

SOUTHWEST TRANSITWAY (STAGE 2)
Public and Stakeholder Engagement Report

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Executive Summary

The public consultation program associated with the Southwest Transitway (Stage 2) project was carried out in three 'rounds'. Round 1 occurred between October 2014 and December 2014, Round 2 occurred between January 2015 and March 2015, and Round 3 occurred in May 2015. This report summarizes the results of all rounds of the consultation process.

The purpose of Round 1 consultation was two-fold:

- To provide basic, early project information (i.e. scope, timing, design, etc.) ; and
- To identify issues and ideas that the design team should consider during the preparation of the functional design.

The purpose of Round 2 consultation was also two-fold:

- To provide detailed information relating to the draft functional design, including responses to the issues, concerns and ideas presented by participants in Round 1 consultation; and
- To identify opportunities to adjust the draft functional design and/or provide further information based on participant feedback.

The purpose of Round 3 consultation was:

- To provide an update on the functional design and on the planned timeline for the design and construction of the project.

The consultation approach included the following components during each of the three rounds of consultation:

- Meeting with approximately 25 internal and external stakeholder groups or individuals (e.g. City of Winnipeg departments, utilities, nearby institutions, advocacy groups, etc.);
- Meetings with individuals (i.e. residents, landowners, renters, etc.)
- Small group meetings with residents, businesses or property managers with property directly adjacent to the proposed transitway corridor
- Information sessions for the general public
- Information provided via a project website
- 'Full-time' direct access by phone or email to the public consultation team

Participants represented a range of perspectives including residents living directly adjacent to the planned transitway, those living nearby, and other Winnipeg citizens living or working further from the proposed project. Businesses, organized interest groups, land leaseholders, and transit users also participated. About half of respondents that participated in Round 1 of the consultation process also participated in subsequent rounds of the consultation process, indicating good continuity as well as good on-going participation opportunities.

The vast majority of participants in each round of the consultation process indicated that the team members working with participants were helpful, and that the information provided was helpful¹.

During Round 1 of the consultation process stakeholders provided a mix of opinions concerning the project:

- Adjacent commercial and multi-family property owners, and owners of vacant land noted the benefits of this project with respect to the potential for the transitway to increase value for transit-oriented development (TOD) on these sites, which, in turn, will increase the City's property tax base and contribute to OurWinnipeg's infill development goals along rapid transit corridors. Owners would also like to ensure residents have access to active transportation (AT) pathways along the route;
- Existing and future transit users expressed a range of opinions regarding the Stage 2 project; many were supportive of the new service and the overall rapid transit plan for Winnipeg; while others were not supportive for various reasons as outlined below;
- A significant number of individuals that participated in the consultation expressed a concern regarding the loss of 'perceived public space'. The 'Parker Lands' are privately held lands mistakenly seen to be public lands due to the frequent use by local residents for strolling, dog-walking, etc. The desire of many is to 'preserve' all or part of these lands.
- There is concern regarding the potential impact to the existing City of Winnipeg dog park; it is apparent that many dog park users think the dog park area is much larger than it is (i.e. the entirety of the 'Parker Lands' versus an officially designated area about 1/6th the size); users are concerned about loss of the dog park;
- Individuals living in homes directly adjacent to the proposed corridor expressed concerns regarding the potential for disruptive effects such as noise, vibration, transitway lighting, and odour;
- Individuals living directly adjacent and to the west of Letellier rail line expressed concerns about the potential for increased noise, vibration and safety risk associated with the potential relocation of the rail line closer to their residences;
- A number of individuals expressed concern regarding potential decreases in transit service on Pembina Highway; and
- Numerous participants provided commentary considered to be outside the scope of this functional design project; the commentary can be generally summarized as advocating for: elimination of rapid transit as an option altogether; relocation of the selected rapid transit route to another route (e.g. Pembina Highway, Letellier rail corridor); or concern regarding project cost.

¹ 93% of respondents to the Round 1 Open House comment sheet indicated the team was helpful, and 89% indicated the information was helpful. 99% of respondents to the Round 2 Open House comment sheet indicated the team was either helpful (89%) or somewhat helpful (10%), and 98% indicated the information was either helpful (87%) or somewhat helpful (11%). In Round 2 only four respondents indicated that either the staff or the information were not helpful. 94% of respondents to the Round 3 Open House comment sheet indicated the team was either helpful (71%) or somewhat helpful (23%), and 94% indicated the information was either helpful (64%) or somewhat helpful (30%).

During Round 2 of the consultation process stakeholders provided a variety of comments concerning the draft functional design:

- Many respondents indicated that initial concerns had been addressed through the draft functional design. Some respondents continued to suggest an alternative routing for the transitway beyond the scope of the draft functional design study.
- There was substantial support for the AT component of the draft functional design. A number of participants provided specific suggestions for improvement of the proposed AT components.
- A number of participants provided suggestions for transit service, particularly concerning the frequency of Pembina Highway routes.
- A number of participants indicated an on-going concern about the potential for noise and dust from busses to negatively impact the enjoyment of their properties.
- A number of participants provided suggestions for the placement and design of the stations (i.e. station amenities), including consideration for vision impaired individuals.
- A number of participants provided suggestions for modifying the road system in and around the proposed transitway.
- Commentary concerning the existing dog park generally indicated that the provision of an alternative dog park nearby was a reasonable solution.
- Commentary concerning the University of Manitoba access point was generally favourable towards using the Southpark Drive alignment rather than the Markham Road alignment.
- A small number of participants provided both negative and positive commentary concerning proposed park and ride locations. Concerns focused on the potential for transit riders to park on nearby residential streets rather than in designated park and ride spaces.
- A small number of participants re-iterated a wish to designate areas in the 'Parker Lands' for use as a public park.
- A small number of participants expressed concern regarding the potential project cost.

During Round 3 of the consultation process stakeholders provided a mix of opinions concerning the project similar to those raised in preceding rounds. Participants generally indicated an understanding of the project scope and timeline. Consultation efforts were carried out on an on-going basis, targeting design-specific issues of individual stakeholders.

An Issue-Response table is provided in Section 3.0 of this report. This table summarizes primary concerns or questions raised during all rounds of the consultation process and the response of the study team to each of these matters.

1.0 Introduction

The public engagement program was undertaken to assist with the development of a functional design for Stage 2 of the Southwest Transitway in Winnipeg, Manitoba. The program was geared towards maximizing basic public engagement principles of early, regular, and integrated involvement of key stakeholders and the general public throughout the development of the functional design.

The consultation program was carried out as a three-round process over a period of a year and a half between October 2013 and May 2015. This report describes the consultation methodology and project inputs received for all rounds of the consultation program.

The scope of the work involved the preparation of a functional design for a general alignment as selected by Council. The selection of this alignment was the result of a previous study that examined a number of alignment options for the transitway. Therefore the focus for stakeholder feedback was specifically directed towards commentary relevant to this selected alignment option, and a substantial amount of useful, project-relevant feedback was received and integrated into decision-making by the design team.

Many stakeholders provided feedback concerning other alignment options not selected for study by Council, as well as feedback concerning the suitability of rapid transit as an overall City direction. Stakeholders were made aware that this type of feedback would be received, collected, formalized, and provided to City of Winnipeg representatives for their further consideration, while feedback directly associated with the functional design project at hand would be directly incorporated into project decision-making.

1.1 Consultation Methodology

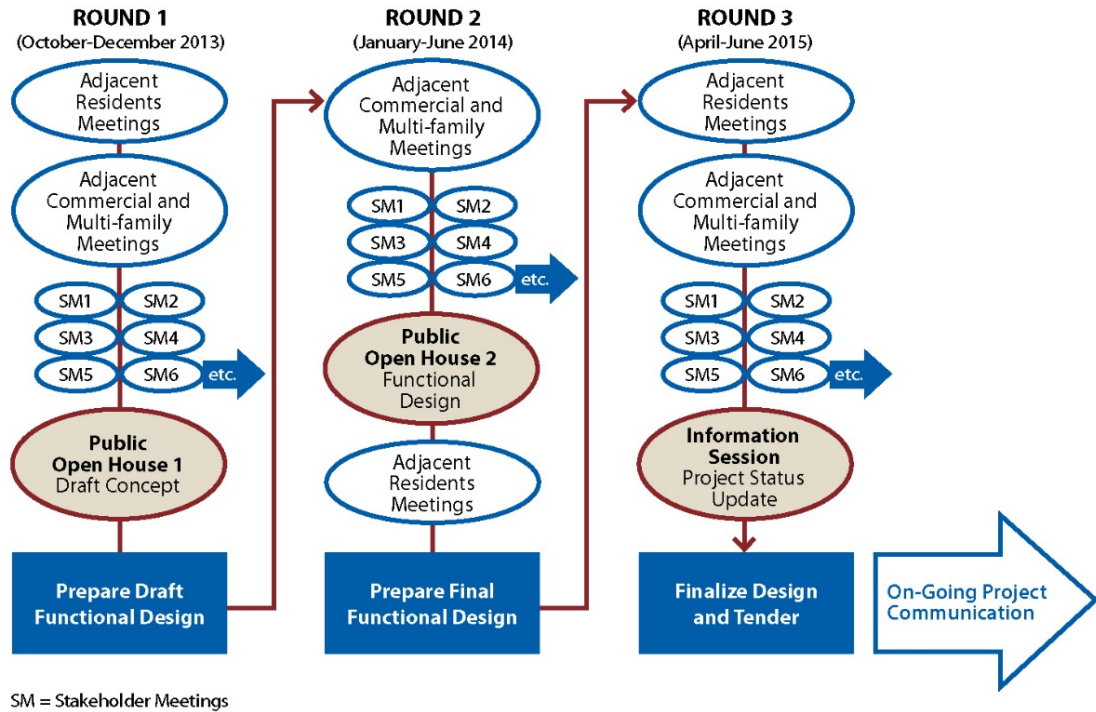
Figure 1.0 illustrates the stakeholder and public engagement process. The process was carried out using a 'three-round' methodology, whereby input was gathered at key milestones during the development of the functional design. Round 1 was conducted early in the process with the purpose of communicating the general alignment, scoping issues, and understanding expectations from stakeholders and the general public. Round 2 was carried out following the development of a draft functional design with the purpose of receiving feedback on the functional design and using that feedback to refine the functional design and respond to participant questions. Round 3 was carried out prior to the issuance of the request for proposal for detailed design and construction of the project, with the purpose of communicating the current project status.

This report summarizes input from all rounds. Various consultation mechanisms were employed including individual and stakeholder group meetings, public open house events, telephone conversations, public notification, and the use of a project website to provide materials, project updates, and accommodate public comment.

1.2 Notification Approach

A variety of means of notification were undertaken in order to ensure maximum opportunity for input into the plan development. Notification methods included local and city-wide newspaper advertisement, website posting, community posters in prominent neighbourhood locations, direct notification by postcard to nearby residents and businesses, and letter notification to directly adjacent residents, building managers, and commercial operations².

Figure 1.0 Public and Stakeholder Consultation Approach



1.3 Overall Participation

There was substantial participation by stakeholder groups and members of the general public. Approximately 1,200 people participated in one form or another. Figure 2.0 illustrates a sample of the location of individuals or organizations that participated in Rounds 1 and 2 of the process.

² A sample of notification materials can be found in Appendix A.

Figure 2.0 Stakeholder Location Map³



³ Large red dots indicate a business, organization or City of Winnipeg department that participated in a meeting. Small red dots indicate an individual or business that participated in an adjacent residents and businesses meeting. Yellow dots indicate an Open House 1 participant. Blue and green dots indicate an Open House 2 participant. Not all participants provided location information for this map.

2.0 Stakeholder Meetings and Public Feedback

2.1 Stakeholder Meetings

The study team had discussions with the following stakeholder groups:

Government, Schools and Utilities

- Canadian National Railways
- City of Winnipeg - Planning, Property and Development
- City of Winnipeg - City Naturalist
- City of Winnipeg - City Forester
- City of Winnipeg - (regarding Parks)
- City of Winnipeg - (regarding Dog Parks)
- University of Manitoba
- City of Winnipeg - Public Works
- City of Winnipeg - Active Transportation
- City of Winnipeg - Water and Waste
- City of Winnipeg - Real Estate Division
- City of Winnipeg - (regarding Lot 16 Drain)
- Manitoba Hydro
- General Byng School
- Ralph Maybank School

Adjacent Landowners/Leaseholders

- Hopewell
- Gem Equities
- 1500 Parker Avenue
- Winnipeg Blue Bombers
- Victoria Hospital
- Winnipeg Humane Society
- Thompson in the Park (Funeral Home)
- A&S Homes
- Shindico
- Harris Transport
- Various leaseholders along the planned route (not disclosed for privacy purposes)

Community Groups

- Parker Wetlands Conservation Committee
- Bike Winnipeg
- Winnipeg Rapid Transit Coalition
- Bishop Grandin Greenway
- Vision Impaired Resource Network

The general format for each of these stakeholder meetings included the following elements:

Round 1

- Overview of project scope, process and timing
- Overview of existing Stage 1 rapid transit facilities
- Overview of stakeholder interest map
- Overview of general corridor alignment and design constraints
- Discussion concerning specific stakeholder interests
- Discussion concerning particular concerns and questions
- Identification of next steps

Round 2

- Recap of project scope, process and timing
- Overview of draft functional design
- Discussion concerning specific stakeholder interests
- Discussion concerning particular concerns and questions
- Identification of next steps

Round 3

- Recap of project scope, process and timing
- Overview of draft functional design and revisions
- Discussion concerning particular concerns and questions
- Identification of next steps, including design and consultation timing

Participants generally indicated that these meetings were appreciated and helpful. Participants were advised that they could contact a project representative at any time during the project process, and that on-going communication was expected up to and through the construction period should the project proceed.

A table outlining specific issues and responses is provided in Section 3.0. Meeting notes are provided in Appendix B.

2.2 Adjacent Residences and Businesses Meetings

Residents and businesses living or operating directly adjacent to the proposed transitway corridor were invited to attend one of a series of small group meetings that were held prior to larger public open house events in each of Round 1, Round 2 and Round 3. One purpose of these meetings was to communicate project information such as project timing, project process, general alignment, station information, etc. In Round 1 meetings staff were also able to answer questions and to hear from participants the factors they felt should be considered when the design team would be preparing the draft functional design for the transitway. In Round 2 meetings, staff presented the draft functional design and asked participants for feedback in order to make any improvements to the design as feasible. In Round 3 meetings were focused on communicating the current status of the project, making specific adjustments as a result of stakeholder concerns, and identifying next steps moving toward the design and construction phases.

Meetings were held at Dillon Consulting offices (1558 Willson Place) and generally consisted of about 10-25 individuals. Meetings lasted approximately 90 minutes and facilitators

committed to staying as long as participants had questions. During Round 1 meetings, facilitators also committed to recording the questions raised and returning with as many answers as possible during Round 2 of the engagement process. During Round 2 meetings, facilitators committed to keeping participants informed as the project proceeded. During Round 3 meetings, facilitators advised stakeholders of the status of the project and worked to address specific design issues.

The following notes provide a summary of comments and questions raised during Round 1 meetings⁴:

Bus Service	<ul style="list-style-type: none"> - Would there be new transit routes? Would service continue on Pembina Highway? - How many buses would on the rapid transit (RT) corridor? How often?
Active Transportation	<ul style="list-style-type: none"> - Will there be a pedestrian crossing to the Taylor Street development? - How will pedestrians and bikes be accommodated? What about connecting existing pathways with new active transportation (AT) pathways? - How will the corridor be designed to avoid vehicles on AT/pedestrian paths?
Land Uses	<ul style="list-style-type: none"> - Would commercial development occur along the RT line in existing residential areas? - What will happen with the dog park? How will this be addressed?
Functional Design	<ul style="list-style-type: none"> - What will the intersections at Chancellor Drive and Chevrier Boulevard (and others) and the corridor look like? How will they be designed? - How will the corridor cross Pembina Highway? - How will the RT corridor be designed on Markham Road (i.e. on-street low speed, high speed busway)? - Will there still be vehicular access via Markham Road for condos/residents? - Can there be separate roads for vehicles and transit at Markham Road? - How will the RT be enclosed to keep children and people out and safe?

⁴ See Appendix C for a complete list of flipchart questions and notes from each meeting. During Round 2, participants were provided answers to the questions listed in the charts above.

Park and Ride	<ul style="list-style-type: none">- What will happen to the old Public Works yard site on Markham Road? Park and ride lot?- Will a park and ride lot be provided at Markham Road at the corridor?- Will park and ride lots be provided along the route?
Light Rapid Transit	<ul style="list-style-type: none">- What about Light Rail Transit? Is the RT corridor designed with this in mind?- Why access U of M at Markham Road?
Noise/Vibration	<ul style="list-style-type: none">- What about mitigation measures for noise and vibrations; both from rail and RT corridor? Walls, fences, berms?- What will the noise mitigation walls look like? What will the design look like?- What is the noise comparison between buses and trains?- Will the bus tires be designed to reduce noise/hum?- Will the corridor include rubber in pavement to reduce noise?- How will dust/particulates be handled?
Rail Impacts	<ul style="list-style-type: none">- Are the train tracks moving closer to homes from the RT corridor? Why and how can this be avoided?- What about train speeds? Will they slow down?- What about potential train derailments and moving the rail closer to homes to make room for RT corridor?- How close will the rail tracks be to the property lines? Any regulations dealing with this?- How will the rail line relocation be handled? Will private land be required?- At what point will the rail line return to the centre of the rail ROW?- Will property owners by the rail be compensated if the rail line moves closer? Voluntary buy-outs?

Other Impacts	<ul style="list-style-type: none">- What about drainage in the rail corridor? This needs to be improved.- What about the smell of the buses - what will be done about the fumes?- What will happen to the garden lots near Parker Avenue and elsewhere? How much notice will be given?- What about light pollution from the stations and the RT corridor to houses?- How will buffering/screening of Markham Road condos be addressed?- How will you keep people from parking in the neighborhood to take RT?- How will privacy be addressed for those homes adjacent to the corridor?- Will there be mitigation for impacted landowners? Particularly by grade separated crossing at McGillivray Boulevard?- What will be the impacts of the RT corridor on lanes and parking to the east of the rail line?- How close will the corridor be to Parker Avenue residents?- Can the corridor be moved as far west as possible by industrial park in hydro corridor?- What about property values and the rail and RT corridor? How will this impact us?
Parker Lands	<ul style="list-style-type: none">- What about the forest and wetlands in the Parker Lands area?- What about wildlife and natural area? How will this be addressed?
University of Manitoba	<ul style="list-style-type: none">- How far into the campus is the RT planned to go?- How will RT corridor planning be integrated with planning of UofM Southwood lands?
Stations	<ul style="list-style-type: none">- Is there more information on station locations, design, etc?- Will there be a rapid transit station at Bison Drive?- Will there be a BRT stop at Markham Road and Pembina Highway? Would like to avoid stops due to noise, disturbance, etc- How will people on Pembina Highway get to the stations?- How will pedestrians move to and from the stations without going through backyards?
Operations	<ul style="list-style-type: none">- What vehicles will be allowed on the RT corridor? Just transit vehicles?- How will snow be dealt with? Clearing?- Until what time will the buses run on the corridor?

Timing	<ul style="list-style-type: none"> – When would construction start? When would the line be operational? – What would the construction schedule be? When would the RT corridor be operational?
Costs	<ul style="list-style-type: none"> – Who pays for the cost of relocating the rail line and cost of RT corridor construction? – What happens if we don't get the funding?
Process	<ul style="list-style-type: none"> – Will copies of the materials from the meetings be made available? – Can drawings/cross sections be provided showing hydro towers, gas, rapid transit?
Expropriation and Property Acquisition	<ul style="list-style-type: none"> – What is the expropriation process? – Can the on-site and off-site design be modified to reduce impact?

2.3 Leaseholder Meetings

At the initiation of the project, a number of project stakeholders held rights to existing leases with Manitoba Hydro to use lands located within the same Hydro corridor that the transitway is proposed within. During Round 1, project representatives met with each of the stakeholders noted above to introduce the project and understand what, if any, impacts the project may have on these lease arrangements.

In each case the project team committed to outlining what impacts there may be as part of the functional design process and subsequently looking for means of mitigating any impacts as they became apparent.

Follow up meetings with these stakeholders were held during Round 2 and Round 3. In each case, project staff helped identify impacts and proposed or potential mitigation measures for each of the lease holdings.

Meeting notes can be found in Appendix D. A table outlining specific issues and responses from all stakeholders is provided in Section 3.0.

2.4 Public Open House 1

2.4.1 Description

Four public open house sessions were held during Round 1 of the engagement process. Two were held on November 18th, 2013 and two on November 19th, 2013 at the CanadInns Fort Garry (1792 Pembina Highway). Approximately 300 people attended. Participants were invited to review a range of concept display boards (see Appendix E), and to speak with project representatives.

Participants were provided with a comment sheet (see Appendix F). The following figures provide a summary of the data received from 140 open house participants. Figure 3.0

illustrates that respondents living both near and far from the proposed transitway alignment attended the meeting and provided feedback.

This data was used in a manner that could help address concerns and take advantage of any noted opportunities in preparing the functional design for the transitway, pathways and stations.

2.4.2 Effectiveness

Participants were asked whether they found the information provided helpful, and whether they found the staff on duty helpful. Figure 4.0 shows that of the 140 respondents that provided input to this question, the vast majority of respondents (92%) found the information provided at the meeting to be useful and 89% found the staff at the event to be helpful. This is significant given that many participants also expressed concerns about the project, which suggests that the meeting format and information content were effective and appropriate for this stage of the project. Of those respondents that did not find the meeting useful (11% or 10 respondents) only three offered explanation, which focused on the amount of information being provided (too extensive/detailed).

Figure 3.0 Open House 1 Respondent Type

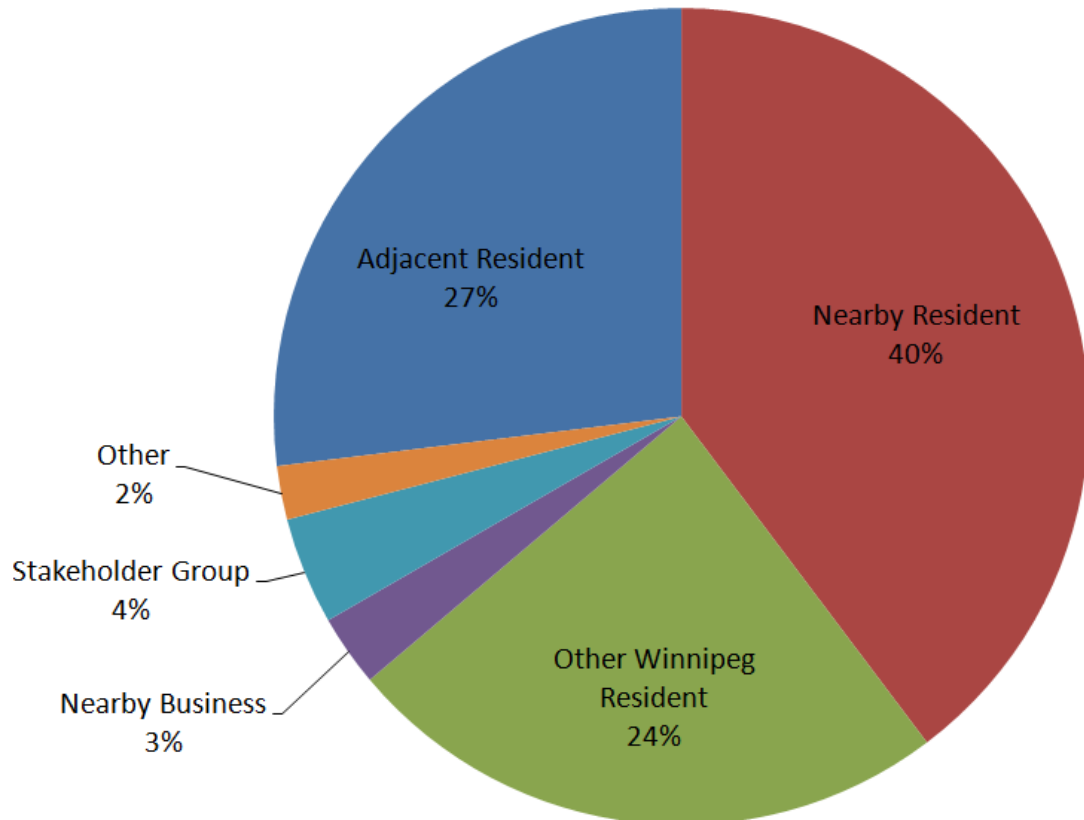
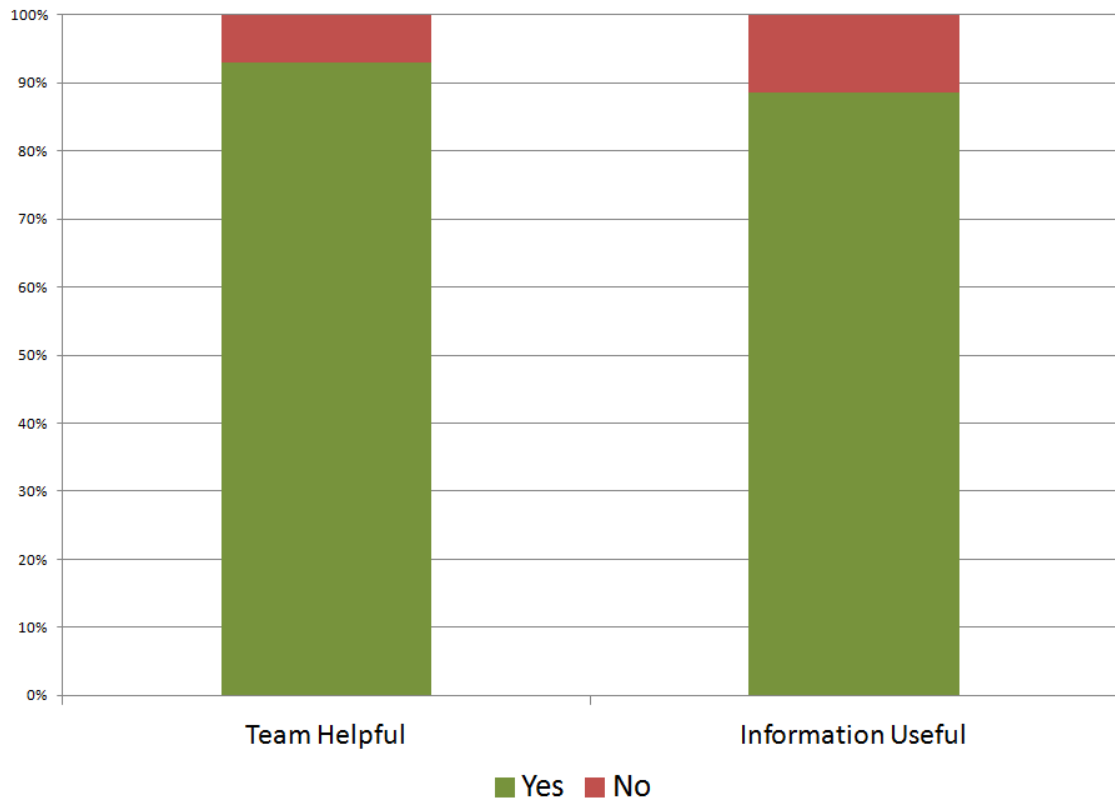


Figure 4.0 Open House 1 Effectiveness Comments about notification:



Comments about notification:

- Would have liked to have been notified earlier
- Do not prohibit people from giving out flyers.
- Use newspapers and flyers to residents in immediate areas.
- Put a detailed notice on the board in the dog park.
- More notice on open houses
- Have TV stations announce meetings in advance. I get all my news from TV. I found out about this meeting from the Cycle Winnipeg list serve.

Comments about staff:

- Have all parties present to answer questions. i.e. a CN representative.
- Staff was very knowledgeable, yet also polite. Excellent job!
- More staff/get more of the consultants to come out and answer questions.
- Felt ignored, wondering if anyone is listening, or is this just a placate the common folk.
- Very helpful.
- Friendly.
- Have more people available to talk to.
- Stakeholders to answer questions.
- Interesting that you have a transit guy here, but not an A.T. person... that would help.
- Be more open to alternative points of view. You can't engineer out the human factor effected by and advancing this proposal.

- It would have been nice to have someone from Gem Equities here to elaborate on the housing plans going in nearby (i.e. when/what) as it seems to impact many of the questions I asked tonight.
- Yes they were helpful.

Comments about content:

- More information about routes IE: Express on Transitway redundant routes. Service on Pembina Highway.
- You need to have better answers based on factual projections and not what and how you might develop.
- Information somewhat helpful; have all answers to questions; appears lots unknown.
- Hoping for more substantial detail/design suggestion. Much of this presentation was recycled information.
- Perhaps display a timeline of city, province involvement in the project - planning decision, finance.
- Scale bars should be all over your maps. There were some with scale bars but some without. It just helps to give an idea of how far things are from each other.
- Concrete answers about liability concerns (i.e. who will be held accountable for shifting/vibrations that cause damage to homes/foundations). For how long will they hold responsibility?
- More detail is needed regarding crossing at intersections.
- More detail on grade separation areas.

Comments about reporting and due diligence:

- Provide copies of meeting minutes/ notes to anyone requesting. ([staff] have committed to this.)
- [Whether this process was helpful] remains to be decided when we see if you have taken into consideration any of our concerns and suggestions. Perhaps in January.
- Use the internet, put information and plans online.
- You showed the stakeholders meeting dates but not what any of the stakeholders thought. Can't you summarize the results of those meetings?
- [Improve the process] by providing maps that we could take home and show our families.
- Correct the spelling and grammar in the final report on the City web site.
- Make the reports concerning this project available online electronically. Have a clear statement of who the target future bus/transit riders are (What are we trying to achieve? What problems are solved?).
- Where is the assessment study? How can you go ahead with this idea without finding out if it will lose money in the long run.
- Do an unbiased environmental impact assessment.
- Do transit research to justify the project.
- We think that they are on the right track.
- Actively engage cyclists in discussion.

Comments about process:

- Stop rushing the project to source funding and do a proper study before carrying on.
- Wait to hear from the community; do ridership surveys before going through with this.

- Town Hall where we can voice our options to the crowd. Conscientious thinking is good.
- Appreciate the "open house" process.
- More evening open houses for those who work regular hours.
- This is a good consultation process. The public has had every opportunity to hear and provide input. Continue as planned.
- So frustrating – It seems your plan is decided, you know who makes money here, you don't care what users feel, you can build an overpass for this?? What about Waverley/Wilkes??
- Ask sincerely for consultation before significant decisions are made.
- The City needs to listen to what the tax payer has to say. I believe the City of Winnipeg had their minds made up before any of these meetings began.
- Doing this just to go faster doesn't make any sense, so go where the people are.
- This was good!
- Implement the suggestions given by community members!
- Keep us informed.
- Ongoing communication during the planning process.
- It's beside the point. What engagement do they need? There are engineering challenges that don't need public input.
- Actually listen to people and do some studies on feasibility of different options before coming up with all kinds of designs.
- Thanks for including the public on this process.
- Continue to offer information sessions open to the public as you have been doing.
- No representation by those that voted this travesty.
- Do more route selection consultations.

Other Comments:

- No matter what "avenue" you take it will affect some people and ensure the decision makers are a mix of professionals, directly concerned folk and Winnipeggers who are very "pro" Winnipeg.
- I am also a part of the neighborhood network team for the University. I feel the University is trying to listen to the neighborhood and I hope the Rapid Transit Team does the same to alleviate impact on the neighborhood.
- Take into account public opinion and listen to the majority that is against this alignment.
- Presentation explaining what the project is would have been good. Not sure what stage the project is in.
- A better understanding of project.
- I am glad to see this happening.
- My interests are more specific to deal with at this stage.
- Streamline the downtown portion somehow?
- A walk through of Fairway Woods would be good; meet with residents once complete.
- Letellier straight south to old rail line on south side of U of M property.
- Instead of park&ride the City should encourage mixed use development at transit stops.

- Parker lands, U of M, golf course - needs to be spelled out more.
- Toronto transit has information on their website as to why they favour subways - stops further apart yields increased speed. Our bus transit has advantages - stops are closer less walking and few stairs.
- I think the project is not efficient or economically feasible and should be reassessed.
- Be patient - despite all the nay-saying this route is best.
- The stations should include surface parking for commuters.

2.4.3 Respondent Interest Areas

Figure 5.0 summarizes participants' response to the question "What are three reasons you are interested in this project?"

The following information provides summary of each topic as listed in Figure 4.0., cited in order of frequency.^{5,6}

General Support: Respondents indicated general support for the Stage 2 rapid transit project.

Negative Impacts: Respondents listed specific concerns about the project to specific properties, including those associated with noise, vibration, light and dust pollution, and property values.

Active Transportation: Respondents were typically existing AT users hopeful that active transportation would be included within the project scope; respondents provided specific suggestions⁷.

Parks and Parker Lands: Respondents were concerned about the impact to the Parker Lands areas⁸. Many respondents felt that these lands were of value to the community and of ecologically importance for the City of Winnipeg.

General Project Interest: Respondents indicated a variety of reasons for their general interest in this project.

Bus Routes, Bus Service: Respondents were both interested and concerned about existing and future feeder bus routes and frequency of service on selected routes. Pembina Highway bus services were of particular concern to a number of respondents.

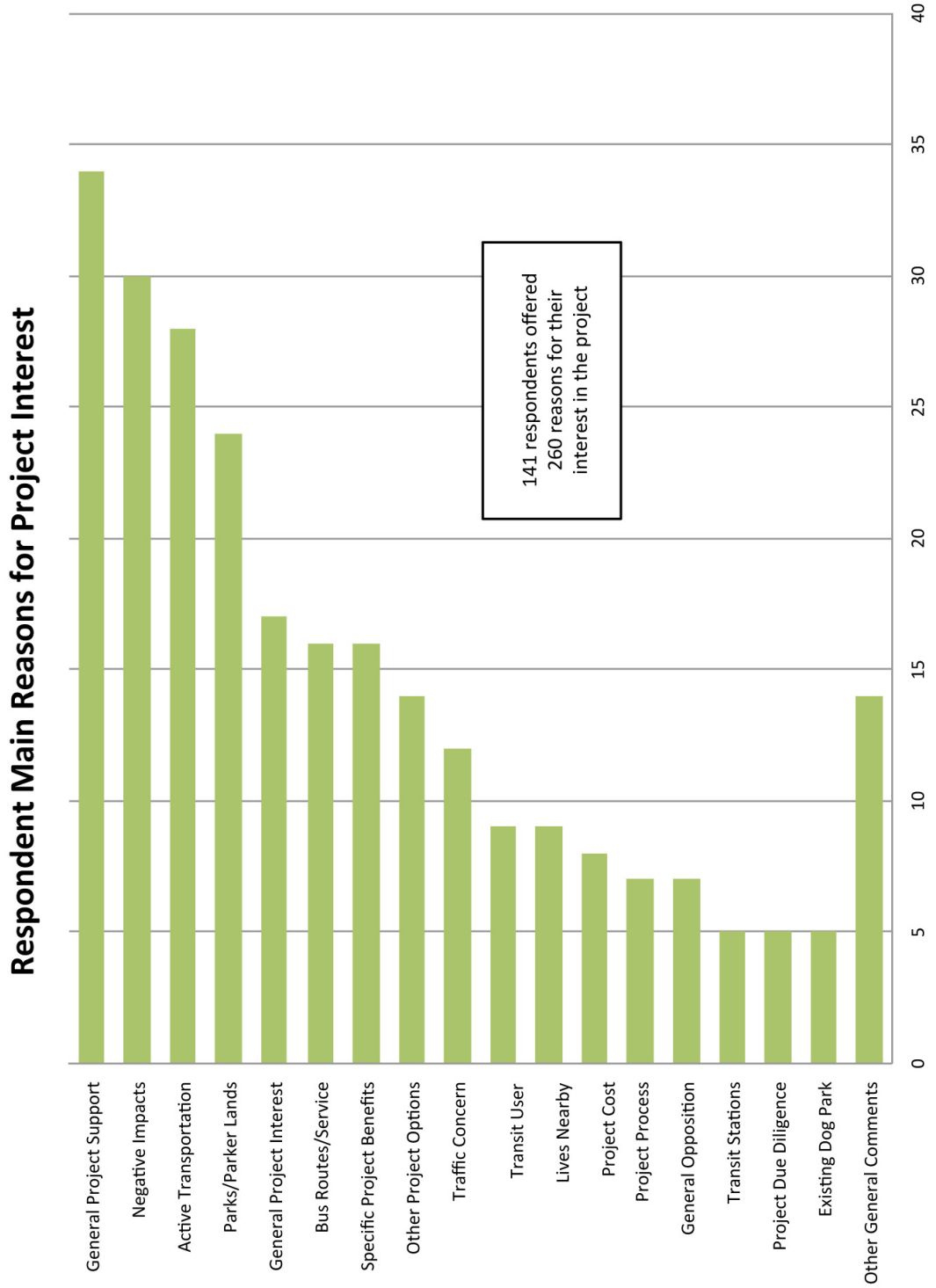
⁵ Verbatim transcriptions of comments provided are included in Appendix G.

⁶ These project comments will be reviewed to capitalize on opportunities presented and to address concerns as part of the Round 2 consultation process.

⁷ See Section 2.4.4 of this report under heading "Active Transportation"

⁸ Respondents did not distinguish between publicly owned Dog Park lands and the privately owned 'Parker Lands'.

Figure 5.0 Respondent Interest Areas



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.

Other Project Options: Respondents indicated a preference for a series of other rapid transit project options including, light rail transit and alternative routes such as the Letellier Corridor and Pembina Highway.

Traffic Concern: Respondents had specific concerns related to the potential for bus rapid transit to negatively impact other vehicular traffic in specific locations.

Transit User: A number of respondents indicated they were interested in the project as existing transit users.

Lives Close: A number of respondents indicated they were interested in the project because they live near the proposed route.

Project Cost: A number of respondents were concerned about the cost of the project.

Project Process: A number of respondents had concerns or were skeptical about past and future decision-making process associated with this project.

General Opposition: A number of respondents indicated general opposition to the project without indicating a specific concern.

Stations: A few respondents had concerns or suggestions with respect to the location and number of rapid transit stations.

Project Due Diligence: A few respondents had concerns or suggestions with respect to the research and investigation that had been or would be carried out to justify this project and ensure good project planning and design.

Existing Dog Park: A few respondents expressed a desire to either preserve or replace the existing dog park if this project would disrupt it.

Other General Comments: A variety of other reasons were cited for respondents' interest in the project. A complete list of comments provided is in Appendix G.

2.4.4 Project Improvement Suggestions

Respondents were asked how they felt that the rapid transit project could be improved during the functional design process. These responses will be used to help improve the functional design presented in Round 2 of the engagement process.

Specific Comments included:

Alternate Routes

- This transitway should run down Pembina Highway (x11)⁹
 - It's not too late to reconsider the route.
 - I think "Gem" is waiting for their money.
 - Our Councillor John Orlikow supports Pembina Highway development.
 - Pembina Highway to McGillivray Boulevard or all along railway puts the route closer to more people.
 - Keep it close to Pembina Highway businesses.
 - Greater effort needs to be made at studying Rapid Transit on Pembina Highway or Letellier - Line makes much more sense from a business perspective.
 - I fail to see how you will get people to take Transit on any other route.
 - Build all crossings above ground or all below ground along Pembina Highway.
 - A route that benefits the bulk of riders/existing commercial business on Pembina Highway.
 - We need LRT straight down Pembina Highway.
 - Anyone travelling to an address on Pembina Highway will not find the Phase 2 route helpful or useful.
- Improve Transit Routes and Scheduling (x6)
 - Make sure fast and frequent service on Pembina Highway is created or maintained (x4).
 - Improve scheduling so buses have more capacity.
 - Extend Route 99 out to University.
 - Make sure 36 route stop @ Pembina Highway and Windermere Avenue is maintained
 - Keeping the 160 and possibly adding another route or more buses for the 160 Route once it is open
- The transitway should run on the Letellier Row (x 5)
 - Nearer Pembina Highway will increase ridership.
 - Could mean shared grade separations with the railway.
 - Divert Letellier line for Rapid Transit. This would eliminate cost of two tunnels.
 - More direct route along the railway right of way.
 - Make transit readily available to those who use it.
 - Slower speeds are not a factor to reject the rail line.
- Present alternatives – Pembina Highway, Waverly Street, and Kenaston Boulevard that respond to actual developmental traffic volumes.
- Run the transit in a different route. Other options were proposed.
- It can't be improved; it's in the wrong place to begin with.
- Routes do not seem to be well thought out.
- Enter to U of M via Markham Road has problems.
- Be sure to have Markham Road route.

⁹ Where this term occurs: "(x11)", it indicates that the number of respondents that provided the same or similar comment, in this case, 11.

Active Transportation

- Jubilee Avenue underpass; make sure pathways are bike friendly/accessible from Harrow Street. (x2)
- Make crossing at Jubilee Avenue and Pembina Highway available to cyclist and pedestrians.
- Convenient bicycle path that doesn't wind through neighborhoods.
- More direct/ efficient cycle routes (Pembina Highway). Better indication of cycle/bus routes (e.g. painted lanes) signs don't always work.
- AT level of services should be as high as Transit in terms of intersection design, travel priority, quality of infrastructure, and amenity.
- Current bump outs on Pembina Highway are dangerous for cyclists and pedestrians alike- please don't make this mistake consider buffers seriously. – signage very NB!!
- Relocate the railway and use the rail for cyclist.
- The bike pathway comes too far off Pembina Highway. for cyclists looking for a quick safe way to get downtown.
- Prefer to have active transportation routes alongside the Letellier line.
- Bike route along Pembina Highway.
- Straight AT paths that follow the whole route including the overpasses and tunnels.
- Add in AT from Whyte Ridge.
- As long as cyclists are separated from cars and buses - I'm in favour. Like the way it is now from Jubilee Avenue to transitway at Osborne Street - do more of that phase.
- Don't make me stop and get off my bike - if you do I'll stick to the road and won't get to benefit from these improvements.

Crossings

- The grade crossings need to be like railroad crossings with arms and complete transit priority. (x2)
- No grade separation crossing on Beaumont/Parker Lands, which is in a quiet neighbourhood area. (x2)
- Please ensure that if light-controlled intersections are installed that pedestrians do not have to wait 3 min to cross.

Parker Lands, Southwood Lands and Dog Park

- Rapid Transit should not go through the Parker Wetlands (x5);
 - Examine alignment at East end of Parker Land.
 - Leaving the Parker Wetlands as natural reserve or park.
 - Stay out of the Parker wetlands
 - An environmental impact assessment is critical. The forest and Parker Wetland are functional ecosystems that must be protected.
 - I cannot see how a rapid transit corridor through a quiet back part of Fort Garry with forest and wetlands can truly be protected. How would we access it with buses coming and going?
- Please make sure there is a green space saved for the dog park and make it accessible from the neighborhood with a few more overpasses for pedestrians. (x4)
 - Allocation of where the dog park will be relocated in the functional design phase must be shown.
 - Having the bus route go through the Brenda Leipsic dog park is insane.
 - Find a way to go around the dog park and the forest

- Keep the green space and trees in Southwood lands.
- Respect viable cultural and ecological corridors.

Park and Ride

- Coordination with being able to Park and Ride should continue.
- Have Park and Ride lots on stations by McGillivray Boulevard, Clarence, and Chevrier.
- Easy access to Park and Ride, try to improve the image of Winnipeg.
- Park and ride opportunities should not be limited to routes adjacent to rapid transit.
- Park & ride along feeder routes, express routes to connect to rapid transit.
- The stations should include surface parking for commuters.
- Instead of Park and Ride the City should encourage mixed use development at rapid transit stops.
- Important to have door to door service to the U of M park & ride facilities would help to increase ridership.

Stations

- Need off street drop off loops at transit stations for cars and bus. (x2).
- Not too many bus stops along route need to have connection to west end of the City.
- Clarence station would be much better if it was situated near Waller Avenue - serves McGillivray Park (relatively dense for Fort Garry) and is closer to AT pathway, which is quite busy.
- The U of M and Stadium should be very functional and accessible.
- A station located closer to Hurst Way near Wilkes Avenue.
- Remove the Chevrier station as it is redundant.
- Cycling lockup places at the stations.

Mitigation Suggestions

- Implement project with the least amount of impact on the nearby community and surrounding green space.
- Make this an enhancement to our community. Put up trees like Manitoba cedar, that will provide a “green” barrier between houses & corridor. Use low head lighting so it’s less intrusive. Make it a “park” space.
- Earth berms to separate from homes along corridor (including trees).
- Limit destruction of trees with sewers instead of ditches.
- Just leave as much marsh forest as possible for the neighborhood.
- If it must proceed, leave forest intact and preserve the dog park.
- I would like to see a plan that would preserve as much of the wooded area as possible.
- Put fences beside the lanes thru the dog park.
- The entrance to the university property at Markham Road should be located further from our property with trees and a raised berm to alleviate the continuous noise at houses.
- Consider traffic calming in Beaumont area and side streets.
- Sound barrier where close to homes.
- Move the tracks towards Pembina Highway and put the transit closer to our property with wall.

- Do not move train tracks! Or move them towards Pembina Highway.
- Slow down the trains to reduce risk of vibration and safety concerns.
- Can you please build the barrier wall before construction starts to minimize the noise and invasive nature of construction mess/dust.
- Continue to leave Parker/Hurst Way, so those living in 'Planet Bays' do not need to back track to get out of area (i.e. having to drive back to Beaumont Street to get to Waverley Street). Connect bike and sidewalks to existing streets and sidewalks. Lots of signs on bike paths. It's hard to understand how to follow existing paths.
- Build it closer to the rail line behind Parker Avenue.
- Re-route via different location; cover any damage caused by train/vibration; have trains lower speed; buffer wall for noise.
- If the transitway misses my compound and a turnaround area for my customers and suppliers to access my business is constructed, my needs will be met.
- I understand that no changes will be made to address our concerns but an elimination of business taxes would help.

Timing

- I hope it is built soon.
- Hope the project is finished soon, increase in land prices over time.
- Get the funding in place and proceed with finished design and construction ASAP.
- Build the stadium component next year. It is difficult to do progressive work in the City. Don't despair.
- Build it ASAP.

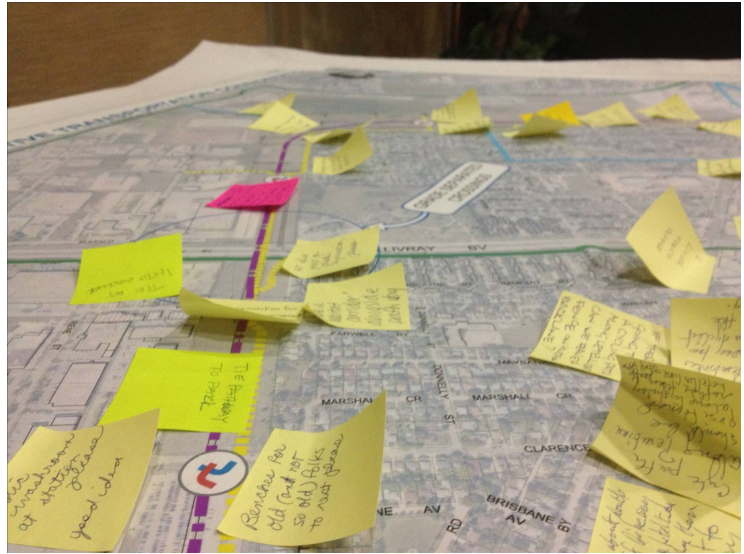
Other

- I ride daily from For Rouge to Downtown and it is incredibly efficient.
- Don't do it, save your money. For students: build some student residential high rises at the U of M. Problem solved.
- Make density targets as part of the surrounding corridor.
- In favour, want to support a higher-density mixed use development.
- Not that I ride, but concerned about the increased bus traffic on Markham Road from the U of M.
- Why can't they share the railway track? There must be a new track wheel out there.
- The downtown part is anything but "Rapid".
- Plan for the future as much as possible - lane width along the full transit way, access by residents/users to transitway.
- For Stage 2, include rails in the concrete transitway so when the time come to upgrade from bus to light rail some of the infrastructures is already in place. It's cheaper in the long run.
- Move track as little as possible- provide CN Inspection track for hydro access between property and track.
- A train system that would avoid congesting the downtown and would build for the future would make more sense.

2.4.5 Interactive Drawings

Large-scale drawings were provided at each open house and participants were encouraged to add small 'sticky-notes' to the drawings and to provide comments concerning specific locations along the transitway. One of the drawings was dedicated to AT concerns and ideas, while the other was dedicated to any other concerns or ideas.

The following comments were provided on the AT drawing¹⁰:



- Cycling path needed for Waverly Street between Bishop Grandin Boulevard and McGillivray Boulevard.
- Multi-use path between Markham Station and University through new development needs to be considered.
- What happens to local pedestrians and cyclists when trying to cross BRT intersections (i.e. Kids)?
- If alternatives are needed for AT, priority must match rapid transit line.
- Need AT grade separated at McGillivray Boulevard and at Bishop Grandin.
- Provide AT connection from Plaza Drive/Pembina Highway to transitway and improve directional signage.
- Existing signal at Pembina Highway eastbound to Plaza is too fast.
- Improve Copenhagen 'left box'.
- Waller connection for AT would be convenient.
- Tie AT pathway to park at Marshall Crescent.
- Create a 'habitat corridor' alongside pathway.
- Benches for old (and not so old) folks to rest please.
- Winter snow clearing a priority please.
- Pembina Highway 'bike bays' impossible [to navigate] today.
- Bump outs are dangerous - pedestrians must be separated from cyclists.
- Cycle path along Pembina Highway should be positioned along highway rather than double stop along Letellier.
- If there is going to be a cycling path along Letellier have a fence along Hudson Street back lane.
- Need cycling along Pembina Highway - way too difficult to take the dogleg.
- A 'living fence' please.
- Pathway on Hurst Way would be safer and more accessible for pedestrians and cyclists.

¹⁰ These comments are paraphrased.

- How would the crossing of transitway at Parker Avenue work?
- Fence along the walking and bike path.
- AT way-finding signage with distances and walk times please.
- Would like more bike garages.
- Consider native vegetation in planting plan please - tall grass prairie species.
- Left turn going south on Point Road and Windermere Avenue.
- Buffered cycling along Pembina Highway for cyclists who live in Beaumont area.
- Yes! Bike racks needed at each station.
- More on street signage for bicycle paths.
- Painted cycle paths in critical areas area great!
- Important to connect AT from Pembina Highway and Harrow Street - how do we cross?
- Would be great to connect walking path at Bishop Grandin Boulevard to Superstore by this transitway.
- Extend AT on Markham Road to connect to schools.
- Need to provide quality bicycle facilities to Chancellor Square and mall.
- Make sure to connect cyclists across University Crescent.
- Improve Plaza Drive for bicycle traffic.
- Cyclists heading downtown won't follow the detour - they will go straight down Pembina Highway.
- Connect AT to Buffalo Place.
- Bicycle paths that are direct, not winding through residential areas.
- Make sure there are bike and pedestrian connections over Pembina Highway.
- Pedestrian Crossing at Jubilee Avenue.
- Please keep AT at end of Sommerville Avenue.
- Ensure good, safe cycling from Waverley Heights, Whyte Ridge and Linden Ridge.
- Connect to Investors Group Field by flyover trail - let's do it right!

Other comments provided by 'sticky-note' follow a similar pattern as the written comments provided. They include:

- Keep Parker Avenue green area/wetlands. (x7)
- Avoid/minimize damage to forest. (x6)
- The bogs, foxes, deer, dogs, swamps and forests need protection. Look at the City's own planning mandate.
- I visit the wetlands regularly – please do not destroy this place. (x2)
- Leave the forest alone; Parker Avenue needs the sound/sight buffer.
- Build an overpass over the forest or go around.
- Forestry and parks are an asset to the City.
- Use land for water retention – do not want/need increase drainage in river.
- Did you know there are tonnes of Saskatoons in this forest?
- There is too little greenspace inside the Perimeter Highway as it is; don't take this away.
- When will a thorough environmental study be done? (x2)
- Why was the environmental study an after-thought?
- No more Kentucky Bluegrass – use native plants!
- Save the dog park. (x3)

- What will happen to the dog park?
- Community gardens, where do these go?
- Don't cause drainage issues that impact residents.
- Maintain vibrant regular transit down Pembina Highway.
- [Private companies] are laughing all the way to the bank. (x2)
- Transitway is too far off of Pembina Highway to make any sense to collocate with industrial area.
- Wrong place (no passenger base).
- Too expensive (buying back land given away).
- Rapid Transit? Two miles out, two miles in?
- Why even build it? Why spend \$300m on something that really won't make much difference?
- How exactly are the people who will eventually live in this "major development" supposed to get out of here with the train line on one side and the rapid transit on the other - they will be boxed in.
- Yes! [to the Parker Avenue alignment]
- Yes! [to Jubilee Avenue overpass]
- No grade separated crossing on Beaumont Street.
- Don't move Hurst Way.
- Will you build overpasses at every major crossing?
- Will there be lights at Parker Avenue/Hurst Way? I'd rather not be T-boned by a bus on my drive home.
- Why not integrate north from Beaumont and Hurst Way.
- Need a bus station at Clarence Avenue.
- Lots [of industrial community employees] use the bus.
- [The industrial community] does not use the bus.
- [Industrial employees] do not use the bus now, but might with better service.

2.5 Public Open House 2

2.5.1 Description

Four public open house sessions were held during Round 2 of the engagement process. Two were held on February 24th, 2014 and two on February 25th, 2014 at the Canad Inns Fort Garry (1792 Pembina Highway). Approximately 300 people attended. Participants were invited to review a range of concept display boards (see Appendix H), and to speak with project representatives.

Participants were provided with a comment sheet (see Appendix I). The following figures provide a summary of the data received from 158 open house participants. Figure 6.0 illustrates that similar to Round 1 participation, respondents living both near and far from the proposed transitway alignment attended the meeting and provided feedback. Round 2 included a greater proportion of individuals that live nearby the proposed transitway and a smaller proportion of individuals that live directly adjacent. This is likely explained by the fact that directly adjacent residents were invited to a second set of special meetings for adjacent residents prior to the public open house.

This data was used to test the draft functional design for the transitway, pathways and stations and see what modifications could be made or should be made.

2.5.2 Effectiveness

Participants were asked whether they found the information provided helpful, and whether they found the staff on duty helpful. Figure 7.0 shows that of the 158 respondents that provided input to this question, all but one participant (99%) found the staff at the event to be either helpful or somewhat helpful. Respondents also indicated that the information provided was useful (85%) or somewhat useful (11%). Only three participants did not find the information useful at all.

Comments about staff:

- Very helpful. (x8)
- Very helpful and informative (x3).
- Staff were very knowledgeable and patient (x3)
- Thank you! (x2)
- Well done.
- Respectful, Knowledgeable, Thoughtful.
- Extremely [helpful]. Not just helpful but personable and easily approachable.
- Knowledgeable and they seem to listen.

Figure 6.0 Participant Location

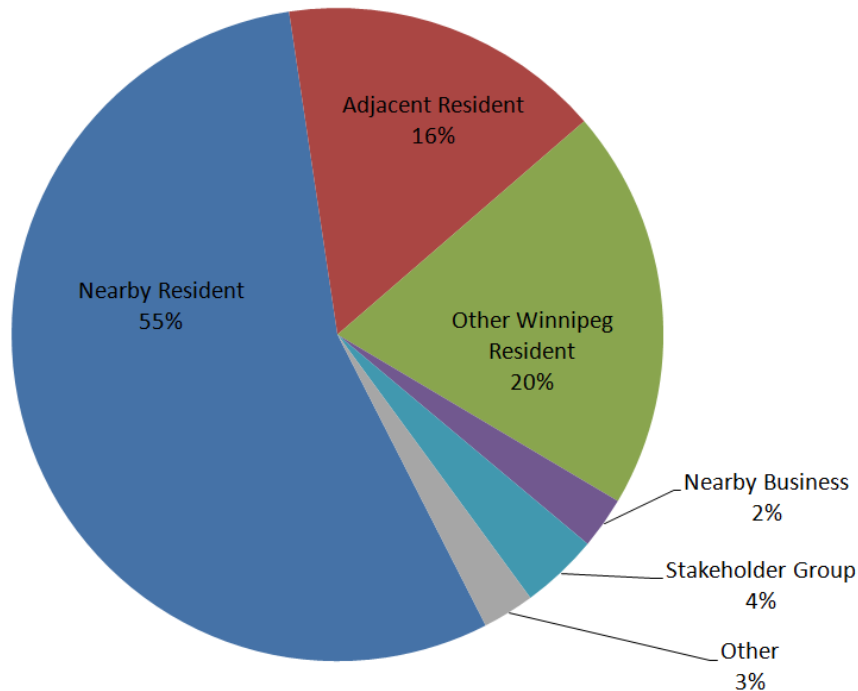
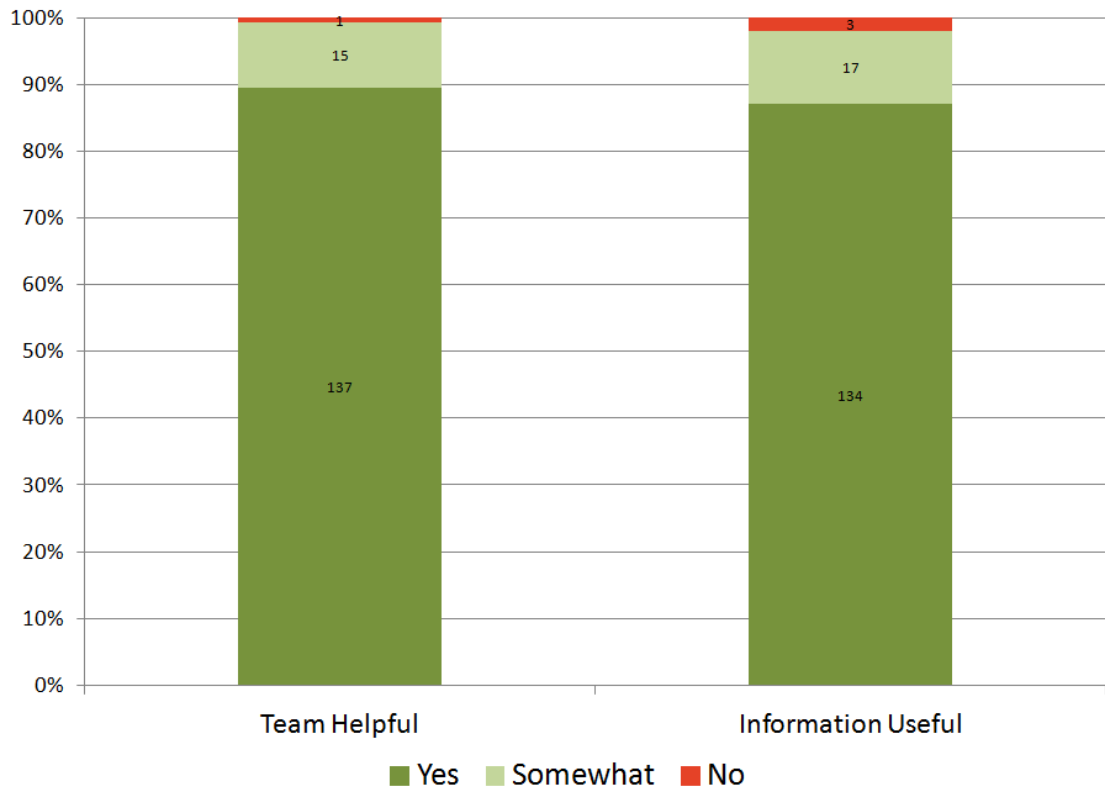


Figure 7.0 Meeting Effectiveness



- Very easy to access and open to discussion.
- [A team member was] excellent.
- [A team member] answered my concerns. Thank you Trevor!
- The gentleman explained it very well. David was super!
- [A team member] has been patient and helpful however when voicing our concerns noted above we found [another team member was] dismissive and condescending.
- All of my questions/concerns were addressed. I am on-side with this plan.
- Seemed more interested in steering away from issues rather than address and talk about them.
- Yes definitely answered all questions.
- Polite and well spoken.
- They would not discuss alternative alignment.
- Give answers which are only pro development along this line. None other considered.
- City officials should be here also.
- No one here can actually change decisions that were made. Where are the councillors who voted? Why did they do this without listening to their communities?
- Very helpful. Was reassured that the transit Corridor will not be along Markham Road.
- Would be nice to have someone from CN Rail and possibly Hydro to answer questions.
- Answered questions thoroughly.

Comments about information provided:

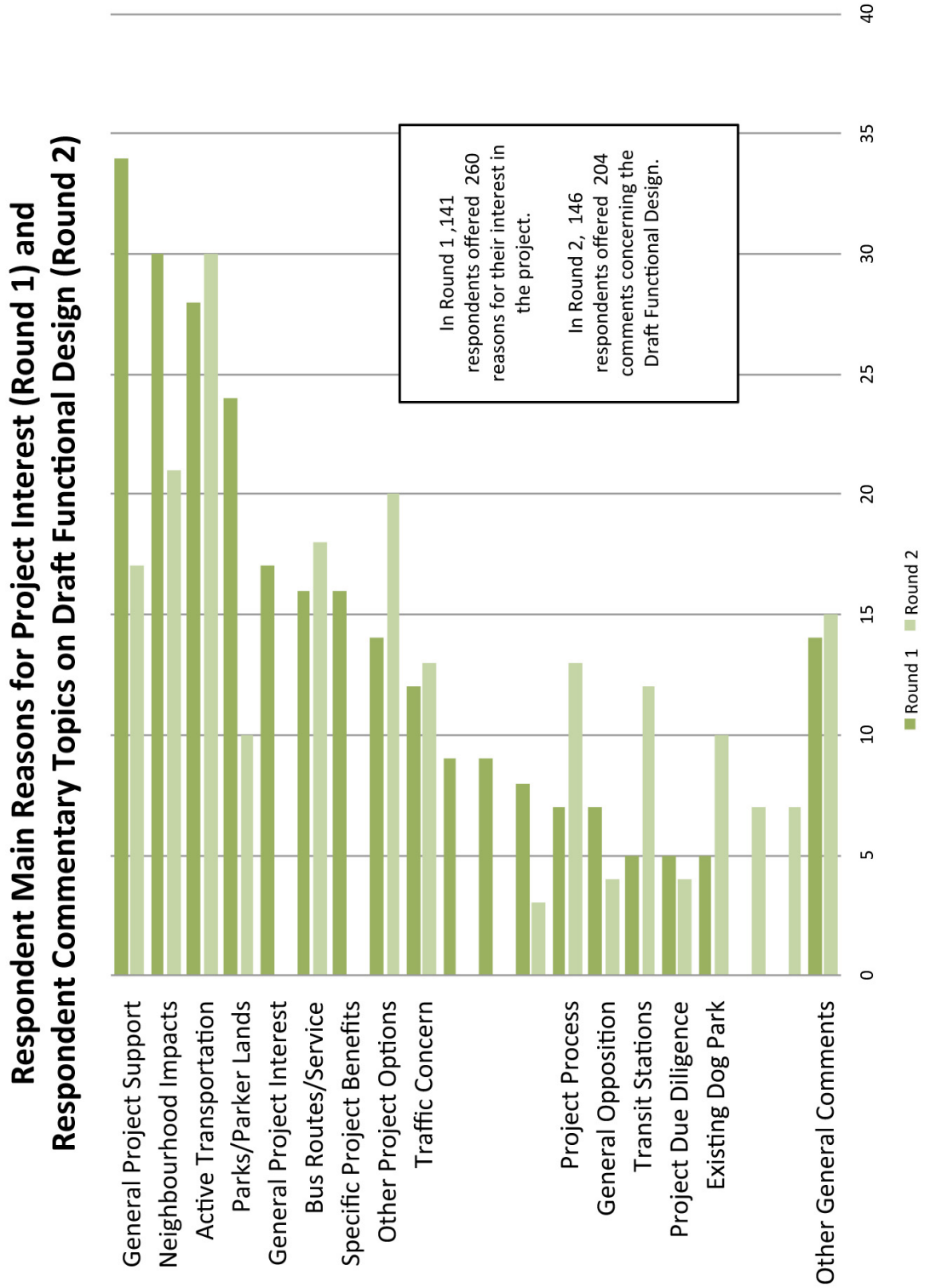
- Presentation boards well done, informative, straightforward. Planning process explained. Thank you.
- Explained construction and design process and sequence of construction and why Markham Road is no longer preferred route.
- Really well done.
- More information was provided at this meeting when compared to the first one.
- Nice to see Active Transportation accommodation.
- It would be nice if the high resolution version of the boards was available online. The maps don't get much detail with what's there.
- Yes. Helps to know what is planned.
- Everything was explained well and good presentations on display boards.
- Updated and more detail provided.
- It is imperative the truth come out not given by a group who has not done their homework.
- Interesting.
- Excellent.
- Very good information.
- Map should have been redrawn. Many x's, arrows convey unprofessionalism.
- Found out our private property was thought to be a public park.
- Helpful to find all on web (x2).
- Where is the report on the November/13 "consultation"? Will there be some sort of noise analysis? Noise barrier's for residential areas?
- Nice to see AT connections at Pembina Highway and Jubilee Avenue.
- It gave me a good idea where the bus way will be placed and will go.
- Explains where the transit system will be located and distinction for residents for Gaylene Place and Pembina Highway.
- Very much so. Great maps.
- Were unable to answer the concern raised for railway relocation near residence.
- I understand how and when this project will unfold.
- This gave me more information to not want the destruction in this area that this plan will bring.
- Excellent exhibits.
- Liked to see that the Parker St. Dog park will continue to exist
- BUT...the noise is concerning if a wall is not built
- Yes, the maps were great.
- Very [helpful]!
- Way too many BS Slides. "rubber-tired vehicles"? They're called buses...say it straight.
- I was pleased to see the active living paths.

2.5.3 Respondent Interest Areas

Figure 8.0 illustrates the interest areas from each Round of the consultation program. While the Round 1 data refers to the reasons for being interested in the project, the Round 2 data is derived indirectly from the topics that respondents provided commentary on. Some key observations when comparing the data between Round 1 and Round 2 include:

- The number of people offering general support commentary dropped. This is not an indication of an actual drop in support; there are likely two reasons for the change in focus. First, in two-round consultation processes like this one, individuals that are satisfied with a project in Round 1, tend not to participate during Round 2 because their interests are often seen to have been met. Second, with more detailed project information available during Round 2, commentary provided is generally more specific in nature, so general project support data would have to be implied (and therefore not recorded as 'general support'). A closer look at the commentary provided confirms the substantial positive feedback of many participants;
- The number of respondents offering commentary about neighbourhood impacts, while still high, was reduced between Round 1 and Round 2. This reduction is likely due to the information provided on this topic, which outlined how many of these concerns could be mitigated.
- The level of interest in AT was relatively even. Written commentary generally affirms the AT component of the project as positive.
- There was an increase in the number of respondents providing commentary concerning the use of the privately held Parker Lands for public park purposes. The increase is likely due to the additional broad efforts of a local community group that is lobbying for the preservation of these lands. This group held a community event on the first day of the SWT Open House events.
- There was an increase in the number of respondents providing commentary concerning a series of topics including stations, dog park, U of M access, and park and ride areas. This is likely due to the fact that Round 1 did not include detailed information on these topics, and Round 2 introduced greater detail on these topics. There was an increase in the number of respondents providing commentary concerning the project process and alternative routes. Project process comments included a mix of positive and negative commentary, while those commenting on alternative routes were generally also opposed to the use of the Parker Lands for this project.
- There was a decrease in the number of people providing commentary that was of a 'general opposition' nature. This is likely due to respondents providing more specific reasons for their opposition, since more detailed project information was being provided during Round 2.

Figure 8.0 Respondent Interest Areas (Rounds 1 and 2)



2.5.4 Summary of Commentary

Respondents offered specific commentary on the key project topics. Raw data for this commentary is provided in Appendix J.

Active Transportation

Participants were generally supportive of the improvements proposed for AT infrastructure in conjunction with the transitway construction, and provided specific suggestions for increasing accessibility, improving maintenance, and providing infrastructure such as the use of switchbacks, bicycle parking at transit stations, and bike racks on buses. Participants also urged the City to ensure the needs of both recreational and commuting cyclists were met. A number of participants felt that a more direct route between Jubilee Avenue and the University of Manitoba was needed for cyclists.

Bus Routing

Numerous respondents made specific routing requests or suggestions, particularly advocating for an increase in the frequency of routes travelling along Pembina Highway. Respondents made suggestions concerning better connections and feeder routes, simplification of routes, provision of a transit hub at U of M, and adding bus stops on Southpark Drive.

Cost

A small number of respondents expressed concern about the potential cost of the transitway.

Dog Park

Respondents emphasized the need to maintain a dog park in this area and some participants acknowledges that the draft plans identified a solution for providing a dog park.

Due Diligence

A few respondents questioned whether enough due diligence had been carried out concerning overall costs, ridership, speed of service, and frequency of service.

General Approval

Many respondents expressed satisfaction concerning the draft plans and encouraged the project forward.

General Opposition

A few respondents indicated general opposition without pointing at any specific issue.

General Neighbourhood Impacts

Many respondents expressed concern about the potential for their property to be negatively impacted due to safety concerns, construction impact, air pollution, parking on adjacent streets and disrupted or new traffic patterns. A number of respondents acknowledged that their initial concerns about neighbourhood impacts had been resolved.

Park and Ride

A few respondents suggested that more park and ride areas were required in order to increase ridership, potentially at sites not directly adjacent to the corridor.

Parker Lands and Greenspace

Numerous respondents expressed the on-going opinion that the privately held Parker Lands should be converted to public-park. A few respondents asked about maintaining community gardens within the identified corridor.

Process

A number of respondents were eager to see the project begin and asked to be kept up to date with the project status. Some respondents felt that the information provided was insufficient and already decided upon.

Rail Relocation

A number of respondents expressed concern about the potential for their property to be negatively impacted due the relocation of the existing rail line closer to their homes citing safety concerns, and potential for noise and vibration to increase. A number of respondents acknowledged that their initial concerns about noise and vibration would be resolved by the proposed mitigation measures.

Route

Numerous respondents continued to express the opinion that the selected route would be better located along Pembina Highway or the Letellier Rail corridor. A number of participants expressed support for the new location for U of M access (at Southpark Drive).

Safety

A few respondents expressed concern about safety with respect to construction vehicles, station locations and interaction with the existing rail line.

Stations

Numerous respondents provided suggestions for station designs and locations, including heating, the proximity of the Chevrier and Clarence Stations, and adequate parking at stations.

Traffic

Some respondents expressed concerns that the transitway buses would cause an increase in car traffic problems.

Other

Numerous other suggestions and concerns were provided by respondents including walking distance to stations, opposition to transit oriented development, signage displays, adjacent land uses, other rapid transit routes within the City, and project timing.

2.6 Follow-up Adjacent Residents Meetings

At the request of the Public Works Standing Policy Committee of City of Winnipeg Council, the project team arranged for follow-up meetings with residents living directly adjacent to the

transitway corridor south of Bishop Grandin Boulevard, where it is proposed for the CN Letellier rail line to be relocated westerly. The intent was to provide this group with any updated information relevant to the proposed rail relocation. Two meetings were held, one at 5PM on June 23, 2014 and a second at 7PM on June 23, 2014. Approximately 35 people attended the meetings.

Project representatives provided an overview of the project (primarily for those participants that had not participated to date) and also provided current information with respect to the rail relocation aspect of the proposed project, including:

- Updated information concerning a planned noise retention wall, including likely anticipated location, construction style, and height.
- Updated information concerning existing and anticipated noise and vibration, including supporting material to suggest that anticipated rail vibration is likely to decrease rather than increase as a result of the proposed works.

Participants indicated appreciation for the additional information. A number of participants indicated on-going concern about the ability to determine whether, post construction, there would be a way of determining whether the constructed works were having an impact on their residences (i.e. potential damage due to vibration and potential disruption due to increased noise).

Meeting notes are provided in Appendix K.

2.7 Public Open House 3

2.7.1 Description

A public open house session was held during Round 3 of the engagement process on May 28, 2015 at the Canad Inns Fort Garry (1792 Pembina Highway). Approximately 330 people attended. Participants were invited to review a range of display boards (see Appendix L), and to speak with project representatives.

Participants were provided with a comment sheet (see Appendix M). The following figures provide a summary of the data received from participants that provided a written response. Figure 9.0 illustrates that similar to Round 1 and Round 2, respondents living both near and far from the proposed transitway alignment attended the meeting and provided feedback. Round 3 included a greater proportion of individuals that live nearby the proposed transitway (36%) or were a resident of Winnipeg (34%) and a smaller proportion of individuals that live directly adjacent (15%). This is likely explained by the fact that directly adjacent residents were invited to a third set of special meetings for adjacent residents prior to the public open house. An equal number of respondents (15%) indicated their interest in the project to be business related (2%), as part of an organized interest group (6%) or for other reasons not listed (7%).

Figure 9.0 Participant Location

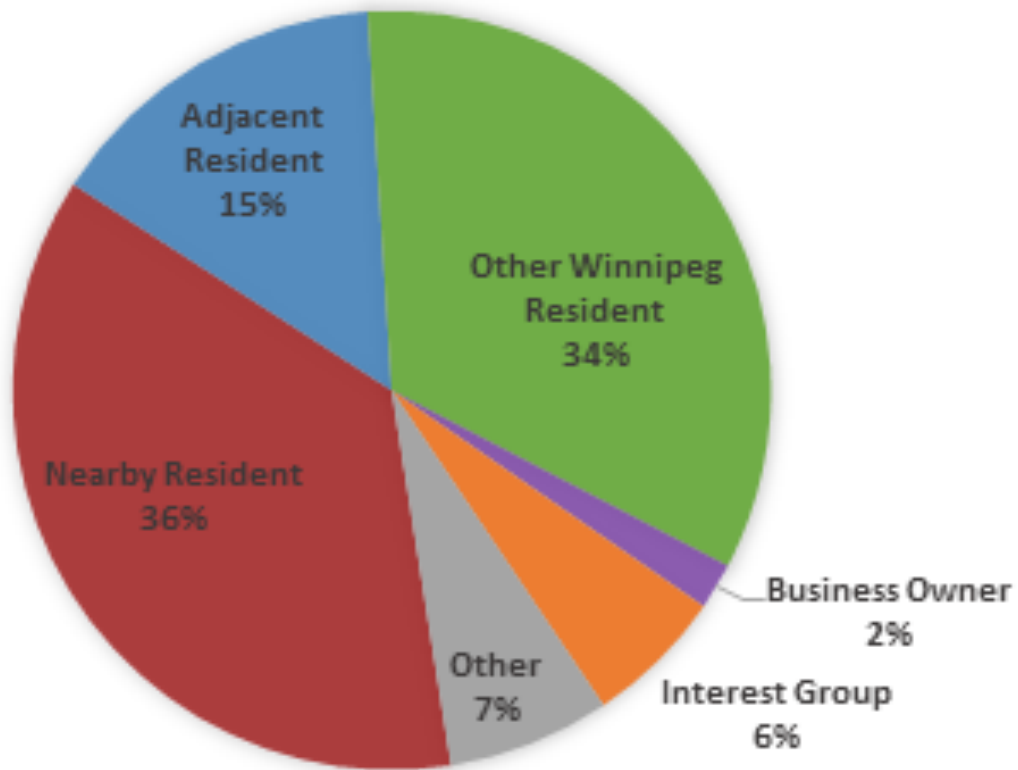
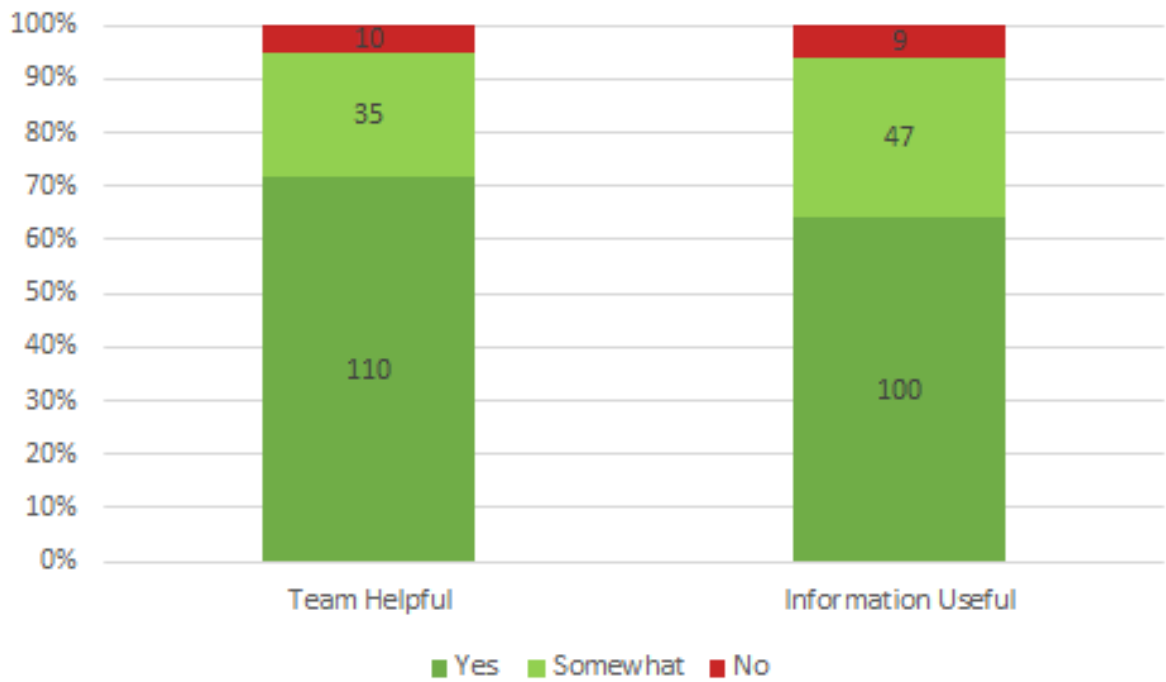


Figure 10.0 Meeting Effectiveness



2.7.2 Effectiveness

Participants were asked whether they found the information provided to be helpful, and whether they found the consultation team to be helpful. Figure 10.0 shows that of the 179 respondents that provided input to this question, (94%) found the staff at the event to be either helpful or somewhat helpful. 94 % of respondents also indicated that the information provided was either useful or somewhat useful. Only nine participants did not find the information useful at all.

Comments about staff:

- Very helpful. (x5)
- Team was very knowledgeable. (x3)
- Very informative. (x3)
- Good job. (x2)
- Team members were all extremely friendly. (x2)
- Open to questions.
- Very patient, thank you.
- Keep up the great work and thank you for consulting.
- Everyone I spoke with did a great job answering my questions.
- Appreciated their efforts.
- I don't envy having to present this information.
- It is great to see City staff and project staff interact with the public to answer and hear their many concerns.
- Excellent presentation and answered all questions.
- [Team members] were courteous.
- [Team members] have been great to work with (Dog Park).
- [A team member] seemed to be receptive to my concerns.
- [A team member] at the map table was very good.
- Staff were unable to answer certain questions or provide specific information. (x8)
- Could have had more people to answer questions. (x6)
- Like programmed automations with no real information other than PR. (x3)
- Staff were not visible.
- Have a City Planner or Council Member there to hear and address concerns; would be helpful to alleviate stress and complaint.
- They've swallowed the Kool-Aid.
- Smart "alecky".
- They try to defend a decision they did not make.

Comments about information provided:

- Diagrams were helpful. (x3)
- Very informative. (x3)
- Better understanding of the plan. (x2)
- Very helpful.
- Clearly laid out.
- It (information session) has been laid out in a way that clarified misunderstandings and we left with a lot more information that was originally provided.
- Very detailed; provides a solid understanding of the project.

- Good to see the variety of components so well thought out.
- I got the answers I needed to clear up my confusion.
- This is an approved deal by the City so it was good for discussion purposes and to find out what will transpire, however there was little opportunity for genuine input. (x5)
- There was not a significant amount of additional information. (x4)
- A presentation would have been appreciated. (x2)
- Difficult to interpret some of the graphics.
- Sometimes the information is a little confusing without the staff to explain.
- Some details were incomplete (transit routes, frequency, express routes, etc.)
- There is no mention of cost breakdown or potential risks.
- There is still no information on how transit will be affected on Pembina Highway.
- Would have appreciated reasons that it's the best route and other possibilities.
- All the benefits were listed but no disadvantages.
- The information just confirms how unrealistic the planning department (WPG), City Hall and Rapid Transit are when it comes to transit city planning.
- I'm not sure that it was helpful.
- A few principle issues with boards. Yellow is a colour to be seen on the air photos, and is used a lot. Made maps somewhat difficult to read.
- Too much detail on first group of boards and lots of technical jargon.
- The maps were not exactly easy to read.
- Maps do not show the distance that Park and Ride is located from the streets, etc."
- The information sheet should be noted as to the stage of development (concept, final design).
- Some of the boards identified typical "Letellier" design (cross section and otherwise). The "Letellier" is identified as a tunnel that AT users are deviated around, yet the drawings show level grade immediate (separated) adjacency.
- Until recently, there was virtually no information available online regarding the Southpark route change, even when expropriation letters went out. Southpark residents were not aware of the route change, demonstrated by the non-existent residential turnout at the second open house.
- Clearly not listening.

2.7.3 Respondent Interest Areas

Figure 11.0 illustrates the relative areas of interest from each Round of the consultation program. Some key observations when comparing the data between the Rounds 1, 2 and 3 include:

- There was an overall increase overtime in the number of people providing commentary on AT, bus route/services, project cost, park and ride, and other general comments. This could be explained by the number of respondents that had not attended a previous meeting to date and also by the increase in the number of respondents and comments provided in Round 3.
- Although slightly higher, the level of interest in AT remained relatively even throughout all rounds of participation. Written commentary generally affirms that AT is an important component of the project.

- There was a decrease in the number of respondents providing commentary on Parks and Parker Lands. Commentary declined with each round of the process.
- The number of respondents who provided commentary on project costs increased significantly overtime.

2.7.4 Summary of Commentary

Respondents offered specific commentary on the key project topics. Raw data commentary is provided in Appendix N.

General Support

Many respondents showed support for the project and were happy to see the project advance. Some respondents indicated it is long overdue and some emphasised that the project should be started immediately. A few respondents indicated support but felt the plan could be improved. Some respondents expressed their satisfaction with specific areas of the design.

Comments included:

- Excellent plan; I support RT. (x17)
- Good to see the project advance. (x4)
- RT in Winnipeg is long overdue. (x3)
- Construct it quickly all over the City. (x2)
- The car culture has to end. (x2)
- RT is a high priority.
- Can we move the in-service date up to 2016?
- Hope it is complete by 2020.
- I am a fan of the plan but the term rapid needs to be removed from all drawings and correspondence as there are far too many stops along the way. Rename it "Southwest Transit Corridor".
- I like the proposed design although I am a bit skeptical of the western detour.
- Good plans near the UofM.
- This plan is good but it can be better.
- If it all goes as planned, it looks good.
- Build the UofM - IGF section right away.
- Planning is excellent. No one realizes how many obstacles would need to be overcome to construct a corridor from downtown to the UofM. Transit and planners have been creative in working with obstacles.
- Thanks - I hope the turn out for this was [good].
- The design at Pembina Highway and Jubilee Avenue is excellent - well done.
- I am starting to feel better about the development.
- The proposed access from IGF and UofM seem good.
- Looking forward to construction and opening.
- It opens up new development opportunities.
- Given that it is what it is going to be, the project team has done an excellent job on the design and associated amenities.

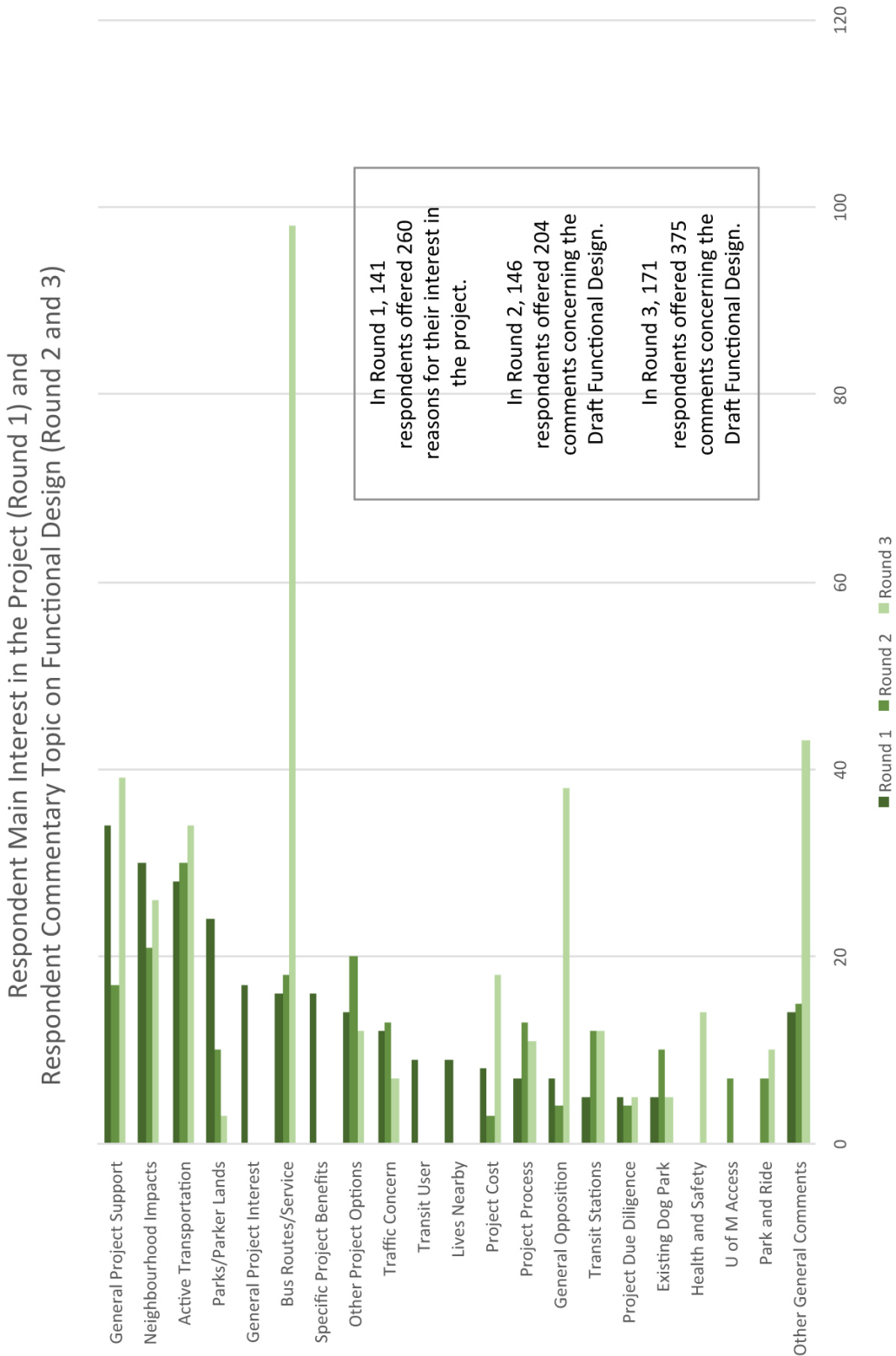
General Opposition

Some respondents expressed general opposition to the project without giving specific reasons and some respondents felt their concerns would not be heard. A few respondents felt the project was a waste of resources and that funds would be better spent maintaining the existing infrastructure. A few respondents questioned the rationale for the project, noting it did not appear to be any faster than the existing transit system.

Comments included:

- It should be reconsidered. (x8)
- Project is a waste of resources. (x5)
- Not well thought out. (x4)
- Caters to developers. (x3)
- Let's have a referendum. (x2)
- No one has listened so far, I can't imagine why you would listen now. (x2)
- Only meant to benefit developers, contractors and local politicians. (x2)
- Money spent on Phase II might be better spent on basic street maintenance and services.
- It just seems excessive to be moving a rail line for this type of project; costly and major impact to adjacent residents.
- Fed up with RT which has been in discussion for the 40 years we have lived in Kings Park.
- Better bus service downtown and to all points down Pembina Highway before the existing portion of the RT was completed.
- Bus transit lacks this feature of future rapid transit and transitioning something in the future (which I think is inevitable) will be cost restrictive.
- The City has failed to create practical east-west corridors in this part of the City.
- Being one of the people evicted from their home, the whole project does not impress me.
- I would be willing to admit I was wrong (design is flawed) but I guess time will tell.
- Is it too late to come up with a plan the public can actually be proud of or do we have to endorse a plan that was put in place by the previous misguided administration?
- Won't improve ridership except for the stadium and UofM; what about the rest of the city?
- Still wonder about the warrants, rationale and route location.
- May be more of a need in the distant future but right now it's not any faster to get the UofM.
- The construction team is designated to stand between the City, RT and the public.

Figure 11.0 Respondent Interest Areas (Rounds 1, 2 and 3)



Route and Services

A large number of respondents provided feedback on the RT route and service that is anticipated in this Phase. A number of respondents were unsupportive of the Parker dog-leg. Several respondents felt the route should be constructed down Pembina Highway and several respondents felt it should be constructed along the Letellier Rail Line. A number of respondents expressed concern about accessibility to the route and the areas serviced or un-serviced by the route. Other respondents made direct reference to route and service variations they felt would be beneficial.

Comments included:

General Service

- Would like to see frequency and stop information on proposed route network. (x3)
- Will this infrastructure investment be matched with operational funds to improve the base level of service?
- I live south of Phase II (off of Dalhousie Drive); I expect the fantastic service on that portion of Pembina Highway to remain the same.
- Please consider improving service south of the University.
- Will routes be active from 6AM to 2AM?
- Bus traffic to UofM was not definite (i.e. number of busses per hour during peaks).
- Please consider us who live along Pembina Highway near Crescent Drive. BRT currently gives us an option of 5 different buses to get to and from downtown (work place). This new proposed plan would only provide an option of 1-2 buses to get to and from downtown.
- Good bus service on Pembina Highway between Chancellor Drive and Markham Road as well as St. Norbert.
- Consider adding information on how many busses (if any) will be added to accommodate this new route.
- Are special events at Investors Group Fields going to receive an increased frequency (also associated feeder routes)?
- Concerned about routing and limited service area.

Routes

- The route is not accessible for transit riders. (x6)
- Concerned that there is no transit service to the Pembina Village Shopping Centre. (x4)
- It won't be truly "rapid" until there is better access in the downtown area.
- You have not addressed service yet, but please plan for "super express" that makes very few stops (Osborne Street, Jubilee Avenue, UofM or less).
- Remove bus Route 94 from the neighborhood; low ridership and people have Pembina Highway and RT to choose from.
- The route plan has routes that don't make sense to have after Phase II is complete (i.e. Route 161 and 137).
- I think it would be a good idea to have busses to get to Plaza Station (like the 16).
- You will have to add more buses. For example the 160 to Pembina Highway to accommodate people that currently use the BRT now as they cannot get to the new transit way.

- Transit routes will be further divided. Pembina Highway (60 bus), Pembina Highway Phase I (160 etc.) and Phase II RT buses equals more waiting at the UofM freezing. Solution, don't take the bus.
- The feeder bus routes are needed.
- Once the transit way is open it appears that there will be no routes that keep going south on Pembina Highway - all service on Pembina Highway turns at University Crescent.

Parker Dog-Leg

- Unsupportive of the Parker 'dog-leg'. (x15)
- I understand why the line must divert through the Parker Lands.
- Decisions appear to have been made. The dog-leg route appears to be set.

Future Rapid Transit Corridors

- Is there going to be a Stage III project to extend the route to South Perimeter and pick-up Fort Richmond, St. Norbert, etc.?
- Hopefully when the BRT gets extended north, traffic design and routing for and around the CPR lines will be better.

Design

- The route should go down Pembina Highway where people, business and traffic exists. (x11)
- Build the transit corridor along the Letellier Rail Line. (x10)
- Some crossroads could be closed.
- Why are you not addressing the several areas of congestion along Pembina Highway?
- There is still time to re-think a vehicle route from John Hurst Way to Jubilee Avenue Overpass and widen Jubilee Avenue.
- Transportation needs points of departure and destination; more destinations than the UofM and downtown (i.e. business district along Route 90).
- Pedestrian crossings along the corridor are not shown (i.e. Victoria Hospital to UofM).
- Corridor on Southpark Drive is much too narrow.
- Concerned about the poor routing of Stage I.
- Go back to the original alignment along Pembina Highway rail line. Parallel Pembina Highway with some realignment in Fort Garry west to reduce crossings.
- Given that the Parker dog-leg goes ahead, would an overpass over the Letellier Line be less expensive than a tunnel?
- Major flaw that I see is crossing Pembina Highway. Why on earth have over/underpasses and tunnels along the route then mess it all up by stopping traffic on game days and other days along Pembina Highway?
- Not supportive of the Southpark Drive/Pembina Highway intersection; should be an overpass or tunnel.

Markham Road

- Use Markham Road right up to University Crescent
- Markham Road seems like the better fit to me as the road is much wider and is already used by buses and has sidewalks, traffic lights and will not be disturbing nearly as many residents' peace and quiet and safety.
- Additional traffic lights very close to Markham Road

- Do not need to cross Markham Road and University Crescent to access bus.
- Was not aware of the Markham Road - Southpark Drive route change until expropriation letters were sent out (similar to many resident in the area).
- Reroute the proposed Southpark Drive transit down Markham Road.

'Rapid' Transit

- No evidence of rapid time improvements. (x2)
- Limit the number of stops on the corridor as it is difficult to achieve 80km/hour between stops.
- It won't be truly 'rapid' until there is better access in the downtown area.
- You have not addressed service yet but please plan for 'super-express' that makes very few stops (Osborne Street, Jubilee Avenue, UofM or less).

Other

- High frequency service makes transit competitive with a private vehicle whereas sprawling service from amenities does not.
- Please reconsider this routing to truly meet the needs of the people in Winnipeg.
- With the U-Pass for students can you have routes that don't start and end at the UofM? For example, can the 78 have some routes start at the Victoria Hospital and continue to Polo Park? This prevents overcrowding on the buses once it leaves the university.
- Close off John Hurst Way at the Kiss and Ride so traffic cannot continue through.
- City transit needs to do more to explain the route. After seeing the large scale plan if the developers in the area build high density housing, this line will work like it was a "natural" route for 25 years. If not, my vote would have been to negotiate the land with CN to move the line. I understand there are only 2-3 trains per day and the few customers in the area (Harris Transportation, etc.) could have been compensated to move.
- Intersection of BRT and normal street transit should be emphasized to clarify what happens when alighting from RT.
- Is the transit traffic on Southpark Drive one-way?
- Do not like the planned access to Parker Station via Hurst Drive but better than no access at all.
- Parking lots and bike racks are ok but transfer possibilities to surface transit should be clarified.

Active Transportation

Respondents were generally pleased with the AT infrastructure that was proposed for this phase of Rapid Transit. Cyclist safety was noted as a priority. Some respondents suggested that the AT design should include a buffer between the bike lanes and the sidewalks, raised bike paths, sufficient width of pathways to accommodate two-way traffic or construction of one-way pathways for safer, simpler travel. A few respondents felt that there was insufficient information provided for AT and that some areas required more design consideration to safely and effectively allow AT movement. Some respondents felt a more direct route down Pembina Highway would be beneficial.

Comments included:

General Support

- Pleased to see AT being made a priority. (x3)
- The idea of bicycle paths and pedestrian walkways is excellent. (x3)
- I like the additional bike paths; please add more.
- The solutions may not be perfect but the obstacles to create safe and direct AT paths are remarkably numerous.

Information

- More details would be helpful on stations, overpasses and underpasses as AT users interface with this section of RT particularly as the transit way may be expanded north in the future. (x2)
- As a cyclist, I will need to know how Phase II will impact cyclist and walkers (i.e. connection points to existing paths that will cover same point-to-point traverse Jubilee Avenue to UofM).

Routing

- Why does the AT path follow the transit way south of Chevrier Boulevard instead of taking a detour on existing streets? Seems this would be an annoyance for any AT user.
- This does not provide a direct AT route from Crestwood Crescent/River Heights to the UofM; some more work needed there.
- Include AT Pembina Highway/Bishop Grandin Boulevard underpass/bridge connectivity within scope of project (enables University Heights and St. Vital residents' safe pedestrian and cycling access to).
- Locate AT path on west and south side of shared roadway in Southwood Precinct.

Design

- Southpark Drive will function far better with two one-way protected bike lanes.
- Make sure that protected bike lanes are raised bike lanes and have access to Clarence Street as part of the 2015 reconstruction.
- Bike paths should be wide enough to comfortably accommodate two-way traffic.
- The AT path appears to send cyclists through Markham Station. The single access route to Southpark Drive will make it more challenging while the street is torn up for construction.
- One-way AT paths to protect the bike lane and provide simpler and safer intersections.

Pembina Highway

- I like the Pembina Highway underpass improvements. (x2)
- I would prefer and still will bike on Pembina Highway rather than take the RT AT path, but it is better than no path and should be helpful for many people.
 - Create a buffer between the bicycle lane and the sidewalk.
 - Need to build bikeway along Pembina Highway.
 - Would like to see a bike path that crosses the east side of Pembina Highway to the west side without crossing through traffic. Story boards do not indicate this.

Other

- Hopefully fully connected, safe cycling paths will also come into being ASAP.
- Don't get carried away with AT aspect on main routes. It takes away from the motorized transportation especially on existing arteries. The commerce of this City does not move on two wheels or by foot; it takes four wheels or 18 wheels. It also interferes with regular transit routes and parking in some areas and gets little use most months of the year. I understand people want to use it for exercise, etc. but it should not be on the main arteries at the expense of commercial traffic or transit.
- Plan ignores large pedestrian traffic on game nights which will cross proposed transit way.
- UofM is a winter campus - where are the plowed pedestrian and bike paths?
- AT path discontinues at Osborne Street.
- A walkway from Norwood to Harkness Station would be good.
- I strongly feel improvement [University] crescent for cyclists is warranted.
- Consultations with cyclists [are needed].
- A pedestrian crossing through the sound wall would be nice.

Cost

A number of respondents felt that the potential cost of the project was too expensive and some respondents expressed concerns that the project would see overruns. Some respondents felt that the cost is not justified against other City needs or for uncertain benefit.

Comments included:

- Too expensive. (x8)
- It appears to be a lot of money for uncertain benefit. (x4)
- Concerned there will be cost overruns. (x3)
- I don't feel the cost is justified against many other City needs. (x2)
- How much of this a subsidy to developers? You could do a great deal with \$500M spread through the rest of the system, but this would not benefit a small developer which makes me believe that the intents are skewed from public service.
- We need a full cost comparison of the rail right-of-way versus the new proposal.
- Who is financially responsible for this project?
- Provincial/City finances downgrade.
- Could not find information on the cost to relocate hydro, to purchase property back, to lease property from Manitoba Hydro or to relocate the rail line.

Dog Park

Many participants indicated a desire to move forward with the dog park relocation during the earliest stages of construction. Some concern was expressed that the size of the proposed parking lot was insufficient for the amount of people that use the dog park.

Comments included:

- The parking lot is too small. (x2)
- Possible [that] fewer people will use the dog park because its design is dangerous (narrow trap will lead to dog fights).

- Prioritize development of the dog park in earliest stage of construction to allow plantings and sod to take hold (while park remains closed) to take advantage of the short period remaining for dog owners to use the "GEM" forested lands (i.e. before the development begins construction).
- If the Brenda Leispic Dog Park is to be "reconfigured", millions can be saved by abandoning the proposed underpass plan for Waverley crossing and applying the money to this project instead.

Due Diligence

A few respondents questioned whether enough due diligence had been completed concerning environmental impacts, scenarios along Pembina Highway and future growth in traffic.

Comments included:

- Complete a proper environmental impact assessment. (x2)
- What mitigation measures have been considered for environmental impacts?
- Send out a letter of clarification regarding expropriation.
- All scenarios along Pembina Highway have not been fully considered.
- Make sure tunnels, bridges, etc. allow for growth in traffic.
- No ridership members were provided for Phase I of Rapid Transit. It's difficult for the public to believe Winnipeg Transits need for Phase II didn't have or want partnership members.

Health and Safety

A few respondents expressed concern about congestion between buses, vehicles, pedestrians, and cyclist on already crowded streets. Some concern was noted about merging onto streets during high traffic volume periods and an increased potential for vehicular accidents in areas that are already problematic. A number of respondents expressed concern about the anticipated effects the project will have on air quality.

Comments included:

- Concerned about air quality and pollution. (x6)
- Safety, speed and space for traffic and pedestrians. (x2)
- Accessing parking lots with buses running makes it difficult to enter or exit in high traffic periods.
- Resident access to Pembina Highway is limited; only one way in and one way out. Potential problems if there is an emergency or evacuation. Southpark Drive and Pembina Highway are also a high traffic accident area.
- Safer and improved access to IGF, Chancellor Drive pathway and UofM.
- Diesel buses are also un-environmentally friendly and should all be phased out.
- Speed on Southpark Drive would not be adequate for RT; maybe build a safer, faster road.
- Personal safety from having a lot more non-residents in area.
- I am still concerned about noise/traffic from Park and Ride locations (Clarence Avenue); safety must be number one.

Neighbourhood Impact

Some respondents provided feedback on a variety of potential neighbourhood impacts. Generally respondents were most concerned about additional noise that may be generated as a result of the project and the importance of noise attenuation measures. Respondents also noted the potential for Park and Ride users to park on residential streets creating an increased presence in the neighbourhoods, speculating an increase in crime and decrease in personal safety. Other concerns included the proximity of the proposed route and rail line to residential homes, vibrations from buses and rail and a decrease in property value.

Comments included:

- Noise attenuation must be addressed. (x8)
- Impact the proposed RT will have on Fairway Woods (trees and wildlife). (x2)
- Proposed Southpark Drive component is worrisome because it is a frequently used, densely populated, short street with lots of children, and elderly residing in the area. Much too tight for what is proposed. (x5)
- Concerned people will park in the residential areas around the Transit Stations; people will not walk. (x2)
- Concerned about vibrations from the bus/rail. (x2)
- Existing plan is far too close to the residential properties. (x3)
- Concerned about light pollution.
- Considering many living in the apartments (Southpark Drive) are new Canadians, they may be unaware how this project will affect their home and families.
- Loss of parking and building access is a critical concern.
- Not happy with rapid transit in my area.
- The City should allow affected houses to construct an 8ft fence to have some privacy in their backyards.
- Speed bumps and stop signs on Beaumont Street.
- Block off some streets to discourage non-residents.
- Still think there is a better solution than to move the train closer to my property.
- Concerned about the impact on this property as well as the impact on the value of my assets.
- The bicycle and walking path should be moved further west alongside the dismantled hydro tower.
- The Southlands area is to the south Winnipeg Community what Central Park is to New York (the lungs of the south City).
- Consider options for parking at Markham Road that would not block/remove the existing back lane.
- Anxious that traffic, landscaping and noise levels be address at the proposed Parker Avenue site.
- Closing the Southpark Drive/Markham Road back lane into separate lots will reduce the area and will funnel additional Park and Ride users down Southpark Drive. Please consider keeping the lots connected.
- Potential for increased commercial traffic in residential neighborhoods.

- If you are willing to move the train tracks you should have been willing to buy these people out at a fair price so they don't have to endure these losses. They are at least as important as the rail lines.
- More buffer between Fairway Woods and the RT bus turnaround

Other Project Options

In some cases respondents suggested alternative project options to the proposed South-west Rapid Transit Corridor. Suggestions included light rail, monorail, the use of light control and lane control to speed up the existing transit system, and the construction of a flyover above Main Street to correct perceived issues from Phase I.

Comments included:

- Still think that light rail is much more modern and efficient for future rapid transit. (x3)
- It would be similar (to BRT) and cheaper to ban parking on all major streets and create bus lanes on three lane streets. The buses could really move and it would attract more riders. (x2)
- A monorail above Pembina Highway, Portage Avenue, Main Street and Regent Avenue is the ultimate way to go and would be cost efficient in the fullness of time.
- Moving the railroad tracks out of the city and locating a LRT would be much for the future and environmentally, albeit more money.
- Use light control on Pembina Highway to speed up buses.
- Since the ultimate proposal is to eventually convert to light rail, why are the tracks not being installed now rather than disruption later?
- Phase I, replace the awkward access for transit to Main Street with a flyover above Main Street.
- Connect RT to Bridgewater Centre, Bridgewater Lakes and Waverly Heights and make it available at times beyond 6:15AM-8:30AM and 3:30PM-6:15PM to give residents in the area better access.
- Extend transit from south end of Waverly Street to Route 90.
- A 50 year old engineering report recommends crossing CN tracks just west of the proposed Parker Station (from the Taylor-Poseidon Area southwest to Hurst Way and Sterling Lyon Parkway).
- There is room to go over (or under) the railway at the dog park - Parker Station location.

Park and Ride

Some respondents were favourable to the concept of Park and Ride lots and suggested having more. A few respondents felt the proposed Park and Ride lots would not be utilized, would be inaccessible and are located too far from RT stations.

Comments included:

- Kiss and Ride on Parker Avenue should be full Park and Ride. Lots of room for a parking north of Parker Avenue.
- Other than during football games I don't know who will use the Park and Ride.
- During football games the Park and Ride locations are not very accessible (deep in residential areas and deep in industrial areas with poor roads and no traffic signals).
- Why would I want to leave my vehicle parked at the Park and Ride for 8-10 hours?

- What is the cost to park at Park and Ride?
- I like the Park and Ride but there is no focus on the areas west of where the BRT is located.
- Plaza Drive Station is a good place for a Park and Ride (south side of the Pembina Village Mall).
- Are there any other Park and Ride locations other than in the Parker Lands area?
- I was disappointed in the amount of Park and Ride (at the expense of possible room for TOD).
- No access from McGillivray Boulevard If you want to Park and Ride at McGillivray Boulevard and Clarence Avenue stations then there should be access to them from McGillivray Boulevard and not side streets.
- Park and Ride lots for cars are essential to the success of this system. Without them, the BRT system will not attract the desired ridership.

Parks

Generally, respondents who commented on parkland expressed a concern about the loss of natural areas.

Comments included:

- Where are the (existing) ponds for skating? Where are the deciduous and evergreen trees?
- It was clear however heart-breaking that after 54 years in the Planet Parker area that the Parker Lands are being destroyed and I may never see "woods" again.
- The TOD on parklands was originally to serve as providing funding to pay for transit.
- Losing the parklands and connecting corridors is a poor decision.

Process

Respondents requested ongoing transparency. Some respondents requested additional meetings to be held with Council, the City of Winnipeg and Transit to further clarify project details. Others requested reports, studies and analysis used to justify the project be publicized.

Comments included:

- How will the transit project differ in project management as compared to the new Police Headquarters or the Investors Group Field?
- The project needs an Oversight Board reporting directly to the Mayor.
- Funds should only be approved by the Mayor when the Oversight Board (Independent Review Board) recommends it.
- A separate meeting with City Council who could address concerns such as vibrations, privacy, foundation damage, noise, and property de-valuation.
- It would be beneficial to have a meeting with all parties involved (City of Winnipeg, Transit, etc.); many questions are still unanswered.
- Too long for construction; can it be done quicker? Have more contractors rather than just one.
- Does not instill confidence that the City/Transit really considers residents consultation.

- If this kind of an open house forum was held at various locations in the City instead of a "one shot event", you might actually find out how the citizens you profess to serve feel - my guess it many are opposed.
- Was not notified about any meetings; project representatives have never been to my house.
- Publicize the complete reports, studies and analysis used to justify this complete project.
- Hold a new P3 public hearing.
- Easy to miss these meetings; I didn't hear about it until there was controversy on the radio. Did not see it in the paper.
- Why did the City call this meeting on such short notice with no new answers to the fundamental questions?
- Best kept secret - even Council didn't know.
- Please see that the Councillors get to see these comment sheets.
- I very much appreciate the opportunity to attend the event.

Stations

Some respondents were pleased with the location of RT Stations while others felt they were too far from residential connections and not easily accessible. A few respondents requested more information on specific stations and a few respondents offered suggestions on design and cost efficiency.

Comments included:

- The closest bus stop located to us is the Bridgewater Forest (a 4-5km hike). Not very practical especially in the winter.
- Stations along Hydro Corridor are isolated and will not be easy to access.
- The RT stations at Parker Avenue, McGillivray Boulevard and Clarence Avenue are quite far from residential connections.
- I would like to see more detail on the plan for the UofM Station and the McGillivray Boulevard Station.
- The Markham Road Station usage of the lane and adjacent properties required more thought.
- Can the Clarence Avenue and Chevrier Boulevard Stations be combined? They are too close in proximity and one less station saves time.
- Simple bus stations, do not make them too impressive like Osborne Street Station; it will be cheaper.
- Enclosed shelter at stations.
- I like the station in the proximity of Lake Ridge Road where I live and use transit daily.
- Bus shelter at Osborne Street Station.
- Near stations the corridor should be four lanes wide so when buses are stopped at stations, there would be a way for "super express" buses to pass buses that stop at every station.
- In a Winter City you need to consider how to attract bus riders (i.e solar heated bus shelters).
- One less station would be required if the route followed the rail line.

- The Parker dog-leg allows three of the stations to have Park and Ride lots, I am very supportive of this use.

Transit Orientated Development (TOD)

Some respondents provided commentary on TOD.

Comments included:

- TOD will cause the most impact but understandably the plan is still high-level even though the land corridor widths are fixed for expropriation.
- TOD development would be desirable along Pembina Highway; leave the natural areas for people.
- Forget the influence of TOD developers.
- Existing transit users/density is being sacrificed for future TOD. Half of the Stage II route borders industrial area and is separated from the population by a railway track.
- Enforce TOD; Pembina Highway has great accessibility to amenities and high density residential.
- The Parker TOD area is a swamp, why build on an area with ongoing drainage issues?
- Reinforce commercial component to TOD areas, this is essential.

Traffic

A few respondents had concerns about potential traffic issues that may arise as a result of the project.

Comments included:

- Traffic control is vague; could be an impediment to local traffic.
- Having two lights, one at Markham Road and one Southpark Drive is a concern as the distance between the two is very short.
- Traffic light control - car and truck traffic along Pembina Highway vs. proposed traffic?
- When trains cross Waverly Street, traffic backs up to 1200 Taylor Avenue. The "natural" overflow appears to facilitate access to the Parker Station from Taylor Avenue, and south and southwest.
- Long term work needs to be done to overcome the bottle-neck on Southpark Drive near the UofM and level crossing at Pembina Highway.
- This is for future traffic therefore as traffic volumes increase there is a greater need for a Pembina Highway crossing.

Other

Other comments and concerns were provided by respondents including how the proposed RT system would be maintained during the winter months (snow removal, electrical outlets at Park and Ride, heated bus shelters, etc.), the use of electric buses, construction period, and Council's involvement. Some respondents questioned when RT would be expanded to other parts of the City.

Comments included:

- Winter conditions are unclear regarding parking; plug-ins for vehicles, snow removal of corridors and parking lots. (x4)
- Are "electric" buses being considered for this system? (x3)
- When will other areas of the City be connected by RT. (x3)
- Essentials to BRT are convenience, speed (more efficient than driving) and shelter (stations must shelter people from the weather especially in winter). (x2)
- TOD was interesting. How will the business sector be developed? Are there already buy-ins?
- Project is too far along to change it now.
- I initially thought my building was going to be torn down to make room; I'm glad it is not.
- Await results of RCMP investigation, expropriation inquiries.
- Keep construction hours 6AM to 5PM.
- I think that 230 concrete pavement is okay but 75 limestone base plus 150 limestone sub-base 50mm plus 450 limestone sub-base 150mm is almost thin.
- Access to commercial amenities is necessary to create available transit system that caters to all, not just commuters.
- Develop Beaumont Street to McGillivray Boulevard as a better road.
- The fix is in; all are on their talking points.
- Planners with the UofM and in the City of Winnipeg went to great expense to ensure an environmentally friendly development - what has happened to that vision?
- Hope we will be satisfied when all is done.

3.0 Issues and Responses

This section provides a summary of issues, concerns and ideas raised by stakeholders and the responses to each of these by the project team.

#	ISSUE	RESPONSE
1	<p>Rail Relocation and Mitigation Participants were concerned about the required relocation of the existing CN Letellier Rail line closer to their homes (south of Bishop Grandin Boulevard).</p>	<p>The study team investigated a number of measures to mitigate this concern, including:</p> <ul style="list-style-type: none"> - Reducing the distance the rail line would be moved closer, from 25' to approximately 18'; - The construction of a noise retention wall along the west limit of the rail right-of-way. Style and location is to be determined; - The construction of new rail bed (ballast) – CN confirms that new ballast should reduce the actual experienced vibration; and - New construction will use 'seamless rail' techniques to reduce noise and vibration due to train wheels passing over rail joints. <p>It is likely that all of these measures can be implemented.</p>
2	<p>Parker Lands Participants expressed a desire to have the privately held Parker Lands be converted to public park space.</p>	<p>The selected route for the transitway project cannot avoid the Parker Lands. There are certain treed areas that the transitway can avoid, however at the east end of these lands, there is very little flexibility as to where the transitway can be routed. The constraints of the existing rail lines coupled with the configuration of the existing Jubilee Avenue underpass combine to reduce the available options. This is complicated by long term plans from the Water and Waste Department of the City of Winnipeg to locate a large water retention facility north of the proposed transitway and at the east end of the Parker Lands.</p> <p>The balance of the Parker Lands towards the west end are privately held. These lands would have to be purchased or expropriated in order to establish them for public purposes. This would be an undertaking not related to the transitway project.</p>
3	<p>Parker Avenue/Hurst Way Connection and the Beaumont Street Underpass The original plans proposed a grade-separated intersection at the northerly extension of Beaumont Street. There was a substantial concern that existing short cutting problems through the Beaumont neighbourhood would be exacerbated by this plan.</p>	<p>The draft transitway concept has eliminated the grade separation in this area and also relocated the Hurst Way connection to Parker Avenue, one block west of Beaumont Street to Georgina Street. These two changes will help ensure the existing short cutting problem is not made worse, and will likely be reduced because of the introduction of a more circuitous route. Ultimately, the construction of the Waverley Street Underpass will all but eliminate the shortcutting problem.</p>

#	ISSUE	RESPONSE
4	<p>Impact to Leased Areas within the existing Hydro Corridor Lands</p> <p>A number of stakeholders hold current leases with Manitoba Hydro to make use of the hydro corridor lands in conjunction with existing uses on adjacent lands.</p>	<p>The study team worked carefully to identify the existing leased areas and to look for opportunities to reconfigure built works in a manner that resulted an equivalent option in each case.</p>
5	<p>French Street Reconfiguration</p> <p>This small industrial/commercial cul de sac would lose access to a street and a lane running westerly off French Street and crossing the Hydro corridor (the street and lane are being closed to accommodate the transitway).</p>	<p>The study team prepared a design option that will reconfigure the lane access such that industrial/commercial vehicles can still easily turn around within the subdivision area. Private lands are required to make the changes.</p>
6	<p>University of Manitoba Access</p> <p>The initial preferred location at which the transitway would connect to the University lands was at Markham Road. This location was problematic from a number of perspectives including poor geometrics, very close adjacent residential properties and the mixing of vehicular traffic on busy Markham Road.</p>	<p>The study team examined a previously unidentified alternative for accessing the University of Manitoba lands on Southpark Avenue. The team discussed this option with directly affected stakeholders (Markham Road interests, Southpark property owners, University of Manitoba, etc.). The option was generally favourably looked upon and the plans modified accordingly.</p>
7	<p>Multi-family Parking and Access</p> <p>A number of multi-family properties adjacent to the transitway south of Bishop Grandin Boulevard would be affected by a loss of parking due to land required for the transitway.</p>	<p>The study team redesigned the affected parking areas in an effort to create a 'no net loss' of parking for each owner.</p>
9	<p>Proximity of Homes to Transitway</p> <p>Some homeowners with homes directly adjacent to the existing hydro corridor (north of Bishop Grandin Boulevard) expressed concern about noise, pollution and loss of property value that they felt would result from the transitway construction.</p>	<p>The study team provided cross section drawings that illustrated the actual separation distance between the proposed transitway and the homes in question. The separation distance is substantial. The team helped homeowners understand that property values are actually more likely to increase than decrease, or in the worst case remain stable. The team indicated that landscape planting will be provided along the proposed active transportation pathway which would meander adjacent to or near the rear lot lines of these homes.</p>

# ISSUE	RESPONSE
<p>10 Active Transportation Pathways Many participants wished to see AT pathways along the length of the transitway route, as well as good connections to other existing or proposed pathways. Participants were also looking for grade separations at key locations.</p>	<p>Many participants wished to see AT paths along the length of the transitway route, as well as good connections to other existing or proposed pathways. Participants were also looking for grade separations at key locations.</p> <p>The study team undertook a major planning effort together with participating stakeholders to develop and modify initial plans to create a functional, connected, and grade separated (in certain locations) pathway system. Specific noteworthy changes included:</p> <ul style="list-style-type: none"> • Sidewalks and multi-use pathways connecting to existing multi-use pathways and sidewalks in adjacent neighbourhoods were added. • Seating areas were added to reduce spacing to approximately 200m (including seating at transit stations). • Grade separated crossings with the transitway were indicated for Pembina Highway, McGillivray Boulevard and Bishop Grandin Boulevard • Direct connection to multi-use pathway in the Stage 1 Southwest Transitway to be provided. • Pedestrian and cycling connections to Pembina Highway were confirmed at Chevrier Boulevard, Plaza Drive, Chancellor Drive, and Southpark Drive. • Potential connection to Buffalo Place was indicated. • AT path ends with transitway at Markham Road. • Pedestrian and cyclist connection to the University of Manitoba along alignment of transitway connection from Southpark Drive to Investors Group Field (IGF) was confirmed.
<p>11 Transit Stations Participants were interested in knowing where transit stations would be located and in the design of the stations. Particular design concerns included the desire for heated shelters, accessibility for vision and mobility impaired individuals, schedule information, and bicycle parking and storage.</p>	<p>The study team examined the number and locations of the transit stations and made changes accordingly, including elimination of one transit station in the Parker Lands area. Other suggestions for transit station modifications for increased accessibility will be addressed at the detailed design stage.</p>

# ISSUE	RESPONSE
<p>12 University of Manitoba and Investors Group Field Station Planning</p> <p>At the time of writing the U of M was undertaking a planning process for the development of the Southwood Lands, which the transitway is proposed to pass through. The specific location of the transitway and the U of M stations need to be coordinated through to the Detailed Design stage. The IGF, located on the U of M lands, will also require a fairly large station to accommodate the events that occur throughout the year. Both the transitway plans and the U of M development plans need to be carefully considered to create a plan that works for all interests.</p>	<p>The study team worked carefully with both the U of M and the IGF towards design solutions that will work for all parties. Due to the lag time between the two projects collaborative, planning efforts were still underway at the time of writing. A number of significant items were agreed upon including:</p> <ul style="list-style-type: none"> - The location of the transitway from Pembina Highway (at Southpark Drive). - A substantial portion of the transitway through the Southwood Lands would be dedicated to transit only. - A substantial station area for bus staging would be accommodated in part along the north side of the IGF stadium. - During 'non-event' days buses would make use of the transitway passing along the north side of the stadium. - In conjunction with the University's ongoing campus planning, transit routings and stops may be adjusted as necessary to ensure that excellent transit access to the Fort Garry campus is maintained.
<p>13 Park and Ride</p> <p>Some participants indicated that park and ride facilities would be an important asset for the success of the transitway. Some participants were concerned that the park and ride stations would attract unwanted on-street parking on adjacent residential streets.</p>	<p>The study team identified two large park and ride locations and initiated a preliminary design of these areas to determine appropriate site access and circulation and to understand the volume of cars that could be accommodated in each area. The draft plans include these park and ride areas in the Functional Design and cost estimates. Detailed design of the park and ride locations will take place at the Detailed Design stage.</p> <p>The park and ride locations will be of sufficient size to accommodate a large number of commuting riders. The stalls may be electrified during the winter months. The City of Winnipeg will further consider the use of existing measures such as parking restrictions and parking passes to minimize the use of residential streets for commuter parking.</p>
<p>14 Bus Routing</p> <p>Many participants wanted information concerning proposed bus route changes, and also provided suggestions for bus routes changes. Of particular interest was the desire to increase regular service along Pembina Highway.</p>	<p>Winnipeg Transit will consider all the routing suggestions carefully, particularly the request to provide increased service on Pembina Highway. Routes will be adjusted at the project implementation stage.</p>
<p>15 Dog Park</p> <p>Participants did not want to lose the existing dog park as result of the transitway.</p>	<p>The study team identified a new location for the dog park that is in the immediate vicinity of the existing dog park and of a similar size. The new location will provide an opportunity to improve vehicular access, signage and fencing. These details will be addressed during the Detailed Design stage of the project.</p>

#	ISSUE	RESPONSE
16	<p>Land Acquisition</p> <p>There are a number of private land parcels that are required for the transitway project.</p>	<p>The study team discussed potential land acquisitions with each affected landowner. Owners understood the project requirements and the reasons for the acquisition.</p> <p>Acquisition will not occur until City Council approves the project for construction. Landowners will be appropriately compensated either by negotiation or through expropriation procedures.</p>
17	<p>Due Diligence</p> <p>Some participants expected further due diligence to be carried out concerning overall costs, ridership, speed of service, environmental impacts, and frequency of service.</p>	<p>The City of Winnipeg and Winnipeg Transit are comfortable that sufficient due diligence with respect to cost, ridership and frequency of service has taken place to support Stage 2 of the rapid transit system in southwest Winnipeg.</p> <p>An environmental impact assessment was being undertaken at the time of writing and would follow appropriate channels of authority.</p>
18	<p>Process</p> <p>Some participants felt that the information provided was insufficient and already decided upon.</p>	<p>The study team provided information at a level of detail that is appropriate for a Functional Design study. Further project details will be determined at the next project stage of Detailed Design. The major decision to pursue a Functional Design for the transitway along this route was made by Winnipeg City Council, however the Functional Design itself was flexible with respect to many factors such as those that are highlighted elsewhere in this table.</p>
19	<p>Safety</p> <p>A few participants expressed concern about safety with respect to construction vehicles, station locations and interaction with the existing rail line.</p>	<p>The Functional Design includes safety as an important factor when considering issues such as pedestrian movement, width of pavement, barriers, and warning systems. All of these issues will need to satisfy safety regulations and guidelines through the Detailed Design and Construction stages of the project.</p>
20	<p>Traffic</p> <p>A few participants expressed concerns that the transitway buses would cause an increase in traffic problems on the existing road system.</p>	<p>The study team has designed the transitway to minimize interaction between the transitway and the existing road system. Major intersections will be grade-separated. Minor at-grade intersections will be transit-priority signalized. Even at peak times, only one bus will pass through these intersections once every three minutes, which will not be a cause for significant traffic interruption.</p>
20	<p>Specific Property Impacts</p> <p>A number of property owners indicated that there would be specific impacts to their property.</p>	<p>The study team arranged meetings with property owners whenever requested in order to help explain the reasons for a design decision that may have an impact on a property owner. Wherever possible, the study team made adjustments to the design to help address any impact or potential impact.</p>

4.0 Next Steps

The project team has incorporated feedback by making project modifications wherever possible. Winnipeg Transit will send out a request for proposal (RFP) for the detailed design and construction of the project. The RFP will include specific instructions regarding the content of the feedback received through the consultation process, including a requirement for the design and construction team to communicate with stakeholders and to address specific areas of potential impact/benefit during the detailed design and construction stages. Winnipeg Transit will continue to communicate with stakeholders during the design and construction period.