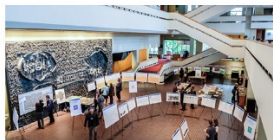


CITY OF WINNIPEG

EASTERN CORRIDOR STUDY

PUBLIC ENGAGEMENT SUMMARY

JUNE – JULY 2018





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CITY OF WINNIPEG

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

WSP
111-93 LOMBARD AVENUE
WINNIPEG, MB, CANADA R3B 3B1

TEL.: +1 204 943-3178
FAX: +1 204 943-4948
WSP.COM

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A-1 Presentation Boards

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1 INTRODUCTION

1.1 PUBLIC ENGAGEMENT JUNE – JULY 2018

This report summarizes the engagement opportunities, input received and key findings from the June – July 2018 public engagement for the Eastern Corridor Study. A total of 2061 people participated in this stage of public engagement: 196 attended open houses.

1.2 PUBLIC ENGAGEMENT GOALS AND OBJECTIVES

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

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

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

- Share potential route options and preliminary station area locations and collect feedback on each;
 - Share information about the rationale, goals and possibilities of the study;
 - Share the results of the Level 1 Screening Evaluation (Criteria) and indicate how public input was used in the decision-making process;
 - Collect input on the public engagement process and what could be changed or improved going forward; and,
 - Develop a shared understanding of study complexities and the decision-making process.
-

1.3 ROUTE OPTIONS

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

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

The route options were grouped into four segments:

- | | |
|-----------------------------|-------------------------------|
| — Downtown | — Scenario B (Point Douglas) |
| — Scenario A (St. Boniface) | — East Kildonan and Transcona |

Figure 1 shows the route options presented online and in-person.

POTENTIAL ROUTE OPTIONS

LEGEND

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

POSSIBLE STATION LOCATION AREA

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

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

CRITERIA

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

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

3 DONALD/SMITH STREET & PRINCESS/KING STREET

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



4 MAIN STREET

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



5 HIGGINS AVENUE

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



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

7 NAIRN AVENUE

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



9 CENTRAL MANITOBA RAILWAY

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



11 TRANSCONA BOULEVARD - PLESSIS ROAD

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



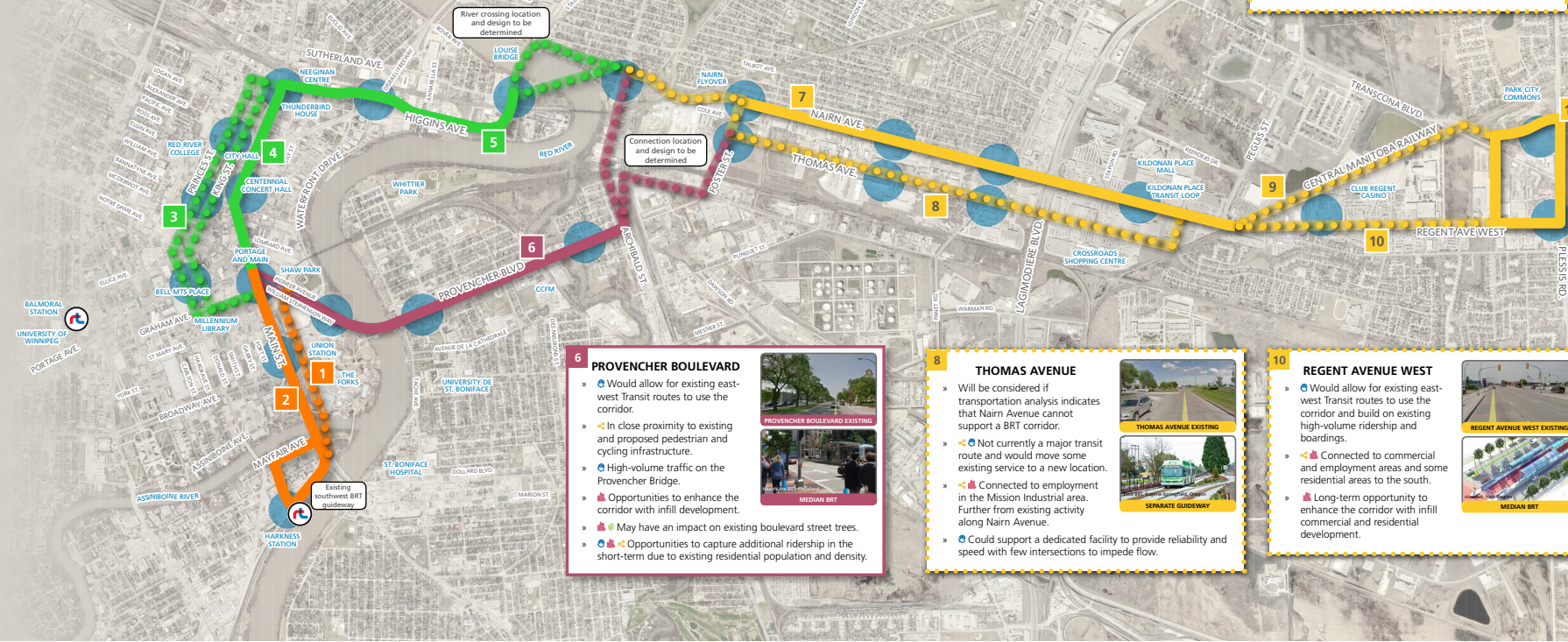
2 MAIN STREET

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



1 ELEVATED STRUCTURE

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



6 PROVENCHER BOULEVARD

- Would allow for existing east-west Transit routes to use the corridor.
- In close proximity to existing and proposed pedestrian and cycling infrastructure.
- High-volume traffic on the Provencher Bridge.
- Opportunities to enhance the corridor with infill development.
- May have an impact on existing boulevard street trees.
- Opportunities to capture additional ridership in the short-term due to existing residential population and density.



8 THOMAS AVENUE

- Will be considered if transportation analysis indicates that Nairn Avenue cannot support a BRT corridor.
- Not currently a major transit route and would move some existing service to a new location.
- Connected to employment in the Mission Industrial area. Further from existing activity along Nairn Avenue.
- Could support a dedicated facility to provide reliability and speed with few intersections to impede flow.



10 REGENT AVENUE WEST

- Would allow for existing east-west Transit routes to use the corridor and build on existing high-volume ridership and boardings.
- Connected to commercial and employment areas and some residential areas to the south.
- Long-term opportunity to enhance the corridor with infill commercial and residential development.



2 ENGAGEMENT OPPORTUNITIES

2.1 OPEN HOUSES

Four open houses were held from June 18 - 21, 2018. The public had an opportunity to learn about the study, provide input on potential route options, and share their ideas at these open houses. Presentation boards were set up around the outside of the room, with a central table showing the potential route scenarios. The public provided comments about the route scenarios directly on the map using numbered pins (Figure 2) and comment cards (Figure 3). Participants also provided feedback about the open house through an exit survey. The project team answered questions, and helped explain the route options and analysis process.

The presentation boards from the open house are included in **Appendix A-1** and the map input is summarized in Section 3.

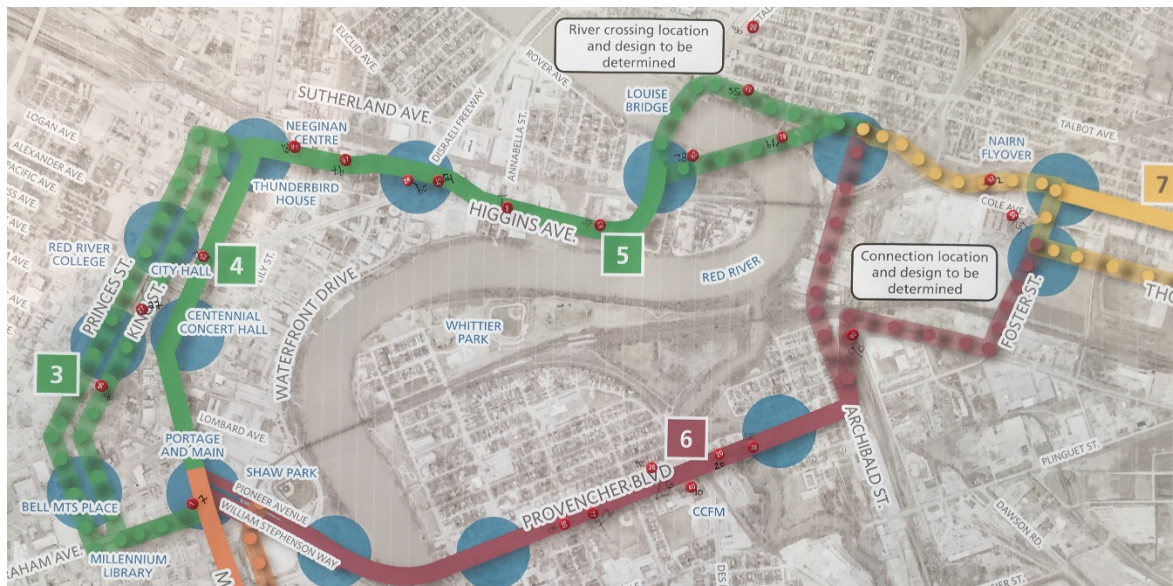


Figure 2: Example of an open house map with numbered pins


EASTERN CORRIDOR STUDY: ACTIVITY MAP	
COMMENT BELOW:	 PIN # _____
<hr/>	
<hr/>	
<hr/>	
<hr/>	

Figure 3: Example of an open house comment card

EVENTS AND ATTENDANCE

DATE	TIME	LOCATION	ATTENDANCE
Monday, June 18, 2018	2 p.m. – 4 p.m. 6 p.m. – 8 p.m.	Pantages Playhouse 180 Market Ave.	35
Tuesday, June 19, 2018	2 p.m. – 4 p.m. 6 p.m. – 8 p.m.	CanadInns Club Regent Casino Hotel 1415 Regent Ave. W.	41
Wednesday, June 20, 2018	2 p.m. – 4 p.m. 6 p.m. – 8 p.m.	Notre Dame Recreational Centre 271 Avenue de la Cathedrale (French language services provided)	93
Thursday, June 21, 2018	2 p.m. – 4 p.m. 6 p.m. – 8 p.m.	Mosaic Event Centre 1006 Nairn Ave.	27
		TOTAL	196

2.2 ONLINE MAPPING ACTIVITY

An online mapping activity was launched on June 5, 2018, and was available until July 13, 2018. The map was accessed from the 'Engage Online' tab on the study website, winnipeg.ca/easterncorridor. The activity was provided in both French and English.

The interactive map showed all the potential route options and possible station location areas. Users could click on each route for additional information about the routes, station area planning principles and station area design and location. The map input is summarized in Section 3.

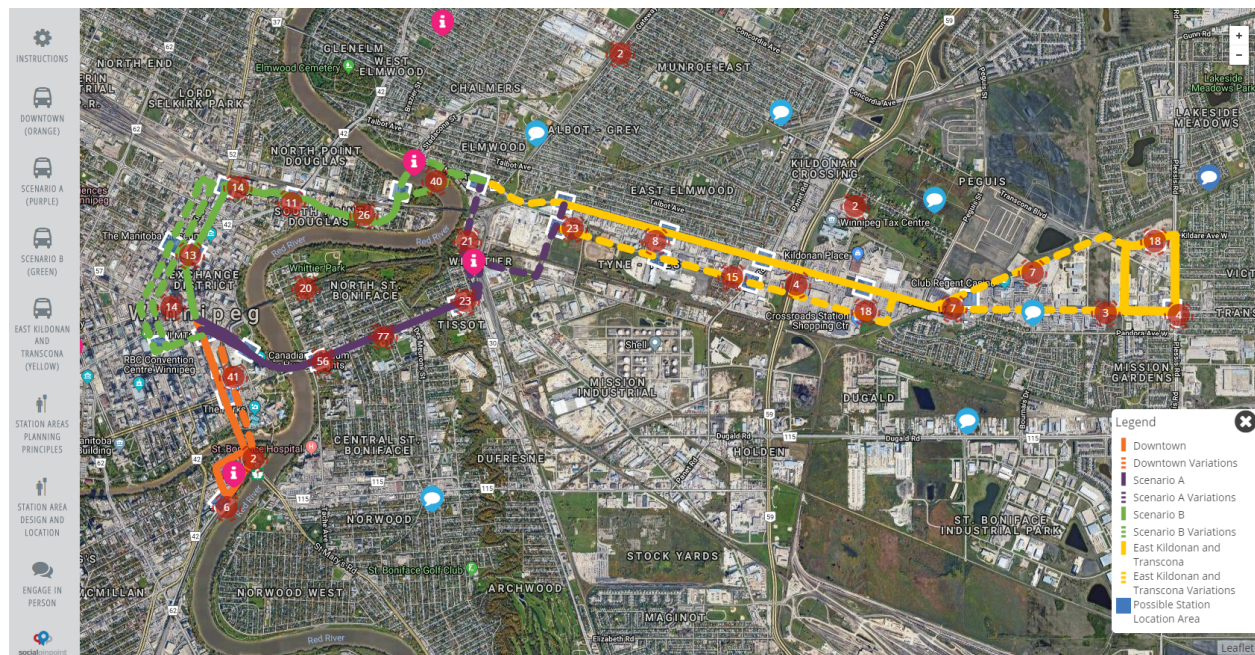


Figure 4: Online Mapping Activity

There were several ways to provide input on the map: select the route and join in on a route-specific discussion thread; drag a pin anywhere on the map, and leave a comment; reply to a comment on the map; Like or Dislike a comment.

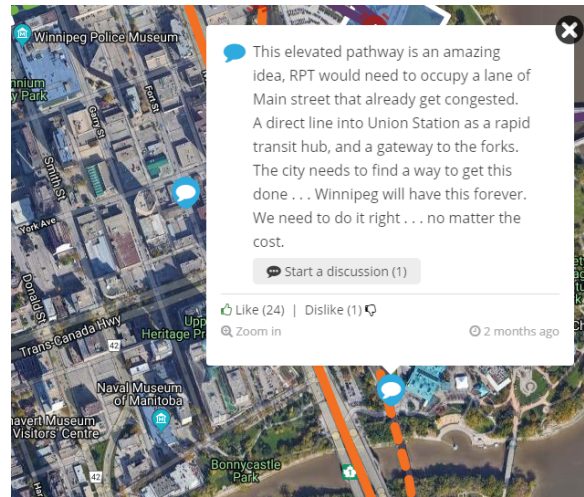


Figure 5: Example of a comment on the online map

One thousand eight hundred and thirty-nine (1839) unique users accessed the English online mapping activity and 124 users provided a total of 425 comments. Twenty-six unique users accessed the French online mapping activity and three users provided a total of six comments.

2.3 PROMOTION

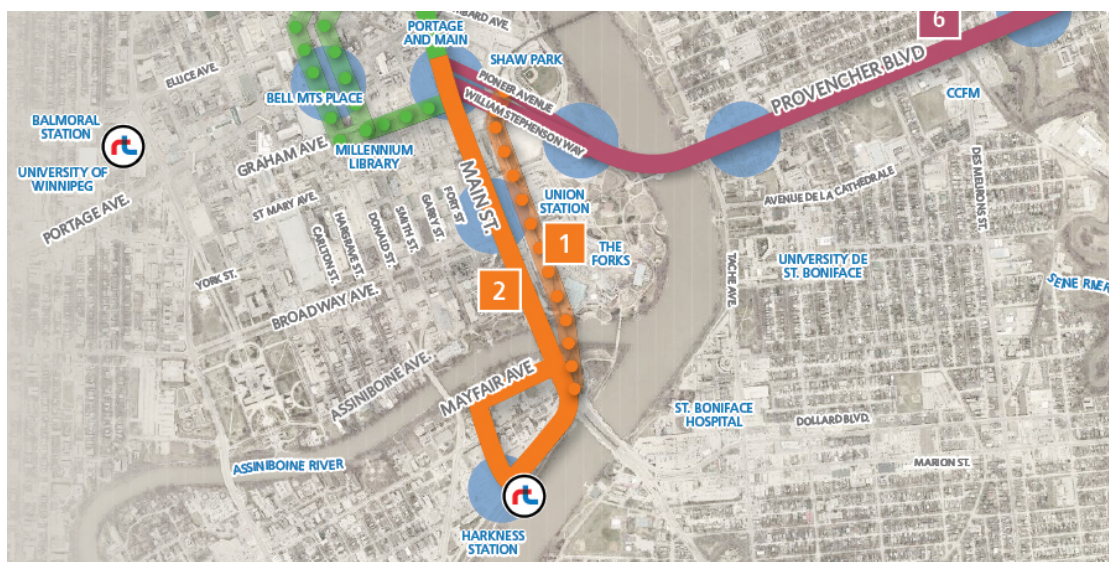
The open houses and online mapping activity were promoted in the following ways:

TOOL	DATE(S)	REACH
Email (French and English)	June 5, 2018	Sent to 525 stakeholders and past workshop attendees
Newspaper Advertisements	June 6, 2018 June 13, 2018	Winnipeg Free Press, Winnipeg Sun, La Liberté, and Canstar (The Herald, The Times, The Lance) (Appendix A-2)
News release	June 5, 2018	Distributed to all major news outlets.
Posters	Distributed and posted on June 6, 2018	200 English and 50 French, posted throughout the study area (List of locations in Appendix A-2)
Bilingual postcards	Distributed on June 6, 2018	Bilingual postcards distributed throughout the study area (List of locations in Appendix A-2)
Mobile sign	Installed from June 6 – 21, 2018	Located at 826 Regent Ave. W. (Appendix A-2)
Public Engagement E-newsletter	June 7, 2018 June 21, 2018 July 5, 2018	5540 recipients, 2225 opens, 3 unique study website link clicks 5555 recipients, 2320 opens, 1 unique study website link click 5561 recipients, 2485 opens, 64 unique study website link clicks
Project website	Updated on June 5, 2018	winnipeg.ca/easterncorridor
Social media	June 5, 2018 through July 6, 2018	City of Winnipeg Twitter (approximately 88,000 followers) City of Winnipeg Facebook (approximately 20,000 followers)

3 WHAT WE HEARD

The following section outlines the key themes gathered from public input (both in-person and online) for each potential route option. All comments and online comment threads were reviewed, coded for similar ideas and themes, and then summarized below. The up-vote and down-vote responses on the online mapping activity were also used to determine which comments were of higher interest to participants online, which helped further establish the key themes. This input will be used as part of the next stage of technical analysis, and the related evaluation criteria category is noted for each key theme. The comments below are not verbatim. A record of all input is included in **Appendix B**.

3.1 DOWNTOWN



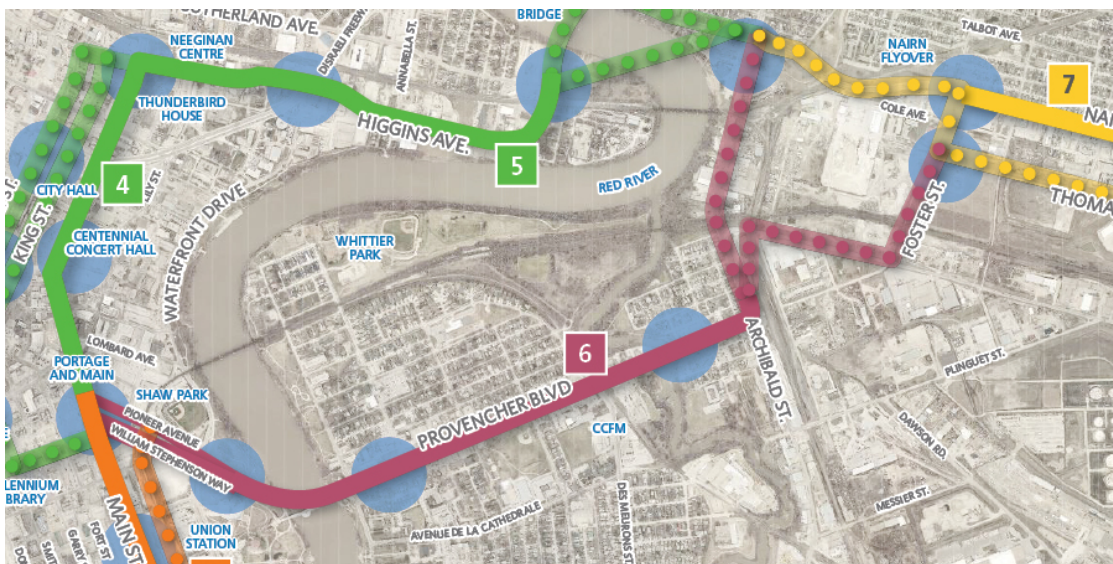
1 Elevated Structure (Elevated Guideway)

Key Theme	Related Criteria Category
Desire for a dedicated grade-separated facility that would provide a direct and fast connection from Harkness Station to Union Station.	Performance, Connectivity
Union Station should be used as a transit hub for all future corridors to connect to. This could be considered the showcase station for the Bus Rapid Transit (BRT) network.	Connectivity
Cost of a separate structure and upgrades to Union Station would be high. Many participants expressed that the benefits would outweigh the costs for this part of the corridor.	Cost
Using Union Station could provide an opportunity to make the historic building more active and bring more people to the building by providing a connection to transit and The Forks.	City Building
May not contribute to the enhancement of street-level activity on Main Street.	City Building

2 Main Street (Dedicated Curb Lane)

Key Theme	Related Criteria Category
Opportunity to enhance street-level activity and provide a visual incentive to encourage more people to use transit.	City Building
Concerns about additional traffic congestion if a vehicle lane is removed for a dedicated BRT lane.	Performance
Concerns about service speeds and reliability of an on-street facility.	Performance
Could allow for a frequent service route on Main Street to serve downtown.	Performance, Connectivity
Main Street/Broadway intersection is very busy and traffic could be impacted with the removal of right turns on Broadway from southbound Main Street.	Performance
Possibility to use the north parking lot adjacent to the Union Station as a street-level station that connects to the building.	City Building, Connectivity

3.2 SCENARIO A



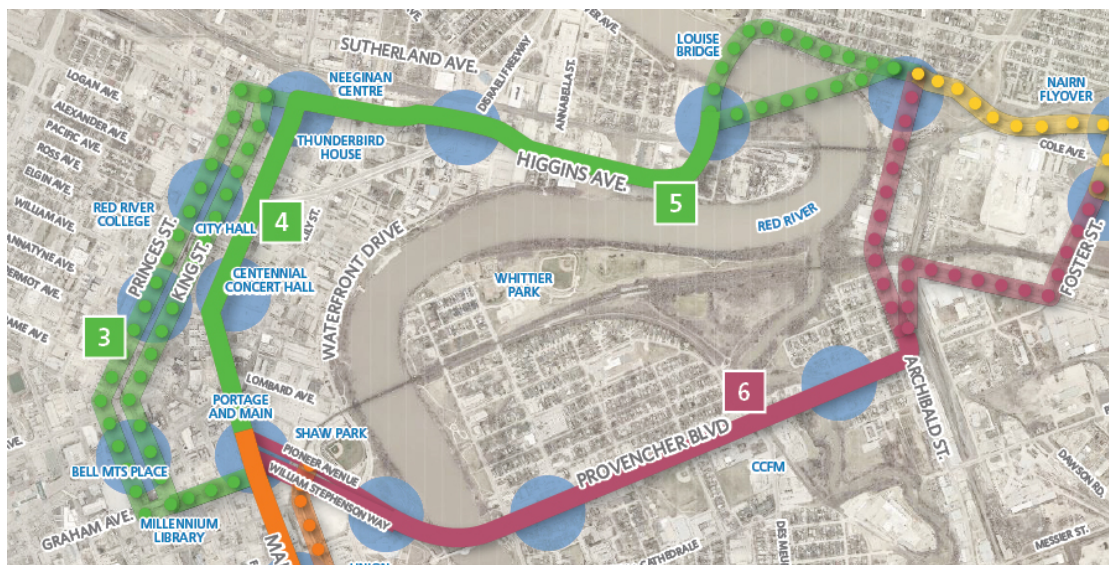
6 Provencher Boulevard

Key Theme	Related Criteria Category
Concerns about the loss of safe pedestrian crossing locations to accommodate BRT speed and traffic flow. In particular, participants expressed serious concerns about safety for students crossing Provencher Boulevard to go to school.	Connectivity

Concerns about the impact of median BRT on the existing boulevard, including loss of historic boulevard, street trees, statues, plaques and other design elements. Participants expressed that the boulevard is a defining element of the neighbourhood and changes to the look and feel to the street would significantly impact the character and identity of the area.	City Building
Opportunities to build on development momentum in the area and help enhance the boulevard with additional street-level activity, visitors and residential populations.	City Building
Participants noted that the Whittier Park highline option has been discussed for several decades, and was only recently removed as a route option during the fatal flaws analysis. Participants suggested a dedicated grade-separated facility that would provide a direct and fast connection through St. Boniface. Some felt it could still run to the north side of the High Line.	Performance
Concerns about traffic volumes if lanes are removed to accommodate BRT service.	Performance
Existing intersections are very busy and traffic could be impacted if vehicle left-turns are reduced due to median BRT. Reducing left-turns would also pose challenges for residents accessing their neighbourhoods by vehicle.	Performance, Connectivity
Ongoing desire to remove heavy truck traffic from Provencher Boulevard. If BRT is implemented could the truck route be removed?	Performance
Concerns that median BRT would divide the neighbourhood and have an impact on pedestrian connectivity between north and south St. Boniface.	City Building, Connectivity
Some participants noted that improved transit service could possibly enhance tourism in the area and provide better city-wide connections to and from other areas of the city.	City Building, Connectivity
Multiple signalized intersections and rail crossings could be a potential barrier to providing rapid service.	Performance, Connectivity
Concerns about BRT vehicle speeds and buses going at high speeds through the neighbourhood.	Performance, City Building
Area is currently well-served by Transit and may not benefit from BRT. Downtown is relatively accessible for pedestrians and cyclists, and BRT may only be for riders passing through the neighbourhood and not stopping in St. Boniface.	Connectivity, City Building, Social Equity
Suggestion of a frequent service route on Provencher Boulevard rather than a BRT corridor.	Performance
Concerns about increased demand for parking and increased traffic in the neighbourhood if there is further development along Provencher Boulevard. Concerns with parking on nearby residential streets being used for commuters.	Performance, Connectivity
Too many costly river and rail grade separations will be required.	Cost

Existing Provencher Bridge would not be able to accommodate dedicated BRT and would be delayed if mixed in traffic.	Performance
Suggestion of removing vehicle traffic completely from Provencher Boulevard and using the street for pedestrians, cyclists and BRT only.	Performance, Connectivity
Suggestion that median BRT does not conform to the Provencher Boulevard Planned Development Overlay by-law.	City Building
Concern about only two station locations at the east and west ends of Provencher Boulevard. Participants suggested an additional central station closer to St. Jean Baptiste Street, connecting to Centre Culturel Franco-Manitobain.	Connectivity, City Building
Extend route through the former grain elevator site at Archibald Street. This area has the opportunity to be a station area and Transit Oriented Development (TOD) site.	City Building, Connectivity

3.3 SCENARIO B



3 Donald Street/Smith Street & Princess Street/King Street (Dedicated Curb Lane)

Key Theme	Related Criteria Category
Route may be too far away from existing service and activities on Main Street.	Connectivity
Some participants suggested that there is less vehicle traffic on these streets, and may be able to better accommodate dedicated BRT lanes. Other participants expressed concerns about the additional traffic congestion if a vehicle lane is removed for a dedicated BRT lane.	Performance

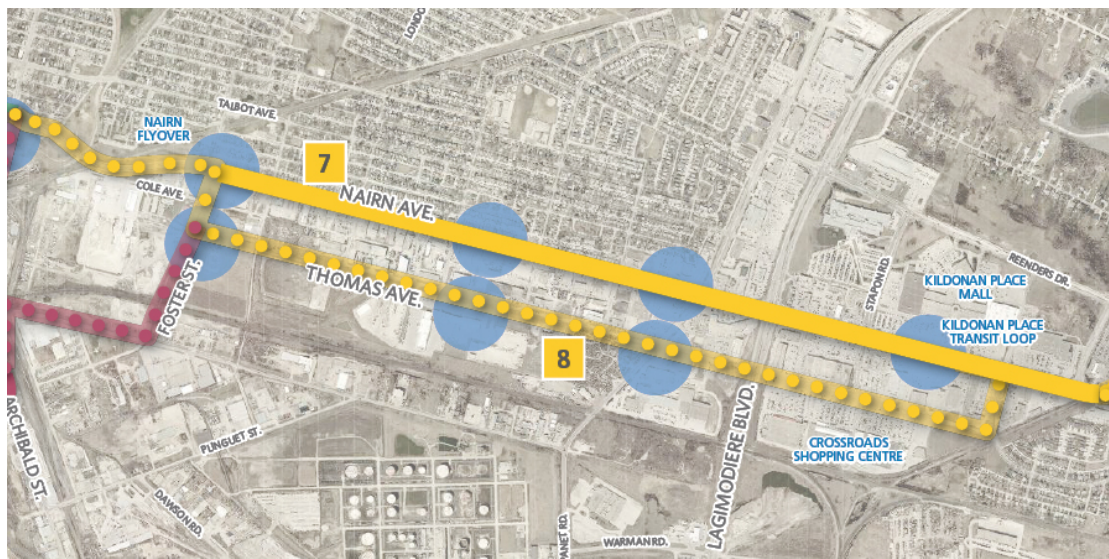
Concerns about delays caused by buses turning on to Donald Street and Smith Street from Graham Avenue.	Performance
Concern that the intersection of Graham Avenue with Donald Street and Smith Street would present a challenge if the corridor was one day converted to light rail.	Performance
BRT would provide direct connection to the Exchange District and Red River College.	Connectivity, City Building
Concerns about impact to neighbourhood character, as well as noise and traffic impacts during summer festivals in the Exchange District.	City Building
Opportunities to build on development momentum in the area and help enhance the Exchange District with additional street-level activity.	City Building

4 Main Street (Dedicated Curb Lane)	
Key Theme	Related Criteria Category
There are many routes that currently use Main Street. This could present opportunities to streamline service, and/or allow other existing routes to use this corridor.	Performance
Creates the opportunity build a portion of a future northern BRT corridor (route not yet determined).	Connectivity
Concerns about traffic volumes at Portage and Main. BRT may not be efficient at this intersection due to vehicle traffic, or it could cause additional congestion if a vehicle lane is removed for a dedicated BRT lane.	Performance
Concerns about additional traffic congestion if a vehicle lane is removed for a dedicated BRT lane.	Performance
Concerns about service speeds and reliability of an on-street facility.	Performance
It is unclear how the route will connect from Main Street to Graham Avenue Transit Mall.	Connectivity, Performance
Route serves existing destinations including the Exchange District, Concert Hall, Royal Manitoba Theatre Centre, Manitoba Museum, and City Hall.	Connectivity, City Building
Opportunities to build on development momentum in the surrounding area and help enhance Main Street with additional street-level activity.	City Building
A station near 120 Pioneer Ave. and/or 15 Westbrook St. could be a possible TOD site near Shaw Park and Portage and Main.	Connectivity, City Building

5 Higgins Avenue (Dedicated Curb Lane)

Key Theme	Related Criteria Category
Long-term redevelopment, infill, and enhancement opportunities along Higgins Avenue and the surrounding area. Could encourage future residential and commercial development. Some participants noted that this TOD opportunity may be too long-term and BRT would not be an immediate catalyst for the area.	City Building
Any changes or enhancements to street and surrounding area need to respect existing neighbourhood character, historic buildings and existing residential areas.	City Building, Social Equity
Concerns about infrastructure further dividing the neighbourhood north and south of Higgins Avenue, impacting connectivity.	Social Equity, Connectivity
Concerns about BRT adding additional traffic, noise and pollution in residential neighbourhoods.	City Building, Environmental Impacts
Concerns about not enough road right-of-way to accommodate dedicated BRT lanes, especially with traffic volumes at rush hour.	Performance
Corridor could be planned and constructed in tandem with the planned river crossing replacement and Stadacona Street extension to better consolidate infrastructure spending.	Performance, Cost, City Building, Connectivity
Area is currently well-served by Transit, and may not benefit from BRT.	Connectivity, City Building, Social Equity
Concerns regarding the safety and aesthetics of the existing street and suggested that riders and tourists would not find this route appealing.	City Building, Social Equity
Interest in a river crossing from Point Douglas to Whittier Park.	Connectivity
Desire to maintain and enhance the greenspace and river connections along the eastern point of Point Douglas.	Environmental Impact, City Building
Suggestion to run a river crossing parallel to existing rail line to avoid the Stadacona/Watt/Nairn intersections.	Connectivity, Performance
River crossing in existing location could connect to Stadacona Street extension and Gateway Road/ Raleigh Street and also serve a future northeast corridor.	Connectivity, Performance
Desire for pedestrian and cycling lanes across the river – either with a new bridge or maintaining the existing Louise Bridge for pedestrians and cyclists.	Connectivity

3.4 EAST KILDONAN AND TRANSCONA



7 Nairn Avenue (Median BRT)

Key Theme	Related Criteria Category
Concerns about not enough road right-of-way to accommodate dedicated BRT lanes, especially with existing traffic volumes at rush hour.	Performance
Route would be near residential development to the north and commercial / industrial business destinations to the south.	Connectivity
Some potential redevelopment, infill and enhancement opportunities along Nairn Avenue and the surrounding area. Could encourage future residential and commercial intensification.	City Building
Regent Avenue / Lagimodiere Boulevard is a very busy intersection and it would be difficult to accommodate BRT at this location without impacting existing high traffic volumes.	Performance
Concerns about impacts to traffic and businesses during construction of the corridor.	Performance, Social Equity
Concerns about service speeds and reliability of an on-street facility.	Performance
Nairn Flyover may not have sufficient right-of-way to accommodate BRT.	Performance
Desire to connect the multi-use path at Foster Street to the Seine River path via Mission Avenue	Connectivity
Station area at Archibald Street and Nairn Avenue could connect to North East Pioneers Greenway and future southeast and northeast BRT corridors (routes not yet determined)	Connectivity, City Building

8 Thomas Avenue (Separate Guideway)

Key Theme	Related Criteria Category
Separate guideway route allows for higher vehicle speeds and separation from other traffic.	Performance
Concerns about distance, visibility and access from Nairn Avenue and that the corridor may be too far from existing residential densities and destinations.	Connectivity, Social Equity
Suggestion to use the rail right-of-way to connect to the Central Manitoba Railway or Regent Avenue West, instead of using Rougeau Avenue.	Performance, Connectivity
Concerns about impact to trucking access and operations in the Mission Industrial area.	Performance, Social Equity
Route serves some existing employment lands in the area.	Connectivity
Limited and/or very long-term redevelopment or TOD opportunities.	City Building
Fewer construction impacts compared to Nairn Avenue.	Performance, Social Equity
Potential for redevelopment, infill and enhancement opportunities within Crossroads Station shopping area. Could encourage future residential and commercial intensification around a central station area.	City Building
Concerns about existing parking and traffic challenges at Crossroads Shopping Centre.	Performance
Challenges of providing an accessible and safe connection to Kildonan Place transit station, which is an important destination in the area.	Connectivity



9 Central Manitoba Railway (Separate Guideway)

Key Theme	Related Criteria
Separate guideway route allows for higher vehicle speeds and separation from other traffic.	Performance
Concerns about loss of existing transit service from Regent Avenue West and that the corridor may be too far from existing residential densities and destinations.	Connectivity, Social Equity
Suggestion to move station area closer to the Casino to integrate with Casino parkade and connect to residential areas to the north.	Connectivity
Create pedestrian and cycling connection to the Transcona Trail.	Connectivity

10 Regent Avenue West (Median BRT)

Key Theme	Related Criteria
Desire for corridor to extend to downtown Transcona to provide access to commercial areas and serve more residential neighbourhoods.	Connectivity, City Building
Closer to residential densities compared to Central Manitoba Railway route. Concerns that route would be too far south to be conveniently accessed from neighbourhoods near Plessis Road north of the Central Manitoba Railway.	Connectivity, Social Equity
Concerns about service speeds and reliability of an on-street facility.	Performance
Route would be near commercial destinations. However, many of the existing commercial buildings are vehicle-oriented retail and services.	Connectivity

Some potential redevelopment, infill and enhancement opportunities along Regent Avenue West. Could encourage future residential and commercial intensification.	City Building
Desire for pedestrian and cycling connection from Pandora Avenue West to Rougeau Avenue.	Connectivity

11 Transcona Boulevard – Plessis Road (Dedicated Curb Lane)	
Key Theme	Related Criteria
Route and station area are connected to new Park City Commons development, including Transcona Library and proposed recreation centre.	City Building, Connectivity
Desire for terminus station that provides feeder route transfers to local transit service throughout Transcona.	Connectivity
Desire for pedestrian and cycling connection to the Transcona Trail.	Connectivity
Desire for corridor to extend to downtown Transcona to provide access to commercial areas and serve more residential neighbourhoods.	Connectivity, City Building
Desire for separated BRT rather than mixed in traffic along Transcona Boulevard and Plessis Road. Concerns that existing traffic volumes are high on these streets.	Performance
Suggestion of a station at Ravelston Avenue West and Plessis Road.	Connectivity

4 SUMMARY AND NEXT STEPS

Input that has been provided will be considered during the next analysis and evaluation of routes. This will help inform the development of a recommended route that the public will have a chance to provide comment on during the next round of public engagement.

The following section outlines the key themes gathered from public input. All comments and online comment threads were reviewed, coded for similar ideas and themes, and then summarized for each route in Section 3. The up-vote and down-vote responses on the online mapping activity were also used to determine which comments were of higher interest to participants online, which helped further establish the key themes. Comments below are not verbatim. A record of all input is included in **Appendix B**.

Key Theme	Action / Response
Participants noted concerns about the speed and reliability of on-street facilities and suggested that service on these proposed routes may not meet the goals of BRT.	Traffic signals at intersections along the on-street BRT routes can be coordinated to give priority to buses as they travel through the intersections. Traffic operations for the various routes are being modelled and will be part of the transportation network performance analysis in the next stage of technical evaluation.
Participants suggested using existing rail rights-of-way, including highlines, where possible, to provide separated facilities.	Based on feedback received from the railway companies, they will not support the use of their right-of-way for BRT because of future rail operations plans. An exception exists at the high line at Union Station due to a historical agreement that is in place. The elevated structure to Union Station and the Central Manitoba Railway (CEMR) route options will continue to be analyzed during the next stage of technical evaluation. The project team recognizes that previous route options were shown along several rail rights-of-way, but these options had to be removed from consideration due to feedback from the railway companies.
Participants expressed a desire for cycling facilities to be integrated into the corridor, with a preference for adjacent bike lanes wherever possible rather than off-street paths. Participants suggested that pedestrian overpasses will be needed to ensure connectivity to the corridor where barriers such as rivers and rail lines would typically make access challenging.	Pedestrian and cycling infrastructure will be part of the recommended option; however, the details of the facilities are not yet confirmed. Depending on the selected route and type of BRT, active transportation could include bike lanes immediately adjacent to the BRT or a designated bike route nearby within the study area. Pedestrian and cyclist connectivity to the existing and planned pedestrian and cycling network and station areas will also be determined as part of the recommended option.

Participants had concerns about impacts to existing neighbourhood character, and changes to existing street designs.	The preferred route option will be designed to reflect and enhance the existing character of each neighbourhood with an effort to minimize any impacts to the heritage and character of established corridors and neighbourhoods.
Participants had concerns about the loss of travel and parking lanes for dedicated on-street BRT lanes, and noted potential impacts to traffic volumes and flow.	The changes to level of service, travel delays, travel times and lane volumes for each option are being analyzed and will be part of the transportation network performance analysis in the next stage of technical evaluation.
Participants had questions about how the corridor would be serviced by Transit and whether existing routes would remain. There were concerns about loss of neighbourhood and local service.	The evaluation of options will consider existing Transit routes and service locations throughout the study area. Future service on the corridor and local connections to the BRT routes will be analyzed by Transit once a recommended route has been determined.
Participants suggested services and amenities for station areas including lighting, universal accessibility (no stairs), enclosed and heated shelters and buildings, food and beverage kiosks, bike storage, water fountains, music, trees, designated smoking areas, garbage cans, and signage.	These suggestions for services and amenities will be considered as part of the station area planning recommendations.
Participants indicated that station area spacing may be too far apart for convenient access to BRT, but also noted that stations spaced too close together could impact the speed of the corridor.	Station locations were initially identified based on 800m walking distance, and the project team is looking to obtain comments like these from the public to determine where the public would like to see additional stations. Station locations are preliminary and adjustments to determine the most suitable locations will be made based on additional technical analysis and public feedback.
Participants expressed concerns about high speed BRT traffic, especially for on-street facilities in established neighbourhoods.	There is no change planned to the posted speed limits and buses that are operating on-street would be subject to the same posted speed limit.
Participants had concerns about the possibility of a reduction in the number of pedestrian crossing locations.	Safe protected crossings will be provided for pedestrians and cyclists to access stations and cross the BRT route at designated locations along the corridor. Walking distances to safe crossing locations and destinations will be considered in the next stage of technical evaluation.
Participants asked for further information on the potential changes or impacts to heavy truck traffic and goods movement throughout the study area.	Recommending changes to the truck route network is not part of the scope of this study.
Participants asked for clarification on how the proposed route options aligned with current City planning policies and by-laws, including the recently	The City Building evaluation criteria are used to ensure compatibility to <i>OurWinnipeg Complete</i>

amended Provencher Boulevard Planned Development Overlay (PDO).	<p><i>Communities</i> and applicable neighbourhood secondary plans.</p> <p>Although the Provencher Boulevard PDO applies “to the lands fronting Boulevard Provencher, between avenue Tache and rue Langevin” and not the Provencher Boulevard right-of-way itself, BRT would need to be carefully considered, designed and integrated to maintain the character of the street and reflect the objectives of the PDO.</p>
Participants noted that route options on existing streets could provide opportunity to enhance street-level activity and provide a visual incentive to encourage more people to use BRT.	Opportunities for placemaking and urban design enhancements are part of the City Building evaluation criteria for the next stage of technical evaluation.
Participants suggested that BRT provides opportunities to build on development momentum throughout the study area. Some participants noted that some potential TOD sites may be too long-term and BRT would not be an immediate catalyst for development in those areas.	Development opportunities will be evaluated as part of a station area market analysis in the next stage of technical evaluation. The feasibility and timing of (re)development will be considered.
Participants expressed a desire to maintain and enhance greenspaces and river connections, and expressed concerns about any potential impacts to existing natural areas.	Public open spaces and impacts to environmental resources will be evaluated in the next stage of technical evaluation.
Participants expressed concern about any possible impacts to business operations due to construction of the corridor.	Construction impacts will be assessed in the next stage of technical evaluation.
Participants suggested that route options should extend further east into Transcona to provide access to commercial areas and serve more residential neighbourhoods.	Based on ridership, street design and route analysis during the first stage of technical evaluation, it was determined that the BRT terminus station location should be located near Plessis Road. However, BRT and regular transit service could continue as local service throughout Transcona and connect directly to the eastern corridor.
Participants suggested that St. Boniface and Point Douglas are both relatively close to Downtown and that BRT may not be needed to connect these areas to Downtown.	The corridor will need to run through either St. Boniface or Point Douglas in order to connect downtown to eastern Winnipeg. A combination of local service and BRT will be provided for all users.

In addition, the following concerns with the public engagement process will be addressed as the project team progresses towards a recommended route:

STAKEHOLDER ENGAGEMENT

Stakeholders identified in earlier stages of the project were invited to attend open houses and participate online. Groups representing businesses and residents in the St. Boniface area expressed concern that there has been no direct consultation with the community, and businesses along Provencher Boulevard, in particular. In response to concerns regarding the public engagement process and the Provencher Boulevard route option, the project team met with the Provencher Boulevard BIZ on June 18, 2018 to discuss issues, concerns and opportunities for BRT in St. Boniface. A letter was received from the Old. St Boniface Residents Association board of directors on July 31, 2018, outlining their organization's concerns with the public engagement process. The Point Douglas Residents Committee also requested additional community stakeholder meetings going forward.

Based on this input, the project team will determine opportunities to conduct stakeholder meetings throughout the study area prior to the development of the recommended corridor.

EXAMPLE IMAGERY

A precedent image of a median BRT design from the York Region was shown on the route options map. Although it was intended to show one example of median BRT design, the image suggested changes to the look and feel of Provencher Boulevard. The project team acknowledged that this image was concerning to the community. In response to this feedback, the image was replaced with an example of a median BRT on a street that maintains street trees.

Based on this feedback, the project team will develop conceptual renderings of what BRT could look like throughout the study area to further generate meaningful discussions about the opportunities and constraints of BRT with stakeholders and the public.

NOTIFICATION AND COMMUNICATIONS

Several residents and businesses indicated that they did not receive proper notification about the open house events. While posters and postcards were distributed throughout the study area and emails were sent to identified stakeholders, the project team chose to not disseminate unaddressed mail due to the size of the study area.

The project team understands that additional direct communication will be required for the remainder of the study to ensure residents and businesses are more aware of the opportunities to participate in the public engagement process.