

APPENDIX

A DROP-IN WORKSHOPS



A-1 PRESENTATION BOARDS

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

APPENDIX

A-2 PROMOTION



WE WANT TO HEAR FROM YOU



EASTERN CORRIDOR STUDY

WHAT IS THE EASTERN CORRIDOR STUDY?

The Eastern Corridor Study will **identify the most suitable route for rapid transit between downtown and eastern Winnipeg** - a route that provides greater convenience, speed, reliability, transportation network improvements, and encourages development along the corridor that is sensitive to existing neighbourhoods.

Join us at a drop-in workshop

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11 a.m. – 2 p.m.

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360 Portage Avenue

MONDAY, NOVEMBER 27, 2017
4:30 p.m. – 7:30 p.m.

Norwood Hotel
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(French language services provided)

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11 a.m. – 2 p.m.

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Mosaic Event Centre
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Pantages Playhouse
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East End Arena & Community Club
517 Pandora Avenue East

For inquiries, please contact: Ryan Segal, Eastern Corridor Public Engagement Team at 204-943-3178 or eastern.corridor@wsp.com. If you require alternate formats or ASL interpretation, please contact us at least two days prior to the event you will be attending.

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ÉTUDE SUR LE CORRIDOR EST

QU'EST-CE QUE L'ÉTUDE SUR LE CORRIDOR EST?

L'étude sur le corridor est permettra de **définir le tracé qui convient le mieux à un couloir de transport rapide reliant le centre-ville et l'est de Winnipeg**, c'est-à-dire un chemin qui soit plus pratique, rapide et fiable, qui améliorera le réseau de transport, et le long duquel on favorisera des aménagements qui tiendront compte des quartiers existants.

Venez assister à un atelier libre!

Venez découvrir les tracés possibles, et dites-nous par où le corridor devrait passer. Six ateliers libres ont été organisés dans la zone à l'étude; on pourra y voir la progression de l'étude depuis les ateliers qui ont eu lieu plus tôt cette année.

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Targeted Poster Distribution

DOWNTOWN/NORTH END

Argyle High School
Bell MTS Place
Burton Cummings Theatre
Circle of Life Thunderbird House
City Place
Manitoba Legislative Building
Manitoba Museum
Manitoba Theatre Centre
Millenium Library
Museum of Human Rights
Neeginan Centre
Norquay Community Centre
R.B. Russell High School
RBC Convention Centre
Red River College – Roblin Centre
Robertson College
The Forks
Union Station
University of Winnipeg
Winnipeg Adult Education Centre
Winnipeg Art Gallery
Youth for Christ
Winnipeg Square
Manitoba Hydro
Downtown BIZ
Portage Place
Exchange BIZ
CentreVenture
Transit Booths - Millennium Library and Winnipeg Square
ACCESS Downtown

ST BONIFACE

Bertrand Arena	<i>French poster</i>
Centre Culturel Franco-Manitobain	<i>French poster</i>
College Louis Riel	<i>French poster</i>
Notre Dame Recreational Centre	<i>French poster</i>
St. Boniface Hospital	<i>French poster</i>
St. Boniface Library	<i>French poster</i>
St. Boniface Museum	<i>French poster</i>
Université de Saint-Boniface	<i>French poster</i>
Festival du Voyageur office	<i>French poster</i>
Bilingual Service Centre (Acces Saint Boniface)	<i>French poster</i>

ELMWOOD

Mennonite Brethen Collegiate Institute
Bronx Park Community Centre
Chalmers Community Centre
East End Community Centre
Elmwood High School
Kildonan East Collegiate
Melrose Park Community Centre
Monroe Library
Morse Place Community Centre
Terry Sawchuck Arena
Valley Gardens Community Centre
ACCESS River East

TRANSCONA

Club Regent Casino
East End Community Centre
Ed Golding Memorial Arena
Kildonan Place Shopping Centre
Oxford Heights Community Centre
Park City West Community Centre
Transcona Collegiate
Transcona Library
Transcona BIZ
ACCESS Transcona



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Postcard



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Eastern Corridor Study Drop-in Workshops



The City of Winnipeg invites you to attend a drop-in (come and go) workshop for the **Eastern Corridor Study**. The study will identify the most suitable route for rapid transit between downtown and eastern Winnipeg. Come see possible alignments and share your ideas for where the corridor should go.

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La Ville de Winnipeg vous invite à un atelier portes ouvertes (entrée libre) concernant **l'étude sur le corridor est**. L'étude servira à trouver le chemin le plus adapté pour le transport rapide, entre le centre ville et l'est de Winnipeg. Venez découvrir les tracés possibles, et dites-nous par où le corridor devrait passer.

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B POP-UP BOARDS

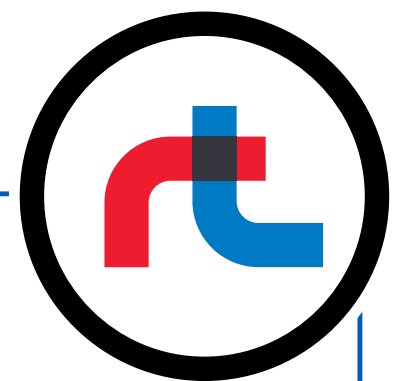




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STUDY RATIONALE:

- » 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 has the potential to help the City reducing road congestion and emissions, and build a transportation system that is capable of serving future generations.
- » Winnipeg is making efforts to encourage transit-supportive development along its transit network, providing more opportunities for daily destinations to be within reach by transit, walking or cycling.

BRT: WHAT COULD IT LOOK LIKE?



Suburban BRT Station



Median Running BRT in Suburban Area



Enclosed BRT Station and Transfer Area



BRT with Enhanced Landscaping



Curb Running BRT
with Diamond Traffic Lane



Curb Running BRT
Adjacent to Cycling and Parking



Median Running BRT in City Center



Dedicated BRT Lane on Median

Rapid Transit Goals

Direct

Routes that are easy to understand and use.

Frequent

Buses arrive regularly, creating shorter wait times.

Fast

Buses encounter fewer interruptions and reach higher speeds.

Reliable

Service is consistent; there are fewer delays; delays are explained.

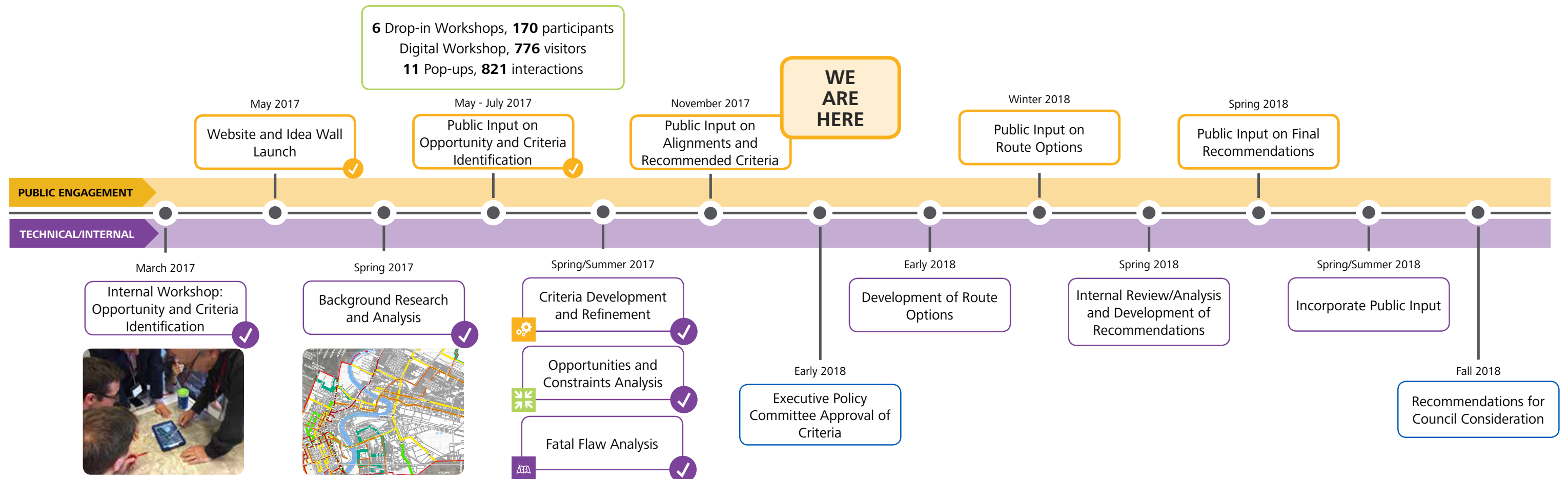
Comfortable

Transit vehicles, stations, stops and shelters are designed for comfort and safety.

Easy

Many people and destinations are within walking distance of transit stops.

STUDY TIMELINE AND PROCESS



CRITERIA

- » These six categories of criteria have been established based on existing City policies, technical standards and public input.
- » Alignment possibilities and route options will need to be evaluated using these criteria and weighting.
- » Join us at an upcoming workshop to review and comment on the recommended criteria and weightings.



CONNECTIVITY

- » Connects people and places with a variety of viable transportation options (transit, bicycle, walk, and automobile).



PERFORMANCE

- » Increases transit and active transportation ridership by developing a modern, high-quality, reliable rapid transit system that mitigates impacts on other modes.



CITY BUILDING

- » Helps build and re-invigorate neighborhoods and enhance livability by building complete communities.



COST

- » Affordable to build, maintain and operate.



SOCIAL EQUITY

- » Supports equitable access to housing, employment and other destinations regardless of income, household type, ability, age, etc.

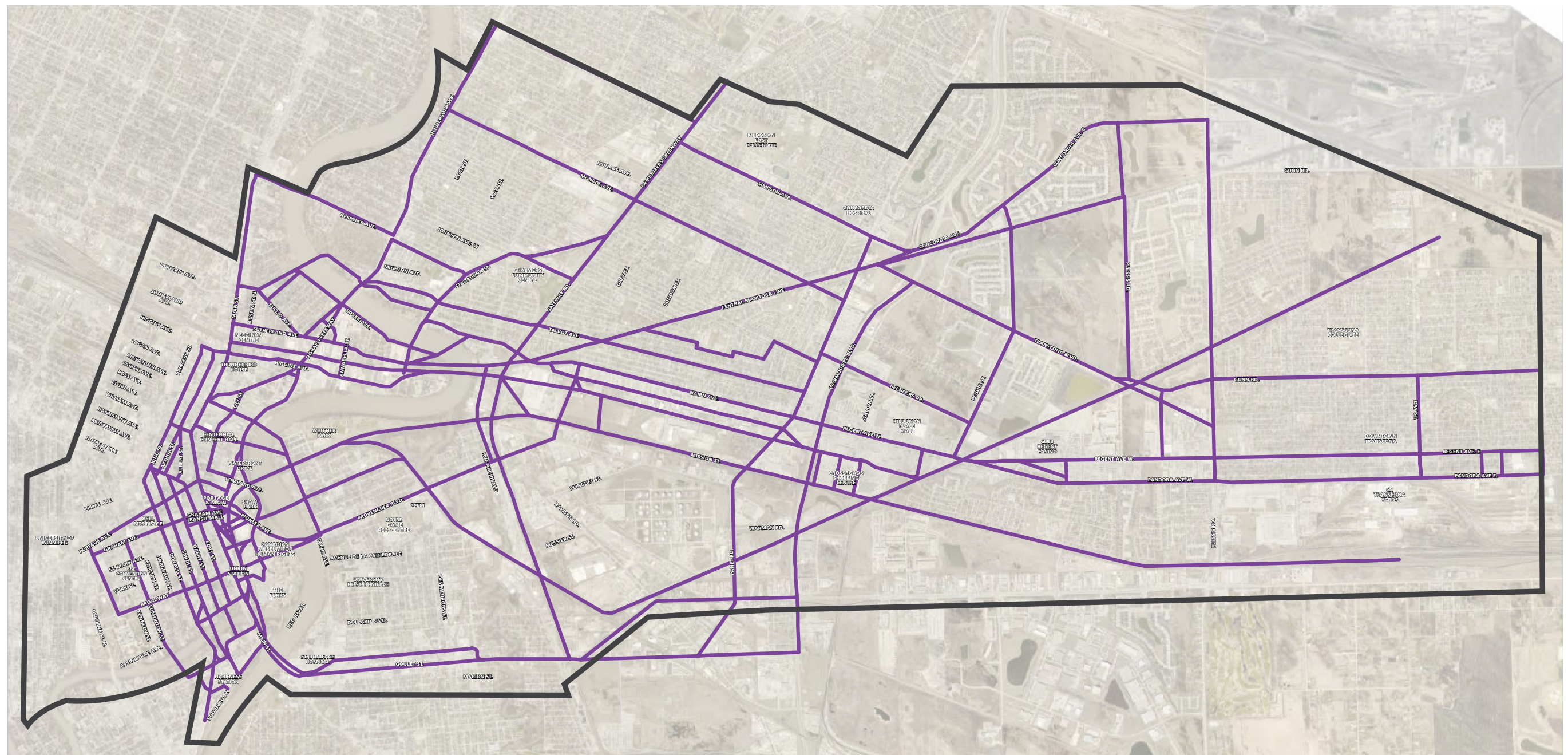


ENVIRONMENTAL IMPACTS

- » Minimizes impacts on climate, air, water and the surrounding community.

ALIGNMENT POSSIBILITIES

- » This map shows all the possible alignments identified in the study area. These alignments have been narrowed down based on a technical review process called a 'Fatal Flaws Analysis'.
- » Join us at an upcoming workshop to see which alignments were eliminated, comment on possible alignments, and map your ideas.



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Digital workshop

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C CRITERIA INPUT DATA

Category	Criteria	Comment
Criteria	General	Enviornmental weighting should be increased to 12%, cost weighting to 2%
		Has this study looked into the impact with the study on moving the rail lines outside the city?
		Connectivity and performanc are most important -environmental should be higher -cost should be lower
		Less needless spending more intelligent spending -Monique Chasielast
		Cost and environmental impacts should be higher
		Not enough consideration of social equity and environmental impacts
		Less emphasis on mitigating impact on single occupancy vehicles
		Take 3% from each of connectivity (to 30%) and add to social equity (to 8%) and environmental impact (to 7%)
		Environmental impact should be the majority category. Then cost. These are the two important things we just need to consider. We all agree that connectivity, performance, etc. are qualities of a good transit system but the question here should be can we afford it?
		As usual environmental impacts are at the bottom of the list. Didn't consider impact on parks, green corridors and river crossings.
		Cost needs to be closer to 15% and connectivity and performance could be reduced to 30% each.
		As the city grows, there will be more and more demand for a system that is rapid and reliable. 50 years ago the current system was rapid -- when the city was half the size. We need to be building for the next 50 years.
		I would not use weights - all items are important - assigning 4% to a factor is artificially precise and suggests in fact the opposite - the item is unimportant.
Connectivity	General	Also -- The main Transit route must have new dense housing built around it (condos, apartments, etc.)
		Cyclists should not just be an afterthought to transit concerns and priorities [Agree]
		Transit fare should remain low - with recent increase too high
		Protected bike paths and car pools
		Eco cars
		I don't think breaking down the proposed criteria weighting in such a granular way is value adding or useful at all at this point of the study
		Seperate bike lanes and transit lanes - not shared
		Same comment. Did an engineer insist on weighting?
	Provides transit system connections to the existing transit system, including bus routes, transit transfer centres, park-and-ride lots, etc. and future planned transitways.	6 months of the year there is no way I can bike or walk more than 4 blocks (way too cold), so coordinating bus routes and having lots of buses are the only thing that will matter.
		More weight on this, after all this is a transit system
	Eliminate gaps in the pedestrian and cycling network.	How well the route connects to transfer points (future and exisisting AT) and future is critical.
		Good criterion but should be worth more
		Increase
	Facilitates connections to rapid transit stations / alignment using pedestrian and cycling facilities.	Should be increased. We need to link all AT modes and get pople out of their cars. It is possible!
		Ped and bike connectivity to stations and destinations is ciritical. Cohesive walk and bike shed analysis
	Minimizes physical barriers to connectivity (i.e., street crossings,	Connections to transit and vehicle connections should be more important than pedestrian / cycling. Winnipeg is a winter city. More people drive / take buses than walk/cycle
		Important but not that important
		Can you drop the term "physical" barriers

Performance	General	It is important to include park and rides
		Minimize street level crossings as they affect time and safety (collections at intersections)
		Moreso than just "meeting transit demand", I would like to see the corridor built in such a way that it is MORE convenient to take transit than to drive. So, I would add to that criterion, creates incentive to take transit.
		Transit-only corridors, and new "proper" freeways in the city are the only way to avoid traffic congestion; every other attempt will only improve the performance of the transit system by a tiny little bit.
	Reduces transit travel times.	Improve transit travel times and reliability then ridership will increase
City Building	General	This is related very much to the other 3 factors
		The transit, pedestrian, cycling and other active transportation should take complete precedence over other vehicle traffic. Most of this is single occupant, increasing negative environmental impact.
		Major route planning should be brought back. Example: "Watts Report," eleminate disjointed district method. Go for city good, not an individual district disjointed plan.
		The 10% should be higher. 35-35-15-15?
	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.	Developers don't care about transit, so I don't think this will help to weight it so high all fairly equal in importance. 25% each.
Cost	General	Infill development of land near transit hubs is critical; high density condos and apartments are needed.
		Decrease this increase others
		I support building RT today. But I believe that building the system so that one day it can be relatively easily converted to LRT is the most far-sighted strategy.
		Keep within the budget. No unseen extra costs. Ex. police station
	Minimizes construction and other capital costs, such as land acquisition,	Should be higher
Social Equity	General	Right-of-Way requirements and convertibility to LRT.
		Go with electric buses or rail. Fuel costs go up.
		But we need to be strategic about improving transit access in neighbourhoods that are currently not well served. Often these outlying areas are low density and it will be hard to ever justify adding frequency when there simply aren't enough riders to make it worthwhile. It should be a lower priority to improve transit access in these areas, than to increase frequency in areas with higher density.
		Building bus routes further and further out is counter productive; infill housing is needed.
	Minimizes construction-related impacts to neighbouring residences.	Weigh it more!
Environmental Impacts	General	Use electric buses or rail
		Use electric buses
		Good transit eliminates auto movements thus carbon reduction. Note: plants require carbon at night do not kill flowers, trees, etc.
		Use T.S,P instead of BRT
		Reduce automobile use - get people out of cars
		The wetlands, waterways, historic facilities should be 50%
		split 50-50
		Reduce transport noise
	Minimizes risk of significant impacts to environmental resources (wetlands, waterways, historic facilities, hazardous sites, etc.).	Wetlands, waterways and wild life need a higher %
		More weight on this 30%
	Increase this to 40% - greenhouse gas to 60%. No mor farces like the Parker Wetlands.	
	Minimize constraints on related impacts to neighbouring greenspace and river corridors	
	This is not either/or - both need to be done - GHG and use wetlands to drain carbon out of atmosphere	

APPENDIX

D OPPORTUNITIES AND CONSTRAINTS ANALYSIS INPUT DATA

Area	Submission Type	Comment
St. Boniface	Workshop	Buses stop adjacent to building/share walls for shelter.
St. Boniface	Workshop	Good luck with Provencher!
North End and Point Douglas	Workshop	Use the opportunity to re-evaluate existing routes -> many are EXTREMELY gratuitous or windy.
North End and Point Douglas	Workshop	Avoid interrupting continuous green space.
North End and Point Douglas	Workshop	Cheaper to build right than to add on later. Plan for the future - 4 lanes to accommodate heavier traffic or bike paths or alternate forms of travel.
North End and Point Douglas	Workshop	No need for 4 lane car bridge. 3 LANES will save money.
Elmwood & East Kildonan	Workshop	Mature communities need rapid transit and the possible realization it brings.
Elmwood & East Kildonan	Workshop	Needs for enhanced sidewalks near hospital!
Elmwood & East Kildonan	Workshop	But not rapid transit.
Elmwood & East Kildonan	Workshop	I'm all for a separate *northern* corridor.
Elmwood & East Kildonan	Workshop	Leave mature communities alone. Consult current residents about permits issued for development before development starts.
Elmwood & East Kildonan	Workshop	George V school
Elmwood & East Kildonan	Workshop	This route is better.
Mission Industrial	Workshop	Less recreation spending and more physical infrastructure maintenance.
Mission Industrial	Workshop	Landfill site.
Regent Avenue and Transcona	Workshop	Going behind Walmart is a good idea - more opportunity, but still connected to commercial areas.
Regent Avenue and Transcona	Workshop	Residential area of the railway tracks, concerns about noise.
Regent Avenue and Transcona	Workshop	Beach junction rail line.
Regent Avenue and Transcona	Workshop	Lots of stops to serve neighborhoods.
Conclusions	Workshop	Lots of new development -> high population density. Take into account.
Conclusions	Workshop	Tactile board.
Conclusions	Workshop	Consider now potential transfer points align with a frequent transit network and future RT routes (SE, NE, Main)
Downtown & Exchange	Workshop	Fairly easy to continue off-set transit lane with local service protected bike lane, parking on street and protected intersections.
Downtown & Exchange	Workshop	All for the underground option -> no real options for above-grade (investment in the future of our city).
Downtown & Exchange	Workshop	Preserve wildlife corridors and rivers.
Downtown & Exchange	Workshop	Area around Shaw Park could use transformation -> lots and lots of surface parking lots
Downtown & Exchange	Workshop	The Forks is too much of a detour for a rapid transit route.

Downtown & Exchange	Online	Transitway should connect to existing Southwest Transitway and extend through Union Station. I feel this is such a key part of this study.
Downtown & Exchange	Online	Great, real, TOD opportunity adjacent to P&M utilizing the north St. Boniface transitway route. Large amount of parking lots and developable land east of P&M and west of the CN highline. Potential to connect pedestrians with P&M and extend the protected walkway system to waterfront via Richardson Centre and new developments.