



DILLON
CONSULTING

CITY OF WINNIPEG

Public Engagement Report

Waverley Underpass Detailed Design

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Executive Summary

As with most large, linear 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, providing important and often critical viewpoints that can result in a more effective and integrated project. Therefore, in order to ensure that the community and stakeholders had their voices heard as part of the preliminary and detailed design phases of the Waverley Underpass project, Dillon developed a comprehensive consultation and engagement strategy.

Utilizing a 'stakeholder tier system' engagement methodology, a multi-round engagement process was undertaken for both the preliminary (Rounds 1, 2, and 3) and detailed (Rounds 4 and 5) design (See *Figure 1: Waverley Underpass Project – Engagement Timeline*). Three rounds of consultation occurred as part of the preliminary design project, engaging with in excess of 400 people between June 2014 and January 2015:

- Round 1 – Spring / Summer 2014 – 20 Stakeholder & Resident meetings, focused on project information, opportunities and constraints, and issue identification;
- Round 2 – Autumn 2014 – 16 Stakeholder & Resident meetings, focused on initial design options, feedback, and identification of a preferred option; and,
- Round 3 – December 2014 – Preliminary Design Open House event with over 300 participants.

The detailed design portion of the Waverley Underpass project built upon the consultation efforts to date, and engaged with over 600 people between February and October 2016:

- Round 4 – Spring / Summer 2016 – 12 Stakeholder meetings, focused on refinement of the preferred design option, and property specific issues relating to access, construction phasing, and infrastructure improvements; and,
- Round 5 – October 6, 2016 – Detailed Design Open House event with over 500 participants.

The results from the Preliminary Design Consultation strategy (Rounds 1, 2, and 3) were analyzed and summarized in the Preliminary Design Consultation Report. The results from the Detailed Design Consultation Strategy have been analyzed and summarized below.

The majority of stakeholders either supported or strongly supported the detailed design for the Waverley Underpass. Some concerns were noted by stakeholders on several issues, largely relating to the design and turn & access restrictions for the detour, and site specific property concerns. Feedback from the stakeholders and general public can be summarized into the following themes:

- The project is necessary and long overdue
- Project costs are a concern

- The bike pathway on Taylor Avenue requires cyclists to cross Waverley Street too many times, and it should be straight not meandering
- The rail lines should be moved outside of the city
- Increased cut through traffic and speeding on residential streets is a concern
- The widening/twinning of Taylor Avenue is a good idea
- The road detour is well planned, keeping two lanes open during construction is great
- The separated multi-use pathways are well-liked
- The 4-way stop at Taylor Avenue and Borebank Street should be removed
- The project will improve traffic flow
- Restricted movements during the detour, especially not being able to turn west from northbound Waverley Street onto Taylor Avenue, are a concern
- Increased noise from the widening of Taylor Avenue is a concern

The stakeholder engagement materials utilized as part of the detailed design process have been attached to this report, including open house boards and notifications. Some material has not been included to protect personal contact information.

1.0 Introduction

As with most large, linear 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 three rounds of stakeholder and public engagement, carried out between June 2014 and January 2015¹.

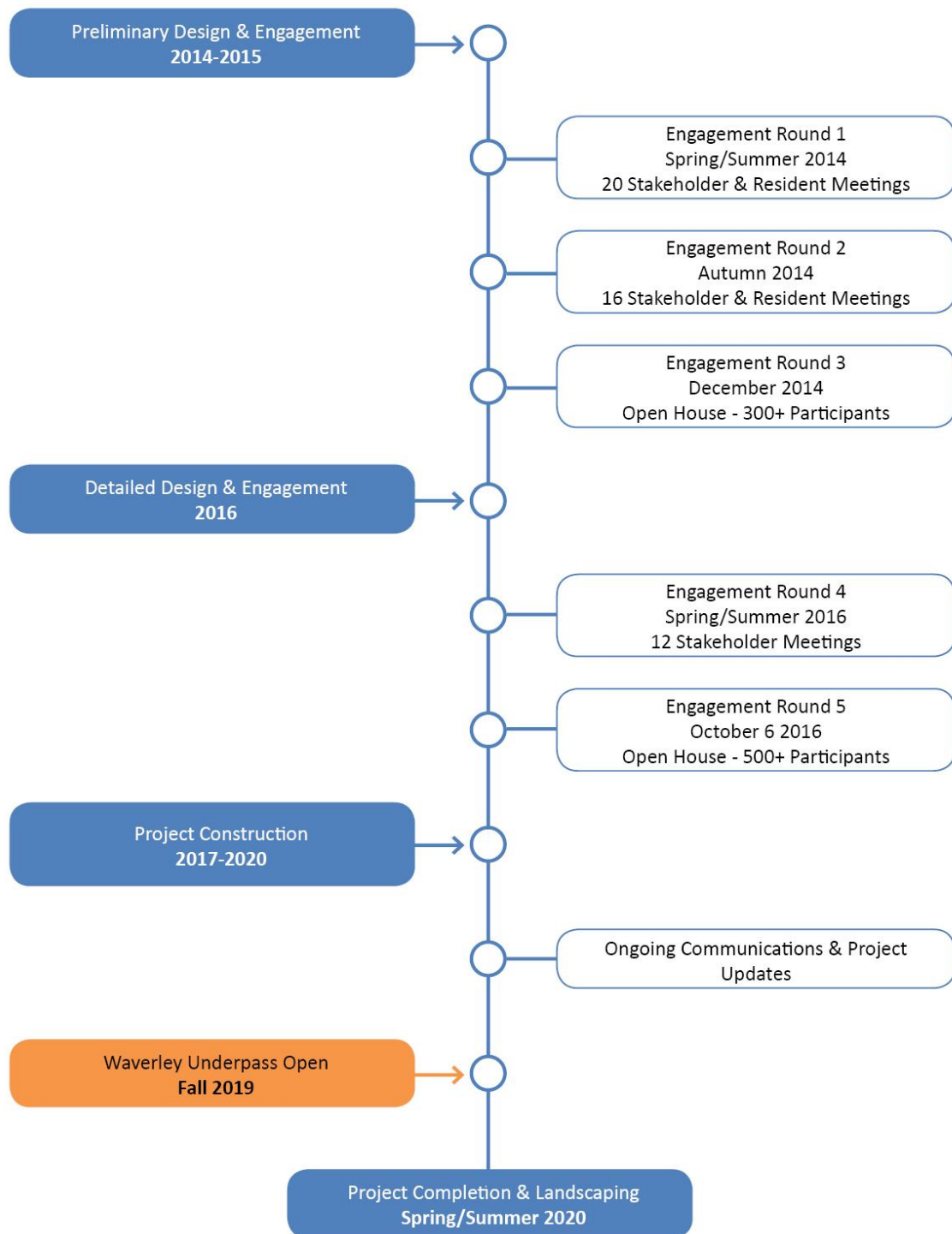
- Round 1 – Spring / Summer 2014 – 20 Stakeholder & Resident meetings, focused on project information, opportunities and constraints, and issue identification;
- Round 2 – Autumn 2014 – 16 Stakeholder & Resident meetings, focused on initial design options, feedback, and identification of a preferred option; and,
- Round 3 – December 2014 – Preliminary Design Open House event with over 300 participants.

After refining the scope of the project, the detailed design phase built upon the engagement efforts to date and involved two additional rounds (Round 4 and Round 5) of consultation that were carried out between February, 2016 and October, 2016 (See *Figure 1: Waverley Underpass Project – Engagement Timeline*).

The stakeholder engagement programs for both the preliminary and detailed design were 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.

¹ Additional information on the Waverley Underpass Preliminary Design project and associated stakeholder consultation materials can be found at <http://www.winnipeg.ca/publicworks/construction/studies/WaverleyUnderpass.stm>.

Figure 1: Waverley Underpass Project - Engagement Timeline



2.0 Engagement Methodology

Following initiation of detailed design in winter 2016, the public engagement team devised a two round engagement strategy (each will be outlined in this report). The objectives of the two rounds were three-fold: to inform and communicate project details; to receive input on potential impacts and mitigation options; and to receive input on construction and detour plans.

Several tools were used to carry out 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.)
- Public open house
- Community surveys (online and hard copy)

3.0 Round 4 (May 2016 – September 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 System ²” 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:

- Adjacent landowners
- Nearby residents
- Property managers and owners in the immediate vicinity
- Local businesses, and organizations

² 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.

- Interest groups
- City departments including Winnipeg Transit
- Utilities and railways
- School divisions and schools

3.2 Notification Strategy

Dillon's team used a variety of methods to notify stakeholders in Round 4. During preliminary design, the project team had compiled a list of stakeholder's email addresses, which were used in this round for notification purposes. For adjacent residents, letters were hand delivered directly. Finally, content was produced for the City of Winnipeg's Major Projects webpage (www.winnipeg.ca/waverleyunderpass), with contact information for members of the consultation team posted.

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

3.3 Engagement and Notification Materials

The engagement team, with the help of the design team, used the following engagement materials to achieve the aforementioned Round 4 goals:

- Sign-in sheet, to record contact information for future events
- Stakeholder map, to visually track where stakeholders were located
- Detour map, to help stakeholders understand how the detour may impact them
- Waverley Street detailed design map, to help stakeholders understand the changes occurring along Waverley Street
- Taylor Avenue detailed design map, to help stakeholders understand the changes occurring along Taylor Avenue
- Construction phasing maps, to help stakeholders understand how they might be affected by construction timelines
- Various cross sections, to help stakeholders visualize what the spaces might look like after completion of the project

The engagement materials outlined above are incorporated into the display boards, which can be found in **Appendix A**. See **Appendix B** for samples of these notification materials.

3.4 Stakeholder Meetings

From February until October 2016, Dillon organized and held a series of approximately 12 individual and group stakeholder meetings. Stakeholder meetings included, but were not limited to:

- Adjacent businesses and organizations (Reh-Fit Centre, Piazza Di Nardi, Grant Memorial Church, Waverley and Rosewood Retirement Residence)
- Adjacent Residents (two group meetings)

- The Winnipeg Humane Society
- Interest Groups (Save Parker Lands Coalition, Bike Winnipeg)
- City of Winnipeg (informal technical advisory committee meeting)
- Schools/School Divisions (Linden Christian School, Pembina Trails School Division, Winnipeg School Division)
- Commercial property managers and owners (e.g. Assante, Shindico)
- Residential property managers and owners (Revera, various Condo Corporation reps)

3.5 Stakeholder Feedback

Detailed 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 engagement team and design team had several upload-download meetings during Round 4, 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:

- Most support the project and feel it would improve traffic flow and lessen congestion
- Most support the widening/twinning of Taylor Avenue
- Many asked whether the rail lines could be moved outside of the City
- Many were concerned with restricted turning movements and access during the detour
- Some were concerned with increased cut through traffic and speeding on residential streets
- Some were concerned about increased noise from the widening of Taylor Avenue
- Some were concerned about how the project connects to the Southwest Transitway, specifically to Hurst Way and other pedestrian and cyclist paths

Most stakeholders also had specific feedback, generally relating to their property. This feedback centred on specific issues relating to access, drainage, parking, property impacts (short and long-term), 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 5 (October 2016)

4.1 Notification Strategy

4.1.1 Stakeholder Notification

Dillon's team used the same notification methods to follow up with stakeholders as in Round 4. Stakeholders were emailed and letters were hand delivered directly to adjacent residents. Finally, updated content was produced for the City of Winnipeg's Major Projects webpage (<http://www.winnipeg.ca/publicworks/construction/majorProjects/waverleyUnderpass.stm>), with contact information for members of the consultation team posted.

4.1.2 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 houses were advertised through a variety of methods. A notice was sent to households in the area, through a Canada Post Unaddressed Admail drop (approximately 5,000 households and businesses – see target letter carrier walks below). The notice was also posted online approximately two weeks before the open house, and forwarded to all existing email addresses on the master stakeholder list. A print ad ran in three local newspapers – The Winnipeg Free Press, the Winnipeg Sun, and the Canstar Sou'wester. Moreover, notice was posted in several key locations throughout the area (e.g. local schools, local businesses, churches, dog park, 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 |
|---------------|---------|------------------------|-------------|-------------|----------|------------------|-------------|--------------------|
| R3N | LC 0169 | WPG LCD SW 2 | 407 | 0 | 0 | 8 | 407 | 415 |
| R3N | LC 0159 | WPG LCD SW 2 | 108 | 7 | 0 | 1 | 115 | 116 |
| R3M | LC 0159 | WPG LCD SW 2 | 285 | 0 | 0 | 6 | 285 | 291 |
| R3M | LC 0160 | WPG LCD SW 2 | 222 | 491 | 0 | 25 | 713 | 738 |
| R3M | LC 0155 | WPG LCD SW 2 | 268 | 300 | 0 | 104 | 568 | 672 |
| R3M | LC 0158 | WPG LCD SW 2 | 355 | 269 | 0 | 3 | 624 | 627 |
| R3P | LC 0187 | WPG LCD SW 2 | 0 | 505 | 0 | 70 | 505 | 575 |
| R3P | LC 0184 | WPG LCD SW 2 | 76 | 591 | 0 | 9 | 667 | 676 |
| R3T | LC 0233 | WPG LCD SW 2 | 205 | 44 | 0 | 109 | 249 | 358 |
| R3T | LC 0231 | WPG LCD SW 2 | 152 | 0 | 0 | 135 | 152 | 287 |
| R3T | LC 0238 | WPG LCD SW 2 | 496 | 16 | 0 | 46 | 512 | 558 |
| TOTALS | | | 2574 | 2223 | 0 | 516 | 4797 | 5313 |

4.2 Public Open House

On October 6th, 2016, Dillon hosted two public open house sessions for the wider community at the Caboto Centre (1055 Wilkes Avenue). 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, AECOM, and the City of Winnipeg) were on hand to answer questions and receive feedback. The detour map, Waverley detailed design map, and Taylor Avenue detailed design map were 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 detour, the detailed design, and pedestrian, cycling and transit components of the project.

A total of 460 people signed in over the two sessions (250 for the 3:30 p.m. session, and another 210 people for the 7 p.m. session) – however, attendance was likely closer to 550, as not all attendees chose to sign in. Several local media outlets covered the event, including CTV, Global, CBC, the Canstar Sou’wester, and the Winnipeg Free Press. As is standard procedure, media inquiries were forwarded to the City of Winnipeg’s Corporate Communications representative Lisa Fraser and Public Works project manager Cam Ward.

Please see **Appendix A** for a copy of the open house display boards and a map illustrating locations of event participants, and **Appendix C** for summary diagrams of the Post-it® note comments.

4.3 Stakeholder Feedback

Dillon solicited feedback in several ways during the fifth round of engagement. Besides the public open house, the team fielded several emails and phone calls directly from members of the public. That feedback was passed on to the project team for consideration, and tracked on the Master Stakeholder List. Dillon also created a community survey, which was disseminated at the public open house (hard copies) and posted online. As at October 31, 2016, the project team analyzed a total of 151 responses (103 online surveys and 48 hard copy surveys from the open house). The high level results of those surveys are provided below. Finally, as noted, feedback was left on the various maps laid out at the open house (Post-it® notes).

4.3.1 Community Survey Results

4.3.1.1 Quantitative

The majority of participants in the community survey were residents within the project area (62%), while another 30.7% noted their general interest in the project. Of the respondents that attended the public open house: 78.7% found the information provided helpful; 21.3% found the information somewhat helpful; 93.5% found the staff helpful; and 6.5% found the staff somewhat helpful. Approximately 70 respondents provided contact information (which was added to the master stakeholder list), and noted that they would like to receive future communications regarding the project.

4.3.1.2

Qualitative

While there were several specific and localized comments in the community survey responses, the majority of comments and thoughts can be grouped within the following 12 themes. They are roughly ranked in terms of how many times these themes were mentioned in the community surveys (most frequently mentioned themes appearing at the top).

- This project is necessary and long overdue
- Project costs are a concern
- The bike pathway on Taylor Avenue requires cyclists to cross Waverley Street too many times, and it should be straight not meandering
- The rail lines should be moved outside of the city
- Increased cut through traffic and speeding on residential streets is a concern
- The widening/twinning of Taylor Avenue is a good idea
- The road detour is well planned and keeping two lanes open during construction is great
- The separated multi-use pathways are well-liked
- The 4-way stop at Taylor Avenue and Borebank Street should be removed
- The project will improve traffic flow
- Restricted movements during the detour, especially not being able to turn west from northbound Waverley Street onto Taylor Avenue, are a concern
- Increased noise from the widening of Taylor Avenue is a concern

Forty-seven individuals (35% of respondents) noted in their exit surveys that they agreed with the project and that it is long overdue, and 11 people (8%) felt the final design would improve traffic flow. Twenty-one of the survey respondents (16%) agreed the widening of Taylor is necessary and 6 (5%) expressed concern about the resulting noise from increased traffic. Seventeen individuals (13%) felt the detour design was well planned, but 9 (7%) expressed their concern with the detour's restricted turning movements. Alternatively, 29 people (22%) felt the project may not be necessary and expressed concern about the costs, while 23 individuals (17%) brought up relocating the rail lines. Twenty-two respondents (16%) expressed concern about increased cut-through traffic on residential roads in the area.

Many people commented on the bike and pedestrian pathways that were included in both the detour and the final design. Eighteen individuals (13%) wrote that they were pleased with the paths, while 27 people (20%) expressed concern with their design. Some concerns included the location and availability of the paths during construction, the amount of times cyclists were expected to cross Waverley Street, and that the bike path on the north side of Waverley Street should be straight.

Additionally, 5 (4%) individuals were concerned about drainage once the underpass is complete, and 10 (8%) mentioned they would like to see the 4-way stop at Taylor Avenue and Borebank Street removed.

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 project was successful. As noted in the stakeholder meetings and exit survey results, the majority of stakeholders felt that the process was helpful and that their concerns were heard. While not every issue or concern could be addressed, they were all considered – where alternatives were not possible or feasible, reasons were provided (which the public seemed to appreciate). Moreover, many issues identified during consultation were able to be addressed by the design team, which demonstrates the value of consultation and engagement. The engagement team will continue to communicate with these stakeholders through newsletters and construction notifications, as well as updates to the City’s project website, until completion of the project.

Appendix A

Open House Display Boards

*Can be found at

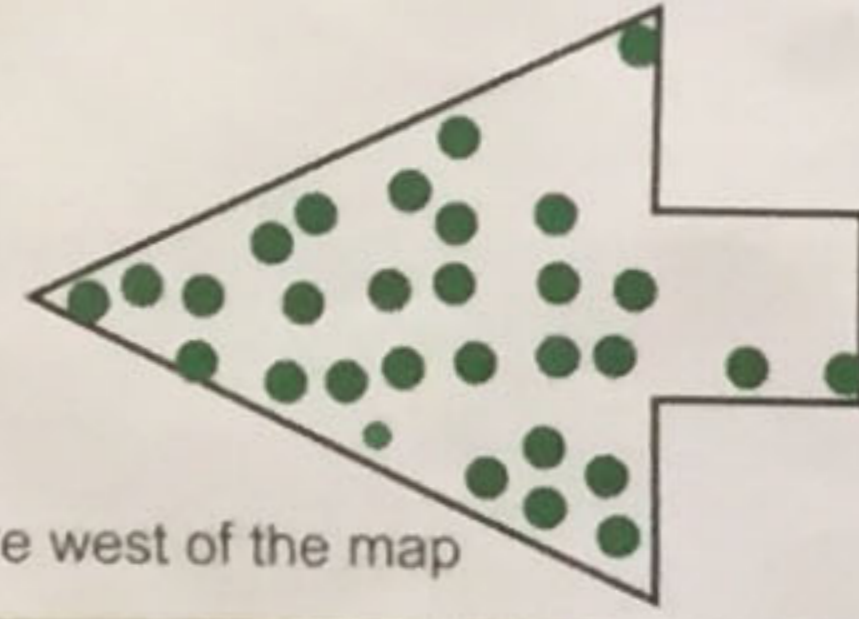
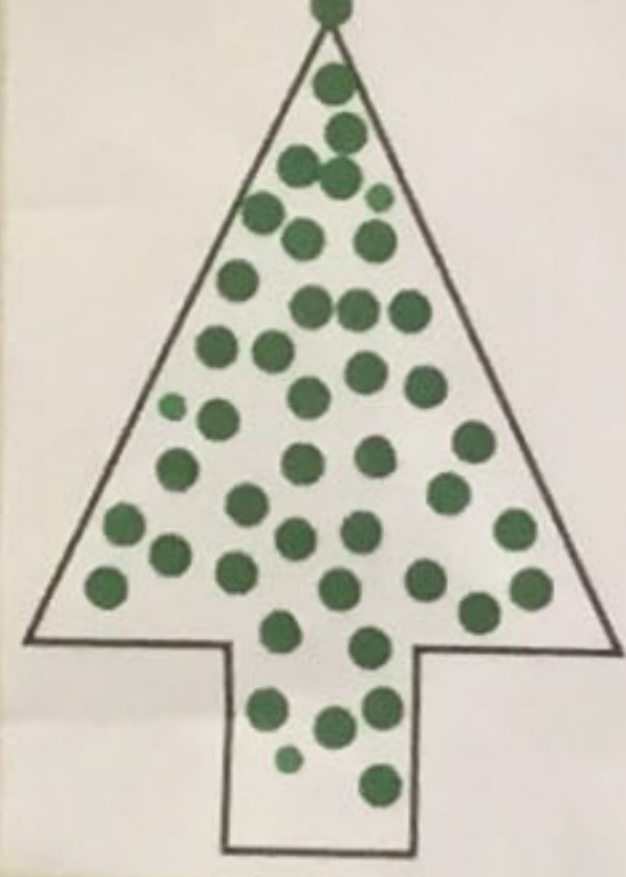
[http://www.winnipeg.ca/PublicWorks/
construction/majorProjects/
waverleyUnderpass.stm](http://www.winnipeg.ca/PublicWorks/construction/majorProjects/waverleyUnderpass.stm)

Approximate location of October 2016 Open House attendees

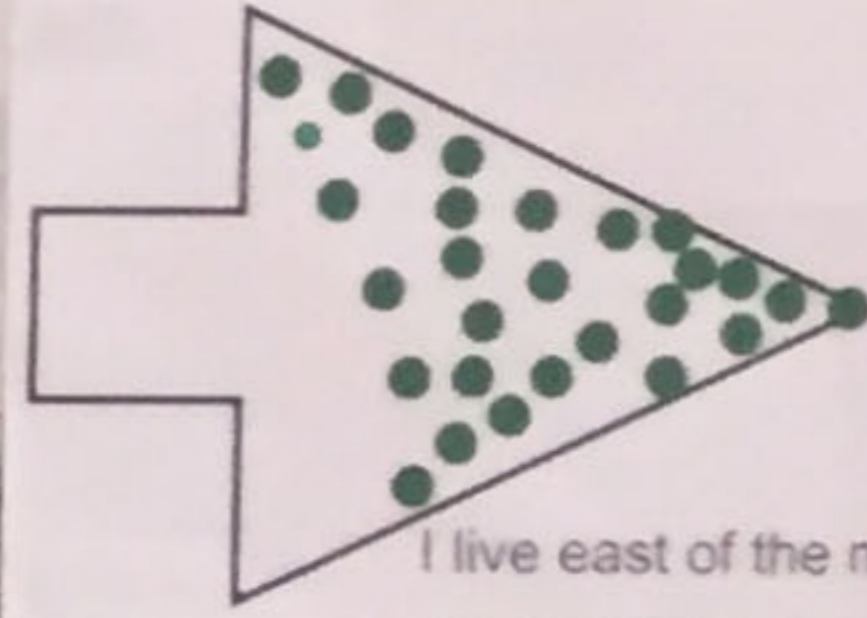
Additional Stakeholders

- Pembina Trails School Division
- Winnipeg School Division
- River Winnipeg
- Winnipeg Rapid Transit Coalition
- Parker Wetlands Conservation Committee

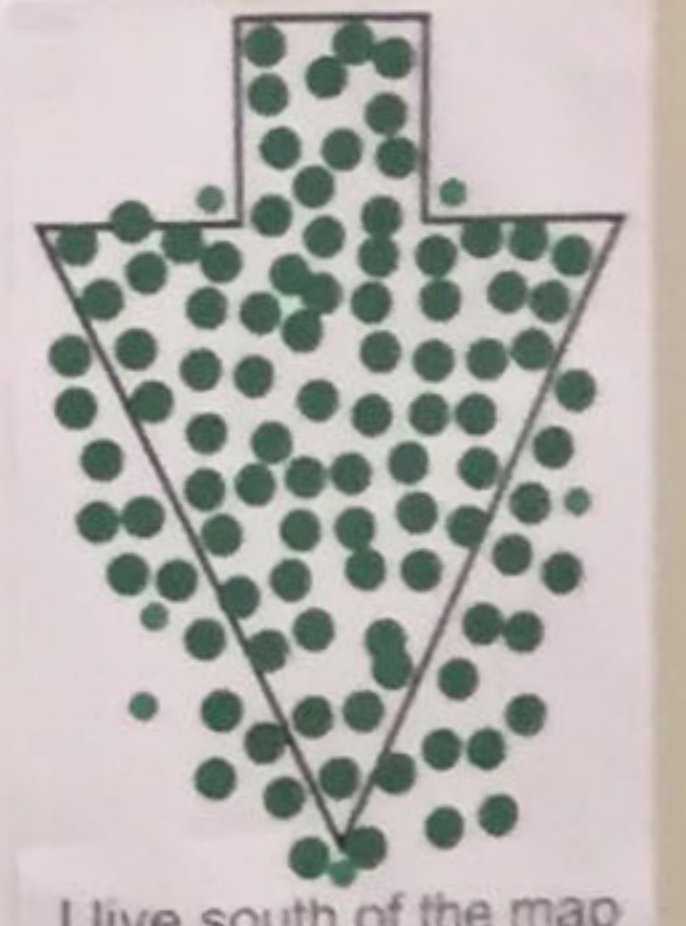
I live north of the map



I live west of the map



I live east of the map



I live south of the map



Appendix B

Notifications / Advertising Materials

Waverley Underpass

Stakeholder Meetings for Local Businesses

Meeting Sessions

Tuesday, September 13, 2016

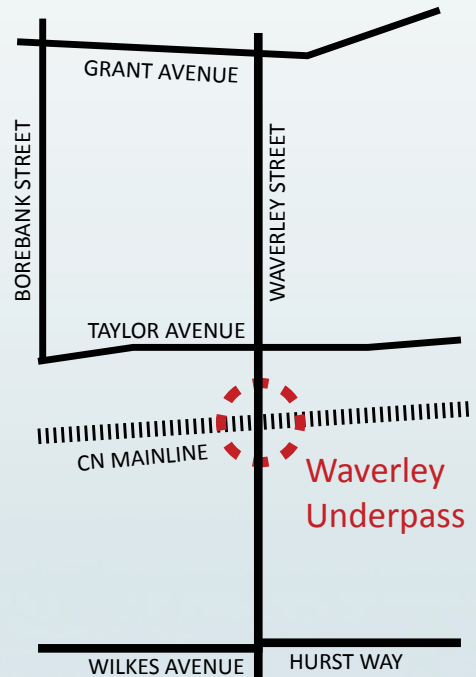
10:00am - 11:30am

Wednesday, September 14, 2016

1:30pm - 3:00pm

Dillon Consulting Boardroom

1558 Willson Place at Waverley



In early 2016, the City of Winnipeg initiated the detailed design for the Waverley Underpass. The project will include a road underpass at the CN mainline (Rivers subdivision), intersection and road improvements along Waverley between Wilkes and Grant, and widening of Taylor to four lanes between Waverley and Borebank.

In advance of the public open house on October 6, we invite you to come view the detailed design for the underpass, learn about pedestrian & cycling infrastructure, intersection and road improvements, as well as proposed construction timelines and detours.

Each session will consist of a facilitated discussion and will include representatives from the project team.

Please RSVP to reserve your seat,
or for further information, contact:

Adam Prokopanko
aprokopanko@dillon.ca
204.453.2301

311
City Services

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





Waverley Underpass

Stakeholder Meetings for Local Residents

Meeting Sessions

Tuesday, September 20, 2016

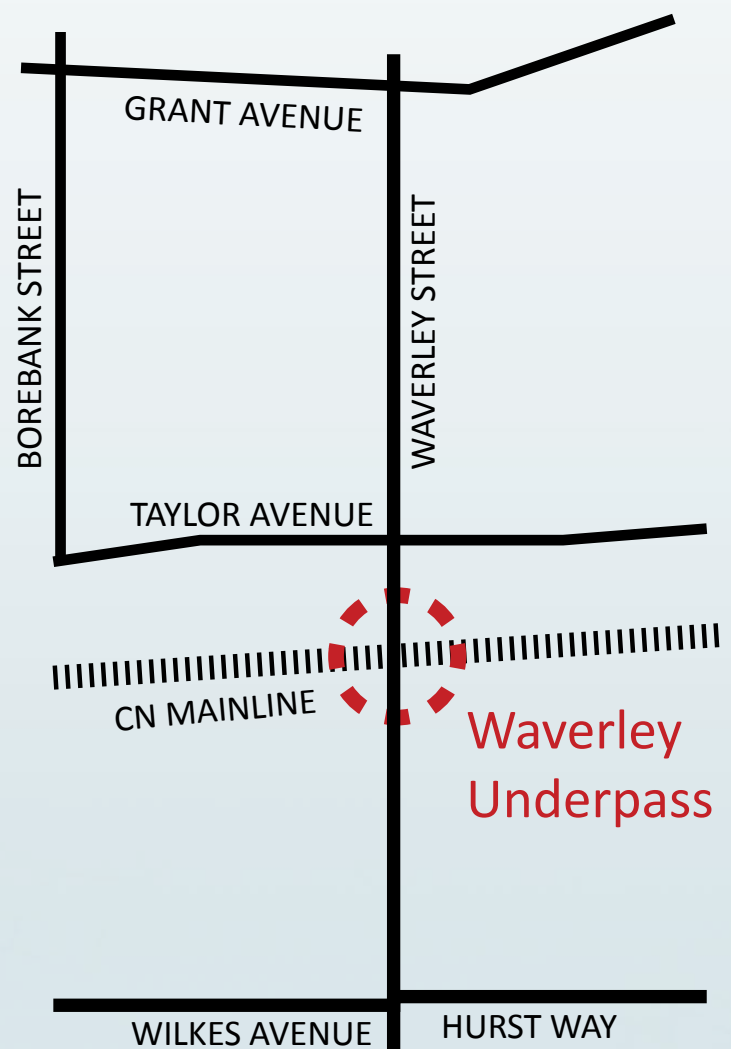
7:00pm - 8:30pm

Thursday, September 22, 2016

3:00pm - 4:30pm

Dillon Consulting Boardroom

1558 Willson Place at Waverley



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



Waverley Underpass

Detailed Design and Construction

Open House

Thursday, October 6, 2016

3:30pm - 5:30pm

7:00pm - 9:00pm

**Caboto Centre,
1055 Wilkes Ave**

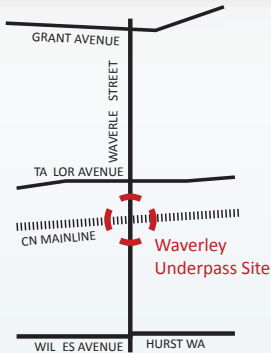
Drop in anytime during
either session

At the open house you can view the detailed design for the underpass, learn about pedestrian & cycling infrastructure, intersection & road improvements, as well as construction timelines and detours.

For more information: Adam Prokopanko, Dillon Consulting,
aprokopanko dillon.ca 204.453.2301

Those who may require alternate formats or ASL interpretation in order to participate should contact Adam Prokopanko by Sept. 29, 2016 at the email address or phone number above.

www.winnipeg.ca/waverleyunderpass





Waverley Underpass

Detailed Design and Construction



You're Invited Open House

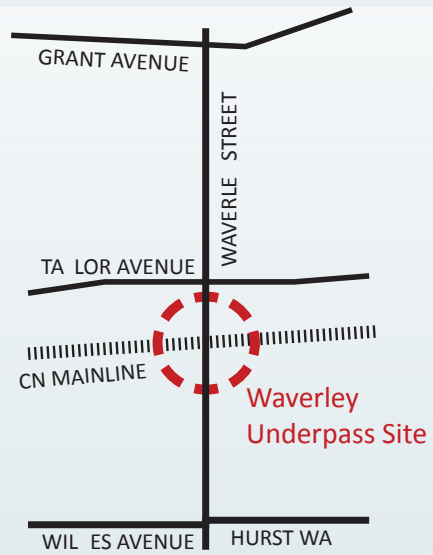
Thursday, October 6, 2016

3:30pm - 5:30pm

7:00pm - 9:00pm

Caboto Centre, 1055 Wilkes Ave

Drop in anytime during either session



In early 2016, the City of Winnipeg initiated the detailed design for the Waverley Underpass. The project will include a road underpass at the CN Mainline (Rivers Subdivision), intersection and road improvements along Waverley between Wilkes and Grant, and widening of Taylor to four lanes between Waverley and Borebank.

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Waverley Underpass

Detailed Design and Construction

You're Invited

Open House

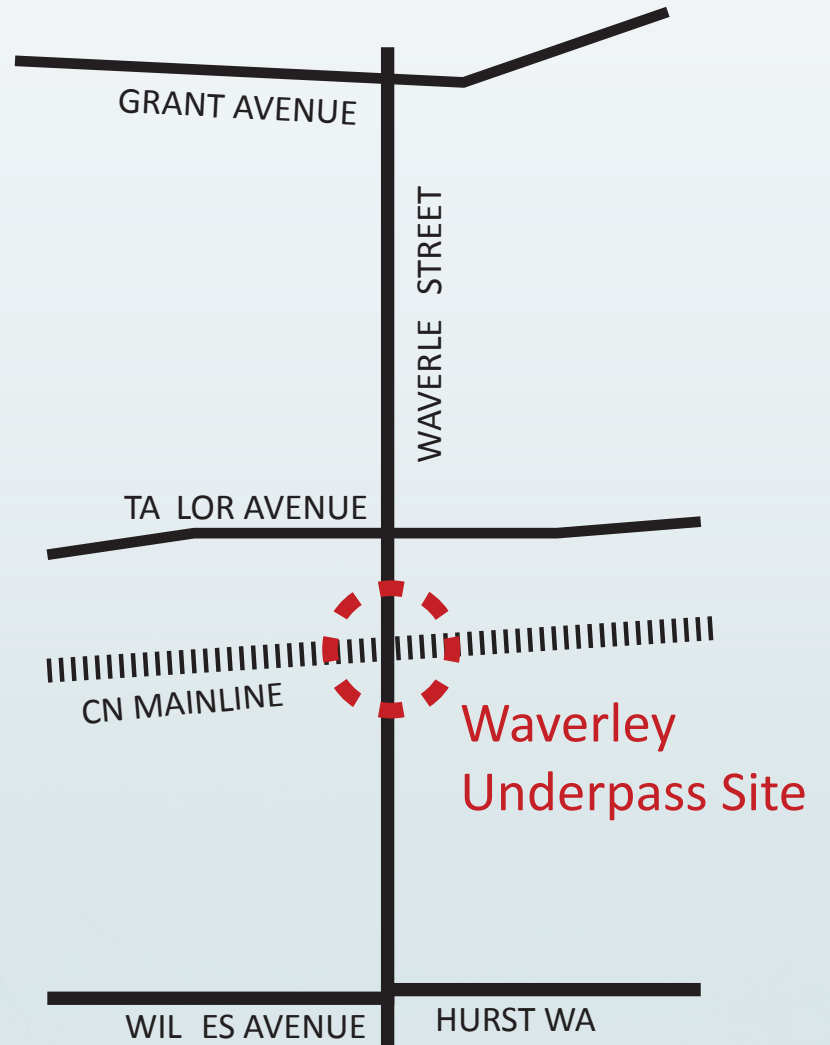
Thursday, October 6, 2016

3:30pm - 5:30pm

7:00pm - 9:00pm

**Caboto Centre,
1055 Wilkes Ave**

Drop in anytime during either session



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www.winnipeg.ca/waverleyunderpass



Waverley Underpass

Detailed Design and Construction

Open House

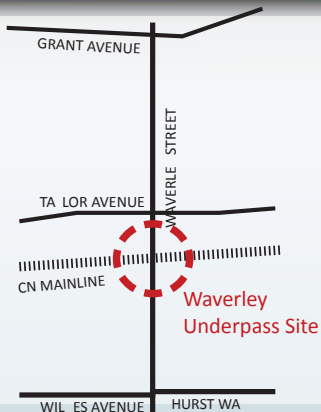
Thursday, October 6, 2016

3:30pm - 5:30pm

7:00pm - 9:00pm

Caboto Centre,
1055 Wilkes Ave

Drop in anytime during either session



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Waverley Underpass

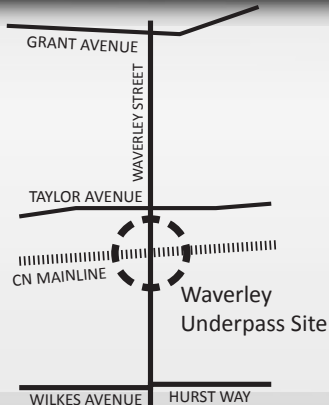
Detailed Design and Construction

Open House

October 6, 2016
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7:00pm - 9:00pm

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1055 Wilkes Ave

Drop in anytime during
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Appendix C

Exit Survey, Feedback Summary, and Map Notes

Waverley Underpass – Exit Survey Summary

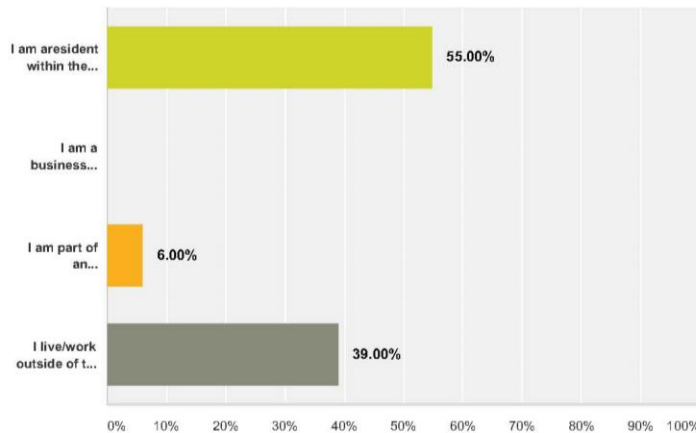
Exit surveys were made available to people who attended the open house (in hard copy form) and online through the City of Winnipeg project webpage. There were a total of 157 exit surveys completed, 48 hard copy and 109 online. The hard copy surveys included two additional questions about the open house that were not included in the online survey, and as a result the question numbering in this summary is as follows: **Hard Copy survey question number (online survey question number)**. The following is a summary of responses for each question from both the hard copy and online exit surveys.

Question 1 (1) - 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 responses:

There were 100 online responses to this question. As seen in the chart below most individuals indicated that they reside in the project area (55%). Thirty-nine percent noted that they live/work outside the project area, but are interested in the project, and 6% were part of an organization/group within the project area.

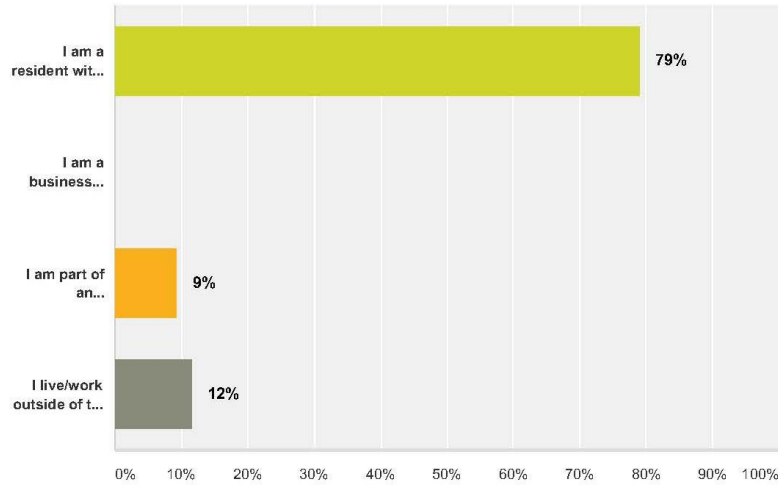


| Answer Choices | Responses |
|---|------------|
| I am a resident within the project area | 55.00% 55 |
| I am a business owner/landowner/property manager within the project area | 0.00% 0 |
| I am part of an organization/group within the project area | 6.00% 6 |
| I live/work outside of the project area, but am interested in the project | 39.00% 39 |
| Total | 100 |

Figure 1 - Question 1 online responses

Hard copy responses:

There were 43 responses from individuals who attended the open house. As seen below most people who attended were residents within the project area (79%), 12% indicated that they live/work outside of the project area, but are interested in the project, and 9% were part of an organization/group within the project area.



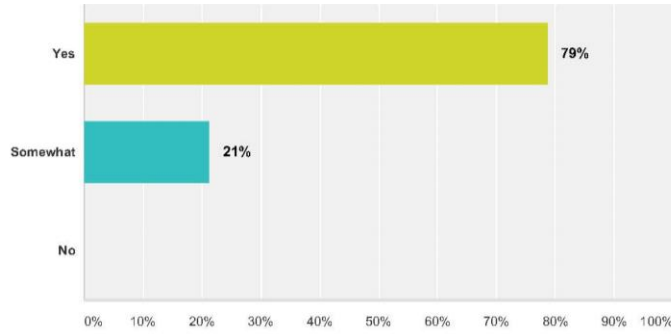
| Answer Choices | Responses |
|---|-----------|
| I am a resident within the project area | 79% 34 |
| I am a business owner/landowner/property manager within the project area | 0% 0 |
| I am part of an organization/group within the project area | 9% 4 |
| I live/work outside of the project area, but am interested in the project | 12% 5 |
| Total | 43 |

Figure 2 - Question 1 hard copy responses

Question 2 (not included in hard copy survey) - Did you find the information provided at this meeting helpful?

- Yes
- Somewhat
- No

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, Forty-seven individuals answered this question; 79% answered yes, 21% answered somewhat, and no one answered no.



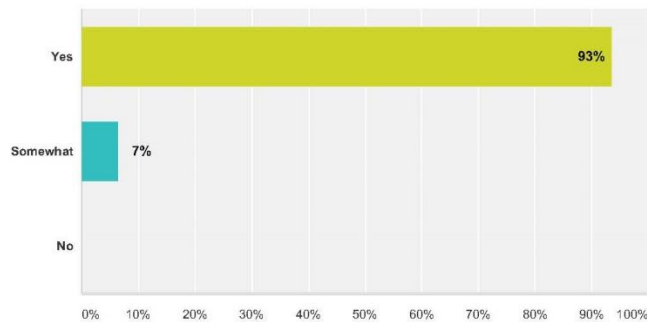
| Answer Choices | Responses | |
|----------------|-----------|-----------|
| Yes | 79% | 37 |
| Somewhat | 21% | 10 |
| No | 0% | 0 |
| Total | | 47 |

Figure 3 – Question 2 Hard copy responses

Question 3 (not included in hard copy survey) - Did you find the staff at the meeting helpful?

- Yes
- Somewhat
- No

Individuals who attended the open house were also asked if they found the staff helpful. Forty-six individuals answered this question, and the majority found the staff helpful (93%). The remaining individuals found the staff somewhat helpful (7%).



| Answer Choices | Responses | |
|----------------|-----------|-----------|
| Yes | 93% | 43 |
| Somewhat | 7% | 3 |
| No | 0% | 0 |
| Total | | 46 |

Figure 4 – Question 3 Hard copy responses

Question 4 (2) – What are your top 3 comments or thoughts about this project?

Ninety-one individuals answered this question online, and 45 responses were recorded through the hard copy surveys, for a total of 136 responses.

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

- The rail line should be moved;
- The project is necessary and should have already happened;
- Concerns about cost/necessity – individuals feel the project is too costly for a variety of reasons like the money should be spent elsewhere, the rail line should be moved instead, underpasses already exist at Kenaston Boulevard and Pembina Highway, etc.;
- Concerns about vibration/noise – both during construction and also after project completion
- Concerns about access to Reh-fit Centre while the detour is in place;
- Concerns about bike and pedestrian access and paths – during construction and after project completion;
- New design improves bike and pedestrian paths;
- Concerns about traffic; and,
- New design will calm traffic and improve traffic flow.

As quantified in the chart below, the most common comment was that the project is necessary and long overdue, followed by concerns about traffic, and concerns about cost.

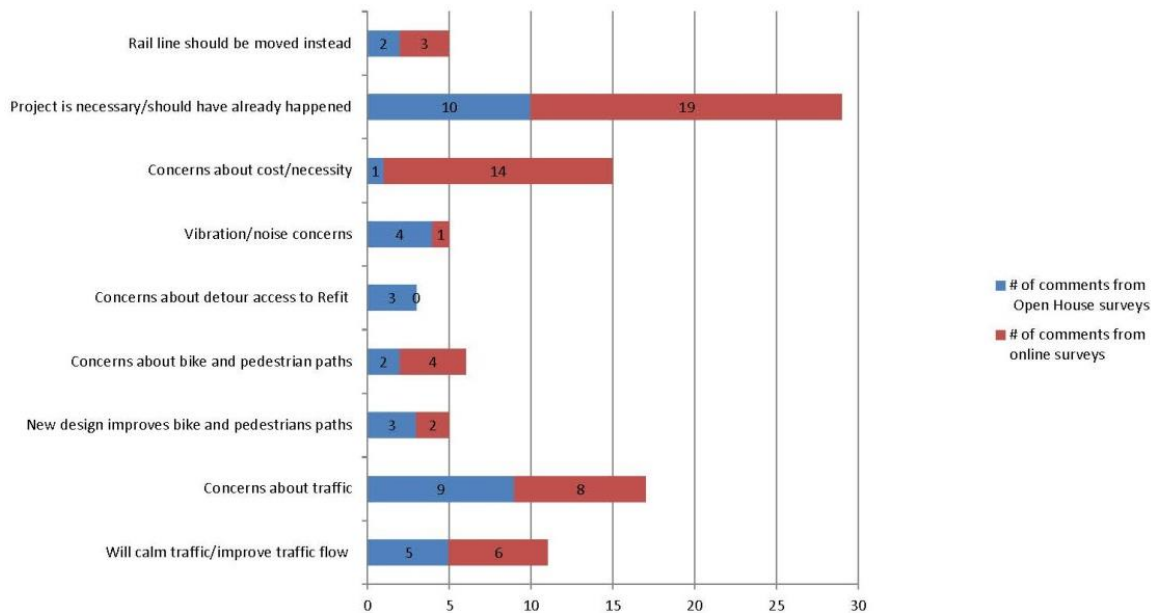


Figure 5 - Question 4 (2) themes

Verbatim responses are included below. Online responses:

| # | Responses | Date |
|----|--|---------------------|
| 1 | AT infrastructure is getting better, but not as good as I would expect in a \$150M project. | 4/18/2017 4:20 PM |
| 2 | I like the idea of the underpass as it will help with traffic on Waverley. I often avoid the street as there are so many trains each day. | 11/10/2016 11:10 AM |
| 3 | Concern due to the likelihood of increased train traffic in the already overused and noisy railroad route. Significant concern about the increase traffic during this project. Significant concern what this increase in noise, traffic, and increased train traffic will do to the value of our homes and neighborhood. | 11/6/2016 7:54 PM |
| 4 | 1. Taylor ave expanded to 4 lanes in our residential area is not good, it will reduce the small amount of green space in our area and increase traffic/ noise and pollution for the residents bordering Taylor. There is no berm or any attempt to buffer this problem proposed in your plan. 2. I live on Ash street, would not appreciate extra traffic during the 3 year project. We are the first through street west of Waverley. 3. I See no benefit to our area, lots of drawbacks , it just seems to be for the convenience of Waverly west residents and those travelling from the south. Use Sterling Lyon parkway not Taylor or Grant, it's already a wide 4 lane road leading to Kenaston, and route 90. Residents along Sterling Lyon are already a good distance from the road. Not true on Taylor or Grant. | 11/1/2016 8:47 PM |
| 5 | It's about time...both for the underpass and Taylor. Construction time is long, but worth it. Good for the environment. | 10/31/2016 5:56 PM |
| 6 | waste of money not needed goto kenaston or pembina | 10/27/2016 8:46 PM |
| 7 | Will greatly improve N/S travel and route planning Will physically divide the neighbourhood east/west unless foot & bicycle traffic is accommodated It has to be possible to speed up the construction schedule | 10/27/2016 12:17 PM |
| 8 | Plan for excellent AT connection from new Parker Wetlands Oak Grove community north to Cambrige and Taylor and estimate number of AT trips per day and then COUNT them with counters to verify usage Plan for excellent AT connection from new Bikempath along Rapid Transitway from U of M north to Cambrige and Taylor and estimate number of AT trips per day and then COUNT them with counters to verify usage Look at the possible location of one AT overpass or underpass South to North midway in the Parker Wetlands /Oak Grove area and monitor usage and estimate user numbers, including an analysis of the km of distance required to exit or enter the area from the Grant Park arena, school, Pan Am Pool recreational,campus area which is many km via Pembina Hwy! Predict possible vehicle traffic reductions that could be achieved through Bike And Active Transportation use of a well placed pedestrian overpass/underpass NOT at the Waverley underpass or by routing all the way to Pembina Hwy and back West. | 10/27/2016 10:07 AM |
| 9 | It would be cheaper and less disruptive to build an overpass for the trains. | 10/27/2016 1:15 AM |
| 10 | 1- Why Winnipeg is brutally slow on any city projects? 2- third world countries without adequate technology can do it within a year 3- what small companies benefit from slow completion of city projects: like inappropriate riad constructions, patching projects | 10/26/2016 6:09 PM |
| 11 | The plan addresses an immediate issue that should have been addressed at the time of the Kenaston underpass. Very disappointing that the provincial government has pulled out of the initiative to study the relocation of rail lines to the outskirts of the city. | 10/26/2016 4:50 PM |
| 12 | I think more analysis should have been done on the viability of extending Parker to Pembina Hwy and dropping this as an initiative. | 10/26/2016 4:20 PM |
| 13 | ATAC component is my interest. Still to many conflicts with automobiles at intersections where yields are used to move automobiles turning right. | 10/26/2016 3:43 PM |
| 14 | It shouldn't happen. The only "end destinations" that would possibly use this are the immediate ReFit Centre and Piazza di Nardi. The rest of the traffic is "passing through" and the two existing routes, Pembina and Kenaston are 2-3 km away. It's a huge waste of money. | 10/26/2016 3:40 PM |
| 15 | -too expensive -spend the money on active transportation | 10/26/2016 2:16 PM |
| 16 | Why are we not building an overpass instead of an extremely expensive underpass? The decision to go the more expensive route is not financially beneficial to the taxpayers. It has annoyed taxpayers to see our money so freely spent on a project which should cost a lot less. | 10/26/2016 2:14 PM |

| | | |
|----|--|---------------------|
| 17 | 1. FINALLY! 2. I like the additional lanes planned for both Waverly NB and Taylor WB. 3. I really appreciate the extension of the pedestrian bike pathways, too. | 10/26/2016 12:42 PM |
| 18 | It is very very overdue. | 10/26/2016 12:35 PM |
| 19 | 1. Honestly I think it is a giant waste of money and a huge halt in the overall growth and improvement of Winnipeg to continue to circumvent the rail yards instead of moving them. 2. I am highly concerned with the amount of traffic that will be forced into the surrounding area. Taylor is already backed up whenever someone turns left in either direction. This will just magnify the currently problem. | 10/18/2016 10:38 AM |
| 20 | 1. Traffic flow improved but volume not increased 2. Temporary routes are well planned and effective during construction 3. Proper approaches to the underpass | 10/13/2016 9:41 PM |
| 21 | How will underpass flooding be prevented or reduced? what is the cost-benefit ratio of this expensive work? We will be glad to avoid the long wait for the train to pass, but I think the cost should be shared with the Rail company. | 10/12/2016 4:07 PM |
| 22 | 1)The active transportation detour would be much better if it were placed on the South side of Taylor and East side of Waverly so that it blended more safely with the existing paths. 2) The cost of this project when there are already underpasses available on either side of Waverly could be better used to improve active transportation | 10/12/2016 1:38 PM |
| 23 | 1) To facilitate active transportation with increased traffic volumes, measures should be taken to move bike traffic West to East across Intersections with danger mitigation on car yields? 2) Transportation pattern connections from Parker Wetlands area MUST be integrated into overall bike design with underpass towards Cambridge/Grant Park area looked at. Has this been done ? 3) Connections towards note bike boulevard on Cambridge need to be looked at in an integrated fashion for safety of cyclists and especially consideration of a Cambridge Bike route North/South and safe connections to and from it. PLEASE study the new nodal points that will arise from the Parker Wetlands development and Rapid Transit corridor and look at augmenting the AT movement in light of a possible exit from the Transitway bike paths through to Cambridge and Grant Park areas. A safe crossing for bikes NOT a Waverley but EAST of Waverley should be considered. Has this been done? Also traffic counts of AT usage and bike usage should be estimated and taken to monitor actual movement patterns and numbers. It will be MANY extra kilometres to get in or out of the Parker wetlands by bike, and farther by cars, so a route from Parker Wetlands through to the Pan Am Pool and Grant Park major recreational facility expansion (and Cambridge as a through route to Wellington Crescent and Sherbrooke St) should be studied. I use this route many hundreds of times every year travelling from Charleswood to the Manitoba Museum downtown, and it could be made much safer and more efficient and user friendly with adequate planning of the overall AT traffic movements taken into account. I have talked to Bike Winnipeg about this and there is agreement that an underpass midway between Waverley and Harrow Bike route could be very pragmatic, but this should be examined in the context of the Waverly underpass and how the AT and bike routes connect. | 10/12/2016 1:24 PM |
| 24 | Unnecessary, Waste of money-there is an existing underpass 2.1 kms away, does nothing to reduce traffic in River Heights. | 10/12/2016 1:15 PM |
| 25 | 1) It is unnecessary. 2) It will contribute to sprawl. 3) It will increase traffic in the area. | 10/12/2016 11:55 AM |
| 26 | I think the money would be better spent going towards getting the rail yards out of the city. Why spend millions after millions on projects that wouldn't be needed if CP & CN were moved out of the city? | 10/12/2016 11:39 AM |
| 27 | Consider the affect on residential streets in RH. Publicly encourage driver to use main routes not residential streets to use new underpass. | 10/12/2016 10:45 AM |
| 28 | 1. As one of the only at-grade rail crossings with this volume of trains and traffic in the country, this project is overdue! 2. I'm in support of the project 3. I'd like to see the city look at the larger scale with these projects and consider issues like taking the excellent AT incorporation in this project and making sure it ties in with other infrastructure to the best possible (see Bike Winnipeg's statement on bringing the bike infrastructure all the way to existing trails on Kenaston instead of stopping a few blocks short of it on Taylor) | 10/12/2016 10:38 AM |
| 29 | Against this. not worth the money | 10/12/2016 10:34 AM |
| 30 | Every time this city designs an underpass or overpass it seems like a waste because we just put a stop light before and after anyways. The efficiency improvement for commuters must be pretty minimal | 10/10/2016 1:57 PM |
| 31 | It is money spent on a project that is mainly geared to the prevailing car culture. This money should be reserved for more forward-thinking projects such as rail relocation, rapid transit improvements, and active transportation network enhancements. | 10/9/2016 1:10 PM |
| 32 | - Do not like the wide lane widths on Waverley and Taylor as they encourage speeding. - Disappointing that there isn't better direct connectivity of cycling network (need to cross over Taylor multiple times). - No evidence of Traffic Demand Management plan to stabilize or reduce single-occupant vehicle commuters. Why do we just accept that cars are the appropriate primary way to get around this city? | 10/9/2016 11:43 AM |
| 33 | leaving a stop sign on taylor and borebank is a HUGE mistake. it should be a LARGE traffic circle. | 10/9/2016 9:22 AM |

| | | |
|----|--|--------------------|
| 34 | active transportation, enough lanes for growth, timed lights, turn lanes for free flowing traffic, multiple turn lanes at major intersections | 10/7/2016 5:06 PM |
| 35 | 1. Need for Traffic Calming on neighboring streets in River Heights: I'm happy that the project is proceeding but feel that there needs to be more attention paid to traffic calming on neighboring streets in River Heights. Currently, a considerable amount of northbound traffic on Waverley will turn left at Grant (where Waverley is a one-way) and then head north on Montrose. This level of traffic will only increase with the underpass, especially since a second turn lane is being added. While the turn on to Montrose is prohibited during the morning rush hour, this time should be extended to include the afternoon rush hour as well. Considering the high volume of northbound traffic, I would also support traffic calming measures for the length of Montrose (especially considering the school zone). The level of northbound traffic is more noticeable on certain streets (e.g. Montrose) where you can go straight through from Grant to Wellington Crescent, as opposed to others (e.g. Elm) which are not thru streets due to schools, etc. | 10/7/2016 2:40 PM |
| 36 | -LOVE the four lanes on Northbound Waverley, even just adding the dedicated right turning lane onto Taylor will make a huge awesome difference. -I get stuck at trains several times a week here, I'm so glad the city is doing this -Also love twinning Taylor on the west side of the intersection, will improve the flow of traffic. | 10/7/2016 12:58 PM |
| 37 | My major concern is about the amount of Traffic that will be going through from Ash Street to Lindsay Street in the new design. People starting to speed after the stop sign from Borebank. Is there no consideration for the people that live in the area. Also this might drive down housing prices because of the increase of traffic. | 10/7/2016 12:33 PM |
| 38 | About time Looks Good Hope its not another dugald road underpass like project for the timeline | 10/7/2016 11:48 AM |
| 39 | Project looks good overall, but very expensive when Pembina and Kenaston are so close to avoid trains that block the way once in a while | 10/7/2016 11:39 AM |
| 40 | I like the project but am concerned that the southbound portion only has 2 lanes, vs the northbound which has 2 lanes plus turning lanes. I think this is short sighted. Volume is continuing to build through this area and if there is need for 4 lanes northbound, there is likely the same need southbound at the end of the work day. | 10/7/2016 9:58 AM |
| 41 | -time frame for completion -the retaining of the stop sign at Taylor and Borebank does NOTHING to maintain flow of traffic!! -long overdue | 10/7/2016 9:54 AM |
| 42 | I am a resident on Cambridge street & I'm concerned about increased traffic on my street as a result of the underpass. I am concerned that Taylor Ave is not sufficiently developed nor is it going to appropriately distribute traffic due to bottle necks at Staiford (very very high traffic area) and after Waverly - it turns into 1 way traffic. I look forward to better traffic flow on Waverly and not having to wait for trains. | 10/7/2016 9:34 AM |
| 43 | Reasonable timeframe, but feared it'll suffer the same issues as the Plessis underpass. Surrounding road work is ideal and needed for traffic control. Some correlation to the proposed BRT at Parker Lands, but should be another trail crossing the tracks between Taylor and the proposed BRT station. | 10/6/2016 7:37 PM |
| 44 | Where were the city planners when this area was developed???? The railway was in place @ Waverley & Taylor prior to these city planners being born! If the city planners were doing their jobs they would not have requested this area be developed knowing the railway was In place and would continue to be in place!!! Again where were the city planners???? | 10/6/2016 7:01 PM |
| 45 | Lack of merge lanes is a massive oversight: Waverly to Taylor eastbound, Taylor to Waverly Southbound, Waverly to Taylor westbound. All these should be added with Waverly to Taylor eastbound probably the most important. Turning lanes are great, and needed, but the City needs to do more to reduce rear end collisions and increase the flow of traffic. A one foot barrier between cyclists and the merge lane would allow them to be closer to each other. | 10/6/2016 5:57 PM |
| 46 | I would like more information on transit detours for the temporary detour, specifically northbound. As someone stopped by a train here often I a happy about the underpass. | 10/6/2016 4:24 PM |
| 47 | Typical boring 4 way intersection when there are really only two heavily traveled traffic flows. This (and all) new projects should try to eliminate all traffic stoppages. Even slow traffic circles are better than stopping Another traffic light for congestion. Collector lanes will fill up. The detour concept should be the project plan, it looks excellent!!! | 10/6/2016 4:09 PM |
| 48 | 1. Hate it 2. It's going to make the area way too busy 3. To build it you have to take space away from a school and current businesses | 10/6/2016 1:51 PM |
| 49 | Bike lanes should be incorporated into the design. | 10/6/2016 1:18 PM |
| 50 | Like that active transportation in Incorporated. Wondering about alternate access for the pump station | 10/6/2016 11:41 AM |
| 51 | As a resident my main concern is that as traffic flows more easily on Waverley, we may see more traffic using Waverley north of Grant, and other neighborhood streets. Speed bumps or other speed deterrents on Waverley between Corydon and Grant would be important considerations. (There are speed bumps further north on Waverley). While the current planning doesn't extend into these areas, they will undoubtedly be affected. Measures to maintain neighbourhood safety related to traffic volume and speed should be considered. | 10/6/2016 11:34 AM |



| | | |
|----|---|--------------------|
| 52 | 1. About time. 2. Insane how long it will take to build. 3. nDisgusting that the city did nothing to obtain parcels of land on the open market and now we have to complete expensive expropriation. Hopefully the city will do better than they did with the adjacent BRT land acquisition disaster. | 10/6/2016 11:21 AM |
| 53 | It's about time; Please start the work as soon as possible! It will help with the traffic in the area | 10/6/2016 11:02 AM |
| 54 | The project is a waste of money. There are already underpasses at Kenaston and Pembina. If I see a train at the the intersection, I detour to one of those roads. It's very rare that a train causes a significant delay for me. | 10/6/2016 10:51 AM |
| 55 | Increase of turning lanes at Taylor and Waverly is good foresight. As well as Grant. Increasing total lanes northbound is good. Borebank street should not have a 4 way stop. Something else, roundabout if possible. Even thoroughfare for Taylor. | 10/6/2016 10:33 AM |
| 56 | This will have a negative impact on the River Heights area. Will bring more traffic into the area, because Kenaston is such a disaster. Kenaston should be improved first, now traffic will divert to a residential area, bad planning. | 10/6/2016 10:12 AM |
| 57 | Good design Will improve congestion Will improve wait times due to train crossings | 10/6/2016 9:38 AM |
| 58 | It is a waste of money, and will become an unnecessary liability for future generations, just as bridges such as the Arlington have become. | 10/6/2016 9:19 AM |
| 59 | I think this is long overdue. It is a necessity. It needs to happen. | 10/6/2016 9:15 AM |
| 60 | The project is a couple decades overdue. | 10/6/2016 7:43 AM |
| 61 | -I love it -Will it affect my route to work until complete? -Notice level | 10/6/2016 7:05 AM |
| 62 | excellent about time please complete ahead of schedule | 10/5/2016 10:40 PM |
| 63 | 1.more heavy truck traffic means my home will shake and rattle.This project does nothing but makes my situation worse. | 10/5/2016 5:46 PM |
| 64 | Looking forward to the finished product but the interim will be horrible. | 10/5/2016 1:12 PM |
| 65 | -decreased traffic flow during construction -I hope this doesn't turn out like the Plessis project, way over budget and way past the deadline -Protected bike lanes | 10/4/2016 3:50 PM |
| 66 | This is my only route option to commute by bike so I'm worried that during construction I may lose my route unexpectedly for a few days here and there... it already happened yesterday (Oct 3) on the east side multi-use path. Are there any guidelines for the closing of AT paths? In this particular instance, you don't find out the path is closed until you get near the tracks heading north so you have to back track all the way to wilkes to cross waverly. Proper signage at the waverly/wilkes interesection would have mitigated that frustration. | 10/4/2016 8:38 AM |
| 67 | This is a top priority project. | 10/3/2016 2:05 PM |
| 68 | 1 should have been built even before the Kenaston underpass... 2 include dedicated bus and bicycle lanes from Waverley West to Grant Ave... 3 include a new Express Bus Route Number perhaps Route #78 Waverley West Express in morning and afternoon rush hours 7am to 10am and 3pm to 6 pm... | 10/3/2016 12:37 PM |
| 69 | Winnipeg should wait until a final decision on rail relocation is made. I am a strong supporter of rail relocation outside of Winnipeg | 10/2/2016 10:56 PM |
| 70 | I'm glad its getting planned I'm VERY disappointed in the time frame. It should take a faster route to finishing date! | 10/2/2016 4:43 PM |
| 71 | About time! By the time it is finished, serious talks will begin to move the rails out of town. If Rte 90 will not be a freeway, then multiple routes are required to cross the city. Underpasses are required for each. | 10/2/2016 3:15 PM |
| 72 | need to post speed limit signs on Waverley between taylor and grant - cars and semis speed 60-80kms an hour - it is very disruptive to residents on Waverley and a safety issue need to improve the road, it is unlevel I support infrastructure improvements but residents quality of life must be taken into consideration | 10/1/2016 10:03 AM |
| 73 | How long will it take to complete? This is way overdue. | 9/30/2016 10:23 PM |
| 74 | wow it will take a long time thanks for doing it i hope it won't tae me forever to get to work | 9/30/2016 8:39 PM |
| 75 | Changes to right hand turn lanes at Wilkes make it more dangerous for cyclists and pedestrians. | 9/30/2016 3:47 PM |
| 76 | I would rather see sterling Lyon completed to pembina. Is the underpass will be on an, essentially, dead end street feeding traffic onto and from either grant or Taylor, neither of which are designed to accommodate large volumes of traffic and are primarily residential streets. Get that traffic over to pembina rather than have it on grant where there are four schools and a daycare. Unless the city plans to widen Taylor, this is a useful, natural deterrent to large volume traffic in residential areas. Funds are better spent elsewhere. | 9/30/2016 12:09 PM |



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|----|---|--------------------|
| 77 | I am going to change my route to avoid the area until 2020 I wish the money could be differed for 2 years to improve active transportation infrastructure around the whole city rather than just here. Think of how many bike routes could be created (like along Sherbrook) for the money invested in this project! Then this project could take place. It's amazing planning that goes into a project of this scale, and I really enjoyed looking at the plans. | 9/30/2016 9:49 AM |
| 78 | 1)I like the expanding of Hurst Way but would like to know why the city did not feel a connection directly to Pembina would be feasible? Could it not be included at the same time rapid transit is built in the area? 2) What are the plans for landscaping in the area? I would like to see more future mature growth plantscapes, especially along areas that are being considered for multiuse pathways. 3) Is clearer signage being planned for areas along Wilkes Eastbound to indicate the changes in lane division? | 9/30/2016 9:40 AM |
| 79 | Accessibility needs to be accounted for and multiuse pathways are not considered accessible to all. This is a vast improvement on what is existing. | 9/30/2016 8:50 AM |
| 80 | Over built. Unjustified. Too expensive. | 9/29/2016 10:44 PM |
| 81 | I am in strong support of the pedestrian & bicycle paths. While I do support efforts to reduce the traffic in that area, I wish our only solution wasn't another underpass. | 9/29/2016 9:54 PM |
| 82 | It increases safety It reduces trip time on average It's a necessity of a developing city | 9/29/2016 8:16 PM |
| 83 | Great except the AT path being winding (curvy). On a main commute thoroughfare for cyclists, it is better to have straight paths. For parks and other settings where the majority of cycling traffic is leisure then curvy paths are fine | 9/29/2016 6:03 PM |
| 84 | We shouldn't have so many trains passing through the city. I thought Center Port was to be a transportation hub - relocate the train lines. Too much car traffic - create an efficient rapid transportation system to reduce car traffic. | 9/29/2016 5:18 PM |
| 85 | 1. Very much needed if rail relocation is not happening 2. \$155 million is not as bad as I expected 3. The info the City of Winnipeg has made available on this project is great. John Orlikow has an excellent FAQ on his website about the project. | 9/29/2016 11:25 AM |
| 86 | Even though I am glad it is finally a reality, however, I think this project's construction time is a reasonably long. If proper resources are provided, it can be completed in less than 6 months. | 9/29/2016 10:52 AM |
| 87 | Great! It needs to happen with the growth in S Wpg Concern with overlapping projects re Pembina widening and move of railway slightly north Concern with access in and out of RehFit Centre during construction | 9/28/2016 1:30 PM |
| 88 | Much needed | 9/23/2016 4:20 PM |
| 89 | 1. There is a lack of information. 2. A water pump station? Really? 3. More lanes of traffic increase noise. | 9/23/2016 12:54 AM |
| 90 | This is the only route south that doesn't flood. When the Pembina underpass is flooded, this is the only route available. Does it really take less room to do an underpass than an overpass? Providing more lanes (as you have in this plan) will help relieve the traffic congestion. More clearly defined bike lanes always help. | 9/22/2016 9:48 PM |
| 91 | 1) See concern re: cycling detour below in 3. 2) Project appears not to mitigate morning eastbound backlogs on Wilkes east of Victor Lewis caused by cars lined up to drop children off at Linden Christian School. 3) Protected bike lanes should be added to Waverley between from Mathers to Grant and along Grant where intersection being improved. | 9/22/2016 3:39 PM |

Hard copy responses:

| # | Responses | Date |
|----|---|---------------------|
| 1 | 1. It's going to help with congestion 2. Improvement of bike paths (something the city doesn't do well) 3. Appreciate the detour is accessible but no left turn to Refit is going to be a hassle for seniors. | 10/27/2016 12:13 PM |
| 2 | I understand the bus route (important to me) I understand the detour (easy-hardly a help) Well displayed and explained | 10/27/2016 12:07 PM |
| 3 | 1) Should be two dedicated turning lanes going east onto Taylor off Waverley coming from S to N. 2) Seems like a large underpass to a dead end at Grant | 10/27/2016 12:05 PM |
| 4 | noise and vibration from pile driving | 10/27/2016 12:03 PM |
| 5 | Why does it take the City so long to implement needed changes? | 10/27/2016 12:02 PM |
| 6 | - Looks very functional and well planned - Keep it on Budget - Good luck! Keep the traffic moving well be a concern. | 10/27/2016 11:59 AM |
| 7 | adequate change | 10/27/2016 11:53 AM |
| 8 | - There needs to be a signalized crossing at Taylor and Cambridge while the pathway on Taylor is closed during construction. There will be very poor sight lines crossing Taylor here, yet we are expecting people on foot or bike to cross 4 lanes of traffic right at the spot. -Why can't we have a cohesive parking on one side of Taylor?? Survey say you can reduce lane width to accommodate a southern parking in addition to the northern parking on Wilkes. -The AT pathways on Waverley, Hurst, Wilkes and Taylor should have priority over driveways and side streets with raised intersections. We do not ask people in cars/trucks to stop at every side street. Why expect this of people on bike! | 10/27/2016 10:28 AM |
| 9 | 1. noise level increased - no plans for sound barrier walls as in other areas of the city. Our house backs onto Taylor Ave and noise has increased substantially in the past 19 years. 2. Individuals using Mathers as a shortcut once they can't turn left onto Taylor going north. 3. Love the idea of new seamless rails to cut down the noise and vibration of the train. | 10/26/2016 4:12 PM |
| 10 | No longer great concerns and that is a relief. Thank you! | 10/26/2016 4:01 PM |
| 11 | Building a rail line detour and other rail line access roads will be expensive and time consuming. I have seen no indication that a rental / co use agreement with CPR was considered or attempted. Not building the rail detour would cut time and expense from the project, a lessen traffic complication. | 10/26/2016 3:59 PM |
| 12 | 1. Increase traffic flow 2. access down construction | 10/26/2016 3:52 PM |
| 13 | Why not name Wilkes all the way through and drop the "Hurst Way" name as it only confuses people. Make the whole street "Hurst" or "Wilkes" not both! | 10/26/2016 3:42 PM |
| 14 | It's about time! Very well presented design personnel very professional | 10/26/2016 3:40 PM |
| 15 | should have happened 10 years ago. Hope its better managed than Plessis | 10/26/2016 3:39 PM |
| 16 | I'm glad it is going to happen; it will certainly help with traffic flow from the south end of the City. | 10/26/2016 3:37 PM |
| 17 | 1. I didn't like that you can't turn left off Waverley onto Taylor 2. Alternate routes around the issue will become very congested and will frustrate people. 3. I do understand why it's need and think it will be worth it in the end but I am worried about the 2 years in between now and then. | 10/26/2016 3:34 PM |
| 18 | Are there going to be traffic lights at Lindenwood Christian School "badly needed". Even if the lights just worked at school times in the morning and 3 pm. | 10/26/2016 3:28 PM |
| 19 | are they going to put traffic lights at Linden Christian School as there will be heavier traffic on Wilkes Avenue. | 10/26/2016 3:26 PM |
| 20 | Why in the world is a left turn off Academy (and probably other main avenues) a ticketable offence during evening rush hours, when Waverley is a dedicated 2-lane northbound street? therefore a main traffic artery. Local resident's complaints? | 10/26/2016 3:24 PM |
| 21 | 1. Hurst Way needs 300' of skim coat 2. Nice to see train holdups eliminated 3. Be nice to Dinardi! (not I am not related or a friend!) | 10/26/2016 3:17 PM |

| | | |
|----|---|---------------------|
| 22 | I was looking to see how it would effect Hurst Way. My concern was traffic being funneled onto Hurst Way then into Fort Garry North. | 10/25/2016 3:36 PM |
| 23 | I usually find that the plans are incomplete. Shouldn't construction include building a 4 lane all the way to Corydon - there is space available. The major intersections - Wilkes @ Waverley, Taylor @ Waverley and Grant @ Waverley are very close to each other. Motorist waste millions of dollars idling at intersections. | 10/25/2016 3:23 PM |
| 24 | - A massive undertaking. - I appreciate the detail information presented on boards and video; will check the website. - Thank you for the area improvements agenda. | 10/25/2016 1:24 PM |
| 25 | 1. Long overdue. 2. Twinning of Taylor Waverley to Lindsay as a part of the underpass project is a very prudent move, and over due as well. 3. Committed R-turn lane to Taylor from Hurst North to Taylor makes perfect sense | 10/25/2016 12:47 PM |
| 26 | - Good that there are no road closures during construction. - Agree with the intersection improvements. | 10/25/2016 12:36 PM |
| 27 | This project was considerably over due. Seems to be well planned but considered that there will be a lot of inconvenience at various points of construction.Changes in Taylor and Waverley is all of the underpass may cause a lot of delays potentially. | 10/25/2016 12:29 PM |
| 28 | - It is needed with the increase of communities that are south. - It will take a while for drivers to lean the new route especially during the detour. - Great that cyclists and pedestrians are considered. | 10/25/2016 12:14 PM |
| 29 | Hope it will be completed in time. | 10/25/2016 12:06 PM |
| 30 | - Waverley and Wilkes/Hurst: would prefer to see 2 SB lanes and a transit queue jump which would also allow EB Wilkes to SB Waverley merge lane. - AT path should be straight line not leisurely weaving pathway. - This will probable increase traffic on Sterling Lyon. Please evaluate improving light timings with longer greens for through traffic. | 10/19/2016 10:40 AM |
| 31 | 1. Noise abatement wall build on Taylor to reduce traffic noise from 4 lanes on Taylor. Additional study requirements contingency plan to build wall once 4 lanes of traffic take effect. 2. Traffic flow on Mathers due to no left turning on to Taylor train Waverley - Refit Access issues. | 10/19/2016 10:30 AM |
| 32 | Where is the traffic management plan for residential streets in Riverheights? We live on the residential portion of Waverley, its a beautiful residential street but it is chocking with commuter traffic. This project is necessary, but there must be a plan to ensure traffic through River heights does not increase eroding quality of life in the existing residential to service the suburbs is bad civi policy. | 10/19/2016 10:23 AM |
| 33 | Please, please, please stop the project. Instead MOVE THE RAIL LINES. For \$155 Million and (+ 50 million in overages) the RAIL LINES could be moved. Instead if wasting \$155 million on this project - RAIL LINES could be moved. For every big rail-involved infrastructure project the city should move the lines instead. | 10/19/2016 10:14 AM |
| 34 | 1. The access Corydon travelling North at Taylor can't access Cambridge at all times and at Grant many times on Montrose street with a schedule - very busy 2. A poor solution to travelling south only east and west addressed 3. Cambridge should be better utilized. | 10/19/2016 9:13 AM |
| 35 | 1. Add trees 2. Try to get transit to be more direct although I understand they make independent decisions 3. Good design | 10/19/2016 9:08 AM |
| 36 | - This Project is long overdue! - There should be three lanes southbound on Waverley to ease existing and future traffic flow. - Project seems well thought out for now but now for 20+ years from now. | 10/19/2016 8:58 AM |
| 37 | - Better alternatives were not considered. - Restrict rail traffic during peak road use hours. - Make diversion to R42+90 easier when train blocks the crossing. | 10/13/2016 3:51 PM |
| 38 | This will definatley improve traffic flow and lesser congestion. I like the expansion of west bound Hurst Way at Waverley - Long over due! Consultation process has been good. | 10/13/2016 3:39 PM |
| 39 | During temporary road and underpass construction CN will instruct their Train Engineers to go through the construction area slowly - Long wait Times at controlled rail crossing. | 10/13/2016 3:16 PM |
| 40 | Move the rail lines outside the City. | 10/13/2016 3:08 PM |
| 41 | - You don't have to go out of the way to get where you need to go. - Traffic flow better once its done. - This should have been done years ago. | 10/13/2016 2:25 PM |
| 42 | There will need to be education presentations/advertising/updates/radio traffic reports in the form of reminders of the changes to traffic flow on the detour. eg: no straight through on eastbound Taylor. | 10/13/2016 2:07 PM |
| 43 | Finally! | 10/13/2016 1:55 PM |
| 44 | - Good Idea - Like the bike path and design on North side of Taylor | 10/13/2016 1:44 PM |
| 45 | 1. It will solve a number of problems. 2. It may increase traffic on Mathers 3. It will be a noisy disruption for quite a while. | 10/13/2016 1:33 PM |

Question 5 (3) – What are your thoughts on the road detours? Rail detours?

Eighty individuals answered this question online, and 35 answered it through the hard copy surveys, for a total of 115 responses.

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

- Concerns about cost;
- The rail line should be moved instead;
- The detours seem complicated/confusing;
- Concerns traffic will increase;
- Safety concerns for cyclists and pedestrians;
- Detours look good/adequate and are necessary; and
- Concerns about access to Reh-fit Centre during the detour.

As quantified in the chart below, the most common comment was that the detours look good and are necessary for project completion, followed by concerns about pedestrian and cyclist safety, and moving the rail line instead.

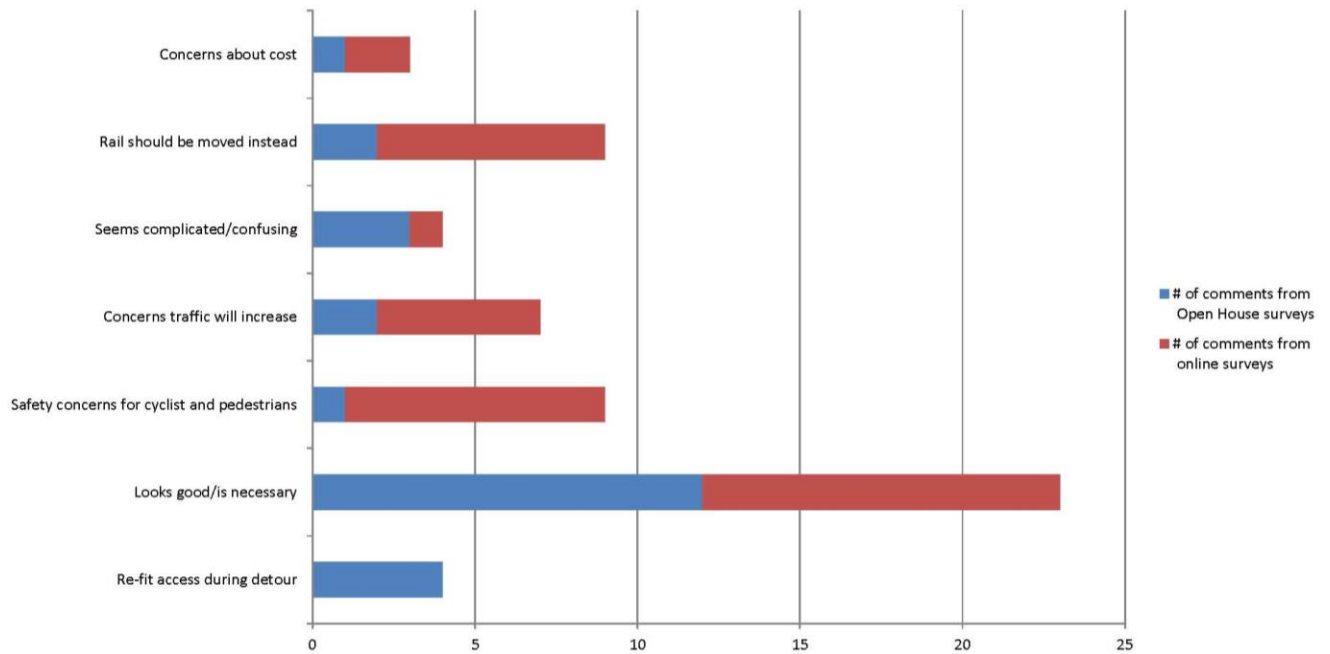


Figure 6 - Question 5 (3) themes

Verbatim responses are included below.

Open House responses:

| # | Responses | Date |
|----|--|---------------------|
| 1 | Appreciate the detour is accessible but no left turn to Refit is going to be a hassle for seniors. | 10/27/2016 12:13 PM |
| 2 | Easy to follow - best it can be under the circumstances | 10/27/2016 12:07 PM |
| 3 | Seems okay | 10/27/2016 12:05 PM |
| 4 | long over due | 10/27/2016 12:02 PM |
| 5 | Should be okay - could be issue in winter 17/18 | 10/27/2016 11:59 AM |
| 6 | - I am concerned that the safety of people walking or biking west on Taylor along a pathway that ends at Cambridge with no controlled crossing of a 4 lane roadway. | 10/27/2016 10:28 AM |
| 7 | It will be a bit of mess until the project is done - Welcome to Winnipeg! | 10/26/2016 4:12 PM |
| 8 | look good from here. | 10/26/2016 4:01 PM |
| 9 | Road detour make sense. Rail detour does not. | 10/26/2016 3:59 PM |
| 10 | appear to be adequate | 10/26/2016 3:52 PM |
| 11 | Probably beneficial May increase traffic | 10/26/2016 3:39 PM |
| 12 | My concern with the road detour is that I come from Richmond Wet and going to the Rehfit Centre (as thousands of people do) there is not left turn allowed. Major inconvenience. | 10/26/2016 3:37 PM |
| 13 | Rail is fine Don't like the road detour. I wish there was a left turn option. | 10/26/2016 3:34 PM |
| 14 | Good, needs to be done. | 10/26/2016 3:28 PM |
| 15 | It has to be done | 10/26/2016 3:26 PM |
| 16 | neutral | 10/26/2016 3:24 PM |
| 17 | Ok Ok | 10/26/2016 3:17 PM |
| 18 | Will be confusing to us old folks at first, Hope they have traffic cops directing the traffic at first. | 10/25/2016 3:23 PM |
| 19 | Rail detour - no concerns Road detour - Di Nardi & Esso are going to suffer and lose a lot of business due to complexity of access. | 10/25/2016 12:47 PM |
| 20 | good | 10/25/2016 12:36 PM |
| 21 | Don't see that there were any alternatives | 10/25/2016 12:29 PM |
| 22 | - Was concerned that it would be too close to the school safety for students but it appears that it is okay. - Rail detour - appropriate for neighborhood. | 10/25/2016 12:14 PM |
| 23 | The rail tracks should be totally removed here and in the City. | 10/25/2016 12:08 PM |
| 24 | Hope it is not a problem for the rail system. | 10/25/2016 12:06 PM |
| 25 | Traffic issues on traffic plan. | 10/19/2016 10:30 AM |
| 26 | This is a backward project when the rail lines could be moved instead. | 10/19/2016 10:14 AM |
| 27 | Fine | 10/19/2016 9:08 AM |
| 28 | Detours look fine. | 10/19/2016 8:58 AM |
| 29 | This cost is not justified as most cars headed to RT 42 or RT 90 anyway. | 10/13/2016 3:51 PM |
| 30 | Doable for 2 years - We'll survive. | 10/13/2016 3:39 PM |
| 31 | Trains will run slower CN directive. | 10/13/2016 3:16 PM |
| 32 | Adequate. | 10/13/2016 3:08 PM |
| 33 | It will be confusing at first especially when you limited in turning on Taylor and have to use other residential streets. | 10/13/2016 2:25 PM |
| 34 | Looks good but no turning from Northbound Waverley to Taylor, which complicates things and adds traffic to Mathers area. | 10/13/2016 1:55 PM |
| 35 | I live in River Run Condos and take transit to work. Will I be able to cross Taylor at a controlled intersection and get to the bus stop or Piazza Di Nardi during the construction phase? | 10/13/2016 1:44 PM |

Online responses:

| # | Responses | Date |
|----|--|---------------------|
| 1 | Glad to see construction detour considers AT detour, although it is more generous to people driving than people on foot, wheelchairs, bicycles. | 4/18/2017 4:20 PM |
| 2 | It was brought to my attention that the Waverley detour road will force drivers to turn left (which was mentioned as being preferred in the public meeting) or right on Taylor. Will motorists be able to turn right on Ash Street on Taylor? I live on Ash Street between Grant and Mathers and am concerned about the huge increase in traffic that could occur if motorists can turn down Ash. | 11/10/2016 11:10 AM |
| 3 | Significant concern due to the length of time this project will take and the effect it will have on the traffic in our neighborhood - likely an increase if not a considerable increase. | 11/6/2016 7:54 PM |
| 4 | Apparently there will be no crossing Waverly from the west on Taylor. Where will people go who are travelling East on Taylor? Down the side streets of south river Heights for 3 years? Why not open Waverly to 2 way traffic for the project? The original plan had Waverly as a main route at one time. Now Waverly traffic from the south comes to a dead end at Grant and must turn right or left, travelling through a residential area to reach Kenaston. End houses along Grant have just a few feet between their side yards and Grant Ave., and all the pollution created by heavy traffic. This will be even worse with the underpass. | 11/1/2016 8:47 PM |
| 5 | Lifetime Winnipegger...what else is new? | 10/31/2016 5:56 PM |
| 6 | bike detours require many more crossings of road, slowing them significantly | 10/27/2016 8:46 PM |
| 7 | Short time pain for long term gain - lets minimize the pain! | 10/27/2016 12:17 PM |
| 8 | Fine though yields may be dangerous for cyclists at high traffic volume | 10/27/2016 10:07 AM |
| 9 | Winnipeg has huge spaces, but we do not know how to make a use of it. We tend to expand but not to properly design and build: lack of good city planners with visionary designs. We use cheap wood to build, no gold restrictions on developers. They are the one destroying the city's look. Quality, environment friendly and art design must be mandatory. | 10/26/2016 6:09 PM |
| 10 | I find it greatly disappointing that the removal of the business and rail line (parallel to Lindsay street) running through middle of a residential neighborhood is not being addressed in this plan. | 10/26/2016 4:50 PM |
| 11 | I think the road detour is very close to a vulnerable population of seniors in the Rosewood. | 10/26/2016 4:20 PM |
| 12 | AT detour could have been more direct to existing multiuser trails | 10/26/2016 3:43 PM |
| 13 | I said it all in #2 | 10/26/2016 3:40 PM |
| 14 | Detours are necessary with road construction. They should take into account rush hour traffic. They should be well advertised in advance on the actual roadways, on the news channels and on the City of Winnipeg email notification system. | 10/26/2016 2:14 PM |
| 15 | Sorry - nothing to add here. | 10/26/2016 12:42 PM |
| 16 | Necessary evil for progress | 10/26/2016 12:35 PM |
| 17 | seem to be OK. | 10/12/2016 4:07 PM |
| 18 | See pedestrian/cycling comments on next page | 10/12/2016 1:38 PM |
| 19 | Safety for bikes crossing yield lanes is a concern, but otherwise the proposals look acceptable in the short term. I would like to see safer and more aesthetic crossings of Waverley and Taylor considered for the future, which might include an underpass or grade separation designed for bikes and AT users. This should also be looked at in the context of the Jubilee overpass at Pembina and the AT traffic flow... It should not be divorced from the overall plan by looking ONLY at the study area. Overall, the temporary detour plan looks quite acceptable and worth the temporary troubles in the long run. Well done. | 10/12/2016 1:24 PM |
| 20 | Too long a time frame for a waste of money like this. | 10/12/2016 1:15 PM |
| 21 | does no impact me on a regular basis | 10/12/2016 11:39 AM |

| | | |
|----|---|---------------------|
| 22 | They seem logical. Big jobs but realistically there probably is no other choice. | 10/12/2016 10:45 AM |
| 23 | They seem reasonably designed to the best standard currently possible. Maintaining pedestrian connections will be important, as will communicating clearly the alternate routes that people will need to take with the right-in-right-out type turnings and the Reh-Fit centre. If communicated clearly, all should be fine. | 10/12/2016 10:38 AM |
| 24 | Not sure what this means | 10/12/2016 10:34 AM |
| 25 | I think that detours should be as complicated and lengthy as possible in order to get drivers to begin considering other forms of transportation such as public transit and car-pooling/rideshare. Fewer cars on the road would do more to alleviate traffic issues than underpasses! | 10/9/2016 1:10 PM |
| 26 | As a city, we need to seriously and immediately look at rail relocation rather than always saying that it is out of scope of these local projects. Where is the vision and foresight?? | 10/9/2016 11:43 AM |
| 27 | they are only temporary, city should monitor traffic flows and make adjustments as required. | 10/7/2016 5:06 PM |
| 28 | It's fine. I personally think the detour route would be preferable to the regular road | 10/7/2016 2:40 PM |
| 29 | Seems fine. Whatever is necessary to get this project done. | 10/7/2016 12:58 PM |
| 30 | During construction period, people will detour & use Mathers, Renfrew, Lindsay & other Streets to get to Kenaston & Waverley & there should be a change in speed limit for the construction period to 50 due to being a residential area. | 10/7/2016 12:33 PM |
| 31 | Bike paths should be on the other side of waverley and taylor during the construction, as it would be safer for the cyclists and pedestrians, less intersections to cross. | 10/7/2016 11:48 AM |
| 32 | The pedestrian/cyclist detour is completely stupid, forcing them to cross approximately 7 times roads, when existing paths are on opposite sides of the detours. Choosing east/south side would keep the amount of crossings close to what it is currently | 10/7/2016 11:39 AM |
| 33 | Looks good. | 10/7/2016 9:58 AM |
| 34 | none | 10/7/2016 9:54 AM |
| 35 | The Stafford/Harrow/Taylor/Pembina areas are already highly congested and it is difficult to move through this area as it is. Many people use illegal turns/maneuvers just to try to move through the area. Many people also try to use the parking lot of Price Choppers (et all) to try to get through the intersections quicker. I am concerned that the road detours diverting traffic to that area will make it even worse. I do not know much about the rail detour possibilities at this time. | 10/7/2016 9:34 AM |
| 36 | I approve the accessibility to pedestrians during construction, allowing to still cross the tracks nearby. | 10/6/2016 7:37 PM |
| 37 | Non the city planners if there are any are not doing theirjobs!!! | 10/6/2016 7:01 PM |
| 38 | Looks good. Nice work. | 10/6/2016 5:57 PM |
| 39 | The detour is better than the plan, just add the underpass and the majority of traffic will flow through this intersection without stopping. When there are no trains people will love this road. Make it the plan!! | 10/6/2016 4:09 PM |
| 40 | Don't like it | 10/6/2016 1:51 PM |
| 41 | Detour looks fine and reasonable. | 10/6/2016 11:41 AM |
| 42 | did not maintain Taylor eastbound, will be inconvenience for traffic form South West Tuxedo going to Pembina | 10/6/2016 11:38 AM |
| 43 | Concerned the school (LCS) looses so much of its outdoor space Hoping the traffic flow works...with little to no disruption | 10/6/2016 11:28 AM |
| 44 | This whole project should be built in the timeline it will take to build the detour along. | 10/6/2016 11:21 AM |
| 45 | I will put up with the detours if it gets the work done; | 10/6/2016 11:02 AM |
| 46 | Doesn't matter. If they turn out to be inconvenient, I will use Kenaston or Pembina instead. | 10/6/2016 10:51 AM |
| 47 | Necessary for construction. Looks good. | 10/6/2016 10:33 AM |
| 48 | No way around it. | 10/6/2016 10:12 AM |
| 49 | They seem reasonable | 10/6/2016 9:38 AM |
| 50 | Make CN re-route around the city. Would \$155M not cover part of that, with no future maintenance obligations for the city? | 10/6/2016 9:19 AM |
| 51 | I think the detours will work out great. Much better than closing it off completely as this will still allow traffic to move through the area somewhat the same way we do now. | 10/6/2016 9:15 AM |

| | | |
|----|---|--------------------|
| 52 | Good that constructing a detour is included. | 10/6/2016 7:43 AM |
| 53 | I live up against the railway so rail detours sounds like a nice change. I live on Taylor but work on Waverly south so I'm nervous about detours for work and how backed up Kenaston/Pembina will be | 10/6/2016 7:05 AM |
| 54 | whatever works best | 10/5/2016 10:40 PM |
| 55 | I couldn't care less about the rail detours. I'd detour them right out of the city if I could. | 10/5/2016 1:12 PM |
| 56 | I think it is a good long-term goal to have all the rail lines moved out of the city, as previously suggested. It needs to start somewhere and this could be it. It needs to get done. | 10/4/2016 3:50 PM |
| 57 | The road detour will add around five minutes to my commute (coming from the east and heading south) because of the extra distance and 3 additional road crossings. Ideally, I'd prefer to remain on the south-east side of the Taylor/Waverly intersection. | 10/4/2016 8:38 AM |
| 58 | How and when will traffic at Waverley and Taylor be disrupted. How will construction affect access to the Reh fit centre | 10/3/2016 2:05 PM |
| 59 | no short term pain, no long term gain!... Wpg is always behind the 8 ball on long term major road development projects which then costs much more than originally budgeted for... | 10/3/2016 12:37 PM |
| 60 | fine, get it done FASTER. | 10/2/2016 4:43 PM |
| 61 | All will be normal after completion. Noone will notice the change, or remember the inconvenience of construction. | 10/2/2016 3:15 PM |
| 62 | I think it would have saved the city time and money if the rail was detoured | 10/1/2016 10:03 AM |
| 63 | None. | 9/30/2016 10:23 PM |
| 64 | i can't really understand your maps . i hope i can still turn right on Taylor from Waverly? | 9/30/2016 8:39 PM |
| 65 | I learned what a 'shoofly' is! | 9/30/2016 9:49 AM |
| 66 | I generally approve of both the road and rail detour. It allows for flow through the area without increasing too much residential traffic. | 9/30/2016 9:40 AM |
| 67 | Can't see where these are shown. | 9/30/2016 8:50 AM |
| 68 | The ultimate solution would be rail yard relocation and limiting length and number of trains within city limits. | 9/30/2016 8:09 AM |
| 69 | No comment | 9/29/2016 10:44 PM |
| 70 | Getting rid of the tracks in the city would be time and money better spend, as opposed to underpasses. I am concerned that this project will not ease traffic congestion as much as is needed for the price tag that will come with it. | 9/29/2016 9:54 PM |
| 71 | Okay as they have to happen | 9/29/2016 8:16 PM |
| 72 | Looks good | 9/29/2016 6:03 PM |
| 73 | Pembina and Kenaston will become even busier during construction at Waverly. Need a vision to move away from such a dominant car culture. | 9/29/2016 5:18 PM |
| 74 | Bus service re-routing, especially 84 and 86, really inconveniences residents of Linden Woods | 9/29/2016 11:25 AM |
| 75 | I am not sure what the detour plans are. If Waverly will be reduced to one lane each way then for two painful years of construction the traffic will be horrible. The project engineers better come up with a better plan than that!! | 9/29/2016 10:52 AM |
| 76 | I think the road detours make sense. Will result in tremendous additional traffic in the neighboring River Heights streets due to no left turns from Taylor when westbound | 9/28/2016 1:30 PM |
| 77 | My primary concern was cycling access during construction. The boards have addressed that concern. Much appreciated. Best of luck on the project! | 9/23/2016 4:20 PM |
| 78 | 1. Looks confusing. 2. Would be nice if arrows could show traffic flow. 3. I don't like the rail detour. | 9/23/2016 12:54 AM |
| 79 | no comments | 9/22/2016 9:48 PM |
| 80 | My concern is with the cycling detour as the current AT path runs on the east side of Waverley, continuing on the south side of Taylor. The cycling detour runs on west side of Waverley and the north side of Taylor with no apparent signaled crossing for cyclists to cross Taylor from the detour to the existing path on the south side of Taylor. | 9/22/2016 3:39 PM |

Question 6 (4) – What are your thoughts on the detailed design for the construction of the underpass, intersection improvements, and widening of Taylor?

Sixty-five individuals answered this question online, and 36 answered it through the hard copy surveys, for a total of 115 responses.

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

- Pedestrian and cyclist related concerns;
- The project is unnecessary or too costly;
- Concerns about traffic;
- This will improve traffic in the area;
- The rail line should be moved instead;
- Glad to see turns lanes; and,
- Glad to see additional lanes.

As quantified in the chart below, the most common comment was that detailed design looks good, followed by participants indicating they were happy to see additional lanes being added.

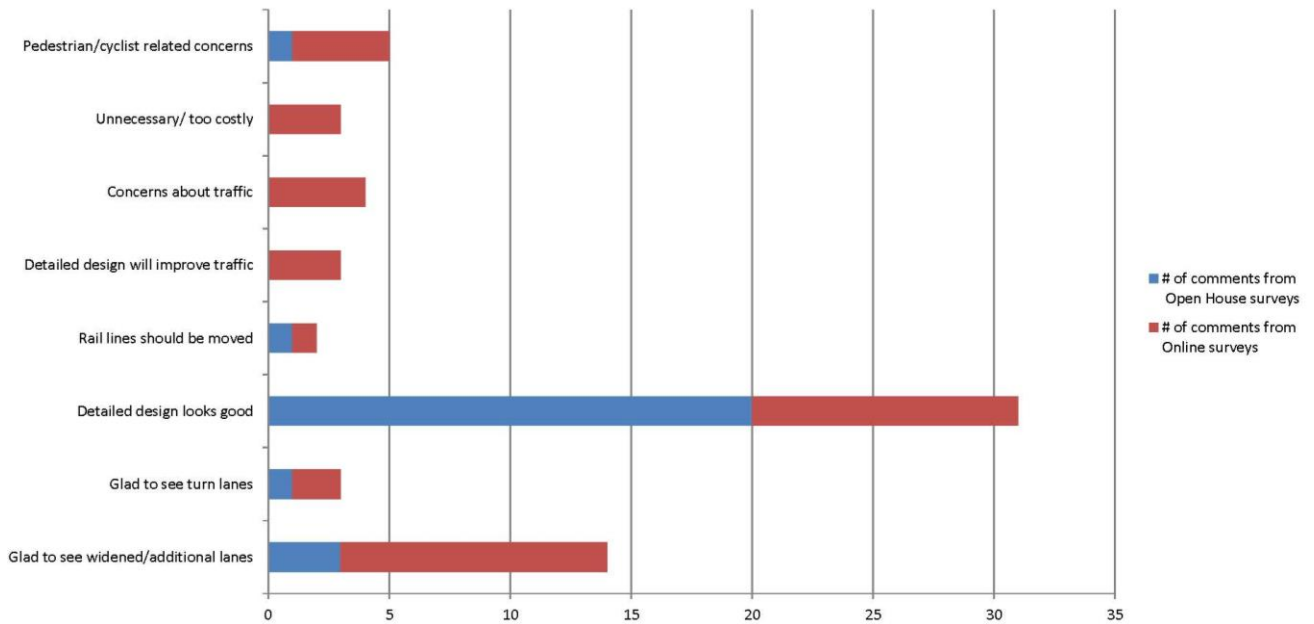


Figure 7 - Question 6 (4) themes

Verbatim responses to this question are included below.

Open House responses:

| # | Responses | Date |
|----|---|---------------------|
| 1 | Widening is great 2 left turns is awesome Add as many lanes as possible during construction - we remember what happened with the Kenaston Underpass | 10/27/2016 12:13 PM |
| 2 | Looks interesting - not my expertise | 10/27/2016 12:07 PM |
| 3 | see # 1 on item 4 | 10/27/2016 12:05 PM |
| 4 | good to have more turning lanes | 10/27/2016 12:03 PM |
| 5 | very good | 10/27/2016 12:02 PM |
| 6 | Looks very detailed (as it should be) and functional | 10/27/2016 11:59 AM |
| 7 | good | 10/27/2016 11:53 AM |
| 8 | How was future extension of cycling facilities on west Taylor included. Was the Charleswood Transportation study or Ped. and Cycling study looked at? | 10/27/2016 10:28 AM |
| 9 | Very informative and a bit relieving. It made me feel better about the project | 10/26/2016 4:12 PM |
| 10 | good | 10/26/2016 4:01 PM |
| 11 | looks good: time will tell | 10/26/2016 3:59 PM |
| 12 | looks good | 10/26/2016 3:52 PM |
| 13 | Very comprehensive | 10/26/2016 3:40 PM |
| 14 | Positive | 10/26/2016 3:39 PM |
| 15 | No concerns | 10/26/2016 3:37 PM |
| 16 | I think it will be worth it in the end | 10/26/2016 3:34 PM |
| 17 | Excellent | 10/26/2016 3:28 PM |
| 18 | Very good | 10/26/2016 3:26 PM |
| 19 | neutral | 10/26/2016 3:24 PM |
| 20 | All are appropriate, well thought out (Miracle in this City!!) and, though long overdue very welcome improvements | 10/25/2016 12:47 PM |
| 21 | Seem to incorporate planning for future increases in traffic. | 10/25/2016 12:29 PM |
| 22 | Taylor always had the potential to be twinned with the placement of the lights and land. Much needed. | 10/25/2016 12:14 PM |
| 23 | Looks good. | 10/25/2016 12:08 PM |
| 24 | Looks good | 10/25/2016 12:06 PM |
| 25 | When widening has happened at other projects , noise abatement features have been built. Why not on Taylor? | 10/19/2016 10:30 AM |
| 26 | If the rail lines were moved a bike path could be built. | 10/19/2016 10:14 AM |
| 27 | Very comprehensive | 10/19/2016 9:08 AM |
| 28 | Again a third lane southbound Waverley to accommodate right-hand turning vehicles from Taylor. would help with future congestion. Widening of Taylor is a good step in the right direction. | 10/19/2016 8:58 AM |
| 29 | A waste of money | 10/13/2016 3:51 PM |
| 30 | Good flow, very little extra land needed. | 10/13/2016 3:39 PM |
| 31 | Really just moving a surface rail crossing a block south to Taylor ave. But Dillon are trying to mitigate an obvious congestion. | 10/13/2016 3:16 PM |
| 32 | Good | 10/13/2016 3:08 PM |
| 33 | Good Idea. | 10/13/2016 2:25 PM |
| 34 | All good. There are many areas in the city where exit lanes should be lengthened or number of turn lanes increased. So its good to see this things have been considered. | 10/13/2016 2:07 PM |
| 35 | Long overdue. | 10/13/2016 1:55 PM |
| 36 | - The Design looks efficient considering the physical constraints. - Good effort in accommodating Piazza Di Nardi. | 10/13/2016 1:44 PM |

Online responses:

| # | Responses | Date |
|----|--|---------------------|
| 1 | I think it should help traffic in the area once it is all done. | 11/10/2016 11:14 AM |
| 2 | Disapprove of plan to widen Taylor, it will just lead to more traffic from the south using a route through our residential area. | 11/1/2016 9:13 PM |
| 3 | Fine. | 10/31/2016 5:58 PM |
| 4 | Look good | 10/27/2016 12:19 PM |
| 5 | Why not the train goes under pass instead of vehicles? Is not safer and cheaper? Les constrains on bridge? I do not get it! | 10/26/2016 6:15 PM |
| 6 | It can only result in greater traffic flow | 10/26/2016 5:34 PM |
| 7 | Are improvements being made to traffic flow at Grant? Consideration should be given to upping the speed limit on Grant to 60 (like Taylor) to keep cars moving. | 10/26/2016 4:25 PM |
| 8 | See #2 | 10/26/2016 3:41 PM |
| 9 | I think that they look very efficient, but I hope that this does not mean extended periods of the traffic signal cycling. | 10/26/2016 12:45 PM |
| 10 | necessary | 10/26/2016 12:36 PM |
| 11 | I think there will need to be access roads for the businesses along Taylor as there is such a backlog when people try to turn left. When it was closed this Sunday, October 16th. Everything was backed up for about a block, ON A SUNDAY AFTERNOON. Even four lane, this will be a nightmare with all the additional traffic. | 10/18/2016 10:41 AM |
| 12 | Concerned about traffic flow on Taylor west of waverly with only one lane each way. Concerned about the widening of Grant after Cambridge is this a long enough area for the additional lanes Concerned traffic may bypass grant to access waverly through residential areas | 10/13/2016 9:44 PM |
| 13 | Please dont remove any more trees than necessary! | 10/12/2016 4:08 PM |
| 14 | I have concerns about the sidewalk /joint bike path designs and and egress South and East of Waverley towards the Parker Wetlands might be a consideration rather than going all the way to the Tim Hortons intersection. | 10/12/2016 1:28 PM |
| 15 | Design looks fine for a unneeded project. Taylor widening makes sense, but should include a bike path all the way to route 90. | 10/12/2016 1:19 PM |
| 16 | might seem wonderful but I still think we are putting money into the wrong area. Moving CN & CP should be a higher priority with all levels of government. | 10/12/2016 11:44 AM |
| 17 | Taylor is a huge improvement. Doing that alone would halo traffic significantly. Waverley north of grant should be closed to improve traffic flow even more. | 10/12/2016 10:50 AM |
| 18 | not sure the plan for this | 10/12/2016 10:35 AM |
| 19 | Two left turn lanes onto southbound Waverley is essential. | 10/10/2016 1:58 PM |
| 20 | The proposed width of Taylor is excessive. Car lanes should not be so wide as it automatically encourages drivers to speed. | 10/9/2016 11:47 AM |
| 21 | leaving a stop sign on taylor is HUGE mistake and someone should look into a very large traffic circle(that allows 2 lanes) to allow residents access to taylor.at least traffic will move fairly smoothly if no one is there. | 10/9/2016 9:25 AM |
| 22 | parking should be banned on waverly north of taylor | 10/7/2016 5:15 PM |

| | | |
|----|---|--------------------|
| 23 | I'm concerned about adding the second left turning lane northbound at Grant. This will increase traffic along neighboring streets in River Heights. There is currently no turning allowed from Grant northbound onto Montrose during the morning rush hour, this should be extended to include, at a minimum, the afternoon rush hour or maybe from 7:30-5:30. I would also strongly support traffic calming on neighboring streets to encourage traffic to stay on major streets instead of using residential streets. | 10/7/2016 2:46 PM |
| 24 | This will increase the amount of traffic & speeding in an residential area. And real estate prices will go down because of it. Because it is a residential area it should not be widen to 3 lanes from Ash to Lindsay. Have you consider the people living in River Run, which is right on the corner of Taylor & Waverley & the rest of the residents living between Ash & Lindsay & the business too. | 10/7/2016 12:55 PM |
| 25 | looks ice but not sure how 6 lanes are going to fit at the current taylor - waverly intersection | 10/7/2016 11:50 AM |
| 26 | Widening of Taylor is the most important aspect of the project and didn't require an underpass to trigger it. By itself, it would help reduce traffic on Waverley and provide an alternate option when trains block Waverly street. | 10/7/2016 11:43 AM |
| 27 | Looks Good (overdue though - better late than never) :) | 10/7/2016 10:12 AM |
| 28 | long overdue. Taylor should have been widened years ago | 10/7/2016 9:55 AM |
| 29 | If Taylor ave was widened, and traffic actually moved very well after the improvements - I feel that more people would be more inclined to use it as the intended major thoroughfare. As a resident of the area - I can tell you this is not the general consensus. | 10/7/2016 9:52 AM |
| 30 | Ideal and needed to handle increased traffic of both pedestrians and vehiclists. | 10/6/2016 7:45 PM |
| 31 | Non | 10/6/2016 7:26 PM |
| 32 | Good except for the lack of merge lanes, a massive oversight. | 10/6/2016 6:01 PM |
| 33 | Detour concept should be the plan. The detour looks better than the plan, no stopping, no lights, right turns only. Traffic that doesn't want to go in the required directions can use alternate routes such as Grant. Treat Taylor from Pembina almost as a freeway with no stops at Waverley | 10/6/2016 4:09 PM |
| 34 | I don't like that idea. It's going to take space away from businesses, parking and making the area busy and more dangerous. | 10/6/2016 1:53 PM |
| 35 | all positive. Though with the sterling Lyon Parkway do we need to make Taylor 4 lanes? | 10/6/2016 11:42 AM |
| 36 | Does not improving intersection delays at Waverley Wilkes intersection. | 10/6/2016 11:41 AM |
| 37 | Get with it already! | 10/6/2016 11:23 AM |
| 38 | I'm glad we're taking the approach to not just add an underpass, but add more turning lanes, widening roads, increasing total flow in that area. | 10/6/2016 10:34 AM |
| 39 | The underpass should be a simple under rail stucture much like what you see at the CPR main street underpass. There are lights at Taylor and Waverly which is all you need. | 10/6/2016 10:21 AM |
| 40 | Widening of Taylor seems unnecessary to the underpass project but I guess since the preliminary study (also done by Dillon) recommended it, the City went along for the ride. | 10/6/2016 9:38 AM |
| 41 | Good job engineers/architects, but the project never should have been approved. \$155M could be spend in much wiser ways. | 10/6/2016 9:22 AM |
| 42 | I love the thought that went into the details for flow of traffic from Grant to Hurst/Wilkes. The new turning lanes and of course the underpass are going to drastically change the flow of traffic in the area. It is going to be awesome. | 10/6/2016 9:20 AM |
| 43 | Looking forward to it. | 10/6/2016 7:07 AM |
| 44 | n/a | 10/5/2016 5:48 PM |
| 45 | The PDF is missing the legend that tells me what A,B,C,D,E,F,G mean. | 10/5/2016 1:14 PM |
| 46 | I like this idea and I think it will serve the area much better than what is currently there. | 10/4/2016 3:57 PM |
| 47 | In general I would have preferred to see a cost benefit analysis study completed to determine the actual cost of congestion caused by the train delay. I drive this route in the winter and don't find the train congestion that bad. | 10/4/2016 8:43 AM |
| 48 | Widening of Taylor is required even without the project because the volume of traffic has increased substantially in the past few years | 10/3/2016 2:12 PM |
| 49 | consider viability of well designed and well signed roundabouts for intersections where traffic lights can safely be avoided... Taylor may need only separate turning lanes and/or merging lanes if full lane widening can be avoided to reduce costs... underpass design seems fine if similar to Kenaston's... | 10/3/2016 1:29 PM |



| | | |
|----|---|--------------------|
| 50 | goog | 10/2/2016 11:01 PM |
| 51 | It should be done. | 10/2/2016 4:45 PM |
| 52 | intersection improvements are a must, no left turn signal makes the intersection dangerous widening taylor makes sense, should make the trucks reroute to this street | 10/1/2016 10:05 AM |
| 53 | I appreciate the improvements to traffic flow and especially to the active transportation measures in the area | 9/30/2016 9:51 AM |
| 54 | I believe that Taylor should be widened, and that it should be taken into account that it will continue to see more traffic. It should be treated as a thoroughfare and be made to allow for better flow of traffic. | 9/30/2016 9:44 AM |
| 55 | I don't agree that Taylor needs widening. The intersections should be designed for pedestrians first and then vehicles. | 9/30/2016 8:53 AM |
| 56 | My thoughts are they aren't 'improvements'. They are geometric design changes. Calling them 'improvements' is bias; or are you someone who calls collisions 'accidents'? | 9/29/2016 10:54 PM |
| 57 | I'm glad to hear that Grant and Taylor will be widened to compensate for the extra traffic. | 9/29/2016 10:01 PM |
| 58 | Good | 9/29/2016 6:03 PM |
| 59 | I'm very pleased that Waverley south of Taylor is staying in its original path and only minimally affecting the property to the East and West. | 9/29/2016 11:25 AM |
| 60 | I am cery happy about the underpass and widening of taylor avenue. | 9/29/2016 10:56 AM |
| 61 | Positive. Glad for the cycling corridor on the north side of Taylor...makes sense as too many interuptions with businesses on the south side (RehFit & Piazza Di nardi have lots of entrances exists and lots of potenteila for vehicular pediestridan/cyclist mishaps if the area was south side of Taylor | 9/28/2016 1:32 PM |
| 62 | Good stuff. | 9/23/2016 4:20 PM |
| 63 | 1. How high up will the underpass be? 2. Taylor at Waverley needs yields. 3. Widening of Taylor will create noise and accidents. | 9/23/2016 12:59 AM |
| 64 | The intersection improvements look good, as do the widening of the streets. | 9/22/2016 9:56 PM |
| 65 | Looks fine to me. | 9/22/2016 3:44 PM |

Question 7 (5) – What are your thoughts on the pedestrian, cycling, and transit components of this project?

Seventy individuals answered this question online, and 36 answered it through the hard copy surveys, for a total of 106 responses.

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

- Uses should be separated – clearly marked walking vs. cycling paths;
- Paths need to connect to the wider network and should lead somewhere;
- The new design requires cyclist to cross the road too often which created safety concerns; and
- Approve of pedestrian, cycling, and transit components.

As quantified in the chart below, the most common comment was that participants are happy with pedestrian, cycling and transit components of the detailed design, followed by participants indicating that paths should connect to the wider network and should not dead end.

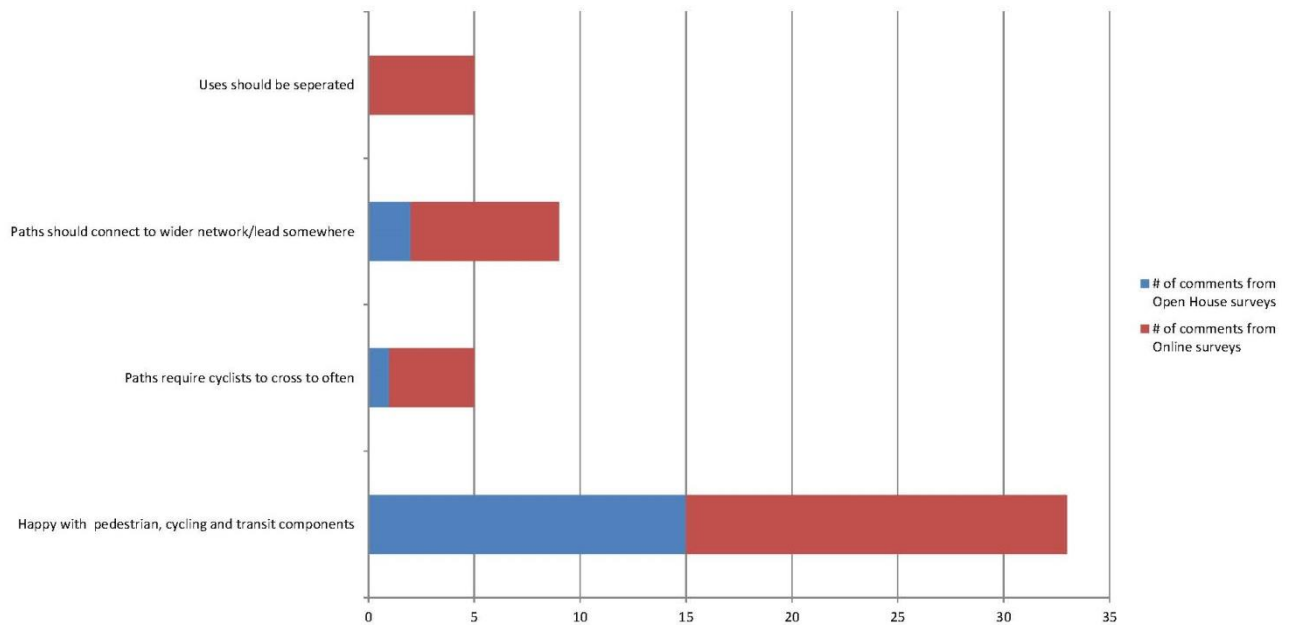


Figure 8 - Question 7 (5) themes

Verbatim responses for this question are included below.

Open house responses:

| # | Responses | Date |
|----|---|---------------------|
| 1 | Helpful these are being expandable and make them as user friendly as possible - no 90 degree angles for turns, please. | 10/27/2016 12:13 PM |
| 2 | At the moment looks confusing as I walk that route - but I'm sure will be similar to today's route | 10/27/2016 12:07 PM |
| 3 | excellent | 10/27/2016 12:02 PM |
| 4 | Cycling path need to be properly signed. Currently cyclist use both north cycle path and south side both on Waverley which becomes an issue southbound at Wilkes. They end up on the street and not the cycle path. | 10/27/2016 11:59 AM |
| 5 | -There doesn't seem to have been a lot of thought about crossing Taylor during construction. - I am concerned about cohesion and connectivity along Taylor. - I like the additional parking on Waverley and the extension to Mathers and place all connections into Linden Christian school from the west side have the pump house access road. | 10/27/2016 10:28 AM |
| 6 | I am a big believer of multi-use for all areas and as much as I love our green space on Taylor, I am happy to see a pedestrian/cycle track. Please put some trees around this multi-use area | 10/26/2016 4:12 PM |
| 7 | good | 10/26/2016 4:01 PM |
| 8 | Some cycle lanes have car traffic on either side. That may be a problem: time will tell. | 10/26/2016 3:59 PM |
| 9 | good idea | 10/26/2016 3:52 PM |
| 10 | Positive | 10/26/2016 3:39 PM |
| 11 | No concerns | 10/26/2016 3:37 PM |
| 12 | Doesn't interest me - I don't live in the area. | 10/26/2016 3:34 PM |
| 13 | looks good. | 10/26/2016 3:28 PM |
| 14 | Good | 10/26/2016 3:26 PM |
| 15 | neutral | 10/26/2016 3:24 PM |
| 16 | Can cyclist cross Waverley? (on south side of railway tracks) | 10/26/2016 3:17 PM |
| 17 | I think they will work well. | 10/25/2016 3:36 PM |
| 18 | I hope cyclist path leads somewhere without having to cycle back on roads to get to the next bike path. | 10/25/2016 3:23 PM |
| 19 | Excellent | 10/25/2016 12:47 PM |
| 20 | Seem good | 10/25/2016 12:29 PM |
| 21 | Answered on question #4. | 10/25/2016 12:14 PM |
| 22 | Seems good | 10/25/2016 12:08 PM |
| 23 | fine | 10/25/2016 12:06 PM |
| 24 | I wish they wOuld quit calling transit "RAPID" from my house to down town is actually slower than it used to be. | 10/19/2016 10:42 AM |
| 25 | Great Idea | 10/19/2016 10:30 AM |
| 26 | Appears to be practiced | 10/19/2016 9:08 AM |
| 27 | Looks good, much better than beneath Osbourne underpass related to SW Transitway. | 10/19/2016 8:58 AM |
| 28 | OK | 10/13/2016 3:51 PM |
| 29 | None | 10/13/2016 3:39 PM |
| 30 | No comment - Does not impact my life. | 10/13/2016 3:16 PM |
| 31 | Good | 10/13/2016 3:08 PM |
| 32 | It should benefit every one in the future. | 10/13/2016 2:25 PM |
| 33 | Did not analyze these. | 10/13/2016 2:07 PM |
| 34 | Good addiion to the Infrastructure. | 10/13/2016 1:55 PM |
| 35 | Like the bike path along Taylor. | 10/13/2016 1:44 PM |
| 36 | The cycling component will be great when finished but is very awkward during construction. | 10/13/2016 1:33 PM |



Online responses:

| # | Responses | Date |
|----|--|---------------------|
| 1 | Ride-through intersections will be a GREAT improvement over other infrastructure in the city. I am looking forward to using that. What's lacking is exclusive cycling paths. Mixed-use paths would be okay, if the roadway is good for fast cyclists. But otherwise, one would prefer to see completely separated bike paths, especially in a huge separated right-of-way built for \$155M. All Ages & Abilities, right? The superhighway-style design of the roadway looks not only uncomfortable, but dangerous for cyclists. Nothing says "pass in my lane at 90 km/h" like a 4.3-metre wide curb lane. I spoke to a designer (engineer?) at the open house, who told me lane width is standard, and specifically designed with cyclists' safety in mind. I wonder if anyone in that office rides a bike on the street. | 4/18/2017 4:21 PM |
| 2 | I would prefer the green area along the north side of Taylor be preserved. Not clear which side of Taylor is to be widened, hopefully not taken from the residential side. There is already a cycling path on the south side of Taylor and a sidewalk on the north side. Who would want to walk or cycle along Taylor with 4 lanes of heavier traffic? | 11/1/2016 9:13 PM |
| 3 | Fine. | 10/31/2016 5:58 PM |
| 4 | Addressed above | 10/27/2016 12:19 PM |
| 5 | Cyclist paths look safe and good | 10/27/2016 10:14 AM |
| 6 | Winnipeg is slowly values cycling, pedestrians, etc., but we are waaay behind most developed countries: almost to the bottom | 10/26/2016 6:15 PM |
| 7 | No major differences or enhancements that are readily visible from the video | 10/26/2016 5:34 PM |
| 8 | Pedestrian and cycling plans looked fine. I did not notice transit component. | 10/26/2016 4:25 PM |
| 9 | See #2 | 10/26/2016 3:41 PM |
| 10 | None - looks good. | 10/26/2016 12:45 PM |
| 11 | good idea | 10/26/2016 12:36 PM |
| 12 | We desperately need safe paths for other means of transportation! | 10/18/2016 10:41 AM |
| 13 | Each pathway must be well lighted and marked. | 10/12/2016 4:08 PM |
| 14 | The temporary active transportation path requires pedestrians and cyclists to cross the road 4 times 1) at Taylor, east of the excavation zone in order to get onto the detour active transportation path 2) crossing Waverly while still on Taylor 3) in order to cross Taylor and continue South down Waverly and 3) at Wilkes in order to get back onto the path on the east side of Waverly. This means that there are 4 additional and unnecessary times where vulnerable road users are at increased risk of being hit by a car. Please consider improving this to help prevent injury and promote continued use of this active transportation route. It seems like placing the path on the south and east sides of the road would be the best mechanism to prevent injury but if this is impossible, pedestrian corridor crossings, overpasses and other similar bandaids would be essential. Public health would be happy to comment further. Feel free to email me at jreimer4@wrha.mb.ca | 10/12/2016 1:40 PM |
| 15 | Already expressed that in the context of the overall area they could be improved considerably for safety and efficiency of use. | 10/12/2016 1:28 PM |
| 16 | Should be a connected and protected bike lane on both sides that connects to route 90, not stop short. | 10/12/2016 1:19 PM |
| 17 | I'm all for the right cycling, pedestrian and transit components, but in this case I don't think the underpass should be constructed so these specific plans wouldn't be useful. | 10/12/2016 11:44 AM |
| 18 | They look reasonable given adequate signage and lane painting once complete. Tying this project into the existing east west bike route on Grosvenor or even Wellington would be good. | 10/12/2016 10:50 AM |

| | | |
|----|--|---------------------|
| 19 | I'm heartened to see AT being incorporated into this project from the ground up. Would love to see the bigger picture considered and Bike Winnipeg's suggestion of bringing bike trails all the way out to Kenaston taken into account. Also, bike paths that require multiple road crossings of Taylor to stay on are unrealistic: cyclists will not cross the road that many times, and the most dangerous point for any cyclist is the time when they come off cycling infrastructure onto the road. With multiple crossings, cyclists will just stay on one side and flip between being on bike trails and being on the road, causing more danger for bikes and frustration for drivers. I hope that long term, Taylor or Grant (which has way more room than Taylor and would require no property appropriation to include bike infrastructure) will be redeveloped to be a proper east-west corridor for cyclists. | 10/12/2016 10:40 AM |
| 20 | should be good cycling and pedestrian corridors | 10/12/2016 10:35 AM |
| 21 | Cycling looks adequate - it was fine before good that you're not mucking it up. | 10/10/2016 1:58 PM |
| 22 | Change the cycling routes to allow movement without the need to cross Taylor Avenue several times in order to travel on the bike lanes | 10/9/2016 1:20 PM |
| 23 | This is an improvement, certainly, over existing (or non-existent) facilities. However, there is a lack of connectivity to a continuous AT network that we need to convince commuters to get out of their cars and try active transportation. | 10/9/2016 11:47 AM |
| 24 | cycling paths should be straight to keep commuter bikes off the road, bike paths that allow many opportunities to take different directions without going long distances as opposed to jumping curbs to cut down on time or staying away from traffic | 10/7/2016 5:15 PM |
| 25 | No concerns. | 10/7/2016 2:46 PM |
| 26 | I do not have one. | 10/7/2016 12:55 PM |
| 27 | Like it | 10/7/2016 11:50 AM |
| 28 | All needed to make it as safe as possible to commute in the city | 10/7/2016 11:43 AM |
| 29 | Good | 10/7/2016 10:12 AM |
| 30 | no comment | 10/7/2016 9:55 AM |
| 31 | As there are many high density housing units in the area - I do feel that there should be adequate accommodation for pedestrian, cyclists and transit. | 10/7/2016 9:52 AM |
| 32 | There is an inconsistency with the provided transit map at the open house not reflecting the route changes of bus route 84 and 86. Will they be restored to use the new underpass when completed? | 10/6/2016 7:45 PM |
| 33 | Non | 10/6/2016 7:26 PM |
| 34 | Great. Love it, but not at the price of proper traffic flow. Cycling lanes can narrow near intersections where cyclist should slow anyways. | 10/6/2016 6:01 PM |
| 35 | none | 10/6/2016 4:09 PM |
| 36 | Don't need them. | 10/6/2016 1:53 PM |
| 37 | yes! | 10/6/2016 11:42 AM |
| 38 | Don't care, money spent on paths that can only be used 5 months a year but better than having bikes mixed on the road. | 10/6/2016 11:41 AM |
| 39 | I strongly support the development of pedestrian and cycling infrastructure related to this project. | 10/6/2016 11:38 AM |
| 40 | I don't use these components | 10/6/2016 11:29 AM |
| 41 | That asshole cyclists will continue to use the road like they do on Taylor right adjacent to existing bike path. | 10/6/2016 11:23 AM |
| 42 | Cycling path down Taylor looks good. I would a separate path down Waverley for bikes is great. | 10/6/2016 10:34 AM |
| 43 | You could have gotten away with large culverts under the rails which would make affordable safe walking, cycling paths. | 10/6/2016 10:21 AM |
| 44 | Why do cycling paths meander? People using them are not out for a scenic trip - they are using them to get from point A to B as fast as possible. | 10/6/2016 9:38 AM |
| 45 | IF we are going to build this waste of money, it might as well be functional for active transportation. | 10/6/2016 9:22 AM |
| 46 | Again, I think they are going to be great improvements to what we have now. Much, much better. | 10/6/2016 9:20 AM |
| 47 | Should be nice to have | 10/6/2016 7:07 AM |
| 48 | n/a | 10/5/2016 5:48 PM |

| | | |
|----|---|--------------------|
| 49 | I'm a big fan of building on the existing active transportation routes. | 10/5/2016 1:14 PM |
| 50 | LOVE!!! Keep up the awesome work. | 10/4/2016 3:57 PM |
| 51 | I couldn't see from the plan view drawings but I hope there is more than enough room for a bike to pass pedestrians under the bridge. Often times the railing is higher than handle bar height which reduces the effective width of the path. | 10/4/2016 8:43 AM |
| 52 | Pedestrian and bike lanes should be included in the project. The bike and pedestrian lanes should be protected from vehicular traffic by having a parking lane between them and the moving vehicles | 10/3/2016 2:12 PM |
| 53 | pedestrian walkways should be included on both sides of Waverley and Taylor near the underpass... dedicated bike lanes should stretch out from underpass to Waverley West South and to Bison Drive to U of M and to Grant Ave... | 10/3/2016 1:29 PM |
| 54 | good | 10/2/2016 11:01 PM |
| 55 | It should be done | 10/2/2016 4:45 PM |
| 56 | They better not send the buses down Waverley between Taylor and Grant, that would be unfair to residents, we already have enough traffic issues | 10/1/2016 10:05 AM |
| 57 | I have serious concerns about the AT connection to the intersections. How have AT and pedestrians been considered in this design? Has 'Vision Zero' been considered? This intersection is already dangerous but at least right now people have to make a right at a reduced speed. | 9/30/2016 3:51 PM |
| 58 | To be honest, I didn't look that closely at transit, but I am pleased with the multitude of improvements to the active transportation infrastructure in the area | 9/30/2016 9:51 AM |
| 59 | I greatly approve of the active transportation improvements of this project. But as I said earlier, I would also like to see what plans are for landscaping to improve the overall feel of the area for users of the active transportation areas. | 9/30/2016 9:44 AM |
| 60 | Unsure...need more information and details except I do not agree with multiuse facilities. There are lots of seniors in this area with loss of functions such as hearing, seeing, mobility, cognition. | 9/30/2016 8:53 AM |
| 61 | This change will add ~ 5 extra lanes of vehicle traffic to my walk from work to Tim Horton's, making me less likely to walk. Hurst Way doesn't need to be 4 meter wide lanes as this will promote speeding (a problem we already have on Hurst). | 9/29/2016 10:54 PM |
| 62 | I'm glad to see that use of the rapid transit system was considered for this project. Getting more people in this area to use other means of transportation other than their cars is a critical piece to reducing traffic. Anyone who uses transit KNOWS that bus service in this area is terrible. | 9/29/2016 10:01 PM |
| 63 | See Question 2 | 9/29/2016 6:03 PM |
| 64 | Bike paths need to be on both the East and West sides like at Kenaston. Many bicyclists use the sidewalk on the West side because it is inconvenient to cross to the East side for just a block, which is dangerous now to pedestrians. | 9/29/2016 11:25 AM |
| 65 | I use transit alot and also drive. As long as transit route changes and traffic detours will not delay us more than what it already does to cross this area then I am okay. | 9/29/2016 10:56 AM |
| 66 | Positive! As specified in #4 | 9/28/2016 1:32 PM |
| 67 | Awesome. | 9/23/2016 4:20 PM |
| 68 | 1. I would be afraid to walk on it out of fear of cyclists whizzing by. transit is ok. | 9/23/2016 12:59 AM |
| 69 | The cycling path seems to stop at Mathers without any clear options. I like to take Cambridge, but it can get busy too. | 9/22/2016 9:56 PM |
| 70 | On AT paths cycling and pedestrian areas should be separated for sake of safety. Also AT path along Taylor should be extended to Kenaston instead of dead-ending. | 9/22/2016 3:44 PM |

Question 8 (6) – What are your thoughts on the pedestrian, cycling, and transit components of this project?

Fifty-two individuals answered this question online, and 20 answered it through the hard copy surveys, for a total of 72 responses.

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

- Concerns about pedestrian and cyclist safety;
- The 4-way stop at Taylor and Borebank should be removed;
- This project should not move forward;
- Concerns that traffic will increase;
- This project should be done as soon as possible/it is long overdue; and,
- The rail line should be removed instead.

As quantified in the chart below, the most common comment was that the project should be done as soon as possible/is long overdue, followed by concerns about increased traffic, and individuals who feel the project should not occur.

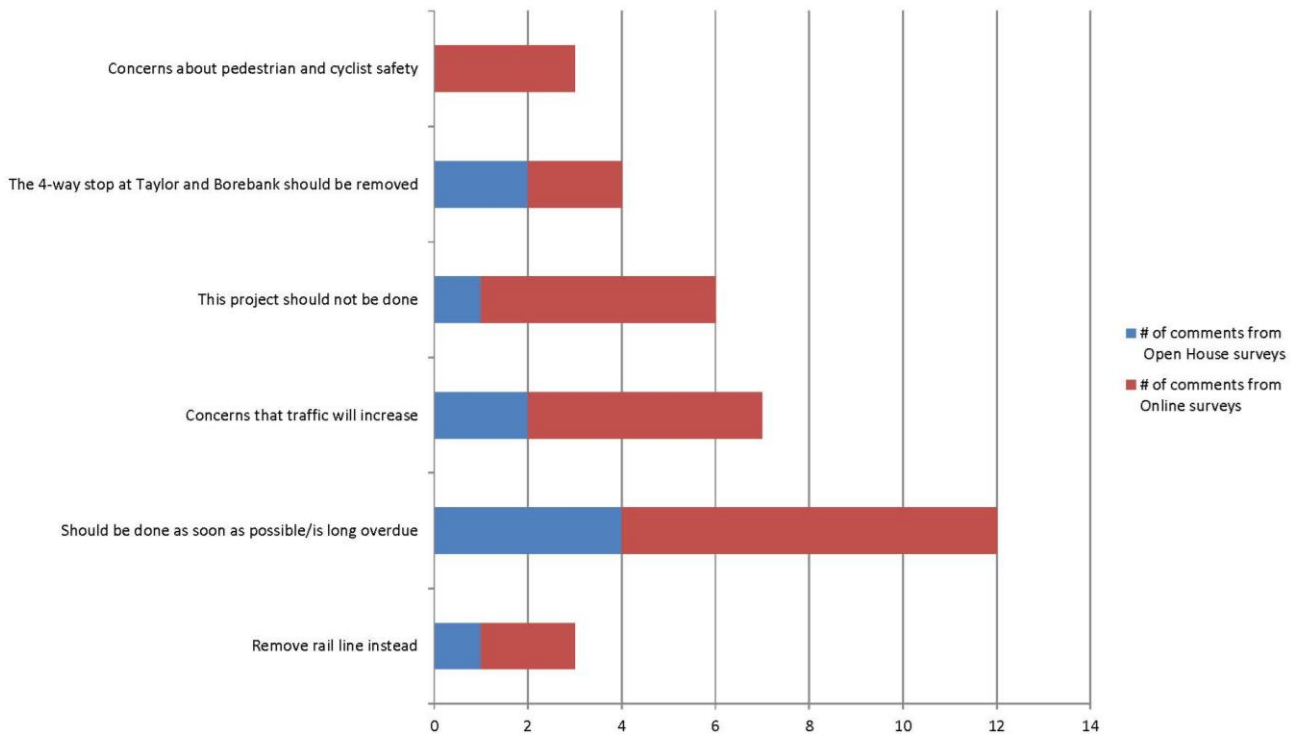


Figure 9 - Question 8 (6) themes

Verbatim responses for this question are included below.

Open house responses:

| # | Responses | Date |
|----|---|---------------------|
| 1 | The ultimate solution is to remove the rail lines, but I don't see that happening in the current relationship Canada / Winnipeg has with the rail companies. | 10/27/2016 12:13 PM |
| 2 | I found that the land width on roads were extremely wide for an urban environment. - Why is there never bike parking at City of Winnipeg open Houses?? | 10/27/2016 10:28 AM |
| 3 | none at this time | 10/26/2016 4:01 PM |
| 4 | Do it right the first time | 10/26/2016 3:26 PM |
| 5 | As this project is connected to the concept of removing trains from the City, it would be a good idea to print a map showing where every railway is now in use in the entire city, so that the average resident can visualize what would be gained or lost. | 10/26/2016 3:24 PM |
| 6 | Too long coming. | 10/26/2016 3:17 PM |
| 7 | Worried about traffic being funneled into and through Fort Garry North by way of Hurst Way connecting to Beaumont. | 10/25/2016 3:36 PM |
| 8 | Ideally Waverley would be a 4 lane all the way to Portage ave. (Assiniboine Bridge) | 10/25/2016 3:23 PM |
| 9 | Can we once again consider dumping the 4-way stop at Taylor and Borebank? How have Campbell, Brock and Ash managed to survive without this bizarre impediment?? Why do Borebank residents in one block (Mathers@Taylor) have so much clout?? | 10/25/2016 12:47 PM |
| 10 | will you please explain how the traffic flows in and out of the Reh-fit centre will be managed? Can traffic w/siting the Reh-fit centre turn right and continue across Waverley and connect up to Pembina highway? OR will you be forced to turn south onto Waverley Ave? | 10/25/2016 12:33 PM |
| 11 | Should have been done years ago! | 10/25/2016 12:29 PM |
| 12 | We support the project as we have spent many hours waiting for the trains to pass both as drivers and pedestrians. | 10/25/2016 12:14 PM |
| 13 | its about time | 10/25/2016 12:06 PM |
| 14 | Finally at turn light Waverley @ Taylor - Need the green space landscaped not just an open trail on Taylor. | 10/19/2016 10:30 AM |
| 15 | The underpass at Waverley does not work with River heights. Traffic routes down Waverley stopping at Grant - It is illogical. Better to develop this further up Taylor at Pembina. | 10/19/2016 10:14 AM |
| 16 | Thank you!! Can hardly wait for 2020 | 10/19/2016 9:08 AM |
| 17 | I hope the city has learned its lesson for the Plessis debacle. I also hope this project holds up 40+ years down the road, not just for 2019. | 10/19/2016 8:58 AM |
| 18 | It would be great to get rid of 4-way stop at Taylor and Borebank! | 10/13/2016 3:39 PM |
| 19 | Should have had the transit express corridor people there to describe the extension of Hurst Way and interface with Beaumont Ave. | 10/13/2016 3:16 PM |
| 20 | With the increase traffic on Mathers and other residential streets from Taylor, Grant, Cambridge, etc. there should be speed bumps and/or other reduced speed limits in the area, There are many children, people walking and bikes using these streets. | 10/13/2016 2:25 PM |

Online responses:

| # | Responses | Date |
|----|---|---------------------|
| 1 | My main concern is the possibility of increased traffic on Ash Street as per my earlier comment. | 11/10/2016 11:14 AM |
| 2 | A waste of money with all this additional widening of roads and intersections which will just encourage more traffic in our residential area. Make a more prominent intersection at Sterling Lyon and Waverley, make the left turn very easy there and encourage traffic to use this route to Kenaston. The road is already built, it's nice and wide, and a good distance from condos etc on either side. Your plan sends too much traffic down Grant and Taylor, both these roads closely border all the streets in South River Heights. This area is a prime residential area with high taxes. I fear these property values will fall as a result of this project. | 11/1/2016 9:13 PM |
| 3 | Hope it's planned better than Plessis. | 10/31/2016 5:58 PM |
| 4 | None | 10/27/2016 12:19 PM |
| 5 | Better connections with Cambridge cycling route and augmentation of connections and bike boulevard to this area. Cambridge route is so much more direct to Sherbrooke St via Wellington Crescent than Harrow or Nathaniel (the preferred route option of Bike Winnipeg) | 10/27/2016 10:14 AM |
| 6 | Took 100 years to decide!! | 10/26/2016 6:15 PM |
| 7 | Long over due disappointing that no solution to rail crossing at Lindsay. This will only back up traffic from that point back in either direction. This line should be removed and infilled with residential housing. | 10/26/2016 5:34 PM |
| 8 | If this can actually be done for \$150 million or so, and if it's the City's intention to do an underpass at Marion and Archibald, this budget amount is much more palatable than the \$250 million originally proposed for there. | 10/26/2016 4:25 PM |
| 9 | See #2 | 10/26/2016 3:41 PM |
| 10 | None at this time. | 10/26/2016 12:45 PM |
| 11 | I know it is too late but bloody hell is this a terrible idea. Get rid of the rail lines! | 10/18/2016 10:41 AM |
| 12 | Cycling infrastructure that expects cyclists to dismount their bikes at intersections are not effective. Expecting all vulnerable road users to change their behaviours in an inconvenient way is an unrealistic goal. Instead, it is important to create infrastructure that meets the needs of vulnerable road users (both with the final plan and with the detours) to help promote active transportation and prevent injury and death. | 10/12/2016 1:40 PM |
| 13 | AT flow taking better advantage of the Parker Wetlands and Oak Grove developments could be designed, at least with regards to the Waverley underpass AT connections. | 10/12/2016 1:28 PM |
| 14 | Please reconsider this massive waste of time and money to funnel even more traffic into river heights. | 10/12/2016 1:19 PM |
| 15 | Helping to move CN and CP out of the City would be a better use of funds. In time rail lines abandoned could be used for transit corridors or cycling and foot traffic. | 10/12/2016 11:44 AM |
| 16 | The open house was helpful but each consultant "refused" to address any thoughts on the areas immediately adjacent to the project area. Obviously those neighbouring areas will be affected and should be planned for too. | 10/12/2016 10:50 AM |
| 17 | STOP! STOP! STOP! | 10/9/2016 1:20 PM |
| 18 | A very expensive project that would fund half of the entire cost for an integrated AT network throughout our city. | 10/9/2016 11:47 AM |
| 19 | i don't use Taylor now because of the stop sign, usually no one is at the other stop sign and traffic just backs up. someone is making a big mistake leaving the stop sign | 10/9/2016 9:25 AM |
| 20 | waverly should have two south bound lanes at grant on the north side of grant ave | 10/7/2016 5:15 PM |
| 21 | -Extend the "no turn" time from Grant to Montrose -Traffic calming on neighboring streets | 10/7/2016 2:46 PM |
| 22 | Will our opinion have any affect on the final design? Or our opinions do not matter. We live in the neighborhood & want safety first & not an increase amount of Traffic on Taylor. | 10/7/2016 12:55 PM |
| 23 | Get it done on time and budget. | 10/7/2016 11:50 AM |
| 24 | Add lanes southbound | 10/7/2016 10:12 AM |



| | | |
|----|--|--------------------|
| 25 | none | 10/7/2016 9:55 AM |
| 26 | If you actually read all of these responses - then I want to say thanks for taking the time to actually read them. I sincerely hope the underpass project is successful and some of the traffic concerns and issues in this area are alleviated as a result. Have a nice day. | 10/7/2016 9:52 AM |
| 27 | There hasn't been too much tie-ups or collaboration with the next BRT expansion. Maybe that is still aquireing approval or such design choices is for that project seperately. | 10/6/2016 7:45 PM |
| 28 | City planners are being paid to much, as they cannot foresee the future or past to make appropriate plans! | 10/6/2016 7:26 PM |
| 29 | Just the merge lanes, please consider adding proper merge lanes for the reduction of collisions and to the benefit of increased traffic flow and decreased engine idling. | 10/6/2016 6:01 PM |
| 30 | Absolutely no widening should be done on Kenaston until at least a year after completion of the waverley project, as this road has potential, if done correctly, to reduce Route 90 traffic drastically, maybe 50%. All traffic from downtown could use Waverley | 10/6/2016 4:09 PM |
| 31 | Horrible idea. | 10/6/2016 1:53 PM |
| 32 | Should have been built 10 years ago. | 10/6/2016 11:41 AM |
| 33 | Would be interested to know how the business/school space will be affected. | 10/6/2016 11:29 AM |
| 34 | Taylor should continue to Kenaston without stoppage. | 10/6/2016 10:34 AM |
| 35 | Do the people in the immediate area have any idea of the traffic impact this will have on their community? I can't believe the city wouldn't deal with Kenaston before this. A simple underpass could be done for 10 to 20 million with the balance going towards Kenaston. | 10/6/2016 10:21 AM |
| 36 | No left turns should be permitted from eastbound Waverley to northbound Oxford. There is currently no turns in early morning rush hour but this will need to be extended as the underpass will funnel significantly more traffic on to Waverley and north through River Heights. | 10/6/2016 9:38 AM |
| 37 | The project is a HUGE waste of money to satisfy a few yuppies in the south end. | 10/6/2016 9:22 AM |
| 38 | I can't wait to see the project get started. | 10/6/2016 9:20 AM |
| 39 | Lots of people love in River heights between Waverly and Kenaston and do all their shopping to the east at sobeys, etc.i am concerned a Bit about getting there but I'm sure it'll be fine, just please work quickly we need it! :) | 10/6/2016 7:07 AM |
| 40 | As I said before keep heavy truck traffic off waverley my home shakes every time this happens,this underpass will increase traffic and does nothing to elevate my issue. | 10/5/2016 5:48 PM |
| 41 | I like the incorporation of bike lanes, this makes me feel safer and there will be less accidents and near-misses. | 10/4/2016 3:57 PM |
| 42 | Long overdue and essential for long term urban mobility in future... abundant proper signs and lighting will also contribute to reduced accidents... | 10/3/2016 1:29 PM |
| 43 | Find a better contractor that will dedicate its time to perfection, quality, and efficiency | 10/2/2016 4:45 PM |
| 44 | I am fairly certain that this site is not accessible to all and that the maps cannot be interpreted by a screen reader. Has there been an accessibility consultant on this project? | 9/30/2016 8:53 AM |
| 45 | Glad the city is moving forward with this | 9/29/2016 6:03 PM |
| 46 | The stop sign at the bike path by the Tim Hortons is often ignored by drivers, which is very dangerous to bicyclists and pedesirians and should be addressed. | 9/29/2016 11:25 AM |
| 47 | Please make sure the traffic dosent get worse than what it already is during the construction. Provide better detours. | 9/29/2016 10:56 AM |
| 48 | Positive overall | 9/28/2016 1:32 PM |
| 49 | Thank you for considering cyclists. | 9/23/2016 4:20 PM |
| 50 | If the speed limit for the trains is increased, it is scienifically proven there is a higher risk for the train to derail. Is the speed limit going to increase down Waverley? | 9/23/2016 12:59 AM |
| 51 | I fear it will flood and we will be left with no routes to get out of the downtown area going south. | 9/22/2016 9:56 PM |
| 52 | Would prefer to see the four-way stop at the intersection of Taylor Avenue and Borebank Street as well as that at Taylor and Cambridge replaced with roundabouts. Vehicles crossing westbound Taylor at Cambridge are frequently endangered due to traffic backlogging. | 9/22/2016 3:44 PM |

Question 9 (7) – Would you be interested in receiving future communication regarding this project? If yes, please provide you name, email address, or other contact information below.

Thirty-six individuals indicated they would like to receive future communication and included their contact information on the online survey, and 28 included it on the Open House survey, for a total of 64 individuals. In the interest of protecting the privacy of participants the email addresses have not been included in this appendix.

Waverley Underpass Detailed Design Public Open House – October 6th, 2016

Please take a moment to complete this comment form and leave it in the folder at the registration table. We appreciate your participation and value your feedback.

1. 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
- Other _____

2. Did you find the information provided at this meeting helpful?

- Yes Somewhat No

Comments: _____

3. Did you find the staff at this meeting helpful?

- Yes Somewhat No

Comments: _____

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

5. What are your thoughts on the road detour? Rail detour?

Continued on reverse:

6. What are your thoughts on the detailed design for the construction of the underpass, intersection improvements, and widening of Taylor Avenue?

7. What are your thoughts on the pedestrian, cycling, and transit components of this project?

8. Please provide any additional comments on the Waverley Underpass Project.

9. Would you be interested in receiving future communications regarding this project?

- Yes
- No

If you answered yes, please provide your name, email address, or contact information below:

Name: _____

Phone # and Email Address: _____

Thanks for attending tonight’s Open House. Your input is important to us, so please remember to hand in your exit survey before you leave. You can follow the progress of this project and find the open house materials posted on the City of Winnipeg’s Major Projects webpage.

For more information, contact Adam Prokopanko at aprokopanko@dillon.ca or 204-453-2301, or visit the project webpage utilizing the QR code or at: <http://winnipeg.ca/WaverleyUnderpass/>



October 2016 Open House Map notes

Access to Reh-Fit from south & southeast! needs a light at Kenaston to get onto Kenaston, Really!

People from south will try Mathers & Ash to cross Taylor to get to Reh-Fit!! Really!!

Possible speed bumps to slow down traffic that wants to use Mathers as a short cut

Through traffic Mathers

Concerns about noise from four lane Taylor on Elm Street.



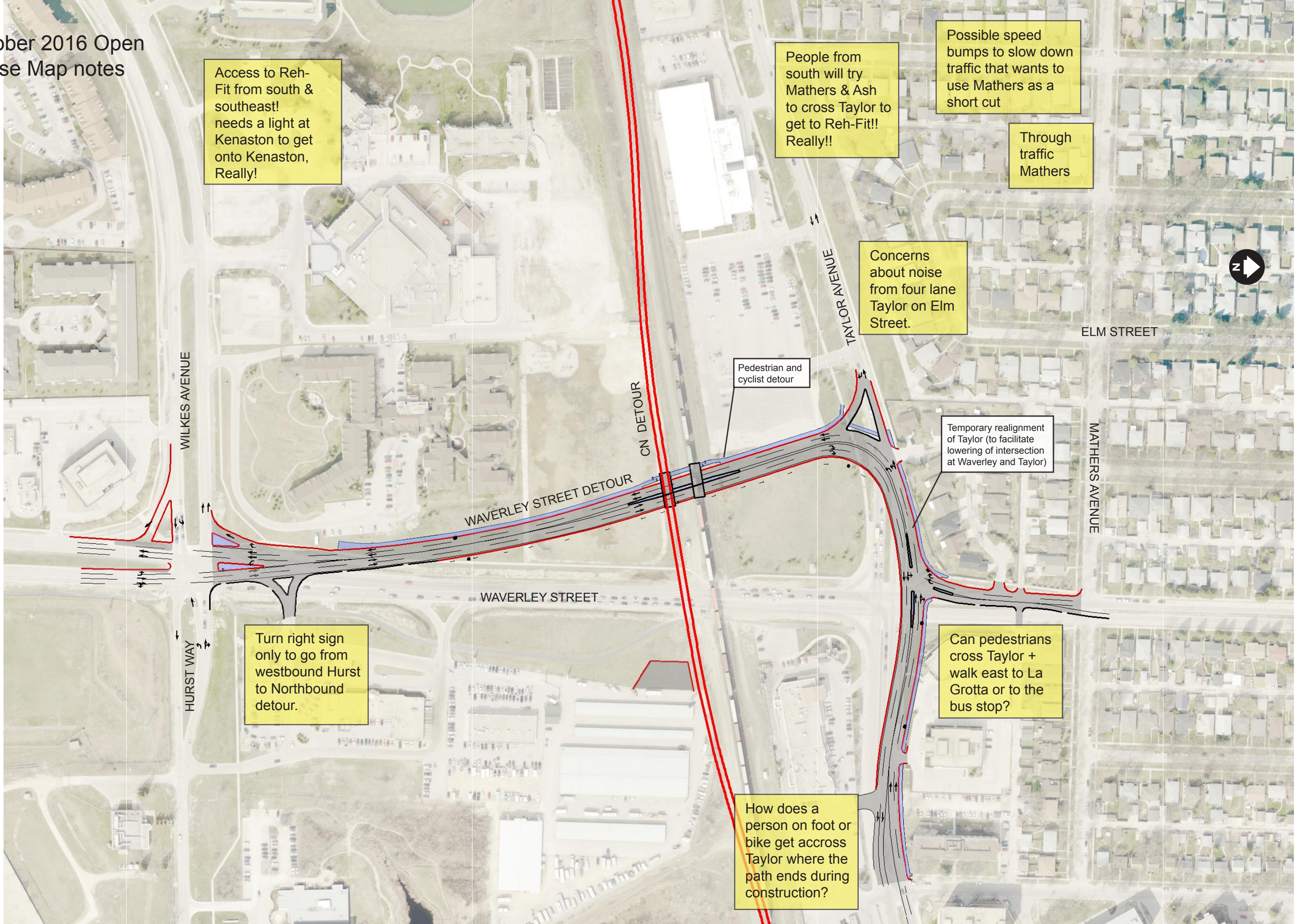
Pedestrian and cyclist detour

Temporary realignment of Taylor (to facilitate lowering of intersection at Waverley and Taylor)

Turn right sign only to go from westbound Hurst to Northbound detour.

Can pedestrians cross Taylor + walk east to La Grotta or to the bus stop?

How does a person on foot or bike get across Taylor where the path ends during construction?



October 2016 Open House Map notes

lights from Sterling Lyon onto Kenaston would help alleviate congestion

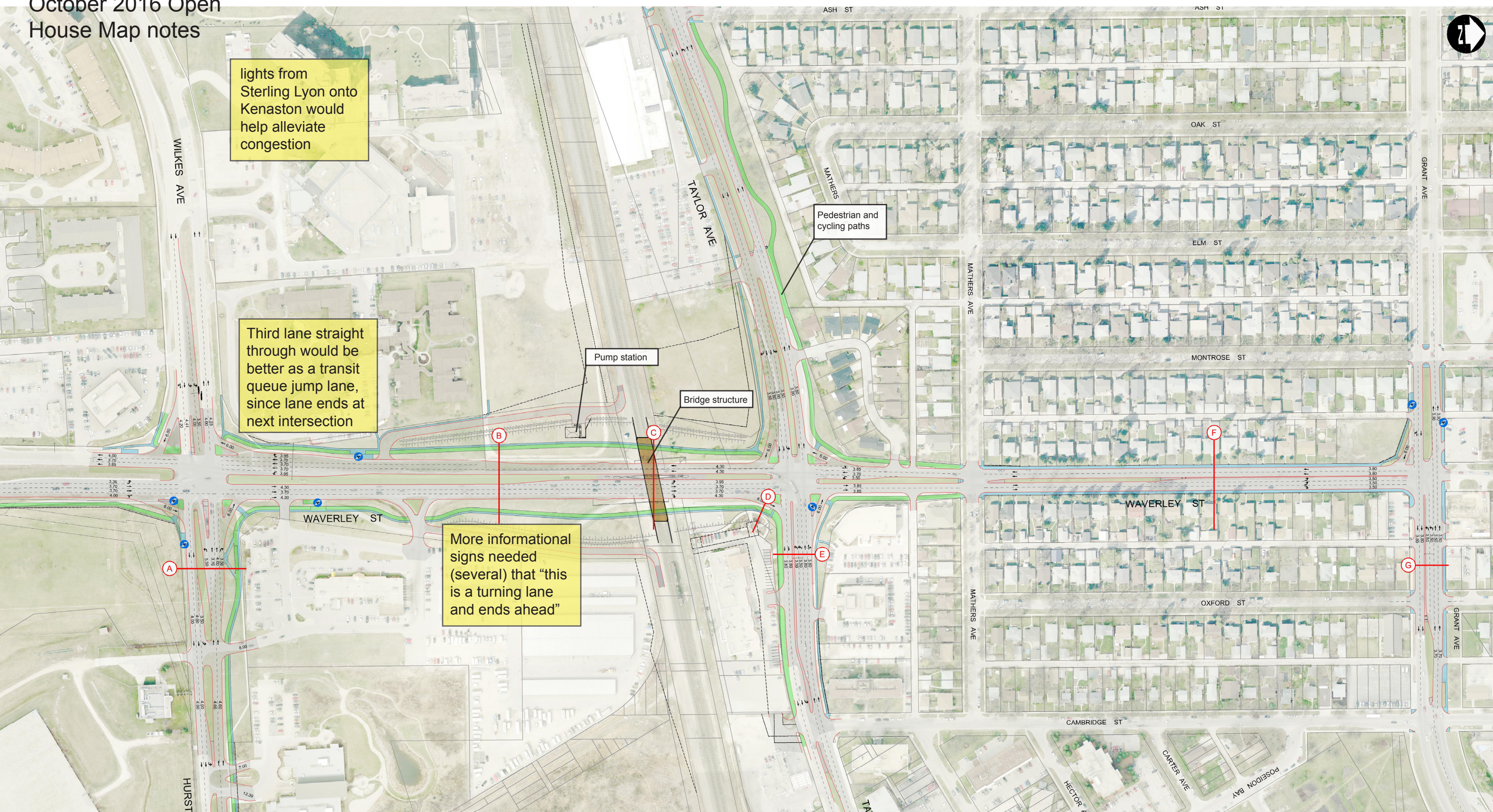
Third lane straight through would be better as a transit queue jump lane, since lane ends at next intersection






More informational signs needed (several) that "this is a turning lane and ends ahead"

Pump station

Bridge structure

Pedestrian and cycling paths



-  Roads
-  CN Rail Bridge
-  Pedestrian and cycling paths
-  Cross sections
-  Transit stops

October 2016 Open House Map notes

If we had a multi-use path on both the north and south side of Taylor you would not have to cross at Waverley and then again at Kenaston

Bike path should be straight. If not, some cyclists will stay on street for shorter route, getting in way of cars.

Do not straighten bike path, you need them to keep them interested in riding and aware of surroundings, great idea proposed

THIS NOT THIS!
THIS






If large trucks go west on Taylor will need noise abatement barrier to protect homes north of Taylor

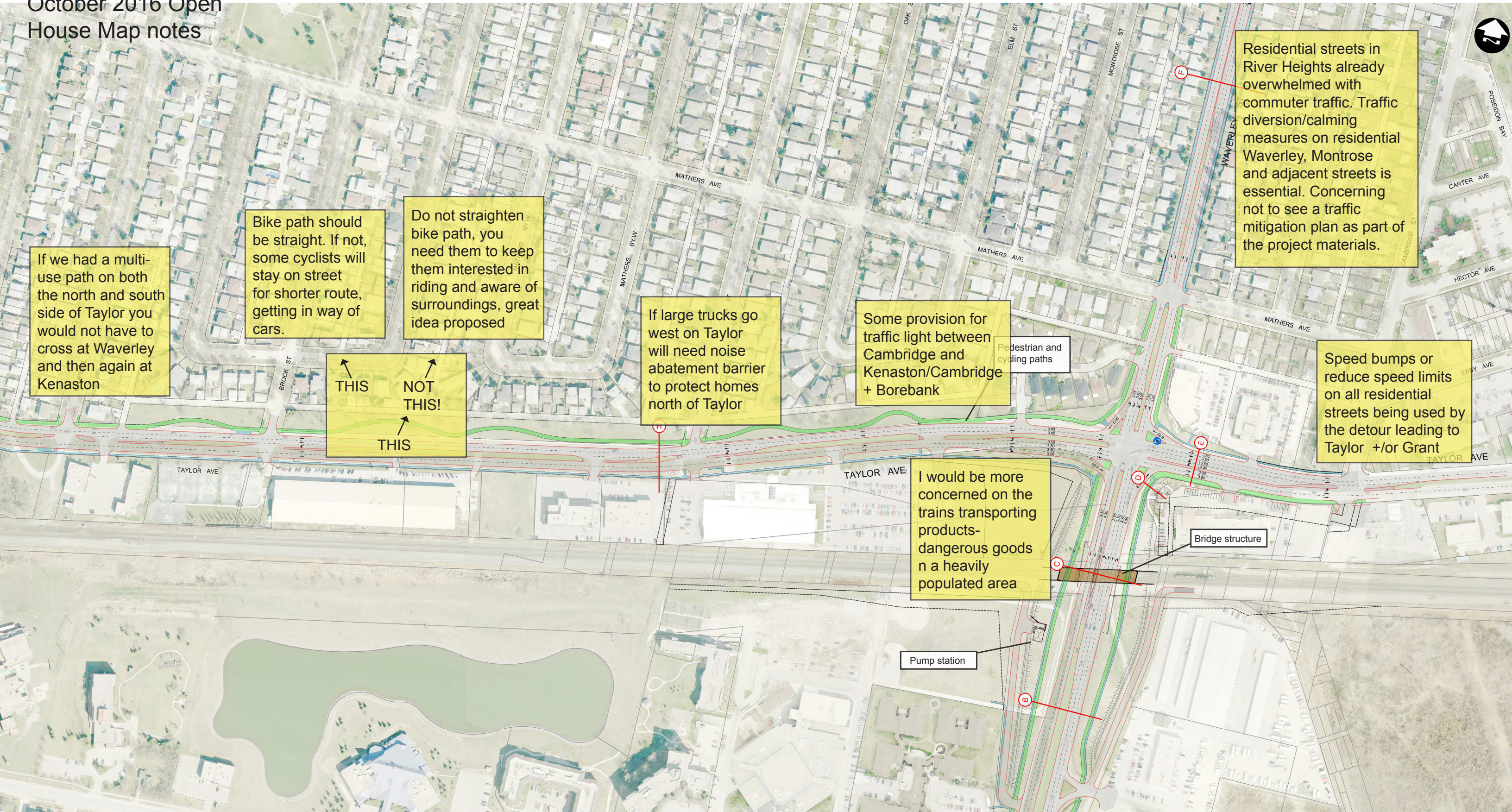
Some provision for traffic light between Cambridge and Kenaston/Cambridge + Borebank

I would be more concerned on the trains transporting products- dangerous goods n a heavily populated area

Residential streets in River Heights already overwhelmed with commuter traffic. Traffic diversion/calming measures on residential Waverley, Montrose and adjacent streets is essential. Concerning not to see a traffic mitigation plan as part of the project materials.

Speed bumps or reduce speed limits on all residential streets being used by the detour leading to Taylor +/- Grant

-  Roads
-  CN Rail Bridge
-  Pedestrian and cycling paths
-  Cross sections
-  Transit stops



Appendix D

Stakeholder Meetings Summary Table

Waverley Underpass 16-3353 – Fourth Round Stakeholder Consultation Summary

| Date | Stakeholder/Group ¹ | Issues/Concerns/Comments | Considered/Addressed? |
|---------------|--------------------------------|--|---|
| July 6, 2016 | REDACTED | <ul style="list-style-type: none"> Why are there no traffic signals on the detour at Taylor Avenue east? Will AT pathway on south side of Taylor be rebuilt? Tenant on east side of existing tenant is considering moving out next year and they may redevelop the site Preference is for a different location for LDS that doesn't impact their site | <ul style="list-style-type: none"> Variety of detour options and signalization schemes were looked at Existing sidewalk on south side of Taylor to be rebuilt, new AT path on north side Variety of LDS routing options were examined, proposed route most direct, cost effective, and technically straightforward |
| June 13, 2016 | REDACTED | <ul style="list-style-type: none"> Was the sliver of land taken privately owned? Long term expansion plan is to extend the existing parking lot northwards towards the rail line to achieve 40-60 more stalls Prefer to hide the monitoring well Would be more difficult and disruptive to install the monitoring well in the winter Is there significant noise from a pump house? Will there be anything permanently constructed on their property? Preferred time for the construction fence to be constructed would be in December after school fall activities have concluded Property owner would prefer the construction fence is 6 ft tall, and to maintain a gap in the fencing in the southeast corner of the field Easement agreements will be officially registered on property land title | <ul style="list-style-type: none"> Confirmed sliver of land owned by City of Winnipeg Ensured property owner's long term plans were considered and not compromised by Waverley project Coordinated installation & monitoring of groundwater well below grade with soil cap Coordinated fencing details and installation timelines with property owner. Installation to occur outside of school hours |
| June 20, 2016 | REDACTED | <ul style="list-style-type: none"> Median opening on Waverley north of Taylor for access to back lane? Impacts during construction Geothermal wells and underground sprinklers on property Security of construction fencing around Storageville Dust generation Moving Tim's access point further east onto Humane Society Land to accommodate potential multi-family development Construction timelines Requested maintained access to back lane between Mathers and Taylor during construction Would prefer fences to be replaced on the property line Sidewalk to Taylor should be replaced as is Requested Storageville parking lot/turnaround be paved right up to red line shown on drawing | <ul style="list-style-type: none"> Median opening at lane entrance to Waverley (north of Taylor) not pursued do to safety issues Geothermal wells, irrigation system locations and details incorporated into construction plans Coordinated potential changes to Storageville parking area / turn around during and after construction Examined movement of Tim Hortons entrance off of Hurst Way further east, deemed not feasible with other property owner |
| June 22, 2016 | REDACTED | <ul style="list-style-type: none"> Concerns about damage to the buildings (vibrations) because the shoofly brings the rail line closer Must keep only one access point for security reasons Solutions need to allow customers to drive around with staff assistance Exit gate extends onto city right of way | <ul style="list-style-type: none"> Turning movements on site reviewed via AutoTurn analysis Vibration monitoring , pre & post construction inspections included in plans Discussions with City of Winnipeg in regards to gate location and addressing issue |
| June 23, 2016 | REDACTED | <ul style="list-style-type: none"> Only permanent impact is a small triangle in the southeast corner required to improve the southbound right turn from Waverley to Wilkes and a pathway | <ul style="list-style-type: none"> Coordinated location of AT pathways during detour & final construction phases |

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"> • Asked about sidewalk along west CN access road • Use front lawns adjacent to Wilkes for events • Plans to repave their parking lot – put on hold pending underpass • Requested sidewalk connection to southeast corner of parking lot • Concerns about residents jaywalking to Tim Hortons • Noise concerns about pile driving, prefer to have it done during normal working hours • Prefer no fence on the west side of the detour | <ul style="list-style-type: none"> • Coordinated sidewalk connection in southeast portion of site • No fence on west side of detour in front of their facility • Coordinated construction hours in regards to pile driving, will occur during normal daylight construction hours • Enhanced pedestrian crossings and ‘smart channels’ at Waverley & Hurst Way / Wilkes |
| July 7, 2016 | REDACTED | <ul style="list-style-type: none"> • Permanent easement for LDS pipe was discussed • Are there other locations for the pump station? • When would fencing be installed? Preference would be December • When is the shoofly being built? • How will the pipe be installed? • Extent of construction easement, concerned about parking • What remains when the well is constructed | <ul style="list-style-type: none"> • Discussion of several locations for pump station – proposed location is least intrusive and impactful. Feedback requested on proposed pump station design • Permanent easement for LDS pipe – pipe construction will occur via horizontal boring (where possible) to limit disturbance, located north of existing parking area |
| July 11, 2016 | REDACTED | <ul style="list-style-type: none"> • Turning movements • Will access on Hurst Way be impacted by construction? • Facility is busier on weekends than on weekdays, Monday and Tuesdays are slowest • Not interested in joint access proposal with adjacent property owner • Favourable to having Transit route 95 turnaround in their entrance • Relocation of light standards on Hurst | <ul style="list-style-type: none"> • Access from Hurst Way maintained, and potentially improved • Coordinated construction phasing to minimize disturbance during Hurst Way widening • Coordinated turn around of Winnipeg Transit Route 95 in entrance for detour and construction phase only |
| July 12, 2016 | REDACTED | <ul style="list-style-type: none"> • Traffic on the back lane • Garbage collection occurs on one side, turn around in visitor parking and collect along other side • Board wants to meet with all residents to present project impacts and options for traffic management • Pedestrian crossing on Taylor during construction • Will the bus stops remain in the same location • Would like to be notified once the contractor is known | <ul style="list-style-type: none"> • Coordinated future meeting will all residents • Examined a variety of access options for property during detour phase • Bus stops to largely remain in place – may be minor relocations in same area |
| September 19, 2016 | REDACTED | <ul style="list-style-type: none"> • Asked about moving temporary detour to east • What happens to the properties east of the underpass area during construction of the decline • Asked about biking on east side of Waverley • Why can’t the underpass be built where the detour is being constructed? • Construction timelines • Will the islands at the intersections be bigger after completion • Project contributes to car culture • Disappointed there is not bike path north of Waverley, support inclusion of other bike paths • Do not foresee the detour being a problem for bussing | <ul style="list-style-type: none"> • Communicated project timelines, rationale for detour route, and construction phasing • Incorporation of smart channels at intersections to assist with pedestrian & bicycle crossing safety • Communicated overall AT network improvements in area as part of this project |
| September 12, 2016 | REDACTED | <ul style="list-style-type: none"> • How will the detour prevent heavy traffic from cutting through River Run • Prefer Taylor is widened to the south • Asked about building a berm on the south side | <ul style="list-style-type: none"> • Coordination of different access options and modifications to retain access for residents while precluding cut through traffic, |

| Date | Stakeholder/Group ¹ | Issues/Concerns/Comments | Considered/Addressed? |
|--------------------|--------------------------------|---|--|
| | | <ul style="list-style-type: none"> Grading of Waverley and River Run private road Can a stop sign be added to Waverley and Mathers during construction Temporary connection to the back lane of Mathers Pedestrian crossing at Waverley and Taylor Can the back lane be repaved at the beginning of the project Can the access from Waverley be blocked temporarily to discourage through traffic? | <ul style="list-style-type: none"> including potential temporary connection to back lane during construction Comments on state of back lane communicated to City of Winnipeg |
| September 13, 2016 | MULTIPLE BUSINESSES | <ul style="list-style-type: none"> Can northbound traffic on the detour make a U turn at Waverley? Would prefer signals at Taylor and Waverley moved to the west intersection of Taylor and the detour Can eastbound traffic on Taylor make a U turn at Wilkes? Would prefer signals at Taylor and Waverley moved to the west intersection of Taylor and the detour Concerned about winter delaying construction Notice for closing access points AT signage directing cyclists to new path on north side of Taylor Drainage improvements Location of underground utilities Pedestrian and cycling counts at Waverley and Taylor, Waverley and Wilkes, informally at the rail crossing Can there be an additional lane on northbound Waverley at Tims/Storageville access point during detour? Can media put a positive spin on the project to promote open businesses in the area? | <ul style="list-style-type: none"> Examined a variety of detour and signalization options for construction phase – proposed detour route, turn restrictions, and signal locations maximize traffic flow and congestion reductions, impact the least people Communicated construction timelines, have addressed potential weather delays Vehicle, pedestrian, and bicycle traffic counts were conducted at all intersections, observations at rail crossing |
| September 14, 2016 | MULTIPLE BUSINESSES | <ul style="list-style-type: none"> Will there be a protected left-turn signal for eastbound Taylor to northbound Waverley? How will commercial properties east of Waverley be affected? Will the LDS on Taylor be replaced? Concern that drive through traffic at Tims will block Hurst during construction Location of AT pathway on east side of Waverley Communication about staging and schedule information during construction Geothermal wells under property near right-of-way Expressed concern about location of water mains Traffic congestion during the detour How will the sidewalk and bike paths be separated? Need to maintain access off Hurst during construction Will there be additional signage erected for businesses during construction? Can the lane north of Taylor be repaved as part of the project? Concerns about speed limit on Wilkes between Waverley and Victor Lewis One property owner prefers to move median cut to east access point with a left in from westbound Taylor | <ul style="list-style-type: none"> New LDS pipe being installed on Taylor west of Waverley, will remove area from existing combined sewer district with capacity issues Communications strategy and project updates have been developed for communication during the construction period Local closures of access points etc will be temporary in nature, and coordinated with local businesses. At minimum, one access point will be maintained open for business access Coordinated with property owner in regards to left turn and median cut locations |
| September 20, 2016 | RESIDENTS | <ul style="list-style-type: none"> How will residents access their complex? Concerns about Waverley remaining a truck route Concerns that proposed design will bring more traffic on Waverley between Grant and Taylor Do not want to see any parking changes on Waverley Support closing Piazza de Nardi entrance closest to Waverley Flooding of residential properties due to construction of underpass Will vibrations from construction affect home foundations? What will the working hours be? Construction costs | <ul style="list-style-type: none"> Coordination of different access options and modifications to retain access for residents while precluding cut through traffic, including potential temporary connection to back lane during construction Comments on state of back lane communicated to City of Winnipeg Revisiting truck route designations not part of this project, communicated process to |

| Date | Stakeholder/Group ¹ | Issues/Concerns/Comments | Considered/Addressed? |
|--------------------|--------------------------------|--|--|
| | | | residents, passed on concerns to City |
| September 22, 2016 | RESIDENTS | <ul style="list-style-type: none"> No stakeholders attended | |
| September 27, 2016 | REDACTED | <ul style="list-style-type: none"> Is land being taken away from one of the properties? Project timelines Will any streets be shut down during construction? Who will contact about closures or other concerns? Issues related to this project can easily be dealt with in routing planning, might not even use project area, need at least a days' notice to reroute Project costs Will send summary of meeting to superintendent | <ul style="list-style-type: none"> Communicated project timelines and details. No land taken from site in question, and traffic flow on Waverley will continue. Coordinated construction schedule and phasing, liaised in terms of contact information |
| September 29, 2016 | REDACTED | <ul style="list-style-type: none"> Where do people bike during the detour? Can there be a light at Cambridge? Why is the multi-use path on the north side of Waverley? It is an issue to keep moving cyclist across the road Road lanes are too wide Cyclist should have priority crossing entrances, i.e. raising the crossings, keeping the bike path smooth Pedestrian crossing in front of Reh-Fit Connections to cycling paths outside the project area Collisions at Taylor and Nathaniel What is the height under the bridge? Provide bike crossings so cyclists don't have to dismount More separation on Wilkes How does it connect to rapid transit? Prefer paths on both sides of Waverley Traffic speed on Wilkes | <ul style="list-style-type: none"> Multi-use path will be provided on west and north side of detour route, separating pedestrians and cyclists from active construction zone Permanent 4.5m wide pedestrian & cyclist path located on north side of Taylor due to lack of space and hydro poles on south side. North side of Taylor provides better opportunities to extend path ultimately to Shaftsbury over time. Signals have been considered for Taylor and Cambridge. Will be monitored. Smart channels and crossings designed in a manner to allow cyclists to not dismount Permanent 4.5m wide pedestrian & cyclist paths being provided on both sides of Waverley at completion Clearance under bridge is 5.0m for road, slightly less for pedestrians and cyclists, as path is located part way up the slope |
| Various | Common Themes | <ul style="list-style-type: none"> Most support the project Individual property owners had specific concerns about how the project affects their business directly Most concerns were centred around access points, construction timelines, and notice of closures | <ul style="list-style-type: none"> Concerns from stakeholders were largely site specific and relating to the detour phase. Ongoing communications and coordination with landowners will continue during construction. |

