

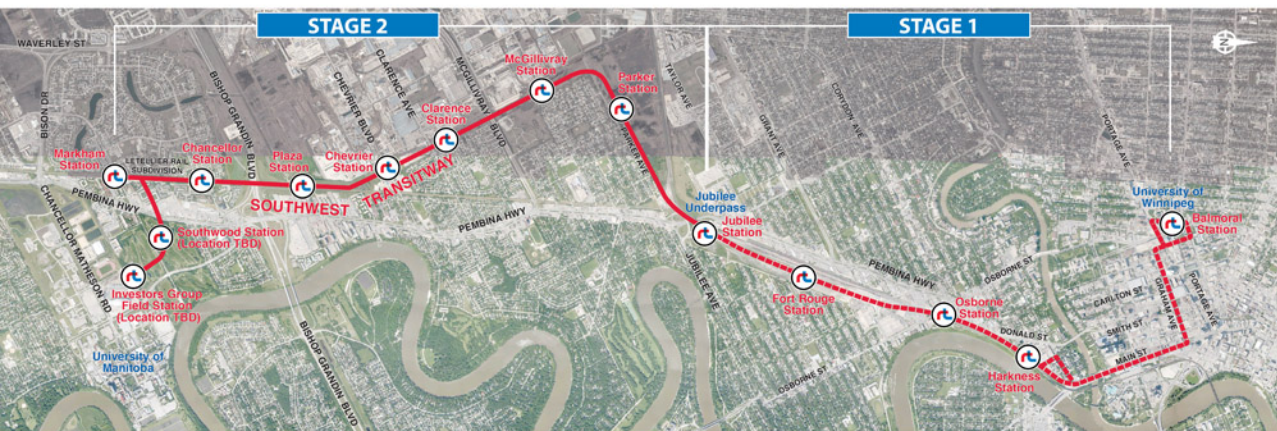
SOUTHWEST TRANSITWAY (STAGE 2) PUBLIC INFORMATION SESSION

**Thursday May 28, 2015
3:30PM to 9:00PM**

- ▶ Welcome to the Southwest Transitway (Stage 2) Public Information Session.
- ▶ This Information session is being held to provide an update on the functional design and on the planned timeline for the project.
- ▶ Project representatives are available to answer questions or discuss issues or concerns with you.

WHAT IS THE PURPOSE OF THE PROJECT?

- ▶ Stage 1 of the Southwest Transitway was opened in April 2012 and is currently in operation from Downtown to Pembina and Jubilee.
- ▶ The Southwest Transitway Stage 2 project will extend the transitway southerly to Markham Road and to the University of Manitoba.
- ▶ Funding has been approved for the project.
- ▶ The City is in the process of requesting proposals from qualified companies to undertake the detailed design, construction, and long-term maintenance of the project facilities.



WHAT IS BUS RAPID TRANSIT?

- ▶ 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 buses 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 along 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 value uses.
- ▶ Stage 1 of 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. An additional 1,300 residential units have been approved for Bishop Grandin Crossing (Hopewell Lands). Further development is planned in the Parker Lands and Southwood Golf Course Lands.



Benefits include:

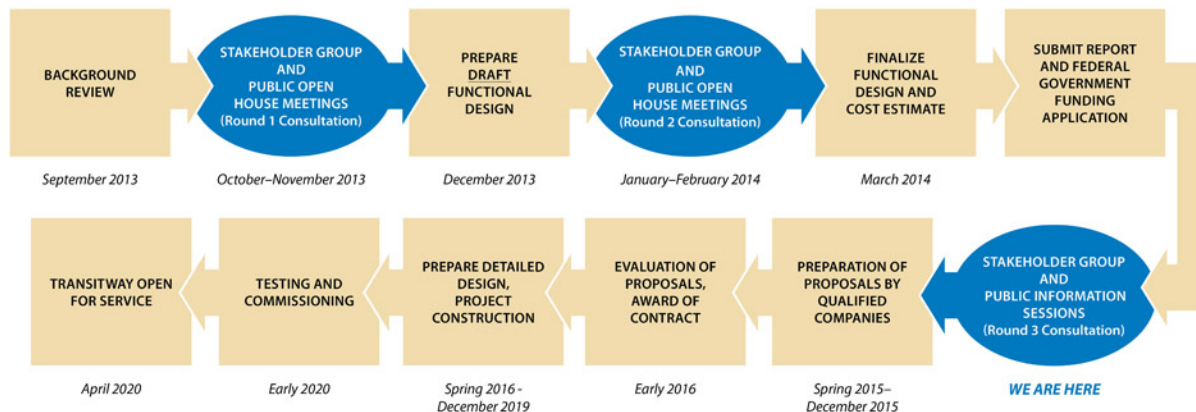
- ▶ Rapid transit in Winnipeg will shift a higher proportion of urban travel to the transit system by offering a higher order service characterized by high speed, high reliability, high frequency, real-time passenger information, modern ITS (Intelligent Transportation Systems) equipped vehicles, a flexible 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.



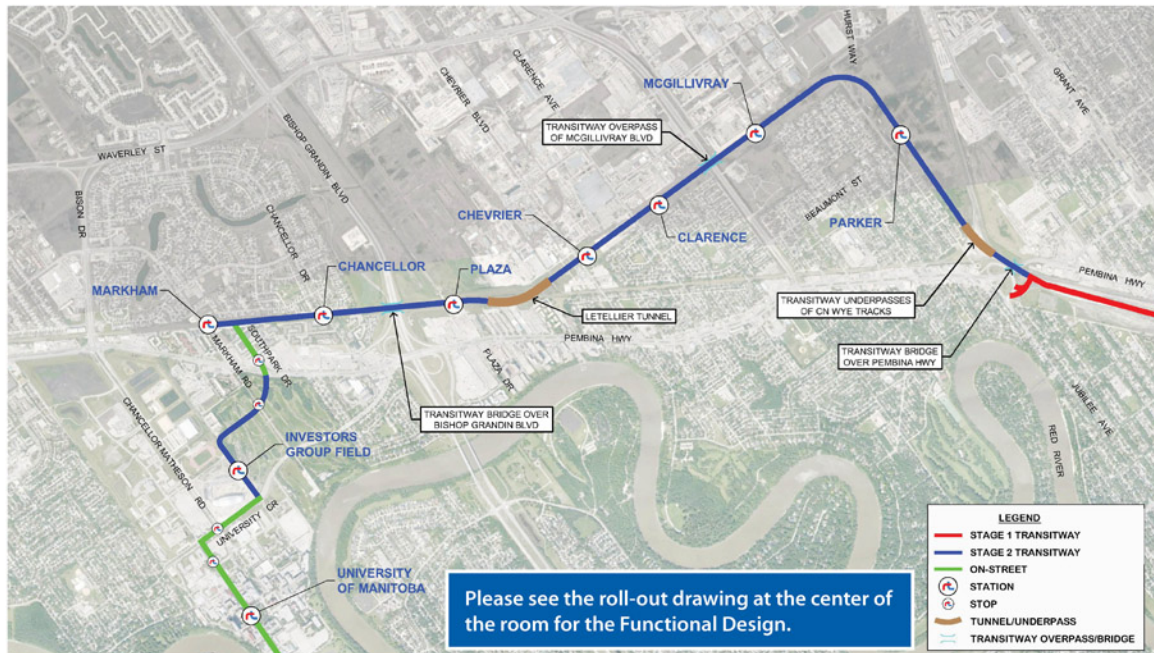
WHAT PUBLIC AND STAKEHOLDER ENGAGEMENT IS TAKING PLACE?

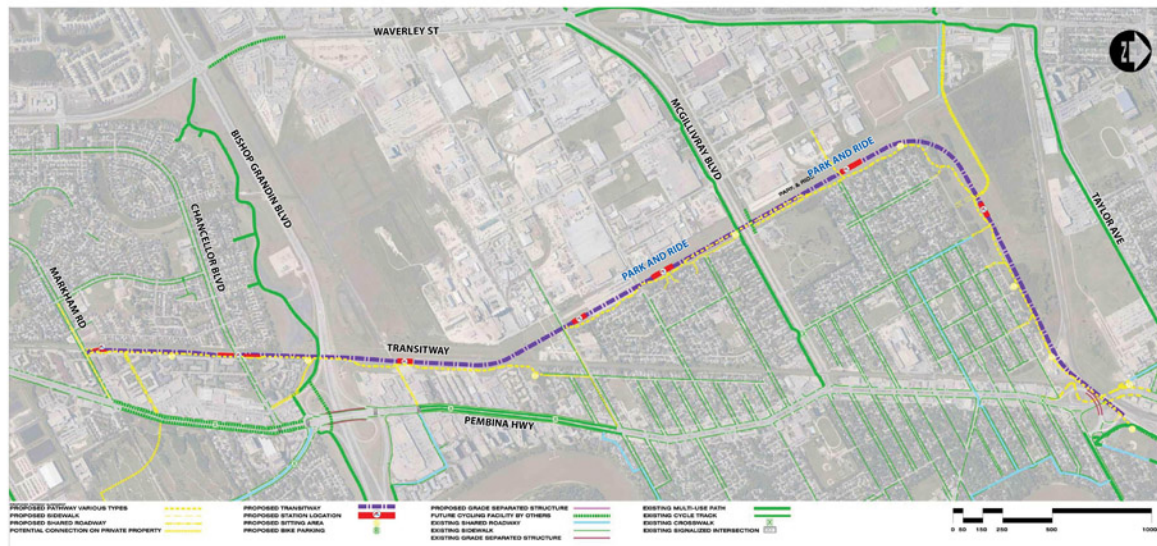
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- ▶ Two rounds of engagement have taken place to date. The purpose of those engagements was to provide project information to project stakeholders and interested parties and to receive feedback that would help inform the project design team.
- ▶ The purpose of this Round 3 of the engagement process is to show the functional design that has been prepared and to outline the timeline for project implementation.
- ▶ Following Round 3, qualified companies will prepare proposals in 2015 for the detailed design, construction, and maintenance of the project facilities. After award of contract to the successful company, detailed design and construction will begin in 2016 for completion by the end of 2019.
- ▶ Ongoing communications will be carried out with stakeholders and the public throughout the project.



- ▶ The Functional Design illustrated below is preliminary and will be refined during the detailed design process.

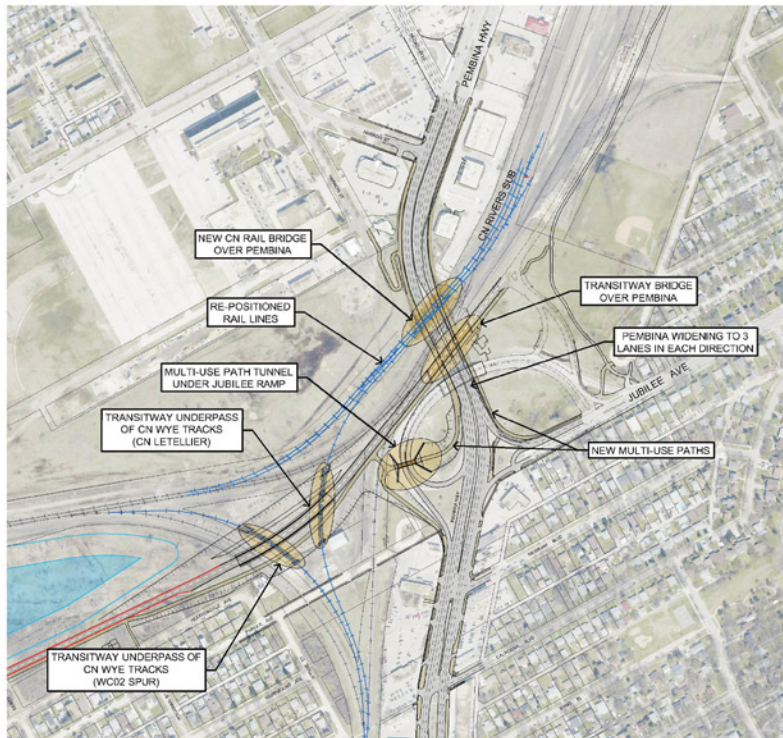


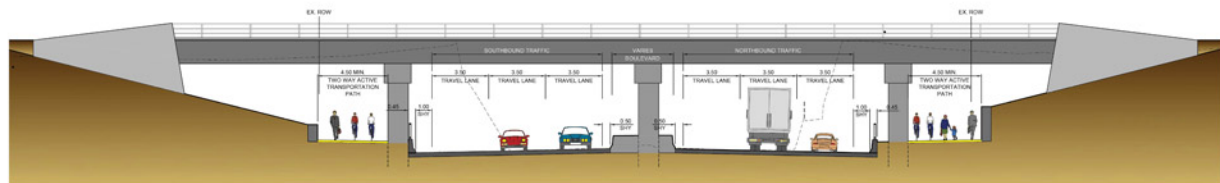


PROJECT WORKS AT PEMBINA UNDERPASS NEAR JUBILEE AVENUE

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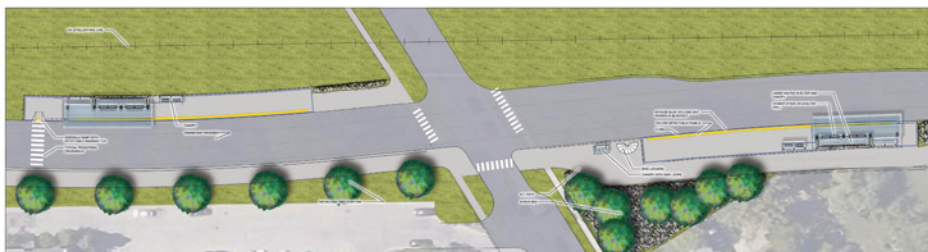
- ▶ The project includes a widening of the Pembina Underpass, including:
 - ▶ 3 northbound lanes and 3 southbound lanes (from the existing 2 northbound lanes and 3 narrow southbound lanes)
 - ▶ New active transportation paths, separate from the roadway, on both sides of the underpass
 - ▶ New active transportation tunnel under the west Jubilee ramp to connect with the main path along the transitway
- ▶ Reconstruction of Pembina Highway between Stafford Street and Point Road
- ▶ Construction of new CN rail bridge over Pembina Highway and realignment of CN mainline tracks



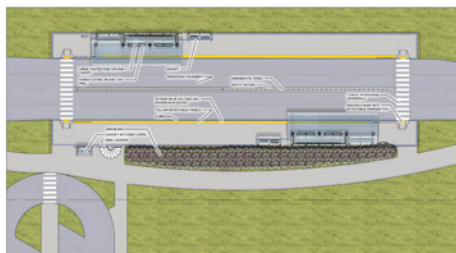


LOOKING NORTH FROM SOUTH OF PEMBINA UNDERPASS

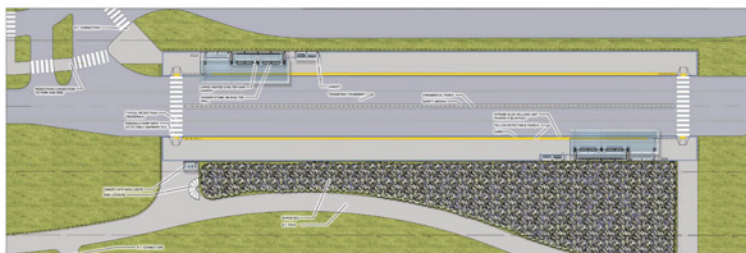
- Stations are located at strategic points along the Transitway.
- The stations would vary in terms of their size.
- These images are examples of what the stations will generally look like.



Split Station



Small Station



Large Station

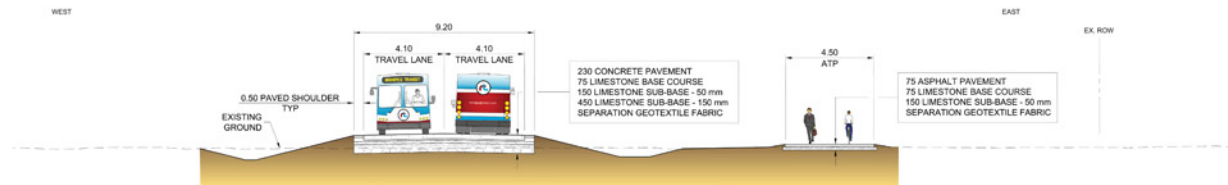


CROSS-SECTION IN PARKER HYDRO CORRIDOR (DANIEL STREET TO HURST WAY)
(LOOKING EAST)

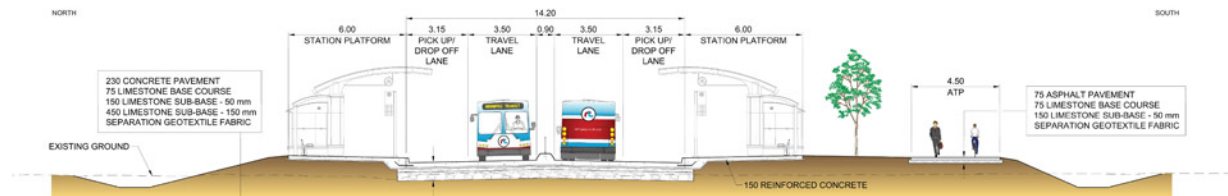
CROSS-SECTION NORTH OF CLARENCE AVENUE
(LOOKING NORTH)

TRANSITWAY CROSS-SECTION IN MANITOBA HYDRO CORRIDOR

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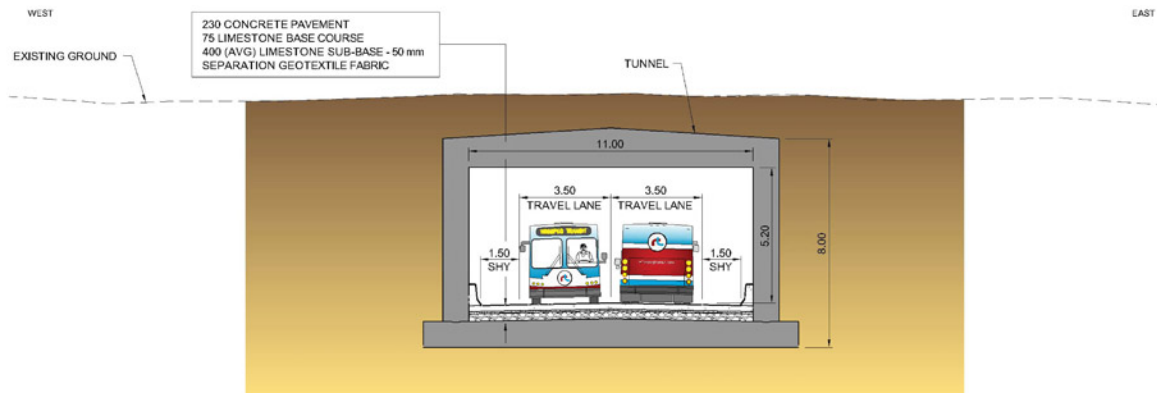
TYPICAL RURAL CROSS-SECTION IN BETWEEN STATIONS



TYPICAL RURAL CROSS-SECTION AT STATIONS

TRANSITWAY CROSS-SECTION IN LETELLIER TUNNEL

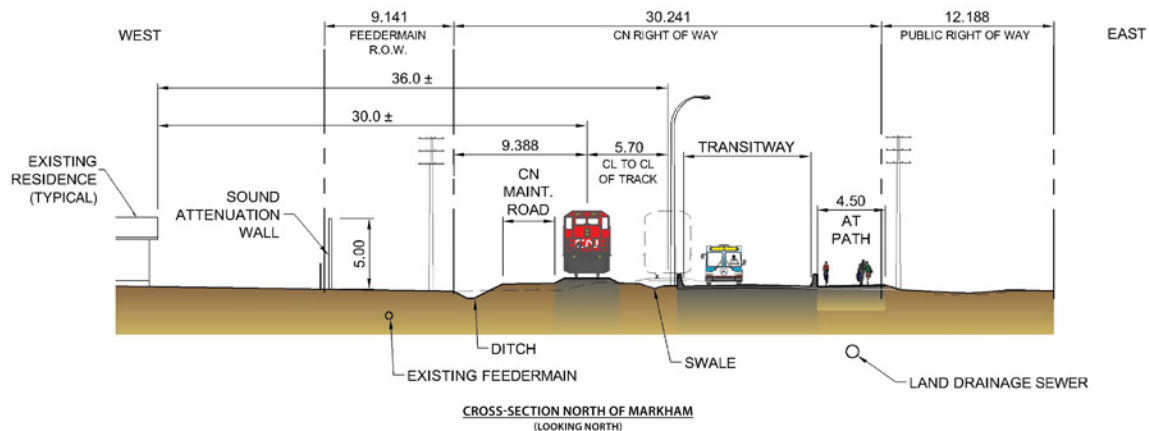
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TYPICAL CROSS-SECTION AT LETELLIER TUNNEL

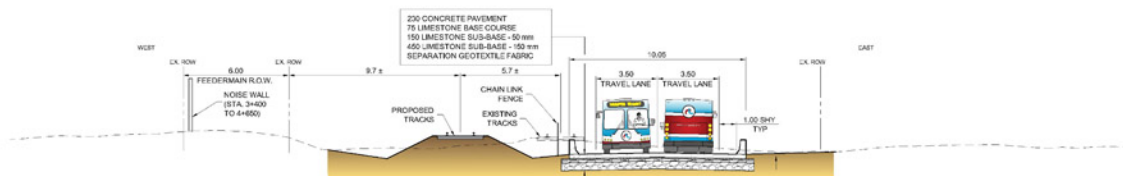
OVERALL CROSS-SECTION ALONG CN LETELLIER RIGHT-OF-WAY

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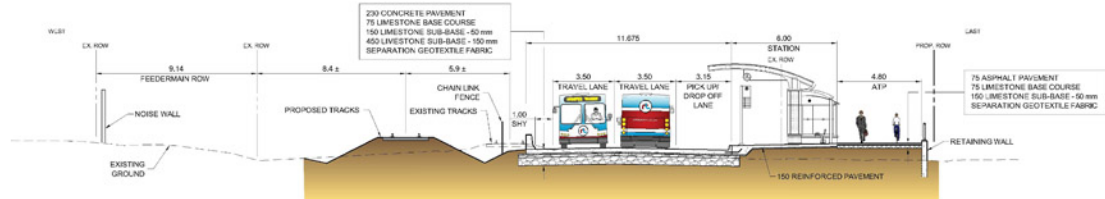


TRANSITWAY CROSS-SECTION IN CN LETELLIER RIGHT-OF-WAY

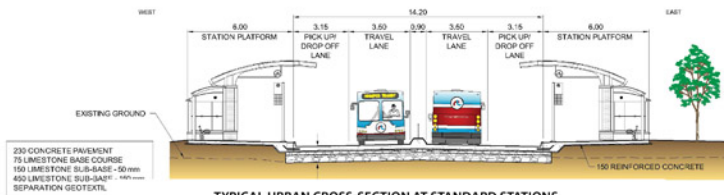
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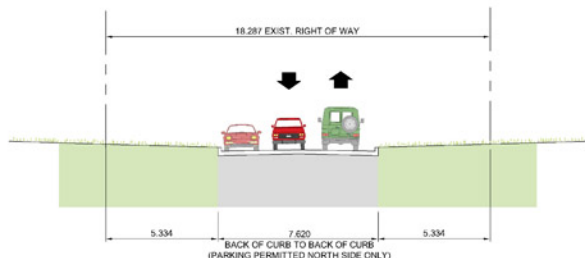
TYPICAL URBAN CROSS-SECTION IN BETWEEN STATIONS



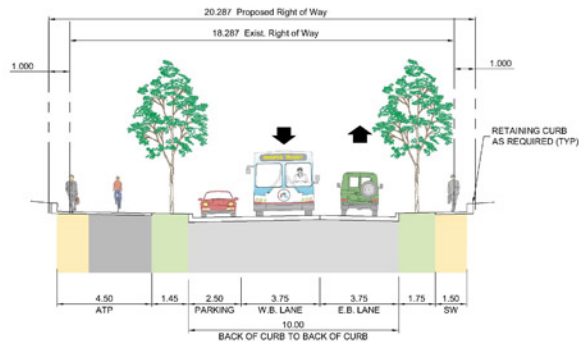
TYPICAL URBAN CROSS-SECTION AT SPLIT STATIONS



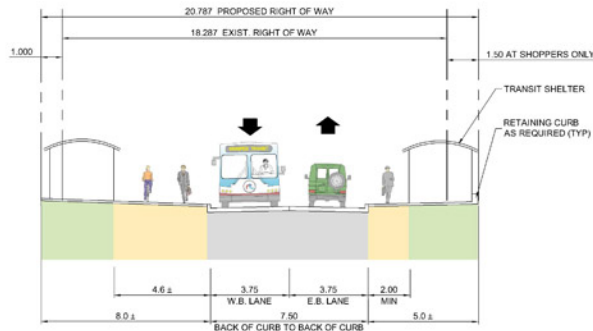
TYPICAL URBAN CROSS-SECTION AT STANDARD STATIONS



**EXISTING CROSS-SECTION - SOUTHPARK DRIVE
(LOOKING EAST)**



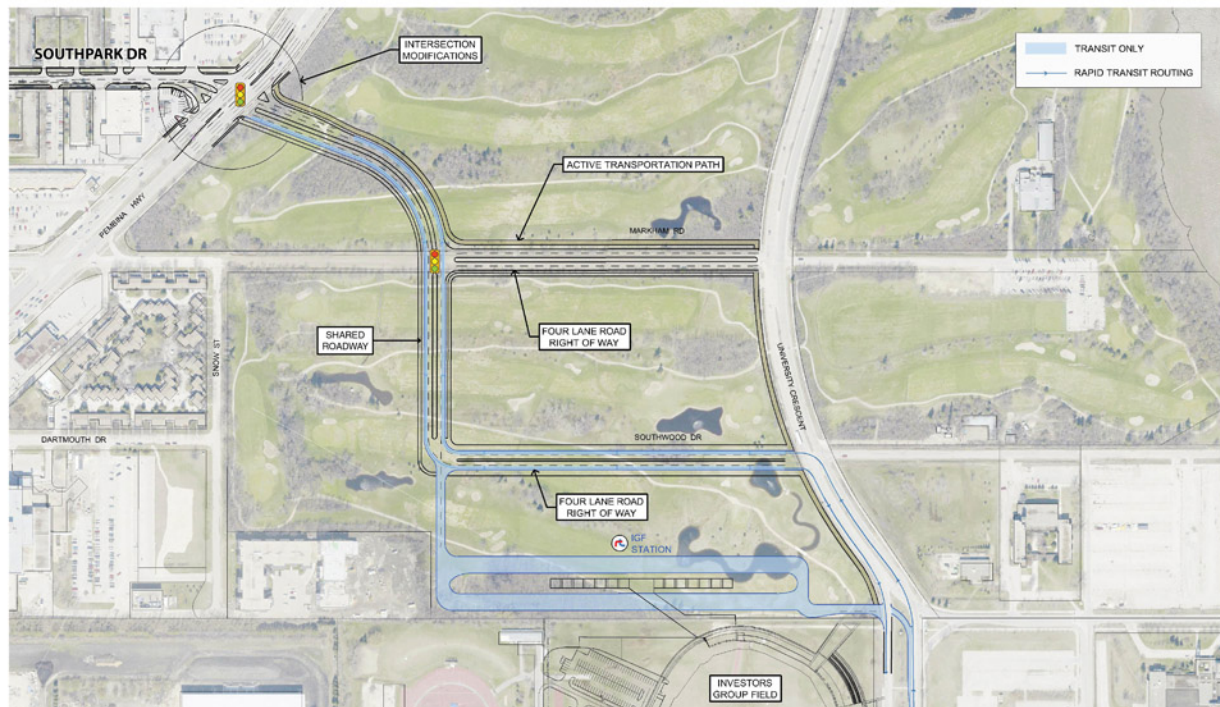
**PROPOSED CROSS-SECTION WITHIN PARKING ZONE - SOUTHPARK DRIVE
(LOOKING EAST)**



**PROPOSED CROSS-SECTION AT SHOPPERS DRUG MART - SOUTHPARK DRIVE
(LOOKING EAST)**

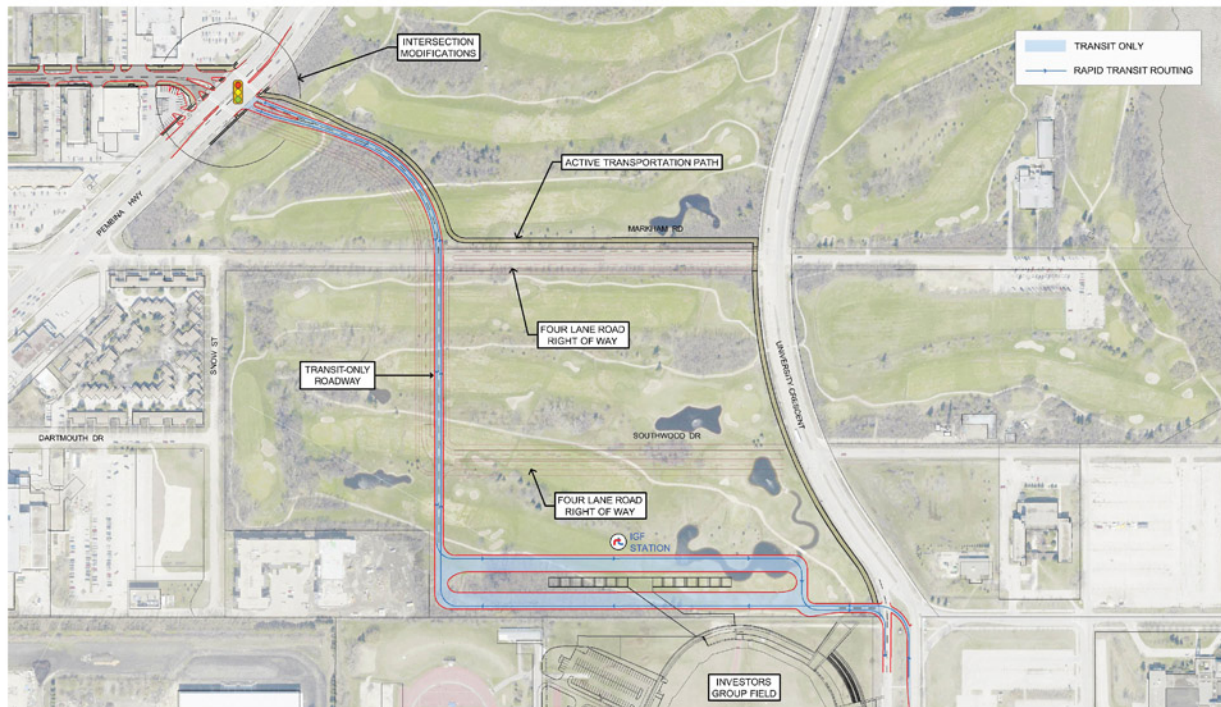
UNIVERSITY OF MANITOBA SOUTHWOOD LANDS (LONG TERM)

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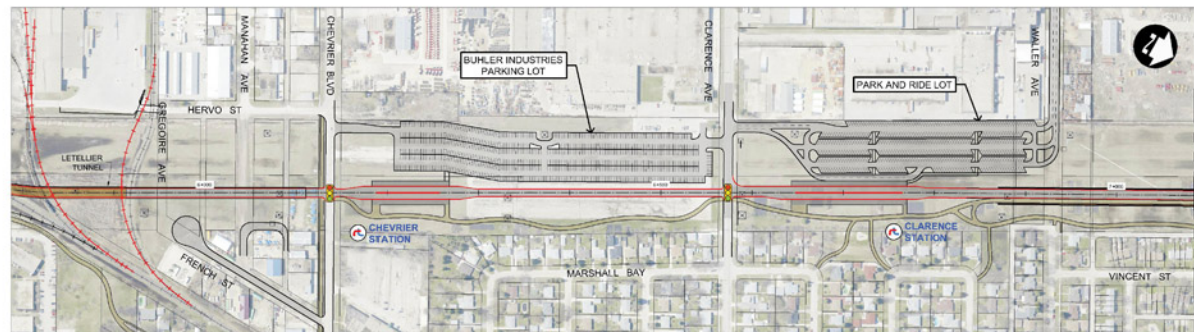
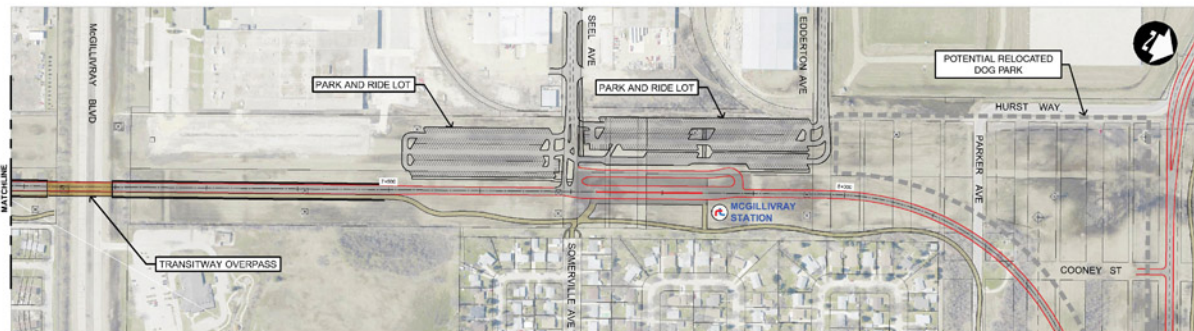


UNIVERSITY OF MANITOBA SOUTHWOOD LANDS (INTERIM)

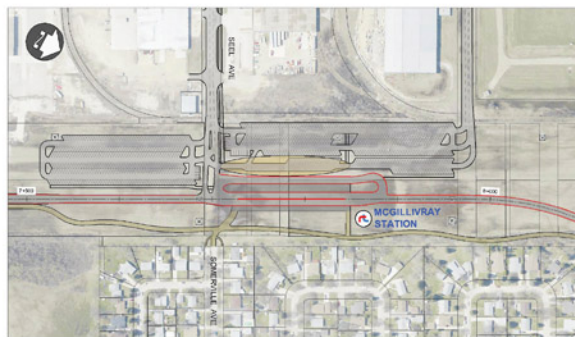
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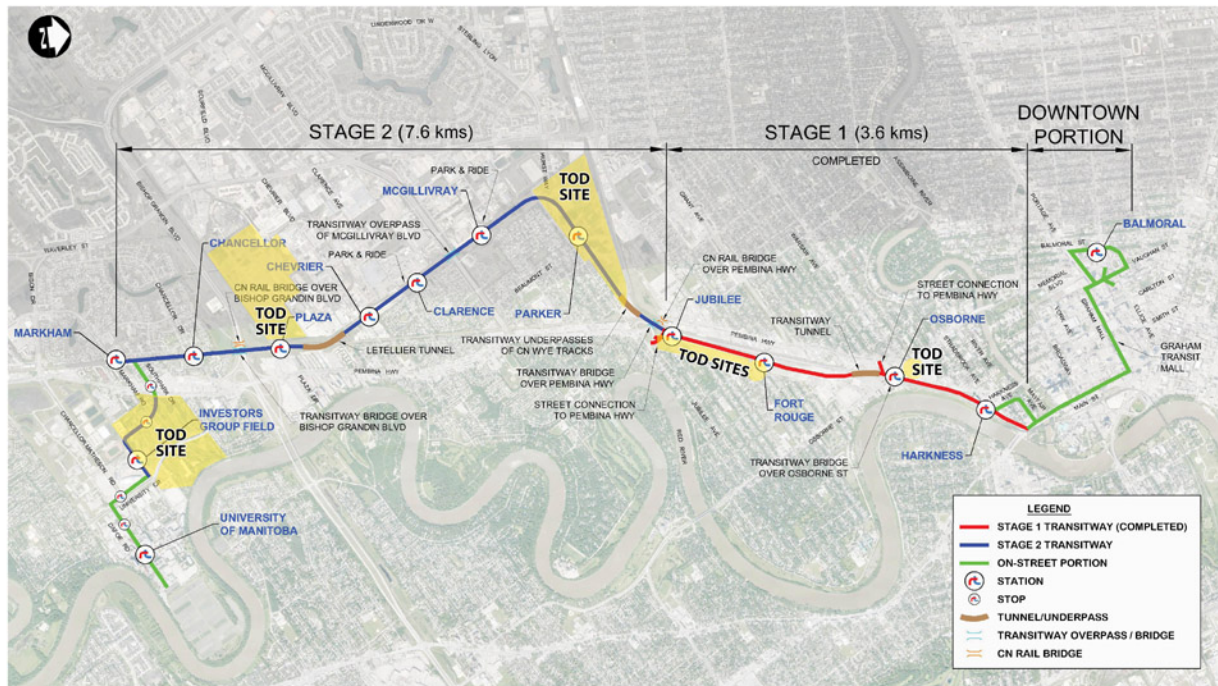


- ▶ 'Kiss and Ride' areas are locations where bus passengers can be dropped off or picked up.

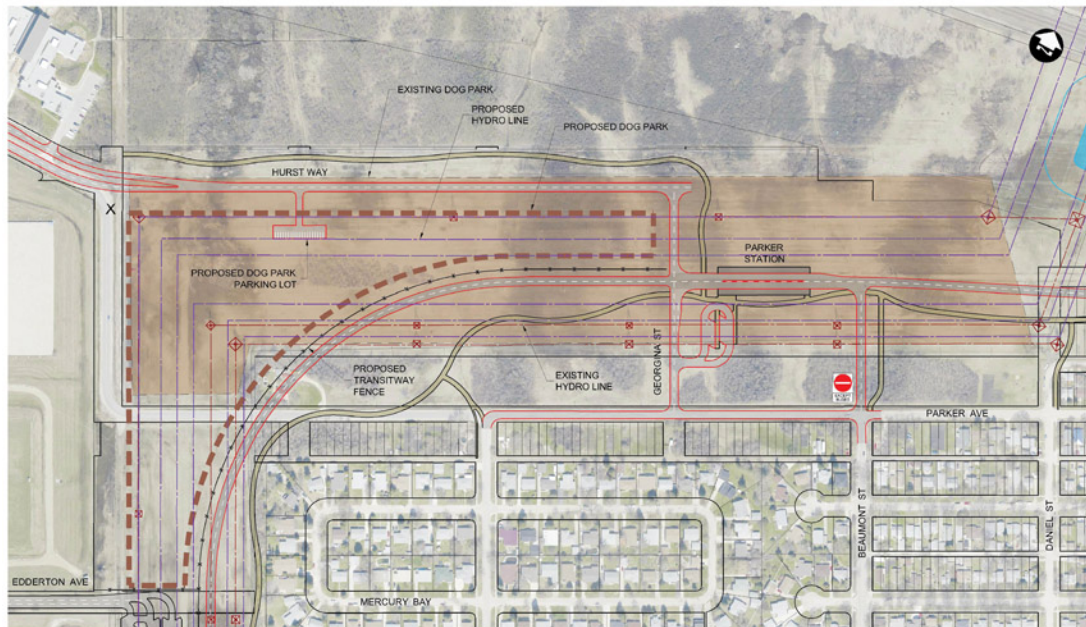


TRANSIT ORIENTED DEVELOPMENT (TOD)

- TOD are areas where residential and commercial development will be encouraged at the station site.



- ▶ The Brenda Leipsic Dog Park is proposed to be re-configured in the area north and west of the transitway between Parker Station and McGillivray Station
- ▶ Vehicular access would be provided from Hurst Way



| ITEM | PHASE | ANTICIPATED DATES | |
|------|---|------------------------|-----------|
| 1 | Request for Qualifications | Sep 2014 – Nov 2014 | COMPLETED |
| 2 | Short-Listing of Qualified Companies | Feb 2014 | |
| 3 | Preparation of Proposals by Qualified Companies | Spring 2015 – Dec 2015 | CURRENT |
| 4 | Selection of Successful Company | Early 2016 | |
| 5 | Start of Detailed Design and Construction | Spring 2016 | FUTURE |
| 6 | Completion of Construction | Dec 2019 | |
| 7 | Testing and Commissioning | Early 2020 | |
| 8 | Project Opening | April 2020 | |

NEXT STEPS

- ▶ We will work with the project company to initiate and complete the detailed design.
- ▶ We will continue to inform stakeholders of the project status via the Winnipeg Transit website and other methods as required.

Thank you for attending this event.

For more information:

Phone 311 or

Email 311@winnipeg.ca

You can find the project website with these display boards here:

winnipegtransit.com

SOUTHWEST TRANSIT ROUTES-CONCEPT PLAN

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