ANNEXES

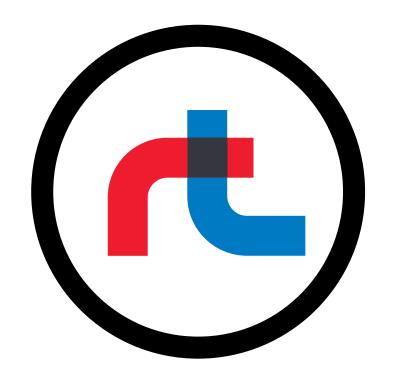
A ÉVÉNEMENT PORTES OUVERTES

ANNEXES

A-1 PANNEAUX DE PRÉSENTATION

EASTERN CORRIDOR STUDY





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





WELCOME



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.





RAPID TRANSIT GOALS



Direct Service: routes that are easy to understand and use

Frequent Service: buses arrive regularly, creating shorter wait times

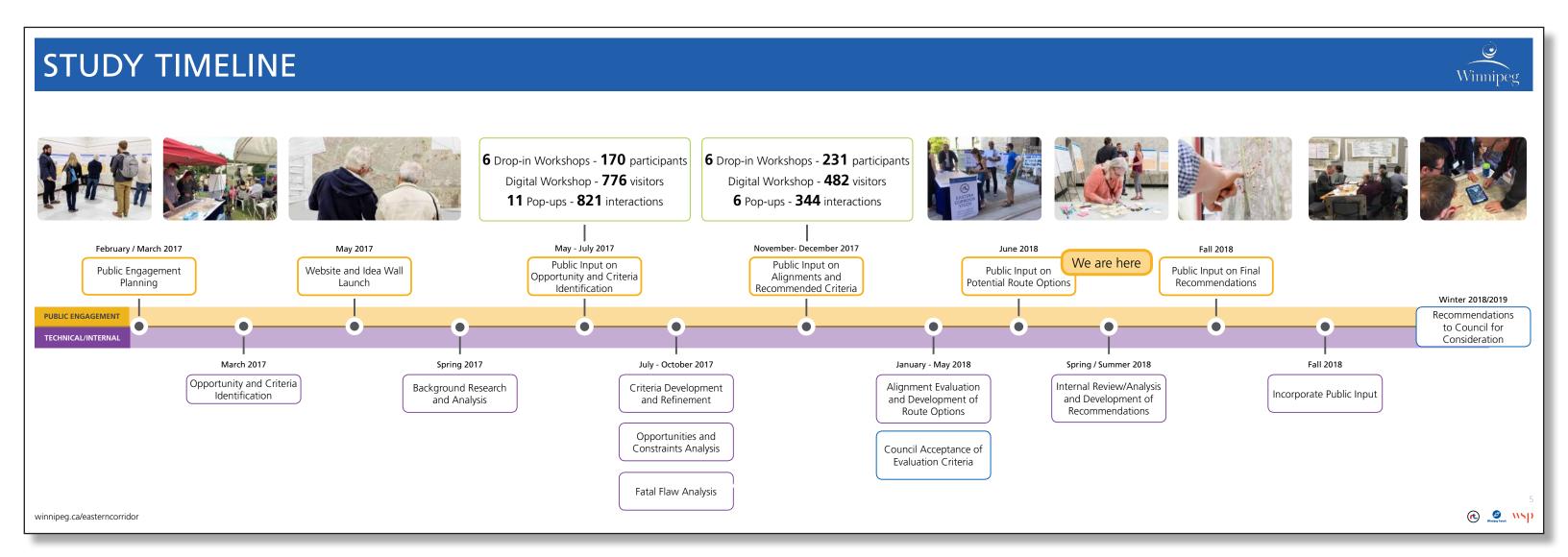
Fast Service: buses encounter fewer interruptions, and reach higher speeds

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

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

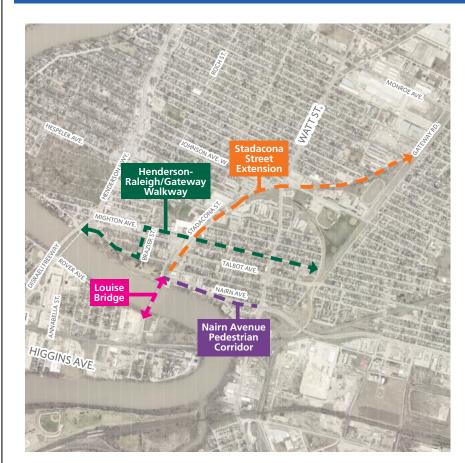
Easy Access: many people and destinations are within walking distance of transit stops





ADDITIONAL STUDY COMPONENTS









STADACONA STREET EXTENSION

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

Street/Gateway Road to accommodate traffic

Use either Gateway Road or Raleigh Street as a BRT

Preserve existing trees

Concerns about increased traffic and impacts on surrounding neighbourhood

Extend Stadacona to

» Planning and design set to commence in Summer 2018.

The extension of Stadacona Street to Gateway Road and Munroe

Widen or combine Raleigh

Extension should accommodate separated pedestrian and cycling facilities to connect Louise Bridge to North Fast Pioneer Greenway

Concerns about this extension being prioritized over transit infrastructure

connect to Concordia Avenue

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

Connecting to Disraeli Freeway Pedestrian and Cycling bridge is currently challenging

Need safer crossings at

Interest in both neighbourhood enway and separated infrastructure

Concerns about reduced

parking between Watt

Street and Elmwood Road

Concerns about heavy

traffic on Brazier Street

making cycling challenging

Talbot Avenue Munroe Avenue, Watt Street

» 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

Desire for transit services such as customer service

Do not take up space on corridor that could be used for other uses such as residential or commercial

Concerns about possible emissions, noise and light impacts

and transit pass purchasing Explore possibility of designing a multi-level

Opportunity to integrate

pedestrian and cycling

facilities in the Mission

Industrial Area

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
- » 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

Vehicle traffic and need for a pedestrian crossing will be reduced if river crossing location is different

Crossina desian suggestions include a half signal or grade separated

Crossing location suggestions included: - Allan Street Located near a bus stop - Connecting to Henderson-Raleigh/ Gateway Walkway

» Planning and design set to commence in Summer 2018.

Wireless Transit





winnipeg.ca/easterncorridor

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

Retain existing bridge as a dedicated pedestrian and cycling facility

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

Keep the river crossing location in the existing location

May create additional vehicle traffic and short cutting in Point Douglas

Opportunity for redevelopment of park

Should be used as truck route



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

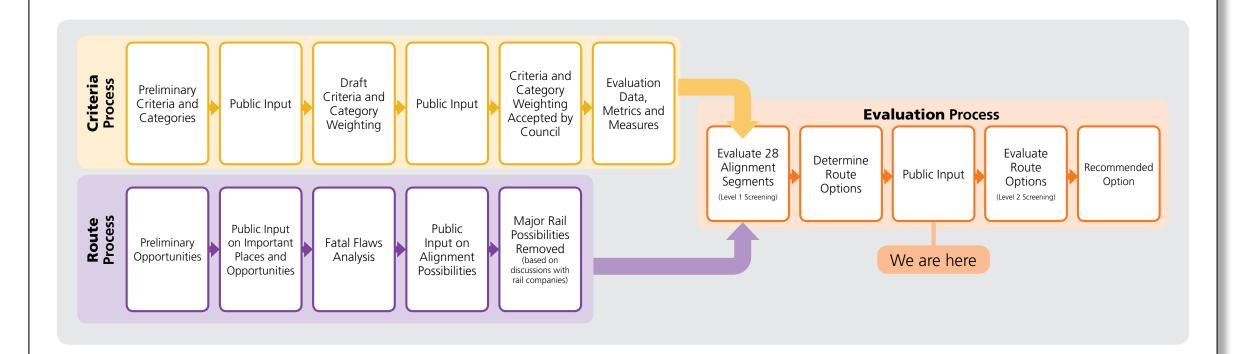




ANALYSIS PROCESS



- » **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).



Wireies Transit



EVALUATION CRITERIA SUMMARY



Category	Proposed	What We Heard	Final	Summary of the Measurements Used in Level 1 Screening*
CONNECTIVITY Connects people and places with a variety of viable transportation options (transit, bicycle, walk, and automobile).	33%	Weighting should be lower Transit, pedestrian and cycling connectivity should be priority	28%	 » Serves key destinations indicated in public input » Connects to existing neighbourhood Transit service » Aligns with Pedestrian and Cycling Strategies » Proximity to existing pedestrian and cycling facilities » Physical barriers (rail lines, street crossings, roads, rivers)
PERFORMANCE Increases transit and active transportation ridership by developing a modern, high-quality, reliable rapid transit system that mitigates impacts on other modes.	33%	Weighting should be lower Reliability and reduced travel times are important Transit performance should be prioritized over vehicle performance should be considered Transit performance from other traffic and street crossings should be considered	28%	 Existing and potential ridership based on existing transit boardings and population densities Average speed limits Potential to incorporate a dedicated facility Traffic flow and congestion based on number of lanes, stops and traffic volumes
CITY BUILDING Helps build and re-invigorate neighborhoods and enhance livability by building complete communities.	15%	No changes to weighting needed	18%	 Proximity to employment centres, residential populations, and education, medical, community, cultural, recreation, and institutional destinations Proximity to mixed use corridors and major redevelopment sites, as identified in <i>OurWinnipeg</i> Potential for small scale and large scale (re)development Potential for transit supportive neighbourhood character and public space enhancements
\$ COST Affordable to build, maintain and operate.	10%	Weighting should be higher Weighting and LRT	13%	 Capital cost estimates Right-of-way and property acquisition requirements Operations and maintenance costs Feasibility of conversion from BRT to light rail
SOCIAL EQUITY Supports equitable access to housing, employment and other destinations regardless of income, household type, ability, age, etc.	5%	No changes to weighting needed Prioritize access in areas with higher densities rather than coverage to all neighbourhoods	7%	 Average income Existing transit service in relation to population density Likelihood of displacing existing affordable housing Construction impacts on homes and businesses
ENVIRONMENTAL IMPACTS Minimizes impacts on climate, air, water and the surrounding community.	4%	Weighting should be higher Consider electric vehicles Impacts to environmental resources are important	6%	 » Number of stops (resulting in idling and GHG emissions) » Environmental Act License and mitigation requirements

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

Witeripeg Transit



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**





STATION AREA PLANNING PRINCIPLES



CONNECTIVITY





INNOVATIVE PARKING STRATEGIES



CONNECTIVITY TO DESTINATIONS



CONNECTIVITY TO ACTIVE TRANSPORTATION & TRANSIT ROUTES



FEASIBILITY

PUBLIC LEADERSHIP Winnipeg

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 DESIGN AND LOCATION



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 NAIRN AVENUE CENTRAL MANITOBA HIGGINS AVENUE DONALD/SMITH STREET MAIN STREET RAILWAY DOWNTOWN Would allow for existing easily west Transit routes to use the & PRINCESS/KING STREET © Would allow for existing Main Street routes to use the corridor. Would allow for existing east-west Transit routes to use the Not currently a major transit route and would move some existing service to a new location. corridor and build on existing ridership and boardings. transportation analysis indicates that Main Street cannot support a BRT corridor. DOWNTOWN VARIATIONS corridor and build on existing < Connected to Exchange ridership and boardings District and Down ≪ ▲ Connected to residential neighbourhoods to the north destinations and in close proximity to existing and proposed pedestrian and infrastructure. < ১৯ Existing CP Rail line SCENARIO A Connected to existing Transcona Trail. < ♠ Not currently a major transit route and would move could limit access to corridor and commercial and employme areas to the south. for some of the surrounding neighbourhood. SCENARIO A VARIATIONS self-utility-along Regent Avenue West. TRANSCONA ROUI EVARD some existing service to a new location. @ High-volume intersection at Long-term opportunity to High traffic volumes at Por PLESSIS ROAD Lagimodiere Blvd. SCENARIO B Connected to Exchange District destinations and in close proximity to existing and proposed pedestrian and cycling infrastructure. transform an underutilized Could support a dedicated Not currently a major transit route and would move some existing service to a new location Long-term opportunity to enhance an underutilized corridor. corridor and increase ridership facility to provide reliability and Opportunities to further in the future. OurWinnipeg Complete Communities identifies South Point Douglas as a speed with few intersections to SCENARIO B VARIATIONS intensify the corridor with additional destinations and development. impede flow. EAST KILDONAN AND < Further from commercial < 8 Connected to Club Regent Casino and recent residential CLess traffic compared to Main Street. activity along Regent Avenue corridor. area to the north, with an opportunity to integrate a park-and-ride site. ▲ Opportunities to integrate with the future Market Lands EAST KILDONAN AND TRANSCONA VARATIONS C Low-volume traffic on Little opportunity for development. Transcona Boulevard could s Right-of-way property would need to be acquired provide reliability and speed with few intersections to impede flow EXISTING RAPID TRANSIT Close to new and future commercial, resider recreational development at Park City Commons. MAIN STREET POSSIBLE STATION Would allow for existing BRT LOCATION AREA and Main Street routes to use the corridor and build on existing high-volume ridership and boardings. The possible station location areas shown are preliminary locations that will be used < Connected to both The as part of a transit ridership anaylsis model Forks and downtown and in The locations are based on station spacing close proximity to existing and proposed pedestrian and cycling infrastructure. and walking distance standards, with shorter spacing throughout Downtown, Point Douglas and St. Boniface, and longer spacing © Vehicle right turns at southbound Main and Broadway east of the Red River. currently cause delays for southbound Transit vehicles. Right turns could be restricted during peak periods. To determine possible station locations, the ▲ Creates opportunities to further intensify the corridor study team considered existing transit stop with additional destinations and development including emphasizing Union Station as a key destination. and station locations, cross street access requirements, and existing destinations. These stations locations are not final, and will be **(t)** refined based on public input and further technical evaluation. ELEVATED STRUCTURE PROVENCHER BOULEVARD THOMAS AVENUE REGENT AVENUE WEST • Would allow for existing east-west Transit routes to use the Would allow for some existing Will be considered if Would allow for existing east-CRITERIA BRT and Main Street routes to ransportation analysis indicate west Transit routes to use the use the corridor and build on that Nairn Avenue cannot support a BRT corridor. corridor and build on existing Connectivity Performance existing high-volume ridership high-volume ridership and In close proximity to existing and boardings. City Building CostEnvironmental Impacts and proposed pedestrian and cycling infrastructure. < 6 Not currently a major transit Connected to Union Station and The Forks but physically Social Equity route and would move some existing service to a new location Connected to commercia separated from existing and proposed pedestrian and 8 High-volume traffic on the and employment areas and som cycling infrastructure. residential areas to the south. Provencher Bridge. Connected to employment in the Mission Industrial area. Separated facility provides reliability and speed with no ■ Opportunities to enhance the Long-term opportunity to intersections to impede flow. This map shows potential route options and does not indicate the corridor with infill developmen Further from existing activity enhance the corridor with infill Could showcase Union Station and provide access to The Forks, but creates little opportunity to create an active Main along Nairn Avenue. commercial and residential Could support a dedicated facility to provide reliability and specific location and design of speed with few intersections to impede flow \$ High capital costs for conversion of the existing rail line, new grade separated structures and Union Stati alignments and stations, or existing and future Winnipeg Transit service. integration

REPRESENTATION OF THE PARTY OF

POTENTIAL ROUTE OPTIONS



DOWNTOWN

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

SCENARIO

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

SCENARIO

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

TRANSCONA

- The route uses either Nairn Avenue or Thomas Avenue.
- The route then continues along the Central Manitoba Railway rightof-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

U

(|51)

ACTIVITY



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

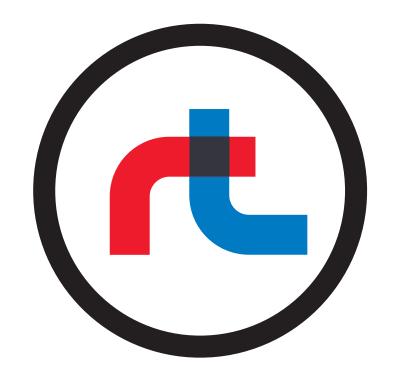
For inquiries, please contact: Ryan Segal, Eastern Corridor Study Public Engagement Team 204-943-3178 or eastern.corridor@wsp.com





ÉTUDE SUR LE CORRIDOR EST





Bienvenue à l'atelier portes ouvertes!

Veuillez vous inscrire à l'entrée.

Merci de laisser vos coordonnées si vous voulez que l'on communique avec vous pour vous tenir au courant pendant l'étude.



Un ou une photographe est ici sur place pour prendre des photos qui pourraient être utilisées dans des comptes rendus de la Ville. La collecte de ces photos est conforme avec l'alinéa 36(1)b) de la Loi sur l'accès à l'information et la protection de la vie privée. Si vous ne souhaitez pas que l'on vous prenne en photo et que l'on utilise ces photos, veuillez le faire savoir à la personne qui photographie.

Pour toute question à ce sujet, vous pouvez joindre le coordinateur ou la coordinatrice de l'accès à l'information et de la protection de la vie privée de la Ville par téléphone, au 311, ou par courrier, à : Bureau du greffier, immeuble de l'administration, 510, rue Main, Winnipeg (Manitoba) R3B 1B9





BIENVENUE



Le but de cet événement portes ouvertes est :

- de communiquer les options de parcours recommandées pour un examen et une analyse plus approfondis;
- de recevoir vos rétroactions sur ces parcours, lesquelles informeront l'analyse et la conception du couloir.

Les possibilités de parcours ont été élaborées en se basant sur les rétroactions du public et sur une analyse technique utilisant six catégories de critères d'évaluation :



Connectivité



Performance



Urbanisme



Coût



Équité sociale



Impacts environnementaux

Aujourd'hui, nous vous offrons un aperçu de l'étude ainsi qu'un résumé de l'examen et de l'analyse effectués à ce jour.

Si vous avez des questions ou si vous désirez obtenir des renseignements plus détaillés, nous vous invitons à parler à un membre de l'équipe d'étude et à examiner les rapports complets disponibles à la table des documents.





RAISON D'ÊTRE DE L'ÉTUDE SUR LE CORRIDOR EST



















Trouver le parcours le plus approprié pour le service rapide par bus (SRB) entre le centre-ville et l'est de Winnipeg, c'est-à-dire la route la plus pratique et offrant le plus de vitesse et de fiabilité, et encourageant des aménagements le long du couloir respectant les quartiers existants.



CONTEXTE ET RAISONNEMENT





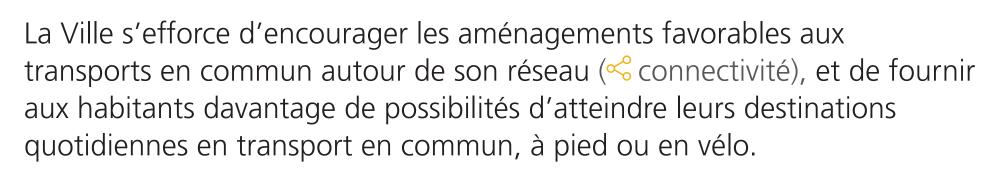
Ensemble, le transport en commun rapide et le transport en commun traditionnel jouent des rôles complémentaires permettant aux Winnipegois de disposer d'une alternative à l'automobile fiable et pratique.



Le transport en commun rapide fait partie d'une stratégie visant à construire un réseau de transport capable de servir les futures générations et de modeler la croissance de la Ville (urbanisme).



Sur le Corridor est a le potentiel d'aider la Ville à réduire la congestion des routes (@ performance) et les émissions (@ impacts environnementaux), ainsi que de gérer les coûts des infrastructures (\$ coût).





OBJECTIFS DU TRANSPORT EN COMMUN RAPIDE



Service direct : des lignes faciles à comprendre et à fréquenter

Service fréquent : des bus qui arrivent régulièrement, réduisant les temps d'attente

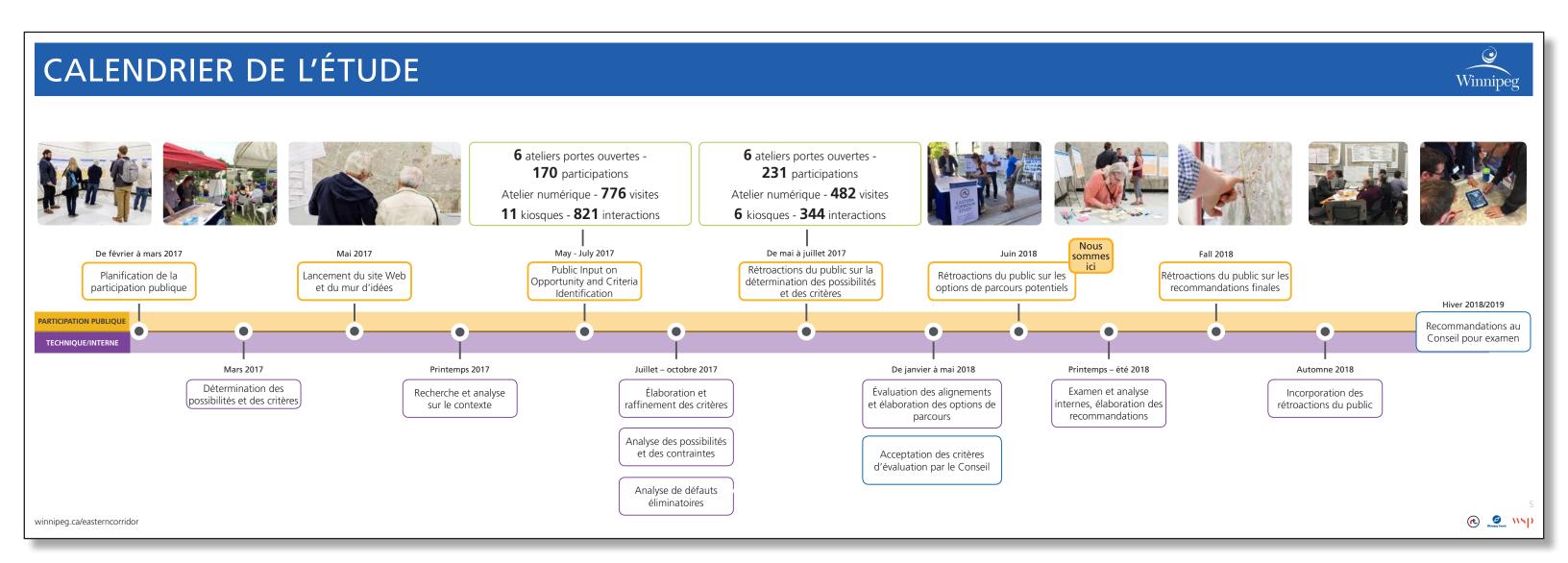
Service rapide: les bus connaissent moins d'interruptions et atteignent des vitesses plus élevées

Service fiable : le service est régulier, connaît moins de retards et arrive plus souvent à l'heure

Trajet confortable : les véhicules, les gares, les arrêts de bus et les abribus sont conçus pour être confortables et sécuritaires

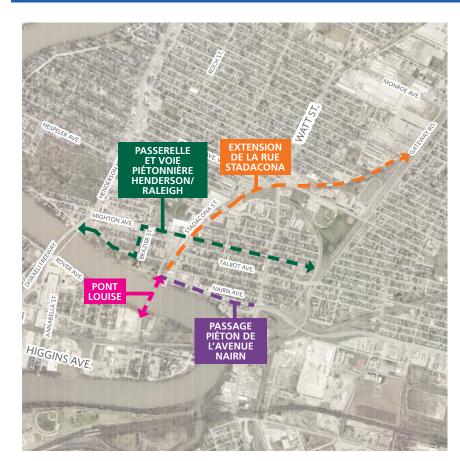
Accès facile: beaucoup de personnes et de destinations sont accessibles à pied depuis les arrêts de bus





COMPOSANTES SUPPLÉMENTAIRES DE L'ÉTUDE









EXTENSION DE LA RUE STADACONA

L'extension de la rue Stadacona vers le chemin Gateway et l'avenue Munroe pourrait être un lien multimodal essentiel qui connecterait le centre-ville, le nord-est de Winnipeg et le sentier Chief Peguis grâce à une artère à quatre voies, à une infrastructure pour les piétons et les cyclistes, à des lignes d'autobus et à une ligne de service rapide par bus (SRB) entre le pont Louise et le couloir Raleigh/Gateway.

POINTS SAILLANTS DES COMMENTAIRES

Élargir ou combiner la rue Raleigh et le chemin Gateway pour les adapter à la circulation.

Se servir du chemin Gateway ou de la rue Raleigh pour le parcours du transport en commun rapide

Préserver les arbres existants.

l'augmentation de la circulation et les impacts sur le quartier

des installations distinctes pour piétons et cyclistes connectant le pont Louis au couloir vert Pioneer du nord-ouest

L'extension devrait comporter

que cette extension prenne la priorité sur l'infrastructure de transport en commun.

Étendre Stadacona pour qu'elle rejoigne l'avenue Concordia.

» La planification et la conception sont censées commencer en été 2018.

PASSERELLE ET VOIE PIÉTONNIÈRE HENDERSON/RALEIGH

Un parcours piétonnier et cycliste proposé le long des avenues Midwinter et Riverton pourrait comprendre un sentier multi-usage hors route le long du côté sud de l'avenue Midwinter connectant le pont à la rue Brazier, et une connexion piétonnière et cycliste le long de l'avenue Riverton du couloir vert du guartier Brazier-Roch au couloir vert Northeast Pioneers.

POINTS SAILLANTS DES COMMENTAIRES

et cycliste plus direct utilisant l'avenue Nairn de Stadacona à Archibald.

Inquiétudes quant à une possible

La connexion au pont piétonnie et cycliste de l'autoroute Disrael est difficile à l'heure actuelle.

rendant le cyclisme difficile

Besoin de passages piétons plus l'avenue Munroe et la rue Watt. le quartier et une infrastructure

Inquiétudes quant à la forte

» La planification et la conception sont censées commencer en été 2018.

GARAGE DE TRANSPORT EN COMMUN DE L'EST

Un nouveau garage de transport en commun de l'est (remplaçant le garage de transport en commun du nord actuel) est censé fournir du stationnement et des services de révision à 250 autobus (il pourrait être développé pour accueillir 350 à 500 autobus dans le futur) et être situé à proximité du couloir. Ce garage comprendra des installations d'entretien et aura la capacité d'accueillir des autobus à carburant alternatif (gaz naturel, électricité, etc.).

POINTS SAILLANTS DES COMMENTAIRES

augmentation de la circulation. des besoins de stationnement, et des problèmes d'accès dans le quartier environnant

Possibilité d'intégration d'installations pour piétons et cyclistes dans la zone industrielle Mission.

Ne pas aménager le couloir dans des espaces qui pourraient avoir d'autres utilisations (p. ex. résidentielles ou commerciales)

commun comme des services à la clientèle et un kiosque d'achat de titres de transport.

Désir de services de transports en

Inquiétudes quant aux conséquences possibles er termes d'émissions, de bruit et installation à plusieurs étages pour réduire l'empreinte du garage.

- » Un emplacement dans la zone industrielle Mission, près de l'avenue Tyne, a été proposé dans le passé et jugé inapproprié en raison d'inquiétudes
- » La Ville est actuellement en train d'évaluer d'autres emplacements pour le garage.

PASSAGE PIÉTON DE L'AVENUE NAIRN

Un passage piéton sur l'avenue Nairn, entre les rues Stadacona et Watt, répondra aux besoins de sécurité des piétons de la zone.

POINTS SAILLANTS DES COMMENTAIRES

Inquiétudes quant au fait qu'un passage piéton pourrait avoir un effet négatif sur la circulation routière dans l'avenue Nairn.

d'un passage piéton comprennent un feu pour les piétons ou une voie piétonnière à niveau séparé.

La circulation routière et le de la passerelle est différent.

Les suggestions d'emplacement pour le passage piéton comprenaient :

- la rue Allan: à proximité d'un arrêt de bus; rejoignant la passerelle et voie piétonnière Henderson/Raleigh

» La planification et la conception sont censées commencer en été 2018.





PASSERELLES (PONT LOUISE)



- » L'étude se penche sur les possibilités de passerelle traversant la rivière Rouge, et fournira une recommandation de conception fonctionnelle qui pourrait comprendre des trottoirs, des voies cyclables et des voies réservées au transport en commun.
- » Le pont Louise existant est considéré comme fonctionnellement obsolète, car il ne peut pas supporter de volumes de circulation suffisants et qu'il n'est ni assez large, ni assez haut, ni assez résistant pour supporter des semi-remorques modernes, bien qu'il se trouve sur un itinéraire pour camions. Il ne peut pas être élargi, surélevé ou renforcé pour être mis aux normes modernes.
- » Selon le parcours recommandé, les options pourraient inclure :
 - » la réfection du pont Louise existant;
 - le remplacement et l'élargissement du pont à son emplacement actuel;
 - » la construction d'un nouveau pont à un nouvel emplacement;
 - » la construction de deux passerelles distinctes (une pour les véhicules et une pour le transport en commun);
 - » la conservation du pont existant comme installation strictement réservée aux piétons et aux cyclistes.

POINTS SAILLANTS DES COMMENTAIRES

Mettre une nouvelle passerelle adjacente à la ligne de chemin de

Garder le pont existant comme installation strictement réservée aux piétons et aux cyclistes.

Créer un pont à plusieurs voies comportant des voies pour le SRB et des infrastructures pour les piétons

Laisser la passerelle à l emplacement actuel.

Possibilité d'augmentation de la circulation automobile et de l'emprunt de raccourcis à Point Douglas.

de parcs.

Devrait être utilisé comme itinéraire



Le pont existant ne peut pas être élargi, surélevé ou renforcé pour être mis aux normes modernes.

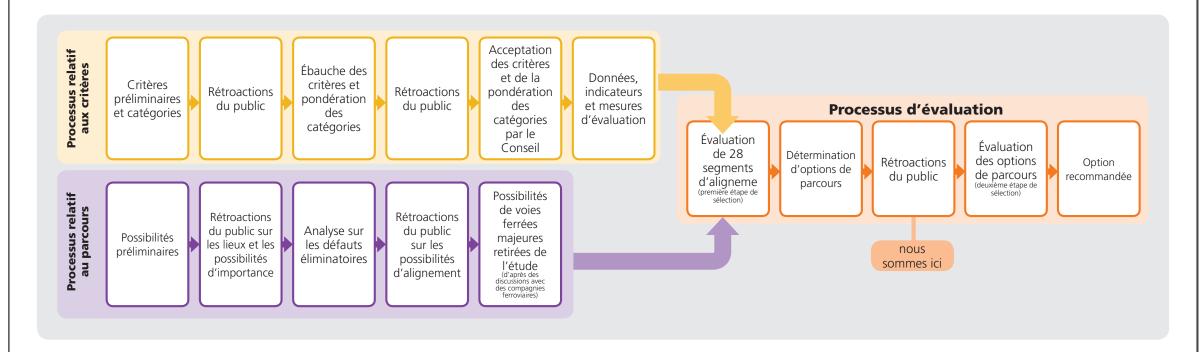




PROCESSUS D'ANALYSE



- » **Critères:** six catégories de critères ont été établies en se basant sur des politiques municipales existantes, des normes techniques et les rétroactions du public. Chaque catégorie se voit associée des sous-critères. De mai à décembre 2017, nous avons demandé au public de fournir des rétroactions sur ces catégories, sur ces critères et sur leur pondération. Cela a servi de base pour le modèle d'évaluation accepté par le Conseil en avril 2018.
- » **Route:** De mai à juillet 2017, nous avons demandé au public de nous donner des renseignements sur des lieux d'importance à ses yeux et sur des choses auxquelles il était important d'être connectés. Ces rétroactions nous ont permis d'identifier une gamme préliminaire de possibilités d'alignement. Les alignements qui n'étaient pas réalisables d'un point de vue technique ont été éliminés (analyse de défauts éliminatoires). En même temps, une analyse des possibilités et des contraintes de diverses données techniques et rétroactions du public a déterminé les zones possibles où un couloir de transport en commun rapide a le plus de chances de créer un changement positif. De novembre à décembre 2017, nous avons demandé au public de fournir des rétroactions sur ces possibilités d'alignement.
- » Évaluation: D'après les rétroactions sur les critères et le parcours, 28 segments d'alignement ont été analysés à l'aide du modèle d'évaluation (première étape de sélection). D'après cette évaluation, les segments ayant obtenu le meilleur pointage ont été combinés pour créer des options de parcours potentiels. Nous vous demandons vos rétroactions sur ces options de parcours possibles avant qu'elles ne passent au niveau d'examen et d'analyse suivant (deuxième étape de sélection).





BILAN DES CRITÈRES D'ÉVALUATION



	CATÉGORIE	PROPOSITION	CE QUE NOUS AVONS ENTENDU	FINAL	BILAN DES MESURES UTILISÉES DANS LA PREMIÈRE ÉTAPE DE SÉLECTION*
∞	CONNECTIVITÉ Connecte des personnes et des lieux grâce à une variété d'options de transport viables (transport en commun, vélo, marche et automobile).	33%	La pondération devrait être moins élevée La connectivité des transports en commun, des piétons et des cyclistes devrait être la priorité	28%	 Dessert des destinations-clés indiquées dans les rétroactions du public Connecté au service de transport en commun existant du quartier En alignement avec les stratégies piétonnières et cyclistes À proximité d'installations piétonnières et cyclistes existantes Obstacles physiques (lignes de chemin de fer, passages piétons, routes, rivières)
	PERFORMANCE Augmente l'achalandage des transports en commun et l'utilisation du transport actif en créant un réseau de SRB moderne, fiable et de haute qualité qui minimise les impacts sur les autres modes de transport.	33%	La pondération devrait être moins élevée La fiabilité et la réduction des temps de trajet sont importantes La performance des transports en commun du reste de la circulation et des intersections de rue devrait être envisagée	28%	 Achalandage existant et potentiel basé sur les statistiques d'achalandage existantes et sur les densités de population Limites de vitesse moyennes Potentiel d'incorporation d'une installation spécialisée Courant de circulation et congestion basés sur le nombre de voies, les arrêts et les débits de circulation
	URBANISME Participe à la construction et à la revitalisation de quartiers, et améliore l'habitabilité en construisant des collectivités complètes.	15%	Pas de changement de la politique avec NotreWinnipeg pas aussi important Prioriser les zones intercalaires et les zones à densité élevée près du transport en commun et des gares	18%	 » Proximité des centres d'emploi, des zones résidentielles, et des destinations scolaires, médicales, communautaires, culturelles, récréatives et institutionnelles. » Proximité des couloirs à usage mixte et des sites de réaménagement importants identifiés dans NotreWinnipeg » Potentiel d'aménagement ou de réaménagement à petite et à grande échelle. » Potentiel d'améliorations de cachet de quartiers et d'espaces publics appuyant le transport en commun
\$	COÛT Construction, entretien et fonctionnement abordables.	10%	La pondération devrait être plus élevée électriques et le système léger sur rail	13%	Estimations des coûts en immobilisations Exigences d'acquisition d'emprise et de propriétés Coûts de fonctionnement et d'entretien Faisabilité de la conversion de service rapide par bus (SRB)à système léger sur rail
5.0	ÉQUITÉ SOCIALE Favorise un accès équitable au logement, à l'emploi et à d'autres destinations, peu importe le revenu, le type de foyer, les capacités, l'âge, etc.	5%	Pas de changement de pondération nécessaire Donner la priorité d'accès aux zones aux densités les plus élevées plutôt que de couvrir tous les quartiers	7%	Revenu moyen Service de transport en commun existant relatif à la densité de population Probabilité de déplacement de logements abordables existants Impacts de la construction sur les logements et les commerces
Œ)	IMPACTS ENVIRONNEMENTAUX Minimise les impacts sur le climat, l'air, l'eau et la collectivité environnante.	4%	La pondération devrait être plus élevée Envisager des véhicules électriques Envisager des véhicules électriques environnementales sont importants	6%	Nombre d'arrêts (entraînant la marche au ralenti et les émissions de gaz à effets de serre) Licences et exigences d'atténuation conformes à la Loi sur l'environnement

Pour des renseignements plus détaillés, y compris des mesures d'évaluation spécifiques et des résultats d'analyses, le rapport de la première étape de sélection est disponible sur la table des documents.



CE QUE NOUS AVONS ENTENDU – ALIGNEMENTS



Le passage des avenues Nairn et Regent serait très direct, mais pourrait être trop congestionné

La rue Main est peutêtre trop achalandée pour accueillir un alignement dans la rue Un couloir proche d'un nouvel aménagement à Transcona pourrait ne pas servir les résidents existants et l'activité de la zone

L'avenue Thomas est une bonne alternative est-ouest. Elle est moins directe, mais dispose de plus de place pour le transport en commun

Connecter le couloir vert North East Pioneers au couloir de **SRB**

Inquiétudes concernant l'impact sur les espaces verts et les sites patrimoniaux dans toute la zone d'étude

Possibilité de desservir la future bibliothèque dans la zone Park City Commons

Possibilité de zone propice à une gare des autobus sur un parc de stationnement de surface près de La Fourche et du parc Shaw

Tenir compte des impacts sur les quartiers établis

Un alignement avec le boulevard Provencher pourrait profiter de la population, de l'activité et de la densité existantes

Inquiétudes concernant l'impact sur les arbres du boulevard Provencher





PRINCIPES DE PLANIFICATION DE LA ZONE DE LA GARE ROUTIÈRE



CONNECTIVITÉ

ENVIRONNEMENT AXÉ SUR LES PIÉTONS COMPACT ET DE GRANDE QUALITÉ



STRATÉGIES DE STATIONNEMENT INNOVATRICES



CONNECTIVITÉ AVEC LES DESTINATIONS



CONNECTIVITÉ AVEC LES PARCOURS DE TRANSPORT **ACTIF ET DE TRANSPORT EN COMMUN**



FAISABILITÉ

LEADERSHIP PUBLIC Vinnipeg

ESPACEMENT DES GARES ROUTIÈRES



DISPONIBILITÉ DES ESPACES



EXIGENCES DE FONCTIONNEMENT ET FIABILITÉ DU SERVICE



POTENTIEL FUTUR

AMÉNAGEMENT DE DENSITÉ MOYENNE À ÉLEVÉE, SUPÉRIEUR À LA MOYENNE DES COLLECTIVITÉS



USAGES MULTIPLES



UN CENTRE ACTIF ET DÉFINI



AUGMENTATION DE L'ACHALANDAGE









CONCEPTION ET EMPLACEMENT DES INFRASTRUCTURES



TYPES D'INFRASTRUCTURES

ARRÊTS D'AUTOBUS



Les arrêts d'autobus le long de la ligne offrent des zones abritées pour accéder à l'autobus. Les arrêts de bus peuvent comprendre de sièges, le paiement des titres de transport, des renseignements à l'intention des passagers, de l'éclairage et de la sécurité.

CENTRE DE TRANSPORT EN COMMUN



Un centre de transport en commun est une gare où passent de nombreuses lignes et offrant de nombreux services, permettant aux passagers de passer d'une ligne à l'autre.

TERMINUS À UNE DESTINATION IMPORTANTE



Un terminus à une destination importante est la fin d'une ligne qui peut inclure un lieu où les véhicules peuvent faire demi-tour et attendre, fournir la possibilité d'effectuer une correspondance avec d'autres autobus locaux ou d'autres modes de transport, un parc de stationnement incitatif et d'autres installations

TYPES D'EMPLACEMENTS

LINÉAIRE DE TROTTOIR



Une gare ou un arrêt situé à côté d'un trottoir ou de la voie de stationnement d'une rue et qui est souvent intégré à un trottoir environnant.

TERRE-PLEIN CENTRAL (QUAI)



Un emplacement médian est situé sur le terre-plein central d'une route aux intersections de voies de roulement médianes ou de voies réservées aux autobus.

INTÉGRÉ



Un arrêt intégré est directement connecté à un aménagement polyvalent.







PARCOURS POTENTIELS DE **OPTIONS**



CENTRE-VILLE

- Le parcours connecte la gare de transport en commun rapide Harkness à la rue Main grâce à l'avenue Mayfair et continue sur la rue Main jusqu'à l'avenue Graham.
- ligne de chemin de fer de la gare routière Harkness jusqu'au chemin Queen Elizabeth et passant au-dessus de la rivière Assiniboine, allant de la gare le parcours pourrait utiliser une structure surélevée le long de la Union jusqu'au chemin William Stephenson. Sinon, ҳ

SCÉNARIO

- William Stephenson (direction rejoindre le pont Provencher. Le parcours utilise le chemin est) et l'avenue Pioneer (direction ouest) pour
- direction est sur le boulevard Le parcours continue ensuite Provencher jusqu'à la rue **Archibald**. ҳ
- rejoindre la rue Foster à l'aide le nord sur la rue Archibald traverse la voie ferrée pour lusqu'à l'avenue Nairn, ou Le parcours continue vers d'une structure à niveau séparé. ҳ

SCÉNARIO

- la rue Main jusqu'à l'avenue Le parcours continue dans
- Donald/King (direction nord) entre les avenues Graham et Higgins et le parcours pourrait utiliser la rue sud) entre les avenues Higgins et Sinon, si la rue Main ne peut pas les rues Smith/Princess (direction accueillir une installation de SRB,
- avenue Higgins, rejoignant l'avenue Nairn grâce à une nouvelle passerelle (dont Le parcours continue sur l'emplacement reste à déterminer).

TRANSCONA KILDONAN EAST

- » Le parcours passe par l'avenue Nairn ou par l'avenue Thomas.
- » Il continue ensuite le long de l'emprise de la voie ferrée centrale du Manitoba ou sur l'avenue Regent Ouest
- Le parcours se termine au futur aménagement Park City Commons, sur le boulevard Transcona. ≈
- Le parcours fait ensuite une boucle par le chemin Plessis, l'avenue Regent Ouest et la rue Bienvenue. **≈**
- Le SRB connecte au service local dans tout Transcona

(ds)

OPTIONS DE PARCOURS POTENTIELS LÉGENDE AVENUE NAIRN VOIE FERRÉE CENTRALE AVENUE HIGGINS RUES DONALD/SMITH RUE MAIN © Permettrait aux lignes est-oues existantes d'utiliser le couloir et de s'appuyer sur l'achalandage DU MANITOBA CENTRE-VILLE ET RUES PRINCESS/KING Permettrait aux lignes Permettrait aux lignes existantes de la rue Main d'utiliser le couloir. existantes du transport en commun est-ouest d'utiliser le couloir et de s'appuyer sur les volumes d'achalandage élevés actuels. < 8 N'est pas une route de Seront envisagées si l'analyse CENTRE-VILLE - VARIATIONS l'heure actuelle et entraînerait le < . Connecté à des quartiers déplacement de certains service couloir de SRB. destinations du district de l'Exchange et à proximité d'infrastructures piétonnières et cyclables existantes et proposées. résidentiels au nord et à des zones commerciales et d'emploi < ♂ N'est pas, à l'heure actuelle, < కాప La ligne ferroviaire CP existante pourrait limiter l'accès au couloir pour certains des quartiers environnants. • • • • • SCÉNARIO A – VARIATIONS une route de transport en commun majeure et déplacerait BOULEVARD TRANSCONA -🐧 Intersection à débit élevé au Éloignée de l'activité existante le long de l'avenue Regent Ouest. certains services existants ailleurs Débits de circulation élevés CHEMIN PLESSIS SCÉNARIO B ment de Portage et de Possibilité d'améliorer un couloir sous-utilisé sur le long terme < 3 Pas une route de transport Possibilités à long terme O Pourrait accueillir une SCÉNARIO B – VARIATIONS installation spécialisée pour offrir de la fiabilité et de la vitesse, car peu d'intersections interrompent la circulation actuelle et entraînerait le sous-utilisé et d'augmenter l'achalandage à l'avenir. Les déplacement de certains services EAST KILDONAN ET TRANSCONA Collectivités complètes de NotreWinnipeg ont identifié Point douglas comme site de réaménagement majeur. 6 Moins de circulation que dans la rue Main. < ≜ Éloignés de l'activité Possibilités d'intégration au futur aménagement Market Lands. EAST KILDONAN ET TRANSCONA – VARIATIONS commerciale le long du couloir de l'avenue Regent. Reu de possibilités d'aménagement © Le débit de circulation faible du boulevard Transcona pourrait permettre un service fiable et rapide, car peu d'intersections in GARE DE TRANSPORT EN \$ Nécessité d'acquisition d'une propriété pour l'emprise COMMUN RAPIDE EXISTANTE **RUE MAIN** © Permettrait aux lignes existantes du SRB et de la rue Main d'utiliser le couloir et de s'appuyer sur les volumes d'achalandage élevés actuels. Proche de futurs aménagements commerciaux, ZONE POSSIBLE POUR L'EMPLACEMENT DE LA GARE résidentiels et récréatifs à Park City Commons. Offre une possibilité précoce d'intégrer le transport en commun dans une zone jeune et en développement. ROUTIÈRE < 🎄 Connectée à la gare Union Les emplacements possibles pour la gare routière montrés ici sont des emplacements préliminaires et seront utilisés dans le cadre d'un modèle d'analyse de l'achalandage. Les emplacements sont basés sur les normes d'espacement et d'accessibilité à pied et à La Fourche et à proximité d infrastructures piétonnières et cyclables existantes et proposées Qualities et priposees. A l'heure actuelle, les véhicules tournant à droite au croisement de Main et de Broadway direction sud causent des retards pour les véhicules de transport en commun voyageant vers le sud. Le droit de tourner à droite pourrait être restreint pendant les heures de pointe. Offen des roccilitées d'interesficient en des collèctes une se de pointe. des gares, avec un espacement moins important dans tout le centre-ville, à Point Douglas et à Saint-Boniface, et avec un espacement plus important à l'est de la rivière Rouge. Pour déterminer les emplacements possibles de gares routières, l'équipe d'étude a tenu compte des arrêts et gares d'autobus existants, des exigences relatives aux accès aux intersections, et des destinations existantes. Les emplacements de ces gares ne sont pas finaux, et seront raffinés d'après les rétroactions du public et d'autres évaluations techniques. Offre des possibilités d'intensification du couloir avec des destinations et des aménagements supplémentaires notamment la promotion de la gare Union comme destination phare. **(t)** STRUCTURE SURÉLEVÉE BOULEVARD PROVENCHER AVENUE REGENT OUEST Permettrait aux lignes est-ouest existantes d'utiliser le couloir. - Sera envisagée si l'analyse des transports indique que l'avenue Nairn ne peut pas accueillir un couloir de SRB. CRITÈRES À proximité d'infrastructures piétonnières et cyclables existantes et proposées. Connectivité Urbanisme \$ Coût Connectée à la gare Union et à La Fourche, mais < € N'est pas une route de Impacts environnementaux Équité sociale physiquement séparée des infrastructures piétonnières et cyclables existantes et proposées. O Débit de circulation élevé sur le transport en commun majeure à l'heure actuelle et entraînerait le < & Connectée à des zones © Une installation distincte offre de la fiabilité et de la vitesse, car il n'y a pas d'intersections qui ralentissent la circulation. déplacement de certains services commerciales et d'emploi ainsi qu'à des zones résidentielles au Cette carte montre les possibilités « ♣ Connecté à une zone d'emploi dans la zone industrielle Mission. Éloignée de l'activité existante le long de l'avenue Nairn. Dourrait mettre la gare Union en valeur et offrir un accès à La Fourche, mais offre peu de possibilités de création d'une rue Main active. Possibilité d'améliorer le couloir grâce à des aménagements interca commerciaux et résidentiels sur le long terme de parcours et n'indique pas l'emplacement et la conception des alignements et des gares, ni \$ Dépenses en immobilisations élevées pour la conversion de la ligne ferroviaire existante, la construction de nouvelles structures à niveaux distincts et l'intégration de la gare Union. de la fiabilité et de la vitesse, car peu d'intersectio interrompent la circulation. les services existants et à venir de Winnipeg Transit.

ACTIVITÉ



PARCOURS

Placez une épingle numérotée et écrivez un commentaire pour fournir vos rétroactions sur des emplacements particuliers des parcours.

- Qu'est-ce que vous aimez et qu'est-ce que vous n'aimez pas au sujet des options de parcours potentiels?
- Quels ajouts pourraient vous encourager à fréquenter la ligne?
- Avons-nous oublié quoi que ce soit?

GARES ROUTIÈRES

Placez une épingle numérotée et écrivez un commentaire pour fournir vos rétroactions sur les emplacements proposés pour les gares routières.

- Que pensez-vous des emplacements proposés pour les gares routières
- Qu'est-ce que vous aimeriez voir aux alentours des gares routières?
- » Avons-nous oublié quoi que ce soit?



MERCI



Merci d'être venus aujourd'hui!

Veuillez remplir un sondage de départ pour nous faire savoir ce que vous avez pensé de l'événement portes ouvertes.

> Pour plus de renseignements et pour participer en ligne, rendez-vous sur winnipeg.ca/easterncorridor

Si vous avez des questions, veuillez communiquer avec : Ryan Segal, Équipe de participation publique de l'Étude sur le Couloir est 204-943-3178 ou eastern.corridor@wsp.com





ANNEXES

A-2 PROMOTION



WE WANT TO HEAR FROM YOU



EASTERN CORRIDOR STUDY OPEN HOUSE



The City of Winnipeg invites you to attend an open house for the Eastern Corridor Study. The study will identify the most suitable route for rapid transit between downtown and eastern Winnipeg. Join us to view potential route options, provide input, ask questions about the study, and speak with study team members.





Date	Times	Location
Monday, June 18	2 p.m. – 4 p.m. 6 p.m. – 8 p.m.	Pantages Playhouse, 180 Market Ave.
Tuesday, June 19	2 p.m. – 4 p.m. 6 p.m. – 8 p.m.	Canad Inns Club Regent Casino Hotel, 1415 Regent Ave. W.
Wednesday, June 20	2 p.m. – 4 p.m. 6 p.m. – 8 p.m.	Notre Dame Recreational Centre, 271 Avenue de la Cathedrale *French language services will be available
Thursday, June 21	2 p.m. – 4 p.m. 6 p.m. – 8 p.m.	Mosaic Event Centre, 1006 Nairn Ave.

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 five days prior to the event you will be attending.

To participate online or for more information, please visit: winnipeg.ca/easterncorridor

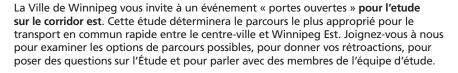


Nous voulons connaître votre avis!



PORTES OUVERTES POUR L'ÉTUDE SUR LE CORRIDOR EST









Date	Horaires	Lieu
Lundi 18 juin	14 h - 16 h 18 h - 20 h	Pantages Playhouse – 180, avenue Market
Mardi 19 juin	14 h - 16 h 18 h - 20 h	Canad Inns Club Regent Casino Hotel – 1415, avenue Regent Ouest
Mercredi 20 juin	14 h - 16 h 18 h - 20 h	Centre récréatif Notre Dame – 271, avenue de la Cathédrale *Services en français disponibles
Jeudi 21 juin	14 h - 16 h 18 h - 20 h	Mosaic Event Centre – 1006, avenue Nairn

Si vous avez des questions, veuillez prendre contact avec M. Ryan Segal, équipe de participation publique pour l'etude sur le corridor est, au 204 943-3178 ou à eastern.corridor@wsp.com.

Si vous avez besoin de formats alternatifs ou d'interprétation en langage des signes, veuillez nous le faire savoir au moins cinq jours avant l'événement auquel vous assisterez.

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Nous voulons connaître votre avis! (



PORTES OUVERTES POUR L'ÉTUDE SUR LE CORRIDOR EST







La Ville de Winnipeg vous invite à un événement « portes ouvertes » **pour l'étude sur le corridor est.** Cette étude déterminera le parcours le plus approprié pour le transport en commun rapide entre le centre-ville et Winnipeg Est. Joignez-vous à nous pour examiner les options de parcours possibles, pour donner vos rétroactions, pour poser des questions sur l'Étude et pour parler avec des membres de l'équipe d'étude.

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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	French poster
Centre Culturel Franco-Manitobain	French poster
College Louis Riel	French poster
Notre Dame Recreational Centre	French poster
St. Boniface Hospital	French poster
St. Boniface Library	French poster
St. Boniface Museum	French poster
Université de Saint-Boniface	French poster
Festival du Voyageur office	French poster
Billingual Service Centre (Acces Saint Boniface)	French poster

ELMWOOD / EAST KILDONAN

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

Value Village (Nairn Ave)

Chateau Lanes (Nairn Ave)

Starbucks (Panet)

Moksha Yoga (Panet)

Salvation Army

Kam's Grocery

Monroe ECEC/Kent Road School

Grey St. United Church

Fresh Food Plus

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

POINT DOUGLAS

Manitoba Indigenous Cultural Education Centre Inc.

Neechi Commons

The North Point Douglas Women's Centre

Graffiti Art Programming

Tartan Towiing

Metro Meat





EASTERN CORRIDOR STUDY

Open Houses June 18 - 21

Find out more at winnipeg.ca/easterncorridor

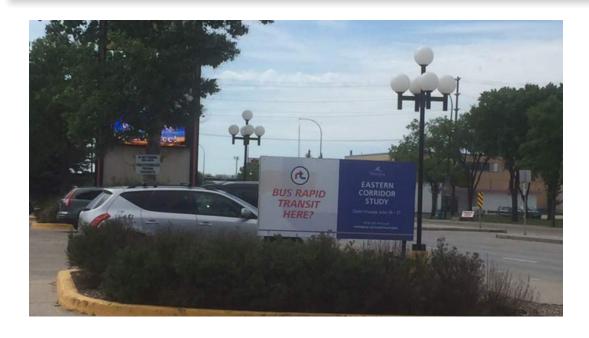




EASTERN CORRIDOR STUDY

Bus Rapid Transit between Downtown and Eastern Winnipeg

winnipeg.ca/easterncorridor





Eastern Corridor Study Open House



The City of Winnipeg invites you to attend an open house for the **Eastern Corridor Study**. The study will identify the most suitable route for rapid transit between downtown and eastern Winnipeg. Join us to view potential route options, provide input, ask questions about the study, and speak with study team members.

Date	Times	Location
Monday,	2 p.m. – 4 p.m.	Pantages Playhouse,
June 18	6 p.m. – 8 p.m.	180 Market Ave.
Tuesday,	2 p.m. – 4 p.m.	Canad Inns Club Regent Casino Hotel,
June 19	6 p.m. – 8 p.m.	1415 Regent Ave. W.
Wednesday, June 20	2 p.m. – 4 p.m. 6 p.m. – 8 p.m.	Notre Dame Recreational Centre, 271 Avenue de la Cathedrale *French language services will be available
Thursday,	2 p.m. – 4 p.m.	Mosaic Event Centre,
June 21	6 p.m. – 8 p.m.	1006 Nairn Ave.

To participate online or for more information, please visit: winnipeg.ca/easterncorridor

For inquiries or for those who require alternate formats or interpretation in order to participate, please contact **eastern.corridor@wsp.com**



PORTES OUVERTES POUR L'ÉTUDE SUR LE CORRIDOR EST



La Ville de Winnipeg vous invite à un événement « portes ouvertes » **pour l'Étude sur le Corridor Est.** Cette étude déterminera le parcours le plus approprié pour le transport en commun rapide entre le centre-ville et Winnipeg Est. Joignez-vous à nous pour examiner les options de parcours possibles, pour donner vos rétroactions, pour poser des questions sur l'Étude et pour parler avec des membres de l'équipe d'étude.

Date	Horaires	Lieu
Lundi 18 Juin 2018	14 h - 16 h 18 h - 20 h	Pantages Playhouse – 180, avenue Market
Mardi 19 Juin 2018	14 h - 16 h 18 h - 20 h	Canad Inns Club Regent Casino Hotel — 1415, avenue Regent Ouest
Mercredi 20 Juin 2018	14 h - 16 h 18 h - 20 h	Centre récréatif Notre Dame – 271, avenue de la Cathédrale *Services en français disponibles
Jeudi 21 Juin 2018	14 h - 16 h 18 h - 20 h	Mosaic Event Centre – 1006, avenue Nairn

Pour participer en ligne ou pour obtenir de plus amples renseignements, veuillez visiter : winnipeg.ca/corridorest.

Si vous avez des questions, ou si vous avez besoin d'un format de présentation différent ou de services d'interprétation pour pouvoir participer, veuillez écrire à eastern.corridor@wsp.com.



Eastern Corridor Study Open House



The City of Winnipeg invites you to attend an open house for the **Eastern Corridor Study**. The study will identify the most suitable route for rapid transit between downtown and eastern Winnipeg. Join us to view potential route options, provide input, ask questions about the study, and speak with study team members.

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Thursday, June 21	2 p.m. – 4 p.m. 6 p.m. – 8 p.m.	Mosaic Event Centre, 1006 Nairn Ave.								
To participate online or for more information,										

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Eastern Corridor Study Open House



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To participate online or for more information, please visit: winnipeg.ca/easterncorridor

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



PUBLIC ENGAGEMENT NEWS

New Opportunities for Engagement with the City of Winnipeg

Eastern Corridor Study potential route options

You're invited to review and provide feedback on potential route options for the Eastern Rapid Transit Corridor at a series of public open houses from Monday, June 18 to Thursday, June 21, 2018. Members of the Eastern Corridor Study project team will be on hand to answer questions and gather input at the following in-person engagement opportunities. Open house details are available on the project website.

If you are unable to attend, please visit the website and provide feedback on the potential route options using the <u>online mapping</u> tool: <u>winnipeg.ca/easterncorridor</u>.

Development Application Notification Review survey

Please take the time to provide input on how the City of Winnipeg provides notification for land development applications through an online survey. Input will be considered as part of a review of the City's land development application notification processes. Land development notification includes the ways the public is told about applications for both minor and major land development, including variances, conditional uses, rezoning, and subdivision of land. The public is currently notified of land development through newspaper advertisements and on-site postings, depending on the type of development.

The <u>online survey</u> asks for input on types of notification you would like to see, how you would like to be notified of land development applications in their area, and how you would like notifications to



PUBLIC ENGAGEMENT NEWS

New Opportunities for Engagement at the City of Winnipeg

Route 90 Improvements Study Phase 2 Engagement

Phase two of public engagement will provide you with an opportunity to share input on key areas for the preliminary design, including: active transportation, traffic changes, transit, local improvements and access, accessibility and other design elements. You're invited to participate in a <u>second online survey</u>, available from June 13 to July 30, 2018. The City is also hosting a pop-up at the <u>Outlet Collection Winnipeg mall</u> on June 28 from 2 p.m. to 4 p.m.

For more information, please visit: winnipeg.ca/route90.

Ongoing Opportunities for Engagement at the City of Winnipeg

Eastern Corridor Study potential route options

The final two open houses of eight events are happening today (at the Mosaic Event Centre 1006 Nairn Ave. from 2 p.m. to 4 p.m. and 6 p.m. to 8 p.m.) to collect feedback on potential route options for the Eastern Rapid Transit Corridor. The open houses began on Monday, June 18. Members of the Eastern Corridor Study project team are available to answer

questions and gather input.

If you are unable to attend, please visit the website and provide feedback on the potential route options using the online mapping tool, available until July 6. For more information, visit winnipeq.ca/easterncorridor.

Recreation and Parks Strategies survey

Thank you to all who attended the Winnipeg Recreation and Parks Strategies open houses. If you were unable to attend, we encourage you to view our open house boards and provide your comments through our online survey. The online survey will remain open until June 30, 2018 so don't miss your chance to be part of this first phase of engagement!

An accessible version of the survey is available. Email the completed survey to RecAndParks@Winnipeg.ca. For more information, please visit winnipeg.ca/RecandParks.

This newsletter is sent out every other Thursday. We strive to promote events at least two weeks ahead through other means such as newspaper ads, social media, and direct mail.

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PUBLIC ENGAGEMENT NEWS

New Opportunities for Engagement

Question of the Week 1

Last summer, your answers to our *Questions of the Week* gave us guidance on where to focus on improving engagement and we want to hear from you again.

The Question of the Week is back. The next four newsletters will ask questions about your experiences to build on what we've heard so far.

Answer Question 1 now: <u>Have you noticed any changes</u> with regards to public involvement in City projects in the <u>past several years?</u>

Interested in 2017 responses? Visit winnipeg.ca/publicengagement for all of our past newsletters, including question of the week results.

Ongoing Opportunities for Engagement

Route 90 Improvements Study phase 2 engagement

Phase two of public engagement provides Winnipeggers with an opportunity to share input on key areas for the preliminary design, including: active transportation, traffic changes, transit, local improvements and access, accessibility and other design elements. Winnipeggers are invited to participate in a <u>second online survey</u>, available from June 13 to July 30, 2018.

For more information, please visit: winnipeq.ca/route90

Eastern Corridor potential route options

Thank you to everyone who took the time to attend an open house to provide feedback on potential route options for the Eastern Rapid Transit Corridor. The open houses ran from June 18 to June 21. If you were unable to attend, please visit the website and provide feedback on the potential route options using the <u>online mapping</u> tool. The deadline for input has been extended until July 13, 2018.

For more information, visit <u>winnipeq.ca/easterncorridor</u>.

Engagement Updates

Residential Infill Strategy Public Engagement Summary 2

Feedback from the public priorities workshops has been summarized and is available in Public Engagement
Summary 2. The prioritized actions identified through these workshops will form the basis of the draft workplan, detailing short, medium, and long term actions at a forthcoming open house in fall 2018.

<u>Subscribe for project updates</u> to stay up to date on this project. For more information, please visit winnipeq.ca/infillstrategy.

This newsletter is sent out every other Thursday. We strive to promote events at least two weeks ahead through other means such as newspaper ads, social media, and direct mail.

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Follow us on Twitter: twitter.com/CityofWinnipeq

ANNEXES

B RÉSULTATS DE L'ACTIVITÉ DE CARTOGRAPHIE

	COMMENT					DISCUSSION					LOCATION	
Туре	Number Comment	Up Vo	es	own Otes	Number	Reply	Up Votes	Down Votes	Latitude	Longitude	General Route	Reference Map
				otes	14	I completely agree that Union Station MUST be utilized as a central transit hub. It provides easy access to the Forks and downtown alike.	0	0				
					18	I am a big fan of the integration this offers with both Union Station and the Forks. Also, contrary to the information in the information boards, I think this will improve activity on Main Street with increased pedestrian traffic (as pedestrians will not be separated from store fronts, etc. by the transit route)	0	0				
					65	Union station is a fantastic transit hub for buses and trains.	0	0				
Online - English	Would prefer this as it utilizes Union Station in a brilliant way and is a great way to add more life to The Forks and downtown through the beautiful architecture of the station. Will also be easier to convert to Light Rail/SkyTrain on.			0	330	I believe that this is the best option for downtown, if we are going to make this system work we should spend the extra money for buses to have their own roads to drive on. Getting through downtown during rush hour on a Friday before a long weekend is a nightmare, adding more bus to main street is not the answer. Also on a side note I would like to mention that I would like to see the city incorporate electrical buses on the corridor as I have seen this done in Boston.	0	0	Elevated !	Structure	Downtown	Figure B-1
					407	An elevated dedicated transitway linked to Union Station HAS to be done. It gets busses off of Main Street, increasing the speed and efficiency of commuting via bus. It would also allow Union Station to be repurposed into a large scale transit hub and would utilize an excellent and historic station rather than building another one.	0	0				
					466	This is a much more elegant solution, and in the lifetime of winnipeg, will have to be done regardless if they do the dedicated curb lane on main street. Keeping rapid transit seperated on transitways will be much faster.	0	0				
Online - English	I like this option (solid line) more. Have a 2 lane turn at main / broadway, so busses can take passengers from a dedicated curb lane and then turn to an inside lane while cars use the second / third lane to right turn.	4		11					49.889492	-97.136993	Downtown	Figure B-1
					64	I like the idea of connecting the buses to Union Station, it really integrates the forks directly into the transit system.					Downtown	
1					66	This works great for people who come to work and explore in the exchange district		0 0		n Street		Figure B-1
Online - English	I worry about this having a negative impact on Main street traffic in general. Transit levels would likely increase the very least stay the same), affecting both transit users and motorists. The elevated route has the advantage	of 0		0	368	I can't imagine going with this option for anything other than cost as future LRT options would be difficult to adapt to this path. The elevated path through Union Station would provide good long-term benefits with utilizing the station as a hub and keep speeds high for BRT until LRT is added later.	0		Main S			
Chimic Linguisti	redirecting transit traffic away from motor vehicle traffic, reducing the load on Main Street, and providing faster to transit users.	service			408	This has to be the worst idea I have seen in regards to rapid transit. Why would we add more busses to an already congested and overcapacity road? Even a dedicated bus lane does not solve the problem. This seems like the cheap and illogical solution to adding rapid transit downtown. Go for an elevated and dedicated route!	Ü					0
					410	Using Main Street should only be an option if the centre median is taken out to make a dedicated roadway for the busses. Otherwise, even a dedicated curb lane gets congested at rush hour and rapid transit would not be rapid (and less ridership!).						
					28	Agreed. This route gives renewed use for Union Station and provides a separated route from Main St, bypassing traffic.	6	6 0 7 0		389229 -97.133775	Downtown	Figure B-1
					41	Also the Forks redevelopment could fall under Transit Oriented Development and help move those projects along with incentives.	7					
					68	I like the idea that this might provide more uses for a historic site but the cost is likely to be amazing.	0	2				
					79	With the current route, the buses slow down to a crawl once they turn onto main from the southwest transit way. Keeping the buses off the downtown streets and away from traffic is a great idea.	7	0				
Online - English	h 27 Elevated corridor through downtown is necessary no matter the cost of this project is to be benificial. Using unit station is a great idea	n 32		1	82	I feel we'd regret not going through Union station in the future, regardless of cost. If we're trying to create Rapid Transit, at-grade crossings through downtown should be avoided. Union Station could be "sexy" too, which Winnipeg Transit could use. This would be right next to Railside, making that development more attractive for folks not driving. Bringing life into Union Station will also connect that path (that's so obvious on the satellite imagery) along Broadway and into St. Boniface.	6	6 0 49.88922 0 0	49.889229 -9			
					171	l agree that we need elevated corridor here, but it will be more useful for Southwest RT than Eastern RT. For most of those who go to downtown from Transcona it is much more important to access Winnipeg Square, Graham mall and UoW than Union Station (which is a bit on outskirts of Downtown)	0					
					294	Totally agree. We need synergies and busses must be kept away from regular traffic. This is largely why LRT is a better fit for Winnipeg: It's harder to screw up, which is something we are prone to. So if it's not going to be LRT, we still need to be disciplined enough to make the corridor effective.	1					
					84	Union station would be a great idea. BRT is about getting you to a transit nexus quickly not the final destination. Buses could be looped in at the east pedestrian entrance of the station. Connecting Osborne station to the loop means UofM students could take two buses to get to EK/Transcona.	0	0 0				
Online - English	An on-street alignment on Main Street is a much better idea than the railway option. Transit should be where the is - it's the only way to properly integrate transit and land use. Take people to the places where they want to be			17	213	(Original commenter): I fully agree that Union Station is a great idea! But I think a connection to its front is preferable to its back. Let it serve the destination of South Main as well, and not just become a transit transfer point.	0	0	49.889851	-97.13532	Downtown	Figure B-1
					233	Should be easy enough to have frequent transit service on main street in front of the Union station. Could run on Broadway.	0	0				
Online - English	This is a very busy street with evening traffic taking several lights to get through especially from the transit mall main. anything that would make this less congested or smoother (transit priority lights) would be amazing	onto 3		0					49.887944	-97.135363	Downtown	Figure B-1

		COMMENT				DISCUSSION					LOCATION	
Туре	Number	Comment	Up Votes	Down	Number	Reply	Up Votes	Down	Latitude	Longitude	General Route	Reference Map
Online - English	90	This elevated pathway is an amazing idea, RPT would need to occupy a lane of Main street that already get congested. A direct line into Union Station as a rapid transit hub, and a gateway to the forks. The city needs to find a way to get this done Winnipeg will have this forever. We need to do it right no matter the cost.	24	Votes 1	304	The city must assure that the land needed for this eventual development will be kept free from other development. This elevated pathway away from downtown mixed use streets is an essential part of the conception and will be easier to "sell" in a few years as use of the RT grows. Yes, the VIA station is a great place for a station.	2	Votes 0	49.886499	-97.132165	Downtown	Figure B-1
Online - English	91	I would consider adding a station or stop here. Could connect to the southern transit connection, and be an entry way to South Point Park that will hopefully be developed by the forks in the future. St Boniface Hospital would just be across the bridge.	4	3					49.884415	-97.131232	Downtown	Figure B-1
Online - English	93	Union Station yes. Would love to see all corridors connect here.	17	0					49.888827	-97.134467	Downtown	Figure B-1
Online - English	181	Totally agree with using Union Station for something. Would be amazing to see such an amazing building see new traffic. Great gateway to the forks.	15	0					49.88851	-97.134161	Downtown	Figure B-1
Online - English	185	I love the idea of having Union Station be more relevant to more users today and making it a central station for the BRT.	8	0					49.887999	-97.133303	Downtown	Figure B-1
Online - English	208	I also think going through union station would be great. It would promote the use of VIA Rail and people who travel to Winnipeg in a train can have immediate access to public transit and would not have to leave the building. Plus, it would use the existing rail way and would cost less in infrastructure, I think.	10	0					49.88887	-97.133807	Downtown	Figure B-1
Online - English	297	I think using the elevated structure along the rail line would be the better option and worth the extra cost as buses wouldn't have to content with downtown traffic.	2	0					49.890833	-97.135684	Downtown	Figure B-1
Online - English	335	Please use union station as a hub/station. It worked well as a gateway years ago for the railway and I believe it will work great as a main hub in our rapid transit system into the future. I know the cost may be higher than the Main Street option/route; however, I think the added cost is more than worth the added benefits.	2	0					49.889003	-97.134161	Downtown	Figure B-1
Online - English		using the existing railway, is the best plan i have heard in winnipeg development in a long time	0	0					49.889063	-97.133861	Downtown	Figure B-1
Online - English	347	this should be the beautiful, connector of the winnipegs brt system I think we should definitely use Union Station and build the elevated roadway required to connect it to the existing SW	0	0					49.889259	-97.134268	Downtown	Figure B-1
Online - English	350	Transit-way at Harkness Station. It provides a renewed use for a very nice historical building and provides a bridge between the system and the Forks. More importantly, transit-wise, it eliminates 5 sets of lights that the current system makes busses go through to get	2	0					49.888925	-97.133557	Downtown	Figure B-1
		from Harkness station to the bus stop in front of Union, plus a few after that.	_	_								
Online - English	409	We must utilize Union Station and repurpose it to become the hub for rapid transit in downtown Winnipeg.	0	0					49.888919	-97.134551	Downtown	Figure B-1
Online - English	414	If we are going to encourage usage of rapid transit, we must look at adding a user-fee for drivers entering downtown during rush hour. This fee could go directly into funding more rapid transit and would encourage people to utilize the new transit service. If there is no fee for driving downtown during rush hour, the new rapid transit will take cars off the road and just ease up congestion and reward drivers who choose to drive rather than take transit.	0	1					49.888581	-97.131294	Downtown	Figure B-1
Open House	426	To me, Union Station MUST be used - it'd be transformative for Downtown + Forks, and create a centre Hub for Transit going forward.							49.888842	-97.133496	Downtown	Figure B-1
Open House	427	Prefer Union Station route. Better opportunity for improvements.							49.888832	-97.133791	Downtown	Figure B-1
Open House Open House	428 429	While it will be more expensive to go through Union Station the added cost will be more than worth it. I like the elevated structure that allows the buses to move independent of other traffic.							49.889022 49.889101	-97.133587 -97.133646	Downtown Downtown	Figure B-1 Figure B-1
		Elevated structure over Main into Union Station is the best option. It would improve service for both the East and										
Open House	467	Southwest Corridors. Elevated structure connecting to Union Station offers the change for Union Station becoming a "central hub" for rapid							49.884149	-97.131715	Downtown	Figure B-1
Open House	468	transit, while avoiding potential traffic on Main Street but still providing easy connections to surface street routes and the Forks.							49.888586	-97.133431	Downtown	Figure B-1
Open House	499	Do not favour the Union Station "through the building" idea. Use one of the parking lots by the station. From a historical stand point, the Union Station has to be kept as is, as it is a good tourism stop. If the downtown is to be encouraged this building is good.							49.888642	-97.134075	Downtown	Figure B-1
Open House	500	Love Union Station as a hub. Please make Union Station a hub for Rapid Transit. It was used in the past as a place for many people to access			-				49.889063	-97.134118	Downtown	Figure B-1
Open House	501	transportation, so why can't it continue to be that.							49.889008	-97.134011	Downtown	Figure B-1
Open House	544	Taking away the sth. Right on Broadway will just have traffic going down St. Mary-Garry/Donald and have the back up further down.							49.888607	-97.134805	Downtown	Figure B-1
Open House Open House	588 644	Let's use the rail line! Connection to the Forks is important. Union Station as a hub! Routes feeding into the Corridor must have high frequency.			1				49.887785 49.88128	-97.132895 -97.134333	Downtown Downtown	Figure B-1 Figure B-1
Open House	645	Ability to take bikes on buses- does transit have slats.			1				49.88128	-97.134333	Downtown	Figure B-1
Open House	646	Consider having bus stops/stations after intersections rather than before. Saves time- buses have priority at signals and only stop at bus stops.							49.880865	-97.133861	Downtown	Figure B-1
Open House	648	Use existing freeway on ramp to speed access to Downtown.							49.880478	-97.134976	Downtown	Figure B-1
Open House	669	My preferred route would be: 1.) Union Station (via markness(?) on platforms, buses can exit to optimized Provencher). 2.) Shaw Park (⢦ follows Rail to⢦). 3.) Whitter Park (room behind festials garage shops). 4.) Point Douglas (cuts north from Whitter through empty lots on River).							49.880146	-97.134933	Downtown	Figure B-1
Open House	670	5.) Elmwood catter, enters Nairn plan (This would offer unpresented City-building + new connections. Buses can exit Union to Provencher, or continue on RT line proposed, which would connect Downtown, Forks, Exchange, North St. B., Point Douglas + Elmwood in ways like never before, and like no other project could Instead of R-O-W on Provencher/Main - optimize signals + direct extra funds to building this ACTUAL RT Line.							49.880184	-97.134944	Downtown	Figure B-1

		COMMENT				DISCUSSION					LOCATION	
Туре	Number	Comment	Up Votes	Down Votes	Number	Reply	Up Votes	Down Votes	Latitude	Longitude	General Route	Reference Map
Online - English	8	Several crosswalks on Provencher, used often by children going to their respective schools (elementary school located north of Provencher and high school located south of Provencher). Worried about kids having to walk through the	8	6	97	A few I think one would do in a strategic location. I would assume there would still be some stoplights or times when the bus does not cross, what's wrong with those. Don't necessary agree a bridge needs to be built.	1	1	49.892865	-97.115622	Scenario A	Figure B-2
		rapid transit corridor. Will need to have a few pedestrian bridges in place if corridor passes on Provencher.			135	What a hazard for kids and all pedestrians to have to cross through the BRT line. If not done right it would cut Provencher in half (North and South).	2	0				0
Online - English	12	A provencher blvd route is not ideal. The bridge and area around the forks is quite busy, and would require dedicated	5	14		Total Control of the State of t			49.894054	-97.111287	Scenario A	Figure B-2
		crossings which would cost much more and be harder to do here than in scenario A.			228	A frequent local service hitting destinations in St. that connects to a downtown hub would serve the community better.	3	0				
Online Freelish	4.6	Provencher is the most practical route. Growing population in the area, adjacent to the university. Will encourage	42	10	256	As with most of the comments supporting this path it appears that you do not live in this area or you would know that each and every day the residents in this area have to put up with the drivers who go rushing through	0	0	40 000005	07.4202.42	Council A	Sieves D. 2
Online - English	Online - English 16 further housing development in old St Boniface. Those worried about crosswalks clearly haven't visited other cities there are many solutions to this.	12	10	293	the crosswalks as you cross. If motorists are a problem, adding transit will only help. Part of the problem is the perception that Provencher is a 4+ lane freeway.	3	0	49.890985	-97.120342	Scenario A	Figure B-2	
Online - English	17	A station here to tie in to the new overlook would be great. Also, could incorporate public washrooms, much needed in tourist season for visitors! Better use than the underutilized kiosks currently on the east end of the bridge.	8	5	60	We need to work against this "69km or I rage" attitude Winnipeg motorists have. It seems to flow well.	0	0	49.891179	-97.124419	Scenario A	Figure B-2
Online - English	19	Good use of space now that the Central Milling terminal is gone. Time for a major redevelopment of this site. The BRT would encourage new residential here, and hopefully some senior/life-lease type projects. Can anyone clarify if the area is now part of the Old St Boniface area zones? Let's make it happen!	11	3	98	Like the idea of developing the land but wonder if a major information station is too close to downtown. Maybe it is better to save this for the Regent area, Kildonan Place or Club Regent Casino.	0	0	49.897814	-97.106223	Scenario A	Figure B-6
Online - English	22	Time for this intersection to get a re-think, whatever route is selected. Left turn lanes and signals are desperately needed to handle hospital traffic!	12	0					49.891369	-97.125031	Scenario A	Figure B-2
Online - English	25	The transit stop here is good here.	5	2	99	I might move it across to the General Mills Station and make it a park and ride.	0	0	49.895367	-97.10779	Scenario A	Figure B-2
Online - English	26	This would be a huge improvement for the service in St. Boniface. 4 U of M students in my household would be happy, travel for downtown work would be improved! A well designed plan will take into consideration crosswalks, tree lines AND still be progressive.	7	5	265	The people who live in this area can walk downtown in fifteen to twenty minutes take a regular bus in ten Minutes do not see much time saved going to work downtown.	0	0	49.894342	-97.113355	Scenario A	Figure B-2
Online - English	48	I think there is only one stop really needed in St. Boniface. Have it by the University and call it a day.	6	9	262	So let this not service the residents who put up with the dust and noise. Are you a student or do you work there? While we are at it let us take down the stops between Bell Centre and the Bay and just have one at Portage Place.	0	0	49.893141	-97.117639	Scenario A	Figure B-2
Online - English	52	A route along Provencher is a great idea, as "downtown St. Boniface" is already a vibrant urban village and this could be really complemented with rapid transit as it becomes even more accessible.	7	6	258	We do need the Boulevard to be a Rapid Transit corridor so I agree leave the buses on Provencher as they are but connecting to Rapid Transit at Archibald/Narin or the Union Station.	0	0	49.892395	-97.11987	Scenario A	Figure B-2
		really compenienced with rapid statistic as it becomes even more decessible.	0	0	127	Removing the central boulevard and the trees to install a concrete Median Bus Rapid Transit would destroy the unique characteristic of the boulevard. Many are opposed to removing the boulevard and Large trees. It takes away part of the history and uniqueness of Provencher. Taking the Boulevard away from Provencher Boulevard is not acceptable!	0	0	Provencher		Scenario A	Figure B-2
Online - English	59	Would love to see this in St-B	0	0	246	A balance between removing some or all of the median should be met with the expansion of the sidewalks with additional trees to retain the area's character. Is a single transit lane in both directions possible? direction changes based on traffic flow, its done in other cities with good success.	0	0				
			0	0	247	I've been to York Region (the example image) and the road would need to be MUCH wider to accommodate rapid transit with its bus stops. You can't make Provencher any wider with the businesses as close to the road that they already are. I love the idea but I don't think it's feasible without moving the buildings back, which the city most likely did	0	0				
		This is a very challenging area to get through as a cyclist on the road. There is not much way (other than sidewalk) to				not plan for in their budget.						
Online - English	72	safely move through here with large amounts of car traffic.	7	0					49.901126	-97.106326	Scenario A	Figure B-6
Online - English	73	cut down the left turn intersections to Tache, Saint Josef, Thibault/Des Meurons and La Fleche then you would really help the Provenche leg move much quicker. All the crosswalks would need to be RT priority. I think you could make it	5	8	253	How do you propose the people living north of Provencher to access their homes when coming from the west. Or those coming from the east accessing central Saint Boniface. Your proposal sounds like it is made by someone who only uses Provencher as a means to get out of the downtown. You suggest that we the residents should be second fiddle to this at crosswalks. What about the five traffic lights and the rail tracks how can they be made BRT priority? You will still have to wait.		0 49 892271	49.892271	-97.121758	Scenario A	Figure B-2
		work.	5	8	254	By going through Whittier park or Point Douglas the crosswalks, traffic lights and trains crossing at des Meurons would all be avoided. We would have a safer street for our children and seniors with more safety and convenience for clients to the local bussinesses	1	0				
			5	8	381	As a person living north of Provencher I find the idea that making it so I can't get home when driving East an odd idea.	0	0				
Online - English	76	Prefer the St. B route. Shorter distance and less stops compared to the Higgins/Pt. Douglas route. Enough Transcona (route 47) buses go down Higgins currently	5	4	227	wouldn't a nice local service that serves Provencher and loops down desmeurons to Goulet and back up Tache be a better choice? The reverse route would be great too. Good service to and from the hospital from a central downtown rapid terminal	2	1	49.891372	-97.123775	Scenario A	Figure B-2
Online - English	81	Why not a station here? Cotting into this part of St. Repiface from the Eychange can be frustrating at times. The would be a huge improvement	3	3					49.892851	-97.113132	Scenario A	Figure B-2
Online - English	83	Getting into this part of St. Boniface from the Exchange can be frustrating at times. The would be a huge improvement for that part of the route. But how would it take away from service in Point Douglas would it replace the existing routes?	5	2					49.893784	-97.115557	Scenario A	Figure B-2
Online - English	95	Obvious stop for museum and ball park. Agreed.	7	1		This was the plan 6 years ago but it was too hard to relocate the rail line. It looks like it is off the table now.			49.892271	-97.131886	Scenario A	Figure B-2
			18	2	139	Sad!	0	0				
			18	2	140	Using the high line was the main option 6 years ago. Now it is not even a option. It was the best option. Sad!	5	1				

		COMMENT				DISCUSSION					LOCATION	
Туре	Number	Comment	Up Votes	Down	Number	Reply	Up Votes	Down	Latitude	Longitude	General Route	Reference Map
			18	Votes 2	175	High line is a much better option than the proposed routes. It would not only not save congestion and lack of rapidness on Provencher (while retaining the tree lined street), it would also allow for Stations at Shaw Park (servicing both the Exchange and The Forks) and at Fort Gibraltar (for the many sports, social and festival events held throughout the year).	4	Votes 1				
Online - English	96	Can these tracks/land not be used. Would go deeper into the exchange, support use of whittier park and festival, and keep the traffic moving on provencher?	18	2	218	Three new bridges would have to be built in order for the Highline options. The bridge over the Red (train bridge cannot do both), bridge over the Sein and a new bridge replacing Louise (has to be done regardless, so why no include both together).	0	0	49.896673	-97.126694	Scenario A	Figure B-3
			18	2	252	please consider using the rail line option. This would solve so many potential problems and avoid going down the already congested provencher	3	0				
			18	2	376	I made a comment about this earlier (can't find it!), but while I agree the high line is the best option for this LRT going through St.B, it's no longer an option. What I don't like is why are we only looking at Provencher Boulevard as an option for LRT or BRT.	0	0				
		I'd like to know what kind of infrastructure is planned for the Provencher section. I'd support making the whole street	10	3	137	Pedestrian friendly and ban the trucks!	1	0				
Online - English	108	transit/pedestrian only, but I'm against the idea of a 'rapid' transit system mixing with general traffic so close to	10	3	162	Actually, this is a great batch of suggestions. I really like it, hope they're smart enough to pick this one out!	0	0	49.891966	-97.122037	Scenario A	Figure B-2
Ü		downtown. It's reasonable for a plan to get folks from Main st to Plessis in 15 minutes, and we need to plan for that. If transit isn't faster than driving, then wealthy folks just won't use it.	10	3	165	The idea of cutting one of the major routes to and from downtown off to vehicles would never be feasible.	2	0				
Online - English Online - English		Bridge is not wide enough to accommodate Rapid Transit. However it is pretty new to rebuild it Median RT lane will require to cut all trees, which will destroy the most vibrant place in St.B	6 16	3	239	If the trees are ash or elm, we will lose them eventually anyways	0	1	49.890978 49.891973	-97.127509 -97.122681	Scenario A Scenario A	Figure B-2 Figure B-2
Online - English	128	The Provencher Biz installed a "welcome" gateway feature 2 years ago at a great expense. This feature would have to be removed if the trees and boulevard was ripped out to make way for the concrete Bus Rapid Transit. The existing three lanes of traffic should be: curb lane (parking), middle lane (traffic) and boulevard lane for rapid transit. Do not remove the trees and the boulevard!!	7	3	168	or get creative and move it and add even more public art	3	0	49.891517	-97.124076	Scenario A	Figure B-2
Online - English		Ban Trucks on Provencher!	11	3					49.893052	-97.11869	Scenario A	Figure B-2
Online - English Online - English	130	New Bridge will have to be built. Only 2 lanes on either side I would like to see a system that actually looks to the long term future development of the city rather then a short term stop gap measure that the rapid bus service is providing. Go for the full light rail system to encourage future development rather then going half way now and in 30 years looking at spending even more then to upgrade to new system	7	0	266	I think the plan is to go over the existing bridge with the other 39,000 plus vehicles daily. Could a light rail system use the same rail infrastructure? This would be ideal. A quick switch from light rail to bus stop at the via rail station.	1	0	49.894517 49.896348	-97.112832 -97.122402	Scenario A Scenario A	Figure B-2 Figure B-3
Online - English	132	War Memorial ad well as the trees would have to be taken down for boulevard BRT. Seine bridge not able to support 3 lanes. Do not remove the boulevard	9	3					49.894888	-97.111346	Scenario A	Figure B-2
Online - English	133	Instead of spending money on a marginal increase in speed of transit why not develop better services for parts of the city that have ludicrous low levels of bus service to begin with to encourage people to use it more. The extreme south/south east areas of the city mostly get one bus to service the areas and have sprawling complex routes that take excessive time to traverse. These routes are also limited hours of service as well	8	2					49.880035	-97.110987	Scenario A	Figure B-9
Online - English	136	Excellent crossing for bike infrastructure. travel from Tache all the way down Notre Dame to this bridge. Not enough space on Provencher for The boulevard, BRT and cycling infrastructure.	6	0					49.895694	-97.113057	Scenario A	Figure B-2
Online - English	138	Need more stops on Provencher for the Bus line unless high speed busses whipping through Provencher Boulevard is the objective.	3	3	260	Yes look forward to high speed buses whipping through. Rapid Transit only works with few stops if lucky the Boulevard would have two stops one at Archibald an one at Tache so everyone in the middle enjoy the walk. Leave the buses as they are with many stops and hook up to Rapid transit elsewhere.	2	1	49.89301	-97.11899	Scenario A	Figure B-2
			1	0	163	it so smol	1	0				
Online - English	142	MMM. The wonderful mysterious small of the mushroom plant!	1	0	201	Small??? I think you meant smell I agree. It's time to get the smurfs to move their houses out of there. There are times I think the government treats us like mushrooms. They feed us crap and keep us in the dark	0	0	49.898436	-97.103434	Scenario A	Figure B-6
Online - English	143	Provencher Blvd as it is is important to local economy, sense of community, and tourism. Ripping out the trees and adding lanes will ruin the atmosphere and goes against an important tourism initiative (investment) that Travel Manitoba has just launched.	9	1	161	It's a better route, but I agree with your concern about right of way. Something has to be done about that. Whether by adopting LRT over bus or by ensuring that right of way and signal control is installed so that busses can get the right of way as a train would.	0	0	49.891227	-97.124521	Scenario A	Figure B-2
Online - English	144	The Provencher Blvd route doesn't make sense, there are so many traffic lights on Provencher, this would be the slowest route possible.	7	1					49.891483	-97.123459	Scenario A	Figure B-2
Online - English		Agree with the bubble just to the left of this one :) Winnipeg needs to be longer-term and not build for current demand, but future. Light rail is the better choice.	5	0					49.896404	-97.121201	Scenario A	Figure B-3
Online - English	164	Provencher is a great option. It already has the potential because of its history as a street car line. It would help with infill and create greater density in the area.	5	7	263	Back when the street cars ran there were also horse and buggies. when public transportation first started all routes were street car. Infill is coming along nicely with population the highest it has been since 1971.	0	0	49.894026	-97.114248	Scenario A	Figure B-2
Online - English	166	will lose trees, but I'm sure some beautiful public art can be added. would be great for the neighbourhood.	3	9	257	Next time you drive through this area please stop get out of your car and walk the Boulevard and stop to read the plaque on the large rock in the medium in front of the old City Hall. Maybe then you will understand why we value and appreciate these trees so much.	0	0	49.89245	-97.120728	Scenario A	Figure B-2
Online - English	167	now that the grain loading building is gone, can this be used as a massive park-ride area? or at least as widened roadway to accommodate bus lane	4	2	196	And protected bike lanes	2	0	49.897299	-97.105928	Scenario A	Figure B-6
Online - English	170	It can be underpass/overpass here instead of turns to Archibald and Mission streets. It will make route more straight. This land is now vacant, so it is now-or-never chance to build it	9	2	319	l agree. How can a diamond a route along a narrow and congested street like Archibald be called RT? Is this a plan for RT or a (pretty slow) Express bus? An overpass tunnel over or under the CPR track here is essential to keep the route RAPID, with a reliable schedule.	0	0	49.896521	-97.104582	Scenario A	Figure B-6
Online - English	182	I would love to see the line go down Provencher and build/improve on the potential that exists here for medium scale development. A central boulevard route that has priority crossing over vehicles would be great.	0	7					49.893266	-97.116308	Scenario A	Figure B-2
Online - English	183	This might be nicer to be on the west side of the river, closer to the pathway connection and the retail. I would be nice to have an overpass over the rail line for the RT and AT to continue Provencher on the east side, though the costs may be more than its worth.	3	0					49.895809	-97.107167	Scenario A	Figure B-2

		COMMENT				DISCUSSION					LOCATION	
Туре	Number	Comment	Up Votes	Down	Number	Reply	Up Votes	Down	Latitude	Longitude	General Route	Reference Map
Online - English	186	I like this location. Great connectivity to retail and residential.	3	Votes 1	255	The thousands of people in the over 30,000 vehicles that drive through do not stop now with the convenience of being able to back into their cars and going home. Do not think that they will hop off the bus and do some shopping then walk to the station and head off home.	0	Votes 0	49.890764	-97.123346	Scenario A	Figure B-2
Online - English	187	Would the city allow Provencher to close for special events like the FDV if rapid transit passed through here? Would the city pickup the tab to beautify the trees/flowers/statues located on the boulevard? Would the buses be restricted to 50kmph along with the vehicles? A better scenario would be to scrap the rapid transit, and enforce rush hour parking bans on both Provencher Goulet and Marion to get the flow moving.	3	7	329	This is certainly a consideration. The bridge is usually closed for fireworks on July 1st as well.	0	0	49.891503	-97.124592	Scenario A	Figure B-2
Online - English	189	Should run an elevated route from Union Station keep parallel to tracks behind Crossroads then along CEMR to Plessis. Use stations to connect feeder routes	13 13	0	210 373	I think the problem with this might be the condition of the rail infrastructure and the fact that it is far from other points of interest. But I like the idea for elevated path. Subway system? Start on it now and build it up over 50 years. It will work	0	0	49.898615	-97.115965	Scenario A	Figure B-3
Online - English	211	The denser neighborhood is further west, I'd recommend the station to the west of the Seine River	2	0					49.895713	-97.108305	Scenario A	Figure B-2
Online - English	220	This area should be prime for TOD, currently of marginal value and has a great view of the river. Could be a great location for a station that serves multiple routes, gateway, Transcona, Archibald	1	0					49.900612	-97.104861	Scenario A	Figure B-6
Online - English	230	Prime area for TOD and a station serving St. B	2	0	236	Unfortunately giant condos are being developed at this spot .	0	0	49.896763	-97.128727	Scenario A	Figure B-3
Online - English	235	Instead of destroying the trees in the median of Provencher Blvd. Use the raised rail lines to loop RT around St.B and reconnect at Des Meurons.	12	1	417	I think it's important to keep the RT line running through areas where development density and a critical mass can be achieved. Streets such as Provencher would benefit from the increased foot traffic which results from transit projects. This increased foot traffic could drive further development in the area. While the rail line provides a direct route, it merely serves as a corridor from the suburbs instead of encouraging development and densification.	0	0	49.897378	-97.12296	Scenario A	Figure B-3
Online - English	237	The highline route makes the most sense. Replace this bridge and re connect to Provencher at Des Meurons St.	11	0	375	The rail line is no longer considered " a viable option (?)". Probably because whatever rail company owns it would have the city pay through the nose for that route. It is a too valuable a rail line that runs east / west through the city. It would have been a great route to go through St.B.	0	0	49.895353	-97.130642	Scenario A	Figure B-3
Online - English	240	Going through St Boniface would be a great idea! Servicing a rich hub	0	5	259	Another writer who cares little about Old Saint Boniface just wants to go through it.	1	0	49.892875	-97.119737	Scenario A	Figure B-2
Online - English	241	Going up Archibald/Talbot would be ideal so as not to further alienate the populations that live up there. It also brings it alot closer to a major active transport route, lots of potential in completing that connection.	0	1					49.899146	-97.107028	Scenario A	Figure B-6
Online - English	249	It's a nice neighborhood and already with to much traffic on . Removing all these trees to allow more traffic is a nonsense.	6	1	261	I agree we need less traffic and not more.	2	0	49.893221	-97.117896	Scenario A	Figure B-2
Online - English	250	i like the Provencher option. i live in Wolseley and work in St. Boniface, where office rent is cheaper than downtown. I believe a quick efficient way to get to St. B. will offer businesses a less expensive option to set up their businesses and get to work quickly.	3	1	328	If the planned corridor is to be Transit-Oriented rather than the Transit-Adjacent type as seen in the SW leg, and developed so as to suite the highly walkable character of the area rather than a thoroughfare, then this route could be fine. A thoroughfare would work better on the Higgins route which is less of a walkable area.	1	0	49.891517	-97.124634	Scenario A	Figure B-2
Online - English	251	i like the Provencher option. i live in Wolseley and work in St. Boniface, where office rent is cheaper than downtown. I believe a quick efficient way to get to St. B. will offer businesses a less expensive option to set up their businesses and get to work quickly.	1	3	264	Did I miss something? Is there a Rapid Transit in Wolsely, I think not. You would still need to take the regular bus to connect with Rapid Transit at a station just the other side of the Bridge, where would this save you time?	0	0	49.894057	-97.113776	Scenario A	Figure B-2
			4	0	327	Rather than the city considering yet another expensive Grade Separation project to deal with trains, has any discussion with rail occurred to, at minimum, shorten train lengths or decrease frequency? In the long term, rail relocation or re-purposing might prove to be less costly & more practical	0	0				
Online - English	267	With number and length of trains crossing here this would not be Rapid Transit.	4	0	374	Rail companies like CN CP have no intention of decreasing the length of their trains (in fact they may even become longer in the future), so in answer to your questionhighly unlikely, as longer trains mean more profits \$\$\$\$!!!	0	0	49.894357	-97.112909	Scenario A	Figure B-2
			4	0	416	As this is a major CP line, it would not be moved or stopped. The city has next to zero influence over rail lines, therefore an over pass or underpass would be needed to circumvent this rail line. That would easily double the cost of the construction for this project, not to mention doubling the estimated time of construction. The two strip malls, business centre and the CCFM would lose out on any possibility of productivity for the duration of said construction. This would kill Provencher Blvd	0	0				
Online - English	268	It makes no sense to have Rapid Transit going down a street (Provencher) where vehicles are regularly stopped by a train crossing and traffic gets backed up all the way down Archibald to go west on Provencher and from the Esplanade Riel to go east on Provencher at rush hour. It makes way more sense to have Rapid Transit routed through Point Douglas where no such obstacle exists and where people could benefit from better bus service.	4	1					49.894491	-97.112564	Scenario A	Figure B-2
Online - English	269	With Whittier park no longer an option will the land that was set aside for Rapid Transit be zoned Park or will it be developed as shown in this CoW report	1	0					49.890978	-97.1253	Scenario A	Figure B-2
Online - English	270	without information on the location of the corridor on the street it is impossible to provide good feedback on the proposed alignment. If the line takes out the median trees this would not be a good location. If it is integrated into traffic it is not rapid transit in this area, but would improve service for the area.	0	0					49.895408	-97.110901	Scenario A	Figure B-2
Online - English	272	Greatly concerned with the idea of speeding up traffic on street my children and I cross often. I use many of the pedestrian controlled crosswalks and eliminating even some of them would affect foot travel between North and Central Saint B. This plan appears to favour commuters at the expense of residents.	4	0					49.893722	-97.116389	Scenario A	Figure B-2
Online - English	274	Rapid Transit should NOT pass through Provencher Blvd! Provencher could be a unique jem, walkable / bikeable and an ideal place to sit on a restaurant patio. NOT a noisy transit corridor for heavy truck or rapid transit. The proposed Provencher Blvd route does not benefit St. Boniface residents.	6	3					49.891479	-97.124408	Scenario A	Figure B-2
Online - English	275	The city's caveat on this land for Future Transit Corridor should remain for future project when Rapid Transit is taken seriously with LRT.	2	0	336	I agree. This land paralleling the CNR Line has been designated for a Rapid Transit Corridor for over 35 years or longer. This IS where the Rapid Transit Corridor needs to be, NOT down Provencher!	0	0	49.89687	-97.127044	Scenario A	Figure B-3

		COMMENT				DISCUSSION					LOCATION	
Туре	Number	Comment	Up Votes	Down Votes	Number	Reply	Up Votes	Down Votes	Latitude	Longitude	General Route	Reference Map
Online - English	298	Moving the station location closer to Provencher Park would make accessing the BRT easier for people living north and south of Provencher (between both rivers).	1	1					49.891344	-97.123497	Scenario A	Figure B-2
Online - English	299	I think a majority of people would prefer keeping most of the boulevard intact (including the trees) and support using one of the existing traffic lanes for the BRT.	1	0					49.892215	-97.121072	Scenario A	Figure B-2
Online - English	300	I would like to see some active transportation infrastructure for bicylces and pedestrians built along Provencher at the same time construction of the BRT is underway.	0	0					49.892934	-97.118046	Scenario A	Figure B-2
Online - English	301	BRT along Provencher would provide a convenient and more direct way for students attending the Université de Saint Boniface to travel to the University of Manitoba campus.	0	0					49.888718	-97.119656	Scenario A	Figure B-2
Online - English	302	BRT would help encourage densification in St-Boniface north and south of Provencher, helping to increase the vitality of	1	1					49.892934	-97.118111	Scenario A	Figure B-2
		the neighbourhood, which would also benefit existing retail and restaurants as well as encourage new ones to open. Expand the DART service in St-Boniface once the BRT is built, which would make it easier for people living in the south										
Online - English	303	in St-Boniface to access the BRT. I am deeply disappointed that the original vision of BRT that would operate like a subway or LRT (a mainline with	0	1					49.891731	-97.123604	Scenario A	Figure B-2
Online - English	318	feeder bus connections) and that could be converted to LRT has been replaced by what appears to be glorified diamond lanes operating on already congested streets. I prefer a St Boniface route (faster than Pt Douglas). But what happened to the proposed line along the CN line that would be truly rapid and get people to from downtown to Transcona or Et Kildonan in just a few minutes?	0	1					49.890404	-97.122252	Scenario A	Figure B-2
Online - English	324	With a little expropriation, there appears to be room for a BRT corridor along the west and north side of the CNR mainline all the way from Union Stn to Rougeau. Would be a truly rapid route - downtown to Kildonan Place in 10 minutes. Being as straight as the rail line, it would be much easier to convert to LRT than the 2 proposed options - convertibility to LRT is a fundamental principle of the BRT project. Also a minimum of grade separations needed or major intersections to cross.	4	0					49.898007	-97.119355	Scenario A	Figure B-3
Online - English	337	I don't see Provencher as a rapid transit route, feeling it would make the road less welcoming to the pedestrian traffic with shops and cafă© that I'd like to see Provencher be. I can't imagine rapid transit along Corydon, Acadamy or Osborne. There is lots of cross street traffic that would slow the route down. That said, Provencher needs a freshening up and this may be the opportunity to do this. Any route should incorporate cycling/pedestrian options as well as tree planting & beautification.	1	0					49.89224	-97.120988	Scenario A	Figure B-2
Online - English	345	This map and everything on it is so confusing. I like the Rapid Transit from Fort Rouge Station to Downtown and wanted to give more feedback, but I really don't understand what's going on here.	0	1	369	If you click on the specific route line (it sounds like you wanted the dotted orange one) you'll have an option to add a comment on that route specifically.	0	0	49.898284	-97.112103	Scenario A	Figure B-3
Online - English	351	Provencher seems like it would be a better candidate for more local service on a street car, combined with AT infrastructure, rather than only having two stops on a commuter route out of downtown. The lack of room for transit lanes on the bridges (one or both) would make this difficult to use as traffic can easily be backed up a long way into downtown at rush hour.	1	1					49.89159	-97.124226	Scenario A	Figure B-2
Online - English	357	If done correctly, this could be an amazing opportunity for Provencher Blvd, it would invigorate the area and allow for a more vibrant street to form. Other cities have been able to do this to streets of similar sizes and have been able to incorporate trees, plants, and art. I believe Winnipeg could learn and build upon these precedents.	2	2	358	Image did not attach. The image you posted is nice, but it is for a space nearly twice as wide as what's available along Provencher. There is no way to add two lanes into the existing boulevard and maintain any greenspace (it's not even two lanes wide). There is no widening possible, unless you plan on kicking out a bunch of successful businesses with eminent domain. Having a problem even seeing how stops would be safe for waiting and exiting passengers on the boulevard in the available space.	0	0	49.892448	-97.120441	Scenario A	Figure B-2
		(Attached is an example from Post Oak Blvd in Houston).	2	2	388	I do agree that Provencher should not be widened, but this particular project had a wider road with more lanes of traffic not a smaller median. In fact it actually has the same width as Provencher's median (I'll attach a photo in a comment beside this). Something like this would fit nicely into the existing median and could really add to the street if its done well!	0	0				
Online - English	359	Follow proposal to relocate CN railyard outside of city, and repurpose existing rail for public transit. It will be in service for decades, please have a little vision.	0	0					49.897554	-97.120896	Scenario A	Figure B-3
Online - English	385	Between stoptlights and trains I don't see how Provencher can be "rapid" transit. Anything that is done to make it rapid along this corridor would be detrimental to the walkability of the neighbourhood.	0	0					49.893784	-97.115186	Scenario A	Figure B-2
Online - English	386	The Provencher route is the best option in my opinion. I have lived in this area for over 50 years and itaems time some major development takes place. Itaems a perfect location and price wise it is probably cheaper because there will not be a lot of expropriation involved. It will help revitalize the area and bring more density. Old St Boniface could become a very exclusive area with this transit project.	1	0					49.891448	-97.124655	Scenario A	Figure B-2
Online - English	387	This seems to be just providing more service to areas with service. It would be much better if it connected areas like St B Industrial with reliable, rapid transit for workers.	1	0					49.885814	-97.049384	Scenario A	Figure B-9
Online - English	389	In repsonse to the comment beside: If you measure on google, Provencher's median is about 11 meter's (36 ft).	0	0					49.892459	-97.120391	Scenario A	Figure B-2
Online - English	395	One of the major concerns I had with (lack of) answers provided at the open house is that there were no answers addressing concerns with how the rivers and rails would be dealt with if this corridor is selected. Without looking at the overall plan rather than choose a route then choose how the route is implemented is that the public can't evaluate real proposals. A route down Provencher could be positive if implemented in one way - and it could be awful if implemented in another way.	0	0					49.895313	-97.10976	Scenario A	Figure B-2
Online - English	420	Regarding Scenario A - As a long-time res. of Old St.B., I cannot see how this transit corridor will improve our lives here. Provencher is a very busy artery - also a truck route, and removing a lane for this corridor is not beneficial. And I would not believe it if the suggestion was made to reduce truck traffic in exchange of the RT - Any attemps in the past to alleviate truck traffic has been met with great resistance by the trucking assn. There's engough going on already on the Blvd.	0	0					49.892036	-97.117081	Scenario A	Figure B-2
Online - English	421	Water tank where river monster is kept Concerned about losing the median, and general disruption to the character of the strip. Close enough to downtown	0	0					49.8977	-97.128491	Scenario A	Figure B-3
Online - English	424	that RT will not benefit a great deal.	0	0					49.892471	-97.120278	Scenario A	Figure B-2
Open House	446	Love Provencher route, but very concerned about impact on community and cachet.	0	0					49.892326	-97.121072	Scenario A	Figure B-2

		COMMENT				DISCUSSION					LOCATION	
Туре	Number	Comment	Up Votes	Down Votes	Number	Reply	Up Votes	Down Votes	Latitude	Longitude	General Route	Reference Map
Open House	447	Provencher is already stressed by truck traffic, and is not currently a safe cycling route. It does have great destinations (restaurants, stores, galleries). If BRT is to be added to the mix, it must not hurt the existing qualities of that neighbourhood.		Votes				votes	49.893114	-97.117864	Scenario A	Figure B-2
Open House	448	I love this route! Please do it!							49.893812	-97.115053	Scenario A	Figure B-2
Open House	449	CCFM is a critical destination.							49.894005	-97.114291	Scenario A	Figure B-2
Open House	450	Connects high density population to transit- is already highly used and creates improvement for commuters already using transit. Great pay-off initially and increase public buy-in.							49.894579	-97.112478	Scenario A	Figure B-2
Open House	451	Seems to be the best option and dedicated lanes and space.							49.895194	-97.109871	Scenario A	Figure B-2
Open House	452	Transit service impacted due to rail line at grade.							49.898311	-97.105386	Scenario A	Figure B-6
Open House	474	Provencher seems like a better route than Higgins Ave. As a "future" run between Gateway + Raleigh on the old rail site!							49.893169	-97.117413	Scenario A	Figure B-2
Open House	475	There should be a stop in the central Provencher hub or close by.							49.89338	-97.116507	Scenario A	Figure B-2
Open House	478	Extend Provencher easterly, over Archibald (diamond intersection) to Foster Ave. Note: political push to restrict large vehicles on Provencher may flare up again! Congestion at Tache, Waterfront Dr. should be evaluated.							49.897309	-97.102243	Scenario A	Figure B-6
Open House	502	On paper looks like Provencher works well, but demographically it would seem Higgins is best in long run.							49.898104	-97.131007	Scenario A	Figure B-3
Open House	507	A lot of people walk to work already from St. B. Do they need rapid transit (not so much for Point Douglas).							49.891317	-97.124097	Scenario A	Figure B-2
Open House	508	I would prefer the Higgins route as this is an area that needs redevelopment. Provencher is a little Corydon area with small shops. There would be too much chaos on Provencher.							49.892119	-97.120793	Scenario A	Figure B-2
Open House Open House	509 510	Cycling should be on Notre Dame. Need to preserve parking on Provencher.							49.892423 49.892768	-97.12266 -97.118669	Scenario A Scenario A	Figure B-2 Figure B-2
Open House	510	Traffic impacts need to be assessed prior to selecting rapid transit route.							49.892768	-97.118669 -97.11884	Scenario A Scenario A	Figure B-2 Figure B-2
Open House	512	Need to protect the boulevard and trees. Do not remove the uniqueness of Provencher.							49.893294	-97.116802	Scenario A	Figure B-2
Open House	513	Need pedestrians to be able to head North and South on Provencher.							49.893397	-97.116555	Scenario A	Figure B-2
Open House	514 515	Needs trucks off Provencher. How will pedestrians cross. Don't need a BRT wall.							49.894075 49.893833	-97.113626 -97.114871	Scenario A Scenario A	Figure B-2 Figure B-2
Open House		St. Boniface uses esplanade + Norwood Bridge for active transport. Rapid Transport access not for St. B resident. They								-97.1148/1	Scenario A Scenario A	
Open House	516	can go to Downtown (not far) to access Rapid Transit system.							49.894192			Figure B-2
Open House Open House	517 518	Provencher should not be rapid. Should be reliable. Have multiple stops through Provencher like it is now. Provencher needs more stations. Can't be just a station or the west side and east side.							49.895305 49.895111	-97.109495 -97.109334	Scenario A Scenario A	Figure B-2 Figure B-2
Open House	519	Provencher route preferred as it provides better connector to Thomas or Nairn through the back route near Foster, etc.							49.896265	-97.105708	Scenario A	Figure B-6
Open House	542	Need more stops on Provencher. Need more than just 2 stations.							49.893128	-97.117445	Scenario A	Figure B-2
Open House	546	Needs to be attractive + promote pedestrian traffic.							49.894925	-97.132895	Scenario A	Figure B-3
Open House	554	Use rail line or build similar.							49.896196	-97.128024	Scenario A	Figure B-3
Open House	555	Big, long term scale, push trains out of the City. BRT on high line= easy integration into Union Station. It's a lot of \$ up front, but long term will allow Wpg to flourish. It will save \$ on all the over passes/Arlington Bridge developments.							49.896418	-97.126994	Scenario A	Figure B-3
Open House	556	Scenario A (Provencher) would only work if you do not destry the Heritage character of the area, remove all truck, heavy industry traffic, enforce the (already in place 50 KM speed limit), it would have to attract people to live (shopæ¦) Otherwise DO NOT use Scenario A.							49.890736	-97.126951	Scenario A	Figure B-2
Open House	557	A number of concerns regarding impact to the flows of the street because traffic density. Original rapid transit was supposed to be through Whitter park as it has been proposed for over thirty years.							49.890957	-97.125535	Scenario A	Figure B-2
Open House	558	Building a corridor down Provencher is an extremely short sited view for the future of our City. It will destroy the ambiance, community and drive business out of the area. Destroying the Blvd is not an option. The City Politicians need to listen to their constituents.							49.891013	-97.124634	Scenario A	Figure B-2
Open House	559	Open to Provencher as a route, excited by the incorporation of a cycle track and the possibility of transit encouraging development, but I'd want the boulevard preserved as it's a major part of the area's character and would like to see trucks removed from the route.							49.891289	-97.12326	Scenario A	Figure B-2
Open House	560	Scenario A needs to be carefully designed to accommodate BRT, median design of using trees not barriers would be needed otherwise the Boulevard could not accommodate more traffic and destroy the St. Boniface aesthetic.							49.89187	-97.122574	Scenario A	Figure B-2
Open House	561	Bus stations attract vandals. Hang out for those up to no good.							49.891524	-97.123432	Scenario A	Figure B-2
Open House	562	St. Boniface area is growing exponentially. There are condos & apt going up quickly. Traffic needs to be accounted for expanding Provencher. Although I love the trees, may be necessary it needs to be designed to keep the character (trees, corydon-esq), but needs to accommodate more people.							49.892699	-97.119634	Scenario A	Figure B-2
Open House	563	Businesses along here are trying to build a cafe streetside culture as long as that is taken into account, this can work.							49.892485	-97.120192	Scenario A	Figure B-2
Open House	564	I am the future of Wpg. Living & working downtown, I am 34. We need to break the mold of Wpg being a driving City. There needs to be incentive to change. Charge for parking. If parking needs to be eliminated to put in BRT, do it as necessary, leaving 1-2 spots for businesses. Add modern aspects while keeping original character.							49.89272	-97.119441	Scenario A	Figure B-2
Open House	565	Need to keep parking for businesses to survive. Even during rush hour.							49.892616	-97.119398	Scenario A	Figure B-2
Open House	566	I don't believe a lot of people will stop driving their cars with Rapid Transit.							49.892969	-97.118443	Scenario A	Figure B-2
Open House	567	I totally get the concept and I think it would work. I just do not like taking trees away from Blvd and the environmental impact.							49.893052	-97.118368	Scenario A	Figure B-2
Open House Open House	568 569	Need to keep trees and green space. Need to keep speed down.							49.892906 49.893224	-97.11825 -97.117606	Scenario A Scenario A	Figure B-2 Figure B-2
Open House	570	People will speed down side streets (residential) to avoid Provencher Blvd. (they already do when congested).							49.893245	-97.11737	Scenario A	Figure B-2
_	571	This money could be better spent on improving bus routes and roads. Maybe the people of Wpg should be asked if they want it. If this is the Mayors baby where is he to answer questions.							49.8933	-97.117145	Scenario A	Figure B-2
Open House										i i		

		COMMENT				DISCUSSION					LOCATION	
Туре	Number	Comment	Up Votes	Down	Number	Reply	Up Votes	Down	Latitude	Longitude	General Route	Reference Map
		Concerned about safety of kids crossing Provencher. Several schools in the area Mr. Matt Allard.	op votes	Votes	reamber	перт	op votes	Votes	49.893155	-97.116898	Scenario A	Figure B-2
Open House	573								45.853133	-37.110838	Scenario A	rigure b-2
Open House	574	I live in old St. B, right now I don't use the bus b/c it is inefficient. I walk and bike. If BRT will improve the areas bus access, reliability, etc., then I am for it. (As long as the character of the neighbourhood is maintained).							49.893397	-97.116984	Scenario A	Figure B-2
		Please proceed with Option A. It will bring people to the area quickly + easily. I like the residential median plan. 1										
		additional stop should be added to Provencher at St. Jean Baptiste. A properly and thoughtful design will make Option										
Open House	575	A a success. Schools/cross walks need to be considered. This will help develop Provencher to what we want it to be, a vibrant active and friendly area where businesses want to be. I would like to see Option B be built also, as it will be							49.893356	-97.116855	Scenario A	Figure B-2
		great for that area.										
Open House	576	This is not good for the residents of St. B. It's to accommodate Transcona.							49.893432	-97.1156	Scenario A	Figure B-2
Open House	577	How will bike paths be integrated. They are important. Please design the corridor with bikes in mind.							49.893902	-97.114763	Scenario A	Figure B-2
Open House	578	BRT would have to avoid rail lines otherwise defeats the purpose of BRT. Therefore, a Bridge over rail lines should be necessary- more \$ for infrastructure. Don't agree with this if infrastructure \$ is needed & being spent on Louis Bridge.							49.893929	-97.114452	Scenario A	Figure B-2
Open House	579	Route 3, doing this will kill Provencher Blvd businesses that have already gone through a rebuilding process since the Provencher Bridge re-build.							49.894144	-97.113819	Scenario A	Figure B-2
Open House	580	CN Sprague line is being used regularly with long freight trains. This is yet another bottle beck not conducive to rapid transit.							49.894164	-97.11369	Scenario A	Figure B-2
Open House	581	1) I vote for Scenario A because it will increase pedestrian traffic to businesses on Provencher. 2) Please leave more							49.895194	-97.110053	Scenario A	Figure B-2
Open House	582	standing room on busines, including RT. I prefer to stand. Parking is limited already because of people working downtown. People would pack in St. Boniface even more.							49.894144	-97.117628	Scenario A	Figure B-2
Open House	583	Archibald already has a very dense traffic circulation. It is a bottle beck not condusive to rapid transit.							49.896252	-97.117628	Scenario A Scenario A	Figure B-6
·		Provencher would be great to allow access to more population. The challenge is maintaining the flow of traffic along it										-
Open House	584	and accounting for traffic and train delays already faced along this route. Connecting over the tracks across Archibald to connect to Foster would be a huge bonus.							49.896459	-97.104721	Scenario A	Figure B-6
Open House	585	Suggest park n ride @ Archibald + Provencher.							49.898145	-97.104571	Scenario A	Figure B-6
Open House	586	Bottleneck= high costs. Provencher Bridge, Seine Bridge, Archibald overpass (all need increased width for Plan 6). Costs							49.898311	-97.105418	Scenario A	Figure B-6
Open House	587	to build + impack on Community. Overall, in favour of better BRT: 5 or 6 Provencher is too narrow to accommodate 2 car lanes (1 test transit, 1 parking, 1 bike) each way.							49.892008	-97.12163	Scenario A	Figure B-2
Open House	590	Why were the businesses, tourism, agrents + St. Bon. Econ. Devel. Corp not consulted prior to this!							49.891469	-97.130642	Scenario A	Figure B-2
Open House	591	School Crossings							49.891206	-97.129955	Scenario A	Figure B-2
<u> </u>		Option 1 Point Douglas, NOT Provencher. Provencher already has lots of traffic. Schools exist on both sides of Provencher. It would restrain development of an										
Open House	592	area near Downtown. Tourist attractions such as Corydon Ave. would be killed. What is being done to reduce large vehicle traffic.							49.890805	-97.127874	Scenario A	Figure B-2
Open House	593	Very concerned that rapid transit on Provencher would kill the ambiance of the French Quarter. Right now, it has potential for attracting Tourists (especially from the Tache walking development) and we would want to see this							49.890791	-97.126629	Scenario A	Figure B-2
		continue, not add to traffic congestion.										
Open House	594	How is traffic going to "fit" on Provencher Bridge. 4 lanes max							49.890861	-97.126629	Scenario A	Figure B-2
Open House	595	Will kill walking traffic on Provencher. Separate north and south sides of the Boulevard. Save the green space and trees.							49.891358	-97.124763	Scenario A	Figure B-2
Open House	596	Would favour this option if 1) one lane for buses, one lane for cars, one lane for cycling. 2) no transit allowed. 3) All crosswalks remain.							49.891441	-97.123475	Scenario A	Figure B-2
Open House		Better access to Regent area commence for St. B residents							49.891579	-97.123346	Scenario A	Figure B-2
Open House	598	Keep BRT out of St. Boniface. We don't like it!!! The residents of St. B will mobilize against it. Totally against using Provencher. It will ruin any existing or potential businesses, residential areas, and tourism and							49.892063	-97.121608	Scenario A	Figure B-2
Open House	599	community. There have been studies made in the past, pull those off the shelves and forget about another Corridor							49.892022	-97.121823	Scenario A	Figure B-2
		study. Already too much trucks, and traffic.										
Open House Open House	600 601	Design with the parameters + policies of PDO-1 schedule E. We will find out it does not fit in. Would an off set transit lane be considered instead of a median transit lane?							49.892533 49.893197	-97.120149 -97.117295	Scenario A Scenario A	Figure B-2 Figure B-2
Sperificuse	551								.5.055157	57.117233	Section	. iguic b 2
		Provencher Blvd was just (within a year) approved for keeping vibrant Blvd. Having a rapid transit corridor screaming down the middle of this beautiful area is not welcome by area residents. Additionally, having only 2 stations (1 at							40.0			_,
Open House	602	Tache, 2nd at Archibald) does not even service residents living in the area. Boo to this plan. Not in a residential use.							49.89328	-97.116866	Scenario A	Figure B-2
		Higgins-Commercial. We need to encourage walking in the French Quarter.			<u> </u>							
		Bicycle- ok down Provencher, but don't change the look feel- don't add lanes- don't change where people cross and										
Open House	603	don't add to traffic- find a space- tracks in other places it has been proposed in the mean time. If you want to add bus							49.893446	-97.116072	Scenario A	Figure B-2
Open House	003	routes in places where people got no service that makes sense. Give me a bus in Southdale on Sunday- put more buses in areas like Window Park, Island, lakes, Southdale, Josephan Blance							4 2.033440	-57.110072	Scellatio A	i igui e b-2
		in areas like Windsor Park, Island Lakes, Southdale- leave Provencher alone.										
Open House Open House		Use Provencher as a feeder loop system, "trolley" like from Downtown "stations". Will Rapid Transit enable more frequent service on Provencher + Marion/Goulet?			<u> </u>				49.893791 49.89404	-97.114356 -97.113605	Scenario A Scenario A	Figure B-2 Figure B-2
		I think #5 option better for St. Boniface. It would really change the neighbourhood too much. Tourist like to walk to St. B										-
Open House	606	from the Forks. Re-examine existing services from old St. B to Windsor Park and Southdale via this project completion using Provencher							49.89422	-97.113154	Scenario A	Figure B-2
Open House	607	Boulevard, minus a few trees.							49.894455	-97.112467	Scenario A	Figure B-2
Open House	608	Rapid transit is the catalyst St. B needs! More investment, more people, less truck traffic!			 				49.895201	-97.109098	Scenario A	Figure B-2
Open House	609	My friends and family support redesigning Provencher to accommodate BRT and cycling infrastructure. I would like Provencher to only have 1 travel lane for cars in each direction, 1 lane for buses and 1 lane for folks on bikes.							49.895878	-97.106738	Scenario A	Figure B-2
Open House	610	Insulting that City is planning for St. B is not in line with Community's vision & long term plan. Election issue!!							49.896252	-97.10573	Scenario A	Figure B-6
Open House	611	Will the route be extended to Provencher boul east?							49.897081	-97.101653	Scenario A	Figure B-6
Open House Open House	612 613	Trains often sit here- would not be rapid. Opportunity for better connectivity for cyclists/pedestrians!							49.898518 49.900371	-97.105258 -97.107017	Scenario A Scenario A	Figure B-6
орен поиѕе	013	Opportunity for Detrei Connectivity for Cyclists/pedestifalis:			<u> </u>				45.5003/1	-31.10/01/	Scendio A	Figure B-6

		COMMENT				DISCUSSION					LOCATION	
Туре	Number		Up Votes	Down	Number	Reply	Up Votes	Down	Latitude	Longitude	General Route	Reference Map
				Votes				Votes		-97.128153	Scenario A	
Open House	616	There is no good reason why we can't kick out the train to use this line for Rapid Transit, like we planned years ago.							49.896196		Scenario A	Figure B-3
Open House	617	Rapid transit does nothing for Provencher. Why not use the high line to connect Transcona to Downtown?							49.896556	-97.126715	Scenario A	Figure B-3
Open House	618	First option - Point Douglas will compliment the new development. Second Option - Point Hebert we already own the land.							49.896576	-97.126576	Scenario A	Figure B-3
Open House	619	Keep the rapid going through Whitter park. Too many kids that are on Provencher we are slowing down traffic in school zones to 30 KM and buzzy Provencher they want rapid trans.							49.896943	-97.125471	Scenario A	Figure B-3
Open House	623	Go back to highline option. Stay away from old St. B.							49.89704	-97.125556	Scenario A	Figure B-3
Open House	627	Trop de circulation à St. B déja. Pour déja traffiqué. Utilisez Waterfront Drive rendez vous a la R.R- constrious un part pour se rendre au parc Whittier- suivez la route au nord de le high line + un part sue la Seine en ouvre la mission au							49.891953	-97.131886	Scenario A	Figure B-2
		thomas ave au nairn. Total le menil opposé à un corridor sur la Provencher. Oppose même les gros comions et fermer certaines alleis pour										<u> </u>
Open House	628	deoelopper le tourisme.							49.891538	-97.124054	Scenario A	Figure B-2
Open House	629	Un parours de transport sur Provencher est une tres mauvaise idée. Ajouté des pistes cyclables au lieu. Les gens de Transcona veulent se rendre an centre ville ne passez pas St. B Merci!							49.891206	-97.124977	Scenario A	Figure B-2
Open House	630	Respecter le cachet de la Provencher tout en accommodate le transport en corridor							49.891766	-97.123432	Scenario A	Figure B-2
Open House	631	J'ai de grandes réservations avec la route sur Provencher. Je n'aime pas l'idée de "plus de vitesse" et "moins d'arrêts" dans un quartier residentiel plein d'enfants et e'écoles (Je ne veux pas couper St. B enduex moitiés)							49.892561	-97.120181	Scenario A	Figure B-2
Open House	632	Pas Provencher!! Ne contri bue rien a la communauté. Pont Provencher et Blvd Provencher sont déjà utilisés au max. Utiliser plutôt Higgens et Thomas							49.892665	-97.119688	Scenario A	Figure B-2
Open House	633	Le boulevard Provencher est an coeur du village de St- Boniface et des enfants traversent le boulevard pour se rendre a l'ecole et pour se rendre au parc/au centre communautaire; risque de securite.							49.892692	-97.119581	Scenario A	Figure B-2
		Il ya déjà trop de circulation sur le boulevard et pendant les heures de pointe les voitures sont coincées dans des										
Open House	634	embouteill ages pendant longtemps (plus une bonne idée de reduire les voies) avec le parc, le marché et les commerçants, nous voudrions plutôt promov voir la réduction de volume de traffique pour encourager les piétons et une ambiance de quartier Français et appuyer les commerçants.							49.892741	-97.119591	Scenario A	Figure B-2
Open House	635	Touchez pas le centre de Provencher!! Place is historique centre. Beautify the centre, build a bicycle path on Whitter Park, make walk ways, remove truck route that should not be there.							49.892824	-97.118937	Scenario A	Figure B-2
Open House	636	Contre le service rapide sur la sue Provencher. Si Mr. Allard veut perdre votes, qu'il poursuive							49.893722	-97.115482	Scenario A	Figure B-2
Open House	637	Si vous voulez amélioner St. B et l'environnement, pourquoi pas une route dédiée pour les vélos. Ceci pourraient promouvoir la santé et la securite et a tranquilité pour les residents de St. B. Garde les arbres et ne construisent pas de route rapide. STP!							49.894323	-97.113379	Scenario A	Figure B-2
Open House	638	Si Mr Allard poursuit pour la route Provencher il va peidre mon support							49.895561	-97.108573	Scenario A	Figure B-2
Open House	639	Non Jamais! Provencher déjà trap occupeé. Prenez une antre route.							49.895643	-97.108036	Scenario A	Figure B-2
Open House	640	Je ne veut pas voir des changements à #6. Je ne veut pas qu'ils construisent- sur la Provencher. J'aime mon Cartier?							49.895865	-97.107157	Scenario A	Figure B-2
Open House	641	Je suis contre - à Whitter Park faint pas de sense							49.897371	-97.123411	Scenario A	Figure B-3
Open House	642	LISER. Ne PAS construire la route je suis un jeone enfant qui vient a l'école, vous allez penser que me opinions ne compte pas, mais je fais partie de la communauté! Et je veus un moyen et sécuritaire povoir aller a l'école! MERCI.							49.897081	-97.124591	Scenario A	Figure B-3
Open House	643	Contre le service rapide sur la Provencher. Si Mr. Allard persiste avec ce projet, il perd legu coeep d'electeurs.							49.893929	-97.114184	Scenario A	Figure B-2
Open House	647	I think the Provencher route would not provide a lot to overall bus access for people living in St. B compared to the downside of increased traffic delays from reduced lanes.							49.891234	-97.124333	Scenario A	Figure B-2
Open House	649	Le blvd Provencher consideres comme residentiel alois							49.891317	-97.12399	Scenario A	Figure B-2
Open House	650	How would this impact my property value? Parking (which is already limited) should include a proper bike lane. Provencher already has a high volume of traffic. There are many schools, senior residences. We want to encourage small businesses, walking etc No to Provencher route! Keep the Boulevard with the trees.							49.891261	-97.124162	Scenario A	Figure B-2
Open House	651	NOT Provencher Blvd, Not Scenario A- don't need the traffic, don't need the noise, use Scenario B, go ruin someone elses Neighbourhood!							49.891455	-97.123733	Scenario A	Figure B-2
Open House	652	Rapid transit does nothing for Provencher Blvd. The trees are all important, crucial for the character of the neighbourhood. If rapid transit goes down Provencher there would be a temptation to increase the speed limit, widen the traffic lanes by or/and eating away the centre Blvd and decreasing the width of the sidewalks, not good. The City should be working to improve the transit system as a whole and forget about Rapid transit.							49.891427	-97.123775	Scenario A	Figure B-2
Open House	653	Are all buses following the corridor? If not, where will they be.							49.891483	-97.123561	Scenario A	Figure B-2
Open House	654	People need to know that rapid does not mean higher speeds than posted.							49.891261	-97.124076 07.125140	Scenario A	Figure B-2
Open House Open House	655 656	Why was Whitter Park option eliminated without full Report at these sessions. Option 6 - Not a corridor- Fast transit. 5 lights, 3 railway crossings many school kids crossing.							49.896874 49.891427	-97.125149 -97.124033	Scenario A Scenario A	Figure B-3 Figure B-2
Open House	657	Provencher Blvd. is not a corridor- verify objective of Provencher PDO.							49.891676	-97.123132	Scenario A	Figure B-2
Open House	658	Provencher. Does it imply eliminating controlled and uncontrolled intersections? Crosswalks?							49.891538	-97.123561	Scenario A	Figure B-2
Open House	659	Provencher Boulevard and Broadway used to be one street. Would we consider removing trees and the Blvd on Broadway?							49.891759	-97.123818	Scenario A	Figure B-2
Open House	660	How do we not consult enterprises Riel and Provencher Biz before an open house.							49.891538	-97.123904	Scenario A	Figure B-2
Open House	661	C'est la première fois quon entend parler de cecé!! St. Boniface est une destination, non une voie de transport?							49.891483	-97.123775	Scenario A	Figure B-2
Open House Online - French	666 671	Archibald + Provencher and Thomas + Watt- use as a rapid transit stop. I think this is a fantastic route choice and should be selected.	1	0					49.900633 49.890764	-97.106824 -97.126694	Scenario A Scenario A	Figure B-6 Figure B-2
Online - French	672	Un arrêt près du Centre Flavie-Laurent serait excellent pour leurs clients défavorisés de partout qui accèdent à leurs ser	2	0					49.895526	-97.120094	Scenario A	Figure B-2
Online - French	673	Le scénario violet est idéal et serait un catalyseur pour développer notre quartier. 100% en faveur. En tant que résident de St-B qui n'a pas de voiture, ce scénario faciliterait le déplacement vers Transcona pour aller aux commerces comme Home Depot, Canadian Tire, Best Buy et bcoup plus. Ce scénario améliorerait nettement ma qualité de vie et celui de chaque résident de St Boniface.	1	0					49.891593	-97.122788	Scenario A	Figure B-2
		chaque résident de St Boniface.										

Eastern Corridor Study

Mapping Activity Input

		COMMENT				DISCUSSION					LOCATION	
Туре	Number	Comment	Up Votes	Down Votes	Number	Reply	Up Votes	Down Votes	Latitude	Longitude	General Route	Reference Map
Online - French	674	La ligne violette serait un excellent atout à notre quartier. Plusieurs dans la région en profiteraient, en plus du commerce qui se développerait. Il n'y a pas de parking downtown non plus donc ça atténuerait le fardeau. Excellent scénario pour les commuters à vélo ou à pied en hiver. Ça me peine de perdre les arbres du boulevard, mais l'occasion de faire une piste cyclable protégée à côté du corridor serait un bon compromis (la piste cyclable actuelle sur Notre Dame est complètement inutile)	0	0					49.890764	-97.126694	Scenario A	Figure B-2

Appendix B

	COMMENT				DISCUSSION					LOCATION	
Туре	Number Comment	Up Votes	Down	Number	Reply	Up Votes	Down	Latitude	Longitude	General Route	Reference Map
Online - English	3 What a great way to develop this area!	14	Votes 2				Votes	49.901739	-97.117424	Scenario B	Figure B-4
				366	I prefer the route going through Union Station BUT, if possible, I think having a complimentary dedicated transit corridor through downtown would be immensely beneficial to the downtown festivals and events, tourists checking out the bars/restaurants, Red Rive College students, low income residents nearby, and the	0	0				
Online - English	While I would prefer Scenario A, if Scenario B is necessary, this would be my preferred route. I think it avoids the congestion on Main street, and provides an opportunity to generate more activity in the Exchange district. Having said	0	0	391	more rundown parts that need revitalization. Would rather the route use Main Street instead of Princess. Princess is already busy enough as it is and Main Street already has dedicated bus lanes.	0	0	Donald/Smit Princess/K	h Street and	Scenario B	Figure B-4
	that, I think this route is already quite busy with car traffic and the cycling lanes in place.			411	This seems like a better route than Main Street. I would suggest closing down one of the streets through the Exchange (King?) and make it a dedicated transitway for busses in both directions. This would allow for a dedicated transitway through the heart of downtown and avoid the Portage and Main congestion. It would also increase connectivity and tourism within the Exchange District.	0	0				
Online - English	23 A dedicated route through the heart of the exchange is a great idea. I would use this	4	3					49.898214	-97.141757	Scenario B	Figure B-4
Online - English	32 Keep Louise bridge for walking and cyclists	17	0	70 141 396	l'd include buses on the louise as well. No other traffic. Keep the Old bridge for walking and cyclists and a new one for a truck route. This is an interesting idea - use the Louise Bridge (with safety maintenance if necessary for the reduced loads) and construct a purpose built bridge for increased traffic, trucks, and busses.	0 0	0 0	49.905729	-97.113218	Scenario B	Figure B-5
Online - English	If a station is located here, it may be too far north to serve a future redevelopment site south of the tracks and the other station too far west.	5	2		and construct a purpose some orage for moreused starting crossing and sussessi			49.904531	-97.117767	Scenario B	Figure B-4
Online - English	Corridor against tracks where ever possible except along the Watkins bldg. Development would occurre adjacent to a transit stop in this location. It's better than under the bridge we believe.	3	0					49.903373	-97.124044	Scenario B	Figure B-4
	A station at 120 Pioneer should be a cornerstone Station for downtown with an underground concourse, no more then			39	It would also help develop the surface lots around here with the TOD's.	3	0				
Online - English	100m to Winnipeg Square. This would allow people as far as the Bay access as far as the UofM and Transcona without having to go outside in the winter. This would be a huge cost but would attarct the most ridership if people could access the Convention Centre, BellMTS, Portage Place, JR, 201 Portage, 300&360 Main while protected from the	11	1	229	There is so much potential for a elevated route parallel to the Highline. A station at the end of Portage serves the ball park and close enough to the museum This route is not even being considered and the planners need to rethink their objectives.	3	0	49.894234	-97.134848	Scenario B	Figure B-4
	A station at 15 Westbrook should be a cornerstone Station for downtown with an underground concourse, no more			39	It would also help develop the surface lots around here with the TOD's.	3	0				
Online - English	then 100m to Winnipeg Square. This would allow people as far as the Bay access as far as the UofM and Transcona without having to go outside in the winter. This would be a huge cost but would attarct the most ridership if people could access the Convention Centre, BellMTS, Portage Place, JR, 201 Portage, 300&360 Main while protected from the	20	1	232	This location would be great for connecting routs that serve the downtown. frequent service that runs down portage and back up Graham serving all the downtown locations. Make a transfer location climate controlled. Would keep the bus traffic in the downtown more manageable.	1	0	49.893532	-97.135422	Scenario B	Figure B-4
	elements			292	Love it.	0	0				
Online - English	45 I much prefer the Provencher route.	6	8	49 80	Agreed, save this route for the Main and NE RT legs. The route for Scenario B looks too long and too congested. I don't see how a fast route can be constructed here.	0	0	49.904641	-97.132444	Scenario B	Figure B-4
Online - English	If the Point Douglas alignment is chosen over St. B, Main Street is preferable to the Exchange routing, as it is more direct, yet still within easy walking distance of the Exchange.	12	2	226	A nice shuttle service would be a better idea, save the median trees	3	0	49.900771	-97.137079	Scenario B	Figure B-4
Online - English	I really like the idea of improved bus access through this area, however, I have further questions about the long term plan for this area of Point Douglas - replacement of louise bridge, industrial/residential mix, access to services, development of waterfront but not point douglas	1	1					49.903314	-97.114849	Scenario B	Figure B-5
Online - English	Would encourage development of this in encredibly beautiful underused property in the northern East Exchange district along the Red River.	6	2					49.902015	-97.121179	Scenario B	Figure B-4
Online - English	A dedicated bus lane along with dedicated bake lanes to increase pedestrian presence and reduce passenger vehicle traffic through the Exchange would be a wonderful thing.	10	0					49.898823	-97.140652	Scenario B	Figure B-4
Online - English	63 The actual Point Douglas is just screaming to be developed. Build the RT and it will happen.	9	3					49.901684	-97.112725	Scenario B	Figure B-5
Online - English	Traffic stop at stadacona/nairn, traffic stop at nairn/new bridge and traffic stop at watt/nairn will worsen the traffic woes in that area. The new bridge I think should be close to and parallel to railway bridge so in this way it bypasses stadacona and watt street lessening the traffic buildup in that area. Vehicles coming to and from downtown and Transcona areas go directly across the river faster. The old Louise bridge should stay for light traffic, few bus trips and	0	0	244	The traffic blockage on Nairn from Stadacona (Louise Bridge) to Watt St. is the biggest bottleneck on this route. Rather than the proposed bridge linking Higgins to Nairn, a new bridge on the south side of existing CN rail bridge, linking Point Douglas to Archibald would be a better investment. The BRT traffic from Archibald can then be diverted to either Nairn or proposed Tyne Ave (via Mission St or some new option).	0	0	Zone: River	Crossing (A)	Scenario B	Figure B-5
	bike lane	0	0	287	A dedicated over pass at the intersection at redwood bridge the light is to fast it is red by the time i get halfway. Its to quick or just slow down the light timing.	0	0				
Online - English	Stoplight at Stadacona/Nairn, stoplight at Nairn/new bridge and stoplight at Nairn/Watt will worsen the traffic woes in that area. The new bridge should, I think, be parallel to the railway and connect to Nairn bridge or all the way down to connect to Nairn so as to avoid Stadacona/Nairn and Watt/Nairn intersections. Vehicles will move faster as they don't have to pass by those two intersections. The LouiseBridge should stay for light traffic with few buses and bike lanes.	8	0	193	Louis Bridge should become pedestrian only. Bikes, walking and possibly for non-licenced mopeds.	2	0	49.902831	-97.107382	Scenario B	Figure B-5
Online - English	87 We don't need BRT service in this area. Express buses are enough.	5	1					49.90442	-97.108498	Scenario B	Figure B-5
Online - English	We have 46, 48, 42 bus expresses to connect us to other bus expresses located downtown to bring us to other parts of Winnipeg. We don't want anymore traffic (BRT) in this area.	5	4	215	I believe you won't have 42, 46, 48 once they will build RT somewhere else as these buses will use RT route as they are express buses.	0	0	49.904807	-97.110128	Scenario B	Figure B-5
Online - English	This is going to be a major route that tourists, visitors, and Winnipegers use regularly. Do we really want it going through an area like this?	3	6	145	Tourists won't be using this. Remove the panhandlers first. MPI and WPS need to educate the drivers to stop giving change to panhandlers. Some panhandlers make more money then people making minimum wage. If the Pallister government cuts my job, I won't apply for EI, I'm going panhandling. Since I'm on this rant One school board. Enough with the cuts to WRHA	1	0	49.904075	-97.130299	Scenario B	Figure B-4
Online - English	92 I think this stop and path is a good location but should be part of the Rapid Transit line that goes Westbound. Don't make it part of east corridor.	6	3	382	It might be a place to connect the east and west corridors.	0	0	49.892858	-97.140405	Scenario B	Figure B-4
Online - English	Instead of making these routes part of the east corridor, could you do a Waterfront/Exchange/Hospital dedicated bus loop.	1	0					49.900778	-97.139225	Scenario B	Figure B-4
CC English	I like the idea of fast transit through the exchange, however will never support our the east corridor going through higgins and run down warehouse area.	-	5					.5.550776	3,.133223	Section 5	. ,54. 5 7

No. Control			COMMENT				DISCUSSION					LOCATION	
March Marc	Туре	Number	Comment	Up Votes		Number		Up Votes	Down	Latitude	Longitude		Reference Map
Part			and includes assurance to low-income folks (like the vast majority in North and South Point Douglas) that they won't	2					Votes				
Section Sect	Chillie English	100		-						43.30340	37.122204	Scenario 2	riguic D 4
1.	Online - English	109	No to BRT in this area. This is adding insult to injury to the existing traffic in this part of Nairn.	6	2					49.904924	-97.105322	Scenario B	Figure B-5
Property	Online - English	110	Residences in both sides need no extra buses running in this part of Nairn. We have enough buses here already.	4	3					49.905128	-97.106642	Scenario B	Figure B-5
Contemplary 10 Performance of the state of the contemplate in the first time of the performance of the contemplate in the first time of the performance of the contemplate in the performance of the	Online - English	112	an impeded traffic solution for the traffic mess we have on Nairn right now.	1	0					49.902824	-97.117692	Scenario B	Figure B-4
Section Sect	Online - English	113	Tyne Avenue; this is indeed the unimpeded traffic solution for the traffic mess along Nairn right now. This will bring people faster to and from dowtown and east Winnipeg.	5	0					49.902554	-97.114946	Scenario B	Figure B-5
1	Online - English	116	lanes from them for RT. They are also better option because unlike to Union Station option they go right to the heart of	1					0	49.895872	-97.143077	Scenario B	Figure B-4
Part	Online - English	117	This is a better place for RT & AT bridge				- C	2	0	49.903017	-97.108605	Scenario B	Figure B-5
1						197		2	0				
The content and processes and the content of the						177	Higgins eastbound only for cars and both directions for RT. However it will require to build one more	0	0				Figure B-4
Second but file and an experiment for Second but	-					195	and a protected bike lane	2	0				Figure B-5
Souther part of the part of th	Online - English	134	speeds for bus "rapid" services. This will be even more compounded if the ridiculous idea of opening Portage and Main to pedestrians happens as it will slow down traffic even further and make it a major safety hazard, which is why it was originally closed to pedestrian traffic	5	4					49.895326	-97.138517	Scenario B	Figure B-4
Politics Regist 1 The Court be great for fiscancy detection in the west private price and politics as the regist 1 to other positions for the segon 1 to ot	Online - English	146	· · · · · · · · · · · · · · · · · · ·	2	0					49.892284	-97.135963	Scenario B	Figure B-4
Deline - Linglish 1.72 All suggested makes need to be aborted that Pyrimonly is ror agoing and sharm makes better the board of the Pyrimonly is ror agoing and sharm makes better the board of the Pyrimonly is ror agoing and sharm makes better the car will fill, but because the row est commany sharped and sharm makes and the car will be the person of the car will be the car will be the person of the car will be the car will be the person of the car will be	Online - English	147	This could be great for focusing attention on the west Exchange district and getting a lot more commercial activity there. Pedestrian activity could rise and local businesses could thrive, but would a vibrant commercial area cause rapid	5	0		bike lane. I dislike cyclists who weave in and out of traffic or use sidewalks when it's convenient. In order for cyclists to be riding on a road, they should be required to have a road licence and carry insurance, just like vehicles. If cyclists are caught without insurance, take their bike and fine them.	1	0	49.897855	-97.141306	Scenario B	Figure B-4
Unifine - English 274 If were choose Point Douglas soption, it would be great to have a pendestrian/AT bridge over Red Slove to Whittier parts 6 0 0 277 Modes to white the principle make footing days a shirt in the great of have a pendestrian/AT bridge over Red Slove to Whittier parts 6 0 0 277 Modes to whittier parts from Point Douglas soption, it would be great to have a pendestrian/AT bridge over Red Slove to Whittier parts 6 0 0 277 Modes to whittier parts from Point Douglas soption, it would be great to have a pendestrian/AT bridge over Red Slove to Whittier parts 6 0 0 2 77 Modes to whittier parts from Point Douglas soption, it would be great to have a pendestrian/AT bridge over Red Slove to Whittier parts 6 0 0 0 2 77 Modes to whittier parts from Point Douglas soption, it would be great to have a pendestrian/AT bridge over Red Slove to Whittier parts 6 0 0 0 2 77 Modes to whittier parts from Point Douglas soption, it would be great to have a pendestrian/AT bridge over Red Slove to Whittier parts 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Online - English	172	intersections they will have to cross. As well as an estimated time to reach downtown from Transcona. Then we can	4			Commuters will get on board the RT primarily for the speed. An RT route on shared use roadways like Main, Higgins and Nairn defeats the purpose. On a recent bus ride, it took 20 minutes for 1 km ride from the CP rail underpass near Higgins to Portage and Main. Not because of the car traffic, but because there were so many buses in line along the route and so many traffic lights. An RT route that is essentially a high-class diamond	0		49.898187	-97.139139	Scenario B	Figure B-4
Colline - English 124 If we choose Point Douglis option, it would be great to have a pedestrian/AT bridge over Red River to Whitter park Access to Whitten Park from Point Douglis adming the day would be great, however realistically after sunset? Access to Whitten Park from Point Douglis adming the day would be great, however realistically after sunset? Access to Whitten Park from Point Douglis adming the day would be great, however realistically after sunset? Access to Whitten Park from Point Douglis adming the day would be great, however realistically after sunset? Access to Whitten Park from Point Douglis adming the day would be great, however realistically after sunset? Access to Whitten Park from Point Douglis adming the day would be great, however realistically after sunset? Access to Whitten Park from Point Douglis adming the day would be great, however realistically after sunset? Access to Whitten Park from Point Douglis adming the would not a discovered and the park from Point Douglis adming the appropriate park from Point Douglis admine park from Point Douglis a	Online - English	173		2	1	199	No More Bridges go underground	1	0	49.906127	-97.136199	Scenario B	Figure B-4
Offine - English 176 Stephenson way. Then it can go wis SLM Any Ave and Fort st. to Gribban mall or it can be a ram from/to elevated path wis 1 10 10 10 10 10 10 10	Online - English	174		6	0	277	Access to Whittier Park from Point Douglas during the day would be great, however realistically after sunset having a direct path to downtown would further increase already high levels of crime and break-ins in North St.	0	1	49.900481	-97.126093	Scenario B	Figure B-4
Online - English 180 want to shut it down for 2-3 for construction ?! Talk about taking the wind out of its said!!! Not to mention the loss of 4 0 219 lagree, Provencher might be a good route for a shuttle type service, but don't destroy that beautiful median 0 0 0 49.903342 -97.12496 Scenario B Figure it has been been been been been been been bee	Online - English	176	Stephenson way. Then it can go via St.Mary Ave and Fort st. to Graham mall or it can be a ramp from/to elevated path to Union Station RT.	3	0					49.892191	-97.135148	Scenario B	Figure B-4
Online - English 206 Princes and King are preferred routes for cyclists (rather than Main) as they are safer. If rapid transit were to be put on do this area justice Yet Online - English 206 Princes and King are preferred routes for cyclists (rather than Main) as they are safer. If rapid transit were to be put on do this area justice Yet Online - English 206 Princes and King are preferred routes for cyclists (rather than Main) as they are safer. If rapid transit were to be put on do this area justice Yet Online - English 207 I prefer rapid transit on Main Street to King/Princess. It will create less disruption to cyclists and pedestrians in the Exchange, and has the potential to allow transit to move faster than vehicles through downtown (encouraging greater ransit use) Online - English 207 Somehow getting from here to Graham might be important. It is already a bus only street and it would be more convenient for passangers to have routes connect to MTS Centre and other routes. Online - English 217 This would add so much to the area. Increased visibility, increased lighting, so many more benefits. 2 8 9 There should be an overall plan and more stakeholders for Point Douglas. We are nowhere near prepared to do this area justice Yet 1 9 49,902098 . 97,123046 . Scenario B . Figure 1 of the profession of active transit use of the profession of active tra	Online - English	180	want to shut it down for 2-3 for construction ?! Talk about taking the wind out of its sails!!! Not to mention the loss of	4	0	219		0	0	49.903342	-97.12496	Scenario B	Figure B-4
these routes, there would need to be consideration of active transit. Online - English 207 English 208 English 209 English 209 Conline - English 217 This would add so much to the area. Increased visibility, increased lighting, so many more benefits. 200 Conline - English 211 Conline - English 212 Conline - English 213 Conline - English 214 Conline - English 215 Conline - English 216 Conline - English 217 Conline - English 218 Conline - English 219 Conline - English 210 Conline - English 211 Conline - English 211 Conline - English 211 Conline - English 212 Conline - English 213 Conline - English 214 Conline - English 215 Conline - English 216 Conline - English 217 Conline - English 218 Conline - English 219 Conline - English 210 Conline - English 210 Conline - English 211 Conline - English 211 Conline - English 211 Conline - English 211 Conline - English 212 Conline - English 213 Conline - English 214 Conline - English 215 Conline - English 216 Conline - English 217 Conline - English 218 Conline - English 219 Conline - English 210 Conline - English 210 Conline - English 211 Conline - English 211 Conline - English 211 Conline - English 211 Conline - English 212 Conline - English 213 Conline - English 214 Conline - English 215 Conline - English 216 Conline - English 217 Conline - English 218 Conline - English 218 Conline - English 219 Conline - English 210 Conline - English 210 Conline - English 211 Conline - English 22 Conline - English 23 Conline - English 24 Conline - English 25 Conline	Online - English	184	now - I think Provencher is the better route to improve and enhance what's existing there.	2	5	289	There should be an overall plan and more stakeholders for Point Douglas. We are nowhere near prepared to	1	0	49.902098	-97.123046	Scenario B	Figure B-4
Online - English 207 Exchange, and has the potential to allow transit to move faster than vehicles through downtown (encouraging greater to transit use) Online - English 209 Somehow getting from here to Graham might be important. It is already a bus only street and it would be more overpass over Main? or a new road connection be made to the Graham Mail? Would the connection be made to the Graham Mail? Would the connection be made to the Graham Mail? Would the teastern Route - through St Boniface. Online - English 217 This would add so much to the area. Increased visibility, increased lighting, so many more benefits. 2 1 How will this alignment deal with existing buildings at property lines (hotel, businesses)? How would this be integrated 1 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Online - English	206	these routes, there would need to be consideration of active transit.	2	0					49.897288	-97.141435	Scenario B	Figure B-4
Online - English 209 Somehow getting from here to Graham might be important. It is already a bus only street and it would be more convenient for passangers to have routes connect to MTS Centre and other routes. Online - English 217 This would add so much to the area. Increased visibility, increased lighting, so many more benefits. Online - English 271 How will this alignment deal with existing buildings at property lines (hotel, businesses)? How would this be integrated 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Online - English	207	Exchange, and has the potential to allow transit to move faster than vehicles through downtown (encouraging greater	5	0					49.899362	-97.138281	Scenario B	Figure B-4
Online - English 271 How will this alignment deal with existing buildlings at property lines (hotel, businesses)? How would this be integrated 1 0 Figure 5	Online - English	209		4	0	305	preferred route for the busway. But how will the connection be made to the Graham Mall? Would there be an overpass over Main? or a new road connecting the RT line along the CN right-of-way to the corner of Graham and Main? The vacant parking lots nearby should be expropriated asap as the ideal connection point between	2	0	49.893155		Scenario B	Figure B-4
Unline - Frigish 1 // 1 1 1 49 905/4 / 1 -9 / 10 901 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Online - English	217		2	1					49.90348	-97.12781	Scenario B	Figure B-4
	Online - English	271		1	0	<u> </u>				49.905747	-97.110901	Scenario B	Figure B-5

		COMMENT				DISCUSSION					LOCATION	
Туре	Number	Comment	Up Votes	Down Votes	Number	Reply	Up Votes	Down Votes	Latitude	Longitude	General Route	Reference Map
Online - English	276	This area could benefit from major infrastructure improvement which could accommodate Rapid Transit and become a primary Heavy Truck transportation route from downtown to the East side of Winnipeg.	2	1	379	I live right there and I feel that major improvements are nessasry I think heaven trucks are to blame for damages. Route trucks through better avenues. As for the rest I'm for it. Also I feel heavy truck traffic would cause this area to become more dangerous.	0	0	49.904061	-97.114549	Scenario B	Figure B-5
Online - English	278	The boat launch and park area at the base of the Louise Bridge was once a vibrant part of the community with a marina, docks, and people using the space. Now neglected by the city in terms of maintenance and investment, it is still a valuable and rare larger inner city green space. As a resident of North Point Douglas, I would hate to see it cemented over. I wonder about the ground contamination (shingles) and future development of the old Gateway building that still drains into the Red River.	0	0					49.902319	-97.111416	Scenario B	Figure B-5
Online - English	279	Higgins has bike lanes, but they are terrifying and not really used. It is actually doesn't feel safe to walk on the sidewalk along Higgins. What would this look like with a bus corridor and how much business and residential land would have to be appropriated to make Higgins functional? Also concerned about the safety of the folks who panhandle at the intersection of Main and Higgins with increased and faster moving traffic.	0	0					49.902174	-97.115568	Scenario B	Figure B-5
Online - English	280	Not sure if this is the exact location, but Gateway Industries appears to have a long practice of dumping waste into the Red River. The entire river bank is layers of burnt asphalt shingles.	0	0					49.901585	-97.110563	Scenario B	Figure B-5
Online - English	283	This route could be excellent for helping revitalize the South Point Douglas area. If the transit terminal is planned well, maybe it could connect to Waterfront. Waterfront Drive is nice but it leads nowhere. If higher density mixed-use and well-designed development is planned around the transit station, it could be an attractive destination near the end of Waterfront Drive.	0	0	307	Point Douglas is ripe for development, including a lot of affordable housing. But taking the RT along this route would slow it down too much and is not really the ideal tool for redevelopment. This neighbourhood is too close to downtown to be ideal for TOD. Rather, a more appropriate way should be found to connect the neighbourhood to downtown and the RT perhaps an express route along Waterfront Drive or diamond lanes along Higgins.	1	0	49.904019	-97.129054	Scenario B	Figure B-4
Online - English	284	Good neighbourhood to have a transit terminal in, but bad location. A freeway is a horrible location for a high walkability station. Buses going along Disraeli cannot stop to let off passengers, and people will have to cross a freeway to catch the BRT buses going down Higgins.	3	0	290	Agree, this is a very weird spot. We need to focus on Provencher route overall. Hopefully this proposed station is moot.	0	0	49.9031	-97.126404	Scenario B	Figure B-4
Online - English	295	Is a bridge south of the CP Mainline not an option?	0	0					49.902264	-97.110096	Scenario B	Figure B-5
Online - English	296	Rather than putting more traffic here, why not just fix the existing problem here like the uneven roads, collapsing pavements as if there is a sink hole in this area, and the up and down hill of supposed to be level and flat roadway. No more space for BRT here.	1	1					49.905021	-97.106084	Scenario B	Figure B-5
Online - English	308	Always a problem area for traffic. Backs up almost every weekday at rush hour around 3-6 pm. This should be considered when BRT is implemented.	0	0					49.903536	-97.114881	Scenario B	Figure B-5
Online - English	309	Always busy very busy at rush hour. heading east bound can be very slow. would love to see improvements to this area of Higgins and Nairn.	0	0					49.904638	-97.105826	Scenario B	Figure B-5
Online - English	310	Would love to see a new bridge designated for traffic and BRT. while the existing Louise bridge could be used for pedestrians and cyclists.	6	2					49.90422	-97.110397	Scenario B	Figure B-5
Online - English Online - English	314 315	Needs to be farther east :) This area is always very congested with traffic around 3-6 pm every weekday.	0	0					49.904555 49.904638	-97.134891 -97.136317	Scenario B Scenario B	Figure B-4 Figure B-4
Online - English	339	Point Douglas Residents want to maintain and/or improve the existing walk ability standards. We don't want to lose no existing trees, houses, or green spaces in the development. We ask for improvements in existing trees and green space areas where possible. That our connectivity to the rest of Winnipeg remains the same. That is, existing routes be respected and that we are still able to easily access St. Boniface, Waterfront, the Forks, Elmwood and EK by car, foot and bicycle.	0	0					49.895326	-97.138517	Scenario B	Figure B-4
Online - English	340	Point Douglas residents would love to incorporate as many cycling and footpath infrastructure. They would prefer there not be increases in traffic congestion, pollution or noise, We are a small community with a rural, small town feel, we don't want that compromised in any way. This is also a very historic neighborhood, we want the history and heritage resources properly mitigated and protected. we understand there are a lot of wants but this is a time to share our honest feedback.	0	0					49.895326	-97.138517	Scenario B	Figure B-4
Online - English	425	Could a transit stop at Portage and Main be connected to the underground somehow? Maybe with the stop being in the center of the street.	0	0					49.895516	-97.138401	Scenario B	Figure B-4
Online - English	317	I don't want NPD to be developed like Waterfront Drive. Income required to buy most of those condo's greatly exceeds the reach of many folks already living here - renters and home owners alike. If we are talking development of the Higgins area, we need to centre it around supporting the needs of the people who use Main Street Project, Siloam, and the Salvation Army.	0	2					49.901846	-97.114398	Scenario B	Figure B-5
Online - English	323	Though traffic on King and Princess, north of James, is not particularly heavy, south of James, it is extremely congested. And there are many major intersections (Ellice, Notre Dame, William, Logan). This would be a very slow section; buses would travel little faster than ones buses that currently run along Route 42 or Main. Not a route easily convertible to LRT - a principle of the BRT project. One advantage of this route is the Red River College is a major destination along the way.	0	0					49.894469	-97.142894	Scenario B	Figure B-4
Online - English	326	In a river city, we need all the bridges we can get our hands on. Louise bridge is needed to alleviate traffic on already packed Provencher & Norwood bridges-Norwood takes all SE traffic which is backed up down St. Marys & Goulet-even more so if Dugald is connected to Marion. Developing this route might help shift some burden. Good opportunity to add Active Transportation to bridge.	4	0					49.905014	-97.113558	Scenario B	Figure B-5
Online - English	331	Convert the area to commercial and high density living, and adding the RT with a pedestrian bridge alongside the current rail line would improve traffic and support cyclists. Also it would provide a better tax base to support and revitalize the Point Douglas greenspace.	3	0					49.902478	-97.112596	Scenario B	Figure B-5
Online - English	341	Point Douglas residents would love to incorporate as many cycling and footpath infrastructure. They would prefer there not be increases in traffic congestion, pollution or noise, We are a small community with a rural, small town feel, we don't want that compromised in any way. This is also a very historic neighborhood, we want the history and heritage resources properly mitigated and protected. we understand there are a lot of wants but this is a time to share our	0	0	342	Point Douglas residents would love to incorporate as many cycling and footpath infrastructure. They would prefer there not be increases in traffic congestion, pollution or noise, We are a small community with a rural, small town feel, we don't want that compromised in any way. This is also a very historic neighborhood, we want the history and heritage resources properly mitigated and protected. we understand there are a lot of wants but this is a time to share our honest feedback.	0	0	Higgins	Avenue	Scenario B	Figure B-4
		honest feedback.	0	0	412	I think the Point Douglas routing is the best option for the Eastern Corridor. It would take an underdeveloped and underutilized area of the city and bring new developments along the corridor. Rapdi transit would spur much needed development in Point Douglas and would also allow for better connections with the future North Main transitway.	0	0				

		COMMENT				DISCUSSION				LOCATION	
Туре	Numbe	er Comment	Up Votes	Down	Number		Dowr Votes Votes	Latitude	Longitude	General Route	Reference Map
Online - English	343		1	Votes 0		порлу	Votes	49.903812	-97.130299	Scenario B	Figure B-4
Online - English	344	I think its important to get feedback from the existing resources in the community and how this project could harm or	0	0				49.904144	-97.13459	Scenario B	Figure B-4
Offilitie - Efiglish	344	improve their ability to service the community.		0				49.904144	-97.13439	Scenario B	rigure b-4
Online - English	349	Excellent route option Stay away from Provencher Boulevard. It would kill this wonderful tourist area near the Cdn Museum for Human Rights Its a close walk to downtown, the extra transit WOULD NOT benefit St. B, this route would benefit Pointe Douglas	0	0				49.903149	-97.124913	Scenario B	Figure B-4
		The biggest issue with the Main Street alignment is that there are a huge number of other bus routes (25 routes by my									
Online - English	352	count) using it going all over the city, all on different schedules. It's impossible to get RT busses through that effectively and be able to give them signal priority. Plus they would get caught up in a line of busses at each stop. This is an issue	0	0				49.897129	-97.138957	Scenario B	Figure B-4
		that I think needs to be addresses one way or the other, either by streamlining downtown routs or by moving some to other streets.									<u> </u>
		The extra turns required to get a bus from south Main to Donald/Smith and then back to Main would add extra time to									
Online - English	353	the route and likely waiting time at intersections.	0	0				49.895042	-97.144364	Scenario B	Figure B-4
		Better to carve out space on Main for a direct line up the street.									
		Putting RT on a new/refurbished Louise Bridge gives you the possibility of running the NE corridor (presumably up Stadacona and over to Raleigh) off of the same downtown connection.									
Online - English	356	Statute and over to hareign) on or the same downtown connection.	1	0				49.906431	-97.112778	Scenario B	Figure B-5
		Car traffic heading for Nairn would need its own bridge further east.									
Online - English	360	This is the perfect spot for a new bridge. This will connect Higgins and Eastern Nairn or Tyne Avenue moving the traffic faster and hassle free from stoplights.	1	0				49.902216	-97.108583	Scenario B	Figure B-5
Online - English	361	A perfect spot for linking downtown and east Winnipeg with a new bridge and RT.	1	0				49.90225	-97.109056	Scenario B	Figure B-5
Online - English	362	It's gonna be a hellish traffic if the bridge is put up here 4 stoplights from stadacona to grey street!! good luck!	0	0				49.904489	-97.109506	Scenario B	Figure B-5
		Whoever suggested this route for a new bridge and RT did not consider the present and the future of a growing and									
Online - English	363	progressing Winnipeg. Poorest in urban planning. They try to save money but in the end, you'll end up making a new route thus more expenses and redundancy in the future as the growing capacity (population and traffic) in this area won't hold anymore.	0	0				49.904461	-97.10956	Scenario B	Figure B-5
		Whoever suggested this route for a new bridge and RT did not consider the present and the future of a growing,									
Online English	264	progressing eastern Winnipeg. In trying to save money, they'll end up spending more in putting up another route once	0	0				40.004380	07 100008	Scanario D	Figuro D E
Online - English	364	they finally realized the capacity (backed up traffic/magnanimous chokepoint of all types of vehicles - multitonnage trucks from the industrial Point Douglas and nearby areas) in this area won't hold anymore Poorest judgment in	U	U				49.904289	-97.109098	Scenario B	Figure B-5
		urban planning.									
Online - English	383	I like that the route via Point Douglas takes riders through a larger section of downtown. I see the main purpose of rapid transit is to increase ridership to decrease commuter car traffic - stops need to be where commuters are going.	0	0				49.904358	-97.13297	Scenario B	Figure B-4
Online - English	384	This underpass has just been refinished. Does it make sense to redo it again so soon?	2	0				49.902423	-97.106255	Scenario B	Figure B-5
Online - English	392	Has the city looked at timing of lights at Disraeli/Main Street? Why does it seem like Main Street drivers traveling south in the mornings are always backed up in the summer, but in the winter is much better. If anything, logic would indicate it should be the opposite. I'm convinced it's a light sequencing issue that changes every year sometime in the Spring. It's more advantegeous for Desraeli drivers in the Summer, Main Strett drivers in winter.	0	0				49.901407	-97.136607	Scenario B	Figure B-4
Online - English	423	I believe the Point Douglas route will do more to benefit the surrounding area than the Provencher route would. Future	0	0				49.903173	-97.124446	Scenario B	Figure B-4
Open House	430	gentrification can develop around the transit hubs. Main Street option doesn't provide coverage for whole corridor- far better to route RT to east Winnipeg through the						49.893404	-97.137444	Scenario B	Figure B-4
		Forks and have a new corridor on Main with buried LRT downtown. If route goes through Exchange, consider impact (+ and -) on festival sites in Exchange (cube) and walking/biking								Sections 5	1.60.63.
Open House	431	attendees.						49.896397	-97.142513	Scenario B	Figure B-4
Open House	432	Running a ton of buses through the Exchange would be awful + ruin quiet character of neighbourhood. What happens during many festivals.						49.898553	-97.140834	Scenario B	Figure B-4
		Would Portage + Main opened to pedestrians- This will have an impact on the bus route and vehicular traffic in general.									
Open House	433	If this occurs occurs I believe more cars will start to use Princess + King which will make it more congested for the buses						49.900557	-97.137551	Scenario B	Figure B-4
		and bicycles. The other advantage to Main St. route is that it drops people off at the Concert Hall/RMTC/warehouse/museum/City Hall hub.									
Open House	434	Need to consider other nedestrian and cyclist crossings of the rail line of thoose Higgins route (e.g., the Manles St						49.904389	-97.13334	Scenario B	Figure B-4
		From a social equity perspective, I strongly encourage/prefer the Higgins route. South Winnipeg has had more than it's									
Open House	435	fair share of development. It is past time to build infrastructure north of the CN tracks. Point Douglas (north + south)						49.90404	-97.131017	Scenario B	Figure B-4
		can benefit from a BRT line nearby + certainly many many residents live in car-free homes.									
Open House	436	For pedestrians, Disraeli Freeway is already a significant (+ unpleasant) barrier. If there will be a BRT station there, you need to improve physical access (no stairs, less distance) to accommodate people on foot or with/pushing wheels.						49.903646	-97.126844	Scenario B	Figure B-4
		Connection with downtown/eychange is key to help keen Transcona/East Kildonan feel connected to the core and vice						,	05.55		
Open House	437	versa.						49.903612	-97.126586	Scenario B	Figure B-4
Open House	438	7						49.902642	-97.122499	Scenario B	Figure B-4
Open House	439	wait times to cross. South Point Douglas is an under development part of Winnipeg and could benefit from the redevelopment that may occur with the building of the new stations.						49.902043	-97.119001	Scenario B	Figure B-4
OpenHarre	440	Great opportunity to combine Rapid Transit Station with development of parklands (sitting unused) east of the Louise						40.00304	07.112220	Canadia B	Figure D. F
Open House	440	Bridge. Recreational bonus!						49.90384	-97.113336	Scenario B	Figure B-5
Open House Open House	441 442	,						49.904883 49.906217	-97.108701 -97.111126	Scenario B Scenario B	Figure B-5 Figure B-5
	443	There is a potential to have the Riverton walk/bike route extend west to Henderson through the Mennonite Brethren									
Open House	443	Collegiate Institute Campus.						49.907364	-97.111759	Scenario B	Figure B-5

		COMMENT				DISCUSSION				LOCATION	
Туре	Number	Comment	Up Votes	Down	Number	Reply Up	p Votes Do	Latitude	Longitude	General Route	Reference Map
Open House	469	DO NOT OPEN PORTAGE + MAIN ST!!!!!	·	Votes			Vo	49.895491	-97.138528	Scenario B	Figure B-4
Open House	470	Preferred to Main St. Better access to students attending Red River Campus and residents living in that one, only 1 block to Main to catch feeder buses.						49.895961	-97.144074	Scenario B	Figure B-4
Open House	471	I live in Transcona and want to take the bus to the Manitoba Theatre Centre and other venues in the Exchange District on a regular basis. The green route would facilitate this.						49.898629	-97.137809	Scenario B	Figure B-4
Open House	472	I live in Transcona. I took the bus to HSC, U of M campus and later worked at HSC for many years. I am sure many other Transcona residents currently need to get to HSC daily by bus. Make good connections to the buses to HSC.						49.899417	-97.138431	Scenario B	Figure B-4
Open House	473	Louise Bridge relocation, good! Nairn overpass use stressed . Raleigh + Gateway should be connected with future Gateway North, Raleigh south bound traffic considered. Nairn overpass utilization for Raleigh + Gateway with frture transit route along Raleigh a possibility. North Perimeter Raleigh/Gateway could enhance future transit route to Birds Hill park. Transit route could supplement school bus use in Rivereast Transcona area along Gateway + Raleigh.						49.903556	-97.122445	Scenario B	Figure B-4
Open House	476	Louise Bridge (new) to Main St. could utilize bus transit, one way, with Higgins Ave. Higgins east bound and Sutherland west bound (exchange stn near Bridge). Main St. over pass to 1st N/S street, then north and east to Main St. then south to Higgins, west to Princess then south. Results would be 1 bus lane on Higgins and on Sutherland- eliminate congestion. Higgins passengers go east to exchange station.						49.905152	-97.108433	Scenario B	Figure B-5
Open House	503	Potential for lots of ridership in this area.						49.899016	-97.140362	Scenario B	Figure B-4
Open House	504	In favour of the "lines" to go through Princess/King area as Main St. should be avoided. Traffic will have issues if "ped" of Portage and Main occurs. Take Winnipegers through the Exchange District so they can see the beauty of the area.						49.899735	-97.139804	Scenario B	Figure B-4
Open House	505	Running BRT through Point Douglas will help with density and development.						49.903812	-97.130835	Scenario B	Figure B-4
Open House	506	Favour Higgins Ave, only for that fact that has the most potential for growth. One can keep the historical + "cuteness", but give this area the growth that it needs. Do not favour the Provencher Blvd just due to the ped crossings.						49.903356	-97.126844	Scenario B	Figure B-4
Open House	520	Keep bike, car + foot traffic flow between S + N Point Douglas. Access to Waterfront + Downtown is critical.						49.902077	-97.119173	Scenario B	Figure B-4
Open House	521	Plan should improve/enhance: walkability, active transit, green space, community connections. * Build communites, don't divide them*.						49.902658	-97.115192	Scenario B	Figure B-5
Open House	522	Build a new Bridge on either the East or West side of Louise Bridge. Leave Louise Bridge as a pedestrian/bike path.						49.903384	-97.114935	Scenario B	Figure B-5
Open House	523	Point Douglas is Winnipeg's oldest residential neighbourhood, therefore is very important historically. What will be done to assess, preserve + protect heritage resources?						49.903667	-97.114828	Scenario B	Figure B-5
Open House	524	Point Douglas wants to remain a united community with functional bike paths + good walkability.						49.904558	-97.114441	Scenario B	Figure B-5
Open House	525	If BRT is going to go on Higgins, then keep Louise Bridge for RT and build a new Bridge for vehicles/trucks + use Stadacona to the NE.						49.90527	-97.11383	Scenario B	Figure B-5
Open House	526	Eventually the Louise Bridge will have to be replaced with a wider/heavy Bridge to handle heavy traffic.						49.906051	-97.113175	Scenario B	Figure B-5
Open House	527	South Point Douglas re-development potential. Residential development, connect to other BRT + feeder routes. BRT Main Street hub central.						49.906396	-97.112231	Scenario B	Figure B-5
Open House	528	Prevent negative environmental impacts such as increased pollution + congestion in residential areas. What about noise.						49.903743	-97.113905	Scenario B	Figure B-5
Open House	529	Preserve green space around Louise Bridge. It is a good community space with potential to become a popular dog park. Preferred alignment for Louise Bridge going between La Salle Hotel Parking + Columbus Senior Home + re-use Louise						49.903577	-97.112489	Scenario B	Figure B-5
Open House	530	Bridge for walking + cycling.						49.903971	-97.112285	Scenario B	Figure B-5
Open House	531	A new Bridge that is only for vehicular traffic- a good idea if Louise stays for cyclists + ped.						49.905215 49.904406	-97.108229 -97.105413	Scenario B	Figure B-5
Open House	539	This will be a great central hub. I like the idea of having a station here as if there are future lines it could run up (north) Gatway and South down								Scenario B	Figure B-5
Open House Open House	540	Archibald. Is it possible to come straight across PT Douglas East and down Mission to Foster + Thomas?						49.904655 49.900744	-97.10529 -97.109957	Scenario B Scenario B	Figure B-5 Figure B-5
Open House	545	Need to improve pedestrian safety around Shaw Park/Pioneer/William Stephenson at night (better lights?).						49.892464	-97.133088	Scenario B	Figure B-4
Open House	545	I like that this route connects a longer part of Downtown. Covers more destinations for commuters.						49.892464	-97.133088	Scenario B	Figure B-4
Open House	548	Pt. Douglas and the Louise Bridge need the re-development. Provencher cannot supprt BRT effectively and has been						49.903591	-97.127573	Scenario B	Figure B-4
Open House		protected by Provencher PDO. In support of Route 5- not interfering with private businesses or residents as it would on Provencher.						49.903577	-97.127373	Scenario B	Figure B-4
Open House	550	To much congestion or traffic on Provencher. Hold up by rail across Provencher. Lose ambiance of residential + private business owners. Higgins is faster with more growth potential. Traffic flow is already way to congested with Provencher, Forks, Downtown + Exchange District. Beautiful areas keep as is St. Boniface is high density with 12 new condos going up in the area. Higgins seems far less developed with an easier faster route.						49.903384	-97.126307	Scenario B	Figure B-4
Open House	551	Higgins help to re-development.						49.902416	-97.122874	Scenario B	Figure B-4
Open House	552	Route 5 covers more stops to downtown work places + will be more efficient bringing commuters to a variety of places downtown.						49.901974	-97.11257	Scenario B	Figure B-4
Open House	553	If Louise Bridge has to be redone anyways, I feel that this may be a better option than Provencher. Higgins may have more long term development opportunity (as well as Point Douglas in general).						49.90565	-97.113347	Scenario B	Figure B-5
Open House	589	Don't cheap out! If you're going to build this, do it properly. Overpasses, avoidance of intersections move people! If you have to stop at red light every block then it's not rapid!						49.893211	-97.135041	Scenario B	Figure B-4
Open House	620	#3, #4, #5: if a north line is planned through this area, these corridors would serve both transit ways + would "kill 2 birds with 1 stone".						49.898581	-97.139193	Scenario B	Figure B-4
Open House	621	It would make more sense to go with #5 Higgins as less disruptive than going through Provencher Blvd. Provencher is already experiencing an increase in traffic which would only worsen with the proposed corridor. Provencher is trying to encourage outside cafe's and businesses and pedestrians. We don't need more traffic and noise.						49.903563	-97.127273	Scenario B	Figure B-4
Open House	622	Future development of the Forks should include a walk/bike tunnel connects St. Mary (potential bike lane) to the Forks.						49.89245	-97.134976	Scenario B	Figure B-4

Eastern Corridor Study

COMMENT					DISCUSSION				LOCATION				
Туре	Numbe	Comment	Up Votes	Down Votes	Number	Reply	Up Votes	Down Votes	Latitude	Longitude	General Route	Reference Map	
Open House	624	Main St needs to be part of any future Main St BRT route, so choosing King/Princess for this phase of BRT would make no sense.							49.904441	-97.134504	Scenario B	Figure B-4	
Open House	625	Scenario B is a better option as Rapid Transit would benefit the Higgins/Logan area of Wpg which is in great need of transit options. Provencher not feasible without damaging historic neighbourhood.							49.904337	-97.134043	Scenario B	Figure B-4	
Open House	626	Contre- déjà assez problemes sur Provencher- pas de sens							49.892478	-97.133389	Scenario B	Figure B-4	
Open House	662	Is it possible to have EB buses use Provencher and WB buses use Higgins or Vice-Versa?							49.894496	-97.138066	Scenario B	Figure B-4	
Open House	663	Is it possible to go around PT Douglas North on the South of St. Boniface.							49.901601	-97.118282	Scenario B	Figure B-4	
Open House	664	What about Talbot -> Disraeli -> City Hall. Talbot - Higher density for bus user. Us up Disraeli sets rapid transit out of neighbourhood.							49.907571	-97.111115	Scenario B	Figure B-5	
Open House	665	Must improve E-W bike flow through Elmwood + EK.							49.906272	-97.10794	Scenario B	Figure B-5	
Open House	668	RT should not go through Provencher/St. B at all. Destroys the historic + cultural value of the French Quarter. Development potential along river in south PT. Douglas. S PT. Douglas already affected by introduction of Disraeli Freeway- don't run it down Sutherland.							49.901711	-97.118711	Scenario B	Figure B-4	

Appendix B

		COMMENT				DISCUSSION					LOCATION	
Туре	Numl	ber Comment	Up Votes	Down Votes	Number	Reply	Up Votes	Down Votes	Latitude	Longitude	General Route	Reference Map
Online - English	1	This corridor does not really connect to East Kildonan at all. It does connect marginally to Elmwood however, there is no meaningful bus traffic from Kimberly Area that would connect to the rapid transit way. Most users would continue to use 11/40/41 to go downtown.	5	3	11	It states there is a future northeast corridor that would be developed into that area.	1	0	49.914756	-97.087555	East Kildonan and Transcona	Figure B-5
Online - English	2	Interesting to imagine what a redevelopment might look like at the Crossroads Station shopping / power centre. Would be a big change to what is there now.	9	1					49.894026	-97.064638	East Kildonan and Transcona	Figure B-7
Online - English	5	Separate guideway route is definitely a better option. Less stops at traffic signals, and fewer collisions with other vehicles on the road. Also easier to convert to LRT later on.	0	0	367	It's initially further away from residential zones but this would provide space to have truly fast BRT/LRT later and has plenty of space to build up rental units and small commercial development.	0	0	Thomas Avenue		East Kildonan and Transcona	Figure B-6
Online - English	6	Always build a guideway where you can. Development isn't a concern of mine here as the proposed station is already near development areas. There's just not a lot of room around the guideway, which is O.K this is seen a lot in Vancouver on their SkyTrain system. A seperate guideway (which can later be converted to LRT) will help develop the city immensely like the SkyTrain did for Vancouver.	0	0	43	A separate guideway would be preferred. separation of transit from regular vehicle traffic provides the best solution for both types of commuters.	0	0	Central Manitoba Railway		East Kildonan and Transcona	Figure B-7
Online - English	7	Traffic can't move from Almey & Ravelston to Lagimodiere due to a barricade (near Steinbach CU) The barricade should be moved to the other side of the Almey & Ravelston intersection to allow traffic to move out of the new area more freely. This could also become a bus route. Traffic currently flows unto Peguis and it's horrendous. What will happen	8	0	36	I Agree I have to travel home through that area and it is bottlenecked every day on both entrances whether it be Reenders or Concordia. I agree they need to open up the entrance at the Steinbach Credit Union as the lights are already in place and it was already a working intersection. They can block it off at Almey but still allow flow down Philip Lee drive and/or Ravelstone. It will be a nightmare with the railway, kildonan place expansions and numerous houses added to the area.	5	0	49.90489	-97.062311	East Kildonan and Transcona	Figure B-7
Online - English		when another 200 houses are built in the area? Almey still gets blocked off. The railway tracks are to the north on Peguis and block more traffic		43.30403	-51.002311	Last Nidonan and Hanstona	riguie 6-7					
Online - English	9	I like the idea of putting the routing here instead of on Nairn, it definitely would be less congested for transit and not impede car traffic on Nairn. Plus it's closer to areas that can be developed.	15	3					49.900301	-97.090495	East Kildonan and Transcona	Figure B-6
Online - English	10	I don't really think this part of the loop needs to be integrated into BRT. Kildonan Place mall already has good bus service, and should be the connecting point to BRT. This entire loop only increases cost for little benefit.	5	7	57	I think it makes more sense considering the development coming to Plessis and Transcona Blvd. However it could easily be relegated to a secondary phase unless it fits particularly well with current construction.	0	0	49.896984	-97.03831	East Kildonan and Transcona	Figure B-7
Online - English	15	I hope we've learned from the SW BRT that rapid transit should be implemented on the major routes where people need and will use the service, not in empty space where future development may or may not be constructed. Fort Rouge and Jubilee Stations are ghost towns.	0	0	42	I think this route should be avoided. It will provide slower service with additional intersections, and would potentially be affected by motor vehicle traffic. A separate guideway (i.e. via the Thomas ave option) could provide faster/more predictable transit service, and improve traffic congestion on Regent/Narin (as there would be less transit traffic)	0	0	Nairn Avenue		East Kildonan and Transcona	Figure B-6
Online - English	24		5	1					49.899721	-96.978464	East Kildonan and Transcona	Figure B-8
Online - English	29	Place some of the route here so that people commuting would have 1. A place to park. 2. Easy commute access to transit. 3. Easy access to the east Transcona area as well as the dugald perimeter intersection.	5	1					49.886644	-96.969254	East Kildonan and Transcona	Figure B-8
Online - English	30	I prefer both the south Transcona line with Thomas Avenue and Provencher routes. It will be faster and give new access.	11	4					49.90055	-97.094851	East Kildonan and Transcona	Figure B-6
Online - English	31	A North Transcona, and South Transcona feeder routes should be added to bring Everything North and East to Park	10	1	334	Also, replace the yields to turn onto Kildare from Plessis back. Remove the little cement blvd. that's on kildare and Plessis. Buses have a hard time making that turn onto Kildare off of Plessis.	2	0	49.900357	-97.024941	East Kildonan and Transcona	Figure B-7
					77	That would be the purpose of a feeder bus/community bus route. Rapid Transit will serve buses that travel to and from Downtown, and then branch off into the separate communities at the end of the line (or have to transfer to another bus). The seniors won't have to walk all the way to the rapid transit route, they would just have to take a nearby bus that takes them to the rapid transit route	2	5				
					203	The original post meant that people who live on Philip Lee need to walk to Peguis to catch a bus and then taken to the RT. It's a long walk from where the condos are being built to Peguis. There is no access to Lagimodiere from Philip Lee other than the bottle neck at Peguis and Trans. Blvd. Almey is blocked at the credit union. That barrier should be moved to the other side of the intersection to allow easier flow from the development. Almey will be blocked for the residents who live there.	5	0				
Online - English	37	In order for individuals to be motivated to use transit it needs the route to travel through the new development down Philip Lee drive. It is a long walk for individuals especially seniors to walk from Philip lee to Peguis to catch the bus.	3	5	204	I agree with the 1st and 3rd comments. Philip Lee to Peguis to catch a bus? A senior will need a cab to Peguis first then catch a bus to get to the RT. A bus could route through Philip Lee and onto Lagimodiere along with other traffic. Just wait until a train crosses at Peguis and Concordia with no other route to travel to the new development than again there is Grassie to Plessis, from Plessis to TC Blvd then back to Peguis. Meah, or turn around back onto Concordia to Lag. then to Reenders.	5	49.902236	49.902236	-97.053127	East Kildonan and Transcona	Figure B-7
					205	Too much traffic and not enough exits. Back tracking to Lagimodiere or Plessis from Peguis because of trains crossing is stupid.	5	0				
					333	How does a senior get to that nearby bus route? Look at the map where Crocus Gardens is being built. The bus does not come down Prairie Crocus Dr. or Phillip Lee. You would need to walk down both of the drives to catch a (what you call) a nearby bus at Peguis then to the rapid transit. Open Lag at Ravelston and close the west ends of El Tassi & Almey. Now its a bus route out of the new area. Traffic will flow. Try getting onto Peguis from Prairie Crocus now, it's a traffic jam, wont get better	4	0				
		The construction of the station should also include a pathway branching off of transcona trail. Wide enough for both										
Online - English	44		17	1	202	The RT should follow along existing rail lines. They are there now and have lots of room beside them.	2	0	49.901677	-97.029099	East Kildonan and Transcona	Figure B-7
Online - English	46	This provides access to both the station and the library. Is there a reason why the route couldn't leverage the buffer here, instead of Rougeau ave?	13	1					49.894462	-97.056318	East Kildonan and Transcona	Figure B-7
Online - English			5	1					49.899721	-96.975288	East Kildonan and Transcona	Figure B-8
Online English		This section should absolutely be on Nairn. Transit needs to be on active streets in order to be successful along its entirety and not just between "islands of connectivity" (think downtown and UoffM with not much in between on the	4	13	69	I would normally agree with this but congestion on this route is amazing and slows things down. Is there a way to allow local busses to take this street and express buses to take the Thomas route?	4	0	40 001207	07 006611	Fact Vildagan and Transcopp	Figure B 6

17

		COMMENT				DISCUSSION					LOCATION	
Туре	Number	Comment	Up Votes	Down Votes	Number	Reply	Up Votes	Down Votes	Latitude	Longitude	General Route	Reference Map
Offiline - English	33	riders through the backyards of the city does nothing to improve accessibility to active streets, and hurts commuters and businesses alike.	4	13	159	Yeah, this stretch really can't take much. The southern approach is better.	1	0	49.901297	-97.080011	East Kiiuunan anu Transcona	Figure 6-0
Online - English	54	Regent alignment is much more preferable than the railway ROW. Rapid transit should be creating corridors of activity, not islands of it, and major street alignments that are already activated by existing developments are the only way to achieve this. Going behind development lets you to travel from A right to Z quicker, but through development lets you his B, Y and everything in between as well. Street-aligned RT can facilitate dense, walkable development as identified in Complete Communities.	7	6					49.894883	-97.036014	East Kildonan and Transcona	Figure B-7
Online - English	55	Using major on-street alignments (Nairn/Regent) versus "backyard" alignments (Thomas/railway) will better facilitate existing and future kinds of urban streets and villages that the City has planned for. It'll improve accessibility for transit users, and encourage long-term urban living in Winnipeg. Road capacity may actually improve, and traffic will adjust if needed.	4	3	105	Good point, I think this is ideal. I just don't know how realistic, commuting down these streets are a nightmare nevermind if we take a lane away. I think for simplicity you leave it backroads and make pedestrian corridors from the stations to the main streets. Montreal does a great job of this. The stations are usually just off the main streets and require a few steps.	2	0	49.895326	-97.053738	East Kildonan and Transcona	Figure B-7
Online - English	56	Nairn/Regent can look like the successful urban streets like Osborne and Corydon, with the surrounding residential density to boot. This can be greatly facilitated by convenient rapid transit access, as other cities throughout Canada have found. Put transit where the people and businesses are - on the street.	9	4					49.895077	-97.052321	East Kildonan and Transcona	Figure B-7
Online - English	71	This is a VERY convenient bike path I hope some form of bike access will be allowed.	11	0	322	The more southern route (not along Nairn) would certainly allow for a great bike corridor. There is no room along Nairn/Regent (and along Higgins) for a a bike route. And alternative transportation corridors along the RT corridor were promised to be integral to RT. A route through old St Boniface beside the CN mainline would also have more room for a bike corridor than Provencher.	1	0	49.898772	-97.098587	East Kildonan and Transcona	Figure B-6
Online - English	74	the construction for this on a busy street would be terrible during rush hour. It is already horrible without construction. Unless the city starts having crews work nights to complete tasks i feel this isnt a good idea	7	2					49.901767	-97.088628	East Kildonan and Transcona	Figure B-6
Online - English	75	This is a better street as i feel it is not as busy. compared to Nairn	12	1	78	l agree. Nairn and Regent have too many intersections and lights. The bus RAPID transit should have some emphasis on getting people to and from downtown rapidly. The Eastern Corridor should attempt to create dedicated bus roads like the southwest transitway.	1	0	49.8995	-97.086589	East Kildonan and Transcona	Figure B-6
Online - English	100	There isn't a lot of activity or shops on narin on this side of lagimodier. I assume this route would cost less, move quicker, and be less of an inconvenience to the traffic currently on narin.	8	1					49.897606	-97.0788	East Kildonan and Transcona	Figure B-6
Online - English	101	I would push this stop to the other side of Lag. More shops and activity.	0	1					49.89902	-97.072717	East Kildonan and Transcona	Figure B-6
Online - English	102	I think using Tomas street and going under the lagimodier bridge is the better option than placing a stop here.	4	1					49.898332	-97.072084	East Kildonan and Transcona	Figure B-6
Online - English	103	I'd like to see a stop here. A lot of parking around. Would be nice to make it a bit closer to kildonan place somehow, but overall not bad.	4	2					49.895637	-97.064788	East Kildonan and Transcona	Figure B-7
Online - English	104	I think this is the route. I'd put a stop close to the Club Regent Parkade and entrance to casino and club regent events centre. Keeps traffic off Regent.	5	2					49.897668	-97.045391	East Kildonan and Transcona	Figure B-7
Online - English	107	There is a lot of hopeful allignments proposed that only make sense if we assume a HUGE amount of TOD after the expansion is built. I think it's reckless and overly optimistic to expect this in general. This bit in particular is a fantasy. There's noting extant in the area behind the casino, and the southern path along Regent would serve a lot of businesses. Even with TOD, we can't expect people to want to move in quickly, or for developers to want to design the necessary density.	2	3					49.897814	-97.043309	East Kildonan and Transcona	Figure B-7
Online - English	111	Connect this part to the new Louise Bridge to Point Douglas. This would definitely be a rapid transit corridor and a rapid way for people in the east (Regent and Transcona) getting in and out of downtown.	4	4					49.901345	-97.09661	East Kildonan and Transcona	Figure B-6
Online - English	121	It is a good spot for overpass for RT	3	0	332	I agree, it's the best place for RT and far enough away from the Henderson hwy pedestrian bridge to support more people from the east side. Follow this rail line right across the river to Higgins to eliminate the Narin overpass and Louis Bridge congestion.	1	0	49.903204	-97.101932	East Kildonan and Transcona	Figure B-6
Online - English	122	Existing overpass is not wide enough to accommodate RT	4	0					49.903314	-97.10044	East Kildonan and Transcona	Figure B-6
Online - English	123	This part of Narin avenue is busy and has too many traffic lights. Building RT here will also make difficult to turn left from/to Narin Ave.	5	0					49.902236	-97.090709	East Kildonan and Transcona	Figure B-6
Online - English	124	This option is better than Narin ave. as it will allow to build real Rapid transit - not just diamond lanes. (I mean here buses can go 80 kmh)	11	1					49.899901	-97.088681	East Kildonan and Transcona	Figure B-6
			7	0	191	l agree. The RT should follow along former rail lines or along exiting rail lines. There is room to build without interfering with existing traffic. When RT's are built, add a protected bike lane beside them. If you want people to start using green modes of	3	0				
Online - English	125	It is one of the busiest intersection in the city, building RT here will cause issues for all drivers and buses	7	0	192	transport, then the initial cost will go up, but it will save the taxpayers money due to less road repair, healthier lifestyle and no exhaust (clean environment). Avoidance of this corner (Narin and Lag, and possibly Narin in general) with its back-up during winter	3	0	49.898373	-97.069005	East Kildonan and Transcona	Figure B-7
			7	0 4	282	storms/Christmas rush to the mall would be essential - transit can't be rapid when you sit in traffic on the Narin overpass to see a lineup of cars as far as the eye can see. Admit it, you just want Smoke's after work. ;)	2	0				
Online - English	126	It is a better spot for RT station as it goes before the loop so those who live in Mission Gardens won't need to ride the whole loop	2	4	372	bahahaha Smokes after work!!! That's too funny. I guess putting in a subway system is way beyond the vision for the city? Can you imagine the first city in North America, besides NY to have a full system from one end to the other. Now that's looking into the future!		0	49.89527	-97.031593	East Kildonan and Transcona	Figure B-7
Online - English	149	The bus should have a dedicated roadway all the way to the station. Reintegrating with traffic here is nearsighted and a lazily cut corner. Traffic is already ratcheting up along this stretch and even begins to prove why LRT is what Winnipeg needs: You can't compromise LRTs right of way with bad planning like what is being proposed here.	7	0	371	Great point! Also add in a protected bike route alongside the rapid transit. Cyclists need to get off the sidewalks and the streets especially during rush hour traffic. I'm a cyclist and it's difficult to ride amongst the traffic.	0	0	49.900744	-97.033503	East Kildonan and Transcona	Figure B-7
		Remember to put some ambience and character in the station spaces. Water fountains, news radio speakers, trees w/bird feeders.										
Online - English	150	For winter time, put some heat lamps like they have in Chicago.	3	0					49.900346	-97.027685	East Kildonan and Transcona	Figure B-7
		People use these spaces, not robots. Don't forget to make similar improvements up and down the line. Not just at major stations.										

		COMMENT				DISCUSSION					LOCATION		
Туре	Number	Comment	Up Votes	Down Votes	Number	Reply	Up Votes	Down Votes	Latitude	Longitude	General Route	Reference Map	
		Upgrade the bus shelter here to have vastly improved capacity and heating. Also improve its ability to offer effective protection from wind.		votes				Votes					
Online - English	151	I have used this and other shelters in the area for 5 years. They are not optimized or in any way effective during our harsh winter days.	2	2					49.900836	-97.012571	East Kildonan and Transcona	Figure B-8	
		Please also install garbage cans, establish downwind designated smoking areas with clear and direct signage.											
		Upgrade the bus shelter here to have vastly improved capacity and heating. Also improve its ability to offer effective protection from wind.											
Online - English	152	I have used this and other shelters in the area for 5 years. They are not optimized or in any way effective during our harsh winter days.	2	2					49.900801	-97.007673	East Kildonan and Transcona	Figure B-8	
		Please also install garbage cans, establish downwind designated smoking areas with clear and direct signage.											
		Popular commuter stop.											
		Upgrade the bus shelter here to have vastly improved capacity and heating. Also improve its ability to offer effective protection from wind.	2										
Online - English	153	I have used this and other shelters in the area for 5 years. They are not optimized or in any way effective during our harsh winter days.		2	2					49.900751	-97.003193	East Kildonan and Transcona	Figure B-8
		Please also install garbage cans, establish downwind designated smoking areas with clear and direct signage.											
		This shelter & immediate area would also benefit from a fountain for ambience.											
		Popular commuter shelter.											
Online - English	154	Upgrade the bus shelter here to have vastly improved capacity and heating. Also improve its ability to offer effective protection from wind.	3	2					49.905421	-97.002179	East Kildonan and Transcona	Figure B-8	
Offiline - Eligilish	154	I have used this and other shelters in the area for 5 years. They are not optimized or in any way effective during our harsh winter days.								43.303421	-57.002175	East Nidonali did Haliscoria	rigure b-o
		Please also install garbage cans, establish downwind designated smoking areas with clear and direct signage.											
Online - English	155	You might want to consider installing a shelter at this stop as well.	3	2					49.905495	-96.997704	East Kildonan and Transcona	Figure B-8	
		Upgrade the bus shelter here to have vastly improved capacity and heating. Also improve its ability to offer effective protection from wind.											
Online - English	156	I have used this and other shelters in the area for 5 years. They are not optimized or in any way effective during our harsh winter days.	4	2					49.900821	-96.998687	East Kildonan and Transcona	Figure B-8	
		Please also install garbage cans, establish downwind designated smoking areas with clear and direct signage.											
		Upgrade the bus shelter here to have vastly improved capacity and heating. Also improve its ability to offer effective protection from wind.											
Online - English	157	I have used this and other shelters in the area for 5 years. They are not optimized or in any way effective during our harsh winter days.	5	2					49.895125	-97.002296	East Kildonan and Transcona	Figure B-8	
		Please also install garbage cans, establish downwind designated smoking areas with clear and direct signage.											
			6	2	178	I believe they will keep existing routes, however the part from Plesis won't be RT, but regular routes	0	0					
Online - English	158	All routes need to continue through Transcona along Regent and Kildare, the way existing ones do today. The existence of a rapid corridor and station shouldn't impose transfers on people at this Eastern-most boundary.	6	2	401	The whole point of Rapid Transit was to remove bus routes, reduce presence of buses and encourage people to get out of their cars and onto the buses through one faster route to the downtown. A rapid corridor itself is supposed to be a dedicated bus route, not using the current roads so that they're not slowed down by cars or vice versa.	0	0	49.897954	-97.024775	East Kildonan and Transcona	Figure B-7	
Online - English	160	BIG fan of the Southern leg here over the Northern one. Get things moving fast by avoiding compromises on right of way.	6	1	320	I can't believe the preferred proposal would be a diamond lane along Nairn when a much rapider option is available just 2 short blocks south. The city advertises RT as a trip at 80 km/hr, when in reality planning diamond lanes on congested streets with through a neighbourhood with many cross streets and stop lights.	1	0	49.900781	-97.092634	East Kildonan and Transcona	Figure B-6	
		(which is better done with LRT overall)				Leave a local bus on Nairn. But let RT be really RT, with other buses following the Transitway until they branch off to their routes in E Kildonan or Transcona.							
Online - English	169	Can we use Pandora as a RT route instead of Narin? It is closer to residential neighbourhoods and there are plenty space to build it - it will also may give a push to redevelop car dealership into a mixed use residential	1	1			_		49.893881	-97.041818	East Kildonan and Transcona	Figure B-7	
Online - English	179	This should be extended to go to the furthest eastern point. Please keep the yield from Reenders heading east onto Stapon Rd., but remove the cement that blocks the outside lane	1	1					49.894469	-97.02507	East Kildonan and Transcona	Figure B-7	
Online - English	188	Vehicles must merge unto the inside lane to continue east on Reenders. Traffic could flow steady with two lanes of traffic without the concrete barrier acting as a yield onto Stapon Rd. While I understand the desire to use Narin/Regent because of it being a major route, the road simply cannot handle any	5	0					49.901224	-97.062212	East Kildonan and Transcona	Figure B-7	
Online - English	212	more traffic or a loss of lanes. Any solution here would need to expand and redesign the roadway and remove some traffic lights.	4	0					49.903247	-97.098289	East Kildonan and Transcona	Figure B-6	

		COMMENT				DISCUSSION					LOCATION	
Туре	Number	Comment	Up Votes	Down	Number	Reply	Up Votes	Down	Latitude	Longitude	General Route	Reference Map
Online English	216	I think this is a good station location as aside from being accessible to Costco and regent casino, this area is getting	0	Votes				Votes	49.897724	-97.044294	East Kildonan and Transcona	Figure P. 7
Online - English Online - English	221	populated that demands bus accessibility. This would be a great location for the transit garage. Clean up the mess	1	0					49.896241	-97.044294	East Kildonan and Transcona	Figure B-7 Figure B-6
Online - English		Another prime location for TOD. get rid of some of the current shops and build something interesting	5	1					49.894071	-97.059993	East Kildonan and Transcona	Figure B-7
Online - English	223	Why a stop here????	2	1	370	Looks like space is a concern but Costco access that doesn't necessitate a car and the surrounding area is being built up with homes right now.	0	0	49.896348	-97.048958	East Kildonan and Transcona	Figure B-7
Online - English	224	This location make sense. Agree the stations all need to have amenities	2	0					49.900478	-97.027243	East Kildonan and Transcona	Figure B-7
Online - English Online - English	225 231	Another area prime for TOD One way pair Gateway and Raleigh and put transit corridor down the middle.	0	0					49.898836 49.913889	-97.095065 -97.090983	East Kildonan and Transcona East Kildonan and Transcona	Figure B-6 Figure B-5
			3	0	377	good idea. With some thought it can also be a stop over area with the businesses at that area being able to provide a hot beverage during the winter as a stop over	0	0				<u> </u>
Online - English	242	Very necessary. Transcona has been nearly inaccessible by transit for too long.	3	0	378	meaning, these end points could be tied into social aspects of the community as well a break for a coffee during the commute eg Plessis and Regent or other close area.	0	0	49.895411	-97.025462	East Kildonan and Transcona	Figure B-7
			3	0	402	The only concern with these stops chosen is. how large are they going to be and how much will they impact businesses and homes? Will these require people to be forced out and is this the best option to limit the way it affects the people in the area.	0	0				
Online - English	243	Median BRT looks great. But don't make them have to stop at red lights or it will kill the whole thing.	0	0					49.895403	-97.043069	East Kildonan and Transcona	Figure B-7
Online - English	245	Rather than proposed diversion on Rougeau and Regent, why not use this space to connect the proposed Crossroads Station corridor and the one parallel to CMR?	2	0					49.894843	-97.05507	East Kildonan and Transcona	Figure B-7
Online - English	248	If you can land a bridge from Higgins/Point Douglas to somewhere here, then it could be a good conection point for developing future RTs around the railway line towards North East and on Gateway Rd./Raleigh St. as well. This can also connect to the Nairn Flyover at east end.	4	0					49.903384	-97.10309	East Kildonan and Transcona	Figure B-6
Online - English	273	It's too far down on Nairn. It should be more rural because as it is we still have to get to Nairn to take it. From Munroe more people will have access to it.	0	0					49.908703	-97.070849	East Kildonan and Transcona	Figure B-5
Online - English	281	Rapid transit MUST tie into existing 46-48 routes (or equivalent) otherwise my 75 minute transfer will have expired by the time bus #3 comes at the kp mall area, thus rendering rapid transit useless as I would not be able to catch bus #3 to Transcona proper/Canterbury park	2	0					49.895298	-96.965675	East Kildonan and Transcona	Figure B-8
Online - English	285	It appears that all properties along the south side of Nairn are set back, except for the Petro Canada at Panet - perhaps required for future road widening? It could be an opportunity to add a lane of traffic and have BRT along the middle.	1	0					49.901317	-97.085377	East Kildonan and Transcona	Figure B-6
Online - English	286	This would service some commercial and a large industrial employer. Other industrial land values would rise, attracting potential newer mixed-use development, but not likely in the short term. All these buildings look fairly new. the transit would be fast, but it wouldn't service the area very well.	0	0					49.898781	-97.083167	East Kildonan and Transcona	Figure B-6
Online - English	288	Could use add express bus routes that pass at Johnson Avenue and or at Harbison street.	0	0					49.919185	-97.111824	East Kildonan and Transcona	Figure B-5
Online - English	311	I feel a stop here would be beneficial to all casino goers. Not many others.	1	1	394	Makes sense but there are also all of the concerts here now as well so that would benefit those people as well	0	0	49.895775	-97.048717	East Kildonan and Transcona	Figure B-7
Online - English	312	I feel this is far enough east, close enough to walking/cycling paths. Within Park City Commons being built with multiple residential and commercial outlets this could be a great meeting place.	2	1					49.900464	-97.027602	East Kildonan and Transcona	Figure B-7
Online - English		Makes sense to put a stop here. With the possibility of Cheif peguis trail being extended east to plessis .	1	0					49.900136	-97.027109	East Kildonan and Transcona	Figure B-7
Online - English Online - English	316	Good route option. With a stop near superstore. Though the southern route is much preferable as it would be considerably more rapid, there is the problem of connectivity to Kildonan Place, the major destination along the corridor. Is there property that could be expropriated to provide a connection from the south option to KP more directly than Rougeau? Could a heated walkway (and overpass over Regent) be build between the south option and the mall, perhaps including a moving sidewalk?	2	0					49.895491 49.894137	-97.064574 -97.062471	East Kildonan and Transcona East Kildonan and Transcona	Figure B-7 Figure B-7
Online - English	325	At this point, the route would take even more people closer to the city's largest industrial area with the highest number of high hazard industry. Concerning after the Speedway Int. fire of 2012. Are there any plans for de-intensification of industry?	0	0					49.89715	-97.098799	East Kildonan and Transcona	Figure B-6
Online - English	338	Currently the 46 (when it shows up) & 47 are direct (no-transfer) routes to work downtown from here, with the 48 being a good return option (stops a block west). The Eastern Rapid Transit project will change this to requiring riding 3 separate busses (2 transfers) each way (one to get to Rapid Transit, one to get from it to the destination). This will end up increasing the total commute time, and will be significantly less convenient than the current service.	0	0					49.90078	-97.007469	East Kildonan and Transcona	Figure B-8
Online - English	348	one of these roads should become a brt passage	1	0					49.907122	-97.099003	East Kildonan and Transcona	Figure B-5
Online - English	354	Whichever route gets picked here it has to be dedicated lanes for the bus for the whole length. Just adding queue jump lanes, as was suggested at the open house, will not improve much. Buses just end up stuck in traffic waiting to get up to the queue jump lane and then have to wait again to get back out of it. It only works if you assume traffic will always be free flowing, in which case rapid transit is not really needed.	0	0					49.902492	-97.092597	East Kildonan and Transcona	Figure B-6
		If this can be done on Nairn then use that. Otherwise go with Thomas.										
Online - English	355	If the Thomas alignment gets used then work has to be done to make sure that it's integrated with Nairn otherwise it will be invisible to anybody in the neighbourhood. Also need to do something so people don't feel like they have to walk through an industrial park to get to the station.	5	0			_		49.899203	-97.08469	East Kildonan and Transcona	Figure B-6
Online - English	365	this street is already way too congested	0	0					49.90272	-97.093638	East Kildonan and Transcona	Figure B-6
Online - English	390	A possible problem here. This is a very busy stretch due to traffic from Home Depot, Superstore and Walmart. Why not develop the RT along the railway line, behind the Crossroads station commercial area? An alternative could be to pass the RT traffic from under the existing flyover, if the space and railway authorities permit.	0	0					49.895716	-97.065722	East Kildonan and Transcona	Figure B-7
Online - English	393	Like having the stop by the mall but it should be accessible to both route options. It would be a far walk to the mall and other bus connections from the other options listedhere	0	0	418	I think it's important to have a stop or station near the mall here. This would rule out the southern option using Rougeau Ave.	0	0	49.897005	-97.061221	East Kildonan and Transcona	Figure B-7

		COMMENT				DISCUSSION				LOCATION	
Туре	Number	Comment	Up Votes	Down	Number		Up Votes	Down	Latitude Long		Reference Map
Турс	reamber	Worst idea ever. Keep off main streets. It's the best route if there was room.	op votes	Votes	reamber		op votes	Votes	Editedde Eolig	General Noute	Reference map
		Let's now take a lane away from all the streets and make traffic even worse.									
Online - English	397	It needs to have its own road	0	0					49.897876 -97.0	8699 East Kildonan and Transcona	Figure B-7
		But again. Using buses is a 50 year old idea. And in 20 years we will still complain why we didn't do a rail system.									
Online - English	398	Just so one is clear, when you put a stop in this location the stores will be forced out? Hence the large space dedicated for the stop. Like what's happened with the other routes? IS this necessarily the best option?	0	0					49.896148 -97.0	9274 East Kildonan and Transcona	Figure B-7
Online - English	399	Why not just use this length vs Transcona Blvd and link up with Plessis Rd, move the station to the corner of Plessis and Transcona. I thought the whole point of this was to have a dedicated Transit pathway and reduce the bus presence on	0	0					49.902378 -97.0	7377 East Kildonan and Transcona	Figure B-7
Grinne English	333	the current roads?	Ü	ŭ					13.502370 3710	Zast Machan and Wallscolla	rigare 5 7
		The stop should be moved here from across the street, there's less impact on the company across the street, there's a									
Online - English	400	bus stop already present here so people who ride the bus wouldn't have much changed for location and it would work	0	0					49.901217 -97.0	5971 East Kildonan and Transcona	Figure B-7
		with moving the route along the track instead of Regent Blvd allowing traffic less buses slowing them down.									
		The system needs to extend into downtown Transcona. There is a unique historical CBD that needs to be connected to									
Online - English	403	bring people in. With lots of new development happening in Old Transcona not extending RT is a mistake it would be	0	0					49.894769 -97.0	4019 East Kildonan and Transcona	Figure B-7
		like if the planners of the aqua duct stopped it at Anola because they didn't foresee that Winnipeg would expand.									
Online English	404	A great place for a compact ill be right there station to service all of downtown transcona and the residential	0	0					40 904077 07 0	2025 Fact Kildonan and Transcona	Figuro P 9
Online - English		developments and redevelopment here.		0					49.894977 -97.0		Figure B-8
Online - English Online - English	405 406	The perfect place for RT station. It must come to downtown Transcona. Day stree is double wide and would be a good route to extend RT into the downtown of transcona.	0	0					49.894977 -97.0 49.896369 -97.0		Figure B-8 Figure B-8
Online - English	413	This is a calm area and it would be easy to make a bike path here.	0	0					49.898726 -97.0		Figure B-6
Online - English	415	why not carry it through along the tracks behind home depot and connect at Archibald instead of going down Regent	0	0					49.893611 -97.0		Figure B-7
Crimic English	.10	and Nairn which is already crazy busy.	-						13.033011 37.0	2 East Machan and Weinstein	rigare 5 /
Online - English	419	I like the idea of using Thomas Ave as it would likely be easier to build and quicker to travel on. I think Panet would be a good transition up to Regent though so that KP mall is included in the route.	0	0					49.897807 -97.0	3124 East Kildonan and Transcona	Figure B-6
Online - English	422	Southern route here is close enough to "action" to be suitable (in contrast to the dogleg section of the southern BRT	0	0					49.900364 -97.0	1514 East Kildonan and Transcona	Figure B-6
Offilitie - Efiglish	422	line) and presumably would be more cost-effective and less disruptive.	U	U					49.900364 -97.0	Edst Kildorian and Transcond	Figure B-0
Open House	444	Great opportunity for a transit hub, with another Corridor running East-West to connect with Main Corridor on west side of Red River.							49.903287 -97.1	0762 East Kildonan and Transcona	Figure B-6
Open House	445	Can it connect through concrete plant to avoid the 90 degree turns.							49.902229 -97.0	6696 East Kildonan and Transcona	Figure B-6
Open House	453	Nairn is not feasible to be a BRT route. "Too busy" all the time.							49.9012 -97.0	5731 East Kildonan and Transcona	Figure B-6
Open House	454	Thomas Route preferred. Nairn too busy already.							49.89932 -97.0	5903 East Kildonan and Transcona	Figure B-6
Open House	455	Concerned with traffic on Nairn - potential to move vehicles on Thomas Ave. Is there enough room in the r-o-w for traffic on Nairn?							49.900578 -97.0	1997 East Kildonan and Transcona	Figure B-6
Open House	456	Routing rapid transit down Thomas takes service away from the activity corridor on Regent.							49.897924 -97.0	8414 East Kildonan and Transcona	Figure B-6
		Although I am concerned about the density of traffic on Nairn, my hope is that the predictable and fast transit offered									
Open House	457	will get people out of their cars and onto the buses, therefor reducing the potential congestion.							49.89885 -97.0	2599 East Kildonan and Transcona	Figure B-6
Open House	458	Thomas Ave preference to be confirmed.							49.89621 -97.0	8436 East Kildonan and Transcona	Figure B-7
Open House	459	Nairn is too narrow to handle the number of lanes needed, but Thomas offers no opportunity for increased ridership.							49.896583 -97.0		Figure B-7
Open House	460	Can it connect through this area to avoid 90 degree turns.							49.894717 -97.0		Figure B-7
Open House	461	There is a potential AT connection from Rougeau to Pandora if you can get some property from Frontier Toyota.							49.893992 -97.0	East Kildonan and Transcona	Figure B-7
Open House	462	The CEMR trade takes service away from the activity on Regent West.							49.900474 -97.0	East Kildonan and Transcona	Figure B-7
Open House	463	Regent serves as a busy Corridor- will increase efficiency for people already using transit and may encourage people to							49.895215 -97.0	2591 East Kildonan and Transcona	Figure B-7
Open nouse	403	choose transit over driving, increasing public buy-in. Maybe add a station in the middle.							49.893213	Last Kildorian and Transcona	rigule b-7
Open House	464	Great possibility for a terminus station with local transit routes and possible commuter rail east of Winnipeg or even							49.897482 -97.0	5392 East Kildonan and Transcona	Figure B-7
		extending RT to east Perimeter later.									
Open House	465	BRT should have the opportunity to be easily extended to handle future ridership increases.							49.903867 -97.0		Figure B-8
Open House	477	Road + for future BRT can be re-directed under the existing Nairn Ave. Overpass to avoid an at-grade signal							49.903287 -97.1	3595 East Kildonan and Transcona	Figure B-6
Open House	479	Thomas over Nairn because less traffic, less turning movements into businesses, not as busy street + redevelopment							49.900536 -97.0	2168 East Kildonan and Transcona	Figure B-6
	-	opportunities too. Prefer this route to Nairn Avenue. Only I work south of Nairn so easily accessed by residents north of Nairn. Less Noise									
Open House	480	in Elmwood neighbourhood. Avoid traffic congestion (currently even with diamond lanes on Nairn the traffic can still be							49.900177 -97.0	0237 East Kildonan and Transcona	Figure B-6
		slow).									_
0.000	401	For south Provencher and Nairn routes, having both directions of transit on the same side of street could lessen delays							40.001075	ACCO.	Fi B C
Open House	481	from cars making left or right turns, rather than using a median lane or a lane on both north/south side.							49.901075 -97.0	4669 East Kildonan and Transcona	Figure B-6
Open House	482	Section 8 - Prefer Thomas, Forks, Provencher-Cathedral- "heart of downtown", St. B Hospital, Shaw Park, The Forks.							49.897136 -97.0	7792 East Kildonan and Transcona	Figure B-6
·											
Open House	483	Transcona Trail extension will connect to here in 2019. The route on Regent vs. Thomas would depend on the congestion. A separate, dedicated lane on Regent is nice or use							49.89527 -97.0		Figure B-6
Open House	484	Thomas with connection points along Regent for shop/retail access.							49.897357 -97.0	4702 East Kildonan and Transcona	Figure B-6
Open House	485	Panet Road - Bridges level station developed at this location as a good feeder route connection for the east Kildonan							49.898809 -97.0	2406 East Kildonan and Transcona	Figure B-6
Орен поизе	703	residential area.							.5.05005	East Middlan and Transcond	rigare b-0
Open House	486	Building overpass type Bridges over Regent for pedestrians at different locations will improve overall safety and reduce traffic congestion.							49.897164 -97.0	2922 East Kildonan and Transcona	Figure B-7
Onen Herre	487	Thomas Ave. faster + should connect directly to KP bus stop. Bike lane should lie alongside Thomas for a direct							40.904939 07.0	1927 East Vildenan and Transact	Figure P. 7
Open House	487	connection to St. B. + Downtown.							49.894828 -97.0	1827 East Kildonan and Transcona	Figure B-7

	COMMENT			DISCUSSION				LOCATION				
Туре	Number	Comment	Up Votes	Down Votes	Number	Reply	Up Votes Down Votes	Latitude	Longitude	General Route	Reference Map	
Open House	488	Instead of connecting the Thomas route using Regent it will be beneficial to find a connecting route near the pin 91, close to the credit union bank- connecting Rougeau may add to the environmental noise in residences at Rougeau Ave.						49.895671	-97.059767	East Kildonan and Transcona	Figure B-7	
Open House	489	Overpass out the intersection with Regent.						49.896155	-97.057772	East Kildonan and Transcona	Figure B-7	
Open House	490	I still would like to keep the local bus service on Rougeau towards KP, specifically Route #42 which brings me to downtown nicely every morning.						49.89375	-97.058179	East Kildonan and Transcona	Figure B-7	
Open House	491	There should be different colors of lanes for bikes and buses.						49.895464	-97.05303	East Kildonan and Transcona	Figure B-7	
Open House	492	Transcona loop will take some pressure off of Plessis and Regent. CMR route will connect to development.						49.898781	-97.040477	East Kildonan and Transcona	Figure B-7	
Open House	493	Route extending along Transcona Blvd to Peguis Street would extend route and promote better stop spacing.						49.899044	-97.039618	East Kildonan and Transcona	Figure B-7	
Open House	494	Having a transit route at Transcona Boulevard and Plessis Rd would be good for the bus users and community members of Transcona in general. It will better access to the new library that is being built now and the community centres that are planned for that area. It will feel welcoming to transfer there.						49.900453	-97.02786	East Kildonan and Transcona	Figure B-7	
Open House	495	The terminals at Plessis/Transcona Way is a great idea. An integrated station would be well used. Better feeder routes north of the terminals would help service the new area.						49.900398	-97.027774	East Kildonan and Transcona	Figure B-7	
Open House	496	No station at Plessis and Kildare because of noise, attract homeless people, too close to library.						49.900592	-97.026143	East Kildonan and Transcona	Figure B-7	
Open House	497	Hard to make a choice without relative estimates of time taken on each route and alternative.						49.90044	-97.026379	East Kildonan and Transcona	Figure B-7	
Open House	498	Consider that development planned but not yet built along Transcona Blvd will increase business and recreation (e.g., Library, YM-YW) facilities that are destination points. This is in addition to all the residential building.						49.901476	-97.02713	East Kildonan and Transcona	Figure B-7	
Open House	532	This is a good spot for a station! I live nearby.						49.903107	-97.095709	East Kildonan and Transcona	Figure B-6	
Open House	533	Our business uses Grey to get out of our yard. With 80 + trucks per hour, how will this intersection be handled for safety and efficiency? There is a second heavy trucking business here that will also impact traffic flow.						49.902126	-97.096159	East Kildonan and Transcona	Figure B-6	
Open House	534	Thomas is an excellent cycle route but too far from residential for bus.						49.898366	-97.08056	East Kildonan and Transcona	Figure B-6	
Open House	535	Thomas Ave probably better route as the City owns land on south side of road.						49.897758	-97.077792	East Kildonan and Transcona	Figure B-6	
Open House	536	Not in favour of Thomas Ave, just due to the fact that it really is not close to residential areas unless you are dealing with the business area.						49.897744	-97.076971	East Kildonan and Transcona	Figure B-6	
Open House	537	Should look at fewer rapid transit stations and not worry about location. Change local transit routes to shorter runs that link to rapid transit stations (addresses concern about walking distance).						49.89648	-97.069852	East Kildonan and Transcona	Figure B-7	
Open House	538	A good hub area to bring in people to this central area from the outside eastern areas of Transcona.						49.895173	-97.02551	East Kildonan and Transcona	Figure B-7	
Open House	541	Utilize the CMR new area and leave Regent as is for Rapid Transit and loop around Plessis and go back Downtown.						49.898629	-97.041292	East Kildonan and Transcona	Figure B-7	
Open House	614	Avoid Foster and Thomas. This is low density industrial land. Should go through high density residential on Nairn and Archibald or Point Douglas.						49.901283	-97.096589	East Kildonan and Transcona	Figure B-6	
Open House	615	Would love to be able to quickly get to mall to run errands without having to drive!						49.896805	-97.061033	East Kildonan and Transcona	Figure B-7	
Open House	667	The new Transcona YM-YWCA near Plessis St would be built near the Transcona Library at/Transcona Blvd at a year to be determined. Health and fitness (volunteer enhancement).						49.900357	-97.028761	East Kildonan and Transcona	Figure B-7	
Online - French	675	Nettoyons ce désastre while we're at it!	0	0				49.896791	-97.077502	East Kildonan and Transcona	Figure B-6	
Online - French	676	Peavey Mart c'est pretty much mon magasin préféré. Merci d'avoir pensé de mettre un arrêt ici :)	0	0				49.897758	-97.074627	East Kildonan and Transcona	Figure B-6	

Appendix B

