

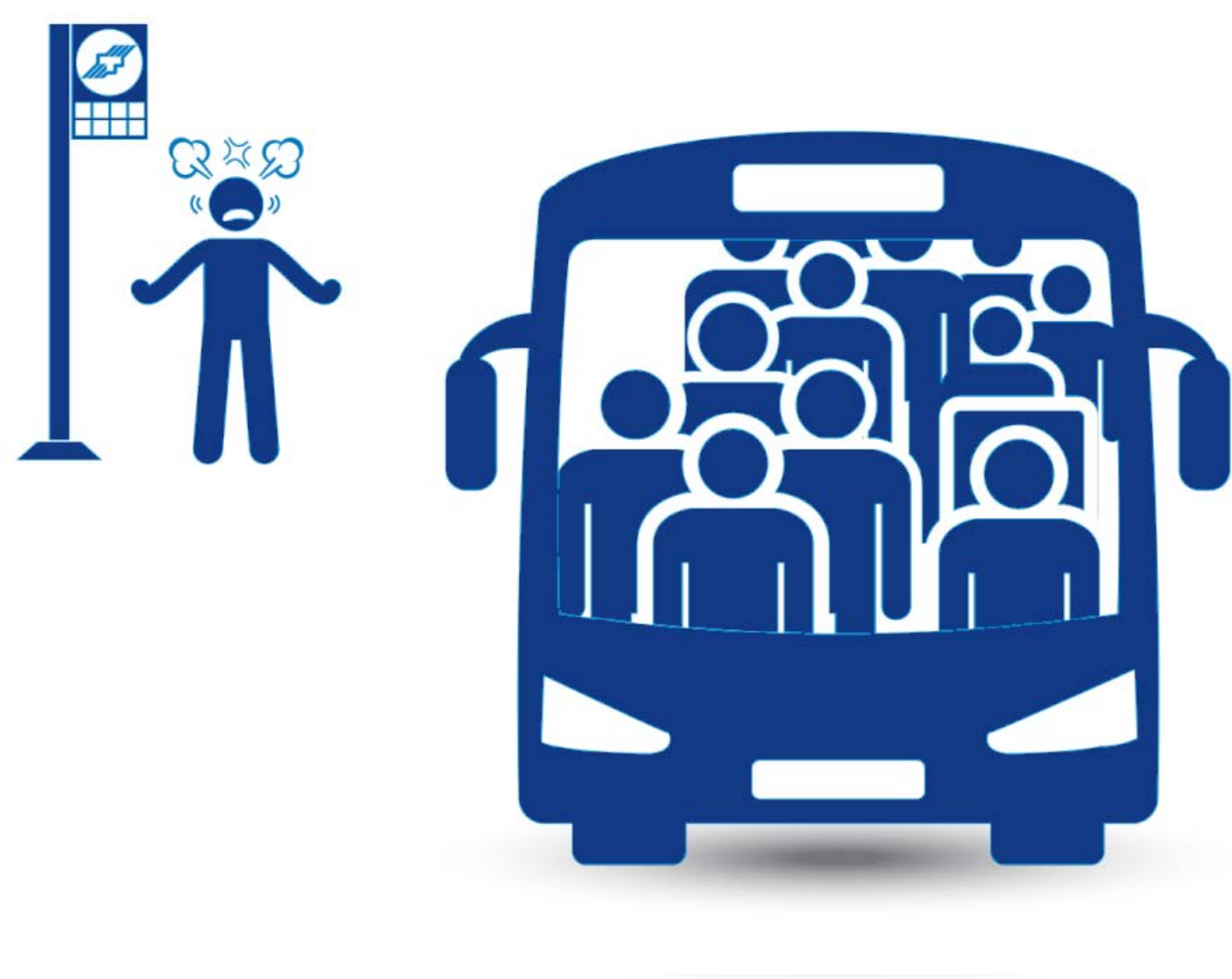
Southwest Transitway Route Planning

**Ideas in Motion Bus
April 2019**

Why Network Changes Are Needed

Network changes will ensure optimal use of Winnipeg Transit’s resources so that it can improve the delivery of efficient, fast, and reliable transit service for residents in the southwest of the City.

Current Transit Challenges:



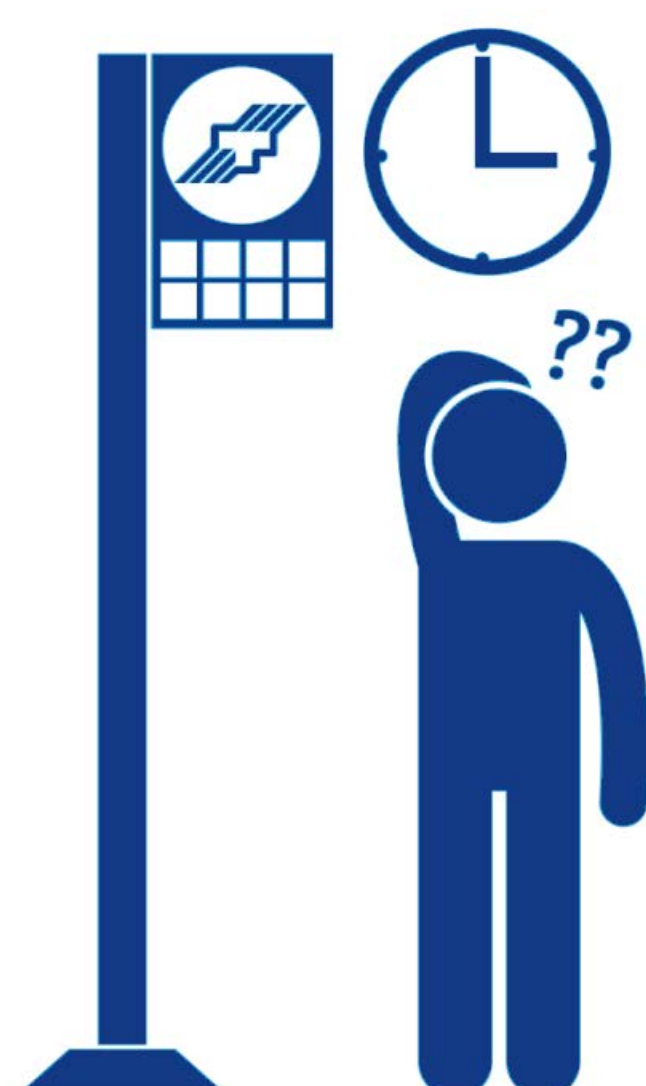
Overcrowding

Overcrowded buses can lead to pass-ups, where full buses pass by stops leaving passengers waiting for the next bus.



Transfer Locations

Some transfer locations have bus routes with lower frequencies and no shelters to protect passengers from the elements. This can lead to longer, less comfortable transfers.



Late Buses

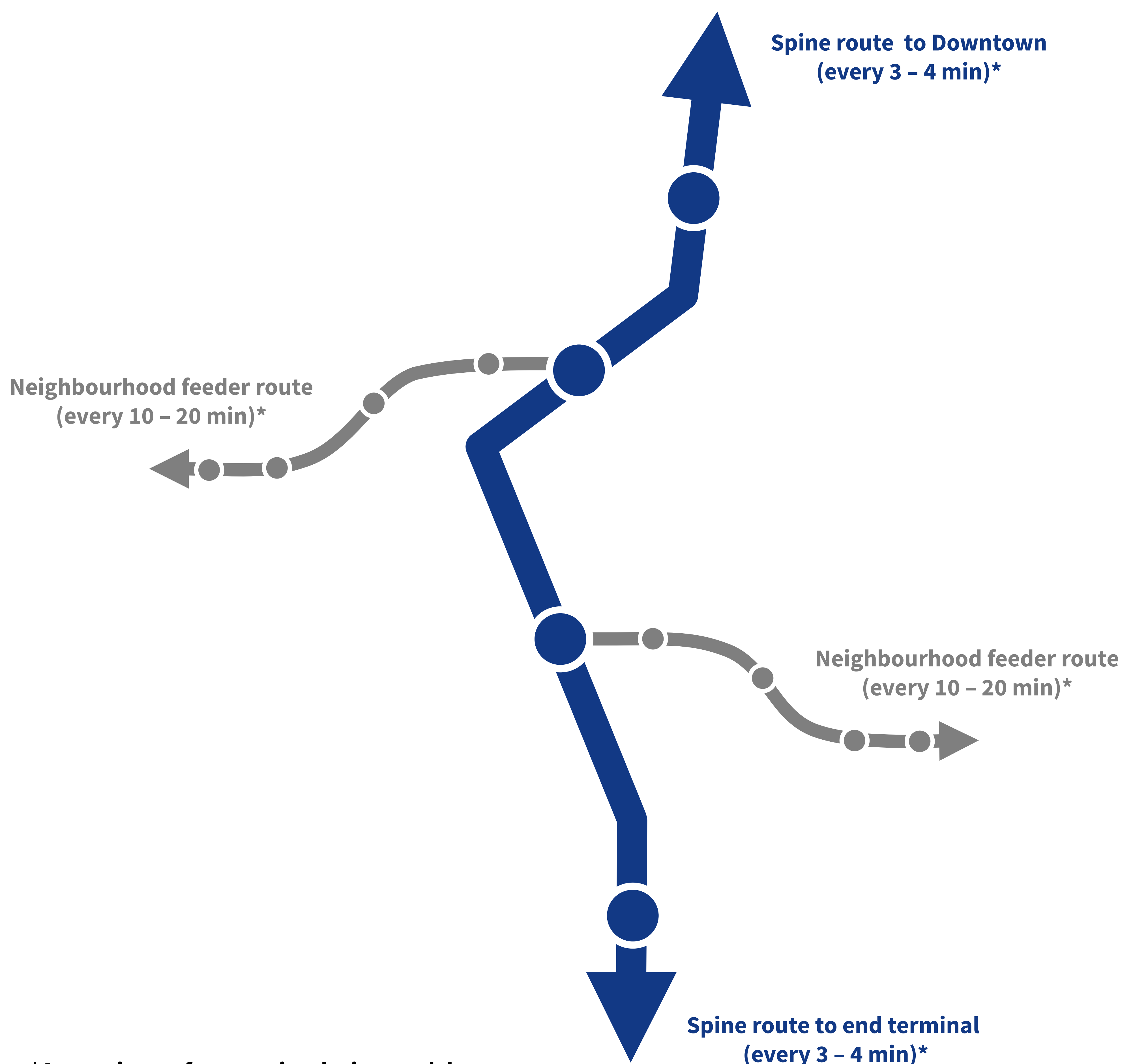
Buses are often late because they are delayed by traffic congestion. Incidents such as a lane closure or vehicle collision Downtown can cause a bus to be late in Waverley Heights, for example several hours later.

What We're Planning

Completing the Southwest Transitway (Stage 2) will allow Winnipeg Transit to operate a more efficient spine and feeder network.

A spine and feeder network uses two basic components:

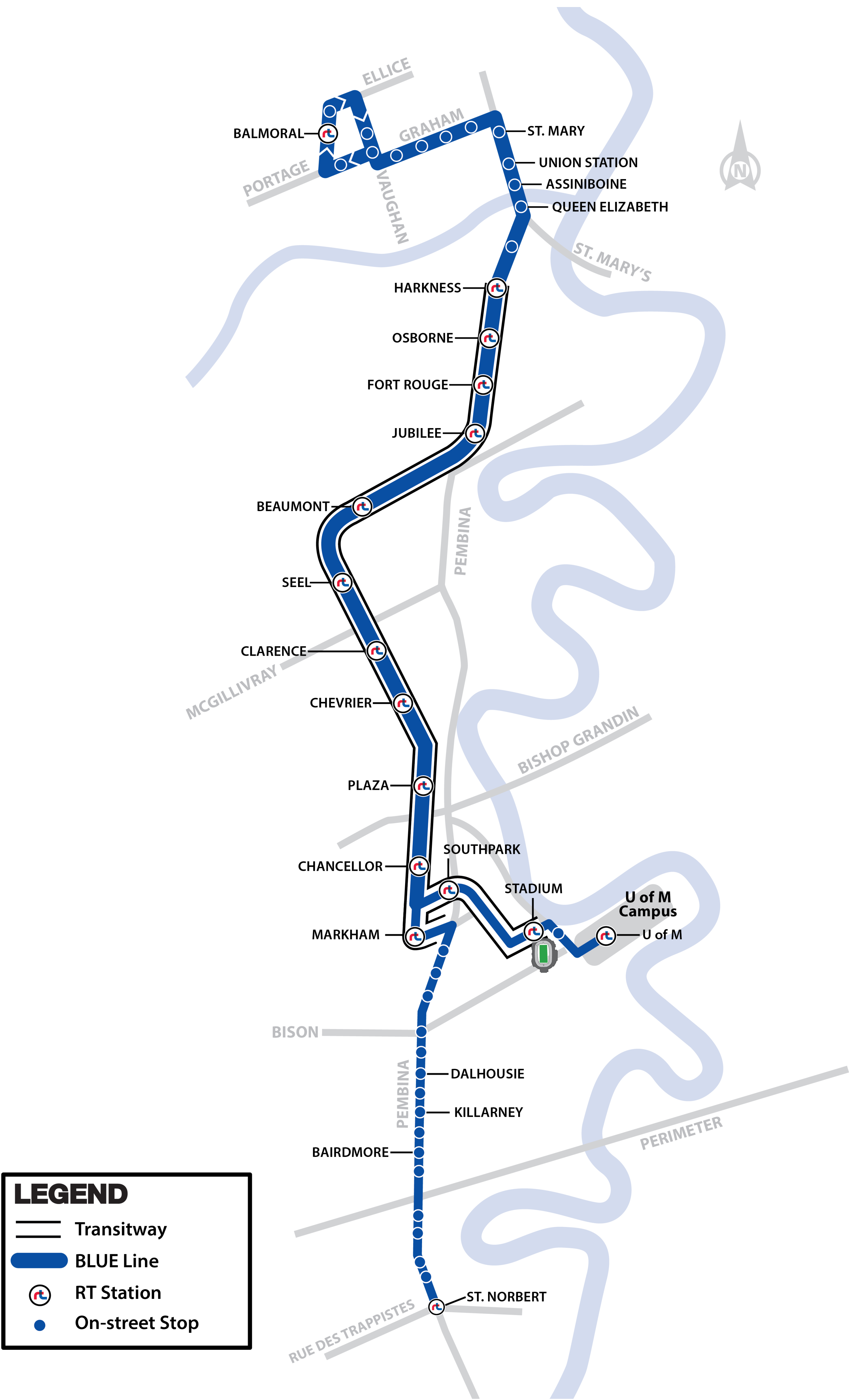
1. A spine route that provides high-speed, frequent service; and,
2. Neighbourhood feeder routes that provide passengers with simple connections to the spine route.



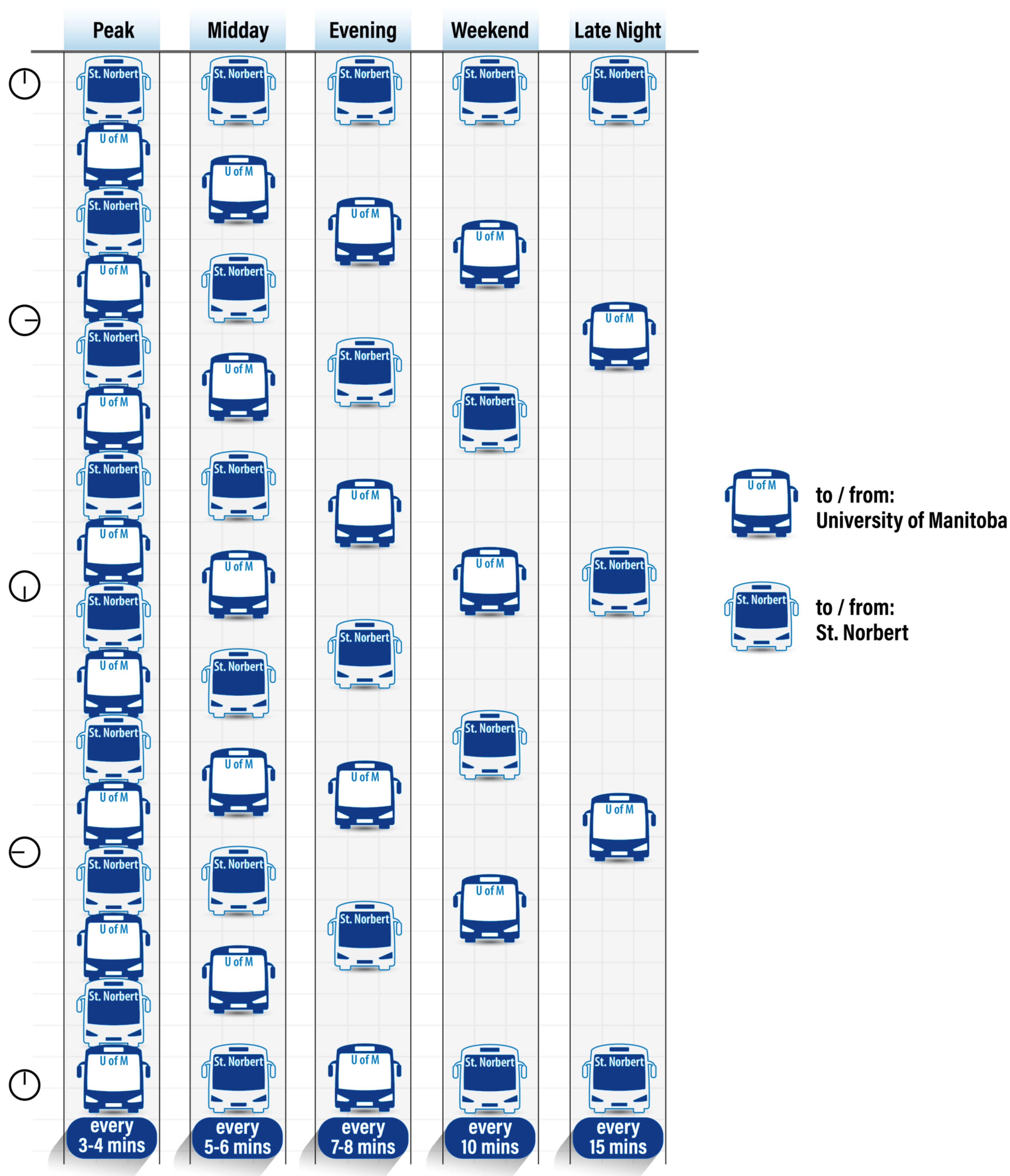
*Approximate frequencies during peak hours.

The BLUE Line

The proposed BLUE Line route will function as the spine route, providing high-speed, frequent service between Downtown, the University of Manitoba, and St. Norbert.



BLUE Line Frequency



When buses arrive often, buses are less crowded and wait times are short.

Short wait times make transfers quicker, more flexible and less cumbersome to plan.

BLUE Line Service

Twenty-eight new articulated buses will be dedicated to the BLUE Line. Articulated buses can hold 50 percent more passengers and will help reduce overcrowding.



All Southwest Transitway stations are well-lit with heated shelters to make transfers more comfortable for passengers.

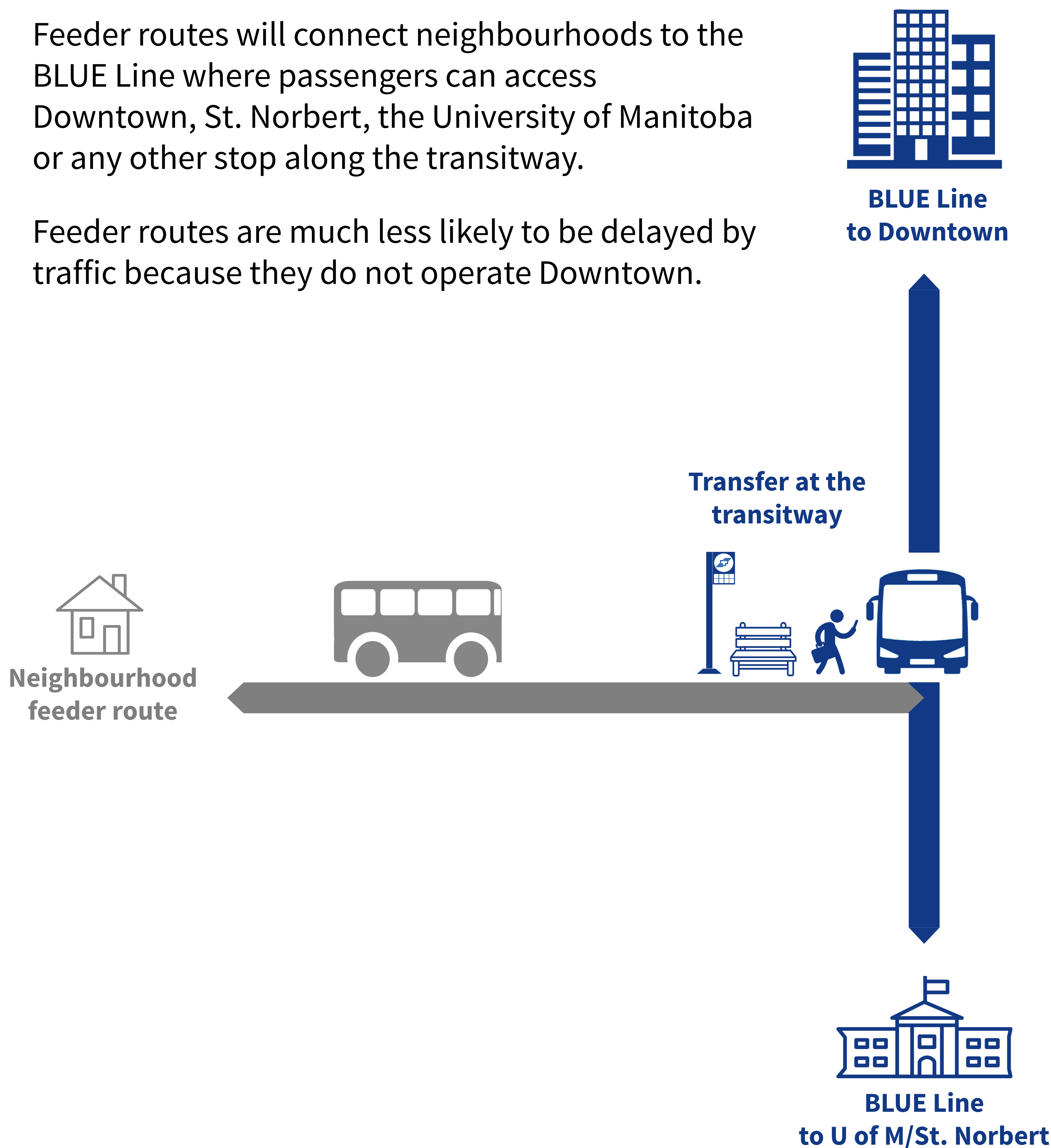


Feeder Routes

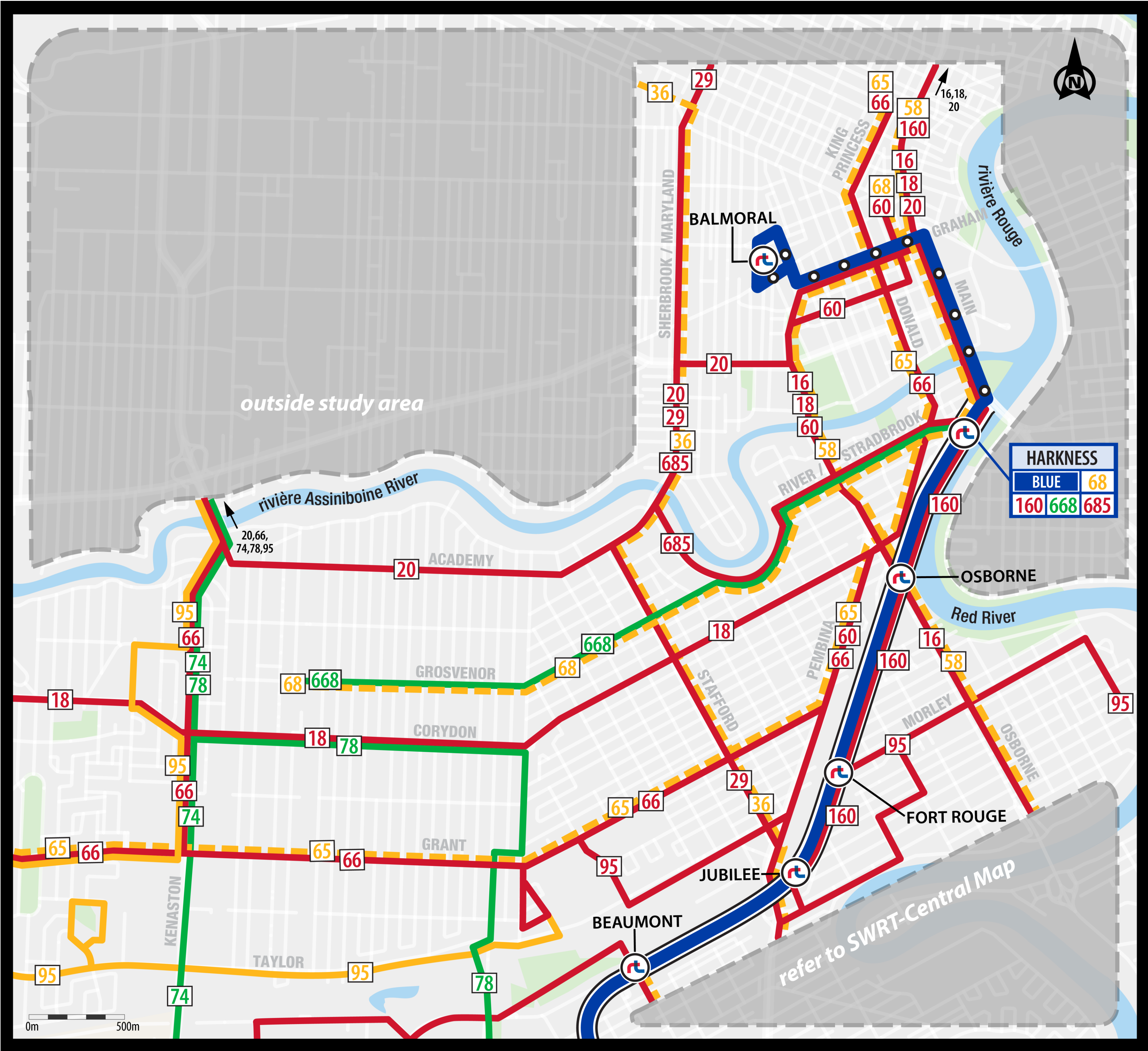
Many proposed feeder routes will follow the same familiar neighbourhood routes, but will terminate at the Southwest Transitway stations.

Feeder routes will connect neighbourhoods to the BLUE Line where passengers can access Downtown, St. Norbert, the University of Manitoba or any other stop along the transitway.

Feeder routes are much less likely to be delayed by traffic because they do not operate Downtown.

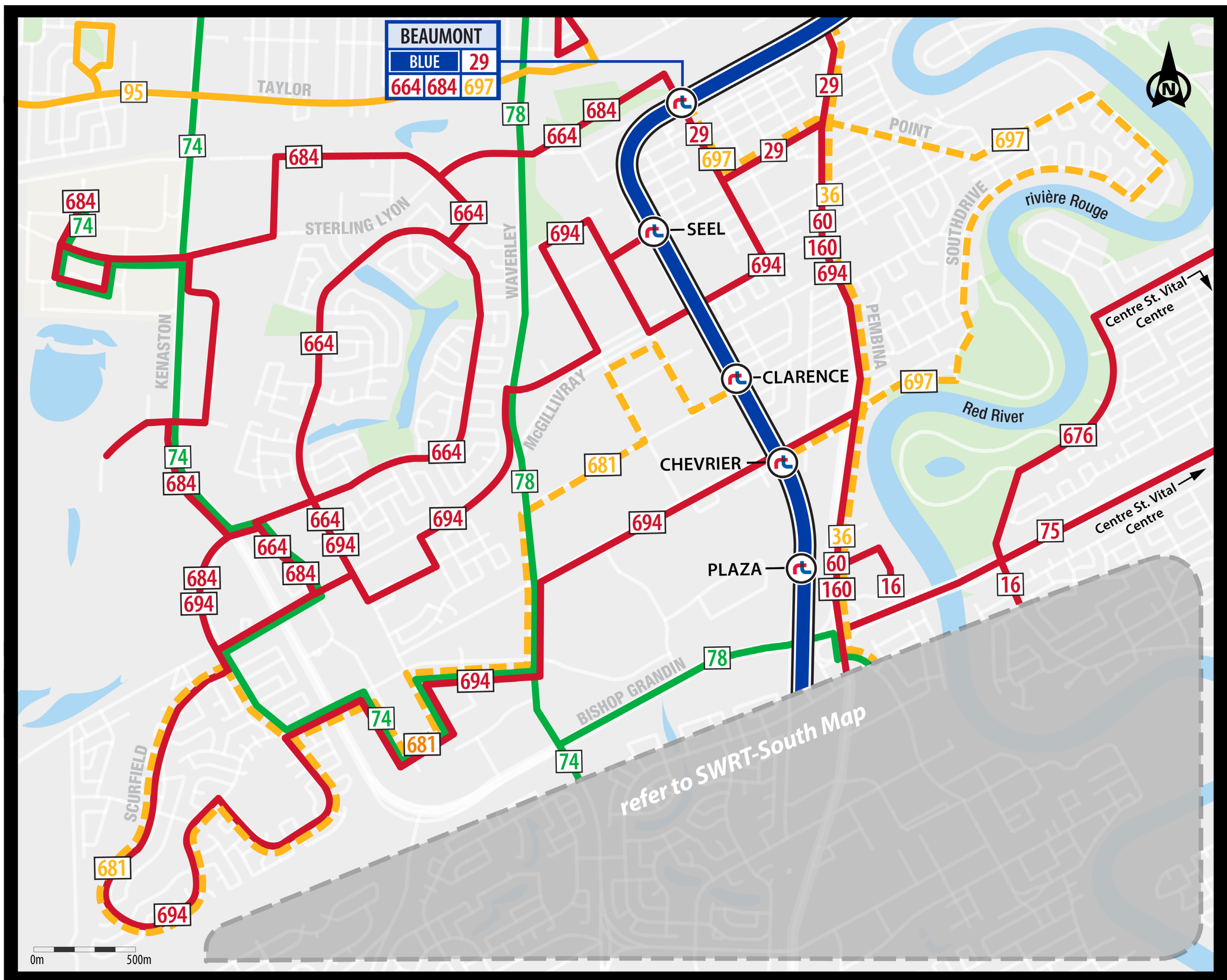


Southwest Network – North



* For discussion purposes only. Routes are not final and subject to change.
** Routes not part of the southwest transit network are not displayed on this map.

Southwest Network – Central



LEGEND

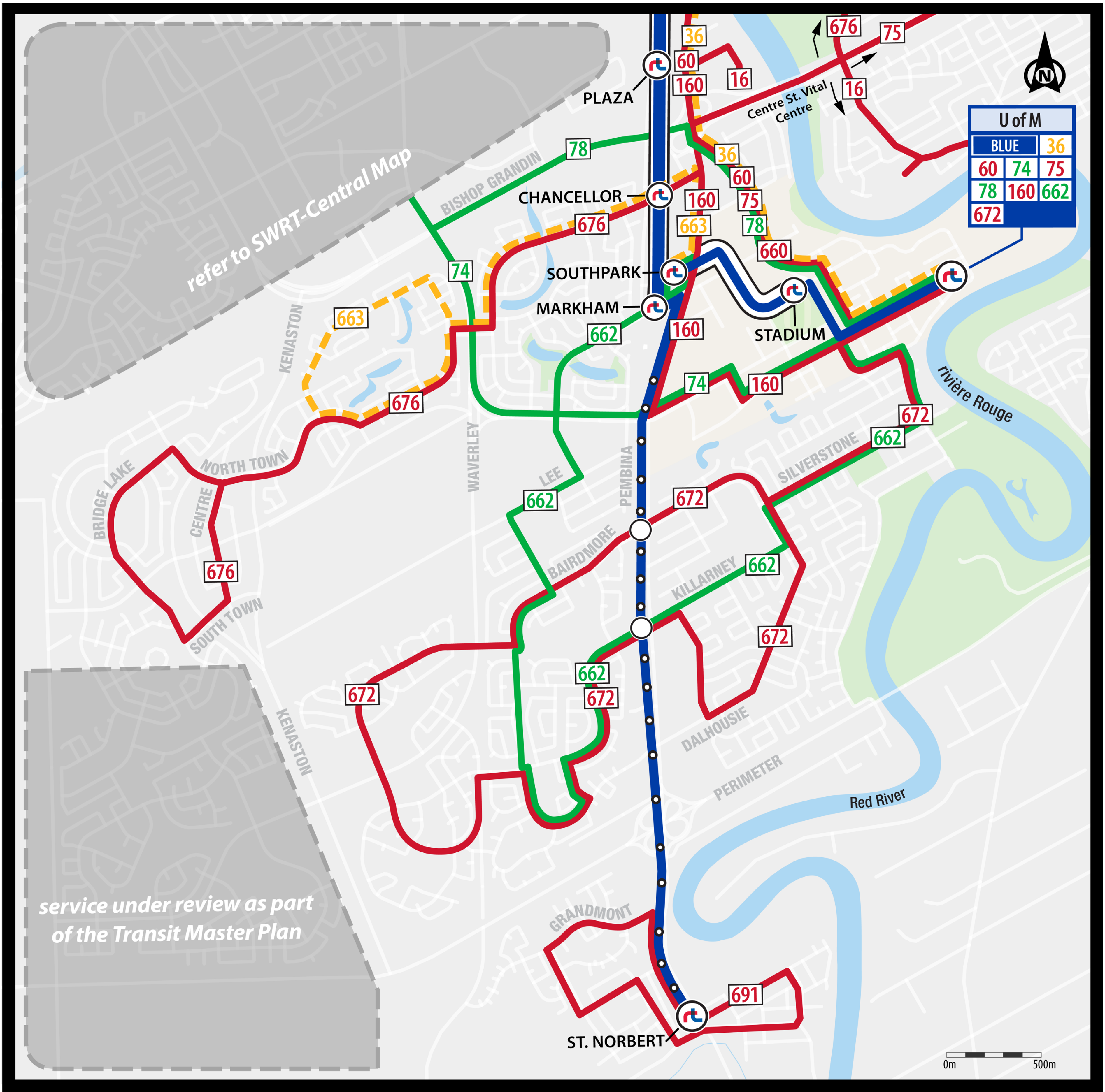
- BLUE Line
 Peak Mon-Fri Service
 Mon-Fri Service
 Mon-Sat Service
 Mon-Sun Service

RT Station
 Local Stop
 Transfer Stop
 Route Number

*** For discussion purposes only. Routes are not final and subject to change.**

**** Routes not part of the southwest transit network are not displayed on this map.**

Southwest Network – South



LEGEND

BLUE Line

Peak Mon-Fri Service

Mon-Fri Service

Mon-Sat Service

Mon-Sun Service

RT Station

Local Stop

Transfer Stop

Route Number

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Feeder Route Frequencies

Routes	Peak	Midday	Evening	Weekend	Late Night
662 Fort Richmond Markham Station, Richmond West, Fort Richmond, U of M Station	20 min	35 min	35 min	35 min ³	35 min
663 Bridgwater Bridgwater, Waverley Heights, Chancellor Station	10 min	–	–	–	–
664 Lindenwoods Kenaston Common, Lindenwoods, Beaumont Station	20 min	40 min	45 min	45-60 min	45 min
68 Grosvenor River Heights, Osborne Village, Harkness Station, Downtown	20 min ¹	–	–	–	–
668 Grosvenor River Heights, Osborne Village, Harkness Station	20 min ²	30 min	30 min	30 min ³	–
672 South Pointe South Pointe, Richmond West, Fort Richmond, U of M Station	10 min	20 min	25 min	30-40 min	30 min
676 Chancellor/River Road Bridgwater, Chancellor Station, Pulberry, St. Vital Centre	20 min	45 min	45 min	45 min	45 min
681 Whyte Ridge Whyte Ridge, Industrial, Clarence Station	10 min	–	–	–	–
684 Wilkes Kenaston Common, Seasons of Tuxedo, Wilkes, Beaumont Station	20 min	40 min	45 min	45-60 min	45 min
685 Osborne Village Misericordia, Crescentwood, Harkness Station	20 min	40 min	40 min	40 min	40 min
691 St. Norbert St. Norbert, St. Norbert Station	20 min	40 min	40 min	40 min	40 min
694 Fort Garry Whyte Ridge, Kenaston Common, Seel Station Pembina, Chevrier Station	20 min	35 min	35 min	40-60 min	35 min
697 Wildwood Beaumont Station, Wildwood, Chevrier Station	20 min	–	–	–	–

1 – AM peak service only
2 – PM peak service only
3 – Saturday service only



Pembina Route Frequencies and Service Changes

Pembina Routes	Peak	Midday	Evening	Weekend	Late Night
60 Pembina Downtown, Osborne Village, Pembina, U of M Station	10 min	15 min	20 min	20-30 min	30 min
160 Pembina Downtown, SWRT (Stage 1), Pembina, U of M Station	10 min	15 min	20 min	20-30 min	30 min

Routes	Service Changes
29 Sherbrook	Route extension: Terminates at Beaumont Station via Windermere Avenue.
60 Pembina	Route change: Accesses Fort Street via St. Mary/York Avenue.
65/66 Grant	Route change: Accesses Downtown via Donald Street. Terminates at City Hall.
74 Kenaston	Route change: No longer services Tuxedo Business Park (now serviced by route 684).
78 Waverley	Route change: Accesses U of M via University Crescent.
160 Pembina	Route change: Accesses U of M via Pembina/Chancellor Matheson. Terminates at City Hall.



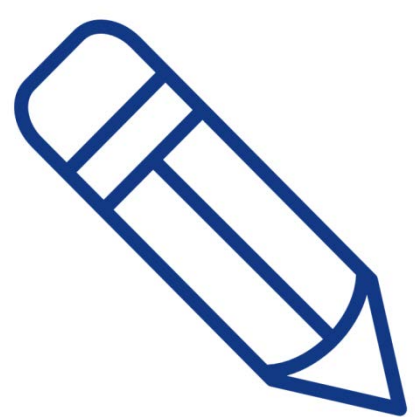
Next Steps

- 1 Seek public input on the proposed BLUE Line and feeder routes – Spring 2019
- 2 Seek Council approval of the proposed BLUE Line and feeder routes – Summer 2019
- 3 Transitway construction complete – Fall 2019
- 4 Notification of new routes – Winter 2019/20*
- 5 Transitway opens – Spring 2020
- 6 BLUE Line and other new routes begin servicing southwest Winnipeg – Spring 2020*

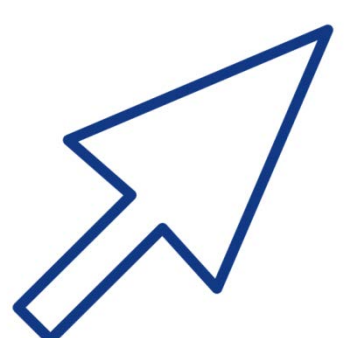
* Subject to Council approval.



Thank you for attending today's event!



Please submit your exit survey before you leave.



For more information, visit:
winnipeg.ca/southwestrapidtransitway