

CITY OF WINNIPEG

EASTERN CORRIDOR STUDY

PUBLIC ENGAGEMENT SUMMARY

NOVEMBER - DECEMBER 2017





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CITY OF WINNIPEG

PROJECT NO.: 17M-00063-00
DATE: MARCH 2018

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1 INTRODUCTION

1.1 PUBLIC ENGAGEMENT NOVEMBER – DECEMBER 2017

This report summarizes the engagement opportunities, input received and key findings from public engagement from November 20 – December 18, 2017. A total of 1,057 people participated in this stage of public engagement: 231 attended workshops, there were 344 interactions at pop-up events, and 482 visited the project website and participated online.

In general, participants have been supportive of the study, the additional study components and the possibilities for a corridor that supports the development of complete communities and an improved transportation network in the study area. There is a clear desire for the study to be thoughtfully responsive to public input and reflective of the goals of existing City policy.

1.2 PUBLIC ENGAGEMENT GOALS AND OBJECTIVES

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

The overall public engagement goals for the Eastern Corridor Study are:

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

The public engagement objectives for this stage of the study were to:

- Share information about the rationale, goals and possibilities of the study;
- Enable the public to provide meaningful input into the opportunities and constraints analysis that provides additional local knowledge and context;
- Enable the public to provide meaningful input on the criteria to be used when evaluating design and alignment possibilities;
- Enable the public to provide meaningful input on alignment possibilities and potential impacts; and
- Develop a shared understanding of study complexities and the decision-making process, including what decisions need to be made and when, and how the public will be involved in the decision-making process.

2 ENGAGEMENT OPPORTUNITIES

2.1 DROP-IN WORKSHOPS

Six drop-in workshops were held from November 27 - 30, 2017. At these workshops, the public had an opportunity to learn about the study, provide input, and share their ideas. The workshops were comprised of four activity stations:

- The **Study Information Station** included background information about the study;
- The **Alignment Mapping Station** provided an opportunity for the public to see how alignment possibilities were narrowed down based on a technical *Fatal Flaws Analysis*, and to provide input on the remaining alignment possibilities;
- The **Criteria Station** provided an opportunity for the public to comment on draft criteria and weighting that will be used to evaluate route alignment options; and
- The **Opportunities and Constraints Station** provided an overview of the analysis of various technical data and public input that was used to identify opportunity areas where a rapid transit corridor has the most potential to create positive change.

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

EVENTS AND ATTENDANCE

DATE	TIME	LOCATION	ATTENDANCE
Monday, November 27, 2017	11 a.m. – 2 p.m.	Manitoba Hydro Place	120
Monday, November 27, 2017	4:30 p.m. – 7:30 p.m.	Norwood Hotel	25
Tuesday, November 28, 2017	11 a.m. – 2 p.m.	Chalmers Community Centre	22
Tuesday, November 28, 2017	11 a.m. – 2 p.m.	Mosaic Event Centre	14
Wednesday, November 29, 2017	4:30 p.m. – 7:30 p.m.	Pantages Playhouse	23
Thursday, November 30, 2017	4:30 p.m. – 7:30 p.m.	Neeginan Centre	27
		TOTAL	231

2.2 DIGITAL WORKSHOP

A digital workshop was launched on November 15, 2017, and was available online until December 15, 2017. Four online tools were designed to match the content and activities available at the in-person events. These tools were developed on an external platform and accessed from the 'Engage' tab on the study website:

winnipeg.ca/easterncorridor.

- Background information about the study was provided on the study website winnipeg.ca/easterncorridor.
- An ongoing **Idea Wall** provides a place for users to share their big, bold ideas for the study. The Idea Wall will be open and active throughout the study. Eighty comments have been provided since May 2017.

- The **Alignment Mapping Activity** provided an opportunity for the public to see how alignment possibilities were narrowed down based on a technical *Fatal Flaws Analysis* and to provide input on the alignment possibilities using an interactive mapping tool. Seventy comments were provided.
- The **Criteria Activity** provided an opportunity for the public to comment on draft criteria and weighting that will be used to evaluate route alignment options. Thirteen workbook surveys were completed.
- The **Opportunities and Constraints Activity** provided an overview of the analysis of various technical data and public input that was used to identify opportunity areas where a rapid transit corridor has the most potential to create positive change. Two comments were provided.

DIGITAL WORKSHOP TRAFFIC

482 unique users accessed the digital tools through the study website. Visits to each individual activity are as follows:

WEEK OF	TOTAL UNIQUE VISITS	IDEA WALL	CRITERIA	MAPPING	OPPORTUNITIES & CONSTRAINTS
13-Nov	74	61	75	75	Visit data not available for this tool
20-Nov	92	82	97	55	
27-Nov	162	59	46	166	
4-Dec	73	45	70	50	
11-Dec	46	31	18	27	
18-Dec	35	40	4	7	
TOTAL	482	318	310	380	

2.3 PROMOTION

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

TOOL	DATE(S)	REACH
Email (French and English)	November 16, 2017	Sent to 428 stakeholders and past workshop attendees
Email reminder (French and English)	November 27, 2017	Sent to 428 stakeholders and past workshop attendees
Newspaper Advertisements	November 15, 2017	Winnipeg Free Press, Winnipeg Sun, Metro, La Liberté, and Canstar (The Herald, The Times, The Lance) (Appendix A-2)
News release	November 15, 2017	
Posters		200 English, 50 French, throughout posted throughout the study area (Appendix A-2)
Bilingual postcards		Bilingual postcards distributed during pop-up events throughout the study area (Appendix A-2)
E-newsletter	November 23, 2017 December 7, 2017	5,351 recipients, 5,042 opens, 86 study website link clicks 5,362 recipients, 4,427 opens, 41 study website link clicks
City of Winnipeg website		winnipeg.ca/easterncorridor
Social Media		City of Winnipeg Twitter and Facebook

2.4 POP-UPS

Recognizing the need to promote the engagement opportunities in advance of the drop-in workshops, six pop-up events were held at community hubs from November 20 - 24, 2017. At these pop-ups, the public had an opportunity to get a brief overview of the study, goals of Bus Rapid Transit (BRT) and best practices for BRT from other cities and a preview of the criteria categories and alignment possibility map.

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

EVENTS AND ATTENDANCE

DATE	TIME	LOCATION	INTERACTIONS
Monday, November 20, 2017	11:30 a.m. – 1:30 p.m.	Neeginan Centre	25
Tuesday, November 21, 2017	11:30 a.m. – 1:30 p.m.	Millennium Library	58
Wednesday, November 22, 2017	7:30 a.m. – 8:30 a.m.	Graham Avenue and Garry Street	78
Wednesday, November 22, 2017	11:30 a.m. – 1:30 p.m.	Kildonan Place Shopping Centre	23
Thursday, November 23, 2017	11:30 a.m. – 1:30 p.m.	Portage and Main Rotunda	145
Friday, November 24, 2017	11 a.m. – 1 p.m.	St. Boniface Library	15
			344

3 MAPPING

MAP RESULTS

The Alignment Mapping Activity provided an opportunity for the public to see which alignments were narrowed down based on a technical Fatal Flaws Analysis. Participants were asked to provide input on the remaining alignment possibilities or propose alternate alignments for consideration.

At the drop-in workshops, participants were provided with 'sticky string' to provide their input. Green string was for "Alignments You Support"; red string was for "Alignments You Do Not Support"; and purple string was for "New Alignment Possibilities". Participants used numbered pins and comment cards to leave an associated comment. The following figures are a digital transcription of the input from each of the in-person events:

- Figures 1-7 show the input provided at each individual workshop;
- Figure 8 is a summary of all "Alignments You Support";
- Figure 9 is a summary of all "Alignments You Do Not Support"; and
- Figure 10 is a summary of all "New Alignment Possibilities".

For the online activity, participants could click and comment on different alignment possibilities and draw other suggested alignments on an interactive map. The following figures are the results of the online mapping activity:

- Figure 11 is a summary of all online submissions for "Alignments You Support";
- Figure 12 is a summary of all online submissions for "Alignments You Do Not Support"; and
- Figure 13 is a summary of all online submissions for "New Alignment Possibilities".

Figure 14 is a summary of **all** input provided both in-person and online.

Below is a summary of key themes from the mapping input received both in-person and online. All input was reviewed, coded for similar ideas and themes, and then summarized below. The comments below are not verbatim. A record of all input is included in **Appendix E**.

Downtown and Exchange District

- Preference for an alignment that is close to Main Street, The Forks and Union Station.
- Some participants suggested Main Street may be too busy to support an on-street alignment, and that it may be challenging to have an alignment that needs to cross Portage and Main.
- A few participants suggested exploring the possibility of underground alignments in the downtown.
- Some suggestions of an alignment that circulates around downtown, rather than going north-south.

St. Boniface

- An alignment on Provencher Boulevard would capture existing population, activity, and density in St. Boniface.
- An east-west alignment on Provencher Boulevard and through the recently vacated lands at Archibald Street could connect St. Boniface to Mission Industrial area and Regent Avenue.
- An alignment that follows the existing highline near Whitter Park could provide a fast and direct route, but may be too far from existing activity in the neighbourhood.
- Concerns about the highline option having an impact on existing greenspace.
- Concerns about the impact to the character of St. Boniface and the street trees on Provencher Boulevard, in particular.

Elmwood, East Kildonan and Mission Industrial

- Support for Regent Avenue as a direct alignment opportunity.
- Concerns about Nairn Avenue / Regent Avenue being too congested to support BRT infrastructure.
- Support for east-west alignments on Tyne / Thomas Avenue and Cole Avenue.
- Mission Street as another east-west alignment possibility in this area.
- Concerns about any alignment that would have an impact to the Northeast Pioneer's Greenway. However there should be an active transportation link to this facility from a future BRT route.

Regent Avenue and Transcona

- Support for alignments that provide service to new and future developments near Plessis Road and Peguis Street. However, other participants suggested these would not be ideal alignments as they are not close to existing residents and activity.
- Support for an alignment into the “heart” of Transcona”, with access to Downtown Transcona from Kildare Avenue West or Regent Avenue West.
- Support for alignments that connect to the new Park City Commons development and future library location.
- Support for an alignment that uses the CEMR right-of-way.

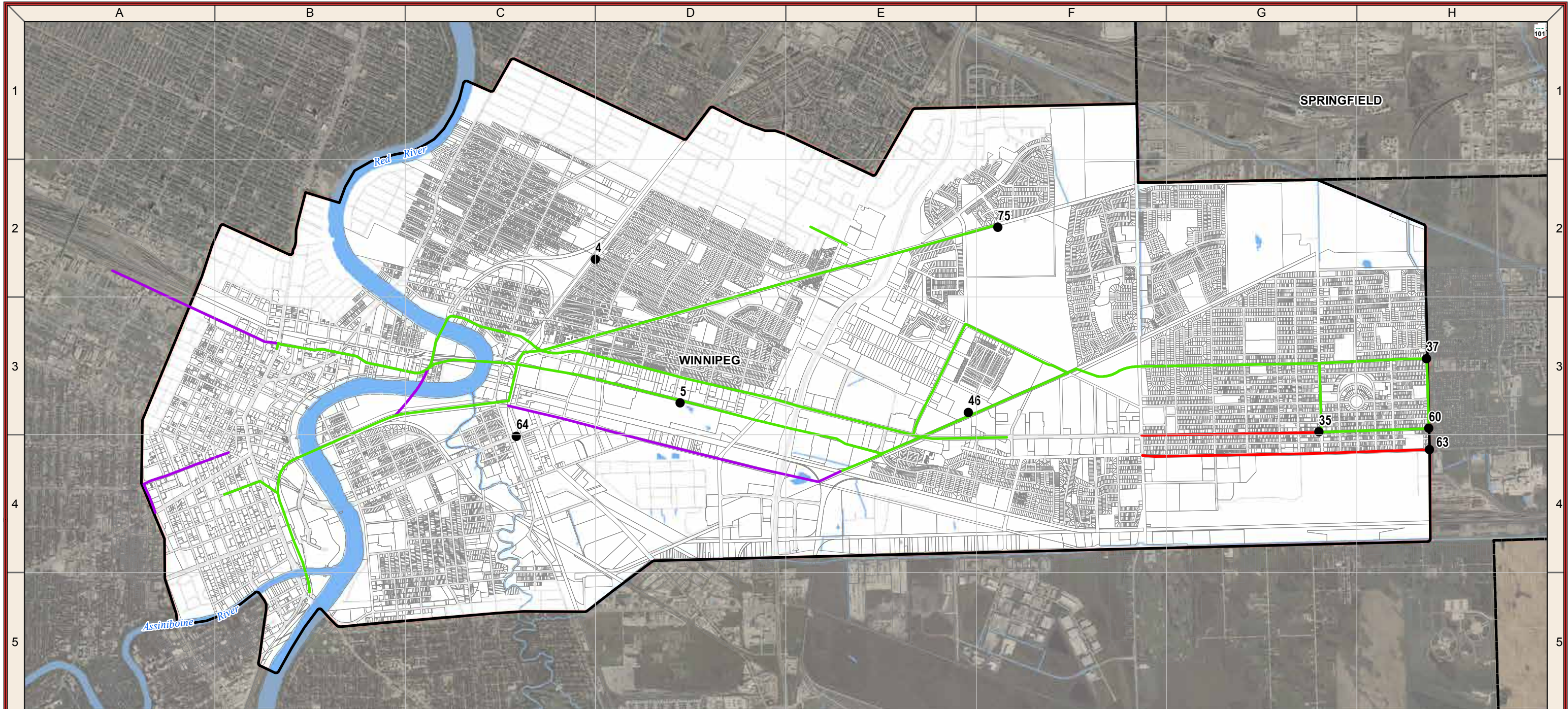
North End and Point Douglas

- An alignment through Point Douglas could spur development in the area.
- Input on river crossing locations included: following the existing alignment, or a connection from Higgins Avenue to Nairn Avenue, running parallel to the existing CN rail line.
- Suggestion of Disraeli Freeway as an alignment possibility.
- A north-south river crossing from Point Douglas to St. Boniface for better connectivity between the two neighbourhoods.

General Comments

- Support for alignments that use existing rail right-of-ways throughout the study area.
- Concerns about alignments that impact established residential areas.
- Opportunities for regional transit connections and the need for park and ride locations, especially in Transcona, to support transit use.

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Legend

Alignment Possibilities Workshop

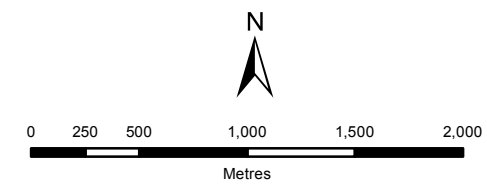
- Alignments You Support
- Alignments You Do Not Support
- New Alignment Possibilities
- Study Area
- Assessment Parcels
- Rural Municipality

Land Base

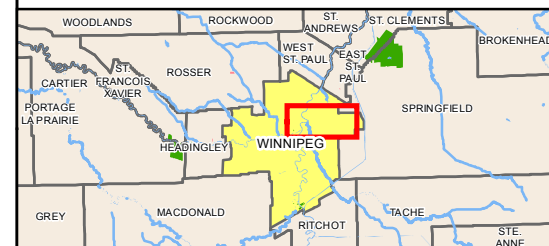
Road Type

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

Notes:



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Eastern Corridor Study

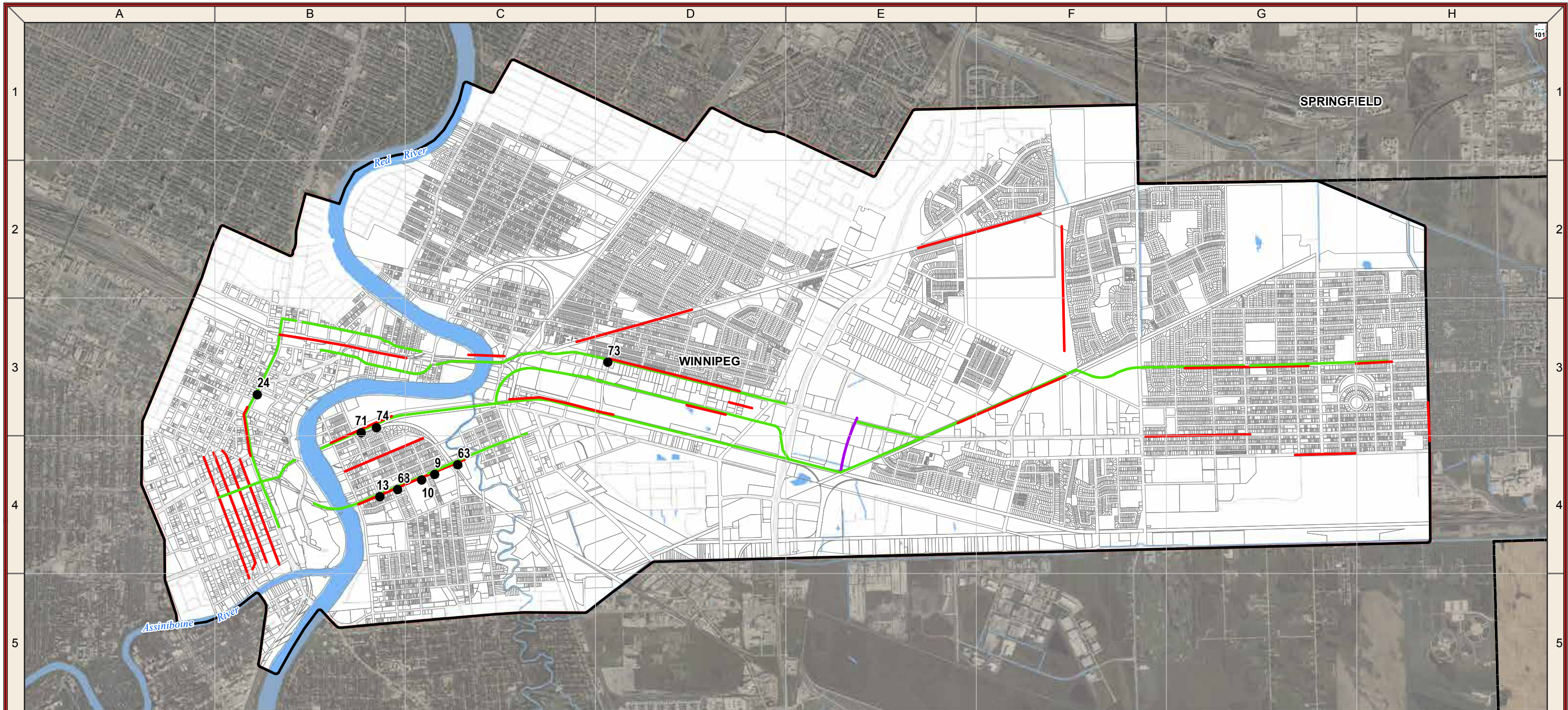
Figure 1

Monday AM

Coordinate System: NAD 83, UTM Zone 14 N
Data Source: City of Winnipeg, MLI, NRCAN, WSP
Date Created: February 28, 2017
Revision Date: December 20, 2017



Map	Pin #	Comment
MONDAY A.M.	4	Would like to see rapid transit route vp gateway.
MONDAY A.M.	5	Bus to go down this route. Put bus down Nairn/Regent won't be rapid - too many cars and intersections.
MONDAY A.M.	37	Route should go along Kildare as it will serve all of Transcona - 10 minute walk through north and south to Kildare.
MONDAY A.M.	46	Protect the trail, don't wreck it!
MONDAY A.M.	60	Not necessary for route to go all the way to Redonda - Plessis should be fine.
MONDAY A.M.	75	This corridor would target a large population area with apartments and condos between Costco and Concordia.
MONDAY A.M.	63 and 35	BRT should not go along route - won't serve majority of Transcona as well if went down Kildare.
MONDAY A.M.	n/a	Route to not go down Nairn - too congested. *City should be investing in LRT right off the bat, not BRT.
MONDAY A.M.	n/a	Enhance already well-used paths not displacing existing paths with new BRT route.
MONDAY A.M.	n/a	Route down Provencher might be better due to the higher density of people.
MONDAY A.M.	n/a	City should remove parking lane - trouble with express buses (congestion)



Legend

Alignment Possibilities Workshop

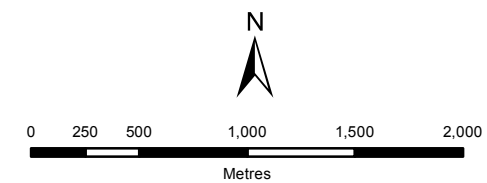
- Alignments You Support
- Alignments You Do Not Support
- New Alignment Possibilities
- Study Area
- Assessment Parcels
- Rural Municipality

Land Base

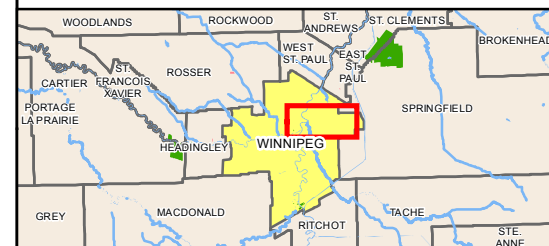
Road Type

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

Notes:



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Eastern Corridor Study

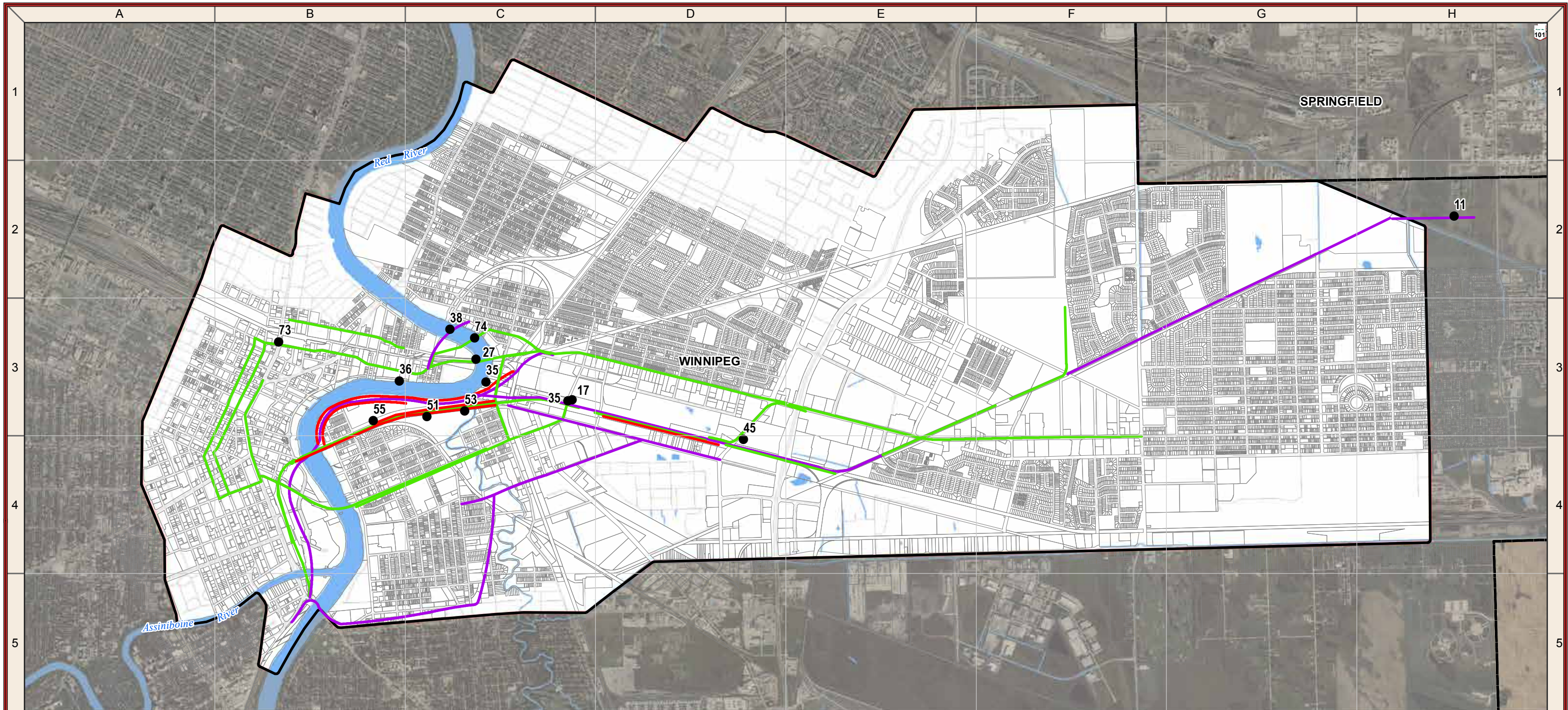
Figure 2

Monday PM1

Coordinate System: NAD 83, UTM Zone 14 N
Data Source: City of Winnipeg, MLI, NRCAN, WSP
Date Created: February 28, 2017
Revision Date: December 20, 2017



Map	Pin #	Comment
MONDAY P.M.	11	To have a future-right-of-way and to grow system east of Winnipeg. (To allow future growth and capture ridership in East Transcona, possibly Oakbank and Dugald traffic along Hwy 15)
MONDAY P.M.	17	Maintain and upgrade existing bike/foot paths in this area.
MONDAY P.M.	27	Prefer a route via Point Douglas as more scope for continuing development.
MONDAY P.M.	30	Skip downtown.
MONDAY P.M.	32	Plinket express, options for both bridges, St. Mary's and Provencher.
MONDAY P.M.	35	Walking and bike bridge opening up East Kildonan greenway to Whittier Park.
MONDAY P.M.	36	Not along Whittier Park because of park area.
MONDAY P.M.	38	Option crosses Red and connects to parking lot beside Lasalle Hotel - City owned property already and little cost for expropriation.
MONDAY P.M.	44	Reduce on Provencher. Keep boulevard.
MONDAY P.M.	45	Use Panet to go to Regent because it can be widened and extended North.
MONDAY P.M.	51	I support a route adjacent to CN from Waterfront Drive to Crossroads shopping centre (with a link to KP mall).
MONDAY P.M.	53	This path goes right through a park used by dog walkers, cyclists and walkers everyday and all year.
MONDAY P.M.	55	On highline.
MONDAY P.M.	73	BRT overtop Main street on Higgins.
MONDAY P.M.	74	Maximize use and existing city land - no compensation issues and expropriation. Also bus and vehicle bridge. Use Louise for pedestrian and bikes, some local traffic.
MONDAY P.M.	n/a	Go around core use downtown shuttles. Keep express on time.



Legend

Alignment Possibilities Workshop

- Alignments You Support
- Alignments You Do Not Support
- New Alignment Possibilities

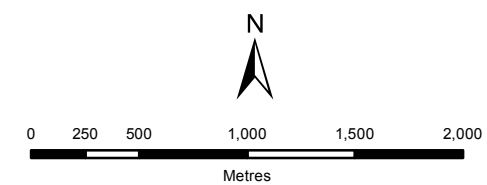
- Study Area
- Assessment Parcels
- Rural Municipality

Land Base

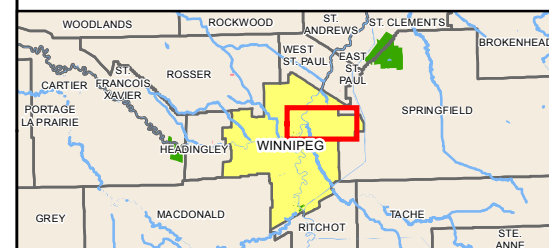
Road Type

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

Notes:



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Eastern Corridor Study

Figure 3

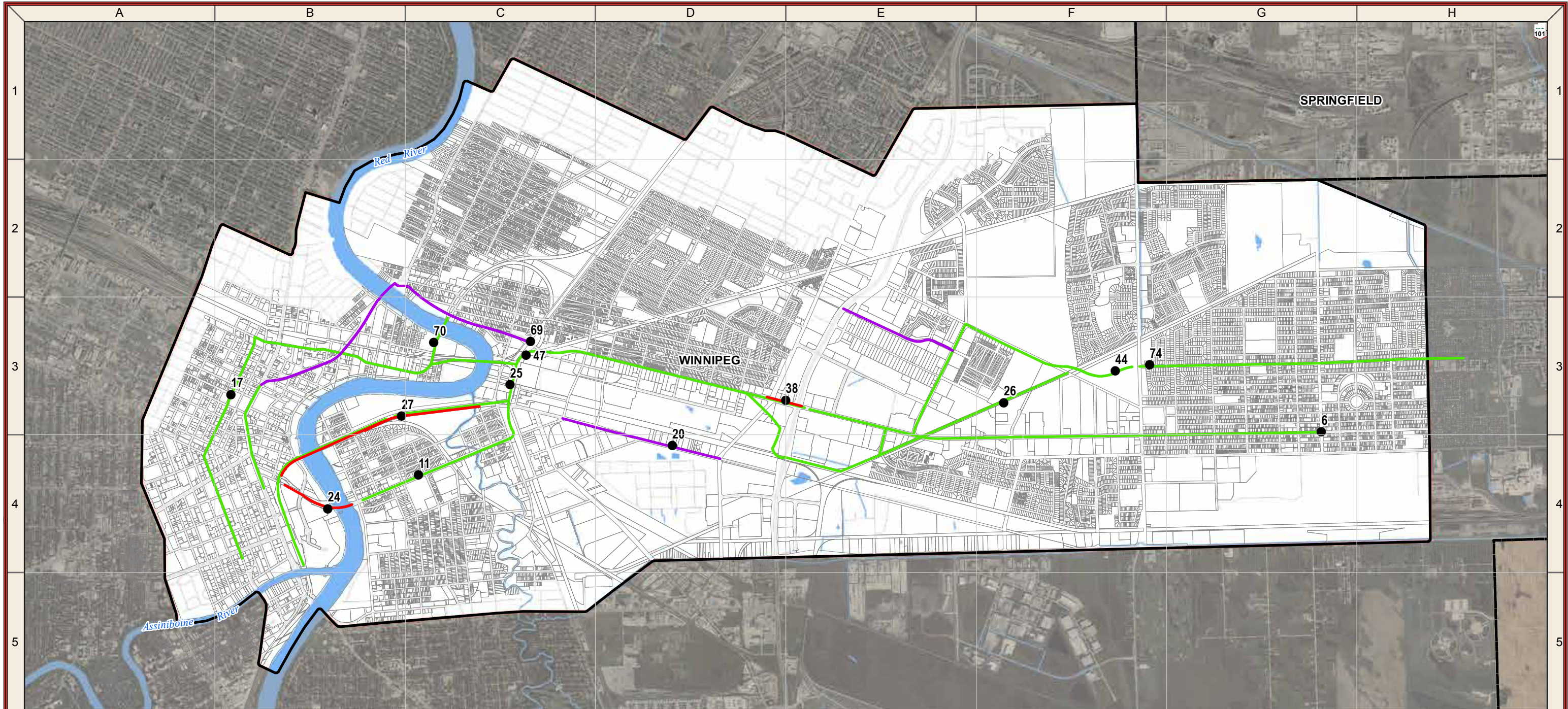
Monday PM2

Coordinate System: NAD 83, UTM Zone 14 N
Data Source: City of Winnipeg, MLI, NRCAN, WSP
Date Created: February 28, 2017
Revision Date: March 26, 2018



Map	Pin #	Comment
MONDAY P.M. 2	9	Reroute truck traffic off of Provencher blvd. Possibly Higgins. To allow BRT route.
MONDAY P.M. 2	10	Provencher is such a beautiful street. It would be a shame to loose the centre boulevard - signage, trees, flowers, ice sculptures, etc. Keep the trees and character. No huge transit markings like "crazy corner" area stations. With all the lights - will be "rapid" in any way?
MONDAY P.M. 2	13	If Provencher is chosen then trucks need to go. The buses should use the boulevard lane, middle lane for traffic (one lane) and one land for parking. Parking must not be reduced. Boulevard must not be reduced. If trucks were banned and money for redevelopment of Provencher invested in streetscaping (due to savings and not having to create a new bridge).
MONDAY P.M. 2	13	Through Provencher - need multiple stops - should not be rapid. Cozy street (shortness). Preserve the boulevard (trees).
MONDAY P.M. 2	24	Main Street has potential due to businesses and cultural festivities.
MONDAY P.M. 2	63	All this is considered as BRT option then be sure to remove it as a "travel route".
MONDAY P.M. 2	68	Do not like this as a BRT route but like it for protected bike lanes. Do not like this LRT in future use along Provencher.
MONDAY P.M. 2	71	Like this option over Provencher (CN highline) because Provencher has too much congestion. Larger impacts. Good for Festival du Voyageur.
MONDAY P.M. 2	73	Like Nairn use CP rail line east west. Better support for people/businesses
MONDAY P.M. 2	74	Contradicts residential area. Noise -> recreational, nature of area. People are already biking and walking downtown. People park in St. Boniface and walk downtown.
MONDAY P.M. 2	n/a	We don't need these expenditures at this time. The money can be better spent on existing streets.

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Legend

Alignment Possibilities Workshop

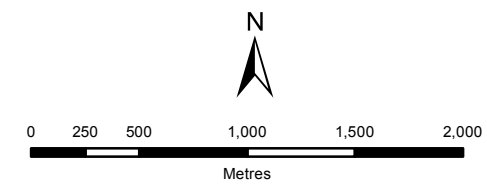
- Alignments You Support
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- New Alignment Possibilities
- Study Area
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- Rural Municipality

Land Base

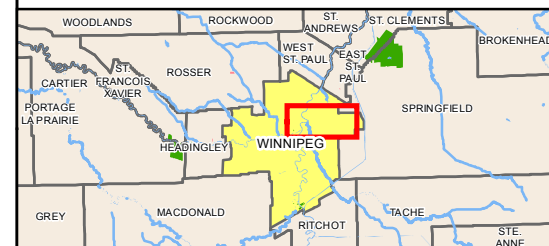
Road Type

- Provincial Trunk Highway
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- Water

Notes:



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Eastern Corridor Study

Figure 4

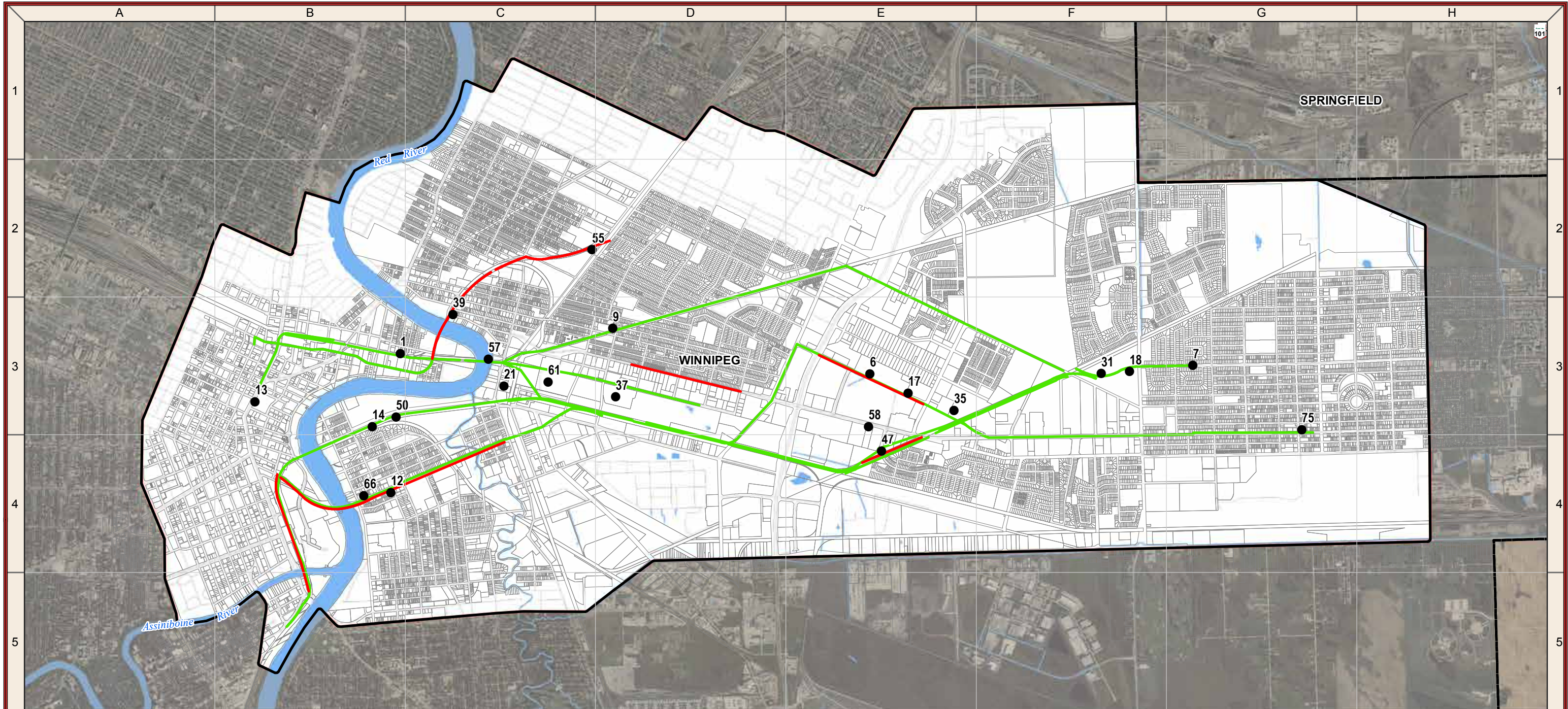
Tuesday AM

Coordinate System: NAD 83, UTM Zone 14 N
Data Source: City of Winnipeg, MLI, NRCAN, WSP
Date Created: February 28, 2017
Revision Date: December 20, 2017



Map	Pin #	Comment
TUESDAY A.M.	6	Likes alignment along Regent Avenue West - straight ahead and busy area. No going up Peguis Street to Library.
TUESDAY A.M.	11	Provencher is able to serve a higher number of St. Boniface residents. Could follow a European style (more compact design) here.
TUESDAY A.M.	17	Could draw in more people to potential development in Point Douglas and the Exchange District.
TUESDAY A.M.	20	Use Mission Street for speed.
TUESDAY A.M.	24	Don't run transit along the edge of downtown, when we could go down Point Douglas, West Exchange (i.e. Princess) and connect more riders and access.
TUESDAY A.M.	25	This area could be a major transportation hub for BRT and other modes.
TUESDAY A.M.	26	Avoid driveways and congestion on Peguis, intersection @ Transcona/Peguis, can use Park and Ride at Casino. Better than dogleg.
TUESDAY A.M.	27	There is an informal bike trail area - fun for cyclists - that will be destroyed by the rail side (south side) BRT route (North side OK)
TUESDAY A.M.	38	Avoid Lagimodiere. Utilize overpass to avoid congestion at Nairn + Lagimodiere + Panet.
TUESDAY A.M.	44	Final destination should be the Transcona Library.
TUESDAY A.M.	47	Good route option as it ties well to the future NE transit way. Fire station - use the transit way.
TUESDAY A.M.	69	Consider the expansion of Gateway to facilitate traffic and lessen stress on Stadacona.
TUESDAY A.M.	70	Utilize the Louise bridge row, tear down old bridge and build there. Own property (underpass of CP line) - brownfield and very contaminated in area.
TUESDAY A.M.	74	Need more park + rides and local transit service to connect to BRT service.
TUESDAY A.M.		Be sure to coordinate station area with developers to facilitate development. Be sure to have lights on pathway and future bike routes with off road.
TUESDAY A.M.		Station areas need bike park and ride -> store bikes, have breakfast and exercise at some place.
TUESDAY A.M.		Right lane north-west bound. Incorporate university areas and Pembina. Northbound lane avoid cars.

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Legend

Alignment Possibilities Workshop

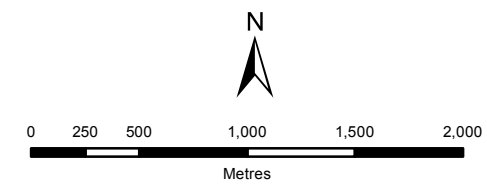
- Alignments You Support
- Alignments You Do Not Support
- New Alignment Possibilities
- Study Area
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Land Base

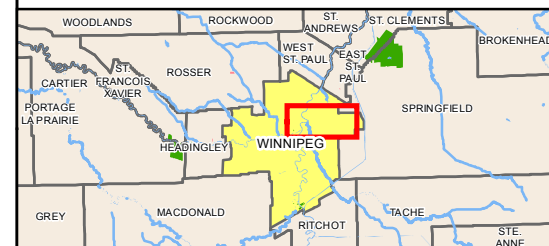
Road Type

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- Water

Notes:



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Eastern Corridor Study

Figure 5

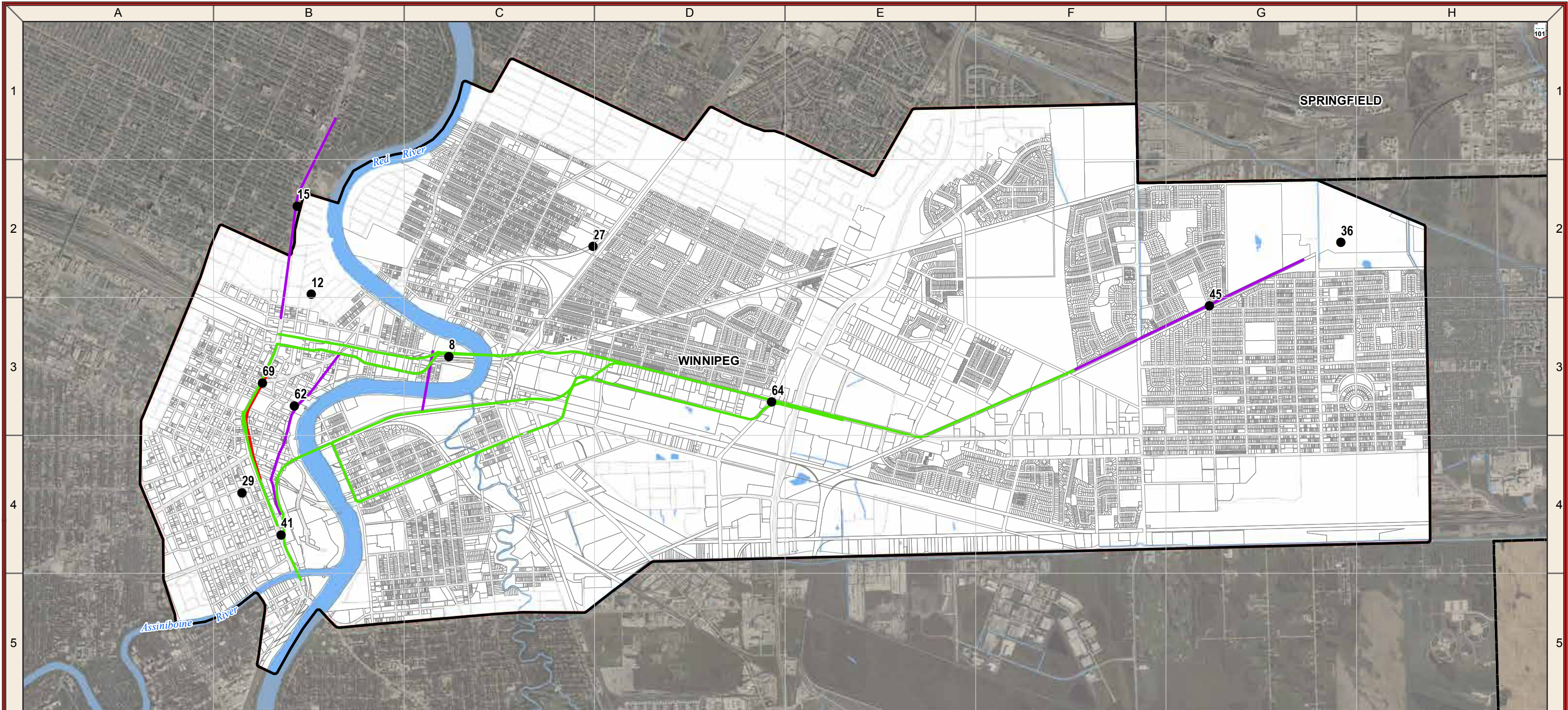
Tuesday PM

Coordinate System: NAD 83, UTM Zone 14 N
Data Source: City of Winnipeg, MLI, NRCAN, WSP
Date Created: February 28, 2017
Revision Date: December 20, 2017



Map	Pin #	Comment
TUESDAY P.M.	1	Opportunity for community enhancements must be done with respect.
TUESDAY P.M.	6	BRT to run behind KP on Rendeers Drive. There is more space rather than running along Regent.
TUESDAY P.M.	7	Bus services need to be improved if BRT is to extend to end at Park City Commons.
TUESDAY P.M.	9	Potential station site.
TUESDAY P.M.	12	Incompatible with a pedestrian-friendly café atmosphere. (unless subway).
TUESDAY P.M.	13	Problem with using Main Street is the competition for buses for so many other routes.
TUESDAY P.M.	14	OK if it's using rail right-of-way. Do not take from park.
TUESDAY P.M.	17	Not to go down Rendeers was just developed, too congested.
TUESDAY P.M.	18	Plan a park and ride at terminus of BRT as people and drivers rely on poor bus services.
TUESDAY P.M.	21	Archibald - Gateway straight flow.
TUESDAY P.M.	31	High density planned and developer is interested in working together - Library too.
TUESDAY P.M.	35	Confirm with Costco that this could be acceptable.
TUESDAY P.M.	37	Electric buses could be recharged using solar panels on roof of garage.
TUESDAY P.M.	37	Relocate the bus garage to the end of the line to go inbound in morning, outbound at night - reduce deadheading.
TUESDAY P.M.	39	Direct easy connection from Watt across Louise Bridge.
TUESDAY P.M.	50	Use existing trades to route BRT line.
TUESDAY P.M.	55	I don't want to see every transit/bike path around Elmwood High School to Watt-Nairn as the community and vegetation is well established! :(
TUESDAY P.M.	57	Replacing Louise bridge is costly and rather St. Boniface option.
TUESDAY P.M.	58	Location of BRT station should be located at Kildonan Place Mall.
TUESDAY P.M.	61	Confirm local knowledge that mushroom farm is converting to either to packaging only or being sold outright, with farm relocating.
TUESDAY P.M.	66	Use Provencher - already has density and caters to what is already built and serves existing population.
TUESDAY P.M.	75	BRT to terminate in downtown Transcona.
TUESDAY P.M.		No additional voice for this neighbourhood and support BRT here.

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Legend

Alignment Possibilities Workshop

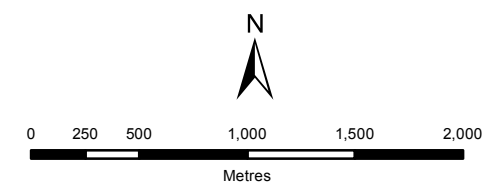
- Alignments You Support
- Alignments You Do Not Support
- New Alignment Possibilities
- Study Area
- Assessment Parcels
- Rural Municipality

Land Base

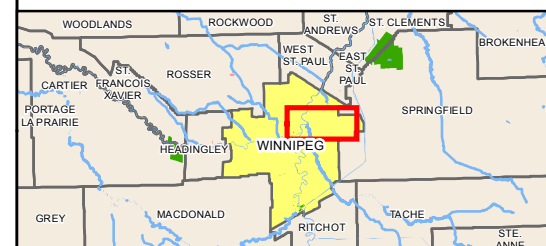
Road Type

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

Notes:



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Eastern Corridor Study

Figure 6

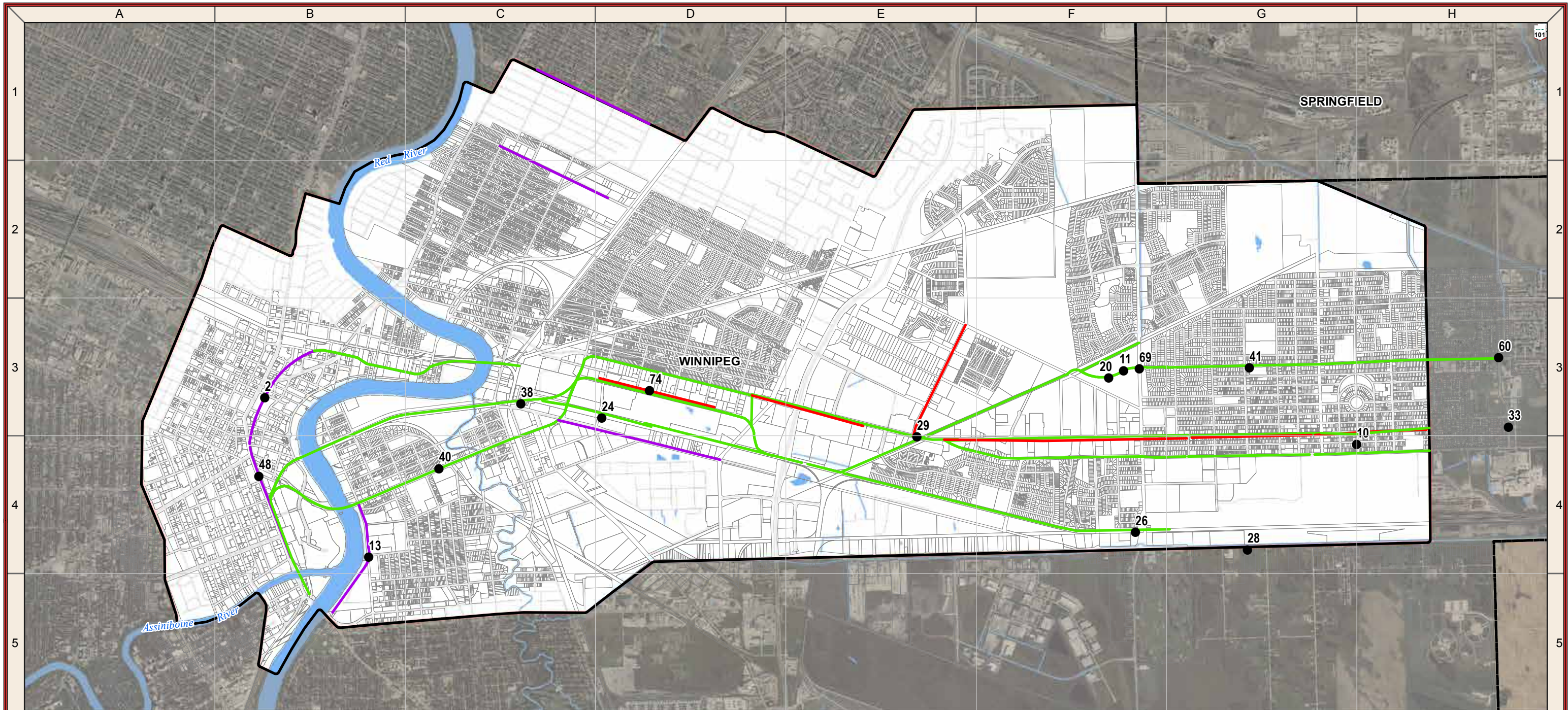
Wednesday

Coordinate System: NAD 83, UTM Zone 14 N
Data Source: City of Winnipeg, MLI, NRCAN, WSP
Date Created: February 28, 2017
Revision Date: December 20, 2017



Map	Pin #	Comment
WEDNESDAY P.M.	8	Land interest on point of Point Douglas are fairly consolidated. While some site remediation is harder, the land has exciting multi-use residential/commercial potential. A BRT with station planned in the area could be key to unlocking this redevelopment
WEDNESDAY P.M.	12	Cut-through traffic going via Euclid.
WEDNESDAY P.M.	15	Buses returning to garages, sign them - allow people to not have to wait in the cold. Easy fix!
WEDNESDAY P.M.	27	Stadacona 4 lanes from Louise bridge to Concordia and onto Lagimodiere creates a new corridor to remove traffic from residential streets over creates more direct route through NE Winnipeg and eliminates zig-zag routes on existing road network.
WEDNESDAY P.M.	29	Moving sidewalk Union Station - Graham.
WEDNESDAY P.M.	36	Park and Ride location.
WEDNESDAY P.M.	41	Union Station is a key connection point between the south and east.
WEDNESDAY P.M.	45	Route makes sense for LRT in particular.
WEDNESDAY P.M.	62	Make waterfront bus only.
WEDNESDAY P.M.	64	Possible startion - make sure sidewalks are fixed up!
WEDNESDAY P.M.	69	I believe Portage and Main is too congested for bus traffic, especially with re-opening. For better to have LRT that turns onto Portage and Main with axis that goes underground downtown, and connects to the southwest to the east. The partial route on Main turning east will also not capture users who go further north along Main, thereby shorting the potential ridership along Main specifically.
WEDNESDAY P.M.		Announcing buses arriving - much room for improvement for those with vision issues. Remove need for push buttons, hard to find. Make it proximity based.
WEDNESDAY P.M.		GPS data for all stops, useful to know where they are!

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Legend

Alignment Possibilities Workshop

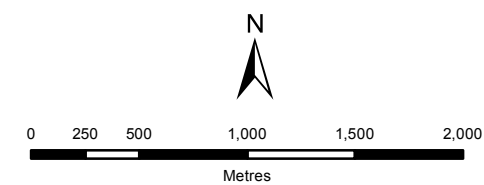
- Alignments You Support
- Alignments You Do Not Support
- New Alignment Possibilities
- Study Area
- Assessment Parcels
- Rural Municipality

Land Base

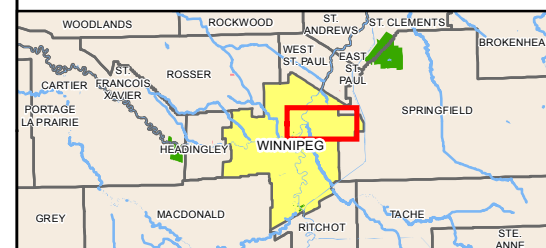
Road Type

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

Notes:



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Eastern Corridor Study

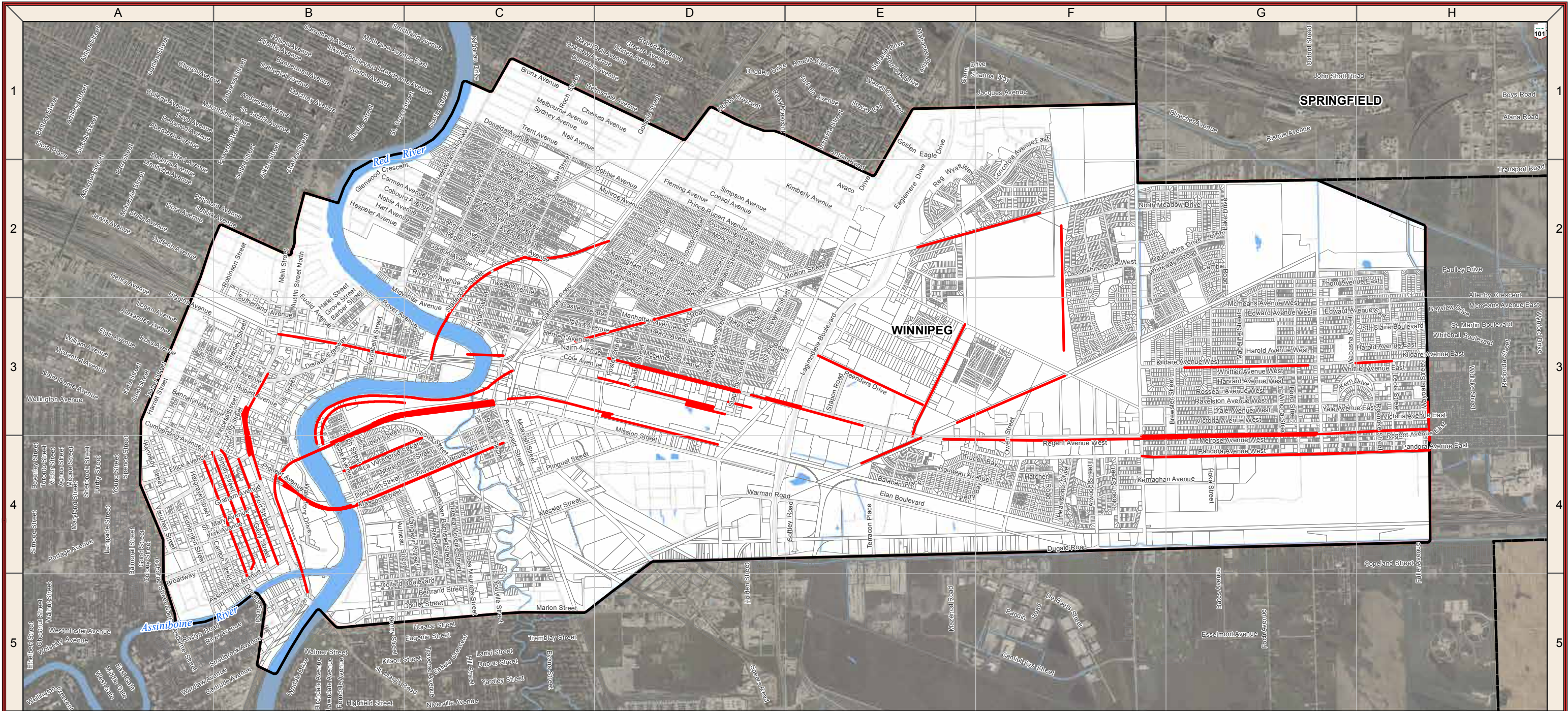
Figure 7

Thursday

Coordinate System: NAD 83, UTM Zone 14 N
Data Source: City of Winnipeg, MLI, NRCAN, WSP
Date Created: February 28, 2017
Revision Date: December 20, 2017



Map	Pin #	Comment
THURSDAY P.M.	2	Underground in downtown tie-in to main corridor, tie-into downtown buildings.
THURSDAY P.M.	10	Make sure it goes past day into heart of Transcona.
THURSDAY P.M.	11	Station design - have or use character of the area - "rail" themes of Transcona.
THURSDAY P.M.	13	Shuttle to St. Boniface hospital.
THURSDAY P.M.	20	30 acres of land - owned. Plans for a transit hub and high density. Huge redevelopment planned.
THURSDAY P.M.	24	All transit garage is built here - do not close the underpasses for AT/cycling.
THURSDAY P.M.	26	Use existing rail and station at Plessis. Fast to downtown.
THURSDAY P.M.	28	Loop back via Dugald, but watch out for trains, could be an issue.
THURSDAY P.M.	29	Congestion area - almost too far to K.P. and restaurant/groceries.
THURSDAY P.M.	33	Transit loop - maybe transfer with Rapid Transit (transfer with /48).
THURSDAY P.M.	38	Great transit hub.
THURSDAY P.M.	40	I like the option for the corridor to go down Provencher. It would be much more efficient way to get to St. Boniface from Harbourview South.
THURSDAY P.M.	41	Kildare is wide and roomy to expand lanes - take out stop signs and use traffic circles instead.
THURSDAY P.M.	48	Main Street and Portage underground tunnel.
THURSDAY P.M.	60	Would be good to go out to Redonda to better access high schools and senior homes.
THURSDAY P.M.	69	Be sure to have good feeder bus services to the terminus, park and ride as well. (That does not impact any surrounding park lots).
THURSDAY P.M.	74	Likes to stay on tracks.



Legend

Alignment Possibilities Workshop

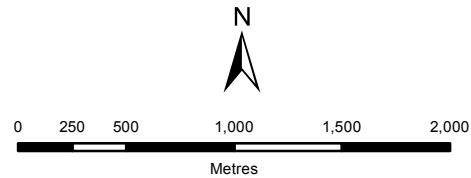
- Alignments You Support
- Alignments You Do Not Support
- New Alignment Possibilities
- Study Area
- Assessment Parcels
- Rural Municipality

Land Base

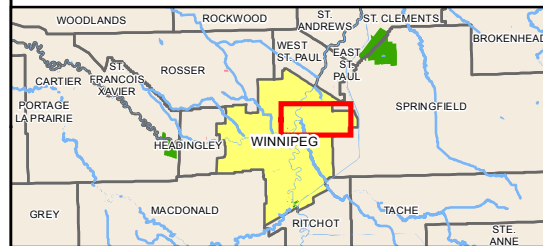
Road Type

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

Notes:



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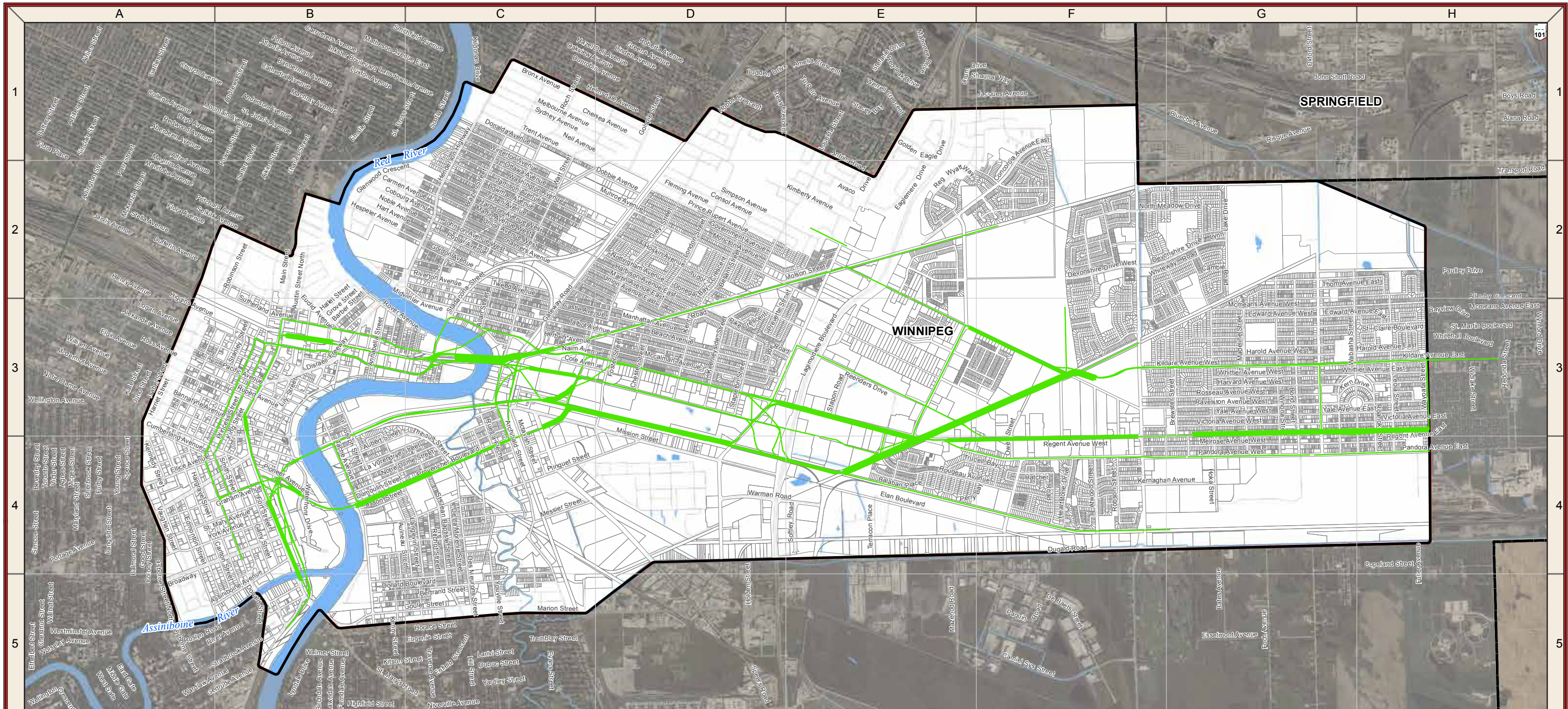
Eastern Corridor Study

Figure 9

Alignments You Do Not Support

Coordinate System: NAD 83, UTM Zone 14 N
Data Source: City of Winnipeg, MLI, NRCAN, WSP
Date Created: February 28, 2017
Revision Date: March 26, 2018








Legend

Alignment Possibilities Workshop

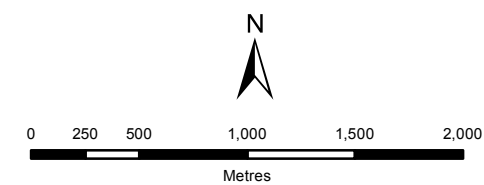
- Alignments You Support
- Alignments You Do Not Support
- New Alignment Possibilities
- Study Area
- Assessment Parcels
- Rural Municipality

Land Base

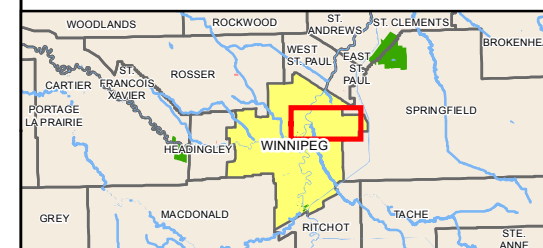
Road Type

-  Provincial Trunk Highway
 Provincial Road / Local Street
 Water

Notes:



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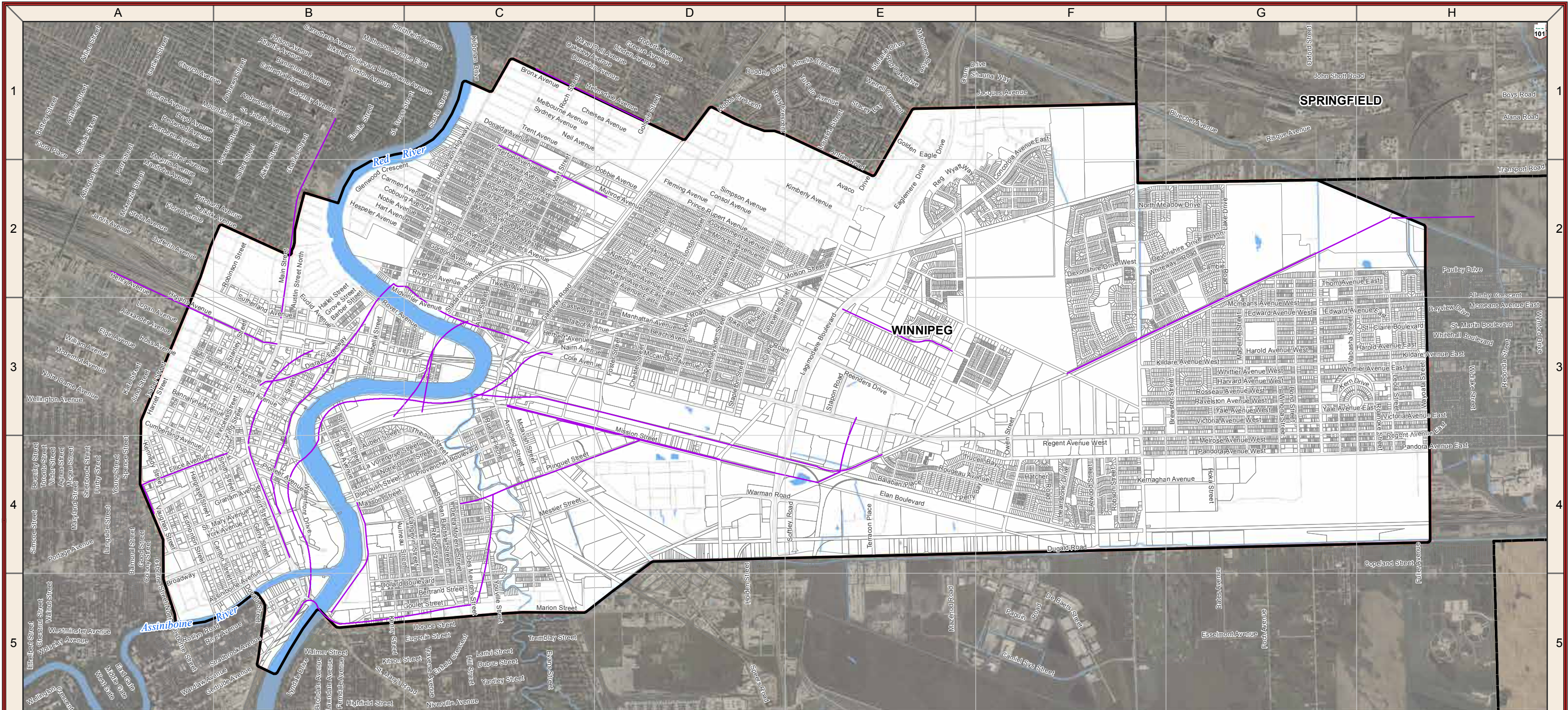
Eastern Corridor Study

Figure 8

Alignments You Support

Coordinate System: NAD 83, UTM Zone 14 N
Data Source: City of Winnipeg, MLI, NRCAN, WSP
Date Created: February 28, 2017
Revision Date: December 21, 2017





Legend

Alignment Possibilities Workshop

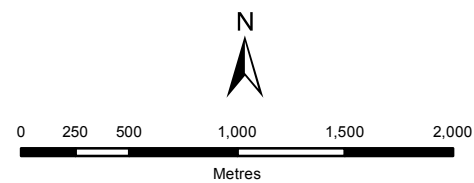
- Alignments You Support
- Alignments You Do Not Support
- New Alignment Possibilities
- Study Area
- Assessment Parcels
- Rural Municipality

Land Base

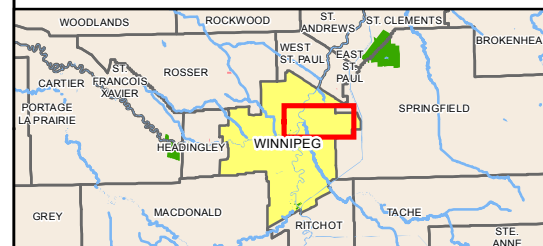
Road Type

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

Notes:



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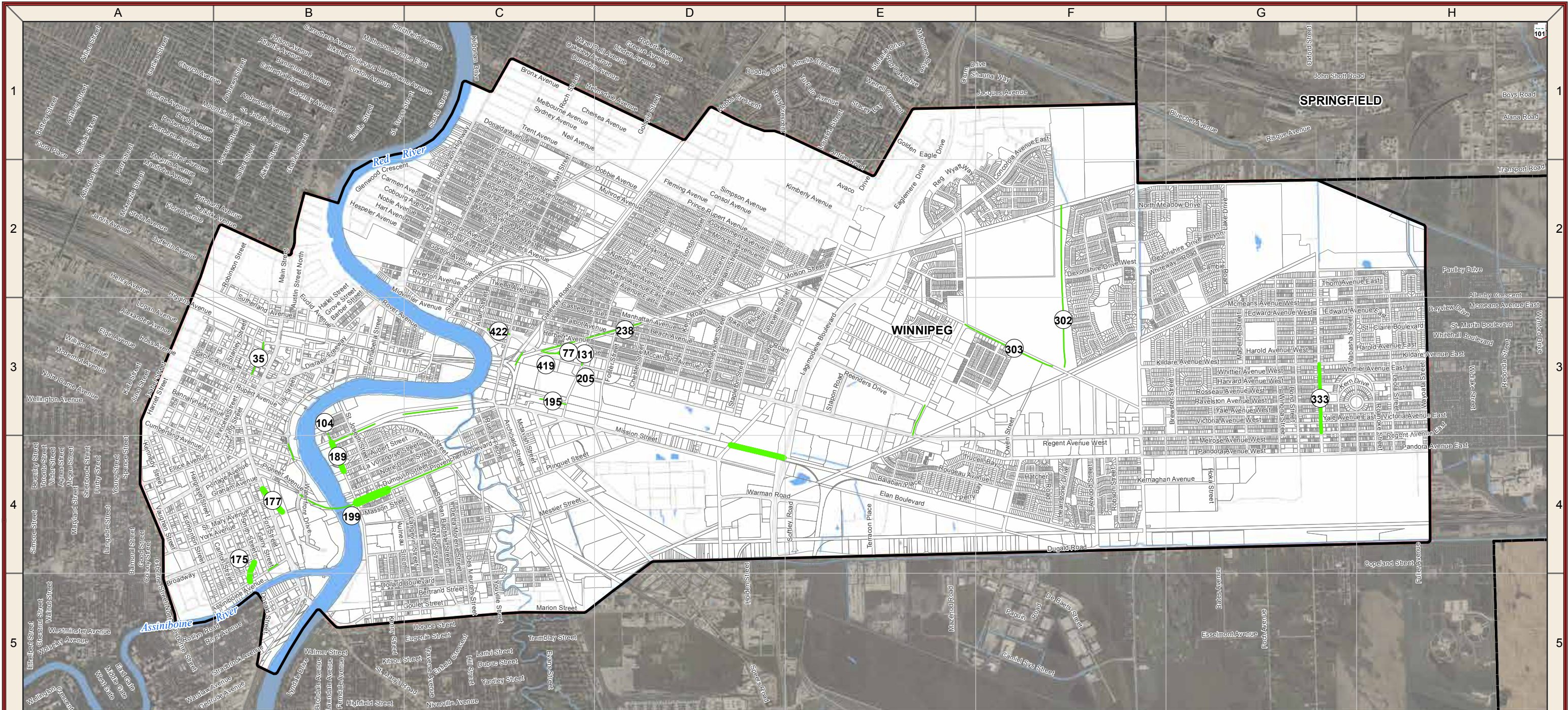
Eastern Corridor Study

Figure 10

New Alignment Possibilities

Coordinate System: NAD 83, UTM Zone 14 N
Data Source: City of Winnipeg, MLI, NRCAN, WSP
Date Created: February 28, 2017
Revision Date: March 26, 2018





Legend

Alignment Possibilities Workshop

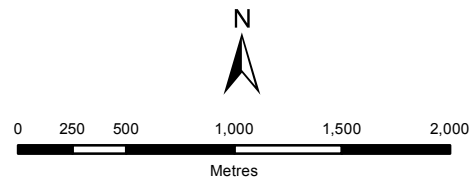
- Alignments You Support
- Alignments You Do Not Support
- New Alignment Possibilities
- Study Area
- Assessment Parcels
- Rural Municipality

Land Base

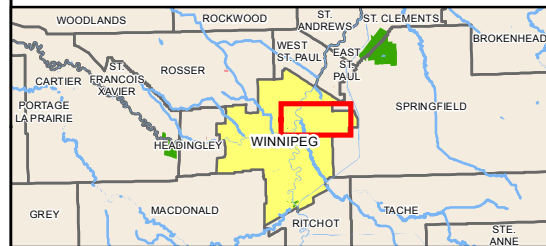
Road Type

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

Notes:



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Eastern Corridor Study

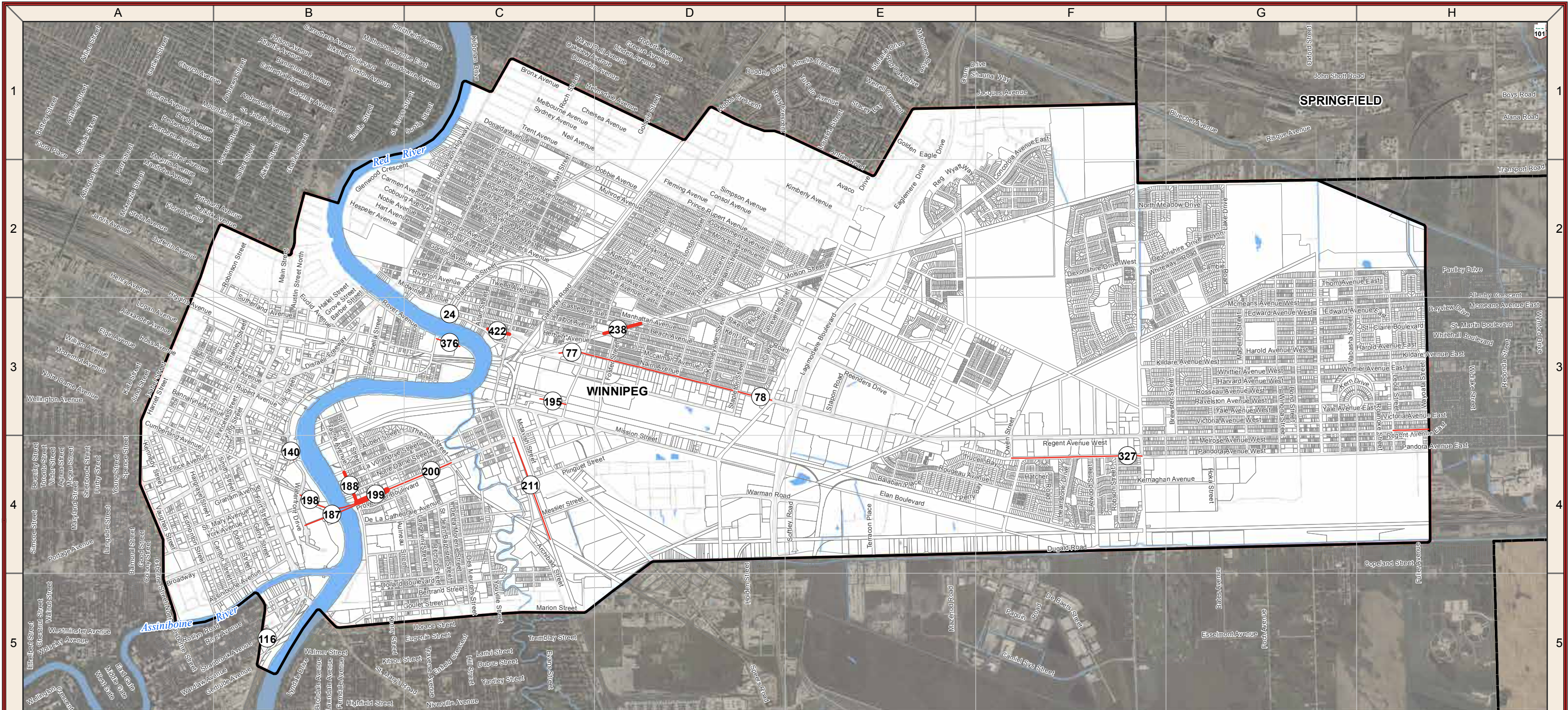
Figure 11
Alignments You Support
- Online

Coordinate System: NAD 83, UTM Zone 14 N
Data Source: City of Winnipeg, MLI, NRCAN, WSP
Date Created: February 28, 2017
Revision Date: January 25, 2018



Map	Pin #	Comment
ONLINE	35	Avoiding Main St. seems like a good idea
ONLINE	77	After coming through St. Boniface, the transitway should be along Nairn for best proximity/walking distance. Issues with busy corridor need to be resolved. Transit should run on dedicated roadway down the centre median (roadway need to be widened). One option is also overhead down the median of Nairn. Crossings need to be minimized. Otherwise it should run along Thomas or by the CN mainline.
ONLINE	104	Connection with MTS Center and Graham Transit Mall ideal
ONLINE	131	The crossing of the Red River along the CN mainline seems to be the fastest and most direct route between downtown and Transcona. The route along mission is probably the fastest of all, but a route that would run north of the mainline from the Red River to east of Lagimodiere would allow for better access for Elmwood buses. As long as there is not pressure to construct many stations along this segment of the line. As many other writers have commented: best to follow the LRT model: as little on-street travel as possible. And stations should be designed like LRT stations where local buses come to the stations, rather than expecting the RT route to operate almost as a local bus. Keep the rt away from Nairn and Regent at least until close to the Kildonan Place area.
ONLINE	175	Please keep rapid transit off surface streets
ONLINE	177	<p>Independent corridor ideal, modern, less conflict with existing traffic and intersection, great potential with union station. proximity to forks and CMHR is bonus</p> <p>This is the heart of the whole system: a link between all the corridors that would get off of Main St and go behind the Via Rail Station, connecting to the SW corridor by a flyover over Main St toward Harkness Station. This would get the buses away from on street congestion, would not require the removing of parking from Main St and would be the most rapid route into the downtown.</p>
ONLINE	189	The route through north St. Boniface should be the preferred route. It provides a direct connection into Union Station, which should be the key focal point of the Eastern Transitway. Direct connectivity through Union Station to the Southwest Transitway is a must. All transitways should be connected directly together and not rely on diamond lanes or general on street travel, except for the connection to Graham Ave.

Map	Pin #	Comment
ONLINE	195	This seems to be the fastest route to the east end of the city. But I have some concerns. Are there any opportunities for TOD from Archibald to Kildonan Place along this route? I can see a very good argument to cross the Red River along the CN mainline, but go through Elmwood north of the line but south of Nairn, so as to make for better connections from the East Corridor to Routes that go into Elmwood.
ONLINE	199	locate the corridor down an existing developed area vs point douglas where there is little current development. Ridership in the early stages will be needed.
ONLINE	205	Direct root ideal. Proximity to Narin great for businesses. close to residential neighborhood just north of Narin great for downtown commuters
ONLINE	238	Through existing neighborhood easiest access for commuters
ONLINE	302	By placing the route near all of the new development it could be considered late-phase transit oriented development.
ONLINE	303	as long as a route gets to Devonshire DR W quicker i will be happy
ONLINE	333	Central within residential neighborhood ideal to minimize walking time and requirement for transfers By placing the route between the population it allows for maximum utility of residents on both sides of the route.
ONLINE	419	finding a way to avoid Main Street seems like a good idea
ONLINE	422	Great future development opportunity



Legend

Alignment Possibilities Workshop

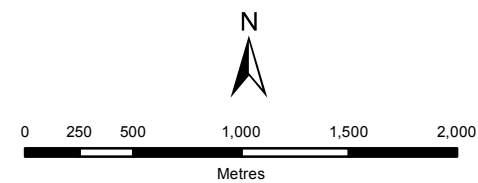
- Alignments You Support
- Alignments You Do Not Support
- New Alignment Possibilities
- Study Area
- Assessment Parcels
- Rural Municipality

Land Base

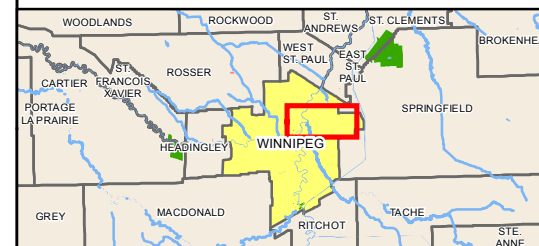
Road Type

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

Notes:



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Eastern Corridor Study

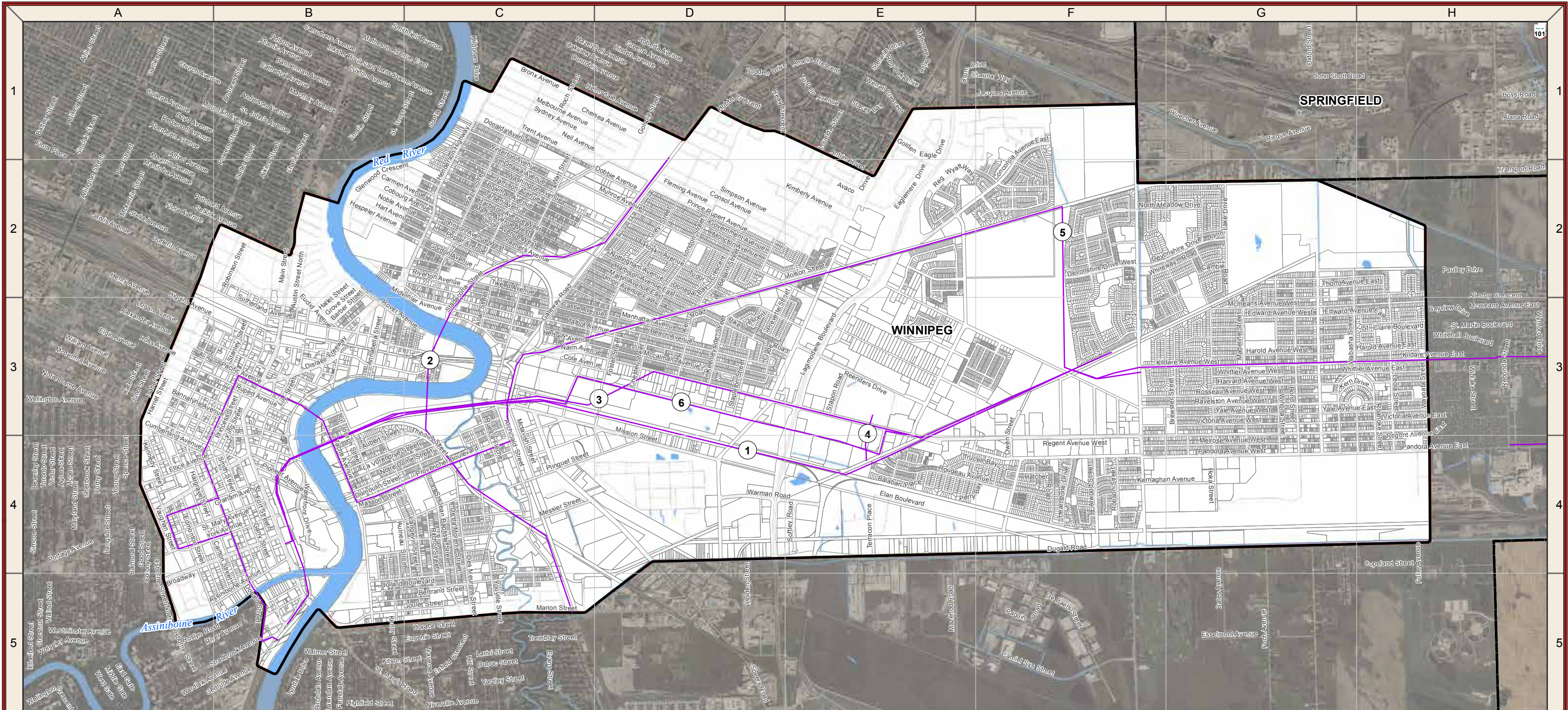
Figure 12
Alignments You Do Not Support
- Online

Coordinate System: NAD 83, UTM Zone 14 N
Data Source: City of Winnipeg, MLI, NRCAN, WSP
Date Created: February 28, 2017
Revision Date: January 25, 2018



Map	Pin #	Comment
ONLINE	24	I can see that this route would be attractive as it would combine with a new Louise Bridge. However, it appears to be a much slower option than the more direct route along the CN mainline. Yes, there is possibility for TOD in the South Point Douglas area. However, might be even better facilitated by a regular bus route through the Exchange and Point and that would connect well with the RT Corridor. There is danger that in trying to get the corridor to try to meet too many goals, the original purpose of the corridor is lost: attracting commuters from areas for which transit does not appear a viable option because the rides are considered too long, Taking the corridor on detours into local neighbourhoods and into more car traffic will increase travel time and reduce its attractiveness to suburban riders.
ONLINE	77	Narin / Regent to busy and not enough room
ONLINE	78	Nairn is already very busy with cars not transit and 99% of those drivers will not switch to transit just because its built. There also is not enough room to widen this street.
ONLINE	116	Why does this alignment stop at Donald on the West and Redonda on the east? Why not extend it to Ravenhurst so those of us at the far East can take advantage of rapid transit. Why also stop at Donald in the middle of downtown instead of bringing the alignment closer to Bell MTS place and the convention centre, as well as 360 Portage Avenue, which is now the only Manitoba Hydro where you will be able to pay your bill in person
ONLINE	140	This crossing, close to the CN mainline seems to provide the most rapid route, with the least disruption, and avoids needing to go along or cross over many major road routes. Would also provide excellent connectivity with the SW Corridor, once the segment behind the VIA rail station is completed (i.e. behind VIA, crossing over main to the Harkness Station). The creative challenge will be to get from the CN mainline to Graham Mall. I would have liked to have seen some proposals around this.
ONLINE	187, 198, 200	To get to this point would need to go down Provencher with the narrow bridges and elsewhere would mean that infrastructure would not support the pace at which rapid transit would need to move. Even the suggestion of putting it down the medium would not work as there is no medium before, on or after the bridge going over the Seine and the removal of Belgium war memorial, tress and flower beds would be wrong..
ONLINE	188	looks like a detour that avoids heart of downtown - somewhat strange alignment
ONLINE	195	in the middle of no-where

Map	Pin #	Comment
ONLINE	199	potentially divides the neighborhood blvd would loose historic value as heart of St. Boniface
		This on street option would be slow and likely require more stations. This route would transform an RT route into an express bus route -- no real improvement over the current system.
ONLINE	211	Due to railway crossings, lights, narrowing of Provencher at Seine getting to this point would not be feasible.
ONLINE	238	Dog leg not required if future plans for Raleigh/Gateway transitway (proximity)
		I would like to have heard arguments for this (CP mainline) alignment. Why is it an option? Would it actually be as fast or faster than the southern CN mainline route? Cheaper? Or is it that it would provide better connectivity with the growing population of East Transcona? It is curious that it a route would be proposed that would be so far from the natural hub of the Kildonan Place area.
ONLINE	327	I don't believe that there's enough potential traffic along Plessis to support the route going down Plessis.
ONLINE	376	Provencher is not a feasible route with Narrow bridge over Seine and road elsewhere would mean that infrastructure would not support the pace at which rapid transit would need to move. Even the suggestion of putting it down the medium would not work as there is no medium before, on or after the bridge going over the Seine and the removal of Belgium war memorial, trees and flower beds would be wrong..
ONLINE	422	too far north



Legend

Alignment Possibilities Workshop

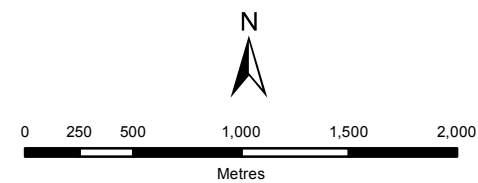
- Alignments You Support
- Alignments You Do Not Support
- New Alignment Possibilities
- Study Area
- Assessment Parcels
- Rural Municipality

Land Base

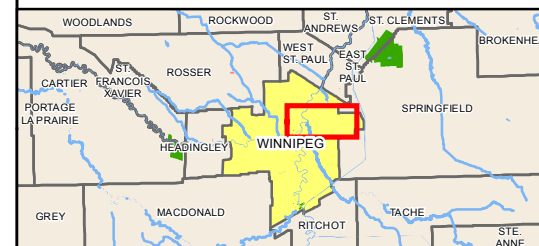
Road Type

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

Notes:



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Eastern Corridor Study

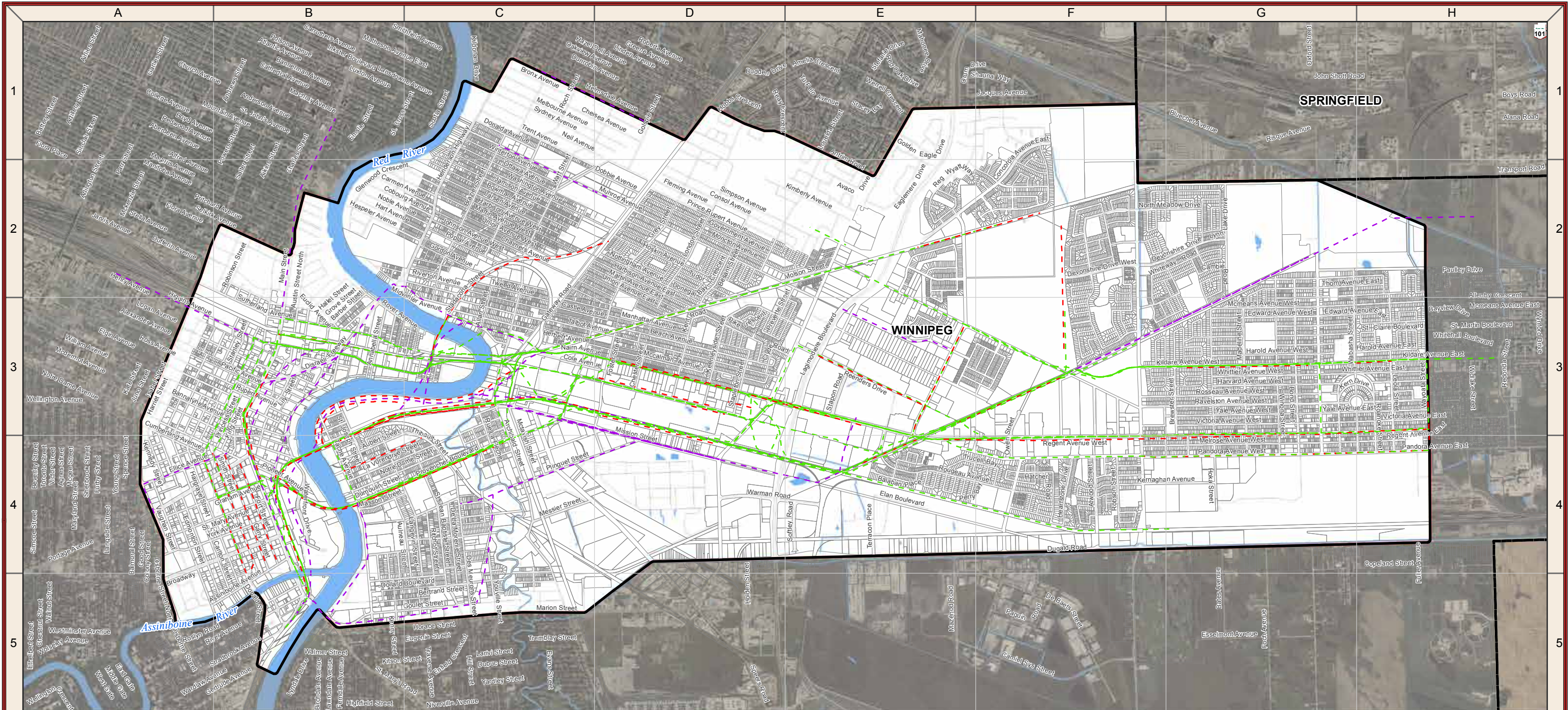
Figure 13 New Alignment Possibilities - Online

Coordinate System: NAD 83, UTM Zone 14 N
Data Source: City of Winnipeg, MLI, NRCAN, WSP
Date Created: February 28, 2017
Revision Date: January 25, 2018



Map	Pin #	Comment
ONLINE	3	Allows for buses to leave downtown use a dedicated busway to avoid traffic along Main Street north of Portage Ave, as well as traffic on Higgins and Nairn Avenues. The route is reasonably close to Kildonan Place mall which could be a stop location before following the CEMR rail line as it crosses Regent Avenue near Costco. Buses (such as the existing 46 and 48 express routes) could then join on-street traffic at Transcona Blvd to make local stops in Transcona along Kildare and Regent Avenues.
ONLINE	4	At the open house, any mention of NE or SE transitway was met with "NO NO NO, not part of this study. Only that maybe it can connect to it." Okay, this is not right, we should plan now for both those connections. My alignment above shows a new option that would make the best use by proximity to existing neighbourhoods. This route would directly connect both the NE and SE transitways to the eastern transitway in Whittier Park (as I recommend the north St. B route for eastern transitway). It would piggyback on the 4 lane Stadacona expansion (which 100% should happen all the way to Concordia, making a 4 lane route from Lag interchange to Louise bridge). Run transitway down median of Stadacona, using the new Louise Bridge to get into Point Douglas. Then run straight south across the Red again on a transit/pedestrian only bridge over Whittier park and Under CN mainline. this is where a hub station could go. Then follow the CN track across Provencher and then south along CP Emerson. This would serve Elmwood, and large areas of St. B near Provencher.
ONLINE	5	Connect from southwest Transitway, over Main St and Assiniboine River, through Union Station, through north St. B, then swing up to Nairn once over Archibald, down median of Nairn/Regent to CEMR, and up to the new library at Plessis.
ONLINE	6	Connection to Kildonan Place bus loop
ONLINE	7	I think that this route would allow for the most equal opportunity for individuals to utilize Rapid Transit. The Transcona segment runs right between the dividing line of Kildare Avenue, then it extends up behind Kildonan Meadows, where there is lots of room to develop a park and ride, which may attract more users. It then cuts across the existing rail lines, while serving a good chunk of East Kildonan, followed by St. Boniface, then up into the Exchange District where there is lots of employment potential during the day, followed by social opportunities in the evening. It then dissects downtown in half, while people who work at Portage and Main may have to walk 4 blocks, individuals who work at Great West Life or the University of Winnipeg have to walk 5 or 6 blocks. Just keep the number of stops limited to increase speed, people can walk a couple blocks to catch the bus.

Map	Pin #	Comment
ONLINE	8	This appears to be the fastest route between downtown and transcona, but still providing for good connections with Nairn Ave, Gateway Road and other routes into Elmwood -- including the eventual North East Corridor. I do not know the area well, so am not sure of the best alignment between the Red River and Kildonan Place. But I would place it south of Nairn, close to the CN Mainline, on a route where speed could be possible and where a limited number of stations would be constructed. The goal of this route would to get riders away from the bottlenecks of Main Street, Louise Bridge, Nairn, and the Regent and Logimodiene intersections.
ONLINE	1	Route submitted without comment
ONLINE	2	Route submitted without comment



Legend

Alignment Possibilities Workshop

- Alignments You Support
- Alignments You Do Not Support
- New Alignment Possibilities

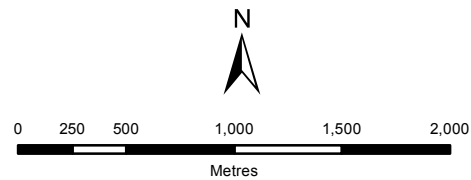
- Study Area
- Assessment Parcels
- Rural Municipality

Land Base

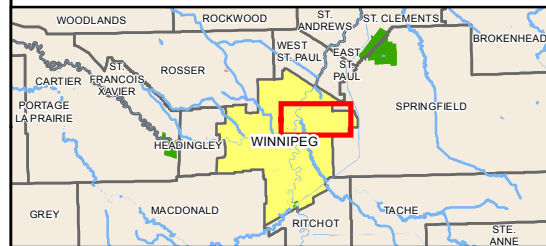
Road Type

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

Notes:



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Eastern Corridor Study

Figure 14 Alignments Possibilities - Workshop and Online

Coordinate System: NAD 83, UTM Zone 14 N
Data Source: City of Winnipeg, MLI, NRCAN, WSP
Date Created: February 28, 2017
Revision Date: March 26, 2018



4 CRITERIA

The Criteria Station provided an opportunity for the public to review the recommended criteria and weighting and provide feedback on the weightings in particular.

The criteria were shown on seven boards: one board for the overall criteria categories, and a board for each of the six sub-criteria within each category (**Appendix A**). Participants were provided with coloured stickers to indicate if they agreed (green) or disagreed (red) with each set of criteria. If they disagreed, they were asked to complete a worksheet to provide further input on each criteria category (**Appendix A**). *Note: Some participants completed worksheets without using a sticker to indicate if they disagreed with the criteria.* In addition, some participants provided written comments using sticky notes. Approximately 130 attendees provided input on one more of more of the boards.

The online Criteria Activity provided an opportunity for the public to complete a similar digital Criteria Workbook survey where they could see the recommended criteria and provide feedback on the weighting. Eleven users completed the online Criteria Workbook.

The following is a summary of the input received both in-person and online. Written comments were reviewed, coded for similar ideas and themes, and then summarized below. The comments are not verbatim and the numbers do not represent a statistically significant sample. A record of all written input is included in **Appendix C**.

4.1 OVERALL CRITERIA CATEGORIES

Participants were asked whether they agreed or disagreed with the **overall criteria category weightings**. If they disagreed, they were asked to indicate whether the weighting should be higher or lower than proposed.

Category	Connectivity	Performance	City Building	Cost	Social Equity	Environmental
Weighting	33%	33%	15%	10%	5%	4%
Agree	19	17	14	19	20	17
Disagree	9	7	9	4	3	3
Higher	1	2	3	5	4	8
No Change	8	6	8	7	10	7
Lower	6	7	4	3	1	0

The overall agree-to-disagree ratio indicates general support for the proposed criteria categories and weighting. While there was no significant indication that any of the weightings needed to be made higher or lower, Environmental had the most participants indicate that the weighting should be higher.

In written comments, some participants suggested that cost and environmental impacts should be weighted slightly higher than they currently are, with a small reduction in the weighting of connectivity and performance to accommodate for this change.

4.2 CONNECTIVITY

Participants were asked whether they agreed or disagreed with the Connectivity category criteria and weightings. If they disagreed, they were asked to indicate whether the weighting should be higher or lower than proposed.

Criteria	A) Provides transit system connections to the existing transit system, including bus routes, transit transfer centres, park-and-ride lots, etc. and future planned transit ways.	B) Eliminate gaps in the pedestrian and cycling network.	C) Facilitates connections to rapid transit stations / alignment using pedestrian and cycling facilities.	D) Minimizes physical barriers to connectivity (i.e., street crossings, roads, rivers, etc.).
Weighting	18%	5%	27%	50%
Agree	31	18	20	23
Disagree	4	8	7	3
Higher	12	7	5	1
No Change	4	9	5	5
Lower	0	0	6	10

The overall agree-to-disagree ratio indicates general support for the proposed Connectivity criteria and weighting. Criteria A had the most participants indicate that the weighting should be higher and Criteria D had the most participants indicate that the weighting should be lower. In written comments, some participants suggested transit connectivity should be increased as the study should prioritize transit infrastructure, while others indicated that pedestrian and cycling connectivity is equally important.

4.3 PERFORMANCE

Participants were asked whether they agreed or disagreed with the Performance category criteria and weightings. If they disagreed, they were asked to indicate whether the weighting should be higher or lower than proposed.

Criteria	A) Optimizes transit ridership and meets transit demand.	B) Reduces transit travel times.	C) Improves transit system reliability (on-time performance).	D) Mitigates negative impacts on the City's transportation network.
Weighting	50%	22%	22%	6%
Agree	20	23	27	12
Disagree	3	1	1	5
Higher	3	7	7	4
No Change	2	2	3	4
Lower	6	2	1	3

The overall agree-to-disagree ratio indicates general support for the proposed Performance criteria and weighting. Criteria B and C had the most participants indicate that the weighting should be higher and Criteria A

had the most participants indicate that the weighting should be lower. In written comments, some participants suggested that transit performance should be considered higher than vehicle performance. Some suggested that transit corridors should be separated from other traffic and street crossings for optimal performance.

4.4 CITY BUILDING

Participants were asked whether they agreed or disagreed with the City Building category criteria and weightings. If they disagreed, they were asked to indicate whether the weighting should be higher or lower than proposed.

Criteria	A) Optimizes and strengthens connections between and within neighbourhoods, and to frequently accessed destinations, community assets and places that generate (or are expected to generate) high transit ridership.	B) Aligns with the City's vision and policy direction as articulated in the City's development plan, <i>OurWinnipeg</i> , the supporting direction strategies, and secondary plans.	C) Supports community improvement and economic growth by encouraging infill developments of underutilized land, and creating opportunities in areas anticipated to experience growth and change.	D) Optimizes placemaking opportunities, creating dynamic, high-quality places and spaces that leverage local assets, creativity and vision to enhance community vitality, quality of life, happiness and well-being.
Weighting	35%	45%	10%	10%
Agree	19	11	15	11
Disagree	3	7	5	1
Higher	3	0	5	3
No Change	3	1	3	4
Lower	2	7	0	1

The overall agree-to-disagree ratio indicates general support for the proposed City Building criteria and weighting. Criteria B had the most participants indicate that the weighting should be lower. In written comments, some participants suggested prioritizing infill and higher densities near transit and stations.

4.5 COST

Participants were asked whether they agree or disagree with the Cost category criteria and weightings. If they disagreed, they were asked to indicate whether the weighting should be higher or lower than proposed.

Criteria	A) Minimizes construction and other capital costs, such as land acquisition, etc.	B) Right-of-Way requirements and convertibility to LRT.	C) Optimizes financial feasibility.	D) Minimizes system operating and maintenance costs.
Weighting	18%	10%	36%	36%
Agree	17	13	12	18
Disagree	4	1	2	1
Higher	4	6	0	2
No Change	3	2	2	0
Lower	1	0	6	6

The overall agree-to-disagree ratio indicates support for the proposed Cost criteria and weighting. Criteria B had the most participants indicate that the weighting should be higher and Criteria C had the most participants indicate that the weighting should be lower. In written comments, a few participants suggested the importance of mitigating fuel costs in the future and considering LRT over BRT.

4.6 SOCIAL EQUITY

Participants were asked whether they agreed or disagreed with the Social Equity category criteria and weightings. If they disagreed, they were asked to indicate whether the weighting should be higher or lower than proposed.

Criteria	A) Improves transit access for under-represented populations particularly to provide improved access to jobs and services.	B) Improves transit access in neighbourhoods that are currently not well-served by transit.	C) Supports and complements reinvestment strategies that mitigate displacement, access and affordability challenges.	D) Minimizes construction-related impacts to neighbouring residences.	E) Minimizes construction-related impacts to neighbouring businesses.
Weighting	48%	27%	16%	6%	3%
Agree	18	18	11	10	12
Disagree	0	0	1	1	2
Higher	1	3	4	1	1
No Change	3	3	3	6	7
Lower	4	2	1	1	0

The overall agree-to-disagree ratio indicates support for the proposed Social Equity criteria and weighting. No one disagreed with the proposed rating for A or B. Participants generally indicated that no weighting needed to be substantially changed. In written comments, some participants suggested that prioritizing access in area with higher densities is more important than trying to provide more coverage to all neighbourhoods.

4.7 ENVIRONMENTAL IMPACT

Participants were asked whether they agreed or disagreed with the Environmental Impact category criteria and weightings. If they disagreed, they were asked to indicate whether the weighting should be higher or lower than proposed.

Criteria	A) Reduces greenhouse gas emissions.	B) Minimizes risk of significant impacts to environmental resources (wetlands, waterways, historic facilities, hazardous sites, etc.).
Weighting	83%	17%
Agree	24	15
Disagree	3	5
Higher	0	6
No Change	2	2
Lower	6	0

The overall agree-to-disagree ratio indicates general support for the proposed Performance criteria and weighting. Criteria B had the most participants indicate that the weighting should be higher and Criteria A had the most participants indicate that the weighting should be lower. In written comments, some participants suggested the use of electric vehicles, and to increase the weighting to environmental resource impacts criteria.

5 OPPORTUNITIES AND CONSTRAINTS

5.1 KEY FINDINGS

The **Opportunities and Constraints Activity** provided an overview of the analysis of various technical data and public input that was used to identify opportunity areas where a rapid transit corridor has the most potential to create positive change. At the drop-in workshops, participants were encouraged to leave feedback on the analysis using sticky notes. Online input was collected using interactive PDFs where users could leave comments.

Comments were received on the Opportunities and Constraints Analysis presented at the drop-in workshop and online. While there was limited input on this information, below are the themes that emerged in the comments. All input was reviewed, coded for similar ideas and themes, and then summarized below. The comments below are not verbatim. A record of all input is included in **Appendix D**.

- Transit stations should consider climate and ensure protection from wind and cold.
- Important to protect green space, wildlife corridors, and rivers.
- The future river crossing (current Louise Bridge) should be wide enough to accommodate future traffic levels
- Rapid transit should serve established and mature communities, but not impact the existing character.
- A future northeast corridor could best serve East Kildonan.
- Opportunities for future network connections should be considered (southeast, northeast, etc.)
- There are opportunities to use existing surface parking lots near Shaw Park and east of Portage and Main for Transit Oriented Development or station areas to connect to Downtown.

6 SUMMARY OF KEY FINDINGS AND NEXT STEPS

Based on the input provided on criteria, small refinements to weightings will be considered. Once approved by the City, the finalized criteria and weightings will be used to conduct the Level 1 Analysis of alignment possibilities. The public will have an opportunity to see how their input informed the recommended criteria and weightings during the next round of public engagement events.

Input that has been provided on alignment possibilities and neighbourhood opportunities and constraints will be considered during the analysis and evaluation of alignment possibilities. This will help to inform the creation of 3 to 4 corridor scenarios that the public will have a chance to provide input on during the next round of public engagement events.

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

Downtown and Exchange District

- Preference for an alignment that is close to Main Street, The Forks and Union Station.
- Main Street may be too busy to support an on-street alignment
- May be challenging to have an alignment that needs to cross Portage and Main.
- Explore the possibility of underground alignments in the downtown.
- Explore an alignment that circulates around downtown, rather than going north-south.
- There are opportunities to use existing surface parking lots near Shaw Park and east of Portage and Main for Transit Oriented Development or station areas to connect to Downtown.

St. Boniface

- An alignment on Provencher Boulevard would capture existing population, activity, and density in St. Boniface.
- An east-west alignment on Provencher Boulevard and through the recently vacated lands at Archibald Street could connect St. Boniface to Mission Industrial area and Regent Avenue.
- An alignment that follows the existing highline near Whitter Park could provide a fast and direct route, but may be too far from existing activity in the neighbourhood.
- Concerns about the highline option having an impact on existing greenspace.
- Concerns about the impact to the character of St. Boniface and the street trees on Provencher Boulevard, in particular.
- Concerns about alignments that impact established residential areas.

Elmwood, East Kildonan and Mission Industrial

- Support for Regent Avenue as a direct alignment opportunity.
- Concerns about Nairn Avenue / Regent Avenue being too congested to support BRT infrastructure.
- Support for east-west alignments on Tyne / Thomas Avenue and Cole Avenue.
- Mission Street as another east-west alignment possibility in this area.
- Concerns about any alignment that would have an impact to the Northeast Pioneer's Greenway. However there should be an active transportation link to this facility from a future BRT route.
- Concerns about alignments that impact established residential areas.
- A future northeast corridor could best serve East Kildonan.

Regent Avenue and Transcona

- Support for alignments that provide service to new and future developments near Plessis Road and Peguis Street. However, other participants suggested these would not be ideal alignments as they are not close to existing residents and activity.
- Support for an alignment into the “‘heart’ of Transcona”, with access to Downtown Transcona from Kildare Avenue West or Regent Avenue West.
- Support for alignments that connect to the new Park City Commons development and future library location.
- Support for an alignment that uses the CEMR right-of-way.

North End and Point Douglas

- An alignment through Point Douglas could spur development in the area.
- Input on river crossing locations included: following the existing alignment, or a connection from Higgins Avenue to Nairn Avenue, running parallel to the existing CN rail line.
- Suggestion of Disraeli Freeway as an alignment possibility.
- A north-south river crossing from Point Douglas to St. Boniface for better connectivity between the two neighbourhoods.

Connectivity

- The Eastern Corridor should connect existing neighbourhoods and destinations in the study area, provide connections to local (feeder) routes and neighbourhoods, and have hubs to connect to other future rapid transit routes.
- Explore opportunities for regional connections, and better access and connectivity to services outside of the study area.
- Rapid transit should serve established and mature communities, but not impact the existing character.
- Opportunities for future network connections should be considered (southeast, northeast, etc.)
- Prioritize access in areas with higher densities – more important than trying to provide more coverage to all neighbourhoods.

Development

- Start by serving neighbourhoods with existing densities to support ridership and then locate the corridor near potential revitalization areas where future density could easily be achieved.
- Point Douglas has a strong potential to be transformed into a TOD neighbourhood.

Cost

- Consider long term value and do not make decisions based purely on cost.
- Do not spend money on this project.
- Fix local streets first before implementing the corridor.
- Mitigate fuel costs in the future.

Design

- Station areas should be well designed and integrated into their surrounding area and all new development should meet the City's guidelines for TOD design.
- Maintain character in mature communities and minimize impacts to existing communities.
- Corridors should be separated from other traffic and street crossings for optimal performance.

Environmental

- Consider the use of electric vehicles and charging stations on the corridor.
- Important to protect green space, wildlife corridors, and rivers.

Louise Bridge

- Support for a replacement bridge.
- Strong desire to create a pedestrian and cycling connection with a new river crossing or by retaining the existing bridge as dedicated pedestrian and cycling infrastructure.
- Desire for a multi-lane facility, providing multiple lanes in both directions, including dedicated BRT lanes and pedestrian and cycling facilities.
- The future river crossing should be wide enough to accommodate future traffic levels.

LRT and Rail

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

Parking

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

Stops and Stations

- Provide amenities at stations such as vending style library, and bike storage.
- Consider station advancements such as paying fares before boarding.
- Transit stations should consider climate and ensure protection from wind and cold.
- Prioritize infill and higher densities near transit and stations.