



DILLON
CONSULTING

CITY OF WINNIPEG

Public Engagement Report

Fermor Bridge Rehabilitation and Roadworks Preliminary Design

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Executive Summary

As with most large road and bridge infrastructure projects in the City of Winnipeg, there exists the potential for various stakeholders and the community at large to be impacted in different ways. Engaging with these diverse interests can often provide insight and in-depth understanding to issues that may have otherwise been overlooked. Therefore, in order to ensure that the community and key stakeholders had their voices heard, Dillon developed a comprehensive consultation and engagement strategy. The consultation program for preliminary design consisted of two rounds of stakeholder and public engagement, the first which was carried out between August and October, 2016, and the second which occurred over November and December, 2016.

- Round 1 – Summer/Fall 2016 – 13 Stakeholder and Resident Meetings, focused on project information, opportunities and constraints, and issue identification, with approximately 30 participants;
- Round 2 – Fall/Winter 2016 – Preliminary Design Open House event with approximately 200 participants

The results from the Preliminary Design Consultation Strategy have been analyzed and summarized below.

Most Stakeholders supported the preliminary design for the Fermor Avenue Bridge Rehabilitation and Roadworks. Some concerns were noted on several issues, largely relating to construction noise and traffic, preservation of the river bottom forest along the Seine, safety for pedestrians and cyclists, and whether or not the work to be undertaken in future phases will occur. Feedback from the stakeholders and general public can be summarized into the following themes:

- The pedestrian and cycling components of the project were well received;
- The bridge rehabilitation and intersection improvements make sense and were well received;
- Access changes on Alpine Avenue are a positive change and look safer, and will likely improve traffic flow;
- The project in general was well received;
- Transit improvements were viewed positively;
- Concerns about noise and traffic during construction;
- Concerns about potential environmental impacts on the Seine River corridor;
- Concerns were expressed about safety in the pedestrian underpass;
- Fermor Avenue should be three lanes in either direction; and
- Many were doubtful about whether future phase work will happen.

Several portions of the preliminary design were altered or changed early in the design process in response to stakeholder comments and concerns:

- Access points to Alpine Avenue were consolidated and redesigned based on stakeholder feedback about unsafe conditions;
- Enhanced pedestrian crossings and smart channels were introduced at the Fermor Avenue and St. Anne’s Road intersection to address concerns about conditions for pedestrians and unsafe vehicle movements; and,
- An alternate pedestrian and cyclist crossing over the Seine River via a dedicated protected lane on the north side of the bridge was included, as the existing pedestrian bridge is often inaccessible due to spring flooding, and concerns over the potential extensive damage to the river bottom forest if the existing pedestrian bridge was improved.

Three specific areas were raised by stakeholders that were not addressed through changes in the preliminary design process. The specific areas and reason for not accommodating the changes are outlined below:

- A number of stakeholders requested that Fermor Avenue and the bridge be widened to six lanes (three in either direction). Widening Fermor Avenue to six lanes is not required, as the City’s long-range Transportation Master Plan identifies Marion Street and Bishop Grandin Boulevard as the major east-west arterial streets to be widened in the future;
- Several stakeholders requested that all the proposed upgrades occur at once, and not in a phased manner as proposed. The first phase of construction would include critical improvements to address traffic and maintenance issues that need to be completed in the short term. Due to finite resources, some other proposed improvements may not be able to be completed until a future date;
- A number of stakeholders indicated that an at-grade pedestrian crossing of Fermor Avenue between the Safeway and the Superstore is still needed, and that many individuals may not utilize the pedestrian crossing at St. Anne’s Road or the proposed pedestrian and cyclist underpass near the Seine River. An at-grade pedestrian crossing is not required at this location at this time, and that there are safer crossing options. Deterrents will be installed to promote people using safe crossings at St. Anne’s Road and at the to-be-constructed pedestrian/cycling underpass.

1.0 Introduction

As with most large street and bridge infrastructure projects in the City of Winnipeg, there exists the potential for various stakeholders and the community at large to be impacted in different ways. Engaging with these diverse interests can often provide insight and in-depth understanding to issues that may have otherwise been overlooked. Therefore, in order to ensure that the community and key stakeholders had their voices heard, Dillon developed a comprehensive consultation and engagement strategy. The consultation program for preliminary design consisted of two rounds of stakeholder and public engagement, the first which was carried out between August and October 2016, and the second which occurred over November and December 2016.

- Round 1 – Summer/Fall 2016 – 13 Stakeholder and Resident Meetings, focused on project information, opportunities and constraints, and issue identification, with approximately 30 participants;
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The stakeholder engagement programs for the preliminary design was developed and conducted in accordance with International Association of Public Participation (IAP2) best practices by planners with extensive engagement experience, with the engagement lead possessing IAP2 Fundamentals and IAP2 Emotion, Outrage, and Public Participation (EOP2) training.

2.0 Engagement Methodology

The public consultation team devised a two-round consultation strategy (each will be outlined in this report). The objectives of the two rounds were three-fold: to inform and communicate project details; to gauge concerns and record questions; and, to receive input on potential impacts.

Several tools were used to carry out Round 1 of the consultation and engagement strategy, including:

- Individual and group stakeholder meetings
- Phone and email conversations
- Notification via mail, email, and telephone
- Website content and updates
- City of Winnipeg (press releases; social media; etc.)

Round 2 built upon Round 1, and included the following additional tools:

- Public open house
- Community surveys (online and hard copy)

3.0 Round – 1 Stakeholder Meetings (August 2016 – October 2016)

3.1 Stakeholder Identification

As part of the preliminary design phase the project team identified and grouped stakeholders within the project scope area. The project team used a “Stakeholder Tier System¹” methodology, which roughly equates to the following:

- Tier 1 Stakeholders were those who would be directly impacted by the project, or live/work/own property immediately adjacent to the project area;
- Tier 2 Stakeholders consisted of those who may be indirectly impacted by the project, or live/work/own property within close proximity to the project area; and,
- Tier 3 Stakeholders include those who are interested in the project, and the public at-large.

Stakeholders included, but were not limited to:

¹ As outlined in Plan Canada’s Spring 2013 issue’s article “The Stakeholder Tier System – a tool to assist management of public engagement processes for large infrastructure projects”, by Donovan Toews.

- Adjacent landowners;
- Nearby residents;
- Property managers and owners in the immediate vicinity;
- Local businesses and organizations, such as the Old St. Vital BIZ;
- Advisory and interest groups, such as Winnipeg Access Advisory Committee, Save Our Seine, Winnipeg Trails Association, Functional Transit Winnipeg, and Bike Winnipeg;
- City Departments including Winnipeg Transit;
- Utilities and railways; and,
- School divisions and schools, such as Louis Riel School Division and Division Scolaire Franco-Manitobaine.

3.2 Notification Strategy

Dillon’s team used a variety of methods to notify stakeholders in Round 1. Notifications were emailed to key stakeholder groups and organizations. For adjacent residents and businesses, letters were hand delivered directly. Finally, content was produced for the City of Winnipeg’s Major Projects webpage (www.winnipeg.ca/fermor), with contact information for members of the consultation team posted.

See **Appendix B** for notification letter samples.

3.3 Consultation and Notification Materials

The consultation team, with the help of the design team, used the following consultation materials to achieve the aforementioned goals for Round 1:

- Sign-in sheet to record contact information for future events
- Stakeholder map to visually track where stakeholders were located
- Fermor Avenue concept map to help stakeholders visualize potential improvements along Fermor Avenue and at Fermor Avenue & St. Anne’s Road and Fermor Avenue and Archibald Street intersections
- Pebble Beach Road concept map to help stakeholders visualize the potential bike and pedestrian infrastructure

The concept maps outlined above can be found in **Appendix A**. See **Appendix B** for samples of the notification materials.

3.4 Stakeholder Meetings

In August 2016 Dillon organized 3 group stakeholder meetings. In October and November 2016, Dillon organized and held a series of 13 individual and group stakeholder meetings. Stakeholder meetings included, but were not limited to:

- Adjacent businesses and organizations (Safeway, Niakwa Country Club, Old St. Vital BIZ)

- Adjacent residents (six group meetings)
- Interest Groups (e.g. Bike Winnipeg, Functional Transit Winnipeg, Winnipeg Trails Association, Save Our Seine)
- City of Winnipeg (Public Works)
- Residential property managers and owners (Edison Properties)

3.5 Feedback

Summary notes were taken at each stakeholder meeting – this feedback was then grouped into themes, synthesized, and then analyzed by the project team. The feedback was then shared with the design team, so they could consider (and potentially address) issues, challenges, and impacts raised by the stakeholders. The consultation team and design team had several upload-download meetings during Round 1, to ensure that the feedback was being addressed where possible.

Generally, the feedback for the project was positive, and can roughly be grouped into the following themes:

- Many feel the exit to Alpine Avenue from Fermor Avenue just east of St. Anne’s Road is dangerous;
- Most felt the proposed access changes on Alpine Avenue are safer than what exists now;
- Most felt the proposed intersection improvements at Fermor Avenue and St. Anne’s Road would increase safety for all uses & modes;
- Some talked about long waits when turning right from Niakwa Road onto St. Anne’s Road;
- Some talked about vehicles cutting through Seagrims Road to avoid the Fermor Avenue and St. Anne’s Road intersection;
- Many people who live in the area are seniors and/or have mobility issues;
- Many felt the Royal Salinger Road intersection is unsafe and can be designed in a better way;
- Many felt a crossing in front of Niakwa Place School is necessary, and that cut through traffic utilizes Pebble Beach Road to access Fermor Avenue at Archibald Street;
- Niakwa Road east of the Seine River is heavily used by cyclists and pedestrians, and improvements are needed;
- Most felt pedestrian linkages across Fermor Avenue are currently lacking; and,
- Most were happy with the proposed pedestrian & cycling underpass.

Most stakeholders also had specific feedback, generally relating their property or daily routes. This feedback centred on specific issues relating to access, intersection wait times, length of left and right turn lanes, additional pedestrian train track crossings, and traffic. See **Appendix D** for the summary table of stakeholder meetings, issues raised, and how they were considered and / or addressed as part of the project.

4.0 Round 2 – Open House (November 2016 to December 2016)

On December 13, 2016 Dillon hosted a Public Open House for the wider community at Southdale Community Centre community (254 Lakewood Boulevard). The open house was organized in a drop-in format, where attendees were free to browse the display boards at their leisure. Members of the project team (from Dillon and the City of Winnipeg) were present to answer questions and receive feedback. The Fermor Avenue concept map with potential design solutions was laid on tables, with Post-It® notes available for attendees to provide feedback. Attendees were encouraged to fill out exit surveys, which solicited feedback in regards to the access changes on Alpine Avenue, the preliminary design for the bridge and intersection improvements, the pedestrian and cycling, and transit components of the project.

A total of 178 people signed in over the course of the open house (from 4 p.m. – 8 p.m.) – however, attendance was likely closer to 200, as not all attendees chose to sign in. Local media outlets, including CBC, the Canstar Lance and La Liberte, covered the event in both English and French. As is standard procedure, media inquiries were forwarded to the City of Winnipeg’s Corporate Communications representative and the Public Works project manager, Darren Burmey.

Please see **Appendix A** for a copy of the open house display boards and Fermor Avenue concept map, and **Appendix C** for summary diagrams of the Post-it note comments.

4.1 Stakeholder Notification

Dillon’s team used the same notification methods to follow up with the stakeholders as in Round 1. Stakeholders were emailed and letters were hand delivered directly to adjacent residents. Finally, content was produced for the City of Winnipeg’s Major Projects webpage (www.winnipeg.ca/fermor), with contact information for members of the consultation team posted.

4.2 Open House Notification

In order to receive input from the widest possible cross section of the community a comprehensive open house notification plan is crucial. The open house was advertised through a variety of methods. A notice was sent to households in the area, through a Canada Post Unaddressed Admail drop (approximately 6,000 households and businesses – see target letter carrier walks below). English and French versions of the notice were also posted online approximately two weeks before the open house, and a print ad ran in three local newspapers – the Winnipeg Free Press, the Winnipeg Sun, and the Canstar Lance. Moreover the notice was posted in several key locations throughout the area (e.g. local schools, local businesses, libraries, community centre, etc.) – approximately 10 locations in total. Finally,

the team utilized the City of Winnipeg’s existing communication networks to reach an even broader audience. This included news releases, social media, the project webpage, and existing email networks (e.g. that of the ward councillor).

Target Letter Carrier Walks (LCWs)								
DELIVERY MODE		SECONDARY INSTALLATION	HOUSES	APARTMENTS	FARMS	TOTAL RESIDENCES	BUSINESSES	TOTAL DISTRIBUTION
R2M	LC 0753	WPG LCD St Vital	806	90	0	896	59	955
R2M	LC 0767	WPG LCD St Vital	907	51	0	958	48	1006
R2M	LC 0775	WPG LCD St Vital	210	1051	0	1261	17	1278
R2M	LC 0779	WPG LCD St Vital	251	910	0	1161	43	1204
R2J	LC 0580	WPG LCD NE 5	450	167	0	617	4	621
R2J	LC 0592	WPG LCD NE 5	355	200	0	555	10	565
R2J	LC 0593	WPG LCD NE 5	413	101	0	514	2	516
TOTALS			3392	2570	0	5962	183	6145

See **Appendix B** for the English and French open house notification materials.

4.3 Consultation and Notification Materials

The following consultation materials were used at the open house to achieve the aforementioned goals in Round 2:

- Sign-in sheet, to record contact information for future events
- Stakeholder map, to visually track where stakeholders were located
- Open house boards (English, 5 key boards also in French)
- Fermor Avenue concept map, to help stakeholders visualize potential improvements along Fermor Avenue and at Fermor Avenue & St. Anne’s Road and Fermor Avenue and Archibald Street intersections
- Exit surveys at the open house and online community surveys (English and French)

The open house boards and concept maps outlined above can be found in **Appendix A**. See **Appendix B** for samples of the notification materials.

4.4 Feedback

To supplement the open house Dillon created a community survey, which was disseminated at the open house (hard copies) and posted online. As of January 13, 2017 the project team has analyzed a total of 66 responses (39 online surveys, and 26 hard copy surveys from the open house). The high level results of those surveys are provided below. Additionally, as noted, feedback was left on the various maps laid out at the open house (Post-it® notes).

4.4.1 Community Survey Results

4.4.1.1 Quantitative

The majority of participants in the community survey were residents within the project area (62.1%), while another 32.8% noted they do not live or work in area but have a general interest in the project, and 4.5% were a part of an organization or group within the project area. Of the respondents that attended the public open house: 89.3% found the information provided helpful; 7.1% found the information somewhat helpful; 92.9% found the staff at the open house helpful; and 7.1% found the staff somewhat helpful. Of the 66 respondents, 35 provided contact information and indicated they would like to receive further communications regarding the project. Their contact information was added to the master stakeholder list.

4.4.1.2 Qualitative

While there were several specific and localized comments in response to the different questions in the community survey responses, the majority of comments can be grouped into the following 10 themes. They are roughly ranked in terms of how many times these themes were mentioned in the community surveys (most frequently mentioned theme at the top).

- The pedestrian and cycling components of the project were well received;
- The bridge rehabilitation and intersection improvements make sense and were well received;
- Access changes on Alpine Avenue are a positive change and look safer, and will likely improve traffic flow;
- The project in general was well received;
- Transit improvements were viewed positively;
- Concerns about noise and traffic during construction;
- Concerns about potential environmental impacts on the Seine River corridor;
- Concerns were expressed about safety in the pedestrian underpass;
- Fermor Ave should be three lanes in either direction; and,
- Many were doubtful about whether future phase work will happen.

In regards to their **top three comments or thoughts** respondents mentioned the following: 24.2% felt the project in general is great and agreed with the design concept being proposed; 21.2% of individuals were happy with the pedestrian and cyclists improvements; 7.6% of people mentioned they liked the access lane improvements; 7.6% felt Fermor Avenue should be widened to three lanes in either direction; and 7.6% expressed concerns about whether or not the future phase work would happen.

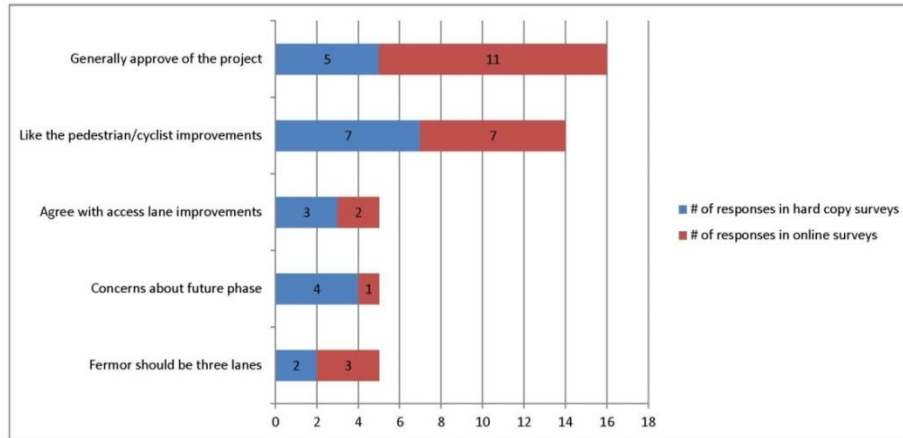


Figure 1 - Top Three Themes

When asked about **potential impacts the project team should consider** 10.6% of respondents mentioned concerns about construction noise and traffic, and 9.1% of respondents expressed concern for the environment, specifically the river bottom forest along the Seine River.

The community survey asked specifically about the **access changes to Alpine Avenue**, and in response, 28.8% of individuals agreed with the changes and 16.7% indicated they would likely increase safety; 6.1% agreed the changes would improve traffic flow; and 3% felt the changes are not necessary. When asked specifically about the **pedestrians and cycling facilities**, 50% of respondents felt they were great and 9.1% had concerns about the safety, particularly in regards to the pedestrian underpass. In response to the question about **transit**, most people felt unaffected by the changes, but 10.6% felt they were good changes. Finally, in the section designated for **additional comments**, 4.5% of respondents indicated they wanted to see improvements made to the Royal Salinger and Fermor Avenue intersection.

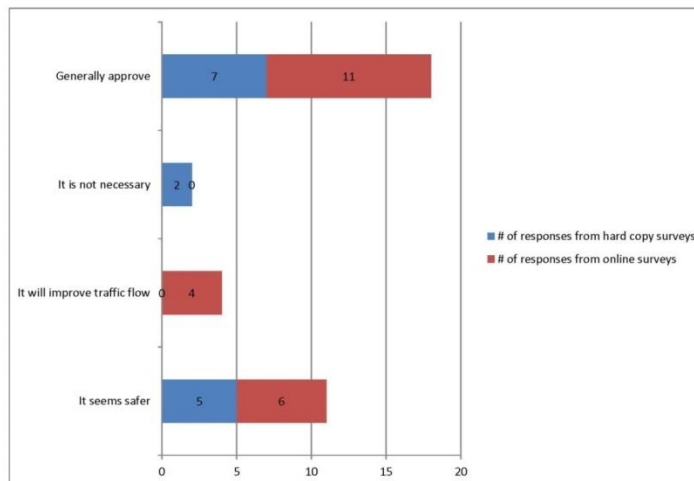


Figure 2 - Changes to Access Themes

Most respondents also had specific feedback based on their own use of the area. Some of these comments included: extending turn lights and increasing the number of lanes; creating specific cycling and pedestrian connections; existing rush hour traffic; and concerns about the location of the pedestrian underpass.

Three specific areas were raised by stakeholders that were not addressed through changes in the preliminary design process. The specific areas and reason for not accommodating the changes are outlined below:

- A number of stakeholders requested that Fermor Avenue and the bridge be widened to six lanes (three in either direction). Widening Fermor Avenue to six lanes is not required, as the City's long-range Transportation Master Plan identifies Marion Street and Bishop Grandin Boulevard as the major east-west arterial streets to be widened in the future;
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A summary of the feedback received via the surveys and verbatim responses can be found in **Appendix C**.

5.0 Conclusion

In conclusion, the public and stakeholder engagement component of this the preliminary design for this project was successful. As noted in the stakeholder meetings and exit survey results, the majority of stakeholders felt that the process was helpful. While not all issues and concerns can be addressed moving forward, they will all be considered as part of the detailed design component of this project.

Appendix A

Open House Display Boards

*Can be found at

<http://www.winnipeg.ca/PublicWorks/construction/majorProjects/waverleyUnderpass.stm>

Appendix B

Notifications / Advertising Materials

You're Invited

Open House

Tuesday, December 13, 2016

4:00pm - 8:00pm



**Southdale
Community Centre,
254 Lakewood Blvd.**



Drop-in anytime during the session

[www.winnipeg.ca/
fermor](http://www.winnipeg.ca/fermor)

In early 2016, the City of Winnipeg initiated the preliminary design for Fermor Avenue between St. Anne's Road and Archibald Street, including the bridge over the Seine. A preliminary design option for the road and bridge rehabilitation as well as improvements to the pedestrian and cycling network have been developed for the study area.

At the open house you can view the preliminary design ideas for the bridge rehabilitation and roadworks, and learn about pedestrian & cycling infrastructure, and intersection & road improvements.

For further information, contact Lea Hastie, Dillon Consulting Limited, LHastie@dillon.ca, 204.453.2301

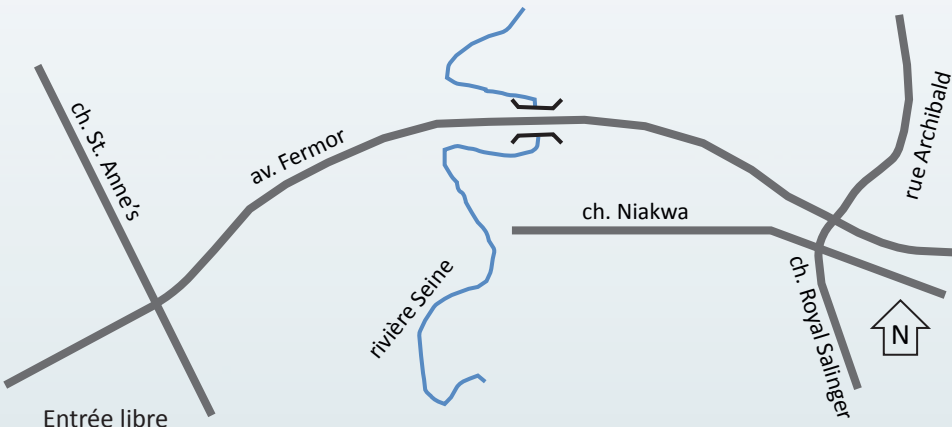
Those who may require alternate formats or ASL interpretation in order to participate should contact Lea Hastie by Dec. 6, 2016 at the email address or phone number above.

Portes ouvertes

Le mardi 13 décembre 2016,
de 16 à 20 heures



**Centre communautaire
de Southdale, 254,
boul. Lakewood**



[www.winnipeg.ca/
fermor](http://www.winnipeg.ca/fermor)

Au début de l'année 2016, la Ville de Winnipeg a commencé une étude d'avant-projet sur l'avenue Fermor, entre le chemin St. Anne's et la rue Archibald, ce qui comprend le pont qui traverse la Seine. Un concept préliminaire visant à restaurer la route et le pont et à améliorer le réseau piétonnier et cyclable a été défini pour la zone à l'étude.

Lors des portes ouvertes, il sera possible de voir les différents concepts préliminaires envisagés dans le cadre de la restauration du pont et des travaux de voirie. On pourra aussi obtenir des renseignements sur l'infrastructure piétonnière et cyclable et sur l'amélioration des intersections et de la route.

Pour de plus amples renseignements, communiquer avec Adam Prokopanko, de Dillon Consulting, à aprokopanko@dillon.ca ou au 204-453-2301

Les personnes qui pourraient avoir besoin d'un format de présentation différent ou de services d'interprétation en ASL pour participer sont priées de communiquer par courriel ou par téléphone avec Adam Prokopanko le 6 décembre 2016 au plus tard.

Fermor Ave Bridge Rehabilitation and Roadworks

Preliminary Design

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254 Lakewood Blvd.

Tuesday, December 13, 2016

4:00pm - 8:00pm

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Join us at an open house to view the preliminary design ideas for the bridge rehabilitation and roadworks, and learn about pedestrian & cycling infrastructure, and intersection & road improvements.

At the open house you will have the opportunity to provide your feedback through speaking with members of the consultation team or by filling out an exit survey.

For further information, contact
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www.winnipeg.ca/fermor

Restauration du pont Fermor et travaux de voirie

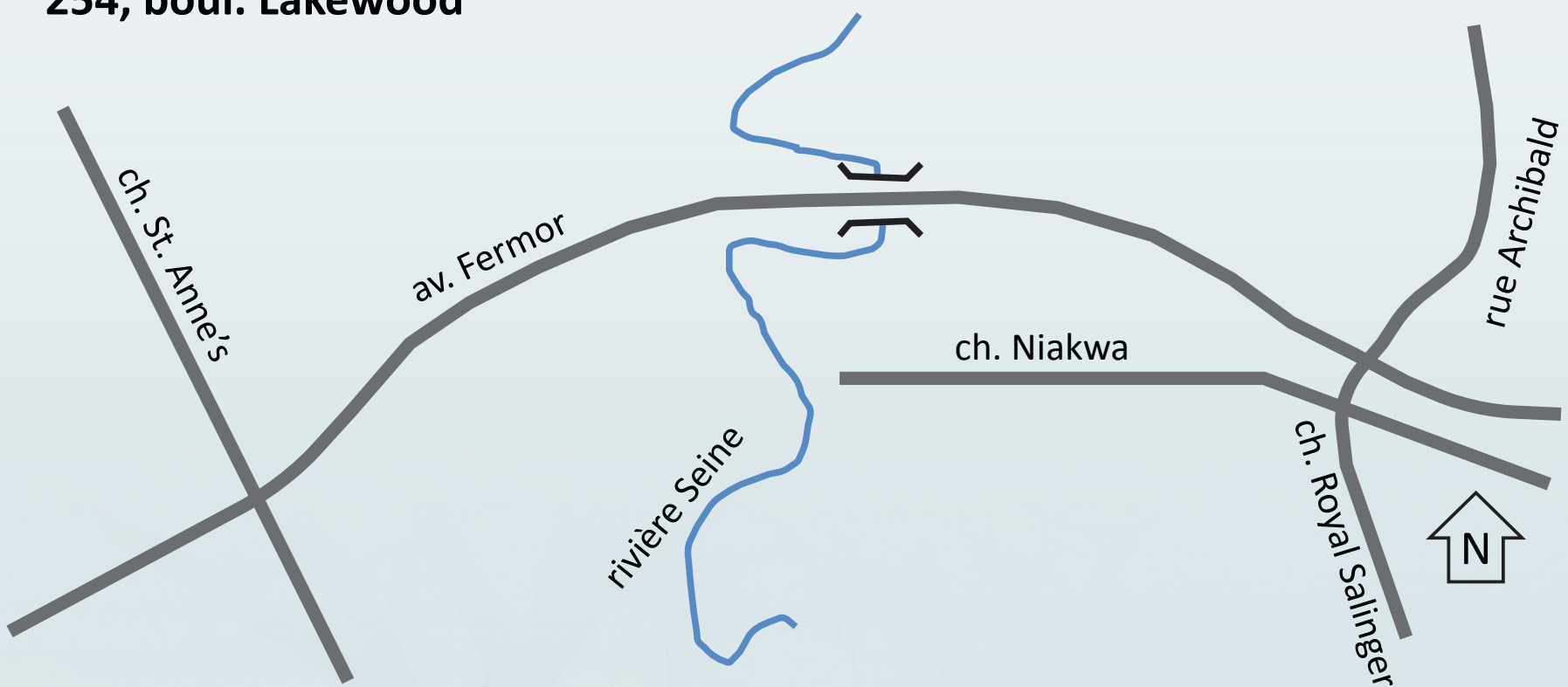
Étude d'avant-projet

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Entrée libre



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Venez aux portes ouvertes voir les différents concepts préliminaires envisagés dans le cadre de la restauration du pont et des travaux de voirie. On présentera aussi des renseignements sur l'infrastructure piétonnière et cyclable ainsi que sur l'amélioration des intersections et de la route.

Durant les portes ouvertes, vous pourrez partager vos impressions en vous adressant à l'équipe de consultants ou en répondant au sondage à la sortie.

Pour plus de renseignements, communiquez avec Adam Prokopanko, Dillon Consulting Limited, à aprokopanko@dillon.ca
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Restauration du pont Fermor et travaux de voirie

Étude d'avant-projet

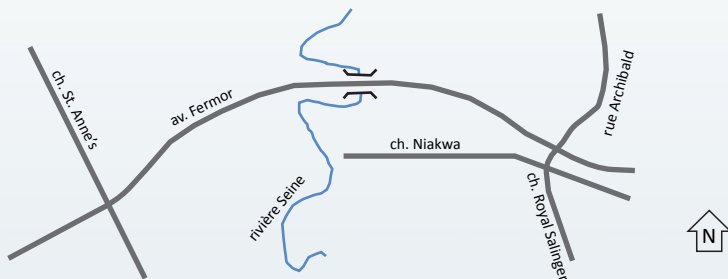
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Appendix C

Exit Survey, Feedback Summary, and Map Notes

Fermor Bridge Rehabilitation and Roadworks – Exit Survey Summary

Exit surveys were made available to people who attended the open house (in hard copy form) and online through the City of Winnipeg project webpage. There were a total of 66 exit surveys completed, 26 hard copy, and 40 online. French versions of the surveys were made available both at the open house and online; however, considering the small number of French responses (3) the data has been translated and is represented in this analysis.

In order to make the surveys available to the most people possible and to ask the right questions at the right time, three different versions of the survey **was** provided: the pre-open house online survey; the hard copy survey made available at the open house; and the **post open** house online survey. While all of the long answer questions remained the same in each, the multiple choice questions at the beginning of the survey varied. The pre-open house online survey had only two multiple choice questions (What is your interest in the project? Was the online information helpful?). The hard copy surveys included the aforementioned questions, as well as two additional questions the open house (Was the information at the Open House helpful? Was the staff at the Open House helpful?). The **post open** house survey included each of the above questions as well as a question asking if the individual attended the open house. In an effort to avoid confusion the questions are bolded but not numbered in this summary, and it is noted which questions was not included in a survey. The following is a summary of responses for each question from both the hard copy and online exit surveys.

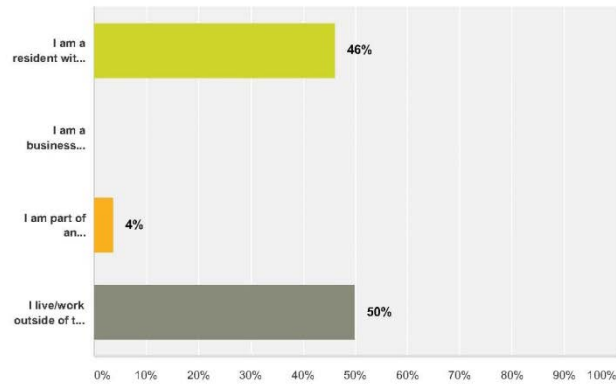
QUESTIONS

Please check the answer that most closely describes your interest in this project:

- I am a resident within the project area
- I am a business owner/landowner/property manager within the project area
- I am part of an organization/group within the project area
- I live/work outside of the project area, but am interested in the project

Online – **Pre Open House:**

There were 26 online – pre-open house responses to this question. As seen in the chart below most individuals indicated that they either live/work outside of the project area but are interested in the project (50%) or reside in the project area (46%). Four percent were part of an organization/group within the project area.

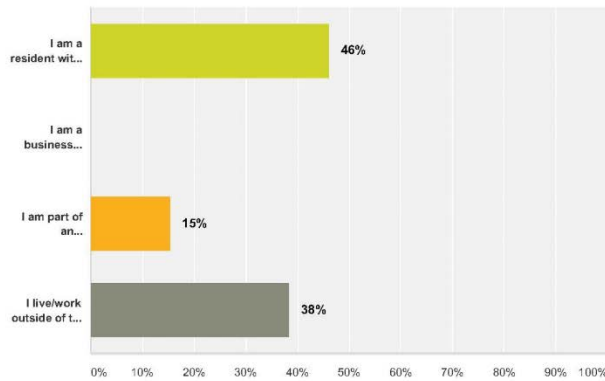


Answer Choices	Responses	Count
I am a resident within the project area	46%	12
I am a business owner/landowner/property manager within the project area	0%	0
I am part of an organization/group within the project area	4%	1
I live/work outside of the project area, but am interested in the project	50%	13
Total		26

Figure 1 – Online – Pre-open house – interest in the project

Online – **Post Open House:**

There were 13 online – post open house responses to this question. As seen in the chart below most individuals indicated that they either reside in the project area (46%) or live/work outside of the project area but are interested in the project (38%). Fifteen percent were part of an organization/group within the project area.

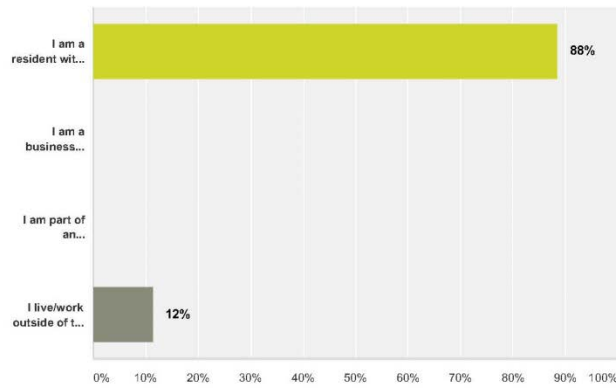


Answer Choices	Responses	Count
I am a resident within the project area	46%	6
I am a business owner/landowner/property manager within the project area	0%	0
I am part of an organization/group within the project area	15%	2
I live/work outside of the project area, but am interested in the project	38%	5
Total		13

Figure 2- Online – Post open house – interest in the project

Hard copy:

There were 26 responses from individuals who attended the open house. As seen below most people who attended were residents within the project area (88%), and 12% indicated that they live/work outside of the project area, but are interested in the project.



Answer Choices	Responses
I am a resident within the project area	88% 23
I am a business owner/landowner/property manager within the project area	0% 0
I am part of an organization/group within the project area	0% 0
I live/work outside of the project area, but am interested in the project	12% 3
Total	26

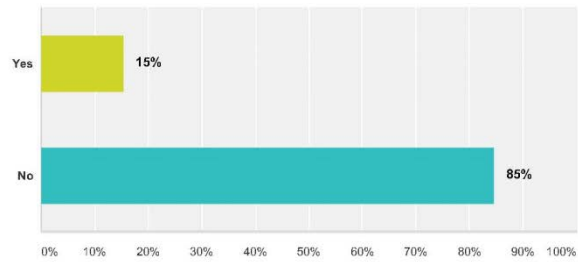
Figure 3 - Hard copy – interest in the project

Did you attend the public open house session on December 13th, 2017? (Not included in the hard copy survey or the online – pre open house survey)

- Yes
- No

Online – **post open house**

As seen in the chart below this question was answered by 13 individuals, and 85% of them responded that they had not attended and 15% responded that they had.



Answer Choices	Responses	Count
Yes	15%	2
No	85%	11
Total		13

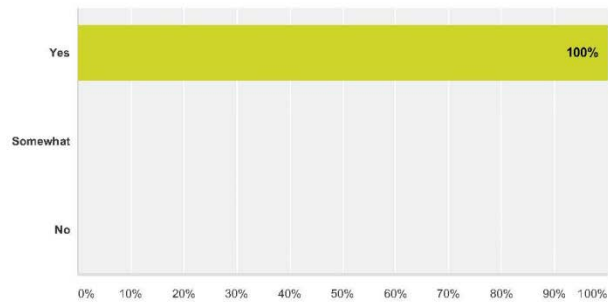
Figure 4 - Online post open house - Did you attend the open house

Did you find the information provided at this meeting helpful? (Not included in the online – pre open house survey)

- Yes
- Somewhat
- No

Online – Post open house

On the online – post open house exit surveys, individuals who responded that they attended the open house were also asked if they found it helpful. As seen in the chart below, only two individuals answered this question and both answered yes.

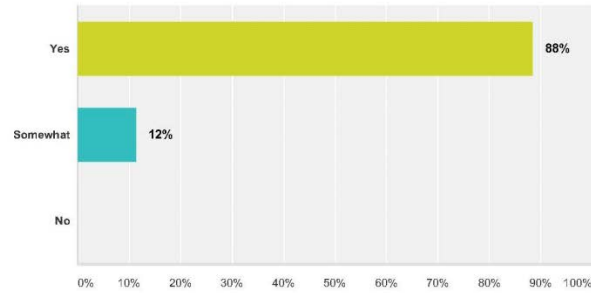


Answer Choices	Responses	Count
Yes	100%	2
Somewhat	0%	0
No	0%	0
Total		2

Figure 5 - Online post open house – Was the information helpful?

Hard Copy

On the hard copy exit surveys provided to open house attendees, individuals were asked if they found the meeting helpful. As seen in the chart below, 26 individuals answered this question; 88% answered yes, 12% answered somewhat, and no one answered no.



Answer Choices	Responses	
Yes	88%	23
Somewhat	12%	3
No	0%	0
Total		26

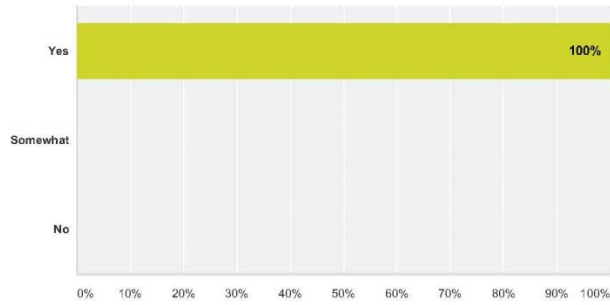
Figure 6 - Hard copy - Was the information helpful?

Did you find the staff at the meeting helpful? (Not included in the online – pre open house survey)

- Yes
- Somewhat
- No

Online – post open house

Individuals who answered yes to attending the open house were asked if they found the staff helpful. Only 2 individuals answered this question, and both responded yes.

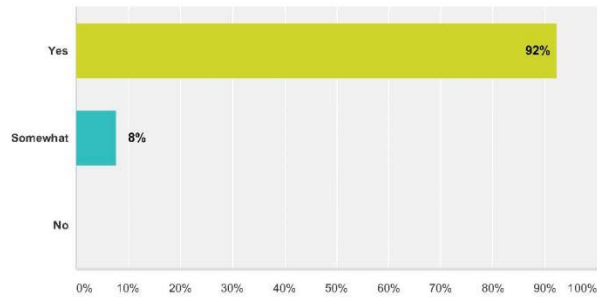


Answer Choices	Responses	Count
Yes	100%	2
Somewhat	0%	0
No	0%	0
Total		2

Figure 7 - Online post open house - Was the staff helpful?

Hard copy

Individuals who attended the open house were also asked if they found the staff helpful. Twenty-six individuals answered this question, and the majority found the staff helpful (92%). The remaining individuals found the staff somewhat helpful (8%).



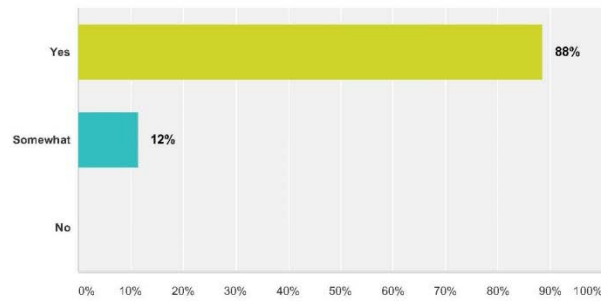
Answer Choices	Responses	Count
Yes	92%	24
Somewhat	8%	2
No	0%	0
Total		26

Figure 8 - Hard copy - Was the staff helpful?

Was the online information helpful? (Not included in the hard copy survey)

Online – Pre open house

As seen in the chart below, 26 people answered this question, and 88% of them responded yes and 12% responded somewhat.

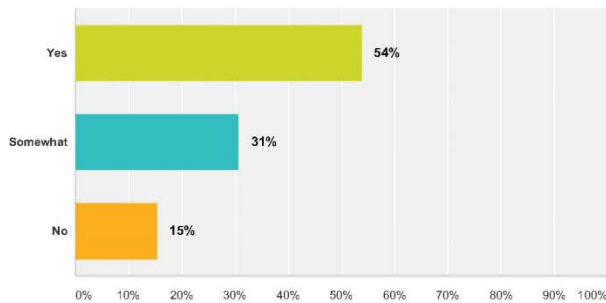


Answer Choices	Responses	Count
Yes	88%	23
Somewhat	12%	3
No	0%	0
Total		26

Figure 9 - Online Pre open house - Was online information helpful?

Online – **Post open house**

As seen in the chart below, 13 people answered this question, 54% of them responded yes, 31% responded somewhat, and 15% responded no.



Answer Choices	Responses	Count
Yes	54%	7
Somewhat	31%	4
No	15%	2
Total		13

Figure 10 - Online post open house - Was the online information helpful?

What are your top 3 comments or thoughts about this project?

Twenty-one individuals answered this question online, and 24 responses were recorded through the hard copy surveys, for a total of 45 responses.

Key themes that were touched on in the responses to this question include:

- General approval of the project;
- Approve of the pedestrian and cycling components;
- Agree with the access lane improvements;
- Concerns about whether or not the future phases will occur; and
- Fermor should be three lanes in both directions.

As quantified in the chart below, the most common comment was that people generally approve of the project. The second most common comment was that people were happy with the pedestrian and cycling components of the design, followed by their approval of the access lane improvements.

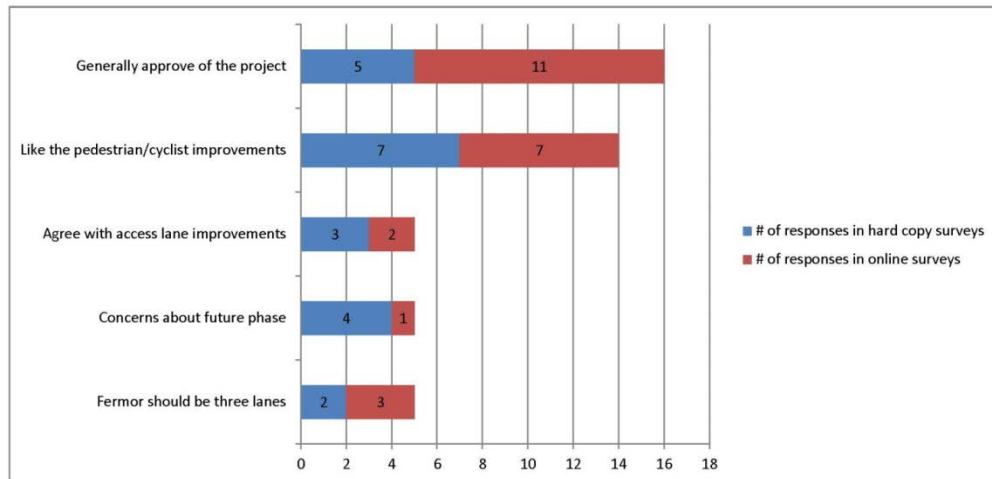


Figure 11 - Top comments themes

Verbatim responses are included below.

Online – pre open house responses:

#	Responses	Date
1	a) beaucoup de réflexion a été faite par les ingénieurs pour rendre le secteur plus sécuritaire pour les autos; b) pour le rendre plus accessible aux cyclistes; c) je suis content de voir que le projet est beaucoup plus qu'une simple réhabilitation du pont et de la chaussée.	5/2/2017 2:22 PM
2	- Excited by improvements to St Anne's and Fermor intersection. - Hoping the St Annes @ Fermor includes a xing light for cyclists - looks like great benefit to ppl South of Fermor and East of St Annes	12/14/2016 1:13 PM
3	I like the considerations for AT.	12/13/2016 5:35 PM
4	I very much appreciate the following: 1) pathway on Seine River Bridge to provide all season crossing of Seine River 2) Though pass connecting Niakwa Road and Niakwa Trail I am concerned that there is no connectivity along St. Anne's Road despite the need for direct connections between Morrow and Kingswood.	12/13/2016 11:22 AM
5	Many of the AT connections remain "future" or "contingent," while huge amounts of money are to be spent on every possible motor-vehicle connection. This belies the promoted understanding that AT is supposed to be a full peer and built alongside m-v development, when in reality serious gaps are routinely left behind (as in Osborne station and underpass), or AT is being blatantly neglected (why no public open house when kilometres of Portage Ave were rebuilt?). There is no indication of alternative plans should contingency funds not materialize. This seems to be promoting idealized option and not informing us of an actual full plan (or worse, it doesn't exist). We want information, not PR. If smart channels are being promoted as improving safety, why are some turns being rebuilt as conventional freeway-style entrances? There's no indication whether this is apparent safety compromise is for motorists' convenience, or to save on construction costs, or for other reason. Again, we want information that acknowledges trade-offs, not PR that glosses over them.	12/12/2016 11:55 AM
6	I like the improvements for pedestrians and cyclists, as well as the improvements for many of the access lanes (e.g., adding merge lanes)	12/10/2016 9:01 PM
7	I like the emphasis on the pedestrians and cyclist. I like the better acceleration lanes and better access.	12/10/2016 1:04 AM
8	If it moves traffic faster , then that is a good thing.	12/8/2016 11:44 AM
9	1. Everything looks very good. 2. The AT tunnel/underpass is a critical component of Winnipeg's AT network. If it is not done as part of this project, the opportunity will be lost and it will never get done. 3. Multi-use pathways along rivers and limited access roadways are a fundamental aspect of every city's AT network -- and also for recreation, so I'm pleased that you've incorporated so much good design into this project. The improvements will be used and appreciated for many decades.	12/7/2016 7:18 PM
10	1) Widen the pathways in the area or otherwise provide a safer distance between bikers and walkers. 2) incorporate a dog park in King George park (park behind Supervalu) 3) try and incorporate a pathway that provides more of a view of the Seine River area while using the pathway, even if it means a less direct route.	12/4/2016 7:24 AM
11	1. The concerns about dangerous driving entry zones seem unwarranted - I have been driving here for 10 years and never been an issue. 2. The attempt to improve walking and cycle access along river is excellent. 3. Maintaining one lane open over the bridge should allow traffic flow but there will be major hold-ups in the morning.	12/3/2016 3:24 PM
12	Red lights should be removed and ramps should be put in to improve traffic flow. Train tracks at Archibald should be on a bridge. It's a waste of money to simply revamp the existing. If it doesn't improve traffic flow there is no point.	12/3/2016 10:42 AM
13	Active Transportation is important and should be a major factor in the project area's planned upgrades.	12/2/2016 4:23 PM
14	Great ideas - very pleased with the north/south bike/pedestrian underpass. I like that the plan maintains public access to the river. I like that the plan maintains the riverbottom forest.	11/30/2016 4:45 PM
15	better access on fermor especially merging lanes good idea keep cyclist safe in high traffic area improvements always good in this area as it is growing sage creek etc a lot of traffic flows down from those areas	11/30/2016 2:21 PM
16	I frequently (at least once a week) travel North Bound St.Annes -> East Bound Fermor -> North Bound Archibald, so I am very happy with the following improvements: It would be nice to have the future phase done sooner rather than later as: Very good adding the dedicated turning lane from St.Anne's North to Fermor East Very good extending the turning lane Fermor east to Archibald North Very good adding a turning lane from Archibald North to Comanche West - Many vehicles frequently get stuck here waiting for turning vehicles	11/30/2016 12:55 PM

Online – Post open house responses:

#	Responses	Date
1	Make appropriate acceleration/merge lanes and include proper signage if applicable. ie. do not just have a yield sign when you have an entire safe acceleration lane. The archibald/fermor intersection is a choke point. As anything else been proposed for that intersection to allow for better flow of traffic.	1/12/2017 9:39 AM
2	Fermor should be three lanes.	1/11/2017 1:27 PM
3	Good idea to upgrade cycle paths to connect north south. Entrance from Fermor westbound to Alpine has always been a traffic concern. Two lanes turning north onto St. Anne's from Fermor eastbound a good idea to speed morning traffic flow.	1/11/2017 1:16 PM
4	The consolidate egress entrance will create a traffic nightmare for people trying to get to Safeway with all the cars trying from diff ways trying to get in and out if there. Good luck	1/11/2017 10:22 AM
5	Residents should be well informed and construction impacts (noise, access) should be considered in design Existing AT paths are key connection between niakwa park and downtown, used by many in the area who commute, and should be maintained through construction as much as possible	12/24/2016 9:30 AM

Hard copy responses:

#	Responses	Date
1	Is a good thing for the community to improve access from Alpine to St. Anne's	5/2/2017 12:31 PM
2	I like the pedestrian underpass/ Bicycle path. I like the addition of bike path to bridge to allow for use during floods. I would have liked to see connection on St. Anne's for bikes, at least to Hull/Morrow and King George	5/2/2017 12:26 PM
3	Thru traffic on Royal Salinger Road. Backlog of traffic on Pebble Beach.	5/2/2017 11:58 AM
4	Two years of construction noise as a resident facing Fermor in the middle of the construction zone. Can I please sleep in on Saturdays and Sundays? Plant more trees to reduce general traffic noise.	5/2/2017 11:56 AM
5	I was hoping for a new 6 lane bridge. Would like to see a turn arrow light SB St. Anne's at Niakwa. Like the fact that the road is curved properly	5/2/2017 11:53 AM
6	It is needed, don't delay!	5/2/2017 11:49 AM
7	It is about time this area was reconstructed. Paved shoulders were needed a long time ago.	5/2/2017 11:47 AM
8	How long is it going to take, because Fermor is already congested at peak hours	5/2/2017 11:28 AM
9	I like the tunnel - more safe. Improving the grading at Archibald and Fermor. Two turning lanes are a good idea	5/2/2017 11:24 AM
10	More consultation needed with residents on Royal Salinger regarding the intersections at Archibald/Fermor/Royal Salinger!!!	5/2/2017 11:19 AM
11	Still no improvement in traffic congestion at Fermor and St. Anne's. Block off Fermor to prevent J walking. Poorer access to Safeway	5/2/2017 11:16 AM
12	Glad to see considerations for cycling. Wish future phase was included now (more of a priority for me). Looks well considered and planned out	5/2/2017 11:13 AM
13	Will it help with the congestion for rush hour traffic?	5/2/2017 11:10 AM
14	As a resident on Royal Salinger Road for the past 16+ years, I am pleased to finally see some improvements to Fermor between St. Anne's and Archibald, as well as the rehabilitation to the bridge. It is LONG overdue.	5/2/2017 11:02 AM
15	Will the second phase actually transpire? Long overdue. Pleased with the overall design.	5/2/2017 10:56 AM
16	Only concern is increased traffic when the loop will be on Alpine, as it is extremely close to exit of 50 Alpine Ave, and blind side due to dumpsters on ride side.	5/2/2017 10:51 AM
17	Would be great to have the pedestrian/cycle underpass, like improved view of pedestrians at turn and the idea of improvements to Des Meurons	5/2/2017 10:39 AM
18	What I understand of the display is generally good. I hope they do not have to disturb the ecology too much.	5/2/2017 10:37 AM
19	Location of the underground walkway. Proposed one is not used by people as much as the crossing near Superstore. The proposed path connecting Fermor to Niakwa footbridge is too close to the river. Not good for a riparian area and wildlife corridor. Be very careful removing brush, and lighting this area with sensitivity.	5/2/2017 10:28 AM
20	The intersection at Fermor and Archibald (South Side) is in dire need of repairs. It appears as a third world equivalent. The design should improve traffic flow.	5/2/2017 10:11 AM
21	Looks really good. Like the longer access lanes. Now we need to teach Winnipeggers the difference between a merge and yield, and how to use each.	5/2/2017 10:07 AM
22	Generally positive about the overall plan. Merge from SB Archibald to WB Fermor concerns me, as not quite long enough for proper merge at 70km. Like the bike path tunnel. Might be used by homeless dude who lives in bush nearby though.	5/2/2017 10:02 AM
23	It was well explained. Looks workable.	5/2/2017 10:00 AM
24	Southeast Winnipeg (South of Fermor and east of the red river) has EXPLODED since the late 1970's, yet all roads (Except Bishop Grandin) are the same in terms of lane numbers and are completely congested during rush hour. Fermor needs to be three lanes in each direction	5/2/2017 9:57 AM

Are there any potential impacts on you that the project team should be considering?

Fourteen individuals answered this question online, and 16 answered it through the hard copy surveys, for a total of 30 responses.

Key themes that were touched on in the responses to this question include:

- Concerns about the environment; and
- Concerns about construction/traffic.

As quantified in the chart below, the most common comment was regarded people’s concerns about construction and traffic.

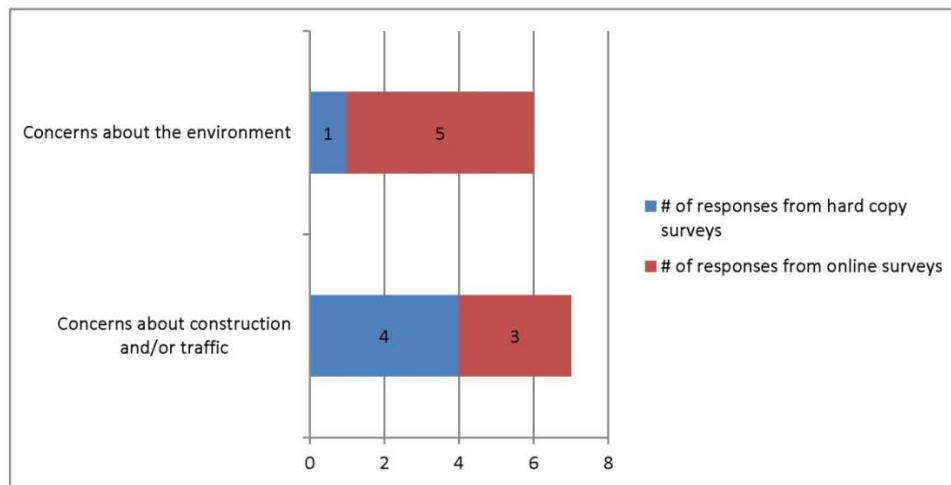


Figure 12 - Potential impacts themes

Verbatim responses are included below.

Online – Pre open house responses:

#	Responses	Date
1	La circulation sera ralentie pendant les 2 ans que prendra le projet, mais c'est normal, pourvu que le projet soit bien fait. En général, une fois le projet terminé, la qualité de vie du secteur sera grandement améliorée.	5/2/2017 2:22 PM
2	- maybe reduce traffic speed on all of Des Meurons to 30 km /h to accommodate the additional cyclists travelling to downtown.	12/14/2016 1:13 PM
3	The length of construction is a concern especially during the school year since traffic is more intense during that time.	12/13/2016 5:35 PM
4	N/a	12/10/2016 9:01 PM
5	Concerned about the environmental aspect of the project even though it was discussed. Often times what is planned and what is done by construction works is not the same. Have you ever seen a 'clean' worksite without impact to nature?	12/10/2016 1:04 AM
6	It will change my access to Alpine but the new access looks like a safer way to do it	12/8/2016 11:44 AM
7	The result of this project will significantly improve my experience cycling/running/blading through this area.	12/7/2016 7:18 PM
8	No impact. Work around the clock. Just get it done.	12/4/2016 7:24 AM
9	Traffic holds up in the morning heading from east to west from Archibald to St Annes intersections.	12/3/2016 3:24 PM
10	I go through the area for my evening commute home. Consider traffic flow during construction.	12/3/2016 10:42 AM
11	Worried about losing the safe active transportation paths. Or possibly having to endure a less safe route.	12/2/2016 4:23 PM
12	yes i live 4 houses from the corner of royalsalinger and pebblebeach how will you improve the corner because it is a nightmare to pass through no one pays attention to the stop 3 way stop sign i have to head north to exit my street and many times i honk because drivers do not realize that there is a car there and i know i am not the only one who feels this way add a pedestrian and look out you take your life into your hands crossing there and if a car comes from the fermer merge onto royalsalinger and turns right onto peddle beach i dont know how many times a day i hear honking and when i bike is there forget it if the cyclist knows the rules no problem it when you get a cyclist who does not realize they can take a lane to make a turn safely that i worry about. just it is a really bad corner have to be very carefull all the time	11/30/2016 2:21 PM

Online – Post open house responses:

#	Responses	Date
1	Just the usual traffic snarls during construction. Also, why not have crews work at night as well as day to speed the project.	1/11/2017 1:16 PM
2	Noise, access for residents Protection of natural habitat along seine	12/24/2016 9:30 AM

Hard copy responses:

#	Responses	Date
1	Noise of construction to residents. Post construction - General traffic noise. My drive to and from work, etc. during construction, access to my parkade in the Alpine loop	5/2/2017 11:56 AM
2	NIL	5/2/2017 11:53 AM
3	Traffic flow during construction	5/2/2017 11:47 AM
4	How easy is it going to be accessing Safeway from Fermor	5/2/2017 11:28 AM
5	None really.	5/2/2017 11:24 AM
6	I live at the corner of Royal Salinger and Niakwa Road. Lots of traffic, pedestrian issues that will not be solved with proposed plan	5/2/2017 11:19 AM
7	Longer approach to Safeway parking	5/2/2017 11:16 AM
8	N/A - My concerns are already addressed	5/2/2017 11:13 AM
9	The tunnel will be a great benefit to cyclists/pedestrians	5/2/2017 11:10 AM
10	We would like to see the access from Fermor to Royal Salinger improved so that traffic can flow more smoothly during heavy traffic/rush hour.	5/2/2017 11:02 AM
11	Indicated above. Change bus location which is currently at 50 Alpine Ave.	5/2/2017 10:51 AM
12	It will never be seen as a safe area, no matter what you do. The apartment building is close too close to the river and forms a concrete wall. It seems the only solution is to add lights and remove brush from the riparian area.	5/2/2017 10:28 AM
13	Noise and spray from vehicles on pedestrians and cyclists using the new lane beside the bridge. A short wall of glass panels (Like those in bus shelters) would keep people dry when cars pass	5/2/2017 10:13 AM
14	Do the reconstruction ASAP, including the future phase portion.	5/2/2017 10:11 AM
15	A left turn lane off of Fermor West into Niakwa Place	5/2/2017 10:07 AM
16	During bridge work, open lanes can be two-way most of the day, but must be dedicated one-way (2 lane) during rush hour or you will cause major delays everywhere (Marion, Fermor, Bishop Grandin, and South Perimeter)	5/2/2017 9:57 AM

What are your thoughts on the access changes connecting Alpine Avenue to Fermor Avenue?

Eighteen individuals answered this question online, and 22 answered it through the hard copy surveys, for a total of 40 responses.

Key themes that were touched on in the responses to this question include:

- General approval of the changes;
- The changes are not necessary;
- They will improve traffic flow; and
- They seem safer than what currently exists.

As quantified in the chart below, the most common comment was that people generally approve of the changes, followed by the belief that it will be safer.

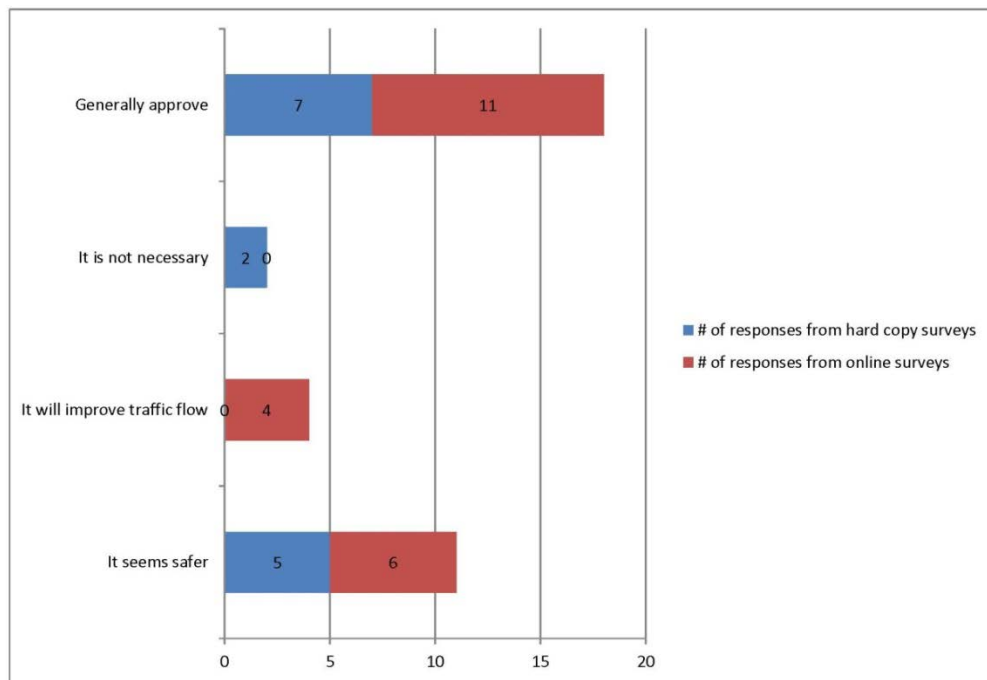


Figure 13 - Changes to access themes

Verbatim responses to this question are included below.

Online – Pre open house responses:

#	Responses	Date
1	Ces changements me semblent nécessaires. La sécurité sera améliorée.	5/2/2017 2:22 PM
2	makes sense. I get how current car drivers may be annoyed, but Fermor is higher speed, so closing this to reduce risks for drivers and to facilitate cyclist access makes sense to me.,	12/14/2016 1:13 PM
3	I agree that those access points have safety issues as they currently exist. Changes seem to make sense.	12/13/2016 5:35 PM
4	This makes sense to me and improves safety for the AT path and through pass.	12/13/2016 11:22 AM
5	I don't like the current access lane and I'd prefer the addition of a merge lane	12/10/2016 9:01 PM
6	Better to consolidate to one point.	12/10/2016 1:04 AM
7	Good idea.	12/7/2016 7:18 PM
8	Minimize the access points and allow for safer flow of traffic through the area.	12/4/2016 7:24 AM
9	It will be an improvement but not sure of the necessity.	12/3/2016 3:24 PM
10	Ramps not lights!	12/3/2016 10:42 AM
11	No strong opinions.	12/2/2016 4:23 PM
12	Safer	12/1/2016 12:20 PM
13	use that way frequently i don't see i need for change i never have a problem just people do not know how to use the merge to get onto fermor or to exit off onto alpine yes heavy traffic at times but it is totally an okay place to exit from i never have had a problem with visibility or anything should keep the connection access as is	11/30/2016 2:21 PM
14	Seems good to me, nice to have the access further east from St. Annes	11/30/2016 12:55 PM

Online – Post open house responses:

#	Responses	Date
1	Good	1/12/2017 9:39 AM
2	Better access to Safeway.	1/11/2017 1:27 PM
3	A longer acceleration lane for eastbound access from Alpine to Fermor would be useful. And eliminate the access point just east of alpine.	1/11/2017 1:16 PM
4	Don't like it	1/11/2017 10:22 AM

Hard copy responses:

#	Responses	Date
1	I agree with the improvements and the underpass	5/2/2017 12:31 PM
2	I think that yield should be eliminated as it is unsafe	5/2/2017 11:58 AM
3	Okay, but I will miss the Fermor ramp on the East side	5/2/2017 11:56 AM
4	Love it.	5/2/2017 11:53 AM
5	Alpine needs to be widened. So much traffic coming from apartment block and Safeway	5/2/2017 11:52 AM
6	Very good - Approaches have been unsafe	5/2/2017 11:47 AM
7	It seems more efficient	5/2/2017 11:28 AM
8	I think the changes will streamline and make more efficient.	5/2/2017 11:24 AM
9	Great!	5/2/2017 11:19 AM
10	No problem.	5/2/2017 11:16 AM
11	Good, smart. I don't drive there much, but it should be make Fermor safer.	5/2/2017 11:13 AM
12	Why not, I'm not Safeway.	5/2/2017 11:10 AM
13	These appear to be positive changes to access. It will hopefully resolve some traffic flow issues.	5/2/2017 11:02 AM
14	I'm fine with it.	5/2/2017 10:56 AM
15	I believe this will improve access and reduce risk to personal injury by creating bicycle/walk path.	5/2/2017 10:51 AM
16	I think it will be a lot safer, now there are designated pedestrian crossings	5/2/2017 10:37 AM
17	Move the underground walkway away from the river and closer to where more people use it, meaning the grocery stores	5/2/2017 10:28 AM
18	Excellent and long overdue.	5/2/2017 10:13 AM
19	With the revisions to the St. Anne's intersection, it should increase the rate of traffic flow.	5/2/2017 10:11 AM
20	Smart	5/2/2017 10:07 AM
21	I feel it will be much safer	5/2/2017 10:00 AM
22	Great	5/2/2017 9:57 AM

What are your thoughts on the preliminary design for the rehabilitation of the bridge and intersection improvements?

Eighteen individuals answered this question online, and 20 answered it through the hard copy surveys, for a total of 38 responses.

The only theme apparent in the comments in the responses for this question was that they make sense. Out of the 38 individuals who responded to this question, 27 indicated that the intersection improvements look good, or make sense.

Verbatim responses for this question are included below.

Online – **Pre open** house responses:

#	Responses	Date
1	La firme a tenu compte des automobilistes, des cyclistes et des piétons. Un ingénieur m'a expliqué que la chaussée de béton de Fermor sera probablement remplacée par de l'asphalte. Je ne suis pas convaincu mais il disait que la chaussée sera refaite en profondeur et pas seulement en surface. Je suis d'accord. Les travaux doivent être faits le mieux possible pour une durée de vie maximale.	5/2/2017 2:22 PM
2	I like including separate bike lanes. I'm uncertain how many cyclists would use East <-> West Fermor once the N/S access is opened up.. but I only go that way by bike to shop at RR Co-Op one in a while.	12/14/2016 1:13 PM
3	Generally it looks like the proposed improvements are good ones.	12/13/2016 5:35 PM
4	I appreciate the addition of the pathway on the Seine River Bridge to provide access during flooding	12/13/2016 11:22 AM
5	Good	12/10/2016 9:01 PM
6	I like that it's only the decking needing replacement. Saves cost. But did you get a few opinions on the structural integrity?	12/10/2016 1:04 AM
7	Looks like too much is being spent on foot and bike traffic.I use this route a lot and very seldom see bike or foot traffic even in the summer.	12/8/2016 11:44 AM
8	Excellent.	12/7/2016 7:18 PM
9	I'm fine with what's proposed, although a service roadway on the south side of Fermor going over the Seine would remove the local traffic from Fermor and avoid having to do those access points, but that would mean building a new bridge on the southside of the existing Fermor bridge and that would not be fiscally sound.	12/4/2016 7:24 AM
10	Sounds good and will be a big improvement	12/3/2016 3:24 PM
11	Put in ramps at intersections.	12/3/2016 10:42 AM
12	No strong thoughts.	12/2/2016 4:23 PM
13	Looks safer	12/1/2016 12:20 PM
14	appear to be well thought out and will function just fine	11/30/2016 2:21 PM
15	fine	11/30/2016 12:55 PM

Online – Post open house responses:

#	Responses	Date
1	St. Anne's & Fermor access lanes should be improved not eliminated.	1/11/2017 1:27 PM
2	Bridge fine. Pedestrian walk ways good	1/11/2017 10:22 AM
3	Comanche is only method of entry/exit for niakwa park community. Will increased traffic on archibald affects this (e.g. Difficulty turning left on archibald?	12/24/2016 9:30 AM

Hard copy responses:

#	Responses	Date
1	I agree, they improve pedestrian access	5/2/2017 12:31 PM
2	Very good	5/2/2017 11:58 AM
3	Seems okay	5/2/2017 11:53 AM
4	It looks great.	5/2/2017 11:49 AM
5	Good	5/2/2017 11:47 AM
6	It looks good	5/2/2017 11:28 AM
7	I think you have done your homework and it all seems very plausible to do.	5/2/2017 11:24 AM
8	Not sure about intersections solving any current problems	5/2/2017 11:19 AM
9	Adequate	5/2/2017 11:16 AM
10	Good	5/2/2017 11:13 AM
11	Whatever.	5/2/2017 11:10 AM
12	The proposed changes sound good and will likely improve traffic flow and reduce confusion.	5/2/2017 11:02 AM
13	Overall, I am pleased with the design.	5/2/2017 10:56 AM
14	Awesome	5/2/2017 10:51 AM
15	Good idea	5/2/2017 10:39 AM
16	Right now you cannot make a left turn when coming down Fermor Avenue from Lagimodiere Blvd. It's quite inconvenient for us on Royal Salinger. Could they facilitate a left turn there?	5/2/2017 10:37 AM
17	Good	5/2/2017 10:13 AM
18	It appears to improve traffic control and traffic flow	5/2/2017 10:11 AM
19	I like it. The old bridge was an improvement from the 1953 bridge. This is moving the bar up again.	5/2/2017 10:07 AM
20	Great (Also see number 5)	5/2/2017 9:57 AM

What are your thoughts on the pedestrian, cycling components of this project, such as the underpass?

Twenty-one individuals answered this question online, and 23 answered it through the hard copy surveys, for a total of 44 responses.

Key themes that were touched on in the responses to this question include:

- Concerns about safety; and
- The pedestrian and cycling components look good.

As quantified in the chart below, the most common comment was that the pedestrian and cycling components look good.

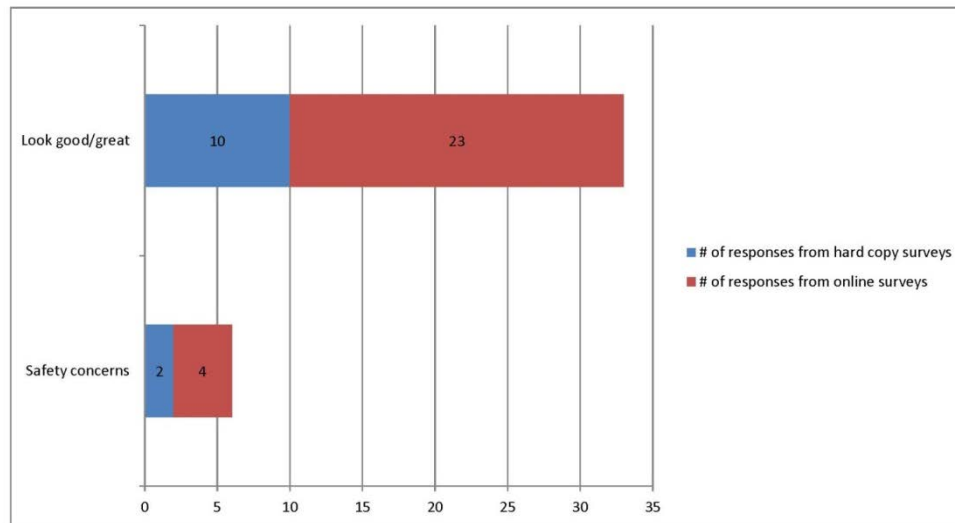


Figure 14 - Pedestrian and cycling components themes

Verbatim responses for this question are included below.

Online – Pre open house responses:

#	Responses	Date
1	Je suis agréablement surpris. Le passage inférieure (tunnel) est une excellente idée. L'ingénieur me disait que c'est optionnel. Je pense que la ville devrait voir à long-terme et payer pour que ce tunnel soit réalisé.	5/2/2017 2:22 PM
2	pleased. Hoping it stays lit and I hope it doesn't flood or get really icy to the point ppl become dissuaded from using it	12/14/2016 1:13 PM
3	A little cautious about an underpass for personal safety reasons. I hope it will be as open and well-lit as possible.	12/13/2016 5:35 PM
4	I love the changes included but I am not sure why so much work has been left for future changes, especially along St. Anne's Road where connections to the planned St. George neighbourhood greenway are so critical. Also, connectivity to/from Glenlawn Collegiate/South Family YMCA is limited as the access road north of Fermor is one way westbound. This could be remedied by installing one-way cycle tracks on St. Anne's between Kingswood and Hull or Morrow. St. Anne's Rd is scheduled for rehab between Fermor and Kingswood in the same time frame as this project. The planned two-way cycle track along St. Anne's would not allow for easy transitions should needed cycling facilities along St. Anne's ever be developed. Better to provide one way cycle tracks now that can be transitioned onto/off of where they begin/end.	12/13/2016 11:22 AM
5	What is the alternative design, should contingent funds not materialize? Why leave AT gaps, which might cost a tenth of a percent of this project to fill? E.g., the future connection to Des Meurons, Niakwa Corridor future improvements, St Anne's Rd future multiuse path, the connection west to St. Mary's Rd?	12/12/2016 11:55 AM
6	Great. Flooding is an issue	12/10/2016 9:01 PM
7	I understand to keep the underpass to stay at river level. But worry about safety. Look at the one under Bishop or Fermor at YMCA. Has an overpass been considered instead?	12/10/2016 1:04 AM
8	Fantastic. See my 2nd & 3rd comments in question 3.	12/7/2016 7:18 PM
9	I'd have to see pictures, but my comments would be: 1) preserve the natural beauty of the area 2) provide a way for the pathway to wind and provide a longer view of the area 3) when it comes to pathways, the more the merrier so if this connects to other existing pathways, I'm all for it. Those pathways are full in the spring to fall, at all times of the day. It's a place where residents of old St. Vital, Southdale and Windsor Park interact while they are walking so it's very important to the community.	12/4/2016 7:24 AM
10	Very good and will be appreciated	12/3/2016 3:24 PM
11	Bike paths and pedestrian bridges are necessary.	12/3/2016 10:42 AM
12	Glad to hear that these components are on the table. I hope the plans go through.	12/2/2016 4:23 PM
13	The underpass I like and is a great idea	12/1/2016 12:20 PM
14	Very pleased with these proposed changes.	11/30/2016 4:45 PM
15	good idea keeps cyclist safe and easier for drivers especially when weather is bad meaning slippery roads and traffic is high dont have to worry about getting any body hurt	11/30/2016 2:21 PM
16	no opinion	11/30/2016 12:55 PM

Online – Post open house responses:

#	Responses	Date
1	Good to see this component included in COW projects. Cycling should try and be incorporated as on-road protected lanes as opposed to shared sidewalks where applicable.	1/12/2017 9:39 AM
2	Good idea.	1/11/2017 1:27 PM
3	Underpass good idea. Have it lit, and a security cam monitoring would be useful for pedestrian security.	1/11/2017 1:16 PM
4	Great	1/11/2017 10:22 AM
5	See above AT improvements are welcome. Path is regularly used by many in community.	12/24/2016 9:30 AM

Hard copy responses:

#	Responses	Date
1	Love the underpass and bike lane on bridge. Worried that plan for St. Anne's does not allow for future bike lane/cycle tracks on St. Anne's. These are important to connect to apartments between St. Anne's and Seine River.	5/2/2017 4:26 AM
2	Excellent - Very needed	5/2/2017 3:58 AM
3	Love the ideas about the bike paths. Thank you for not making the bike paths winding and making them direct.	5/2/2017 3:56 AM
4	Good idea	5/2/2017 3:53 AM
5	Very NB	5/2/2017 3:52 AM
6	Yes, our family uses it now. This will be an improvement	5/2/2017 3:49 AM
7	Good idea to connect South and North paths along the Seine River	5/2/2017 3:47 AM
8	It will be a good thing provided it is kept free of snow	5/2/2017 3:28 AM
9	All good ideas. I would like to see the path on Pebble Beach extended to Bishop Grandin using the Hydro right of way behind my home. I would have no problem with it as it would give the people a safe way to cycle or walk.	5/2/2017 3:24 AM
10	Not safe! Lots of transients already in the area	5/2/2017 3:19 AM
11	Good idea at that location	5/2/2017 3:16 AM
12	Doesn't affect my route (I go down Archibald), but it seems like a good idea.	5/2/2017 3:13 AM
13	Good Design.	5/2/2017 3:10 AM
14	I support this initiative as long as it does not have a significant impact on the natural components near the Seine and in the surrounding area. Would like to preserve the natural habitat of trees and wildlife in the area.	5/2/2017 3:02 AM
15	Not a priority for me. I have lived in the immediate area for 15+ years and believe the current cycling paths are adequate for the most part. I am focused more on the roadway and traffic flow.	5/2/2017 2:56 AM
16	Great. Will definitely improve	5/2/2017 2:51 AM
17	Excellent idea! We would use it all the time	5/2/2017 2:39 AM
18	I think they are generally good.	5/2/2017 2:37 AM
19	Good, but on-site explanation helped explain more of the details than the website listed - an update on the web would be valuable	5/2/2017 2:13 AM
20	Great idea. Nobody should cross Fermor as they do from Safeway and Superstore	5/2/2017 2:11 AM
21	I think you should consider a second one. There is always some senior crossing Fermor to go to Supervalu near the Safeway. A second crossing near Alpine might help.	5/2/2017 2:07 AM
22	We are in favor of this idea. It will be much safer to access to either side of Fermor	5/2/2017 2:00 AM
23	Great! So long as they are safe at night!	5/2/2017 1:57 AM

What are your thoughts on the transit components of this project?

Fourteen individuals answered this question online, and 15 answered through the hard copy surveys, for a total of 29 responses. The only common theme that could be pulled from these responses is that 7 people thought the transit components were great.

Verbatim responses included below.

Online – **Pre open** house responses:

#	Responses	Date
1	Très bien. Les changements me semblent minimaux. De toute façon, je circule en autobus par l'Archibald.	5/2/2017 6:22 AM
2	I only recall reading about bus stops to accommodate the longer articulating buses	12/14/2016 5:13 AM
3	Didn't see the transit component.	12/13/2016 9:35 AM
4	Great	12/10/2016 1:01 PM
5	Why not increase the lanes to three each way for increased traffic. Look at the problem eastbound on the Bishop Red a River bridge. Major congestion cuz they only built two lanes instead of three like the westbound section.	12/9/2016 5:04 PM
6	Does not effect me.	12/8/2016 3:44 AM
7	None.	12/7/2016 11:18 AM
8	I don't really see a transit component to this. I understand that it's not really impacted.	12/3/2016 11:24 PM
9	None	12/3/2016 7:24 AM
10	Transit should have its own lane.	12/3/2016 2:42 AM
11	Public transit is my second most fequently used mode of transportation. Improvements in this area would be welcome.	12/2/2016 8:23 AM
12	probably will not have to much of an impact for me no bus is near that i would take have to walk to lakewood or on archibald	11/30/2016 6:21 AM
13	no opinion	11/30/2016 4:55 AM

Online – **Post open** house responses:

#	Responses	Date
1	Not sure.	1/11/2017 1:27 PM

Hard copy responses:

#	Responses	Date
1	This is a major wind tunnel area, need to incorporate bus shelters.	5/2/2017 11:56 AM
2	Nil	5/2/2017 11:53 AM
3	I do not use transit normally	5/2/2017 11:47 AM
4	I don't know, I seldom use transit	5/2/2017 11:28 AM
5	They won't be changed much, so no problem.	5/2/2017 11:24 AM
6	N/A	5/2/2017 11:13 AM
7	What about limiting train traffic during rush hour?	5/2/2017 11:10 AM
8	Not concerned about transit	5/2/2017 11:02 AM
9	Satisfied	5/2/2017 10:56 AM
10	A little inconvenient, however, huge improvement	5/2/2017 10:51 AM
11	Good	5/2/2017 10:39 AM
12	I live on Royal Salinger, and Transit access for us is very poor. Right now we have to cross Fermor to get access to the number 16 bus	5/2/2017 10:37 AM
13	No concerns	5/2/2017 10:13 AM
14	Didn't look at them. I don't use the bus as it is inconvenient for me.	5/2/2017 10:07 AM
15	Great	5/2/2017 9:57 AM

Please provide any additional comments on the Fermor project.

Eleven individuals answered this question online, and 11 answered through the hard copy surveys, for a total of 22 responses. The only common theme that could be pulled from these responses is that 3 individuals felt **Royal Salinger** needs to be improved.

Verbatim responses included below.

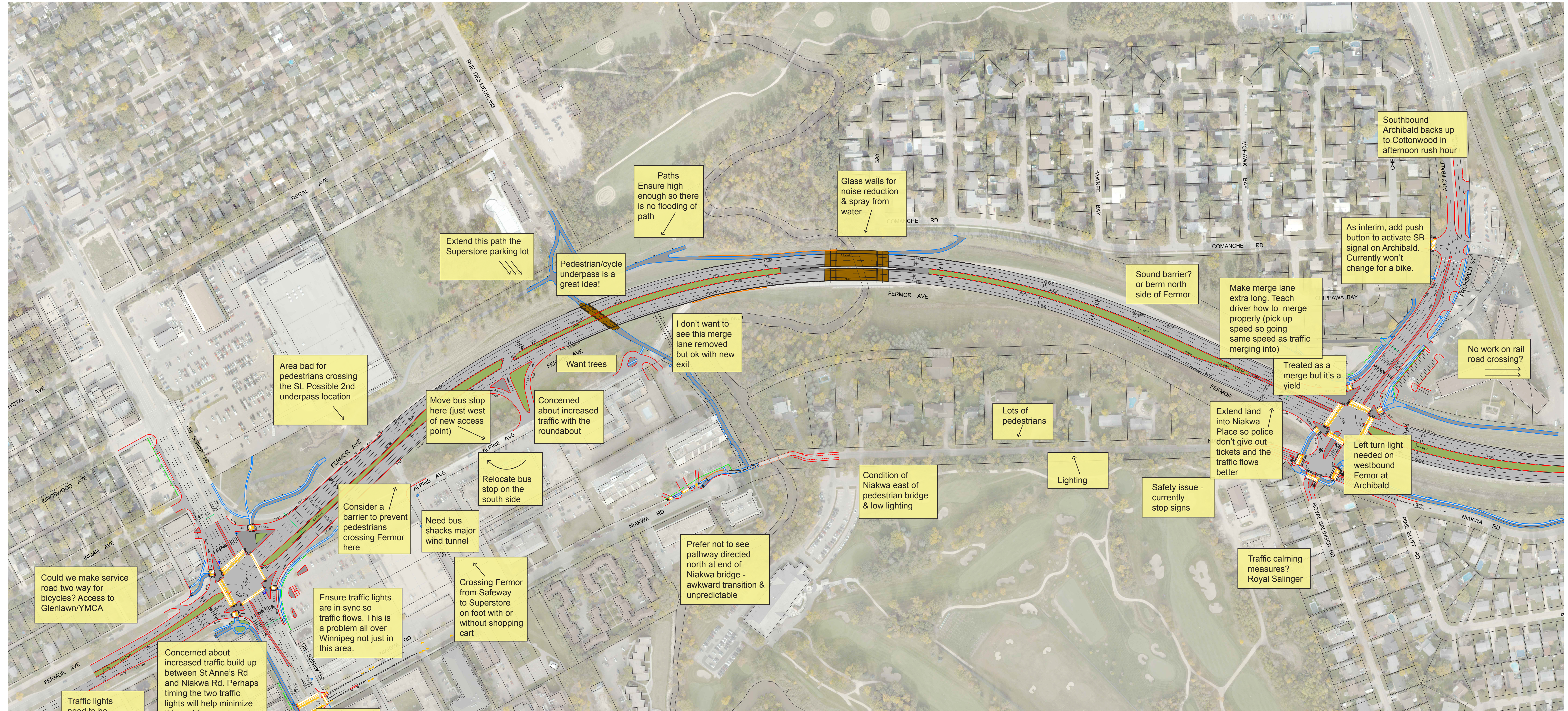
Online – **Pre open** house responses:

#	Responses	Date
1	J'aimerais beaucoup que l'accotement (shoulder) le long de Fermor soit asphalté. Au printemps, c'est boueux et impraticable pour les piétons. C'est quelque chose d'absolument nécessaire, selon moi.	5/2/2017 2:22 PM
2	I would also like to see improvements to Niakwa Road between Seagrim and St. Anne's to provide protected bike lanes for this busy section of Niakwa Road.	12/13/2016 11:24 AM
3	N/a	12/10/2016 9:02 PM
4	See question 8	12/10/2016 1:04 AM
5	Right hand turns onto Fermor from Archibald needs a longer lead in to the turn lane. It only takes 2 or 3 cars stopped on Archibald lights to block the right hand turn.	12/8/2016 11:51 AM
6	I strongly support the comprehensive scope of this project. Simply replacing the bridge deck and re-paving the road would have been a lost opportunity to make significant improvements to the intersections and AT.	12/7/2016 7:21 PM
7	I would sincerely like it if a dog park was incorporated into the area. The park behind Superstore is ideal for this as nobody other than dog owners frequent that part of the park. This would show how serious the City is to include all members of the area. We have a children's playstructure section already (good job). There's a pool for families and everyone. Now, put up a fence and make the underutilized portion of the park an off leash dog park. On any given day, there are 20+ dog owners using that park, often unleashed.	12/4/2016 7:26 AM
8	The whole thing should be widened to 3 lanes in both directions.	12/3/2016 10:42 AM
9	Thank you for the opportunity to communicate feedback on this project.	12/2/2016 4:24 PM
10	traffic flow in the morning is a nightmare sometimes it can back up really bad i know i see it every morning my concern is with one lane how will that effect my street will people be taking short cuts as my street already has extra traffic in the morning and evening that travel way to fast how will that be addressed we tried once to get speed humps but were declined because of not enough traffic happened to be a slow day when they set up the street monitoring counter i think that should be a consideration to control traffic on royal salinger road especailly with young kids on the street.	11/30/2016 2:27 PM
11	What would be the estimated time period for the improvements at the fermor/archibald and archibald/comanche intersections?	11/30/2016 12:57 PM

Online – **Post open** house responses: There were no additional comments.

Hard copy responses:

#	Responses	Date
1	NB to preserve river bank and access. It is a hidden treasure.	5/2/2017 11:52 AM
2	Looking forward to completion	5/2/2017 11:47 AM
3	Overall, I think if it goes as planned, we should have a very nice fit for cars and people	5/2/2017 11:24 AM
4	Fermor and St. Anne's should have overpass!	5/2/2017 11:16 AM
5	N/A	5/2/2017 11:13 AM
6	As a resident on Royal Salinger Road, I would recommend that the Niakwa Place sign be replaced with a new, more contemporary sign that fits in with the design components in the area. The sign was damaged a few years ago by graffiti and was never properly repaired/cleaned.	5/2/2017 11:02 AM
7	Living on Royal Salinger Road, I hope the second phase happens and the deteriorated intersection at Fermor/Archibald/ Royal Salinger is revitalized. Would like to see the Niakwa Place sign replaced.	5/2/2017 10:56 AM
8	Can the city look at putting some toboggan slides into this area?	5/2/2017 10:39 AM
9	The intersection at Fermor and Royal Salinger Road is in need of improvements ASAP	5/2/2017 10:11 AM
10	Glad you are looking at both St. Anne's and Archibald as part of the project.	5/2/2017 10:07 AM
11	Curb impatient driver behaviour during afternoon rush hour on Fermor. May drivers illegally pass on the shoulder to access Archibald from Fermor (Between Lakewood and Archibald)	5/2/2017 9:57 AM



Could we make service road two way for bicycles? Access to Glenlawn/YMCA

Traffic lights need to be synchronized from St. Mary's Rd. to St. Anne's Rd eastbound

Concerned about increased traffic build up between St Anne's Rd and Niakwa Rd. Perhaps timing the two traffic lights will help minimize this problem

Area bad for pedestrians crossing the St. Possible 2nd underpass location

Ensure traffic lights are in sync so traffic flows. This is a problem all over Winnipeg not just in this area.

Southbound left-turn arrow St Anne's at Niakwa

I second this.
I third this.

Need bus shacks major wind tunnel

Move bus stop here (just west of new access point)

Consider a barrier to prevent pedestrians crossing Fermor here

Crossing Fermor from Safeway to Superstore on foot with or without shopping cart

Relocate bus stop on the south side

Concerned about increased traffic with the roundabout

Want trees

Pedestrian/cycle underpass is a great idea!

Paths
Ensure high enough so there is no flooding of path

I don't want to see this merge lane removed but ok with new exit

Prefer not to see pathway directed north at end of Niakwa bridge - awkward transition & unpredictable

Glass walls for noise reduction & spray from water

Condition of Niakwa east of pedestrian bridge & low lighting

Lots of pedestrians

Lighting

Safety issue - currently stop signs

Sound barrier? or berm north side of Fermor

Extend land into Niakwa Place so police don't give out tickets and the traffic flows better

Traffic calming measures? Royal Salinger

Make merge lane extra long. Teach driver how to merge properly (pick up speed so going same speed as traffic merging into)

Treated as a merge but it's a yield

Left turn light needed on westbound Fermor at Archibald

As interim, add push button to activate SB signal on Archibald. Currently won't change for a bike.

Southbound Archibald backs up to Cottonwood in afternoon rush hour

No work on rail road crossing?

Appendix D

Stakeholder Meetings Summary Table

Fermor Bridge Rehabilitation and Roadworks 16-3682 – First Round Stakeholder Consultation Summary

Date	Stakeholder/Group ¹	Issues/Concerns/Comments	Considered/Addressed?
August 24, 2016 (afternoon)	PROPERTY OWNERS	<ul style="list-style-type: none"> Takes a long time to be able to turn right from Niakwa onto northbound St. Anne's during morning rush hour People cross Fermor at Seagrims to get to Superstore Concerns that the reconfigured smart channel from westbound Fermor to northbound St. Anne's must have enough storage space Maintaining prohibited west bound lane turns from Fermor to Archibald was not considered a problem A graffiti problem on the existing pathway between Appleton Estates and the Seine River Agreed that access changes proposed for Alpine would be safer than existing conditions Attendees agreed it would make most sense to rebuild the bridge 	<ul style="list-style-type: none"> Re-examined Niakwa right turn to northbound St Anne's; Verified reconfigured smart channel has sufficient storage with dedicated right turn lane; Additional lighting & visibility analysis for new north / south path adjacent to Seine River to occur during detailed design.
August 24, 2016 (evening)	No one attended		
August 25, 2016 (afternoon)	REDACTED	<ul style="list-style-type: none"> Allowing west bound lane turn from Fermor on to Archibald would be beneficial Providing designated facility for pedestrians on Niakwa east of Seine would improve the route for all users Desire line crossing of Fermor from Seagrim to Superstore is dangerous and a regular route for jaywalking Rename on of the segments of Niakwa A lot of seniors and low income residents living in multi-family buildings south east of Fermor and St. Anne's No WBL from Fermor to Archibald leads to increased traffic on Lakewood and Pebble Beach Access points between frontage roads and travel lanes on Fermor are dangerous Like access points proposed for Alpine Suggested widening the new short connection between Royal Salinger and Niakwa east, one lane to Royal Salinger and 2 towards Niakwa Interest in holding a public consultation for member s 	<ul style="list-style-type: none"> Need for left turn for left turn westbound traffic from Fermor to Archibald / Royal Salinger was examined; A number of design alternatives were examined for Royal Salinger / Niakwa / Archibald / Fermor intersections. Design alternatives that do not involve removal of existing residential buildings are limited.
October 11, 2016	REDACTED	<ul style="list-style-type: none"> Can a sidewalk be put in on Niakwa east of the Seine? Cyclists may not follow the raised crossings because they go along the outside of the road at Fermor and Archibald It is important that cyclists can activate a signal at Fermor and Archibald A crossing of the tracks at Gleneagles is important Traffic on Niakwa backs up to Pebble Beach in the morning Paths should go further south than Willowlake and should have a crossing to leave people in a safe, logical place 	<ul style="list-style-type: none"> Additional options for bicycle & pedestrian improvements for Niakwa east of the Seine will be examined during detailed design, or subsequent phase of project; Potential path connections to the south identified and communicated to the City. Connections to the south outside of project scope area.
October 12, 2016	REDACTED	<ul style="list-style-type: none"> Access changes on Alpine may not be as big of an issue because of the nature of the building in the immediate area (multi-family housing) Supports an additional crossing at Gleneagles Concerned about the connection between the areas to the south east and north east of Fermor and St. Anne's 	<ul style="list-style-type: none"> Signal timing and sequence will be examined during detailed design for southbound left turn lanes from St. Anne's to Fermor, and potential pedestrian conflicts.
October 13, 2016 (afternoon)	RESIDENTS	<ul style="list-style-type: none"> The wait to turn from Fermor onto St. Anne's is too long East bound lane turning from Fermor onto Alpine is dangerous Majority of people who live in the area are seniors and/or have mobility issues Concern about trees along Alpine being taken out Felt a some sort of control at the new access point to Alpine would be necessary Right turn from Niakwa onto St. Anne's in the morning is very busy Suggested two lanes for vehicles and one for cyclists and pedestrians on Niakwa instead of the advisory lane idea 	<ul style="list-style-type: none"> Additional options for bicycle & pedestrian improvements for Niakwa east of the Seine will be examined during detailed design, or subsequent phase of project; New Alpine access point examined to minimize tree removal, while maintaining safety improvements;

¹ For the privacy of individual property owners, facilities, or groups all references to the Stakeholder or Group have been replaced with REDACTED. Where multiple residents or businesses attended, these have been referred to as RESIDENTS or MULTIPLE BUSINESSES.

Date	Stakeholder/Group ¹	Issues/Concerns/Comments	Considered/Addressed?
		<ul style="list-style-type: none"> • Prefer that trees on Niakwa are not taken out • Desire to cross train tracks near Fermor • Felt people will continue to cross at desire lines and not use the underpass 	<ul style="list-style-type: none"> • At grade pedestrian crossing issue from Superstore to Safeway can be possibly addressed with pedestrian crossing half signal or pedestrian barriers. Additional examination will occur during detailed design.
October 13, 2016 (evening)	No one attended		
October 18, 2016 (evening)	RESIDENTS	<ul style="list-style-type: none"> • Entrance from Fermor onto Seagrims is very dangerous • Crossing lights at St. Anne's and Fermor are very short • Mentioned people are turning down Seagrims to get to St. Anne's and bypass the intersection • Feel Alpine should be widened if more people are going to be using it • Mentioned a lot of people in the area with walkers • Path on the east side of the multi-family buildings is unsafe and overgrown with bushes • Yield from west bound Fermor onto north bound St. Anne's is dangerous • One attendee witnessed a number of accidents from people turning right from St. Anne's onto Fermor • Crossing the rail line closer to Fermor would be helpful • Expressed concern about a bus being able to turn onto Seagrims from Fermor during rush hour • Liked the idea of taking away first entrance to Alpine right after the Fermor and St. Anne's intersection 	<ul style="list-style-type: none"> • Signal timing and sequence will be examined during detailed design for St. Anne's / Fermor intersection; • Additional lighting & visibility analysis for new north / south path adjacent to Seine River to occur during detailed design; • Yields and turn radii examined to ensure safety and functionality of buses and vehicles turning into Seagrims / Alpine from west bound Fermor, and westbound Fermor right turn to northbound St Annes ; • Proposed design changes to Alpine access will address safety issues noted.
October 19, 2016 (afternoon)	No one attended		
October 19, 2016 (evening)	RESIDENTS	<ul style="list-style-type: none"> • Would like to see three lanes on both west and east bound Fermor • Turning left onto Fermor from south bound St. Anne's is incredibly dangerous because of the Alpine merge • Kingswood and St. Anne's in front of Superstore needs to be looked at • People cut through on Seagrims to avoid the traffic at the Fermor and St. Anne's intersection • Asked about having the underpass closer to St. Anne's, felt the desire line across Fermor to get to Superstore will still be used • Suggested looking at all the extra space around the Archibald/Fermor/Royal Salinger area and seeing if there is a better solution • Path along Niakwa east is very dark at night 	<ul style="list-style-type: none"> • Traffic modeling and analysis in regards to two versus three lanes each direction on Fermor provided to City. Directed to maintain current design of two lanes each direction; • Proposed design changes to Alpine access will address safety issues noted; • At grade pedestrian crossing issue from Superstore to Safeway can be possibly addressed with pedestrian crossing half signal or pedestrian barriers. Additional examination will occur during detailed design; • Additional lighting and improvements along Niakwa east to be examined during detailed design or subsequent phase.
October 20, 2016 (evening)	RESIDENTS	<ul style="list-style-type: none"> • People turning left from south bound St. Anne's onto Fermor and going straight into the far right lane are an issue • Feel many of the issues at Royal Salinger intersection are due to traffic that should be coming down Lakewood • Mentioned visibility issues at Fermor and Archibald because of the elevation change • Agreed with the merged access points on Alpine • Left lanes on Fermor and St. Anne's near the intersection should be longer • Frequent accidents near Royal Salinger/Archibald/Fermor area 	<ul style="list-style-type: none"> • A number of design alternatives were examined for Royal Salinger / Niakwa / Archibald / Fermor intersections. Design alternatives that do not involve removal of existing residential buildings are limited; • Grade issues and existing elevation change

Date	Stakeholder/Group ¹	Issues/Concerns/Comments	Considered/Addressed?
			<ul style="list-style-type: none"> at Fermor and Archibald addressed through proposed intersection design; Longer left turn lanes for westbound Fermor to southbound St Anne's included in intersection improvements.
October 25, 2016	REDACTED	<ul style="list-style-type: none"> Could the road be raised closer to Fermor so the underpass could be built where the desire lines already are? Agreed with the raised pedestrian crossings at the intersections Design is lacking pedestrian refuge islands Felt the roads are too wide The Fermor and St. Anne's intersection does not make sense, it is too wide and not good for pedestrians Can the North West corner of Safeway parking lot with a cycling crossing across St. Anne's on the south side of the intersection? Look at door-to-door, clear paths for cyclists St. Anne's should have protected bike lanes on both sides Bike paths aren't designed for two cyclists riding next to each other Is wayfinding signage a part of this project? Could crossings be treated as one large crossing (including crossing the right merge crossings)? Crossing in front of Gleneagles is important Can the entire intersection at Fallbrock be raised? The north-south crossing of Fermor near the tracks is more important than an east-west crossing of the tracks near Fermor Would like to be a part of the placemaking/landscaping/design of the pedestrian underpass Advisory lane isn't attractive for pedestrians, would prefer to paint lines instead Has the cost of keeping everything safe and cleared of snow in the winter been looked at? 	<ul style="list-style-type: none"> Pedestrian underpass on Fermor between Superstore and Safety not possible due to grade and visibility issues. At grade pedestrian crossing issue from Superstore to Safeway can be possibly addressed with pedestrian crossing half signal or pedestrian barriers. Additional examination will occur during detailed design; Pedestrian refuge islands included in proposed design; Road widths proposed consistent with City standards, and shown to back of curb; Rue Des Meurons designated as primary north / south active transportation corridor in area. Preliminary design process for this project is underway, and will provide north / south active transportation links as opposed to on-street protected bike lanes on St. Anne's; Placemaking, wayfinding, and public art components of the pedestrian underpass to occur during detailed design.
November 1, 2016	REDACTED	<ul style="list-style-type: none"> Mentioned persistent transit issues at Niakwa and St. Anne's Which transit routes are being affected? Interested in maintaining access from affected routes to retailers in the business Will the people living in the apartments have to walk further to get to the bus stops? Is there an opportunity to reroute the bus to the front of Safeway? Can the road go straight south off the proposed exit (to Alpine) off of Fermor instead of connecting with Seagrims? Could put additional bus lanes near bridge on Fermor and provide a connection from the stops to the proposed path and underpass Mentioned difficulty of getting across Fermor near the multi-family units/Superstore/Safeway Paths are important because bus stops are not useful if you can't get to them Asked about construction staging 	<ul style="list-style-type: none"> Proposed design and changes to Segrims / Alpine has minor impact on one transit route, largely through minor relocation of bus stop locations; Rerouting of bus in front of Safeway not possible, as it would greatly complicate turn movements at Niakwa; Potential bus stop locations on Fermor at pedestrian underpass communicated to the City for consideration.
November 8, 2016	REDACTED	<ul style="list-style-type: none"> How far back are the access points from the existing exit off Fermor? Access changes are mostly positive for people traveling east on Fermor but expressed concern about access for people traveling west on Fermor Concerns about moving the bus stop Did not see an issue with some space from parking lot being expropriated because they have a lot of space, use some of it for park and ride Concerns about the impacts of construction, scope of project, when construction will be completed 	<ul style="list-style-type: none"> Proposed design changes to Alpine access will address safety issues noted; Proposed design and changes to Segrims / Alpine has minor impact on one transit route, largely through minor relocation of bus stop locations.

Date	Stakeholder/Group ¹	Issues/Concerns/Comments	Considered/Addressed?
November 9, 2016	REDACTED	<ul style="list-style-type: none"> • Traffic slows on Fermor closer to St. Anne's • Mentioned four of the multi-family buildings in the area are seniors complexes • Would like electricity at the small park located at the southwest corner of the Fermor and St. Anne's intersection • Would like to see in ground planters in the median on Fermor west of St. Anne's • Would like to see planters in the median along Fermor west of the bridge • Can the welcome sign be located on the Fermor median just west of the bridge? • Mainly concerned with what is happening at Fermor and St. Anne's intersection, and moving the welcome pole to the west side of the bridge • Questions about timeframe 	<ul style="list-style-type: none"> • Landscaping and details to be addressed at detailed design stage. Concepts and ideas largely consistent with proposed design, and will be examined further during detailed design.
November 17, 2016	REDACTED	<ul style="list-style-type: none"> • Is there an opportunity to enhance the area? • Mentioned the path on the west side of the multi-family buildings is quite dark at night but it is also part of the wildlife corridor • Confirmed they have seen seniors carrying groceries across Fermor • Felt the proposed underpass and intersection improvements will not meet the needs of people crossing where they do now, said an at grade crossing should be included where the desire lines currently are • Expressed concern about having enough room on the shoulder to get to the canoe access point located just off Fermor at the bridge over the Seine • Students use the flat space under the bridge, city should recognize it as a destination, would like to see it improved • Can the (unpaved) connection from Comanche to the space under the bridge be improved? • Intention is to have a walking corridor along the entire length of the Seine • Can a canoe launch be created near the spot where the path currently crosses the Seine or near Comanche (with some parking spots)? • When the water is high canoeists can't get past the pedestrian bridge crossing the Seine • Can the rehabilitation of the bridge include making it a nesting friendly environment for birds? • Questions about timelines • How is stormwater flow going to be handled? • Expressed concern about not seeing their input incorporated into designs in previous project even though they provided it early in the process 	<ul style="list-style-type: none"> • Pedestrian underpass on Fermor between Superstore and Safety not possible due to grade and visibility issues. At grade pedestrian crossing issue from SuperStore to Safeway can be possibly addressed with pedestrian crossing half signal or pedestrian barriers. Additional examination will occur during detailed design; • Additional lighting & visibility analysis for new north / south path adjacent to Seine River to occur during detailed design. Will occur west of top of slope, leaving slope and treed area relatively undisturbed; • A gravel or non-impervious trail from Comanche under the bridge on the east side of the bridge will be examined in additional during detailed design; • Existing pedestrian bridge north of Fermor will not be modified, as raising the bridge and associated pathway would have significant adverse impacts, and result in removal of significant portions of river bottom forest.
Various	Common Themes	<ul style="list-style-type: none"> • Most support the project • Many feel the exit to Alpine from Fermor just east of St. Anne's is dangerous • Most felt the proposed access changes on Alpine are safer than what exists now • Some talked about long waits when turning right from Niakwa onto St. Anne's • Some talked about people cutting through Seagrims to avoid the Fermor and St. Anne's intersection • Many people who live in the area are seniors and/or have mobility issues • Many felt the Royal Salinger intersection is unsafe and can be designed in a better way • Many felt a crossing in front of Niakwa Place School is necessary • Many felt pedestrian linkages across Fermor are currently lacking • Most were happy with the pedestrian underpass 	