

## Welcome to the open house!

Please sign-in at the table near the entrance.  
Please provide your contact information if you would like to keep up-to-date on the study.



*A photographer is on site to take photos of this event, which may be used in the City's report(s). Photos are being collected under the authority of s.36(1)(b) of The Freedom of Information and Protection of Privacy Act. If you do not consent to your photo being taken and used in this manner, please inform our photographer.*

*Questions can be directed to the City's Corporate Access and Privacy Officer by telephone at 311, or by mail to: City Clerk's Department, Susan A. Thompson Building, 510 Main Street Winnipeg, MB R3B 1B9*

The purpose of this open house is to:

- » Share the potential route options recommended for further detailed review and analysis.
- » To receive your input on these routes, which will inform the analysis and design of the corridor.

Potential route options have been developed based on public input and technical analysis using six categories of evaluation criteria:

-  Connectivity
-  Performance
-  City Building
-  Cost
-  Social Equity
-  Environmental Impacts

Today, we are providing you with an overview of the study and a summary of the review and analysis completed to date.

If you have any questions or would like more detailed information, we invite you to speak with a study team member and review the full reports available at the document table.

# EASTERN CORRIDOR STUDY PURPOSE



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



# BACKGROUND AND RATIONALE



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



Rapid transit is part of a strategy to build a transportation system that is capable of serving future generations and to shape the growth of the city (🏢 City Building).



The Eastern Corridor Study has the potential to help the City reduce road congestion (🧠 Performance) and emissions (🌿 Environmental Impacts), and manage infrastructure costs (\$ Cost).

The City is making efforts to encourage transit-supportive development along its transit network (🔗 Connectivity), to provide more opportunities for daily destinations to be within reach by transit, walking or cycling.



**Direct Service:** routes that are easy to understand and use

**Frequent Service:** buses arrive regularly, creating shorter wait times

**Fast Service:** buses encounter fewer interruptions, and reach higher speeds

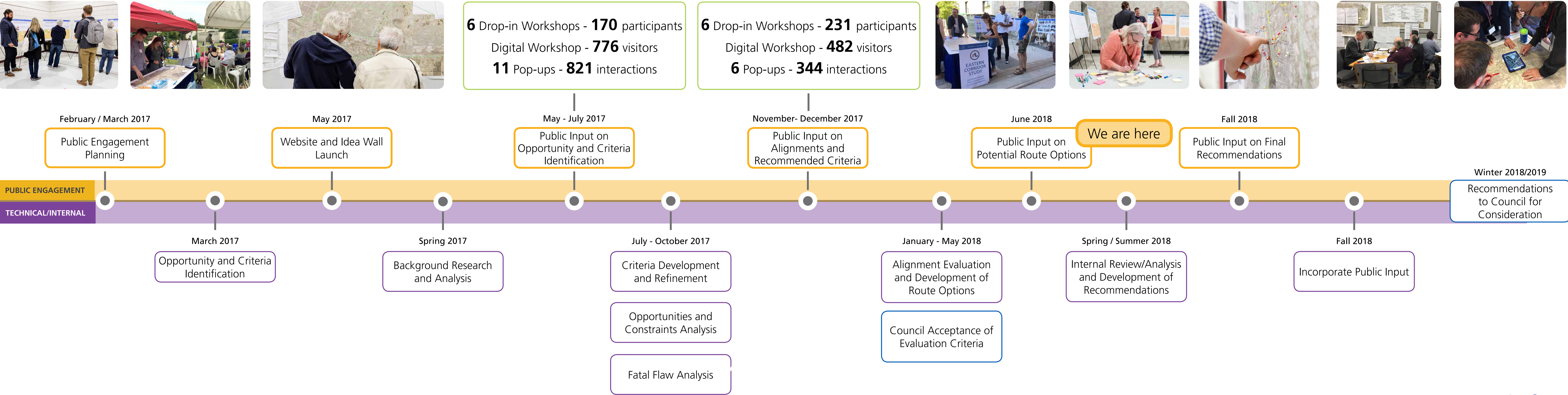
**Reliable Service:** service is consistent, with fewer delays and better on-time performance

**Comfortable Ride:** transit vehicles, stations, stops, and shelters are designed for comfort and safety

**Easy Access:** many people and destinations are within walking distance of transit stops

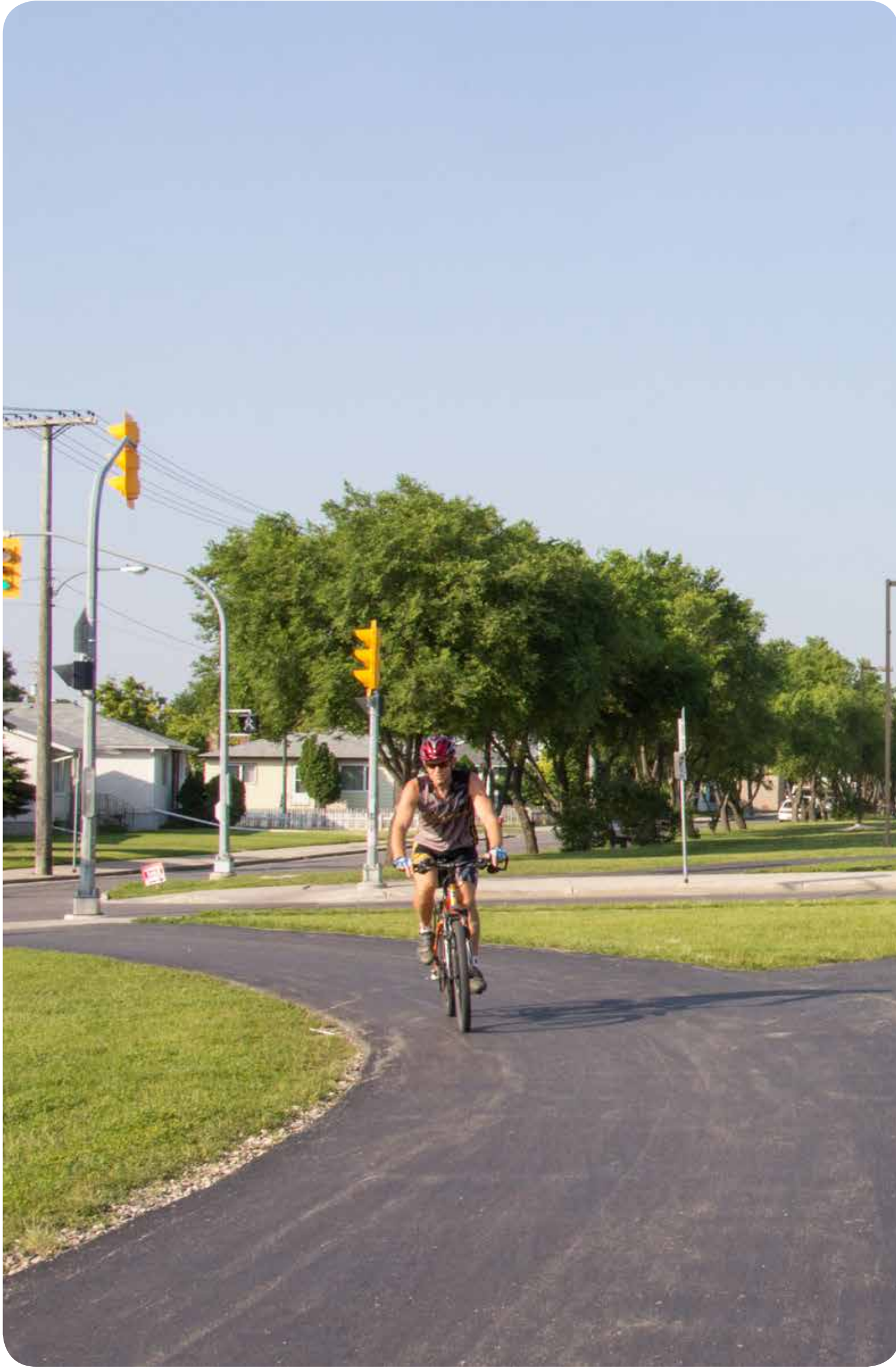
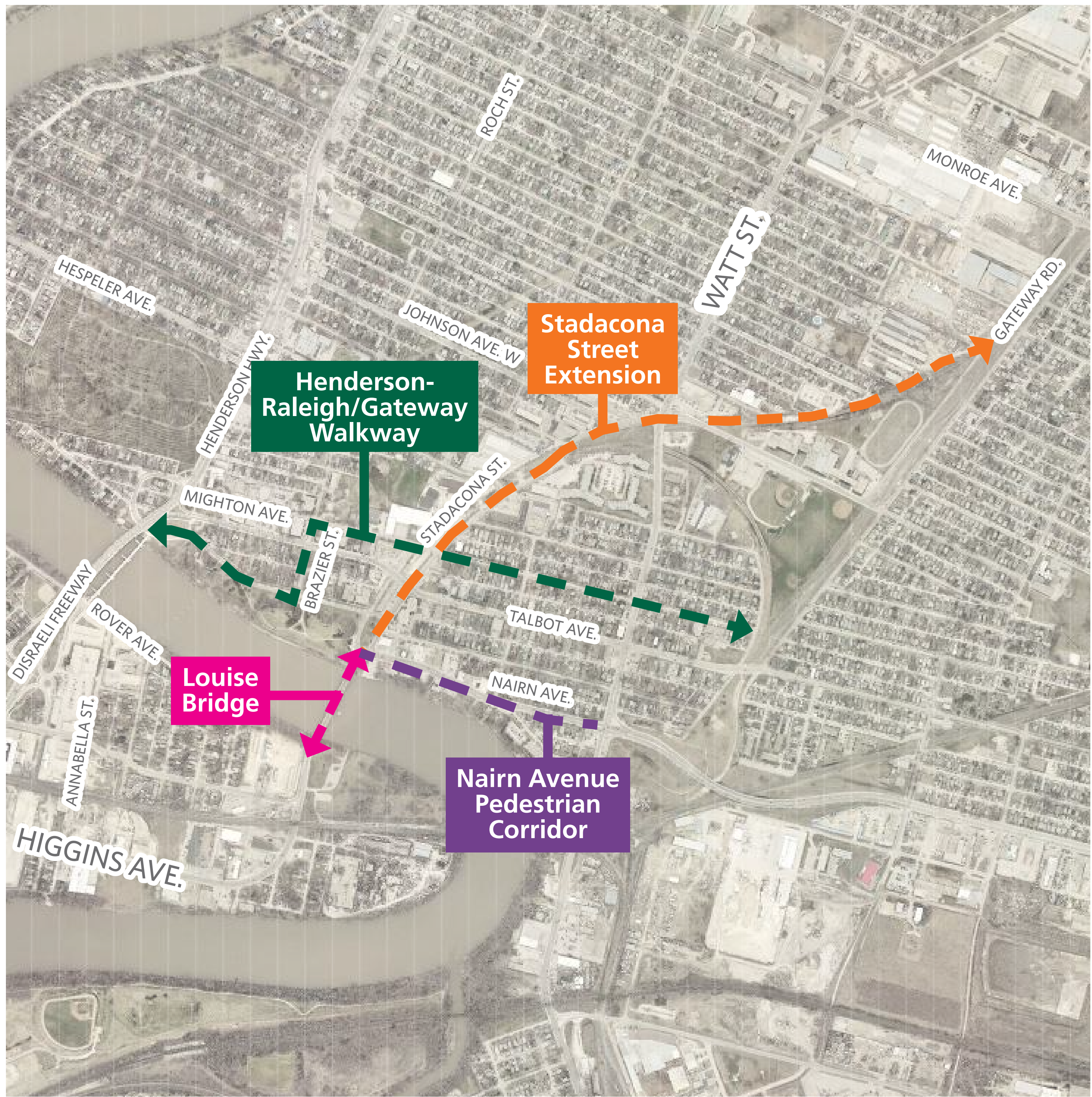


# STUDY TIMELINE





# ADDITIONAL STUDY COMPONENTS



## STADACONA STREET EXTENSION

The extension of Stadacona Street to Gateway Road and Munroe Avenue could be a critical multi-modal link to connect Downtown, Northeast Winnipeg, and Chief Peguis Trail with a four-lane arterial road, pedestrian and cycling infrastructure, bus routes, and a rapid transit line between the Louise Bridge and the Raleigh/Gateway corridor.

### COMMENT HIGHLIGHTS:

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

» Planning and design set to commence in **Summer 2018**.

## HENDERSON-RALEIGH/GATEWAY WALKWAY

A proposed pedestrian and cycling route along Midwinter Avenue and Riverton Avenue could include an off-road multi-use path along the south side of Midwinter Avenue linking the bridge to Brazier Street, and a pedestrian and cycling connection along Riverton Avenue from the Brazier/Roch neighborhood greenway to the Northeast Pioneers Greenway.

### COMMENT HIGHLIGHTS:

- |   |   |
|---|---|
| Opportunity for a more direct pedestrian and cycling route using Nairn Avenue from Stadacona to Archibald | Concerns about reduced parking between Watt Street and Elmwood Road       |
| Connecting to Disraeli Freeway Pedestrian and Cycling bridge is currently challenging                     | Concerns about heavy traffic on Brazier Street making cycling challenging |
| Need safer crossings at Talbot Avenue, Munroe Avenue, Watt Street   | Interest in both neighbourhood greenway and separated infrastructure      |

» Planning and design set to commence in **Summer 2018**.

## EASTERN TRANSIT GARAGE

A new Eastern Transit Garage (replacing the current North Transit Garage) is intended to provide capacity to park and service 250 buses, expandable in the future to 350-500 buses, and be located in the vicinity of the corridor. This garage will include maintenance facilities and the capabilities for handling alternative fuel buses (natural gas, electric, etc.)

### COMMENT HIGHLIGHTS:

- |  |   |
|--|---|
| Could cause increased traffic, parking needs and access issues in surrounding neighbourhood          | Opportunity to integrate pedestrian and cycling facilities in the Mission Industrial Area     |
| Do not take up space on corridor that could be used for other uses such as residential or commercial | Desire for transit services such as customer service and transit pass purchasing kiosk        |
| Concerns about possible emissions, noise and light impacts   | Explore possibility of designing a multi-level facility to reduce the footprint of the garage |

» A previously proposed location in the Mission Industrial Area near Tyne Avenue has been deemed inappropriate due to environmental concerns.  
» The City is currently evaluating alternative sites for the garage.

## NAIRN AVENUE PEDESTRIAN CROSSING

A pedestrian crossing on Nairn Avenue between Stadacona Street and Watt Street will address pedestrian safety needs in the area.

### COMMENT HIGHLIGHTS:

- |  |  |
|--|--|
| Concerns about a crossing impacting vehicle traffic flow on Nairn Avenue                                   | Crossing design suggestions include a half signal or grade separated walkway   |
| Vehicle traffic and need for a pedestrian crossing will be reduced if river crossing location is different | Crossing location suggestions included: <ul style="list-style-type: none"><li>- Allan Street</li><li>- Located near a bus stop</li><li>- Connecting to Henderson-Raleigh/Gateway Walkway</li></ul> |

» Planning and design set to commence in **Summer 2018**.



# RIVER CROSSINGS (LOUISE BRIDGE)

- » The study is looking at Red River crossing options and will provide a recommended functional design, which may include sidewalks, bike lanes and transit-only lanes.
- » The existing Louise Bridge is considered functionally obsolete because it cannot carry high enough traffic volumes, and it is not wide enough, tall enough, or strong enough to carry modern full-size semi-trucks, even though it is located on a truck route. It cannot be feasibly widened, raised, or strengthened to bring it up to modern standards.
- » Depending on the recommended route, options may include:
  - » Rehabilitating the existing Louise Bridge
  - » Replacing and widening at the existing location
  - » Building a new bridge at a new location
  - » Constructing two separate crossings (one for vehicles and one for transit)
  - » Maintaining the existing bridge as a pedestrian and cycling-only facility

## COMMENT HIGHLIGHTS:

Put a new river crossing adjacent to the existing rail line

Keep the river crossing location in the existing location

Retain existing bridge as a dedicated pedestrian and cycling facility

May create additional vehicle traffic and short cutting in Point Douglas

Create a multi-lane bridge with dedicated BRT lanes and pedestrian and cycling infrastructure

Opportunity for redevelopment of park lands

Should be used as truck route



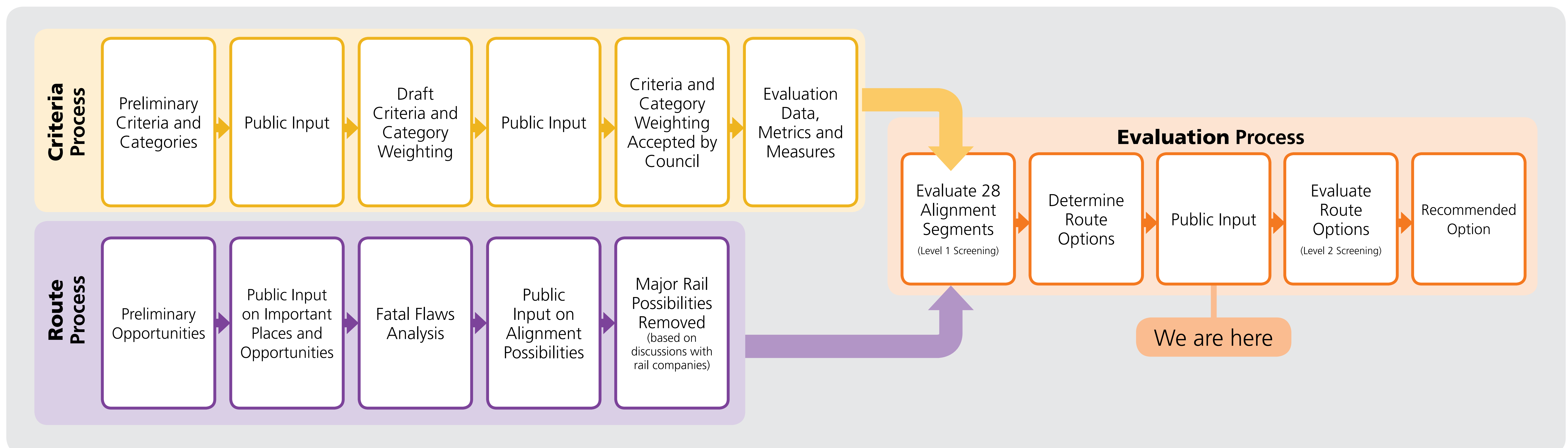
The existing bridge cannot be feasibly widened, raised, or strengthened to bring it up to modern standards.



» **Criteria Process:** Six categories of criteria were established based on existing City policies, technical standards and public input. Each category has several associated sub-criteria. From May to December 2017, the public was asked to provide feedback on these categories, criteria and weighting. This formed the basis of the evaluation model that was accepted by Council in April 2018.







» **Route Process:** From May to July 2017, the public was asked to share information on places that are important to them and important things to connect to. This input helped identify a preliminary set of alignment possibilities. Alignments that were not feasible from a technical standpoint were eliminated (Fatal Flaw Analysis). At the same time, an Opportunities and Constraints analysis of various technical data and public input identified opportunity areas where a rapid transit corridor has the most potential to create positive change. From November to December 2017, the public was asked to provide input on these alignment possibilities.

» **Evaluation Process:** Based on the Criteria and Route input, 28 alignment segments were analyzed using the evaluation model (Level 1 Screening). From this evaluation, the best scoring segments were combined to create potential route options. We are seeking your input on these potential route options before they proceed to the next level of review and analysis (Level 2 Screening).





# EVALUATION CRITERIA SUMMARY

Category	Proposed	What We Heard	Final	Summary of the Measurements Used in Level 1 Screening*
 <b>CONNECTIVITY</b> Connects people and places with a variety of viable transportation options (transit, bicycle, walk, and automobile).	33%	<div>Weighting should be lower</div> <div>Transit, pedestrian and cycling connectivity should be priority</div>	28%	<ul style="list-style-type: none"> <li>» Serves key destinations indicated in public input</li> <li>» Connects to existing neighbourhood Transit service</li> <li>» Aligns with <i>Pedestrian and Cycling Strategies</i></li> <li>» Proximity to existing pedestrian and cycling facilities</li> <li>» Physical barriers (rail lines, street crossings, roads, rivers)</li> </ul>
 <b>PERFORMANCE</b> Increases transit and active transportation ridership by developing a modern, high-quality, reliable rapid transit system that mitigates impacts on other modes.	33%	<div>Weighting should be lower</div> <div>Reliability and reduced travel times are important</div> <div>Transit performance should be prioritized over vehicle performance</div> <div>Separation from other traffic and street crossings should be considered</div>	28%	<ul style="list-style-type: none"> <li>» Existing and potential ridership based on existing transit boardings and population densities</li> <li>» Average speed limits</li> <li>» Potential to incorporate a dedicated facility</li> <li>» Traffic flow and congestion based on number of lanes, stops and traffic volumes</li> </ul>
 <b>CITY BUILDING</b> Helps build and re-invigorate neighborhoods and enhance livability by building complete communities.	15%	<div>No changes to weighting needed</div> <div>Policy alignment with <i>OurWinnipeg</i> not as important</div> <div>Prioritize infill and higher densities near transit and stations</div>	18%	<ul style="list-style-type: none"> <li>» Proximity to employment centres, residential populations, and education, medical, community, cultural, recreation, and institutional destinations</li> <li>» Proximity to mixed use corridors and major redevelopment sites, as identified in <i>OurWinnipeg</i></li> <li>» Potential for small scale and large scale (re)development</li> <li>» Potential for transit supportive neighbourhood character and public space enhancements</li> </ul>
 <b>COST</b> Affordable to build, maintain and operate.	10%	<div>Weighting should be higher</div> <div>Mitigate fuel costs in the future by considering electric vehicles and LRT</div>	13%	<ul style="list-style-type: none"> <li>» Capital cost estimates</li> <li>» Right-of-way and property acquisition requirements</li> <li>» Operations and maintenance costs</li> <li>» Feasibility of conversion from BRT to light rail</li> </ul>
 <b>SOCIAL EQUITY</b> Supports equitable access to housing, employment and other destinations regardless of income, household type, ability, age, etc.	5%	<div>No changes to weighting needed</div> <div>Prioritize access in areas with higher densities rather than coverage to all neighbourhoods</div>	7%	<ul style="list-style-type: none"> <li>» Average income</li> <li>» Existing transit service in relation to population density</li> <li>» Likelihood of displacing existing affordable housing</li> <li>» Construction impacts on homes and businesses</li> </ul>
 <b>ENVIRONMENTAL IMPACTS</b> Minimizes impacts on climate, air, water and the surrounding community.	4%	<div>Weighting should be higher</div> <div>Consider electric vehicles</div> <div>Impacts to environmental resources are important</div>	6%	<ul style="list-style-type: none"> <li>» Number of stops (resulting in idling and GHG emissions)</li> <li>» Environmental Act License and mitigation requirements</li> </ul>

\*For more detailed information, including specific evaluation measurements and analysis results, the full Level 1 Screening report is available on the document table.



# WHAT WE HEARD - ALIGNMENTS

Nairn Avenue /  
Regent Avenue  
would be very direct  
but might be too  
congested

Main Street may  
be too busy to  
support an on-street  
alignment

A corridor close to  
new development  
in Transcona might  
not serve existing  
residents and activity  
in the area

Thomas Avenue is  
a good east-west  
alternative. It is less  
direct but has more  
space for transit

Link North East  
Pioneer's Greenway  
to BRT corridor

Concerns about  
impact to  
greenspaces and  
heritage sites  
throughout study  
area

Possibility to serve  
future library in the  
Park City Commons  
area

Good opportunity  
for station area on  
surface parking lot  
near The Forks and  
Shaw Park

Consider impacts  
on established  
neighbourhoods

Provencher  
Boulevard alignment  
could capture  
existing population,  
activity, density

Concerns about  
impact to street  
trees on Provencher  
Boulevard



## CONNECTIVITY

COMPACT, HIGH QUALITY  
PEDESTRIAN-ORIENTED ENVIRONMENT



INNOVATIVE PARKING STRATEGIES



CONNECTIVITY TO DESTINATIONS



CONNECTIVITY TO ACTIVE  
TRANSPORTATION & TRANSIT ROUTES



## FEASIBILITY

### PUBLIC LEADERSHIP



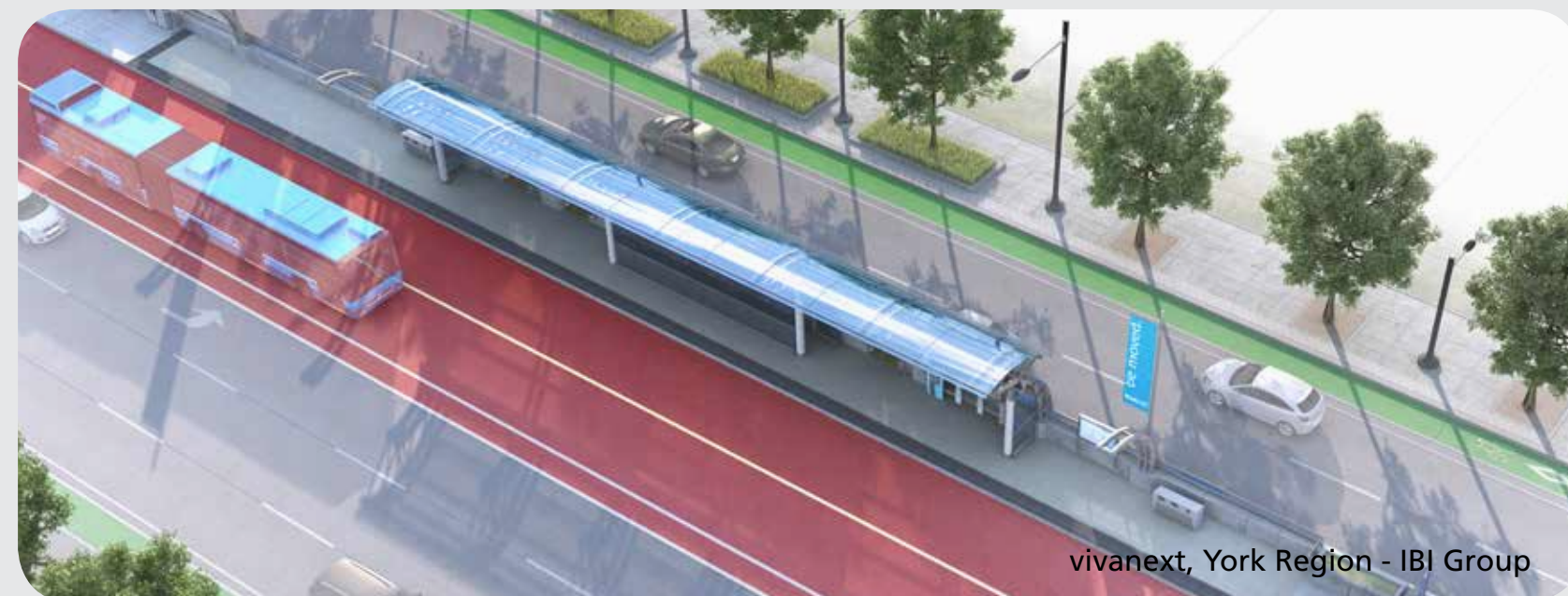
### STATION SPACING



### SPATIAL AVAILABILITY



### OPERATIONAL REQUIREMENTS & SERVICE RELIABILITY



## FUTURE POTENTIAL

### MEDIUM TO HIGH DENSITY DEVELOPMENT GREATER THAN THE COMMUNITY AVERAGE



### A MIX OF USES



### AN ACTIVE, DEFINED CENTRE



### INCREASED RIDERSHIP





STATION TYPES

TRANSIT STOPS



Transit stops along the line provide sheltered areas to access the bus. Transit stops may include seating, fare payment, passenger information, lighting and security.

TRANSIT CENTRE



A transit centre is a station where numerous transit routes and services come together to enable passengers to transfer from one to another.

TERMINUS FACILITY AT A MAJOR DESTINATION



A terminus facility at a major destination is an endpoint that may also include a place for vehicles to turn around and wait, provides opportunity for transfers to local buses or other modes, a park-and-ride lot, and other facilities.

LOCATION TYPES

CURBSIDE



A curbside station or stop is located adjacent to the curb or parking lane of a street and is often integrated into a surrounding sidewalk.

MEDIAN (SIDE PLATFORM)



A median station is located in the median of a centre of the roadway at intersections for a median running way or bus lanes.

INTEGRATED



An integrated stop is directly connected to mixed-use development.



# POTENTIAL ROUTE OPTIONS

## LEGEND

- DOWNTOWN
- DOWNTOWN VARIATIONS
- SCENARIO A
- SCENARIO A VARIATIONS
- SCENARIO B
- SCENARIO B VARIATIONS
- EAST KILDONAN AND TRANSCONA
- EAST KILDONAN AND TRANSCONA VARIATIONS
- EXISTING RAPID TRANSIT STATION

## POSSIBLE STATION LOCATION AREA

The possible station location areas shown are preliminary locations that will be used as part of a transit ridership analysis model. The locations are based on station spacing and walking distance standards, with shorter spacing throughout Downtown, Point Douglas and St. Boniface, and longer spacing east of the Red River.

To determine possible station locations, the study team considered existing transit stop and station locations, cross street access requirements, and existing destinations. These stations locations are not final, and will be refined based on public input and further technical evaluation.

## CRITERIA

- Connectivity
- City Building
- Social Equity
- Performance
- Cost
- Environmental Impacts

This map shows potential route options and does not indicate the specific location and design of alignments and stations, or existing and future Winnipeg Transit service.

3

**DONALD/SMITH STREET & PRINCESS/KING STREET**

- Will be considered if transportation analysis indicates that Main Street cannot support a BRT corridor.
- Not currently a major transit route and would move some existing service to a new location.
- Connected to Exchange District destinations and in close proximity to existing and proposed pedestrian and cycling infrastructure.
- Less traffic compared to Main Street.
- Opportunities to integrate with the future Market Lands development.

4

**MAIN STREET**

- Would allow for existing Main Street routes to use the corridor.
- Connected to Exchange District and Downtown destinations and in close proximity to existing and proposed pedestrian and cycling infrastructure.
- High traffic volumes at Portage and Main.
- Opportunities to further intensify the corridor with additional destinations and development.

5

**HIGGINS AVENUE**

- Would allow for existing east-west Transit routes to use the corridor and build on existing ridership and boardings.
- Existing CP Rail line could limit access to corridor for some of the surrounding neighbourhood.
- Long-term opportunity to transform an underutilized corridor and increase ridership in the future. OurWinnipeg Complete Communities identifies South Point Douglas as a Major Redevelopment Site.

Future northeast rapid transit corridor (to be determined) expected to better serve the East Kildonan area

7

**NAIRN AVENUE**

- Would allow for existing east-west Transit routes to use the corridor and build on existing ridership and boardings.
- Connected to residential neighbourhoods to the north and commercial and employment areas to the south.
- High-volume intersection at Lagimodiere Blvd.
- Long-term opportunity to enhance an underutilized corridor.

9

**CENTRAL MANITOBA RAILWAY**

- Not currently a major transit route and would move some existing service to a new location.
- Connected to existing Transcona Trail.
- Further from existing activity along Regent Avenue West.
- Could support a dedicated facility to provide reliability and speed with few intersections to impede flow.
- Connected to Club Regent Casino and recent residential area to the north, with an opportunity to integrate a park-and-ride site.
- Little opportunity for development.
- Right-of-way property would need to be acquired.

11

**TRANSCONA BOULEVARD - PLESSIS ROAD**

- Not currently a major transit route and would move some existing service to a new location.
- Further from commercial activity along Regent Avenue corridor.
- Low-volume traffic on Transcona Boulevard could provide reliability and speed with few intersections to impede flow.
- Close to new and future commercial, residential and recreational development at Park City Commons.
- Provides an early opportunity to integrate transit into a newly developing area.

2

**MAIN STREET**

- Would allow for existing BRT and Main Street routes to use the corridor and build on existing high-volume ridership and boardings.
- Connected to both The Forks and downtown and in close proximity to existing and proposed pedestrian and cycling infrastructure.
- Vehicle right turns at southbound Main and Broadway currently cause delays for southbound Transit vehicles. Right turns could be restricted during peak periods.
- Creates opportunities to further intensify the corridor with additional destinations and development including emphasizing Union Station as a key destination.

1

**ELEVATED STRUCTURE**

- Would allow for some existing BRT and Main Street routes to use the corridor and build on existing high-volume ridership and boardings.
- Connected to Union Station and The Forks but physically separated from existing and proposed pedestrian and cycling infrastructure.
- Separated facility provides reliability and speed with no intersections to impede flow.
- Could showcase Union Station and provide access to The Forks, but creates little opportunity to create an active Main Street.
- High capital costs for conversion of the existing rail line, new grade separated structures and Union Station integration.



BRT will connect to neighbourhood transit service in Transcona





## DOWNTOWN

- » The route connects the existing Harkness Rapid Transit Station to Main Street using Mayfair Avenue and continues on Main Street to Graham Avenue.
- » *Alternately, the route may use an elevated structure along the rail line from Harkness Station to Queen Elizabeth Way and over the Assinboine River, connecting through Union Station to William Stephenson Way.*

### SCENARIO A

- » The route uses William Stephenson Way (eastbound) and Pioneer Avenue (westbound) to connect to the Provencher Bridge.
- » The route then continues east on Provencher Boulevard to Archibald Street.
- » The route continues either north on Archibald Street to Nairn Avenue or crosses the rail line to connect Foster Street using a grade separated structure.

### SCENARIO B

- » The route continues on Main Street to Higgins Avenue.
- » *Alternately, if Main Street cannot support a BRT facility, the route could use Donald Street/King Street (northbound) between Graham Avenue and Higgins Avenue and Smith Street/Princess Street (southbound) between Higgins Avenue and Graham Avenue.*
- » The route continues on Higgins Avenue, connecting to Nairn Avenue using a new river crossing (location to be determined).

## TRANSCONA

- » The route uses either Nairn Avenue or Thomas Avenue.
- » The route then continues along the Central Manitoba Railway right-of-way or Regent Avenue West.
- » The route terminates at the future Park City Commons development on Transcona Boulevard.
- » The route then loops back using Plessis Road, Regent Avenue West and Bienvenue Street.
- » BRT service connects to local service throughout Transcona.



## ROUTES

**Place a numbered pin and write a comment to provide your input on specific locations on the routes.**

- » What specific things do you like and dislike about the potential route options?
- » What could be incorporated to encourage you to use the route?
- » Did we miss anything?

## STATIONS

**Place a numbered pin and write a comment to provide your input on proposed station location areas.**

- » What do you think about the possible station locations?
- » What types of things would you like to see around the station areas?
- » Did we miss anything?



# THANK YOU



Thank you for attending today!

**Please complete an exit survey to let us know what you thought about the open house.**

For more information and to participate online visit: [\*\*winnipeg.ca/easterncorridor\*\*](https://winnipeg.ca/easterncorridor)

For inquiries, please contact:

Ryan Segal, Eastern Corridor Study Public Engagement Team  
204-943-3178 or [eastern.corridor@wsp.com](mailto:eastern.corridor@wsp.com)