continue to have rail crossings on major roadways, with no over/underpasses? Lagimodiere and Marion must have flyovers. The traffic backups are outrageous on a constant basis, during morning commutes, midday and afternoon rush hour. South Wpg development in Sage Creek has continued and will continue to increase traffic at both of these intersections If you want to increase livability, the reduction of constant traffic at a standstill for hundreds, if not thousands of cars during train movement, rush hours and construction backup is a major issue. Nevermind the environmental impact of idling these vehicles. Remove the street light entirely at Marion and Dufresne. There is no purpose to this. I strongly oppose this design based on my comments above.	3/3/2023 6:39 PM
165	no	3/3/2023 6:36 PM
166	I hope the city is planning on hiring employees to collect the garbage that is going to be thrown on the sidewalks and my property from the cyclists passing by. This is a current problem now and with all the extra traffic it will only get worse. Also, the city will have to amend our taxes if they plan on taking footage from our property.	3/3/2023 6:25 PM
167	Adding more ones to a road encourages and supports car culture. People will buy more cars to drive places because there are not other adequate modes of transport	3/3/2023 6:21 PM
168	Do not take away traffic or parking lanes for cycling. EVER. Do not put cycling lanes on main route streets -- use parallel residential routes or off-street paths.	3/3/2023 6:14 PM
169	Personally, I feel adding a Multi-Use-Path along Panet and Dawson doesn't make much sense, the zone feels very industrial and isn't somewhere I, as an area resident often don't want to walk, however happy land park and area is great!	3/3/2023 5:35 PM
170	Multi use pathways increase potential for conflicts between different modes - cyclists speeding , dogs on leash etc.	3/3/2023 5:23 PM

171	Keep fast vehicles away from bike and slow moving vehicles. Speed differential kills. Bikes cannot keep up with cars. That invites accidents.	3/3/2023 5:07 PM
172	I live downtown and would like to travel by bike more often but am too afraid to bike on the street. I am not proficient enough and feel the risk of injury is too high. I sincerely appreciate any and all efforts made to create protected pathways/bike lanes in the city. Outside of these current proposals, I would also recommend the City try to make it a priority to connect bike lanes are disconnected and that start and end at random locations. If a bike lane ends and forces me onto a busy road (such as St James), it causes enough stress that I will choose to not bike on that route anymore. When folks can rely on an uninterrupted bike route, they are more likely to use it to commute. Finally, I appreciate being able to provide feedback. Thank you for providing that opportunity.	3/3/2023 4:45 PM
173	Need Less focus on bike paths and more focus on traffic flow. Taking out a car lane and turning it into a bike lane makes no sense, especially in a city that has winter 6 months of the year. Makes no sense to be stuck in traffic jam in the middle of winter, staring at an unused bike lane , that used to be for cars, with snow blowing across it and wasting gas as cars idle.	3/3/2023 4:43 PM
174	Increased vehicle traffic flow is incongruous with neighborhood livability	3/3/2023 4:37 PM
175	It's disappointing to see additional lanes of traffic being proposed as the solution for portions of the project. Projects like these should focus on sustainable transportation solutions (ie. active transportation and public mass transit). Inducing more journeys in private motor vehicles is contrary to the "complete streets" philosophy and would be a huge step backwards in terms of environmental responsibility and social equitability.	3/3/2023 4:24 PM
176	Improving public transit and making 59 the limited access parkway it was intended to be in the 60's is the only way to help with traffic in that area. The rail line is also a hinderance to traffic flow. The bike and pedestrian improvements will help due to how poor they are now in that area.	3/3/2023 4:00 PM
177	It seems a very impressive plan. I am looking forward to seeing it implemented.	3/3/2023 3:34 PM
178	The design is a terrific step towards making Winnipeg a safer and more accessible place. However Winnipeg cannot afford any new roads. I would like to see more lanes taken away from car traffic and converted into alternative transportation, than for the city to buy and expand the roadway to keep its expensive car lanes PLUS add bike lanes and sidewalks. The main theme of projects such as these should be to try to cut back on car infrastructure by removing lanes and converting them back to livable spaces. Much of the designs reflect this but I felt it would be important enough to emphasize.	3/3/2023 3:21 PM
179	The bike lanes should be properly separated from the road and sidewalks. They should not go up and down from the road to the sidewalk. It is dangerous for the cyclist, the driver and pedestrians. Review bike lanes in Europe. They are properly divided from the road and the sidewalk. When a cyclist goes up and down from the sidewalk (like on Pembina Hwy and what is proposed here), the driver loses sight of the cyclist. It is also dangerous for the cyclist and pedestrians for a cyclist to go up on a sidewalk path, and it is considerably slower for a cyclist, thereby deterring people from using cycling as a transportation method.	3/3/2023 3:18 PM
180	Connectivity is key. Please keep in mind the need to provide safe links fir cyclists and pedestrians from current projects to existing infrastructure by filling in dead zones	3/3/2023 3:10 PM
181	- build proper interchange at hwy 59/ dugald -close or make Marion a right in right out opening. - marion and goulet just needs better pavement quality. Goulet is beyond its useful life.	3/3/2023 3:08 PM
182	Upgrade snow clearing equipment and efforts to support walking, rolling, biking.	3/3/2023 3:03 PM
183	The new bike paths and multi use paths are a big improvement. I also agree with the improved management of access points. I don't believe we need more car lanes. Cars should be lower priority to improve bike and transit further.	3/3/2023 2:48 PM
184	Dans la mesure du possible, avoir des voie cyclable séparée par un boulevard ou autres structures qui sépare les vélo et les voitures	3/3/2023 2:46 PM
185	There are many strategies in this proposal that still prioritize motorized vehicles and put cyclists and pedestrians safety and convenience as an after thought.	3/3/2023 2:30 PM
186	A practical cycling route linking downtown and Transcona is welcome.	3/3/2023 2:22 PM

187	The widening of Lagimodiere is wasteful and unnecessary. Resources would be better used in accelerating progress on the bike lanes on Marion. Removal of homes and businesses along Lag to marginally increase vehicle speeds is not the best use of this projects resources.	3/3/2023 2:18 PM
188	No	3/3/2023 1:57 PM
189	1. Will there be a dedicated bike crossing point at St Marys to be able to connect onto Marion? 2. Hoping that the light at Dufresne and Happyland park will actually change when a pedestrian wants to cross! 3. The fence on the Northbound side of Happyland park should be something that provides sound attenuation inside the park and for the pool. Also plantings along here would be great! 4. Signage along the youville active transportation moment as well as along the south side active transportation multi-use trail will be vital in terms of actually sharing this space with cyclists and pedestrians. 5. Overall this will be super beneficial for the neighbourhood especially along Marion from St Marys to Youville!	3/3/2023 1:55 PM
190	I bike and walk a lot, all over the city, for transportation and leisure. I'm not sure a 2 way bike lane on youville is worth doing. It seems silly to add bike lanes to streets that are already bike friendly/safe. I would rather see the city spend money adding multi use paths or bike lanes on major streets that don't have an easy parallel road alternative. Ex the 2 way path on westminster/granite seemed unnecessary as that was already an easy, low traffic area to bike thru. I'd like to see bike lanes on keewatin and mcphillips and other places in the long stretches where there are no parallel residential streets to bike down. Or connecting the lanes on Pembina where they just end suddenly. Or add pedestrian crossings/sidewalks at intersections or on streets that currently have nothing. Ex. You can only cross lagimodiere on one side of the intersection at Springfield road from kilcona Park, but on the other side, you're stranded with no walk sign to go over to Molson to the chief peguis path. These non-connections are dangerous and need improvement. I've also seen signs for a long time about potentially making bike lanes on wolseley, which seems really silly since it has always been an easy bike route as is, especially with the open streets.	3/3/2023 1:48 PM
191	I hope the proposed design will connect the proposed AT components with the existing Transcona Greenway along Dugald thus eliminating another gap in the network.	3/3/2023 1:23 PM
192	Does the proposed design include measures for resurfacing these streets - especially Marion from Youville to Archibald and Goulet from Youville to Tache?	3/3/2023 1:18 PM
193	It looks like parking along Marion where there are small shops will be reduced to only one side of the road & you reduced one lane that is currently available to drive down. Those who drive to Marion to do some shopping will then try to find parking on side streets which are already congested with parked cars (especially from the hospital). It looks to me like the city will create more difficulties for residents who live on these side streets. These small shops may see a significant drop in business. You have to remember that not all residents can cycle or walk to these shops from their current homes and those who make these shops a destination visit won't come back if they can't find space to park	3/3/2023 1:15 PM
194	How long will all this take to complete and where is the money coming from!	3/3/2023 1:14 PM
195	This plan that has goals of vibrancy, safety and livability only looks good on paper but ignores the number one reality that this road system is meant to move commercial vehicles and commuters. Greenways and park benches have no place in such a situation. Improve the quality of life in the surrounding neighbourhoods, not on a busy and noisy roadway.	3/3/2023 1:04 PM
196	Marion should be realigned with properly connect Donald/River/Stradbrook in the west and Dugald in the east. It is a major truck route and one of the only east-west corridors for commuters. Marion is severely under built. There should be a permanent median with turning lanes the whole stretch from Goulet to Lagimodiere. Active transportation is best to avoid and away from Marion and moved to the nearest parallel side street. It is not safe having pedestrians/cyclists so close to such heavy traffic. Lagimodiere should be three lanes from Dawson Road to Chief Peguis. Traffic is way to heavy in that stretch.	3/3/2023 12:52 PM
197	Thank you for including more active transportation!	3/3/2023 12:34 PM
198	Cyclists interests are over represented in the design. Few cyclists use most of this route and I don't see that these changes are going to make much difference.	3/3/2023 12:34 PM
199	Very much appreciated. I'm concerned with some of the multi-use paths having a 'wavy' design. This will add challenge to snow clearing (the machines take a straight line and destroy	3/3/2023 12:33 PM

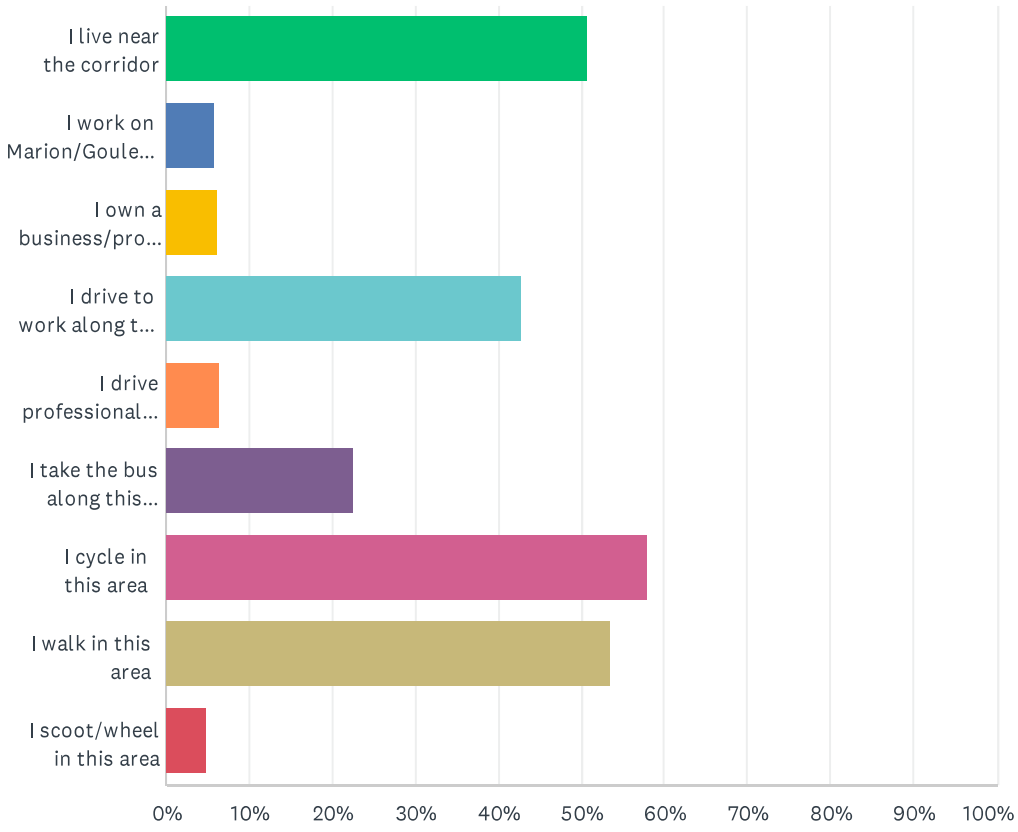
	grass or plants adjacent to the path) and adds frustration as a pedestrian. I'd prefer to encounter cyclists on a straight line (like on the Fermor greenway) with good sightlines.	
200	I am satisfied with the direction the city is moving for non-motorized transport consideration. I would like to comment though, that cycling should be considered as a year-round mode of transportation. If the infrastructure is built - and cycling is safe - people will use it - taking cars of the street and reducing the wear and tear on the streets - and possibly reducing construction and maintenance costs. Thank you for the survey.	3/3/2023 12:20 PM
201	Huge improvement to cycling infrastructure. Would have been nice to have a direct connection from Marion/Dugald.	3/3/2023 12:19 PM
202	No	3/3/2023 12:19 PM
203	Winnipeg is so 25 years behind last place city	3/3/2023 12:16 PM
204	I hope it happens! Plant more trees!	3/3/2023 12:16 PM
205	Winnipeg has snow on the ground five months of the year but we spend a lot of tax dollars accommodating the very few winter cyclists. Move the bike lanes to the sidewalk, leaving roadways for drivers and snow piles.	3/3/2023 12:13 PM
206	Can we move more quickly on bike lanes please?	3/3/2023 12:11 PM
207	Absolutely better than existing situation.	3/3/2023 12:03 PM
208	Does nothing to deal with the disaster that is the Marion/Archibald intersection. No plan is viable that does not ELIMINATE south bound left turns on archibald into the tim hortons / coop parking lots. This traffic should be flowing through the RIGHT TURN access on Marion eastbound. There are DOZENS of accidents in this area every day, as people try to cut across two lanes of traffic (as the left northbound lane of archibald is waiting for a left hand turn and the right lane is travelling at full speed. People cannot see across this, this is just dangerous. I've seen cars hitting motorcycles, cars hitting cars, cars hitting cyclists, cars hitting cars INTO pedestrians, etc. I myself have been hit with my car totalled twice in this location. Also, parking on arterials is a disaster, allowing gym parking on southbound archibald, as the aforementioned traffic blocks the left lane to turn into Tims makes people try to race to chicane through the parked and waiting cars. There is no need to provide parking on archibald here, the gym has both its own parking lot and PLENTY of side street parking avaialble. As an avid cyclist, the Marion plan is just dangerous. Bumpouts are MORE dangerous, and sand and road debris tends to gather there making it impassible for small wheels (rollerblades) , and dangerous (slide outs) for bikes.	3/3/2023 12:03 PM
209	We need to fix our existing road infrastructure throughout the metropolis foremost before we start investing in improvement projects. Let's put the $$$ where it's needed the most!	3/3/2023 12:02 PM
210	I so appreciate that active transportation is being considered with every change the city makes.	3/3/2023 11:58 AM
211	This will greatly improve pedestrian and cycling traffic along Marion and Goulet, also contributing to the "health" of the Norwood Grove Biz.	3/3/2023 11:50 AM
212	Regarding the bike path through happyland park - if possible, avoiding too many hills in this area would be ideal for cyclists, but nevertheless the design is preferable to the current set up	3/3/2023 11:48 AM
213	These designs are good in many ways and have excellent stated intentions, but in practice it often feels like motor traffic flow and capacity is still held at by far the highest priority.	3/3/2023 11:42 AM
214	The Happyland park proposal doesn't look like a very efficient route. If the Neighbourhood Greenway is on Evans St, why doesn't the path directly connect through the park?	3/3/2023 11:41 AM
215	Marion should be rerouted to Dugas before lagimodiere, and the signals at Marion removed to improve traffic flow on lagimodiere	3/3/2023 11:36 AM
216	Multi use paths do not adequately accommodate the differences between cyclists and pedestrians, you will either see a large number of conflicts, or a low number of pedestrians and cyclists.	3/3/2023 11:36 AM
217	The Bump outs are a complete disaster. One less lane, then add a bus to the mix as well as the oblitory semi annual road construction!!	3/3/2023 11:35 AM

218	Turn the sidewalk into multi use cycling/pedestrians path with wider path and less boulevard instead of poaching traffic lanes.	3/3/2023 11:32 AM
219	All of these changes are excellent for cycling. Currently, our route from Transcona to SE Winnipeg is on Transcona Trail, Regent Ave, Panet Road, Dawson Road. Now we will be able to use Plessis Pathway, Dugald Pathway, new Lag Pathway, new Marion Pathway. The final needed connection to create a good cycling route from Transcona to SE Winnipeg is a multi-use pathway along Lag from Marion to Fermor. This is very important. SW Winnipeg has a pathway along *every* high-speed route. Question 23 answer: We drive ad hoc drive along this corridor.	3/3/2023 11:30 AM
220	This looks like a fantastic start to easier and safer access/use of the City's busy streets, by all forms of transit. Well done.	3/3/2023 11:29 AM
221	Stop accommodating cars so much. Winnipeg is one of the last cities in Canada to focus on cars instead of rapid transit and walking and biking.	3/3/2023 11:24 AM
222	Again, how do we pay for this all? Alot of it seems like fluff that costs $$$. Again, cost / benefit analysis would be helpful. Easy to agree when you don't know what it costs.	3/3/2023 11:19 AM
223	I'm curious to know why the multi-use path along Panet from Marion to Dugald was out of scope for this project. As someone who cycles, it is frustrating when an "obvious" "short" connection is left for future projects, leading to a disjoint cycling network across Winnipeg. I have some sympathy for planners that such connections are not always actually obvious or short, but it does mean that day-to-day getting around the city is frustrating until those gaps are complete.	3/3/2023 11:19 AM
224	It would be much better if you raised and painted the crosswalks to improve their visibility and slow down the traffic organically without needing signs, especially on the right turn slip lanes. Additionally, painted/Colored multi-use pathways also create separation and distinction from the roadways.	3/3/2023 11:17 AM
225	As long as there's more car space as these routes are very congested.	3/3/2023 11:12 AM
226	I think it's great and I hope it connects to Kildonan soon.	3/3/2023 11:10 AM
227	The proposed design at the west end takes out too much parking for hte businesses. It is already difficult to find parking along this stretch and additional bump outs in the middle and blocking turn lanes will not improve traffic flow.	3/3/2023 11:06 AM
228	Good work on some complex issues and streets	3/3/2023 11:06 AM
229	Anything you can do to decrease the number of cars on the road is good.	3/3/2023 11:01 AM
230	Why add car lanes? The focus should be on slowing traffic down, adding more space for multi-use paths, having LESS cars, adding transit.	3/3/2023 10:59 AM
231	What you should be doing is reducing the car lanes, converting them to cyclist lanes and expanding the sidewalk. You should be designing for the people who live, work and shop there instead of the drivers using it as a thoroughfare. Marion needs a drastic overhaul, changing it from it's current function as a stroad, to be changed into an actual street, where people are prioritized over cars. Drivers can access archibald and dawson by using lagimodiere, a road more purposely built for cars. They shouldn't be using marion anyway. You need to go back to the drawing board, this design is bad, real bad. Your interest is clearly in traffic flow and not much else. You shoehorned everything else in, to their detriment. This design is unsafe for everyone not in a car.	3/3/2023 10:51 AM
232	The intersections of Eugenie and Tâché and Eugenie and St. Mary's could use some more development. The neighbourhood greenway has been amazing to use as a cyclist, and until there is a more robust path on Marion and Goulet, serves as a great alternative to sharing the road for a few blocks. However, Tâché and Eugenie would benefit from a 4 way stop at the very least, if not some lights. The on street parking on Tâché makes it difficult for cyclists to cross, as parked vehicles obstruct cyclists views of oncoming traffic that doesn't need to stop at that that intersection. Combined with the speed limit, it is not the safest intersection for cyclists, especially during rush hours. Additionally, the ambiguity of pedestrian crossing at the intersection is a problem. Can pedestrians cross eastbound and westbound Eugenie at Tâché? There is no indication, and the same obstructions cause difficulty. It is part of my daily commute and on both bike and on feet I have been narrowly hit by cars going above the speed limit I have been unable to see because of parked cars and, southbound, the slight inclination.	3/3/2023 10:47 AM

	Motorists also tend to get stalled on Eugenie waiting for cars going north and south on Tâché as the speed limit on Tâché is much higher than that of Eugenie (as an aside, Eugenie's reduced speed limit has been phenomenal as a resident of the neighbourhood). For Eugenie and St. Mary's, there are two main concerns as a cyclist. Firstly, accessing the multiuse path on the west side of St. Mary's from Eugenie can be problematic, as it requires crossing at least 4 lanes of traffic and then swerving onto a sidewalk. Alternatively, it requires cyclists to get on the sidewalk on Eugenie to then cross at the pedestrian crossing to have an easy access to the north/south multi use sidewalk on the west side of St. Mary's. Secondly, riding on the sidewalk for the last stretch of Eugenie heading west is almost necessary when there are not any cars on Eugenie, as it seems that the traffic control system at the intersection do not recognize cyclists waiting on a red light on Eugenie on both the east and west side. Cyclists are at the mercy of there being a car at the stop line, or require them to go onto the sidewalk to press the indicator requesting a light change. It seems like the new multiuse path *may* address the St. Mary's/Eugenie intersection. However, the Eugenie and Tâché intersection is a concern. And although it is adjacent to the Marion and Goulet Project, ideally that project would connect to existing infrastructure, so it is worth mentioning. On a more pertinent note, the changes to Youville are greatly appreciated, as that intersection is hard to navigate as a pedestrian. Also, having any connection for cyclists heading eastbound past the Seine River is welcome, as the east-west corridor heading towards Transcona is desperately needed. Even if it only serves as a feeder route for an eventual development (coming with the Red Line hopefully), the lack of any meaningful existing connections has been felt.	
233	It sucks.	3/3/2023 10:44 AM
234	Bike lanes need to have separated infrastructure. Ideally concrete barriers, not flex posts or paint.	3/3/2023 10:42 AM
235	Plant lots of trees	3/3/2023 10:41 AM
236	I am not sure how many bikes and pedestrians will use this facility. Bikes and pedestrians would prefer to get away from traffic. Who will be responsible for the first serious accident?	3/3/2023 10:41 AM
237	Hopefully the cyclists will respect the pedestrians on the multiuse paths because the multiuse path appears to be the sidewalk along the eastern part of the project.	3/3/2023 10:39 AM
238	We shouldn't have to do surveys like these in order to improve the safety of cyclists and pedestrians. They should just be done. And we need more. Period.	3/3/2023 10:38 AM
239	I like bike lanes best when they are separate, and when they are connected (actually allow me to get where I am going without having to frequently merge with motor-vehicle traffic). Thanks!	3/3/2023 10:36 AM

Q23 What best describes your connection to this area? Please check all that apply:

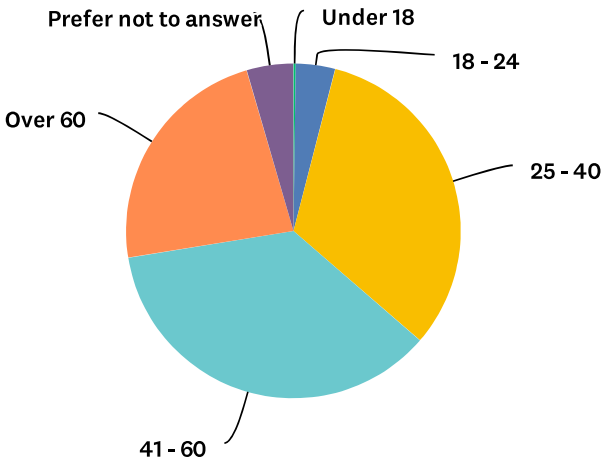
Answered: 404 Skipped: 78



ANSWER CHOICES	RESPONSES	
I live near the corridor	50.74%	205
I work on Marion/Goulet Street	5.69%	23
I own a business/property on Marion/Goulet Street	6.19%	25
I drive to work along the corridor	42.82%	173
I drive professionally (e.g. trucking, taxi, etc.)	6.44%	26
I take the bus along this corridor	22.52%	91
I cycle in this area	57.92%	234
I walk in this area	53.47%	216
I scoot/wheel in this area	4.95%	20
Total Respondents: 404		

Q24 What is your age group?

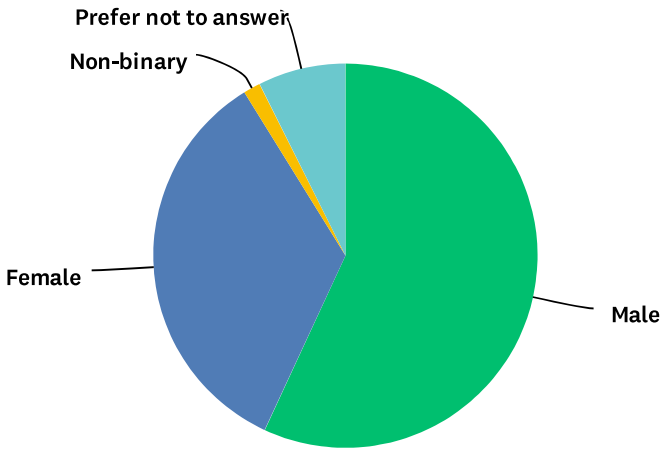
Answered: 421 Skipped: 61



ANSWER CHOICES	RESPONSES	
Under 18	0.24%	1
18 - 24	3.80%	16
25 - 40	32.30%	136
41 - 60	36.10%	152
Over 60	23.04%	97
Prefer not to answer	4.51%	19
TOTAL		421

Q25 How do you describe yourself?

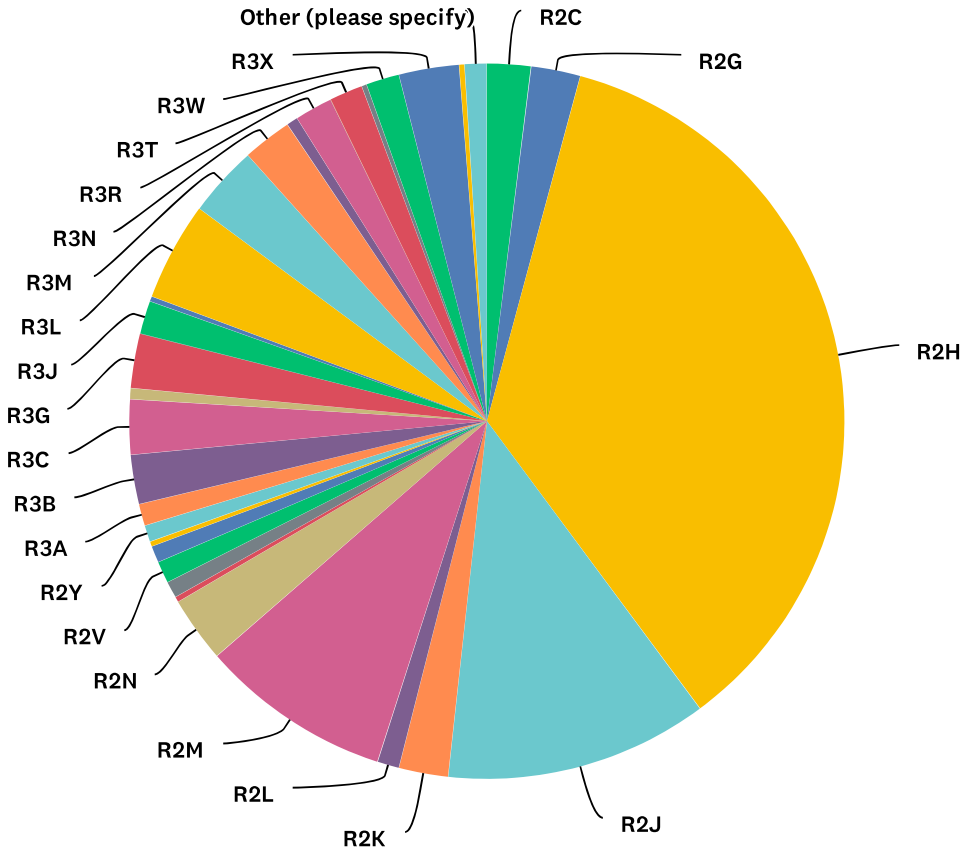
Answered: 420 Skipped: 62



ANSWER CHOICES	RESPONSES	
Male	56.90%	239
Female	34.29%	144
Non-binary	1.43%	6
Prefer not to answer	7.38%	31
TOTAL		420

Q26 Please provide the first three characters of your postal code.

Answered: 404 Skipped: 78



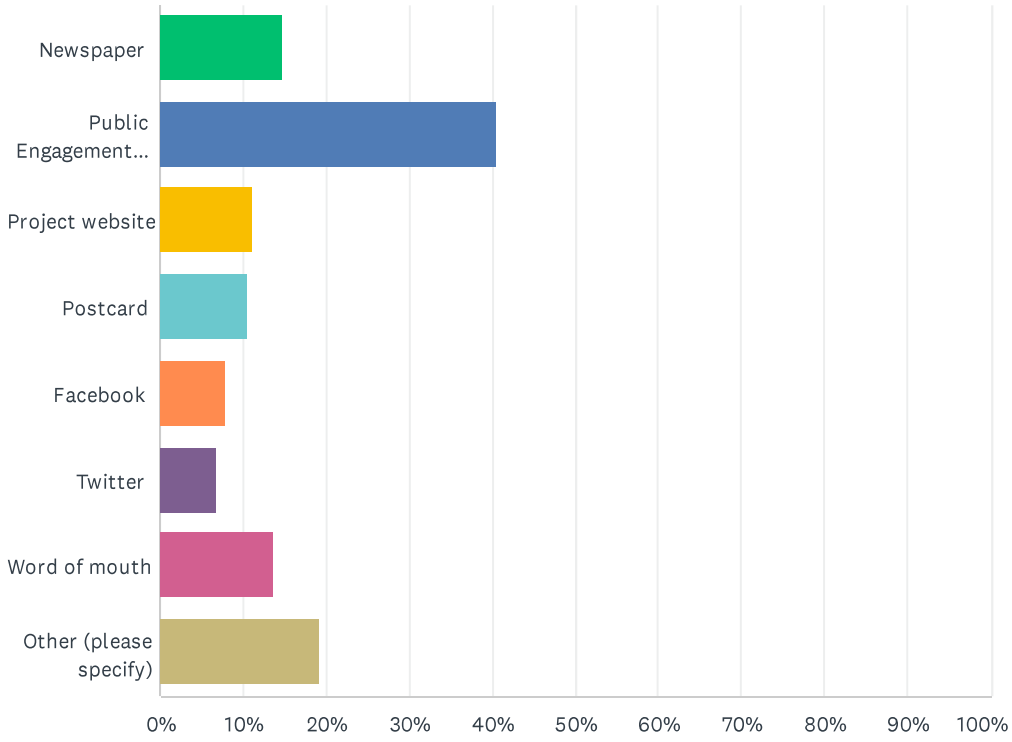
ANSWER CHOICES	RESPONSES	
R2C	1.98%	8
R2G	2.23%	9
R2H	35.64%	144
R2J	11.88%	48
R2K	2.23%	9
R2L	0.99%	4
R2M	8.66%	35
R2N	2.97%	12
R2P	0.25%	1
R2R	0.74%	3
R2V	0.99%	4
R2W	0.74%	3
R2X	0.25%	1
R2Y	0.74%	3
R3A	0.99%	4
R3B	2.23%	9
R3C	2.48%	10
R3E	0.50%	2
R3G	2.48%	10
R3H	0.00%	0
R3J	1.49%	6
R3K	0.25%	1
R3L	4.46%	18
R3M	3.22%	13
R3N	2.23%	9
R3P	0.50%	2
R3R	1.73%	7
R3S	0.00%	0
R3T	1.49%	6
R3V	0.25%	1
R3W	1.49%	6
R3X	2.72%	11

R3Y	0.25%	1
Other (please specify)	0.99%	4
TOTAL		404

#	OTHER (PLEASE SPECIFY)	DATE
1	R0G1Y1	3/12/2023 11:11 AM
2	R5K	3/8/2023 6:00 PM
3	ROE	3/6/2023 7:46 PM
4	R5A	3/4/2023 1:15 PM

Q27 How did you hear about this project? Please check all that apply.

Answered: 415 Skipped: 67



ANSWER CHOICES	RESPONSES	
Newspaper	14.70%	61
Public Engagement Newsletter	40.48%	168
Project website	11.08%	46
Postcard	10.36%	43
Facebook	7.95%	33
Twitter	6.75%	28
Word of mouth	13.73%	57
Other (please specify)	19.28%	80
Total Respondents: 415		

#	OTHER (PLEASE SPECIFY)	DATE
1	expropriation properties and businesses and home owners contacted SSBRA	3/24/2023 3:01 PM
2	City councillor	3/22/2023 9:43 PM
3	News.	3/21/2023 5:09 PM
4	The Great Canadian Talk Show podcast. :P	3/20/2023 10:51 PM

5	by email	3/20/2023 6:40 AM
6	email	3/19/2023 7:05 PM
7	K	3/17/2023 10:45 PM
8	Radio-Canada	3/17/2023 7:58 AM
9	Email	3/16/2023 10:42 AM
10	Worker on Panet road brought postcard home in Norwood flats	3/15/2023 8:44 PM
11	City of Winnipeg home page	3/15/2023 4:16 PM
12	Reddit	3/14/2023 4:31 PM
13	MTA	3/14/2023 3:51 PM
14	Stakeholder	3/14/2023 10:35 AM
15	Email	3/14/2023 7:55 AM
16	Email	3/14/2023 5:45 AM
17	Email	3/13/2023 7:25 PM
18	email from City	3/13/2023 4:47 PM
19	email	3/13/2023 4:15 PM
20	Work	3/13/2023 11:22 AM
21	Radio	3/12/2023 11:01 AM
22	friend	3/8/2023 7:07 PM
23	from the former executive assistant Ryan	3/8/2023 6:14 PM
24	Forum	3/8/2023 6:00 PM
25	Email from city	3/8/2023 4:49 PM
26	Email from City	3/8/2023 12:35 PM
27	Skyscraper	3/8/2023 12:14 PM
28	Have lived in neighbourhood for 46 years; you hear things.	3/7/2023 8:35 PM
29	internet	3/7/2023 5:34 PM
30	Friend emailed	3/6/2023 7:12 PM
31	Email	3/6/2023 6:25 PM
32	Email from a friend	3/6/2023 9:40 AM
33	email	3/5/2023 11:13 PM
34	Webmail	3/5/2023 8:23 PM
35	email from city	3/5/2023 12:15 PM
36	Email	3/5/2023 7:28 AM
37	Email	3/4/2023 2:54 PM
38	email	3/4/2023 2:21 PM
39	Email	3/4/2023 1:37 PM
40	Yes	3/4/2023 1:19 PM
41	bike winnipeg	3/4/2023 11:12 AM
42	email	3/4/2023 10:50 AM

43	Radio/on line info	3/4/2023 10:26 AM
44	email	3/4/2023 9:58 AM
45	Email	3/4/2023 9:40 AM
46	Work	3/4/2023 9:38 AM
47	Radio-Canada	3/4/2023 9:06 AM
48	Invitation rec'd by email	3/4/2023 8:10 AM
49	Electronic news site	3/3/2023 11:27 PM
50	Radio-Canada news website	3/3/2023 10:44 PM
51	Email	3/3/2023 9:00 PM
52	EMAIL	3/3/2023 7:22 PM
53	Resident on Marion	3/3/2023 6:28 PM
54	Skyscraper Pages forum	3/3/2023 5:59 PM
55	I was emailed	3/3/2023 5:35 PM
56	Engage Winnipeg Emails	3/3/2023 5:25 PM
57	Email	3/3/2023 5:08 PM
58	email	3/3/2023 4:33 PM
59	Forum	3/3/2023 4:00 PM
60	Email	3/3/2023 3:19 PM
61	Radio-Canada	3/3/2023 3:11 PM
62	Online forum	3/3/2023 3:09 PM
63	City email	3/3/2023 2:23 PM
64	email	3/3/2023 2:16 PM
65	Email	3/3/2023 1:24 PM
66	Email from City of Winnipeg	3/3/2023 1:19 PM
67	Email	3/3/2023 1:15 PM
68	Skyscraper Forum	3/3/2023 12:53 PM
69	emal	3/3/2023 12:35 PM
70	a friend sent me the link	3/3/2023 12:05 PM
71	i receive emails for input	3/3/2023 11:50 AM
72	E-mail	3/3/2023 11:34 AM
73	email	3/3/2023 11:26 AM
74	Email	3/3/2023 11:12 AM
75	email subscription	3/3/2023 11:11 AM
76	Email	3/3/2023 11:03 AM
77	email	3/3/2023 10:53 AM
78	This email request for a survey	3/3/2023 10:52 AM
79	email	3/3/2023 10:47 AM
80	City of Winnipeg sources	3/3/2023 10:42 AM

Appendix C – Promotion

Moving on Marion Street

Phase 3 of public engagement is in motion, and we want to hear from you!

Based on what we heard about design options in Phase 2, we created a proposed design that would:

- Improve traffic flow and road safety
- Enhance neighbourhood vibrance and livability
- Add new active transportation infrastructure

Please join us for an in-person event to learn more about the proposed design, ask questions, and provide feedback.

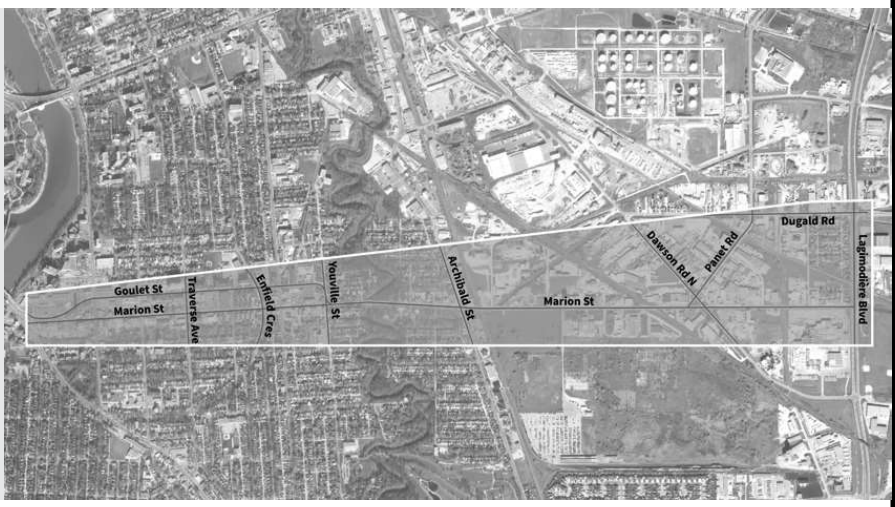
Open house

Date: Thursday, March 16, 2023

Time: 6:30 p.m. to 8:30 p.m.

Location: Norwood Community Centre, 87 Walmer St.

Format: Drop-in (come and go)



You can also provide feedback by taking an online survey at the link below until **March 24, 2023**.

For inquiries or for those who require alternate formats or interpretation to participate, please contact **marion@winnipeg.ca** or **204-944-9907**.

For more information, visit us online at:
winnipeg.ca/movingonmarion

Winnipeg

Moving on Marion Street

Phase 3 of public engagement is in motion, and we want to hear from you!

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- Improve traffic flow and road safety
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Please join us for an in-person event to learn more about the proposed design, ask questions, and provide feedback.

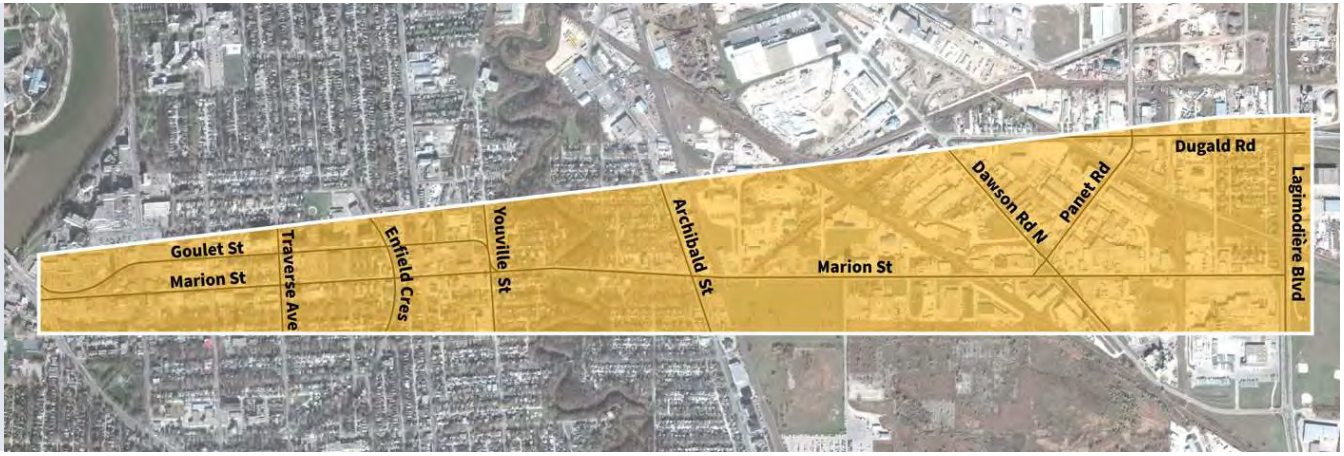
Open house

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Time: 6:30 p.m. to 8:30 p.m.

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For more information, visit us online at: **winnipeg.ca/movingonmarion**

Winnipeg

Mobilité sur Marion

La phase 3 de la participation publique est en cours, et nous voulons vous entendre!

À partir de ce que nous avons entendu au sujet des options de conception proposées à la phase 2, nous avons élaboré une proposition qui vise les résultats suivants :

- Améliorer la circulation et la sécurité routière;
- Rehausser le dynamisme et l'habitabilité du quartier;
- Ajouter une nouvelle infrastructure de transport actif.

Joignez-vous à nous pour un événement portes ouvertes en personne afin d'en apprendre plus long sur la conception proposée, poser vos questions et formuler vos commentaires.

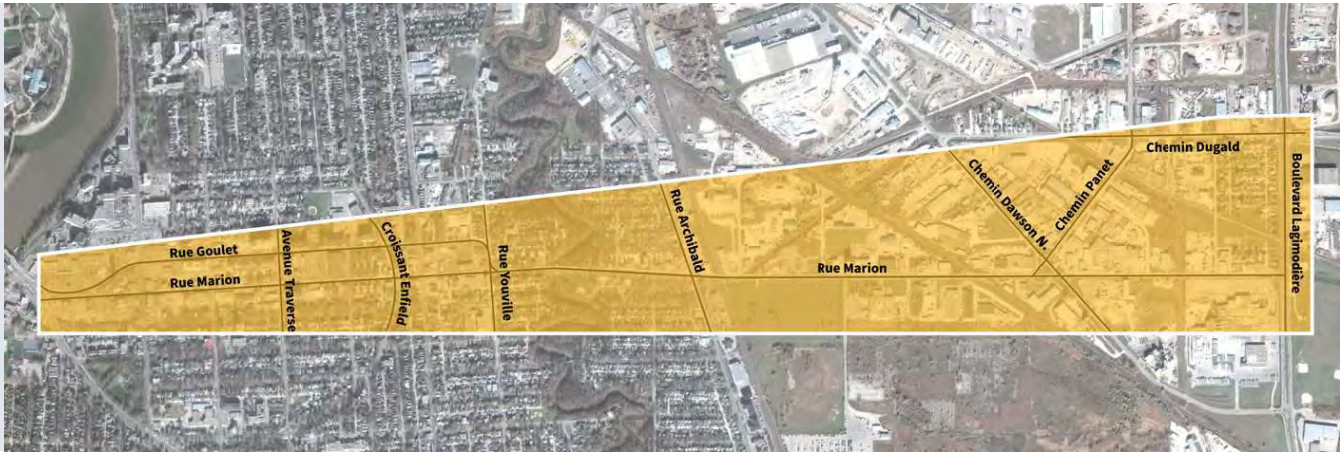
Événement portes ouvertes

Date : Jeudi 16 mars 2023

Heure : 18 h 30 à 20 h 30

Lieu : Centre communautaire de Norwood, 87, rue Walmer

Formule : Venez à l'improviste



Vous pouvez aussi répondre au sondage en ligne en visitant le lien ci-dessous d'ici le **24 mars 2023**.

Si vous avez des questions ou besoin de médias substituts ou d'interprétation pour participer : **marion@winnipeg.ca** / **204-944-9907**.

Plus de détails en ligne à l'adresse : **winnipeg.ca/mobilitesurmarion**

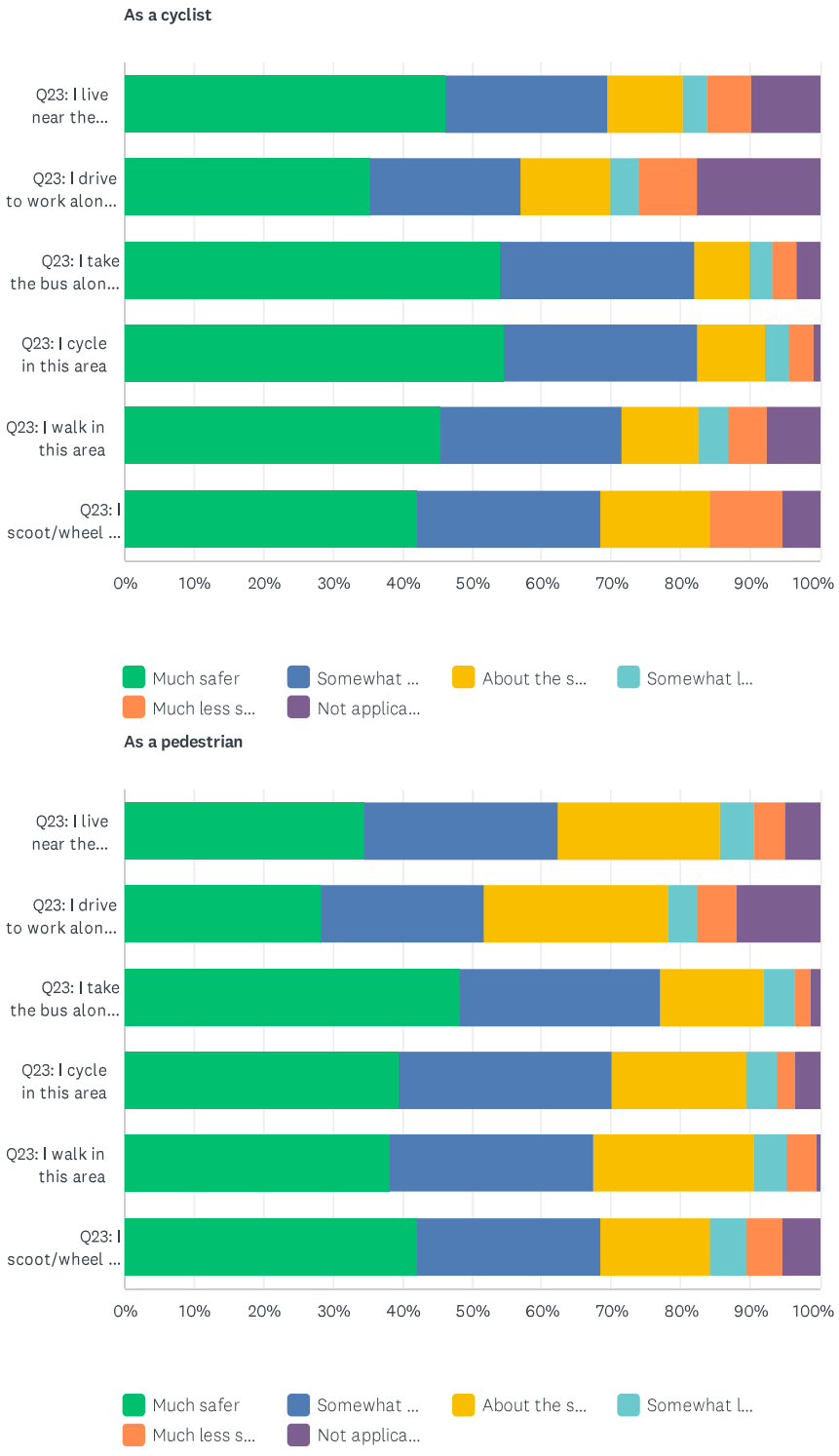
Winnipeg

Appendix D – Perspective by connection to project area

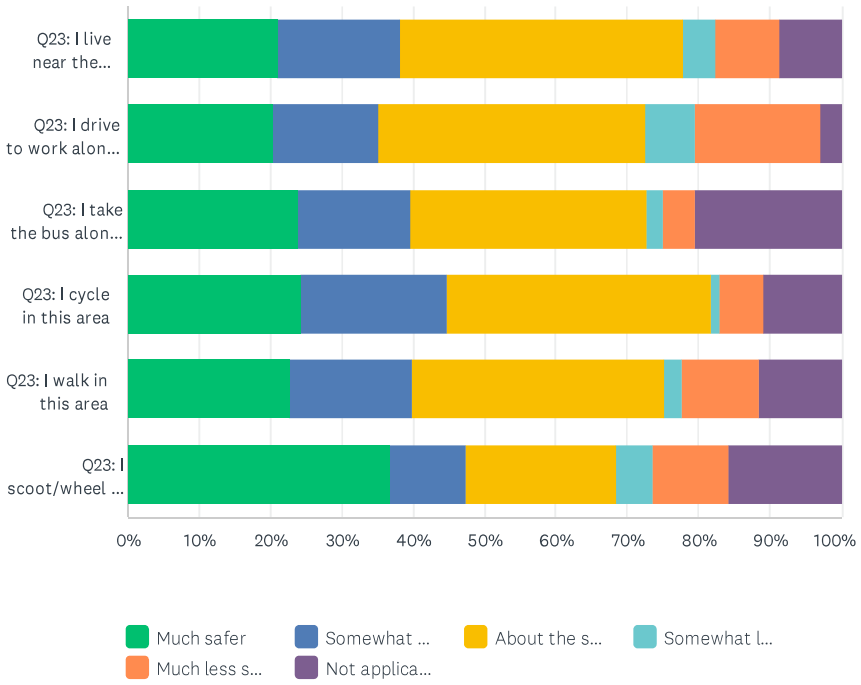
Please note: the views expressed in the verbatim survey comments are those of residents and are not those of the City of Winnipeg. The City of Winnipeg reviews comments to analyze and remove comments that are inconsistent with our moderation policy.

Q1 How would the proposed design make you feel travelling through the Marion-Goulet couplet:

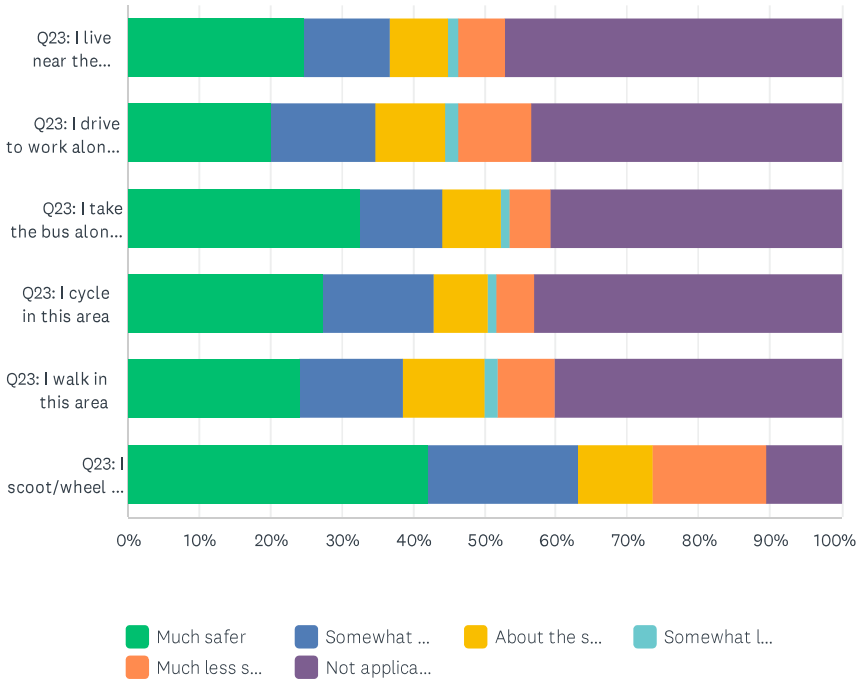
Answered: 382 Skipped: 0



As a motorist



Other mode (such as two-wheel scooter, skateboard, rollerblade/skate)



As a cyclist

	MUCH SAFER	SOMEWHAT SAFER	ABOUT THE SAME	SOMEWHAT LESS SAFE	MUCH LESS SAFE	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
Q23: I live near the corridor	46.31% 94	23.15% 47	10.84% 22	3.45% 7	6.40% 13	9.85% 20	53.14% 203	1.90
Q23: I drive to work along the corridor	35.29% 60	21.76% 37	12.94% 22	4.12% 7	8.24% 14	17.65% 30	44.50% 170	2.13
Q23: I take the bus along this corridor	53.93% 48	28.09% 25	7.87% 7	3.37% 3	3.37% 3	3.37% 3	23.30% 89	1.70
Q23: I cycle in this area	54.51% 127	27.90% 65	9.87% 23	3.43% 8	3.43% 8	0.86% 2	60.99% 233	1.72
Q23: I walk in this area	45.33% 97	26.17% 56	11.21% 24	4.21% 9	5.61% 12	7.48% 16	56.02% 214	1.90
Q23: I scoot/wheel in this area	42.11% 8	26.32% 5	15.79% 3	0.00% 0	10.53% 2	5.26% 1	4.97% 19	2.06

As a pedestrian

	MUCH SAFER	SOMEWHAT SAFER	ABOUT THE SAME	SOMEWHAT LESS SAFE	MUCH LESS SAFE	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
Q23: I live near the corridor	34.65% 70	27.72% 56	23.27% 47	4.95% 10	4.46% 9	4.95% 10	52.88% 202	2.13
Q23: I drive to work along the corridor	28.24% 48	23.53% 40	26.47% 45	4.12% 7	5.88% 10	11.76% 20	44.50% 170	2.27
Q23: I take the bus along this corridor	48.28% 42	28.74% 25	14.94% 13	4.60% 4	2.30% 2	1.15% 1	22.77% 87	1.83
Q23: I cycle in this area	39.39% 91	30.74% 71	19.48% 45	4.33% 10	2.60% 6	3.46% 8	60.47% 231	1.96
Q23: I walk in this area	38.21% 81	29.25% 62	23.11% 49	4.72% 10	4.25% 9	0.47% 1	55.50% 212	2.07
Q23: I scoot/wheel in this area	42.11% 8	26.32% 5	15.79% 3	5.26% 1	5.26% 1	5.26% 1	4.97% 19	2.00

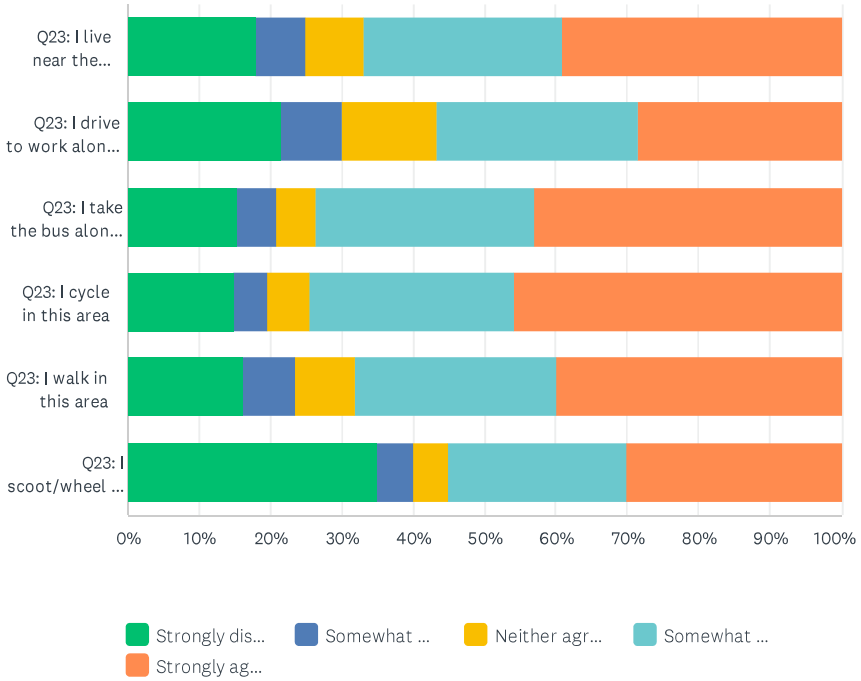
As a motorist

	MUCH SAFER	SOMEWHAT SAFER	ABOUT THE SAME	SOMEWHAT LESS SAFE	MUCH LESS SAFE	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
Q23: I live near the corridor	21.11% 42	17.09% 34	39.70% 79	4.52% 9	9.05% 18	8.54% 17	52.09% 199	2.60
Q23: I drive to work along the corridor	20.47% 35	14.62% 25	37.43% 64	7.02% 12	17.54% 30	2.92% 5	44.76% 171	2.86
Q23: I take the bus along this corridor	23.86% 21	15.91% 14	32.95% 29	2.27% 2	4.55% 4	20.45% 18	23.04% 88	2.34
Q23: I cycle in this area	24.35% 56	20.43% 47	36.96% 85	1.30% 3	6.09% 14	10.87% 25	60.21% 230	2.38
Q23: I walk in this area	22.75% 48	17.06% 36	35.55% 75	2.37% 5	10.90% 23	11.37% 24	55.24% 211	2.57
Q23: I scoot/wheel in this area	36.84% 7	10.53% 2	21.05% 4	5.26% 1	10.53% 2	15.79% 3	4.97% 19	2.31

Other mode (such as two-wheel scooter, skateboard, rollerblade/skate)								
	MUCH SAFER	SOMEWHAT SAFER	ABOUT THE SAME	SOMEWHAT LESS SAFE	MUCH LESS SAFE	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
Q23: I live near the corridor	24.75% 49	12.12% 24	8.08% 16	1.52% 3	6.57% 13	46.97% 93	51.83% 198	2.11
Q23: I drive to work along the corridor	20.12% 33	14.63% 24	9.76% 16	1.83% 3	10.37% 17	43.29% 71	42.93% 164	2.43
Q23: I take the bus along this corridor	32.56% 28	11.63% 10	8.14% 7	1.16% 1	5.81% 5	40.70% 35	22.51% 86	1.92
Q23: I cycle in this area	27.43% 62	15.49% 35	7.52% 17	1.33% 3	5.31% 12	42.92% 97	59.16% 226	1.98
Q23: I walk in this area	24.06% 51	14.62% 31	11.32% 24	1.89% 4	8.02% 17	40.09% 85	55.50% 212	2.25
Q23: I scoot/wheel in this area	42.11% 8	21.05% 4	10.53% 2	0.00% 0	15.79% 3	10.53% 2	4.97% 19	2.18

Q2 Choose the option that best captures how you feel about the following statement: The proposed design will improve neighbourhood vibrance and livability along the Marion-Goulet couplet. As a reminder, livability looks at how a neighbourhood's physical environment contributes to quality of life. Physical environment includes things like geographic layout, road conditions, speeds, and amenities.

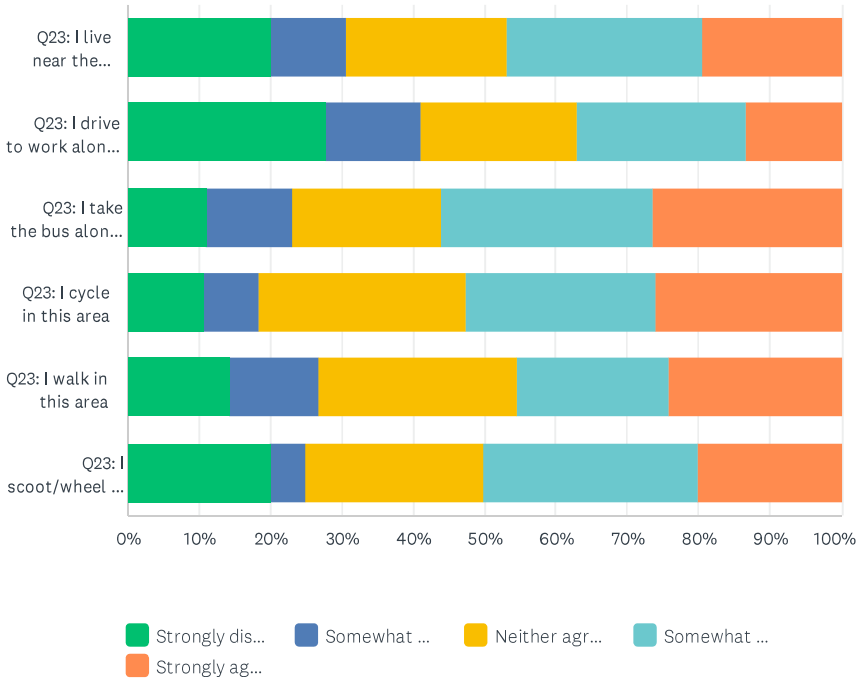
Answered: 382 Skipped: 0



	STRONGLY DISAGREE	SOMEWHAT DISAGREE	NEITHER AGREE NOR DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL
Q23: I live near the corridor	18.05% 37	6.83% 14	8.29% 17	27.80% 57	39.02% 80	53.66% 205
Q23: I drive to work along the corridor	21.39% 37	8.67% 15	13.29% 23	28.32% 49	28.32% 49	45.29% 173
Q23: I take the bus along this corridor	15.38% 14	5.49% 5	5.49% 5	30.77% 28	42.86% 39	23.82% 91
Q23: I cycle in this area	14.96% 35	4.70% 11	5.98% 14	28.63% 67	45.73% 107	61.26% 234
Q23: I walk in this area	16.20% 35	7.41% 16	8.33% 18	28.24% 61	39.81% 86	56.54% 216
Q23: I scoot/wheel in this area	35.00% 7	5.00% 1	5.00% 1	25.00% 5	30.00% 6	5.24% 20
Total Respondents	60	27	42	111	142	382

Q3 Choose the option that best captures how you feel about the following statement: The proposed design will improve traffic flow.

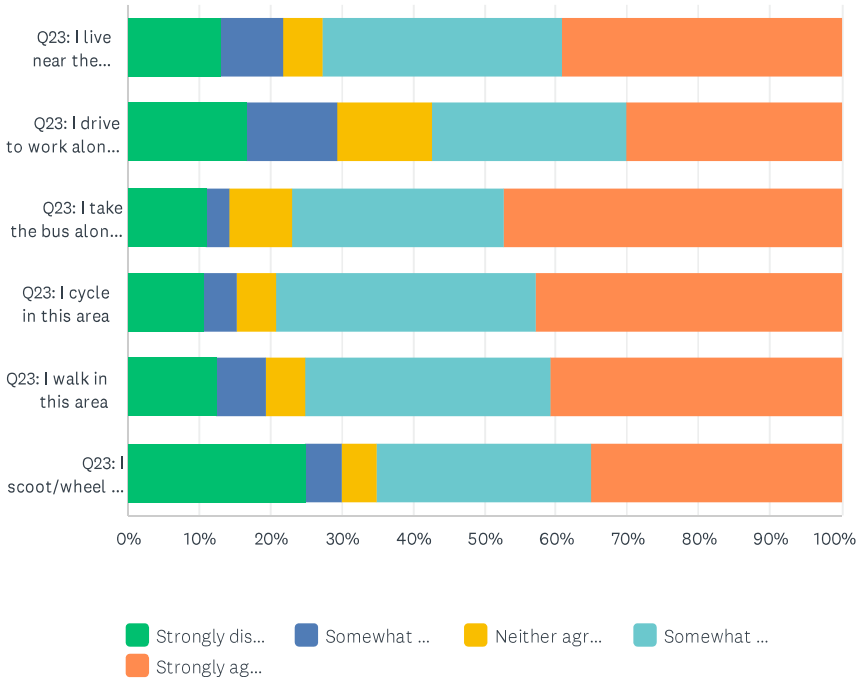
Answered: 382 Skipped: 0



	STRONGLY DISAGREE	SOMEWHAT DISAGREE	NEITHER AGREE NOR DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL
Q23: I live near the corridor	20.00% 41	10.73% 22	22.44% 46	27.32% 56	19.51% 40	53.66% 205
Q23: I drive to work along the corridor	27.75% 48	13.29% 23	21.97% 38	23.70% 41	13.29% 23	45.29% 173
Q23: I take the bus along this corridor	10.99% 10	12.09% 11	20.88% 19	29.67% 27	26.37% 24	23.82% 91
Q23: I cycle in this area	10.68% 25	7.69% 18	29.06% 68	26.50% 62	26.07% 61	61.26% 234
Q23: I walk in this area	14.35% 31	12.50% 27	27.78% 60	21.30% 46	24.07% 52	56.54% 216
Q23: I scoot/wheel in this area	20.00% 4	5.00% 1	25.00% 5	30.00% 6	20.00% 4	5.24% 20
Total Respondents	70	42	98	96	76	382

Q4 Choose the option that best captures how you feel about the following statement: The proposed design will accommodate all modes of travel.

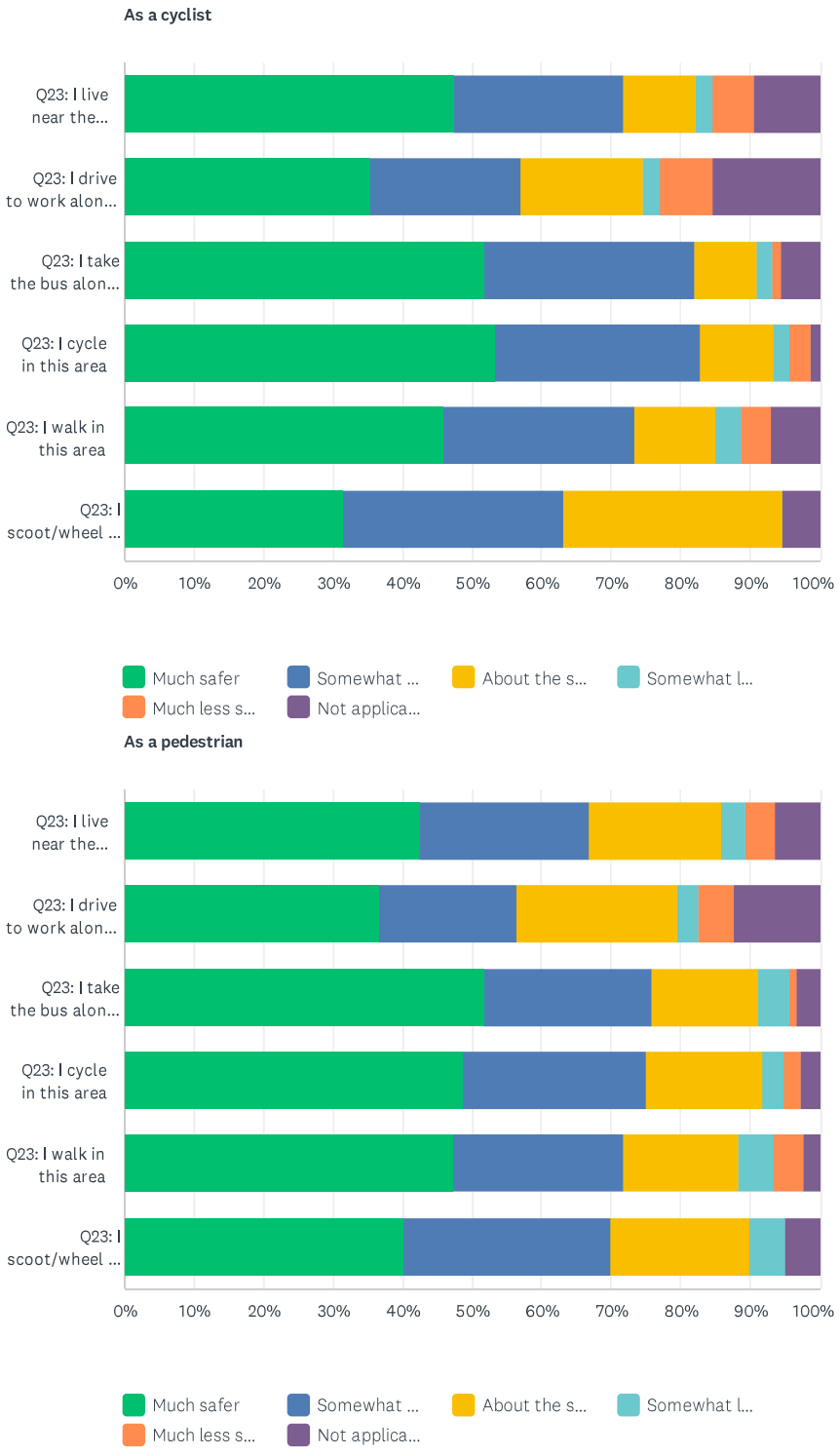
Answered: 382 Skipped: 0



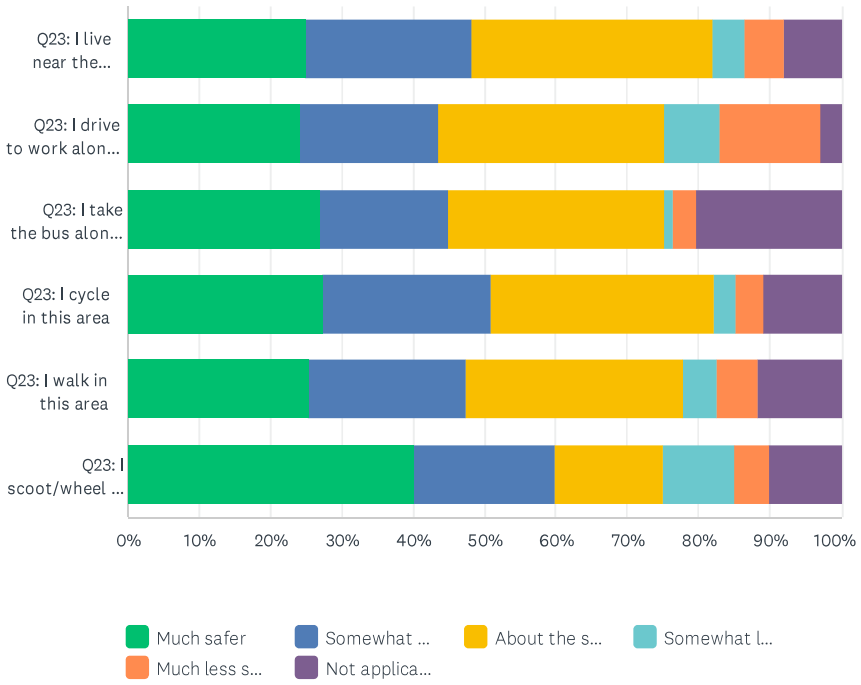
	STRONGLY DISAGREE	SOMEWHAT DISAGREE	NEITHER AGREE NOR DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL
Q23: I live near the corridor	13.17% 27	8.78% 18	5.37% 11	33.66% 69	39.02% 80	53.66% 205
Q23: I drive to work along the corridor	16.76% 29	12.72% 22	13.29% 23	27.17% 47	30.06% 52	45.29% 173
Q23: I take the bus along this corridor	10.99% 10	3.30% 3	8.79% 8	29.67% 27	47.25% 43	23.82% 91
Q23: I cycle in this area	10.68% 25	4.70% 11	5.56% 13	36.32% 85	42.74% 100	61.26% 234
Q23: I walk in this area	12.50% 27	6.94% 15	5.56% 12	34.26% 74	40.74% 88	56.54% 216
Q23: I scoot/wheel in this area	25.00% 5	5.00% 1	5.00% 1	30.00% 6	35.00% 7	5.24% 20
Total Respondents	47	38	32	127	138	382

Q5 How would this proposed design make you feel when travelling through the Youville-Marion-Goulet intersection:

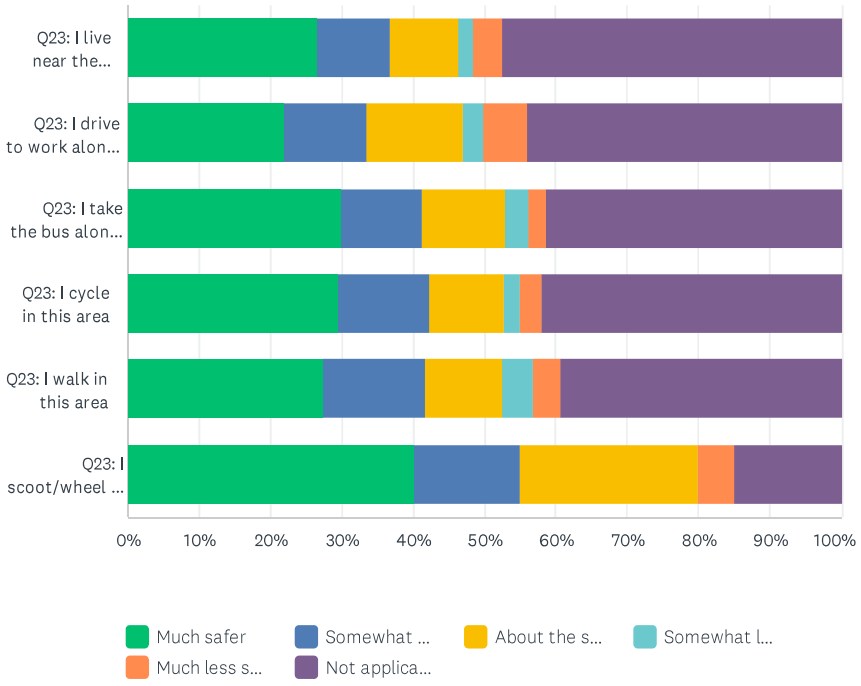
Answered: 382 Skipped: 0



As a motorist



Other mode (such as two-wheel scooter, skateboard, rollerblade/skate)



As a cyclist								
	MUCH SAFER	SOMEWHAT SAFER	ABOUT THE SAME	SOMEWHAT LESS SAFE	MUCH LESS SAFE	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
Q23: I live near the corridor	47.52% 96	24.26% 49	10.40% 21	2.48% 5	5.94% 12	9.41% 19	52.88% 202	1.84
Q23: I drive to work along the corridor	35.29% 60	21.76% 37	17.65% 30	2.35% 4	7.65% 13	15.29% 26	44.50% 170	2.12
Q23: I take the bus along this corridor	51.69% 46	30.34% 27	8.99% 8	2.25% 2	1.12% 1	5.62% 5	23.30% 89	1.63
Q23: I cycle in this area	53.45% 124	29.31% 68	10.78% 25	2.16% 5	3.02% 7	1.29% 3	60.73% 232	1.70
Q23: I walk in this area	45.79% 98	27.57% 59	11.68% 25	3.74% 8	4.21% 9	7.01% 15	56.02% 214	1.85
Q23: I scoot/wheel in this area	31.58% 6	31.58% 6	31.58% 6	0.00% 0	0.00% 0	5.26% 1	4.97% 19	2.00

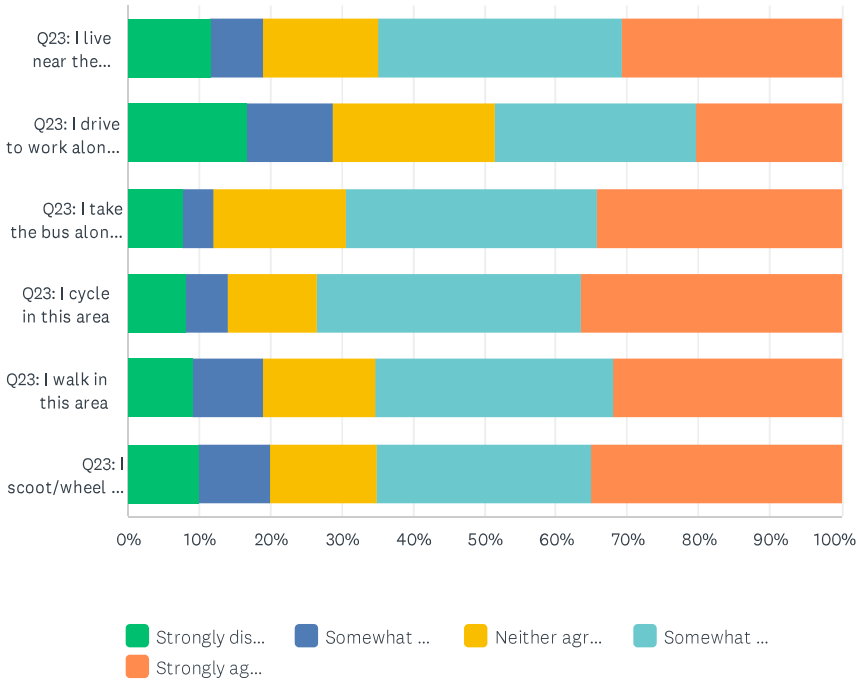
As a pedestrian								
	MUCH SAFER	SOMEWHAT SAFER	ABOUT THE SAME	SOMEWHAT LESS SAFE	MUCH LESS SAFE	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
Q23: I live near the corridor	42.44% 87	24.39% 50	19.02% 39	3.41% 7	4.39% 9	6.34% 13	53.66% 205	1.96
Q23: I drive to work along the corridor	36.63% 63	19.77% 34	23.26% 40	2.91% 5	5.23% 9	12.21% 21	45.03% 172	2.09
Q23: I take the bus along this corridor	51.65% 47	24.18% 22	15.38% 14	4.40% 4	1.10% 1	3.30% 3	23.82% 91	1.75
Q23: I cycle in this area	48.71% 113	26.29% 61	16.81% 39	3.02% 7	2.59% 6	2.59% 6	60.73% 232	1.81
Q23: I walk in this area	47.22% 102	24.54% 53	16.67% 36	5.09% 11	4.17% 9	2.31% 5	56.54% 216	1.92
Q23: I scoot/wheel in this area	40.00% 8	30.00% 6	20.00% 4	5.00% 1	0.00% 0	5.00% 1	5.24% 20	1.89

As a motorist								
	MUCH SAFER	SOMEWHAT SAFER	ABOUT THE SAME	SOMEWHAT LESS SAFE	MUCH LESS SAFE	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
Q23: I live near the corridor	24.88% 50	23.38% 47	33.83% 68	4.48% 9	5.47% 11	7.96% 16	52.62% 201	2.37
Q23: I drive to work along the corridor	24.12% 41	19.41% 33	31.76% 54	7.65% 13	14.12% 24	2.94% 5	44.50% 170	2.67
Q23: I take the bus along this corridor	26.97% 24	17.98% 16	30.34% 27	1.12% 1	3.37% 3	20.22% 18	23.30% 89	2.20
Q23: I cycle in this area	27.39% 63	23.48% 54	31.30% 72	3.04% 7	3.91% 9	10.87% 25	60.21% 230	2.24
Q23: I walk in this area	25.35% 54	22.07% 47	30.52% 65	4.69% 10	5.63% 12	11.74% 25	55.76% 213	2.36
Q23: I scoot/wheel in this area	40.00% 8	20.00% 4	15.00% 3	10.00% 2	5.00% 1	10.00% 2	5.24% 20	2.11

Other mode (such as two-wheel scooter, skateboard, rollerblade/skate)								
	MUCH SAFER	SOMEWHAT SAFER	ABOUT THE SAME	SOMEWHAT LESS SAFE	MUCH LESS SAFE	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
Q23: I live near the corridor	26.53% 52	10.20% 20	9.69% 19	2.04% 4	4.08% 8	47.45% 93	51.31% 196	1.99
Q23: I drive to work along the corridor	21.95% 36	11.59% 19	13.41% 22	3.05% 5	6.10% 10	43.90% 72	42.93% 164	2.28
Q23: I take the bus along this corridor	29.89% 26	11.49% 10	11.49% 10	3.45% 3	2.30% 2	41.38% 36	22.77% 87	1.92
Q23: I cycle in this area	29.46% 66	12.95% 29	10.27% 23	2.23% 5	3.13% 7	41.96% 94	58.64% 224	1.91
Q23: I walk in this area	27.49% 58	14.22% 30	10.90% 23	4.27% 9	3.79% 8	39.34% 83	55.24% 211	2.05
Q23: I scoot/wheel in this area	40.00% 8	15.00% 3	25.00% 5	0.00% 0	5.00% 1	15.00% 3	5.24% 20	2.00

Q6 Choose the option that best captures how you feel about the following statement: The proposed design will improve neighbourhood vibrance and livability along the Youville-Marion-Goulet intersection.

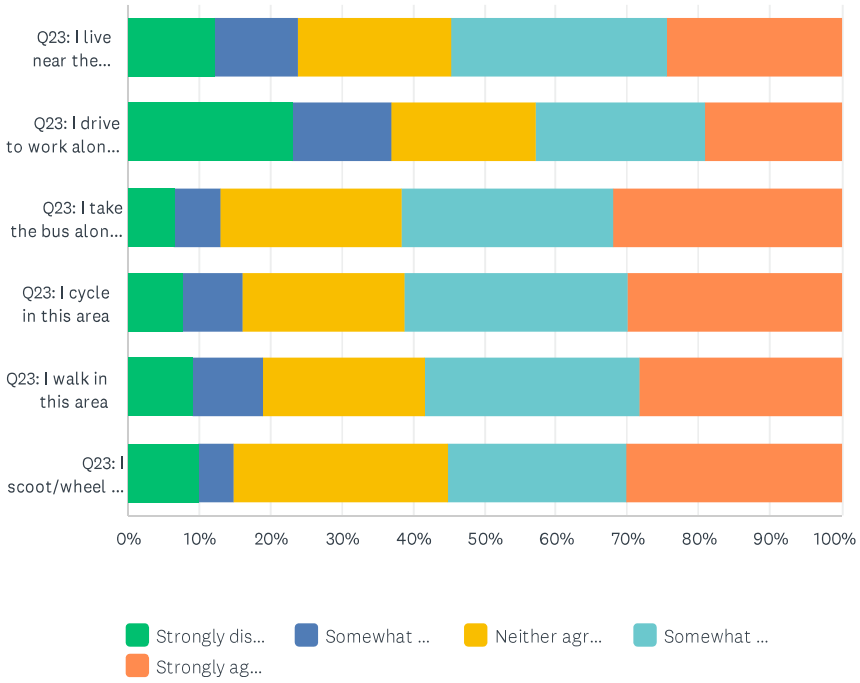
Answered: 382 Skipped: 0



	STRONGLY DISAGREE	SOMEWHAT DISAGREE	NEITHER AGREE NOR DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL
Q23: I live near the corridor	11.71% 24	7.32% 15	16.10% 33	34.15% 70	30.73% 63	53.66% 205
Q23: I drive to work along the corridor	16.76% 29	12.14% 21	22.54% 39	28.32% 49	20.23% 35	45.29% 173
Q23: I take the bus along this corridor	7.69% 7	4.40% 4	18.68% 17	35.16% 32	34.07% 31	23.82% 91
Q23: I cycle in this area	8.12% 19	5.98% 14	12.39% 29	37.18% 87	36.32% 85	61.26% 234
Q23: I walk in this area	9.26% 20	9.72% 21	15.74% 34	33.33% 72	31.94% 69	56.54% 216
Q23: I scoot/wheel in this area	10.00% 2	10.00% 2	15.00% 3	30.00% 6	35.00% 7	5.24% 20
Total Respondents	46	31	67	126	112	382

Q7 Choose the option that best captures how you feel about the following statement: The proposed design will improve traffic flow.

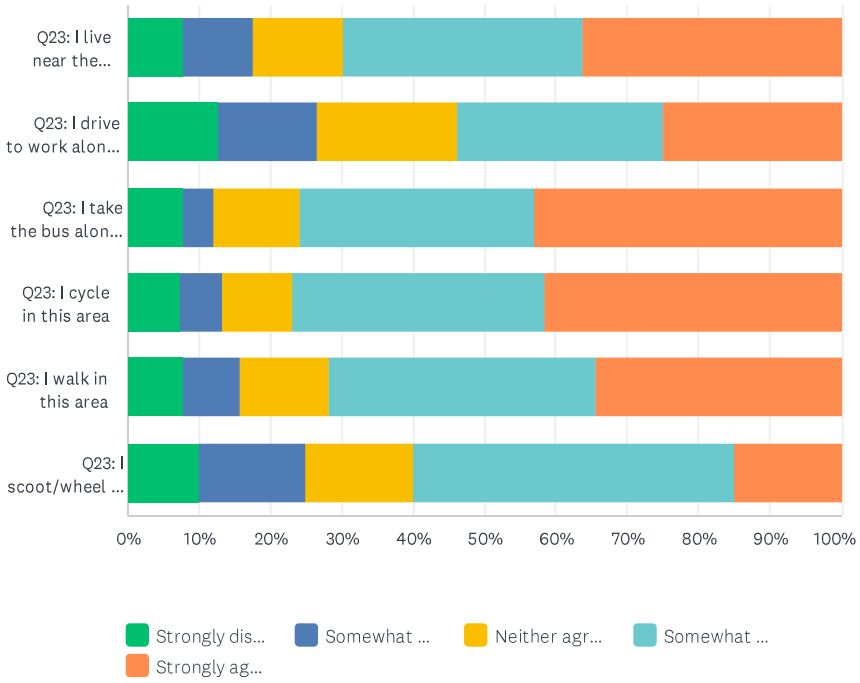
Answered: 382 Skipped: 0



	STRONGLY DISAGREE	SOMEWHAT DISAGREE	NEITHER AGREE NOR DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL
Q23: I live near the corridor	12.20% 25	11.71% 24	21.46% 44	30.24% 62	24.39% 50	53.66% 205
Q23: I drive to work along the corridor	23.12% 40	13.87% 24	20.23% 35	23.70% 41	19.08% 33	45.29% 173
Q23: I take the bus along this corridor	6.59% 6	6.59% 6	25.27% 23	29.67% 27	31.87% 29	23.82% 91
Q23: I cycle in this area	7.69% 18	8.55% 20	22.65% 53	31.20% 73	29.91% 70	61.26% 234
Q23: I walk in this area	9.26% 20	9.72% 21	22.69% 49	30.09% 65	28.24% 61	56.54% 216
Q23: I scoot/wheel in this area	10.00% 2	5.00% 1	30.00% 6	25.00% 5	30.00% 6	5.24% 20
Total Respondents	54	35	85	115	93	382

Q8 Choose the option that best captures how you feel about the following statement: The proposed design will accommodate all modes of travel.

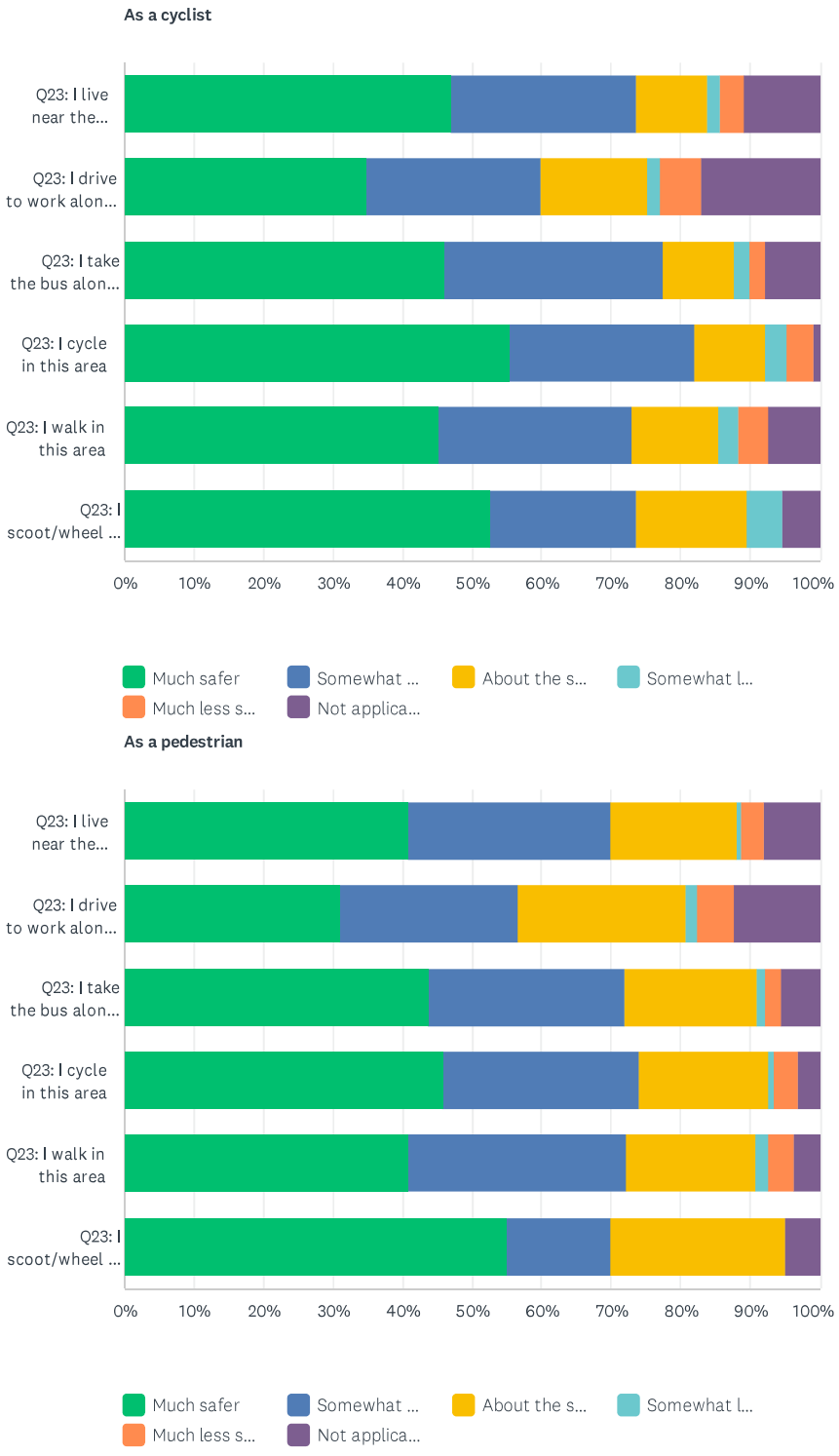
Answered: 382 Skipped: 0



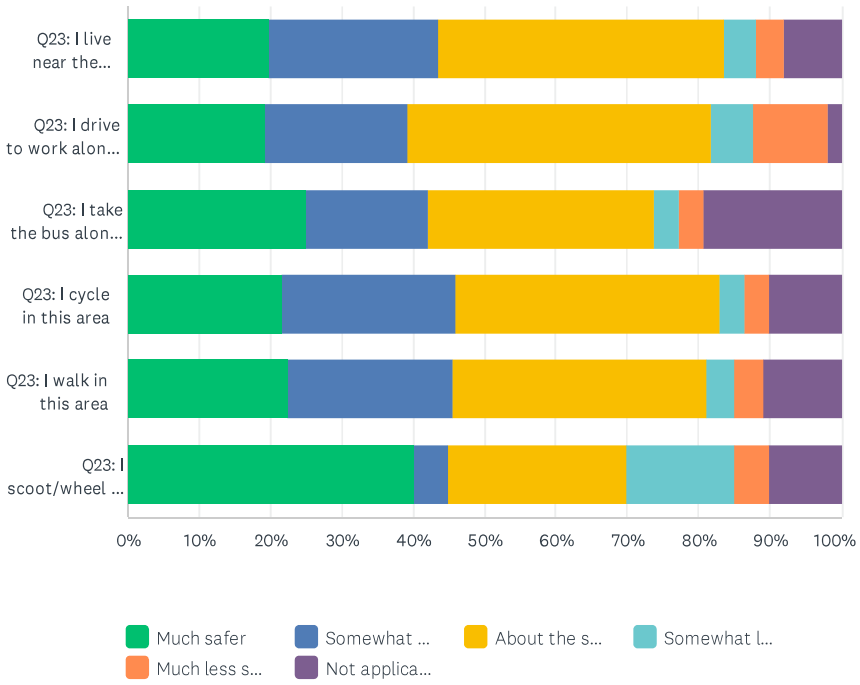
	STRONGLY DISAGREE	SOMEWHAT DISAGREE	NEITHER AGREE NOR DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL
Q23: I live near the corridor	7.80% 16	9.76% 20	12.68% 26	33.66% 69	36.10% 74	53.66% 205
Q23: I drive to work along the corridor	12.72% 22	13.87% 24	19.65% 34	28.90% 50	24.86% 43	45.29% 173
Q23: I take the bus along this corridor	7.69% 7	4.40% 4	12.09% 11	32.97% 30	42.86% 39	23.82% 91
Q23: I cycle in this area	7.26% 17	5.98% 14	9.83% 23	35.47% 83	41.45% 97	61.26% 234
Q23: I walk in this area	7.87% 17	7.87% 17	12.50% 27	37.50% 81	34.26% 74	56.54% 216
Q23: I scoot/wheel in this area	10.00% 2	15.00% 3	15.00% 3	45.00% 9	15.00% 3	5.24% 20
Total Respondents	37	35	52	129	129	382

Q9 How would this proposed design make you feel when travelling through the Archibald intersection and Happyland Park:

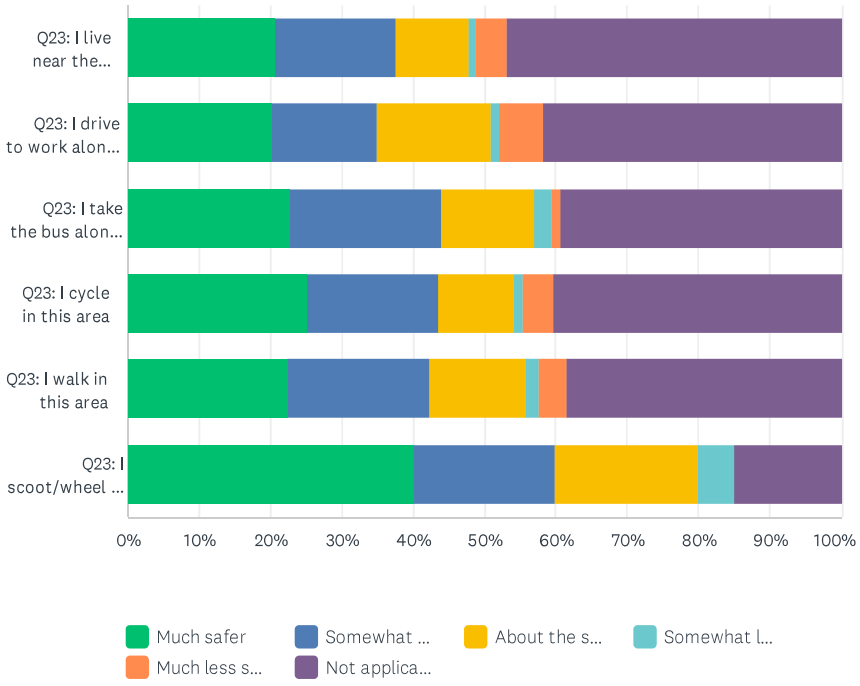
Answered: 382 Skipped: 0



As a motorist



Other mode (such as two-wheel scooter, skateboard, rollerblade/skate)



As a cyclist								
	MUCH SAFER	SOMEWHAT SAFER	ABOUT THE SAME	SOMEWHAT LESS SAFE	MUCH LESS SAFE	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
Q23: I live near the corridor	47.06% 96	26.47% 54	10.29% 21	1.96% 4	3.43% 7	10.78% 22	53.40% 204	1.75
Q23: I drive to work along the corridor	34.71% 59	25.29% 43	15.29% 26	1.76% 3	5.88% 10	17.06% 29	44.50% 170	2.02
Q23: I take the bus along this corridor	46.07% 41	31.46% 28	10.11% 9	2.25% 2	2.25% 2	7.87% 7	23.30% 89	1.73
Q23: I cycle in this area	55.36% 129	26.61% 62	10.30% 24	3.00% 7	3.86% 9	0.86% 2	60.99% 233	1.72
Q23: I walk in this area	45.12% 97	27.91% 60	12.56% 27	2.79% 6	4.19% 9	7.44% 16	56.28% 215	1.84
Q23: I scoot/wheel in this area	52.63% 10	21.05% 4	15.79% 3	5.26% 1	0.00% 0	5.26% 1	4.97% 19	1.72

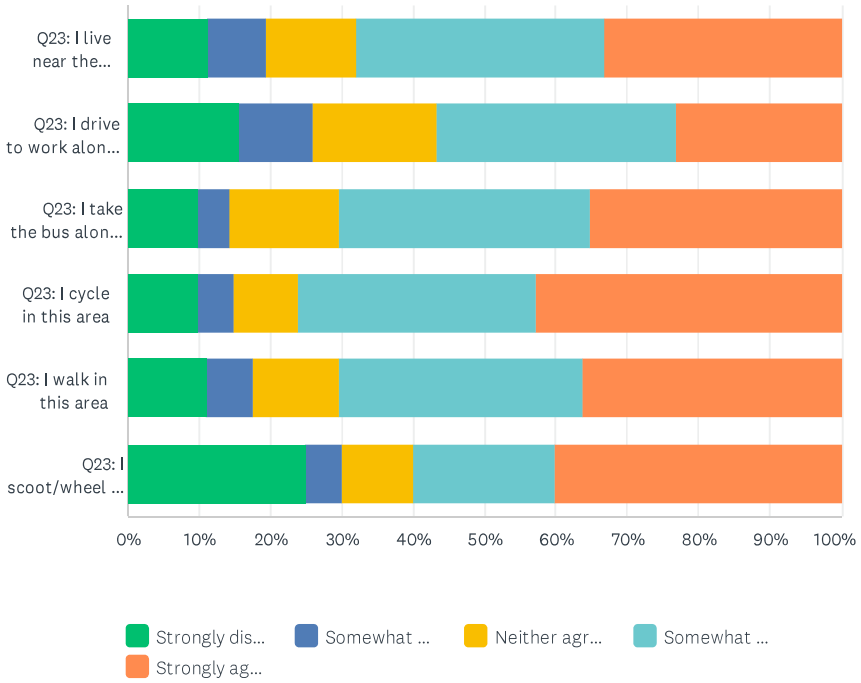
As a pedestrian								
	MUCH SAFER	SOMEWHAT SAFER	ABOUT THE SAME	SOMEWHAT LESS SAFE	MUCH LESS SAFE	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
Q23: I live near the corridor	40.89% 83	29.06% 59	18.23% 37	0.49% 1	3.45% 7	7.88% 16	53.14% 203	1.88
Q23: I drive to work along the corridor	30.99% 53	25.73% 44	23.98% 41	1.75% 3	5.26% 9	12.28% 21	44.76% 171	2.14
Q23: I take the bus along this corridor	43.82% 39	28.09% 25	19.10% 17	1.12% 1	2.25% 2	5.62% 5	23.30% 89	1.83
Q23: I cycle in this area	45.89% 106	28.14% 65	18.61% 43	0.87% 2	3.46% 8	3.03% 7	60.47% 231	1.84
Q23: I walk in this area	40.93% 88	31.16% 67	18.60% 40	1.86% 4	3.72% 8	3.72% 8	56.28% 215	1.92
Q23: I scoot/wheel in this area	55.00% 11	15.00% 3	25.00% 5	0.00% 0	0.00% 0	5.00% 1	5.24% 20	1.68

As a motorist								
	MUCH SAFER	SOMEWHAT SAFER	ABOUT THE SAME	SOMEWHAT LESS SAFE	MUCH LESS SAFE	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
Q23: I live near the corridor	19.80% 40	23.76% 48	40.10% 81	4.46% 9	3.96% 8	7.92% 16	52.88% 202	2.45
Q23: I drive to work along the corridor	19.30% 33	19.88% 34	42.69% 73	5.85% 10	10.53% 18	1.75% 3	44.76% 171	2.68
Q23: I take the bus along this corridor	25.00% 22	17.05% 15	31.82% 28	3.41% 3	3.41% 3	19.32% 17	23.04% 88	2.30
Q23: I cycle in this area	21.74% 50	24.35% 56	36.96% 85	3.48% 8	3.48% 8	10.00% 23	60.21% 230	2.36
Q23: I walk in this area	22.54% 48	23.00% 49	35.68% 76	3.76% 8	4.23% 9	10.80% 23	55.76% 213	2.37
Q23: I scoot/wheel in this area	40.00% 8	5.00% 1	25.00% 5	15.00% 3	5.00% 1	10.00% 2	5.24% 20	2.33

Other mode (such as two-wheel scooter, skateboard, rollerblade/skate)								
	MUCH SAFER	SOMEWHAT SAFER	ABOUT THE SAME	SOMEWHAT LESS SAFE	MUCH LESS SAFE	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
Q23: I live near the corridor	20.62% 40	17.01% 33	10.31% 20	1.03% 2	4.12% 8	46.91% 91	50.79% 194	2.08
Q23: I drive to work along the corridor	20.25% 33	14.72% 24	15.95% 26	1.23% 2	6.13% 10	41.72% 68	42.67% 163	2.28
Q23: I take the bus along this corridor	22.62% 19	21.43% 18	13.10% 11	2.38% 2	1.19% 1	39.29% 33	21.99% 84	1.98
Q23: I cycle in this area	25.23% 55	18.35% 40	10.55% 23	1.38% 3	4.13% 9	40.37% 88	57.07% 218	2.01
Q23: I walk in this area	22.60% 47	19.71% 41	13.46% 28	1.92% 4	3.85% 8	38.46% 80	54.45% 208	2.10
Q23: I scoot/wheel in this area	40.00% 8	20.00% 4	20.00% 4	5.00% 1	0.00% 0	15.00% 3	5.24% 20	1.88

Q10 Choose the option that best captures how you feel about the following statement: The proposed design will improve neighbourhood vibrance and livability along the Archibald intersection and Happyland Park.

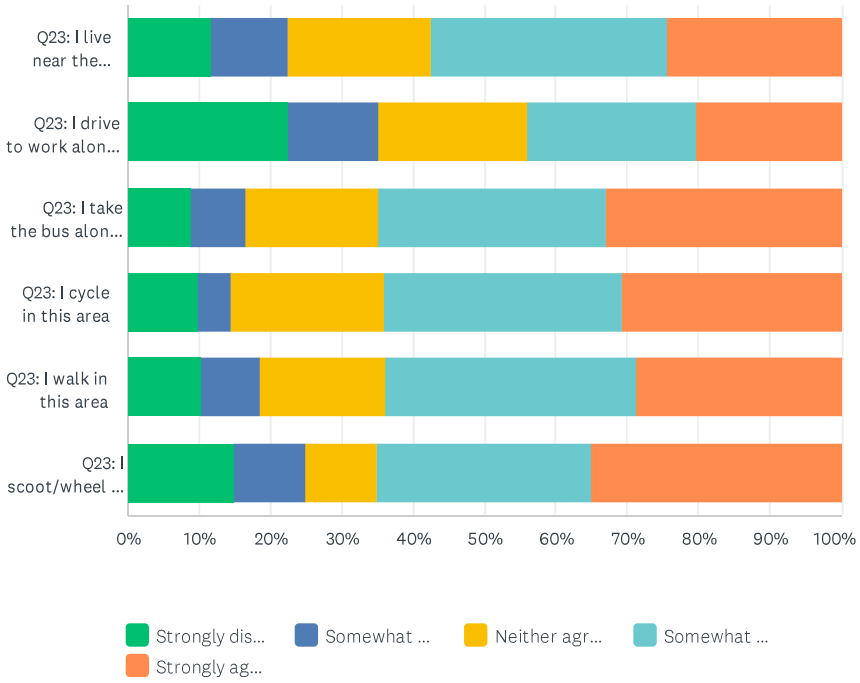
Answered: 382 Skipped: 0



	STRONGLY DISAGREE	SOMEWHAT DISAGREE	NEITHER AGREE NOR DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL
Q23: I live near the corridor	11.22% 23	8.29% 17	12.68% 26	34.63% 71	33.17% 68	53.66% 205
Q23: I drive to work along the corridor	15.61% 27	10.40% 18	17.34% 30	33.53% 58	23.12% 40	45.29% 173
Q23: I take the bus along this corridor	9.89% 9	4.40% 4	15.38% 14	35.16% 32	35.16% 32	23.82% 91
Q23: I cycle in this area	9.83% 23	5.13% 12	8.97% 21	33.33% 78	42.74% 100	61.26% 234
Q23: I walk in this area	11.11% 24	6.48% 14	12.04% 26	34.26% 74	36.11% 78	56.54% 216
Q23: I scoot/wheel in this area	25.00% 5	5.00% 1	10.00% 2	20.00% 4	40.00% 8	5.24% 20
Total Respondents	45	29	52	131	125	382

Q11 Choose the option that best captures how you feel about the following statement: The proposed design will improve traffic flow.

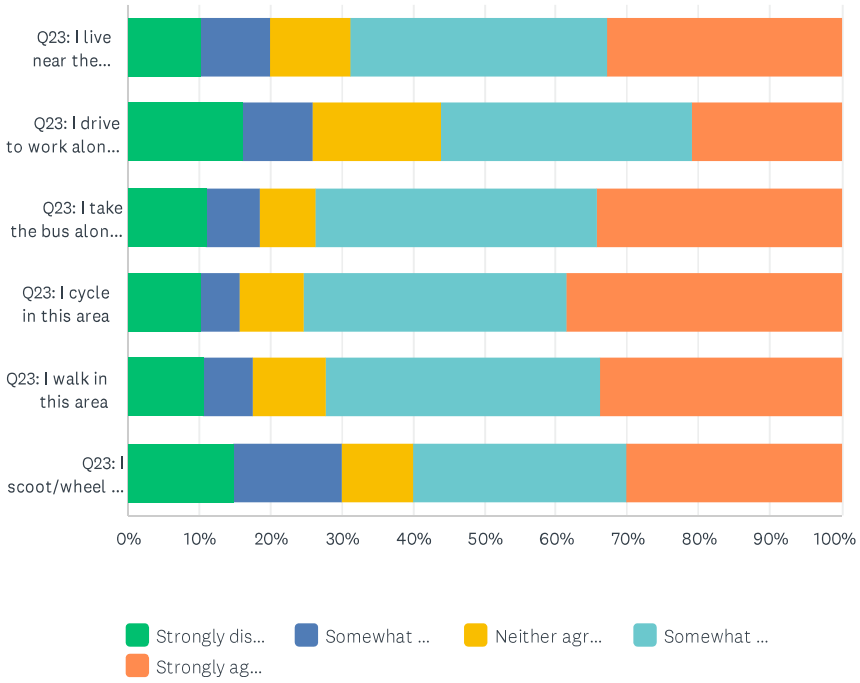
Answered: 382 Skipped: 0



	STRONGLY DISAGREE	SOMEWHAT DISAGREE	NEITHER AGREE NOR DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL
Q23: I live near the corridor	11.71% 24	10.73% 22	20.00% 41	33.17% 68	24.39% 50	53.66% 205
Q23: I drive to work along the corridor	22.54% 39	12.72% 22	20.81% 36	23.70% 41	20.23% 35	45.29% 173
Q23: I take the bus along this corridor	8.79% 8	7.69% 7	18.68% 17	31.87% 29	32.97% 30	23.82% 91
Q23: I cycle in this area	9.83% 23	4.70% 11	21.37% 50	33.33% 78	30.77% 72	61.26% 234
Q23: I walk in this area	10.19% 22	8.33% 18	17.59% 38	35.19% 76	28.70% 62	56.54% 216
Q23: I scoot/wheel in this area	15.00% 3	10.00% 2	10.00% 2	30.00% 6	35.00% 7	5.24% 20
Total Respondents	52	36	82	117	95	382

Q12 Choose the option that best captures how you feel about the following statement: The proposed design will accommodate all modes of travel.

Answered: 382 Skipped: 0

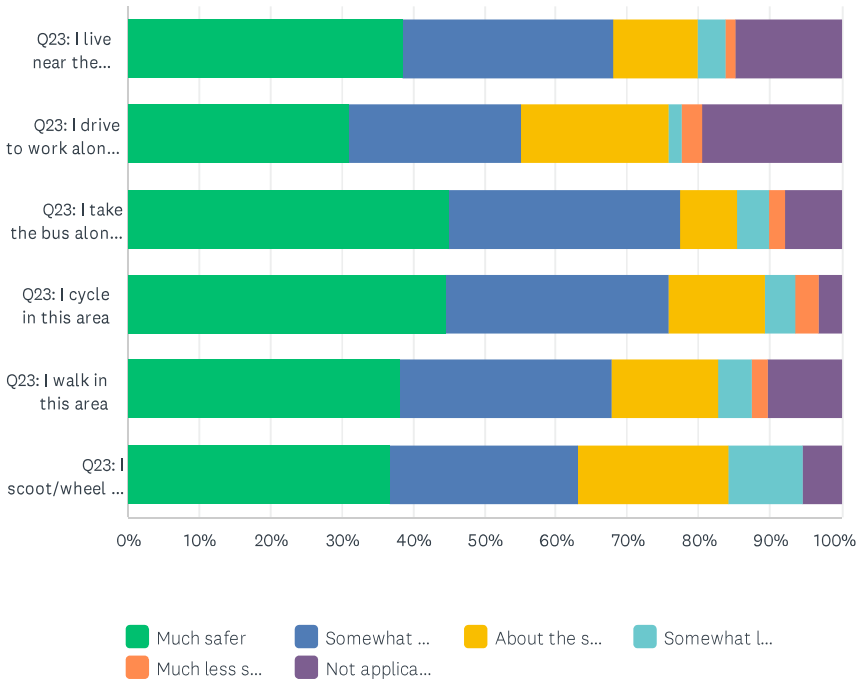


	STRONGLY DISAGREE	SOMEWHAT DISAGREE	NEITHER AGREE NOR DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL
Q23: I live near the corridor	10.24% 21	9.76% 20	11.22% 23	36.10% 74	32.68% 67	53.66% 205
Q23: I drive to work along the corridor	16.18% 28	9.83% 17	17.92% 31	35.26% 61	20.81% 36	45.29% 173
Q23: I take the bus along this corridor	10.99% 10	7.69% 7	7.69% 7	39.56% 36	34.07% 31	23.82% 91
Q23: I cycle in this area	10.26% 24	5.56% 13	8.97% 21	36.75% 86	38.46% 90	61.26% 234
Q23: I walk in this area	10.65% 23	6.94% 15	10.19% 22	38.43% 83	33.80% 73	56.54% 216
Q23: I scoot/wheel in this area	15.00% 3	15.00% 3	10.00% 2	30.00% 6	30.00% 6	5.24% 20
Total Respondents	45	30	50	143	114	382

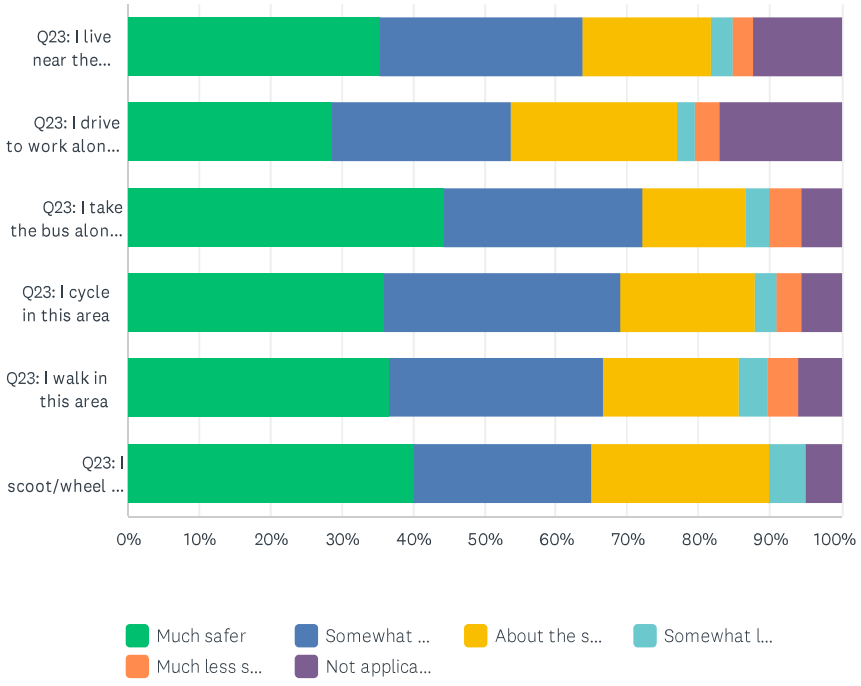
Q13 How would this proposed design make you feel when travelling through the Panet-Dawson intersection:

Answered: 382 Skipped: 0

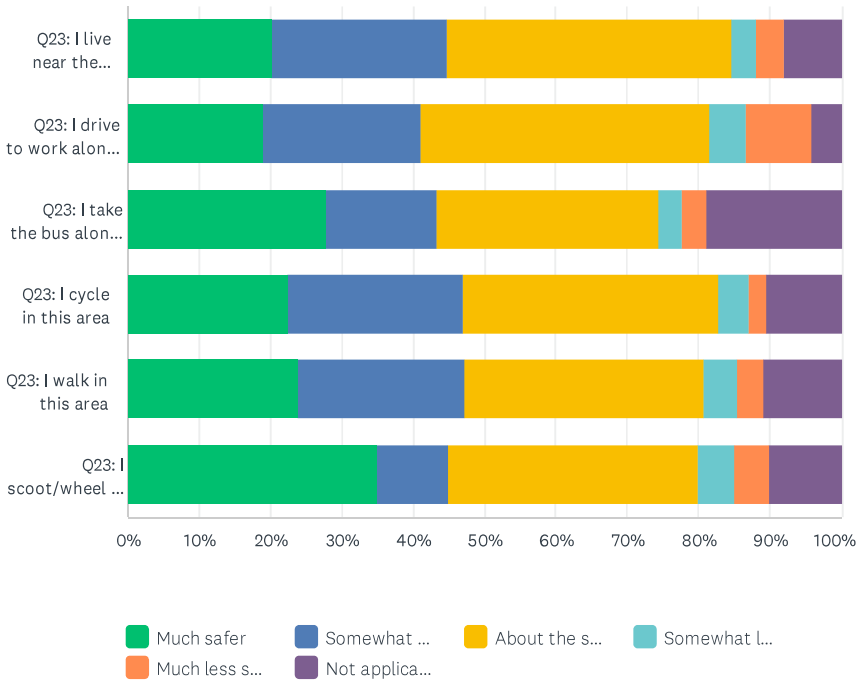
As a cyclist



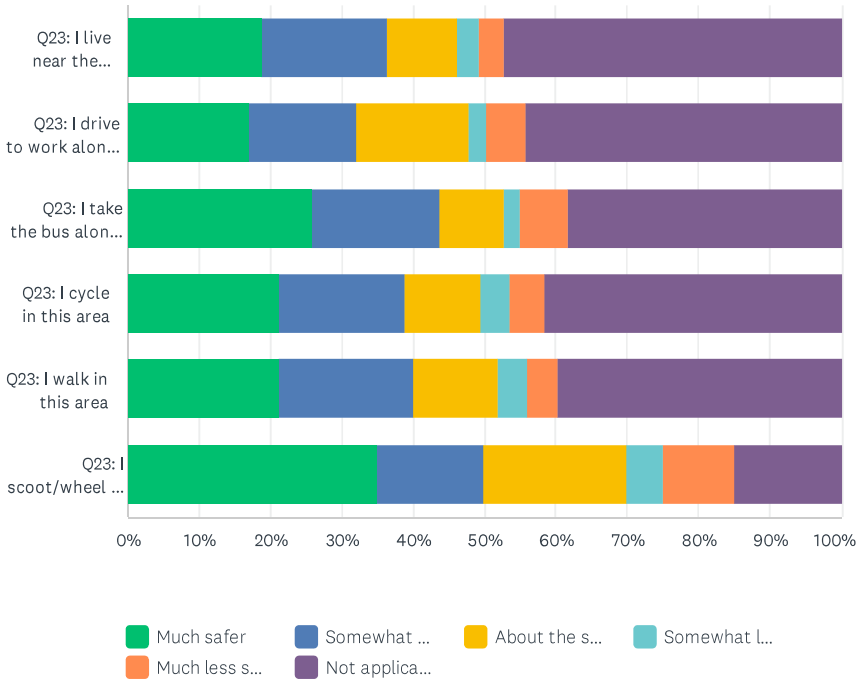
As a pedestrian



As a motorist



Other mode (such as two-wheel scooter, skateboard, rollerblade/skate)



As a cyclist								
	MUCH SAFER	SOMEWHAT SAFER	ABOUT THE SAME	SOMEWHAT LESS SAFE	MUCH LESS SAFE	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
Q23: I live near the corridor	38.73% 79	29.41% 60	11.76% 24	3.92% 8	1.47% 3	14.71% 30	53.40% 204	1.83
Q23: I drive to work along the corridor	31.18% 53	24.12% 41	20.59% 35	1.76% 3	2.94% 5	19.41% 33	44.50% 170	2.02
Q23: I take the bus along this corridor	44.94% 40	32.58% 29	7.87% 7	4.49% 4	2.25% 2	7.87% 7	23.30% 89	1.77
Q23: I cycle in this area	44.64% 104	31.33% 73	13.30% 31	4.29% 10	3.43% 8	3.00% 7	60.99% 233	1.87
Q23: I walk in this area	38.14% 82	29.77% 64	14.88% 32	4.65% 10	2.33% 5	10.23% 22	56.28% 215	1.92
Q23: I scoot/wheel in this area	36.84% 7	26.32% 5	21.05% 4	10.53% 2	0.00% 0	5.26% 1	4.97% 19	2.06

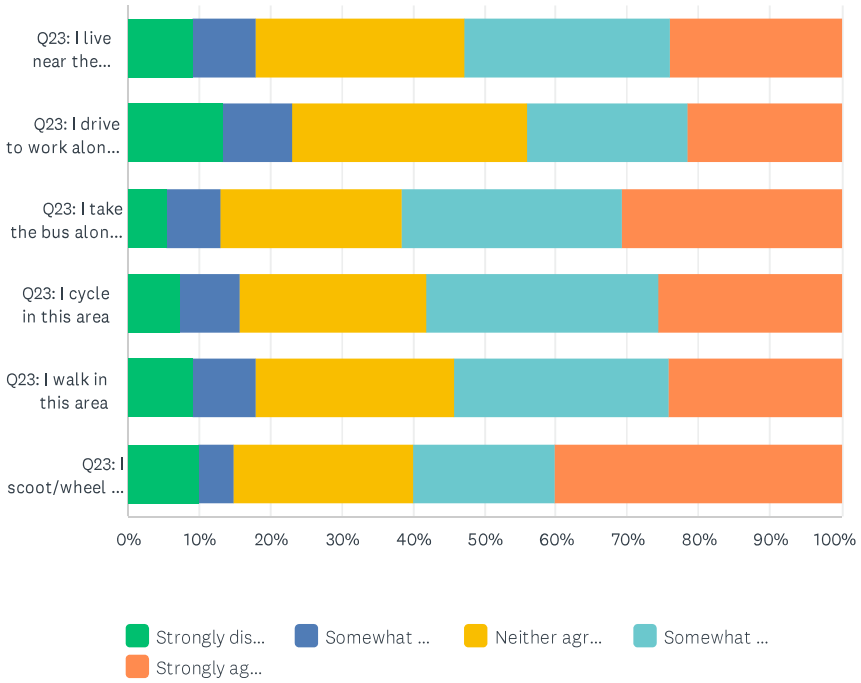
As a pedestrian								
	MUCH SAFER	SOMEWHAT SAFER	ABOUT THE SAME	SOMEWHAT LESS SAFE	MUCH LESS SAFE	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
Q23: I live near the corridor	35.29% 72	28.43% 58	18.14% 37	2.94% 6	2.94% 6	12.25% 25	53.40% 204	1.97
Q23: I drive to work along the corridor	28.65% 49	25.15% 43	23.39% 40	2.34% 4	3.51% 6	16.96% 29	44.76% 171	2.12
Q23: I take the bus along this corridor	44.44% 40	27.78% 25	14.44% 13	3.33% 3	4.44% 4	5.56% 5	23.56% 90	1.89
Q23: I cycle in this area	36.05% 84	33.05% 77	18.88% 44	3.00% 7	3.43% 8	5.58% 13	60.99% 233	1.99
Q23: I walk in this area	36.57% 79	30.09% 65	18.98% 41	4.17% 9	4.17% 9	6.02% 13	56.54% 216	2.03
Q23: I scoot/wheel in this area	40.00% 8	25.00% 5	25.00% 5	5.00% 1	0.00% 0	5.00% 1	5.24% 20	1.95

As a motorist								
	MUCH SAFER	SOMEWHAT SAFER	ABOUT THE SAME	SOMEWHAT LESS SAFE	MUCH LESS SAFE	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
Q23: I live near the corridor	20.20% 41	24.63% 50	39.90% 81	3.45% 7	3.94% 8	7.88% 16	53.14% 203	2.42
Q23: I drive to work along the corridor	19.08% 33	21.97% 38	40.46% 70	5.20% 9	9.25% 16	4.05% 7	45.29% 173	2.62
Q23: I take the bus along this corridor	27.78% 25	15.56% 14	31.11% 28	3.33% 3	3.33% 3	18.89% 17	23.56% 90	2.25
Q23: I cycle in this area	22.41% 52	24.57% 57	35.78% 83	4.31% 10	2.59% 6	10.34% 24	60.73% 232	2.33
Q23: I walk in this area	23.83% 51	23.36% 50	33.64% 72	4.67% 10	3.74% 8	10.75% 23	56.02% 214	2.34
Q23: I scoot/wheel in this area	35.00% 7	10.00% 2	35.00% 7	5.00% 1	5.00% 1	10.00% 2	5.24% 20	2.28

Other mode (such as two-wheel scooter, skateboard, rollerblade/skate)								
	MUCH SAFER	SOMEWHAT SAFER	ABOUT THE SAME	SOMEWHAT LESS SAFE	MUCH LESS SAFE	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
Q23: I live near the corridor	18.91% 38	17.41% 35	9.95% 20	2.99% 6	3.48% 7	47.26% 95	52.62% 201	2.14
Q23: I drive to work along the corridor	16.97% 28	15.15% 25	15.76% 26	2.42% 4	5.45% 9	44.24% 73	43.19% 165	2.36
Q23: I take the bus along this corridor	25.84% 23	17.98% 16	8.99% 8	2.25% 2	6.74% 6	38.20% 34	23.30% 89	2.13
Q23: I cycle in this area	21.24% 48	17.70% 40	10.62% 24	3.98% 9	4.87% 11	41.59% 94	59.16% 226	2.20
Q23: I walk in this area	21.23% 45	18.87% 40	11.79% 25	4.25% 9	4.25% 9	39.62% 84	55.50% 212	2.20
Q23: I scoot/wheel in this area	35.00% 7	15.00% 3	20.00% 4	5.00% 1	10.00% 2	15.00% 3	5.24% 20	2.29

Q14 Choose the option that best captures how you feel about the following statement: The proposed design will improve neighbourhood vibrance and livability along the Panet-Dawson intersection.

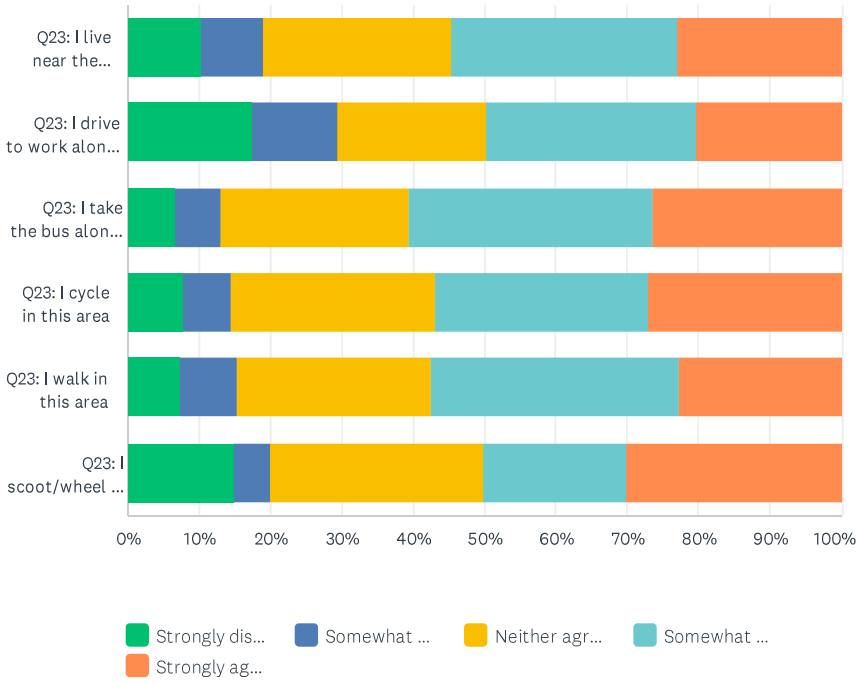
Answered: 382 Skipped: 0



	STRONGLY DISAGREE	SOMEWHAT DISAGREE	NEITHER AGREE NOR DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL
Q23: I live near the corridor	9.27% 19	8.78% 18	29.27% 60	28.78% 59	23.90% 49	53.66% 205
Q23: I drive to work along the corridor	13.29% 23	9.83% 17	32.95% 57	22.54% 39	21.39% 37	45.29% 173
Q23: I take the bus along this corridor	5.49% 5	7.69% 7	25.27% 23	30.77% 28	30.77% 28	23.82% 91
Q23: I cycle in this area	7.26% 17	8.55% 20	26.07% 61	32.48% 76	25.64% 60	61.26% 234
Q23: I walk in this area	9.26% 20	8.80% 19	27.78% 60	30.09% 65	24.07% 52	56.54% 216
Q23: I scoot/wheel in this area	10.00% 2	5.00% 1	25.00% 5	20.00% 4	40.00% 8	5.24% 20
Total Respondents	41	34	113	110	84	382

Q15 Choose the option that best captures how you feel about the following statement: The proposed design will improve traffic flow.

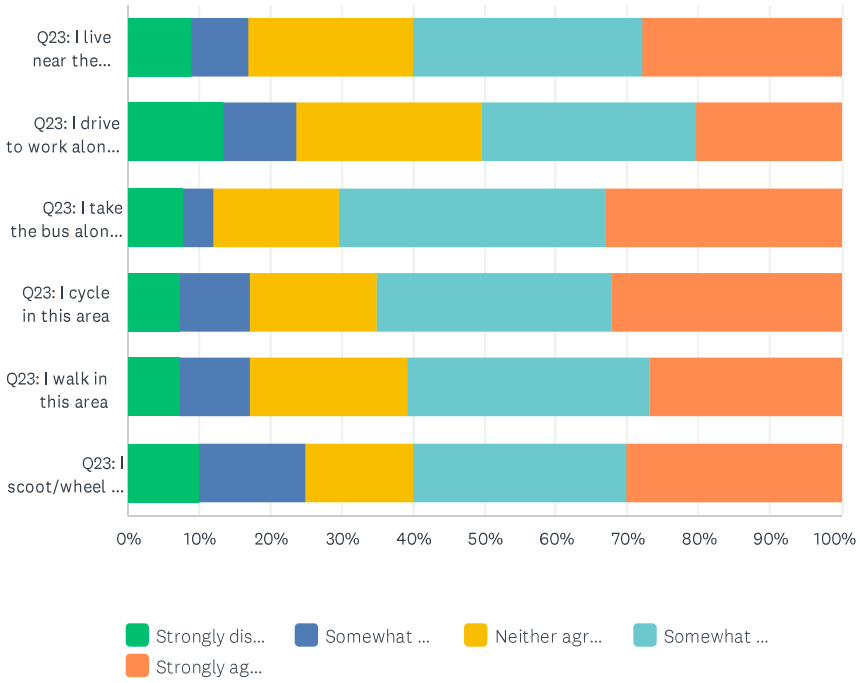
Answered: 382 Skipped: 0



	STRONGLY DISAGREE	SOMEWHAT DISAGREE	NEITHER AGREE NOR DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL
Q23: I live near the corridor	10.24% 21	8.78% 18	26.34% 54	31.71% 65	22.93% 47	53.66% 205
Q23: I drive to work along the corridor	17.34% 30	12.14% 21	20.81% 36	29.48% 51	20.23% 35	45.29% 173
Q23: I take the bus along this corridor	6.59% 6	6.59% 6	26.37% 24	34.07% 31	26.37% 24	23.82% 91
Q23: I cycle in this area	7.69% 18	6.84% 16	28.63% 67	29.91% 70	26.92% 63	61.26% 234
Q23: I walk in this area	7.41% 16	7.87% 17	27.31% 59	34.72% 75	22.69% 49	56.54% 216
Q23: I scoot/wheel in this area	15.00% 3	5.00% 1	30.00% 6	20.00% 4	30.00% 6	5.24% 20
Total Respondents	43	34	102	119	84	382

Q16 Choose the option that best captures how you feel about the following statement: The proposed design will accommodate all modes of travel.

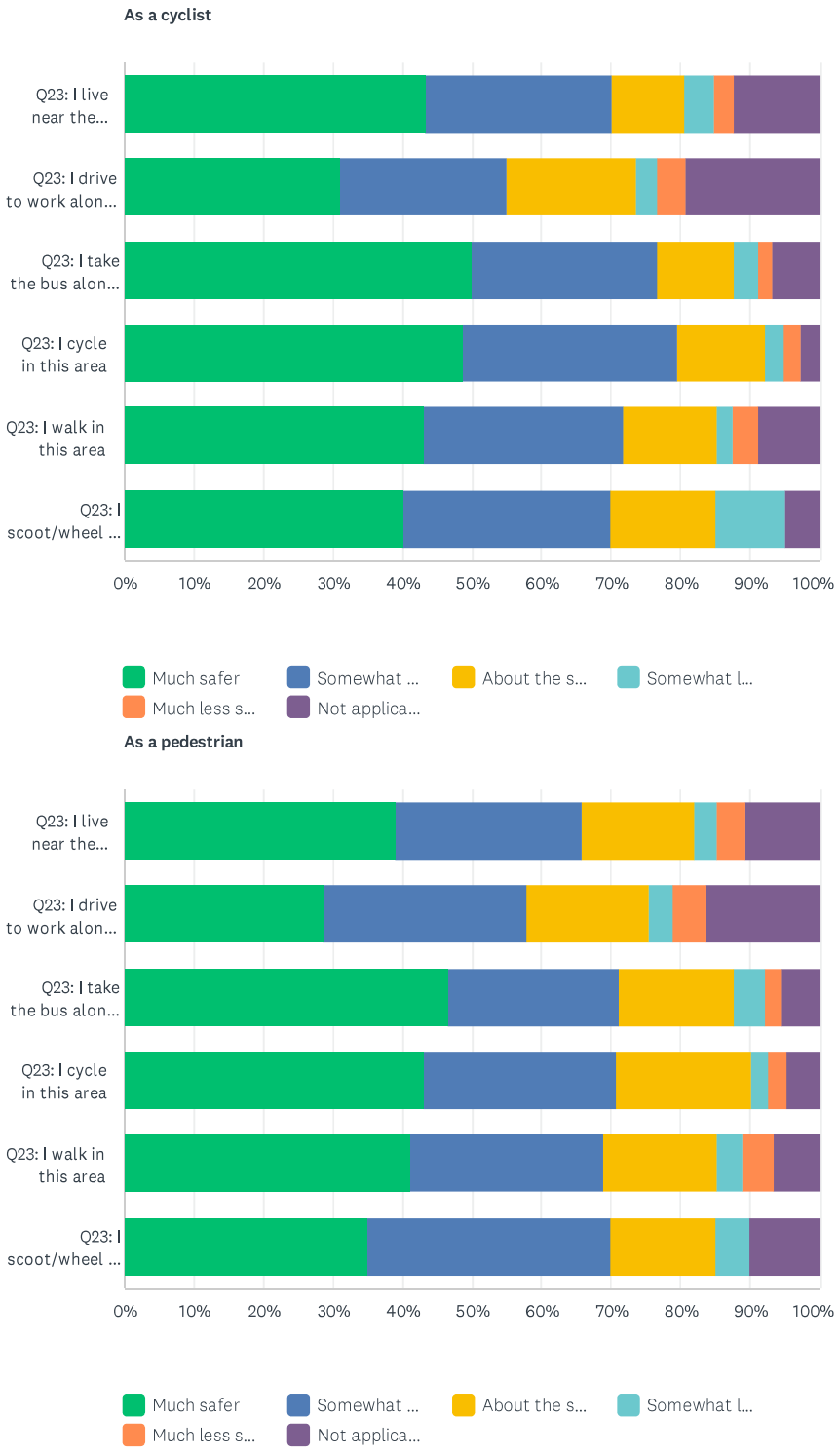
Answered: 382 Skipped: 0



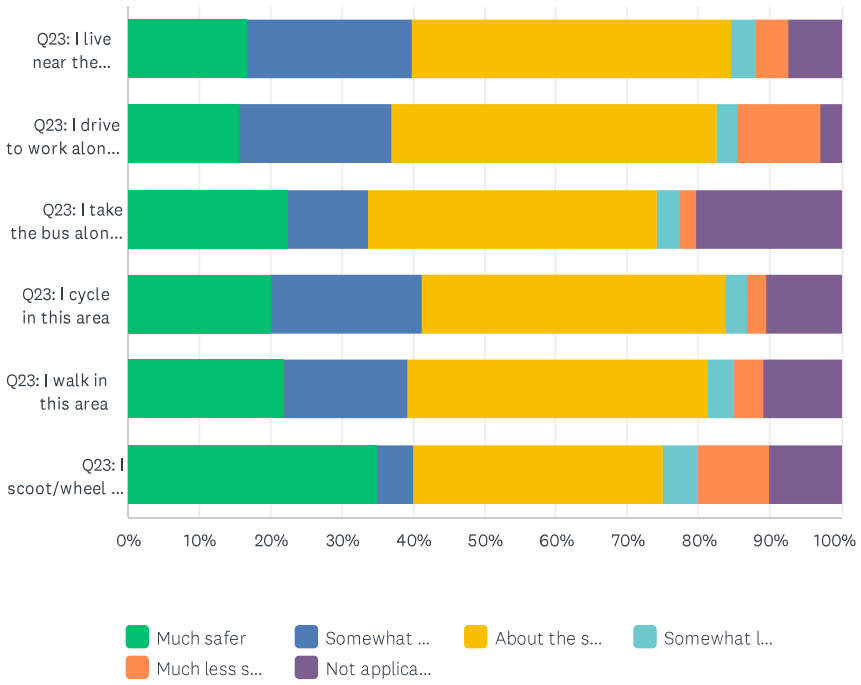
	STRONGLY DISAGREE	SOMEWHAT DISAGREE	NEITHER AGREE NOR DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL
Q23: I live near the corridor	8.78% 18	8.29% 17	22.93% 47	32.20% 66	27.80% 57	53.66% 205
Q23: I drive to work along the corridor	13.29% 23	10.40% 18	26.01% 45	30.06% 52	20.23% 35	45.29% 173
Q23: I take the bus along this corridor	7.69% 7	4.40% 4	17.58% 16	37.36% 34	32.97% 30	23.82% 91
Q23: I cycle in this area	7.26% 17	9.83% 23	17.95% 42	32.91% 77	32.05% 75	61.26% 234
Q23: I walk in this area	7.41% 16	9.72% 21	22.22% 48	33.80% 73	26.85% 58	56.54% 216
Q23: I scoot/wheel in this area	10.00% 2	15.00% 3	15.00% 3	30.00% 6	30.00% 6	5.24% 20
Total Respondents	38	38	77	133	96	382

Q17 How would this proposed design make you feel when travelling through the Marion-Lagimodière intersection:

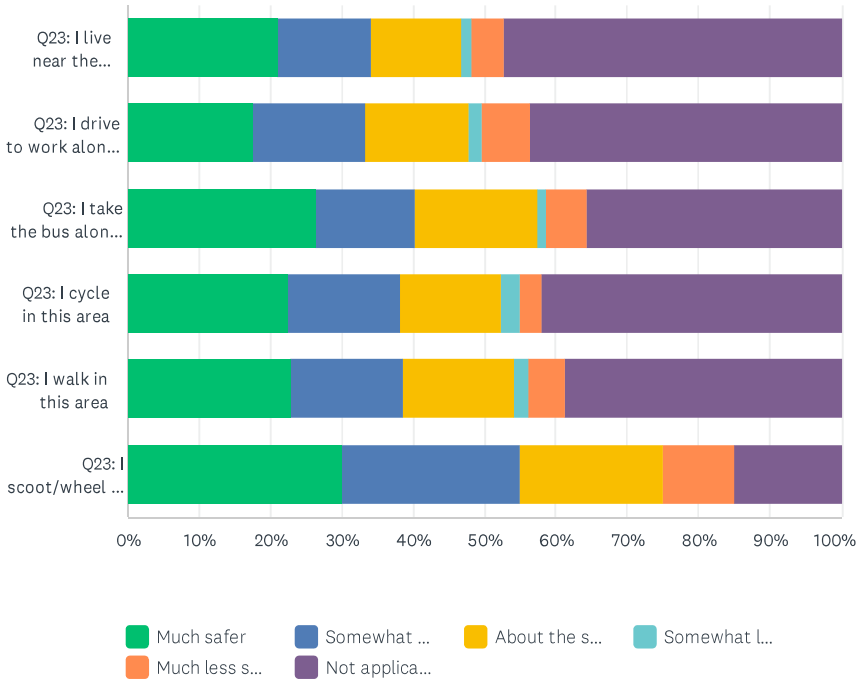
Answered: 382 Skipped: 0



As a motorist



Other mode (such as two-wheel scooter, skateboard, rollerblade/skate)



As a cyclist								
	MUCH SAFER	SOMEWHAT SAFER	ABOUT THE SAME	SOMEWHAT LESS SAFE	MUCH LESS SAFE	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
Q23: I live near the corridor	43.41% 89	26.83% 55	10.24% 21	4.39% 9	2.93% 6	12.20% 25	53.66% 205	1.82
Q23: I drive to work along the corridor	30.99% 53	23.98% 41	18.71% 32	2.92% 5	4.09% 7	19.30% 33	44.76% 171	2.07
Q23: I take the bus along this corridor	50.00% 45	26.67% 24	11.11% 10	3.33% 3	2.22% 2	6.67% 6	23.56% 90	1.73
Q23: I cycle in this area	48.72% 114	30.77% 72	12.82% 30	2.56% 6	2.56% 6	2.56% 6	61.26% 234	1.76
Q23: I walk in this area	43.06% 93	28.70% 62	13.43% 29	2.31% 5	3.70% 8	8.80% 19	56.54% 216	1.85
Q23: I scoot/wheel in this area	40.00% 8	30.00% 6	15.00% 3	10.00% 2	0.00% 0	5.00% 1	5.24% 20	1.95

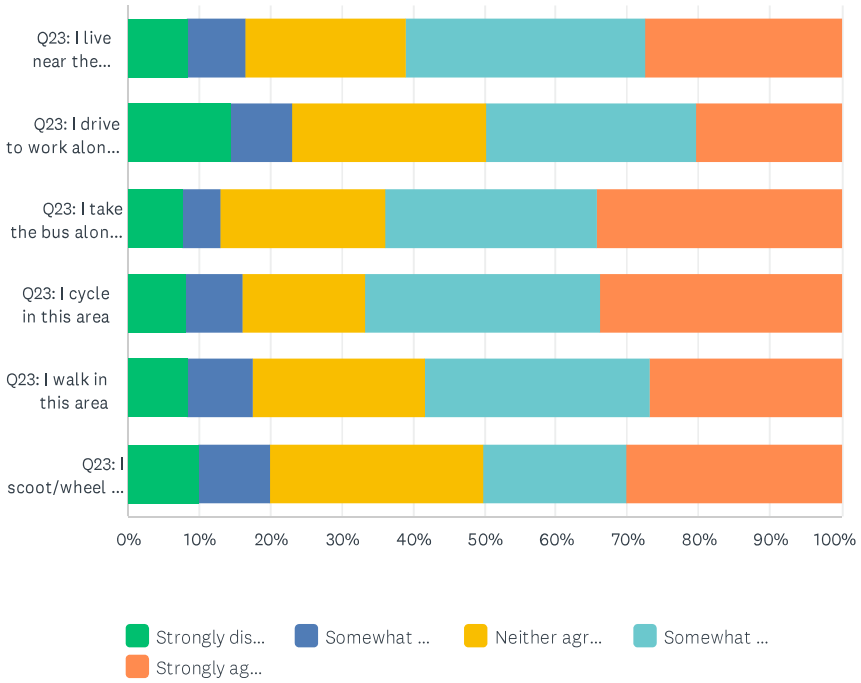
As a pedestrian								
	MUCH SAFER	SOMEWHAT SAFER	ABOUT THE SAME	SOMEWHAT LESS SAFE	MUCH LESS SAFE	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
Q23: I live near the corridor	39.02% 80	26.83% 55	16.10% 33	3.41% 7	3.90% 8	10.73% 22	53.66% 205	1.95
Q23: I drive to work along the corridor	28.65% 49	29.24% 50	17.54% 30	3.51% 6	4.68% 8	16.37% 28	44.76% 171	2.12
Q23: I take the bus along this corridor	46.67% 42	24.44% 22	16.67% 15	4.44% 4	2.22% 2	5.56% 5	23.56% 90	1.85
Q23: I cycle in this area	43.10% 100	27.59% 64	19.40% 45	2.59% 6	2.59% 6	4.74% 11	60.73% 232	1.89
Q23: I walk in this area	41.20% 89	27.78% 60	16.20% 35	3.70% 8	4.63% 10	6.48% 14	56.54% 216	1.96
Q23: I scoot/wheel in this area	35.00% 7	35.00% 7	15.00% 3	5.00% 1	0.00% 0	10.00% 2	5.24% 20	1.89

As a motorist								
	MUCH SAFER	SOMEWHAT SAFER	ABOUT THE SAME	SOMEWHAT LESS SAFE	MUCH LESS SAFE	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
Q23: I live near the corridor	16.75% 34	23.15% 47	44.83% 91	3.45% 7	4.43% 9	7.39% 15	53.14% 203	2.52
Q23: I drive to work along the corridor	15.61% 27	21.39% 37	45.66% 79	2.89% 5	11.56% 20	2.89% 5	45.29% 173	2.73
Q23: I take the bus along this corridor	22.47% 20	11.24% 10	40.45% 36	3.37% 3	2.25% 2	20.22% 18	23.30% 89	2.39
Q23: I cycle in this area	20.00% 46	21.30% 49	42.61% 98	3.04% 7	2.61% 6	10.43% 24	60.21% 230	2.41
Q23: I walk in this area	21.96% 47	17.29% 37	42.06% 90	3.74% 8	4.21% 9	10.75% 23	56.02% 214	2.45
Q23: I scoot/wheel in this area	35.00% 7	5.00% 1	35.00% 7	5.00% 1	10.00% 2	10.00% 2	5.24% 20	2.44

Other mode (such as two-wheel scooter, skateboard, rollerblade/skate)								
	MUCH SAFER	SOMEWHAT SAFER	ABOUT THE SAME	SOMEWHAT LESS SAFE	MUCH LESS SAFE	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
Q23: I live near the corridor	21.11% 42	13.07% 26	12.56% 25	1.51% 3	4.52% 9	47.24% 94	52.09% 199	2.15
Q23: I drive to work along the corridor	17.58% 29	15.76% 26	14.55% 24	1.82% 3	6.67% 11	43.64% 72	43.19% 165	2.37
Q23: I take the bus along this corridor	26.44% 23	13.79% 12	17.24% 15	1.15% 1	5.75% 5	35.63% 31	22.77% 87	2.16
Q23: I cycle in this area	22.52% 50	15.77% 35	13.96% 31	2.70% 6	3.15% 7	41.89% 93	58.12% 222	2.11
Q23: I walk in this area	22.86% 48	15.71% 33	15.71% 33	1.90% 4	5.24% 11	38.57% 81	54.97% 210	2.20
Q23: I scoot/wheel in this area	30.00% 6	25.00% 5	20.00% 4	0.00% 0	10.00% 2	15.00% 3	5.24% 20	2.24

Q18 Choose the option that best captures how you feel about the following statement: The proposed design will improve neighbourhood vibrance and livability along the Marion-Lagimodière intersection.

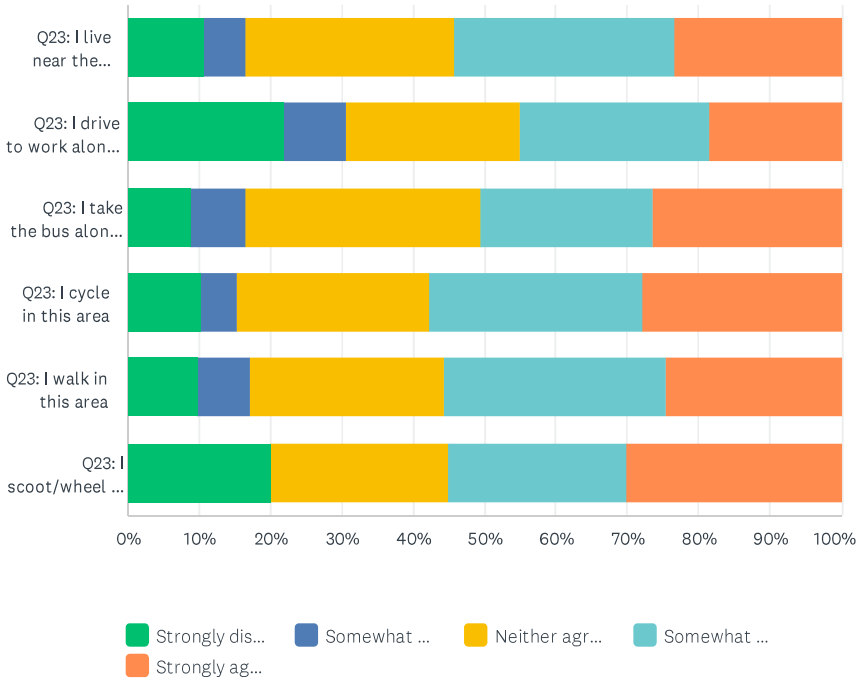
Answered: 382 Skipped: 0



	STRONGLY DISAGREE	SOMEWHAT DISAGREE	NEITHER AGREE NOR DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL
Q23: I live near the corridor	8.29% 17	8.29% 17	22.44% 46	33.66% 69	27.32% 56	53.66% 205
Q23: I drive to work along the corridor	14.45% 25	8.67% 15	27.17% 47	29.48% 51	20.23% 35	45.29% 173
Q23: I take the bus along this corridor	7.69% 7	5.49% 5	23.08% 21	29.67% 27	34.07% 31	23.82% 91
Q23: I cycle in this area	8.12% 19	8.12% 19	17.09% 40	32.91% 77	33.76% 79	61.26% 234
Q23: I walk in this area	8.33% 18	9.26% 20	24.07% 52	31.48% 68	26.85% 58	56.54% 216
Q23: I scoot/wheel in this area	10.00% 2	10.00% 2	30.00% 6	20.00% 4	30.00% 6	5.24% 20
Total Respondents	41	34	86	121	100	382

Q19 Choose the option that best captures how you feel about the following statement: The proposed design will improve traffic flow.

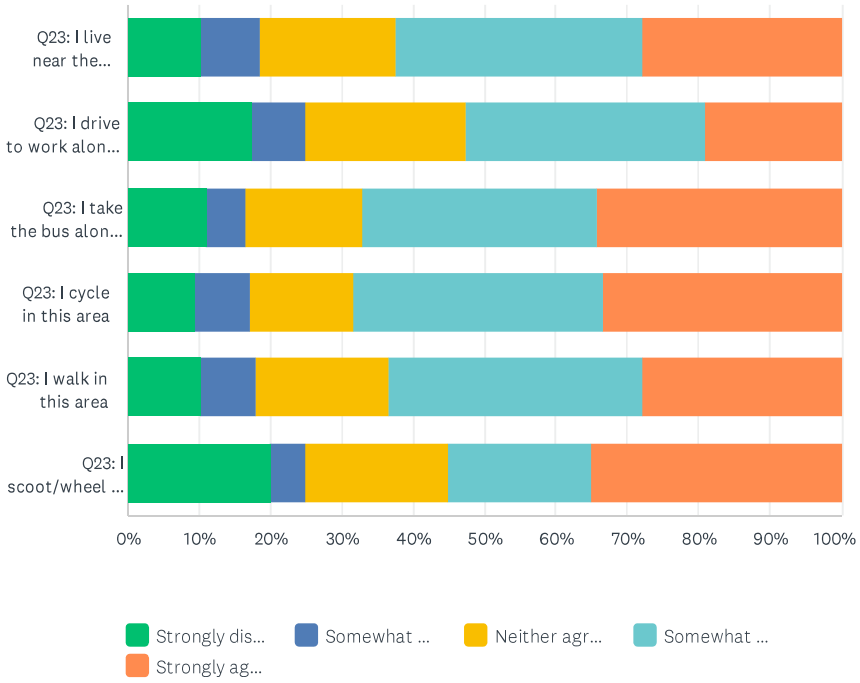
Answered: 382 Skipped: 0



	STRONGLY DISAGREE	SOMEWHAT DISAGREE	NEITHER AGREE NOR DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL
Q23: I live near the corridor	10.73% 22	5.85% 12	29.27% 60	30.73% 63	23.41% 48	53.66% 205
Q23: I drive to work along the corridor	21.97% 38	8.67% 15	24.28% 42	26.59% 46	18.50% 32	45.29% 173
Q23: I take the bus along this corridor	8.79% 8	7.69% 7	32.97% 30	24.18% 22	26.37% 24	23.82% 91
Q23: I cycle in this area	10.26% 24	5.13% 12	26.92% 63	29.91% 70	27.78% 65	61.26% 234
Q23: I walk in this area	9.72% 21	7.41% 16	27.31% 59	31.02% 67	24.54% 53	56.54% 216
Q23: I scoot/wheel in this area	20.00% 4	0.00% 0	25.00% 5	25.00% 5	30.00% 6	5.24% 20
Total Respondents	53	28	103	113	85	382

Q20 Choose the option that best captures how you feel about the following statement: The proposed design will accommodate all modes of travel.

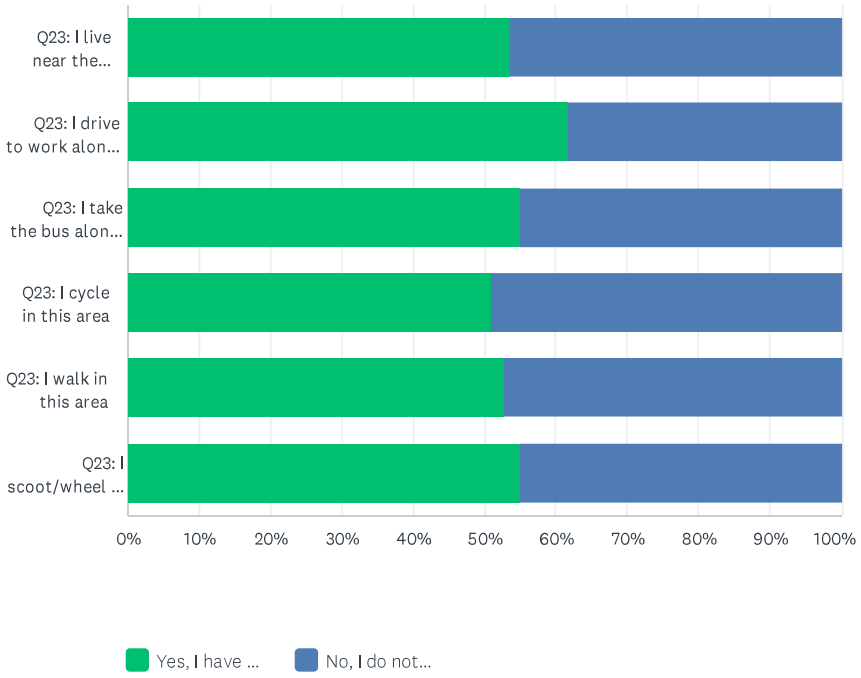
Answered: 382 Skipped: 0



	STRONGLY DISAGREE	SOMEWHAT DISAGREE	NEITHER AGREE NOR DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL
Q23: I live near the corridor	10.24% 21	8.29% 17	19.02% 39	34.63% 71	27.80% 57	53.66% 205
Q23: I drive to work along the corridor	17.34% 30	7.51% 13	22.54% 39	33.53% 58	19.08% 33	45.29% 173
Q23: I take the bus along this corridor	10.99% 10	5.49% 5	16.48% 15	32.97% 30	34.07% 31	23.82% 91
Q23: I cycle in this area	9.40% 22	7.69% 18	14.53% 34	35.04% 82	33.33% 78	61.26% 234
Q23: I walk in this area	10.19% 22	7.87% 17	18.52% 40	35.65% 77	27.78% 60	56.54% 216
Q23: I scoot/wheel in this area	20.00% 4	5.00% 1	20.00% 4	20.00% 4	35.00% 7	5.24% 20
Total Respondents	47	33	70	134	98	382

Q21 We want to ensure the proposed design addresses concerns related to traffic flow, safety, and livability. Do you have any concerns after reviewing the design?

Answered: 382 Skipped: 0



	YES, I HAVE CONCERNS	NO, I DO NOT HAVE ANY CONCERNS	TOTAL
Q23: I live near the corridor	53.66% 110	46.34% 95	53.66% 205
Q23: I drive to work along the corridor	61.85% 107	38.15% 66	45.29% 173
Q23: I take the bus along this corridor	54.95% 50	45.05% 41	23.82% 91
Q23: I cycle in this area	50.85% 119	49.15% 115	61.26% 234
Q23: I walk in this area	52.78% 114	47.22% 102	56.54% 216
Q23: I scoot/wheel in this area	55.00% 11	45.00% 9	5.24% 20
Total Respondents	208	174	382

	IF YOU INDICATED 'YES, I HAVE CONCERNS' PLEASE SHARE YOUR CONCERNS WITH THE COMMENT BOX PROVIDED BELOW.	TOTAL
Q23: I live near the corridor	106	106
Q23: I drive to work along the corridor	101	101
Q23: I take the bus along this corridor	48	48
Q23: I cycle in this area	115	115
Q23: I walk in this area	107	107
Q23: I scoot/wheel in this area	9	9

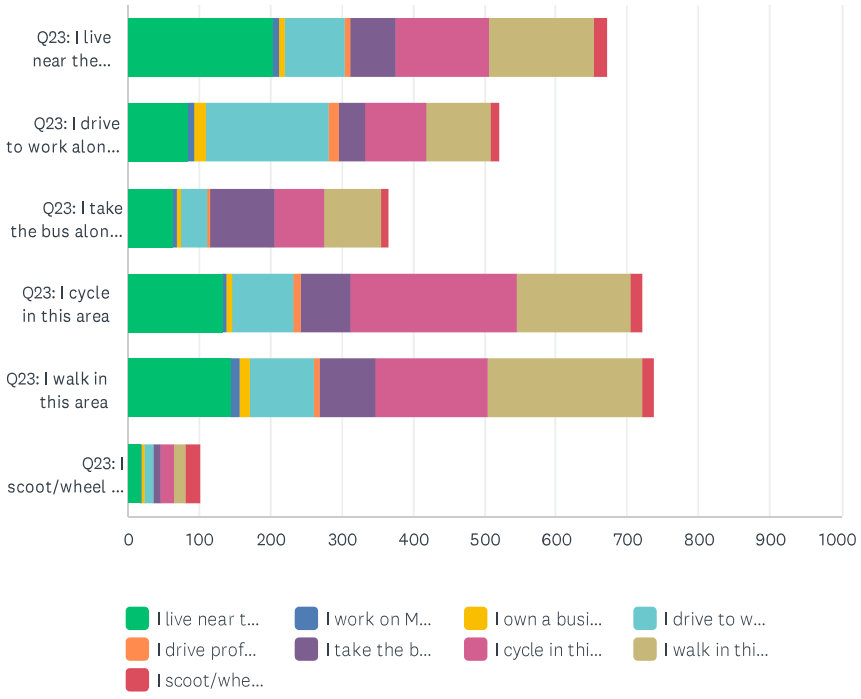
Q22 Do you have any additional comments you wish to share regarding the proposed design?

Answered: 215 Skipped: 167

	DO YOU HAVE ANY ADDITIONAL COMMENTS YOU WISH TO SHARE REGARDING THE PROPOSED DESIGN?	TOTAL
Q23: I live near the corridor	100.00% 117	54.42% 117
Q23: I drive to work along the corridor	100.00% 93	43.26% 93
Q23: I take the bus along this corridor	100.00% 52	24.19% 52
Q23: I cycle in this area	100.00% 140	65.12% 140
Q23: I walk in this area	100.00% 120	55.81% 120
Q23: I scoot/wheel in this area	100.00% 13	6.05% 13
Total Respondents	535	215

Q23 What best describes your connection to this area? Please check all that apply:

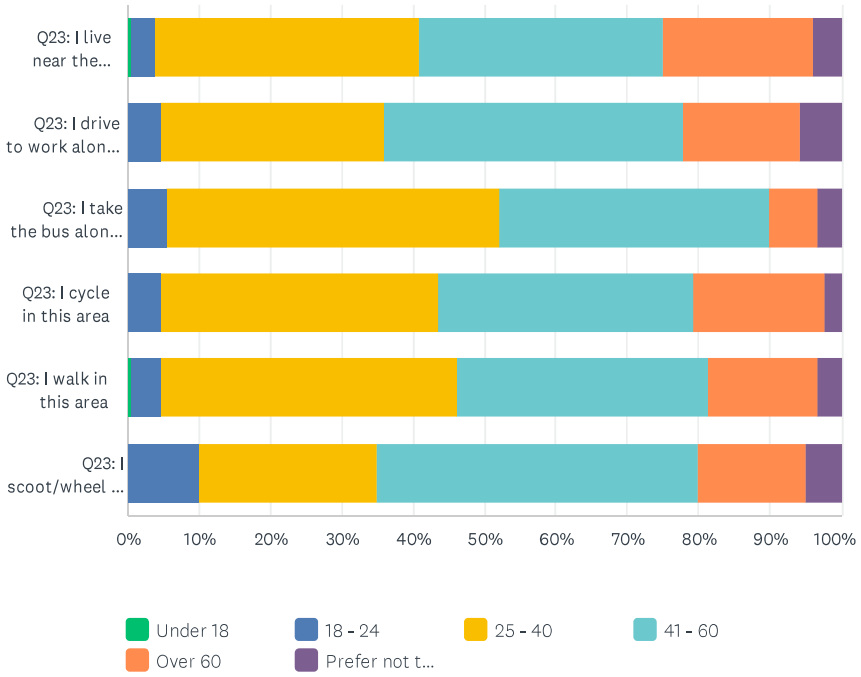
Answered: 382 Skipped: 0



	I LIVE NEAR THE CORRIDOR	I WORK ON MARION/GOULET STREET	I OWN A BUSINESS/PROPERTY ON MARION/GOULET STREET	I DRIVE TO WORK ALONG THE CORRIDOR	I DRIVE PROFESSIONALLY (E.G. TRUCKING, TAXI, ETC.)	I TAKE THE BUS ALONG THIS CORRIDOR	I CYCLE IN THIS AREA	I WALK IN THIS AREA	I SCOO IN TH
Q23: I live near the corridor	100.00% 205	3.41% 7	3.90% 8	40.98% 84	3.90% 8	31.22% 64	64.39% 132	71.22% 146	
Q23: I drive to work along the corridor	48.55% 84	5.78% 10	9.25% 16	100.00% 173	7.51% 13	21.97% 38	49.71% 86	51.45% 89	
Q23: I take the bus along this corridor	70.33% 64	5.49% 5	6.59% 6	41.76% 38	3.30% 3	100.00% 91	76.92% 70	85.71% 78	
Q23: I cycle in this area	56.41% 132	3.42% 8	3.42% 8	36.75% 86	3.85% 9	29.91% 70	100.00% 234	67.52% 158	
Q23: I walk in this area	67.59% 146	5.56% 12	6.48% 14	41.20% 89	4.17% 9	36.11% 78	73.15% 158	100.00% 216	
Q23: I scoot/wheel in this area	90.00% 18	15.00% 3	15.00% 3	60.00% 12	5.00% 1	55.00% 11	85.00% 17	85.00% 17	
Total Respondents	205	15	19	173	17	91	234	216	20

Q24 What is your age group?

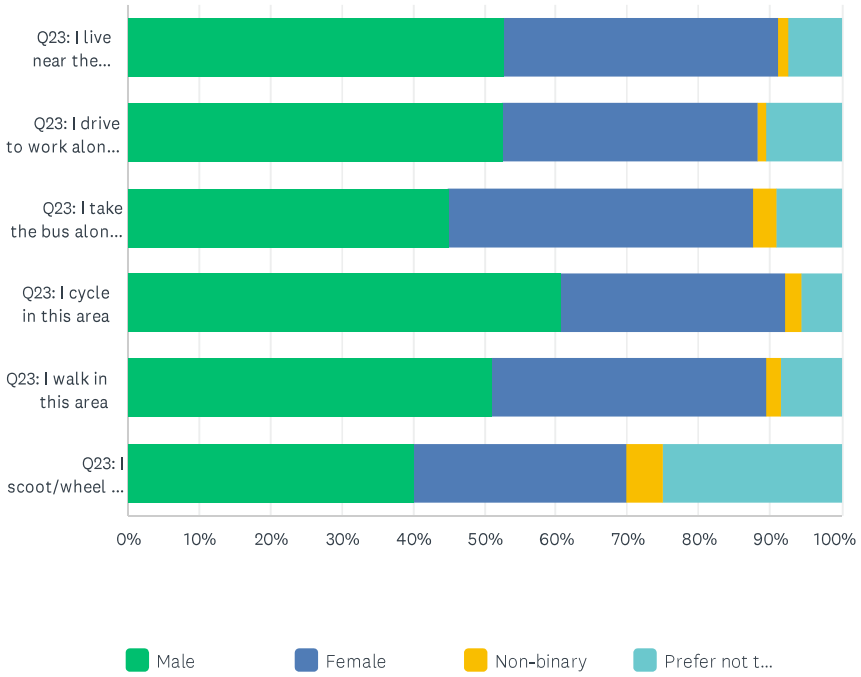
Answered: 380 Skipped: 2



	UNDER 18	18 - 24	25 - 40	41 - 60	OVER 60	PREFER NOT TO ANSWER	TOTAL
Q23: I live near the corridor	0.49% 1	3.41% 7	37.07% 76	34.15% 70	20.98% 43	3.90% 8	53.95% 205
Q23: I drive to work along the corridor	0.00% 0	4.65% 8	31.40% 54	41.86% 72	16.28% 28	5.81% 10	45.26% 172
Q23: I take the bus along this corridor	0.00% 0	5.56% 5	46.67% 42	37.78% 34	6.67% 6	3.33% 3	23.68% 90
Q23: I cycle in this area	0.00% 0	4.74% 11	38.79% 90	35.78% 83	18.53% 43	2.16% 5	61.05% 232
Q23: I walk in this area	0.47% 1	4.21% 9	41.59% 89	35.05% 75	15.42% 33	3.27% 7	56.32% 214
Q23: I scoot/wheel in this area	0.00% 0	10.00% 2	25.00% 5	45.00% 9	15.00% 3	5.00% 1	5.26% 20
Total Respondents	1	16	129	135	85	14	380

Q25 How do you describe yourself?

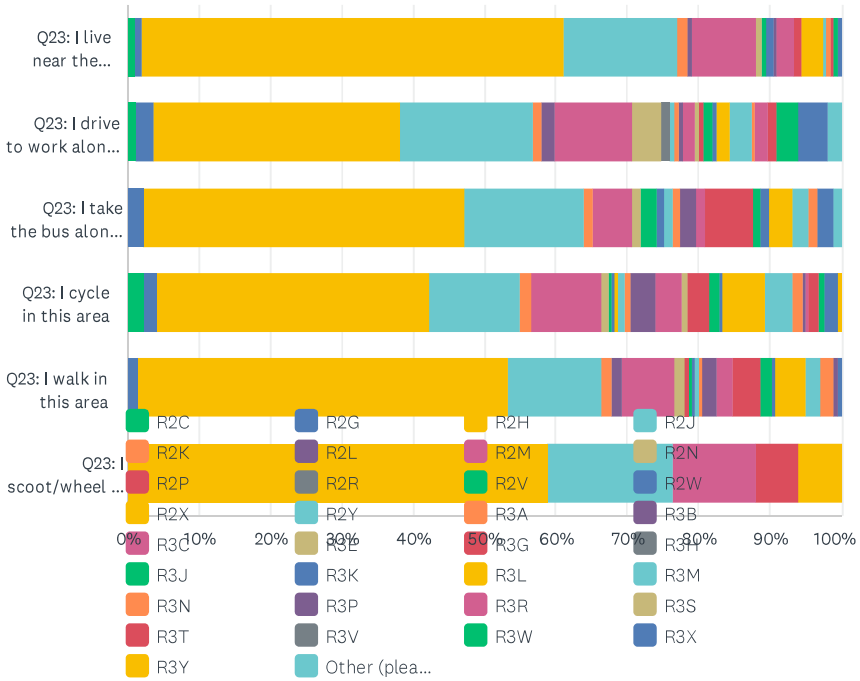
Answered: 378 Skipped: 4



	MALE	FEMALE	NON-BINARY	PREFER NOT TO ANSWER	TOTAL
Q23: I live near the corridor	52.71% 107	38.42% 78	1.48% 3	7.39% 15	53.70% 203
Q23: I drive to work along the corridor	52.63% 90	35.67% 61	1.17% 2	10.53% 18	45.24% 171
Q23: I take the bus along this corridor	44.94% 40	42.70% 38	3.37% 3	8.99% 8	23.54% 89
Q23: I cycle in this area	60.78% 141	31.47% 73	2.16% 5	5.60% 13	61.38% 232
Q23: I walk in this area	51.17% 109	38.50% 82	1.88% 4	8.45% 18	56.35% 213
Q23: I scoot/wheel in this area	40.00% 8	30.00% 6	5.00% 1	25.00% 5	5.29% 20
Total Respondents	210	134	6	28	378

Q26 Please provide the first three characters of your postal code.

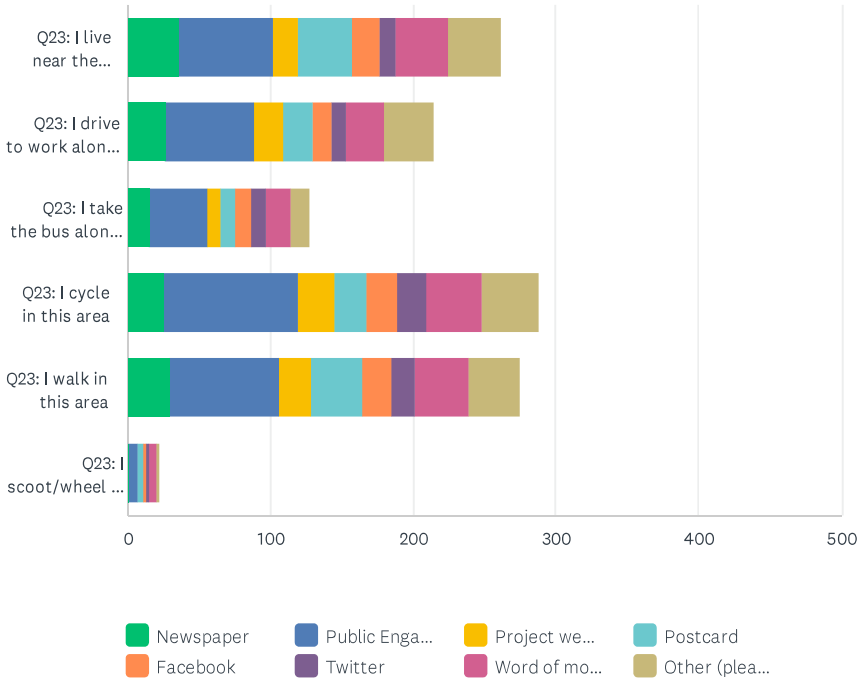
Answered: 368 Skipped: 14



	R2C	R2G	R2H	R2J	R2K	R2L	R2M	R2N	R2P	R2R	R2V	R2W	R2X	R2Y	R3A
Q23: I live near the corridor	1.00% 2	1.00% 2	59.20% 119	15.92% 32	1.49% 3	0.50% 1	8.96% 18	1.00% 2	0.00% 0	0.00% 0	0.50% 1	1.00% 2	0.00% 0	0.00% 0	0.00% 0
Q23: I drive to work along the corridor	1.20% 2	2.40% 4	34.73% 58	18.56% 31	1.20% 2	1.80% 3	10.78% 18	4.19% 7	0.00% 0	1.20% 2	0.00% 0	0.00% 0	0.00% 0	0.60% 1	0.60% 1
Q23: I take the bus along this corridor	0.00% 0	2.25% 2	44.94% 40	16.85% 15	1.12% 1	0.00% 0	5.62% 5	1.12% 1	0.00% 0	0.00% 0	2.25% 2	1.12% 1	0.00% 0	1.12% 1	1.12% 1
Q23: I cycle in this area	2.23% 5	1.79% 4	38.39% 86	12.50% 28	1.79% 4	0.00% 0	9.82% 22	0.89% 2	0.00% 0	0.00% 0	0.45% 1	0.45% 1	0.45% 1	0.89% 2	0.89% 2
Q23: I walk in this area	0.00% 0	1.46% 3	51.94% 107	13.11% 27	1.46% 3	1.46% 3	7.28% 15	1.46% 3	0.49% 1	0.00% 0	0.49% 1	0.49% 1	0.00% 0	0.49% 1	0.49% 1
Q23: I scoot/wheel in this area	0.00% 0	0.00% 0	58.82% 10	17.65% 3	0.00% 0	0.00% 0	11.76% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Total Respondents	7	9	140	44	7	4	32	10	1	2	2	3	1	3	3

Q27 How did you hear about this project? Please check all that apply.

Answered: 374 Skipped: 8



	NEWSPAPER	PUBLIC ENGAGEMENT NEWSLETTER	PROJECT WEBSITE	POSTCARD	FACEBOOK	TWITTER	WORD OF MOUTH	OTHER (PLEASE SPECIFY)	TOTAL
Q23: I live near the corridor	17.82% 36	32.67% 66	8.91% 18	18.32% 37	9.90% 20	5.45% 11	18.32% 37	18.32% 37	70.05% 262
Q23: I drive to work along the corridor	15.88% 27	36.47% 62	11.76% 20	12.35% 21	7.65% 13	5.88% 10	15.88% 27	20.59% 35	57.49% 215
Q23: I take the bus along this corridor	16.67% 15	45.56% 41	10.00% 9	12.22% 11	12.22% 11	11.11% 10	20.00% 18	14.44% 13	34.22% 128
Q23: I cycle in this area	11.50% 26	41.59% 94	11.06% 25	10.18% 23	9.29% 21	9.29% 21	16.81% 38	17.70% 40	77.01% 288
Q23: I walk in this area	14.29% 30	36.19% 76	10.95% 23	17.14% 36	9.52% 20	7.62% 16	18.10% 38	17.14% 36	73.53% 275
Q23: I scoot/wheel in this area	5.56% 1	33.33% 6	0.00% 0	22.22% 4	11.11% 2	11.11% 2	27.78% 5	16.67% 3	6.15% 23
Total Respondents	56	145	44	41	32	26	55	68	374