

CITY OF WINNIPEG

EASTERN CORRIDOR STUDY

PUBLIC ENGAGEMENT SUMMARY

MAY - JULY 2017





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PUBLIC ENGAGEMENT SUMMARY

CITY OF WINNIPEG

PROJECT NO.: 17M-00063-00

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1 INTRODUCTION

1.1 STUDY OVERVIEW

The Eastern Corridor Study is the first step towards what would be significant upgrades to the transportation system in eastern Winnipeg.

The study will:

- Determine the most suitable route for providing rapid transit service between downtown Winnipeg and eastern Winnipeg.
 - Identify neighbourhood development opportunities along the transit route and particularly at transit stops.
 - Identify related transportation network improvements for pedestrians, cyclists, transit users and motorists.
 - Determine preferred locations for river crossings and an appropriate future for the Louise Bridge.
-

1.2 PUBLIC ENGAGEMENT GOALS

Public input has a tremendous potential to influence the final recommendations for this project. Therefore, public engagement is an important part of every step in the study process.

The public engagement goals for the Eastern Corridor Study are:

- 1 Understanding what is already working, what is important, and what future opportunities and services are desired for those who live, work, or travel within the study area.
 - 2 Seeking out and encouraging participation from under-represented groups in the community.
 - 3 Ensuring that public input is meaningfully incorporated into study recommendations.
-

1.3 PUBLIC ENGAGEMENT MAY – JULY 2017

This report summarizes the engagement opportunities, input received and key findings from Public Engagement from May 4 – July 31, 2017. A total of 1,767 people participated in this stage of public engagement: 170 attended workshops, we had 821 interactions at pop up events, and 776 visited the project website and participated online.

In general, participants have been supportive of the study, the additional study components and the possibilities for a corridor that supports the development of Complete Communities and an improved transportation network in the study area. There have been no noted significant contentious issues at this stage of the study. There is a clear desire for the study to be thoughtfully responsive to public input and reflective of the goals of existing City policy.

2 ENGAGEMENT OPPORTUNITIES

2.1 DROP-IN WORKSHOPS

Six drop-in workshops were held from May 15 – 18, 2017. At these workshops, the public had an opportunity to learn about the study, provide input, and share their ideas.

The workshops were comprised of four activity stations:

- The **Study Information Station** included background information about the study and an opportunity to provide input on an 'Idea Wall'.
- The **Mapping Station** provided an opportunity for the public to share important places, features, and other information within the study area. The public was asked to use pins to indicate where they live, places to connect, and locations of other things that are important.
- The **Criteria Station** provided an opportunity for the public to comment on draft criteria that will be used to evaluate route alignment options and indicate which criteria categories were most important to them.
- The **Additional Study Components Station** provided information on the Louise Bridge, Stadacona Street Extension, Marconi Walkway, Nairn Pedestrian Corridor, and Eastern Transit Garage. The public had an opportunity to comment on these projects, and the factors and important things that should be considered in their planning and design.

The presentation boards from the workshop are included in **Appendix A-1**.

2.1.1 EVENTS AND ATTENDANCE

DATE	TIME	LOCATION	SIGNED IN
Monday, May 15, 2017	4:30 p.m. – 7:30 p.m.	Oxford Heights Community Centre	34
Tuesday, May 16, 2017	11 a.m. – 2 p.m.	Centennial Concert Hall	42
Tuesday, May 16, 2017	5 p.m. – 8 p.m.	Elmwood High School	25
Wednesday, May 17, 2017	11 a.m. – 2 p.m.	East Elmwood Community Centre	24
Wednesday, May 17, 2017	4:30 p.m. – 7:30 p.m.	Notre Dame Community Centre	39
Thursday, May 18, 2017	4:30 p.m. – 6:30 p.m.	Neeginan Centre	6
			170

2.1.2 PROMOTION

The drop-in workshops were promoted in the following ways:

TOOL	DATE(S)	REACH
Email (French and English)	May 4, 2017	Sent to 312 stakeholders
Email reminder (French and English)	May 10, 2017	Sent to 304 stakeholders
Newspaper Advertisements	May 3, 2017 May 10, 2017	Winnipeg Free Press, Winnipeg Sun, Metro, La Liberté, and Canstar (The Herald, The Times, The Lance)

Media event and news release	May 4, 2017	
Posters		200 English, 50 French, throughout posted throughout the study area (Appendix A-2)
Bilingual postcards		Distributed to community gathering spaces throughout the study area (Appendix A-2)
E-newsletter	May 8, 2017 May 18, 2017	4,992 recipients, 4,502 opens, 18 study website link clicks 5,011 recipients, 3,969 opens, 47 study website link clicks
City of Winnipeg website		winnipeg.ca/easterncorridor
Social Media		City of Winnipeg Twitter and Facebook

2.1.3 EXIT SURVEY

An exit survey was provided at the drop-in workshops. The following figures summarize the quantitative results. Written responses can be found in **Appendix A-3**. (Note: No exit surveys were completed at the Thursday, May 18, workshop)

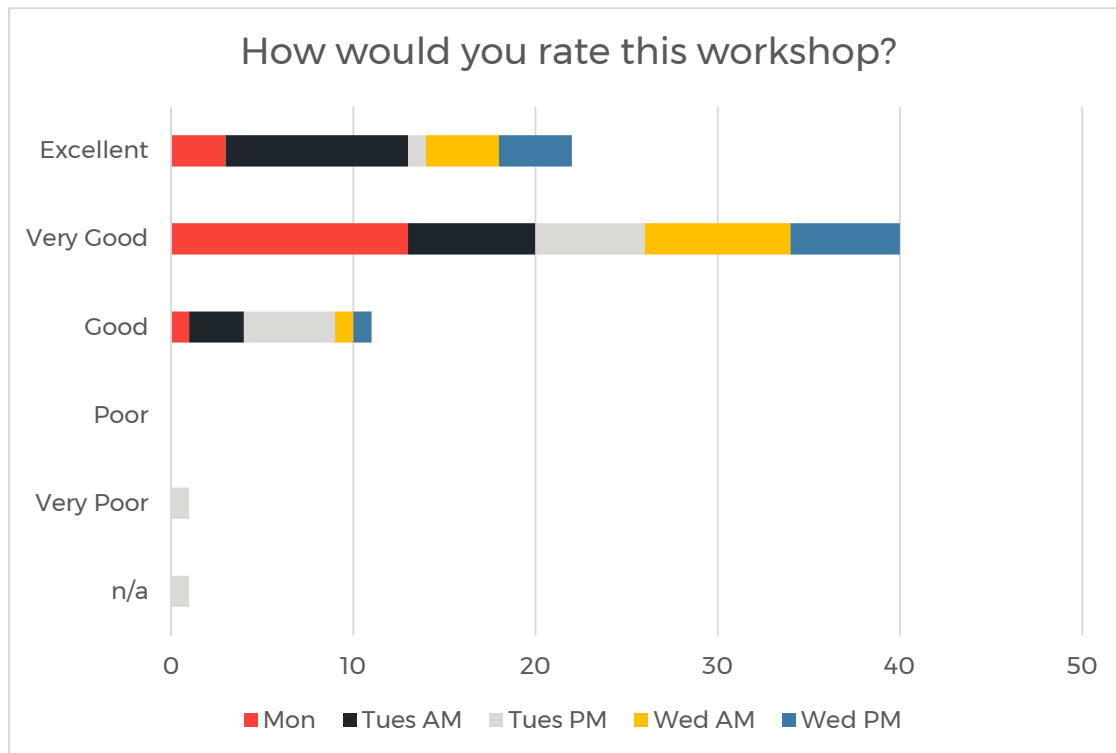


Figure 1 – Exit Survey Results

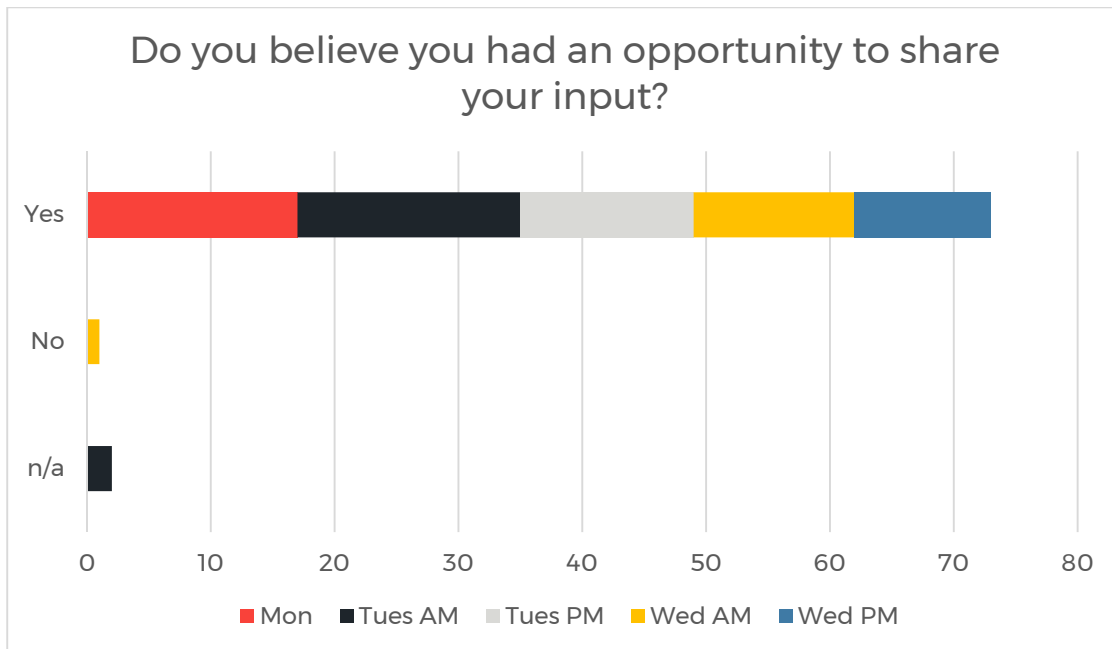


Figure 2 – Exit Survey Results

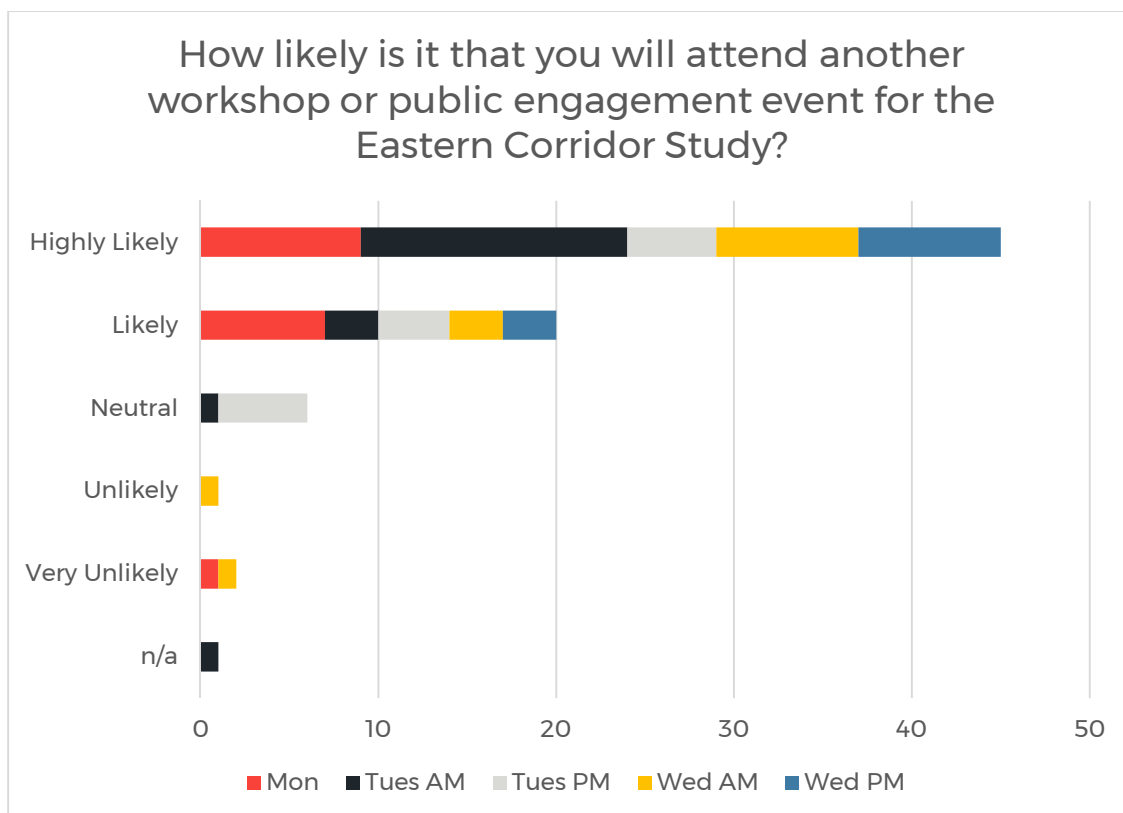


Figure 3 – Exit Survey Results

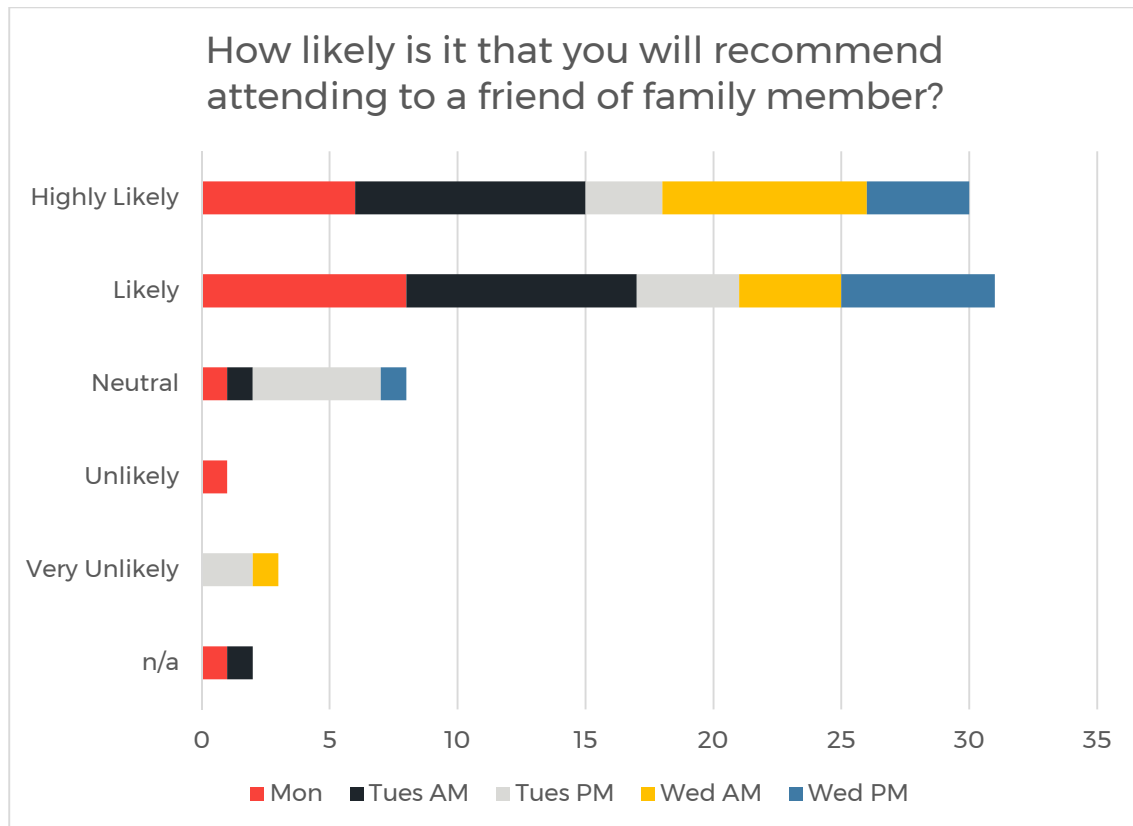


Figure 4 – Exit Survey Results

2.2 DIGITAL WORKSHOP

A digital workshop was launched in tandem with the drop-in workshops on May 4, 2017 and was available online until July 31, 2017. Four online tools were designed to match the content and activities available at the in-person events. These tools were developed on an external platform and accessed from the 'Engage' tab on the study website: winnipeg.ca/easterncorridor.

- Background information about the study was provided on the study website.
- An **Idea Wall** provided a place for users to share their big, bold ideas for the study. The Idea Wall will be open and active throughout the study. Sixty six comments have been provided so far.
- A **Mapping Activity** provided an opportunity for the public to share important places, features, and other information within the study area. The public was asked to digital pins to indicate where they live, places to connect, and locations of other things that are important. One hundred and seventeen pins were added to the map.
- The **Criteria Activity** provided an opportunity for the public to comment on draft evaluation criteria and indicate which criteria categories were most important to them. Twenty nine comments were provided.
- The **Additional Study Components Station** provided information on the Louise Bridge, Stadacona Street Extension, Marconi Walkway, Nairn Pedestrian Corridor and Eastern Transit Garage. The public had an opportunity to comment on these components, and the factors and important things that should be considered in their planning and design. Thirty three comments were provided.

2.2.1 DIGITAL WORKSHOP TRAFFIC

776 users accessed the digital tools through the study website, as follows:

WEEK OF	USER VISITS
1-May	84
8-May	62
15-May	95
22-May	73
29-May	70
5-Jun	32
12-Jun	60
19-Jun	26
26-Jun	32
3-Jul	90
10-Jul	84
17-Jul	31
24-Jul	37
TOTAL	776

2.2.2 PROMOTION

The digital workshops were promoted in the following ways:

TOOL	DATE(S)	REACH
Email (French and English)	May 4, 2017	Sent to 312 stakeholders
Email reminder (French and English)	May 10, 2017	Sent to 304 stakeholders
Newspaper Advertisements	May 3, 2017 May 10, 2017	Winnipeg Free Press, Winnipeg Sun, Metro, La Liberté, and Canstar (The Herald, The Times, The Lance)
Media event and news release	May 4, 2017	
Posters		200 English, 50 French, throughout posted throughout the study area (Appendix A-2)
Bilingual postcards		Distributed to community gathering spaces throughout the study area (Appendix A-2)

E-newsletter	May 8, 2017	4,992 recipients, 4,502 opens, 18 study website link clicks
	May 18, 2017	5,011 recipients, 3,969 opens, 47 study website link clicks
	June 1, 2017	5,047 recipients, 4,357 opens, 13 study website link clicks
	June 15, 2017	5,061 recipients, 4,447 opens, 16 study website link clicks
	June 29, 2017	5,075 recipients, 4,441 opens, 10 study website link clicks
	July 13, 2017	5,083 recipients, 3,712 opens, 10 study website link clicks
	July 27, 2017	5,070 recipients, 4,226 opens, 7 study website link clicks
City of Winnipeg website		winnipeg.ca/easterncorridor
Social Media		City of Winnipeg Twitter and Facebook

2.3 POP UPS

Recognizing the need to further engage the public at community hubs and local events throughout the summer, eleven pop up events were held from July 6 – 19, 2017. At these pop ups, the public had an opportunity to get a brief overview of the study, goals of Bus Rapid Transit (BRT) and best practices for BRT from other cities. In addition, the public provided input and shared their ideas through a mapping station and the digital workshop activities were available on electronic tablets.

The presentation boards from the pop ups are included in **Appendix B**.

2.3.1 EVENTS AND ATTENDANCE

DATE	TIME	LOCATION	ATTENDANCE
Thursday, July 6, 2017	11 a.m. - 2 p.m.	Transcona Summer Market	63
Friday, July 7, 2017	4 p.m. - 7 p.m.	Alleyways Market	154
Saturday, July 8, 2017	9 a.m. - 12 p.m.	Kildonan MCC Farmers Market	115
Wednesday, July 12, 2017	4 p.m. - 6 p.m.	Kildonan Place Bus Loop	54
Thursday, July 13, 2017	10 a.m. - 1 p.m.	Downtown Farmers Market	114
Thursday, July 13, 2017	6 p.m. - 8 p.m.	Goldeyes - Soiree Francophone	68
Friday, July 14, 2017	12 p.m. - 2 p.m.	Selkirk Avenue Farmers Market	27
Saturday, July 15, 2017	11 a.m. - 2 p.m.	Bronx Park Farmers Market	108
Monday, July 17, 2017	4 p.m. - 7 p.m.	Transcona Evening Market	43
Tuesday, July 18, 2017	7:30 a.m. - 9:30 a.m.	Graham Avenue Transit Mall	65
Wednesday, July 19, 2017	11 a.m. - 2 p.m.	Provencher Farmers Market	10
			821

2.3.2 PROMOTION

The pop up events were promoted in the following ways:

TOOL	DATE(S)	REACH
Email (French and English)	July 6, 2017	Sent to 423 stakeholders
News release	July 5, 2017	
Bilingual postcards		500 distributed during the pop ups (Appendix A-1)
E-newsletter	July 13, 2017	5,083 recipients, 3,712 opens, 10 study website link clicks
City of Winnipeg website		winnipeg.ca/easterncorridor
Social Media		City of Winnipeg Twitter and Facebook

3 IDEA WALL

The Idea Wall is an ongoing way for the public to share their ideas and what is important to them.

3.1 KEY THEMES

The following is a summary of key themes from the online and in person Idea Wall from May 4, 2017 – July 31, 2017. A record of all input is included in **Appendix C**.

Connectivity

- The Eastern Corridor should connect existing neighbourhoods and destinations in the study area.
- Ensure the transitway is well connected to local (feeder) routes.
- Determine a central hub(s) for future rapid transit routes to converge and easily connect.
- Provide local service beyond transitway -- continue on street into neighbourhoods.

Neighbourhood Development

- Start by serving existing neighbourhoods with densities to support ridership.
- Locate the corridor near potential revitalization areas where future density could easily be achieved.
- Point Douglas has a strong potential to be transformed into a TOD neighbourhood.
- There is opportunity for residential developed in the area west of Archibald Street.
- Encourage more employment uses near corridor.
- Integrate or require affordable housing opportunities in future development.
- Ensure connectivity and access to affordable housing to foster inclusion.

Design

- All new development should meet the City's guidelines for TOD design.
- Station areas should be well designed and integrated into their surrounding area.
- Avoid light pollution on the corridor and consider appropriate light colour temperatures.

Environmental

- The corridor should not disrupt natural areas.
- Consider the use of electric vehicles on the corridor.

Affordability

- Explore options to provide and maintain affordable fares.

Functionality and Performance

- When facilities mix with other traffic, priority signals should be used to avoid stopping at intersections.
- The route should be direct.
- A dedicated corridor is needed to be truly rapid.
- Corridor should support attendance at sporting events and concerts.

Grade Separation

- Explore possibility for tunnels underneath Downtown.
- Explore possibility for grade separation through Downtown and St. Boniface.

LRT and Rail

- Preference for LRT rather than BRT on the corridor.
- Consider using existing rail lines or running adjacent to rail corridors.
- Move rail lines outside of the City and use those corridors.

Need for Corridor

- Determine and communicate expected level of service prior to planning the corridor.
- Communicate current and future ridership numbers to support the need for the corridor.
- Fix local streets first before implementing the corridor.
- Do not spend money on this project.

Parking

- Integrate parking at stations areas.
- Consider park and ride locations at Kildonan Place Shopping Centre and Club Regent Casino.

Pedestrian and Cycling

- Ensure separated cycling facilities are aligned and integrated with transitway.
- Repurpose the Louise Bridge as a pedestrian and cycling facility.
- Provide bike parking at stations.
- Provide bike racks on all busses.
- Ensure better pedestrian and cycling connectivity between neighbourhoods.

Point Douglas

- Stadacona Street extension may add additional traffic to Point Douglas.
- Must be cautious not to further bisect, divide or create additional barriers in Point Douglas.
- There is an opportunity for increased residential development in Point Douglas.

Provencher Boulevard

- Provencher Boulevard is very busy and it may be a challenge to integrate a transitway with existing vehicle traffic and access needs.
- Too many train crossings on Provencher Boulevard.
- Ensure preservation of street trees and existing greenspaces.

Stops and Stations

- Minimize the number of stops and stations on the corridor.
- Provide amenities such as vending style library at stations, bike storage and heated shelters.
- Consider station advancements such as paying fares before boarding.

4 MAPPING

The public was asked to provide input to determine destinations, activity hubs, areas that may show opportunity for positive change, and places that have particular local value, such as community gathering spots and historical buildings. Mapping activities asked participants to share information on places that are important to them, features they like and dislike, and any information they felt would help the study team know more about their community. Using pins they were asked to mark “where you live”, “places to connect” and “locations of other things that are important”.

MAP RESULTS

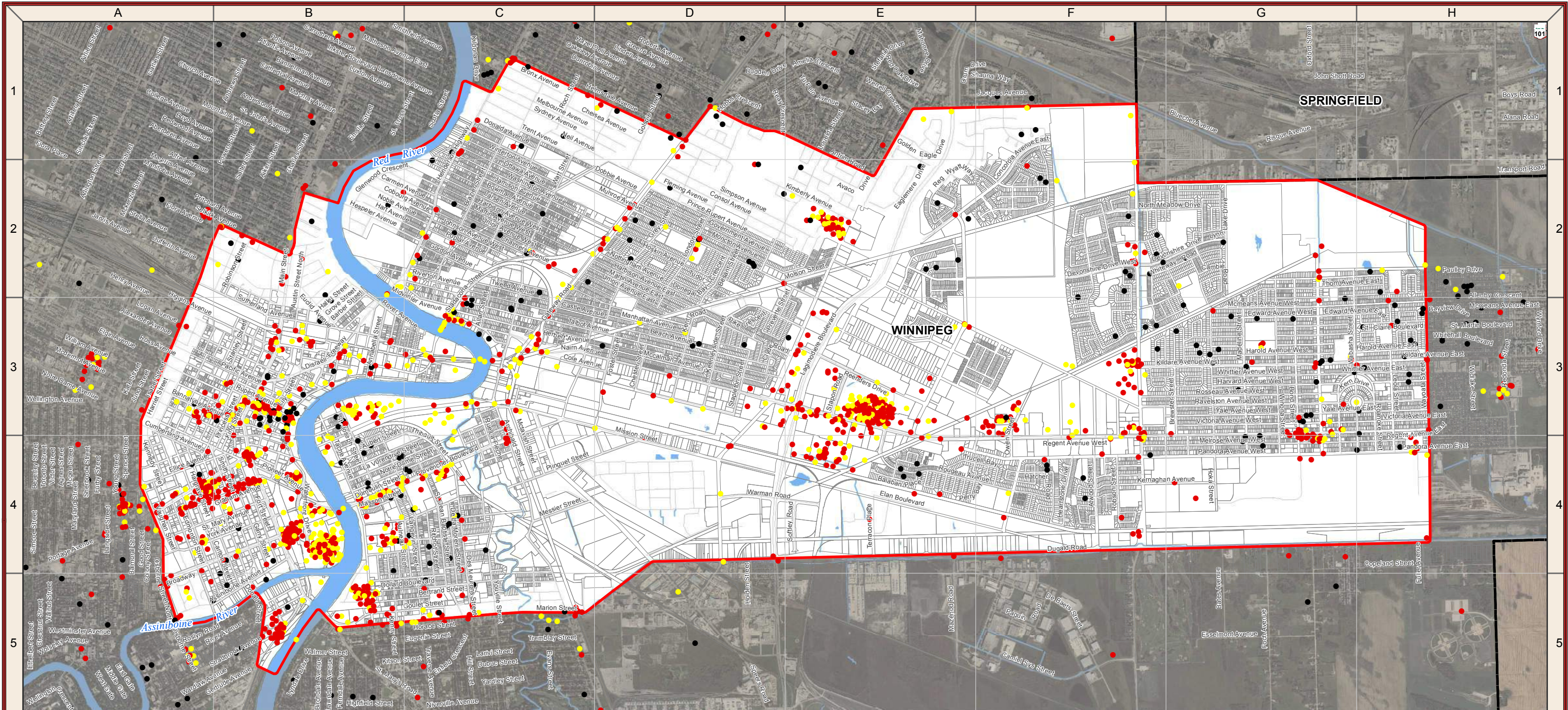
The following maps are digitized transcriptions of all the input provided online and in person:

- Figure 5 shows all of the input provided online and in-person.
- Figure 6 shows all of the *Places to Connect* pins, which indicate key places and corridors that participants said they like and want to connect to on a day-to-day basis.
- Figure 7 shows all of the *Locations of Other Things That Are Important* pins, which indicate the locations of important places, spaces, nodes and corridors participants felt were important in the study area.
- Figure 8 shows all of the *Where I Live* pins, indicating where participants live in (and outside of) the study area.
- Figures 9 and 10 are heat maps showing the concentrations of pins, indicating the places and corridors where the majority of input was concentrated.
- Additional maps from each individual event are included in **Appendix D**.

4.1 PLACES AND CORRIDORS

Based on public input, the following locations have been identified as places and corridors of importance in the study area:

CHARACTER AREA	KEY NODES AND CORRIDORS
<i>Downtown and Exchange District</i>	Union Station The Forks MTS Centre Centennial Concert Hall City Hall Graham Avenue Transit Mall Millennium Library Shaw Park University of Winnipeg Harkness Station
<i>St. Boniface</i>	Provencher Boulevard St. Boniface Hospital Whittier Park Université de Saint-Boniface
<i>Point Douglas</i>	Higgins Avenue Louise Bridge
<i>Elmwood and East Kildonan</i>	Concordia Hospital Chalmers Community Centre Raleigh Street/Gateway Road
<i>Regent Avenue and Transcona</i>	Kildonan Place Shopping Centre Club Regent Casino Downtown Transcona Park City Commons



Legend

Workshop Pin Categories

- Where I Live (White Pins)
- Places to Connect (Red Pins)
- Locations of Other Things That Are Important (Yellow/Orange Pins)
- ▭ Study Area
- ▭ Assessment Parcels
- ▭ Rural Municipality

Land Base

Road Type

- Provincial Trunk Highway
- Provincial Road / Local Street
- Water

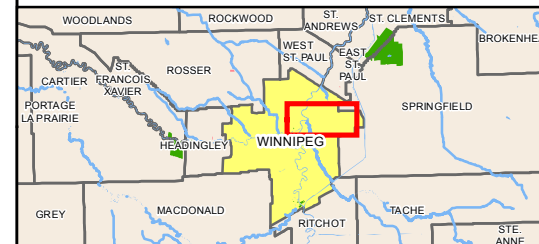
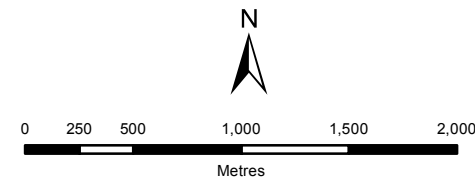
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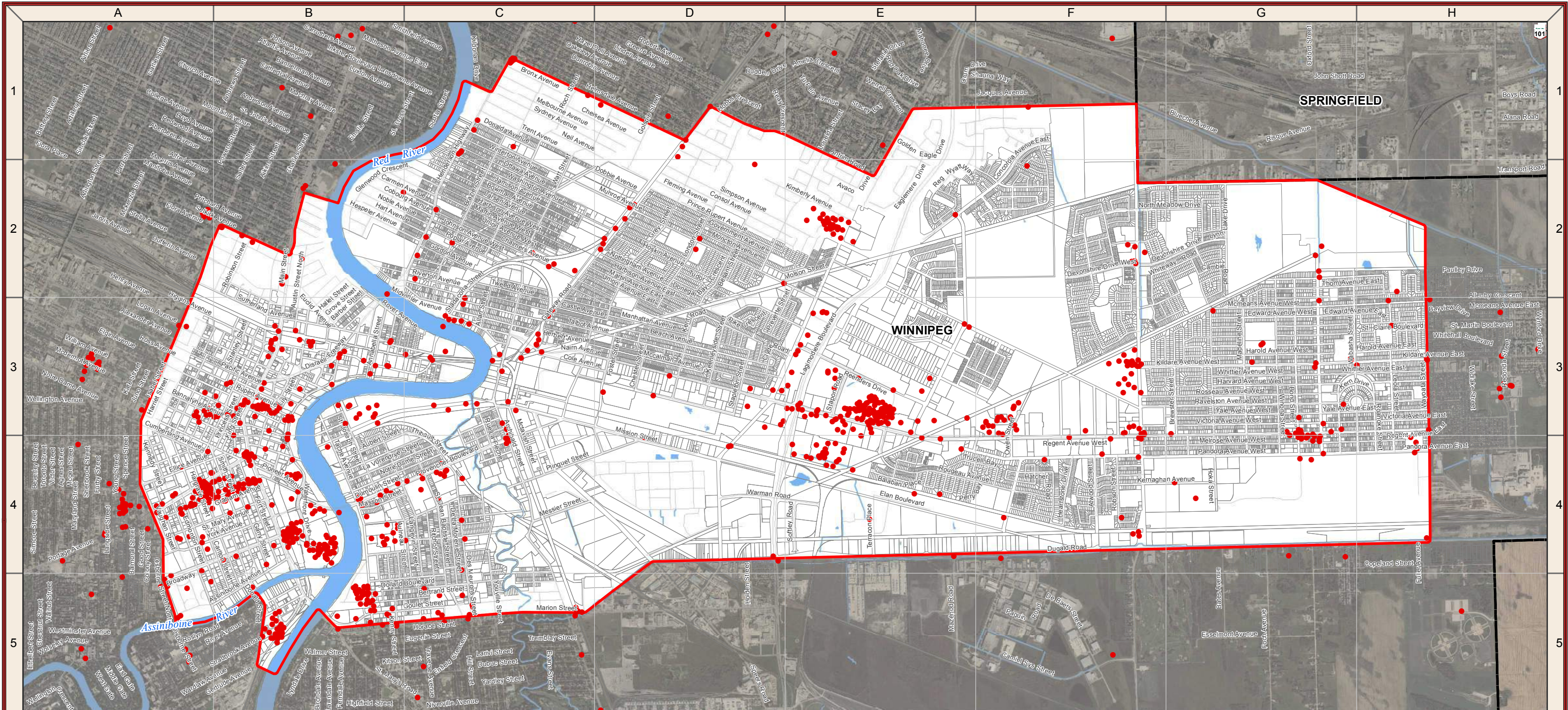
Eastern Corridor Study

Figure 5

All Pins

Coordinate System: NAD 83, UTM Zone 14 N
Data Source: City of Winnipeg, MLI, NRCAN, WSP
Date Created: February 28, 2017
Revision Date: August 16, 2017





Legend

Workshop Pin Categories

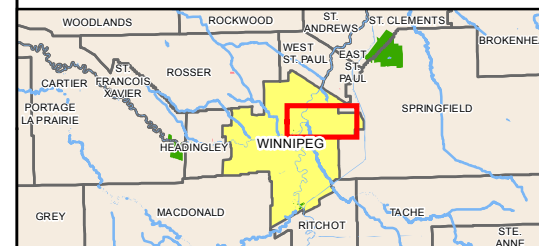
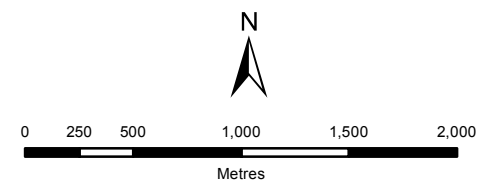
- Places to Connect (Red Pins)
- Study Area
- Assessment Parcels
- Rural Municipality

Land Base

Road Type

- Provincial Trunk Highway
- Provincial Road / Local Street
- Water

Notes:



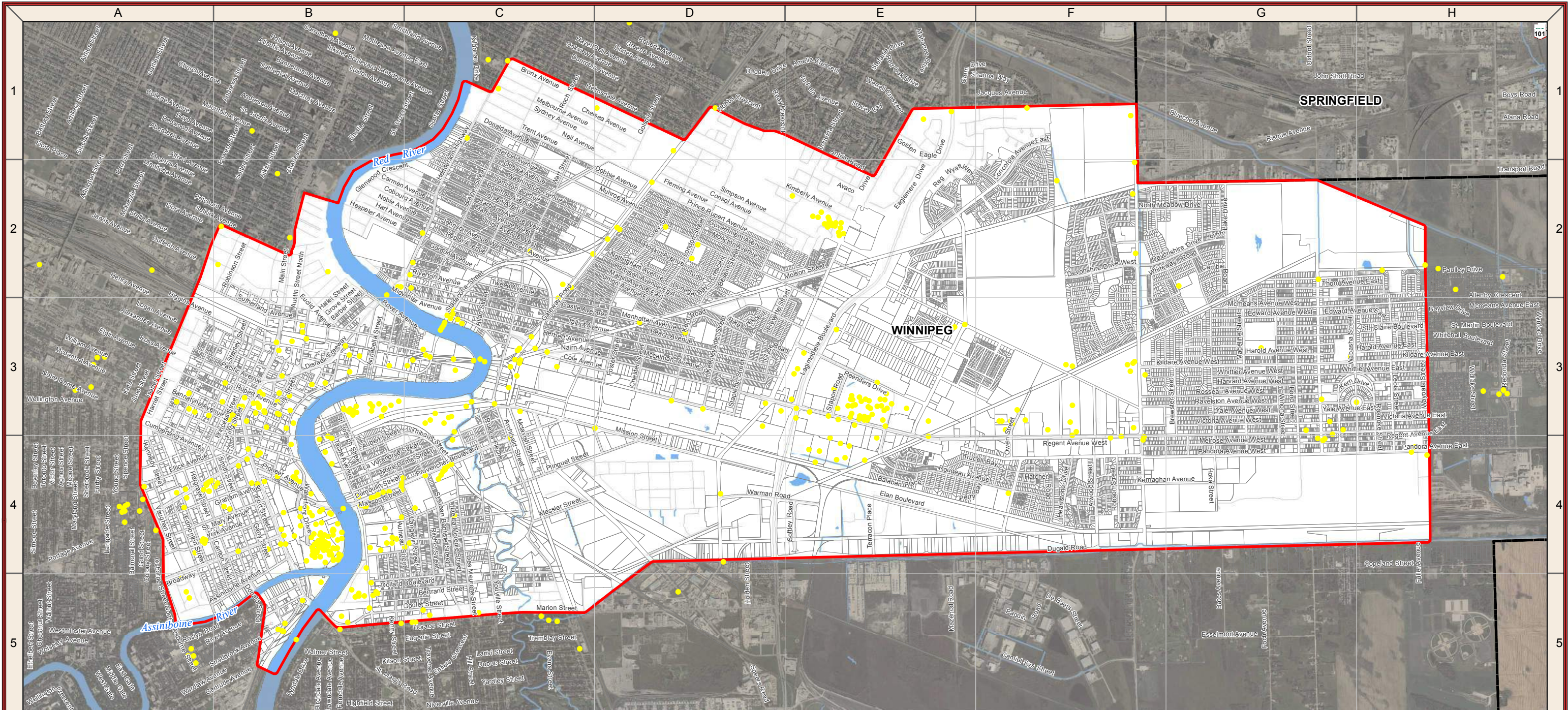
Eastern Corridor Study

Figure 6

Places To Connect

Coordinate System: NAD 83, UTM Zone 14 N
Data Source: City of Winnipeg, MLI, NRCAN, WSP
Date Created: February 28, 2017
Revision Date: August 16, 2017





Legend

Workshop Pin Categories

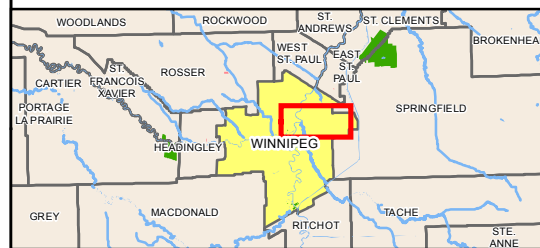
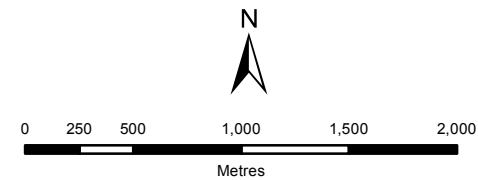
- Yellow dot: Locations of Other Things That Are Important (Yellow/Orange Pins)
- Red outline: Study Area
- White outline: Assessment Parcels
- Dashed outline: Rural Municipality

Land Base

Road Type

- Thick grey line: Provincial Trunk Highway
- Thin grey line: Provincial Road / Local Street
- Blue wavy line: Water

Notes:

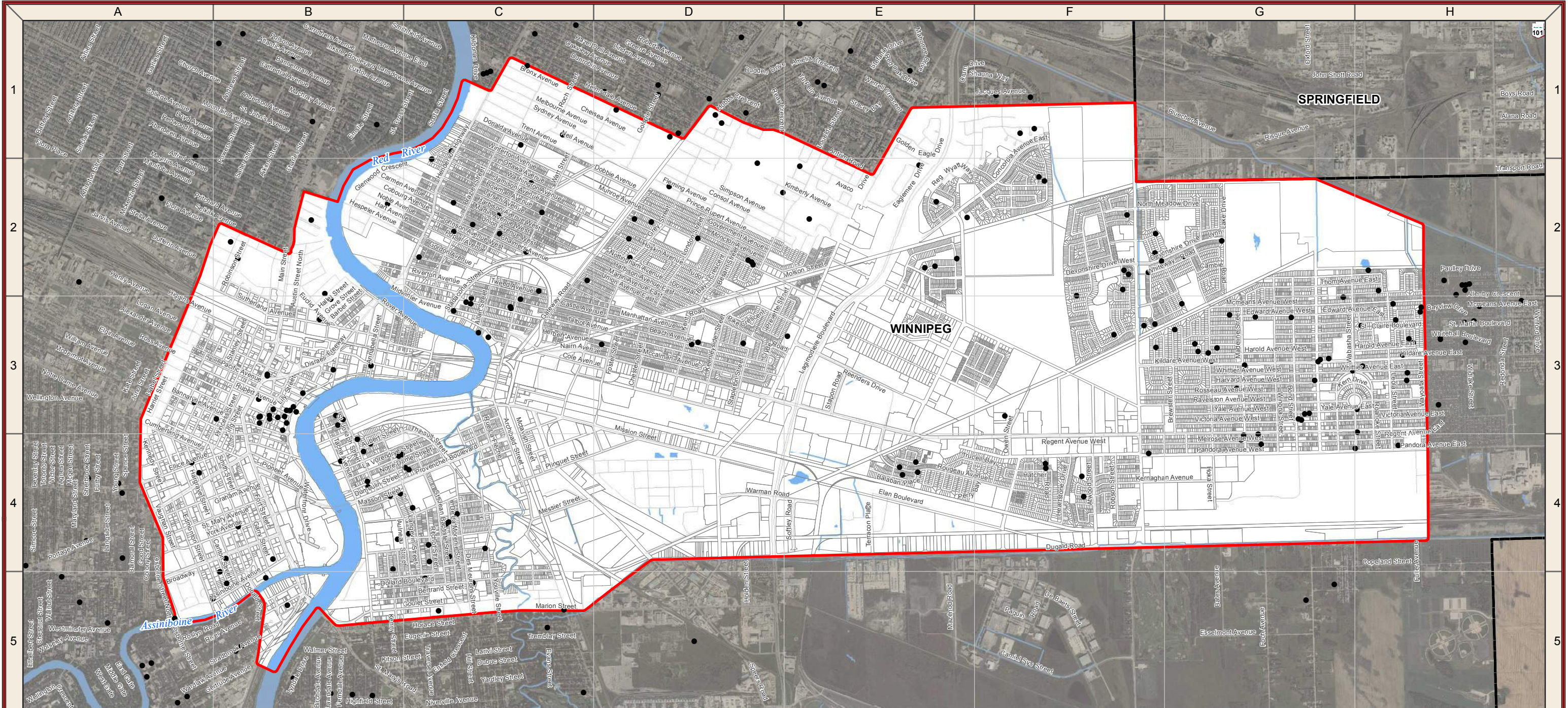


Eastern Corridor Study

Figure 7
Location of Other Things That Are Important

Coordinate System: NAD 83, UTM Zone 14 N
Data Source: City of Winnipeg, MLI, NRCAN, WSP
Date Created: February 28, 2017
Revision Date: August 16, 2017





Legend

Workshop Pin Categories

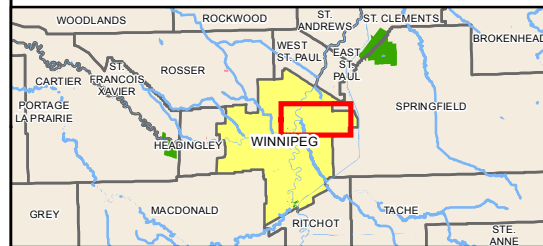
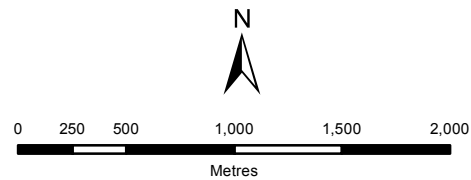
- Where I Live (White Pins)
- Study Area
- Assessment Parcels
- Rural Municipality

Land Base

Road Type

- Provincial Trunk Highway
- Provincial Road / Local Street
- ~~~~~ Water

Notes:



Eastern Corridor Study

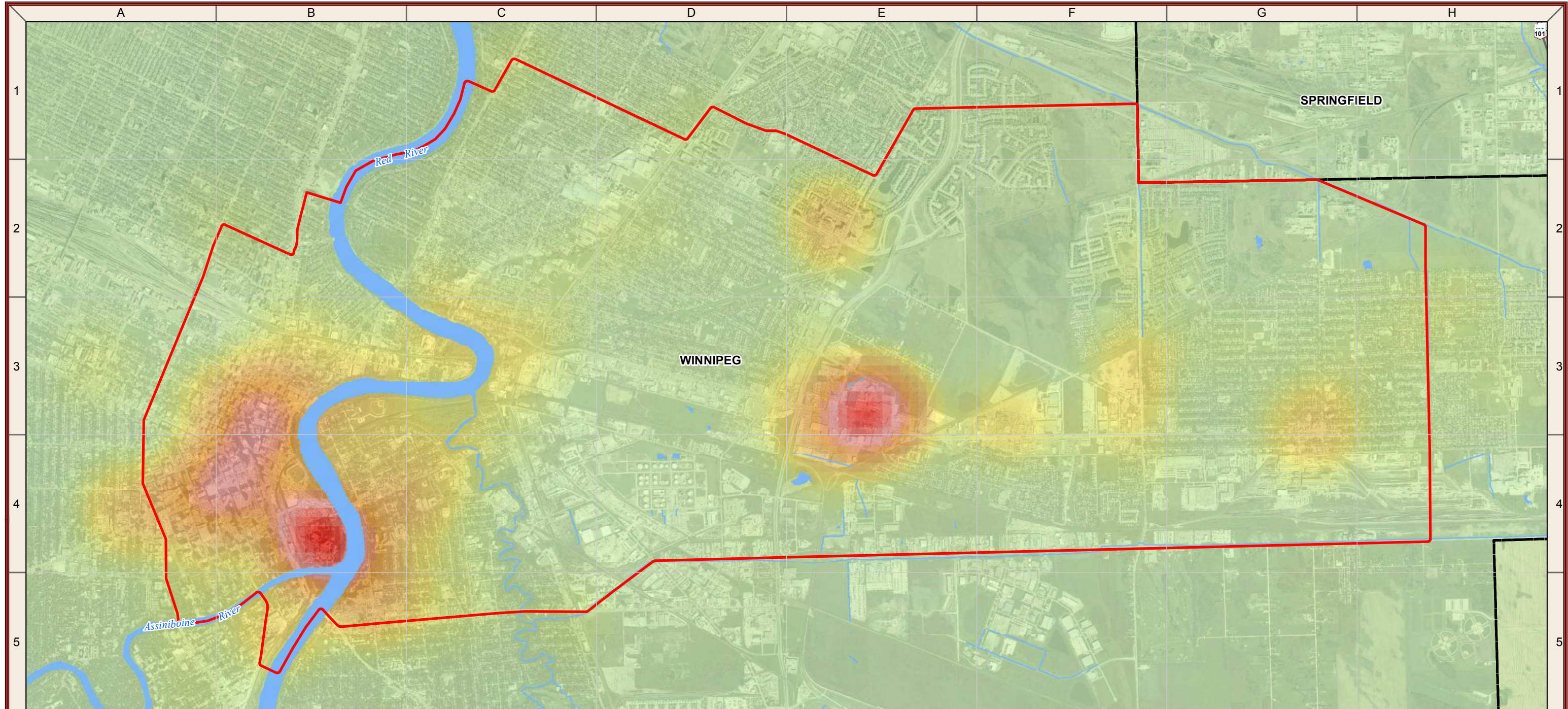
Figure 8

Where I Live

Coordinate System: NAD 83, UTM Zone 14 N
Data Source: City of Winnipeg, MLI, NRCAN, WSP
Date Created: February 28, 2017
Revision Date: August 16, 2017

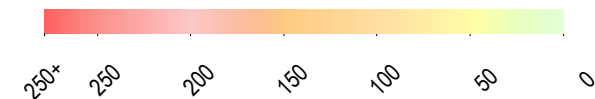


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Legend

Workshop Pin Category Location Density By Count



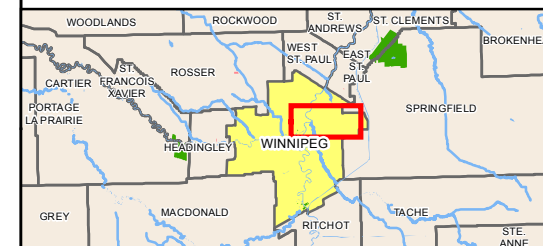
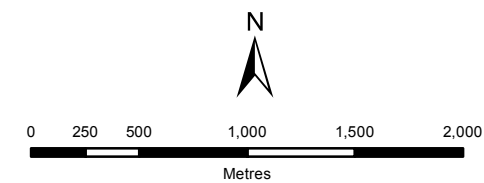
- Study Area
- Rural Municipality

Land Base

Road Type

- Provincial Trunk Highway
- Provincial Road / Local Street
- ~ Water

Notes:



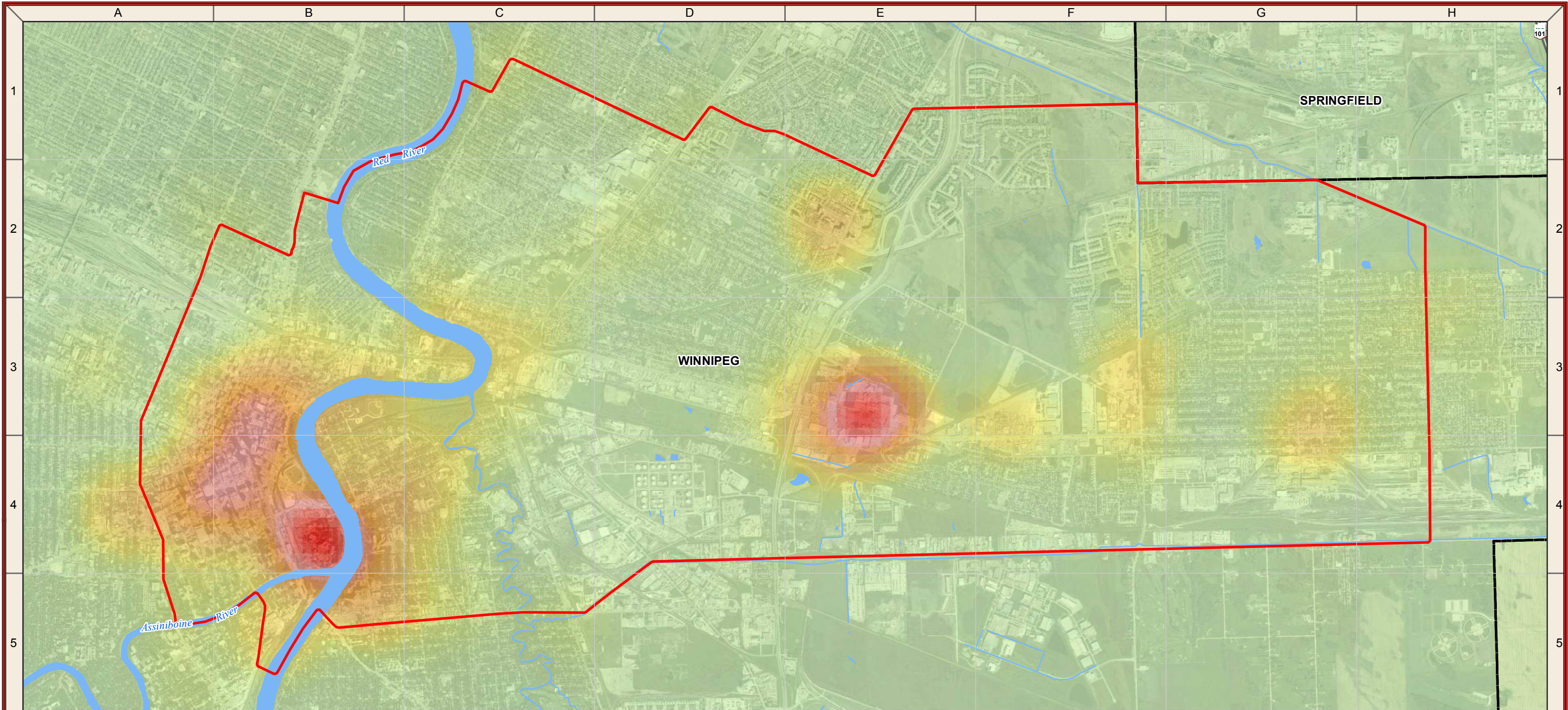
Eastern Corridor Study

Figure 9 Heat Map - Places To Connect

Coordinate System: NAD 83, UTM Zone 14 N
Data Source: City of Winnipeg, MLI, NRCAN, WSP
Date Created: February 28, 2017
Revision Date: August 16, 2017

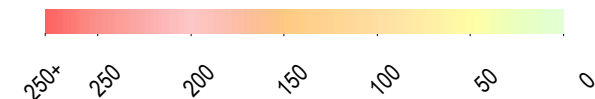


U:\Projects\PROJECTS_2017\ITM-00063-00_EasternCorridorStudy\WXDIPlanning BackgroundStudy\WorkshopMaps_3A\AIL_Pins\PLN_Workshop3A_HeatMapLocationOfImportantThings_20170816.mxd



Legend

Workshop Pin Category Location Density By Count



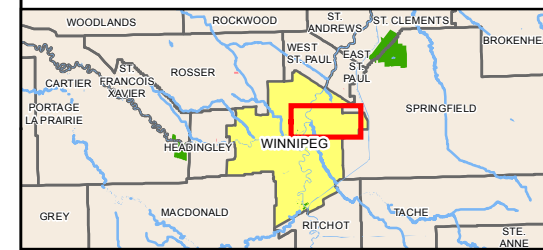
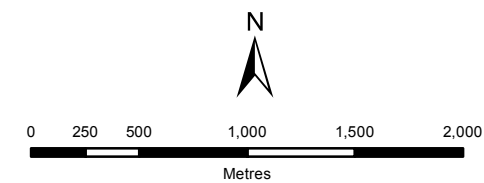
- Study Area
- Rural Municipality

Land Base

Road Type

- Provincial Trunk Highway
- Provincial Road / Local Street
- ~ Water

Notes:



Eastern Corridor Study

Figure 10
Heat Map - Location of Other Things That Are Important

Coordinate System: NAD 83, UTM Zone 14 N
Data Source: City of Winnipeg, MLI, NRCAN, WSP
Date Created: February 28, 2017
Revision Date: August 16, 2017



5 CRITERIA

Connection opportunities and route options will be evaluated using technical requirements and community input. The evaluation should reflect what is important to everyone. Based on existing policies and technical standards, the study team identified six categories of criteria. Public input was sought to confirm what is important, and inform the draft criteria that will be used to evaluate connection opportunities and route options.

The six categories and associated criteria were presented online and in-person. Participants were asked to provide the following feedback:

- Which do you agree with? Why?
- Which do you disagree with? Why?
- What criteria are missing?

The following is a summary of key feedback on each criteria category. A record of all input is included in **Appendix E**.

5.1 CONNECTIVITY

- General support for proposed category and criteria.
 - Provide secure bike parking and bike racks to ensure cycling connectivity.
 - Strong desire for integrated pedestrian and cycling network from downtown to Transcona for recreational and commuter travel.
 - Rail lines and river crossings are challenging barriers to address.
 - Support for connecting to existing high-use areas and destinations.
 - Desire for grade separation.
 - Desire for connected parking facilities.
 - Explore opportunities for regional connections.
-

5.2 PERFORMANCE

- General support for proposed category and criteria.
 - Include mode-shift criteria to encourage/increase ridership and provide disincentives for private vehicles.
 - Need to ensure reduced travel times and speed to make BRT more appealing than other modes of travel.
 - Frequent service is important.
 - Less stops and stations to ensure fast travel time.
 - Grade separation is important to ensure speed and reliability.
 - Explore ways to connect east-west without travelling through downtown.
 - Reliability is an important factor.
 - Route should reduce overall trip time.
-

5.3 CITY BUILDING

- General support for proposed category and criteria.
- Connect to existing residential neighbourhoods and commercial areas.

- Encourage/create/support density and intensification/infill.
 - Clarify “gentrification” criteria.
 - Maintain character in mature communities.
 - Minimize impacts to existing communities.
 - Maintain service to existing destinations.
 - Concern about greenfield development prioritized over infill.
 - Ensure zoning and land use policy that supports TOD.
-

5.4 COST

- General support for proposed category and criteria.
 - Do not ‘cheap out’ or cut corners - consider long term value.
 - Consider penalties to contractors for over budget construction.
 - Pursue homelessness funding strategies to implement affordable housing opportunities.
 - Acquire land before construction.
 - Use City land wherever possible.
 - Add criteria for revenue generation opportunities.
-

5.5 SOCIAL EQUITY

- General support for proposed category and criteria.
 - Consider 24 hour service needs.
 - Access criteria is important for inner city, Point Douglas.
 - Access and connectivity to services outside of the study area is important (such as medical facilities).
 - Affordability is an important factor – consider criteria reduced fares, cost of access (living, etc.).
 - Consider household incomes when determining routes.
 - Do not negatively impact connectivity in Point Douglas.
 - Concerns about coverage service vs high ridership.
 - Safety criteria are important.
-

5.6 ENVIRONMENTAL IMPACT

- General support for proposed category and criteria.
- Maintain access during construction.
- Consider electric busses and charging stations.
- Integrate quality landscape design.
- Historic facilities criteria should also include “historic neighbourhoods”.
- Preserve natural spaces.
- Pedestrian and cycling facilities are important to reduce emissions.
- Incentivize mode-shift to reduce emissions.

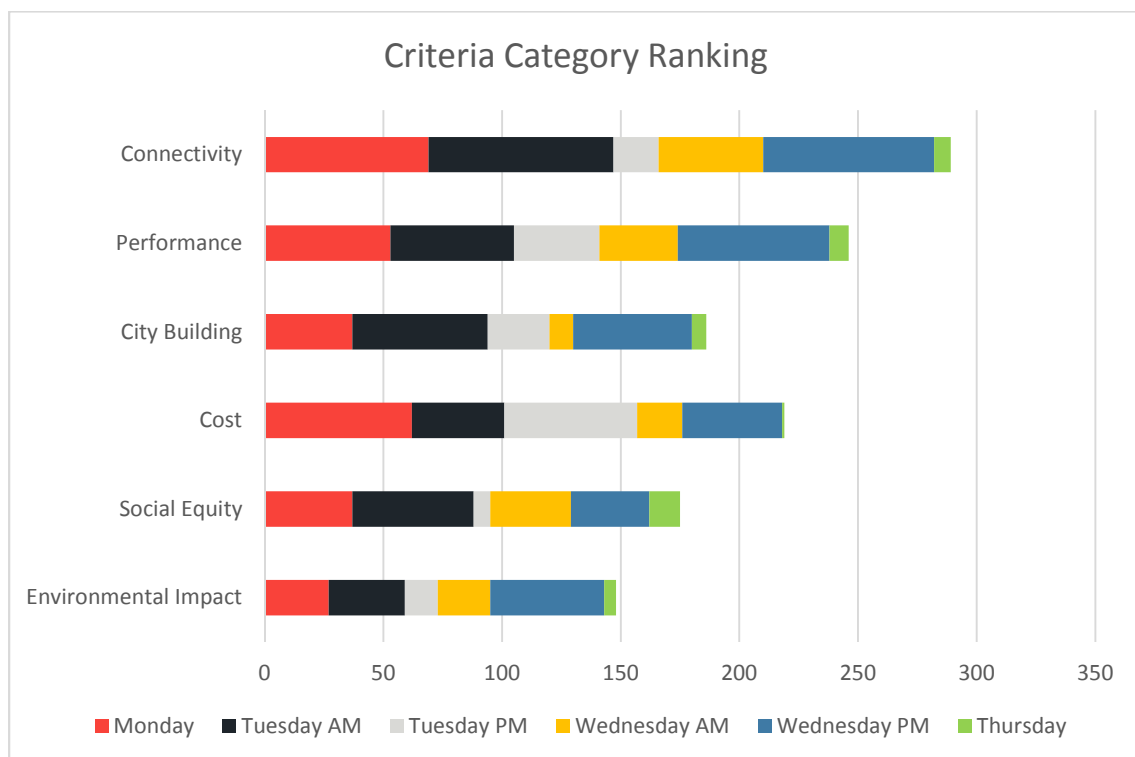
5.7 RANKING

The public was asked to indicate which criteria categories were most important to them. At the drop-in workshops, they were provided with up to 10 ‘social tickets’ to place in six respective category bags to indicate their support. The activity was voluntary and participants were not required to use all 10 tickets. Online users were able to put the categories in order from most important to least important.

DROP-IN WORKSHOP TICKETS

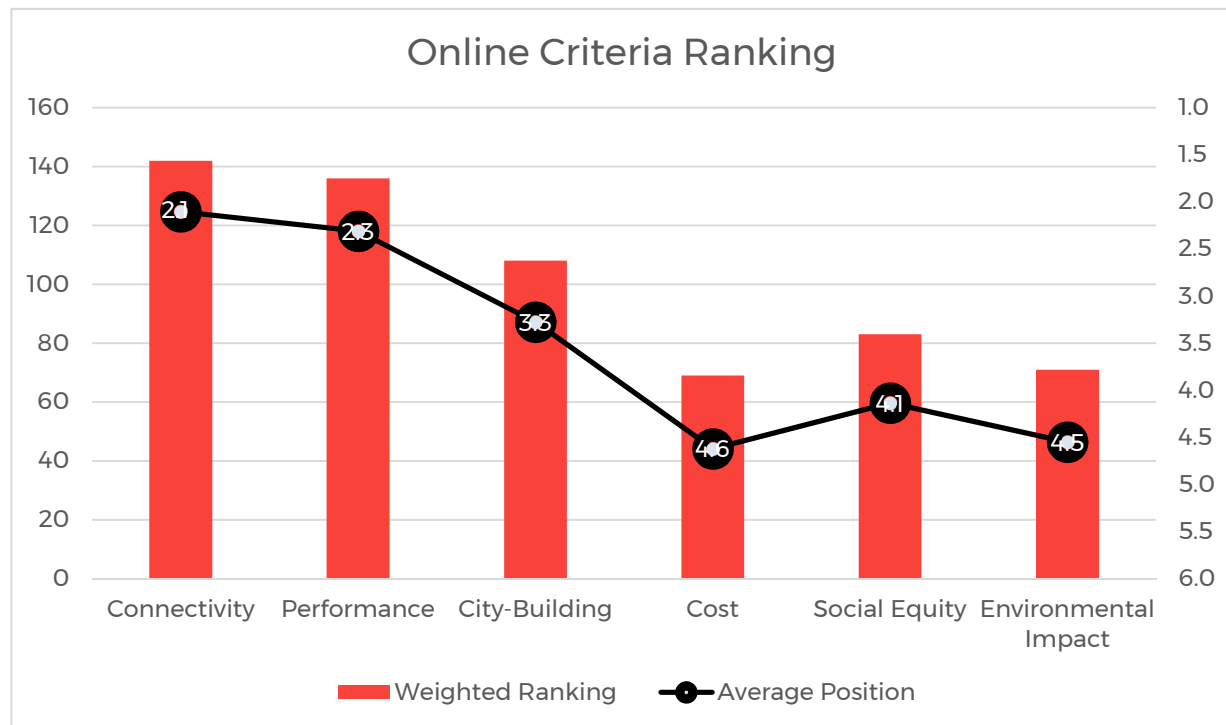
Connectivity and Performance were the two highest selected categories from the 1,263 tickets submitted.

CATEGORY	TOTAL	PERCENTAGE
Connectivity	289	23%
Performance	246	19%
City Building	186	15%
Cost	219	17%
Social Equity	175	14%
Environmental Impact	148	12%



ONLINE RANKING

Weighted Rank indicates the overall score for each category (1st position = 6 pts, 2nd position = 5 pts, etc.). "Average Position" denotes the average position the category was ranked by respondents among the six categories (note that a lower average position denotes a higher rank). Connectivity and Performance were ranked the highest. Twenty nine respondents participated in this online activity.



	# OF TIMES RANKED 1ST	# OF TIMES RANKED 2ND	# OF TIMES RANKED 3RD	# OF TIMES RANKED 4TH	# OF TIMES RANKED 5TH	# OF TIMES RANKED 6TH	WEIGHTED RANKING	%	AVERAGE POSITION
Weight	6 PTS	5 PTS	4 PTS	3 PTS	2 PTS	1 PT			
Connectivity	11	10	4	3	0	1	142	23%	2.1
Performance	9	9	6	3	2	0	136	22%	2.3
City-Building	3	5	10	5	4	2	108	18%	3.3
Cost	1	0	5	8	4	11	69	11%	4.6
Social Equity	4	1	3	3	15	3	83	14%	4.1
Environmental Impact	1	4	1	7	4	12	71	12%	4.5

6 ADDITIONAL STUDY COMPONENTS

The following is a summary of key feedback on each Additional Study Component. All input was reviewed, coded for similar ideas and themes, and then summarized below. A record of all input is included in **Appendix E**.

6.1 LOUISE BRIDGE

The public was asked *What factors should be considered when studying the option of a new river crossing?* and *What factors should be considered when studying the option of the existing river crossing (at the Louise Bridge)?* Feedback included:

- Support for a replacement bridge.
 - Strong desire to create a pedestrian and cycling connection with a new bridge or by retaining existing bridge as a dedicated facility.
 - Alignment suggestions include: north of the existing rail line, utilizing or adjacent to existing rail line, connecting to Watt Street, or retaining existing location.
 - Desire to keep connections to both Nairn Avenue and Stadacona Street.
 - Desire for a multi-lane facility, providing multiple lanes in both directions, including dedicated BRT lanes and pedestrian and cycling facilities.
 - Opportunity to create transformational development opportunities in Point Douglas.
 - Concerns about additional vehicle traffic in Point Douglas caused by an expanded river crossing.
 - Concerns about short cutting through Point Douglas neighbourhood if traffic on Higgins Avenue increases.
 - Opportunity for redevelopment of park land southeast of the existing bridge.
 - Possibility to repurpose bridge structure as a station or public art.
 - Riverbank repairs needed to ensure stability.
 - Bridge should be used as truck route.
 - Building a vehicle bridge may be contradictory to rapid transit goals.
-

6.2 STADACONA STREET EXTENSION

The public was asked *What factors should be considered for an arterial route between Downtown, northeast Winnipeg and Chief Peguis Trail?* and *What will be important to consider?* Feedback included:

- Use Raleigh Street / Gateway Road and widen or combine to accommodate traffic.
- Use either Gateway Road or Raleigh Street as a BRT route.
- Extend Stadacona to connect to Concordia.
- Concerns about this extension being prioritized over transit infrastructure.
- Preserve existing trees.
- Extension should accommodate separated pedestrian and cycling facilities to connect Louise Bridge to North East Pioneer Greenway.
- Concerns about increased traffic and impacts on surrounding neighbourhood.

6.3 MARCONI WALKWAY

The public was asked *What features and functions would you like to see for the Marconi Walkway?* and *What will be important to consider?* Feedback included:

- Strong concerns about "Marconi Walkway" name. Suggestion that a new name for this facility should be considered.
- Opportunity for a more direct route using Nairn Avenue from Stadacona Street to Archibald Street.
- Connecting to Disraeli Pedestrian and Cycling bridge is currently challenging.
- Need safer crossings at Talbot Avenue, Munroe Avenue, Watt Street.
- Interest in both Neighbourhood Greenway and separated facility design.
- Riverton Avenue improvement suggestions include reduced parking between Watt Street and Elmwood Road, and road repairs for safety.
- Concerns about heavy traffic on Brazier Street making cycling challenging.

6.4 NAIRN PEDESTRIAN CORRIDOR

The public was asked *What features and functions would you like to see for the Nairn Avenue Pedestrian Crossing?* and *What will be important to consider?* Feedback included:

- Concerns about a crossing impacting vehicle traffic on Nairn Avenue.
- Crossing location suggestions include:
 - Allan Street.
 - Located near a bus stop.
 - Connecting to Marconi Walkway.
- Crossing design suggestion include:
 - Half signal.
 - Grade separated.
- Concerns about possible impact of adding cycling facilities on Nairn Avenue.
- Suggestions that vehicle traffic will be reduced if river crossing location is different.

6.5 EASTERN TRANSIT GARAGE

The public was asked *What features and functions would you like to see for the Eastern Transit Garage?* and *What will be important to consider?* Feedback included:

- Concerns about increased traffic, parking needs and access issues on to Nairn and Panet, and impacts on surrounding neighbourhood.
- Concerns about possible emissions, noise and light impacts.
- General support for proposed location.
- Concerns about taking up space on corridor that could be used for other uses such as residential or commercial.
- Opportunity to integrate pedestrian and cycling facilities in the Mission Industrial Area.
- Desire for transit services such as customer service and transit pass purchasing kiosk.
- Explore possibility of designing a multi-level facility to reduce the footprint of the garage.

7 SUMMARY OF KEY FINDINGS AND NEXT STEPS

The input collected and summarized in this report will help inform an Opportunities and Constraints Analysis, which will look at major traffic generators, destinations, connections, barriers and community assets throughout the study area. The study team will also consider the input on the criteria to further develop and refine the criteria. The public will have an opportunity to see how their input informed the preliminary Criteria and Weightings at the next public engagement events.

The following is a summary of key findings based on a review, coding and analysis of all input provided

Connectivity

- The Eastern Corridor should connect existing neighbourhoods and destinations in the study area, provide connections to local (feeder) routes and neighbourhoods, and have hubs to connect to other future rapid transit routes.
- Explore opportunities for regional connections, and better access and connectivity to services outside of the study area (such as medical facilities).

Development

- Start by serving neighbourhoods with existing densities to support ridership and then locate the corridor near potential revitalization areas where future density could easily be achieved.
- Point Douglas has a strong potential to be transformed into a TOD neighbourhood.
- Integrate or require affordable housing opportunities in future development and ensure connectivity and access to affordable housing to foster inclusion.
- Encourage/create/support density and intensification/infill through zoning and land use policy that supports TOD.

Cost

- Consider long term value and do not make decisions based purely on cost.
- Explore revenue generation opportunities and use City land wherever possible.

Design

- Station areas should be well designed and integrated into their surrounding area and all new development should meet the City's guidelines for TOD design.
- Maintain character in mature communities and minimize impacts to existing communities.

Eastern Transit Garage

- General support for proposed location.
- The proposed Eastern Transit Garage should consider concerns about increased traffic, parking needs and access issues on to Nairn Avenue and Panet Road, and possible emissions, noise and light impacts.
- Desire for transit services such as customer service and transit pass purchasing kiosk.

Environmental

- The corridor should not impact existing natural areas.
- Consider the use of electric vehicles and charging stations on the corridor.
- To reduce emissions, encourage/increase ridership and provide disincentives for private vehicles.

Functionality and Performance

- The route should be direct, primarily on a dedicated corridor, with frequent, reliable service.
- The route should reduce current trip time.
- Explore possibility for tunnels and grade separation to ensure speed and reliability.

Louise Bridge

- Support for a replacement bridge.
- Strong desire to create a pedestrian and cycling connection with a new river crossing or by retaining the existing bridge as dedicated pedestrian and cycling infrastructure.
- Alignment suggestions include: north of the existing rail line, utilizing or adjacent to existing rail line, connecting to Watt Street, or retaining existing location.
- Desire for a multi-lane facility, providing multiple lanes in both directions, including dedicated BRT lanes and pedestrian and cycling facilities.

LRT and Rail

- Some preference for LRT rather than BRT on the corridor.
- Consider using existing rail lines or running adjacent to rail corridors.
- Move rail lines outside of the City and use those corridors.

Need for Corridor

- Determine and communicate expected level of service prior to planning the corridor.
- Communicate current and future ridership numbers to support the need for the corridor.
- Fix local streets first before implementing the corridor.
- Do not spend money on this project.

Parking

- Integrate parking at stations areas.
- Consider park and ride locations at Kildonan Place Shopping Centre and Club Regent Casino.
- Desire for connected parking facilities.

Pedestrian and Cycling

- Strong desire for integrated pedestrian and cycling network from downtown to Transcona for recreational and commuter travel aligned and integrated with transitway.
- Provide bike parking at stations and bike racks on all busses.

Stops and Stations

- Provide amenities at stations such as vending style library, bike storage and heated shelters.
- Consider station advancements such as paying fares before boarding.