Winnipeg Transit Master Plan

Online Webinar Q&A Report

October 24 & 28, 2020

The following is a summary of questions submitted during the Winnipeg Transit Master Plan online webinars, hosted on October 24 & 28, and answers to them provided by the project team. This summary has been organized by topic area, and includes questions posed during both sessions, presented as received.

Infrastructure Plans

Stations

QUESTION
What will happen to the Winnipeg Railway Museum, which is currently using the space of those interior platforms at Union?

What provisions are you making for moving and rehousing the Winnipeg Railway Museum?

Will the Union Station section require that the Railway Museum has to move? If so there are considerable problems a) finding or building new location, and b) the huge cost of a move like that.

ANSWER
The project team has started discussions with the Winnipeg Railway Museum and will continue to work with them to find an appropriate new location.

QUESTION
Where does the passenger rail service at Union Station go?

ANSWER
Rapid Transit would be on Tracks 1 and 2. Via Rail uses the other tracks within the train shed for its service to Toronto, Vancouver, and Churchill. The easternmost tracks, outside the train shed, are used by CN Rail for freight service.

QUESTIONS
What has happened to the proposal to run the 3 RT lines through Union Station (on the tracks behind the station), entirely off road?

What has happened to the plan to run the 3 RT lines through union station, on the track closest to THE STATION

ANSWER
There has never been a plan to run three Rapid Transit lines through the same platforms within Union Station. The proposed plan for Union Station includes space for three Rapid Transit Lines (A, B, and C) as well as five other Primary Transit Lines (D, K, L, Q, and T). These eight lines would stop at platforms in three places: on ground level in front of the station (Lines B, Q, and T), inside the station on elevated tracks (Lines A, C, and D), and behind the station on Israel Asper Way (Lines K and L). It is normal in any rapid transit interchange station worldwide that several platforms are used to handle the various intersecting lines. Using the same platform space for too many lines would lead to congestion and unreliability. In this case, there is also a physical, geometric constraint preventing Line B from reaching the upper level platform in a way that is compatible with conversion to light rail transit.

QUESTIONS
Has the transition from the elevated transitway to Portage been designed yet? Will buses need to stop at Portage and Main with other traffic before crossing?

why not make portage & main an underground station? It's essentially already a "half built subway station" as it is already. The existing circus can be a mezzannie level, it just needs a lower platform level and escalators. Bring the busses in under a deep tunnel starting about a block or two away on either side of Portage & Main.

ANSWER
Conceptual and detailed planning for Portage & Main Station will be addressed in a separate study. For this master plan project, including traffic analysis and cost estimates, it is assumed buses would run at-grade through the intersection, which means they would have traffic lights.

Above-grade (elevated) and below-grade (tunnel) options were considered at a conceptual level. In addition to being very expensive, an elevated option would introduce a large concrete structure blocking views of several heritage buildings at and around the intersection. A tunnel would need to extend much farther down Portage Avenue and/or Main Street than the current pedestrian concourse, which would mean more groundwater to continuously pump, more impacts to underground utilities.

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Because of the closely-spaced blocks on Portage Avenue, at least one north-south intersection on Portage Avenue (Fort Street, Garry Street, Smith Street, etc.) to be closed to cross-traffic to accommodate a tunnel portal and ramp.

QUESTIONS

You have Portage and Main listed as one of the three major downtown stops, while respecting the plebiscite. How would this be available as a major interchange point then? Would riders be expected to utilize the underground?

It would be great to hear the exceptions that have to be made to accomodate Portage and Main being closed to pedestrians. The consequences of that ill-advised plebiscite just keep adding up and citizens should have full details of the long-term sacrifices for buses, peds and bikes in favour of personal vehicles.

Curious how long the Plebiscite should be honoured for. With a 25 year plan, and infrastructure at P&M being a number of years away, opinions will no doubt shift. Would Transit consider making a planning recommendation that goes against the plebiscite if they deem it the best option?

Let me get this straight. Portage and Main will become one of the most important interface between rapid transit and priority lines in the downtown but you will not implement at grade pedestrian crossings because of a plebiscite that was done before people knew that the intersection would become one of the most important transit exchange in the city? This just does not make sense. Please, please, work with City Council to revisit that decision.

ANSWER

The City of Winnipeg respects the results of the 2018 plebiscite, in which residents of Winnipeg voted to not open crosswalks to pedestrians. The City also recognizes that it would not meet the goals of providing universal accessibility and minimizing travel times if people had to go down a set of stairs or an elevator and then back up to make a transfer. One way to accomplish these two goals without crosswalks is by creating a station with platforms on a common corner. There may be other options. The Winnipeg Transit Master Plan proposes that the next step should be a study focusing on this issue.

Portage Avenue and Main Street are both very wide. Putting station platforms on opposite corners and asking thousands of daily transit customers to walk across the street to make transfers would be undesirable even if the crosswalks existed.

The City of Winnipeg intends to design a station and intersection that respects the results of the plebiscite. There may be an opportunity to design the intersection with the flexibility to enable openings for special events. Other than during special events, transit customers may need to use the underground concourse to access the station, depending where they are coming from. This access would be designed to be universally accessible.

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QUESTION
A station at the goldeyes lot #4 or 1 Portage Ave should have a station with covered access to Winnipeg square and he whole sky walk system. has this been considered?

ANSWER
A future station at Portage & Main would include universally accessible connections to the underground concourse and the Winnipeg Walkway system. An additional station on Portage Avenue East is not being considered as it would be very close to Portage & Main Station.

QUESTIONS
Regarding Portage & Main infrastructure: how long will it take to get from the short term to long term plan? Where would the station be located @ Portage & Main (NW, NE, SW or SE quadrent)?

On page 10 of your slides, its mapped that in Priority 1 - specifically Portage and Main - there will be a separated infrastructure. Where will this separated infrastructure go? Will you be utilizing the old BMO building as a future station for the Long term?

ANSWER
Construction timelines will depend on funding. The City of Winnipeg would rely on assistance from other levels of government to be able to construct any future rapid transit infrastructure. The Downtown infrastructure is identified as the top priority under the WTMP.

Conceptual and detailed planning for Portage & Main Station will be addressed in the next level of design studies.

QUESTION
appears Portage and Moray is critical. Have you approached the St. James School Division to acquire their property for a bus hub/improved intersection/increase the length of the bus stop?

ANSWER:
As a master plan, this study is the first step in identifying recommended priorities. There would be many other steps needed before considering potential property impacts and approaching landowners. However, one intent of the recommended configuration of median-running rapid transit is to minimize property requirements.

Rapid Transit Corridors

QUESTION
I really like the centre-running approach to Portage Avenue and Main Street. Would street parking still be permitted?

To learn more about the draft guidelines, please visit winnipeg.ca/transitmasterplan

ANSWER
The proposed centre-running transitways would not prevent parking from being retained, however, this question will be addressed in the next level of studies.

QUESTION
Would the speed limit for buses running through centre running similar to the current separated transitways?

ANSWER
It is expected that buses would observe the same speed limit as the rest of the vehicles on the same street. In general, this would be 60 km/h outside downtown.

QUESTION
how much more time with vehicles take in the downtown, how many minutes more needed which would lessen the net benefit from savings for transit users

ANSWER
Traffic simulations showed the proposed rapid transit would *save* an average of 3 minutes through Downtown for people driving or riding in a motor vehicle (transit bus, personal vehicle, truck, or taxi), in the afternoon rush hour in 2044. The rapid transit plan benefits drivers too, by getting buses out of the way, just as it benefits transit customers by separating buses from general traffic. Details for each mode, street, and direction of travel are illustrated on the project website, winnipeg.ca/transitmasterplan, under the “Downtown” tab.

QUESTION
with the bus lanes in the center of the road what is happening to the limited trees in the median. on main from Sutherland to redwood they are almost the only trees there. this will create a concrete surface from building face to building face in many locations.

ANSWER
One of the advantages of the styles of centre-running transitways that are proposed for Main Street and Portage Avenue is that they retain much of the existing median. In addition to saving trees, the proposed configurations cost much less than other configurations that would need the whole street rebuilt. There will nevertheless be some trees impacted by transitway construction. There may also be opportunities to add trees in areas of the sidewalks that are no longer needed for bus stops and shelters. Details of tree impacts will be part of the next level of studies.

QUESTION
It doesn't take much for traffic jams downtown to completely throw out bus schedules now. How will this rapid transit plan address this problem when the buses are still just going to be on the same roads as before and not separate like the SW Corridor? Priority infrastructure doesn't mean much when intersections are blocked by drivers or occasional protests.

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ANSWER
This plan proposes that buses and cars would have separate space through downtown. Transit vehicles would not normally be held back by ordinary traffic congestion. It is possible that whole intersections could be occasionally blocked for other reasons. It is not practical to design surface infrastructure through a dense, established urban environment that is immune to all disruption. The proposed new transit network also includes few turns downtown, and proposes that all downtown routes would run at high frequencies. Turns conflict with other traffic and pedestrians, and are a source of significant delay for transit vehicles. With high frequency service, transit customers do not need to be concerned with the schedule. There is always another bus coming soon.

QUESTION
What is the long term plan for the Graham Avenue transit mall when all east-west service in the area will go down Portage or Broadway? Conversion to pedestrian mall (similar to Ottawa's Sparks Ave), or just reopened to cars?

ANSWER
This question will be addressed in the next level of studies. Graham Avenue will still be required as a major transit street until the proposed downtown rapid transit infrastructure is built. Its future beyond that will be the subject of a study including public engagement.

QUESTION
How did the Eastern Corridor go from being the next phase to be built to the bottom of the list? The Eastern Corridor was supposed to include replacement of the Louise Bridge which is desperately needed.

ANSWER
The Eastern Corridor was never identified by City Council as the next priority to be built. In the 2011 Transportation Master Plan, it was identified the next priority to be studied. The reason it was important to study it next is that it had two options for going from downtown across the Red River to Transcona: through St. Boniface or through Point Douglas. The Louise Bridge, which connects Point Douglas to Elmwood, needs to be replaced. The Eastern Corridor Study needed to happen to figure out if the new Louise Bridge needed to be designed with rapid transit lanes or not. Ultimately the recommendation will be that the Eastern Corridor should go through Point Douglas and use the new Louise Bridge to cross the Red River. The Winnipeg Transit Master Plan proposes that the Eastern Corridor would be built within Point Douglas from Main Street to the Louise Bridge as part of the second priority after downtown, along with part of the North Corridor on Main Street. East of the Red River is a lower priority for construction.

QUESTION
With the Point Douglas route are there any plans to change the intersection at Sutherland and Higgins so that buses can turn left there? Right now all of the buses going east towards Transcona detour down Annabella to Higgins to Louise Bridge.

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ANSWER
Yes, and similarly buses would need to turn left from Sutherland Avenue onto southbound Main Street. These left turns would be available to buses only.

QUESTION
Can you provide any detail on the Lagimodiere and Narin overpasses?

ANSWER
These structures have not been designed in detail. The Transportation Master Plan, a separate project that is just getting underway, will help determine if the overpass at Lagimodiere would be for all vehicles or limited to transit and active transportation.

QUESTION
How are the transitions between fully separated transit infrastructure to priority/regular infrastructure going to be made?

ANSWER
The location of the transitions will be the subject of future studies, most likely at transit priority intersections where there can be an easy movement from transitway lanes to priority lanes or shared lanes. The transitions along the Southwest Transitway, including its transitions around Harkness Station offer examples of how this could be done.

QUESTION
Will there be any cost estimates that will allow people to proiritize infrastructure?

ANSWER:
Cost estimates and a high-level benefit-cost analysis will be presented along with the final report to City Council in the spring of 2021. As a master plan, the costs are very preliminary. These are known as "Class 5" cost estimates in City of Winnipeg terminology. Each step in the design process moves the cost estimate closer to the most accurate level, known as "Class 1". The WTMP is only the first step.

QUESTION
This will be the second time that the master plan was revised, originally with 6 transitways. How can we be sure that this master plan would be fully implemented in the future?

ANSWER
This is the first Winnipeg Transit Master Plan in modern times. In 2011, the City prepared a Transportation Master Plan. The 2011 study proposed five transit corridors, including the Southwest Transitway, but did not outline what transit service that would use these corridors, or what style of corridor infrastructure they would be. In early 2019, the WTMP began with a focus on transit service. Using a lot of data and through earlier phases of public engagement, this study identified six suitable corridors for rapid transit, including the existing Southwest Transitway. The southeast corridor was moved, and the Grant corridor was added.

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There is a distinction in the WTMP between the words “corridor” and “line”: “corridor” refers to infrastructure, while “line” refers to the service that would use the corridor. Today, the BLUE rapid transit line uses the Southwest Corridor. In the proposed new transit network, each corridor is connected to another one through downtown, so each line runs along two corridors.

The Southwest Transitway is the only corridor that is proposed as its own street. In each other case, Winnipeg Transit could introduce service on the existing street even before building the separated transitway down the middle. This enables the flexibility to implement the service plan even before there is funding available to build all five new corridors.

QUESTION
What is the impact of the transfer of the $321M PTIS funding to GIS on the time lines of the Transit Master Plan?

ANSWER
Winnipeg Transit recognizes the importance of taking as many steps forward as possible while funding is available from senior governments, including the federal infrastructure programs.

Vehicle Types and Technology

QUESTION
As part of the Transit Master Plan, will Winnipeg Transit use smaller busses like newer 25 to 30-foot busses?

ANSWER:
Yes. The Winnipeg Transit Master Plan recommends smaller buses for on-request services and community feeder routes.

QUESTION
plan for more articulated buses? I have to stand Portage & Memorial to Portage and Moray

ANSWER
Yes. The Winnipeg Transit Master Plan proposes using articulated (bendy) buses on Portage Avenue and other Rapid Transit Lines. Capacity issues are also addressed through increased frequency.

QUESTION
What was the result of the electric bus trial on route 20? Will this ever been continued or expanded?

ANSWER
Yes. Winnipeg Transit is in the middle of a study to address questions around scaling up from that pilot project to a larger pilot and then large-scale or full fleet deployment of zero-emissions buses. There are a number of issues to sort out, including whether there is sufficient electrical power

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capacity to charge buses, physical storage space for chargers, or roof strength in the garages to mount charging equipment. There are also a number of different styles of zero-emissions buses on the market, and this study is looking at the advantages and disadvantages of each kind.

The City of Winnipeg has learned from other cities that jumping into zero-emissions buses too fast can lead to trouble with these types of issues. Some cities have moved forward and then had to take a step back, even returning their new buses. Winnipeg Transit is trying to learn from their experiences and do it right the first time.

QUESTION
What are the main reason(s) for not utilizing MB Hydro in regards to electric buses or some sort of maglev train?

ANSWER
Winnipeg Transit has a working relationship with Manitoba Hydro. There is no plan to avoid working with Manitoba Hydro to supply electricity.

MagLev technology in an urban setting is only now being tested in China on an express connection to Shanghai's airport. The speed benefits come with longer distances between stations. There would be little speed benefit on lines where the stations are only one kilometer apart rather than several kilometers. The vehicle could never reach its top speed. It is also unproven in winter climates and incredibly expensive, with little justification for consideration in Winnipeg.

QUESTIONS
Has Transit considered the long-term cost of building a BRT, then converting it to an LRT, as well as the implications on service during the transition? Would it be more cost effective in the long term to build LRT up front, rather than building a BRT only for it to be torn up later?

It seems you are interested in taking a staged approach to improving the transit system. Why not go directly to LRT technology and leverage the current trend nationally to move into these types of transit solutions. You would then be able to leverage access to active design, engineering, deployment and manufacturing currently underway. Also have you explored P3 models to spark this type of effort.

ANSWERS
All of the rapid transit lines have been planned to be LRT compatible. This means that the curves and clearances take into consideration the potential for LRT.

The team looked at examples like Ottawa, who built BRT first and more recently switched to LRT, and Calgary and Edmonton, who started off with small segments of LRT rather than transitioning from BRT. Ultimately the team is recommending BRT in Winnipeg for a few reasons, three important reasons being cost, accessibility, and frequency.

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LRT costs several times more per kilometer than BRT. The first-ever kilometer is the most expensive, because it means buying the trains themselves and building a storage and maintenance facility, which is incredibly expensive. If this plan recommended LRT but stuck to a similar infrastructure budget over the 25-year horizon of the plan, likely only one short segment of LRT would get built, and most of the city would have no access to rapid transit at all.

Accessibility is often overlooked at this level of planning, but it's critically important. With a BRT system, all buses can use the same platforms. In that way, feeder buses can often pull right into the station, and people can transfer to the rapid line by getting off the feeder bus, and waiting for the rapid bus without the need to walk very far. Winnipeg has examples of this right now at Seel and Beaumont Stations. With LRT, there is no possibility of doing this, so a feeder bus terminal has to be built outside the station. It would take many years and many separate stages to build out an LRT network. During this transitional period, people would have to transfer from LRT to bus at the end of the rails, even to keep going straight along the same line. This could introduce up to two additional transfers for some people, and often not very convenient ones. With BRT, the service can be introduced along the full length of the line, regardless of how much special infrastructure has been built. During the transitional period, buses move into mixed traffic at the end of the transitway but people don't have to change vehicles there.

Frequency is in this list because limited resources can only be allocated where they make sense. If a certain number of people need to move a certain direction, the question might be "Would you rather have a bus come every 3 minutes or a train come every 15 minutes?". By including waiting time as part of the total trip time, waiting several extra minutes for a train would cancel a lot of the travel time savings from the investment in rapid transit. Winnipeg does not have any corridor with enough demand to warrant both high capacity vehicles (trains) and high frequency service.

QUESTION

Hi. Congrats for the initiative. It's really good to know that the city is doing something to improve our outdated transportation system. Well, I have a question:

1- Altough the initial investiment of the BRT system is lower when we compare it to Subways, LRT, etc, the OPEX and Maintenance costs are generally higher then the other modals. In addition, according to the City numbers, only about 13.6% of the inhabitantes use the transit. Also, according to last year's city report, we have huge losses (economically), mainly because of the lack of interested users. So, it is not profitable. It isn't confortable, It isn't convinient (during the winter season mainly). I see that one of the intentions of this new master plan is develop the city. How do you intend to develop the city through if this system and lure more users without a modern and attractive system?

ANSWER

There are a few incorrect assertions in this question. Operations expenses (OPEX) per passenger are not higher or lower for one mode or another without considering other variables. At the ridership levels that can be expected in Winnipeg, and holding frequency constant, the operations expenses for

light rail or other rail-based modes would be much higher per passenger. Reducing this per-rider expense would come at the cost of lower frequency. Earlier in the presentation and throughout all other Winnipeg Transit Master Plan engagement opportunities, frequency is consistently rated as the most important factor for people choosing whether to use transit for their daily needs.

The figure 13.6% refers to the proportion of people in the Winnipeg Census Metropolitan Area who identified public transit as their primary mode for commuting to work in the 2016 Census. The Metropolitan Area includes a very large area outside the city limits. For the City of Winnipeg only, the figure is 14.9%. This is not a City metric, but rather one from Statistics Canada. This remains a problematic reference point. Less than half the population of Winnipeg is measured by this question (342,000 of 705,000 people), because it only applies to those who commute to work. While public transit is very important for commuting, it is equally important for many other purposes. Transit agencies do not rely on the census mode share as a primary measure of success. Nevertheless, Winnipeg's census mode share is higher than many peers, including Edmonton, Quebec City, Hamilton and Halifax.

There are no "profitable" intracity transit agencies in Canada, and worldwide it is rare. While recovering part of the cost of public transit through fare revenue is very important, it is never a goal to create a system that generates a profit. Public transit is a public service partly funded through taxations, just like roads, leisure centres, parks, and hospitals.

The Winnipeg Transit Master Plan is one component of the larger OurWinnipeg Official Community Plan. Through the Complete Communities Direction Strategy, which is another City of Winnipeg initiative under the umbrella of OurWinnipeg, is developing a proposed set of land use policies related to the proximity of high-quality public transit service along the proposed Primary Transit Network. High quality in this case refers to reliable, frequent, direct and comfortable services operating seven days a week, from early morning to late at night, with amenities like heated bus shelters at key locations.

QUESTION
Will you adopt Off-board fare collection to enable all door boarding and much faster boarding? Most cities do that with rapid transit.

ANSWER
The Winnipeg Transit Master Plan proposes all-door boarding and off-board fare payment on rapid transit services, but not as a short-term measure. This is a very complex issue that will take time to implement.

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Service Plans

Operations & Security

QUESTION
Are there plans to contract the feeder service out?

ANSWER
No. While the Winnipeg Transit Master Plan team cannot make commitments on behalf of current or future City Councils, this plan does not propose contracting out feeder services.
Cities that have recently contracted out some services often do this for the style of service we call "On-Request Service". One critical consideration for Winnipeg Transit is to retain the flexibility to switch back and forth between fixed routes and on-request services using the same vehicles, driven by the same operators. This switch could happen daily, or as part of seasonal service adjustments. There is an example right now in St. Boniface, where the same bus operates as a fixed route for the morning and afternoon rush hours, and then in the middle of the day it runs as a DART (Dial-a-Ride Transit), which is our current version of an on-request service. If the on-request service was contracted, it would constrain the ability to adjust and respond to changes in travel patterns throughout the day.

QUESTION
for the newer park and ride located next to the new rapid transit way, e.g chevrier blvd or behind the humane society off hurst, what is the current or future security monitoring inplace since these are very isolated area

ANSWER
Park & Ride lots are available at Seel and Clarence Stations on the Southwest Transitway. Security is provided by Transit Inspectors and the Winnipeg Police Service, who regularly patrol the corridor. Transit operators also play a role in observing and reporting any suspicious behaviour. There are no plans for surveillance cameras due to privacy limitations.

QUESTIONS

is there going to be a transit police to make sure that things will go smoothly including someone to enforce rules on rapid transit and LRT

will there be a greater presence of polic officers on buses?

ANSWER
Winnipeg Transit has recently increased the number of Transit Inspectors throughout the city. An independent consultant has also been engaged to review security measures that are currently in place, outside the Winnipeg Transit Master Plan process. The Winnipeg Police Service includes transit

facilities in their regular patrols, but otherwise determines their response priorities based on other incidents and calls for service throughout the city.

Routes & Schedules

QUESTION
So is the plan to do this is segments, ie. 2XX service area, then 3XX, then 4XX, then 5XX? How do you do this in segments when the primary network runs through multiple areas of the city?

ANSWER
The details of a transition plan are still being developed. It is unlikely to be limited to a strict sector-based transition. It is more likely that a certain sector would be targeted as the primary area of change, but related impacts would be seen in other areas of the city as well. For example, while the changes in April 2020 focused on Southwest Winnipeg and Downtown, there were also related changes impacting Charleswood, the West End, St. Vital, and Transcona.

QUESTION
When do you think the first parts of this plan will start being implemented, after it is approved by council?

ANSWER
If City Council approves the Winnipeg Transit Master Plan, the earliest opportunity for a service change, taking the first steps toward implementation, would be in mid-2022. There would also be more public engagement in 2021, focusing mainly on fine-tuning the Feeder Network in impacted areas.

QUESTIONS
Is there a plan to increase evening and late night service. Parking downtown is brutal on many fronts

Will feeder routes run 7 days a week?

ANSWER
The intent is for all routes to run during most hours of the day, seven day a week, with the exception of routes identified as “Limited Span Service” on the maps.

QUESTION
Can you reiterate when 5, 10, 15 minute service would be?

ANSWER
Each category of service is given a range of frequencies. The higher-frequency end of the range would apply in rush hours, and the lower-frequency end would apply the rest of the time, except late at night or early mornings on weekends. The precise meaning of “rush hour” and “late at night” is impossible to define, because it depends on the route and even where along a route and in which direction a

person is wondering about. Buses have to go to the end of the line and come back to somewhere it makes sense to end their trip, this is often near one of the two transit garages. That can leave an hour or more difference between the time of day the frequency changes at different parts of the same route. Recognizing that resources are limited, in some cases, one route might warrant keeping a high frequency until midnight, while another route could have a big drop in passenger numbers earlier than that. Winnipeg Transit has to use its resources as wisely as possible to deal with this type of situation.

QUESTION
why is it seem that the southern part of the city seem to have been more cater too then the northern part of the city

ANSWER:
Rapid Transit is not the only good transit. The service proposed in North Winnipeg, both east and west of the Red River, is designed as the foundation of a "High Frequency Grid". This is the gold standard of transit network types. High Frequency Grids are used in most major Canadian cities, including Toronto, Vancouver, and Montreal. This network type can help a lot of people move quickly and efficiently on existing streets.

QUESTION
Can McPhillips be considered as a rapid transit line?

McPhillips Street is planned to be a Frequent Line, which is one step below Rapid Transit in the proposed transit service classification system. The 2011 Transportation Master Plan identified McPhillips as a corridor warranting assessment as potential rapid transit. This plan does not propose removing McPhillips from the list for future consideration for rapid transit, but also does not propose planning for it within 25 years. Instead, this plan proposes introducing service in straight lines and at high frequencies, to see if it will attract enough customers to justify rapid transit in the future.

QUESTION
there was a statement that people travel in straight lines. people travel to destinations. I live by Main south of Jefferson and shop superstore mcphillips that is one bus and a short walk. what will my new trip be and how far do I have to carry heavy groceries.

ANSWER:
There are three options from Main & Jefferson to the Real Canadian Superstore:

1. Route 31 Jefferson to McPhillips, walk 4 minutes to McPhillips at Stardust, and 3-4 minutes across the Superstore parking lot.
2. Route 31 Jefferson, walk across Jefferson to connect to Frequent Line I McPhillips, ride one stop to McPhillips at Stardust, walk 4-5 minutes across the street and parking lot, as today.
3. Although a longer trip on the bus, it could be less walking distance overall to go to a different Superstore: ride Line B on Main Street to Kildonan Park. Connect at the same stop to Line W, where a heated shelter would be provided, and no walking required. Disembark at McLeod

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just east of Gateway Boulevard, and walk less than one minute across the parking lot to the front doors of Superstore.

These walk times are estimated at 80 metres per minute. Individual walk speeds may vary.

QUESTIONS

How was the southeast corridor placed? It does not seem to provide more access to the southeast part of the city (south St. B down to Island Lakes and east of that) than the southwest corridor.

The Southeast Corridor used to be proposed as St Anne's instead of St. Mary's. Why was this changed?

ANSWER

In the 2011 Transportation Master Plan, the Southeast Corridor was shown along the railway line parallel to Archibald Street, and continuing south between Island Lakes and Royalwood. There were a few problems with this alignment. Building along a railway right-of-way is very complicated. The tracks would likely need to be moved to one side or the other, and therefore closer to people's backyards. Then the transitway would go on the other side, also with little setback from people's backyards. That means sound walls would be needed, as was done on part of the Southwest Transitway. The City of Winnipeg also does not have an agreement with the railway company. For parts of the Southwest Transitway, this type of agreement had been in place long ago. It was never certain the railway company would allow BRT to be built along the southeast corridor.

There is also the issue of customer demand. The railway corridor is generally surrounded by backyard fences. There is little opportunity to attract a significant number of customers from within walking distance of the stations along the line, so it would rely almost entirely on feeder route connections. In the southeast we see a lot of commute-based ridership, in rush hour, in one direction. For a rapid line to be viable, it needs all-day ridership, seven days a week, in both directions. The Southwest Transitway was built with a few stations away from significant populations, but it also has University of Manitoba (eventually St. Vital Centre) on one end and Downtown on the other, with Osborne Village in between. There is enough all day, bi-directional ridership to justify it as a bypass of Pembina Highway, while also having the ridership along Pembina Highway to maintain frequent service there.

In considering the need to put rapid transit where demand is already strong and with the potential for growth, the project team considered both St. Mary's Road and St. Anne's Road. Both of these corridors warrant frequent service, and that is proposed for both. The recommendation of St. Mary's Road over St. Anne's Road for rapid transit service and eventually infrastructure, came down to geography: St. Mary's Road enables a connection with proposed Line E and the proposed extension of Line A from the U of M across the Red River. It also serves St. Vital Centre, which is already a major destination, and has the potential to transform as we've seen with many suburban malls across the country. There is also an element of simplicity and intuitiveness for new customers in keeping a single rapid transit line on the same street, although it changes names, right from the north city limit on Main Street to the south end of the city on St. Mary's Road.

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QUESTION
I attended the last session in the fall of 2019. It appears that the St. Anne's line lost its status as a main rapid transit line and is now a 10-15 minute line. Why was this decision made? It appears service has gotten worse since the previous presentation.

ANSWER
St. Anne's Road has never been identified on a map as a rapid transit corridor. Its status in the October 2020 maps is as a Frequent Line, which is the same as was shown in the October 2019 maps. The project team did consider St. Anne's Road for rapid transit, please see the question and answer above.

QUESTION
The phase 2 public engagement summary references a short term connector route 53 (St Vital Centre - Sage Creek). This would be critical until the infrastructure is developed so that route P can begin service, however route 53 is not listed on the short term map. Why?

ANSWER
The proposed short-term Sage Creek feeder route is Route 535. The Public Engagement Summary contained an error. However, all feeder routes continue to be reviewed, and may change based on public feedback and further technical analysis.

QUESTION
Has Winnipeg Transit floated an Airport Express bus with the Winnipeg Airports Authority? Having a fast, suitcase-friendly option between the Airport and downtown would be a great improvement for people travelling or visiting.

What about buses to the airport that are designed for better designed for people with suitcases?

What is the level of priority for access to the airport?

ANSWER
The City of Winnipeg has discussed this plan with the Winnipeg Airports Authority. The Winnipeg Transit Master Plan proposes high frequency service, generally every 5-7 minutes, in the most direct path between the downtown and the airport, via the West End. The number of customers going to the airport alone would not justify an express service. The transit service to the airport would also stop at The Forks Market, Union Station, Portage & Main Station, and Portage & Donald (Bell MTS) Station, for easy access from the airport to these important destinations.

It is very difficult and expensive to provide dedicated airport buses with luggage racks. Buses generally do not stay on the same routes throughout the day, and instead may take some trips on many different routes. If a small fleet of specialized buses is dedicated to just one or two routes, it is also necessary to buy a dedicated set of spare buses, at significant cost. Luggage racks also take the place of seats and decrease the passenger capacity of buses.

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This plan proposes that the airport routes start and end downtown, at the Forks. This is different from most other primary network lines. The airport routes were deliberately designed this way so that buses heading to the airport would begin empty downtown, giving people with luggage more of a chance of finding a seat.

QUESTION
Have you considered running some sort of feeder system around the perimeter?

ANSWER
Yes, this was considered. However, Winnipeg Transit is limited to providing service to and from places within city limits. Much of the Perimeter Highway falls outside city limits. Winnipeg Transit could drive there, but not stop. A Perimeter Highway service, for example, could drive from the West Perimeter at Portage Avenue to the South Perimeter at Pembina Highway, but would not be able to stop at Oak Bluff. Similarly, the whole North Perimeter is outside City Limits, so Winnipeg Transit could not stop at Lagimodiere Blvd., Main Street, Henderson Highway, or McPhillips Street. There simply are not enough people who want to travel long distances on the Perimeter between the limited locations Winnipeg Transit could serve. It would also be very expensive to add safe bus stops, pull-outs, and connecting sidewalks.

The new network is designed with a sort of inner-perimeter or orbital network made up of three Primary Transit Lines: M, O, and W. The proposed Line P adds another layer to that orbital network in the east and south, but relies on new bridges, roads and railway crossings before it can be put into service.

QUESTION
You described on-demand service as transitioning to an app instead of calling the driver who needs to figure out their own route. Who would be planning the routes with the app? Planners setting routes and sending a notification to the driver, or software wayfinding?

ANSWER
Software. There are several software providers on the market. Winnipeg Transit will be evaluating the various software providers to see what might work best for Winnipeg.

QUESTION
how does on request work for seniors youth or others without a smart phone. or a dead phone.

ANSWER
Bookings would also be available by telephone, either landline or mobile phone. Unfortunately, there would be no alternative available for booking a trip with a dead phone.

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QUESTION
Are details available for the areas of the city which are proposed covered by On-Request service, specifically considered hours of operation? And would the On-Request areas share the same operating hours, or is there allowance for them to be individually different.

ANSWER
The intent is for On-Request Service to be offered during all normal hours of transit service, unless there is a part of the day where it would be too busy. In these times, rush hour for example, it may need to be replaced with a fixed-route feeder. If an On-Request Service gets so popular it needs to be replaced with a fixed route for part of the day, the data from the On-Request service could be used to help plan the route.

QUESTION
Is there any plan to plan for the feeder routes to extend service to expanding parts of the city like south-west Winnipeg?

The intent is for all developed urban areas of the city to have access to transit service. This plan proposes a New and Developing Neighbourhood Strategy: as a neighbourhood develops and the population grows, service would be introduced first as On-Request Service. If that service becomes well-used during parts of the day, it would evolve to a fixed route. Service area expansion is subject to funding. However, through this New and Developing Neighbourhood Strategy, it will be much cheaper and more efficient to introduce service area expansions than it would be with today's network.

Winnipeg Transit Plus

QUESTION
I'm not a user of Transit Plus, but the proposed service to me seems like it could be a regression; from a single trip today to potentially two or more connections for a single trip. Will the improvement in service be great enough to offset this? Has Transit explicitly consulted with Transit Plus riders on this proposed change?

ANSWER
There was dedicated consultation for Transit Plus customers on this and other topics. Information on this engagement, including word for word transcripts, can be found at winnipeg.ca/transitmasterplan under the Transit Plus tab.

The proposed Family of Services approach provides more flexibility to respond to the wide range of abilities of Transit Plus customers. Customers who require door-to-door service would still have that option available. Many Transit Plus customers could use conventional transit service, if they could access it more easily. One of the biggest frustrations for Transit Plus customers is the difficulty in booking a trip on short notice. The Family of Services approach enables people to book trips with less notice and more flexibility than the current system. This also frees up resources for those who require door-to-door service.

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QUESTION
With a focus on rapid transit (which is great!), is there a plan to extend the 500m rule for transit plus? With feeder routes falling behind sprawl, it makes a lot of peripheral destinations inaccessible.

ANSWER
The "500 m rule" will be eliminated on January 1, 2021. After that date, Winnipeg Transit Plus service will be available throughout the city. The policy until December 31, 2020 states that a trip on Winnipeg Transit Plus must have an origin and destination within 500 metres of a conventional bus stop.

QUESTION
If you want to improve the eligibility. But you reduced the winter service from oct 15 until when ever the manager desides ?

ANSWER
Changes to the winter eligibility period were established outside the Winnipeg Transit Master Plan process. The winter eligibility period will now begin whenever there is an accumulation of snow, or December 15, whichever comes earlier. However, this policy is currently under review outside of this master planning process. Transit Plus customers will have more opportunities to give feedback.

Access to Transit

QUESTION
Has a pedestrian path/bridge ever been seriously considered to connect Beaumont station to grant Park?

ANSWER
This connection is not proposed in the Winnipeg Transit Master Plan. The City of Winnipeg is also undertaking a separate Transportation Master Plan, that will include updates to the Pedestrian and Cycling Strategy. Please stay tuned for engagement opportunities on that study within the next few months.

QUESTIONS
By streamlining the transit grid, are we also increasing the distance a passenger has to travel as a pedestrian? For many Winnipegers snow accumulation is the most significant barrier to accessing the bus. Has a revised snow removal strategy been considered as an essential aspect of accessibility in the WTMP?

Will sidewalk snow clearing along the primary network be made high priority?

To learn more about the draft guidelines, please visit winnipeg.ca/transitmasterplan

ANSWER
The walking distance to bus stops may change. For some people, it will be a longer walk. For other people, it will be shorter. For many people, it will not change at all.

Most of the proposed Primary Transit Network is along streets that are also at or near the top of the snow cleaning priority. Winnipeg Transit will continue to work with our colleagues in the Public Works Department to ensure the priorities of transit customers align with operational practice.

QUESTION
Traffic islands problem for vision impaired

ANSWER
(in session, by moderator): Noted and recorded - thank you!

QUESTIONS
Are there plans to include AT Paths along all dedicated infrastructure of these rapid corridors?

when fully separated transit infrastructure is built - is there space/consideration for bikes to also use this infrastructure?

One important aspect of Rapid Transit plans in the past was the inclusion of pedestrian and cycling facilities adjacent to RT line. It looks like that has not been included in planning the 3 main routes?

Will the Transit Master Plan match up with the Pedestrian and Cycling Strategies by including protected bike lanes on the rapid transit routes?

How many people are walking on sidewalks? Is there not a way to include a separate bike adjacent to the sidewalk for bikes which seems to work in soem areas of the city.,

ANSWER
The City's intent is to offer a safe walking and cycling network along each rapid transit corridor. In most cases, the walking network would be on the same street as the rapid transit service, but in some cases the cycling network would follow parallel streets instead.

These will be developed as the plans go from concept to functional design. The City recognizes that connectivity to Transit facilities on foot and by bike is critical to maximizing the reach of rapid transit.

QUESTION
Second question is how Age-friendly is this nre transit strategy specifically for citizens to get from residental to downtown or other places they need to get to. The current thinking is that most seniors will be aging in place where they live with some exceptions, so being able to access transit will be a different experience and needs to be addressed.

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At the core of the Winnipeg Transit Master Plan is an attempt to enable access for all ages and abilities, from anywhere to anywhere. There are of course limitations on how perfectly this can be accomplished. The proposed new transit network, the introduction of On-Request Service, changes to Winnipeg Transit Plus, definitions of Transit Junctions, Stations, and Hubs and related policies, expansion of service spans, increased frequency and reliability, are all under this umbrella.

QUESTION
do you track the usage of the bike rack on the front of many buses? If so, how often are they used daily?

ANSWER
Use from day to day is highly variable, but generally low. Buses equipped with bike racks remain rare within the Winnipeg Transit fleet. It is to be expected that utilization of the bike racks would remain low until customers can be more certain that a bike rack would be available on a given bus route. A suitable level of reliability is currently not possible due to dispatching and garage space constraints. Two of three Winnipeg Transit garages, including the largest one at Fort Rouge, were designed for the precise length of buses parked bumper to bumper without allowance for a bike rack on the front.

Buses on the BLUE rapid transit line are dispatched from the newest garage, and are generally equipped with bike racks. The bike racks have been used about 480 times since the service was launched on April 12, 2020. Since this service has only operated during the Covid-19 pandemic, it is expected that people with bicycles would prefer to complete the journey entirely by bicycle.

QUESTION
Are park and ride/kiss and cry locations part of the plan?

ANSWER
The plan outlines the general criteria for suitable park & ride locations and identifies some example locations as potential candidates. It does not identify all possible locations. Additional study would be required, including as part of the Transportation Master Plan, which is currently underway.

Other

QUESTION
Will these slides be available to view after the presentation is over?

ANSWER
Yes. They are posted to the project website winnipeg.ca/transitmasterplan.

QUESTION
why is council approving ever stage of the process? could the planning dept have autonomy to act on what you learn from engagement?

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ANSWER
City Council has the authority to govern the City of Winnipeg as elected representatives of all Winnipeg residents. Certain types of operational decisions are delegated to various levels within the public service, including responding to certain types of issues raised by the public. In other cases, the public service would make recommendations to Council based on the feedback received as well as technical analysis. Many recommended actions have a financial impact. City Council has the authority to consider and balance the diverse needs of the many types of services offered by the City of Winnipeg.

QUESTION
Beyond infrastructure and service changes, will there be anything like a TravelSmart program to encourage people to get out of their cars and onto transit?

ANSWER
The Winnipeg Transit Master Plan focused on service and infrastructure. Other ridership initiatives would be part of different processes.

QUESTION
Transit might want to check in with Urban Forestry regarding trees. They are working on their own new plan right now.

ANSWER
Winnipeg Transit has been working with our colleagues in other departments, including Forestry.

QUESTION
what has been the average weekday daily ridership on the new south rapid transit?

ANSWER
This data is not yet available.

QUESTION
Is there plans for a new transit garage if so where?

ANSWER
Winnipeg Transit will need a new garage to replace the aging North Garage on Main Street. A specific location has not yet been identified.

QUESTION
Is there cooperation between the transit 25 year plan and the completion of the inner belt roadway (extension to William Clement Parkway, Bishop Grandin, Chief Peguis, etc)?

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ANSWER
The Winnipeg Transit Master Plan was developed with consideration to future roadway plans. Not all future major roadways are not conducive to transit access, however.

QUESTION
When will Transit consider above roadway minibus such as [external link removed] to provide faster more economic service?

The Winnipeg Transit total cost per ride is $4.14 currently plus the cost of infrastructure. The total cost per ride on [external link removed] is less than 1/2 of that including the cost of the infrastructure.

ANSWER
Note: Questions that were deemed to be promotions for products or services have been removed, as per the moderation policy (#7) used on the Engage Winnipeg website.

The City of Winnipeg has no plans to introduce an unproven technology that is not in use in any city worldwide.

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