

WELCOME!

SOUTHWEST TRANSITWAY (STAGE 2) PUBLIC OPEN HOUSE

Monday, November 18, 2013 3:30 to 5:30PM and 7:00 to 9:00PM

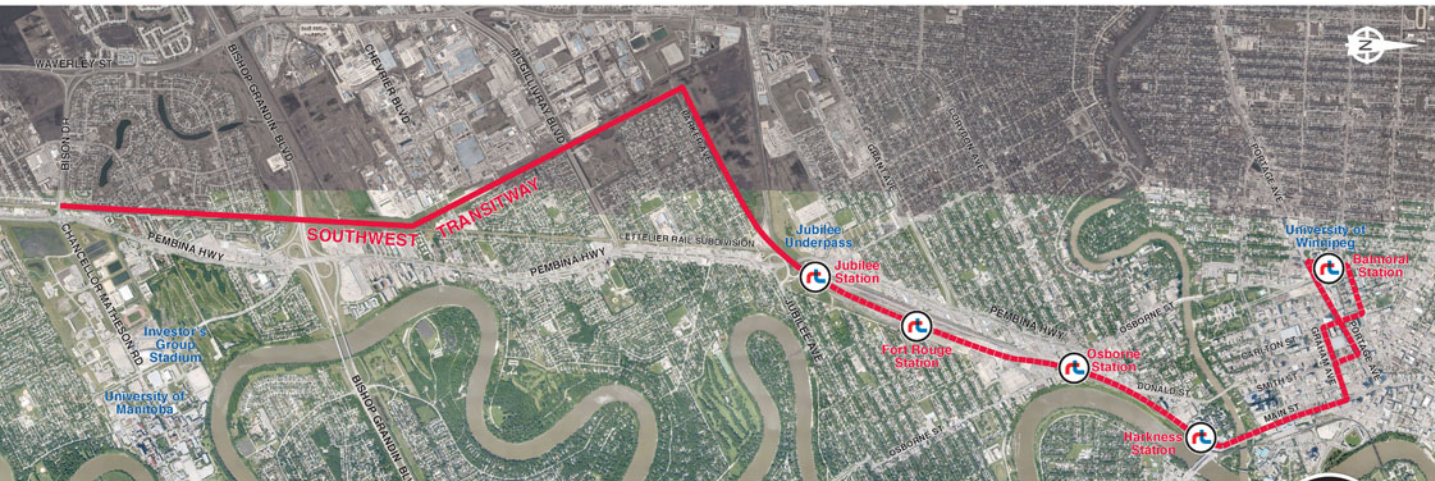
Tuesday, November 19, 2013 3:30 to 5:30PM and 7:00 to 9:00PM

- ▶ Welcome to the Southwest Transitway (Stage 2) Open House Meeting
- ▶ While the general routing for the transitway has been determined, the precise alignment and other project details are being worked out
- ▶ This Open House is being held to provide project information about this project and to ask for your input concerning items such as station sites, bus routing, active transportation, property or other impacts and mitigation
- ▶ Project Representatives are available to answer questions or discuss issues or concerns with you
- ▶ Follow up public Open Houses are planned for January 2014

WHAT IS THE PURPOSE OF THE PROJECT?

2

- ▶ Stage 1 of the Southwest Transitway was opened in April 2012 and is currently in operation from Downtown to Pembina and Jubilee. Stage 2 will run from Pembina and Jubilee south to Bison Drive.
- ▶ Winnipeg City Council has selected this alignment for the transitway.
- ▶ The main objective of the study team is to prepare a “Functional Design” for the Transitway in order to prepare a cost estimate that can be included in a submission for project funding to the federal government
- ▶ The Functional Design must consider many variables including existing constraints within the corridor, impacts and benefits to stakeholders and cost



- ▶ Bus Rapid Transit (BRT) is a very popular form of rapid transit implemented throughout the world. BRT uses specific transit-only roadways, called “Transitways” that transit vehicles use to operate at high speed, away from traffic congestion.
- ▶ BRT vehicles are state-of-the-art rubber-tired vehicles that can operate on and off the Transitway, using the regular street system to pick up passengers, then travel at high speeds on the Transitway to major destinations. When operating on-street, BRT vehicles take advantage of transit priority measures already built, such as diamond lanes, transit signal priority lights, and the Graham Transit Mall.
- ▶ A number of transit routes use the Transitway, with buses entering/exiting at either end of the Transitway or at intermediate points. This permits operation of a very flexible route network, which minimizes the need to transfer, providing a one-seat trip for a majority of passengers
- ▶ The BRT systems have the following features:
 - ▶ Transitways - exclusive to transit vehicles for high-speed service
 - ▶ High-frequency service throughout the day
 - ▶ Rapid Transit Stations along the Transitway
 - ▶ Modern state-of-the-art buses with air-conditioning and other passenger amenities
 - ▶ Electronic real-time passenger information systems (such as GPS tracking, on-board “next stop” displays, and electronic “next bus” displays at stations
 - ▶ Traffic signal priority at intersections

WHAT PUBLIC AND STAKEHOLDER CONSULTATION IS TAKING PLACE?

4

- ▶ We have been speaking with numerous stakeholder groups early in our process to identify specific transitway issues;
- ▶ This Open House meeting is similar in that we are asking for your opinions on the transitway. The list of stakeholder meetings is displayed to the right;
- ▶ Over the next few months we will review our engineering and stakeholder information and prepare a draft of the Functional Design; we will then hold further public meetings to ask for your input on the transitway functional design.

STAKEHOLDER	MEETING
Canadian National Railways	Oct. 4
City of Winnipeg - Planning, Property and Development	Oct.10
City of Winnipeg - City Naturalist	Oct.10
City of Winnipeg - City Forester	Oct.10
City of Winnipeg - Parks	Oct.10
Hopewell	Oct.10
University of Manitoba	Oct.17
City of Winnipeg - Dog Parks	Oct.17
City of Winnipeg - Public Works	Oct.18
City of Winnipeg - Active Transportation	Oct.18
Gem Equities	Oct.18
City of Winnipeg - Water and Waste	Oct. 21
City of Winnipeg - Real Estate Division	Oct. 21
City of Winnipeg - Lot 16 Drain	Oct. 21
Manitoba Hydro	Oct. 21
1500 Parker Avenue Resident	Oct. 22
Parker Wetlands Conservation Committee	Oct. 23
Anchor Marine	Oct. 24
Bike Winnipeg	Oct. 24

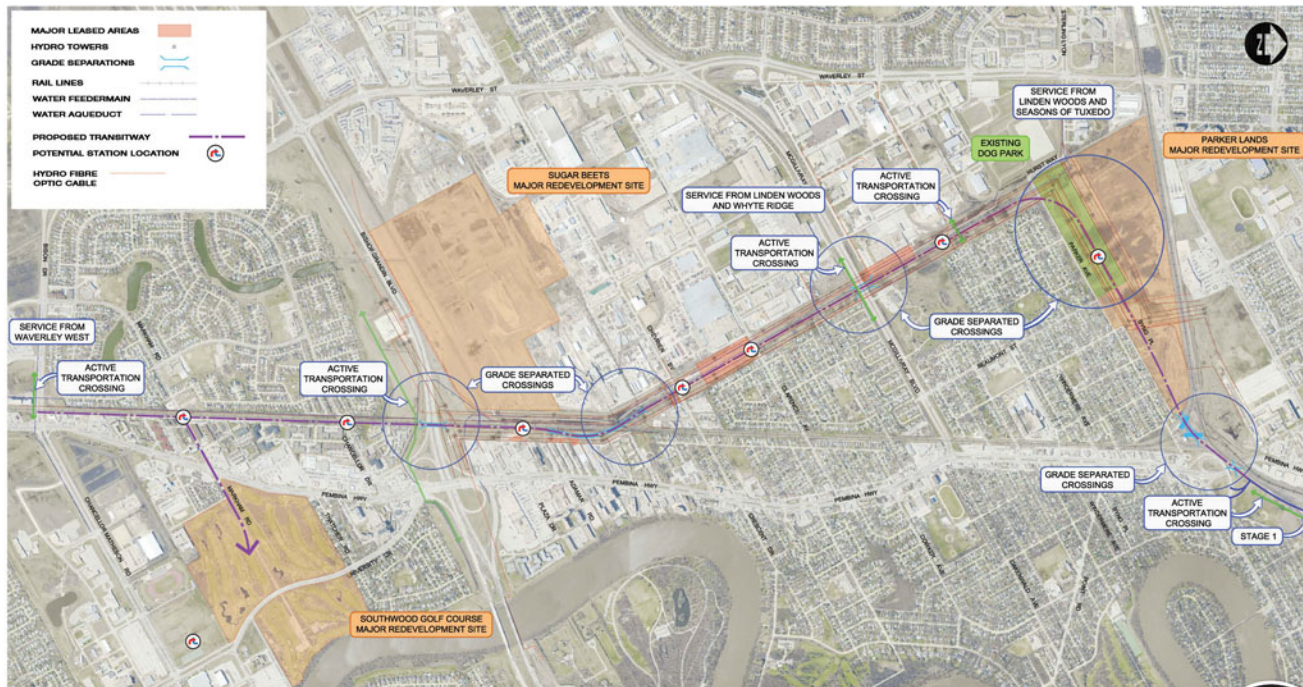
STAKEHOLDER	MEETING
Winnipeg Rapid Transit Coalition	Oct. 24
University of Manitoba	Oct. 25
Winnipeg Blue Bombers	Oct. 25
Church of the Rock	Oct. 30
Homeowners Living Directly Adjacent	Oct. 28-Nov. 6
Managers of Apartments and Condominiums Directly Adjacent	Oct. 28-Nov. 6
Buhler Industries	Nov. 1
Winnipeg Humane Society	Nov. 1
Thompson in the Park (Funeral Home)	Nov. 4
University of Manitoba Neighbourhood Network	Nov. 5
General Byng School	Nov. 6
Ralph Maybank School	Nov. 6
Chancellor School	Nov. 6
Bishop Grandin Greenway	Nov. 12
Victoria Hospital	Nov. 14
Canadian National Railways	Invited
OURS-Winnipeg	Invited
Arthur A. Leach School	Invited
Bonnycastle School	Invited
Directly Adjacent Businesses	Invited



- ▶ In order to prepare this Functional Design, it is important that we understand what all of the constraints are
- ▶ Constraints include things like existing infrastructure (roads, rail lines, transmission

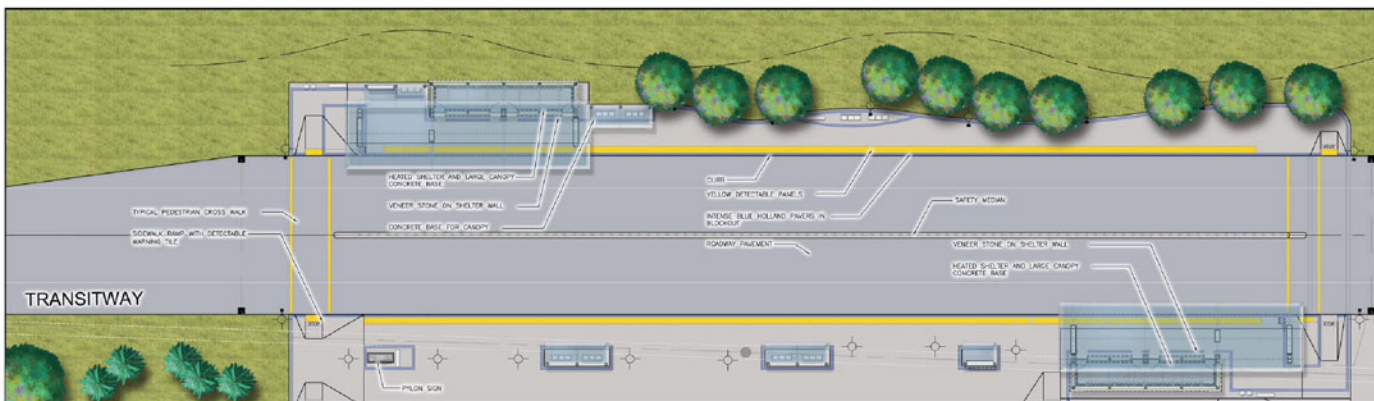
towers, underground pipes). Constraints can also include property ownership, land leases, and neighbourhood or property impacts

- ▶ All of these factors need to be considered in preparing a functional design

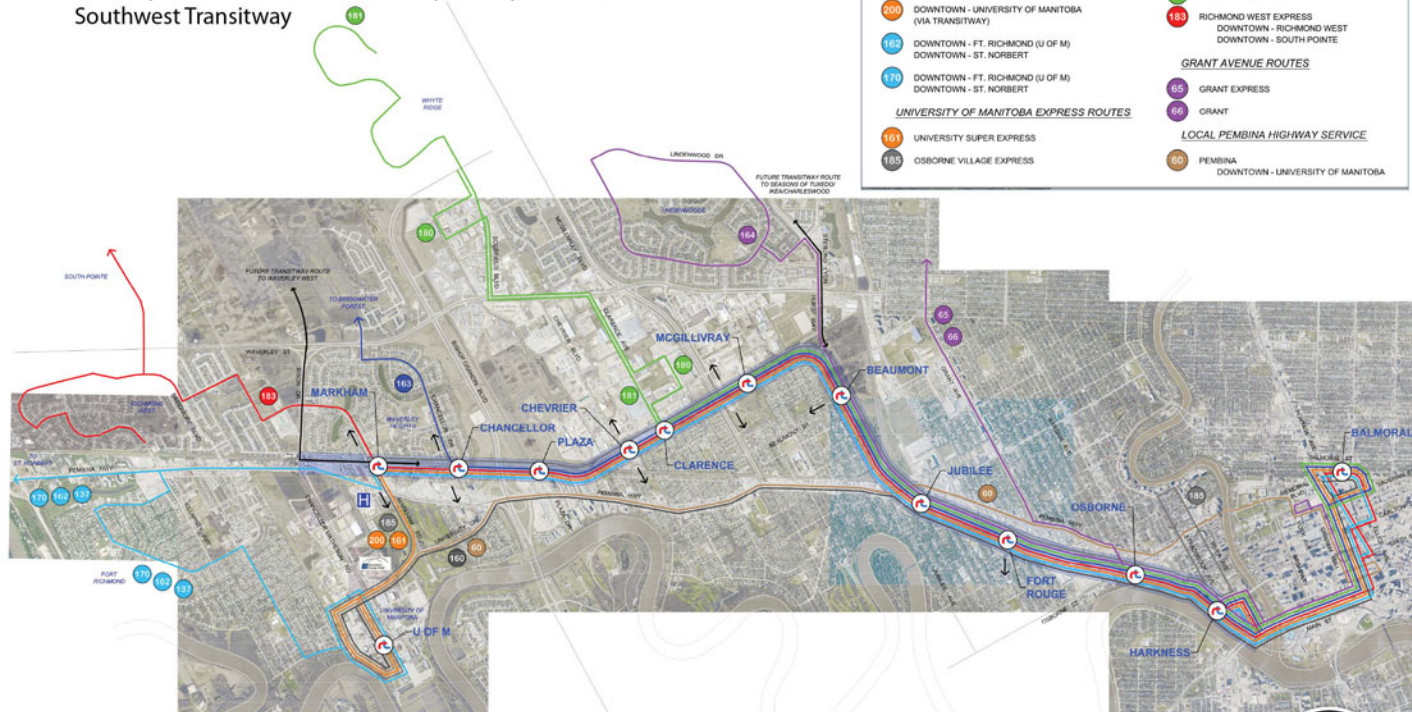
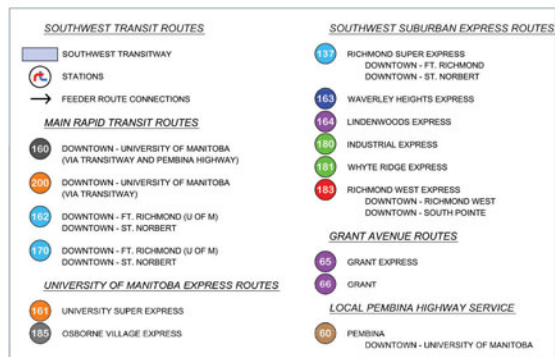


- ▶ These two cross sections illustrate the potential location of the bus runningway in relation to other features within the corridor such as transmission towers, underground utilities, property lines and adjacent structures
- ▶ **Note the final location of the runningway is not yet determined and may vary depending on infrastructure conflicts and review by external agencies. The final alignment for the entire transitway will be shared in future public consultations.**

- ▶ Stations will be located at strategic points along the transitway
- ▶ The exact number and design of these stations is currently being studied and designed; the final recommended station details will be available during Round 2 of the engagement program
- ▶ The stations will vary in terms of their size
- ▶ There will be opportunities for Park and Ride sites either near the corridor or in areas further west of the corridor
- ▶ **These images are examples of what the stations could generally look like, no station designs have been prepared to date. “Kiss and Ride” opportunities are also being considered.**



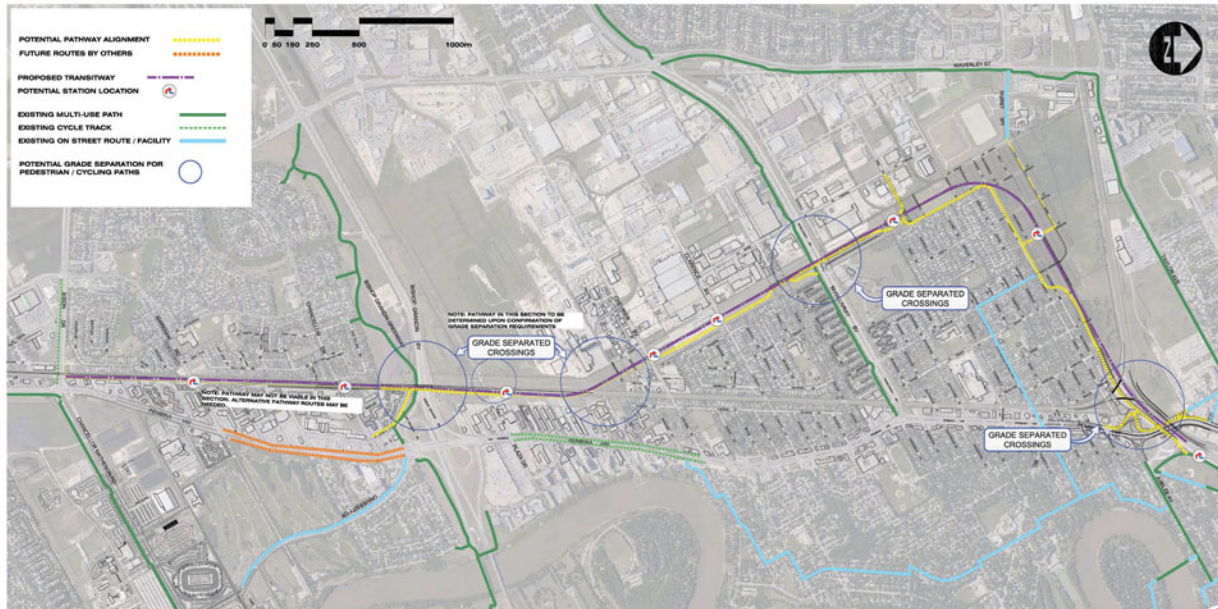
- ▶ The transitway will be used by the existing rapid transit routes in the southwest quadrant of the City
- ▶ A high level of transit service will be maintained on Pembina Highway including the 60 Pembina Local Service and the 160 rapid transit service
- ▶ The map below illustrates the conceptual rapid transit route network for the Southwest Transitway



- ▶ The project design will include walking and cycling paths and connections to the existing AT network along the route
- ▶ The drawing below illustrates existing and planned active transportation pathways.



- 1 Pathway Marking
- 2 Rumble Strip
- 3 Adjacent Pathway
- 4 Bike Path
- 5 Tunnel
- 6 Bike Parking



- ▶ Over the next two months we will consider all of the information we have collected to date and prepare a draft Functional Design for the transitway
- ▶ We will hold another public meeting in January to share the draft Functional Design with stakeholders and listen to feedback
- ▶ We will then revise the draft Functional Design and prepare a cost estimate for submission to the federal government

Thank you for attending this event – your feedback is valuable to us.

For more information please contact:

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These display boards are available on the Winnipeg Transit website
[<http://winnipegtransit.com/en/southwest-transitway>] or simply search “Southwest Transitway”