

APPENDIX

A DROP-IN WORKSHOPS

A-1 ***PRESENTATION BOARDS***

**[CLICK HERE](#) TO VIEW THE
PRESENTATION BOARDS**

APPENDIX

A-2 PROMOTION

EASTERN CORRIDOR STUDY

The Eastern Corridor Study is the first step towards what could be significant upgrades to transportation in eastern Winnipeg. The study will determine a recommended rapid transit route alignment, transportation network improvements, preferred river crossing locations, and neighbourhood development opportunities for a new corridor connecting Downtown to Eastern Winnipeg.

To learn more about the study goals, share ideas and aspirations for the study, and sign-up to stay informed, please visit winnipeg.ca/easterncorridor



For inquiries please contact:

Ryan Segal, Eastern Corridor Study Public Engagement Team

204-943-3178 or eastern.corridor@wspgroup.com

EASTERN CORRIDOR STUDY

The City of Winnipeg has launched the Eastern Corridor Study and will be hosting six drop-in workshops from May 15 - 18, 2017. The Eastern Corridor Study is the first step towards what could be significant upgrades to transportation in eastern Winnipeg. The study will determine a recommended rapid transit route alignment, transportation network improvements, preferred river crossing locations, and neighbourhood development opportunities for a new corridor connecting Downtown to Eastern Winnipeg.



We want to hear from you!

We will be hosting **six drop-in workshops** throughout the study area. We encourage you to attend the workshop in your neighbourhood, but you can also choose the one that is most convenient for you to attend.

At these drop-in workshops, you will have an opportunity to learn about the study, provide input, and share your ideas. Activities will include mapping important places in the study area and identifying criteria that you think should be considered when planning and designing the corridor. This is the first series of workshops for the study, and there will be more opportunities to participate next month and throughout the year.

If you cannot make it to any of these events, please visit winnipeg.ca/easterncorridor to participate online.

<p>MONDAY, MAY 15, 2017 4:30 p.m. – 7:30 p.m.</p> <p>Oxford Heights Community Centre 359 Dowling Avenue East</p>	<p>TUESDAY, MAY 16, 2017 11 a.m. – 2 p.m.</p> <p>Centennial Concert Hall 555 Main Street</p>	<p>TUESDAY, MAY 16, 2017 5 p.m. – 8 p.m.</p> <p>Elmwood High School 505 Chalmers Avenue</p>
<p>WEDNESDAY, MAY 17, 2017 11 a.m. – 2 p.m.</p> <p>East Elmwood Community Centre 490 Keenleyside Street</p>	<p>WEDNESDAY, MAY 17, 2017 4:30 p.m. – 7:30 p.m.</p> <p>Notre Dame Recreational Centre 271 Avenue de la Cathedrale French language services available</p>	<p>THURSDAY, MAY 18, 2017 4:30 p.m. – 7:30 p.m.</p> <p>Neeginan Centre 181 Higgins Avenue</p>

For inquiries, please contact:

Ryan Segal, Eastern Corridor Study Public Engagement Team
204-943-3178 or eastern.corridor@wspgroup.com

If you require alternate formats or ASL interpretation, please contact us at least two days prior to the event you will be attending.

For more information visit: winnipeg.ca/easterncorridor



Eastern Corridor Study Drop-in Workshops

The City of Winnipeg invites you to attend a drop-in (come and go) workshop regarding the Eastern Corridor Study. The study will determine a recommended rapid transit route alignment, transportation network improvements, preferred river crossing locations and neighbourhood development opportunities for a new corridor connecting Downtown to Eastern Winnipeg.

Monday, May 15, 2017

4:30 PM – 7:30 PM

Oxford Heights Community Centre
359 Dowling Avenue East

Tuesday, May 16, 2017

11:00 AM – 2:00 PM

Centennial Concert Hall
555 Main Street

Tuesday, May 16, 2017

5:00 PM – 8:00 PM

Elmwood High School
505 Chalmers Avenue

Wednesday, May 17, 2017

11:00 AM – 2:00 PM

East Elmwood Community Centre
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4:30 PM – 7:30 PM

Notre Dame Community Centre
271 Avenue de la Cathedrale
French language services provided

Thursday, May 18, 2017

4:30 PM – 7:30 PM

Neeginan Centre
181 Higgins Avenue

For more information, visit us online at winnipeg.ca/easterncorridor

For inquiries or for those who require alternate formats or interpretation in order to participate, please contact EasternCorridor@wspgroup.com

A-3 *EXIT SURVEY COMMENTS*

What did you like? (Question 2)

All the help I received

about people at different stations

All of it set up

Presentation very informative and staff really available to explain. They listen and very receptive

Public involvement with no sense. Already decided.

Availability of person answering questions.

The opportunity of input

Was interactive, allowed your comments, have input.

Very agreeable & friendly staff

Large print, well stuffed

Lots of people around to answer questions

Being able to evaluate criteria

Lots of staffers to answer questions, adequate room to manoeuvre around displays, easy to read, comprehend visuals (not too wordy)

Well laid out, very informative staff, staff interacted well with questions/answers

Having a lot of workers here to explain everything

Feedback opportunity

High details on how the process works and showing initial info

Good Posters

Interactive activities, creative, engaging, Helpful guides to explain activities/stations

The optional routes to the east corridor, options for the Louise Bridge

Very helpful staff and facilities, excellent listening, knew their maps

Ability to interact and respond, good number of hosts to help prompt responses

Maps

Plans were well explained

Well organized

Creative ways of collecting info

Layout of stations, explanation of various project components

Good range of information, no problem getting to speak to someone

Options to express my views

Different locations/options on dates, knowledgeable conversations with consultants

How interactive it was

Pin - Map

The mapping exercise and the very winnipeg style ticket engagement

Novel interactive elements, pin map, social tickets

I liked the simple presentation of information and the interactive activity centres. It was also nice to ready other people's opinions on the issues

I liked the feeling like my opinion would actually be taken into consideration. Easy to understand activities and give feedback

The flow of this process

Very well organized & staff very informative

Number of issues and displays seem to account for most issues

Helpful Staff

People from transit on had to answer questions, ability to provide personal comments on all ideas

Chance for people to give an opinion before decisions have been made

Venue display, amount of staff available to field questions

The vision of rapid transit via louis bridge from downtown - kp (transcona)
I liked the "10 ticket" approach to ranking priorities and the sticky notes for posting ideas was nice
The various charts were very good. The people speaking were very knowledgeable
Presenter was very helpful, giving detailed info and options
I got to talk with actual City Planners.
Opportunity to talk with Planners to better understand the boards. Able to go at my own pace to consider information, plus to return to boards + add further input.
Maps helped define routes and potential issues.
Forthright manner of the staff in trying to answer questions and providing info.
The stimulating discussion, the thought provoking displays, the knowledgeable presenters.
Presentation of Information
Easy to grasp
Criteria exercise + additional components input.
Lots of opportunity for input.
Good venue, bilingual opportunity, many facilitators.
Encourages input (in different ways: i.e. comments, pins, tickets) staff was approachable and gave excellent answers to questions.
A clear by out of targets that this corridor hopes to improve. My ability to provide feedback.
Lots of opportunity for input.
Opportunities to provide input, lots of helpful stuff.
Opportunity to post comments-first time I've seen this.
Clean boards, helpful staff.
Interactive. Not a pass-through, I enjoyed the last station. Something anyone could answer even if they didn't live in East-Transit zone.
The people at the workshop were very informative and helpful. The posters were well thought out and I enjoyed being able to view them at my own pace.
I appreciated the importance placed on destinations the corridor should access. The city-building criteria is most important to me.
Maps
Detailed plan
The length of the workshop, the space and French services.
The varied activities which asked for our opinion on the project. The number of staff on hand to answer questions.
Translation, French Services. I liked the station where you got to use the map (with pins).

What could be improved? (Question 3)

Not sure

It seems adequate for now

a little more info on the posters regarding options that are being considered

small editing note: it's Watt Street not Ave

all looks good

language clarity, some what confusing verbage

the ability to map out ideas, and express possibly in detail ideas we may have, sticky notes are great for snippets of ideas.

A board highlighting the major places of interest along the route connecting to areas where transit is minimal now, not along an area where busses are now

Multimedia, Kiosk and website access

Is there similar presentation in the evening for those that work?

Still early, but more details would be welcome

More concrete potential proposals (I realize this is coming later)

Parking

Would like to have seen where AT paths are existing, are proposed to be better comment on connectivity

Spell Winniepegger correctly on materials

Perhaps a little too much info but otherwise awesome

I would have liked the option of reading more information on some topics. I will check out the website in hopes that more details are provided there.

It would be nice to see city officials involved. If there are good ideas on the board, keep them up so others have the opportunity to agree, disagree or expand

Basic information could have been provided, such as what issues have been uncovered so far. What problems need to be addressed

Should have had the transit master plan of 2011 more prominent, so the public can see what is planned out and where possible ideas can evolve from.

Nothing that I can think of right now

Better visibility of street names to be able to understand areas

Too many boards. Made for a too disjointed info.

More direct questions, this what we are planning, what do you think and why

Maps should have major street names so people could read them more easily

Perhaps clustering the areas to not overload the public

Very hard to write clearly with big fat felt markers

I was hoping more people in the area would attend maybe more media eg, tv, radio, papers

Video presentation with possible scenarios of options

(Good location + Venue). Wish information about these workshops had been disseminated a bit earlier. Very hard to rearrange my time with only one week's notice.

A larger map showing more of the neighbouring areas. That would make it easier to see the potential connectivity as a whole or barriers thereto.

Goals of City's master transportation plan could have been on display. Goals of one Great City transportation plan as well on display.

Nothing

City planning

French Signage - You're in St. B; add French signs instead of printout. There's lots of room in this hall. This shortcut was ill conceived.

Make it necessary for staff to explain each station. I asked the person at the last station, he did a great job.

It was a good start, looking forward to seeing the optional in the next phase.

This consultation treats this project like it is purely infrastructure rather than infrastructure and service. What matters most to riders is level or service.

More maps!

Boards should have been in French or Bilingual. Having big printouts was difficult to follow and bulky to carry.

Do you believe you had an opportunity to share your input? Please expand: (Question 4)

Filled out sticky notes and put on board

Opportunity to write further comments using sticky notes

Everyone listened and showed and explained different stations

Be honest, tell us what is up your sleeve

The map feature was good

I like lots of knowledgeable people available to answer questions

Opportunity to speak to staff, leave notes

Two way communication

The pin map allowed me to share precisely which areas are important to me

We pinned important locations and left comments on issues that are important to us

I had opinions on nearly all aspects and there were abundant resources for me to share

I think I had the opportunity, but as this council moves so slowly, will it matter what I said? This planning stage has to move faster and with more commitment, not only from ground level but from the public as well

All reps were good listeners

Ability to write out comments and talk with everyone

Liked the idea of sticky notes

Plenty of opportunities to provide input

[Public engagement team member] was patient to my discourse

Formerly (1 to 15 years ago) provided proposal for Louise Bridge relocation around Archibald to accommodate Nairn, Raleigh and Gateway and Archibald interconnection for vehicle traffic that may be viable with rapid transit extensions

Numerous people approached me and asked for my views?

When questioned about possible extensions to the routes proposed, the staff present were very helpful and well informed.

Dubious that concerns and suggestions will have much impact, very concerned that too much emphasis will be placed on the need to accommodate or avoid inconvenience to personal vehicles.

Was able to communicate that the idea of the BRT going through Point Douglas would not benefit the community and would only increase traffic through the neighbourhood. The likelihood of a transit stop being built there would be low unless it was accompanied by a master development plan that included the simultaneous building of high density residential and commercial infrastructure.

Do not destroy Louise Bridge. Use as a pedestrian walkway or bicycle path.

Staff had time for discussions.

Good use of post-it notes. Need thinner markers.

Plenty of interaction (1 on 1), sticky notes

Rushed on time though (personally)

Rapid Transit pedestrian + bike pathways (separated) + connected to different communities in an efficient manner for commuting is important to me. I think Winnipeg could improve these corridors + this would improve traffic flow (less cars more flow + less road repair costs!).

I wrote three post-it notes.

Having the ability to post sticky notes was helpful for their explanation of views and potential solutions.

Are there any additional comments or questions you would like to share? (Question 7)

Very helpful

None

I'm happy the information is adequately provided

Have a referendum on it

Well done

Possibly 2 or 3 days in this area to allow all who want to attend

Nope! You are doing a fine job! I know you will never be able to please everyone, hopefully I/we will be retired by the time this kicks in.

I favour a Point Douglas line, with line terminating at Rogeau & Crossroads and at Lagimodiere, Traffic at Regent & Lagimodiere is bad enough

Keep us informed

Well done, interested in results of station comments etc.

Areas that may be impacted by having to sell or be demolished in order to complete route. Possibility of more stations like Osborne

So much info, kind of overwhelming. Thank you for the presentation & sharing of info and for including the residents in the areas, allowing lots of opportunity for us to provide feedback

More publicity for the workshop, signage on nearby sidewalks to pull passersby into the workshop

Tickets created a measurable outcome on importance

Thank you for having this consultation. I live in the area and take the bus often, so the eastern corridor will impact me, it is nice to be asked my opinion

I will check the website for updates on how this workshop turned out. I hope our feedback will be well represented

Think long term please and do not limit this phase just to the transcona area. Go past that so future growth will occur whether in this city or outside it. This is more than just a one level govt proposal, but by all levels not only in \$\$ but in future growth for this province. Do not destroy the Louise bridge, but incorporate it into the plan

All is good for now, one last thought, once this is said and done how will the city get the people to leave their car at home and take the bus? This will be a great marketing project

Make transit more reliable and more convenient to use and more people will use it. There for increasing users. Build it and they will come

I support the idea of providing transportation/infrastructure to this area of the city. It feels like an area often overlooked

Where and how should people with walkers sit? assuming between high time periods of traffic

One way streets often not liked may have a position in this project with present two (plus main street) underpasses, other pedestrian crossing of CPR line may be possibility

Spend money on new stuff we don't have, not replacing stuff we already have. Bad ideas: Stadium, Arena.

No, TBA.

City must make some hard decisions WRT to doing what is best for City in the long term, especially environmental + cost the move to AECE of Public Transit + Active Trans. Should be viewed much the same way as seat belt legislation and no-smoking by-laws. People will resist as long as they can especially if it is easy to do so. An opportunity exists to raise money through permit fees for private vehicle operation in Downtown areas.

Abandon the Gateway/Stadacona/Louise Bridge transportation corridor.

Winnipeg wastes too much tax dollars by not doing proper consultations like this.

Good Public engagement process. Staff very helpful.

No

Thank you for this opportunity! I would like rapid transit to benefit St. Boniface to Downtown.

Analysis at potential station catchment area is critical. Look at the walk.bike stations (using realistic models that incorporate barriers)* could not read rest of paragraph*.

Not a resident of the area-just have general interest in transportation.

Yellow and red pins were to similar in purpose. I want to connect to places where I put the red pins too.

It is unfortunate that the St. Boniface highline looks to be off the table. Provencher Blvd may be a great route as long as it can receive Infrastructure dollars it looks run down and ban the heavy trucks. Provencher needs infrastructure dollars.

Provencher Blvd is the way to go!

APPENDIX

B POP UPS



EASTERN CORRIDOR STUDY PURPOSE



To find the most suitable route for rapid transit between downtown and eastern Winnipeg - a route that provides greater convenience, speed and reliability, and encourages development along the corridor that is sensitive to existing neighbourhoods.

BACKGROUND AND RATIONALE



Rapid transit and regular transit service together play important complementary roles in offering Winnipeggers a reliable, competitive, and convenient alternative to the car.



The Eastern Corridor Study will help the City reach its goals of reducing road congestion and emissions, and to build a transportation system that is capable of serving future generations.



Winnipeg is making efforts to encourage transit-supportive development along its transit network, to provide more opportunities for daily destinations to be within reach by transit, walking or cycling.

RAPID TRANSIT GOALS



Direct service: routes that are easy to understand and use.

Frequent service: buses arrive regularly, creating shorter wait times.

Fast service: buses encounter fewer interruptions, and reach higher speeds.

Reliable service: service is consistent; there are fewer delays; delays are explained.

Comfortable ride: transit vehicles, stations, stops, and shelters are designed for comfort and safety.

Easy access: many people and destinations are within walking distance of transit stops.

BRT: WHAT COULD IT LOOK LIKE?



Median Running BRT



Median Running BRT in Suburban Area



BRT Service with Extended Nighttime Hours



Enclosed BRT Station and Transfer Area



BRT with Enhanced Landscaping



Median Running BRT in City Center



Curb Running BRT
with Diamond Traffic Lane



Curb Running BRT
Adjacent to Cycling and Parking



BRT with Efficient Multiple Door Boarding

APPENDIX

C IDEA WALL INPUT DATA

Comment	Online 'Likes'
Please, Please, Please, make a central hub for all transit to connect to, so that the eastern corridor will connect to the south western corridor, it can be friendly to not just university students.	48
Must factor in how the NE corridor ties into the SW corridor. Put a bridge over Main St, run the SW corridor to Union, then NE adjacent to CN tracks though north St B. Can't connect if you go Point D.	18
Integrate planning with SWT.	
Direct alignment to areas where passengers are now (more dense areas).	
Make sure there are good feeder bus routes to the new BRT line.	
RT is most effective when it services densest already existing residential populations, and as a spur for the development of increased density.	21
Rapid transit should be located near present and future high density sites such as in the revitalization area of Point Douglas. This area is so close to downtown and needs to be revitalized.	21
Rapid transit through Point Douglas as that area has potential for future residential development unlike industrial St. B. Have a park and ride location in Transcona (like they do in Ottawa).	22
With the area west of Archibald already having interest for commercial and residential development and it resting between two of the routes would be a great place for a station and density development	15
Transit hub at Human Scale (mixed use)	
Good urban design for corridor the entire way not just at stations.	
I want a more direct routes to St Boniface Hospital, the forks, parks, community areas by 1 bus, not 2-3 transfers.	25
I near KP, but work across town in St James. Taking the bus is slow because downtown gets so clogged. Any rapid transit plan needs to help riders get through downtown quickly.	19
How do we address bus congestion Downtown?	
Downtown is dead. Needs help - not much to see after 1 or 2 visits.	

This will make it easier to get Downtown.	
What about using electric buses exclusively on this rapid transit corridor?	24
Don't destroy Parker Wetlands to build rapid transit. Rapid transit YES. But destruction of Parker Wetlands, a resounding NO.	27
If you destroy an old growth forest like Parker Wetlands to build rapid transit, you are missing the point about saving our environment. It's like scooping out your eyeballs to protect your eye site.	26
Don't want to see this in East Exchange area, but need to see AT built into it.	
Reduced fee for low income. Free-bus-ride to homeless shelters.	
Prohibit commercial business from taking profit from Transit products. Drop full fare to \$2.00	
Maintain a pecranent fare for buses.	
Hope the route will be direct and provide true "rapid transit" using best practices for BRT, like paying fares before boarding to reduce delay.	45
Get Elon Musk's "Boring Company" to dig tunnels under the downtown for rapid transit.	13
How about grade separation underground thru downtown rather than on Main? If we build other routes of RT one day, then the cost would be spread amongst multiple routes, because they could use it too.	15
Yes, grade-separated! Create an unbroken, dedicated path from the cyclist crossing at LaVerendrye-Mission to Transcona Trail. Stay away from Regent Ave. Upgrade residential bus shelters with heat!	31
This should be grade separated using the St. Boniface route. Should not be on street at all through any Regent Ave areas. Only grade separated. DO NOT GO INTO WAL-MART PARKING LOT!	30
End Homelessness Winnipeg strongly recommends the integration of affordable housing as an opportunity to address homelessness, and foster inclusion and accessibility for this population.	24
if you took the Point Douglas route to place the transit route on, affordable housing option can be developed in the currently underdeveloped higgins/pt. douglas area	17

I think affordable housing should be a key consideration for the EBRT. It's a prime opportunity for the city to include it, with the potential to develop underutilize lands and the transit line ideal.	23
If this was an LRT, it would not have to stop when it goes through an intersection outside of the downtown, so it should be designed like that here = signals allow buses through without stopping	28
Expected level of service (including bus headways during rush hour, daytimes, evenings and weekends) must be communicated in the initial and all subsequent planning reports.	28
Adopt a light pollution policy for RT plans. Consider LED colour temp. Love the modern metal lighting by the SW RT stations; lose the faux fibreglass Victoriana by Winsmart Path and Bohemier Trail.	13
Take old bridge, put it on display at eng. School. Don't just scrap it the way other interesting infrastructure has been scrapped!	
Louise Bridge should be for light traffic and cyclists.	
Louise Bridge needs 4 lanes. Separated bike lane too.	
incorporate transit onto Louise Bridge.	
Plan the route for future LRT. I suspect a much higher ridership if we had LRT rather than BRT. But it will be costly of course.	25
Allow to be upgraded to LRT when ridership demands.	
Prefert LRT and should go along rail beds.	
Would prefer LRT.	
No more diesel, go electric!	
FIX THE STREETS AND STOP SALTING. Forget this project until all the broken streets in Winnipeg have been repaired, and a system to keep them in good repair is developed.	15
FIX THE ROADS, STOP SALTING IN THE WINTER. We are not Toronto.	14
COST, COST, COST CAN WE AFFORD THIS WHEN THE ROADS NEED FIXING.	16
The east, north, south and west are already connected. The use of the money is a slap in to manitobans and winnipeggers. Front line services are being cut!	13

Just moved to Transcona from West Portage Ave - a regular transit user - both the 46 & 47 buses Transcona / Kildare are not busy. The 11, 21 & 22 were always busy - standing room only.	14
Need to ensure ridership warrents this project.	
Corridor plans must prioritize integration into existing residential and commercial neighbourhoods.	23
Should have Park n Ride at KP.	
Park & Ride at Casino?	
Ensure affordable parking is incorporated along the corridor especially close to stations.	
Every new road or redevelopment of a road should include a bike path.	
Bike trail from Transcona to Downtown.	
Bike trail from Transcona to Downtown.	
Louise Bridge - Make sure there is a bike path as part of the design.	
Utilize wide boulevards for bike lanes.	
Where would the bike paths go for cyclists?	
Ensure cycling infrastructure is integrated with a grade separation from vehicle traffic, but built for commuting - not part of 'recreational' network.	39
Would love to see implementation with the Transcona trail pedestrian and bicycle paths. Specifically the new development area on plessis at transcona boulevard.	18
Rapid transit should always be designed in tandem with physically separated bike lane development. Physically separated bike lanes are cheaper to build.	26
Every single bus should have the capability to carry bicycles on board. Bus + Bike = integrated transportation network / synergy for transportation options for people.	27
Four seasons physically separated bike lanes, which are groomed in winter, are cheaper to build and to maintain than rapid transit. [link provided]	23
Don't plan or build any rapid transit line, until you have fully coalesced with Bike Winnipeg, Wpg Trails Association, and BikeWalkRoll.org and given each of these groups seats at the planning table.	25

Rule #1 in rapid transit planning. 1st ask: "How do we use this transit line to supplement and connect a network of physically separated bike lanes, so that active transportation becomes effortless"	25
Everyone on this planning committee should wear shirts that say "What would [Name redacted] do?" Then they should call [Name redacted] sit him in the middle of a circle and ask him what he'd do	23
The bike trails need to be extended from where it now ends at Costco to continue along the rail line behind Walmart and to St Boniface, also connect to cemetery, south tcona, and kilcona park	16
Integrated cycling corridor.	
Preserve the current Louise Bridge for AT.	
Preserve Louise Bridge for future pedestrian and cycling use only.	
Must implement bicycle path from Transcona to Downtown.	
Need to see this implemented soon and must include cycling into Downtown.	
Bike racks on every bus.	
Secure bike parknig at every station.	
The key elements I would like to see in a useful route include integrating separate bike lanes and there must be rapid transit interchanges connecting the routes with each other.	24
Commuter like routes should be very direct.	
Transit should support attendance at sporting events and concerts.	
Make sure its actually rapid.	
Need dedicated Corridor. Need to be Rapid.	
This Stadacona extension, if it increases traffic a lot through Point Douglas, seems like a bad idea that won't improve South Point Douglas. Let that traffic use other routes!!!	13
Single most important piece of the eastern corridor is its connectivity with Point Douglas. With the East Exchange growing to the north, running the corridor through P. Douglas will create TOD there.	22
We see a strong link through Point Douglas along the rail right of way either north or south side but station access to either side of the tracks. Pedestrian / cycle access only over Louis bridge.	17

If Point Douglas route is chosen, must be designed not to further bisect that neighbourhood that has already been hugely impacted by Disraeli and rail line.	
Like to see high resident infrastructure in Point Douglas and a station.	
With frequently used rail crossing, two crosswalks, five traffic signals and schools, day cares, and senior homes within blocks of both sides of Provencher, Provencher would be an impractical route.	21
Change the route of the 47. Go down Provencher instead of the Higgins area. I want one bus to get from residential Transcona to St. Boniface, The Forks, and Downtown.	21
If corridor goes down Provencher remove Provencher as a truck route.	
Provencher would be a poor alternative. D/T railway crossing, impact on local businesses, destruction of greenery.	
If corridor is aligned down Provencher speed limit should be reduced.	
Not down Provencher. 1 - Too many train crossing, 2 - Impact on lanes or impact on blvd.	
Provencher is not well served by transit and Eastern Corridor would help.	
Rapid transit down provencher along mission train tracks straight up to plessis or wayota. Stations at Archibald, Lagimodiere, Plessis. Add footpath from point Douglas to st Boniface.	21
Ask the bus drivers for insite on the future route.	
Utilize CN tracks to connect Downtown to Transcona.	
If only building 1 Eastern RT route from downtown, then best route is along rail line in St. Boniface, as it lets you branch off in all directions at Archibald, reaching the most eastern residents.	20
rent the railway tracks that go through all parts of the city and run passenger service on them. Then take the money allocated for BRT and use it to re-route rail lines around the outside of the city	17
Should move rail lines/yards outside of the City + their footprint.	
Priority #1 should be moving the rail outside the City and using the infrastructure for rapid transit.	

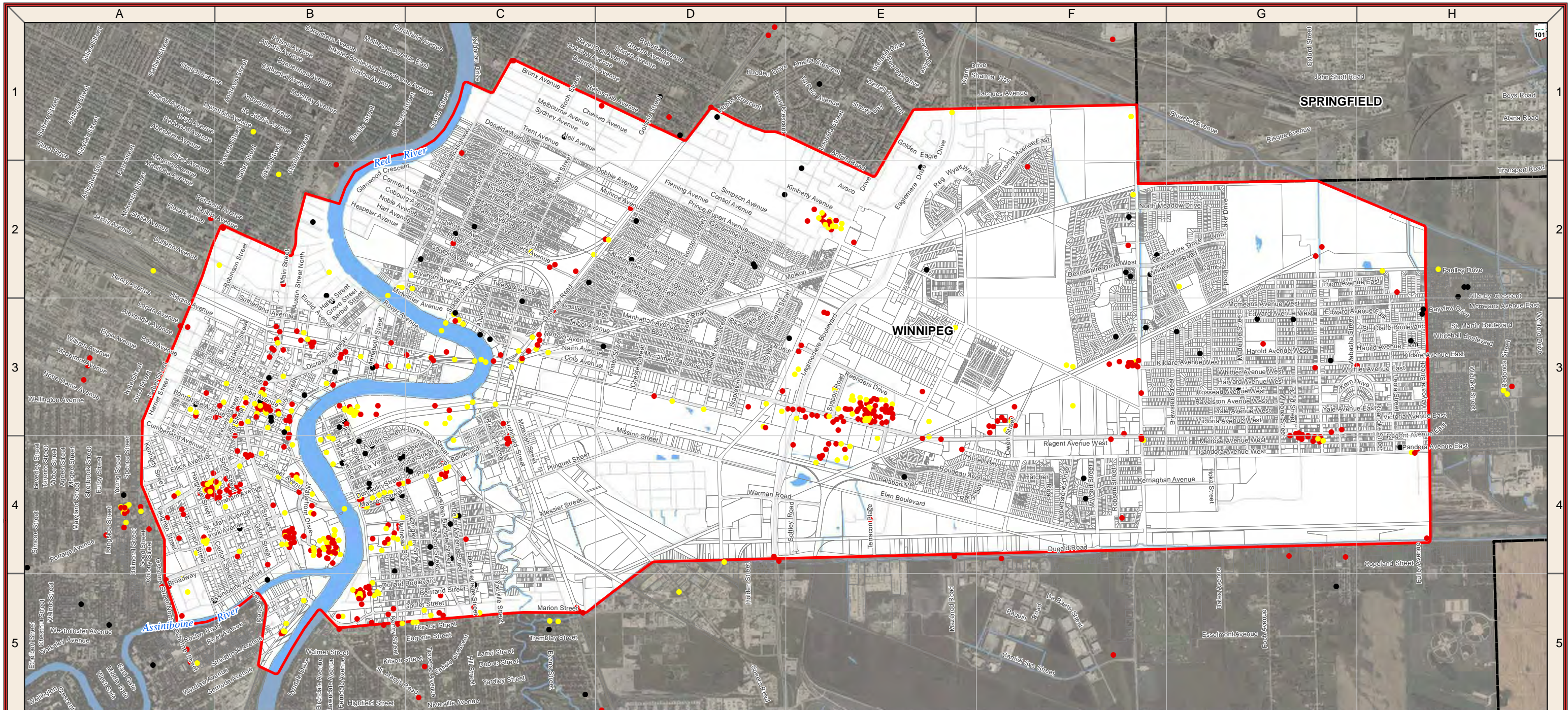
With the Louise bridge replacement would be good to couple this together (east on Higgins over red & CP Emerson). Need to address bottleneck at Regent and Lag. Grade separated to all rail crossings.	24
The City of Wpg should require all new development of neighborhoods to be build in a grid pattern (no cul-de sacs). Grid street patterns are what make walkable cities. New York City is build this way	25
Put Transit Corridor adjacent to Transcona. Trail and Route near Perimeter.	
I hope this route gets broken down in three and is every 10-20 minutes like the 11 or else it will be a pretty long bus ride, I can also picture it being packed more then half the time.	15
I hope the BRT route reconnects with regular traffic past Kildonan Place. Would seem counter-productive to connect it before the bottleneck at Regent and Lagimodiere.	22
Best option is through St.Boniface. allows for a station at Fort Gibraltar (Festival Du Voyageur) relocate KP Transit loop behind Canadian Tire with a ped overpass. do not use Walmart parking lot	36
Use Whitter Park and follow road lines to Louise Bridge then use Raliegh/Gateway to go North + Mission to go East.	
Make sure routes in area are left as it if they are ok- don't change them just for the sake of change.	
Slow down buckaroo! Shed/garage/car break-ins have already significantly increased in Point Hebert due to new housing. A footbridge will create unwanted pedestrians at night, unless the bridge is gated closed at night.	
Express buses that do not stop before or after Plessis until they get downtown is crucial. Like how Portagehas the #22 Portage Express. It helps people living near the perimeter to get to work quicker	23
Terminals to be at Kildare.	
Minimize stops but need station at KP.	
Minimize the number of stops e.g. No stop at Casino and KP - Stop should be at KP.	
Main S stop for the Corridor	
No stops between Downtown and Archibald to make it rapid.	
Have terminals at KP and not entered into Transcona.	

I love the idea of the eastern line running to the train station/forks area (not further north on main). The forks is a meeting place and great location for multiple rapid transit lines to meet up.	28
They should fix the heat situation in the Osborne station so they are not wasting money trying to heat up the outdoors [build bus shelters, put the heat inside]	22
Move Rupert Station more human scale.	
Would like to see vending style library implemented at stations.	
Stations should have sheltered bike racks.	
More bus shelters.	
Why did study area stop before the perimeter?	
Having a direct line from Transcona to the Forks would be so useful as there's no way to get there quickly now. It takes over an hour which means most people drive, which causes so much congestion	31
What can be done to encourage more employment to be located near these transit stations?	16
Where Transit Oriented Dev is expected, the city must negotiate with landowners and place caveats requiring TOD meet the city's definition. http://www.winnipeg.ca/ppd/planning/TOD/pdf/Handbook.pdf pg6	2
There is no room for rapid transit. Traffic is thick down there already.	18
Need to address "bottleneck" at Regent and Lag.	
If bus-only lanes are used on streets, they must operate in such a way that BRT is prioritized over regular traffic. This will be tough to do politically!	32
Service roads to help move traffic around crossroads (less intersections) shopping centre.	
Cloverleaf at 59 + Regent.	
Dedicated route..	
Build underground and avoid traffic lights.	
A Winnipegger has come up with an excellent plan to improve Wpg Transit that is worthwhile implementing on a trial basis. [link provided]	18

Words to live by: "We're not in the transportation business, we're in the business of building a resilient community." ~ Jack Lettiere, on his vast experience in transportation system integration.	26
Jack Lettiere was Commissioner of the New Jersey Department of Transportation & President of the American Association of State Highway and Transportation.	19
The head of Baltimore's transit system said: "When you do transit right, you can make someone's day. When you do it wrong, you can ruin their day, or more, you can cost them their job."	25

APPENDIX

D MAPPING INPUT DATA



Legend

Workshop Pin Categories

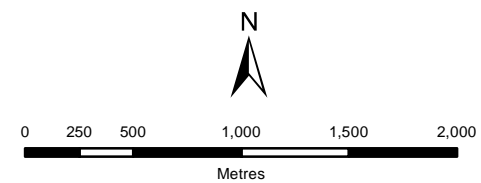
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- Places to Connect (Red Pins)
- Locations of Other Things That Are Important (Yellow/Orange Pins)
- ▭ Study Area
- ▭ Assessment Parcels
- ▭ Rural Municipality

Land Base

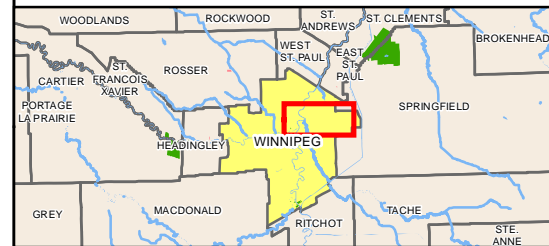
Road Type

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

Notes:



DRAFT: For Discussion Purposes Only

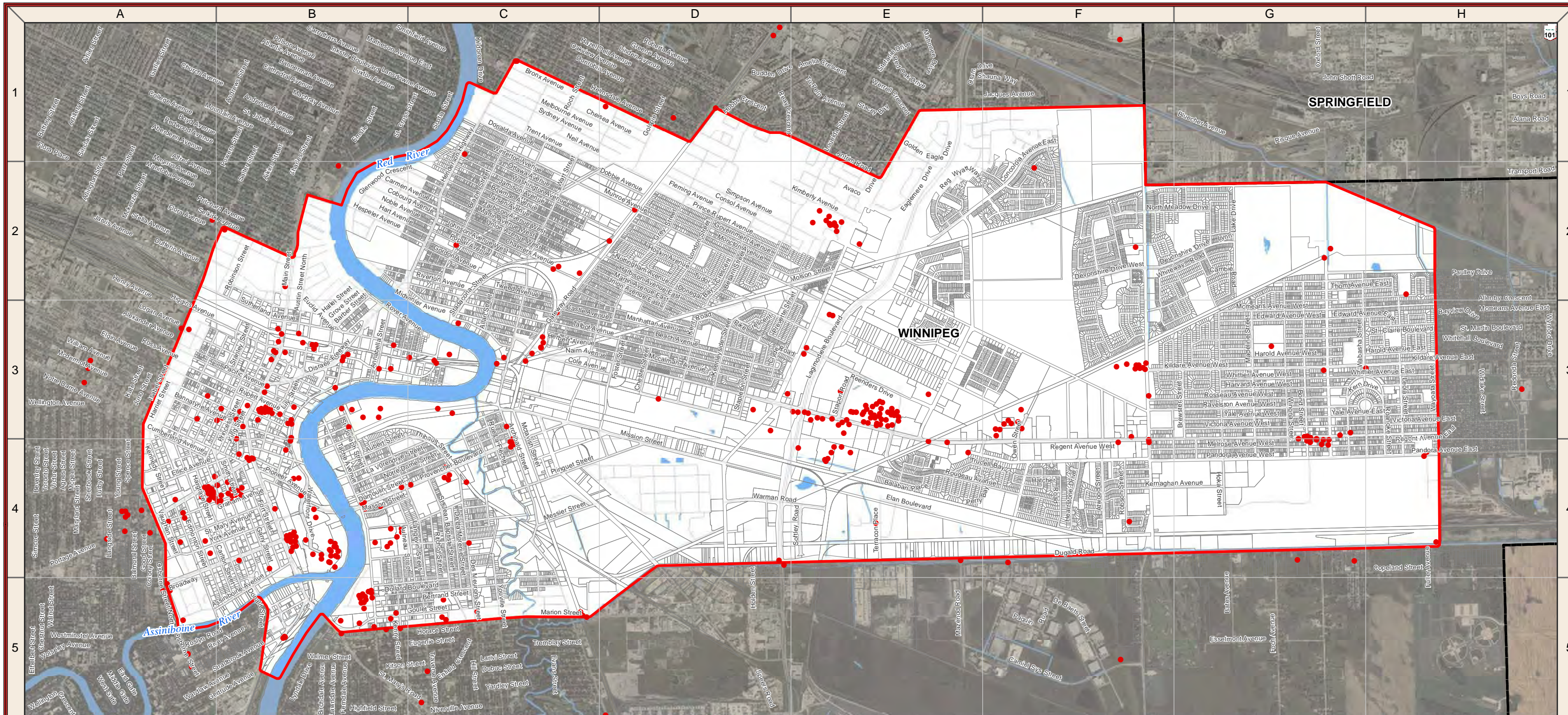


Eastern Corridor Study

Drop-in Workshops - 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

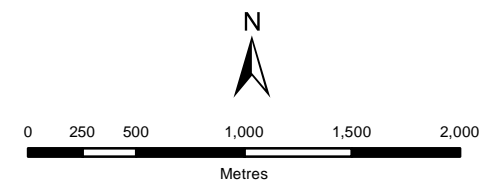
- Places to Connect (Red Pins)
- Study Area
- Assessment Parcels
- Rural Municipality

Land Base

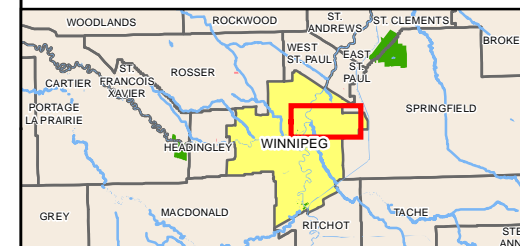
Road Type

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

Notes:



DRAFT: For Discussion Purposes Only

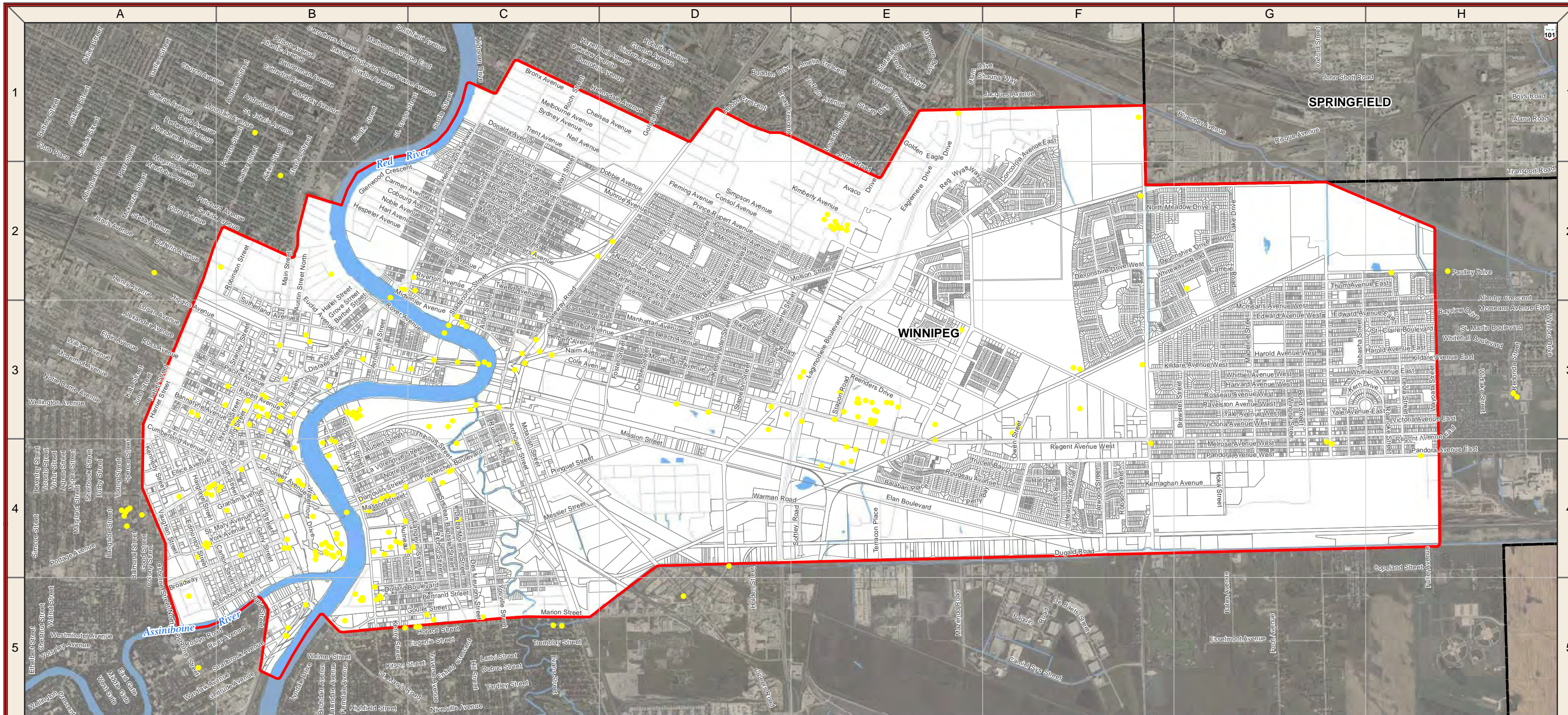


Eastern Corridor Study

Drop-in Workshops - Places to Connect

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Legend

Workshop Pin Categories

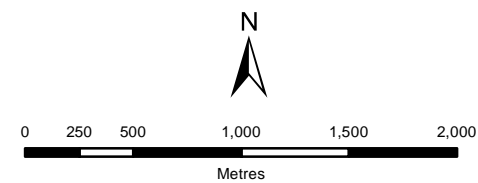
- Locations of Other Things That Are Important (Yellow/Orange Pins)
- Study Area
- Assessment Parcels
- Rural Municipality

Land Base

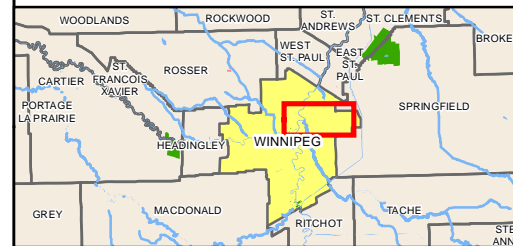
Road Type

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

Notes:



DRAFT: For Discussion Purposes Only

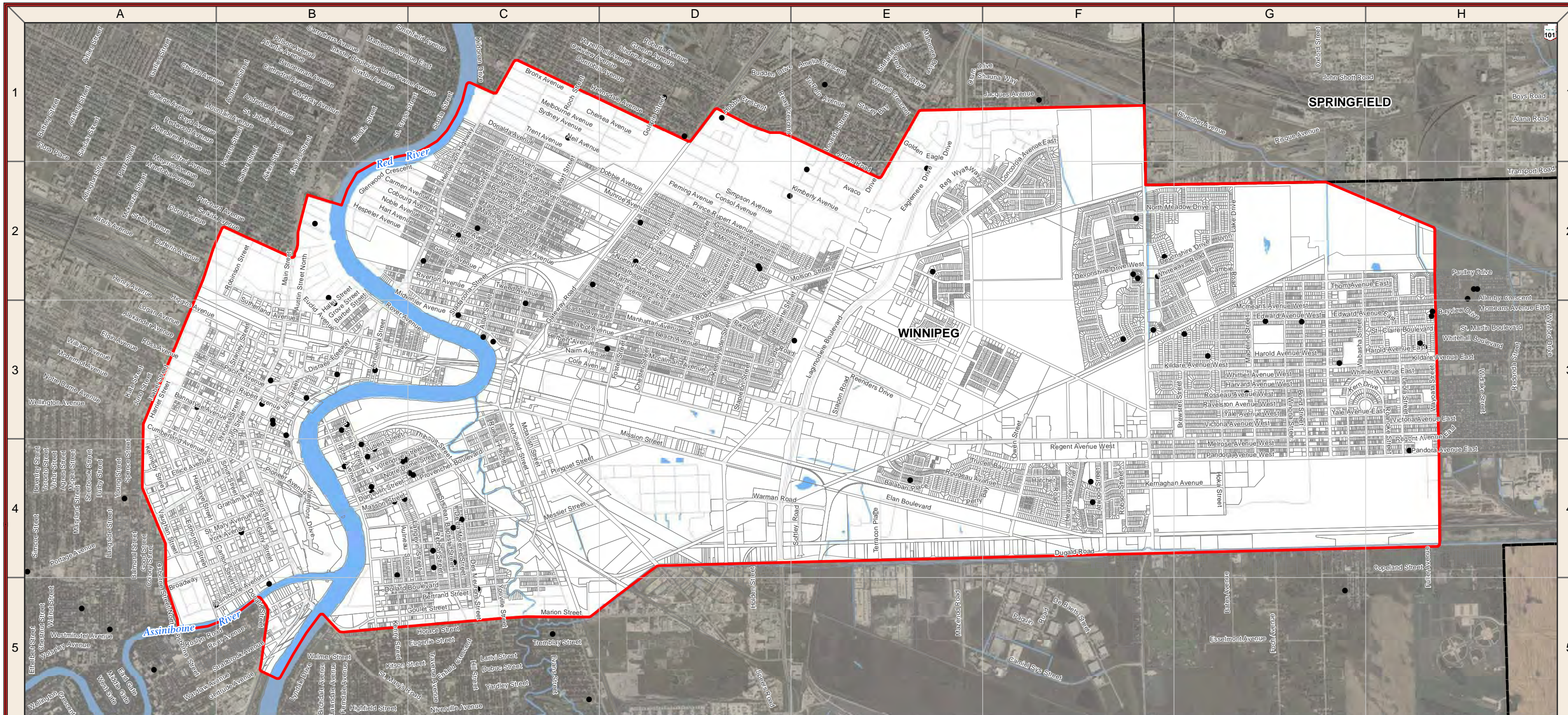


Eastern Corridor Study

Drop-in Workshops - Locations of Other Things That Are Important

Coordinate System: NAD 83, UTM Zone 14 N
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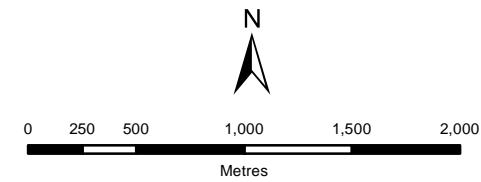




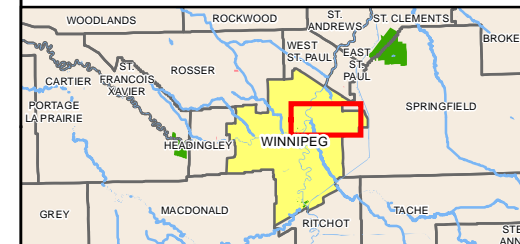
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- Workshop Pin Categories
- Where I Live (White Pins)
 - ▭ Study Area
 - ▭ Assessment Parcels
 - ▭ Rural Municipality

- Land Base**
- Road Type
- Provincial Trunk Highway
 - Provincial Road / Local Street
 - Water

Notes:



DRAFT: For Discussion Purposes Only

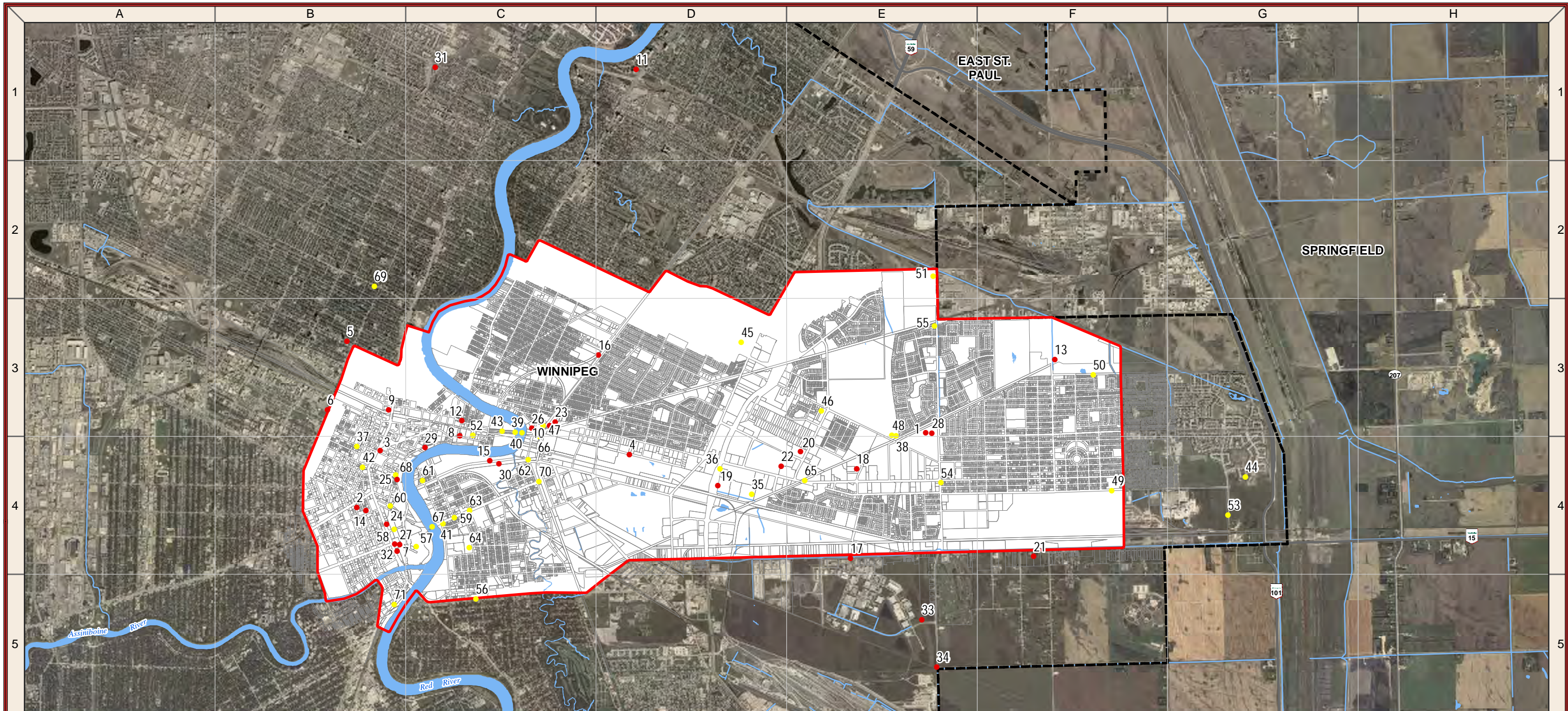


Eastern Corridor Study

Drop-in Workshops - Where I Live

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

Workshop Pin Categories

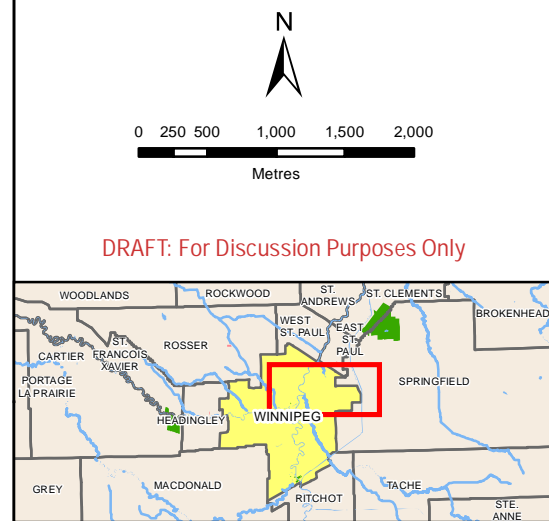
- Where I Live (White Pins)
- Places to Connect (Red Pins)
- Locations of Other Things That Are Important (Yellow/Orange Pins)

- ▭ Study Area
- ▭ Assessment Parcels
- ▭ Rural Municipality

Land Base

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

Notes:



Eastern Corridor Study

Drop-in Workshops - Comments

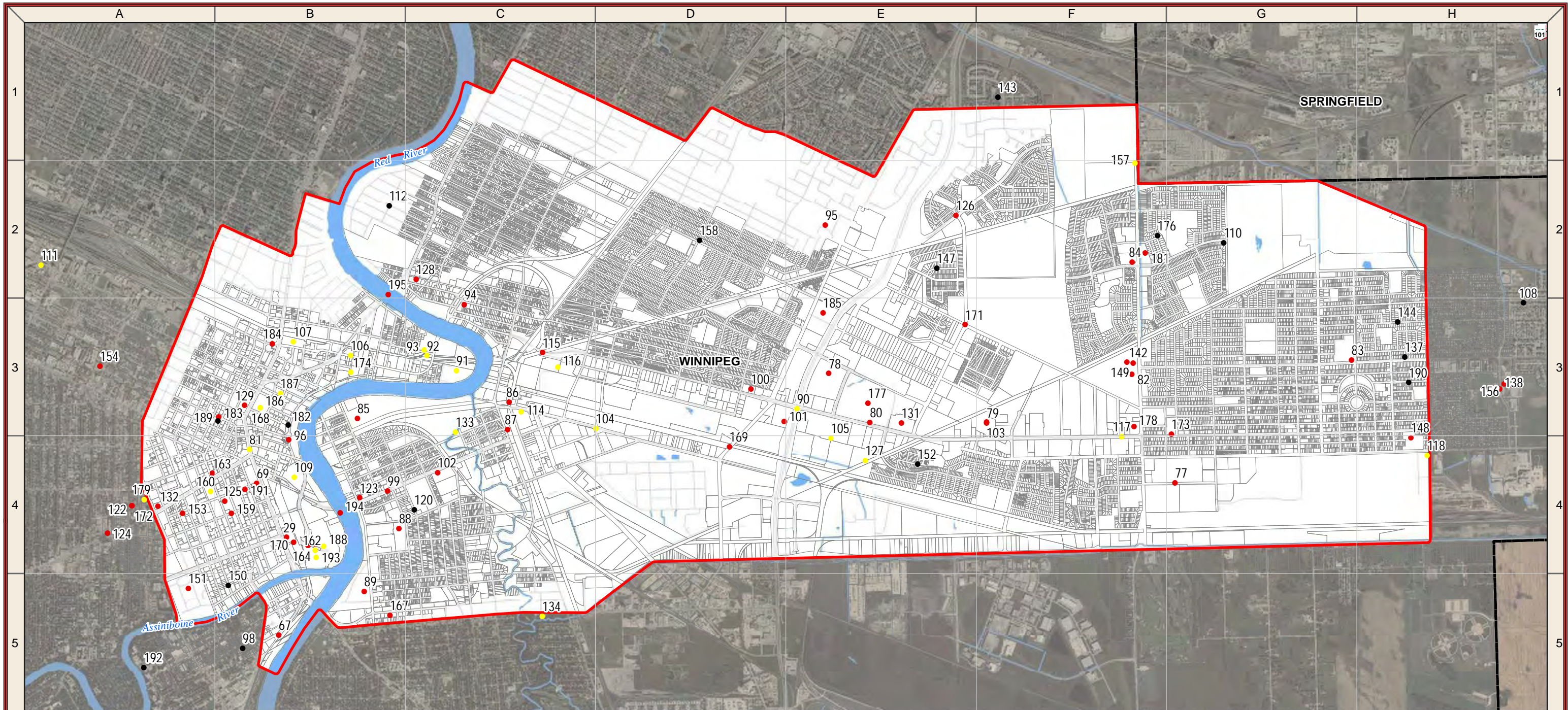
Coordinate System: NAD 83, UTM Zone 14 N
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Pin Number	Comment	Event Date	Event Location
1	Put Rapid Transit Station in City yards.	15 May 2017	Oxford Heights Community Centre
2	Buses need to run express close to Downtown so that it is truly "Rapid Transit".	15 May 2017	Oxford Heights Community Centre
3	Moving Rupert St Transit Hub (no longer industrial area) needs to be human scale.	16 May 2017	Centennial Concert Hall
4	Corridor using "this street" as an option.	16 May 2017	Centennial Concert Hall
5	Education merchants hotel.	16 May 2017	Centennial Concert Hall
6	HSC - Lower income.	16 May 2017	Centennial Concert Hall
7	Union station should be main hub to start the route.	16 May 2017	Elmwood High School
8	No comment submitted	16 May 2017	Elmwood High School
9	No comment submitted	16 May 2017	Elmwood High School
10	No comment submitted	16 May 2017	Elmwood High School
11	Seniors housing.	16 May 2017	Elmwood High School
12	No comment submitted	16 May 2017	Elmwood High School
13	Park + Ride.	16 May 2017	Elmwood High School
14	Connect Osborne through Downtown.	16 May 2017	Elmwood High School
15	Whether park could provide more in Full housing if transit/cycling added.	16 May 2017	Elmwood High School
16	Station at Stadacona extension.	16 May 2017	Elmwood High School
17	Limited access to services.	16 May 2017	Elmwood High School
18	Park + Ride.	16 May 2017	Elmwood High School
19	Access to 59 from Kildonan crossing.	16 May 2017	Elmwood High School
20	Peguis + Reenders another station to connect people to various areas of the City.	16 May 2017	Elmwood High School
21	Infill opportunity in South Transcona.	16 May 2017	Elmwood High School
22	Park + Ride.	16 May 2017	Elmwood High School
23	Nairn + Watt could provide interchange to go East to Transcona or North to North Kildonan.	16 May 2017	Elmwood High School
24	Create a moving sidewalk (airport-style) connection between graham and transitway (for peds). Avoids need for complicated bus infrastructure?	17 May 2017	East Elmwood Community Centre
25	Close off Waterfront drive to auto traffic, run transit along it- would benefit existing recent development also avoids Main congestion.	17 May 2017	East Elmwood Community Centre
26	Portential location for a station and a mixed us residential development.	17 May 2017	Notre Dame Recreational Centre
27	Union station seems logical to provide quick access to U of M and south end of City.	17 May 2017	Notre Dame Recreational Centre
28	New Winnipeg public library would be an important connection.	17 May 2017	Notre Dame Recreational Centre
29	I love the idea of a high frequency stop here with a pedestrian bridge to provide access to the Festival du Voyager site without being in Whitter Park.	17 May 2017	Notre Dame Recreational Centre
30	Important trail network along rail lines needs to be preserved.	17 May 2017	Notre Dame Recreational Centre
31	Service to Seven Oaks Hospital from south PT Douglas area.	18 May 2017	Neeginan Centre
32	Redevelop union station as Transit hub.	16 May 2017	Cetennial Concert Hall
33	Manitoba Housing.	16 May 2017	Cenennial Concert Hall
34	Transit Garage Plessis between Symington and Mazonod.	15 May 2017	Oxford Heights Community Centre
35	Ensure stations are accessible in numerous direction and neighbourhoods with easy transfers.	15 May 2017	Oxford Heights Community Centre
36	Do not terminate line at Lagimodere; traffic is bad to begin with.	15 May 2017	Oxford Heights Community Centre

37	That is where I work (want to cycle there).	15 May 2017	Oxford Heights Community Centre
38	Direct bike paths for commuting.	15 May 2017	Oxford Heights Community Centre
39	Keep Louise Bridge - Historical Site.	16 May 2017	Centennial Concert Hall
40	Ensure that route implements/incorporates good cycling infrastructure.	16 May 2017	Centennial Concert Hall
41	If route travels down Provencher- it should run in the centre.	16 May 2017	Centennial Concert Hall
42	Be sensitive to Exchange District. Stick to major routes. Use existing bridges/trucks.	16 May 2017	Centennial Concert Hall
43	Louise Bridge crossing here + potential station (redev. site).	16 May 2017	Elmwood High School
44	Longterm vision needs to be done. As this City is limited in growth, residential or commercial, whatever is designed has to have the provision that further expansion can be done. If it is to Oakbank, Selkirk etc... than plan for it. Now + not when needed. Don't limit the dream for this City.	16 May 2017	Elmwood High School
45	Hospital use/visits may change short-term.	16 May 2017	Elmwood High School
46	Childrens Cemetary.	16 May 2017	Elmwood High School
47	Junction between multiple future BRT lines (3) + major station.	16 May 2017	Elmwood High School
48	Extend cycling connection past Costco to Forks.	17 May 2017	East Elmwood Community Centre
49	Trucks still using Pandora. Need better truck protocol/standard in residential areas.	17 May 2017	East Elmwood Community Centre
50	Need better direct cycling connection to Chief Peguis and Gateway.	17 May 2017	East Elmwood Community Centre
51	Major barrier for cycling.	17 May 2017	East Elmwood Community Centre
52	Development opportunity (PT. Douglas).	17 May 2017	East Elmwood Community Centre
53	Ravenhurst underutilized could be better connection to Dugald.	17 May 2017	East Elmwood Community Centre
54	No "front door" to Transcona.	17 May 2017	East Elmwood Community Centre
55	Dangerous cycling on Plessis. Doesn't feel safe.	17 May 2017	East Elmwood Community Centre
56	Remove parkins space on Kenny before parking entrance on access St. Boniface to leave room for DART bus to let passengers out safely.	17 May 2017	Notre Dame Recreational Centre
57	Protect Forks area connection at Union Station is ideal.	17 May 2017	Notre Dame Recreational Centre
58	Better lights would make this area a bit more pedestrian friendly at night and decrease congestion in the Exchange (parking).	17 May 2017	Notre Dame Recreational Centre
59	Protect trees on Provencher.	17 May 2017	Notre Dame Recreational Centre
60	Better lights would make this area a bit more pedestrian friendly at night and decrease congestion in the Exchange (parking).	17 May 2017	Notre Dame Recreational Centre
61	If condos go up at this location it could make sense to create a hub/station to facilitate (sober) access to events/Festivals/outdoor activities (in conjunction with a line through Whitter).	17 May 2017	Notre Dame Recreational Centre
62	Connecting the bike network South to St. Boniface is critical + Windsor Park + path to NPG.	17 May 2017	Notre Dame Recreational Centre
63	I like the idea of using Provencher Boulevard as a multi-modal corridor. There's a lot of potential for improving Provencher.	17 May 2017	Notre Dame Recreational Centre
64	A bus route that connects all of North St. B from the river to the North, to the West then to Marion. Route 10 + 56 don't meet our needs!	17 May 2017	Notre Dame Recreational Centre
65	Ensure that the bike networks addition connect into Transcona Trails.	17 May 2017	Notre Dame Recreational Centre
66	Need better connectivity for ped/cyclists from St. B to Raleigh Gateway Greenway. Archibald - Nairn is a death trap!	17 May 2017	Notre Dame Recreational Centre

67		Need to talk to trucking association to reroute traffic off Provencher if that gets used for RT.	18 May 2017	Neeginan Centre
68		If you use Waterfront, do something with shortcutter traffic avoiding Main.	18 May 2017	Neeginan Centre
69		Limited transit service. Challenge to get to services, health facilities.	18 May 2017	Neeginan Centre
70		Is there a secret conspriacy to build a road east through the grain elevator site?	18 May 2017	Neeginan Centre
71		Harkness station crossing is not bicycle friendly. All street crossings S/B bicycle friendly.	17 May 2017	Notre Dame Recreational Centre
no pin		Concern with accessing route- walking distance from home.	16 May 2017	Centennial Concert Hall
no pin		Park and Ride for commuters living in Ex-Urban communities East of Winnipeg?	17 May 2017	Notre Dame Recreational Centre
no pin		Preservation of Exchange Distric, Whittier Park, Provencher, Waterfront Drive.	17 May 2017	Notre Dame Recreational Centre



Legend

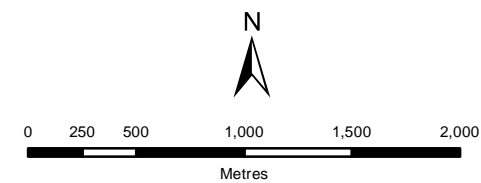
Workshop Pin Categories

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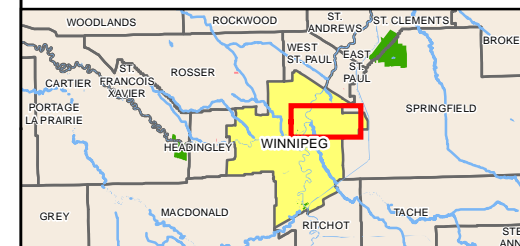
Land Base

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

Notes:



DRAFT: For Discussion Purposes Only



Eastern Corridor Study

Online - Pins

Coordinate System: NAD 83, UTM Zone 14 N
 Data Source: City of Winnipeg, MLI, NRCAN, WSP
 Date Created: February 28, 2017
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Pin Number	Comment
29	Union Station - Identified transit location
67	Harkness Station - Identified transit location
69	Graham Transit Mall - Identified transit location
77	New Flyer (bus factory) - A lot of employees here, potential transit users?
78	Tax Centre - A lot of people work here, I think I have even seen special shuttle buses in the past taking workers here. Could be a source of riders.
79	Rear of Casino - Behind the Casino is a parking lot that might be a good place for a station, but across the tracks from it, they just built this big parking garage. So maybe not great for walkability
80	Kildonan Place Bus Terminal - This is an important bus terminal in the area, lots of Winnipeg Transit routes go to this location, so it would be good for the rapid transit to connect to it.
82	Park City Commons - future multiuse site
83	Transcona Outdoor Aquatics Park - New aquatics park
84	Kildonan Green Shopping - Commercial area
85	Festival du Voyageur - Festival du Voyageur location and Whittier Park
86	Future Rapid Transit Station & Major Transit Hub - Leaving Union Station and travelling through St. Boniface to arrive at this major RT station, hub & TOD darling, you can continue on rapid transit lines going: - Northeast along Raleigh/Gateway, or - East to Kildonan Place & Transcona, or - Southeast t
87	Central Grain Site - Now that this grain elevator is being torn down, maybe the site could be redeveloped into a BRT station and/or something else useful to the area?
88	Universit7 de Saint-Boniface - French language University in St. Boniface with approximately 1250 regular students. Limited transit service in this area right now.
89	St. Boniface Hospital - Hospitals like this have a lot of staff and visitors. Most people drive, but they don't like to pay for parking and they also sometimes park on residential streets. If transit service was improved, maybe they would take advantage of it?
94	Talbot and Stadacona - There are a lot of apartments (some big buildings and some smaller ones) in this area, maybe it would make sense to have a transit station on the rapid transit here.
95	Concordia Hospital - Concordia Hospital -- lots of people (staff, visitors, patients) have to drive to the hospital, but they don't like paying for parking. Maybe better bus service would be useful for the hospital here.
96	waterfront drive - If you went along Waterfront, you could serve all the new development here, lots of people and it could help businesses do better. Also the park and also it would avoid the congestion on Main and all those traffic lights. Could still walk to the rest o

99	Provencher - I would rather have BRT buses on Provencher than all these trucks?
100	Chateau Lanes - Weekly Destination for hundreds of people
101	GoodLife Fitness - A destination for Downtown, St B, and Transcona people. People who normally go to the downtown goodlife need to go to the Regent one (next closest) for late nights and Sundays.
102	CCFM / 340 Provencher - Workplace for many, and entertainment destination for many as well. Theatre, Socials, Stellas, Concerts, Improv.
103	Transcona Trail - Active Transportation for the new corridor needs to connect to the Transcona Trail which in turn connects to the floodway path.
113	The Forks - A near impossible location to access via transit
115	Nairn Overpass - Major existing piece of roadway in area, local landmark. Maybe BRT could go on it?
122	University of Winnipeg
123	Public Library - Great community library & meeting place!
124	Richardson College for the Environment - U Winnipeg: Richardson College for the Environment
125	Millennium Library - Great community library & meeting place!
126	Intersection - Traffic at the Concordia Ave E. and Peguis ST. intersection has increased dramatically due to the new developments recently built in the area and those still being built along Peguis St. This intersection has become a major intersection as well as being
128	Mennonite Brethren Collegiate Institute - Independent middle/secondary school near Marconi Walkway area. Suggest connecting it to walking and cycling corridors.
129	City Hall - It would be neat if City Hall had a station maybe.
131	Kildonan Place park and ride - Kildonan Place park and ride
132	Investors Group
135	Via Rail Station/The Forks - The Forks is a key destination for people from all parts of Winnipeg as well as tourists. An effort should be made to integrate it into the Rapid Transit network. Perhaps the Via Rail station could become a key hub for rapid transit to all parts of the c
138	high schools
142	Future Transcona Library - The new library will be a major community hub for Transcona.
145	Forks
148	east end community centre
149	Transcona Library
151	Legislature
153	Graham Mall
154	Health Sciences Centre
155	Airport

156		Murdoch MacKay Collegiate - Winnipeg's eastern-most high school.
159		Work - This is where I work.
163		Mountain Equipment Co-op and Eco Centre - Mountain Equipment Co-op has almost no parking, yet is a busy store that offers outdoor gear and courses available to the public in a co-operative model. This is a Winnipeg standard and an anchor store downtown!
164		The Forks - The Forks, while tucked away, is a key location in Winnipeg! It hosts festivals, cultural ceremonies, thousands of tourists, restaurants, shopping, play, and recreational opportunities.
167		Access St Boniface
169		Mission Road / Panet Road - Panet and Mission might be a good set of roads to run rapid transit along, it is a good "short cut" to avoid delay on Regent. But not much development or jobs or residents on Mission. And you wouldn't want to get stuck waiting for a train on Panet.
170		Tunnel under Union Station tracks - Ok, what if you had the station for the BRT in this tunnel between Main and the Forks? If you made it really nice, it would look at lot better. Then you could run BRT through the Forks to connect to that and the new development planned on the parking lots.
171		Apartments along Peguis - There are a lot of apartment buildings going up in this area, maybe they would be dense enough that a station here would be worthwhile?
172		U of W
173		Regent Park Shopping Centre
177		Kildonan Place Mall - Already a major transit hub.
178		Regent @ Plessis
180		Current Address - It would be great to be able to easily connect with a route going to or near to my parents' house in Lakeside Meadows (also pinned).
181		Plessis @ Devonshire - Lakeside Meadows has been greatly underserved by transit for quite some time. Development and demand for flexible public transit has increased rapidly in the past 5 years, and will only continue to grow.
183		The Exchange - The Exchange is a great destination for people looking for shopping, restaurants, bars, entertainment etc
184		Point Douglas
185		Rona
191		work
194		Esplanade Riel
195		Disraeli Pedestrian Bridge
81		Northbound Main, north of Portage - This segment of Main is very busy with traffic at rush hour.. Can Rapid Transit be fit into the roadway without making traffic worse?

90	Lag & Regent - This intersection is always a slow place at rush hour; sometimes you have to wait multiple lights if you are making a left turn. Also people have accidents here a lot. Also it is a bad place to try and cross the street if you are a slow walker or have
91	Site to be fixed up - This place is a big mess but maybe could be converted into something better? Seems like a good location, might be really nice for the area, but probably a lot of work to clean up. Maybe Transit investment could encourage that to happen?
92	ADM Milling - ADM Milling - employment in South Point Douglas
93	Brown and Rutherford - Brown and Rutherford - Wood siding factory
104	Mission Street / Nairn Walk/Bike Connections - The two walk/bike connections between Mission and Nairn need to be considered as part of the eastern corridor. These are important connections from Downtown/St. B to Nairn. These can be used to connect the corridor to St. B industrial.
105	Intersection in big box centre (Crossroads Station Mall) - This intersection in the mall is a four way stop but it feels like it should be a traffic light. There is a bus stop south of here by the Wal-Mart. This is a congested place, maybe not the best for RT to go in.
106	Graffiti Arts Gallery - This is an important cultural and events space for young people.
107	Neeginan Centre - This is an important learning environment for adult learners in the Winnipeg Aboriginal community.
109	Shaw Park - Might be good to have BRT stop here, but would need more events at Shaw Park... also could be a location for future growth adjacent to stadium.
111	Work
114	Loveday Mushroom Farms - Large employer, established use in area.
116	Building Products and Concrete Supply - Big industrial site near Nairn Avenue. Long term use here or redevelopment site?
117	Hi Neighbour sculpture - Everyone likes to see this guy.
118	CN Campus - This is a new facility for CN for training. It has its own coach that I've seen around town! Probably not a big transit user, but could be perhaps, especially for people visiting from out of town.
127	Triangle by Wal-Mart - Maybe this could be a BRT station, but it is not close to anything, and it is not close to the bus terminal at Kildonan Place. Maybe there could be a connection between the two with a tunnel or something to the north. It is near a park to the south, bu
133	Seine River Greenway - The Seine River is an important natural feature to consider. Will the transit route use an existing bridge or will it require construction of a new crossing over the Seine River? There are several well-used trails along the river.
134	Happyland Park - Happyland Park is a very important community park. If the transit corridor goes down Marion Street, it should not reduce the size or impact the amenities in this park.

146		University of Manitoba - Many U of M students from Transcona are packing on to busy busses with long travel times. A connection along the Southwest Transitway with express service back into Transcona would be unbelievably beneficial.
157		Lack of pedestrian and bicycle paths - I have to say, eastbound grassie east of lag and north plessis are absolutely awful for pedestrian or bicycle paths. I don't at all feel safe on the shoulders, walking or bicycling. Would love to see some future infrastructures that would promote safe w
160		Bell MTS Place - Bell MTS Place for events.
161		IGF - Bus via park and rides to events. Super express service via transitway from Kildonan Place would be fantastic.
162		The Forks - Connecting to the Forks is Very important. Bus station and Union station is a must. Eastern Transitway should connect to the Southwest Transitway through Union Station. Fully separate from the street network. Biking along transitway route from east Winni
168		Centennial Concert Hall - Nearly 200 shows a year here, would be great if people had easy access to it by transit.
174		47 Gomez Winnipeg - The future key stone of Waterfront North / South Point D. Transportation will bring residential and vibrancy to the core.
179		University of Winnipeg
186		Centennial Concert Hall
187		Qualico Training Centre
188		The Forks
193		The Forks Market
97		Garry Manor
98		Home
108		Homebase - Current bus stop
110		Home - Great area. Very close to pedestrian and bicycle paths.
112		home
120		house - family housing
121		House
130		Home
136		Home - Commute to downtown from home M-F using Winnipeg transit
137		home
143		home - It is difficult to access the stores and services in Transcona by bicycle or walking due to lack of sidewalks, trails or safe cycle routes.
144		home

147	█	J & J's house
150	█	Home
152	█	Home
158	█	Home - This is approximately where I live.
165	█	home neighborhood
175	█	Where I live
176	█	Parents' House
182	█	Home
189	█	Home
190	█	home
192	█	Home

APPENDIX

E

CRITERIA

INPUT DATA

Board	Criteria	Comment
Connectivity	<i>Aligns with City's Pedestrian and Cycling Strategies.</i>	Agree.
Connectivity	<i>Aligns with City's Pedestrian and Cycling Strategies.</i>	Secure bicycle parking at stops.
Connectivity	<i>Aligns with City's Pedestrian and Cycling Strategies.</i>	Every bus should have bike racks current system not sufficient.
Connectivity	<i>Aligns with City's Pedestrian and Cycling Strategies.</i>	Optimize for cycle-commuting not just recreation.
Connectivity	<i>Aligns with City's Pedestrian and Cycling Strategies.</i>	Provide bike paths for transportation as opposed to leisure (safe ones).
Connectivity	<i>Aligns with City's Pedestrian and Cycling Strategies.</i>	For every road built add a separate bike path. Allow me to get my vehicle off the road and free up traffic congestion and car emissions.
Connectivity	<i>Aligns with City's Pedestrian and Cycling Strategies.</i>	Bike paths add to much cost.
Connectivity	<i>Aligns with City's Pedestrian and Cycling Strategies.</i>	Bike paths & ped. Corridors need to be contiguous ie: not stop-start because of existing "barriers".
Connectivity	<i>Aligns with City's Pedestrian and Cycling Strategies.</i>	Cycling network needs to be completed from Downtown to Transcona and be aligned with BRT.
Connectivity	<i>Aligns with City's Pedestrian and Cycling Strategies.</i>	Current lack of cycling network. Just patchwork of bits and pieces. Ped + cycling strategy has had little impact to date.
Connectivity	<i>Aligns with City's Pedestrian and Cycling Strategies.</i>	Connection to existing networks is key. Walk/bike.
Connectivity	<i>Aligns with City's Pedestrian and Cycling Strategies.</i>	Use diamond lanes instead of a corridor.
Connectivity	<i>Aligns with City's Pedestrian and Cycling Strategies.</i>	Remove boulevard islands to free up more space on roads and install bike paths.
Connectivity	<i>Aligns with City's Pedestrian and Cycling Strategies.</i>	Create a hub at Union Station and rely on rail infrastructure.
Connectivity	<i>Aligns with City's Pedestrian and Cycling Strategies.</i>	Mixed modal corridors.
Connectivity	<i>Aligns with City's Pedestrian and Cycling Strategies.</i>	Increase parking restrictions to 3 to 6 p.m. In bus lanes/routes 5:30 Is too early.
Connectivity	<i>Aligns with City's Pedestrian and Cycling Strategies.</i>	Advise or include changes to ped and cycling strategy where warranted i.e. Talbot.
Connectivity	<i>Aligns with City's Pedestrian and Cycling Strategies.</i>	In industrial areas in Winnipeg, the sidewalks are bad!
Connectivity	<i>Facilitates connections to rapid transit stations using pedestrian and bicycling facilities.</i>	Agree.
Connectivity	<i>Facilitates connections to rapid transit stations using pedestrian and bicycling facilities.</i>	Bike parking at stations. Lots of it. Secured.
Connectivity	<i>Facilitates connections to rapid transit stations using pedestrian and bicycling facilities.</i>	Cold weather a major factor in connectivity.
Connectivity	<i>Facilitates connections to rapid transit stations using pedestrian and bicycling facilities.</i>	It is easy to get out of Transcona (for me) but time consuming to get else where after Downtown.
Connectivity	<i>Facilitates connections to rapid transit stations using pedestrian and bicycling facilities.</i>	Consider changes to walk/bike environment that expand the station catchment areas. Address barriers.
Connectivity	<i>Facilitates connections to rapid transit stations using pedestrian and bicycling facilities.</i>	I would like a rapid transit system from Transcona to Murray Park (only 1 or 2 transfers).
Connectivity	<i>Facilitates connections to rapid transit stations using pedestrian and bicycling facilities.</i>	To access AT connections, must also consider impact of adjacent vehicular traffic (noise, exhaust, etc).
Connectivity	<i>Facilitates connections to rapid transit stations using pedestrian and bicycling facilities.</i>	Need to include bike paths.
Connectivity	<i>Facilitates connections to rapid transit stations using pedestrian and bicycling facilities.</i>	Create Park N Ride spots.
Connectivity	<i>Facilitates connections to rapid transit stations using pedestrian and bicycling facilities.</i>	Park and ride. Subsidize to encourage it.
Connectivity	<i>Facilitates connections to rapid transit stations using pedestrian and bicycling facilities.</i>	Make sure that this bus rapid transit is close by a rail line so the conversion can be easily done when that comes.
Connectivity	<i>Facilitates connections to rapid transit stations using pedestrian and bicycling facilities.</i>	No safe path or convenient bike path from Transcona to Exchange district for work.
Connectivity	<i>Facilitates connections to rapid transit stations using pedestrian and bicycling facilities.</i>	As long as well lit + very safe!
Connectivity	<i>Facilitates connections to rapid transit stations using pedestrian and bicycling facilities.</i>	Promote TOD over parking lots.
Connectivity	n/a	Please use articulating busses for the rapid transit, no matter what corridor. You will see an influx of students from the east going to UofM, and UofW, which needs to address the clog of the UPASS
Connectivity	n/a	please consider connecting multiple branches of the city in 1 place. We need a hub (or a couple) to better allow people to get places faster and easier. Union Station, Polo Park, Jubilee...

Connectivity	n/a	Connect closely to the most engaged communities (Downtown > St. Boniface > East Kildonan > Transcona) Focus on a route that encourages walking + further densification
Connectivity	n/a	Connect areas that are already high-use areas instead of using BRT to induce development. That way current residents benefit instead of developers.
Connectivity	n/a	Connectivity is the most important criteria. That is the whole point of transit, to connect people and places. Route through St. Boniface, fully grade separated, is the best connectivity option.
Connectivity	n/a	Connect closely to the most engaged communities (Downtown > St. Boniface > East Kildonan > Transcona)Focus on a route that encourages walking + further densification
Connectivity	n/a	Transitways should all be interconnected, directly. Not relying on on-street operations through downtown. Connections from the transitway to Graham are important, but not the main route.
Connectivity	n/a	Other criteria to consider is better access to park and rides. What good is a park and ride if there's so few busses to come by to pick me up from there...
Connectivity	n/a	Includes both transit AND pedestrian connectivity. AT (and transit) connectivity should be priority over things such as TOD. TOD is a result, not the priority which is moving people.
Connectivity	n/a	Start route at Union Station, go through St. Boniface along rail ROW, to Archibald & Mission "Hub", where RT can then easily spur to NE, E, and SE RT routes. Lots of TOD and ridership opportunity.
Connectivity	<i>Optimizes transit system connections to the existing transit system, including bus routes, transit transfer centers, park-and-ride lots, etc, and future planned transitways.</i>	Yes this is important.
Connectivity	<i>Optimizes transit system connections to the existing transit system, including bus routes, transit transfer centers, park-and-ride lots, etc, and future planned transitways.</i>	Good idea.
Connectivity	<i>Optimizes transit system connections to the existing transit system, including bus routes, transit transfer centers, park-and-ride lots, etc, and future planned transitways.</i>	Traffic hubs at human scale.
Connectivity	<i>Optimizes transit system connections to the existing transit system, including bus routes, transit transfer centers, park-and-ride lots, etc, and future planned transitways.</i>	Facilitate connections with other parts of town. Ex: U of M.
Connectivity	<i>Optimizes transit system connections to the existing transit system, including bus routes, transit transfer centers, park-and-ride lots, etc, and future planned transitways.</i>	Connect to frequent and reliability.
Connectivity	<i>Optimizes transit system connections to the existing transit system, including bus routes, transit transfer centers, park-and-ride lots, etc, and future planned transitways.</i>	Park N Ride would reduce downtown congestion
Connectivity	<i>Optimizes transit system connections to the existing transit system, including bus routes, transit transfer centers, park-and-ride lots, etc, and future planned transitways.</i>	All future Transit Corridors should include separate cycling/walking paths.
Connectivity	<i>Optimizes transit system connections to the existing transit system, including bus routes, transit transfer centers, park-and-ride lots, etc, and future planned transitways.</i>	Opportunity to increase bike trails near RT for commuting. +/- pedestrians. *park and ride to City center traffic.
Connectivity	<i>Optimizes transit system connections to the existing transit system, including bus routes, transit transfer centers, park-and-ride lots, etc, and future planned transitways.</i>	Racks on buses for bikes for rapid access to cycling trails or stations to inner City.
Connectivity	<i>Optimizes transit system connections to the existing transit system, including bus routes, transit transfer centers, park-and-ride lots, etc, and future planned transitways.</i>	Restore bus turn-outs along Portage Ave. between Main and Vaughan. Get stopped busses out of 3 traffic lanes.
Connectivity	<i>Optimizes transit system connections to the existing transit system, including bus routes, transit transfer centers, park-and-ride lots, etc, and future planned transitways.</i>	Shrink sidewalk in front of MTS Centre move bus lane to 4th lane. Get busses out of 3 Traffic Lanes.
Connectivity	<i>Recognizes and mitigates physical barriers to connectivity such as street crossings, fences/barricades, turn restrictions, streets that restrict traffic movement (i.e., one-way or transit only streets), etc.</i>	Completely agree.
Connectivity	<i>Recognizes and mitigates physical barriers to connectivity such as street crossings, fences/barricades, turn restrictions, streets that restrict traffic movement (i.e., one-way or transit only streets), etc.</i>	Other cold weather cities do it (cold is not an excuse).
Connectivity	<i>Recognizes and mitigates physical barriers to connectivity such as street crossings, fences/barricades, turn restrictions, streets that restrict traffic movement (i.e., one-way or transit only streets), etc.</i>	Rail lines also are a major barrier e.g. in Point Douglas, Main St and Annabella are the only 2 options for walkers and cyclists.

Connectivity	<i>Recognizes and mitigates physical barriers to connectivity such as street crossings, fences/barricades, turn restrictions, streets that restrict traffic movement (i.e., one-way or transit only streets), etc.</i>	Needs to connect to the southwest RT.
Connectivity	<i>Recognizes and mitigates physical barriers to connectivity such as street crossings, fences/barricades, turn restrictions, streets that restrict traffic movement (i.e., one-way or transit only streets), etc.</i>	For any future residential development include the provision that bus transportation can be included- easily.
Connectivity	<i>Recognizes and mitigates physical barriers to connectivity such as street crossings, fences/barricades, turn restrictions, streets that restrict traffic movement (i.e., one-way or transit only streets), etc.</i>	Think about how RT can bridge the connect to rural RM.
Connectivity	<i>Recognizes and mitigates physical barriers to connectivity such as street crossings, fences/barricades, turn restrictions, streets that restrict traffic movement (i.e., one-way or transit only streets), etc.</i>	Plan to accommodate homeless/low-income?
Performance	<i>Improves transit ridership and meets transit demand (reduces overcrowding).</i>	Need to get from Transcona to HSC. Current connections suck.
Performance	<i>Improves transit ridership and meets transit demand (reduces overcrowding).</i>	Need to ensure transit stops are designed with accessibility and safety in mind.
Performance	<i>Improves transit ridership and meets transit demand (reduces overcrowding).</i>	Make Transit cool, like Edmonton Transit.
Performance	<i>Improves transit ridership and meets transit demand (reduces overcrowding).</i>	Public Transit needs convenience for wider adoption. As long as travel time is 3x drive it will not work.
Performance	<i>Improves transit ridership and meets transit demand (reduces overcrowding).</i>	I agree! Need to get Downtown.
Performance	<i>Improves transit ridership and meets transit demand (reduces overcrowding).</i>	Reduce car traffic Downtown.
Performance	<i>Improves transit ridership and meets transit demand (reduces overcrowding).</i>	More electric buses.
Performance	<i>Improves transit ridership and meets transit demand (reduces overcrowding).</i>	Need frequent service at all times. No worse than 20 minutes at night.
Performance	<i>Improves transit ridership and meets transit demand (reduces overcrowding).</i>	More buses will help with overcrowding.
Performance	<i>Improves transit ridership and meets transit demand (reduces overcrowding).</i>	Efficiency overlapping routes are ineffective and costly.
Performance	<i>Improves transit ridership and meets transit demand (reduces overcrowding).</i>	Loudable goal. But TDM also needs disincentives for drivers. Do not improve driving time along with rapid transit. Should narrow roads, lanes, consider lower speed limits in residential areas in orde to encourage people to see a public transit and AT s preferred options to the downtown.
Performance	<i>Improves transit ridership and meets transit demand (reduces overcrowding).</i>	Must develop strategy to encourage transit ridership vs. cars.
Performance	<i>Improves transit ridership and meets transit demand (reduces overcrowding).</i>	I would be more inclined to use public transit if a combination of quick access from my neighbourhood to Park N Ride to express buses to high-use facilities. Ie: concert/theatre, university, etc...
Performance	<i>Improves transit ridership and meets transit demand (reduces overcrowding).</i>	Make it intuitive so I don't need to use the Navigo Website. Grid system is easy to plan my route in my mind.
Performance	<i>Improves transit ridership and meets transit demand (reduces overcrowding).</i>	Provide safe public transportation for riders and drivers.
Performance	<i>Improves transit ridership and meets transit demand (reduces overcrowding).</i>	Clean and safe will increase use.
Performance	<i>Improves transit ridership and meets transit demand (reduces overcrowding).</i>	Transit Service schedule must be prioritized in the performance plan.
Performance	<i>Improves transit ridership and meets transit demand (reduces overcrowding).</i>	Include catchment area planning. 800 m walk, 3 km bike route stations where you can provide access.
Performance	<i>Improves transit system reliability (on-time performance).</i>	This is important!
Performance	<i>Improves transit system reliability (on-time performance).</i>	Service on corridor must be frequent seven days a week.
Performance	<i>Improves transit system reliability (on-time performance).</i>	Some buses are often late! Will BRT fix this problem?
Performance	<i>Improves transit system reliability (on-time performance).</i>	If buses stay on schedule, that is very good.
Performance	<i>Improves transit system reliability (on-time performance).</i>	Increase the size of buses if no more increase of the number of buses to be done.
Performance	<i>Mitigates negative impacts to the transportation system such as adverse traffic impacts and congestion, including intersection and roadway corridor performance.</i>	Consider needs of all modes, including cars and trucks.
Performance	<i>Mitigates negative impacts to the transportation system such as adverse traffic impacts and congestion, including intersection and roadway corridor performance.</i>	Please plan keeping in mind hard to go east if you're travelling south on Main.
Performance	<i>Mitigates negative impacts to the transportation system such as adverse traffic impacts and congestion, including intersection and roadway corridor performance.</i>	Performance will never be truly rapid unless there is grade separation at major intersections and dedicated transit crossings of the rivers. I don't think the massive coss are worth it without this.

Performance	<i>Mitigates negative impacts to the transportation system such as adverse traffic impacts and congestion, including intersection and roadway corridor performance.</i>	Increase At - Grade intersections.
Performance	<i>Mitigates negative impacts to the transportation system such as adverse traffic impacts and congestion, including intersection and roadway corridor performance.</i>	Implement measures to make it less feasible to drive a personal vehicle. Travel odd/even days only to Downtown by license plate number.
Performance	<i>Mitigates negative impacts to the transportation system such as adverse traffic impacts and congestion, including intersection and roadway corridor performance.</i>	Be willing to relocate terminals to better areas as City changes.
Performance	<i>Mitigates negative impacts to the transportation system such as adverse traffic impacts and congestion, including intersection and roadway corridor performance.</i>	Don't forget about cars. Don't make traffic worse.
Performance	<i>n/a</i>	The best way to increase ridership is to have high frequency service. Decrease the headway on high ridership routes. If you want rapid service stop spacing should also be increased beyond 800m
Performance	<i>n/a</i>	While downtown is an important destination, a good transit system should allow efficient movement from east WPG to west WPG w/out going downtown, for example.
Performance	<i>n/a</i>	Secure bicycle park & ride would be highly efficient to the system and take many more cars off the road.
Performance	<i>n/a</i>	More transit priority and bus/bike only lanes. Public transit is the future, and our city planning should reflect that
Performance	<i>n/a</i>	Right now "rapid" transit is more of a matter of opinion. If my bus is stuck with the rest of the traffic I was trying to help reduce by taking the bus in the first place, what's the point?
Performance	<i>n/a</i>	Dedicated infrastructure at current traffic congested areas is crucial, otherwise it's not rapid. Lag & Regent is a good example, Provencher another
Performance	<i>n/a</i>	Being fully grade separated, with no on-street operations, is key to performance. Get the RT routes off downtown streets via a dedicated corridor through Union Station. The only way to go.
Performance	<i>Reduces transit travel times.</i>	Convenience users of performance benefit of BRT even if not 'sexy' like LRT.
Performance	<i>Reduces transit travel times.</i>	Include schools and daycares.
Performance	<i>Reduces transit travel times.</i>	Re-examine all existing transit routes (times have changed) Some buses (20, 77, etc...) are to meandering.
Performance	<i>Reduces transit travel times.</i>	Agree also routes 16, 14 and 95.
Performance	<i>Reduces transit travel times.</i>	Sometimes it is faster to walk than take regular transit (< 3 km) RT could encourage increased ridership if it was efficient.
Performance	<i>Reduces transit travel times.</i>	Standardized back door exit procedures.
Performance	<i>Reduces transit travel times.</i>	Buses run more often on Sundays. Once every 30 min insufficient for most riders.
Performance	<i>Reduces transit travel times.</i>	Increase frequency and routes to make bus a visible alternative.
Performance	<i>Reduces transit travel times.</i>	Takes onus off use of cars.
Performance	<i>Reduces transit travel times.</i>	Park N Ride (no cost).
Performance	<i>Reduces transit travel times.</i>	Transit should be a priority over cars/trucks.
Performance	<i>Reduces transit travel times.</i>	Stage bus starts at various pts on route to avoid large pass by numbers.
Performance	<i>Reduces transit travel times.</i>	Don't take away 3:45 p.m. scheduled bus stops from in front of high schools.
Performance	<i>Reduces transit travel times.</i>	Should reduce overall trip time including time it takes to access bus stops and destinations from stops.
Performance	<i>Reduces transit travel times.</i>	More buses! More articulating buses - upgrade stops.
Performance	<i>Reduces transit travel times.</i>	Just using regular buses on new routes is not rapid transit. No cars in transit lanes.

City Building	<i>Connects to frequently accessed destinations, including places that generate (or are expected to generate) high transit ridership.</i>	BRT Corridor located near new Transcona library.
City Building	<i>Connects to frequently accessed destinations, including places that generate (or are expected to generate) high transit ridership.</i>	Connecting to existing residential and commercial areas must be prioritized.
City Building	<i>Connects to frequently accessed destinations, including places that generate (or are expected to generate) high transit ridership.</i>	St. B to U of W by Rapid Transit.
City Building	<i>Connects to frequently accessed destinations, including places that generate (or are expected to generate) high transit ridership.</i>	Bike along abandoned rail lines + promote high rise development.
City Building	<i>Connects to frequently accessed destinations, including places that generate (or are expected to generate) high transit ridership.</i>	It's important to enhance neighbours on the RT route without affecting their current character.
City Building	<i>Connects to frequently accessed destinations, including places that generate (or are expected to generate) high transit ridership.</i>	Completely eliminate "or are expected to generate" from the first criteria. Go where people already ride transit, not greenfields.
City Building	<i>Connects to frequently accessed destinations, including places that generate (or are expected to generate) high transit ridership.</i>	Louise Bridge relocate north of Keewatin CPR bridge note- open area North of pumping station- extend Archibald Rail underpass North. This route will also tie opportunity to Raleigh and Gateway utilizing Nairn overpass no longer over former Marconi CPR Rail Line.
City Building	<i>Connects to frequently accessed destinations, including places that generate (or are expected to generate) high transit ridership.</i>	St. B needs a better route than the 56 and 10. A route that is St. B only from River to River to Marion to Des Meurons.
City Building	<i>Connects to frequently accessed destinations, including places that generate (or are expected to generate) high transit ridership.</i>	Provide more flexible schedule, around high traffic events like festival.
City Building	<i>Connects to frequently accessed destinations, including places that generate (or are expected to generate) high transit ridership.</i>	Review possibility of higgins- one way East and Sutherland oneway West with Louise Bridge located North of CPR Bridge (Keewatin) with Main St. and possible just West with Sutherland to permit loop back to Main (overpass West at Main St. Higgins at Main).
City Building	<i>Mitigates impacts of gentrification.</i>	Gentrification: what does that mean?
City Building	<i>Mitigates impacts of gentrification.</i>	Human Scale!
City Building	<i>Mitigates impacts of gentrification.</i>	Mixed use approach to all development.
City Building	<i>Mitigates impacts of gentrification.</i>	Respect existing property owners. Mitigate noise/vibration impacts of transit projects.
City Building	<i>n/a</i>	currently the massive increase in condo builds in Transcona (Transcona Blvd) have 1 bus option. Seniors mostly live here and they need access to more bus routes. This will continue to increase
City Building	<i>n/a</i>	young people are moving to public transit and walking only. union station and the Forks is becoming the hub for many things and transportation should match this trend
City Building	<i>Optimizes connections to locations that are identified and expected to experience growth and change (identified as transformative areas in Complete Communities).</i>	Please do not encourage more urban sprawl!
City Building	<i>Optimizes connections to locations that are identified and expected to experience growth and change (identified as transformative areas in Complete Communities).</i>	Criteria should more clearly state advantages of increased housing density at transit stops.
City Building	<i>Optimizes connections to locations that are identified and expected to experience growth and change (identified as transformative areas in Complete Communities).</i>	Include mixed use developments especially incorporating social and affordable housing with private market housing.
City Building	<i>Optimizes connections to locations that are identified and expected to experience growth and change (identified as transformative areas in Complete Communities).</i>	A corridor crossing north St. Boniface will break into the intimate neighbourhood.
City Building	<i>Optimizes connections to locations that are identified and expected to experience growth and change (identified as transformative areas in Complete Communities).</i>	Completely eliminate the second criteria. Public investment should be the result, not the cause. Plan for growth, don't try to induce it.
City Building	<i>Optimizes connections to locations that are identified and expected to experience growth and change (identified as transformative areas in Complete Communities).</i>	More bus hubs needed. Areas develop and change.
City Building	<i>Optimizes connections to locations that are identified and expected to experience growth and change (identified as transformative areas in Complete Communities).</i>	Install the Eastern Corridor on higgins to help/develop the neighbourhood.
City Building	<i>Optimizes opportunities for creation of high-quality places that enhance community livability, making it enjoyable to be out and about in areas near transit stations.</i>	Create/support density.
City Building	<i>Optimizes opportunities for creation of high-quality places that enhance community livability, making it enjoyable to be out and about in areas near transit stations.</i>	St. Boniface to the Exchange District

City Building	<i>Strengthens existing developments and supports infill developments of underutilized land by improving access to transit within established stable neighborhoods.</i>	Transit in Winnipeg will always suffer due to density. Make complete communications with walkability to service. Transit should connect neighbourhoods.
City Building	<i>Strengthens existing developments and supports infill developments of underutilized land by improving access to transit within established stable neighborhoods.</i>	Build around condo/social housing projects to increase density + walkability.
City Building	<i>Strengthens existing developments and supports infill developments of underutilized land by improving access to transit within established stable neighborhoods.</i>	#1 item, priority in mature communities.
City Building	<i>Strengthens existing developments and supports infill developments of underutilized land by improving access to transit within established stable neighborhoods.</i>	Make sure service to existing developments isn't sacrificed for potential future developments.
City Building	<i>Strengthens existing developments and supports infill developments of underutilized land by improving access to transit within established stable neighborhoods.</i>	Make sure development does not have negative impact on existing homes.
City Building	<i>Strengthens existing developments and supports infill developments of underutilized land by improving access to transit within established stable neighborhoods.</i>	City building must happen from the core out. We must prioritize preservation/reinvigoration of inner City neighbourhoods.
City Building	<i>Strengthens existing developments and supports infill developments of underutilized land by improving access to transit within established stable neighborhoods.</i>	Free ride for homeless to shelter services.
City Building	<i>Strengthens existing developments and supports infill developments of underutilized land by improving access to transit within established stable neighborhoods.</i>	Zoning and by-laws to support TOD and re-development (Parmalat?).
City Building	<i>Strengthens existing developments and supports infill developments of underutilized land by improving access to transit within established stable neighborhoods.</i>	Infill sites must have caveats requiring they be built to TOD standards.
Cost	<i>Can be built within a reasonable period of time.</i>	Agree.
Cost	<i>Can be built within a reasonable period of time.</i>	Agree people who don't live in City.
Cost	<i>Can be built within a reasonable period of time.</i>	No cost over runs.
Cost	<i>Can be built within a reasonable period of time.</i>	Construction on schedule. Otherwise penalize Construction Company.
Cost	<i>Can be built within a reasonable period of time.</i>	Penalty's to contractors.
Cost	<i>Can be built within a reasonable period of time.</i>	Periods of improvement can be on-going as City changes.
Cost	<i>Can be built within a reasonable period of time.</i>	Set up toll booth on Perimeter + charge commuter coming to City.
Cost	<i>Can be built within a reasonable period of time.</i>	
Cost	<i>Minimizes construction and other capital costs, such as land acquisition, etc.</i>	Disagree with the first statement, land acquisition is required and is costly. Not sure how it minimizes operating or maintenance costs?
Cost	<i>Minimizes construction and other capital costs, such as land acquisition, etc.</i>	Long term value.
Cost	<i>Minimizes construction and other capital costs, such as land acquisition, etc.</i>	Spend the money now to do it right. We already have too many half measures.
Cost	<i>Minimizes construction and other capital costs, such as land acquisition, etc.</i>	Make sure you have the land before you start building.
Cost	<i>Minimizes construction and other capital costs, such as land acquisition, etc.</i>	Use City land where ever possible, to save cost, and time to move this forward faster.
Cost	<i>Minimizes construction and other capital costs, such as land acquisition, etc.</i>	Access with life time costing. Higher CAPEX may result Louise opex.
Cost	<i>Minimizes construction and other capital costs, such as land acquisition, etc.</i>	Allow to be upgraded to LRT when transit volume warrants.
Cost	<i>Minimizes construction and other capital costs, such as land acquisition, etc.</i>	Include costs of walk/bike upgrdes needed within station.
Cost	<i>Minimizes construction and other capital costs, such as land acquisition, etc.</i>	Make sure project is planned properly & completed.
Cost	<i>Minimizes construction and other capital costs, such as land acquisition, etc.</i>	Don't cut corners- do it right even it it costs a little more.
Cost	<i>Minimizes construction and other capital costs, such as land acquisition, etc.</i>	Make use of existing RR right of ways!
Cost	<i>Minimizes construction and other capital costs, such as land acquisition, etc.</i>	Build along existing rail lines * cheaper.
Cost	<i>Minimizes construction and other capital costs, such as land acquisition, etc.</i>	Rely on existing infrastructure (rail, etc).
Cost	<i>Minimizes construction and other capital costs, such as land acquisition, etc.</i>	Main CN line move out of city center. Creates RT corridor between Transcona and Charleswood.
Cost	<i>Minimizes construction and other capital costs, such as land acquisition, etc.</i>	Should speed up development to minimize rising costs through inflation.
Cost	<i>Minimizes system operating and maintenance costs.</i>	Ideally this is a given.
Cost	<i>Minimizes system operating and maintenance costs.</i>	Density mitigates cost.
Cost	<i>Minimizes system operating and maintenance costs.</i>	Transit system needs to be re-organized to increase efficiency. Rapid transit could play a role (increase number of buses; decrease frequency).

Cost	<i>Minimizes system operating and maintenance costs.</i>	Using AT to for less damage(cost less to repair) to Winnipeg roads.
Cost	<i>Minimizes system operating and maintenance costs.</i>	Revenue generation in large factor.
Cost	<i>Minimizes system operating and maintenance costs.</i>	Costs to build and maintain should be compared to the enormous costs to build and maintain Winnipegs roadway system.
Cost	<i>n/a</i>	FIX THE STREETS ALL OVER THE CITY AND STOP SALTING. Use this money to fix roads before any other expenditures.
Cost	<i>n/a</i>	The overall cost of the first 2 phases is exorbitant and all other phases to follow will be the same. The funds could be better utilized to upgrade infrastructure instead of expensive bus road ways.
Cost	<i>Optimizes financial feasibility. For example, some elements of the project may be eligible for specific funding from external sources which would be beneficial to the overall bottom line.</i>	Agree. Don't cheap out.
Cost	<i>Optimizes financial feasibility. For example, some elements of the project may be eligible for specific funding from external sources which would be beneficial to the overall bottom line.</i>	Revisit existing studies (don't reinvent the wheel).
Cost	<i>Optimizes financial feasibility. For example, some elements of the project may be eligible for specific funding from external sources which would be beneficial to the overall bottom line.</i>	Utilize funding from homeless partnering strategy (HPS) to create housing for the homeless population.
Cost	<i>Optimizes financial feasibility. For example, some elements of the project may be eligible for specific funding from external sources which would be beneficial to the overall bottom line.</i>	HPS homeless partnering strategy funding.
Cost	<i>Optimizes financial feasibility. For example, some elements of the project may be eligible for specific funding from external sources which would be beneficial to the overall bottom line.</i>	Federal Government should support as part of larger environmental strategy and City growth process.
Cost	<i>Optimizes financial feasibility. For example, some elements of the project may be eligible for specific funding from external sources which would be beneficial to the overall bottom line.</i>	Don't cheap out on building a big bridge for BRT, roads + AT.
Cost	<i>Optimizes financial feasibility. For example, some elements of the project may be eligible for specific funding from external sources which would be beneficial to the overall bottom line.</i>	How much money are you talking about? Cost of each route.
Social Equity	<i>Ease of accommodating universal accessibility.</i>	*Reduces drunk driving and makes Winnipeg a 24 hour city. We don't all work DAYS ONLY.
Social Equity	<i>Ease of accommodating universal accessibility.</i>	Very important as pop. Ages.
Social Equity	<i>Ease of accommodating universal accessibility.</i>	Universal design is a must as a City project.
Social Equity	<i>Ease of accommodating universal accessibility.</i>	If this project is planned properly all will use it regardless of social equality.
Social Equity	<i>Ease of accommodating universal accessibility.</i>	At this time this is not a concern, as this plan hasn't been created. Irrelevant at the moment.
Social Equity	<i>Improves transit access for populations such as youth, seniors, persons with disabilities, lower income households, Indigenous peoples, newcomers, etc., particularly to provide improved access to jobs and services.</i>	Transit is critical for those who can't afford a car, or who choose not to drive for environmental reasons.
Social Equity	<i>Improves transit access for populations such as youth, seniors, persons with disabilities, lower income households, Indigenous peoples, newcomers, etc., particularly to provide improved access to jobs and services.</i>	Electrical buses more of them.
Social Equity	<i>Improves transit access for populations such as youth, seniors, persons with disabilities, lower income households, Indigenous peoples, newcomers, etc., particularly to provide improved access to jobs and services.</i>	Reduced fare.
Social Equity	<i>Improves transit access for populations such as youth, seniors, persons with disabilities, lower income households, Indigenous peoples, newcomers, etc., particularly to provide improved access to jobs and services.</i>	You need a cheaper bus fair for youth, seniors, low income people.
Social Equity	<i>Improves transit access for populations such as youth, seniors, persons with disabilities, lower income households, Indigenous peoples, newcomers, etc., particularly to provide improved access to jobs and services.</i>	Reduced fares based on income not age.
Social Equity	<i>Improves transit access for populations such as youth, seniors, persons with disabilities, lower income households, Indigenous peoples, newcomers, etc., particularly to provide improved access to jobs and services.</i>	Better, lower cost for monthly riders. \$90.00 a month can be expensive for residents of Winnipeg.
Social Equity	<i>Improves transit access for populations such as youth, seniors, persons with disabilities, lower income households, Indigenous peoples, newcomers, etc., particularly to provide improved access to jobs and services.</i>	Better bus service, especially when taking 2 buses.
Social Equity	<i>Improves transit access for populations such as youth, seniors, persons with disabilities, lower income households, Indigenous peoples, newcomers, etc., particularly to provide improved access to jobs and services.</i>	Don't forget the homeless population. They need housing close to transit.
Social Equity	<i>Improves transit access for populations such as youth, seniors, persons with disabilities, lower income households, Indigenous peoples, newcomers, etc., particularly to provide improved access to jobs and services.</i>	Equitable access must consider income.

Social Equity	<i>Improves transit access for populations such as youth, seniors, persons with disabilities, lower income households, Indigenous peoples, newcomers, etc., particularly to provide improved access to jobs and services.</i>	Ensure the need of lower income population are considered.
Social Equity	<i>Improves transit access for populations such as youth, seniors, persons with disabilities, lower income households, Indigenous peoples, newcomers, etc., particularly to provide improved access to jobs and services.</i>	If transit is only ever the transportation or last resort, it won't get traction among the people who fund transit.
Social Equity	<i>Improves transit access for populations such as youth, seniors, persons with disabilities, lower income households, Indigenous peoples, newcomers, etc., particularly to provide improved access to jobs and services.</i>	Point Douglas has been disproportionately negatively impacted by rail line and Disraeli Freeway. Any further developments for cars and buses must not further hurt this area.
Social Equity	<i>Improves transit access for populations such as youth, seniors, persons with disabilities, lower income households, Indigenous peoples, newcomers, etc., particularly to provide improved access to jobs and services.</i>	What is better- improving service for existing riders, or creating new demand in areas that might develop in future?
Social Equity	<i>Improves transit access for populations such as youth, seniors, persons with disabilities, lower income households, Indigenous peoples, newcomers, etc., particularly to provide improved access to jobs and services.</i>	Since low income families are or would like to be Transit users or be able to easily connect to BRT from bike, pedestrian paths, their needs should be given significant weight.
Social Equity	<i>Improves transit access for populations such as youth, seniors, persons with disabilities, lower income households, Indigenous peoples, newcomers, etc., particularly to provide improved access to jobs and services.</i>	Dedicated Transit Police make transit safer.
Social Equity	<i>Improves transit access for populations such as youth, seniors, persons with disabilities, lower income households, Indigenous peoples, newcomers, etc., particularly to provide improved access to jobs and services.</i>	Have buses complete route even when behind schedule we are still waiting at the stop/
Social Equity	<i>Improves transit access for populations such as youth, seniors, persons with disabilities, lower income households, Indigenous peoples, newcomers, etc., particularly to provide improved access to jobs and services.</i>	Shelter, supports info displayed that is avail. In Winnipeg.
Social Equity	<i>Improves transit access for populations such as youth, seniors, persons with disabilities, lower income households, Indigenous peoples, newcomers, etc., particularly to provide improved access to jobs and services.</i>	Contact community groups (ex: immigrants) for travel patterns.
Social Equity	<i>Improves transit access in neighbourhoods that are currently not well-served by transit.</i>	24 HR buses on major routes. 1 bus per hr.
Social Equity	<i>Improves transit access in neighbourhoods that are currently not well-served by transit.</i>	Especially inner City, Point Douglas area.
Social Equity	<i>Improves transit access in neighbourhoods that are currently not well-served by transit.</i>	May affect where people live. Increased opportunity to live in areas that were inaccessible by transit/work.
Social Equity	<i>Improves transit access in neighbourhoods that are currently not well-served by transit.</i>	I really think 7 Oaks area has terrible bus service + I live Downtown.
Social Equity	<i>Improves transit access in neighbourhoods that are currently not well-served by transit.</i>	Agree!! Many areas are not serviced well, this limits ability to access work and pleasure activities.
Social Equity	<i>Improves transit access in neighbourhoods that are currently not well-served by transit.</i>	Completely agree.
Social Equity	<i>Improves transit access in neighbourhoods that are currently not well-served by transit.</i>	Rapid transit should *not* be a coverage service. Rapid transit should be a high ridership service. Delete the second criteria, they are not well served because they have no reason to be high service.
Social Equity		Are there currently housing options for the groups you are referring adjacent to these corridors? If not, then how does this improve access to anything ? Are these words being used for a reason?
Social Equity		Affordable housing "isn't" if it costs a lot to travel each day:include of the needs of low-income residents when looking at future development near transit.
Environmental	<i>Minimizes impacts to neighbouring businesses and residences during construction (i.e., noise, vibration, access, etc.)</i>	This is important.
Environmental	<i>Minimizes impacts to neighbouring businesses and residences during construction (i.e., noise, vibration, access, etc.)</i>	24 hour construction. Speed/Efficiency.
Environmental	<i>Minimizes impacts to neighbouring businesses and residences during construction (i.e., noise, vibration, access, etc.)</i>	Access during construction.
Environmental	<i>Minimizes impacts to neighbouring businesses and residences during construction (i.e., noise, vibration, access, etc.)</i>	And after construction: landscaping, maintenance...
Environmental	<i>Minimizes impacts to neighbouring businesses and residences during construction (i.e., noise, vibration, access, etc.)</i>	Will compensation be handled fairly and promptly. I am a homeowner impacted by Disraeli reconstruction and still fighting City Hall for compensation.
Environmental	<i>Minimizes impacts to neighbouring businesses and residences during construction (i.e., noise, vibration, access, etc.)</i>	Protect tall grass prairie from exhaust.

Environmental	<i>Minimizes impacts to neighbouring businesses and residences during construction (i.e., noise, vibration, access, etc.)</i>	More bike paths (separate) less traffic, less emissions, less noise, healthy living, save on road repair, less costly.
Environmental	<i>Minimizes impacts to neighbouring businesses and residences during construction (i.e., noise, vibration, access, etc.)</i>	Rapid transit could increase business opportunity near hub as pedestrians may "window shop" and stop for coffee, etc...
Environmental	<i>Minimizes risk of impacts to environmental resources (wetlands, waterways, historic facilities, hazardous sites, etc.).</i>	Criteria 2/3 priority.
Environmental	<i>Minimizes risk of impacts to environmental resources (wetlands, waterways, historic facilities, hazardous sites, etc.).</i>	You already tore down the elevator on Archibald and Provencher. It should have been a historical site.
Environmental	<i>Minimizes risk of impacts to environmental resources (wetlands, waterways, historic facilities, hazardous sites, etc.).</i>	Historic Facilities should include historic neighbourhoods.
Environmental	<i>Minimizes risk of impacts to environmental resources (wetlands, waterways, historic facilities, hazardous sites, etc.).</i>	We can't lose our parks and wooded areas.
Environmental	<i>Minimizes risk of impacts to environmental resources (wetlands, waterways, historic facilities, hazardous sites, etc.).</i>	Lets not do Nimby for every single environmental factor (only worthy ones). Direct routes are important.
Environmental	<i>Minimizes risk of impacts to environmental resources (wetlands, waterways, historic facilities, hazardous sites, etc.).</i>	Don't go through wet lands!!!
Environmental	<i>Minimizes risk of impacts to environmental resources (wetlands, waterways, historic facilities, hazardous sites, etc.).</i>	Not another parkers wetland destruction. Please consider environment.
Environmental	<i>Minimizes risk of impacts to environmental resources (wetlands, waterways, historic facilities, hazardous sites, etc.).</i>	Whitter Park is already too narrow for a RT Corridor.
Environmental	<i>Reduces greenhouse gas emissions when considering all travel modes within the corridor.</i>	Use more electric buses.
Environmental	<i>Reduces greenhouse gas emissions when considering all travel modes within the corridor.</i>	Electric buses.
Environmental	<i>Reduces greenhouse gas emissions when considering all travel modes within the corridor.</i>	More electric buses/charging stations on new routes.
Environmental	<i>Reduces greenhouse gas emissions when considering all travel modes within the corridor.</i>	Use electrical means where possible. Use what we have in this province. Walk the Talk.
Environmental	<i>Reduces greenhouse gas emissions when considering all travel modes within the corridor.</i>	Go electric.
Environmental	<i>Reduces greenhouse gas emissions when considering all travel modes within the corridor.</i>	Electric or hydrogen buses.
Environmental	<i>Reduces greenhouse gas emissions when considering all travel modes within the corridor.</i>	Must be key goal of project. Should try to ebsure design incorporates landscaping design.
Environmental	<i>Reduces greenhouse gas emissions when considering all travel modes within the corridor.</i>	City must actively work to get people out of one-occupant cars and into car-pooling, public transit, onto bikes and on foot. We should prioritize: 1 - Pedestrians, 2 - Cyclists, 3 - Transit users, 4 - Car drivers (last!).
Environmental	<i>Reduces greenhouse gas emissions when considering all travel modes within the corridor.</i>	It is a key objective to reduce cars on roads thereby reducing co2.
Environmental	<i>Reduces greenhouse gas emissions when considering all travel modes within the corridor.</i>	Tax levy on Downtown parking/ surface lots. Direct revenue to Rapid Transit.
Environmental		I would love to see us utilize more electric buses. Consider the possibility of using electric trams (used to be on portage). They are often quieter and are electric. Basic back and forth routes?
Environmental		Consider solar paneling on buses or the terminals, or elsewhere to either charge the buses or feed the grid. It's a green option with great PR possibilities. (See Hydro's solar funding program.)
Environmental		The forks has a great biofuel/ carbon neutral program... getting involved with Union Station and a corridor at the forks could let Transit partner with the Forks for this energy option.

APPENDIX

F

ADDITIONAL
STUDY

COMPONENTS
INPUT DATA

Board	Comment	Online 'Likes'
Eastern Transit Garage	Controlled intersection for buses accessing Nairn.	
Eastern Transit Garage	Quiet soft lighting. Exhaust filter.	
Eastern Transit Garage	Leed design. Green roofs, well insulated, solar heat.	
Eastern Transit Garage	Not sure I want all pollution & noise & traffic in our community. Nairn etc. & the roads can not handle it all.	0
Eastern Transit Garage	Seems okay. Need to be aware of emission issues and water drainage.	
Eastern Transit Garage	Features: noise seduction factors. Connectivity, impact on residences minimized.	
Eastern Transit Garage	Utilize technologie en hydogene ou electrique.	
Eastern Transit Garage	Look at St. Boniface Industrial area for site.	
Eastern Transit Garage	In the area Nairn + Grey + overpass.	
Eastern Transit Garage	Transit garage should be in multiple locations.	
Eastern Transit Garage	Looks like a reasonable site.	
Eastern Transit Garage	Should not take up space along RT Corridor that could be developed in a transit friendly manor.	
Eastern Transit Garage	They are tearing down the grain elevators on Archibald. Other potential site?	
Eastern Transit Garage	Agree with: potential site, it's near major routes, not in direct promimity of residential area.	
Eastern Transit Garage	Is a new bus garage needed if you build an LRT instead of BRT?	
Eastern Transit Garage	This will be a big facility; make sure it has enough onsite parking so that it doesn't spill out onto adjacent streets and make neighbours unhappy.	3
Eastern Transit Garage	Hope it does not create parking problems in area.	
Eastern Transit Garage	Make sure enough employee parking provided/on-site.	
Eastern Transit Garage	Maintain at least one of the bike paths curenly there (BTWN Nairn & Mission)	
Eastern Transit Garage	Looks like an opportunity to improve and maintain the AT connection N from Mission to Nairn.	0
Eastern Transit Garage	Grey Street underpass should be used as part of cycling and ped network.	
Eastern Transit Garage	Ensure your new garage fits buses with bike racks.	
Eastern Transit Garage	Exchange old tickets. Customer service point.	
Eastern Transit Garage	Have a transit service centre often evenings/weekends to bus passes.	
Eastern Transit Garage	Good idea.	
Eastern Transit Garage	Not in favour of the extra traffic.	
Eastern Transit Garage	Impact on current heavy traffic flow.	
Eastern Transit Garage	1. Less traffic at ? . Fill eggs neat in save basket. Castastrophic risk?	

Eastern Transit Garage	The garage should be designed with several entrances off streets other than Nairn. Since Nairn has heavy traffic, a lot of busses trying to get into the garage would be a nightmare.	2
Eastern Transit Garage	Space and traffic clogging likely to be an issue. I would be interested in seeing how to optimize the space available. Perhaps multi-level building would optimize the space	1
Eastern Transit Garage	Congestion of buses coming out of new garage.	
Eastern Transit Garage	Panet Road has a lot of traffic. Difficult for buses to make left turn from mission.	
Eastern Transit Garage	Potential accidents of vehicles.	
Eastern Transit Garage	"Ditto".	
Eastern Transit Garage	Agree.	
Louise Bridge	With better access for everyone.	
Louise Bridge	Yes, the bridge needs to be replaced, but where & with what are very concerning.	0
Louise Bridge	Can they build between existing disralie and Louise. Leave Louise as walk/bike.	
Louise Bridge	Maybe on Forks side of Provencher Bridge.	
Louise Bridge	Nairn/Stadacona Bridge intersection is confusing.	
Louise Bridge	Don't diminish Regent access.	
Louise Bridge	Need to straighten out the access to Bridge. Currently poor.	
Louise Bridge	Stay connected to Stadacona.	
Louise Bridge	Like existing alignment of bridge, alignment with existing and planned facilities, positive, reduce new costs.	
Louise Bridge	Look at Bridge alignment north of rail line.	
Louise Bridge	Crossing north of rail line to Nairn	
Louise Bridge	Are there opportunities to use park land for crossing?	
Louise Bridge	Make use of railway R-O-W.	
Louise Bridge	A look at river crossing that is aligned with railway crossing.	
Louise Bridge	Transit Bridge adjacent to rail line.	
Louise Bridge	Pls do not run alongside the existing rail line that leaves via rail and goes east.	
Louise Bridge	New bridge follow tracks over River and hook up to Nairn overpass.	
Louise Bridge	Look at using Nairn from Watt & Stadacona for buses.	
Louise Bridge	Bridge crossing off Watt St.	
Louise Bridge	Keep Louise Bridge open during Construction of the new bridge.	
Louise Bridge	COST.	
Louise Bridge	4-lane bridge needed.	
Louise Bridge	Wider Bridge to a 4 lane. Must have separate lane for cyclist.	

Louise Bridge	consider if emergency vehicles need access. Right now they don't...especially in rush hour consider flexible lanes for rush hour ie 3 lanes (2 westbound in the morning, 2 eastbound in the afternoon)	2
Louise Bridge	Currently cycling on the bridge very dangerous. New bridge needs to allow this safely, with bicycle infrastructure on both sides of the bridge too!	1
Louise Bridge	3 lanes for cars. 2 lanes NB 1 lane SB. Bike lane + dedicated transit.	
Louise Bridge	We need a multi-lane bridge.	
Louise Bridge	Have lane for bikes, pedestrians, cars, buses.	
Louise Bridge	Replace bridge with 4 lanes 2 car 2 bus.	
Louise Bridge	Louise Bridge: 2 - cars, 1 - bus, 1 - bike.	
Louise Bridge	4 lanes or 6 lanes?	
Louise Bridge	Maintain dedicated BRT lane through all of route with bus priority at crossings.	
Louise Bridge	Maybe 2 bridges- 1 of them for buses only?	
Louise Bridge	Make it a calatrava (architect).	
Louise Bridge	The Louise Bridge needs to be replaced. Ensure it supports multiple transportation types including rapid transit.	
Louise Bridge	Louise Bridge should be re-built at same location. Widen Stadacona to 4 lanes. Allow for potential future NE transitway addition to the bridge via centre median. Similar to CPT over Red River.	0
Louise Bridge	Pedestrians, cyclists and vehicles on one bridge makes people feel safer from crime.	
Louise Bridge	Hard to answer withough knowing complete vision for both sides of river here. In any case the solution will need to promote development within Point Douglas and encourage alternative transit means.	1
Louise Bridge	Redevelopment opportunities in SPD.	
Louise Bridge	Transform South Point Douglas (Community Building Opportunity).	
Louise Bridge	Would be nice to take people on bridge with nice area around it.	
Louise Bridge	Affect on traffic volumes and liveability in Point Douglas and Elmwood and St. B.	
Louise Bridge	Factors: wildlife (ducks etc), Erosion of river banks, what happens to existing residences? Impact on housing prices.	
Louise Bridge	Louise Bridge 1st Priority.	
Louise Bridge	Opportunity for park at point of South Point Douglas.	

Louise Bridge	The park land SE of Louise Bridge is completely underused. Any bridge development must preserve this green space for the inner City.	
Louise Bridge	Must make it easy to use. Notice the number of bikes still using Desraeli.	
Louise Bridge	Allow for bike/pedestrian traffic.	
Louise Bridge	Convert Louise Bridge to a ped/cycle bridge.	
Louise Bridge	Opportunity to convert bridge to ped/cycle bridge if feasible.	
Louise Bridge	Could the bridge be repurposed as bike/pedestrian corridor? Build a new bridge beside it or in a different location. This would serve well to connect the gateway/raleigh path to downtown.	5
Louise Bridge	Whoever declared the bridge "functionally obsolete" only considered individual vehicle traffic. Build a new bridge too, but keep the old one for AT and transit: two bridges for the price of one.	2
Louise Bridge	I would convert this into a bike and pedestrian crossing, with a new red river crossing directly west of Higgins	1
Louise Bridge	maybe it should be repurposed to be a strict bus/bike/pedestrian use only...and build another bridge right next to it for cars?	2
Louise Bridge	Convert old bridge for peds/cyclists. Ensure it's available for use for bus/bike/walk throughout construction of the new motorized traffic bridge.	1
Louise Bridge	4 lanes + bike/walk.	
Louise Bridge	Bike lane/pedestrian crossing.	
Louise Bridge	Needs better Pedestrian Infrastructure.	
Louise Bridge	Look into whether Louise Bridge can be repurposed to a bike/ped/transit bridge.	
Louise Bridge	Save Louise Bridge Historical bike walk path.	
Louise Bridge	Look to connect Louise Bridge for ped/cyclists only.	
Louise Bridge	Keep Louise Bridge for walking + Biking only.	
Louise Bridge	Save Louise Bridge- Historical bike walk path.	
Louise Bridge	Separate bikes, pedestrian + cars cannot have them together.	
Louise Bridge	Use Louise Bridge (re-built) for BRT + Ped's/cyclists only.	
Louise Bridge	If walking on east sidewalk of Louise Bridge and want to go west on multi-use river pathways, have 3 separate lights to cross. This must be improved to prioritize pedestrians.	
Louise Bridge	Keep bridge but convert to walking and bike route only. Create new bridge over Watt Street.	

Louise Bridge	Use Louise Bridge for walking/cycling.	
Louise Bridge	Louise Bridge has outlived use. Disraeli Bridge close for cars + bikes/walking.	
Louise Bridge	Louise Bridge should only be for walkers + cyclists. If rebuilt for transit, should not be for cars and trucks too. They should be redirected to Disraeli.	
Louise Bridge	Louise Bridge or replacement functional to sthetically pleasing active corridor.	
Louise Bridge	A separate walking + cycling bridge with a protected cycling lane that resembles Esplanade Riel on Provencher Bridge.	
Louise Bridge	Emphasis on accessibility for active transport.	
Louise Bridge	Improvement to walk and bike network.	
Louise Bridge	Bike/pedestrian bridge for Louise Bridge use.	
Louise Bridge	#2 Pedestrian and cycle attached.	
Louise Bridge	Connectivity for cyclists.	
Louise Bridge	If the original bridge cannot be saved, it would be nice if somehow some of the parts could be reused, maybe as art or part of a transit station?	6
Louise Bridge	Keep the old Louise Bridge respect the history abd architecture as they do in Europe.	
Louise Bridge	Repair the riverbank behind cocumbus house before the bridge is done.	
Louise Bridge	Make Higgins Street 4 lanes if possible.	
Louise Bridge	Transit stop in SPD.	
Louise Bridge	Good idea.	
Louise Bridge	Traffic flow on Nairn into Higgins.	
Louise Bridge	Factors: traffic during construction (minimize impact). Traffic flow at both ends of bridge (no bottle neck).	
Louise Bridge	Bridge not designed for todays traffic levels.	
Louise Bridge	Potential traffic build up on Higgins will cause drivers to divert to Sutherland/Euclid in order to access Main St. north PT Douglas area.	
Louise Bridge	Stadacona re-alignment will increase traffic thru on already problematic area south of Louise Bridge onto Higgins.	
Louise Bridge	Traffic flow during AM and PM peak hours on Higgins ans Nairn.	
Louise Bridge	Bridge should be replaced for heavy truck route.	
Louise Bridge	Priority traffic trucks from east to centreport.	
Louise Bridge	Incorporatate truck route to minimize trucks on Provencher Blvd.	
Louise Bridge	More efficient route for trucks (not Provencher).	
Louise Bridge	#1 Truck route efficiently.	
Louise Bridge	Close Nairn at Watt.	
Louise Bridge	Should be replaced.	
Louise Bridge	200 characters is not enough for this.	0
Louise Bridge	The bridge needs to be done now.	

Louise Bridge	Lots of industries north of Munroe and Gateway off of Gateway. Has this been discussed.	
Louise Bridge	Connectivity is important.	
Louise Bridge	I agree.	
Louise Bridge	Expanding road space while building rapid transit is contradictory and will undermine the success of the corridor.	
Marconi Walkway	Connect it to behind Kildonan Place.	
Marconi Walkway	Look at Nairn for ped/cycle route if Watt/Nairn intersection closes. Nairn West of intersection.	
Marconi Walkway	Looks like a good long-distance connection, but don't neglect AT access along Nairn and Regent. Cyclists will still bike the direct route to their destination or convenient stops on the way.	0
Marconi Walkway	I would convert Nairn from stadacona to Archibald into a far more bike and pedestrian friendly street, as there is no need to have 2 parallel arterial streets within a block of each other.	0
Marconi Walkway	Generally good idea, but it needs to address commuters using Louise Bridge too. Currently challenging between Gateway and the Louise Bridge.	0
Marconi Walkway	Tie into Stadacona and provide connection to Midwinter.	
Marconi Walkway	Tie bike path into Waterfront.	
Marconi Walkway	Extend path along midwinter to Stadacona.	
Marconi Walkway	Suggest Riverton West to MBCI (under archway) then down to AT bridge.	
Marconi Walkway	People using Tweed and riverton to cut-through neighbourhood. These streets would need speed bumps.	
Marconi Walkway	Consider connection through MBCI.	
Marconi Walkway	Consider connecting east of NPG as well.	
Marconi Walkway	This is nice, so long as the needs for cyclists and pedestrians accessing the Disraeli Pedestrian and Bicycle Bridge from Henderson are also addressed. It is currently a very difficult connection.	1
Marconi Walkway	This is a critical connection coming off the Disraeli ped/bike bridge. Would like to see it done even sooner!	1
Marconi Walkway	Makes sense overall, but the involved crossings are currently hazardous at times. Need a way to cross Midwinter, Stadacona and Watt safely.	1
Marconi Walkway	Crossing Talbot and coming into MBCI School area could be a problem.	

Marconi Walkway	Better read crossings needed for cyclists/ped. Munroe lights badly timed.	
Marconi Walkway	How do bikes cross streets safely?	
Marconi Walkway	Crossing Watt maybe a problem with people path and rush hour.	
Marconi Walkway	Safe crossings "bike traffic lights".	
Marconi Walkway	Safe, convenient crossings at Stadacona, Watt and Raleigh.	
Marconi Walkway	Separated bike facility similar to Assiniboine Ave. for Riverton Ave.	
Marconi Walkway	Important to separate pedestrians and cyclists.	
Marconi Walkway	Marconi walkway should be designated as a "Neighbourhood Greenway" and have a 30 k/m speed limit and other traffic calming infrastructure.	
Marconi Walkway	Separate cycling/walking from cars is necessary.	
Marconi Walkway	[East Kildonan-Transcona Residents' Advisory Group] already has lots of community input on bike routes regarding Gateway/Stad.	
Marconi Walkway	Should be renamed bikeway and walkway!	
Marconi Walkway	Why do you call it Marconi? Macaroni.	
Marconi Walkway	I thought Marconi was the rail line not a walkway.	
Marconi Walkway	Marconi walkway?? Pls think of another name.	
Marconi Walkway	Marconi Walkway. Why is this named "Marconi"? NE, Pioneer Greenway did not use Marconi name internationally.	
Marconi Walkway	FIX THE STREETS AND STOP SALTING. Use this money to fix all the streets not just main thoroughfares. Stop putting up barriers and not fixing anything, then taking them down.	1
Marconi Walkway	You better consult residents on Regent Ave and Midwinter Ave.	
Marconi Walkway	Reduce parking in Riverton between Watt and Elmwood Rd.	
Marconi Walkway	Fix potholes on Riverton from northwest Pioneers Greenway to Grey. Damages my bike.	
Marconi Walkway	Would like to see bike lane pavement markings.	
Marconi Walkway	Smaller project could be done "anytime" not necessarily now.	
Marconi Walkway	Riverton is a busy street. It has a school with students & buses. Crossing Watt a problem even with the cross walk. Stadacona/Brazier/Midwinter can be very busy with traffic from Disraeli & Louise Br.	1
Marconi Walkway	Lots of traffic on Brazier.	
Marconi Walkway	Riverton has River Elm school with cars parked and traffic and kids.	
Marconi Walkway	Or is it a multi-purpose path?	
Marconi Walkway	Marconi Walkway- is it a walkway or an A/T comment?	
Marconi Walkway	Clearing pathways in Winter within a reasonable time.	

Marconi Walkway	Brazier not ideal for cycling.	
Marconi Walkway	Great idea.	
Marconi Walkway	I agree.	
Nairn Pedestrian	Reduce distance between crossings.	
Nairn Pedestrian	Crossing located near bus stop.	
Nairn Pedestrian	Could be considered with Marconi walkway.	
Nairn Pedestrian	Cost.	
Nairn Pedestrian	Need a traffic light to cross not just button and flashing lights.	
Nairn Pedestrian	Half signal is better than pedestrian crossway.	
Nairn Pedestrian	Where do people want to cross now?	
Nairn Pedestrian	Crossing should be built depending on demand.	
Nairn Pedestrian	Demand related to destinations on Southside.	
Nairn Pedestrian	Have a walk over the top crossing.	
Nairn Pedestrian	Ramps are easier and more useful than stairs.	
Nairn Pedestrian	Crossing best located at Allan St.	
Nairn Pedestrian	City should look to acquire properties south of Nairn.	
Nairn Pedestrian	Ped corridor at Allan St.	
Nairn Pedestrian	People crossing at Allan St and Hotel	
Nairn Pedestrian	Maybe Allan Street needs a crossing.	
Nairn Pedestrian	Lots of people crossing over to/from La Salle Hotel and beer vendor. Unfortunately also lots of car traffic turning in.	
Nairn Pedestrian	Should be near a bus stop.	
Nairn Pedestrian	Existing crossings at each end so near midpoint if possible.	
Nairn Pedestrian	Near public transportation.	
Nairn Pedestrian	I have left a comment about converting Nairn into a non-arterial street, so adding a pedestrian crossing or general traffic calming is a must.	1
Nairn Pedestrian	No bike lanes or parking allowed on Nairn.	
Nairn Pedestrian	No bike lane on Nairn, busy street.	
Nairn Pedestrian	No parking on Nairn street.	
Nairn Pedestrian	Nairn should not have bike lanes. No room.	
Nairn Pedestrian	Nairn very narrow in this stretch. Road curves near La Salle Hotel. People always crossing. Very dangerous.	
Nairn Pedestrian	Walk to nearest light.	
Nairn Pedestrian	True but we need lots of crossings not just there.	
Nairn Pedestrian	Why? X-ing closed.	
Nairn Pedestrian	How many people want crossing?	
Nairn Pedestrian	If Louise Bridge is for BRT and not trucks and cars this overpass is no longer needed.	
Nairn Pedestrian	Eliminate Louise Bridge and traffic volume will go down. Makes street easy to cross.	
Nairn Pedestrian	Design to account for cyclists riding through. They will do it anyway.	0
Nairn Pedestrian	Potential bike route on Nairn to Desalaberry to get to St. B.	
Nairn Pedestrian	Safety lighting.	

Nairn Pedestrian	Important considerations are connectivity and safety.	
Nairn Pedestrian	Consider Traffic Flow.	
Nairn Pedestrian	Traffic Conditions.	
Nairn Pedestrian	Have it as a shared corridor with WPS and WFPS. Makes me feel safer.	
Nairn Pedestrian	2 crossings to bus stop over road.	
Stadacona Extension	Build Strad. On rail land.	
Stadacona Extension	1 - Transcona boulevard should connect to HWY 59. 2 - Transcona boulevard through HWY 59 to connect Gateway as an alternate route to Regent/Nairn.	
Stadacona Extension	How will the CPT extension (east of lag) be linked?	
Stadacona Extension	Imrpove traffic flow on routes that connect to transit way.	
Stadacona Extension	Accomodation of traffic corssings Raleigh/Gateway.	
Stadacona Extension	Look at the Raleigh/Gateway Corridor.	
Stadacona Extension	Widen road to accommodate traffic.	
Stadacona Extension	Love the idea of the using Gateway as a Rapid Transit line! Another spot that could link in is Concordia because of the huge section of land on the south side.	1
Stadacona Extension	Extend a 4 lane Stadacona St to connect with Concordia. 4 lanes from Lag to Louise Bridge. Would create an arterial which connects directly to Lag, CPT, Transcona, etc; and allow for future NE RT.	0
Stadacona Extension	Convert Raleigh to a bus way and widen Gateway.	
Stadacona Extension	Maybe widen Gateway and Raleigh OR combine them to make one larger road. Not necessary to have 2 identical roads.	
Stadacona Extension	Why not combine Gateway/Raleigh to make a new road on bike path will be moved to one side.	
Stadacona Extension	Use Gateway for major traffic Raleigh for local access + RT.	
Stadacona Extension	Stadacona connection + widening Gateway to 4 lanes would be positive.	
Stadacona Extension	The trees in the area have filled in nicely from the old tracks.	
Stadacona Extension	FIX THE STREETS AND STOP SALTING. Use the money for this project for fixing the streets, not only the main thoroughfares.	1
Stadacona Extension	Don't prioritize this at the expense of transit.	
Stadacona Extension	Whats wrong with Stadacona-Chalmers present connection to Gateway.	
Stadacona Extension	Impact on existing neighbourhoods.	
Stadacona Extension	No way! I don't want this route going through a quiet treed area. It has all been rehabilitated from the rail line. Now you want to place a noisy roadway through our community,& next to a track at EHS	3

Stadacona Extension	Least disruption to residential properties and property acquisition.	
Stadacona Extension	In older neighbourhoods. Destroying Elmwood.	
Stadacona Extension	We don't want to make it easier for people to drive Downtown. This route development would once again adversely impact Point Douglas neighbourhoods and negative river development.	
Stadacona Extension	I am concerned about how this might divide the neighbourhood ? Is important.	
Stadacona Extension	Inexpensive (free) parking. Bike lockers.	
Stadacona Extension	Opportunity for Levis to become a pedestrian and cycling facility.	
Stadacona Extension	Ensure cyclists are separated from traffic.	
Stadacona Extension	This is alarming. Raleigh/Gateway already has a fantastic bike/walking path but too much vehicle traffic as it is. The long straight path looks enticing to traffic engineers but leave the path alone!	0
Stadacona Extension	This corridor should include strong pedestrian and bike facilities so that it does not become an expressway slicing through east Kildonan.	1
Stadacona Extension	Accommodation of ped/cyclists on Northeast Pioneer Greenway.	
Stadacona Extension	Active Trans. Connection between Louise Bridge and NE Pioneer Greenway.	
Stadacona Extension	Cycling/biking should be considered on all new bridges/roads.	
Stadacona Extension	Bicycle connection to St. Boniface too please.	
Stadacona Extension	I like it for a bike route to Louise and Downtown, but not car/transit corridor.	
Stadacona Extension	Overall flow support mixed use for walking/cycling.	
Stadacona Extension	Direct route best for cyclists because we don't have the same stamina as cars.	
Stadacona Extension	Don't underestimate its use.	
Stadacona Extension	This looks like it means more traffic on Louise Bridge.	
Stadacona Extension	It's not as open an area anymore causing a lot more traffic.	
Stadacona Extension	Too much traffic in neighbourhood.	
Stadacona Extension	Adding to the rail traffic and freeway traffic.	
Stadacona Extension	This will yet add more flow-thru traffic into Point Douglas.	
Stadacona Extension	This will add a lot of traffic. Hope it will be ok.	
Stadacona Extension	Move Rupert St Transit hub.	
Stadacona Extension	Customer service 311 lack of response to immediate issue, privacy leg. as rational.	
Stadacona Extension	Other alternative to Stadacona?	
Stadacona Extension	Connectivity is important.	