



SOUTHWEST TRANSITWAY ALIGNMENT SELECTION

Southwest Transitway – Stage 2 Alignment Selection

Stage 1 of the Southwest Transitway opened in April of 2012 and runs from Queen Elizabeth Way & Stradbrook to Pembina & Jubilee, where buses merge back onto the regular street system as they travel to the neighbourhoods of Southwest Winnipeg.

A comprehensive study was completed in 2012 to assess two major conceptual alignments for Stage 2 of the Southwest Transitway - the Parker/Manitoba Hydro alignment and the CN Letellier alignment. The options were evaluated on several criteria, and based on the evaluation the Parker/Manitoba Hydro alignment was recommended as the preferred option. This recommendation was formally adopted by City Council in March 2012.

Speed, Reliability, Usability, and Traffic Safety

- The Parker/Manitoba Hydro alignment is approximately 900 metres longer than the CN Letellier option, but has fewer intersections (5 vs. 11), has space to construct overpasses at major street crossings, and has a shorter travel time.
- There is not enough space to build overpasses or underpasses along the CN Letellier alignment between Jubilee and Chevrier. Numerous intersections would result in transit delays, slower bus speeds and delays to motorists using these intersections.
- All 11 intersections on the Letellier alignment are right next to the CN rail line and would require complex signaling and crossing gates and would have a higher safety risk.
- Only the Parker/Manitoba Hydro alignment allows rapid transit buses to connect efficiently to Charleswood, Tuxedo, Lindenwoods and Seasons of Tuxedo.
- The Parker/Manitoba Hydro alignment will have the least impact to existing motorists using the local and regional street networks.

Property Requirements and Active Transportation

- The Letellier alignment does not have enough space for the railway, transitway and the AT path between Jubilee and Plaza Drive unless numerous homes (70+) and businesses are expropriated. The Parker/Manitoba Hydro alignment between Jubilee and Plaza Drive can accommodate all of the requirements with the expropriation of only one home, and small portions of several other existing properties.

Park & Ride

- The Parker/Manitoba Hydro alignment includes two large Park & Ride lots at McGillivray Station and Clarence Station, which can be used for both daily commuting and for events at Investors Group Field. There are no opportunities for Park & Ride lots along the CN Letellier alignment.

Transit-Oriented Development (TOD)

- Stage 1 of the Southwest Transitway has already seen new development approvals, including a transit-oriented community of more than 1,000 dwellings now underway in the Yards at Fort Rouge and the Parkline Townhomes.
- Transit-Oriented Development planned for the Parker Lands, can be served by the Parker/Manitoba Hydro alignment. There is minimal TOD potential along the CN Letellier alignment.
- Both alignments can serve planned TODs on the former Sugar Beet Lands (Bishop Grandin Crossing) and on the former Southwood Golf Course Lands (University of Manitoba).

Capital Costs

- When comparing similar designs, the Parker/Manitoba Hydro alignment was determined to be less expensive than the CN Letellier alignment.
- When comparing an enhanced design with additional grade-separations only available to the Parker/Manitoba Hydro alignment, the Parker/Manitoba Hydro alignment had a higher cost than the CN Letellier alignment. The additional benefits of the enhanced Parker/Manitoba Hydro alignment, such as shorter travel times and less delay due to fewer intersections, are not available to the CN Letellier alignment.

Decision Factors

- When considering operating speed, schedule reliability, ridership, safety, TOD potential, active transportation, Park & Ride, links to surrounding neighbourhoods and capital cost, the enhanced design for the Parker/Manitoba Hydro alignment was identified as the preferred option.

