

WELCOME!

SOUTHWEST TRANSITWAY (STAGE 2) PUBLIC OPEN HOUSE

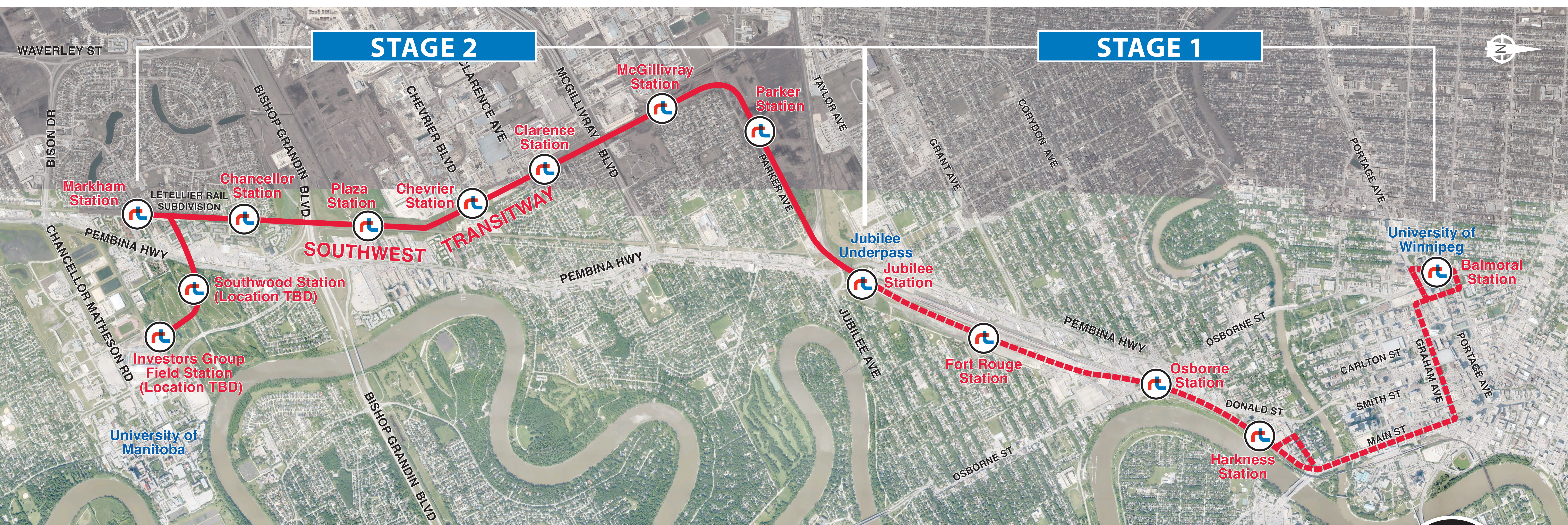
Monday, February 24, 2014 3:30 to 5:30PM and 7:00 to 9:00PM
Tuesday, February 25, 2014 3:30 to 5:30PM and 7:00 to 9:00PM

- ▶ Welcome to the Southwest Transitway (Stage 2) Open House Meeting.
- ▶ This Open House is being held to provide project information about the draft Functional Design of the Transitway and to ask for your feedback.
- ▶ Project representatives are available to answer questions or discuss issues or concerns with you.

WHAT IS THE PURPOSE OF THE PROJECT?

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- ▶ Stage 1 of the Southwest Transitway was opened in April 2012 and is currently in operation from Downtown to Pembina & Jubilee.
- ▶ Stage 2 of the Transitway is proposed to extend the corridor south to Markham Road and to the University of Manitoba.
- ▶ Winnipeg City Council has selected the Parker/Hydro alignment for the Transitway.
- ▶ The main objective of the study team is to prepare a “Functional Design” for the Transitway.
- ▶ The Functional Design considers 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 many passengers.
- ▶ 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)
 - ▶ Transit signal priority at intersections

- ▶ Development of a rapid transit system is a key component of the City's Transportation Master Plan to provide citizens with a viable alternative to the automobile, to reduce road congestion, and to build a transportation system that serves future generations.
- ▶ The Transitway alignment bypasses several areas of traffic congestion on Pembina Highway (the major arterial in the corridor).
- ▶ With the southwest area's population expected to grow by 40% by 2030, the Transitway is essential to realize a mode shift required to moderate traffic demand on the roadway network and to improve the overall performance of the transportation system.
- ▶ The Transitway is an important ingredient in the ongoing revitalization of downtown. Rapid transit service operates into the heart of the downtown in very close proximity to major employment, shopping, medical, dental, cultural, and entertainment centres. It creates more pedestrian activity on downtown sidewalks, reduces parking needs, and frees up lands currently used for surface parking for higher-valued uses.
- ▶ The Transitway has already stimulated new development approvals, including a transit-oriented community of more than 1,000 dwellings in the Fort Rouge Yards adjacent to the completed Stage 1 Transitway, and two new mixed-used towers near Osborne Station and Harkness Station. Further development is planned in the Parker Lands, Sugar Beet Lands, and Southwood Golf Course Lands.



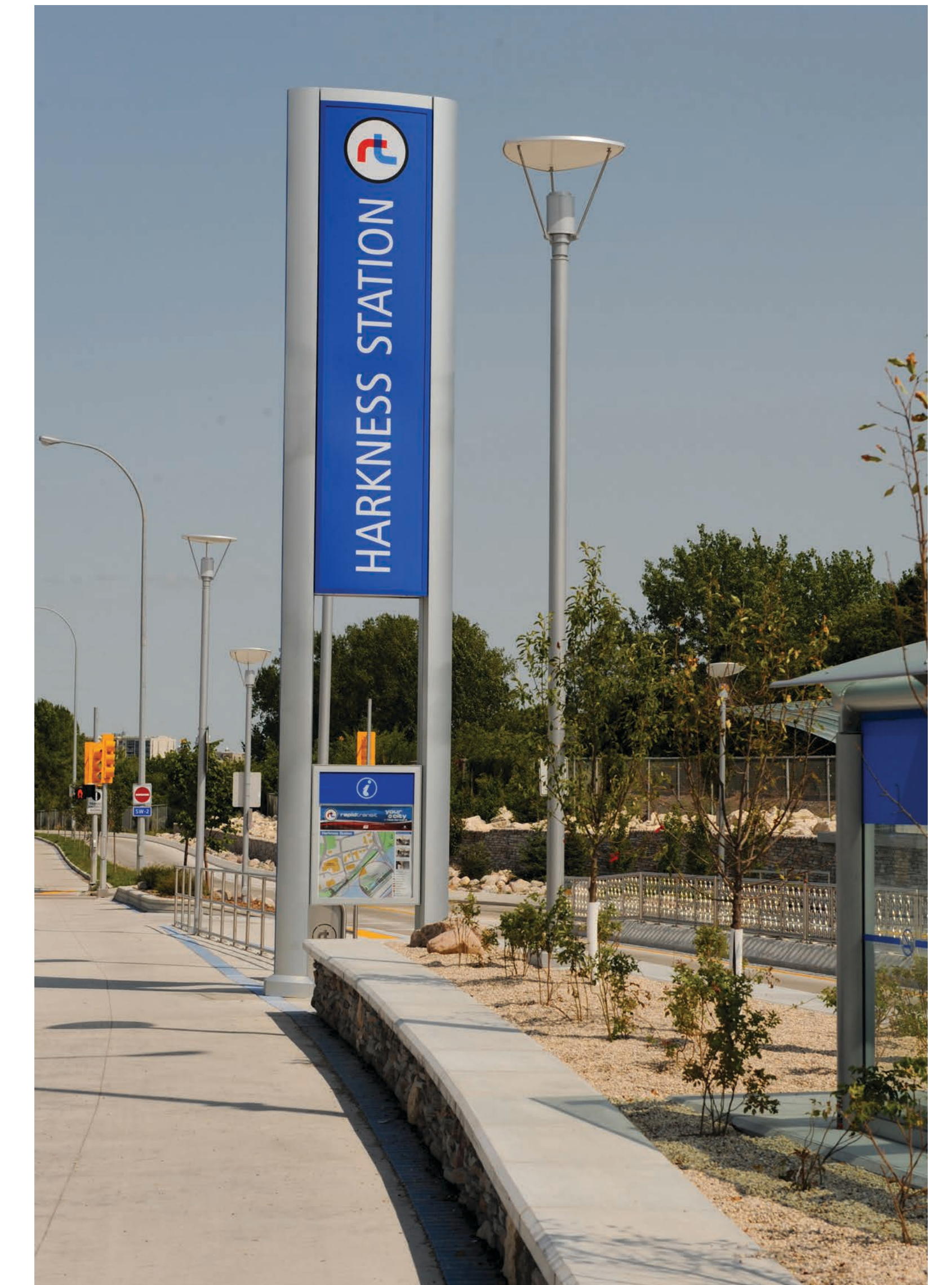
Benefits include:

- ▶ Rapid transit in Winnipeg will shift a higher proportion of urban travel to the transit system by offering a higher order service characterized by high speed, high reliability, high frequency, real-time passenger information, modern ITS (Intelligent Transportation Systems) equipped vehicles, a flexible route network, beautiful stations, a high quality runningway, and a distinct image.
- ▶ Net positive socioeconomic impacts include increased ridership, reduced traffic congestion, reduced production of greenhouse gases and other air pollutants, improved access to downtown, and new opportunities for transit-oriented development (TOD) adjacent to stations.
- ▶ Transit Oriented Development (TOD) refers to higher-density mixed-use development focused around transit stations that places the priority on pedestrians, cyclists and transit users.
- ▶ Improving the travel time savings of transit relative to automobile travel.
- ▶ Efficient public transit enables people without driver's licenses and those with disabilities to retain their independence by helping them get to shopping, work, and school.
- ▶ By helping to make driving a car an option rather than a necessity, rapid transit reduces the need for vehicle parking lots and extensive road widenings, helping to keep our City green.
- ▶ New active transportation (AT) facilities including new bicycle and pedestrians paths, connections to existing paths, covered bike racks and lockers at the stations, and bike racks on rapid transit buses.



As the initial phase of Winnipeg's rapid transit network, the Southwest Transitway provides citizens with a viable alternative to the automobile, thereby reducing road congestion and emissions from automobile use. While this provides a significant benefit, the construction and operation of the transitway includes many environmental and sustainability features:

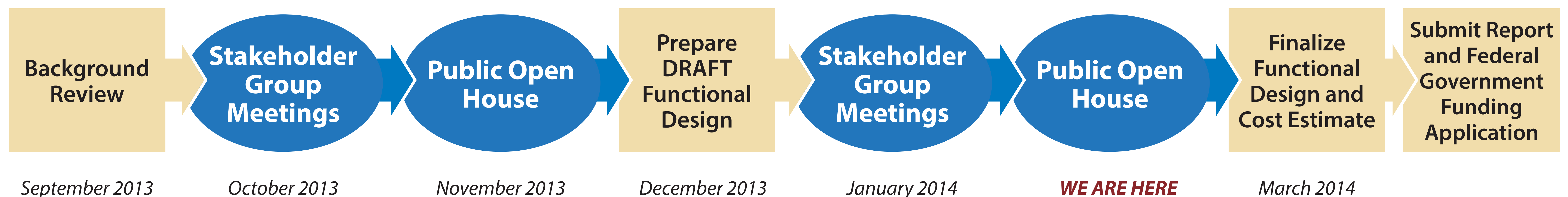
- ▶ All station shelters and buildings would use transparent materials to maximize passive solar heating during the many hours of sunlight in Winnipeg's climate. During winter months, this would be supplemented by heaters powered by renewable hydro power.
- ▶ New bicycle and pedestrian paths would be built as part of the project. New paths along the Transitway, bike lockers and racks at all stations, and prominent cycling user information would be integrated with the city's overall active transportation network.
- ▶ Real-time electronic passenger information displays would be installed at all stations. This reduces the need to supply and keep current hard-copy service schedule information at the stations.
- ▶ Universal design features (designed in collaboration with the City's Access Advisory Committee and its staff) would provide ease-of-use for all passengers for all components of the Transitway (pedestrian paths, wayfinding, station facilities, signage, and buses).
- ▶ Landscaping at the stations and along the Transitway would make extensive use of native plants and wild grasses. These species have a high rate of survival, reducing the need for periodic replacement, and require less maintenance and watering than non-native ones.



WHAT PUBLIC AND STAKEHOLDER CONSULTATION IS TAKING PLACE?

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- ▶ During Round 1 of the consultation process (Oct.–Dec. 2013) we spoke with numerous stakeholder groups and the general public to identify specific Transitway issues and impacts.
- ▶ Since that time the design team has prepared a draft Functional Design and has worked to address concerns and ideas wherever possible.
- ▶ At this Open House we are asking for your feedback on the draft Functional Design.
- ▶ Following this Open House the team will work to adjust the draft Functional Design where possible and complete the cost estimates.
- ▶ Further consultation will be carried out during future stages of the project should it proceed.



- The charts on this display board provide a summary of what we heard from stakeholders during Round 1 of the engagement process. A full Round 1 engagement report is provided on the project website: <http://winnipegtransit.com/en/southwest-transitway>

Chart 1: Open House 1 Respondent Type	Chart 2: Open House 1 Effectiveness	Chart 3: Respondent Interest Areas (see also the next display board)																																																													
<p>This graphic illustrates that a range of people participated in Round 1, including those who live close to the proposed corridor and those that live further away.</p>	<p>This graphic illustrates that the vast majority of those who filled in a comment sheet during Round 1, felt that both the project team staff and the information provided were helpful.</p>	<p>This graphic illustrates the reasons that participants were interested in this project. The information helps the team ensure that these topics are addressed and communicated effectively.</p>																																																													
<table border="1"><caption>Respondent Type Data</caption><thead><tr><th>Respondent Type</th><th>Percentage</th></tr></thead><tbody><tr><td>Nearby Resident</td><td>40%</td></tr><tr><td>Other Winnipeg Resident</td><td>24%</td></tr><tr><td>Adjacent Resident</td><td>27%</td></tr><tr><td>Stakeholder Group</td><td>4%</td></tr><tr><td>Other</td><td>2%</td></tr><tr><td>Nearby Business</td><td>3%</td></tr></tbody></table>	Respondent Type	Percentage	Nearby Resident	40%	Other Winnipeg Resident	24%	Adjacent Resident	27%	Stakeholder Group	4%	Other	2%	Nearby Business	3%	<table border="1"><caption>Effectiveness Data</caption><thead><tr><th>Category</th><th>Yes (%)</th><th>No (%)</th></tr></thead><tbody><tr><td>Team Helpful</td><td>93%</td><td>7%</td></tr><tr><td>Information Useful</td><td>88%</td><td>12%</td></tr></tbody></table>	Category	Yes (%)	No (%)	Team Helpful	93%	7%	Information Useful	88%	12%	<table border="1"><caption>Respondent Main Reasons for Project Interest</caption><thead><tr><th>Reason</th><th>Count</th></tr></thead><tbody><tr><td>General Project Support</td><td>34</td></tr><tr><td>Neighbourhood Impacts</td><td>30</td></tr><tr><td>Active Transportation</td><td>28</td></tr><tr><td>Parks/Parker Lands</td><td>24</td></tr><tr><td>General Project Interest</td><td>17</td></tr><tr><td>Bus Routes/Service</td><td>16</td></tr><tr><td>Specific Project Benefits</td><td>16</td></tr><tr><td>Other Project Options</td><td>14</td></tr><tr><td>Traffic Concern</td><td>12</td></tr><tr><td>Transit User</td><td>9</td></tr><tr><td>Lives Nearby</td><td>9</td></tr><tr><td>Project Cost</td><td>8</td></tr><tr><td>Project Process</td><td>7</td></tr><tr><td>General Opposition</td><td>7</td></tr><tr><td>Stations</td><td>5</td></tr><tr><td>Project Due Diligence</td><td>5</td></tr><tr><td>Existing Dog Park</td><td>5</td></tr><tr><td>Other General Comments</td><td>14</td></tr></tbody></table> <p>141 respondents offered 260 reasons for their interest in the project</p>	Reason	Count	General Project Support	34	Neighbourhood Impacts	30	Active Transportation	28	Parks/Parker Lands	24	General Project Interest	17	Bus Routes/Service	16	Specific Project Benefits	16	Other Project Options	14	Traffic Concern	12	Transit User	9	Lives Nearby	9	Project Cost	8	Project Process	7	General Opposition	7	Stations	5	Project Due Diligence	5	Existing Dog Park	5	Other General Comments	14
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- Participants in the Round 1 public and stakeholder engagement program provided many comments and helpful information that has been carefully considered and/or incorporated into the draft Functional Design. The chart below illustrates the topics provided and a general response to those comments.

Item	Topics or Questions Provided by Participants	Response by the Study Team
1.0	General Support and or/Opposition: Some respondents indicated general support or opposition for the Stage 2 rapid transit project for various reasons, including identification of other project options beyond the scope of the Functional Design project.	The project was selected for study by City of Winnipeg Council after careful consideration. The project has many long-term benefits for the City at large. It is understood that some citizens will support this project and some will not.
2.0	Specific Project Benefits: Respondents cited a series of specific project benefits they were interested in, including reduction in vehicle use, reduction in greenhouse gases, and reduction in travel time.	The project will provide many public benefits in both the short term and the long term. Please see the "Project Benefits" display board(s).
3.0	Project Due Diligence: Is enough due-diligence being done for this project?	An extensive amount of due diligence is being undertaken to prepare this Functional Design. A multi-disciplinary team of approximately twenty professionals is working together, to create a best practice solution for the proposed facility.
4.0	Bus Routes, Bus Service: How will existing bus routes be modified, particularly along Pembina Highway?	All of the areas currently served by bus routes will continue to be served by bus routes. The Transitway provides a way for each of these existing routes to reach a destination within the downtown, or southwest Winnipeg much more quickly, particularly during peak traffic times. There will still be regular and RT bus service provided on Pembina Highway. Please see the 'Bus Routes' roll-out drawing for further information.
5.0	Active Transportation: What are the plans for providing pathways for walking and cycling in conjunction with the Transitway?	The project scope includes the need to provide active transportation pathways along the length of the corridor. The study team has prepared a plan that details the location of pathways and connections. Where space allows, bicycle and pedestrian facilities will be separate from one another. Please see the 'Active Transportation' roll-out drawings for further information.

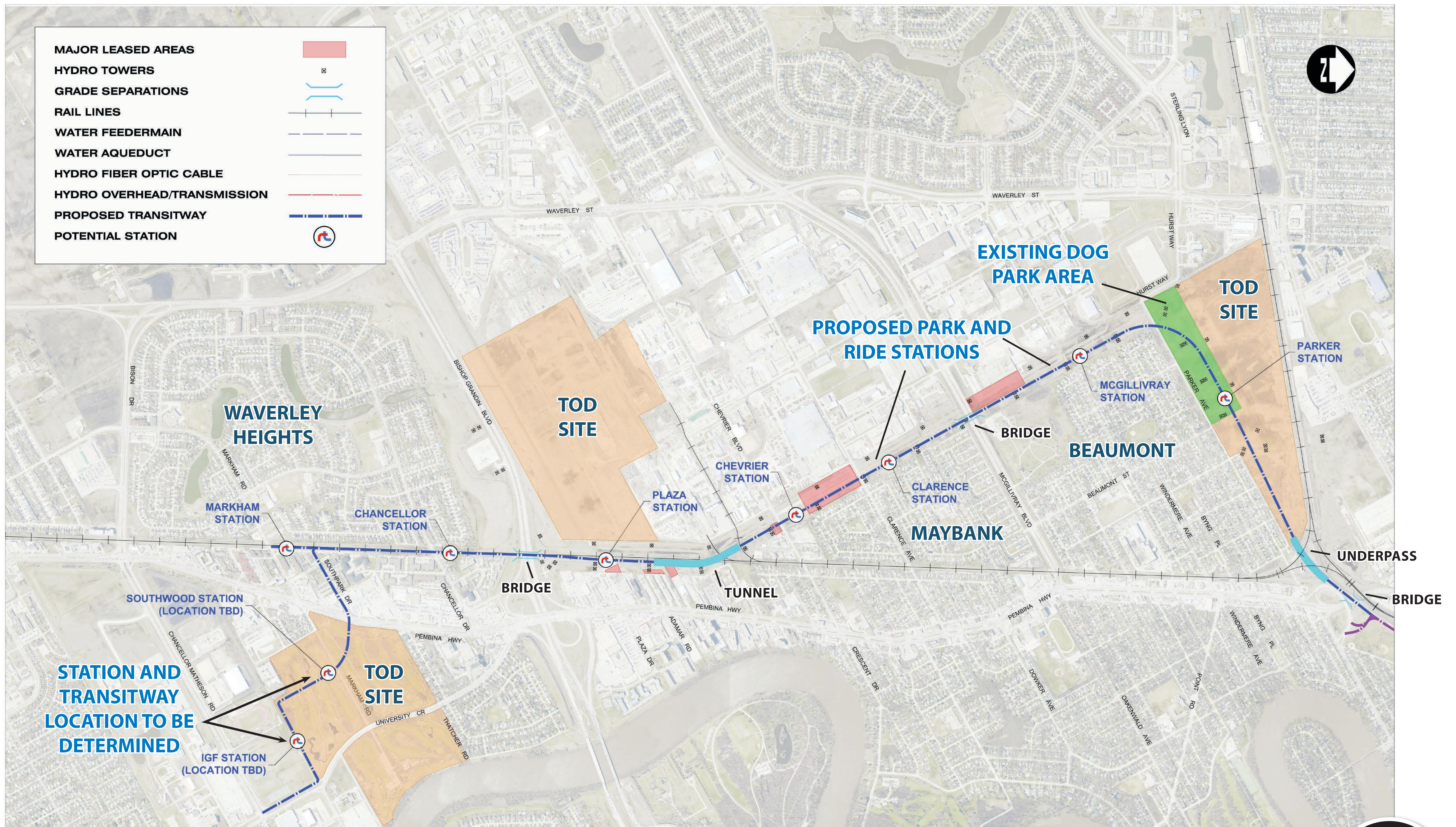
Item	Topics or Questions Provided by Participants	Response by the Study Team
6.0	Stations: Where will the stations be located? How many will there be?	The transit stations are being proposed at strategic points to balance speed and ridership. Seven stations are proposed at points where the active transportation network can tie in conveniently and appropriately, and where ridership can be maximized now and in anticipation of future transit-oriented development site development. Please see the 'Stations' roll-out drawings for further information.
7.0	Existing Dog Park: What will happen to the existing dog park?	The existing dog park is in the area immediately beneath the existing Hydro transmission lies within the Parker Lands, on land primarily owned by Manitoba Hydro and leased by the City of Winnipeg. Many participants perceive the dog park to be much larger in area than it actually is. The study team will propose an alternative configuration for the dog park area in the immediate vicinity, including a better vehicular access point and other new park amenities. Please see the 'Parker Lands' display board for the location of a potentially relocated dog park
8.0	Rail Relocation and Mitigation: How will the rail relocation be handled?	Please see the 'Rail Relocation' display board.
9.0	Parker Lands: What will happen with the Parker Lands? Can any of this land be preserved as a 'natural area' for Public Use?	Please see the 'Parker Lands' display board.
10.0	Parker Avenue / Hurst Way Street Connection: How will these streets be configured to accommodate the new Transitway?	Please see the roll-out drawings for information on the proposed new street configuration.

Continued on Board 10 ►

Item	Topics or Questions Provided by Participants	Response by the Study Team
11.0	Existing Parking/Yard areas within the Hydro corridor: What will the impacts be for existing parking areas located along the Hydro Corridor? How can parking areas be reconfigured?	<i>Please see the roll-out drawings for information on reconfigured parking areas.</i>
12.0	Multi-family Parking and Access: How will South Pembina multi-family buildings reconfigure or maintain access and parking at each site?	<i>Please see the roll-out drawings for information on reconfigured parking areas.</i>
13.0	French Street Reconfiguration: What will happen for to vehicular access to this commercial/industrial area to accommodate the Transitway?	<i>Please see the roll-out drawings for information on reconfigured parking areas.</i>
14.0	University of Manitoba Access How will the U of M site and the Investors Group Field be accessed?	<i>Please see the roll-out drawings for information on the University of Manitoba access.</i>
15.0	Intersections: What's happening at each intersection where the new Transitway meets existing roadways?	Grade separations (bridges, tunnels or underpasses) are proposed at Jubilee, McGillivray, the Letellier rail line and Bishop Grandin. Wherever grade separations are not feasible along the Transitway, the buses will cross at level intersections (proposed at Georgina, Clarence, Chevrier, Chancellor and Markham), the same as they do throughout the city. Since on average there will be only one bus every few minutes at these intersections, the intersections will likely not need to be gated, however some intersections may include new traffic signalization to give buses priority crossing. <i>Please see the Functional Design roll-out drawings for further information for each intersection.</i>
16.0	Cross Sections for the Transitway: How will the Transitway, rail and pathways be arranged in relation to adjacent uses along the route?	<i>Please see the 'Cross Sections' display board.</i>
17.0	Park and Ride: Will there be Park and Ride facilities? Where will they be located and how will they be accessed?	<i>Please see the 'Park and Ride' display board.</i>

Item	Topics or Questions Provided by Participants	Response by the Study Team
18.0	Environmental Assessment: Is there an environmental assessment being undertaken for this project?	An environmental assessment is being undertaken. <i>Please see the 'Environmental Benefits' display board and/or speak to a Dillon Representative.</i>
19.0	Potential Neighbourhood Impacts What is going to be done about the potential negative impacts related to noise, vibration and safety related to both buses and the modified rail line? What about property values for adjacent properties?	The Transitway will be created using an extra thick concrete base to minimize vibration . The study team is still looking at how and where a noise mitigation wall could be provided along the Letellier Rail corridor where the setback distance to homes is closer. Pedestrian access to the Transitway will be controlled using fencing that would only allow individuals to cross the Transitway at the controlled locations at each station and active transportation pathway. The modified rail line actually presents an opportunity to improve upon the current disturbance adjacent residents may experience. Even though the rail line would be located approximately 18 feet closer to homes to the west of the corridor, the construction of a new rail bed base and the use of modern 'seamless' rails, would reduce both noise and vibration currently experienced. In terms of rail safety , the current and proposed rail facilities will meet Transport Canada safety guidelines. Current regulations allow railways to operate immediately at the edge of their right-of-way with no setback provided. Studies and experience demonstrate that property values adjacent to public transportation corridors either remain neutral or increase depending upon the opportunities for redevelopment.
20.0	Other topics and Questions: There were numerous other questions asked by participants.	<i>Please see any project representative if you would like further information on any topic or question.</i>

- Following this Open House we will make adjustments to this draft Functional Design as required to respond to any technical issues and stakeholder feedback as required and as feasible.

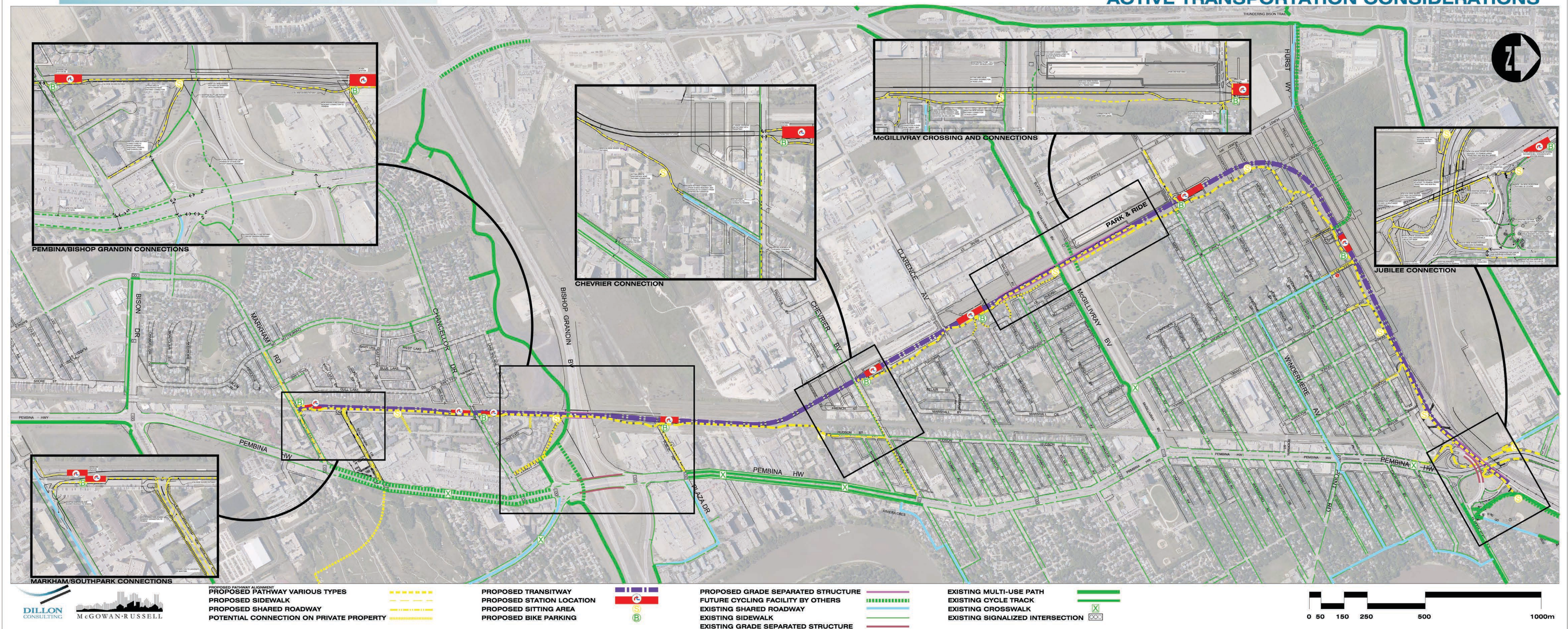


- ▶ This drawing illustrates the proposed walking and cycling paths and connections to the existing pedestrian/bicycle network along the route.
- ▶ This drawing is also displayed on the tables in the center of the room at a larger scale.

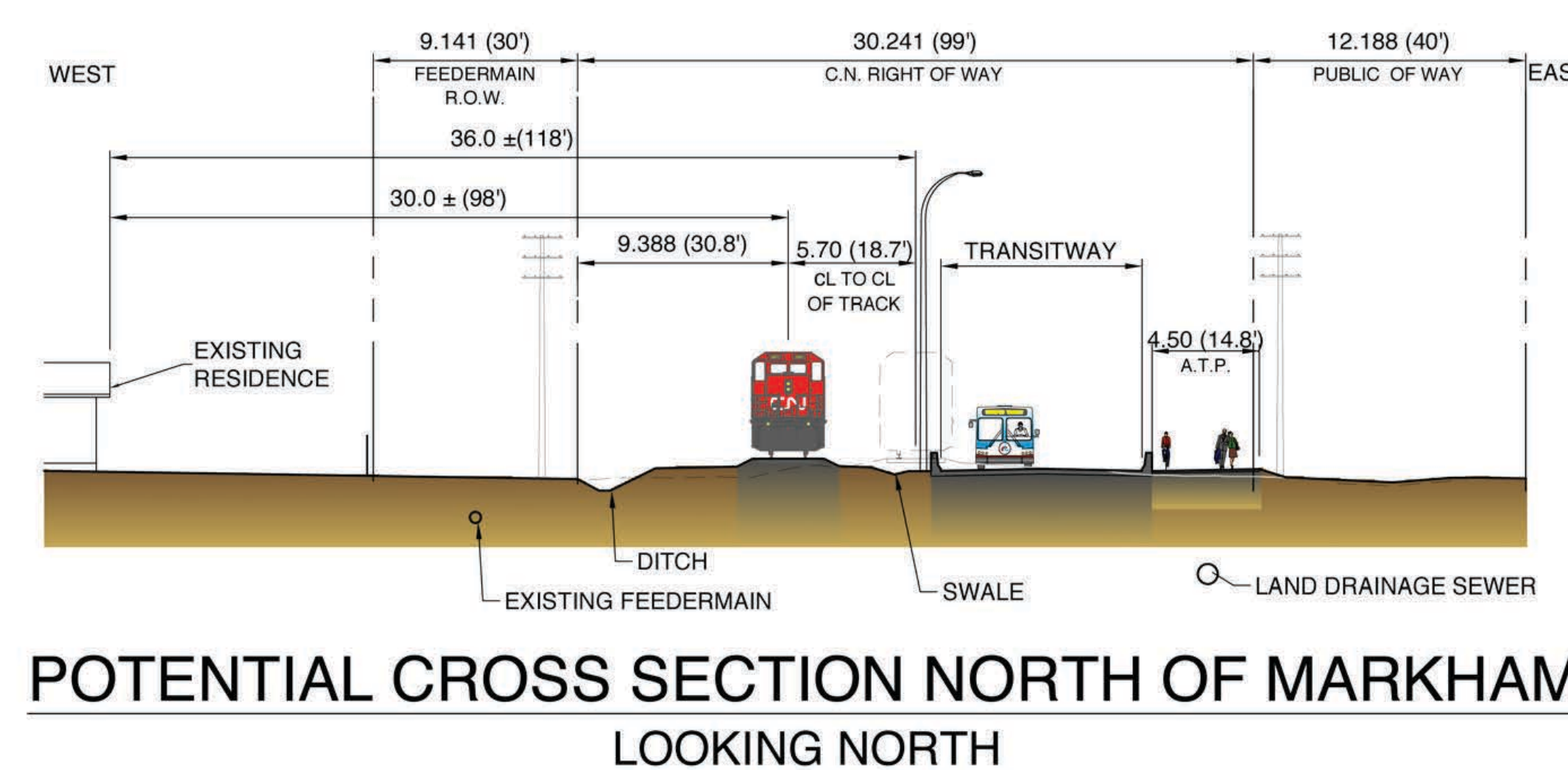
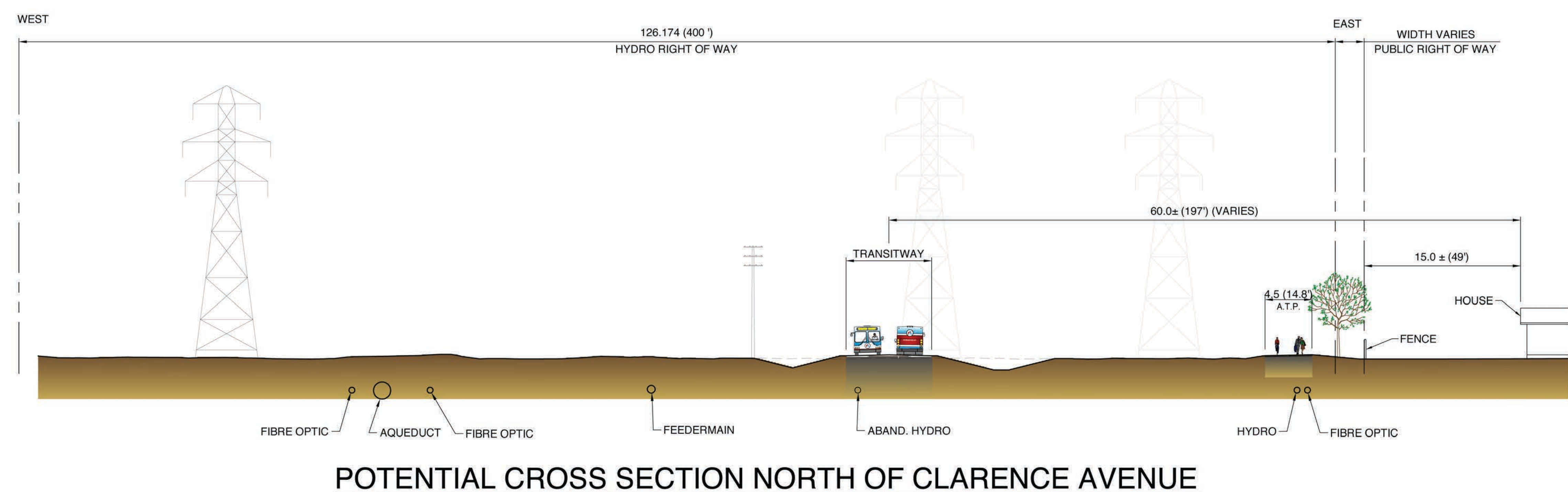
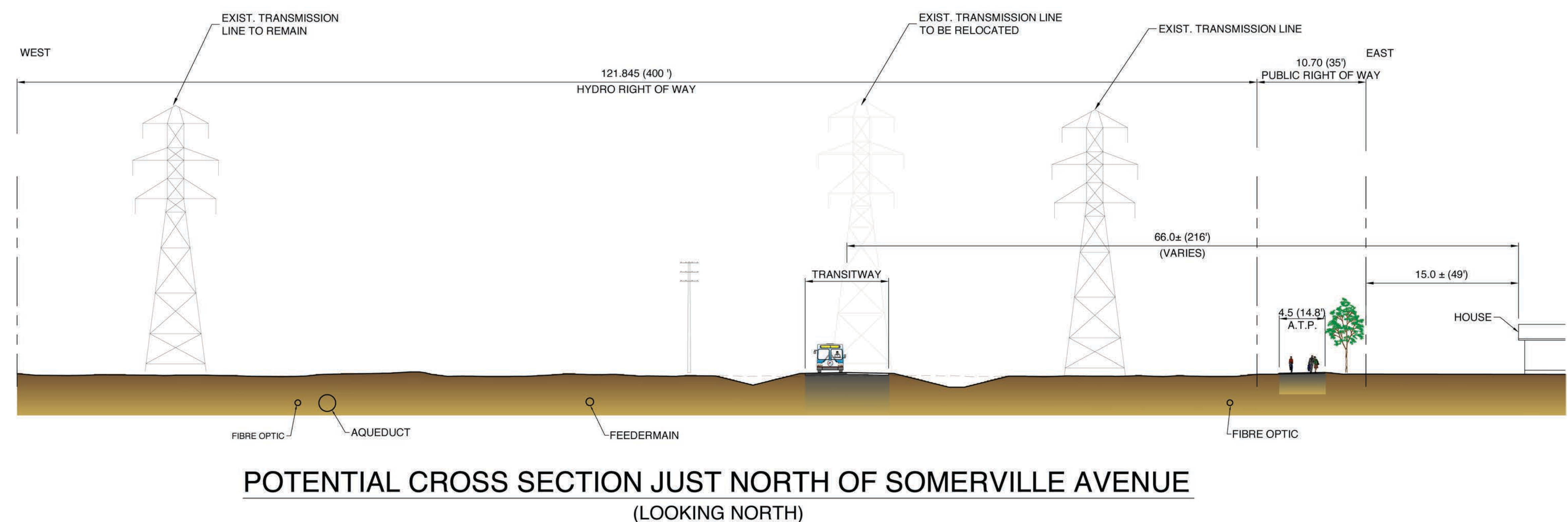


SOUTHWEST RAPID TRANSIT
STAGE 2

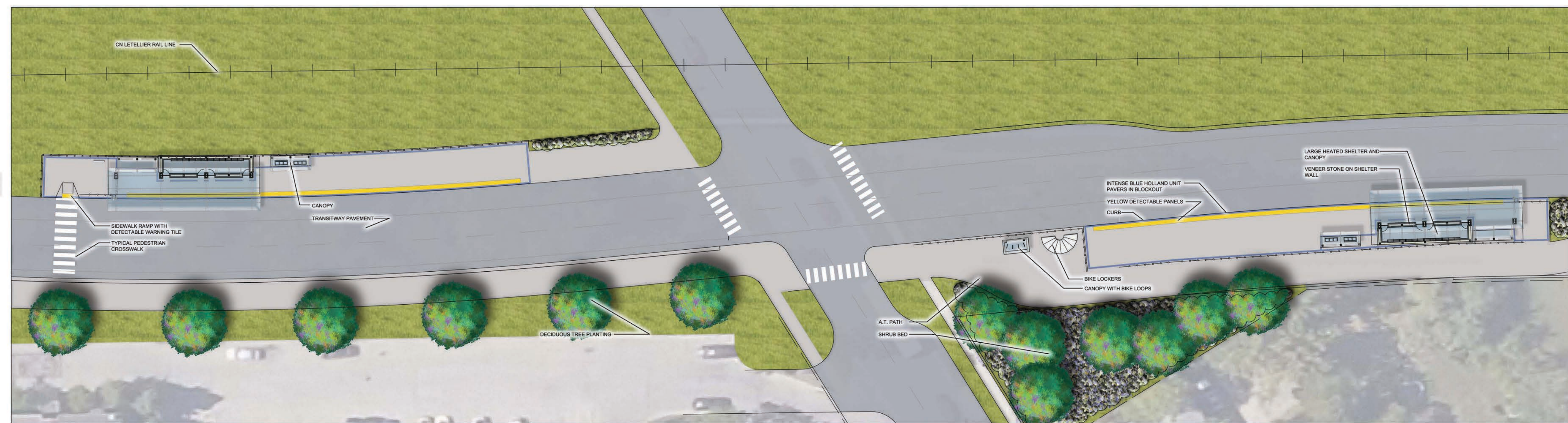
ACTIVE TRANSPORTATION CONSIDERATIONS



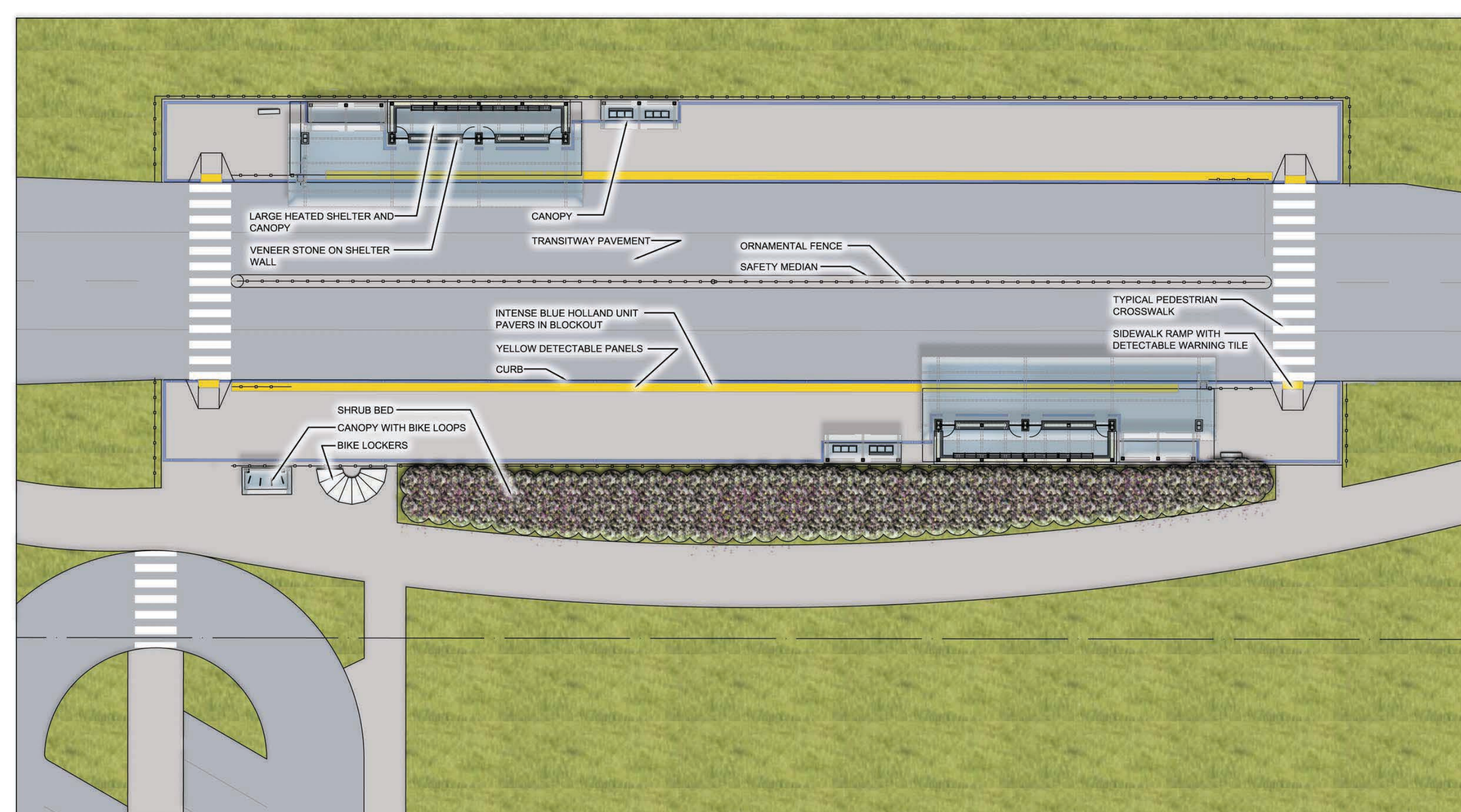
- These three cross sections illustrate the proposed location of the bus runningway in relation to other features within the corridor such as existing transmission towers, underground utilities, property lines and adjacent structures.



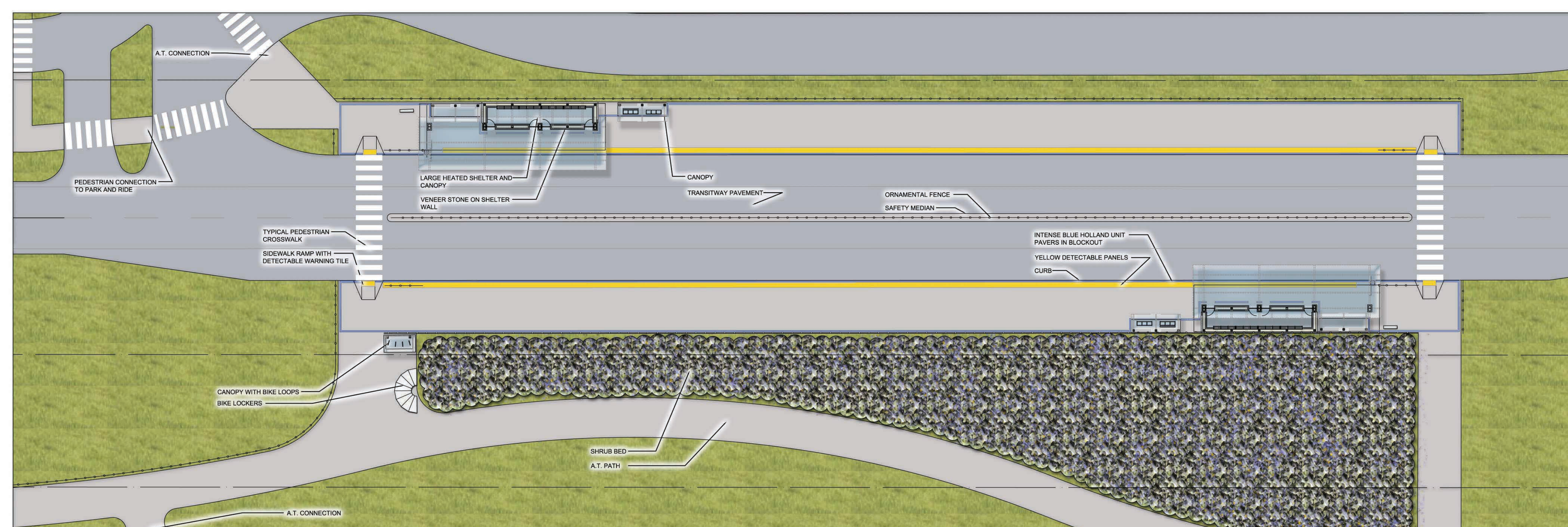
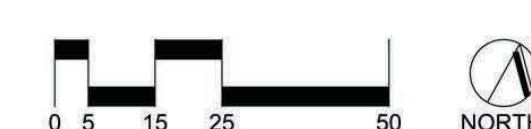
- ▶ Stations would be located at strategic points along the Transitway.
- ▶ The stations would vary in terms of their size.
- ▶ These images are examples of what the stations could generally look like.



▲ Split Station



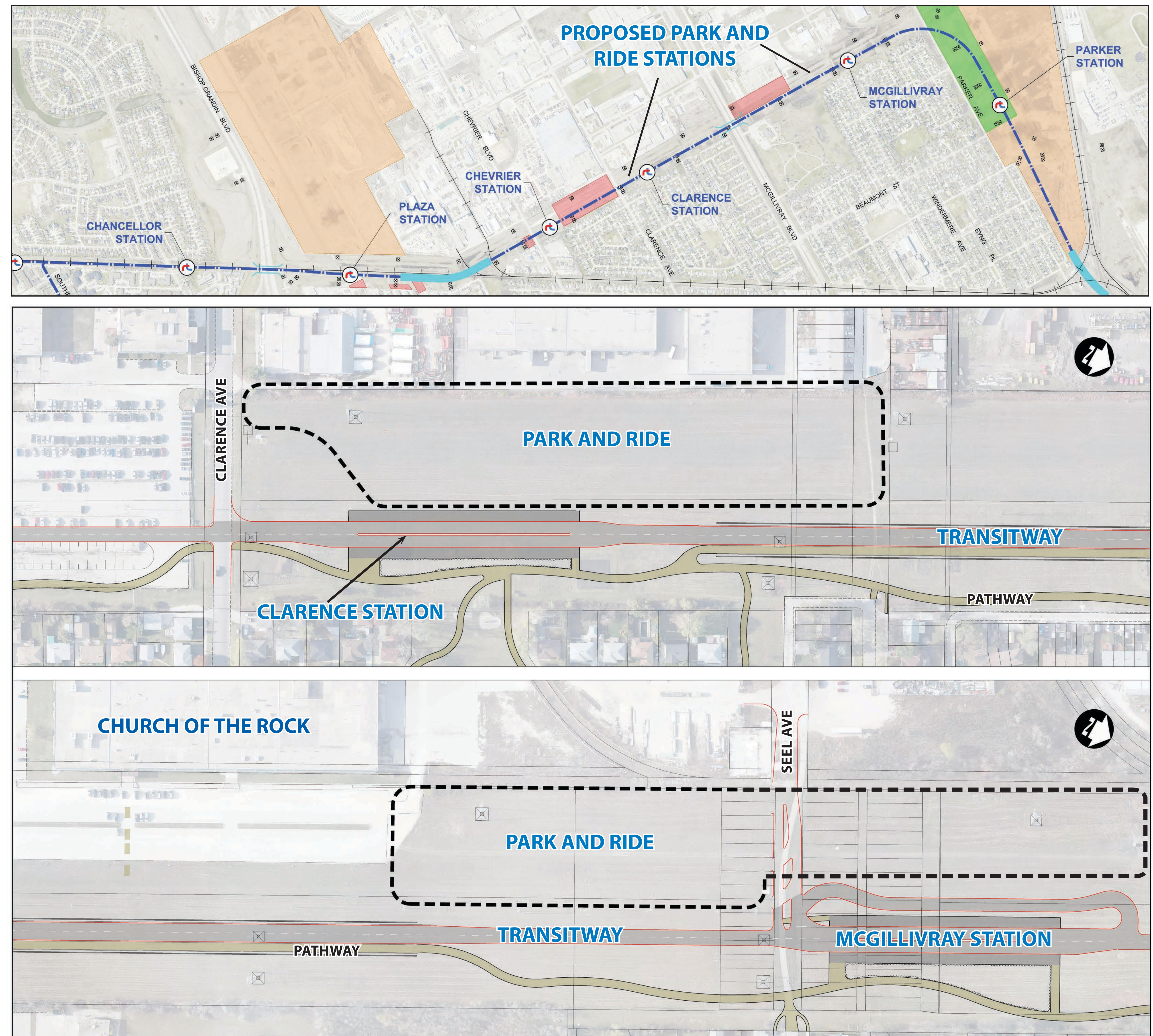
▲ Small Station



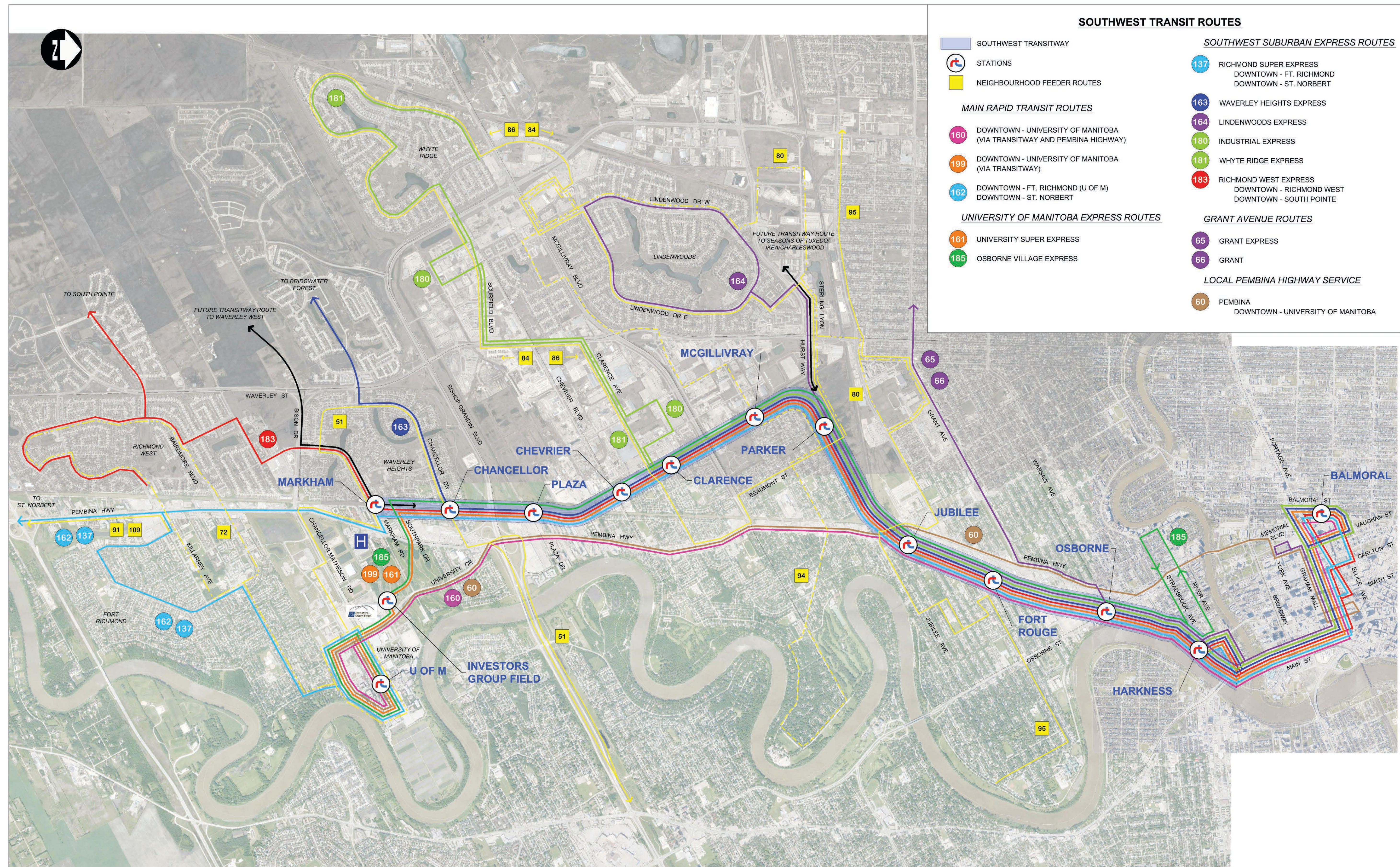
▲ Large Station



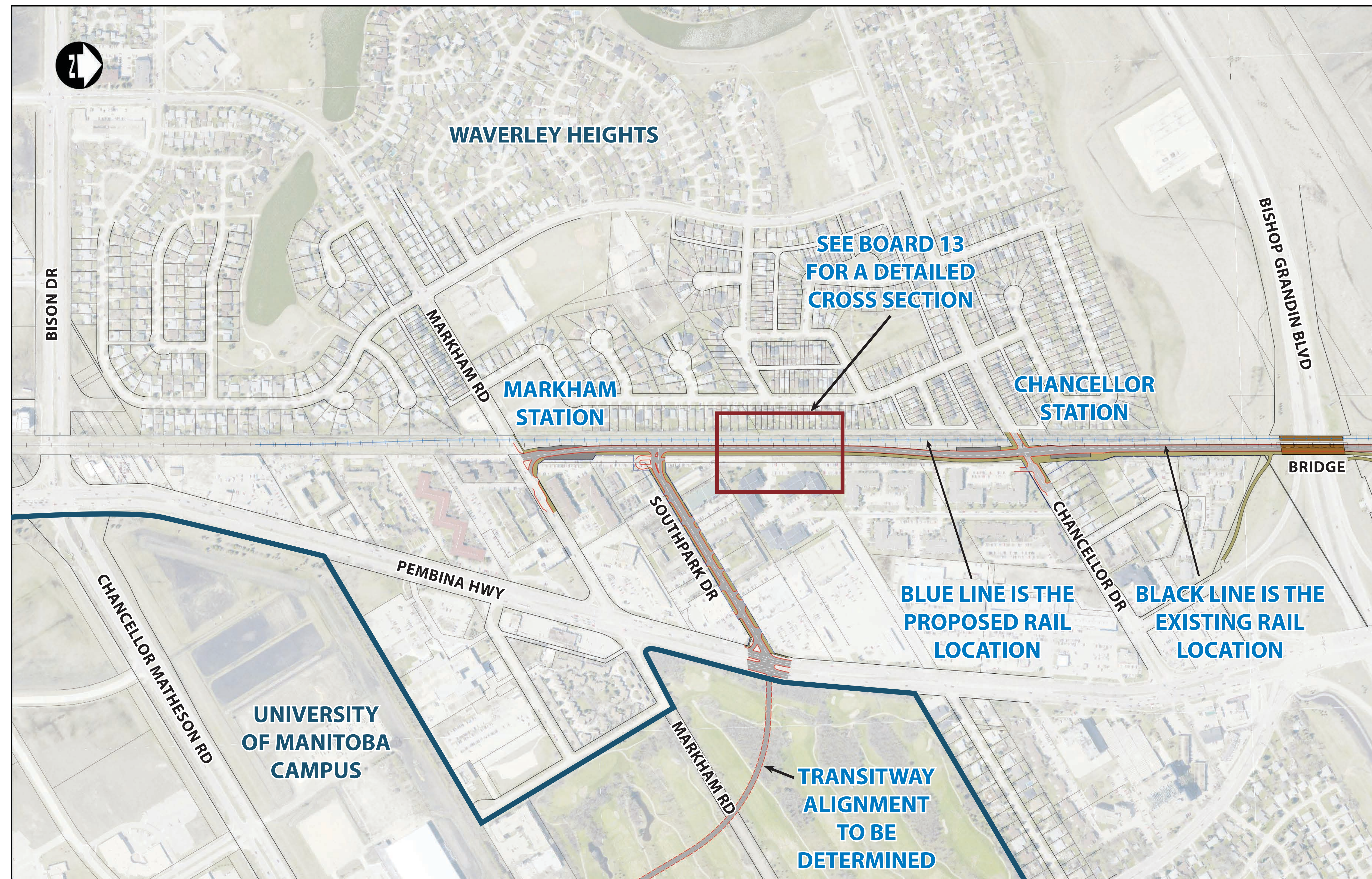
- ▶ Two Park and Ride sites are proposed as illustrated to the right, one near Clarence Avenue and one near Seel Avenue.
- ▶ These sites will provide convenient Park and Ride access to rapid transit service for both daily commuting and for events at Investors Group Field.
- ▶ Protection measures for adjacent residential areas, such as parking permits and enforcement measures are being studied.



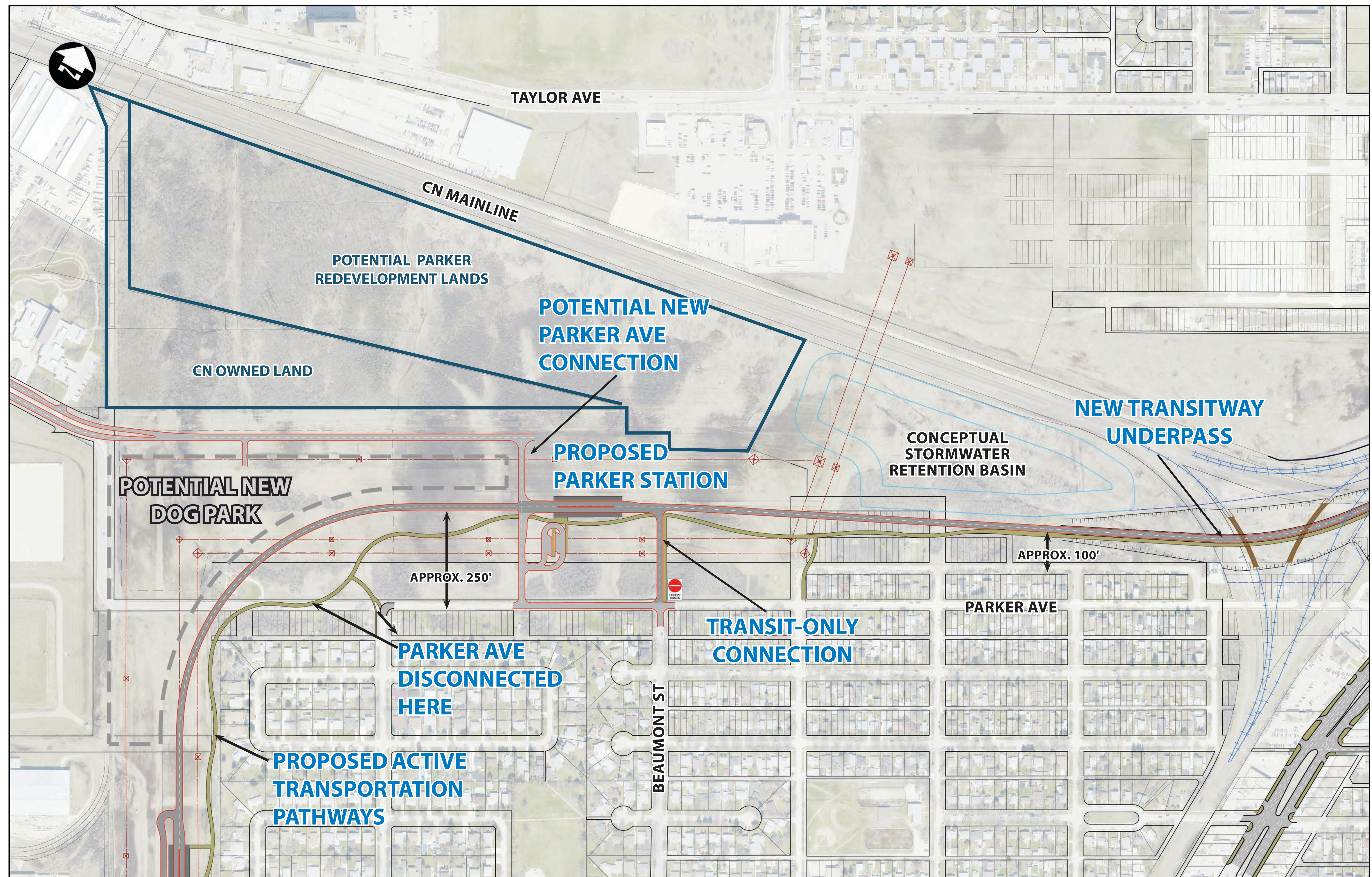
- ▶ The Transitway would be used by the existing rapid transit routes in the southwest quadrant of the City as well as potential new rapid transit routes.
- ▶ A high level of transit service would be maintained on Pembina Highway including the 60 Pembina local service and the 160 Rapid Transit service.
- ▶ The map below illustrates a conceptual route network for the Southwest Transitway.



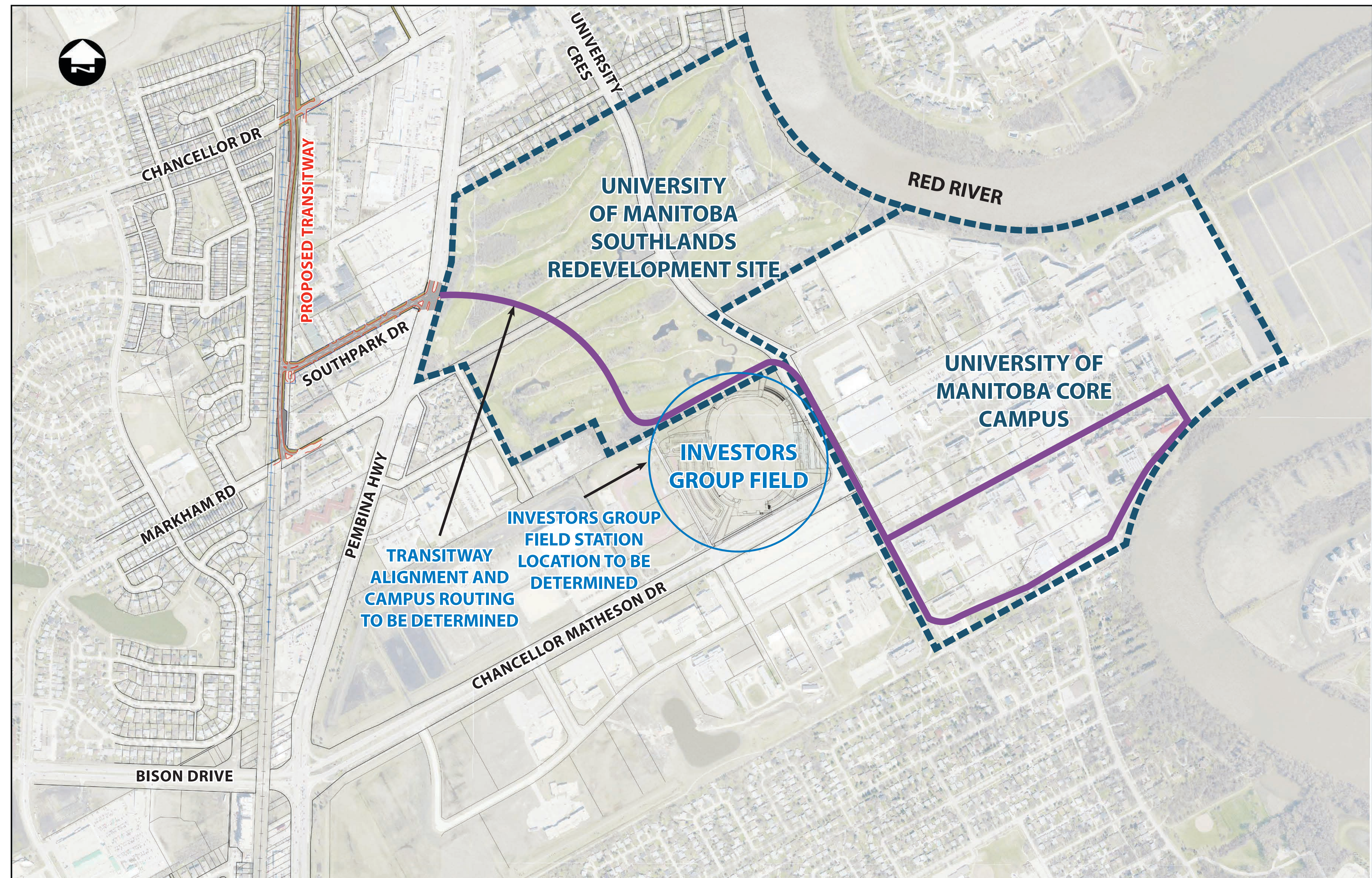
- ▶ The section of existing CN Letellier Rail line would be relocated to accommodate the proposed Transitway and pathways.
- ▶ The relocation would bring the line 5.5 metres (18 feet) closer to the western limit of the right-of-way (reduced from 7.6 m or 25 ft).
- ▶ The relocation would provide opportunities to reduce the current level of noise and vibration caused by rail activity by providing a newly constructed base, using continuous rails rather than rails with seams, and by providing a noise attenuation wall along the western limit of the right-of-way.



- ▶ This section of the Transitway involves a complex set of design constraints including:
 - ▶ land owned by multiple public and private entities;
 - ▶ existing overhead hydro facilities;
 - ▶ need for a major land drainage pond at the eastern end of these lands. This pond is likely to be a 'naturalized pond';
 - ▶ an existing dog park; and,
 - ▶ community expectations.
- ▶ Most of the Parker Lands are privately owned.
- ▶ An environmental assessment is underway for the entire Transitway. The environmental assessment will be filed with Manitoba Conservation in March.
- ▶ Efforts have been made to maximize retention of treed areas by moving facilities as far north as possible given all of the design constraints.



- ▶ A new access to Investors Group Field and the University of Manitoba is proposed using Southpark Drive, and a reduced speed Transitway through the former Southwood Golf Course lands.
- ▶ All rapid transit routes serving the U of M will use the Southpark access.
- ▶ The precise alignment of the transitway on the U of M site will be determined in conjunction with development planning that the University is currently undertaking.
- ▶ Rapid transit routes will continue to provide service into the heart of the university campus.
- ▶ Rapid transit routes and a station site will also service the Investors Group Field.



- ▶ We will utilize feedback from this Open House to further adapt the Functional Design.
- ▶ We will continue to inform stakeholders of the project status via the Winnipeg Transit Website.
- ▶ If funding is approved for the project, further public consultation and communication would continue through all design stages and construction.

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

For more information please contact:

Donovan Toews, MCIP
Landmark Planning & Design Inc.
dtoews@mts.net
204-453-8008

These display boards are available on the Winnipeg Transit website: winnipegtransit.com