

Eastern Corridor Study Public Engagement

SUMMARY OF KEY FINDINGS AND NEXT STEPS

November – December 2017

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 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.