

## **Appendix A – Promotional materials**

## Twitter post example



## Facebook post example



## Newspaper ad example

### Winnipeg Transit Master Plan

**Phase Three – The Future of Rapid Transit**

Rapid transit is an important part of the Winnipeg Transit Master Plan to help more people get to where they need to go. In this third and final phase of public engagement for the Winnipeg Transit Master Plan, we are sharing proposed plans for the future of transit in Winnipeg, including details on rapid transit and accessible transit service.

The City of Winnipeg invites you join us online for a presentation and Q&A session about the Winnipeg Transit Master Plan.

#### Zoom meetings

<b>Date:</b> Saturday, October 24	<b>Date:</b> Wednesday, October 28
<b>Time:</b> 1 p.m. – 2:30 p.m.	<b>Time:</b> 7 p.m. – 8:30 p.m.
<b>Location:</b> Online via Zoom	<b>Location:</b> Online via Zoom

Register at: [winnipeg.ca/transitmasterplan](http://winnipeg.ca/transitmasterplan)

For inquiries or for those who require alternate formats or interpretation in order to participate, please contact [transitmasterplan@winnipeg.ca](mailto:transitmasterplan@winnipeg.ca)

For more information, visit us online at:  
[winnipeg.ca/transitmasterplan](http://winnipeg.ca/transitmasterplan)



## Digital display network ad

## Winnipeg Transit Master Plan

### Phase Three - The Future of Rapid Transit

Learn about the future of rapid transit and share your thoughts to help shape Winnipeg's transit system!

 <b>Share your views online</b> From October 8 to November 6	 <b>Take part in a Zoom meeting</b> October 24, 1 p.m. October 28, 7 p.m. Details online	 <b>Sign up for updates</b> Email: <a href="mailto:transitmasterplan@winnipeg.ca">transitmasterplan@winnipeg.ca</a>
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## Transit interior ad

# Winnipeg Transit Master Plan


## Phase Three – The Future of Rapid Transit

Learn about the future of rapid transit and share your thoughts to help shape Winnipeg's transit system!

		
Share your views online	Take part in a Zoom meeting	Sign up for updates
From October 8 to November 6	October 24, 1 p.m. October 28, 7 p.m. Details online	Email: transitmasterplan@winnipeg.ca

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## Postcard

# Winnipeg Transit Master Plan

## Phase Three – The Future of Rapid Transit

In this third and final phase of engagement for the Winnipeg Transit Master Plan, we are sharing proposed plans for the future of transit in Winnipeg, including details on rapid transit and accessible transit service.

Learn about the proposed changes and share your thoughts to help shape Winnipeg's transit system for the future.

		
Share your views online	Take part in a Zoom meeting	Sign up for updates
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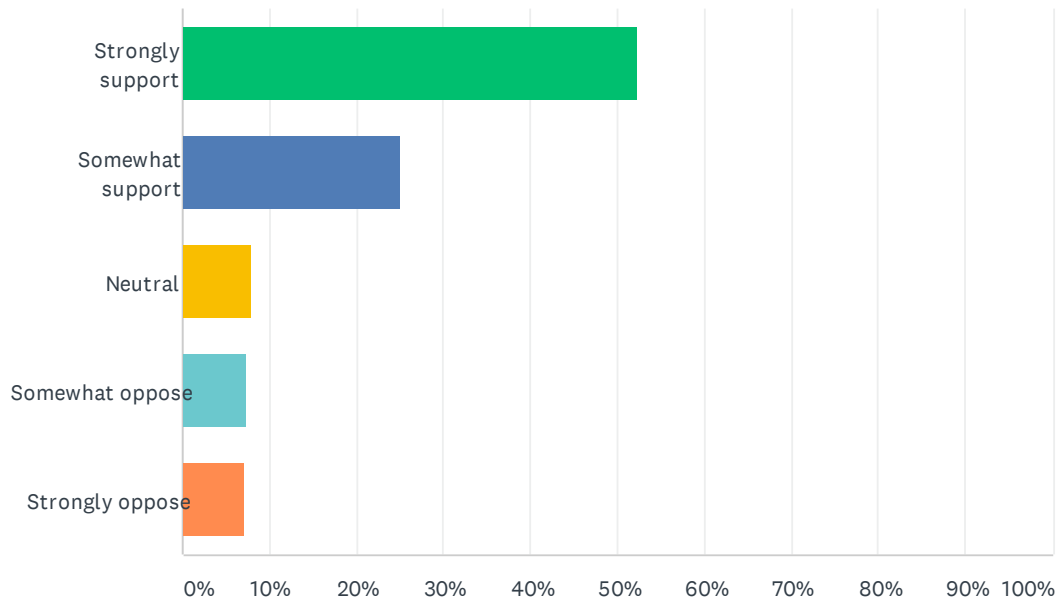
For more information, visit us online at: [winnipeg.ca/transitmasterplan](http://winnipeg.ca/transitmasterplan)



## **Appendix B – Online survey questions and feedback**

## Q1 Initial rapid transit investment should be focused on Downtown and expanded outward as needed.

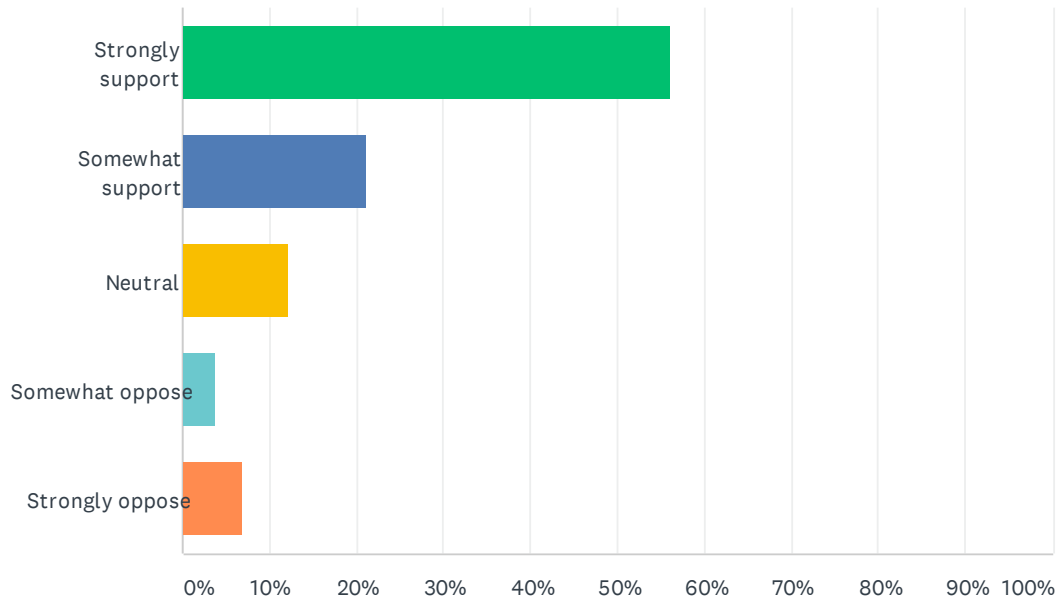
Answered: 1,139 Skipped: 9



ANSWER CHOICES	RESPONSES	
Strongly support	52.33%	596
Somewhat support	25.20%	287
Neutral	7.90%	90
Somewhat oppose	7.37%	84
Strongly oppose	7.20%	82
TOTAL		1,139

## Q2 Union Station should be the central hub of the rapid transit network.

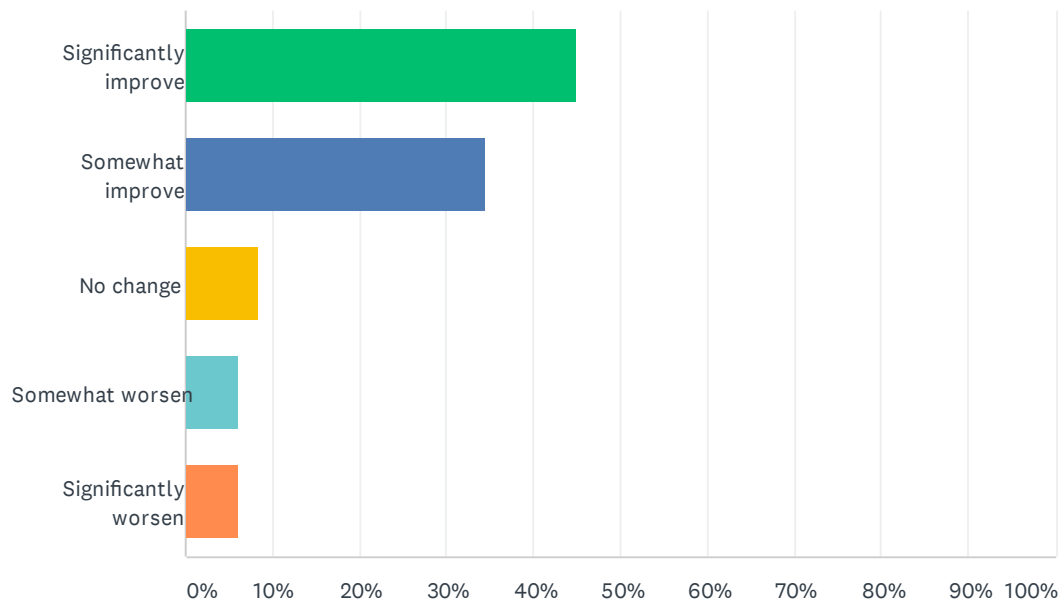
Answered: 1,141 Skipped: 7



ANSWER CHOICES	RESPONSES	
Strongly support	56.09%	640
Somewhat support	21.12%	241
Neutral	12.09%	138
Somewhat oppose	3.77%	43
Strongly oppose	6.92%	79
TOTAL		1,141

### Q3 How do you think that the plans for rapid transit, including the proposed changes Downtown, will affect how people get around the city?

Answered: 1,137 Skipped: 11



ANSWER CHOICES	RESPONSES	
Significantly improve	45.03%	512
Somewhat improve	34.56%	393
No change	8.44%	96
Somewhat worsen	5.98%	68
Significantly worsen	5.98%	68
TOTAL		1,137

**Q4 Do you feel additional changes could be made to the proposed rapid transit plan to better suit the needs of Winnipeg residents? If so, please explain:**

Answered: 539   Skipped: 609

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

#	RESPONSES	DATE
1	GPS tracking on buses that communicate with an app so people can better time leaving buildings in the winter when it's very cold outside.	11/7/2020 8:25 PM
2	Focus on light rail first to save money long term.	11/6/2020 8:52 PM
3	why does all the rapid transit plan have to be in south wpg where people also drive cars - why can't we have better service in the north end like #71 on McPhillips St. Miss one bus and wait for over half hour - no time schedules up, we need and deserve better transit service. I'm tired of all this so-called improvements in south Wpg when we all pay for it, and never use it.	11/6/2020 7:57 PM
4	Rapid transit chiefly benefits those who travel long distance. Congestion is best lessened by providing. Service from major distant communities.	11/6/2020 7:22 PM
5	Rapid transit should go from lower income neighbourhoods where less people have cars to high service areas such as grocery stores or the university of Winnipeg.	11/6/2020 4:31 PM
6	Better peak times, my busses go from empty to driving right passed me because They are full. I refuse to but a bus pass, due to the amount of cabs I've had to take due to, either full buses, early or late buses.	11/6/2020 4:21 PM
7	The bus stops/stations need to be guaranteed wheelchair accessible. Especially in winter. Snow and Ice removal daily or multiple times a day if snowing. Accessible shelters (Automated doors)	11/6/2020 2:29 PM
8	Red River College has a student population on par with the University of Manitoba. I would like to see a rapid transit route dedicated to RRC. I would also like to see a rapid transit bus that takes the orange line from the north end, that switches to the blue line, so that north end residents can take one bus to the UofM. I also strongly support using the train station as a transit hub. It's not clear in the documentation, but there MUST be access from the BRT platform that goes into the station, not just access from next to the building. This will revitalize the building, and services can be added for transit riders. Most large train stations and transit hubs in Europe have grocery stores, convenience stores, fast food, and other shops and services to cater to commuters. Add housing to parcel 4/railside, and perhaps next to the station, and the combination can't lose!	11/6/2020 2:07 PM
9	Plans for the rapid transit corridors must include protected bike lanes. Failure to do so will result conflicts between people on foot and bike along the sidewalks and between people on bike and buses in diamond lanes. Winnipeg's planning documents strongly support the inclusion of cycling along the regional mixed use corridors you have identified for rapid transit, and for good reason. These corridors will attract intensification that will give rise to peoples desire and need to reach destinations along these routes by bike. A failure to provide safe facilities for people on bikes will simply push conflict to the sidewalk, onto the roadway, and into diamond lanes where they will be infinitely more problematic and unsafe.	11/6/2020 12:56 PM
10	I definitely agree the utilization of existing streets is a great focus. However I believe considerations of the relationship between these pathways relate to biking and active modes of transportation need to be more highly considered.	11/6/2020 11:52 AM
11	We need affordable, frequent, reliable public transit. Winter is a large deterrent. The city and/or its contractors do not uphold accessibility for people with mobility issues. I have personally had to help multiple people through cross-walks and confront construction supervisors about improper detours for people with accessibility challenges. Also bus schedule TVs at the stops are unplugged a lot. We also NEED more heated bus shelters. I want you to look at the bus shelters down pembina. Going North, there is basically no inclosed or heated shelters (none at mcgillvray, none at point road, none at union station...) But going South, has all the heated and inclosed shelters (there is one at point rd S., union station S., etc.) We also need infrastructure. We need public washrooms and maybe keyosks to purchase tickets or re-load passes.	11/6/2020 10:10 AM
12	Bus Rapid transit is an archaic idea that is out of date. It is a waste of time and resources and instead of continuing this outdated idea, it should be scrapped and an entirely new system should be thought up and implimented.	11/6/2020 8:18 AM
13	We need to strictly enforce paying fares. Too many people get on without paying their fair share. It also should not be the drivers who are responsible for enforcing it. Fare hikes to	11/5/2020 11:53 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

compensate for this expansion and no -payers are making transient barely adorable for those who rely on it.

14	Yes, please consider routes that aren't centralized to downtown. Most people use the bus to get from suburb to suburb. It shouldn't take people 90 minutes to get to work.	11/5/2020 11:21 PM
15	Only by including safe shelters from weather any place where people will be waiting for buses, and ensuring that remote neighbourhoods like Charleswood and Transcona are able to connect with the rapid routes without too much trouble.	11/5/2020 10:39 PM
16	Commit to, and start building, light rail in the initial phases. Other, smaller cities with light rail have saved tremendously on finances by mitigating inflation this way.	11/5/2020 8:11 PM
17	Yes, involve citizens rather than special interestd	11/5/2020 6:12 PM
18	Stupid time to be wasting money on this when businesses are closing due to covid.	11/5/2020 4:16 PM
19	Public transportation is a public good. Just as our taxes pay for streets, so should our taxes pay for public transportation. There should be no fees for public transportation. Simultaneously it should be more difficult for cars to be faster than public transportation. Also, the feeder routes have to be carefully designed to make it possible for anyone anywhere to catch a bus quickly.	11/5/2020 3:47 PM
20	LRT will be necessary as we move to a more environmentally friendly future. Expanding BRT is redundant considering Canada has signed the Paris Agreement. Just as taxes on nicotine products have increased with the goal of minimizing consumption, the federal government will continue to implement carbon and environmental taxes on citizens and cities with the goal of minimizing consumption.	11/5/2020 10:56 AM
21	if possible, it would be nice if the orange line at union station went onto the tracks and not on main street eating up traffic lanes. My concern being the gridlock on South main around Assiniboine.	11/5/2020 10:43 AM
22	Rapid transit should be used to bring people from the parts of the city that are furthest from downtown, into the city centre first.	11/5/2020 9:22 AM
23	Down town should just be a route. There should be a circle route around down town that all busses use and get on and off much like a traffic circle. Congestion down town is reduced and busses would not be affected by downtown congestion.	11/5/2020 9:05 AM
24	Use portage and main as the hub central	11/5/2020 6:54 AM
25	Rapid transit is heavily focused on servicing the south end of the city. Transit needs to strongly consider and take action to improve service to other areas of the city (north, northeast areas)	11/4/2020 10:36 PM
26	North Winnipeg and new developments of Northwest and Northeast have not been included in this plan and don't receive any transit infrastructure whatsoever. It's as if the city does not consider North Winnipeg to be part of Winnipeg but these new developments pay high property taxes.	11/4/2020 9:31 PM
27	Maintain and create cycling expressways directly adjacent to BRT lines. This is fantastic and should be included in all lines.	11/4/2020 8:58 PM
28	The problem is that there are no plans to improve service to the north end or the west end where people actually use the bus. You just keep pouring money down a hole to get service out to Fort Rouge and St Narberth where everyone is rich, have multiple cars, and would never be caught dead taking the bus anyway. Those Blue busses are empty, even during rush hour.	11/4/2020 8:20 PM
29	Scrap it and get our money back from the idiots who started it. It is a colossal failure.	11/4/2020 8:12 PM
30	All Winnipeg busses should be fully accessible. There should be no need for a sepearte handitransit system.	11/4/2020 7:22 PM
31	why waste so much money	11/4/2020 6:11 PM
32	Things would be better for everyone if the trains were moved out of the city.	11/4/2020 2:54 PM
33	There is a giant gap in your map in the North End. That needs to be changed. Also the questions regarding the way busses turn and stop is most relatable to elders, disabled, and	11/4/2020 2:28 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

obese folks. Were all thrown around by current busses but harder for the above mentioned to recover from it.

34	Osborne Village is the most densely populated neighbourhood, with a large number of transit users. Yet it has been left out of the plan. The new 635 feeder route doesn't avoid congestion, as the feeder routes were meant to do, because both River and Stradbrook are backed up at rush hour. The elimination of the 185 now means taking two buses, instead of one, to U of M, using a feeder route which is just as slow as the 185 was. Now the best way to get between Osborne Village and U of M is to take the 60, avoiding the transit corridor entirely, which defeats its purpose. Please reinstate the 185, but expand its loop to reach Misericordia, the way the 635 does now.	11/4/2020 2:20 PM
35	Consider LRT and be sure rapid transit runs often. Offer park and rides at several locations of rapid transit lines	11/4/2020 2:16 PM
36	More money in the city and provincial budgets to support.	11/4/2020 11:50 AM
37	There needs to be improved connections to outer extremities of the city. The proposed plan neglects a significant amount of the population who currently don't have reliable public transit and need to drive for their daily commute.	11/4/2020 10:01 AM
38	Union station is not a walkable area. There are no stores or places of safety to duck into and for a proposed transit hub, especially downtown, that is important.	11/3/2020 11:51 PM
39	Living in Transcona why is the East the last phase of rapid transit. Now our 47 bus stops at Main and Pioneer. Inconvenient	11/3/2020 6:40 PM
40	As long as feeder buses run regularly enough, and the rapid transit buses run regularly enough that one need not adhere to a schedule, it will be great. I am very in favour of transit-only lanes that will remove transit from regular traffic.	11/3/2020 2:00 PM
41	Unless something is done to make buses appeal more to middle-class Winnipeggers, ridership will not change. No amount of route improvements will change that.	11/3/2020 1:17 PM
42	We need light rail or subway not just buses we are so far behind the times we can make it work	11/3/2020 1:09 PM
43	Rapid transit is needed to the east & to the airport as well. If the city is planning for an LRT then those areas need to be served too.	11/3/2020 11:13 AM
44	REDUCED FARES result in more transit users	11/3/2020 11:03 AM
45	Hub and spoke is a system that should work well, given Winnipeg's radial built form - but make sure that transfers work for those who are not going radially as well. Don't half-bake infrastructure. Some of the compromises made on the SW transitway, where parts are overbuilt (McGillivray overpass) but other bits are just ... missing or shoehorned in (other at-grade intersections, Southpark in general) - should not be repeated.	11/3/2020 10:26 AM
46	I would like to see light rail in this city.	11/3/2020 6:25 AM
47	Expand rapid transit for people who actually work and take the bus and not just university students and the wealthy end of town. People in every other area but the south end have been screwed, but we are the ones paying for it because we take the bus every day.	11/3/2020 6:22 AM
48	Create a corridor route that goes straight down Leila Ave with no turns in the route.	11/2/2020 10:31 PM
49	More north/south. Operate more on a grid system. People have to accept transferring. Unless one can get to destination faster and safer via transit than driving, people will always be resistant to using transit.	11/2/2020 8:47 PM
50	Keep it fully separate from street traffic as much as possible	11/2/2020 8:19 PM
51	More info to the public on how to drive around buses and bus lanes as well as cyclists. Turning vehicles will cause issues	11/2/2020 8:16 PM
52	Easier busing around downtown after the elimination of the spirit.	11/2/2020 8:10 PM
53	To begin with, the main hub should be downtown. The Union Station is far from being downtown. It will cause a bottle neck on Main Street . May I recommend that the Hub be situated around Portage Place.	11/2/2020 7:40 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

54	Fares should be free in order to support vulnerable populations that may need to use the services to get around. This free service can be offered by defunding the police.	11/2/2020 7:35 PM
55	Non refundable provincial gas tax of 2 cents per litre towards local cities and provincial bus services. As well as a suggested bus fare which is low. People could pay extra bus fare if they wish to support it. Keep fares LOW	11/2/2020 5:07 PM
56	Tailor and make beneficial changes to some route that have little to no people on board With Swindon route It's crazy to think how many times that bus goes Around that loop with no people on it. That was prior to covid.	11/2/2020 4:13 PM
57	I think that the hub should be more central. Very few busses run into the suburbs of the north end so, having this closer to that area in the city will provide more access to transit that is easier and possibly safer.	11/2/2020 10:44 AM
58	Drop rapid transit, drop regular rate fares, make more money on more riders going to and from more frequently. Might also be nice to have comfortable vinyl seats again.	11/1/2020 8:01 PM
59	What worries me is that by treating transit in isolation, we don't consider active transport (cycling) and other emerging mobility options (e-scooters). For example, I love the dedicated line on the east side of main street; but no cycle paths? Can these designs accommodate the inevitable robust non-motorized network that our city will need to decarbonize and compete with other cities that are attracting young people with more active lifestyles?	11/1/2020 7:25 PM
60	Ensure all buses can accommodate bicycles. This would allow people to ride from collectors to main transit arteries thereby increasing ridership.	11/1/2020 5:30 PM
61	The plans must be affordable and based on actual need the current plan is based on a great deal of assumptions. We also know that downtown is not safe. Is predominantly functioning Monday to Friday day time use. This plan is trying to bring people downtown to revive a dead area	11/1/2020 1:25 PM
62	more heated shelters in suburban areas	11/1/2020 1:03 AM
63	Keep Transit and regular traffic separated wherever possible. Between bike/pedestrian and traffic calming not much room left for vehicles. We don't have the luxury of freeways for the heavy volumes of traffic in this backwater city so a sufficient road system needs to be maintained through the downtown core.	10/31/2020 8:23 PM
64	stop wasting our money on this	10/31/2020 7:37 PM
65	There needs to be a line from Transcona to the U of W.	10/31/2020 6:58 PM
66	Please have something going to the north east along the old Marconi rail line. Also, look at the pros and cons (ie. Study) of rail relocation.	10/31/2020 5:03 PM
67	More bus coming to and from sage creek pls	10/31/2020 4:51 PM
68	Please focus on improving traffic flow and better synchronizing traffic lights	10/31/2020 2:55 PM
69	Fewer stops! It's not "rapid" if it stops every block. Maximum line stops 3-5 INCLUDING endpoints. Minimum distance between stops on rapid lines should be 4-5km if dedicated corridors are used. Feeder routes are then used as last mile shuttles.	10/31/2020 2:05 PM
70	Anchoring the rapid transit hub in the South East corner of Downtown covers most of the area reasonably well but frequent transfers to the legislative/law blocks, U of W, and the exchange will likely encourage adoption (in lieu of long winter walks).	10/31/2020 9:50 AM
71	I'd like to see the busses off portage for as long as possible, utilize the current dedicated bus lane. I like how the elevated track is used. Long term, it would be nice to see all elevated tracks get used to keep buses off the street as much as possible.	10/31/2020 6:58 AM
72	While it'll improve traffic congestion in the short term, a long term solution is to implement an LRT + BRT system. The benefits of having an LRT system outweighs its cost. 1. It reduces the need for more busses (i.e less carbon emission) 2. The city is growing at an exponential rate, a BRT system will only continue to add more busses and then we're back to square one. 3. The BRT system is very unreliable during winter where there will be an extreme amount of snow on the roads; I as a post secondary student have missed a few of my classes due to the unreliability of the BRT schedule during winter.	10/31/2020 1:35 AM
73	Using electric vehicles or something similar, to help promote the younger generation to use	10/30/2020 10:28 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

transit.

74	The large assumption here is that people are trying to get downtown to the outlying areas of the city. What about those trying to get from say The Maples to Crestview?? Their only option is to go downtown first?	10/30/2020 8:53 PM
75	City planners are intentionally creating traffic congestion by using sidewalk bumpouts, eliminating traffic lanes by impementing bikes lanes, not synchronizing traffic lights, proposing 30km/h speed limits. Because of that buses are late. Fix these problems, then you don't need to spend millions on separate lanes for rapid transit. All transit will then be rapid!	10/30/2020 8:06 PM
76	Keep in mind that traffic islands and platforms in the middle of busy roads will pose a significant hazard to the visually impaired. Currently we have options to avoid difficult bus stops, with this new system it looks like we will be forced to use specific hubs and transfer points. This means they absolutely must be completely accessible for people with all manners of disabilities.	10/30/2020 7:43 PM
77	Build Union Station, and DO NOT LISTEN to the NIMBY's who will scream about Winnipeg Transit wasting money on Union Station. Regardless of anything else, Union Station is a MUST. This will NEVER get off the ground without Union Station. Other than that? Portage corridor way more important than Grant. Go onto an 11 Portage - Polo Park crushload, to understand what I mean. That stretch between Polo Park and Downtown needs drastic capacity boosts. Grant Park Shopping Centre doesn't have crushload busea. Polo Park does. Fix it?	10/30/2020 4:32 PM
78	It's be awesome if bike routes and RT bus routes could link up- for example if you biked to work but then the weather turned worse you could put your bike on the bus and continue home. Or if you wanted to bike part way to work and then bus the rest you could.	10/30/2020 3:05 PM
79	Expand the Graham Avenue hub. The proposed union station hub will force folks to transfer to get downtown where as Graham avenue already connects to many buildings such as Portage / MTS Place and Hydro.	10/30/2020 2:42 PM
80	The rapid transit plan needs to be well-connected to existing urban commercial nodes. Creating dense, pedestrian/cycling friendly hubs along Portage, Main, Grant, etc is essential. This requires zoning support as well from planning dept. My only criticism of Pembina corridor is the disconnection from the existing urban environment. Subways in New York go right under the busiest, most important streets. Transit needs to connect the places that people want to go in meaningful, pedestrian-friendly ways. If that means traffic moves slower - well, great.	10/30/2020 1:00 PM
81	Sanitizers on all buses.	10/30/2020 12:51 PM
82	Have a station by Shaw Park attached to Winnipeg square to allow for people as far away as the Bay (RIP soon) to be able to be connected indoors to a station for improved practicality, comfort and convenience. The large parking lots mean there is space, along with being ideal for events at Shaw park and the hopefully soon to be started Railside Developments.	10/30/2020 11:24 AM
83	Make changes. St. Norbert does not need to part of Rapid Transit - Frequent Line would be appropriate. It is time to make a DIRECT connection from South St. Vital to the U of M and the Victoria Hospital. If transit can connect Kildonan Place Shopping mall DIRECTLY to the UofM (leaving the St. Vital students in the cold on Bishop Grandin), then it would be possible to connect hospitals - perhaps the Grace with the Victoria Hospital using Kenaston. Add connection to Polo Park mall and Airport from St. Vital. Do not force going through Downtown. The Pandemic is showing that the patterns of work will likely change --- so plan ahead. Forcing people through downtown does not make sense.	10/30/2020 11:15 AM
84	Would like to see more emphasis on NE and NW sections of the city.	10/30/2020 10:42 AM
85	fast and frequent service is the goal	10/30/2020 9:45 AM
86	Hire a better management team that supports drivers so customer service improves. Such a toxic work culture created by poor management	10/30/2020 4:10 AM
87	The city needs to look at how people are moving around the city. The proposed long term plan only deals with currently developed neighbourhoods.	10/29/2020 9:54 PM
88	We won't have buy in until you can get to a station and wait no more than 10 mins for a train/bus	10/29/2020 9:20 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

89	Put all the money into better service on existing routes. Frequency beats everything else. Build no more infrastructure, just hire drivers and buy buses.	10/29/2020 8:56 PM
90	Yes, cancel it & spend the money on police services. We've wasted enough on this already. It's just throwing good money after bad at this point. We could do so much better with this money.	10/29/2020 8:39 PM
91	Ensure that the buses don't stop to wait for catch up times in ways where they are blocking lanes	10/29/2020 6:17 PM
92	Consider trams/ street cars / light rail	10/29/2020 2:46 PM
93	Better support for south winnipeg and along route 90. Currently living in south winnipeg and relying on the bus, means individuals can only support themselves on part time work, with strong limitations based on bus schedules.	10/29/2020 2:41 PM
94	Passenger and driver safety are the biggest factors in the success of rapid transit. No one is going to use a system no matter how efficient, if they feel their personal safety is in jeopardy. This issue is the big hole in your survey.	10/29/2020 2:34 PM
95	Neighbourhoods need to interconnect, a system where all routes connect to downtown is archaic, such designs favours "owning a car" culture, but we are not trying to stimulate an economy after a war anymore, are we?. Check Toronto for public transportation design, at least to have an idea, although I am aware the population in Winnipeg is not as big as it is in Toronto.	10/29/2020 11:38 AM
96	From the public engagement session on Oct 28th, we were told that cycling facilities would be identified on parallel routes but no details are provided in the Transit Master Plan. I am hoping those plans will be shared for feedback at some point in conjunction with both this plan and the connection to the Ped & Cycling Strategies.	10/29/2020 11:00 AM
97	I would just add that it there should be frequency on rapid transit and non-rapid transit routes serving the downtown and mature communities on a grid, where the greatest transit potential is.	10/29/2020 1:49 AM
98	Elevated line from downtown with a spur from Polo Park to the airport would be superior to running down the median lanes of Portage. The AT corridor along Gateway should be utilized, as originally intended, for the NE corridor. Density in regional town centres should be planned as TODs (Polo Park, St. Vital, Kildonan Place). For reference, study the Vaughn City Centre development.	10/29/2020 12:49 AM
99	it still feels a bit vague	10/28/2020 9:19 PM
100	I would have liked to have seen more consideration for NW Winnipeg.	10/28/2020 8:44 PM
101	No connections to Kenaston? Seems like an oversight given the outlet mall, IKEA, and all the development that is going to happen at Kapyong...	10/28/2020 7:29 PM
102	You should consider Trackless Tram Technology (Australia) or Automated Rapid Transit (China) for Winnipeg's transit system. With the introduction of 5G, and significantly cheaper costs than LRT with the same benefits, it's more than a viable option for our city. <a href="https://youtu.be/59JQnltQBc">https://youtu.be/59JQnltQBc</a>	10/28/2020 6:46 PM
103	There needs to be one last run of the major bus routes AFTER the bars close. So many people drive after they've been drinking because there's no other 'cheap' way to get home.	10/28/2020 6:25 PM
104	If we really want to have an environmental policy, we need to encourage people to use public transit (or active transportation) but also, we need to discourage people to use their car. For example: we can increase significantly the number of diamond lanes (reducing the space for cars in the city), we can reduce the speed limit for cars. (or we can even imagine a toll to enter the downtown as it is done in some european cities). Reducing the number of cars on the street will also reduce the need for road repairs and help the budget of the city! This can be done quickly and are not very expensive to put in place!	10/28/2020 6:13 PM
105	Work towards transition to light rail.	10/28/2020 5:59 PM
106	Harkness Station has greatly improved transportation to/from south Pembina Hwy, University of Manitoba, as well as to Polo Park, Unicity, and west Charleswood.	10/28/2020 5:55 PM
107	Grant is NOT necessary. Macphilips or Henderson are more important	10/28/2020 4:27 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

108	I love this plan. The timeline for roll out is what needs to be changed. Bold plans like these always seemed to get bogged down, then watered down as they make their way through the City's bureaucracy, public consults, and study after study. We are sooo far behind on this, it's time to make it happen!	10/28/2020 4:19 PM
109	We need a train system with drop off area in busier areas.	10/28/2020 3:24 PM
110	Whatever is built make it changable to light rail	10/28/2020 3:09 PM
111	plan infrastructure to support electric rail in the future	10/28/2020 3:02 PM
112	More rapid transit routes separated from streets. The current diamond lanes work terribly. Cars back up the diamond lanes trying to make right hand turns Downtown.	10/28/2020 3:02 PM
113	design to suit the climate when designing and laying out stations	10/28/2020 2:37 PM
114	... open up portage and main to invigorate downtown pedestrian growth, connect all 4 sides of the city to the Heart. This is a great Start creating a Union Station Hub, Yayyyyyyyyyyyyyy!!!!!!!!!!!!!!	10/28/2020 2:32 PM
115	Open up portage and main to pedestrians	10/28/2020 2:29 PM
116	Consider bringing back the street car. A great inner city / downtown neighbourhood builder.	10/28/2020 1:05 PM
117	Light rail	10/28/2020 12:37 PM
118	It needs to be built. Half built lines aren't going to increase ridership. A fully functioning system is required. It will cost a lot upfront, but will payoff in the long run.	10/28/2020 12:30 PM
119	Busses running more frequently and to more areas. More busses on weekends and at night. Busses taking better routes instead of just "main" route.	10/28/2020 12:19 PM
120	Build it as soon as possible. 25 years is not ideal, I want functional transit before I retire. LRT asap.	10/28/2020 11:51 AM
121	I think for Union Station to be a central hub, should have far more mixed development, including shops, cafes, and office space to encourage use.	10/28/2020 10:26 AM
122	Roll out ASAP. Never will money be as cheap to borrow as it is these days.	10/28/2020 10:25 AM
123	Implement multiple transit hubs so that all transit is not simply geared towards downtown, but towards general mobility within the whole city. Make it so that public transit is convenient for everyone not just people who work downtown.	10/28/2020 10:22 AM
124	Better access to hospitals regardless of your starting point.	10/28/2020 10:17 AM
125	Keep the rapid transit lines separated instead of glorified diamond lanes. That is the only way they will significantly improve the efficiency of the line and the optics would be that it is a proper system that would entice people on the fence about using transit to come fully on board.	10/28/2020 10:01 AM
126	Regular buses coming and going from and around downtown will make transportation around the city for sustainable economically and environmentally for years to come.	10/28/2020 9:46 AM
127	Pedestrian overpass from Jubilee station over to Pembina Hwy at Stafford ( route 70).	10/28/2020 9:43 AM
128	Coordinating active transport in conjunction with this plan. The two can share infrastructure to separate from vehicle traffic.	10/28/2020 9:42 AM
129	The city needs to find a way to get people out of their cars and into buses. The way to do that is to make taking the bus more convenient than driving. That's only possible in the inner city, old grid suburbs and downtown. I completely agree that transit should focus on this area. Buses should run along commercial streets like portage and Broadway. Look at Toronto. Transit runs down high streets. Building random rt lines out in fields with nothing around it will do nothing for transit. Put transit where stuff already is. It also has to be frequent. You should be able to walk from your place in the west end, down to portage and not have to wait more than 5-7 minutes for a bus.	10/28/2020 8:33 AM
130	Frequency needs to be addressed. Osborne Station needs to be winter proofed with roll up doors or something. Also pigeon proofed.	10/28/2020 8:02 AM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

131	Portage and main station should involve opening the intersection to pedestrians.	10/28/2020 7:30 AM
132	Northeast and northwest need to have very good feeder service to the main line. Henderson is great service right now, shouldn't diminish under this plan.	10/28/2020 6:44 AM
133	As stated below a light rail system would cost significantly more however I believe that we would be better off with this form of rapid transit even if it costed more in the initial stages. The reason I think that we need a LTR system in Winnipeg is that by offering a faster and different opinion entirely for the public will make public transit a viable option for more of the population. Not to mention by implementing a light rail system it has the opportunity for our city to cut down on some of our Co2 emissions, with this reduction in emissions it would showcase our city to the rest of Canada as an example of how city's can work towards being more sustainable. Additionally by the city as a whole placing an emphasis on CO2 emissions it might inspire others within our community to take similar steps in their day-to-day lives and truly transform Canada as a world leader in the reduction of emissions.	10/28/2020 6:22 AM
134	Secure bike parking w/ free shuttle within downtown	10/28/2020 1:29 AM
135	LRT	10/27/2020 11:46 PM
136	Built the proper infrastructure to make it actual rapid transit. Transit priority signals, red lights, etc., don't make for proper rapid transit. Overpasses at the busiest intersections are the least we'd need to do it right.	10/27/2020 11:10 PM
137	Make kenaston better. Sync the lights. Do road construction 24/7 during the summer to get projects done faster	10/27/2020 10:49 PM
138	Ensure high frequencies of buses on all the main lines	10/27/2020 10:42 PM
139	service to NW and SE areas of the city	10/27/2020 10:36 PM
140	fully grade separated transit lines and fare controlled zone stations are key.	10/27/2020 10:34 PM
141	Be sure to include active transportation infrastructure. We need to build a multi-modal city to give people options. Bike when it works, bus when it works or drive when needed.	10/27/2020 10:31 PM
142	No	10/27/2020 10:28 PM
143	LRT.	10/27/2020 10:21 PM
144	1) Transit oriented development along side union station 2) ability to expand/convert BRT to LRT in future	10/27/2020 10:21 PM
145	I think it's imperative that the rapid transit plan be made hand-in-hand with high density infill strategies as well as some sort of hotel/tourism zoning strategy. I can't tell from the map, but it can't be 25 years before there are stations at the airport, Assiniboine Park, Outlet Collection and the casinos.	10/27/2020 9:57 PM
146	LRT	10/27/2020 9:50 PM
147	North East line needed	10/27/2020 9:47 PM
148	I wasn't in favour of the first line going well west of Pembina Hwy. Transit will spur transit oriented development wherever it is placed, but first & foremost has to serve as many people as possible. That means sticking to major routes, as is proposed the rest of the way. Love the idea of utilizing Union Station. Also love the fact that it can be converted to LRT in the future.	10/27/2020 9:42 PM
149	Careful with the number and spacing of stations. For example, Stradbroke is unnecessary (Union one way, Harkness the other) and would only slow down service overall.	10/27/2020 9:32 PM
150	Support underserved neighborhoods. Transit is opportunity.	10/27/2020 9:32 PM
151	Love the proposed routes. We need more busses more often. More reliability will bring more ridership.	10/27/2020 9:14 PM
152	Open portage and main to pedestrian and transit.	10/27/2020 9:11 PM
153	actually plan for 1 million people and get lrt so that the city is ready.	10/27/2020 9:09 PM
154	Open Portage and Main	10/27/2020 9:01 PM
155	Would like all this exciting work to include new segregated bike lanes as well.	10/27/2020 9:00 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

156	There should be main lines to all quadrants of the city. NW and SE are only seeing secondary lines.	10/27/2020 8:59 PM
157	More frequent bus service	10/27/2020 8:59 PM
158	Better and more frequent main route service, lower prices; it cannot compete with the convenience of automobiles and isn't cheap enough to encourage people to take it	10/27/2020 8:51 PM
159	Needs a northwest line	10/27/2020 8:42 PM
160	As long as there is still a line that runs down Corydon it looks good to me. Pembina or Grant can be rapid but Corydon should keep a bus for seniors and connections in the winter.	10/27/2020 8:37 PM
161	I think the water & pioneer lot #87 needs to be the real central hub with underground connection to Winnipeg square and sky walk system.	10/27/2020 8:27 PM
162	There needs to frequent bus routes across the city along major corridors, with sufficient feeder frequency on secondary routes. Focusing on one element -- rapid transit feeding downtown and the south end of the city -- does not provide the necessary mode shift.	10/27/2020 8:12 PM
163	Allow pedestrians to access the Portage and Main station.	10/27/2020 7:41 PM
164	Changes to downtown are great, but people need to be able to get downtown first.	10/27/2020 6:32 PM
165	More cycle lanes! Winnipeg is so flat it's perfect for cycling, and with e-bike technology improving drastically it is now possible for ebikes to travel at significant speeds and carry enough charge to make them a viable commuting option. Build it and they will use it :)	10/27/2020 5:46 PM
166	Put as much emphasis on bicycle transportation as bus transit. Change the focus of Winnipeg's car-centric ideology.	10/27/2020 3:47 PM
167	Rapid transit is not being offered in the places that people need to go now where they live	10/27/2020 3:42 PM
168	I am very concerned about surface level transit through downtown. Almost every major city of comparable size has an underground rapid transit section through the downtown area. I do not see any viable surface-level solution to rapid transit downtown. There is the problem of building the infrastructure, and the timing and cycling of the lights will not facilitate easy movement of transit vehicles. There needs to be a separation (i.e. underground). This has the advantage of not only bypassing the lights, but frees up an extra lane of traffic in each direction, thus making it more smooth to move however way people choose. It may be more expensive, but I think it is a worthwhile investment. I also think routes should be split up downtown. For example, route 14-Ellice St Vital does not replicate how people would normally travel. That should be split into 2 different routes, with connection to rapid transit. York and St. Mary Avenue are both one-way streets, and could be used to accommodate these extra buses if congestion on Graham Avenue becomes an issue.	10/27/2020 3:27 PM
169	The difficulty will be in providing access to the suburbs. More Park n rides, bike storage and warming huts could be of benefit	10/27/2020 1:55 PM
170	I might just be misunderstanding the proposed plan, but depending on how the buses are routed and what visual communication there is, having three different locations the buses route through may be confusing. I'm also a bit concerned with accessibility, given that the three locations seem like they might be far apart if someone in a wheelchair needed to make a transfer from one location to another. Ideally it'd be great if all the routes funneled through a one location (such as the elevated section behind central station), as that would be convenient for users, but I can understand that doing so would make the flow of buses in and out of the stations more congested. If there has to be three locations all the routes funnel through, just make sure there's very clear direction about which routes stop at which location, and make sure it's very easy to get from one location to another (especially for folks with mobility disabilities)	10/27/2020 1:23 PM
171	Build a well connected rapid transit system with roads off of the main auto-roadways, that can be easily converted to Light Rail Transit in the future. LIGHT RAIL TRANSIT IS THE BEST OPTION GOING FORWARD. The bus system should then fill in the gaps, where the LRT system can not reach or is too expensive to build the necessary infrastructure.	10/27/2020 11:34 AM
172	Stop Rapid Transit. It is a luxury that is unnecessary and a criminal waste of money. Winnipeg will never reach a million people. Stop lying.	10/27/2020 11:17 AM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

173	<p>Instead of focusing on downtown, which already has decent services and a dozen or more different ways to get to and from its locations, I think we should focus more on the far reaches of the city and making it easier and faster to reach downtown. It takes an hour or more to get places from the outer parts of the city. You also mention using a light rail in the future. While the idea of this is not terrible, I think because of our climate, you would be much better off planning for an underground subway. The temperature fluxes here in Winnipeg are hard on our roads and above ground infrastructures. However, underground remains a fairly constant temperature which would hopefully help to lessen the need for repairs in the long run. It also bypasses any sort of car traffic, and since it would be the only traffic down there, the speed limits etc. would be irrelevant because there would be no other possible vehicle or pedestrian to get in the way. You'd be able to set a schedule for the underground subway that could actually be relied upon. No delays because of trains, accidents, inclement weather. A system that could -actually- be relied on for once. In case I don't get another chance to type later (though it's not relevant to this question) I would also like to suggest that someone take a look at putting in a bus route that utilizes the chief peguis trail to get from Transcona to Main street. I've been told they're looking to extend the Chief Peguis Trail out to the perimeter and I think a bus route along this road would be beneficial.</p>	10/27/2020 9:51 AM
174	<p>Add another loop line along the inner Perimeter road (Bishop, Kenaston, CP, Lagimodière) to serve other employment areas and interface / supplement the downtown-centric network. Use shopping malls as main interface locations and shared parking use on weekdays / workdays. Malls will evolve in mix-use areas in coming decades. These are the suburban 'downtowns' of the future. Be ahead of the curve.</p>	10/27/2020 9:38 AM
175	<p>Unlike Calgary when Rapid transit was implemented in Winnipeg the transit routes remained the same and did not connect directly with the Rapid Transit system. all bus routes must be changed to use Rapid Transit or as now it becomes useless.</p>	10/27/2020 9:22 AM
176	<p>I think you should include East St. Boniface. Windsor Park, Southdale, Island Lakes, Sage Creek. These are both established and new areas that are completely left out in the current and new plan. Speaking for someone who has lived in this area, it's horrible taking the bus from here. Please help them out.</p>	10/27/2020 9:21 AM
177	<p>No provision for park and ride at near the rapid transit areas.</p>	10/27/2020 7:12 AM
178	<p>More service to the edge of the city</p>	10/27/2020 6:28 AM
179	<p>No</p>	10/27/2020 5:17 AM
180	<p>To speed up loading buses at busy stations, perhaps some fare zones could be created where passengers pay upon entry into the station so people can just walk onto the bus rather than waiting for every nickel to put into the farebox one by one (like a metro station). Or allow back door loading for peggo users with a tap machine to validate the ride (see Ottawa).</p>	10/26/2020 9:10 PM
181	<p>here would be a good start how about opening the traffic lane on the norwood bridge after all that would help people get out of downtown. the bridge was built when Susan Thompson was mayor.</p>	10/26/2020 4:20 PM
182	<p>Integrate active transportation into all rapid transit corridors</p>	10/26/2020 4:10 PM
183	<p>Well I would oppose it if it means losing the Model Railway Museum. As a new comer to Winnipeg the only place I have to go is the museum to run trains. Especially with this covid, so if the museum and model train club have to go, I would just as rather scrap the rapid transit plan instead. I feel that if your going to use the train station as the main hub, perhaps using tracks 3&amp;4 for the Rapid Transit would be best, or at least moving the Train Museum and Model train Club to tracks 3&amp;4 as a fair compromise to taking over their space at the train station.</p>	10/26/2020 3:27 PM
184	<p>Transit is always going to be subpar if it mixes with traffic causing buses to bunch up and be extremely late. Light rail would solve this.</p>	10/26/2020 12:37 PM
185	<p>Make sure not to develop on marshland, prairie and natural areas</p>	10/26/2020 12:10 PM
186	<p>Ways for traffic to avoid going south the same way than busses have to go. One street going north, and one south from Portage to Broadway</p>	10/26/2020 9:31 AM
187	<p>I feel that we need to prioritize rapid transit from the suburbs to reduce traffic and pollution from daily commuters.</p>	10/26/2020 8:52 AM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

188	We should be building light rail and taking advantage of existing rail corridors within the city while moving the freight trains out of the city.	10/26/2020 6:39 AM
189	In the rendering shown there seems to be no space for cyclists. Developing supports for alternative transportation (cycling) should be an absolute necessity in any transit plan.	10/25/2020 9:44 PM
190	Connection to all major post secondary institutions. I do not see rapid transit to the RRC/Airport area.	10/25/2020 8:43 PM
191	Union Station offers space however it's not convenient, particularly for those who work or attend events downtown. E.g. Union Station to MTS Centre is approximately 15 minutes, and is not a pedestrian friendly route (empty lots, not a lot of people to give a sense of safety).	10/25/2020 6:30 PM
192	I think a fourth rapid transit corridor should be considered along Fermor to Dakota/Osborne and then along Notre Dame/Keewatin	10/25/2020 1:43 PM
193	All Main Street Transit should be behind Union Station, along with any Active Transportation facilities.....do not take away any traffic lanes on Main Street.	10/25/2020 11:47 AM
194	Add more stops and expand service in the North part of the city. People there deserve more access to rapid transit lines than just one route. Service should be expanded.	10/24/2020 9:37 PM
195	I live by the Beaumont RT station and the buses are running on narrow, busy residential streets. Add the proposed Fulton Grove development. How is that going to affect the transit and traffic in the residential area? The Beaumont-Parker-Windemere transit route will need to be changed. There should be a direct route for the buses to get to Pembina that doesn't involve residential streets. The buses should not have to navigate narrow streets to turn onto and weave in and out of parked cars.	10/24/2020 7:53 PM
196	Have a South West North East Express U of M to St Vital Mall to Kildonan Place to Garden City Centre to RRCC to Unicity to U of M or feed into the existing RT line. That way the new subdivisions being created on the outskirts have transit service. You can keep the existing feeder routes.	10/24/2020 7:00 PM
197	stop spending money we don't have !!!!!	10/24/2020 4:06 PM
198	Idk	10/24/2020 3:22 PM
199	Hub over Portage and Main. Union Station isn't really central downtown.	10/24/2020 12:50 PM
200	Ensure that planning of downtown hubs, spots etc. allows for people on foot to move through it easily vs. just planning on how to move through downtown on the bus	10/24/2020 9:08 AM
201	There need to be better routes in the south end of the city to both the east and the west.	10/24/2020 8:42 AM
202	Need LRT, not just buses.	10/23/2020 2:03 PM
203	Should have stuck with the original plan of a Eastern corridor, but money was transferred elsewhere. So something is better than nothing.	10/23/2020 12:24 PM
204	Include more ways to easily connect to the transit network such as: More park and rides (vehicles and bicycles) on the outskirts for commuters from surrounding communities; Building support and ridership for regional routes to and from Selkirk, Stonewall, Oakbank, and Ille des Chenes; Ensuring major routes are 100% equipped to take bicycles on board to allow cyclists to access and bring bikes on the transit system.	10/23/2020 12:17 PM
205	Better use of old track systems	10/23/2020 10:58 AM
206	Make the so to be abandoned Hudson Bay building/site the central hub	10/23/2020 9:11 AM
207	No. What we need to do is put paper schedules back up for our elderly that don't know how to use phones. The elderly will not understand this new rapid transit and we need to take care of them.	10/23/2020 9:03 AM
208	Proposed plan does not appear to be enough options extending into the poorer sections of the city, where transit is more likely to be a necessity instead of just another transportation option	10/23/2020 7:46 AM
209	The Station at Portage & Main _must be_ underground, with ingress/egress below ground beginning just north of Union Station. Harkness Station should be changed to an overhead design.	10/22/2020 11:11 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

210	It will be hard at first to get used to a new downtown transit/automobile system. But people will adjust.	10/22/2020 10:56 PM
211	The Maples needs to be included in the rapid transit plan. Perhaps Burrows?	10/22/2020 9:01 PM
212	Should develop LRT or subway system by utilizing a partnership with private investors to build and maintain like the 407 highway through Toronto.	10/22/2020 6:10 PM
213	Bike path alongside the priority transit lanes instead of part of it would make cycling safer like Sherbrooke st and parts of Pembina	10/22/2020 5:49 PM
214	I feel that the opportunity for increased ridership will come from residents who drive today. These are more likely to be in suburbs and outlying areas. Building access for these users earlier will accelerate the growth of transit ridership and service, in my opinion.	10/22/2020 4:13 PM
215	A rapid transit system is well needed. The current set up is complicated and ridiculous. A rapid transit system should ensure that the furthest reaches of the city of winnipeg can easily reach it's central hub.	10/22/2020 3:59 PM
216	To go with LRT makes more sense, as it has been successful in every city which has implemented it	10/22/2020 2:55 PM
217	Cancel the expansion	10/22/2020 2:35 PM
218	Make a major line go directly to the airport and back	10/22/2020 2:08 PM
219	Use light rail instead of buses, and don't clog up already congested streets	10/22/2020 12:25 PM
220	An elevated light rail (monorail) system should be considered for better versatility and expandability as needed throughout the city.	10/22/2020 11:16 AM
221	Use the corridors to implement a light rail system instead, from the outset.	10/22/2020 11:10 AM
222	Better signage and wayfinding.	10/22/2020 11:01 AM
223	should start from the outside and work towards center. Encourage people who work downtown to take BRT instead of driving.	10/22/2020 9:59 AM
224	It doesn't need to be centralized, it's a silly concept in a city this decentralized in terms of population. With so many citizens working in industrial settings which are not centrally located, furnishing mass transit to getting downtown and back is ridiculous. The same argument applies to the tens of thousands commuting to and from the University of Manitoba every day.	10/22/2020 9:34 AM
225	More attention should be given to Sage Creek and Bona Vista areas. A lot of residents could use more transit instead drive their own cars to work in downtown.	10/22/2020 9:13 AM
226	Stop closing traffic lanes. Scrap the plan	10/22/2020 9:04 AM
227	More stops, further out. There are no bus stops near either my house or my work.	10/22/2020 4:09 AM
228	A North-West route is needed to serve residents and the airport	10/21/2020 11:00 PM
229	No	10/21/2020 8:14 PM
230	Make it easier for inner-suburban residents to make it to rapid transit routes without needing a bus prior. Or increase suburban bus routes E.g. in Fort Richmond needing to take a 672 to the U of M to get the BLUE instead of being able to start on the BLUE first	10/21/2020 7:34 PM
231	Before rapid, transit (especially to suburbs) needs to be reliable. Both are ideal but an accurate transit app would be a priority.	10/21/2020 6:59 PM
232	All transit stop on major road (outside of residential neighbourhood) should be sheltered. Assuming there is enough space to built the bus stop.	10/21/2020 5:33 PM
233	If you want to increase ridership, investment needs to be put towards light rail transit or subways. For a downtown subway, clear out the pitiful underground mall that most people don't use anyway to start a downtown subway and continue expanding the network. Open up Portage and Main to pedestrians again in order to increase foot traffic downtown. It'll be expensive to begin with, but it will be a better investment in the long run.	10/21/2020 5:32 PM
234	Neighbourhoods need more routes that don't require a 20-30 minute walk	10/21/2020 5:13 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

235	More details needed on how this will affect current non-rapid transit routes. Are we cutting some service? Are we rerouting non-rapid to other dedicated corridors? Adding rapid should not create gaps in service in-between major routes. People will stop using it if the gap is too big between major stops and where they have to go. Also, consider what other cities have done. Ride share/paid bikes/scooters outside of major RT hubs provide an instant and quick alternative to getting to actual destination if it is still a 10-15 or greater walk or bus from the hub.	10/21/2020 3:53 PM
236	Build this project sooner than the population growth.	10/21/2020 3:09 PM
237	Just work on this faster than the population growth.	10/21/2020 2:57 PM
238	You need to put more buses on the road.	10/21/2020 2:43 PM
239	Henderson Hwy (North Kildonan) is highly underserved, routinely buses are full before completion of their downtown section of their route. This results in many buses unable to accept more passengers by the time they reach the concert hall (afternoon rush hour).	10/21/2020 2:00 PM
240	LRT, above-grade rail, multiple hubs with park and ride.	10/21/2020 1:56 PM
241	Please connect neighbourhoods to each other without having to go through downtown all the time	10/21/2020 12:29 PM
242	Yes, we need a better transit infrastructure and busses that rely reliably on time, not an hour late if at all during winter	10/21/2020 12:25 PM
243	I would recommend diamond/HOV for the entire length of the downtown routes. Have priority lights for busses as well. No sharing with regular traffic unless the regular traffic needs to turn.	10/21/2020 9:27 AM
244	There has been significantly less planning and infrastructure for North, Northeast and Northwest Winnipeg.	10/21/2020 7:47 AM
245	Rapid transit line from northwest to downtown, north east to downtown, southwest to do and south east to dt	10/21/2020 7:38 AM
246	Yes don't get rid of bus service in Charleswood. It's insane that a huge area of the city will completely lose service.	10/21/2020 6:56 AM
247	We need access for the north east (Henderson area) and northwest. As it currently stands I wouldn't be able to use it.	10/21/2020 3:41 AM
248	Quit wasting taxpayers money on █████ we don't need. Winnipeg is a █████ joke of a city for wasting money.	10/21/2020 2:12 AM
249	I think there needs to be more than one north route	10/21/2020 1:38 AM
250	Where is the airport on this?! Also Red River College on Notre Dame, St B and HSC for hospitals	10/21/2020 12:24 AM
251	More busses still need to reach the edges of the city, they are many areas that still have little to no bus service and I hope changes are planned for that as well.	10/21/2020 12:21 AM
252	Skip right to light rail.	10/20/2020 10:04 PM
253	Using electric bus's and Manitoba Hydro renewable energy.	10/20/2020 8:55 PM
254	Remove taxis from diamond lanes. There is no reason a single-occupant vehicle should have the same priority as a bus.	10/20/2020 8:27 PM
255	Add bus times to stops.	10/20/2020 5:31 PM
256	A comprehensive network is needed. And transit needs to be more affordable, frequent, and reliable.	10/20/2020 3:44 PM
257	Hubs need to be revised. Where do I park my car before boarding.	10/20/2020 3:02 PM
258	Do not route the number 20 down Leighton Avenue. Leighton Avenue is not nearly wide enough for a bus. It's a residential street that is incorrectly classified as a through street. It's narrower than Kimberly, Munroe, and McLeod. There is insufficient room for cars to park, and traffic to flow in both directions. Whoever came up with this ill thought out route replan has never driven around the neighbourhood.	10/20/2020 2:07 PM

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259	Making this happen faster would be preferable.	10/20/2020 1:49 PM
260	Focus should be on improving service in residential areas of the city in order to make transit accessible to to more people. Park and ride could be a large part of this.	10/20/2020 11:53 AM
261	It seems somewhat delayed to get to u of m from river heights from the grant line to the blue line towards U of M. Since before you could take the 65 then the 36 and get there in 15 minutes. Also the master plan removes the 78 Waverly which services a lot of people currently going to U of M from river heights and linden woods.	10/20/2020 11:28 AM
262	This is a step in the right direction and long overdue for Winnipeg. However, I still feel it's a waste of money and further investments should be made into light rail. In the long run it will be cheaper instead of investing into the rapid transit for buses then investing again into light rail. This city is growing too quickly. You estimate this to take 5+ years but in 5+ years this will need to be changed again to support the population.	10/20/2020 10:58 AM
263	You do not have enough lines crossing the river, it appears that you have concentrated most of your planning effort on the West Side and forgot that people cross over neighbourhoods	10/20/2020 10:27 AM
264	Long time resident of Winnipeg, former Amsterdam resident. Existing light rail could be utilized at a reasonable cost, as was outlined in previous assessments. This would require removing and permanently banning INDUSTRIAL RAIL from certain areas of Winnipeg, on the positive side not only would this remove congestion required to run a transit system on the very expensive existing infrastructure, but it would also avoid the potentiality of another Lac-Mégantic catastrophe or environmental disaster. It bears mentioning that CentrePort was built to accommodate and simplify CN/CP rail and integrate the rail system with the Trans-Canada Highway as well as the Winnipeg International Airport; unfortunate that the city has yet to stand up and ask the rail companies if we could maybe have our city back... The existing rail infrastructure and the Union Station (which could easily be utilized as a Transit Station and continue to accomodate passenger train traffic) far outweigh the cost of the proposed and ultimately useless stop gap 'rapid transit' bus system. Furthermore, in Transcona infrastructure is already in place; these two stations would make Amsterdam's residents jealous... The existing rail continues to the edge of the city in all directions; the cost of building a few smaller regional transit stations and the stops and walkways throughout the city would diminish the overall expenditures when compared to the current approach of building seperate transit corridors. To ignore such existing assets as they pertain to the assessment is tantamount to gross negligence and the epitome of small town bureaucracy, the 'Bus Rapid Transit' vote is keeping the city in the past with their thumb on the scale. This is a mistake, as our economy and population growth will forever be intertwined with our mediocre transit system.	10/20/2020 10:02 AM
265	I believe the Grant route needs to go to the Perimeter through Charleswood. Charleswood currently only has a few bus routes that go into the neighbourhood and the Grant line would just have to continue west rather than turning up Moray. These main Rapid Transit routes should go straight East-West or North-South from downtown to the Perimeter. I lived in Toronto for a few years and knowing that each line, generally speaking, for the subway or even streetcars usually, went from downtown straight down a major route made things very easy to understand. There will be plenty of people in Charleswood frustrated about not having that line go straight out and it would likely convince a lot of people to use it if it existed.	10/20/2020 9:26 AM
266	Long walks from Main Street to downtown (Graham Mall etc.) are unacceptable especially in the winter and for people with walking disabilities.	10/20/2020 8:28 AM
267	There needs to be a rapid transit connection with the airport.	10/20/2020 8:22 AM
268	No one rides the bus except students, quite wasting taxpayers money.	10/20/2020 7:02 AM
269	You didn't connect Seven Oaks with the rest of the city.	10/20/2020 6:18 AM
270	Make more routes north. Not every Winnipegger goes to UofM.	10/19/2020 9:31 PM
271	Does not serve southeast Winnipeg well.	10/19/2020 9:23 PM
272	There are currently no lines directly connecting South Winnipeg to Grant Park area. A connected earlier than Osborne will cut down travel time significantly.	10/19/2020 8:50 PM
273	Create inviting, heated, indoor spaces to catch bus service, buy products, etc.	10/19/2020 4:40 PM
274	Does it go to red river college?	10/19/2020 4:15 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

275	Make it free, and use electric buses.	10/19/2020 4:14 PM
276	If the railway museum is relocated, please ensure that all that artefacts and history are preserved for future generations, and that it is somewhere near Union station or the Forks for full tourism value.	10/19/2020 4:12 PM
277	Have Lrt instead of busses (More frequency)	10/19/2020 2:29 PM
278	There are places where there are no buses at all. I think, the priority should be placed on those new areas. Due to Covid-19, many school bused were canceled. Some people do not have cars/are unable to drive. Therefore, buses are essential in those areas to get around the city. One of the areas I am referring to is Devonshire Park, which is located at Transcona Blvr. There are no buses from Devonshire Park to Plessis Road, Kildonan Place, downtown, etc. Please consider creating new routes at this area as soon as possible.	10/19/2020 1:12 PM
279	Making sure that there IS a bus available no matter where you are that can bring you to the rapid transit system	10/19/2020 12:34 PM
280	Better access from downtown to RRC NotreDame Campus and the Airport	10/19/2020 11:47 AM
281	Put in light rail On the lines that cover much ground so buses can be used for better purposes. Freeing up buses and using them to pick people up at light rail stations will help.	10/19/2020 11:35 AM
282	Take winter weather into account - ie don't build stations with super high ceilings, like at Osborne	10/19/2020 11:02 AM
283	Yes: we need to implement routes to connect people to other neighborhoods without going downtown - think like the 95 or 78. Currently Transcona is going through a population boom, and yet there's still only one way to get out there by bus - through Regent. I don't live in Transcona, but I do work there, which means my commute is terrible.	10/19/2020 10:29 AM
284	Finally someone woke up and realized that light rail should be a strong contender for developing public transportation in the city. There are so many rail lines that could have been converted to public light rail. Not to mention that LRT is better for the environment than BRT I would think! Too bad the city didn't initially invest in LTR. [REDACTED]	10/19/2020 6:53 AM
285	Community feeder buses to central hubs	10/18/2020 11:34 PM
286	Stop while you are ahead. All problems can be solved by adding buses and routes. We do not need to reinvent the wheel every time a new budget approaches. You are spending hundreds of millions for a problem that only requires thousands to solve with logic.	10/18/2020 9:36 PM
287	I'm not a fan of rapid transit at all!!! I live in the very west end, near Unicity. At the moment it takes me 30 to 45 minutes just to get downtown to get to the rapid transit lines. And transit buses are a verrrry slow way to get around.	10/18/2020 9:04 PM
288	Prioritization of East Corridor should be increased because potential TOD/revitalization benefits are greater for this line than, say, the Southeast Corridor.	10/18/2020 8:49 PM
289	Cancel rapid transit and use the \$ for infrastructure that benefits all citizens not just the few bus riders	10/18/2020 5:54 PM
290	Thought needs to be given to more than downtown commuters, although I understand that they are a demographic the city wants to increase in transit use. Some people -- especially folks who work in lower income brackets -- don't actually work 9-5 jobs and rely on transit to get around. It can be very difficult for someone whose shift finishes at 10pm to get home in a timely manner. I know one person who regularly has a 2.5 hour commute on Sunday nights because she misses all her connections consistently. It is imperative that these needs are not forgotten and that the city prioritizes bus frequency beyond "regular" working hours.	10/18/2020 5:48 PM
291	Yes, especially in light of the Pandemic, Healthcare and Access to All Hospitals via Rapid Transit More then Ever and is Grossly Overlooked. Example and Proposal Suggestuion: The "Grant Regent Rapid Transition Needs to Re-Route" To Include From Grace Hospital to Victoria Hospital, to HSC Winnipeg, To St. Boniface to Concordia to Kildonan Place On into Transcona With the Turnaround Down Ravenhurst St. As it connect to near the Northeast Perimeter by Dugald Rd. The Old #12 Rout William had the ability to Connect to 3 different hospitals 24/7. Now more then Ever, We need that Grant Regent route to do the Same for All these Hospitals,	10/18/2020 5:17 PM

24/7. Not just for the need of Patients First, but for Healthcare Workers Who do work 24/7 shifts. They Need that badly. Please consider this Need.

292

I find it unnecessary to have rapid transit routes planned for this future within Winnipeg when all you have to do is improve the transit buses into and out of downtown quicker with improve bus priorities and have their own lanes where vehicles are not allowed to have access, remove all parkings on Main arteries all the way to the perimeter. People can learn to walk a short distance from parking on a side street instead! The bus designated lanes run 24/7 a week! Screw those vehicles, if it gets back up on those regular roads, too bad! This will reduce the issues of having buses running late or delayed and increase getting thru traffic faster. I don't like the fact as a taxpayer and regular transit user that we are spending ALOT of taxpayer's monies to build 4 new bridges (above ground across Main St to Union Station, the new bridge will have to be built by the underpass at Union station, the on and off ramp onto Westbrook Ave near baseball stadium and one across the Red River into St. Vital to extend the route to go to St. Vital Mall !?? (What for?! to save a few minutes? There is a bus #75 that goes on Graham from U of M to pass St. Vital for that! Build a bus designated lane on Graham Boulevard instead seeing as we have plenty of lands to use) and changing all of the bus numbers and route names is a waste of time and costly especially replacing all of the bus stop signatures with numbers to letter is a joke and a waste of taxpayers monies when simple changes could be done by focusing on improving bus routes into and out of downtown faster. I prefer all express bus meet into downtown from outer areas and transfer wherever people need to go is better than rapid transit. People will not like having to put in more transfers from one bus to another to get where they're going with this new bus routes and rapid transit plans as it seems to me we're spending more monies on moving bus stops like Route "O" from the south going on Kenaston to RRC via St. James instead into the bus loop for transfer is kinda stupid cuz you'd have to buy up lands and to make it work for Bus route O to get onto St. James Street from route 90 ramp cuz there is no left lane turning onto St. James from East bound Portage Avenue. Then you are going to have a congested bus already arriving Polo Park on its way to RRC (the students that stays on from the South ) and the people getting off at Polo Park from Rapid Route A or other routes, trying to get on Route O to go to RRC will be frustrated as having to wait for another bus to come by plus the other stops on the way such as Ellice and Sargent. Another example, why is Portage Avenue and Roblin/Grant Avenue becoming a loop and putting new number 60 on it? You're wasting monies by changing numbers on all stops. Pick a number of an existing route and add to the new loop route and change the other half, that way you save some monies! Such as the 21 Portage Express, use the 21 instead of 60. Don't flip flop the whole routes and re-number them all and letter it, its really stupid I do not agree with letter routes. Another thing is if you put rapid transit, you're going to have a pack jam bus on every buses doing Route A plus university students tend to be dirty and germ spreader as they would keep going to school while sick therefore infecting alot of people who go to work downtown so its not a good idea to have a long route from U of M to outer area like route A on portage avenue, bad idea.. I think it s stupid and should only focus buses going to downtown then loop back outwards to their outer areas! I am not interested in seeing transit doing a major change or upheaval all because someone thinks they know better.. No, we, the bus transit riders know better than those who are in charge of planning our future. You all in charge of planning this should be riding the buses everyday for a year and not drive to work to get a better idea what its like for us and what we prefer! We do not pay you to be wasteful of our time and monies, please STOP wasting our tax monies and focus on improving existing routes and reduce some buses on feeder routes to just rush hours only instead like the 82, 83 and 98 for example in my areas as there's hardly anyone on during the day so it s useless. Rush hours only. That is common sense. I don't think its a good idea to use Union station as a HUB because the majority of Winnipeg riders will not go thru that hub anyways, it is Portage Avenue and Graham that has the majority of the people going into downtown, not the Forks! Why not improve on the existing routes and make adjustments that is all and that is cost saving to our tax payers! All you have to do is maximize the efficiency of getting thru into downtown and out by designating priority lanes for bus on all major arteries from downtown to 10 km outwards on those major routes. No parking permit should be set up for all day on the 1st lane for transit buses only on all major arteries of Portage Avenue, Main Street, St. Mary's Road, Henderson Highway. The Parking enforcers for the City of Winnipeg does a terrible job removing cars during rush hours and they don't check again in half hour because people still park regardless during rush hour. Improve on that and the buses will get thru faster! People continue to ignore the parking times not permit during rush hours. I get mad when the 22x has to change lanes every few blocks on Portage Avenue. So instead, increase the parking fine by three fold! Be stiff with your penalty! This is the worse planning ever seen and having an major upheaval is too costly to the tax payer. Do a better job and find a better solution than what you are proposing to do costing us hundred of millions dollars.

10/18/2020 3:59 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

293	Seems like a line connecting the airport to the downtown hub would be the last significant piece in uniting our transit options.	10/18/2020 2:49 PM
294	I think the city should put back those bus stop seats that were made of meshed metal so any sized butt can sit without water pooling on the top. Those cement ones are crap and they only went in because of this rapid transit system.	10/18/2020 1:13 PM
295	stop capitulating to car domination, make transit free, drastically improve frequency	10/18/2020 11:16 AM
296	Not sure that downtown will be the hub for the future, esp after covid. I am a bus rider in river heights and would love to use the bus to get around more easily in the south west incl grant and kenaston, Grant Park, Grant and pembina. The proposed changes will do nothing to support that aim.	10/18/2020 10:59 AM
297	Good sidewalks and crosswalks as well as protected bike paths need to be seen in conjunction with the plan to assure people of safety. Need to encourage as many people as possible to use the system so they need to see barriers (such as impassable sidewalks) being removed.	10/18/2020 10:47 AM
298	Yes, you need a better understanding of who's using transit and why. Also find out who would like to use transit.	10/18/2020 10:11 AM
299	Just fix the roads!!!!!!!!!!!!	10/18/2020 9:45 AM
300	The focus on downtown does not address the needs of people living in the suburbs. For example, this plan does not address the needs of a person in Transcona travelling to the U of M Fort Garry campus.	10/18/2020 9:34 AM
301	Places outside of downtown need the service to get downtown not just basically for students or new developments	10/18/2020 9:27 AM
302	Tunnel under portage downtown to bypass traffic	10/18/2020 5:34 AM
303	Allow cyclists to use the lanes. Add bicycle lanes in addition to transit lanes, in 3-7 years Winnipeg's cycle and ebike users will substantially increase. It will allow for safer travel and speeds for cyclists and drivers.	10/18/2020 2:52 AM
304	Made more accessible to the public not just students going to university. Not everyone lives in the area of the city that currently caters to them.	10/18/2020 1:18 AM
305	Start from the suburbs and work your way into city center. City is missing the point traffickers within a certain radius of down can take any bus while the suburbs are most likely restricted to one bus going downtown and visa-verses.	10/18/2020 12:50 AM
306	Tracks 1 & 2 of the Via Rail Station are currently occupied by the Winnipeg Railway Museum. What is the City's plan for relocating this Museum to accommodate a rapid transit route on Tracks 1 & 2?	10/18/2020 12:20 AM
307	Stop all spending on BRT. Look for other ways This is a huge waste of money no one is riding it jplease stop.	10/18/2020 12:19 AM
308	Just cancel it already. The last expansion rook really great bus routes and gutted them in order to force people to use the new special roads. It is terrible. Now is the time to begin focusing on a metro. Dot now before we are too big.	10/17/2020 7:16 PM
309	Build rail lines on thoroughfares, i.e. Donald, Portage, Pembina, Grant, etc. a kilometer a year, so in 50, e.g., years, there is actually proper public transportation!	10/17/2020 5:29 PM
310	There needs to be adequate (i.e. frequent) feeder lines to take people from their neighborhoods to the rapid transit lines.	10/17/2020 4:48 PM
311	Include transit to Red River College at King Edward and Notre Dame. Why isn't there rapid transit to the airport? It's ridiculous that Winnipeg NW will have no rapid tranist.	10/17/2020 1:59 PM
312	Makes suburbs more accessible to non car owners	10/17/2020 1:24 PM
313	It is really too late for this consultation as very expensive lines through unpopulated areas have already been built.	10/17/2020 12:37 PM
314	If union station is to be used, most of not all transit should be through the station, not	10/17/2020 12:13 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

removing lanes of traffic from Main Street. Removing lanes of traffic from main will create traffic chaos for everything that isn't transit. Truck traffic and work vehicles will be extremely negatively affected.

315	Winnipeg is spreading at an alarming rate (thanks to the city continuing to make deals with developers in Sage Creek, Bridgwater, etc.), and those areas are barely serviced, making these areas inaccessible for those who commute by bus (and only making those with access to cars able to live and work in those areas) - while focusing on Downtown & U of M now makes sense, we need to better service those areas that are on the outskirts and provide better transit to those who commute by bus, before putting more resources to already heavily serviced areas.	10/17/2020 11:17 AM
316	Downtown may be less of a focus as office workers will be working remotely. Services like libraries will be available online.	10/17/2020 9:50 AM
317	Transit is unsafe, especially at night. Security needs to improve, as well as better reliability	10/17/2020 9:47 AM
318	Ni	10/17/2020 8:43 AM
319	PUT THE SCHEDULES BACK ON THE STOPS	10/17/2020 8:37 AM
320	Don't spend our money on what this city calls rapid transit, it's not!	10/17/2020 6:30 AM
321	Would it be possible to make use of the perimeter highway in rapid transit as well? Many drivers find it faster to go around the city rather than through it.	10/17/2020 1:45 AM
322	Busses that run to the outer edge of the city through downtown need a way to stay on time during rush hour. On a regular basis there will be many of the same buses back to back when they're scheduled to be more than 15 minutes apart.	10/16/2020 11:56 PM
323	Utilize lesser used roads rather than access off main street, Assiniboine or the ground lot across from the gold eyes stadium at the forks comes to mind	10/16/2020 11:06 PM
324	Stop wasting money on "rapid" transit. Don't take anymore lanes away from cars on the road. Spend the money on road improvements.	10/16/2020 10:57 PM
325	The biggest consideration should be to try to reduce the number of connecting buses people need to take if their travels/ commutes are further off the rapid transit lines. Also consider wait times between rapid transits to normal bus routes, especially in winter. As a woman, I worry about the safety of waiting for the bus in and around union station after dark. Removed from the street level can mean you are more isolated and less safe if no or few other bus riders are around	10/16/2020 10:47 PM
326	Begin with bringing the outer sections of the city toward the downtown area by beginning the Regent line	10/16/2020 10:07 PM
327	Winnipeg doesn't have the numbers to support rapid transit. I see way too many empty buses driving around Winnipeg and I'm not just talking about Covid times.	10/16/2020 7:43 PM
328	If you increase our fares to pay for this then make it available to all residents in all areas, not just the southern area, who don't even use it.	10/16/2020 6:28 PM
329	I think transit should leave everything the way it is and install hand sanitizers on every single Winnipeg transit buses	10/16/2020 6:10 PM
330	People also attend Red River College. Why is there no direct from downtown to there without 100 stops along the way	10/16/2020 5:47 PM
331	Transit service should be free	10/16/2020 4:55 PM
332	Buses all around the city struggle to keep schedule, aren't safe, and aren't well kept or clean. If the money isn't being put into a LRT, it better be put into a transit system that can at least provide reliability, safety, and cleanliness.	10/16/2020 4:55 PM
333	Stations need to be welcoming and warm in Winters.	10/16/2020 4:04 PM
334	I live in south Winnipeg and have no idea how to bus downtown now with Rapid Transit.	10/16/2020 2:32 PM
335	Some feeder routes connecting to the main transit lines with better connection times	10/16/2020 11:24 AM
336	The rapid transit seems to favour those living in certain areas over others. How can one get to	10/16/2020 11:21 AM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

the hub if we have limited ways of getting there.

337	How about adding a line that goes down Henderson Hwy?	10/16/2020 9:50 AM
338	fix what is broken before adding new	10/16/2020 9:25 AM
339	As more and more vehicles utilize the perimeter highway, I feel a line should be parallel to the perimeter. Park and ride with the focus of going into downtown, rather than moving out from downtown.	10/16/2020 8:41 AM
340	We need to get this completed quicker then 3 to 7 years. Our city is behind all other major cities with respect to having a fast paced and efficient public transit system.	10/16/2020 6:54 AM
341	As many buses as possible should be kept off the streets	10/16/2020 12:16 AM
342	Nothing	10/15/2020 11:51 PM
343	I am concerned that these lines going through downtown will be delayed frequently. I hope that having them come very often (every 5 minutes) and efforts to allow transit to pass congestion will address this significant problem.	10/15/2020 11:32 PM
344	RT will only work if there are really good feeder routes. Particularly for seniors and those with disabilities that are able to use regular transit. A senior is unlikely to walk 3-4 blocks to a main route in the winter with snow and ice. City needs to put feeder route stops and additional crosswalks strategically near seniors homes, grocery stores, libraries etc if they really want people to start seeing transit as a viable option	10/15/2020 10:59 PM
345	A way to lower bus rates, electric buses?	10/15/2020 10:36 PM
346	Should drop plans. Too much money wasted already.	10/15/2020 10:13 PM
347	Rapid transit is good for people heading out to the u of m. Otherwise I dont see much benefit	10/15/2020 8:55 PM
348	When new developments are built, city should plan ahead new rapid lines, for example in the east it could've run alongside Peguis or Plessis but now everything is built.	10/15/2020 8:44 PM
349	There needs to also be a coordinated effort to help persuade people who currently drive themselves (usually solo) to adopt mass public transit as a viable alternative. How do we address people who say, "Winnipeg is a car-focused city" and who unimaginatively live by that motto?	10/15/2020 8:30 PM
350	More pedestrian bridges across our rivers to shorten the distances to transit investments as well as other neighborhoods would really help.	10/15/2020 8:25 PM
351	Ensure integration with AT, including lockers and complete cycling infrastructure. Ensure that all stops are accessible, and there's easy, well signed and clear connections between the Main St level stops and the higher line stops.	10/15/2020 7:58 PM
352	Better Connect downtown walkways to transit. Extend southwards to Broadway.	10/15/2020 7:47 PM
353	25 years is too long for this new development. Needs to be sooner	10/15/2020 6:48 PM
354	Make it rail so it fits the needs of the future. The station at Polo Park should be underground if possible. People crossing and the lights infront of the mall is dangerous.	10/15/2020 5:17 PM
355	Metro and/or light rail right away	10/15/2020 5:13 PM
356	The only thing that worries me about rapid transit is that it may cause a decrease in the service downtown on streets that are not part of the rapid transit route. This happened when the first rapid transit route was built. The bus service going down Donald Street (e.g. Route 66 and the route going out to Fort Richmond) was rerouted. We received a new bus (#99), which had very poor connections to "Crazy Corners" and the Osborne Rapid Transit station. This did not make sense for those of us living downtown.	10/15/2020 4:16 PM
357	Grade separations, dedicated roads or rights of ways, and more diamond lanes should be implemented to reduce travel times. Currently taking transit to most destinations isn't much faster (and is often slower) than driving, which reduces many people's incentives to take transit, especially in a colder climate with cheap downtown parking and cheap car insurance.	10/15/2020 3:53 PM
358	Current bus routes are so focused on running through downtown that they're isn't enough coverage for getting around in your own neighborhood without transferring multiple times. Bring	10/15/2020 3:32 PM

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back DART service in all neighbourhoods.

359	More fully separated infrastructure going forward to make it faster to use the bus from the suburbs to downtown	10/15/2020 3:29 PM
360	Cancel it	10/15/2020 2:11 PM
361	The city should work with the Airport to create an express bus from the airport to downtown via Polo Park and the Portage rapid transit corridor. It should have luggage racks available and could have a premium fare to justify higher frequencies and lower capacity per bus.	10/15/2020 2:05 PM
362	Reserved diamond lanes should be implemented along all arterial roads and enforced to remove parked cars. Curbside parking on these routes should be banned. Consider building rapid transit in the medians (e.g. Portage Ave).	10/15/2020 1:54 PM
363	Buses should run more frequently, including late at night. I think I speak for all women when I say that standing at a bus stop for long periods late at night is frightening and dangerous. Winnipeg has a mentality of thinking we're too small for "big city" things like decent public transit. This is simply not true. We're the 7th largest city in Canada. There's no reason our public transit can't be as good as similar-sized Canadian cities like Ottawa and Edmonton. I'd be happy to pay higher taxes in exchange for better public transit. There should be bus routes to every single neighbourhood, with frequent service all night, so that public transit is a viable transportation option. Also, please don't spend money on wifi on buses. The real risk is standing at bus stops late at night. Once you're on the bus at the very least the bus driver can call for help if needed. I'm saying this as a Millennial who uses my phone every day. Wifi on buses will not improve safety. What will improve safety is increasing bus frequency so that people don't have to wait so long for a connecting bus.	10/15/2020 1:48 PM
364	A lot more bus options for the northern Winnipeg communities should be made available	10/15/2020 1:26 PM
365	The central hub should be along the boulevard on each side to not disturb current traffic flow. Currently, traffic can be backed up during rush hours and making one side of main 2 lanes instead of 3 will be a better choice	10/15/2020 1:25 PM
366	Winnipeg is an extreme climate city. Major stops need to be climate controlled, accessible, and safe at all times. In other words, a station like Osborne Junction, which yes is for a dedicated ROW rapid transit line, the station design/model needs to be replicated around all major stations in the city, whether on a rapid transit dedicated line or not.	10/15/2020 1:17 PM
367	More of an emphasis needs to be put on active transportation that's useable all year round. Dedicated bike paths and traffic clanged roadways for pedestrians are a no brainer.	10/15/2020 12:17 PM
368	Whenever possible, improving bus lane infrastructure to not add congestion to the streets.	10/15/2020 12:15 PM
369	Rapid Transit is unnecessary. When you factor in the cost of an individual's time, transit is significantly more expensive than a car.	10/15/2020 11:58 AM
370	Better service to The Forks would be ideal	10/15/2020 11:40 AM
371	I'm not sure how much park and ride is part of the plan, but this rapid transit map doesn't serve my area, but I would be able to use it if there was park and ride options. I specifically think of the boulevard down Bishop Grandin if there could be parking there and a way to catch the bus	10/15/2020 11:37 AM
372	the parking places for park and ride should be covered	10/15/2020 11:32 AM
373	Dedicated cycle lanes next to the bus lanes.	10/15/2020 11:30 AM
374	WHERE ARE THE NUMBERS??? FINANCIALLY, HOW MUCH IS EXPECTED TO BE SPENT? HOW WILL IT BE FUNDED? WHAT IMPACT WILL SUCH FUNDING HAVE ON PEOPLE'S EVERY DAY LIVES? ESPECIALLY SO, IN LIGHT OF THE NEW THREAT OF COVID AND THE DECIMATION IN THE NUMBER OF PEOPLE USING THE TRANSIT SYSTEM?? MANY UNANSWERED QUESTIONS HERE. YOU HAVE PUT THE CART IN FRONT OF THE HORSE WITH MANY OF YOUR SURVEY QUESTIONS. YOU FORMULATED YOUR SURVEY, CLEARLY, AS A FOREGONE CONCLUSION WITHOUT THE PROPER ANALYSIS OF COST/BENEFIT AND RELATED TRANSPARENCY FOR THOSE WHO WILL BE FUNDING AND THOSE WHO WILL BE UTILIZING THE SYSTEM.	10/15/2020 11:21 AM
375	Accessible, frequent service to downtown from Union station is critical (MTS Centre, other entertainment venues) particularly during winter months. Safe, heated, accessible regional hubs also need to be created.	10/15/2020 11:06 AM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

376	I know transit doesnt involve bike paths but it sure would be nice if cycling were included in these discussions	10/15/2020 11:02 AM
377	Hub stations should be protected from the elements as much as possible.	10/15/2020 8:50 AM
378	The city is expanding outward. As a person living on the north end of the city, I believe RT should also focus on accessibility to major centres (U of M, Stadium, Airport).	10/15/2020 7:32 AM
379	You must improve feeder routes or there is no point. We have recently lost significant numbers of feeders routes which has worsened accessibility and made taking the bus pointless. Transit can work if you also improve feeder routes. Eliminating routes like the 83, 98 ect. Removes the need for transit. For example you could at the very least expand the 24 route to encompass what the 83 could do around the highly dense areas such as the apartments and condo. Otherwise what is the point of spending the money on rapid transit. It still only benefits a few people that already take the bus. You won't increase ridership	10/15/2020 7:30 AM
380	No	10/15/2020 7:15 AM
381	I think that there should be a north side east-west line that avoids downtown.	10/15/2020 7:02 AM
382	Debit payment for bus fare and either a tap transfer card or integration of transfers into peggo cards would make for faster and easier loading onto busses. Perhaps if loading times at specific stations are long then payment could be done when accessing the boarding platform rather than when entering the bus.	10/15/2020 5:28 AM
383	Change the new south corridor to be for vehicles with a toll. This suggestion will alleviate congestion on arteries better than currently for transit Create a hub around Portage and Memorial with a heated and sheltered area. For commute hours and for events, utilize more articulated buses so folks are jammed in and having to stand. Implement more super express buses to lower travel time	10/14/2020 10:07 PM
384	put a line down pembina hwy, and a rapid line through osborne village	10/14/2020 10:04 PM
385	Ensuring the far reaches of communities hugging the perimeter can be accessed and sub hubs are set up with community routes timed for rapid transit arrivals.	10/14/2020 9:48 PM
386	Only speed it up. I live and work downtown and these proposed changes will improve transit and encourage retail, business, and residential development.	10/14/2020 9:44 PM
387	Move to light rail instead of buses in this day and age	10/14/2020 8:12 PM
388	It needs to be implemented a whole lot sooner. More like 5 years instead of 25	10/14/2020 7:12 PM
389	The Money that is being spent on so called 'Rapid Transit' is, in my opinion, disgusting. FIX the streets we have, configure intersections and signage correctly, and update the fleet of existing buses. We should be using the existing major routes, for dedicated bus-lanes, there is more than enough room, and would be a fraction of the cost. The allocation of these taxpayers funds, going toward the current plans, is completely unnecessary.	10/14/2020 6:57 PM
390	You need a rapid transit system throughout this entire city - not just students to UofM. IT'S LONG OVERDUE.	10/14/2020 4:28 PM
391	A bus going from Pembina, down grant to Westdale would be easier.	10/14/2020 4:13 PM
392	Where is the cycling infrastructure?	10/14/2020 4:02 PM
393	Try to avoid congestion around one hub.	10/14/2020 3:57 PM
394	Bus service should be available to everyone, including new development. Developers should not be allowed to build unless public transit is made available, or at least accessible. Our neighborhood in Castlebury off King Edward has no bus service. The closest bus stop is 1 kilometer away. If you cant provide us bus service, then please build a proper sidewalk so we don't walk in the ditch to get to the bus. It's pitiful -- you are already talking of millions of investment for rapid transit when we cant even ride a bus, or get to a bus stop.	10/14/2020 3:50 PM
395	Eliminate any parking requirements on new developments near rapid transit lines. Integrate active transport into designs.	10/14/2020 3:42 PM
396	I believe that there should be parking available at designated areas along the rapid transit lines so that people can park their car there and then ride the bus. That would take cars off the road.	10/14/2020 3:26 PM

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For example, a big parking lot designated for Winnipeg transit at polo park would make sense.

397	no	10/14/2020 3:16 PM
398	In 46 years (driver at Transit 31 years .... retired 15 years) I have watched these Master Plans change 3 to 4 times. Stick to one plan and implement it.	10/14/2020 3:12 PM
399	This rapid transit plan is not good enough, too expensive	10/14/2020 3:01 PM
400	Portage Avenue will be a bottleneck. There needs to be better space allocated to transit stops than what is possible using the existing street and sidewalks.	10/14/2020 2:27 PM
401	There needs to be more incentive for people to take transit. When I stand at the bus stop on south Osborne in the morning to commute downtown, 9 out of 10 cars has one person in it--the driver. This is a huge problem for the environment, the increasingly worse traffic jams, etc..	10/14/2020 2:26 PM
402	Well, for one, Winnipeg Transit SUCKS. Just want you guys to know that. And, most people DO NOT work Downtown. Most people HAVE TO GET TO DOWNTOWN to TRANSFER to their place of work. I feel like you guys have it a bit all wrong. You can make beautiful transitways but if your drivers DO NOT CARE about their job i.e., blowing past stops that they should be stopping at, not showing up, being 20 minutes late for no apparent reason at all. Nothing will improve. You need to start holding your staff accountable and doing real training. I pray there won't be anymore "feeder routes" like what's been done on the Southwest..... If you're not on the transitway, you're missing your bus guaranteed. The BLUE will come early as your feeder comes late. Can someone just care... Please... Nobody will want to bus on rapid transit like you're asking below if busses are constantly late and early. Which you are notorious for. I hate the price increases each year... You increase how much I pay but do not increase quality of service. Leave 311 out of your crap. Get your own complaint line so you can handle your problems and take some accountability. Remove those stupid Peggos. Waste of money, again. Smooth starts and stops depend on the driver.	10/14/2020 2:15 PM
403	I see there is nothing serving EK NK. Would not a line paralleling Gateway be a solution? The land is there either on the old rail bed or convert Raleigh	10/14/2020 2:10 PM
404	Airport Connection is necessary. Would not run dual lane along Main. All Main BRT should run along VIA line through Union Station. Better AT connection to stations such as from Pembina to Fort Rouge (over rail lines as well as from Taylor to Parker lands (over rail lines.)	10/14/2020 1:50 PM
405	Does the city realize or recognize that people do live past Moray on Grant. The bus service is deplorable now. Rapid transit should go to the perimeter to meet the needs of all the people. And how does reducing a lane of traffic for buses, and sub par buses at that help with the rest of the increasing congestion on our city streets. If this city seriously thinks there will be one million people living here in 25 years, then they need to think past the bus and look at Light rail or going underground. Bus rapid transit is outdated. And we get snow and blizzards. When will winnipeg become progressive rather than regressive?	10/14/2020 1:26 PM
406	We need this now--less talk and more action. Let's get going!	10/14/2020 1:24 PM
407	A rapid corridor through St. Boniface to southdale starting from downtown.	10/14/2020 12:43 PM
408	No	10/14/2020 12:25 PM
409	Our city budget is overextended, so not sure how having a specialized hub can be afforded nor whether it would really benefit riders given the balance of cost vs time saved.	10/14/2020 12:20 PM
410	We need to open Portage and Main to pedestrians if we want the proposed rapid transit plan to take full effect and provide full benefits as a hub of the system.	10/14/2020 11:52 AM
411	need to ensure there is transit for low income neighborhoods	10/14/2020 11:51 AM
412	There should be an expansion of free bus networks , instead of ending them. Several short routes that interconnect and allow people to travel the core easily / freely.	10/14/2020 11:46 AM
413	I don't know, but this will only work well if there are very frequent buses on each of these lines, so that connections don't take long (especially in winter)	10/14/2020 11:46 AM
414	A light rail transit for the main routes, while costly would be the best initial investment.	10/14/2020 11:36 AM
415	Focus on the North End, West Broadway, and other city neighbourhoods where public transit is the primary mode of transportation.	10/14/2020 11:30 AM

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416	assist thsoe in non core areas, as the service is now horrendous since new rapid transit changes. Cant make connections easily anymore, need many conections when i only needed one bus in past... I have bought a car because this city has awful unreliable transit.	10/14/2020 11:07 AM
417	Rapid transit from north Kildonan area.	10/14/2020 11:06 AM
418	More enclosed/heated shelters. More frequent buses to areas like Whyte Ridge/Linden Woods/Linden Ridge Brigwater, etc. I believe more people in the suburbs would opt to take the bus from suburban areas if they were more frequent/reliable	10/14/2020 10:58 AM
419	If they get rid of the 10 Wolesley like they are planning on doing, I will [REDACTED] be stranded every winter for the rest of my life, [REDACTED]	10/14/2020 10:25 AM
420	Rapid transit for St. Boniface	10/14/2020 10:00 AM
421	I think you need a bus going down marion so that these kids can work later than 6 on a saturday. There is no way in or no way out after the 75 stops long walk to Archibald to catch a bus. Think you guys really need to start asking the public what is needed as you do not ride the bus so how would you know.	10/14/2020 9:57 AM
422	expand diamond lanes to bus only. add electric busses to fleet scrap BRT, improve road network for busses and cars	10/14/2020 9:54 AM
423	to help with the flow of getting people to and from downtown with more ease is always a good thing	10/14/2020 9:44 AM
424	From downtown to major shopping centres would make more sense.	10/14/2020 9:36 AM
425	I think development should work from the perimeter to the core. There is already a fairly developed network in the core, and if you want people to commute into the core for work etc. having frequent, reliable trips from the edges of the city into the core will encourage that more (I feel) than increasing frequency within the core.	10/14/2020 9:25 AM
426	Very expensive for little reward for a few people. Raise the bus fair to pay for this, not taxes.	10/14/2020 8:59 AM
427	A consistent, reliable shuttle from the airport to Union Station and vice versa.	10/14/2020 8:41 AM
428	Only people who work or live downtown! The rest of us in real SW corridor, Kenaston who primarily travel NS for work and shopping will be left out! Every time there is a change we have to get it back to previous service levels, from 1 hour during rush our back to more frequent service! I don't believe it will ever be as frequent as 15 minutes!	10/14/2020 8:33 AM
429	- LRT is a better way. Also less dedicated lanes of regular streets. Freeways also need to be fulfilled following the original inner perimeter model. Union Station option 2 is preferred and run the expensive future LRT lanes (bus lanes) behind Union Station and off Main Street, Portage etc.	10/14/2020 7:11 AM
430	Currently, all diamond lanes are not enforced. There are always cars blocking buses in diamond lanes everyday during rush hour. It is as though the diamond lanes don't even exist. When I asked the bus driver about this, he said it was based on the "Honor System" and tickets are not handed out by police. There was nothing the bus driver could do about it but sit and wait behind the traffic. If you're going to put better lanes for transit downtown at the cost of millions, such as in that artist's rendition, then it would be a good idea to actually enforce them.	10/14/2020 6:30 AM
431	The current rapid transit slows down my journey; it's about an hour and a half to work during the week and two on the weekends. From the looks of the idea my area is not even being included. Which is strange because I'm by red river college and polo park.	10/14/2020 12:32 AM
432	The central hub of the rapid transit should not be on main street. It will cause disturb the flow of traffic heading north. Major traffic delays in the AM for commuters. Currently, there are already delays. Having it on Main street will cause a backlog of cars down south of main. Keeping the central station at Union station but behind the building is preferred or finding a way to not disturb current traffic is prefered.	10/14/2020 12:06 AM
433	More buses!	10/13/2020 9:10 PM
434	At Portage & Main it's pretty obvious that the existing underground pedestrian junction should be upgraded to some kind of full subway station. It's already essentially a "half built subway station" if you think about it. Just run some transit tunnels beneath and have the busses run	10/13/2020 8:56 PM

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into the station. Use the existing underground circus beneath Portage & Main as a mezzanine level for the station and have a set of escalators that would go down further to a set of new platforms.

435	Stop spending money on rapid and high speed transit until after the city has installed a fully digital traffic control system and fixed the crumbling streets	10/13/2020 8:33 PM
436	Buses should run frequently every 5 Minutes to avoid overcrowding and speed up commute times.	10/13/2020 8:15 PM
437	Dont let it cost any existing road lanes. Downtown can't handle another hit like the unused bike lane fiasco	10/13/2020 7:37 PM
438	Utilize Richardson Building Plaza @ Portage & Main as a key bus stop location	10/13/2020 6:59 PM
439	It is sad to see the Eastern Corridor is deprioritized from the next major project to the priority 4, which means Transcona won't get RT in next 10-15 years, which is really needed there. I strongly support the idea of building the transit bridge from UoM to St.Vital. However, once it is build the southeast transitway can be postponed to Phase 4 and the city can focus on improving services in lower income neighbourhoods like North, North-East and East instead of investing into the more wealthy south of the city.	10/13/2020 5:36 PM
440	Integrate cycling infrastructure including buffered bike lanes and bike parking. Ensure ease of movement between street level bus lanes and raised portions. Ensure adaptability to LRT or streetcars in the future. Ensure end to end separation or prioritization for Transit on all lines - the best way to reduce congestion and increase ridership is to make transit faster than driving. Extend lines to Headingly, Selkirk and Oak Bank. Create easy pedestrian connections between Pembina Hwy and Lord Robert's stations.	10/13/2020 5:28 PM
441	Increase ridership by enforcing provincial laws and city bi-laws surrounding cigaret and cannabis smoke. There should never be anyone aloud to smoke at a bus stop in Winnipeg. In my experience it's very common and a deterrent to increasing ridership.	10/13/2020 4:50 PM
442	Light rail would significantly improve if we had the budget for it.	10/13/2020 4:28 PM
443	Unless The Forks development happens in the next 3-7 years, Portage and Main would be a better central hub for the rapid transit network, as there's more employment clusters compared to Union Station.	10/13/2020 4:23 PM
444	This plan would only increase the number of transfers many riders would need to get to their destination. For the high cost of making all these changes, travel times would be longer and routes would only be more difficult for many riders. For a city with such harsh winters, even a 5 or 10 minute longer walk to downtown destinations is too far.	10/13/2020 4:16 PM
445	The alignment of the lines, and the plans for the three of them, are fantastic. I definitely feel that at least one of the lines should be built up-front as an LRT, though, and ignoring this is pushing the issue to future generations when doing the conversion is more costly and inconvenient than it would be today. There is a huge amount of support for this in Winnipeg, and would boost ridership from the start at a higher rate than BRT.	10/13/2020 4:14 PM
446	There needs to be 'regular' service ie more buses during rush hours to distant new(er) suburbs.	10/13/2020 3:28 PM
447	There is no primary rapid line to the north west when the 35 bus is constantly packed [REDACTED]	10/13/2020 2:45 PM
448	North west and south east quadrants of the city are ignored in terms of rapid line. [REDACTED]	10/13/2020 2:34 PM
449	Add more buses.	10/13/2020 2:33 PM
450	Get rapid transit off Regent. It needs to be a separate route that is closer.	10/13/2020 2:12 PM
451	More stops in dense areas, similar to a super express bus.	10/13/2020 2:06 PM
452	Transit to/from downtown and hospital routes should have short wait times	10/13/2020 2:01 PM
453	Separate bus "roads" downtown sounds like a good idea, but realistically, unless they have their own traffic signals and intersections, aren't they still gonna be slowed down by all the	10/13/2020 12:43 PM

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traffic at those places. There's already bus lanes and Graham avenue, and those are slow as heck already because they still have to cross intersections with other traffic.

454	We should scrap the rapid transit plans and use the plans that were presented to the city using the old train tracks that are already in the city for LRT. It would greatly lower the cost of LRT and I believe was even lower cost than the BRT the city is going forward with.	10/13/2020 12:22 PM
455	Adding skywalk/underground walk from Union Station to the existing skywalk access to it's easier to walk inside.	10/13/2020 11:28 AM
456	Good service, rapid transit, should encourage people to commute, but many remain committed to single vehicle transport. And, businesses, generally, don't seem to care how people get around as long as they come through their doors. It is going to be a battle to change people's principles and values around this. We live in a conservative country and the government/citizens are happy with status quo. What I'm saying is, fundamental societal change needs to occur for rapid transit to be successful! This goes beyond providing good transit service. However, a strong, robust and effective transit will be a must for all cities.	10/13/2020 11:20 AM
457	Cancel it and focus on affordable transit fare.	10/13/2020 10:56 AM
458	It is difficult to comment without more detailed information on routing along the major corridors, but overall, the system layout looks reasonable.	10/13/2020 10:53 AM
459	Service between Union Station and the rest of downtown (i.e., west of Main through downtown to U of W) needs to match the level of service (or come close to it) of the main Rapid Transit lines. Movement through downtown along Graham seems to be a current "pinch point" in the system, and adding Union Station as a hub will not entirely alleviate this. The connection of east-west routes (e.g. along Graham) and north-south routes needs to be seamless.	10/13/2020 10:44 AM
460	we just need to start building it - rapid transit that is	10/13/2020 9:27 AM
461	Any plan for Rapid Transit needs to be reevaluated in the current- and currently foreseeable long term future- of COVID and post COVID transportation, traveller preferences and choice, work arrangements, and venue operation. Downtown- or any destination, save possibly the University of Manitoba- remaining a popular enough regular destination for enough residents from all of Winnipeg's outlying neighbourhoods to such an extent as to make rapid transit feasible and economically rational will be highly dependent on impacts on working arrangements, large events, and citizen preferences related to safety in the COVID and post COVID world. The improvement or impact to service may not be great enough to justify any rapid transit development at all. Yes, COVID will eventually go away- but in that world, will residents of Winnipeg give up the conveniences of working from home, avoiding commuting, and the current preference of choosing to live in low density suburban communities?	10/13/2020 9:27 AM
462	What bus would feed Graham Ave. where there are a significant number of jobs/people that require timely service?	10/13/2020 9:23 AM
463	Please stop pursuing this. It does not improve service, costs far too much and does not fulfill the needs of bus riders. Going out of the way to build MASS transit through a swamp has completely undermined any faith in Transit's planning and operations. It's time for a time out	10/13/2020 9:20 AM
464	Move into the future with light rail, monorail, or subway.	10/13/2020 9:19 AM
465	No. We need better transit, so any new development that motivates people to take transit is most welcome.	10/13/2020 8:12 AM
466	Transcona needs servicing better. They always get left out. They pay taxes too!!!	10/13/2020 7:56 AM
467	Extend the transit far north and connect south and north ends and use light rail instead of buses	10/13/2020 12:18 AM
468	Northwest Wpg is a high population growth area and existing roads are limited in further widening to allow for increase traffic flow. Why hasn't a dedicated transit way been designed in for future consideration?	10/12/2020 11:16 PM
469	I am concerned about the on demand transit and the reliability of those areas.	10/12/2020 8:45 PM
470	I feel there should be a route added to get to the Bell Mts Iceplex, as an employee there it is well needed for people like me that don't have vehicles.	10/12/2020 7:47 PM
471	I just wish the 2018 plebiscite that denied opening P&M could be swept under the carpet and	10/12/2020 3:13 PM

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ignored since it is clearly not in the best interest of a vibrant, pedestrian friendly city.

472	At some point, lines to northeast and northwest Winnipeg will need to be incorporated.	10/12/2020 2:45 PM
473	An indoor central station would make transit more popular in the winter, once expansion gets properly going. Bike lanes should be build next to busway, everywhere.	10/12/2020 2:17 PM
474	Saving union station, honours another great Winnipeg heritage building	10/12/2020 1:42 PM
475	The northwest quadrant of the city has been neglected in this plan. Are there no plans for the city to expand in the NW?	10/12/2020 12:54 PM
476	Please remember those that live in the North of the city. The Garden City and Inkster area	10/12/2020 12:19 PM
477	Priority traffic Flow on major routes in and out of downtown	10/12/2020 10:48 AM
478	Rapid transit as a part of the greater city wide transit system needs to be as accessible and affordable as possible. In conjunction promoting the use of public transit while discouraging the use of personal vehicles when entering the city should be a focus of the city. Public transit offers much better potential to move people about the city efficiently and effectively while personal vehicles do the opposite. They're inefficient, expensive and dangerous compared to other forms of transportation. A goal of the city of Winnipeg should be to reach high ridership rates while offering low or free transit service. Relying too much on personal vehicles, like we do now, creates economic barriers for low income individuals looking for better employment. Free and extensive public transit service eliminates that barrier. Roads while still important for commercial use should be discouraged since access to personal vehicles is not determined the government but by for profit corporations in the vehicle industry. Reducing reliance on those companies for our modes of transportation will benefit everyone, freeing up much of the current household transportation costs.	10/12/2020 10:16 AM
479	No. I have been against rapid transit since the beginning	10/12/2020 9:39 AM
480	I support the development of rapid transit. However I am strongly opposed to a rapid transit line through Point Douglas, particularly along Sutherland. The neighbourhood has been struggling to stay safe and develop strong community bonds. Creating a separated rapid transit line will further sever the two halves of the neighbourhood and affect the ability of residents to walk safely and easily in the neighbourhood. There are well-known associations between low pedestrian activity and crime. Pt Douglas is one of the poorest neighbourhoods in Canada and many residents have complex health needs and disabilities. There are also many families with young children, who need to be able to navigate safely through the community. Pt Douglas has a high proportion of Indigenous residents and any negative impacts from a rapid transit line will disproportionately affect them. If anything, Pt Dougald needs dedicated, permanent active transportation routes to promote outdoor recreation. I am very concerned that rapid transit barriers and increased traffic will profoundly disrupt and strain the social fabric of the community. A different route to the East corridor needs to be selected.	10/12/2020 9:03 AM
481	Diamonds lanes should be 24 hrs so transit operators have less stress maintaining their schedule. Street parking should be removed on identified corridors so transit operators have less stress maintaining their schedule.	10/12/2020 8:37 AM
482	No. Looks good.	10/12/2020 8:23 AM
483	The Regent Grant line should run from downtown to Transcona via beside the CNR line behind Shaw Park and then along Mission Street. Higgins/Louise Bridge/Nairn/Regent is way too congested. The Talbot bus runs one block from Nairn Avenue so there is no need to run duplicate routes so close. Getting passengers to Kildonan Place and Transcona faster should be the priority. Have a rapid transit station at Crossroads instead of Kildonan Place and save money by running it under Lagimodiere Blvd beside the existing CNR Mainline. Have it follow the spur line beside the Costco on Regent Avenue and have it terminate by Park City Commons and then it can branch out on either Kildare or Regent Avenue East.	10/11/2020 11:25 PM
484	Light rail transit will mean transfers in -20. That will reduce ridership. A better idea would be to have BRT with buses that can branch off on to residential streets. Ottawa BRT led to the highest ridership in non-subway cities	10/11/2020 10:19 PM
485	I think North and West lines should be prioritized for implementation to meet the needs of the most Winnipeggers who depend on transit financially. The city has invested so much rapid transit and active transportation infrastructure in the south of downtown. We need to make some decisions to serve transportation equity in the city.	10/11/2020 10:18 PM

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486	Winnipeg Airport to Polo Park to U of W to Downtown to Stadium / U of M (City Line) that would be the first rapid transit line that make so much sense. Has Winnipeg looked at a Sky Train model like Vancouver? Yes expensive but elevated above existing infrastructure and less snow issues. It something I hope Winnipeg Transit can look at too. But LRT is amazing as our city needs to grow with the future in mind. LRT sooner then later, let's be proactive.	10/11/2020 10:07 PM
487	I don't think the new Stradbrook station as the lines converge shortly after at Union Station. It would be expensive with elevators, etc and would take away from Union Station as the central/transfer ststiont	10/11/2020 7:29 PM
488	You are still focused on a core feeder model. Why not a multiple hub and spoke model	10/11/2020 5:56 PM
489	The more frequent the buses/trains, the more likely potential riders are to view transit as a viable alternative to driving a private vehicle. Investment in residential development downtown will also require basic services (such as groceries) if critical mass is to be achieved.	10/11/2020 5:31 PM
490	A Northeast route seems needed	10/11/2020 3:31 PM
491	Use existing rail tracks where possible to use light rail at minimum cost and greatest efficiency	10/11/2020 2:58 PM
492	Well connected and timed feeder buses and additional park and ride locations for people in the metropolitan area to use.	10/11/2020 2:23 PM
493	It looks fantastic, honestly – I really hope politicians push it forward in the proposed timeline or faster – and Union Station plan is the most important part, must happen first. A change I would make is to keep overpass but get rid of Stradbrook Station, it seems redundant. Harkness and Union Station are so close, and there isn't really anything near the station that make it necessary. Also, the Portage & Main plebiscite was a plebiscite, not binding. All the experts say tear down the barricades, so follow the experts – and look at how the people who actually live nearby wanted them gone. Do the right thing and build P&M the proper way, with pedestrian access, and ignore the mayor/politicians playing games and having no backbone.	10/11/2020 1:53 PM
494	Recognize that people are happier living and working in the suburbs. (City planners being the only notable exception.)	10/11/2020 11:59 AM
495	Strongly consider in the planning process the expansion of transit with the expansion of housing or other municipalities outside the perimeter.	10/11/2020 10:38 AM
496	While the idea of these rapid corridors and prioritised movement of buses theoretically works, issues such as lack of appropriate smaller routes, Winnipeg's (and Winnipegger's) reliance on cars due to the terrible urban sprawl, issues of weather (does anyone who plans for Transit take transit? In the winter?), as well as issues of pedestrian access (looking at you, Portage & Main barricades) all make for large hurdles that need to be addressed before any plan like this can really be fruitful. For suburb access - feeder routes? Park and rides? Actually having rules in place that mean new developments must have roadways that are build with buses in mind would also be a good starting point. On a similar vein, it's good to specifically described routes where other traffic won't be impeding flow, however do these routes cross with anything else that's relevant? Bike paths, sidewalks, other streets, so access can actually occur? It's great to have Harness station but it's not *near* anything. Osborne Station is actually incredibly difficult to access, as pedestrian lights, cycling paths, and vehicular traffic do not allow for an easy path to that site.	10/11/2020 10:33 AM
497	I think it's important to make it easy for people to use transit and active transportation. The most important part of the existing south line for me is the bike lane. I use it every day and I think that all of these likes would benefit from having accompanying bike/walking lanes that follow each rapid transit line and are separated from car traffic. Bike lanes along these lines as well as a more connected (separated) bike lane system would be a very small investment for a big return for the city. I don't count painted lines as safe bike lanes. Making sure the general population knows that more people using transit means better roads and less traffic is key for helping change people's opposition to investing in transit.	10/11/2020 10:09 AM
498	Education for the general population on how this positively effects car traffic and road conditions will be crucial in helping avoid ignorant criticism of funding.	10/11/2020 9:49 AM
499	Add bike lanes! The only way to fix traffic congestion is to remove traffic! Another great way to do that other than transit is walking/biking! Especially downtown!	10/11/2020 9:13 AM
500	yes	10/11/2020 8:43 AM

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501	BTR overpasses - minimize traffic congestion	10/10/2020 11:40 PM
502	Right now I take two buses to get to work and I have to allow 1hr 15 min to 1 hr 30min for the trip to get there on time. With the revised changes proposed I would need to take THREE buses. As I have mobility issues, this is NOT AN IMPROVEMENT!! even if it takes less time. How about the North route going through to UofM and the West route going through to St Vital? (If you have to run them from one side of the city to the other) Or better yet, the north through to UofM/St Norbert, the east from Transcona via ST Boniface via Lagmodiere, through StVital via Bishop Grandin to UofM, and the west from St James through DTown to StVital/Perimeter.	10/10/2020 9:54 PM
503	I think all areas of the city should be included. I would like to see St.Vital get rapid transit.	10/10/2020 9:47 PM
504	Buses need to run on time as scheduled. Having a bus 15-20 mins late screws up the schedule of every passenger	10/10/2020 8:08 PM
505	Something to help the clusters that occur on Osborne St. Something that could be implemented that would take the transit some other way not on the Osborne St bridge because the traffic there is crazy.	10/10/2020 4:26 PM
506	Please make sure that there are still direct routes from the outter edges of the city into downtown.	10/10/2020 3:57 PM
507	We need active transportation, not single use lanes.	10/10/2020 3:00 PM
508	Nothing will change unless there is significant buy in from people living in the suburbs. We're long way from not being a "car" town. People are discouraged by the unreliability of transit. Even the electronic boards don't work half the time. I don't miss looking at the blank screen 50% of the time at my bus stop on the SW corner of Fort and Graham.	10/10/2020 2:54 PM
509	impacts on traffic congestion should be looked at; alternative hub possibly west of Main Street should be looked at	10/10/2020 2:41 PM
510	Hold off on all plans until city finances are improved	10/10/2020 2:32 PM
511	Union station is not close enough to downtown. The focus should be closer to Portage and Main	10/10/2020 2:21 PM
512	The system needs to be more efficient for those who currently use it but also deliver an efficient system to suburban populations if we are to convince people to reduce reliance on cars. Then it can become system for everyone not just those who can't afford a vehicle.	10/10/2020 1:20 PM
513	The rapid transit plan is good. Increased frequency and expanded service hours for Connector and Community routes to access the rapid transit system are critical components to increase ridership on the proposed (and existing) rapid transit lines.	10/10/2020 12:42 PM
514	Make masks actually mandatory. If passengers don't have a mask -turn them away as passengers or charge them \$1 for masks on hand	10/10/2020 12:34 PM
515	16 and the 75 busses for me suck. They are either really late or no shows when I really need them to show up when they are supposed to. I waited for the 16 to show up at 10:30pm, never came, waited for the next 16. Need to improve the new system.	10/10/2020 12:11 PM
516	All I know is the lower the income, the higher the reliance of public transit in general. That should always be considered in any major changes	10/10/2020 11:19 AM
517	Include bike paths the whole way as well	10/10/2020 11:11 AM
518	Better service in the transcana area on Sundays and holidays for that need the service for work a work bus would help those that started at 630	10/10/2020 10:44 AM
519	More consistent service.	10/10/2020 10:30 AM
520	LRT is what gets people to ride transit. It's permanence and regularity give people the confidence of running times. All major cities in Canada have or are building LRT (and some smaller centres) and are able to find funding from the Government of Canada. In this city phase one's (bus) never leads to phase two's (LRT). We need strong leadership to make this happen.	10/10/2020 9:44 AM
521	Improved way finding and signage	10/9/2020 11:59 PM
522	make sure all infrastructure allows for an easy future transition to LRT	10/9/2020 11:18 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

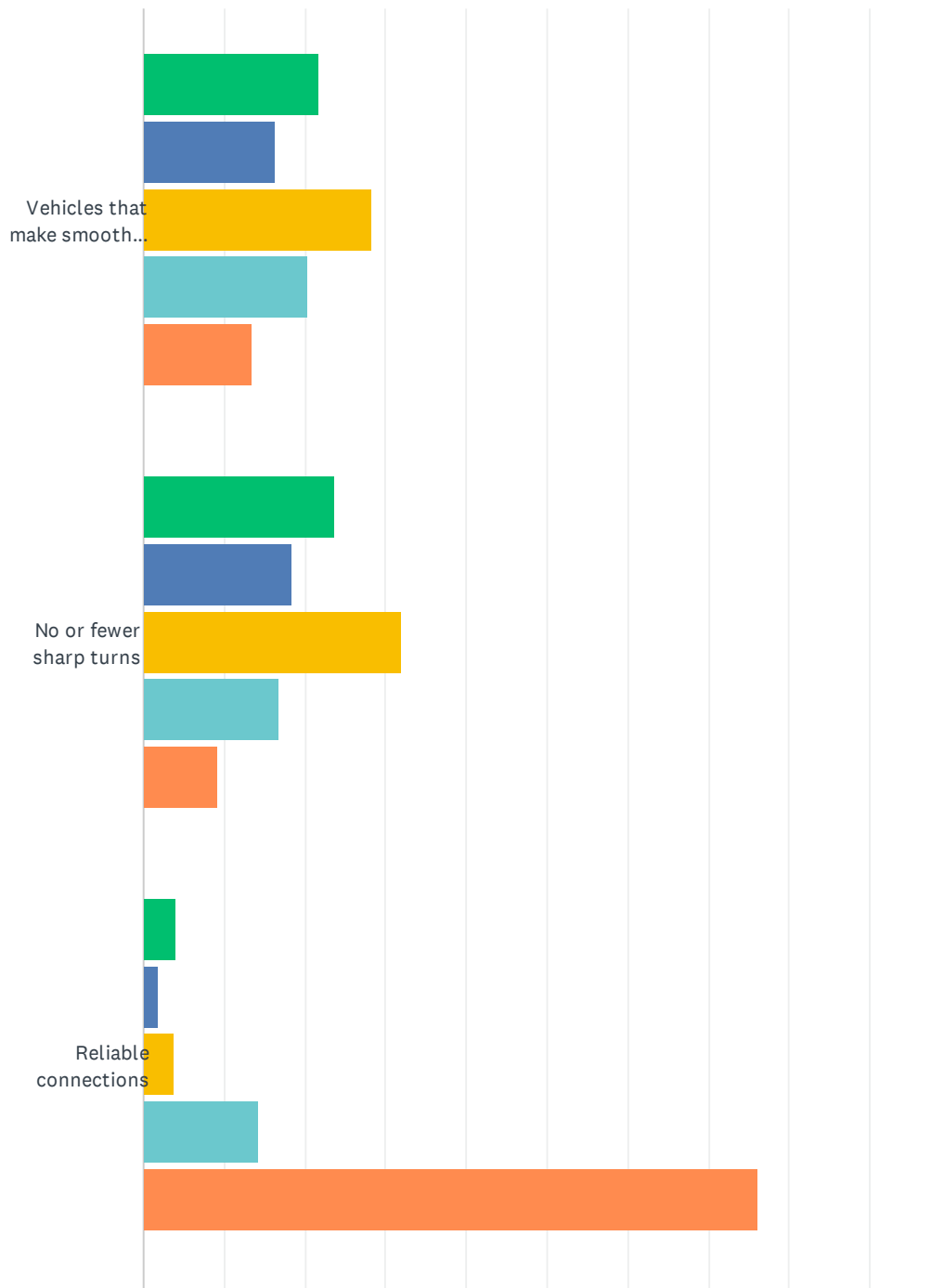
523	Downtown could easily become a bottleneck. There may be an easy workaround for this. In Pittsburgh, PA, USA there is a light rail system similar to what is planned for Winnipeg (known as "TheT"). There are two stations close to (but not in) downtown that serve as both Park and Rides and connecting lines for busses. There are also Park and Ride stations (with connections) along the lines in neighborhoods further away. I think Winnipeg would benefit from a similar system. Having rides within the downtown zone be free, and connections (from BRT) to downtown specific transit also free (but with a special transfer). I also think having downtown connections from rapid transit to rapid transit on elevated roads or underground tunnels (which only rapid transit busses travel) could be beneficial. Having a light rail system makes sense from both a traffic standpoint and for speed of travel. Especially if there are elevated or underground lines. Lines through neighborhoods further from the city could share the roads with motor vehicles. It's completely possible to avoid certain areas and intersections with smaller sections of dedicated track.	10/9/2020 11:16 PM
524	Maybe have less "on-demand" service, and more feeder service.	10/9/2020 9:38 PM
525	Perhaps the Southeast transitway could be routed down St. Anne's to better serve feeder routes that go east. St. Boniface and Southdale don't seem like they'll receive much benefit from the Southeast transitway as it is planned here.	10/9/2020 8:37 PM
526	I am still confused as to why the Graham Ave mall is not being used and the busses will run along Portage Ave instead. I feel like having the transit only corridor along Graham would improve the transit system as it would create less congestion among those who will still drive. I feel like transit needs a true "transit only" corridor running through the centre of the city and unless Portage Ave is going to be closed to car traffic the plan does not include that. An expensive and unrealistic suggestion would be a tunnel under Portage Ave for buses/Trams if the city ever decides to upgrade. However, I know that is very unlikely.	10/9/2020 5:40 PM
527	Do not use Union Station. That is dumb.	10/9/2020 3:54 PM
528	Use the forks or polo park as a hub	10/9/2020 3:52 PM
529	Consider how buses will get through Portage and Main for the next inevitable protest. Whenever a protest happens at that location, it immediately makes every bus downtown take over an hour to go a single block.	10/9/2020 3:29 PM
530	I think using Union Station is a smart idea as a transportation hub - and it would be a great idea if it was actually connected to *anything* downtown. This almost CAN'T be a hub for passengers - businesses are closer to Donald or Vaughan than Main and Broadway. And if people are using the indoor tunnels, they would be popping up near Graham/Portage and Main. Union Station isn't even a nice walk from the Forks if it is winter!	10/9/2020 3:26 PM
531	Where available, park & ride facilities need to be improved to encourage commuters to utilize transit. Current facilities are woefully inadequate.	10/9/2020 3:11 PM
532	speed up the timeline.	10/9/2020 2:54 PM
533	Privatize Transit. After the dogleg fiasco where the public was completely ignored, there's no goodwill left for the City of Winnipeg's worthless planning consultations.	10/9/2020 2:49 PM
534	Dedicated sidewalks, overpasses or underpasses for pedestrians in residential areas that lead them to a Rapidtransit stop. Personally I have to cut through a car dealership parking lot to access to closest proposed Rapidtransit stop to me or I'd have to take a community route bus to Kildonan Place station to get on the eastern Rapidtransit route. I'd love some more proposals for how people can safely get from residential areas to Rapidtransit stops. As well, I loved the LRT system in Tokyo when I visited. Having different shops and restaurants at stations will be key I think. They would service the residents near by and allow people to have great meeting places and things to quickly grab while they wait for a bus.	10/9/2020 2:46 PM
535	Scrap rapid transit. Increase and improve existing bus service including express buses which use existing infrastructure and just make less stops so as to make commutes faster.	10/9/2020 1:49 PM
536	The plan presented for using Union Station is already cramped and would leave no room for future expansion. Union Station is disconnected from Downtown and most people's actual destinations which are accessible from the Graham transit mall. If thousands of people need to start crossing Main Street multiple times per day to access Transit, safety and timeliness will be adversely affected.	10/9/2020 1:29 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

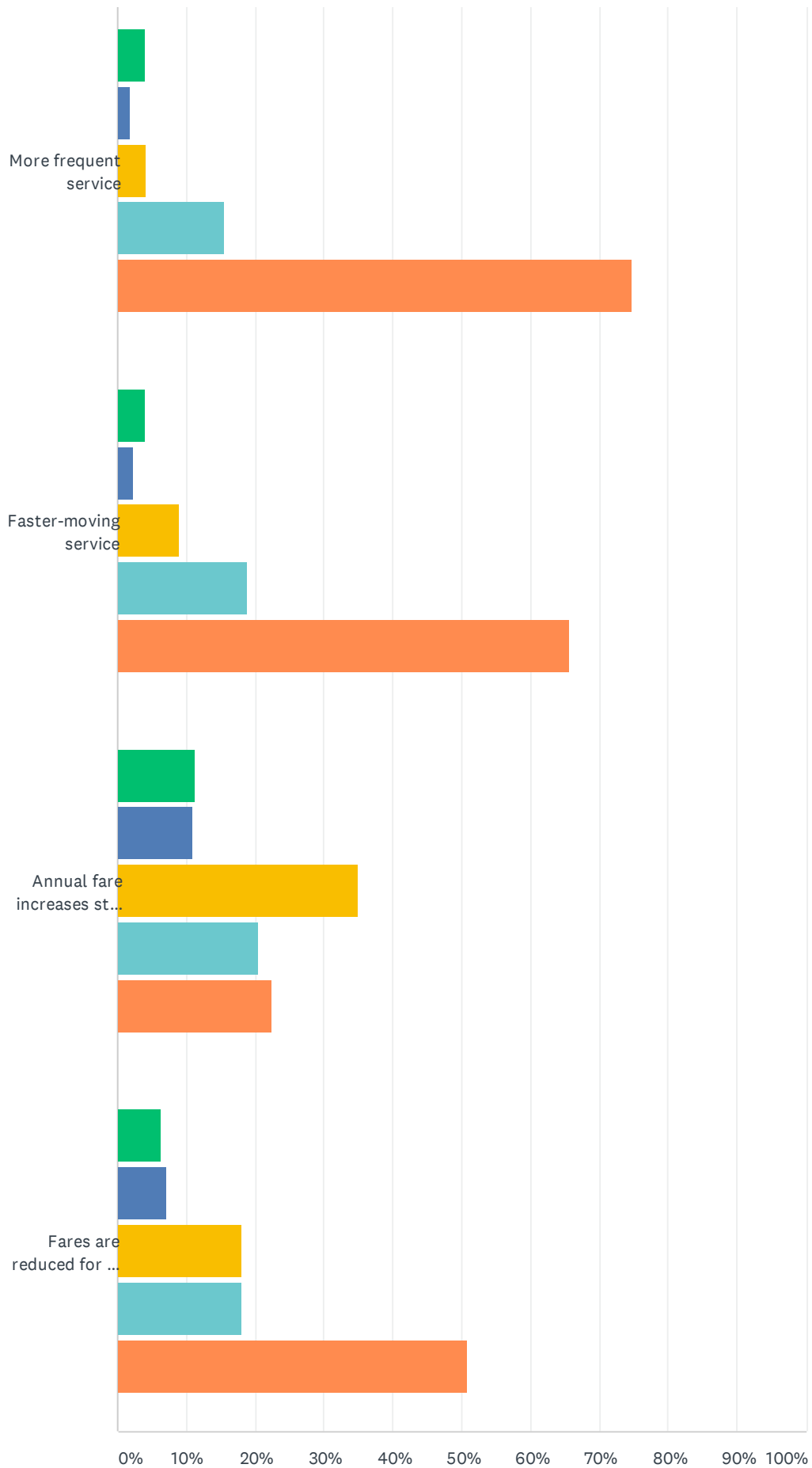
537	no one goes downtown other than for work. find a way for people from the outer edges to get to other outer edges without transferring to 3 different buses and missing buses due to drivers not staying on schedule	10/9/2020 1:24 PM
538	Drop the rapid transit plan already. Take the system you have and make it work. No one needs 3 buses to come 1 minute apart and then have to wait another 30 minutes for the next bus, why are they all balled together like that.	10/9/2020 1:11 PM
539	Integrated bike paths with all new rapid transit construction.	10/9/2020 12:39 PM

Q5 The cost of light rail transit (LRT) is significantly higher than bus rapid transit (BRT); however, there are investments that can be made to improve the experience of BRT. With that in mind, please rate the following features in terms of which are most likely to encourage more people to take bus rapid transit: 1 being not likely to encourage more people to take bus rapid transit and 5 being very likely to encourage more people to take bus rapid transit.

Answered: 1,140 Skipped: 8



# Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit



# Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

■ not likely to encourage more people to take bus rapid transit - 1
 ■ 2
 ■ 3
 ■ 4
 ■ very likely to encourage more people to take bus rapid transit - 5

	NOT LIKELY TO ENCOURAGE MORE PEOPLE TO TAKE BUS RAPID TRANSIT - 1	2	3	4	VERY LIKELY TO ENCOURAGE MORE PEOPLE TO TAKE BUS RAPID TRANSIT - 5	TOTAL	WEIGHTED AVERAGE
Vehicles that make smooth starts and stops	21.78% 247	16.40% 186	28.22% 320	20.19% 229	13.40% 152	1,134	2.87
No or fewer sharp turns	23.61% 267	18.39% 208	32.10% 363	16.80% 190	9.11% 103	1,131	2.69
Reliable connections	4.06% 46	1.86% 21	3.71% 42	14.13% 160	76.24% 863	1,132	4.57
More frequent service	3.87% 44	1.85% 21	4.14% 47	15.49% 176	74.65% 848	1,136	4.55
Faster-moving service	4.07% 46	2.39% 27	9.02% 102	18.83% 213	65.69% 743	1,131	4.40
Annual fare increases stay close to where they are now	11.31% 128	10.78% 122	34.89% 395	20.58% 233	22.44% 254	1,132	3.32
Fares are reduced for all riders	6.17% 70	7.05% 80	17.90% 203	18.08% 205	50.79% 576	1,134	4.00

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

#	OTHER (PLEASE SPECIFY)	DATE
1	Not just frequent but predictable service; being able to check online, see the bus is coming in 5 minutes and it be there. Off-board fare payment to speed up boarding. Being able to quickly load a card at the station	11/6/2020 9:30 PM
2	Having options to put your bike on the bus. Having accurate on-line bus information (right now Navigo needs major improvements...sometimes I prefer using paper copies because I often don't trust Navigo).	11/6/2020 8:46 PM
3	Speed , convenient connections and sheltered transfer points are critical in Winnipeg	11/6/2020 7:22 PM
4	More busses and public transit is the way of the future! Winnipeg desperately needs this.	11/6/2020 4:31 PM
5	The ability to reach transit by bike would greatly improve service, especially in areas proposed for community or on demand service. Bike racks on all buses would also provide strong opportunities to chain bike trips onto transit trips, while providing a reliable backup for people riding bikes to their destinations in case of severe weather or mechanical difficulty.	11/6/2020 12:56 PM
6	Given my perspective from living in multiple cities, mostly throughout Europe, our fares are comparable to other transit systems, however many of those transit systems offer a lot more than what ours does. Continuing to raise prices will continue to be a deterrent for people taking the bus and make it less feasible for the people who have no other options. If an overhaul of the system happens, I would say our rider fares are understandable, however even with the overhaul I do not see fair increases being a reasonable option.	11/6/2020 11:52 AM
7	With all the suburbs sprawling these days I always think it is lost opportunity that we are not building rapid transit corridors into them when they are being planned. Doubtful we are tearing down houses after the fact to make way.	11/6/2020 8:19 AM
8	Law enforcement/ plain clothes officers on random busses to help ensure that drivers are treated respectfully and safely. And to help reduce harassment of woman.	11/5/2020 11:53 PM
9	I think it is VERY important that rapid transit (and public transit in general) is subsidized by the people who will enjoy the benefits of a city with greater engagement, which is everyone. The drivers (less traffic, more parking availability). The people who use transit are significantly more likely to be low income or marginalized, and cannot be expected to bear the burden of the transit coats with fares. It should come from MPI funding, it should come from residential taxes (raise mine, I don't care, it's worth it). Stop hiking the transit rates, when minimum wage isn't keeping up. People are struggling.	11/5/2020 10:39 PM
10	Lrt is the way to Go	11/5/2020 10:33 PM
11	Public transportation is no less a public good than free access to streets. The cost of public transportation should not be paid by a particular user, since we don't charge drivers for the use of streets. Making streets less navigable by cars, and more navigable by buses, and charging NO fees for the use of public transportation, will produce a system that will be more frequent, more reliable, and more enjoyable to use. In addition it will be much more beneficial for the environment.	11/5/2020 3:47 PM
12	It needs to be more convenient than owning a cheap, older, reliable vehicle.	11/5/2020 9:22 AM
13	The comfort issues are solved by having a circle route around downtown. Downtown would then just be a route like any other. Downtown is confined as a business district. A circle route would create a business district of the future and an expanded business tax base. For a couple of decades the problems caused by land speculation would be diminished.	11/5/2020 9:05 AM
14	Feeling of safety	11/5/2020 8:33 AM
15	I used the ue line for all this months since is active and I love it! Is easy, faster, clean, constant. Av. As portage needs something similar. Thanks for this amazing plan!	11/5/2020 7:41 AM
16	More accessible bus schedule lists	11/5/2020 1:39 AM
17	Light rail is needed now. Not in the future. It seems completely unfair to even mention light rail and this idea that we can easily convert rapid transit routes to light rail lines in the future. A city with superior infrastructure attracts people and tourists. The infrastructure and population boom is now, not in the future. We are already light years behind many cities. Buses are not the solution. It's embarrassing that this city thinks we should be proud of "rapid transit" as if it	11/4/2020 9:31 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

is anything different or more innovate than a city bus. It is the same thing. We don't want to make the same mistakes as Edmonton with their light rail system but we don't want to be so behind the curve that we aren't even a player and we aren't. The rest of the country hasn't a clue who we are and never will if we don't start to become leaders in innovation. And please add some bus stops in the new developments of North Winnipeg ie CASTLBURY Meadows, Waterford Green, Aurora etc. We know there is no rapid transit in the future of the North Perimeter but at least add bus service.

18	Reducing fares is a bad idea	11/4/2020 8:35 PM
19	Scrap the current [REDACTED] pay our tax dollars back. It's been a huge failure from the start.	11/4/2020 8:12 PM
20	Impose a surcharge on the use of gasoline-powered vehicles.	11/4/2020 7:22 PM
21	I don't know with this plan what your work around is for bottlenecks. Also, I've bee. Passed by busses in Winter twice and the results were really horrible. Some kind of illumination for lesser stops without shelters. Also if you want to continue to raise rates as you've been doing then you should install a program one applies to to prove lower income that gives them access to lower rate fare or monthly passes. In other words subsidized to scale transit for low income folks.	11/4/2020 2:28 PM
22	Park and rides allow for short commutes in local neighborhoods but would still encourage ridership through the rapid transit lines to downtown, stadium, universities and major shopping areas	11/4/2020 2:16 PM
23	For suburbs, new developments area, we just need some connector bus to move people to near by big hub like south dale bus station or the mall to connect to other place in city.	11/4/2020 11:15 AM
24	Work towards making transit free for all riders as a way to induce demand for transit across the city and reduce fare-related disputes. Obviously, this would require additional funding from the City, but in the long term likely cheaper than infrastructure investments to build new road or widen existing ones.	11/4/2020 10:58 AM
25	Actual accessibility and promoted bus safety for ridership and drivers	11/3/2020 11:51 PM
26	Form a dedicated transit police to ensure both rider and operator safety. If people feel safe they'll take transit.	11/3/2020 9:36 PM
27	Better apps for tracking the status of buses would help	11/3/2020 8:25 PM
28	Perhaps implied by Faster moving service, but Fewer transfers should be a major consideration. Putting hub at Union Station guarantees at least one unnecessary change for people actually trying to get to the downtown proper.	11/3/2020 4:41 PM
29	Buses should run later into the night, at least until after the bars close. Also, public transit is a social service that is funded by money that belongs to the people. Many, many people rely on transit for work, for groceries, to go to appointments etc. With this in mind, it should be free to take the bus. There are many other services that soak up way more public money than is necessary (*cough* the police *cough*). If we truly want a more equitable city, improving public transit by making it more reliable and accessible is a great place to start!	11/3/2020 2:00 PM
30	Enough seats for everyone, so no one flies around during aforementioned sharp turns.	11/3/2020 1:17 PM
31	Affordable transportation for all	11/3/2020 11:03 AM
32	Buses need to be reliable overall, not just at connections. Pass-by and late buses are the biggest disincentive.	11/3/2020 10:26 AM
33	Overall, a more reliable and streamlined experience that does NOT depend on street traffic.	11/3/2020 6:25 AM
34	Make bus transportation safer.	11/2/2020 10:31 PM
35	safety	11/2/2020 8:47 PM
36	More reliable, on time and cleaner. Dogs should be allowed on public transit also. Most of Europe allows them	11/2/2020 8:16 PM
37	Safety from unruly passengers	11/2/2020 5:57 PM
38	Suggested fare of \$2 and keep it there. People can drop in more at any time if they can afford	11/2/2020 5:07 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

it. Do not increase fares for a few years. No aggressive behavior tolerated in busses or bus stops make it a possible serious offence by judges decision. Make bus driving as relaxing as possible for the drivers and encourage them to be friendly. Train drivers to not take customers personally and shrug it off. This can make their job the worst. A non refundable provincial gas tax for rural and urban busses in manitoba. Take anonymous donations from companies who appreciate the affordable service their employees get.

39	Fares should NOT be increased! It is already WAY too expensive to ride a public bus! There should be more frequent disinfecting and more measures put in place for COVID-19 and even after it dies down. I know there are many people that do not feel safe on buses right now and that needs to change now and for the future.	11/2/2020 10:44 AM
40	Current infrastructure investment tends to prioritize (and subsidize) motor vehicles, while transit remains underfunded. We need to consider mobility as an essential service that reduces costs elsewhere, and consider that when it comes to transit funding models. If people who drive paid the full environmental, social, health, and infrastructure costs of their transport choice, it would dramatically tip things in favour of effective transit.	11/1/2020 7:25 PM
41	like i said. I would consider transit to get me to work, but bicycling is 55 min each way. Not doable 5 days per week with the type of work I do. The buses I need to connect with don't accommodate bicycles either. Going from Gilmore to McPhillips Casino is no quick trip. Driving is 17 min.	11/1/2020 5:30 PM
42	Explai. To methe statson who use the busandwhy. People usethebustogo downtown because parking is high not because its a better choice. More families have multiple cars. Not less so they can take the bus. The bus is not safe	11/1/2020 1:25 PM
43	Look at other bus manufacturers to see what they offer for rider/driver amenities and reduced maintenance costs. I know there is a big push for electric powered buses right now but we have to find the most cost effective and dependable system offered for our climate. Let's do our research and take our time to compare them all instead of limiting ourselves to one company, New Flyer.	10/31/2020 8:23 PM
44	All transit line should run later. A non-express bus that runs until 6 just doesn't make sense	10/31/2020 6:58 PM
45	Better use of technology to improve transit and general traffic flow	10/31/2020 2:55 PM
46	FEWER STOPS reduce time which makes the service viable!	10/31/2020 2:05 PM
47	- Better access/connections to public spaces and Parks (e.g., to and INTO Assiniboine or Kildonan, maybe even King's Park?). - Current prices feel high for slow, poorly connected service (poor value, not high price). - NOT restricted by personal vehicles on road (i.e., dedicated bus lanes / infrastructure increasing reliability / consistency)	10/31/2020 9:50 AM
48	Please enforce the fare collection! Fare evaders are just junking the transit making good bus riders and drivers feel unsafe! Give out fare evading tickets and create transit police. Also 90% of the bus i rode are so dirty, please intensify cleaning of the buses.	10/31/2020 9:04 AM
49	Has to be reliable, and good station infrastructure.	10/31/2020 6:58 AM
50	PLEASE IMPLEMENT AN LRT SYSTEM.	10/31/2020 1:35 AM
51	Waste of money. Fix our roads instead. Invest the money there. Leila and mcphillips is under construction again. It was there just in the summer. I know I use it daily to get to work. Pay the money to actually put the infrastructure in the roads not just a quick fix.	10/30/2020 11:37 PM
52	City planners are intentionally creating traffic congestion by using sidewalk bumpouts, eliminating traffic lanes by impementing bikes lanes, not synchronizing traffic lights, proposing 30km/h speed limits. Because of that buses are late. Fix these problems, then you don't need to spend millions on separate lanes for rapid transit. All transit will then be rapid!	10/30/2020 8:06 PM
53	More peace officers and WPS on the buses to make it safer, plus not charging Calgary-level fares for Winnipeg levels of service. The second Winnipeg starts going to \$3.50 fares, is the second you guys blow all ridership growth and send these riders into their own automobiles. Trust me. Growing up in Winnipeg over two decades, then seeing Calgary Transit in action, I can virtually guarantee you that if Winnipeg doesn't improve transit safety and stop raising the prices skyhigh, Winnipeg Transit ridership will practically implode.	10/30/2020 4:32 PM
54	Quality of service, easy access to places people want to go, and affordability are your main	10/30/2020 1:00 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

selling points.

55	Reduced fair for more frequent users- monthly pass holders, seniors, students, lower income	10/30/2020 12:51 PM
56	The most important factor in taking the bus is frequency, with safe and comfortable walkability to and from the stop a close second. I will not travel to a destination if the bus only arrives every 40 to 60 minutes because I cannot reliably plan a return trip (especially knowing from experience that buses may not arrive on time or at all). All the other factors like a smooth ride are icing but do not factor into the decision to take the bus.	10/30/2020 11:40 AM
57	Having busses that branch off from the rapid transit stops frequently to make it practical and efficient for more people, and not just for those who live along the major routes.	10/30/2020 11:24 AM
58	fast and frequent service please	10/30/2020 9:45 AM
59	I have lived in Winnipeg for more than 20 years, and watched the transit service really deteriorate. I live downtown and work at UofM and would love to take transit, and used to. But the service is just too unreliable now: there are many full passes and busses that just don't appear. Something really needs to change.	10/30/2020 8:34 AM
60	Would support free transit paid for by tax dollars to reduce driver assaults	10/30/2020 4:10 AM
61	I just want our area to have a working (not peak time only) to be able to have an ability to take transit.	10/29/2020 9:54 PM
62	Building to a spec that will enable LRT to be introduced along BRT routes in future	10/29/2020 9:26 PM
63	More random police on the buses as well	10/29/2020 9:20 PM
64	Covid has pretty much stopped anyone who has a better option from taking the bus. Simple fact. Getting rid of Covid (admittedly outside the focus of this) would be more of an incentive than anything else. Otherwise, only the cost of parking would encourage bus ridership. If you have the means, automotive travel is much more pleasant. Just keep bus travel as an option for those who have no other option, but don't throw all this \$\$\$ at it.	10/29/2020 8:39 PM
65	Priority seating for pregnant women and women with small children in addition to people with disabilities	10/29/2020 6:17 PM
66	BRT should be based on electric buses. Manitoba has an abundant supply of clean electricity and also a major bus manufacturing company that has state of the art electric buses. Why spend million each year to import diesel when we should be taking advantage of locally produced electricity that can be used to power the buses. Money spent on electric buses would have a direct return on the province and city of Winnipeg.	10/29/2020 5:44 PM
67	Ability to combine with other modes, e.g. bringing bike onto bus. Fewer seats and more open space.	10/29/2020 11:00 AM
68	Increased security presence to remove troublesome, intoxicated or violent riders and those who do not pay fares [REDACTED]	10/29/2020 12:49 AM
69	Faster boarding of a transit vehicle, ie taking payment at station entry point, before boarding bus	10/28/2020 9:41 PM
70	more important then fares is the reliability and frequency however there should always be a reduced option for people in lower incomes brackets.	10/28/2020 9:19 PM
71	Ability to take bikes on to busses	10/28/2020 8:44 PM
72	At least for me, it's not a matter of the fare, it's a matter of having to wait forever and manage transfers to get on a crowded bus..	10/28/2020 7:29 PM
73	More efforts to get more employers on board with the eco-pass system.	10/28/2020 6:25 PM
74	The cost of a mensual pass should be significantly lower than what it is now. (It is not normal to have to take the bus 39 times in a month to make the monthly pass cheaper then using tickets). People would be encourage to take the bus bus if they purchase monthly pass.	10/28/2020 6:13 PM
75	Currently, it is less expensive to travel by bus than by car, although less convenient in some cases. Persons who receive Social Assistance can receive transit tickets or passes, in certain situations. Bus travel is much more affordable than travel by taxi. Unfortunately, there are	10/28/2020 5:55 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

individuals who alone or in small groups, will intimidate bus drivers to allow them to ride in buses, free.. Better security needs to be provided to all bus drivers, as they remain very vulnerable, even with the partial plexiglass barriers (could the barriers be extended?). Occasionally, there are individuals who are unable to afford bus fares, Could the organizations which provide free meals (to the homeless or poverty-stricken) be able to distribute free bus tickets, in certain situations?

76	Cleanliness and safety of buses and shelters is of the upmost importance. The possibility of more heated shelters on busy routes during winter months also would help	10/28/2020 4:19 PM
77	Buses that can can operate indecently of car traffic.	10/28/2020 3:02 PM
78	use graphic designers. marketing needs to be aimed at looking modern / "cool"	10/28/2020 2:37 PM
79	... cheap/reduced fare/monthly bus pass for students/seniors/people w disabilities and veterans	10/28/2020 2:32 PM
80	LRT should have been the way to go to begin with.	10/28/2020 1:10 PM
81	My biggest issue with taking the bus is having to wait for 30 mins sometimes for the bus in winter! I loved taking the bus when I lived in Manchester, England. I've not had such experience here. I hate the bus service so much that I do not mind paying for downtown parking.	10/28/2020 11:26 AM
82	The station at Portage and Main needs to be fantastic in some way, shape or form. It can't simply be a bus stop at the corner of a closed intersection. Given how many lines intersect there, that station has to be innovative and unique, because it's the keystone of our city and of all our public transit infrastructure. It'd be fantastic if it was above the intersection, or below the intersection, attached to Winnipeg Square and the underground mall. Also, it's a little disappointing that Rapid Line "B" travels on Main Street rather than through Union Station. It would be more complicated to achieve, but it would make for a more fluid RT system.	10/28/2020 11:17 AM
83	-reduced rates outside of peak hours; -daily ride-all-day rates; The biggest issue I and many others have is safety on the buses and at stops. Sometimes walking home a distance is safer than waiting at some of the stops, especially downtown and in the RT stations where people sleep and harass you for money, etc.	10/28/2020 10:17 AM
84	Late or missed buses have kept me from using the transit service in the past. Speed and reliability are my biggest factors.	10/28/2020 10:07 AM
85	The more reliable they system the more people will ride. Also, the more you decrease the commute time relative to using a car the more people will use it. These two things seem obvious but the focus sometimes gets blurred when you try to accommodate everyone. Focus on less routes but make them awesome and the public's impression of the system will improve and ridership will improve.	10/28/2020 10:01 AM
86	Some free or subsidized passes or routes. The current free routes should not be replaced or should be replaced with alternate free routes. Transit must be subsidized for low income workers.	10/28/2020 9:28 AM
87	Frequency is key and location is key. Again focus on grid neighbourhoods where taking transit works. So you walk a couple blocks max to get to a commercial street like Portage, Broadway, Ellice, Osborne, Corydon and then only have to wait 5-7 minutes for a bus to take you downtown. If people have to check a schedule constantly, taking transit is not convenient and people wont use it. People's time is valuable and people who can afford to choose will pick the option that is more convenient, whether it's walking, transit, biking or driving. There are some perks to taking transit like not being stressed, so it's not like taking transit has to take less time then driving but it needs to be close. If it takes way longer to get somewhere by bus, then people will eventually choose to drive. I completely agree that lanes should be taken away from cars (our roads are way too wide to begin with), and used for dedicated transit lines. If I'm sitting on a bus, and I'm stuck behind cars and I'm in traffic with cars - i might as well be in a car. But if I'm on a bus going past people stopped in transit that is a perk and benefit of taking transit. If people stuck in their cars constantly see buses getting to their destination faster than they are, they will consider taking transit if it saves them time. At the end of the day, part of the strategy should be making transit faster at the expense of people driving their cars. We do not need more streets. Do not build or expand another street ever again. Please.	10/28/2020 8:33 AM
88	I think the main factors are just 'does it work for me'. Frequency of buses, speed are the main	10/27/2020 11:55 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

	factors I think	
89	Make public transit free (ie. tax it). You'll get huge ridership, happier drivers, and reliable budgets. Plus, you don't have to buy any more of those janky payment machines on buses, which waste a lot of time.	10/27/2020 11:16 PM
90	Overall the bus system needs to be better. We live in a city where it's -30 half the year. Sometimes busses don't stop if they're full (which I understand) but then another bus doesn't come for a super long time. If it's pouring rain or snowing or cold [REDACTED], taking the bus sucks. I drove my car to university and got multiple parking tickets because the bus was so unreliable. If we are going to be taken seriously as a city in the future, we need to make our rapid transit more reliable (especially because we are a commuter city thanks to our rapid expansion outwards instead of up in the downtown like all other major cities)	10/27/2020 10:49 PM
91	Free fares for children. Currently it is cheaper for a family of four to drive downtown and pay for 2 hours parking than take the bus.	10/27/2020 10:42 PM
92	free transit or at the very least, student, seniors & low income passes that are actually affordable	10/27/2020 10:36 PM
93	We need to prioritize transportation options other than cars. Incentivize public transport by making parking downtown expensive. Reduce bus fares and encourage people to take modes of transportation that don't contest the streets.	10/27/2020 10:31 PM
94	Be able to accommodate LRT in future when possible like in Ottawa	10/27/2020 10:21 PM
95	Ease of access and advertisement for use. In Europe, the experience was so intuitive. Jumped on, hit 15 minutes and tapped my credit card. But specifically from a city point of view? Stop building huge neighborhoods of single family dwellings 15 km from the city center. Bump our density up, increase ridership and revenue, improve transit.	10/27/2020 9:57 PM
96	More security on routes in areas with higher incidence of crime like downtown and other areas	10/27/2020 9:42 PM
97	Traveling on dedicated lanes or roads on or next to most commonly traveled major routes (St. Mary's Road / Main Street, Portage Ave etc).	10/27/2020 9:42 PM
98	Make it LRT it will be worth the investment for the city	10/27/2020 9:09 PM
99	From my perspective it is all about reliability and frequency.	10/27/2020 8:56 PM
100	A discentive to drive downtown, eliminate or charge more for downtown street parking. Impose a Commuting toll for those who live outside of the city and drive into the city daily for work.	10/27/2020 8:49 PM
101	Speed and reliability are by far the most important, everything after that is nice but not important. I would happily commute via transit, but it's not worth it with how often it makes me late for work.	10/27/2020 8:49 PM
102	Frequency and reliability of the schedule is most important which it looks like is being addressed	10/27/2020 8:37 PM
103	Clean, fast, and reliable would make people who don't use busses now consider using them	10/27/2020 8:20 PM
104	Frequency is key.	10/27/2020 8:12 PM
105	I really appreciate the live updates for bus timings. I don't usually plan my routes out beforehand, I figure it out based on where I am and where I am going. Thus, knowing live bus times is useful. For this reason, that busses run on schedule is less of a concern than how frequently they run and where they go. However, I am young and can walk longer distances than some people who use transit.	10/27/2020 6:32 PM
106	Reliable and on time important	10/27/2020 4:31 PM
107	Security and safety.	10/27/2020 3:47 PM
108	Routes actually connect within easy walking distance of end destination	10/27/2020 3:42 PM
109	As stated above, the transit right-of-way through the downtown should be separate from surface level traffic.	10/27/2020 3:27 PM
110	Reliable service to the core, west end and north end!	10/27/2020 1:23 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

111	<p>Reduced fares will always win you votes. I personally think the current fares are reasonable for an entire month of riding, but the survey asks what is most likely to draw people in, so I put that as a strongly agree. What I think is more important though is the reliability of service and the frequency. Would we like to get places faster and cheaper? Sure! who wouldn't? But as long as people are getting where they need to go when they need to get there, you'll keep them happier. Being able to get on a bus faster (a 10 minute wait instead of a 20 minute wait) will appeal to people because once you are on a bus, you are happy to be headed in the right direction. It's the period of time where you are stuck outside waiting that makes people grumpy. And making the pick up times reliable is important. not only to avoid lengthy stays outside (which really suck during the winter) but also to make sure people can get to their jobs on time, to make sure they aren't missing their connections. I've said it before, I'll say it again, so far, driving busses seems to be the only job you can have where you get paid to be repeatedly and consistently late. It's one of the biggest issues with transit. As stated previously in the survey, I think rapid transit should be more about getting people from the furthest reaches of the city down into the heart of it, rather than whipping around downtown when you get there. I don't think they should focus on any more changes or upgrades to what we have downtown until after they've secured the routes stretching outwards. No one cares what your central hub is or where, or even if you have one. All that stuff about union station is completely irrelevant. Cutting down on travel time should be the biggest goal of rapid transit, and for those on the outer reaches, those travel times can be very significant. For example, to go from Transcona to Ikea, it takes an hour and forty-five minutes. That's just one way. Also, in the interest of making this truly a RAPID transit system, we should also have a bus route that travels the perimeter highway. It's the fastest way to get from one side of the city to the other when you're in a car, why wouldn't we make that accessible to those in busses? Connect all of the rapid transit routes to the perimeter at their furthest points, and have a route that travels the perimeter and connects all of them. Now, so long as you are working above ground, that is important and makes sense. (the perimeter avoids congested traffic and allows higher speeds, which is what makes it faster.) However, if you were to build an underground subway, which would be the best choice for this city, traffic becomes irrelevant and then going across the city rather than around it would make more sense.</p>	10/27/2020 9:51 AM
112	<p>Quality of the experience: cleanliness, smell, visual appeal (transit has to feel great, not a second choice or a medium for advertisement). Get rid of the full-body exterior ads.</p>	10/27/2020 9:38 AM
113	<p>Feeder routes that are on time</p>	10/27/2020 7:12 AM
114	<p>Wpg should consider family fares for casual riders (see Ottawa daypass fares on weekends). For a family of 4 to take the bus say to a jets or bombers game, it will cost over 20\$. No thanks, i will drive and pay cheaper parking. Unfortunately that means that kids will not learn to ride transit, meaning fewer riders even as the city grows. Also, i think safety and comfort are big factors. There has been too much violence on buses recently. And as a tall person, i find it hard to fit comfortably in some seats. I'm sure it's worse for large people</p>	10/26/2020 9:10 PM
115	<p>Low income fare options.</p>	10/26/2020 4:10 PM
116	<p>- Comfortable, attractive stops and stations - Reliability (not just at connections) - Clear reliable information at stops and online</p>	10/26/2020 3:59 PM
117	<p>I came from Ontario in March of 2020 of this year, and I moved to Waterloo Region at the end of 2016 when they started their Rapid Transit line from Waterloo to Cambridge, The line has not been finished and only goes to Fairview Mall because Cambridge can not afford a rapid Transit Line. The first time I attempted using it, I hated it because they closed the Charles St. Bus Terminal scrapped several busses and I had a hard time trying to find the busses. I think it was the worst investment Kitchener ever made. When you put in your Rapid Transit Line, Here is what I would suggest, make it easy and simple to use and navigate, and don't go changing bus routes. Actually I would be in favour of each area of Winnipeg having a terminal for transit use, (a hub for every bus in the area, like a bus terminal) and then using Rapid Transit to connect each hub for traveling farther distances. This way every route is shorter, simpler easier to use, and the maps would be simple and easy to read to the average transit user. (by local area, I mean St. Boniface would have a transit hub for it's area, Fort Gary for it's own area etc...) The Transit line would connect between the 2 areas. I know their are more but like I said before I just moved here March of this year.</p>	10/26/2020 3:27 PM
118	<p>As someone who has taken the bus daily to commute for years our current system just feels so poorly executed. I would confidently say that my bus was 10 or more minutes late at LEAST 20% of the time. And almost never on time. Also not even works a regular 9-5. If you work outside of that your bus service is significantly less usable. Working Sundays is a</p>	10/26/2020 12:37 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

NIGHTMARE for bus commuters. Id say a working transit system would need to take a hit and still operate somewhat regularly even at non peak times.

119	Environment options like electrics buses	10/26/2020 12:10 PM
120	Have them arrive on time and warn riders when busses are canceled.	10/26/2020 9:40 AM
121	Bus passengers safety, cleanliness (a lot of people think busses are dirty and not safe)	10/26/2020 9:31 AM
122	We need to make public transportation free in the city in order to reduce traffic and incentivise environmentally friendly commuting. It's also vital for the health and equity of poor citizens to allow them access to better jobs and healthcare.	10/26/2020 8:52 AM
123	Im too scared to ride a bus during covid.	10/26/2020 12:10 AM
124	Transit ridership fares should reflect the true operating costs of transit. ...user pay!	10/25/2020 11:47 AM
125	Switching to the green buses. I LOVE transit, but wish we had more fuel efficient buses.	10/24/2020 9:37 PM
126	People don't want to take a bus if they can't use the bus shelters safely. The city must maintained by the shelters daily to prevent people from taking up living in them. Many are filthy with people sleeping in them. Who wants to stand in the cold when the bus shelter is occupied by a homeless person. There should be some sort of transit presence or maybe the cadets can help keep the shelters safe for riders. Feeling safe on the bus or at a shelter would encourage more ridership.	10/24/2020 7:53 PM
127	Better access to rapid transit lines. The proposed plan doesn't include St. Norbert and I bought a house there based on the Pembina Xpress line that went straight to my house. The Blue line is decent, but it hasn't been more rapid for me and I have to do about 20-40 minutes walking a day. I don't mind the walking, but my access to bus service has decreased. The St. Norbert buses were pretty full until the change to the Blue and I think this is because people have had to make other arrangements because the decreased access is less convenient and hard in the winter, especially with unreliable connections.	10/24/2020 4:08 PM
128	Transit should cost much less than it does. Even if the service is better the cost must remain affordable and right now \$6+ for a round trip is not.	10/24/2020 9:08 AM
129	Decrease over crowding and more people will choose transit.	10/24/2020 8:42 AM
130	Make it more expensive And challenging to operate a Vehicle in Winnipeg thus encouraging drivers to take transit and leave their car at home. This includes removing the city's policy that requires so many parking spots be available for every new build.	10/24/2020 8:07 AM
131	Reliable and frequent neighbourhood buses that feed into the Rapid Transit network are essential to increasing ridership, especially in winter months.	10/23/2020 5:26 PM
132	Make safer, have wifi	10/23/2020 4:29 PM
133	Better cleaning on buses. Buses are too frequently dirty inside, and I will not ride one at this time. I miss taking the bus, but the long ride and always garbage on the bus adds too much anxiety. The savings no longer outweigh the cost of parking downtown. Cleaner buses with less people per bus would have helped increase ridership, long before the covid-19 changes were added.	10/23/2020 1:34 PM
134	Ensure investments in BRT infrastructure and its design is done in a way that would permit an easy conversion to LRT.	10/23/2020 12:17 PM
135	A reasonable price is acceptable if you aren't left behind due to full buses, early/late on route.	10/23/2020 10:58 AM
136	No one wants rapid transit or the increased cost with it. Focus on putting more busses on the routes that exist.	10/23/2020 9:03 AM
137	Reduced fares are already available for seniors and students. Provide the same, or greater, reduced fares to others who are most likely to rely on transit as their primary means of transportation, due to financial constraints.. Example: individuals on disability pensions, individuals on social assistance, newcomers to Canada, long-term under-employed or unemployed. Screening, and distribution, could be done by the existing agencies already tasked with provided services to the target groups.	10/23/2020 7:46 AM
138	Less crowded buses.	10/22/2020 10:56 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

139	We need to scrap BRT and develop a proper LRT or subway system like ALL major cities already have. Utilize private investors to build and maintain over say 50 years like the 407 highway in Toronto to lessen the cost to taxpayers. Without a proper rapid transit system the general public will NOT use BRT. Build it properly and they will come. Until a proper subway or LRT rapid transit is in place our city will not grow and attract major businesses to invest here. We had a chance in the 1950's to have a subway system and dropped the ball by not investing. Winnipeg would have a population in the millions if the subway had been built. Sadly, we a destined to repeat that error by continuing with the poor man's rapid transit (BRT).	10/22/2020 6:10 PM
140	Better scheduled bus routes and a steady fare is needed. After work or event charters, night bus routes,	10/22/2020 5:49 PM
141	Comfortable places to wait or transfer, regardless of weather. Being comfortable can make a significant difference in the perception of wait times and number of transfers. If I have the opportunity to get a coffee, use WiFi and maybe charge my phone somewhere warm, I may not mind transferring as much compared to doing so outside in the winter with no services.	10/22/2020 4:13 PM
142	Buses currently are too gross, too unpredictable (they NEVER show up on time), and too expensive to get people to use them. If you can guarantee a bus shows up a certain time, and gets downtown faster than driving, at a cheaper cost than it is now, people will use buses	10/22/2020 12:25 PM
143	Removing interaction with traffic, having a "central" parking area where people can leave their vehicles and take a reliable transit into the city that is NOT contingent on traffic lights or congestion, and security on the buses improved.	10/22/2020 11:16 AM
144	Offboard fare collection.	10/22/2020 11:01 AM
145	Wifi on busses better insulated bus stops for winter. Busses having seperate entrances and exits (handicap exception) Bus maps found on busses similar to what's seen on metro lines	10/21/2020 7:34 PM
146	Again, buses are archaic and not likely to be consistent in terms of scheduling. We need to start thinking 21st century. Light rail transit, and/or automated subway like they have in other major cities would be better for a growing city. If built smartly and with proper planning, energy efficient and faster rail and subway cars would ease congestion much more effectively than buses.	10/21/2020 5:32 PM
147	Introduce more park and rides - free or low fee (or combo, free farther from stop, paid for closer/plug in spots). Allow some way to incorporate bike use (secure lock ups or ability to bring bike with you). Knowing buses are the double long variety also makes people feel somewhat more confident that the capacity won't be an issue. Extended hours. If you want people to come downtown on the bus from all areas, transportation should not be the barrier. Could improve this further with shuttles from Union Station to MTS center.	10/21/2020 3:53 PM
148	Current fare increases are reasonable, i support these. Obviously cheaper will encourage ridership but does not support advances in service.	10/21/2020 2:00 PM
149	Tax-deductible incentive.	10/21/2020 11:28 AM
150	More visible presence of transit supervisors on the street and less in the vehicles	10/21/2020 6:06 AM
151	Improved security at bus stops and a move to more stations instead of the conventional stops	10/20/2020 11:42 PM
152	Reliability of service is paramount. More vehicles circulating on fewer routes would make wait times much more predictable and reliable, people would be much more likely to choose this option. Right now, choosing transit feels risky for arriving on time and waiting outside in poor weather conditions.	10/20/2020 10:09 PM
153	Public transit needs to be faster than cars.	10/20/2020 10:04 PM
154	Convenience. Having a broad public transit system is the core of a city. build it and people will ride it. Make it more convenient that driving downtown and paying for parking.	10/20/2020 8:55 PM
155	Put transit times back on bus stops	10/20/2020 5:31 PM
156	Make a more effective network - it shouldnt take me more than 2x longer to bus somewhere than it takes to drive!	10/20/2020 3:44 PM
157	Better plan for how do leave my car at the outskirts and how do I get to my destination once I get off.	10/20/2020 3:02 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

158	Focus on reliability	10/20/2020 11:53 AM
159	Convert the train tracks in Winnipeg to LRT	10/20/2020 11:28 AM
160	More environmental friendly	10/20/2020 10:27 AM
161	As a person who has actually lived in a city with a functional (even world class) transit system, Amsterdam, I am recommending Winnipeg build Transit Stations in all neighborhoods with existing rail infrastructure. These stations must be indoor all-season facilities that don't stigmatize residents and ultimately service our city as a big part of our social infrastructure. Stations will connect to short regional bus routes and be convenient for bicycle commutes. In addition to the stations, smaller outdoor stops can easily be placed in most areas adjacent to existing rail without disturbing existing city planning, something that I am very certain the 'Bus Rapid Transit' proposal has not been able to accomplish. Overall, it is easy to see from an actuarial perspective why Bus is not a permanent solution for a city which is repeatedly attempting to extend beyond the 1M population milestone; with companies like Amazon and Ubisoft putting down roots in town, the time is now to invest in the future with infrastructure that will allow Winnipeg to address or rectify it's issues with public transportation. With New Flyer Industries right here in town, we should be able to enlist their innovations. Winnipeg's Bus Rapid Transit is one of the world's worst public transit systems, it is time to face those facts and turn the first phase bus corridor into the AM/PM multi-directional rush-hour overflow superhighway that it would be prudent to utilize it as. Look at the map, light rail is our best option from a city planning perspective.	10/20/2020 10:02 AM
162	I cannot stress enough of how impressed I was to learn about the Blue Line when it launched. I really do believe that our city needs those types of routes going out to the farthest ends of the city on major roads. The current map on this page is decently planned but some tweaks and one additional route would be the main changes I would suggest. The Grant Rapid Transit route needs to go further west down Roblin to the Perimeter. Why leave out almost all of Charleswood from the system especially since there are quite a few new developments. With the right park and ride setup and a quick rapid transit route with frequent service at rush hour would likely convince many people there to use it. With more and more development happening in the southwest and west ends of the city, why develop this plan shortsightedly? Develop it to service the communities of the future and to bring in new people. This looks to be a plan to service the people who already use Transit and existing neighbourhoods. There also should be a line going north-south down Kenaston. With all of the new apartment buildings and condos near the outlet mall, added development in the southwest area of the city, etc.. Why limit that area to the extremely limited transit service it gets now? With all the retail development and now residential plus hotels, servicing the area with rapid transit would help bring people without their own vehicle, travellers could get around easier without renting a car, the sprawling suburbs may move towards more dense residential developments as you wouldn't necessarily need your own vehicle to get around. Overall I like the direction of this plan. Union Station as a hub for transit downtown is the perfect solution for our city. I loved the idea from the first time I saw it. Coming from a few years living in downtown Toronto, we need to move towards these kinds of solutions. If we want to have more people move downtown and young people stay here. We need to make it as easy as possible to get around without a vehicle. It promotes a nightlife in our downtown. It promotes development of high density residential surrounding transit stations, it's better for the environment. Keep this up Winnipeg! But please make sure you find all the issues that should be resolved before just moving ahead. Don't take forever, but some easy adjustments would make a huge difference.	10/20/2020 9:26 AM
163	Why waste more money on bus rapid transit - it's throwing good money after bad. Light rail is the future (well, the present, for most logical populations), invest in it now while costs are lower and massive budget/infrastructure doesn't make it prohibitive later.	10/19/2020 9:40 PM
164	Safer and warmer bus shelters,	10/19/2020 8:06 PM
165	More elongated busses	10/19/2020 2:29 PM
166	Cannot overemphasize how important reliability is. In the winter especially, I don't care if my bus is late - I just want to know when I can expect it. Waiting 5-10 minutes is fine but waiting 50+ minutes for a bus that Navigo keeps telling me is 1 minute away is infuriating	10/19/2020 11:02 AM
167	Service that reliably runs on time, not frequently late or early.	10/18/2020 11:52 PM
168	Passenger safety should be top priority.	10/18/2020 10:29 PM
169	My feelings about bus rapid transit is that it shouldn't be bus or LTR. I would love to see a	10/18/2020 9:04 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

monorail, something similar to what Las Vegas has going from the MGM Grand to the Sahara hotel and casino. Multiple stops through out and very fast to get around. \$5 per ride I believe and cheaper buying more than one ride.

170	Warm and well-lit places to wait for connections	10/18/2020 5:48 PM
171	Read my LONG negative feedback to this newfound planning for Winnipeg. A waste of our tax payers monies when you could maximize on existing routes and improve on by designating transit lanes on all major arteries 24/7 with no parking permitted at all. The existing routes we have now are very good and do not need a major overhaul! Stop playing games with our tax monies as they are needed elsewhere. I am a regular transit rider on the 22X and I find it very reliable and effective during rush hour so just improve by having a designated lane for buses on all major arteries and no cars, no taxis allowed all day!	10/18/2020 3:59 PM
172	Future-proofing the city for development and traffic congestion means investing in public transit. In other words, a robust accessible and affordable transit system is a boon to business and helps keep the city healthy by continued focus on existing neighborhoods and not just new development on the edges of the city.	10/18/2020 2:49 PM
173	Don't focus on what things look like, function over looks please. People only take buses because they have to. That's it. That's the only reason people bus places.	10/18/2020 1:13 PM
174	Less crowding	10/18/2020 10:59 AM
175	I fully appreciate all the work put into making the system work for people with ability issues but I do not see where the fee structure is assisting people with low income. This is a pressing need!	10/18/2020 10:47 AM
176	Just fix the roads!!!!!!	10/18/2020 9:45 AM
177	nothing for the north or east of the city zall but forgotten always last its a shame as we all count	10/18/2020 9:27 AM
178	Car sales are at all time high ....our seasons and way of life put more and more behind the wheel of a vehicle. Even when incomes are low people seem to find and prioritize travelling by car. Working from home is increasing and downtown Winnipeg is losing both office and retail at alarming rates. My doctors and dentists are all local now. Even the specialists are leaving downtown.	10/18/2020 6:32 AM
179	I say 5 to the last question (fares are reduced for all riders) only because the answer to that question is true. Do I think fares -should- be reduced for all riders? Not if we want to investment something we're proud of.	10/18/2020 3:34 AM
180	Winnipeg weather is the issue no one wants to take the bus unless they are forced to If you force people to theybwill do everything they can to get a job they can drive to or leave the city. The people making these decisions don't take the bus!! Need creative made in Winnipeg solutions. Like using existing rail lines for mass fast rail service. With park and ride options.	10/18/2020 12:19 AM
181	The people of Winnipeg can not afford to pay a price like Toronto for public transportation, especially if it's as unreliable as it has been.	10/17/2020 10:31 PM
182	Better roads	10/17/2020 9:44 PM
183	People will use public transportation if it is reliable, CLEAN, and timely! Nothing has changed in 50 years - make rail lines like in European cities, and stop with the endless excuses about the climate - have a vision for the next 50 years, not 5 years!	10/17/2020 5:29 PM
184	I think LRT is a MUST for this city. However, Winnipeggers will need to change their attitude towards public transport..... they love their cars too much!	10/17/2020 4:48 PM
185	Reliable service that is connected to reliable digital tracking tools. For example, an official phone app with accurate GPS tracking of every bus, and could also allow fare payment. Perhaps it would be cost-effective to partner with a university to create a interdisciplinary research group to create and study such an app implementation, and there would always be many students interested in getting involved to get the work done (either for credit or as a co-op internship). The research group could also get involved in analyzing ridership data to help with scheduling.	10/17/2020 2:45 PM
186	Stop making people pay more money to use public services.	10/17/2020 1:59 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

187	Rip the bandaid off and make Manitoba no one in Canada with the best high tech rail system.	10/17/2020 12:20 PM
188	By trying to reduce fares, Transit only puts the burden on taxes, provides less service, and is not able to improve the equipment and transit system. Fares must remain a key fund source for transit.	10/17/2020 9:50 AM
189	BRING BACK BUSTXT AND PUT SCHEDULES BACK AT BUS STOPS. You have now made transit completely inaccessible to anyone who doesn't have a cellphone with data and the elderly.	10/17/2020 8:37 AM
190	Stop wasting taxpayers money please!	10/17/2020 6:30 AM
191	More bus shelters are needed. In the winter months, it is very harsh to have to wait for a bus, even for a few minutes, if the wind is blowing and there's no shelter. And I know this is asking a lot, but a heat source, like the heated benches, in more shelters, would be wonderful.	10/17/2020 1:45 AM
192	Don't waste money on BRT. Spend the money on road improvements.	10/16/2020 10:57 PM
193	I think speed (fast moving service, short connection times), and convenience (fewer transfers, short connection times, safety) are key.	10/16/2020 10:47 PM
194	Make transit service free. Get the money by defunding civic grants to arts and culture. [REDACTED]	10/16/2020 4:55 PM
195	LRT give the opportunity to branch out beyond our city or help it grow better. Transit is fine for the metropolitan area and downtown, but it's becoming more of a nuisance — especially with the winter months coming.	10/16/2020 4:55 PM
196	Following the Ottawa experience, reliability and comfort will attract more ridership. I'm concerned that the lack of grade separation on many routes will slow down the BRT. I'd prefer to see more grade separation (despite the cost).	10/16/2020 4:04 PM
197	Efficiency in getting around, no more than 2 busses to get anywhere in the city. More buses more often, trying to get a 16 from Osborne Village to St. V is frustrating, the 16 comes every 15 minutes or so but there three different versions and only one goes to St. V mall area. There needs to be more frequent busses for certain routes. More bus priority lights at intersections so busses can get ahead of traffic more often and won't be late. The 66 is ALWAYS at least 15 minutes late, which is not fun in -40 weather. Begin converting BRT to LRT asap, Winnipeg is DECADES behind in our transit infrastructure, we should have investing in subways or rail systems in the 80's.	10/16/2020 3:45 PM
198	Have more buses to get to the "hubs". Living in the north-west end of the city, we are really under serviced. With limits to our routes (i.e having express buses only during peak hours - but they are SO full and late. They should run more, not less)	10/16/2020 11:21 AM
199	Real printed schedules and bustEXT!!! These QR codes suck and your website is too slow. You guys removed the 2 fastest ways to know when a bus comes. Not everyone has Data to look these things up. I'm HIGHLY disappointed in Winnipeg Transit. Only thinking of the younger generations, no care for the older folks who don't have the means for technology. There is going to be so many cold elderly people freezing for their buses this year because they won't be able to tell when it's supposed to come.	10/16/2020 9:49 AM
200	How about implementing #1, #3, and #4 right now ?	10/16/2020 9:25 AM
201	As with most other cities, a daily pass. Don't name the lines, "Line A, Lines B", etc. That is confusing. Name the line Downtown to the U of M, or Transcona to Downtown", etc. Keep the fares cheap	10/16/2020 8:41 AM
202	nothing	10/15/2020 11:51 PM
203	Though being able to easily search how late a bus is running on the mobile site is very useful, it is still frustrating to have so many buses off their schedules at peak times (at least pre-pandemic). Hopefully if rapid transit is expanded, it would help fix this issue as it is the biggest issue I've had as a regular transit user over the past couple of years (along with crowding on certain routes during peak times).	10/15/2020 11:33 PM
204	Having transit stick to a reliable schedule. As it is, buses are frequently 5-10 minutes late and often upwards of 20 minutes late during the winter. More people would use transit if it was more reliable than the existing system.	10/15/2020 11:32 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

205	Need to have strong feeder routes if you want it to work	10/15/2020 10:59 PM
206	I haven't heard anyone say that BRT has any impact on their lives. It's a waste of money.	10/15/2020 10:13 PM
207	As I commented earlier, there is also a social climate whereby residents feel as if they "need" to drive themselves solo to work or for errands, etc.. Or there's the very popular line, "Well, I have to pick up the kids after work/school and then the groceries, etc." How do we get THOSE people on board, realizing that more frequency and convenience will make it possible to do these things in a similar, or at least competitively similar, time frame as driving?	10/15/2020 8:30 PM
208	Safety on board the busses and at stations.	10/15/2020 5:17 PM
209	Predictable lines. Keep it as simple as possible. Transit routes that zig zag everywhere confuse and discourage people from using the service.	10/15/2020 5:13 PM
210	Fares should be reduced for everyone, low income fares should be significantly lower, and low-income fares should have all the options that regular fares do (single fare subsidized at same percentage as monthly pass for example). Also, low income fares should cover youth passes as well. If using transit is affordable in a way that doesn't make people choose between using a car or using a bus, more people will use the bus more often. Current fares make it cheaper to drive yourself if you are already insuring and maintaining a car.	10/15/2020 3:32 PM
211	I'm willing to pay more for better/faster/more frequent service	10/15/2020 3:29 PM
212	Definitely increasing bus routes and frequency will help the most. Currently, there are times and places where it's faster to walk than to take the bus. This clearly ridiculous. Make transit usable (frequent, reliable service that can actually get you to work, back home, and out at night) and I'm sure more people will use it.	10/15/2020 1:48 PM
213	If we are doubling down on buses then at least make the bus boarding/deboarding experience as train-adjacent as possible. In other words, pay your fare in advance (no waiting single file to pay your fare at the driver's seat), have buses stop within climate controlled stations similar to Osborne Junction. If you can't provide the LRT technology then at least make some of the LRT experience similar where possible such as those examples noted above.	10/15/2020 1:17 PM
214	connectivity to the rapid transit routes from areas that aren't serviced by them	10/15/2020 11:37 AM
215	Make public transit free, and fund it with higher taxes on those who choose to drive single-occupancy vehicles.	10/15/2020 11:30 AM
216	The ability to pay by tap - credit card, debit (like they have in most major cities) is so huge. For casual riders, having change or bus tickets/Peggo, is something people don't have who don't take the bus everyday. Increase casual riders with tap.	10/15/2020 11:28 AM
217	Predictable, time efficient and feasible access key venues, work locations. Later service during weekend(Friday, Saturday) to ensure safe return home from bars.	10/15/2020 11:06 AM
218	less left turns will help speed up the service.	10/15/2020 11:02 AM
219	I live in north River Heights and the feeder route I would use (Crescent) to access rapid transit has now been severely curtailed so that midday service is once per hour and weekend service has been eliminated. This bus gives me access to downtown and other regular and rapid transit routes, but the infrequency makes any journey frustrating and coming home and missing the connection can mean up to an hour at a stop. I am a senior and this has happened to me. I need to strategize that I make my connection where there is a bench for possible long waits. Frequency of busses is way more important to me than high speed.	10/15/2020 10:27 AM
220	While I use my car for work now, I used to take the bus for school and sometimes work. The most important thing for me was reducing the travel time for the whole trip. I found connections to be one of the biggest causes of delays, particularly if travelling outside of the peak 2 hours in the morning and peak 2 hours in the afternoon. I would like to see a plan to minimize the delays while waiting for connections. This is where the reliability of timing is really important because if you miss a feeder connection, you could be waiting an additional 20 to 30 minutes in the cold. Ideally, 10 minutes should be the maximum you ever have to wait for a connection. In my opinion, transit ridership between non-downtown locations would increase with more reliable connections and shorter wait times for connections. This still seems a weak point with the proposed plan because main routes are running every 5 to 10 minutes and feeder routes could be up to 30 minutes apart. I realize that cost constraints are involved in the frequency on lower traffic routes. Here are some suggestions that don't affect the frequency of service: -	10/15/2020 9:49 AM

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Ensure better punctuality of feeder routes for on-time connections - Time the arrival of feeder buses at stops that intersect with main routes to minimize the waiting time - Create stops with guaranteed transfers where feeder buses wait for main route buses if they are running a couple minutes late. One way to implement this would be allow users to 'book' a transfer by confirming their route of travel in advance on Navigo or something similar. - A mobile Navigo system that tracks your trip in real-time could be useful for reducing wait times. If you book your trip, the app could suggest route changes in real time if there are unexpected delays. This would allow you to take a different transfer or get off at a different stop and avoid a long wait later.

221	Bringing Winnipeg destinations closer and accessible.	10/15/2020 7:32 AM
222	Better feeder routes will encourage more ridership because people will be able to get to the main line. Winnipeg is a sprawling city so you need to focus on getting those in the outlining areas on the bus. This needs to be in combination with the rapid development. Reducing fares so that it makes more sense to ride the bus than drive. Right now it is cheaper to own a car.	10/15/2020 7:30 AM
223	Transit should not be tolled at all. Major roadways and bridges should be tolled, car registration should help pay for toll-free transit.	10/15/2020 7:02 AM
224	Heated safe shelters well lit at night free of vagrants 24 hour video surveillance with police patrols for loitering audio announcements for busses 2 minutes away to allow visual impaired persons to use the heated shack I have been standing in a shack in the winter and the bus I wanted drove right past the stop because the driver did not see me in the shack waiting for the bus trying to keep warm as a person who is legally blind I did not see the bus approach from inside the non heated fogged up with ice glass shack so the driver just passed me by Have a sensor in the shack when a person is in the shack a light on the outside is lit informing all approaching busses that a passenger is in the shack so they should stop not a huge deal in the summer but a very huge deal in the winter	10/15/2020 6:37 AM
225	I think the main factors that determine whether or not people ride are cost, time to destination, reliability of schedule, and whether or not the busses go where they need to go.	10/15/2020 5:28 AM
226	Socially distanced seating Discount pass for people with non visible disabilities approved by a doctor Coffee shops near major bus stops	10/15/2020 12:35 AM
227	Heated shelters keep panhandlers away from folks at bus stops Provide security on buses Increase service late night so folks have a transit option to and from night clubs	10/14/2020 10:07 PM
228	fewer transfers	10/14/2020 10:04 PM
229	Schedules not being dependent on the unpredictable flow of traffic!	10/14/2020 9:51 PM
230	Transit should be free at point of service. And fast and frequent service are by far the most important things.	10/14/2020 7:12 PM
231	Buses that show up on time when they're supposed to. Stop with the lame ideas about kids riding for free and low cost passes - DO SOMETHING TO SIGNIFICANTLY IMPROVE EVERYONE'S EXPERIENCE.	10/14/2020 4:28 PM
232	Clean the busses more frequently. They are so dirty! Refuse service to those who aren't wearing a mask at the time they get on. Change required to MANDATORY!	10/14/2020 4:13 PM
233	This question is odd. Is LRT being considered or this question somehow justifying the predetermined BRT option?	10/14/2020 4:02 PM
234	Nothing is free, if this can be an excellent service, find a way for tiered fares. Seniors should have the lowest fares. People who are on income assistance should be able to apply and get a lower cost bus ticket or pass. Double the price for the rest of the working population. Their work can look into applications for re-imbusement. Perhaps employers could make a tax claim for paying for staff bus passes. OR try something creative, put a change receptacle in the buss for donations,if people want to donate, make it easy, they can donate freely to transit. OR Run a lottery, if the hospital can do it, so can Transit.	10/14/2020 3:57 PM
235	Safe clean busses. No one that can afford a car will use the bus if they have to be around intoxicated and baligerant people. The bus needs to be a nicer experience than driving.	10/14/2020 3:42 PM
236	People would be encouraged to take rapid transit if: the buses came frequently, even in the evening. The fact is, many people work in the evening, and there are many evening events that happen, and when busses come every 25/30 minutes, nobody is going to want to take	10/14/2020 3:26 PM

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them. Especially if busses are 10+ minutes late, or too full to pick up passengers. Also, North west Winnipeg needs far better transit access. There should be a rapid transit link up that feeds from McPhillips or one of the main streets in the north west area.

237	Faster boarding. Can something be done with platforms to remove the need for the bus to kneel or get out the ramp? Less stops.	10/14/2020 2:27 PM
238	Discourage people from using cars via higher insurance policies or taxing people who use a car when they live on a transit route.	10/14/2020 2:26 PM
239	Just be better. Hire staff that care. Hire staff that want to abide by a schedule. Kind of like every other job on the planet out there..... [REDACTED] Including wearing a mask ;-)	10/14/2020 2:15 PM
240	BRT must get people from point A to B faster or at the same rate as a personal vehicle driving. This is the number one way to attract people. Station should all be heated and have wifi. Stations could have access via payment only to smooth boarding and protect them from vandalism. Automated payment booth at stations that provide change as well as take debit/credit. Bike Hooks in buses (current bike racks at the front are confusing and intimidating).	10/14/2020 1:50 PM
241	The price between parking and bussing is still so significant idk if small fare adjustments matter much for ridership	10/14/2020 1:48 PM
242	Need to really look at bus frequency. Can't take a bus to work from Charleswood as 1) no feeder up to Grant at 5:30 am 2) would have to catch a bus at 6 am. Taking my car is faster, cheaper (parking is less than a bus pass currently) and I don't have to be up until 5:30 instead of leaving my house at 5:30 for 1 km walk to catch an unreliable bus	10/14/2020 1:26 PM
243	If I am travelling with my children, it is prohibitively expensive to take transit, I can't imagine how hard yhat is for people who do not have the luxury of just taking their car instead.	10/14/2020 12:31 PM
244	Stop building the rapid transit stations so close together especially in the suburbs. It costs more and slows down the service. See Clarence and Chevrier stations as an example of what NOT to do. No other system in North America has stations so close that provide so little benefit outside of a downtown area.	10/14/2020 11:52 AM
245	need to ensure bus network through Downtown and Point Douglas neighborhoods and others where people rely on these services.	10/14/2020 11:51 AM
246	Can get close to final destination/access starting station easily The vehicle isn't crowded	10/14/2020 11:46 AM
247	- Replace Peggo cards, or move to a better system; they are inconvenient and often not functional. It is then difficult to repeatedly go to Transit offices during business hours (which are the same as most people's working hours) to fix the problem. - Consider using an app to pay fare instead; many cities have this.	10/14/2020 11:30 AM
248	Better areas to wait for the bus (better lighting, heating, more sheltering from wind/snow)	10/14/2020 10:58 AM
249	I have a collapsed arch and I weigh 300 pounds. I have been on that 36 bus, and the rapid transit before it was the Blue Line. I see the [REDACTED] you are putting people through on those rapid transit lines. Not in my lifetime, you won't. I hate Winnipeg now, and I used to love it. [REDACTED] your stupid rapid transit. It's stupid.	10/14/2020 10:25 AM
250	rate increases always seem to discourage ridership -- reduce fares - and perhaps 55 plus for senior discount -- waiting until 65 is often a hardship for many 60 and over are retired and have a limited income to deal with	10/14/2020 9:44 AM
251	As long as it's more convenient, quicker and cheaper to drive...people won't use the service.	10/14/2020 9:36 AM
252	Connections and frequency are key! In my own experiences taking transit, finding a route where I don't need to transfer was important, so where transfers need to happen they should be as seamless as possible. Minimizing the distance riders need to travel/walk to transfer between routes would be helpful, but I think more importantly, having a wait < 7 minutes or so between transfers is key and that requires frequent service. Having bike lockers at all BRT terminals would be great too, as well as improving cycling infrastructure (all ages all abilities) connecting with BRT. The active transit pathway along the existing BRT line is awesome, but it can be hard to safely access from some parts of the city (like the lack of safe connection with	10/14/2020 9:25 AM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

bike lane along Pembina). Continuing to include great active transit development along with new BRT routes will be a major improvement to safe cycling conditions in the city!!

253	Fares reduced? How do you expect to pay for this? Waste of money.	10/14/2020 8:59 AM
254	Consistency on weekends and evenings rather than just the Monday to Friday "rush hour" approach. Make it easier for ALL trips to be by bus rather than just pre-planned trips.	10/14/2020 8:41 AM
255	- There needs to be a greater perception of cleaner, safer buses (and future LRT). I took the bus for over 20 years and saw the deterioration in many service factors.	10/14/2020 7:11 AM
256	The bus has to go somewhere people want to go and it has to be reliable. It has to be more practical than a car. If I could have a car it would take 15 minutes to get to work vs. the hour and a half on transit (and one of my buses is a rapid transit one). I'd love to be able to visit the outlet mall but it's not practical by bus, it's easier to get to transcona than the outlet mall and if you were driving the outlet mall is about 4 turns from me.	10/14/2020 12:32 AM
257	Frequent and reliable service	10/13/2020 9:10 PM
258	Please introduce Off board fare collection, all-door boarding to allow fast loading and unloading at stations.	10/13/2020 8:56 PM
259	Fares reduced for all people age 55 or older.No charge for elementary school-age children 12 or under. Reasonable fares that do not increase every year. More places that will load your Peggo card. Example: All grocery stores, drug stores, all Winnipeg Malls, Lottery ticket kiosks.	10/13/2020 8:15 PM
260	Fares should be drastically reduced to entice more people to get on the bus and out of vehicles. At the current cost, it's hard to convince people who otherwise don't understand green/active transportation. A lot of folks are used to an old and crumbling system. Fix the service/frequency, slash prices and build ridership. From there, raise fares slowly. Sliding scales, seniors and student and monthly passes should be far more affordable	10/13/2020 6:04 PM
261	The city must prioritize transit, walking and cycling AHEAD of personal vehicles. It needs to be faster, easier and safer to leave the car at home.	10/13/2020 5:44 PM
262	Fully separate infrastructure with priority signals or overpasses. High speed service (60-80 km per hour). LRT is better than BRT although it is more expensive. Trolleybuses may be a better alternative as they are relatively cheap, faster to start/stop and much more eco-friendly (as they are powered from wires so there is no batteries like in electric buses, which is difficult to recycle).	10/13/2020 5:36 PM
263	Full separation or prioritization for busses on all lines end to end	10/13/2020 5:28 PM
264	I realize that they are often damaged but shelters from the wind are neccessary in Winnipeg, not only in winter but as we have seen in the past two years with strong winds from all directions and cool spring and fall tmeps as well as those winter days.	10/13/2020 5:22 PM
265	Transit service is a social service that should be provided at a no-cost or minimal-cost to end users. The more robust the better	10/13/2020 3:54 PM
266	Rapid transit should be a lower priority behind more frequent buses and more bus routes that service more neighborhoods and better connect the city. Convenience and utility are the biggest factors in determining whether someone will ride transit or not.	10/13/2020 3:35 PM
267	Transit police.	10/13/2020 2:33 PM
268	Fare should be based on tax return - lower income, elderly and children should especially get a break on fare based on household income	10/13/2020 2:06 PM
269	Ensuring rider safety and providing clean transportation Supply sanitizer. Ask people to sanitize hands upon entering the bus	10/13/2020 2:01 PM
270	not having buses not show up in a snow storm might help. you know. i've waited for 2 hours sometimes.	10/13/2020 12:43 PM
271	if buses ran every 10 min like in other major cities, more people would probably be inclined to use them.	10/13/2020 12:22 PM
272	Safety and cleanliness	10/13/2020 12:06 PM
273	Governments need to subsidize transit (properly) and provide financial incentives for ridership	10/13/2020 11:20 AM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

to increase. Currently, convenience, freedom and economic status of personal vehicle use overrides the peace/serenity (avoid traffic) and cost savings of transit.

274	addressed real or perceived security issues on buses	10/13/2020 11:18 AM
275	New articulated buses with heating/air conditioning and reliable regular service along the RT system will likely encourage ridership.	10/13/2020 10:53 AM
276	Increase efficiency of bus loading and unloading so stop times are shorter.	10/13/2020 10:44 AM
277	frequent reliable service is paramount to getting people to ride transit - lower fares would be an added bonus and should strongly be considered - less vehicle traffic better on all levels for everyone	10/13/2020 9:27 AM
278	Fare collection outside of busses, reducing stop times, would speed up service. Pleasant, prominent venues for stops - not surrounded by parking lots - which prioritize the experience of people who use transit for 100% of their travels, rather than suburban people who are largely reliant on cars.	10/13/2020 9:20 AM
279	what is necessary is service that can be relied upon - I need to get to work on time. When the bus is early or just doesn't show up i have no other option but to drive. There's too much variance in traffic to have reliable transfers, every route that relies on changing buses has an exponential increase in chance of failure. Rapid Transit requires transfers. If you pursue this stem and leaf strategy for route planning then I will not use Transit. Do not build infrastructure for mass transit where there are no people (parker lands, union station) and do not build mass transit infrastructure next to immutable barriers (CN main line, Red River). These actions vastly reduce the utility and potential reach of the service because people can't cross the river or train tracks to get to bus stops. Nor is it possible to add to network with out massive capital spends for bridges to span these barriers.	10/13/2020 9:20 AM
280	Make buses free to encourage use or better yet move toward to light rail.	10/13/2020 9:19 AM
281	The buses need to be cleaned regularly. They have been rarely cleaning before covid and are still unclean during the pandemic.	10/13/2020 9:19 AM
282	If people see busses as a way of not having to be stuck in traffic, is convenient, and it saves them money and time, I believe more people will take transit. Well executed public transit should do all these things.	10/13/2020 8:12 AM
283	An incentive to buy multiday passes (week, month). Now unless you take the bus two times a day nearly everyday, it is not worthwhile to get a pass. And so you hesitate to take the bus. If a monthly bus pass has a price corresponding to two weeks of return transportation with tickets, it would be a very good incentive.	10/13/2020 7:28 AM
284	Small improvements to how the service is delivered (the first few examples) would be nice of course but won't make any difference in people riding the bus because so many Winnipeggers have never set foot inside a bus (including many of the decision makers on bus issues) so don't even know how smooth or not the ride is. Convenience is the greatest lure to get people out of their cars -- and it'll probably take enforced inconvenience on driving to make the small conveniences of bus riding even the slightest bit appealing. I say absolutely: take away a lane of traffic for buses to run on exclusively. Time the lights better for buses not cars. Don't apologize if improvements to transit make it take a few minutes longer to drive through downtown. If it bothers drivers so much, they can give up their car and try the bus.	10/12/2020 3:13 PM
285	Few gaps in service hours helps. A line that only runs a few times per day/not on the weekend can be as much frustrating as it "makes sense"	10/12/2020 2:17 PM
286	It would be nice to see Manitoba Hydro sponsor a small electric train, down the old Broadway line	10/12/2020 1:42 PM
287	It's Winnipeg. It's cold as hell here. I've had to wait numerous times during rush hour for my bus (19) to either a) be delayed up to 30 minutes or b) drive past me because it's full. That means I get to freeze for close to an hour in the middle of January. Peoples perception of bus "safety" is also a factor for people not riding. I have family who won't ride the bus because it's "dirty and smelly" and "unsafe." That needs to change. Any thought to transit police? (like Minneapolis) Or transit supervisors posted at more major routes?	10/12/2020 1:02 PM
288	The key to getting people to use transit rather than use their cars is it must be reliable, capable of carrying all riders comfortably (no pass ups) and it must be cheaper than parking downtown.	10/12/2020 12:54 PM

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I've taken transit everyday from Crestview/Westwood to downtown every day for the last 25 years. With the Conservative governments cuts to transit funding and the resulting decline in service, I haven't been able to sit down on a bus in years, and that's if I can even get on a bus. If you want this to work, you must make the rider experience a positive one. And train your drivers better. All drivers should be required to stand at the back of the bus in rush hour to know what their passengers go through to try to remain standing and hang onto that bar for dear life. Smooth starts and stops, no Indy 500 wanna-be please.

289	The cost of riding the bus needs to be decreased while increasing the cost of driving a car (parking, insurance etc).	10/12/2020 10:41 AM
290	Free transit is the way to go. As per my comment before. Implementation of free transit can be a phased approach. With prices reducing periodically until alternative funding is acquired. It is worth it to offer accessible transit to all Winnipeggers. Ideally, this type of initiative would be supplemented by a provincial public busing network to connect communities across Manitoba with a provincially funded service.	10/12/2020 10:16 AM
291	Rider experience is important, a smooth ride with no sudden or hard stops will provide a feeling of safety to the casual rider who can choose to take transit or not. Hanging on for dear life or being thrown about while trying to stand turns people off	10/12/2020 9:41 AM
292	If the city is to shift its highly car-oriented culture and to reduce negative environmental and health concerns associated with pollution, rapid and reliable transit between the core and the suburbs is necessary. Higher numbers of transit riders also makes the system more economically sustainable. My primary overall concern about the transit plan is how connections between routes will be coordinated to reduce transfer wait times. Transfers are very disruptive on transit rides and lengthy wait times will engender a lot of frustration and backlash from riders. I'm also concerned that the development of the transit plan will increase fares, which low-income residents can already scarcely afford.	10/12/2020 9:03 AM
293	Give transit more priority on the street. Currently to many delays caused by single occupancy vehicles.	10/12/2020 8:37 AM
294	Quiet and energy efficient options.	10/12/2020 8:23 AM
295	Less duplicate routes and better frequency along major routes. More people take the bus in The early evening compared to the early morning so frequencies need to be be adjusted. Sunday ridership especially when stores are open is comparable to Saturday's. Run Saturday service on Sunday's. LRT service is needed for the Blue line to the U of M, Portage Avenue from downtown to Polo Park, Main Street from downtown to Inkster Blvd and from downtown to Regent Avenue up to Kildonan Place.	10/11/2020 11:25 PM
296	bus ridership should be free or Pele who park a car on a public street should have to pay a monthly cost that is the same as a bus pass	10/11/2020 7:29 PM
297	Drivers are weird. We forget about the cost of purchasing vehicles, but we chafe at ongoing gas and parking costs. Transit fares must stay well below those perceptions to be a viable alternative.	10/11/2020 5:31 PM
298	Ideally it should be free to get people out of their cars so we don't have to invest in as much costly in frastructure that promatily serves single occupant vehicles. If that won't be done then I think those that can afford to pay should a smaller fee but low income, kids, students, seniors, newcomers, Indigenous peoples shouldn't.	10/11/2020 2:23 PM
299	Reduce transit costs so it actually is a significant saving for people vs. renting a parking spot downtown, enough to make people really consider it. Test doing transit for free for 3-6 months to see how much ridership increases, and study the economic and environmental impact that would have, taking cars off roads and decreasing maintenance, repair, and expansion cost of road network that is getting out of control. Winnipeg Transit should work with or incorporate the city's Active Transportation programs so they can al be designed to work seamlessly together, and we can have AT routes that follow the transit naming and routing scheme to make getting around Winnipeg in any mode as clear and simple as possible. Especially since Winnipeg is a pretty confusing city to get around.	10/11/2020 1:53 PM
300	The entire fleet needs to go electric in 10 years or less	10/11/2020 11:52 AM
301	regarding the last 2 points, not sure how else to fund transit unless fares stay in course with inflation and adjusted for socioeconomic status.	10/11/2020 10:38 AM

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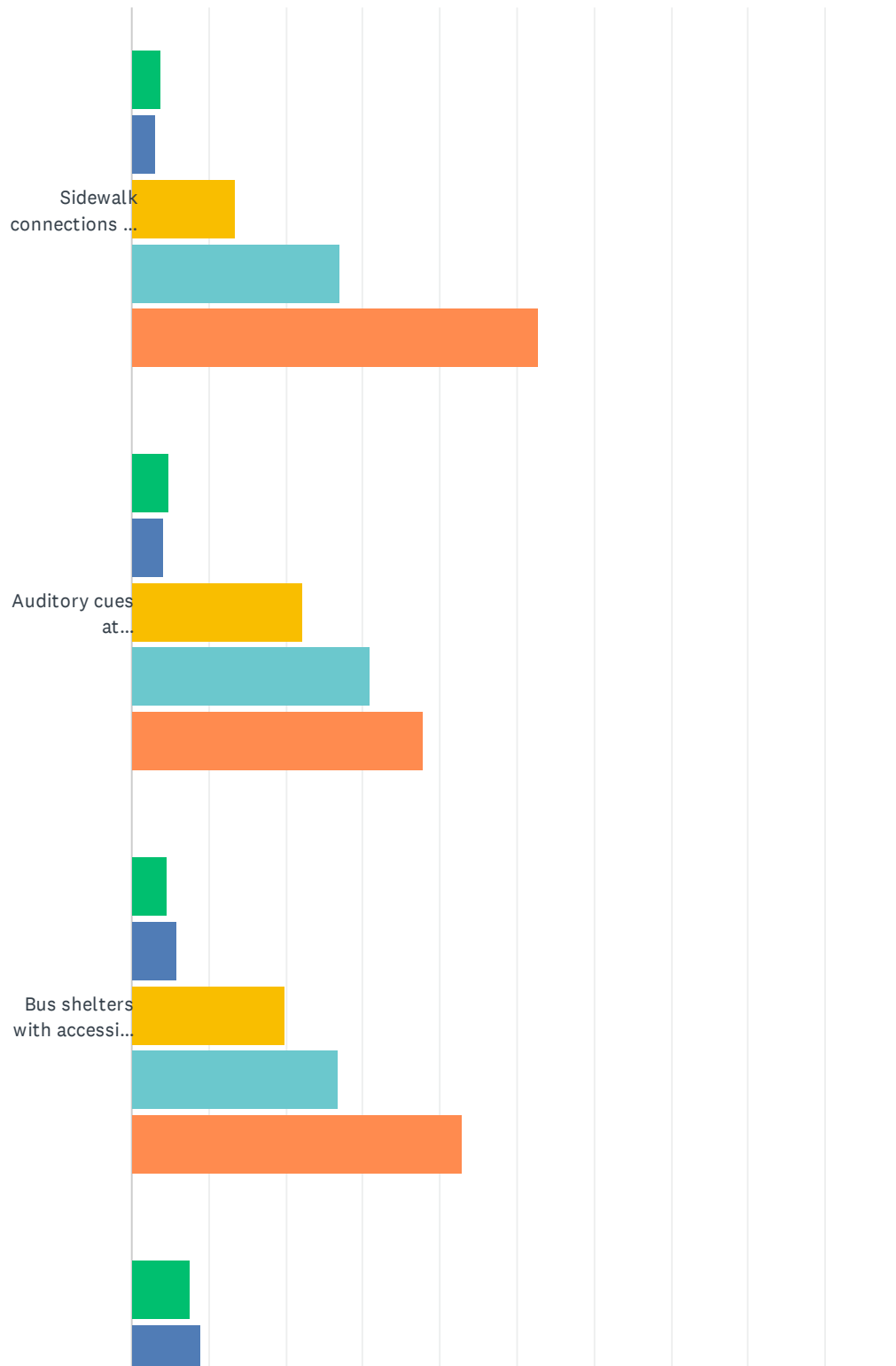
302	Just emphasizing reliable connections and more frequent service!! Very important to increase ridership! Many job postings in the city require "a reliable vehicle" when they don't in order to do the job, and they say this because if you rely on transit in this city you will be late often! I would love to live in a city with reliable public transit! Right now our transit system is a joke- but rapid transit is really improving it!	10/11/2020 9:13 AM
303	Get better drivers.. Some of them are terrible.	10/11/2020 8:43 AM
304	Prepay fare at BRT station - faster boarding.	10/10/2020 11:40 PM
305	Public transportation has to become faster, easier, cheaper and more convenient to compete with cars as the primary mode of transportation. Example - if I have to walk 10 min to a stop (because that's the closest stop available on the route), wait 10 min for a bus (because it wasn't on time), and then ride for 10 min to get to a destination that is 10 min away by car, it's not going to convince me to ride public transit.	10/10/2020 10:04 PM
306	The biggest things that would encourage more people to continue riding the bus, including the rapid transit plans are the following: Drivers that respect the fact that they are transporting people, not cargo ie stop gunning the gas then slamming on the brakes the whole trip; Transit schedules that make sense - I am SO TIRED of getting downtown and having to wait 20 minute to half an hour or longer for the next bus to go either to home or to work. Summer is not so bad but winter sucks especially when all the stores are closed; Fares that dont penalize those of us that do pay. The buses I ride daily have at least 10% of the riders - sometimes as much as 30% - say "I'll pay next time" (and I see them every day say this so they ride for free every day and this includes the Blue Line Buses) So Why do I have to pay full fare every day when they ride for free every day? When the fares go up I have to pay more but still have to put up with watching people ride free every day with no seeming consequence. Fixing issues such as this: today Oct 10 while riding the bus had to listen to someone in the back of the bus projecting loud enough for me to hear at the front of the bus the whole trip as he made fun of one of the other passengers on the bus to the point she wanted to get off and wait for another bus even if it meant paying more bus fare. She got on at the same stop as I did, they were already on the bus (at the back of the bus). The driver did and said nothing to stop the barrage - I would expect him to at least get on the loudspeaker and tell them to stop or get off (driver was notified that this was going on by at least one passenger and as I was sitting right behind the driver there was no way he could not hear what was going on on the bus) It is things such as this that make us not want to take the bus anymore as we dont feel safe.	10/10/2020 9:54 PM
307	Transit should be lower cost and petroleum based vehicles taxed to subsidize transit.	10/10/2020 8:08 PM
308	As a personal comment, I would have no problem paying an extra couple hundred dollars a year in taxes if it meant that transit would be free to all riders...	10/10/2020 2:54 PM
309	consistent, 100% enforcement of policies, including refusing service to those who don't pay fares, refusing service to those who disobey public health orders	10/10/2020 2:21 PM
310	Reduced fares for low income families	10/10/2020 1:20 PM
311	Tension is high among transit riders- the price of a fare cannot hold the same value as a train ticket. Unfortunately I can see lrt as being slow to catch on in Winnipeg as the suburbs view downtown with suspicion. It will inevitably run into tension surrounding issues around downtown and careful considered attention must be payed to issues of accessibility. It must convincingly make change to the ease of transport- buses are problem ridden, but they are what we know. The project must proceed under the idea that there will not be any new users of transit, (even though there will be) The car is the ultimate status symbol in Winnipeg. People are on the bus because there is no other choice.	10/10/2020 1:01 PM
312	Use electric buses on all Rapid Transit routes	10/10/2020 12:58 PM
313	Increased frequency and expanded service hours for Connector and Community routes to access the rapid transit system are critical components to increase ridership on the proposed (and existing) rapid transit lines. In addition, providing On-Request service to ALL communities during off-hours (when Connector and Community routes do not run) would greatly improve accessibility and encourage bus rapid transit use by all citizens.	10/10/2020 12:42 PM
314	More reliable service in routes in or that pass through low-income areas, especially young/single mothers with strollers. I am not one of them but I have seen them denied service when the 55 is full many times.	10/10/2020 11:19 AM

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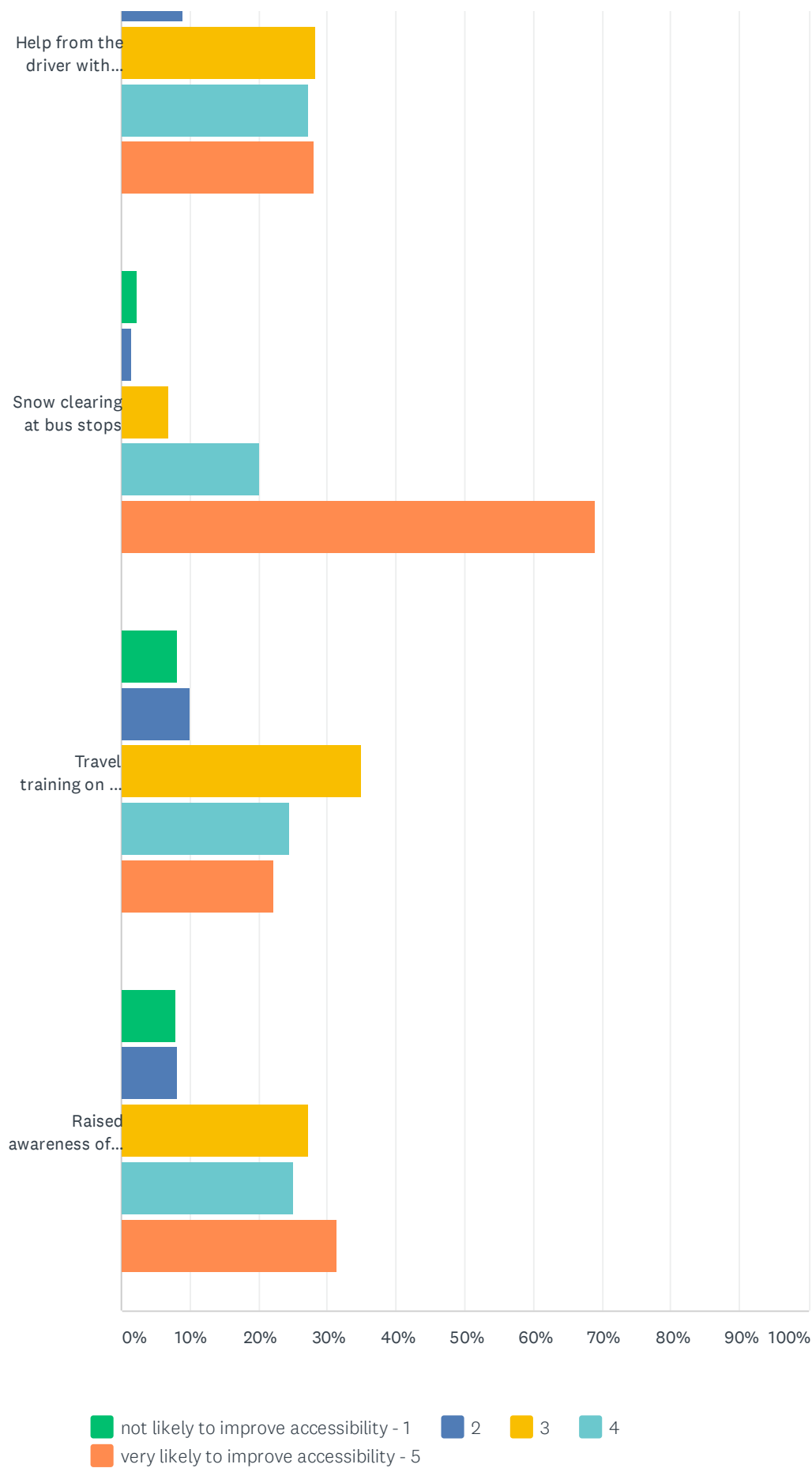
315	The bus that runs between Edmund Gale on ravenherst towards Kildare ave has no bus stops ,so this is hard in order to take the bus	10/10/2020 10:44 AM
316	Off board fare collection, especially for rapid lines	10/9/2020 11:59 PM
317	Free park and ride stations in neighborhoods along the lines could be a huge help. If people who would otherwise drive their own vehicles could see rapid transit as savings. Especially the further you get from the city. There isn't a need to have one at every station or even every other station. Just in heavy use areas and areas with more residential property vs. commercial. For example, the stops just past the malls could be made into Park and Rides. Also the stops furthest out on the lines. An ad campaign to that effect would be huge too. When you add the cost of fuel and parking, using rapid transit should always come up as savings. It's important to show people that in a way they can understand. I also feel offering a special pass that only works for rapid transit could be beneficial. So long as the pass is at a discounted rate (weekly and monthly) vs. a regular transit pass. It could encourage more people to purchase and use the passes. More users even at a discounted rate could generate larger income.	10/9/2020 11:16 PM
318	- Making standing rarely necessary and minimizing necessary contact with other passengers - Measures to increase passenger safety and resolve incidents quickly	10/9/2020 8:37 PM
319	A consistent and fast network of buses would encourage people to take the bus more. For me personally, I would take transit without question if it was CLEAN, just as fast or almost as my car and reliable.	10/9/2020 5:40 PM
320	Enhance user experience by: 1) fare payment prior to boarding bus (ie. at turnstiles) with multiple entry points onto bus 2) improved on bus amenities like, wifi, usb ports, media screens 3) reduced engine noise, using non-ICE technologies (ie. electric or hydrogen)	10/9/2020 5:33 PM
321	there isn't great transit to malls and other areas where people have low paying jobs - downtown and the university are important, but so are the other locations where people could use a less expensive mode of transportation	10/9/2020 4:18 PM
322	Increased coverage 5	10/9/2020 3:54 PM
323	Clean buses will encourage people to take transit. In other words, clean the buses more than once every 3 months (as it was before covid-19). Buses get filthy very quickly and it seems like Transit does not care.	10/9/2020 3:29 PM
324	Bus service where people live, not just where they work. Park and Rides because you insist on removing buses from where people live. Bus service to nearby shopping that doesn't take an hour for a 15 minute drive. Not needing to go downtown when you work 20 minutes away. Buses in the industrial areas that actually let people get to work on time. Or home from work. Having great bus service downtown to the out skirts is a great stop, but people also want to be able to stay in their neighbourhoods.	10/9/2020 3:26 PM
325	If service improves, fares remaining static or with some modest increases, would be more palatable.	10/9/2020 3:11 PM
326	LRT really doesn't make sense with the number of stations planned/built. the current SWRT line would have to half the number of stations... (which it should maybe do anyways)	10/9/2020 2:54 PM
327	BRT is a disaster. The busses are awful.	10/9/2020 2:49 PM
328	Shops and restaurants at the stations as well as community boards and spaces. Transit stations should not only be for catching a bus, but meeting places for the community. It would greatly transform the feel of our city and make it more vibrant.	10/9/2020 2:46 PM
329	Takes people directly to the places they want to go, not to side streets.	10/9/2020 1:33 PM
330	All of the things listed above are good for the regular service-- train the drivers to drive well and have a proper schedule. Btw, no one wants to get on a dirty bus.	10/9/2020 1:11 PM
331	The biggest issue is reliable service. More often than not busses are late. This has personally been a very big issue in the winter, where there have been multiple instances of waiting 15 to 30 minutes in -30°C weather.	10/9/2020 12:52 PM

Q6 Please rate the following features in terms of which are most likely to improve the experience of taking transit for travellers with accessibility needs: 1 being not likely to improve accessibility on transit and 5 being very likely to improve accessibility on transit.

Answered: 1,094 Skipped: 54



## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit



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	NOT LIKELY TO IMPROVE ACCESSIBILITY - 1	2	3	4	VERY LIKELY TO IMPROVE ACCESSIBILITY - 5	TOTAL	WEIGHTED AVERAGE
Sidewalk connections to bus stops that are wheelchair accessible	3.76% 41	3.12% 34	13.31% 145	27.00% 294	52.80% 575	1,089	4.22
Auditory cues at intersections	4.79% 52	4.15% 45	22.21% 241	30.97% 336	37.88% 411	1,085	3.93
Bus shelters with accessible seating	4.60% 50	5.80% 63	19.87% 216	26.86% 292	42.87% 466	1,087	3.98
Help from the driver with securing wheelchairs on conventional buses	7.64% 83	8.92% 97	28.33% 308	27.14% 295	27.97% 304	1,087	3.59
Snow clearing at bus stops	2.29% 25	1.47% 16	6.97% 76	20.16% 220	69.11% 754	1,091	4.52
Travel training on how to plan trips using conventional services	8.22% 89	10.06% 109	34.90% 378	24.56% 266	22.25% 241	1,083	3.43
Raised awareness of priority seating areas for travellers with accessibility needs	8.00% 87	8.19% 89	27.14% 295	25.21% 274	31.46% 342	1,087	3.64

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#	OTHER (PLEASE SPECIFY)	DATE
1	Heated shelters - need more	11/6/2020 8:54 PM
2	Accessibility is very important. I have experienced snow build up at stations piled up at bus stops countless times, which makes entering and exiting the bus even difficult for me, a very physically able person.	11/6/2020 4:33 PM
3	From my perspective of a person who is not living with any accessibility concerns, I do not feel like I can really speak to the likelihood of these changes making an impact as I do not have the experience or understanding of the challenges one faces.	11/6/2020 11:56 AM
4	Lower places to hold on to while standing. I am short and find it difficult to remain standing if I need to hold on to the overhead bars. Lights/ other signals that indicate which door you are using. Too many times people miss their stops because they are pushing through a crowd yelling "back door!!" To a driver that can't hear them.	11/5/2020 11:58 PM
5	If you have a circle route a few stops that are door level transfer points. Radiant heat and wind protection. Raised and highly visible discourages panhandlers. Time to get to door level is not taken out of bus cycle time.	11/5/2020 9:14 AM
6	Snow clearing can't just be at bus stops alone. People who have accessibility needs need to be able to safely leave their homes and get to the bus stop. It's no help to them if they can't leave their house because the street isn't plowed.	11/4/2020 8:44 PM
7	Oh my God people with strollers!! Even when someone on a wheelchair tried to get on a bus half the time there's nowhere to put them And as someone with an ACL brace and a cane, cleaning bus stops and intersections of snow and ice has to be prioritized better. If I can't get safely on or off the bus because of the windrows, it's not accessible.	11/4/2020 8:22 PM
8	Drivers should NEVER be touching anyone!!! Are you crazy?!	11/4/2020 8:14 PM
9	Universal accessibility is required by Human rights legislation.	11/4/2020 7:24 PM
10	Security on busses and shelters. Too often shelters are not used due to people passed out or aggressive in shelter. This is a real deterrent	11/4/2020 2:18 PM
11	Reliable accessible bus schedules. More busses on busy routes so there is room for a wheelchair.	11/4/2020 11:52 AM
12	Help from driver securing chairs will seriously disrupt travel for the vast majority of riders if it occurs at all frequently, and will probably affect timing of subsequent stops as well.	11/3/2020 4:44 PM
13	I think making the public transit more accessible to those with disabilities should take a holistic approach, meaning that it in addition to what is mentioned above, the sidewalks also need to be cleared on a more regular basis.	11/3/2020 2:03 PM
14	Drivers need to be stricter about enforcing disability seating taking priority over large strollers. Also, if looking to improve accessibility the city should be approaching those needing the services over the general public.	11/3/2020 11:16 AM
15	-- Standardize infrastructure. (e.g. crosswalks on the busway, those should be proper traffic half-signals, not that odd strobe/siren combination that needs an explanatory sign; non-standard installations are terrible for accessibility). - Snow clearing benefits everyone - not just the ramps at the front doors, but being able to disembark from rear doors especially on longer articulated buses - without climbing snow banks helps those with some mobility issues as well as passengers in general. - Need to enforce priority seating for those who need it.	11/3/2020 10:34 AM
16	Improvements to reliability and timing of handitransit.	11/2/2020 8:11 PM
17	I think that baby strollers should be eliminated as people who need priority seating over people with accessibility needs or the elderly. At the very least, those strollers should be collapsed and the child to sit on the parent so that only one seat is taken, leaving more seats for people with accessibility needs or the elderly.	11/2/2020 7:45 PM
18	If you want to encourage people who have accessibility needs such as those in wheelchairs to take the bus, you can't just clear snow at bus stops. It needs to be cleared the entirety of the way between their house and the bus stop, including sidewalks and perhaps residential clearing for people who have accessibility requirements and cannot clear snow from their property.	11/2/2020 7:37 PM

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19	People in the public could shovel out bus stops and as well help people who need aid accessing busses. No need to add costs here in my opinion. Some sort of polite awareness program should have some success	11/2/2020 5:11 PM
20	Decrease rates.	11/1/2020 8:02 PM
21	Get all buses to accomodate bicycles. Why can't wheelchairs and bikes cohabitate on a bus. The safety hazard of bicyckes on the bus is unfounded, [REDACTED]	11/1/2020 5:33 PM
22	All thrse things should be occuring. Why are you suggrsting they will occur if we agree withis expensiveand over projected use project	11/1/2020 1:26 PM
23	More shelters especially in highly exposed windy areas. Also if you have bus service on a street with a few stops there should be sidewalks to get to these stops. Clarence Ave. in Ft.Garry from the Blueline BRT west to Waverley St.has bus stops but no sidewalks. Pedestrians or Transit riders walking on the roads is never a good scenario especially in the winter.	10/31/2020 8:23 PM
24	I have very little experience needed accessibility accommodations but those I speak to need to be able to get to the bus stops easier and to not have to travel as far to get there then not waiting as long – perhaps more frequently running and stopping feeder routes moving to these new lines?	10/31/2020 9:55 AM
25	We need an LRT system.	10/31/2020 1:36 AM
26	Snow clearing should be a given. I have 2 able feet and getting over a snow drift is tough getting off a bus. Trying having a stroller, scoter, cane. Impossible. Same as salting the side walk. Trying to walk with a child on ice for the amount of snow we know we get the grooming of the bus stops is very poor.	10/30/2020 11:42 PM
27	Make sure snow removal is done so easier access to vehicles.	10/30/2020 10:30 PM
28	Braille paper bus schedules?	10/30/2020 4:33 PM
29	I don't have accessibility challenges and thus don't feel qualified to answer these questions very effectively.	10/30/2020 1:02 PM
30	I think you should ask people who need these services. As someone who does not need these services, who am I to say what will improve their likelihood of using transit.	10/30/2020 12:54 PM
31	My answers are based on being able-bodied. However I am greatly impacted by ice and snow blocking access to the bus.	10/30/2020 11:42 AM
32	The population of seniors is increasing. Providing feeder services and bus stops such the DART service would assist. Many seniors will not be driving but could still walk 200 feet or so, NOT the 1.7 kms that I would need to walk to reach a bus stop from my home. I do not see enough forward planning on connecting community resources such as hospitals and post-secondary institutions and large recreation facilities.	10/30/2020 11:19 AM
33	fast and frequent service	10/30/2020 9:47 AM
34	Snow clearing seems key.	10/30/2020 8:35 AM
35	Fewer seats with more open spaces to accommodate walkers and strollers (reduce conflict or parents having to wait for the next bus).	10/29/2020 11:02 AM
36	I think once again reliability and ease of transfers at accessible locations. And the ability to get where people need without long waits and infrequent or unreliable timing.	10/28/2020 9:23 PM
37	I don't know enough about accessibility issues to comment.	10/28/2020 7:32 PM
38	I have an invisible disability, so it can be hard to get people to let me sit. I wish I could get like a sleeve for my pass or some kind of ID tag that would indicate I need priority seating. In particular people with kids seem to often take the priory seats at the front even when there are empty chairs up the stairs - but getting up the stairs on a moving bus is difficult for me to do safely.	10/28/2020 6:28 PM
39	Most drivers do assist disabled persons to accessible seats, if the individual is unable to manage on his or her own self. Unfortunately the bus, then, may be a bit late by the schedule.	10/28/2020 6:06 PM

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Many times, other passengers will assist in these situations, to the point of meeting them near the entry to the bus. It would be best to train people to be independent when possible, but encouraging others to assist, is a way of maintaining a kind community.

40	Snow clearing at stops doesn't matter if the rest of the sidewalks to get to the stops aren't done well. As long as the bus stops themselves are as good as the surrounding sidewalks that's all that matters. Bus shelters with accessible seating would help who? Aren't they in wheelchairs already?	10/28/2020 10:05 AM
41	Take my ratings with a grain of salt as i am completely able bodied. You should consult directly with people with mobility issues.	10/28/2020 8:34 AM
42	Snow clearing on sidewalks to get to transit Stops from homes is also important. Especially in dense areas like osborne village. Sidewalks in dense neighbourhoods should get snow clearing priority	10/27/2020 8:39 PM
43	Snow clearing on all sidewalks not just bus stops.	10/27/2020 3:50 PM
44	People are aware of the priority seating. [REDACTED] Especially the kids. They're perfectly healthy and capable, they're just lazy so they sit in the front. If you want to stop people from taking up priority seating that don't need it, there has to be some sort of consequence. People weigh what they're doing against what will happen to them if they do it. If there's no reason for them not to other than being a decent human being, most of them won't bother. And actually enforce it, whatever it is. Not like this "you can be fined for not wearing a mask or staying six feet apart" that they're not doing anything about. Again, it's just like raising a kid. If you tell them they need to stop or they're getting a time out, but you say it like six times and you don't actually give them a time out, the kid knows you're an idiot throwing out idle threats and they're not going to listen. To be honest though, I think the best thing you could do, is just have a dedicated handi-transit type of deal. Have some dedicated vehicles that drive those with wheelchairs or severe disabilities, but that do it for a reasonable price. Like, they can get a monthly bus pass for this service, and yeah they'd have to call ahead and make an appointment, it would be first come first served, but it would work all around better. No more trying to wheel through the snow in winter to try and get to a bus stop, no more raising and lowering of the ramps which takes forever and probably throws off the schedule times for regular busses. No more issues with space inside the bus because the wheelchair is taking up like the whole front on one side. I was stuck in a wheelchair for half a year back in 2015, and honestly it's the worst trying to bus like that. It's difficult to get in and out of the busses and having to transfer once is bad enough let alone if you need two transfers to get where you're going.... Just, give 'em a dedicated service for a decent price. Not like them eye-gouging cabbies who charge you a twenty for one trip. They should have a fee similar to any other busser.	10/27/2020 10:04 AM
45	Based on my observation, i find that there is a vertical bar on the right hand side near the priority seating that actually creates a barrier for people with mobility devices to access some of the priority seats, especially if there is a wheelchair or stroller on the left-hand side of the bus. Overall, i think the bus design is a barrier to accessibility for some	10/26/2020 9:14 PM
46	When Kitchener unveiled its LRT System, the map says you need training to use the system, I personally would support their decision to scrap the LRT Entirely. If your system requires special training, it is way too complicated and should be abandoned immediately.	10/26/2020 3:30 PM
47	Heated bus shelters	10/26/2020 12:11 PM
48	Perhaps worth looking at different seating arrangement designs, because people keep piling up at front so maybe making the back exit and middle strollers and front accessibility needs	10/26/2020 9:37 AM
49	Make bus fare free.	10/26/2020 8:53 AM
50	Travellers with accessibility issues can use handi transit and get what is effectively taxi service door to door for the same cost as regular transit....i.e. it is highly subsidized.	10/25/2020 11:50 AM
51	Do not have bus operators assist wheelchairs in securing themselves. You're putting the operator at risk	10/25/2020 9:08 AM
52	Accessibility is an issue for both elderly and the handicapped. But what is annoying is when a young parent is on the bus at the front with a stroller who take up space from the elderly and handicapped. Strollers should be regulated to the back of the bus. They take up too much room at the front.	10/24/2020 7:56 PM

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53	More frequency on major routes will increase mobility for everyone including spaces for priority seating, ease of on/off	10/24/2020 9:13 AM
54	Limit over crowding will impact accessibility	10/24/2020 8:43 AM
55	Having bus monitors that ride Different transit throughout the day. They can ticket people who don't give up priority seating to those that need it.	10/24/2020 8:09 AM
56	Need to actually make sure bus drivers aren't rude and abusive. Too many times I've been on busses with drivers that yell at young and old women. But they let young men on without paying that aren't wearing masks. Because they know if they yelled at those guys they'd get hurt. Check your drivers. Power has gone to their head and it makes us feel unsafe.	10/23/2020 9:05 AM
57	Snow removal has to be for the sidewalks around the bus stop as well. You can't dig out the bus stop and expect people to get to it through 2 feet of snow.	10/23/2020 8:08 AM
58	Effective accessibility will require a lot more commitment, and financial support, from the province and the federal government. Another area where both claim priority, but, do not back those claims up with the required financial support. Better coordination between specialized services like Handi-Transit and the regular transit system would help as well. There may be some who currently rely on handi-transit who might be able to use egular bus service, with a few improvements (better scheduling, pick-up and drop-off, along the route, outside of scheduled bus stops, etc.)	10/23/2020 7:53 AM
59	Less crowded buses and more reliable service are more important than some these things.	10/22/2020 10:58 PM
60	Needs less entitled people with strollers crowding the front of the bus when a person with accessibility issues gets on.	10/22/2020 6:07 PM
61	Some disabilities are not visible. Please keep that in mind.	10/22/2020 3:30 PM
62	I believe any person with a disability should be allowed to use the priority seating areas - not just those with accessibility needs. My daughter has Autism and being able to use the priority seating is very important for her.	10/21/2020 11:38 PM
63	Many people with disabilities are highly independent, don't necessarily need help from others if the basic needs like physical barriers are addressed	10/21/2020 7:01 PM
64	Put a limit on to the size of strollers allowed on buses, and allow only one adult to stop at accessible site. Friends travelling with strollers can sit at the back of the bus.	10/21/2020 2:45 PM
65		10/21/2020 11:31 AM
66	being able to catch a bus like everyone else and not have to book trips	10/21/2020 6:08 AM
67	Put bus times back on transit stops	10/20/2020 5:32 PM
68	With the emphasis on the disabled, regular riders will likely be disadvantaged.	10/20/2020 3:04 PM
69	Stop letting drunks on the bus!! Does Winnipeg no longer charge people for being drunk in public?	10/19/2020 9:33 PM
70	In addition to snow clearing at bus stops, sidewalks have to be cleared as well.	10/19/2020 4:43 PM
71	Buses or Rapid Transit strictly for the Disabled only on the Same Rapid Transit Routes 24/7, for thier needs And Medical Emergencies.	10/18/2020 5:21 PM
72	I'm not even sure why we're asking whether these changes for accessibility should be considered or not. In most cities (even ones much smaller than Winnipeg) all of these accessibility developments are THE NORM and not just a best case scenario. Transit needs to be accessible an easy to all, regardless whether they use a mobility device or need additional sensory information to navigate their way.	10/18/2020 2:52 PM
73	People in wheelchairs only take ths bus if they cannot drive. Same with everyone else.	10/18/2020 1:15 PM
74	much more frequent service with all low-floor buses would mean fewer times where people who don't need the priority seating are occupying it	10/18/2020 11:20 AM
75	While this serves those with accessibility needs (and I completely support this) if you are looking for ridership all people need to feel safe (ie women travelling alone with fewer riders on the bus).	10/18/2020 10:53 AM

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76	Just fix the roads!!!!!!!!!!	10/18/2020 9:46 AM
77	Of course you have to answer #5 to all the above questions All of them will improve the experience...silly question the way it is written	10/18/2020 6:34 AM
78	Accessible entrance aides in bus shelters.	10/17/2020 12:53 PM
79	Here are the issues. Filthy buses. Waiting in bus shelters that were made for tropical climates. There is room for 100 people at the RT bus shacks, but there is never more than 4 people there because they are located in empty fields. I have taken a bus for 43 years. And I can honestly say it is not much better now than back then except for the low rise buses.	10/17/2020 12:44 PM
80	Snow clearing & bus shelters are top for my accessibility needs	10/17/2020 11:19 AM
81	NA	10/17/2020 9:51 AM
82	PUT THE SCHEDULES BACK AT BUS STOPS	10/17/2020 8:37 AM
83	The bus driver should automatically intervene on behalf of a passenger with disabilities if people are not giving up priority seating. Many times I have seen it left up to the passenger to try and deal with uncooperative able-bodied bus riders sitting in priority seating. Large strollers should also not be allowed on buses (taking up both the forward and sideways seating priority seats or blocking part of the aisle).	10/16/2020 10:51 PM
84	In one of the questions it said more help from drivers. In my 40 hrs of driving a bus three drivers have help someone with a disability. They don't even help out most times. And I see the person in the chair struggling or having a hRd time clipping themselves in. I would like to see more drivers compassionate and helpful towards disabled people.	10/16/2020 9:49 PM
85	Accessibility is important however the drivers are powerless when it comes to asking others to give up their seats for someone who needs it more for fear of retaliation	10/16/2020 6:32 PM
86	More priority seating so those who can barely walk don't have to move for strollers/wheelchairs	10/16/2020 5:49 PM
87	Clear. Snow. At. Stops. Heck, clear snow and the surrounding areas.	10/16/2020 4:59 PM
88	I can't speak to this issue much as it does not directly apply to me. However, I've noticed issues with people trying to sit in the accessible seats on the side where a pole partially blocks the seat. I've also seen frail people struggle through crowds at the front of the bus when very busy.	10/15/2020 11:36 PM
89	There needs to be a distinction between priority seating and courtesy seating. There needs to be specific spots for people with disabilities in addition courtesy seating. People need to fold up their strollers too because they take up so much room I've seen people with disabilities struggle to manoeuvre a walker while parents sit with their ridiculously large strollers and do nothing, yes I'm a parent and a regular transit user. This is not acceptable behaviour	10/15/2020 11:04 PM
90	If riders earn some rewards like we do with credit cards.	10/15/2020 8:45 PM
91	n/a	10/15/2020 8:31 PM
92	Need so that every bus can take bicycles reliably.	10/15/2020 7:54 PM
93	Leaving the onus on people with disabilities to ask people to move puts them in uncomfortable situations. It also leaves people with invisible disabilities having to explain themselves when asked to move. Priority seating should be reserved seating, rather than for everyone.	10/15/2020 3:35 PM
94	As an extreme climate city, we need to follow a "pearls on a string" transit model. In other words, fewer but better stops. Using pearls on a string model, stops in Winnipeg would need to be 'indoors'/climate controlled (so snow clearing at stops would no longer be an issue).	10/15/2020 1:20 PM
95	Cleanliness of busses, stations, warming huts, cost of fares/transfers	10/15/2020 12:26 PM
96	Re snow removal and wheelchair access - it has been my experience that stops with concrete pads are often sloped toward the traffic and slippery. Specifically I have had trouble at the stop at River Ave and Gerrard in front of Safeway. This is generally the result of stops being plowed by very large machinery that leaves an icy compacted surface.	10/15/2020 10:33 AM
97	Accessibility also involves being able to access the bus through ease of timing. Some routes have been eliminated which has limited accessibility. Rather than increasing it.	10/15/2020 7:32 AM

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98	I think the system should include an assessable level of uber like on demand cars. These cars would be neighbourhood based, and replace many feeder routes and at the same time help ppl with assessability issues get out more.	10/15/2020 7:04 AM
99	The problem with integrating regular Transit and Transit plus is as follows Transit plus users like my wife who is in a wheelchair cannot get from our house to a bus stop in the winter because the city chooses not to plow the sidewalks properly down to the cement like they do the roads Winnipeg has always been a driving City and all of the plowing activities Focus around the road and drivers they don't care about pedestrians walking on the sidewalks myself as a person with a visual impairment find it very hard to walk on the sidewalks in the winter because everything is the same colour white if the city would actually scrape the sidewalks down to the cement then possibly persons in wheelchairs would be able to use the services because they would be able to get to them I also find all of the sidewalks in the downtown area to be very inaccessible to people with wheelchairs our city doesn't have a concept of the term flat or level access when it comes to curb Cuts there's always some form of lip or bump or the cement is just broken up with potholes and cracks it makes traversing this city in wheelchairs much more difficult if you go to other cities like Toronto London Ontario or Vancouver or Calgary Edmonton and even in Regina you will find that the curb cuts are level to the ground there is no major bump even in Selkirk Manitoba the curb cuts are made Flat to the ground so that wheelchair users do not have to bump on to the sidewalk they can go right up from the street level onto the sidewalks the issue with accessibility is all around Winnipeg winter in the summer everything is somewhat accessible persons in wheelchairs and with other disabilities can get from their homes to a bus stop and take an accessible bus but in the winter this is not possible the other thing that I have a complaint about with the accessible buses is that they should not be allowing strollers to use accessible spots on the bus these spots should be reserved for wheelchairs only or persons with Mobility AIDS strollers have become larger over time I remember at one point in time you were not allowed to have a stroller on a bus and have a child in the stroller you had to fold your stroller up now these strollers do not fold and people are packing their entire life in the bottom of a stroller as they go for a walk or take their child somewhere the strollers have become larger and more cumbersome and they should not be allowed on the bus or they should have spots closer to the back of the bus for them for example the rear seat opposite the back door of a larger bus could fold up and allow for one or two strollers the front seats that are marked for persons with disabilities and currently have the little pink sign for strollers and people with children should not be used for that at all they should only be used for persons with disabilities wheelchairs Etc if there are persons using these spots in the front that have a stroller and a person with a wheelchair wants to get on the stroller should be asked to move and vacate the seat and if there is no room for them to have their large cumbersome stroller then they should be asked to leave the bus and wait for the next bus that has room for a stroller priority should be given to persons with disabilities for the spots because often the people cannot stand outside for long periods of time in the Colder Weather or in the rainy weather remember these people are in wheelchairs and seated and rain falls on them and will collect in the seat pan of their wheelchair and make their entire clothing wet this type of stain should be done as a priority seating if somebody in a stroller is in the priority seating they should be told this is not a priority seating for them if somebody with a wheelchair wants to use the seat they should be made to vacate but again in the winter time Winnipeg becomes one of the most inaccessible cities in Canada because none of the sidewalks are plowed sufficiently to allow a person with a Mobility Aid or a wheelchair to Traverse the city properly until you correct this you will not have any type of equality between Winnipeg Transit and Transit Plus	10/15/2020 6:48 AM
100	People with accessibility issues( mothers with baby carriages should get handi transit type transportation with less strict guidelines as to who is allowed and not allowed to use the service.. it should be a discussion between doctor and patient.. not outdated ideas about what a disability is and isn't.. there are many disabilities that are not visible.	10/15/2020 12:41 AM
101	Faster ramp deployment!	10/14/2020 9:52 PM
102	How about this stupid city CLEAR SIDEWALKS IN THE WINTER - WHAT A CONCEPT. HAVE SPECIAL BUSES FOR WHEELCHAIRS, STROLLERS, WALKERS. THIS STUFF DOUBLES MY COMMUNITY TIME. GIVE THEM THEIR OWN BUS SO I CAN GET TO WORK MORE QUICKLY.	10/14/2020 4:35 PM
103	Accessibility should be a given rather than put to public opinion. All of these things should be taken care as of right. There should not be a single bus stop that isn't accessible just as buildings must meet basic accessibility requirements.	10/14/2020 4:05 PM

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104	Don't be silly, do you think people with disabilities drive? Yes the bus needs to be accessible. The more people get out and access the community, the more their money contributes to the economy. Why do you think Disney has free shuttle service? If sidewalks are clear, if busses accessible, whats then number one destination... the mall. People stuck in their homes are not purchasing groceries, or other essentials. Speaking of that, include rapid transit that is pleasant and quick and frequent from the airport to Polo Park. People stuck in Winnipeg might actually spend money here if we make it easy for them.	10/14/2020 4:01 PM
105	Tell me how a person in a wheel chair or with other mobility issues, gets on a bus in Charleswood, (ie feeder Eldridge) when there is no sidewalk, only a ditch. Figure that one out.	10/14/2020 1:28 PM
106	Two year ago, I broke my leg and was confined to a wheelchair for several months and used transit to get around. The orientation of the wheelchair seating paired with the location of the hand hold bars made it very difficult to get into position especially if the bus was busy.	10/14/2020 12:36 PM
107	Ensuring bus shelters don't EVER have street people sleeping, barfing or using drugs in them would be the best place to start.	10/14/2020 9:38 AM
108	Snow clearing at stops is important, but it is only useful if there is good snow clearing to get people to those stops!	10/14/2020 9:28 AM
109	Accessibility needs to be looked at from at least a 1km radius every bus stop for it to actually be accessible. There are still countless streets with no sidewalks, no safe way of crossing the street to get the bus stop— more larger scale accessibility and vision zero road building practices need to be included.	10/14/2020 8:44 AM
110	Having bus stops clear only helps if side walls are clear and not covered with snow bank clearing snow! You have to be able to get to the bus stops! I was stranded one bus stop away after a surgery as I could not climb up and over and through deep snow to my condo! Froze waiting 49 mins for a drastically late route 74! Had to take taxis the rest of the winter after that!	10/14/2020 8:37 AM
111	- This benefits a few at the expense of the many. I have seen full service accessibility work in other cities and it is a nightmare pushing me to rent cars and pay parking. Handy Transit needs to be upgraded and given greater resources. If people are late because of multiple special needs stops. More individual seating with less sitting with others or standing will also help.	10/14/2020 7:14 AM
112	Having help from the driver for passengers with accessibility needs doesn't make any sense. Not only does it slow everything down, but it also puts Transit in a position of unnecessary liability if either the driver or that particular passenger becomes injured as a result of this aid. Furthermore, in my experience I've learned that people with disabilities do not want to be treated differently than others.	10/14/2020 6:38 AM
113	I don't need the accessibility currently. Although when I had a broken bone I thought about it. Sometimes the buses are just too full for good accessibility. Strollers and wheelchairs take up a lot of room, the drivers try and let everyone on but there is only so much that will fit and you can't take up more of the regular seats because usually when you have a problem those seats are full	10/14/2020 12:37 AM
114	All major bus stops on all routes should have the digital time screen display on bus stop signs. Connecting buses on a route should get a warning bell of a bus approaching soon so the driver can wait a couple of minutes for the coming bus so that passengers can easily connect and catch their bus.	10/13/2020 8:22 PM
115	Priority seats should be a different colour. Also can we please get rid of the fabric seats?	10/13/2020 6:29 PM
116	Improvements on smaller bus stops - sometimes there is no sidewalk to bus stops at all. More sidewalks and pedestrian crossings/corridors. More shelters (heated or not).	10/13/2020 5:41 PM
117	Enforcement of accessible seating.	10/13/2020 2:34 PM
118	finest imposed for belligerent and non-compliant able-bodied people who do not give up seats. Families and pregnant women, elderly and disabled need priority seating.	10/13/2020 2:09 PM
119	More enclosed bus shelters for cold winters	10/13/2020 2:05 PM
120	I'm not affected by any of these... so i don't feel my answers should be counted.	10/13/2020 12:44 PM
121	I strongly caution against using data from the general, able-bodied public in making decisions regarding accessibility improvements. This data must be gathered directly from people with	10/13/2020 10:12 AM

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	mobility needs - it's their opinions and ONLY theirs that should guide decisions.	
122	Proper snow clearing at bus stops. Many are only cleared for a few feet, leaving people exiting through the back door to step into huge snow banks.	10/13/2020 9:34 AM
123	An understanding that even though some may appear young and able bodied, they are not always	10/13/2020 9:29 AM
124	if the buses were frequent enough schedules would only really be used to plan trips to new areas - I am thinking about getting people to work - downtown	10/13/2020 9:28 AM
125	Enough buses, so people aren't crammed like sardines or passed by. I have cancer and I don't have the energy to stand long, let alone in the freezing cold. To look at me, I look normal, but I am suffering and have trouble walking also. How do I cope when a bus passes me by??? The only answer is take a taxi. I can't afford that either. The service is unreliable if you can't even get on the bus!!	10/13/2020 8:01 AM
126	People already know about priority seating and help each other. It is very rare to see a bad interaction between wheelchair and other users. Stickers are enough. However, unfoldable strollers should not be priority and should go out of the bus if a wheelchair is waiting at a stop and there is no seating. Foldable strollers should be advised.	10/13/2020 7:32 AM
127	Add heating system to the bus shelters	10/13/2020 12:20 AM
128	Please return to printed schedules at stops without GPS for the benefit of folks who do not have cell phones; QR codes are useless to us.	10/12/2020 9:20 PM
129	From the perspective of an outside observer, auditory cues at intersections are currently completely inconsistent and likely dangerous. I don't know how to make them right but I'm sure people who rely on them could give you an earful about how to improve them.	10/12/2020 3:15 PM
130	Better connections between routes could contribute to better accessibility. Long waits at transfer points can be very off putting for disabled passengers, especially during off-peak times and not-so-good weather.	10/12/2020 2:49 PM
131	There needs to be better clarity on the hierarchy of who gets priority seating. I once had to remind a young mother that the elderly people with canes and walkers could not get up so she could park her stroller because handicapped people can't stand on a bus, whereas she can. She looked at me like I was from another planet. Do not assume that the public can see beyond their own noses. List who gets seated in priority sequence, handicapped, elderly, PREGNANT WOMEN, and strollers. IN THAT ORDER. That way, everybody knows the rules. Also note that the transit conveyances need higher capacity. Once you have two wheelchairs on a bus, you lose 10 seats. That's 8 people the driver has to pass up.	10/12/2020 12:58 PM
132	These aren't appropriate questions. I'm not an expert. Engage that community and design to the universal accessibility standards.	10/12/2020 10:43 AM
133	While providing an accessible option at the transit stop is a great idea, this needs to be integrated with a larger infrastructure need throughout our neighborhoods. Many/most sidewalks are impassable for mobility devices forcing folks to be dependent on front door pickup where they can control their access.	10/12/2020 9:46 AM
134	There are many, many more things that need to be done to increase accessibility. Riders with mobility restrictions need safe and accessible shelters. Non-disabled riders need to be much better educated about accessibility and if necessary, disabled-only seating should be enforced. Policies need to be developed so that drivers or enforcement officers can intervene when buses are full and riders with mobility devices are harassed by non-disabled riders. Disabled riders should be first to get on buses if there isn't enough room for all who are waiting, because they face longer delays and are less able to tolerate conditions outdoors than non-disabled people; drivers need to be trained how to handle these situations. There needs to be NO drive-bys of people in wheelchairs and scooters; some drivers just find them inconvenient. The signage at transit stops is hard to read and needs to be larger and much clearer designed for people with intellectual disabilities and cognitive impairment. Information at transfer points about accessible route planning needs to be clearer. There should be high visibility and textured loading zones for people with mobility devices and visual disabilities, and these riders should enter and exit before non-disabled riders. Transit Plus riders should not pay extra for service when the conventional system is not accessible - that is discriminatory.	10/12/2020 9:22 AM
135	Remove all the pedestrian "push to cross" button. These are not accessible to those in	10/12/2020 8:45 AM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

wheelchairs, frequently on ramps sloped into traffic inches away.

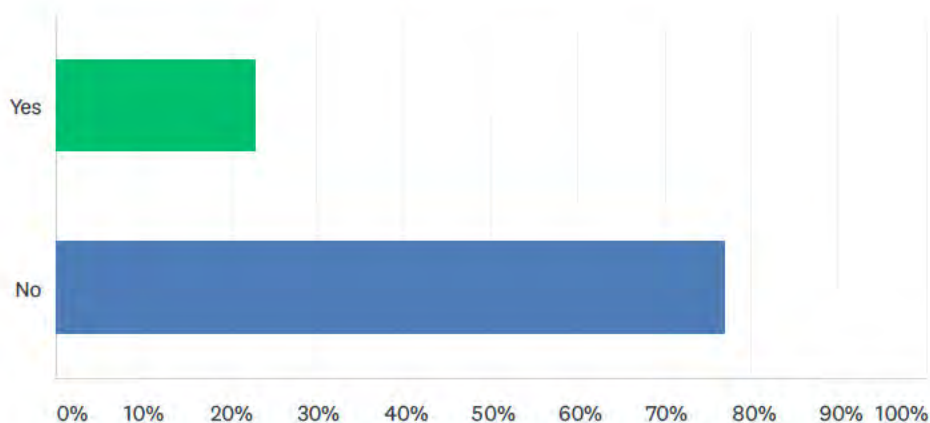
136	Taking the necessary time to make sure that people in wheelchairs etc are secure and comfortable may cause other able body people to drive instead.	10/12/2020 8:27 AM
137	The biggest issue with the priority seating is the lack of signage. The current stickers are poorly designed and the bus drivers do not enforce the priority seating. The used buses from Calgary had very good priority Seating stickers that were replaced with the poor Winnipeg Transit priority seating stickers.	10/11/2020 11:29 PM
138	This is critical. I've been shocked for years how rude people can be to not move over for those that need priority seating	10/11/2020 10:20 PM
139	heated shelters	10/11/2020 7:30 PM
140	More warmed huts. At high use stations some pay at entrance to the location and walk on the bus.	10/11/2020 5:58 PM
141	There are competing users for priority seating (parents with strollers or big parcels) either need more priority space or alternate arrangement.	10/11/2020 2:25 PM
142	Follow the lead of some other cities and ban the use of giant oversized strollers that take up way too much space on busses. Should only be allowed to bring the compact ones that fit just the child, not an entire bedroom on wheels.	10/11/2020 1:55 PM
143	Decide whether Transit Plus is to handle all disabled and wheelchair passengers, or if some wheelchair users must use regular Transit. Only if some wheelchair users must use regular Transit, must regular Transit vehicles must accommodate them. I'd rather see Transit Plus improved.	10/11/2020 12:03 PM
144	Emphasizing snow clearing at transit stops! Our city is not accessible in the winter to those with disabilities! Make our city accessible to everyone! I believe many people would walk more too- it's not just pandering to those with disabilities. It greatly improves our lives in the winter to have a walkable city!	10/11/2020 9:15 AM
145	More clear and literate audio for stop announcing voice.	10/10/2020 11:43 PM
146	I think there is already signage etc about priority seating - those that chose to disregard do so and will do so no matter the amount spent on awareness. The only thing that will make them move is someone bigger and with the power to evict them from the bus if they dont move. Issue I run into is I am in a priority seat as I need to due to mobility issues and wheelchair/stroller boards and available spaces are gone except where I am sitting. I then have to move and there are no more front seats and the next seats down the bus the people WILL NOT MOVE. I for the most part cannot walk on the bus when it is moving unless I am hanging onto a pole and I cannot get off the bus except at the front when it is knealing - I have tried getting off at the back door and every time it closes on me while I am still between the doors trying to get off the bus. (I have to grip the handle on the door and hold on while getting footing outside the bus when disembarking and the back doors do not allow this manouvering)	10/10/2020 10:07 PM
147	Need more visual feedback for deaf riders to be more aware of where they are and if it's their stop. From my experience as a deaf user, I had to rely more on the feel of the road to know if I'm around my destination as there were too little feedback for me to follow.	10/10/2020 3:06 PM
148	do all buses accommodate wheelchairs now?	10/10/2020 2:43 PM
149	there should be a separate transit service for people with accessibility disabilities	10/10/2020 2:23 PM
150	I do not require accessibility needs so I cannot speak for them and these questions should ONLY be answerable by potential passengers with those needs. I am able bodied	10/10/2020 11:21 AM
151	The biggest issue to my experience, is other riders. Especially when a bus is crowded. Elderly people and disabled people sometimes have issues getting able-bodied riders to vacate seats and wheelchair access areas. Also snow and ice.	10/9/2020 11:25 PM
152	Having snow cleared at bus stops doesn't mean a whole lot when it takes several days for the sidewalks that lead to the bus stop are not cleared.	10/9/2020 3:30 PM
153	I am not disabled. Please don't have me decide what is best for people with issues that I can't comprehend.	10/9/2020 3:29 PM

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154	If individuals using mobility devices are to be encouraged to use mainline/conventional services, then strollers on buses need to be limited, as there are often times when strollers are taking up spaces meant for mobility devices. When strollers and mobility devices take up more space than what allows, it makes passenger loading and unloading very difficult. Reconfiguring vehicles to allow for more space in the aisleway may help with this issue.	10/9/2020 3:15 PM
155	building denser communities and better pedestrian infrastructure to access stops is more important.	10/9/2020 2:56 PM
156	As mentioned before. I would love to see dedicated side walks, overpass and underpasses through residential areas to bus stops, and rapid transit stops and stations to make it safer and more accessible direct routes for pedestrians to head to and from their stops.	10/9/2020 2:48 PM

## Q7 The Winnipeg Transit Master Plan proposes changes and improvements to Winnipeg Transit Plus. Would you like to give more specific input on Winnipeg Transit Plus?

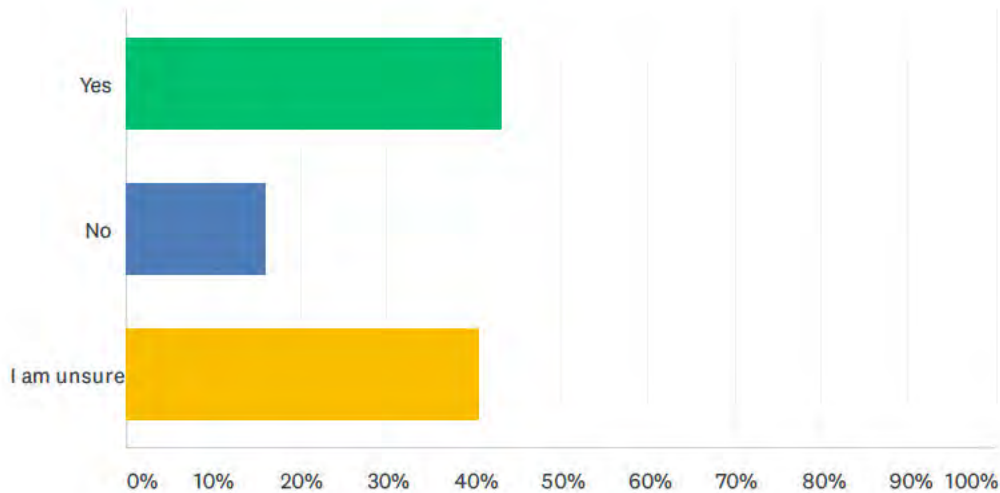
Answered: 1,079 Skipped: 69



ANSWER CHOICES	RESPONSES	
Yes	23.08%	249
No	76.92%	830
TOTAL		1,079

Q8 Assuming that all of the accessibility infrastructure and support described above is in place, if using a combination of conventional and Winnipeg Transit Plus services allowed me to book same-day service, I would take advantage of this option where possible:

Answered: 284 Skipped: 864



ANSWER CHOICES	RESPONSES	
Yes	43.31%	123
No	16.20%	46
I am unsure	40.49%	115
TOTAL		284

## Q9 Why would you not take trips that combine Winnipeg Transit Plus service and conventional transit?

Answered: 165   Skipped: 983

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

#	RESPONSES	DATE
1	I rarely use any kind of Transit	11/6/2020 7:39 PM
2	I would take trips like this if my accessibility warranted them.	11/6/2020 4:34 PM
3	The guarantee that the stops would be accessible 24/7 does not seem like something that can be done. The infrastructure to guarantee that will be a challenge, especially with our long winters. Possibly if I see improvements in stop and sidewalk clearing this winter I'd be more optimistic.	11/6/2020 2:52 PM
4	People with disability will suffer from getting on and off more times especially for people in wheelchair or with mobile disability	11/6/2020 1:07 PM
5	I am not someone with accessibility challenges and therefore can not speak for them, but can only advocate for what I have heard from their experiences.	11/6/2020 10:12 AM
6	Not needed	11/5/2020 11:27 PM
7	It involves transfers. My understanding is that Transit Plus is pretty direct from point A to point B.	11/5/2020 10:50 PM
8	Long waits, over-full buses that could not accommodate a wheelchair or seating, long travel from the accessible end point to my final destination, or inconvenient transfers.	11/5/2020 10:42 PM
9	Not disabled	11/5/2020 8:49 PM
10	Rude and unsafe drivers	11/5/2020 6:13 PM
11	I said that I would, not that I wouldn't.	11/5/2020 3:49 PM
12	No disabilities yet	11/5/2020 9:16 AM
13	My friend who uses Transit Plus (is a powerchair user) frequently complains about the pick-up time windows from Transit Plus being far too large and inconvenient, and that the booking process is out of date.	11/4/2020 9:04 PM
14	No need.	11/4/2020 7:24 PM
15	Your question in the last page was unclear. I imagine some folks don't want to be inconvenienced. You already see it when a wheelchair or stroller comes on the bus. But that's their problem. If we want to design a system in serving only the most able bodies then we should just start eating the sick and dying young again. I am very much for the integration of the two systems.	11/4/2020 2:32 PM
16	I answered "I am unsure." Your survey is poorly formatted. I believe this service should be available, but will not personally use it.	11/3/2020 1:18 PM
17	Inconvenient times, not the right station.	11/3/2020 6:27 AM
18	Because it would take longer to get to my location. Stops would be longer	11/3/2020 5:40 AM
19	It seems like it would take more time and energy than current options.	11/2/2020 8:12 PM
20	To be honest, being on any transit these days scares me. There is violence, disrespectful passengers and passengers who decline to wear masks once they pass the driver. On top of that, buses going to such areas as St. Boniface, or Windsor park are always on the over crowded buses during the busiest times (8 to 10 and (4 to 6). Why can't this route get the extended buses? Why can't you have security on these buses to ensure accountability of mask wearing and to deter on transit violence?	11/2/2020 7:52 PM
21	I am not currently disabled.	11/2/2020 5:23 PM
22	The doorway and movement area need to m be bigger for fancy wheel chairs. This is a sign of things to come and somehow more maneuverability is needed. Also people with strollers need room too. Its only fair. This is something that a intelligent engineer would be best for. Or an intelligent person who uses the bus a lot. It needs to be right but it needs to be done.	11/2/2020 5:17 PM
23	Safety and security while waiting	11/2/2020 4:15 PM
24	It's unclear if the destination is a conventional bus stop or if the bus actually goes to your destination. If it's a conventional bus stop, the bus stop might be accessible but I'd be	11/1/2020 7:40 PM

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concerned about the accessibility between the stop and my actual destination (which could be a block away) - particularly in winter.

25	Your system has inadequate buses running. More people with bicycles would take the bus than people with disabilities. 60% of your buses are empty every time I look at them even sometimes during peak hours	11/1/2020 5:36 PM
26	Safet diffixulty. And this is a stupid idea when i already get front door pickup amd drop off	11/1/2020 1:27 PM
27	Transit is not reliable right now and does not have the proper infrastructure in place	10/31/2020 5:05 PM
28	I would rather take an LRT that takes me to my destination quicker and efficiently rather than the BRT where in some cases, will be crowded, it takes longer, outputs more carbon emission, and uncomfortable during the evenings.	10/31/2020 1:38 AM
29	I'm not handicapped	10/30/2020 8:13 PM
30	I am completely blind. I need to be familiar with the route before attempting it on my own. To take conventional transit to an unfamiliar location is not some thing I feel comfortable doing. In some cases even if the location is familiar, some street crossings are too intimidating, or buildings are too difficult to find. in most cases the bus stop where you are dropped off is not the same bus stop to catch the bus home. I would need to be able to identify where the bus stop is for the return trip. All of these things take time and effort to prepare. In many cases there just is not the opportunity to properly prepare before you must make the trip.	10/30/2020 7:54 PM
31	Plus service is unreliable, and conventional buses outside of the major streets (Portage, Ness, Pembina, Regent etc) are impossible to predict. If someone was handicapped and forced to wait at a suburban stop, and then miss their bus because a WT driver can't adhere to a schedule, thats a safety and health hazard. Especially if not during the day. If anything? Expand DART service, take it out of the private contractors, and buy a ton of Arbocs/XD30 units or whatever, to initiate new DART service & compete against ride-share services. WT needs to modernize, and by doing so, investing into a modern DART service will make the Plus service & other stuff obsolete.	10/30/2020 4:37 PM
32	Wait times and inclement weather. Also safety concerns in downtown (if that is the connection location) as men I worked with would not take the bus in front of Portage Place due to their personal safety concerns.	10/30/2020 11:22 AM
33	I am not currently disabled.	10/30/2020 8:35 AM
34	If time was a factor and trips became too time consuming	10/29/2020 9:26 PM
35	Lack of reliable connections and lack of frequency of scheduling. Also, having to travel to downtown to connect with a bus that goes to st boniface when I live in Osborne village.	10/29/2020 11:43 AM
36	I am an advocate not a person needing this service. But timing is important if the Transit plus can get people to the stop at a reliable time so they can make their connections.	10/28/2020 9:25 PM
37	The Transit Plus drivers provide complete support from home exit to seat of the Transit Plus vehicle. If I needed that type of assistance, regular buses might be unrealistic.	10/28/2020 6:11 PM
38	Because it would be more straight forward to only use Wpg Transit Plus, and it is more likely to ensure a better service	10/28/2020 10:26 AM
39	If anything like it is now, you can't trust buses to make their connections at the right times. I would be leery of getting to where I need to get on time.	10/28/2020 10:20 AM
40	The idea of making mutual transfers isn't the most appealing idea to me especially during some of the colder months that we experience in our city	10/28/2020 6:25 AM
41	If there are time or scheduling conflicts. Service needs to be frequent to have utility	10/27/2020 10:22 PM
42	I have no physical disability.	10/27/2020 9:45 PM
43	Weather, location, safety	10/27/2020 9:21 PM
44	Because I do not need to take Winnipeg Transit Plus plus conventional transit. I am capable of walking to bus stations, so conventional transit is all I require.	10/27/2020 8:14 PM
45	Not disabled	10/27/2020 8:05 PM

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46	I did not really answer the accessibility questions, i am able bodied and do not have a good grasp on what these communities need.	10/27/2020 6:33 PM
47	Why are we wasting time driving them to a bus stop when we could just drive them where they need to go? How ridiculous is it to have a dedicated service to pick them up and then only take them part way? That guy is gonna have to be out all day driving anyways, why not just take the customer where they need to go? It's a waste of time to send this one driver all over the place to drag a handicapped person to a bus stop and drop them off, only to have to pick them up from the bus to bring them home. Utter foolishness. If we can run busses all day every day all year long, we can run a handful of vans for those who need it.	10/27/2020 10:09 AM
48	Not disabled	10/27/2020 9:24 AM
49	I am not disabled.	10/27/2020 8:45 AM
50	I would just use conventional transit.. Do not require transit plus	10/27/2020 7:14 AM
51	Probably not	10/27/2020 6:29 AM
52	Transit plus is door to door vs transferring on a potentially crowded bus. Too often the audio stop announcements are shut off or drowned out by the heaters or ac at full blast (please instruct drivers to not put the fans on full)	10/26/2020 9:41 PM
53	To clarify I am not someone who uses Winnipeg Transit Plus, but a support worker for someone who does. I am concerned she would still be waiting outside at the bus stop in the cold, and subject to being stuck in snow. If there are more transfers between vehicles, there are more oppprtunities for things to go wrong. Since she cannot speak clearly for herself, she may not be able to ask for help.	10/26/2020 4:13 PM
54	Because you could still be waiting at the bus stop in a cold or inaccessible area	10/26/2020 12:11 PM
55	dont think it applies to me	10/26/2020 12:12 AM
56	I would have to try it. I'm not against it at all.	10/24/2020 3:24 PM
57	Travel increases seizure activity and limited mobility affects how far from bus stop I can travel.	10/24/2020 1:10 PM
58	I'm not personally in need of accessible transit but know others that are. I think that in some cases it would be helpful but there may be others who use/prefer the current handitransit system	10/24/2020 8:45 AM
59	Because I am not disabled and do not require the service	10/24/2020 8:10 AM
60	I'm a physically able person	10/24/2020 1:42 AM
61	It would just be more complicated and potentially less reliable, I'd be more likely to make a mistake.	10/23/2020 4:37 PM
62	During peak times, space would be limited and the bus would be even more crowded and the bus driver will continue to let people on the bus even though it is at capacity.	10/23/2020 1:02 PM
63	Timing	10/23/2020 1:01 PM
64	Too expensive.	10/23/2020 11:57 AM
65	Inconvenient. And not safe in certain areas	10/23/2020 10:21 AM
66	I don't currently use public transit.	10/22/2020 6:13 PM
67	Winnipeg Transit Plus if given back to the City of Winnipeg from the private sector would provide a safer, professional, and reliable service. It would make me a priority, unlike on conventional transit buses where even with a disability I am given no priority.	10/22/2020 2:12 PM
68	I am not disabled	10/22/2020 12:28 PM
69	Faster/Cheaper to just take a taxi or other service for full trip.	10/22/2020 11:22 AM
70	I wouldn't want to bog down the system, it should be reserved for people who need additional assistance getting around	10/22/2020 9:36 AM
71	This survey gives little voice to those that oppose a transit plan not approved by Council. I	10/22/2020 9:09 AM

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have not answered questions that may be distorted into looking like support for this plan.

72	Probably cost and time it takes	10/21/2020 5:15 PM
73	Unless accessibility was guaranteed and reliable, it would be too risky.	10/21/2020 10:57 AM
74	I didn't say that, I said I would.	10/21/2020 3:41 AM
75	Need solid guarantee that the initial pickup will happen on time	10/21/2020 12:26 AM
76	Bus times back on signs	10/20/2020 5:33 PM
77	Hassle	10/20/2020 11:55 AM
78	Not sure. How about an app that keeps the riders connected to their service?	10/20/2020 10:29 AM
79	Because it is an unbelievably complicated and unreasonable plan that most residents cannot depend on. As a regular bus user, I avoid using the contrived ancillary services for this reason.	10/20/2020 10:05 AM
80	Too many transfers	10/19/2020 9:26 PM
81	Conventional transit is often unreliable: if there are already two wheelchair users or people with strollers on board, the accessible priority area is full. I've seen wheelchair users be denied service because of this - and if the bus only comes every half hour and it's -35 degrees, that's a recipe for a bad situation.	10/19/2020 10:33 AM
82	Uncertainty of reliability of the service for those with higher needs of assistance	10/19/2020 8:43 AM
83	I don't take transit much at all. I HATE THE PEGGO CARDS. Faster for me to hop on my bike and ride to work.	10/18/2020 9:08 PM
84	It depends on the circumstances -- weather, ease of booking, and how full the conventional transit system is at that time of day.	10/18/2020 5:50 PM
85	Because alot of Disabled can only Travel as far as the front of thier Property and to A clinic,Hospital and work destination. The biggest needs are patients that take dialysis regularly, they had the Hardest time of all,,and they need a more flexible and dependable service to go into the Clinics and Hospitals and Assist them and take safely home as well, 24/7. At the present, that service is very delayed and Strained, and needs Improvement Badly!	10/18/2020 5:27 PM
86	I would	10/18/2020 4:05 PM
87	I do not require the service. I can access the transit without assistance.	10/18/2020 10:54 AM
88	I dont need transit pkus	10/18/2020 10:15 AM
89	Just fix the roads!!!!!!	10/18/2020 9:46 AM
90	Undecided at the moment.	10/18/2020 1:21 AM
91	It would take me 90 minutes to get to work and I have to freeze my ass off all winter.	10/18/2020 12:20 AM
92	no need	10/17/2020 10:21 PM
93	An accessible end point to the transit route may not be where I am actually going..... might need a Transit Plus vehicle to pick me up and take me there.....	10/17/2020 4:51 PM
94	Inconvenience of transfer	10/17/2020 1:26 PM
95	Own car	10/17/2020 8:44 AM
96	Put the schedules back at [REDACTED] bus stops	10/17/2020 8:38 AM
97	I am an able bodied person who takes conventional transit every day.	10/16/2020 6:39 PM
98	The extra planning needed. Also if someone is already picking them up, why not just drive them to their destination. Seems like unnecessary extra steps.	10/16/2020 3:48 PM
99	I would use the service as there are long wait times and priority for Handitransit with little flexibility	10/16/2020 11:26 AM
100	Need more information	10/16/2020 11:22 AM
101	I am able bodied and can walk to a stop, As it has been for decades Transit does not have	10/16/2020 9:29 AM

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reliable service and end up walking good distances as it is quicker then either waiting for bus or transferring

102	Wait times, unreliability	10/16/2020 8:46 AM
103	Connection times & drop offs would need to be precise to avoid waiting.	10/16/2020 8:18 AM
104	The only reason I can think as to why someone would not want to use this service would be related to time if it was a situation where this service was very slow or inefficient.	10/16/2020 6:57 AM
105	I am unsure of the role of Plus	10/15/2020 11:34 PM
106	There are far too many transfers with simply too much potential for things to go wrong	10/15/2020 11:05 PM
107	Privacy	10/15/2020 10:38 PM
108	Currently busy schedules are unreliable and transit plus puts the onus on the disabled person to be reliable or suffer financial penalties. These penalties must be removed and transit plus must cover ALL requested trips and do so unscheduled. If a person without a disability can walk to a bus stop and get on a bus with little to no planning, a disabled person should be afforded the same flexibility. Also, transferring from transit plus to standard transit may increase wait times to an unreasonable length, making trips take much longer. If we improved the regular system to make it more accessible (I require a climate controlled place to sit and wait, as well as even ground to walk on and sometimes wheelchair access) we would have fewer people relying on transit plus and that system would be able to better served those who need it. Transit plus and conventional transit are currently so bad, I don't even bother and generally don't go out unless a family member can drive me.	10/15/2020 3:45 PM
109	I don't have a disability. Not sure if I did whether multiple transportation stops would make sense for me. I.e. call to deliver me to a bus rather than directly to the location? Is that cost effective?	10/15/2020 12:29 PM
110	Transit plus stinks	10/15/2020 12:28 PM
111	My car is still more convenient/faster. But this isn't to say I wouldn't of these aspects were addressed.	10/15/2020 12:18 PM
112	Time. Transit has not factored in the cost of people's time when calculating the cost. An additional hour in travel time would cost between \$20 to \$50 an hour for most Winnipeggers. Transit is not so affordable then	10/15/2020 12:00 PM
113	slow service	10/15/2020 11:45 AM
114	not sure I understand it well	10/15/2020 11:33 AM
115	Kneeling buses are great and I appreciate that. I respect handicap access and when younger frequently used bike racks, but all those lovely plusses are worthless if there isn't reasonable frequency. The only "transit plus" service I want is greater bus frequency,	10/15/2020 10:39 AM
116	1 fare must be in place for the whole trip. Inconvenient booking system. Not being able to get a ride both ways.	10/15/2020 7:34 AM
117	In the winter time Winnipeg is the most inaccessible city in Canada there is no snow clearing on routes down to the bare sidewalk so traversing the city in a wheelchair is next to Impossible the city sees fit to scrape the roads down to the cement all the time furthering my conviction that Winnipeg is a very driver friendly City not a very friendly pedestrian disabled person bicycle friendly City they don't bother to scrape any of the sidewalks down to the cement so how would a person who is in a wheelchair get from the transit Hub to their destination also persons with disabilities often cannot stand outside for long periods of time in the cold weather that we have in Winnipeg so dropping them off at a hub and then having them wait for a bus to go to another location and then having Winnipeg Transit plus pick them up at that other location to take them to their final destination seems burdensome when Transit plus can't even get their scheduling right now done properly for example my wife goes to work for 8 a.m. and finishes work at 4 p.m. there have been times where she has been picked up at 6:30 in the morning to drive from the Garden City area to the downtown area which is basically a 15 minute drive arriving at her destination at about 6:45 to 6:50 a.m. when she doesn't start work till 8 a.m. and then having to sit at her work until 4:30 p.m. when she's been off at 4 p.m. take another 15-minute drive home so Transit plus can't even get their schedule incorrect now so how do you propose that this will become better in the future again combining Transit and	10/15/2020 6:57 AM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

Transit plus is a good idea provided that the city infrastructure works in all seasons a person who is taking Transit plus now cannot use regular transit in the winter because it is inaccessible cold and very inaccessible to them in the spring and summer yes they could use the regular transit system versus Transit Plus but the way Transit plus is structured if they don't use Transit plus and opted to use the regular transit system during the summer months then unfortunately getting back onto Transit bus in the winter becomes very much a burden because they haven't been using the system regularly there is no allowance for a person with a disability for example somebody in a wheelchair to use regular Transit during the summer time and then Transit plus exclusively in the winter time this type of idea should be thought about and corrected perhaps you may want to consider engaging persons with disabilities who actually use the system and could actually provide you some real information versus using Consultants that you use now who have no clue what they're talking about if you're interested in engaging somebody who actually is intelligent and is wanting positive change and has been using the current Transit Plus for Handi transit system for well over 20 years you're free to engage my wife at [REDACTED] you would actually get some intelligent feedback versus the useless feedback you're getting from your Consultants

118	Because I have a disability, do not have mobility issues, and your criteria for use are biased. It should be a discussion between doctor and patient	10/15/2020 12:45 AM
119	concerned on amount of time and on skill of staff to properly assist me	10/14/2020 10:09 PM
120	it's difficult enough to qualify for the existing Transit plus. I have to be disabled, but not too disabled. Three pages of forms, doctors notes, interviews - how accessible IS that exactly?	10/14/2020 10:06 PM
121	I would never feel safe on a transit bus when the times comes for me to use a wheelchair. Too many nonpaying methheads on the bus.	10/14/2020 10:01 PM
122	If I was handicapped I would appreciate such a service.	10/14/2020 9:50 PM
123	I don't use the bus service	10/14/2020 6:57 PM
124	I don't want to spend my life on winnipeg transit. Keep them separate.	10/14/2020 4:37 PM
125	If all drivers (Transit Plus and conventional transit) are trained in how to handle accessibility persons safe and courteously I would consider using it.	10/14/2020 3:18 PM
126	The possibility of longer wait times for missed connections.	10/14/2020 2:52 PM
127	I do not have a disability.	10/14/2020 11:00 AM
128	I would take advantage of this service	10/14/2020 10:03 AM
129	We need buses down Marion longer than just during rush hour. Poor kids and people can not leave the area unless you drive or you are walking a long way to get to teh next bus and in this city it is dangerous to walk.	10/14/2020 9:58 AM
130	may in the future take advantage of -- however now I an quite able and do not need transit plus fomally handy transit	10/14/2020 9:47 AM
131	The City of Winnipeg needs to realize the bus is not the choice of everyone. Some of us like our own car so we can control the temperature, covid concerns and odour. Stop the spending on rapid transit.	10/14/2020 9:02 AM
132	It is a starved version of handy transit. It will slow down regular travelers and create massive inconveniences for all users and make life hellish for the disabled.	10/14/2020 7:15 AM
133	Too many transferring between types	10/14/2020 12:08 AM
134	I only require conventional transit	10/13/2020 9:12 PM
135	Need are unknown at this time	10/13/2020 8:36 PM
136	I prefer to just use transit but maybe in the future, as I get older and have issues walking I would then consider using Transit Plus.	10/13/2020 8:26 PM
137	To complicated	10/13/2020 7:39 PM
138	I don't personally need it at this time and I'd rather someone with accessibility requirements answers because it will be more useful.	10/13/2020 6:07 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

139	Booking a day or more ahead is unreasonable	10/13/2020 5:33 PM
140	Because I am able bodied.	10/13/2020 4:36 PM
141	If the transfer time is too long.	10/13/2020 2:35 PM
142	You say same day service, further planning would be better for things like appointments. If planning grocery pickup this could be also planned further ahead. And if weather is not cooperating changing plans should be made easy.	10/13/2020 2:11 PM
143	I would if Winnipeg Transit Plus was available to everyone to access	10/13/2020 2:07 PM
144	n/a	10/13/2020 11:31 AM
145	I checked 'yes'	10/13/2020 10:35 AM
146	Too long, inconvenient, unreliable.	10/13/2020 9:22 AM
147	Too many passbys. My health cannot take being skipped and waiting for another bus. Your oversight on transcona is atrocious. Shame on you	10/13/2020 8:03 AM
148	My work is too far with current set up. But that's OK. I basically work from suburb to suburb. My needs don't align with transits master plan. When designing cities and neighborhoods. Transportation system should be the basis to locate zones approximately	10/12/2020 11:19 PM
149	This combination would be a problem in winter, especially during inclement weather. there is no guarantee that all locations in the trip process will be sufficiently clear of snow. Traveling and waiting outdoors can pose serious safety issues. especially for passengers using electrically powered devices.	10/12/2020 2:56 PM
150	I'm not currently eligible to take a Transit Plus Service, and there's nothing in your proposal that documents how the person returns home from their destination. The current handi transit system is "clunky" (based on a relative's experience), so I won't let my dad take transit. I'll take him where he needs to go myself.	10/12/2020 1:01 PM
151	I am not in a wheelchair	10/12/2020 12:20 PM
152	Age	10/12/2020 10:49 AM
153	If the station is too inconvenient of a location	10/11/2020 10:09 PM
154	As long as I get to where i need to go faster and have reliable connections (ex: on time) I would.	10/11/2020 8:42 PM
155	I am not disabled and cannot speak on a disabled person's behalf.	10/11/2020 5:33 PM
156	If it takes a lot longer or doesn't actually make things easier	10/11/2020 1:56 PM
157	The bumpy rides would damage my spine. I have a neuromuscular condition that makes anything rougher than a passenger car ride painful for weeks. Rides need to be smoother despite Winnipeg's truly horrible road surfaces.	10/11/2020 12:06 PM
158	I work at the st.boniface hospital- and from my experience there it would be very difficult to get from the bus stop into the building without transit plus drivers that can help you. As unreliable as transit plus and handy transit are- at least these people get help in and out of the building. There are steep ramps to get in or out of the building for each of the three entrances currently open during covid. There are dialysis, cancercare, and heart clinic patients that require extra help getting around and if we asked them to rely on regular transit this could be difficult. This system could be very helpful for those who require less help getting around- and could make them more independent- but I fear for the patients at the hospital that need help going down a hallway let alone a steep ramp outside the hospital where there is nobody to help them. I believe improvements in handy transit could be more beneficial to these people if it were more reliable.	10/11/2020 9:20 AM
159	Too long/difficult	10/10/2020 3:46 PM
160	I don't think people with disabilities affecting accessibility should be using conventional transit, period	10/10/2020 2:24 PM
161	I just use the transit app and that helps me plan trips and connections	10/10/2020 12:36 PM
162	Allows people with accessibility issues to maintain quality of life	10/10/2020 12:15 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

163	.	10/10/2020 11:22 AM
164	that is a hell of a lot of work for someone in a wheelchair	10/9/2020 4:21 PM
165	Because kooky name changes and schemes don't fix anything.	10/9/2020 2:51 PM

## Q10 What would encourage you to take trips that combine Winnipeg Transit Plus service and conventional transit?

Answered: 0 Skipped: 1,148

#	RESPONSES	DATE
	There are no responses.	

**Q11 When it comes to implementing combined trips, is there anything else we should consider?**

Answered: 132   Skipped: 1,016

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

#	RESPONSES	DATE
1	Streamlining services, making sure people aren't waiting out in the cold	11/6/2020 4:34 PM
2	How would return home trips work? A transit plus vehicle waiting at the rapid transit stop?	11/6/2020 2:55 PM
3	Extend transfer time limit to 120 minutes.	11/6/2020 2:50 PM
4	Timing. Are these combined trips efficient for people using them, and do they reduce GHGs? Will there be enough to serve all people that need/want to get somewhere now? People with disabilities shouldn't have to "book" their outing and pre-plan. If they want to go to the store now, they should have accessibility to do so.	11/6/2020 10:14 AM
5	Traffic	11/5/2020 11:27 PM
6	Please just keep in mind the dignity of the people who will use these services. It's easy to shrug this stuff off as an afterthought, but it's easy to tell when that happens in the end result.	11/5/2020 10:44 PM
7	There will soon be self driving cars. Winnipeg transit should be a leader in this option or we may find transit becomes non competitive and or economic.	11/5/2020 9:18 AM
8	Use of an application for manage and book your trips.	11/4/2020 9:05 PM
9	Improve French service.	11/4/2020 7:25 PM
10	quit wasting money	11/4/2020 6:13 PM
11	Is this asking about different modes of transit or accessible transit? The question is unclear. If you're talking about modes of transport then making busses that are at make transfer points wait if they are early and improving your app for transit is necessary. As is I have to use google maps for the route then the other app for when the bus is expected. In other major cities the bus times are synched with google. Otherwise they have the route, time (delay/early), duration, fare, transit etc information all in one app. Winnipeg Transit needs to improve this technology. Also, the office for getting students cards an some other services is hard to access by transit. That is unintelligent and needs to be addressed.	11/4/2020 2:36 PM
12	Things are already hard and transport taking forever for people with disabilities, more steps sounds like it's coming from what is easy for providers not users.	11/2/2020 8:14 PM
13	Consider being familiar with your riders ..meaning ..how many riders on a bus. Does that bus route always have too many riders? If it is a smaller bus, why shouldn't strollers be collapsed to ensure everyone can have a seat?	11/2/2020 7:55 PM
14	Reliability of timing, so as to reduce waiting times during inclement weather or in dangerous areas. This would greatly facilitate trip planning and make it easier to depart/arrive on time.	11/2/2020 5:25 PM
15	A huge thing is making it a serious offence to mess with someone who is waiting in a bus stop. [REDACTED] Because when people need to wait alone at a stop it needs to be know that there is no tolerance to harass them. Transfers could get an extra 15 minutes, and then a new bus fare is required. Keep the fare low though.	11/2/2020 5:22 PM
16	Security for riders and drivers	11/2/2020 4:15 PM
17	The connection aspect of this plan adds complexity to each trip; scheduling and timing would have to be very accurate for this to work (and for people to use it). You could be dropped off at the bus stop and if you just missed the bus, you could be waiting a significant amount of time, missing other connections, and end up being late to your destination.	11/1/2020 7:44 PM
18	Allow bicycles on the bus. Take out a few seats to accomodate standing room with bikes.	11/1/2020 5:37 PM
19	No	11/1/2020 1:27 PM
20	Get the accessibility part figured out	10/31/2020 5:06 PM
21	Indoor covered transfers	10/31/2020 6:59 AM
22	An LRT system for quicker, safer and efficient long trips within the city.	10/31/2020 1:39 AM
23	For vision impaired persons it may be necessary to provide assistance from the drop off point from transit plus, to find the conventional transit bus stop.	10/30/2020 7:55 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

24	Expand DART. Invest into DART. Buy DART some Arbocs or 30 foot NFI buses. Expand DART. Allow DART bookings online. Compete against Uber. Get out of the 1950s... catch my drift?	10/30/2020 4:38 PM
25	Cost	10/30/2020 11:22 AM
26	Proximity to shopping, especially groceries.	10/30/2020 8:36 AM
27	Having downtown as the core of the connection is going to be the same old thing bringing the same old problems (traffic jams and waiting long hrs for buses and taking unnecessary long rides)	10/29/2020 11:45 AM
28	ease of transfers - ease of booking and being able to use the service for all types of travel not using the priority system.	10/28/2020 9:26 PM
29	I didn't mention this earlier, but making sidewalks the level of bus exits in Winnipeg, would be futile, as our ground shifts during winters. The buses which can lower the bus or a ramp, are going to remain the best options. Snow clearing, at times, is challenging to impossible, to consistently maintain clear sidewalks.	10/28/2020 6:17 PM
30	Connection times	10/28/2020 1:17 PM
31	Reliability, buses being on time is key to effectively schedule combined trips.	10/28/2020 10:38 AM
32	Just being on time to make those connections.	10/28/2020 10:21 AM
33	Frequency needs to be useful	10/27/2020 10:22 PM
34	How long of a wait, what time do services go to, if it's suitable for everyone	10/27/2020 9:22 PM
35	Only those that require Winnipeg Transit Plus are using this service.	10/27/2020 8:14 PM
36	The practicality of repeatedly loading and unloading someone who is disabled. Time is money. You're still paying the wages of whoever is having to help that handicapped individual into or out of a vehicle, still paying for their gas to go and get the next person who they're supposed to drive to a bus stop. If they're on the road, you're not saving any money by picking up people and then abandoning them to the busses. Let the drivers just complete the trip. It's better for everyone.	10/27/2020 10:11 AM
37	n/a	10/27/2020 9:24 AM
38	Time and convenience.	10/27/2020 9:24 AM
39	Using an app format such as uber.	10/27/2020 8:45 AM
40	Drivers driving away when connecting bus is approaching	10/27/2020 7:15 AM
41	Reliable, on time bus service	10/27/2020 6:29 AM
42	Station design. How far will i have to travel to get from the plus stop to the conventional stop? Will i have to use an elevator (which will certainly be out of service at some point) - thus what will be the contingencies when elevators are broken?	10/26/2020 9:41 PM
43	What I said in last question	10/26/2020 4:13 PM
44	A high quality interactive mobile app	10/26/2020 9:36 AM
45	no	10/26/2020 12:12 AM
46	Medical training, seating for the obese, space for mobility aids, lighting, smells, noise levels	10/24/2020 1:12 PM
47	People who need accessibility may also need support to enter/exit	10/24/2020 8:45 AM
48	Mobile website or app that guides user through their transportation experience that day including location, ETAs contact info for drivers etc.	10/23/2020 1:03 PM
49	Loading and unloading times might slow travel.	10/23/2020 11:59 AM
50	Quick connections	10/23/2020 10:21 AM
51	Build a subway system or LRT. Scrap BRT.	10/22/2020 6:13 PM
52	Consistent timings, I want to know I am going to get where I am going at a certain time.	10/22/2020 2:13 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

Overbooking of trips is unacceptable.

53	Time and money	10/22/2020 12:28 PM
54	Time is the biggest factor for people taking transit.	10/22/2020 11:22 AM
55	Winter makes travel longer and harder so transit should take that into consideration	10/21/2020 5:15 PM
56	Extra staff to make sure accessibility needs are met.	10/21/2020 10:57 AM
57	The more connections, the more wearing on everyone and the bigger chance of something not working	10/21/2020 12:27 AM
58	Bus times on stops	10/20/2020 5:33 PM
59	The negative feedback from citizens who are used to being picked up and dropped off with direct trips. The change to combined trips will negatively impact their day to day lives for the betterment of all other transit riders.	10/20/2020 1:27 PM
60	An app to connect reiders to the service in real time	10/20/2020 10:29 AM
61	Neighborhood light rail stations could be accessible, Handi-Transit and similar services could deploy to those locations and patrons would not be left out in the cold.	10/20/2020 10:07 AM
62	Number of transfers and time spent outdoors	10/19/2020 9:26 PM
63	Shorter connection times and more closed, heated shelters for winter.	10/19/2020 8:52 PM
64	Heated/cooled indoor spaces that are safe and comfortable	10/19/2020 4:44 PM
65	The frequency of the desired conventional route, and the reliability of the drivers for Plus - a family member broke their pelvis several years ago and tried taking the equivalent of Plus then, and it took the driver 3 hours to show up.	10/19/2020 10:34 AM
66	unsure	10/19/2020 8:44 AM
67	Nothing that I can think of.	10/18/2020 9:08 PM
68	Flexibility, ability to contact the client at thier Destinations at Hospitals and clinics properly and wait for the clients. Right now that is delayed, and done badly and needs improvement Badly!	10/18/2020 5:30 PM
69	drastically add more WTP trips to stop gatekeeping "pleasure" from "required" trips	10/18/2020 11:21 AM
70	How much is it actually needed?	10/18/2020 10:17 AM
71	Just fix the roads!!!!!!!	10/18/2020 9:46 AM
72	No,	10/18/2020 1:21 AM
73	Not spending more money on a useless system	10/18/2020 12:21 AM
74	no	10/17/2020 10:22 PM
75	see previous	10/17/2020 4:52 PM
76	Confirmed connection	10/17/2020 1:27 PM
77	Putting the schedules back at bus stops	10/17/2020 8:38 AM
78	People's access to internet or phones to call transit for a pick up.	10/16/2020 3:48 PM
79	Yes Put more buses on 71 Arlington Waiting over 1/2 hour for the bus is crazy	10/16/2020 2:37 PM
80	Not at this time	10/16/2020 11:26 AM
81	Timing - how long would it take	10/16/2020 11:22 AM
82	Common sense maybe? Too many things type down	10/16/2020 9:30 AM
83	Weather, snow clearing, available spots on busses, understanding the lines/connections.	10/16/2020 8:47 AM
84	Just to ensure that the combined schedules match up so that there isn't long waits between connecting lines	10/16/2020 6:58 AM
85	I think I covered that in the last question. There are people with medical needs who require	10/15/2020 3:51 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

climate controlled waiting areas. This is something that's been consistently disregarded by transit and whatever coverage there used to be has been dismantled over the years. Covid is of course making this even more challenging as the current shelters are inadequate in size to ensure social distancing.

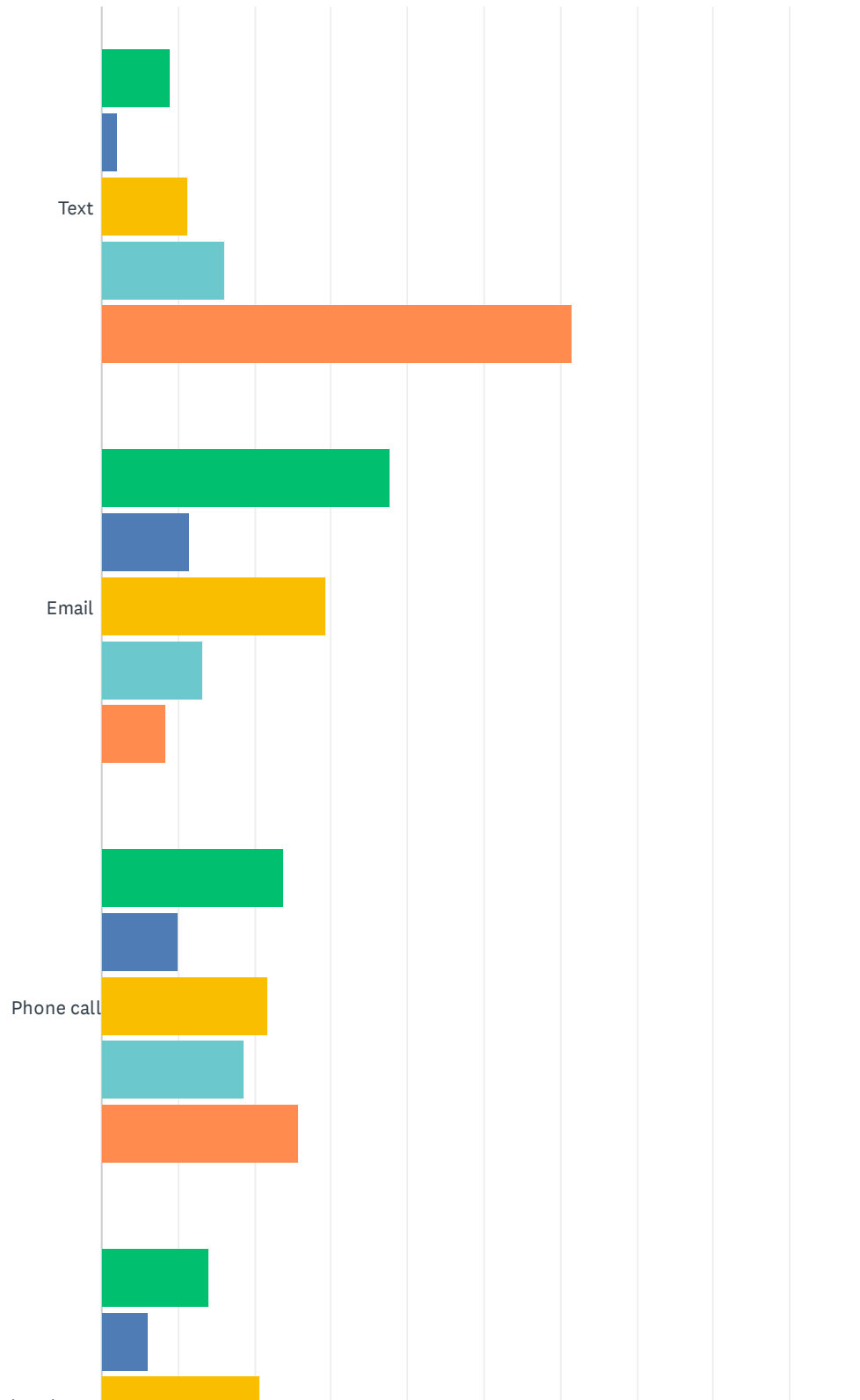
86	Whether park and ride is a successful program. Whether visually impaired services are considered. Clarity of services for those with mental disabilities(not to mention how to engage those in that community on this master plan)	10/15/2020 12:31 PM
87	No	10/15/2020 12:28 PM
88	Convenience and walkable distance s	10/15/2020 12:18 PM
89	time	10/15/2020 11:45 AM
90	yes waiting time between busses current experience with blue is horrible	10/15/2020 11:34 AM
91	Greater bus frequency and warm shelters. What good is rapid transit or handicap seating etc if you have to wait even twenty minutes at twenty below?	10/15/2020 10:42 AM
92	Cost, speed of using transit plus, reliability.	10/15/2020 7:35 AM
93	I would suggest you actually consider talking to people who use the system and have used the system for many years. Just elderly people who can sit on your boards or Consultants who you pay consider making these public engagements during the evenings and weekends so that persons with disabilities who actually work during the day can actually attend and give you possible good feedback and good Solutions you're free to engage myself [REDACTED] or my wife [REDACTED] Who currently uses Transit Plus and has been doing so for over 20 years at [REDACTED] I'm sure we could give you some great ideas on how to improve the system	10/15/2020 7:00 AM
94	Have transit plus taxi service	10/15/2020 12:46 AM
95	Ensure punctuality and connection time and assistance	10/14/2020 10:09 PM
96	none	10/14/2020 10:06 PM
97	Consider that it already takes a lifetime getting around the city. Now you want to add disabled people to the mix. STUPID.	10/14/2020 4:39 PM
98	See previous statement.	10/14/2020 3:19 PM
99	more bike racks	10/14/2020 11:08 AM
100	It could take someone longer to reach another bus stop based on location/distance and their athletic ability to walk or move their device (wheelchair, etc).	10/14/2020 11:00 AM
101	Make the connections buses easier to connect with my next bus to get to work on	10/14/2020 10:04 AM
102	have the transfer last longer --	10/14/2020 9:48 AM
103	LTR with stations and feeder buses. Systems were planned over 50 years ago. Stop punishing motorists and creating dedicated lanes. That never works either. Greater safety/perception of safety on public transit.	10/14/2020 7:17 AM
104	Special parking for no or little fee for those that want to combine trips	10/14/2020 12:09 AM
105	N/a	10/13/2020 9:12 PM
106	Overall cost of this program to the tax payer	10/13/2020 8:37 PM
107	no	10/13/2020 8:26 PM
108	Simplify	10/13/2020 7:39 PM
109	How to accommodate minors if unaccompanied	10/13/2020 6:08 PM
110	More buses.	10/13/2020 2:35 PM
111	Weather, ease of changing trip due to illness or other personal matters, a last minute booking option. More flexibility - more compassion for the mental challenges and stability that can change depending on circumstance, health conditions.	10/13/2020 2:14 PM
112	All transit trips to all city destinations should be rapid and time saving	10/13/2020 2:08 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

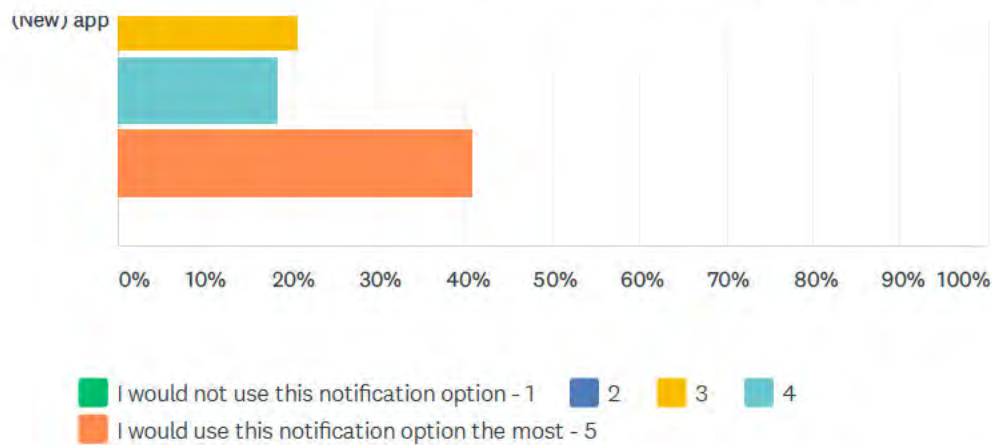
113	no	10/13/2020 10:35 AM
114	Monorail	10/13/2020 9:22 AM
115	.	10/13/2020 8:03 AM
116	Commuter pass, should be considered. And if private contracted companies be allowed to shuttle employees from hubs. That it's possible I can take transit again	10/12/2020 11:20 PM
117	In some instances, could a combined trip also have a transit plus component to the destination? For example, a passenger wants to go to a location that is not very close to a hub/station but could be transferred from conventional bus to transit plus and the closest station. Example: going from south St. vital to the Maples. Transit Plust could take one to St. Vital Centre station, transfer them to a bus that gets them to for example, Garden City, where T could complete their trip. Scheduling would be rather tricky though.	10/12/2020 3:03 PM
118	Reliability of service. There's nothing worse than having your trip all planned out, and then a bus doesn't show up and your whole trip is shot because you missed your connection.	10/12/2020 1:03 PM
119	safety	10/12/2020 12:20 PM
120	Time , money	10/12/2020 10:53 AM
121	No	10/11/2020 10:09 PM
122	We're in the second wave of a pandemic, you need to figure out social distancing, not just making masks mandatory.	10/11/2020 8:43 PM
123	Warmth! Reliability! Cost!	10/11/2020 5:33 PM
124	Should be designed to only switch modes once. Going Plus-Transit-Plus could be a lot of work for little benefit to anyone.	10/11/2020 1:57 PM
125	Snow, slush, and ice that might appear when it is too late to cancel a trip without penalty.	10/11/2020 12:06 PM
126	Oops I guess I wrote all this stuff in my last answer, but in case you organize these categories by question I will restate my point. Some places are very difficult to get in and out of for those with disabilities. Yes there are ramps- but many people that rely on handy transit have trouble getting from the car into the building and handy transit drivers are there to help them. This would be great for those who are more agile and strong and have no trouble getting around in a wheelchair- but the hospital I work at is quite inaccessible and would be very difficult to get into from the bus stop. The bus stop at the main entrance of the st.boniface hospital is only for a few routes as well. I think it might be better to improve the reliability of handy transit first.	10/11/2020 9:24 AM
127	Bigger buses would prevent people without disability seating on the seats reserved for people who needs them.	10/10/2020 11:59 PM
128	keep conventional transit separate from accessible transit for people with disabilities	10/10/2020 2:24 PM
129	Na	10/10/2020 12:36 PM
130	I don't understand what a combined trip is, I think this is a question people with added needs should only be able to answer	10/10/2020 11:22 AM
131	Timings pay stations for passes or tickets	10/10/2020 10:47 AM
132	Privatize all transit.	10/9/2020 2:51 PM

**Q12 How would you prefer to be notified when your vehicle is on its way?**  
 Please rate the options from 1 to 5, where 1 is “I would not use this notification option” and 5 is “I would use this notification option the most.”

Answered: 234 Skipped: 914



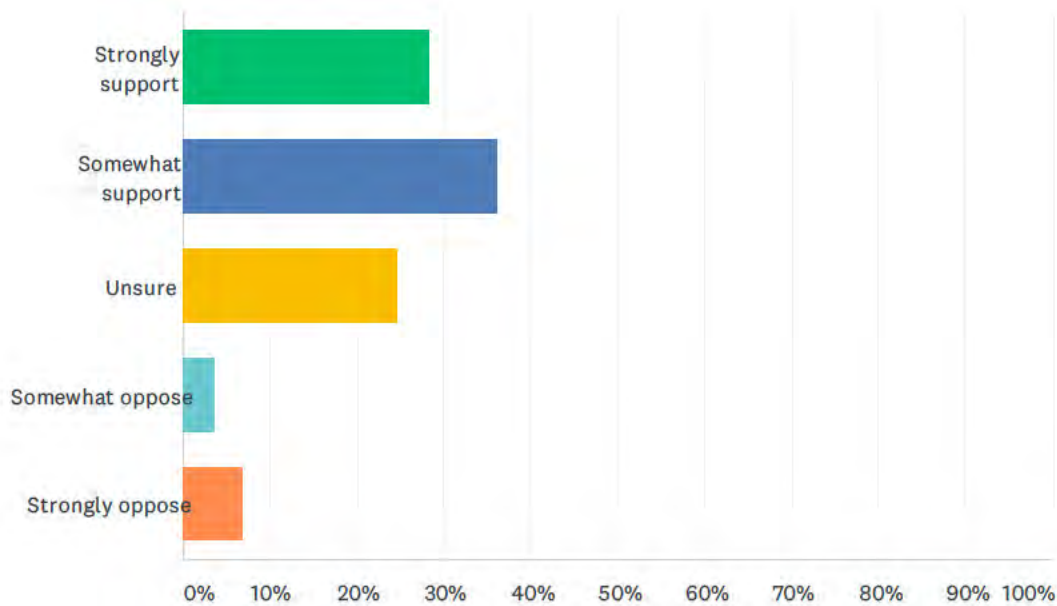
## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit



	I WOULD NOT USE THIS NOTIFICATION OPTION - 1	2	3	4	I WOULD USE THIS NOTIFICATION OPTION THE MOST - 5	TOTAL	WEIGHTED AVERAGE
Text	9.09% 21	2.16% 5	11.26% 26	16.02% 37	61.47% 142	231	4.19
Email	37.61% 85	11.50% 26	29.20% 66	13.27% 30	8.41% 19	226	2.43
Phone call	23.91% 55	10.00% 23	21.74% 50	18.70% 43	25.65% 59	230	3.12
(New) app	14.04% 32	6.14% 14	20.61% 47	18.42% 42	40.79% 93	228	3.66

### Q13 To what extent would you support the proposed change to the Winnipeg Transit Plus no-show/late cancellation policy?

Answered: 235 Skipped: 913

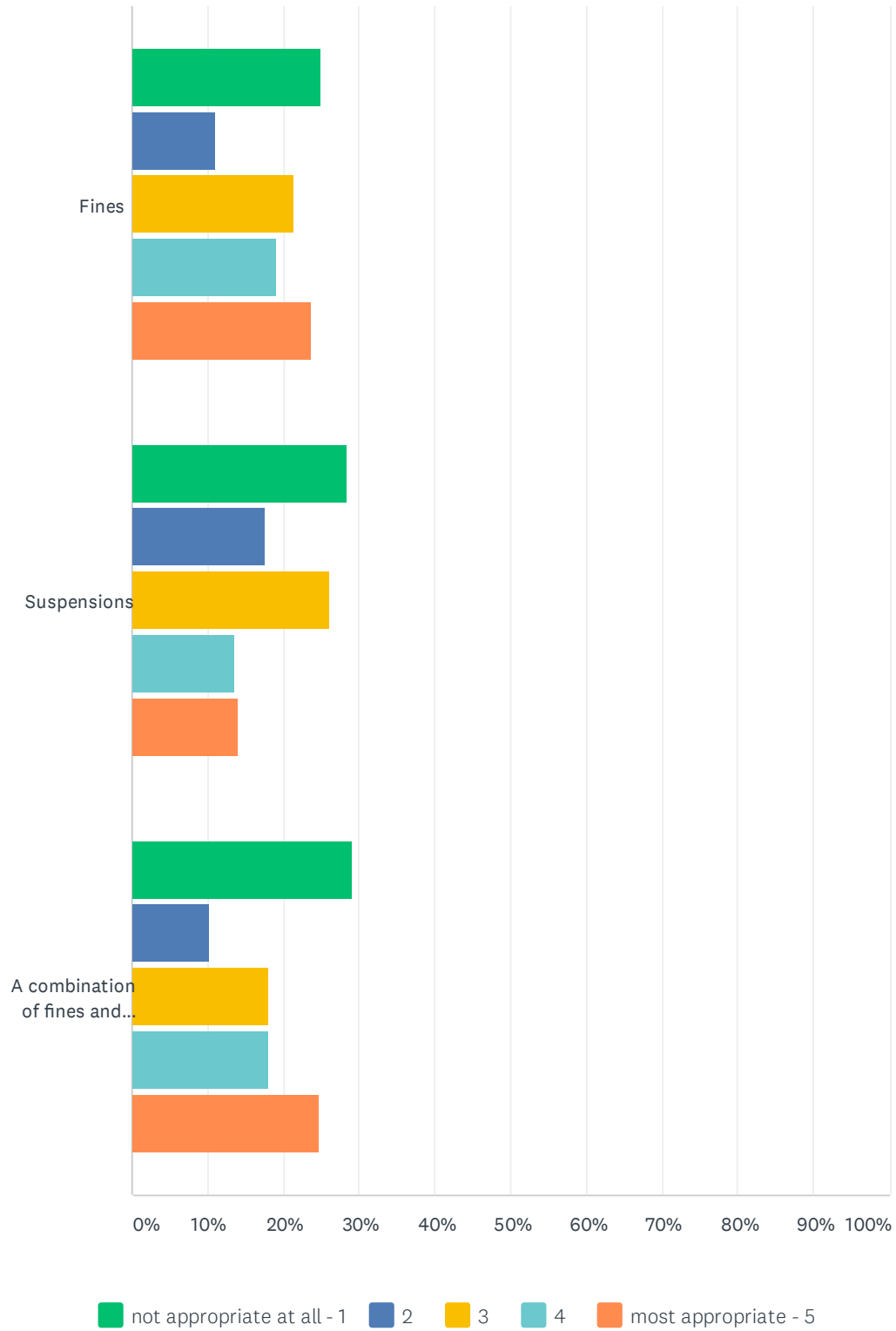


ANSWER CHOICES	RESPONSES	
Strongly support	28.51%	67
Somewhat support	36.17%	85
Unsure	24.68%	58
Somewhat oppose	3.83%	9
Strongly oppose	6.81%	16
TOTAL		235

Q14 Thinking about the system described above, what penalty do you think would be most appropriate once a customer uses all their no-shows/late cancellations in a set period of time? Please rate the options from 1 to 5, where 1 is “not appropriate at all” and 5 is “most appropriate.”

Answered: 228   Skipped: 920

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit



# Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

	NOT APPROPRIATE AT ALL - 1	2	3	4	MOST APPROPRIATE - 5	TOTAL	WEIGHTED AVERAGE
Fines	25.00% 54	11.11% 24	21.30% 46	18.98% 41	23.61% 51	216	3.05
Suspensions	28.51% 63	17.65% 39	26.24% 58	13.57% 30	14.03% 31	221	2.67
A combination of fines and suspensions, where fines are used first, followed by suspensions	29.15% 65	10.31% 23	17.94% 40	17.94% 40	24.66% 55	223	2.99

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#	OTHER (PLEASE SPECIFY)	DATE
1	There should not be a penalty	11/6/2020 4:36 PM
2	LOL. Just because someone cancels or no-shows, you can't cut them off public transit. That's against someone's human rights. You would then literally be forcing them to either stay in their home or if they're in a wheelchair, roll to the store. You may not cut off someone's access to transportation. You have no idea what kind of health challenges they have and/or why they cancel and/or no-show.	11/6/2020 10:20 AM
3	Follow up call as communication may solve some problems.	11/5/2020 9:22 AM
4	Fines and suspensions are a tax on accessibility for those who are already marginalized.	11/3/2020 1:20 PM
5	A very small fine along with submission of a form explainig why they missed. The form would come with an explanation of why its bad to miss a ride. People who cannot do the form themselves would need it explained. No one get service back until small fine is payed and form is received	11/2/2020 5:30 PM
6	People mis use services all the time and this impacts on peiple who legitamately want the service. Fines and suspensions should occur. Being disabled isnt a free ticket to misuse.	11/1/2020 1:31 PM
7	If an individual has a note from a health care provider, employer, or funeral home, the note should be respected for that single event.	10/28/2020 6:33 PM
8	If the lates or no-shows are consistently not the fault of the customer, there should be a way for them to prove this so that they're not being heavily penalized. If their doctor runs over the appointment time, they should be able to get a doctor's note to confirm the lateness or whatever wasn't their fault. that kind of thing.	10/27/2020 10:16 AM
9	Reduced priority of service	10/24/2020 2:31 PM
10	I get it, but people who need this service shouldn't be prevented from using it because of no shows/cancelations. They have disabilities and may need to change their plans last minute and shouldn't have to worry about fines and suspensions when they are on limited income and rely on this system due to accessibility	10/24/2020 8:49 AM
11	You're penalizing some of society's most vulnerable people in the way that hurts them most, financially and with their freedom and I think that's sick.	10/23/2020 4:40 PM
12	For people on a limited budget, a fine is ridiculous and sets them back further, so they might not pay another bill	10/21/2020 12:31 AM
13	This whole program is absurd.	10/20/2020 10:08 AM
14	fines need to be small - people with disabilities are often on a VERY limited income	10/18/2020 5:55 PM
15	avoid punishment which is only produced by scarcity thinking	10/18/2020 11:23 AM
16	Just fix the roads!!!!!!	10/18/2020 9:47 AM
17	If no show after 3 times, why can't the passenger just pay the usual ridership fee?	10/16/2020 8:52 AM
18	Suspensions are way too draconian & effectively take away the person's right to freedom.	10/16/2020 8:22 AM
19	If able bodied people are not required to schedule trips, neither should people work disabilities. You're meant to provide equal service. Suspensions and fines unfortunately have the same result for these already vulnerable people- they are refused access to their community. Find ways to make conventional transit fully accessible and reserve transit plus for people who have even more significant barriers. Fewer people would need the system and you wouldn't need to fine no-shows. Also, there should be no limit to the number of trips covered by transit plus per day. There isn't such a limit of in the conventional system. Disabled people require equal access.	10/15/2020 3:57 PM
20	depends on reason for no show / cancellation ,	10/15/2020 12:33 PM
21	Persons who abuse the system should be taken off the system because it does impact other people who ride one of the things that the city should be getting rid of is the 5-minute extension policy whereas their driver pulls up and he's sitting there waiting for their time for example 7 a.m. pick up time so your boss is sitting there at 7 a.m. waiting to pick you up if the driver does not see you coming out of your house right away then basically they should leave you	10/15/2020 7:16 AM

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shouldn't be getting 5 minutes extra that just causes a ripple effect down the road for the next pick up because now that person is 5 minutes late and if that person take their 5-minute extra then the next pickup is 10 minutes late and so on and so on and by the time this Cascade down the fourth or fifth person who is picked up could be 20 minutes late meeting the entire schedule is now thrown off by 20 or 25 minutes Transit plus should be just like a bus system the bus pulls up to your stop which is your house you should be at your front door inside your home and as soon as you see the bus pull up you should be walking out the door if you are not and you're still getting your jacket on and not ready to go then you're not ready for the bus and the bus should leave

22	Suspend to doctors/ essential needs after limit is exceeded for a period of time	10/15/2020 12:50 AM
23	Fining people who can barely afford their own care seems wrong. As does suspension of services for those with no other options.	10/14/2020 9:54 PM
24	often unable to control and late or no-shows – should not be fined	10/14/2020 9:51 AM
25	Change the system - why can you not have an option to go to a list of people who are requesting service that day but were denied? Punishment here is a human rights violation IMO.	10/13/2020 2:18 PM
26	Sometimes they say that they have come and they haven't. It's hard enough to get a booking without that bs	10/13/2020 8:07 AM
27	Some Transit Plus users have unstable illness. Please do not assume we're all a bunch of social parasites.	10/11/2020 12:11 PM

**Q15 Please let us know if you have suggestions about how to make the proposed changes to the no-show and late cancellation policy work in Winnipeg.**

Answered: 55   Skipped: 1,093

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

#	RESPONSES	DATE
1	Vulnerable people will be using this service and should not be penalized. Someone should instead be called to check on them and ensure they are okay and ask why they missed their scheduled service	11/6/2020 4:36 PM
2	The details of your no-shows, cancellations should be able to be seen by the user. Online account to look at if desired.	11/6/2020 3:01 PM
3	Please be careful with fine amounts, as people using these services usually have very little disposable income. And be compassionate with th suspensions, as many people have no other option than transit for their doctors appointments, work commute, or buying groceries, and suspension of service can potentially eliminate someone's independence or trap them at home without medical care or food.	11/5/2020 10:46 PM
4	Follow up call to determine best action.	11/5/2020 9:22 AM
5	Users of Transit Plus are already disadvantaged by mobility and likely have many additional costs that normal users of Winnipeg Transit would not incur. Thus, fines would not be appropriate to a group already facing more difficulty in moving around the city.	11/4/2020 9:08 PM
6	I don't know.	11/4/2020 7:25 PM
7	Should always be an option to buy out of a suspension	11/3/2020 5:44 AM
8	Small fine with a painful form to fill out with each missed trip before service restored	11/2/2020 5:30 PM
9	I wouldn't use this service.	11/1/2020 5:39 PM
10	Put more vehicles in place so cancelations don't have such a severe effect on the system.	11/1/2020 2:48 PM
11	Higher fines will deter poeple from taking advantage of a very costly system	11/1/2020 1:31 PM
12	Expand DART service. And fines? Really...? Because what else screams equality, than to fine a disabled man in a wheelchair, for not making it to his bus on time... Winnipeg Transit should be fining the junkies in the Downtown bus shelters \$250 each, and making that a cash cow for them, but the disabled?!?! That seems a little ridiculous.	10/30/2020 4:41 PM
13	The users/guardians must sign an agreement and initial beside each of the consequences, with Transit and user each having a copy of that agreement.	10/28/2020 6:33 PM
14	Travellers may not be able to pay fines.	10/28/2020 1:19 PM
15	Understand it's a part of the service	10/27/2020 10:23 PM
16	just don't?	10/27/2020 9:18 PM
17	Fines will only hurt those who are already struggling financially. Be compassionate.	10/27/2020 8:15 PM
18	Please be more understanding when considering no shows and late policies	10/26/2020 12:14 PM
19	Remove it completely	10/24/2020 8:49 AM
20	None	10/22/2020 6:16 PM
21	If accessibility/expense is a problem, check assumptions that users will have phones, internet or landlines that are easy or affordable to answer in a hurry	10/21/2020 12:31 AM
22	Cancel the program.	10/20/2020 10:08 AM
23	With accommodations for people from marginalized communities.	10/19/2020 8:55 PM
24	I don't know, but please keep in mind that public transit needs to be accessible to be effective. People with disabilities often don't have extra money to pay fines, and they still need to be able to go where they're going. Options that deny them service because they can't pay or they didn't get to the Plus bus in time aren't viable.	10/19/2020 10:38 AM
25	Nothing	10/18/2020 9:12 PM
26	Maybe instead of, or in addition to, small fines there can be a discount system for trusted users of the system? Almost like a frequent rider program, where if they are always on time they can access a 10% discount or something. That way there is an incentive to be on time.	10/18/2020 5:55 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

27	Look for the most part, these patients are disabled,,physically or Mentally, retired or on social assistance(Welfare),or on a limited pension budget,& it is extremely unfair and unjust to charge Or Penalize someone who does not have the finances to pay. If a regular person were to miss thier bus frequently at the bus stops , would they be penalized? No, they would not, so why discriminate a disabled person , that not right at all.	10/18/2020 5:38 PM
28	Is there a way to understand the underlying cause for that particular client? Perhaps ancillary (ie social or health services) could assist in supporting the client and eliminating the problem for the benefit of all by supporting without penalizing the client.	10/18/2020 11:00 AM
29	Just fix the roads!!!!!!	10/18/2020 9:47 AM
30	None at this time	10/16/2020 11:29 AM
31	Just charge the no shows a usual ridership fee for the day.	10/16/2020 8:52 AM
32	Rather than suspensions, consider having the offenders given a lower scheduling priority for a period. There would still be a consequence & inconvenience to their no-shows but they could still be able to access transit.	10/16/2020 8:22 AM
33	There is no penalty for regular transit users or even when people cancel taxis last minute. This is not an acceptable practice. I think adjusting the booking system and improving travel times and windows need to be done first to see if that improves service, when a service meets the needs of customers they are less likely to cancel	10/15/2020 11:11 PM
34	There should be no late cancellation or no show policy. Trips should not have to be scheduled in advance.	10/15/2020 3:57 PM
35	maybe a grace period of 1-2warnings before a fine ?	10/15/2020 12:33 PM
36	Ask for a reason... ie) dr running late. Are the circumstances outside their control, if so then no penalty.	10/15/2020 7:39 AM
37	No show policy this is very good there should be an easier way to register early in the morning before your first pick up if for example you are sick chances are you don't know you're sick until the day of your trip so for example with my wife being in a wheelchair she gets up in the morning and if she's not feeling well the first thing she does is call into Transit Plus to let them know that she's not feeling well generally that works out just fine but there has been situations where she has been sick and not able to call in right away because she's being sick either in the bathroom or something to that effect so she's not able to call in give the 30 minute cancellation there should be a better system that is also faster perhaps an application on a smartphone unfortunately seniors wouldn't be using that but that's something that the city has to contend with.... the 5-minute extra time. That a person gets so for example if they're pick up time is at 7 a.m. they are allowed until 7:05 2 be visible to the driver so basically they don't have to leave their home until 5 minutes past their pick up time as soon as the driver sees them starting to come out their door at 7:05 they can't leave this is a ridiculous system because if the transit plus vehicle has four other pickups to make and everybody takes their 5 minutes extra the last person is now 20 to 25 minutes late for their pickup Transit plus should be almost like a regular bus service if your pick up time is at 7 a.m. you should be dressed and ready to leave your house as soon as your bus pulls up at 7 a.m. not wait until your Bus shows up at 7 a.m. then get your jacket on and then make your way out the door many persons with disabilities take a little bit extra time to get onto the vehicle and it takes time to raise and lower the ramp locking wheelchairs secure Mobility AIDS excetera this all add time and messes up the transit plus schedule the person with a disability should be ready to go at their allotted time if they're pick up his for 7 a.m. then if the Bus shows up at 6:59 a.m. they should be rolling out the door right at that moment and be ready to board the bus if the driver pulls up one or two minutes early and at 7 a.m. there is no sign of the person having any activity for example they're not opening up their door at 7 a.m. and locking their house up and then coming down there walkway to board the bus then the bus should basically leave just like a regular transit system does if you're standing at a bus stop and the bus stops if that bus is not for you so it's not the route that you want then the bus driver drives on he does not wait for 5 minutes to see if anybody else will come to the stop he continues on his route persons with disabilities should be held to the same standard as an example with my wife she wakes up at 6 a.m. everyday gets ready her pick up time is anywhere between 6:40 a.m. and 7:05 a.m. so by 6:30 a.m. she is dressed and ready to go she is sitting in the living room watching outside the front window and as soon as the bus pulls up even if he's early she goes out of the house right away so the driver can see her she secures the house and she gets on the bus even if	10/15/2020 7:16 AM

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the bus is 5 or 10 minutes early this then allows the driver to be a little bit early for his next pick if there indeed is a next pick up

38	what do clients receive if Transit plus is late or doesn't show? I'd like to see penalties work both ways.	10/14/2020 10:09 PM
39	Instead of a fine or suspension, perhaps start have a flat rate cancellation charge only if within a 1-2hr period prior to the scheduled trip.	10/14/2020 9:54 PM
40	Things happen in life so I don't think the drivers should be fine or lose work because buses break down	10/14/2020 10:07 AM
41	be very flexible to the situation -- one has no control over how long a dental appt. shall take -- on has no control over the weather and road conditions	10/14/2020 9:51 AM
42	This is asinine! People make mistakes, mess up times and this is punitive and rather nasty. It is already foolish in its concepts and designs and less likely to allow accessibility. Very few people are 100% punctual, especially a person with unpredictable special needs trying to get out of a house. Makes Uber type services more appealing.	10/14/2020 7:19 AM
43	Have an optional 'cancellation list' like doctors and dentists do. If someone along the route of a cancelled customer is on a waiting list and can be fit in, a notice is texted/alerted as soon as possible. This could be integrated into an app when a space becomes available, if contacts the next person on the wait/cancellation list.	10/13/2020 6:13 PM
44	Change the system. You also can not assume everyone has access to phones, computers, etc what if they are struggling with this system and that is why it is not working for them? There must be a better way - I hear lots of complaints about the current system - it is not considered fair for people with multiple cognitive and physical issues.	10/13/2020 2:18 PM
45	The fines and suspension consequences for no show/late cancellation should be well advertised and explained to all users in a clear manner to ensure that Transit Plus users are aware in advance.	10/13/2020 2:13 PM
46	3 strike rule leading to longer suspension combined with increasing fines each strike	10/13/2020 11:38 AM
47	There should be no reason why persons do not make notifications to cancel, even if short-notice. I do not support too many 'no shows' or no notices. While it happens, it should be infrequent.	10/13/2020 10:38 AM
48	No fee	10/13/2020 9:24 AM
49	Have enough vehicles on the road to serve people in the first place the service is unreliable	10/13/2020 8:07 AM
50	Develop (or license) a modern dispatching app that works like a rideshare app. Should allow you to book in advance but leaves a certain % open for on-demand trips. This would allow the vehicle for trip cancellations or no-shows to be quickly redeployed to another customer with no waste, and no need for fines or suspensions. Explore partnering with rideshare apps like Uber or Rycar (or taxis) to allow customers to just book a ride with them that gets connected to Transit Plus and subsidizes it, vs. having to use designate Plus vehicles. Would increase flexibility and decrease load on main Plus system, as many people are mobile enough to get in regular vehicles.	10/11/2020 2:02 PM
51	Some Transit Plus users have unstable illness. Please do not assume we're all a bunch of social parasites. Please consider why trips are missed before levying heavy fines or issuing suspensions.	10/11/2020 12:11 PM
52	I work at the St. Boniface hospital and drivers are often at fault for no show pick ups. Where a customer is waiting for their driver for upwards of an hour- a driver can walk in and not see their passenger and leave. This happens when passengers are in the bathroom or their treatment took longer and this is out of their control. These windows of time can also be an issue if passengers don't want to be waiting for a very long time for their drivers- they could request an earlier pickup window in the hopes their driver is "late" but then shows up at their desired time. I believe fines and suspensions are terrible to give to these people- because it is very often not their fault and this is the service they rely on to get to the hospital for treatments every day.	10/11/2020 9:29 AM
53	Unless you're going to fine regular route drivers for lateness and passups, you shouldn't do it to users	10/10/2020 3:47 PM
54	Stop letting free riders on the bus it's not fare I pay and someone gets on free this is a payed	10/10/2020 10:49 AM

service.

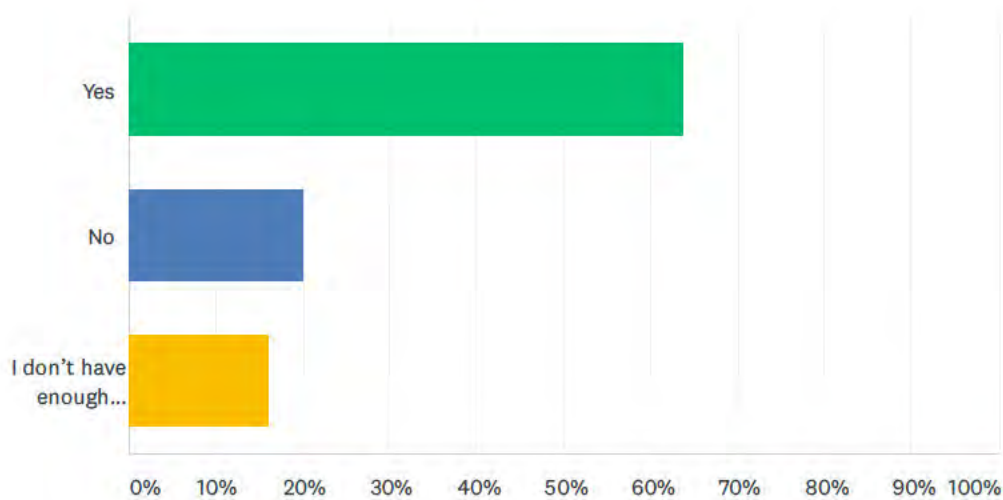
55

Just have regular bus routes, if people wanted a taxi theyd use a taxi or uber.

10/9/2020 4:01 PM

Q16 Based on your understanding of the Winnipeg Transit Master Plan, do you think we are moving in a direction that supports the needs of Winnipeg residents as the city continues to grow?

Answered: 1,086 Skipped: 62



ANSWER CHOICES	RESPONSES	
Yes	63.81%	693
No	19.98%	217
I don't have enough information to decide	16.21%	176
TOTAL		1,086

**Q17 Please tell us what we can change to move in a direction that does support the needs of Winnipeg residents over the next 25 years.**

Answered: 187   Skipped: 961

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

#	RESPONSES	DATE
1	The City should reprioritize (not focus on widening roads and to build more roads/overpasses for vehicles) and instead focus on making transit an option that everyone will consider taking. We need mode shifts asap as we are in a climate crisis. Your plan should be sped up. The City should lobby the provincial and federal government to invest more than it is on transit. Bike lockers would be good at the Union station.	11/6/2020 8:55 PM
2	Monorail network	11/6/2020 9:22 AM
3	It doesn't even support the needs of Winnipeg now. The wait for busses is far too long, connections are impossible to make as busses are always delayed due to the constant construction. For a city that spends like half a 6ear with freezing temperatures, there is a sever lack of shelters, especially heated ones, and the heating is never on, or high enough, to actually heat bus shelters anyways. Plus, the price of transit is always going up but service hasn't actually got any better in a long long long time. Transit makes a profit, but none of that money is ever invested back into transit.	11/6/2020 8:24 AM
4	Rationalize service to need	11/5/2020 6:15 PM
5	The City can stop allowing development on the fringes, and/or charge the cost of all services TO (as opposed to within) the developments against the developments themselves. The City could make public transit free. The City could make it less desirable to own a car and much more desirable to take public transportation.	11/5/2020 3:50 PM
6	LRT will be necessary as we move to a more environmentally friendly future. Expanding BRT is redundant considering Canada has signed the Paris Agreement. Just as taxes on nicotine products have increased with the goal of minimizing consumption, the federal government will continue to implement carbon and environmental taxes on citizens and cities with the goal of minimizing consumption of fossil fuels.	11/5/2020 10:56 AM
7	There is no rapid line for the north west quadrant of the city. Therefore, I would continue to use my vehicle.	11/5/2020 9:29 AM
8	A circle route instead of downtown hub	11/5/2020 9:23 AM
9	have a hub that is central in downtown not at the far south edge of it	11/5/2020 6:56 AM
10	Stop focusing improvements on the south end of the city when there are other areas that are expanding rapidly that require consideration sooner rather than later.	11/4/2020 10:41 PM
11	We need a subway or rail and it cannot only prioritize downtown and the south size like it is now and has been in the past.	11/4/2020 10:20 PM
12	Scrap the current system and get our tax dollars back [REDACTED]. Then... more buses, more heated shelters with PLEXIGLASS! Better connections, more routes.	11/4/2020 8:17 PM
13	You need to survey people who use transit daily in order to understand what will work for us.	11/3/2020 6:43 PM
14	Make the hub downtown, not in some location that "looks nice" but interferes with getting the vast majority of people to where they want to go as quickly as possible. The plan is fundamentally flawed and doomed to failure if Union Station is the hub. Have a look at the following if you want to see how not to do things. <a href="https://denver.streetsblog.org/2019/01/29/denvers-buses-and-trains-arent-useful-to-most-people-a-new-book-shows-why/">https://denver.streetsblog.org/2019/01/29/denvers-buses-and-trains-arent-useful-to-most-people-a-new-book-shows-why/</a>	11/3/2020 4:48 PM
15	LRT, LRT, LRT. Improve speed, improve frequency, improve cleanliness, improve overall experience.	11/3/2020 1:21 PM
16	LIGHT RAPID TRANSIT	11/3/2020 11:16 AM
17	I'd like to see investments in light rail and/or subway services.	11/3/2020 6:29 AM
18	Invest in LRT and don't waste money on buses. Calgary and Edmonton have a great LRT service perhaps we can copy that.	11/2/2020 10:34 PM
19	Decrease rates, improve seats and heat on busses, that's all that's been needed since the mid 2010s	11/1/2020 8:04 PM
20	The opportunity to get way more people using the bus is if people who ride a bicycle can hitch	11/1/2020 5:43 PM

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rides using the buses on main arteries. Your collector service for suburban neighbourhoods is not very good and when you have to transfer to complete a trip it is inefficient. Bicycling between transfer points is way more efficient and it would move us towards a hybrid model. It would save the city money and riders valuable time.

21	1) you have yet to justify what the use will be. I've heard that the increase in population 25 years means increased usage I disagree. Increase population also means increased people buying cars the people I know who take the bus are students who have a car but don't want to pay for parking at school as there is no free parking and adults who work downtown and don't want to pay for parking. I do know some who have no car due to limited income but I don't see this changing over the years many people continue to live at home and have a lot of income that they're not going to waste on a bus. Think of it this way Winnipeg does not need another project where they have champagne tastes but we only have a beer budget...we have too many of those already	11/1/2020 1:37 PM
22	Rapid lines are for rapid, fewer stops. Feeder lines are for stops. Shorter transit times make transit more attractive.	10/31/2020 2:07 PM
23	Implementing an LRT before the city reaches a population of 900,000 people. Our city infrastructure cannot sustain that population where citizens only rely on the BRT system if they do not have access to their own vehicle.	10/31/2020 1:42 AM
24	Winnipeg will not support a rapid transit system for the simple fact that Winnipeggers want to drive their cars for the sake of convenience and accessibility needs. With the likely permanent changes to people working from home etc., there isn't likely going to be a need for such rapid transit in the future.	10/30/2020 8:56 PM
25	The existing system is already 25 years out of sync. Fix transit to be a substitute for existing car travel patterns first. Accept fact that South St. Vital and the other suburbs on east side of the Red River exist and that there is insufficient road infrastructure to accommodate the growth that will happen south of the Perimeter (Qualico has plans). Most car travel is east to west and vice versa, it is not to downtown. Connect South St. Vital with a small electric bus /pedestrian/cycling over a small bridge from Henteleff Park landing at the UofM.	10/30/2020 11:31 AM
26	The city needs to start focusing on the growing areas. These are where you collect the most tax. If you want to have a good tax revenue you should start to provide them with better services. There are many communities just outside of the city that charge less taxes. What would be the benefit to staying and paying the city taxes if there are no quantifiable rewards/incentive in living here.	10/29/2020 9:58 PM
27	Cut little used suburban routes, put way more buses on popular routes, stop building extra infrastructure. Bus speed is not the issue, service frequency is. UofM via #60 was always fast enough, the annoying aspect of Winnipeg bussing has always been wait times.	10/29/2020 9:00 PM
28	See previous statement. All the new developments in Winnipeg are filled with people who drive, because anyone who can afford to buy a house there can also afford a car. Statistics even show declining ridership & rapid transit has done nothing to change this. Don't take lanes away from the motorist who is in the vast majority.	10/29/2020 8:42 PM
29	Expand hours of service. Sunday schedule to become regular schedule, as most businesses are open on Sundays now too. And to provide reliable routes that go through the major routes (i.e. Kenaston)	10/29/2020 2:43 PM
30	Don't centralize the public transportation system, spread it across neighborhoods	10/29/2020 11:54 AM
31	Scrap this plan. Leave the system the way it is with more frequent service and have buses run on time. Emphasis on good connections	10/28/2020 7:00 PM
32	25 years is too long. Needs to be done much quicker.	10/28/2020 4:44 PM
33	LRT conversion, open prairie and main, more bike lanes and more infill downtown	10/28/2020 1:14 PM
34	More planning around other forms of transportation than just cars. Suburbs are being built without any bus/bike lane access. Some mature areas of Winnipeg only have 1-2 busses running on a good day and they don't go very far making people have to take 2-3 busses to go a short distance. Maybe saying yes 50 years ago when they proposed train/monorail transportation lol.. More park and ride options to help people slowly transition from driving everywhere. Also heated and lit bus shelters for safety.	10/28/2020 12:22 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

35	I think the plan has some strengths, but implementation has been painful to watch. More leadership and an accelerated overall project would be beneficial. Winnipeggers only appreciate meaningful changes to infrastructure once they're done. I also think the master plan should include a line down Kenaston. If you want a younger generation to embrace, send the line to the newest shopping district.	10/28/2020 11:56 AM
36	Public transit needs to be made more convenient for more people in the city with more variety in the location/destination of transit routes (they can't all just service people travelling to downtown only). And make more drastic changes that force residents to use public transit more like making public more convenient than driving. Also, make public transit a bilingual service!!	10/28/2020 10:35 AM
37	More frequent service to suburban areas, especially after rush hour	10/28/2020 8:33 AM
38	As Winnipeg expands at unprecedented rates never seen before I believe that in order to stay current and maintain functionality for the next 25 years we Desperately need to implement a light rail system no matter the cost in the beginning	10/28/2020 6:29 AM
39	more support from city & prov govs so that transit rates do not keep going up to levels residents cannot afford while frequency & routes get cut	10/27/2020 10:42 PM
40	More options needed. Not everyone has close access to main roads	10/27/2020 9:24 PM
41	Change structure of city council so there is one councilor for downtown, not 3.	10/27/2020 9:14 PM
42	Plan for the future dont build brt and then have to make the city wait another 25 years for lrt.	10/27/2020 9:11 PM
43	Dedicated corridors for rapid transit are required with stations at Union station and water & pioneer lot #87 to be the main downtown hubs.	10/27/2020 8:33 PM
44	More reliable service with adequate capacity on existing routes!	10/27/2020 8:31 PM
45	Some type of public transportation needs to go into residential areas to connect people to rapid transit corridors. Also all quadrants of the city must be supported by public transit, i.e. the northern area is sadly lacking in the proposed plan.	10/27/2020 3:46 PM
46	Stop Rapid Transit. The bus routes and busses we have now are good enough. Stop pissing away money. Live within your means like we have to. [REDACTED]	10/27/2020 11:19 AM
47	I feel like NW and SE Winnipeg aren't better served by this proposed plan. I recognize that these are car entirely dependent areas but this plans doesn't help counter that. I have a large concern with the potential of St. Mary's road becoming more of a highway than it already is. I fully support rapid transit (I lived in Ottawa for 15 years without a car), but I am concerned that a corridor down St. Mary's road will make areas like Norwood and Old St. Vital less liveable as St. Mary's road will be even less walkable due to high traffic (not just due to transit). In the meantime, why not stagger bus routes using the same streets that are going in the same areas to improve service. For example, instead of having the 14 and the 55 show up one after another to go to St. Vital, how about stagger the routes 5-10 minutes apart so that there is regular service through Norwood and Old St. Vital. Also, transit needs to offer some late night service. It is not possible to get home with transit after the bars close. That's a big failure if the system. The drop off from peak to off-peak service is too drastic that transit isn't an option for those who have options.	10/26/2020 9:45 PM
48	I wish you luck cause no matter what the city does it's really not thought out by actual users and more about the mayor and counsels look what I did. and not about the people	10/26/2020 4:26 PM
49	Create dedicated roads for public transportation and bikes Restrict hours for heavy trucks to operate in major city roads (only allow truck circulation from 9:00pm to 6:00 am within city limits)	10/26/2020 3:55 PM
50	Separate buses from traffic entirely. I think this might only be feasible with light rail though.	10/26/2020 12:39 PM
51	We need to be building Light Rail Transit. Bus Rapid Transit is a waste of money. We should be focusing on a service that can be expanded to serve Winnipeg as we grow, not one that will need to be replaced in 5-10 years when we do another dozen studies to see that buses are inadequate for our city size. Yes, it will be more expensive. Yes, it will be more difficult. But doing anything else is short sighted and frankly idiotic.	10/26/2020 6:41 AM
52	Fares that cover true operating costs. Not taking away traffic lanes on any street.	10/25/2020 11:53 AM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

53	stop spending money we don't have	10/24/2020 4:08 PM
54	Transit is an essential service. Like a road or water treatment plant it should not be considered a revenue source. The cost of the bus now (especially considering the inconsistency of service and availability) is a barrier.	10/24/2020 9:17 AM
55	Don't reduce current service, put more buses on current routes that actually come on time and more frequently. More buses on weekend, late Sunday start times can make getting to work impossible. Reduce overcrowding. Increase safety. Increase coverage in new neighbourhoods.	10/23/2020 9:42 PM
56	Stop wasting money on Bus Routes to no where like the \$650million wasted on the south transit corridor. Saves people 3minutes not worth the Massive Cost. Dedicated Transit and Bicycle Corridors make travel even more congested with less space for vehicles to travel and less efficient.	10/23/2020 8:49 PM
57	Quit wasting taxpayers' money on Rapid transit.	10/23/2020 6:50 PM
58	All of the side and lesser route bus stops are in horrible shape. No benches, signs without bus numbers, no schedule, no weather covering. They are completely ignored. Also, the new QR code symbols are ridiculous. Many, many travellers don't have cell phones or the right kind of phone or app that scans codes, and many don't have a data plan to begin with. Seniors and poor people use transit, and you are blatantly ignoring them.	10/23/2020 12:08 PM
59	Go train. Sky train. Subways ?	10/23/2020 10:24 AM
60	Focus on accessibility for the elderly and poor. Not everyone can afford phones. Not everyone knows how to use phones. Put the paper schedules back out. Check your abusive bus drivers. Put security on the 16 route. Or police officers. Route 16 is so unsafe and dangerous. Someone literally smoked crack right on the crowded bus. [REDACTED] Bus driver didn't do anything. Make the busses safe.	10/23/2020 9:08 AM
61	BUILD A SUBWAY OR LRT SYSTEM! SCRAP BRT. INVITE INVESTORS WITH DEEP POCKETS [REDACTED] TO BUILD AND RUN FOR 50 YEARS THEN TURN OVER TO THE LOCAL GOVERNMENT. THIS IS HOW THEY BUILT THE 407 HIGHWAY IN TORONTO AND IT WORKS.	10/22/2020 6:18 PM
62	Points of emphasis should be (in no particular order): - Comfortable waiting and transferring locations (stops/stations/hubs) - Predictable arrival time/trip duration – If I am going to work, a doctor's appointment, or a job interview, I need to know how to get there by the time I need to be there. - Expanding/improving service to areas of the city where people predominantly drive	10/22/2020 4:19 PM
63	Fully electric light rail system	10/22/2020 12:30 PM
64	Personal/Private service should be reserved for taxis or other services like that. Transit...that we all pay for...should be used to move as many people as possible, with as little inconvenience as possible to all of us...thus helping society as a whole, not a select few individuals.	10/22/2020 11:26 AM
65	Please find the funding to implement a Light Rail System from the outset, rather than making the corridors upgradeable at a future date. Yes the initial cost is higher but the overall operating costs would be lower.	10/22/2020 11:13 AM
66	Stop assuming the city is getting more centralized, just because it happened in Toronto doesn't mean it's going to happen here. The last 25 years have shown less centralization - why don't we adapt to what's actually happening, instead of retooling transit to support what some people downtown want to happen?	10/22/2020 9:42 AM
67	Stop looking at buses!!! Light rail or subway!!!!!! Why is this city so antiquated!!!! Otherwise, there's no point in attracting more residents to take transit. Oh, and we'll need to look at intercity transit as well. For example, a lot of people commute from towns like Niverville, Selkirk, La Salle and Iles-des-chenes. To connect these towns to Winnipeg... That's where you can look at buses!!!!	10/21/2020 5:39 PM
68	Connecting all areas not just south end improvements. Connect to downtown diagonally not just vertical and horizontal	10/21/2020 10:51 AM
69	Figure out ways to increase rapid transit to all areas of the city.	10/21/2020 9:43 AM
70	Don't get rid of service in Charleswood. It's insane that you'd ever consider it.	10/21/2020 6:57 AM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

71	Ensure more access to rapid transit in the northeast and northwest	10/21/2020 3:44 AM
72	Rapid transit is a good idea but it needs to be accompanied by another motive of transit. Or more transit ways. I suggested two northern corridors but I feel they should be on opposite sides of the river for more access to those who live in the north	10/21/2020 1:41 AM
73	Expansion into new neighborhoods beyond regional bus routes. Consider expanding services into bedroom communities outside of the perimeter. Seek out more advertising revenues and present a bold vision to develop a strong infrastructure network for transit/ lrt only, without succumbing to the persistent nay sayers in Manitoba. Get er done!!!	10/20/2020 11:51 PM
74	Push light rail now... we'll get more riders if public transit is FASTER than taking a car.	10/20/2020 10:05 PM
75	Support for underserved and houseless individuals. Access is a huge issue with taking off bus times from stops.	10/20/2020 5:34 PM
76	Light rail	10/20/2020 3:04 PM
77	Major changes need to happen sooner. Faster, safer, more reliable transportation can mean more job opportunities open up for people, trips become easier, more ridership is possible.	10/20/2020 1:55 PM
78	You need to increase the cross overs on the river, and develop the East side; you are using 2044 for your planning goals, that is strange.	10/20/2020 10:32 AM
79	Light Rail. Transit Stations. Not letting the short sighted transit union dictate our future, send a designation of their membership to Amsterdam for a month before they are allowed to come back to the table. Disallow ██████████ usage of the city's transit budget as their research and development fund... We are not a shining example of anything resembling a working 'Bus Rapid Transit' system, Winnipeg should not be used as a sales gimmick by a company that has too much power in our city. Light rail will ultimately save our infrastructure budget a large percentage of annual maintenance, Winnipeg could gradually transition from a one-person-per-car city filled with potholes to a city with a REAL TRANSIT SYSTEM...	10/20/2020 10:15 AM
80	Keep frequent and direct routes like the 47 going from Transcona to Graham (MTS Centre). Most people work around that area. Long walks from Main Street to downtown (Graham Mall etc.) are unacceptable especially in the winter and for people with walking disabilities.	10/20/2020 8:33 AM
81	An incorporation of LRT into the established BRT lines and a connection with the airport.	10/20/2020 8:26 AM
82	Quite this project.	10/20/2020 7:04 AM
83	Light rail.	10/19/2020 9:40 PM
84	Have higher frequencies throughout the system, build an LRT line	10/19/2020 2:30 PM
85	More buses at peak times. Get people to downtown and then little routes that service throughout the downtown. Stop focusing on u of m. We need bus lanes, priority signals, dedicated lane ways. Rapid transit has to take lots of time off a commute to be worth the investment.	10/19/2020 6:58 AM
86	Winnipeg is growing too big for busses to be the only source of transit. Winnipeg needs either a monorail like Las Vegas (it goes from MGM GRAND to the Sahara casino and hotel, or some sort of LRT. Either way it needs to be something that is RAISED UP ABOVE THE ROAD that does NOT have to stop at red lights, stop signs, heavy traffic, etc.	10/18/2020 9:17 PM
87	Forget rapid transit and repair the ██████████ roads	10/18/2020 5:56 PM
88	As I stated Earlier,the Grant Regent Route Needs To Change to Reroute From Grace Hospital,to Victoria Hospital, to HSC Winnipeg,To St.Boniface Hospital,to Concordia Hospital, to Kildonan Place with the Turnaround of Route to And From, via Ravenhurst Street as it Connects to the farthest at the northeast Perimeter at Dugald Road. This Need Is should Be 24/7 for both Patients First,and Healthcare Workers to meet thier Demands Of 24/7 shifts. That is Badly Needed as Transcona needs that access badly. Healthcare is in the Forefront now more then Ever and those needs of transit for Healthcare have been neglected far too long even before the Pandemic. The #12 William Route had that capability then was taken away. The Grant Regent Route Can do all that when Implemented Properly to meet The all Hospital needs and the Needs of A growing Population in the Winnipeg Metropolitan Region that is nearing 1 Million expanansionally.	10/18/2020 5:48 PM
89	Create permanent bus designated lanes on major arteries (Portage Avenue, Main Street, St.	10/18/2020 4:04 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

Marys, Henderson, McPhillips, Notre Dame Avenue) all day and evenings that takes away parking cars during the day which causes bus to slow down and be delayed. Snow clear designated lanes every time it snows to increase the speed of bus reliability on all major arteries. The existing routes are fine and does the job, please do not waste tax payers monies by building 4 new bridges for rapid transit in Downtown area of Union station and U of M to St. Vital. Stop making it costly and be effective in saving monies to improve routes that's all. Therefore I do not support anymore future rapid transits. Accept it, improve on doing better with existing routes, save us the monies of having to shell out too much on top of everything else.

90	Stop putting in bus seats that hold rain and make it so only smaller asses can fit. Stop shrinking bus shelters. Stop changing things only for looks.	10/18/2020 1:16 PM
91	Learn who your riders are and who your potential riders should be	10/18/2020 10:20 AM
92	Just fix the roads!!!!!!	10/18/2020 9:47 AM
93	The Union Station hub seems like a bad idea. All traffic will still be concentrated in downtown. There needs to be more infrastructure development for people who live farther outside downtown.	10/18/2020 9:39 AM
94	improve the service not just for the south and south east of the city what about transcona east Kildonan north Kildonan these are always last	10/18/2020 9:31 AM
95	Build hi rise and houses along the current south rapid transit. Increase our population by 30% which will take years to happen. Our young people are leaving the Province in droves	10/18/2020 6:37 AM
96	You've taken away the Marion bus which makes it very stressful for me, a senior in my 70's, to get home (Windsor Park) from Dr.s appt at Tache and Goulet. I have to take a bus downtown and then transfer to a bus that will take me home. In the winter even though I might need to see my Dr. I postpone an appt because it's too difficult to get home from Drs AND church .... Sts. Peter and Paul on Marion. So to keep this bus running there's no money but for rapid transit there is. Even before covid most of the rapid transit buses were more than half empty.	10/18/2020 2:10 AM
97	By the time Transit thinks of the people in other areas and builds rapid transit for them, the older parts will need repair and it will slow things down and will be like normal transit again. The rates keep going up every year and yet the service is garbage, people put feet on seats, listen to music out loud, younger people never give up priority seating when needed. Parents don't fold up strollers and sit on a seat with their child, even though in the past it was polite and possible, i did it with my child.	10/18/2020 1:27 AM
98	More frequent buses from suburbs with less stops making downtown in 30 minutes.	10/18/2020 12:53 AM
99	Stop thinking what works in city's like Paris and London is going to work here they don't deal with -20 c for 3 to 5 months	10/18/2020 12:24 AM
100	Buses need to be on time especially feeder routes. It is very frustrating when I can see my bus fly by 5 minutes early and now I'm late for work. Also the schedule of the bus I take is a mess. People need to get around on Saturday and Sunday as well. Especially Saturday. Why would service end so early for route 83. I'm just tryna have a life but 2 days of the week I can barely leave my house	10/17/2020 11:17 PM
101	There is no need for a train system. Concentrate on the already existing system and make it affordable for the people who use it most.	10/17/2020 10:34 PM
102	Less service cut to feeder routes	10/17/2020 9:47 PM
103	Rail lines, electric, think beyond 25 years, invest.	10/17/2020 5:33 PM
104	Improving transit should not come at the expense of vehicular traffic. Many vehicles do not have the option of changing to transit and the city is already difficult enough to travel around daily by vehicles without any freeways	10/17/2020 12:17 PM
105	Slowing new developments, putting more resources into existing neighbourhoods and routes that are under-served, better low-income passes, continue the UPass for major universities in the city	10/17/2020 11:23 AM
106	All areas of the city need to receive equal service, not just the south. In the river east area we have been seeing ever decreasing service while it is expanded in the south end. As it is, it is	10/17/2020 9:50 AM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

almost unusable for most. I work on the military base off of Ness, and it takes over 1.5 hrs to get there.

107	Put the schedules back at ALL BUS STOPS	10/17/2020 8:39 AM
108	An LRT system	10/17/2020 6:33 AM
109	First the transit system needs funding. Its understaffed and under funded resulting in over worked drivers and a failing infrastructure that is in dire need of modernization. Busses need to be cheap, fast, and reliable.	10/17/2020 12:03 AM
110	Focus on getting people downtown rather than worrying about getting around downtown first	10/16/2020 11:09 PM
111	Don't waste money on BRT. Spend the money on road improvements. Winnipeg roads are a disgrace compared to other major cities.	10/16/2020 10:58 PM
112	bring the outskirts to downtown would encourage use of busses instead of cars	10/16/2020 10:09 PM
113	What I would like to see is if you are investing this much on rapid transit then create a system where people who don't want to pay fares have their own bus and leave the rest of us who do pay to ride the buses that we paid to ride. I am fed up of allowing these "bums" to ride for free because they saw someone else get away with it so they copy. I am fed up. I am glad when drivers turn these folks away! If they want to be cheeky and sob story about their fare then let them do it elsewhere!	10/16/2020 9:54 PM
114	Keep fares low, eliminate under used bus routes.	10/16/2020 7:45 PM
115	Improve services, wait times, better vehicles so people aren't stranded in bad weather, some form of security, enforcing that those can stand/move get out of priority seats for those who genuinely need them	10/16/2020 5:50 PM
116	Safe and reliable transportation, better wages and safety for drivers. Social distancing protocols movi	10/16/2020 5:00 PM
117	Make transit service free	10/16/2020 4:56 PM
118	Add rapid transit to Henderson Hwy	10/16/2020 9:53 AM
119	Fix Transit, You need extra money ? Pull it from the Admins that do virtually nothing, More buses/drivers, don't spend millions of dollars on something that barely improved things, most of all install a GPS system that actual works	10/16/2020 9:35 AM
120	Leave direct route intact. Do not tamper with a system that works well	10/16/2020 12:37 AM
121	Drop the idea of bus rapid transit. Too much money wasted already. It's not any faster. It's hard to access.	10/15/2020 10:17 PM
122	Take some of the focus off the U of M and focus more on other areas of the city	10/15/2020 8:56 PM
123	Better routes. Having to take 2 or 3 buses and an hour to hour and a half to travel what would take 10 minutes by car is ridiculous. Waiting 30 minutes for connecting bus is bad, especially in 50 below. More reliability. Tired of buses just not showing up.	10/15/2020 5:48 PM
124	Rapid transit is a huge waste of my money	10/15/2020 2:12 PM
125	More accessibility for lower-income individuals. Option for a completely subsidized pass for those below the poverty line.	10/15/2020 12:19 PM
126	Wider Roads; ban bicycles from roadways, more traction aids (sand, salt, beet juice) in winter	10/15/2020 12:01 PM
127	I am using now blue first I used to take one bus from my home to downtown, now I am using 2. Second: Waiting time between busses is so bad. I wait at least 15-20 to the second bus to move. Third: The busses are not frequently coming Fourth: Parking my vehicle with no shelter or cover in snow will need me extra effort to clean it when i come to use it. 5th : No social distance is happening especially in rush hour the whole experience is bad for me I am so upset	10/15/2020 11:38 AM
128	Forget going faster and aim for better transit FREQUENCY	10/15/2020 10:44 AM
129	Include all areas that growth is happening in and around the city. Ie) Springfield, headingly, new developments. The current system doesn't include all the areas that is considered Winnipeg or even all the area inside the perimeter. If you refuse to go where the people need it is not helpful.	10/15/2020 7:41 AM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

130	Focus should be on connecting Winnipeggers to all parts of the city, quickly. Including river east.	10/15/2020 7:36 AM
131	You need more active transport corridors connecting to downtown that do not use existing roadways. Since the pandemic hit, I'm avoiding taking the bus as much as possible.	10/15/2020 7:20 AM
132	We need to have improved timings between feeder routes and Main routes we need to have heated bus Shacks in most locations remember this is Winnipeg so in the winter it's cold so somebody standing outside waiting for a bus that may or may not come due to a breakdown is frustrating when that person is also freezing we need some way of having a device in the bus Shack to advise drivers that there are people in the butt Shack who may want to take their bus so that they stop so some sort of sensor in the shack and a flashing light on the top of the bus shelter when the passenger or potential passenger is in the bus Shack there is a flashing light on the top of the structure that warns the bus driver of the upcoming bus that there is somebody in the structure and they should stop allowing that person to remain in the structure until the bus actually arrives	10/15/2020 7:20 AM
133	improve traffic flow in general, complete the inner belt reduce railway level crossings with over/underpasses, add lanes on Bishop Grandin, over/underpasses at major intersections such as Waverely and Bishop Grandin, St. Marys and Bishop Grandin, Lengthen left turning lanes at major intersections such as McGillivray Blvd west bound at Waverly and at Kenaston, Add second left turning lanes westbound on Scurfield at Kenaston Improve intersection at Portage and Moray for eastbound on Portage turning south onto Moray	10/14/2020 10:14 PM
134	overnight service, sunday feeder route service, better service along main routes	10/14/2020 10:10 PM
135	More buses and transit police with actual power to handle dangerous situations.	10/14/2020 10:06 PM
136	Light rail. Stop with infrastructure that is progressive without moving completely in the forward direction. Limits real planning with a future lens.	10/14/2020 8:14 PM
137	The Money that is being spent on so called 'Rapid Transit' is, in my opinion, disgusting. FIX the streets we have, configure intersections and signage correctly, and update the fleet of existing buses. We should be using the existing major routes, for dedicated bus-lanes, there is more than enough room, and would be a fraction of the cost. The allocation of these taxpayers funds, going toward the current plans, is completely unnecessary.	10/14/2020 6:59 PM
138	More clean buses that run more often.	10/14/2020 4:15 PM
139	Make the service available to everyone, include new developments. Maybe you can revisit your criteria. Instead of basing it just on the number of people living in the area, consider also distance from the nearest bus stop, sidewalk connections to the closes bus stop, and projected growth in the area. We need to be forward looking.	10/14/2020 3:53 PM
140	Better roadways and rule enforcement, signal lights all aligned, efficient bus service.	10/14/2020 3:04 PM
141	Please convert to LRT! Winnipeg is already behind other Canadian cities in not having LRT.	10/14/2020 2:29 PM
142	Care. Aim to be able to get us from Foxgrove Avenue to St Norbert in LESS than an hour.	10/14/2020 2:17 PM
143	Gateway run to NK. Make sure no more doglegs like Parker lands	10/14/2020 2:12 PM
144	Scrap rapid bus transit. We get snow. We have a car mentality city. Because our buses are lousy. Uncomfortable. Noisy. Hot. Too much traffic to loose a lane to a bus. The future is light rail or subway. Winnipeg will remain regressive rather than progressive if it continues to focus on buses. Given the opportunity, I'd move as my children have. To quote them...there is nothing in Winnipeg to keep them here. Especially when one relies on transit.	10/14/2020 1:30 PM
145	Increased service on weekends and Sunday's.	10/14/2020 12:45 PM
146	It seems improving service to north and east areas of cities is needed given that fewer people have vehicle accessvthere.	10/14/2020 12:22 PM
147	Support the residents in the core area who primarily use public transit, rather than targeting professionals in the suburbs who are committed to vehicle use. A major culture shift, plus a much more involved public transport system including a metro or tram system, would be necessary to decrease car commuters. The focus should be on the city's residents who already need and use public transit, for which the system is currently expensive, unreliable, and frankly, a miserable experience.	10/14/2020 11:54 AM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

148	more security on buses	10/14/2020 10:30 AM
149	Talk to the people that bus and in areas that have [REDACTED] bus service	10/14/2020 9:59 AM
150	electric busses running on improved diamond lanes.	10/14/2020 9:56 AM
151	Keep street people out of the bus shelters, not having busses packed to the rooftop during rush hour not having a bus pass you by after you've been standing there for 30 minutes, totally frozen because street people are "using" the shelter.	10/14/2020 9:41 AM
152	Spend the money on improved roads and in particular roads to move traffic to and from major new suburbs and growth areas of the city. The transit system will fail due to growing risk of crime and safety issues related to riding on it.	10/14/2020 9:15 AM
153	Fix the roads properly so vehicles can drive safely on the road. Realize rapid transit is too expensive. The high taxes by COW will cause people to move. Realize reality and people like their own car.	10/14/2020 9:04 AM
154	LRT, restore handy transit to an effective working model. Stop bus lanes, and dedicate resources to freeways with the object of removing 25% of all traffic lights in Winnipeg.	10/14/2020 7:20 AM
155	Currently the busses that travel between Osborne and Graham provide fast and convenient travel between two high traffic and popular destinations. The new changes would make such a simple route so much more complicated and round a bout that it wouldn't even be worth it to use public transit anymore. The new plan forces riders to almost always require transfers for even short travel distances and would strongly deter people from choosing public transit. I think the proposed changes will largely turn people off from public transit instead of increasing ridership.	10/13/2020 4:23 PM
156	LRT a lot faster and a solid commitment to improving roads and active transit. Can you take a bicycle on transit?	10/13/2020 3:32 PM
157	Focus on investment on the east side of the City of Winnipeg. There has been rapid population growth on the east side of the city in the last five years, but the city has done nothing to make transit more efficient in the area.	10/13/2020 2:14 PM
158	Like I said in the previous comment. The city should scrap this plan and use the plan presented years ago for LRT on existing tracks in the city.	10/13/2020 12:24 PM
159	Commit to a timeframe and specific routing for the RT network. Identify corridors now that should be built as light rail or have a timeframe to convert to rail. A city with 1M plus residents should have a transit system that truly encourages ridership from a broad cross section of people.	10/13/2020 11:00 AM
160	Affordable Transit with reliable connections versus giant expensive projects.	10/13/2020 10:58 AM
161	Make sure that the foundation of the plan remains firm -- and should changes be required over the next 2.5 decades, then they should be made without altering the main focus and principles of the overall plan.	10/13/2020 10:12 AM
162	add more busses during peak times for people to get to work on time instead or really early or late. shorten the 19 route so they actually show up in winter time	10/13/2020 9:33 AM
163	if i drive to work i have to leave 40 min before i'm due at the office. if I take the bus I have to leave the house 10 min earlier. Do you think it's possible to cut the time difference? How many millions of dollar's of spend would it take to cut 5 min of the bus travel time? is it worth it? Ditch the Rapid Transit experiment and focus on something useful.	10/13/2020 9:29 AM
164	Monorail	10/13/2020 9:24 AM
165	Invest in newer technology such as the LRT. This would encourage young adults in wanting to stay in Wpg instead of moving to bigger and 'better' cities.	10/13/2020 9:23 AM
166	Maintaining (better yet, improving) the quality and reliability of transit for current users who are dependent on it is necessary.	10/13/2020 9:22 AM
167	Using street's to and from Transcona is NOT going to save time . Once again Transcona is getting screwed again . Why can't we have the same setup as to the UofM	10/13/2020 8:29 AM
168	For christ's sake do something for transcona. It's glaringly obvious that the wealthy areas of	10/13/2020 8:09 AM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

	the city have the best service	
169	I am not alone in this as I have discussed this with others when I say stop catering to just the students at University. There are others in the city not just the south end that need this service	10/12/2020 12:23 PM
170	Scrap rapid transit and use the billions of dollars used on it to make the existing system work better	10/12/2020 9:41 AM
171	The plan ,as I understand it, would be sufficient to support the current needs. The direction needs to prioritize all modes of transportation over the single occupancy vehicles.	10/12/2020 9:00 AM
172	Find a way to make connections work more seamlessly, ensure there aren't "cancelled" buses, make the transit cleaner and safer	10/11/2020 3:00 PM
173	STOP URBAN SPRAWL. DENSIFICATION!	10/11/2020 10:34 AM
174	LRT must come sooner!! If we wait until we finish this master plan, we will be well surpassed 1 million residents without any rail system and the buses won't suffice.	10/10/2020 11:46 PM
175	Prioritize transit over personal vehicles. Green buses. Technology improvements. Proper bus passes, not the god forsaken paypass garbage we have now. Rfid readers for example that allow payment by visa etc, debit, applepay etc..., proper wifi on the buses. On time buses, always.	10/10/2020 8:17 PM
176	Encourage active transportation, increase accessibility on existing services based on feedback from actual disabled people rather than feedback from the abled.	10/10/2020 3:08 PM
177	There are too many factors involved, density, spread, reliability, downtown safety to name a few, to begin...	10/10/2020 2:56 PM
178	stop wasting money on BRT. spend on electric buses and improved diamond lanes	10/10/2020 2:35 PM
179	Stop wasting money on BRT. Invest in LRT from the beginning. No more half-measures. We need to act like a world class city.	10/10/2020 8:34 AM
180	Lack of convenient park and rides	10/9/2020 9:02 PM
181	Regular bus routes, covering the entire city, with enough buses. Stop stripping funding for everything	10/9/2020 4:03 PM
182	People are more likely to use the bus if it is near them. Phoning for a bus is a hassle. Easier to just drive. Students are the people that are learning how great a bus service can be to prevent pollution and make our city safer - but you are cancelling buses where students live. You don't even have buses that go to all the schools that have kids that could be busing! You are encouraging people to drive their cars, because it will be WAY EASIER THAN BUSING, while trying to convince us that this is the best option. It's not. Henderson has been complaining about lack of buses for YEARS and you are putting in a fast bus on Main. We see the empty (or sketchy) buses go down Main. We see the traffic problems on Chief Peguis. You are clearly ignoring us, driving us into our cars and then saying we don't want buses. No! We want to not wait 40 minutes in January just to see an overfilled bus go by... AGAIN. This is why we drive!	10/9/2020 3:37 PM
183	This plan works as something that can be implemented immediately and would probably improve service. However, it completely fails as a plan that will support Winnipeg in 25 years. Dedicated corridors are required for that. And now is the time to build those.	10/9/2020 3:32 PM
184	The Master Plan seems to focus on areas of the city that are growing at the expense of established neighbourhoods. The removal of a very popular route (36), which can often reach crush capacity early in its route, even on a D60, is concerning. There are no adequate transfer points from lines originating in the NW part of the city to connect to any line that serves the U of M - the "I" line should be extended down the SWBRT to the U of M to rectify this.	10/9/2020 3:27 PM
185	Privatize Transit. I'd rather crawl on my hands and knees than ever take Winnipeg's filthy disgusting unpleasant inconvenient transit ever again.	10/9/2020 2:55 PM
186	Feeder busses would be nice, to niche areas of the city. I'm currently in Westwood, which is seeing a younger demographic- and our feeder is unreliable, and unavailable on weekends.	10/9/2020 2:21 PM
187	more routes, more reliable drivers, clocks at every stop to hold drivers accountable when they arrive early to not leave riders stranded	10/9/2020 1:26 PM

## Q18 What additional information do you require to determine whether we are moving in the right direction?

Answered: 108   Skipped: 1,040

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

#	RESPONSES	DATE
1	Will the bus stops be designed so that the busses are not at all impacted by the cars on the road.	11/7/2020 8:29 PM
2	specifics on the infrastructure changes	11/6/2020 3:03 PM
3	I want to see how you are PRIORITIZING people with accessibility needs and our most marginalized and low-income people. I'm still super disgusted that the City of Winnipeg did NOT listen to its advisors about the new mcgillvray Park and ride. That line IS NOT accessible for anyone without a car. You're expecting people to get off and walk 15 minutes on an unprotected 80kmh road that is a wind tunnel, to get to the Safeway on pembina and mcgillvray or longer if they live across pembina. It was proposed that the line be closer to pembina and you ignored that and the walkability / transit guidelines.	11/6/2020 10:24 AM
4	More details about stops and more information about potential lightrail.	11/5/2020 11:24 PM
5	Are other areas of the city to be included in Rapid Transit at future dates?	11/5/2020 10:53 PM
6	Why don't you look at LRT	11/5/2020 10:35 PM
7	Rapid transit!!!!!! Winnipeg is very behind.	11/4/2020 2:38 PM
8	Intentions with scheduling, exact stop locations, plans for accessible bus schedules, plans for driver and ridership safety, plans for safety with new proposed Union hub	11/3/2020 11:57 PM
9	is the system conducive to park and ride, cycle racks, reliable connections, driver safety	11/2/2020 8:50 PM
10	Details regarding fares, locations of new stops and routes, how the scheduling will be managed, and the support services available.	11/2/2020 7:38 PM
11	How other routes will feed into the main lines, as online discourse has now shown that specific routes that once took 2 transfers and now increasing to 3	11/1/2020 11:20 PM
12	Transit operators should be only focusing on operating the bus, they need supports to help with accessibility (helping wheelchairs, parents with strollers etc) and they need to not be concerned with fare evasion or if someone will stab them on their bus. How Winnipeg plans to improve the work environment for the operators needs to be included as well	11/1/2020 9:49 PM
13	I would need the plan explained more fully, the timing of improvements.	11/1/2020 1:06 AM
14	More detailed drawings of how rapid Transit will impact/integrate with existing roadways. We don't need a repeat of the Exchange district mess they made when rushing to install active transportation paths. Yes the dedicated BRT lines are expensive but they benefit service in the end.	10/31/2020 8:30 PM
15	How much fares will increase?	10/31/2020 6:59 PM
16	More bus going to sage creek	10/31/2020 4:53 PM
17	You can't. I think this is a waste of money as stated. Fix our roads put proper care into them. Same roads fixed every year. Look at the underpass on mcphillips fixed yearly opposite sides each year.	10/30/2020 11:45 PM
18	The rapid transit routes are only in and out of downtown and the 4 cardinal directions. The goal should be to reduce car usage. A lot of studies show that people are not going downtown but neighbourhood to neighbourhood.	10/30/2020 12:58 PM
19	The likelihood of funding and whether 10 minute frequencies will be secured for the primary transit network in addition to the BRT lines.	10/29/2020 1:53 AM
20	Working on reducing wait times and better route planning should be done first before expanding route.	10/28/2020 11:29 AM
21	The bus service westbound on Broadway needs to be looked at again. The bus service connection from Union Station stinks now. I always have to walk the 4 blocks to work now. Winters are cold in Wpg. Taking away the service altogether on the 95 on weekends also stinks. Can't an hourly bus instead of no bus be implemented. Even just to Panam pool or something? Why this all or nothing approach? A huge bus is not necessary. A smaller feeder bus on weekends and less frequent?	10/28/2020 10:28 AM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

22	Other proposals.	10/28/2020 9:40 AM
23	We need massive investment in public transportation. More busses, more frequently, more times, faster routes	10/27/2020 11:57 PM
24	What, in my opinion, is necessary to make the determination comes down to scheduling. There is nothing that will dissuade people from taking a bus, no matter where it travels, than if they have to wait an hour between transfers in the dead of winter. This is a winter climate and heated stations is probably the biggest factor for people being willing to consider regular transit usage. And safety although that isn't necessarily part of the master plan. Otherwise, there should be a minimum of 9 lines at full build out. This covers all parts of the city with consideration for river crossings. Phasing is also important. The eastern line is not the one I personally would have gone with but I'm not a planner. What would have made more sense, in my opinion, would have been a line from downtown to Polo Park, north to the airport and then further north to RRCC.	10/27/2020 11:17 PM
25	Concrete plans for where we plan to focus on building up the city's population density in a meaningful way. A better understanding of what is in the vicinity of the stations and how many people are within walking distance. Why are the stations where they are, what are the travel time estimates and what is the plan for future improvements. Are we earmarking and grabbing up the land that is going to be required to build dedicated lines in the future?	10/27/2020 10:05 PM
26	The expansion of the BRT system needs to be implemented and travel has to be much better in downtown. If the latter, in particular, happens, then I'll know you're moving in the right direction. The key thing is action, not just planning.	10/27/2020 8:17 PM
27	What are the plans for the rest of the city? The current portion of the Winnipeg Transit Master Plan is promising, but we need a holistic look at what's going to improve our transit service across the city, not just to downtown and the south end.	10/27/2020 8:14 PM
28	Share of municipal infrastructure investment going to transit. If it does not increase then there is no improvement.	10/27/2020 9:41 AM
29	More effort put into bus reliability	10/27/2020 6:31 AM
30	More Experience with Winnipeg Transit as it currently is, and I personally find it complex and overwhelming. With descision to stop printing and mailing maps, I would list Winnipeg Transit as the Worst in Canada, that I have personnally seen.	10/26/2020 3:33 PM
31	More information about when light rail will be implemented. Vancouver has had it since the 80s, what's the hold up in Winnipeg?	10/26/2020 12:15 PM
32	Timelines and accountability.	10/26/2020 9:42 AM
33	I'm not sure if service has been analyzed from what would make drivers change to use the bus instead	10/26/2020 9:38 AM
34	Information about demographics of riders, where the most used routes are and the infrastructure needed to support new riders that may not be on these routes.	10/25/2020 9:49 PM
35	I need detailed information on what benefits the existing investment in the Southwest Corridor has brought to the city. Has it saved travel time? Is it reducing traffic? Has it been worth it so far, enough to justify expanding it throughout the city? I live in east Transcona, and my bus stop is literally one of the most eastern stops in the city. My express bus is practically door to door. What can the city do to improve that service? Everything I've read so far suggests I'll be transferring at some point to a BRT route, so time that might be saved on a BRT will be lost in transfer times. Information like this is important for riders to know, and I think it was lacking in the development of the Southwest Corridor.	10/25/2020 6:34 PM
36	I am concerned about the bus traffic in the Beaumont-Parker and Windemere streets. The transit route needs to be restructured especially if the city approves of the Fulton Grove development. What are the plans for the bus routes and general traffic? The proposal consists of 187 homes, 120 townhouses, 1600 apartment/condo units. If everyone owns one car that is 1907 more cars in that neighborhood. Many families have two cars on the average, that adds up to 3814 additional cars in the area. Where are the cars exiting from and going to? In addition, that would me potentially 1907 people at the Beaumont transit corridor. That would mean more buses driving down Beaumont, Parker and Windemere and cars. Current and future residents should have better logistics for this area.	10/24/2020 8:09 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

37	The frequency, routes, and continuance of connecting lines.	10/24/2020 4:11 PM
38	If I knew that, I should be working for you not giving you all the answers, no offense.	10/24/2020 1:17 PM
39	Information specific to the south end, right now most of the routes are over crowded at busy times, not available at certain times, require several connections and don't have options for accessing locations I frequently visit (st Boniface without having to transfer down town for example)	10/24/2020 8:50 AM
40	The exact new routes in my area would be nice.	10/23/2020 12:25 PM
41	It might be interesting to see how feeder routes are being planned out	10/23/2020 11:00 AM
42	More details on how feeder service will work and a more details on exactly where the expanded network will run. I am still uncertain those neighborhoods with the greatest need for effective public transit will see enough of the benefits of rapid transit.	10/23/2020 7:56 AM
43	How can Winnipeg attain higher ridership to pay for an LRT via an increased tax base? How can Manitoba grow other communities (Brandon, Selkirk, Morden-Carman-Winkler, Steinbach) to help pay via increased tax base for conversion to LRT.	10/22/2020 11:15 PM
44	need to understand more about the whole picture. What has been done, what is now and what is tomorrow. Needs analysis. Ppl don't use transit b/c it is faster and less \$ to drive. if that doesn't change it won't matter what is built	10/22/2020 10:01 AM
45	An explanation of your decisions, why you are doing what you are doing.	10/21/2020 2:47 PM
46	When each line will start to be worked on	10/21/2020 12:33 PM
47	Will transit be affordable? Will the rapid transit plans be completed in a reasonable timeframe?	10/20/2020 3:46 PM
48	I need information that the operating costs of rapid transit, once fully built out, will reduce overall government spending on all transportation infrastructure.	10/20/2020 2:10 PM
49	What are plans for residential areas?	10/20/2020 11:59 AM
50	Time to sit with all this information and consider how its impact. I don't have that time right now.	10/20/2020 9:50 AM
51	Frequency of service of neighbourhood routes that will connect to the main/central rapid transit routes.	10/20/2020 6:21 AM
52	I would like to know if there will be Winnipeg Transit buses provided for new areas and when it could be done. If there is a new area- people should have access to buses, so that it's easy for them to drive to schools and jobs. Especially in the winter time, when we cannot walk 15-20 min to the nearest bus stop.	10/19/2020 1:26 PM
53	Some idea of the reasons behind making these decisions would be good - if you could break down why the city didn't invest in lrt right away rather than spending extra money on a brt system that doesn't save any time or money for its users. This survey says that it's possible that the brt will be converted into lrt, but what's the likelihood of that actually happening now? Plus, you'd have to figure out how to provide that service without the buses if you were actually going to convert the system.	10/19/2020 10:40 AM
54	What is the cost a new transit route that is not considered "rapid transit"?	10/18/2020 9:41 PM
55	Changes on elevated track at Union Station.	10/18/2020 4:07 PM
56	People are still getting on buses without masks. How about starting there? I will never ride a bus again.	10/18/2020 9:36 AM
57	We don't have parallel transit system in peg, city Hall is full with people without visionary leadership. Think big, start significantly and act now.	10/17/2020 10:10 PM
58	Timing of next steps and comparison data for options.	10/17/2020 6:20 PM
59	I would like more information regarding frequency and connections.	10/17/2020 2:03 PM
60	I just need to take a closer look. I have currently given up on Transit in Covid days so I haven't been paying it much attention.	10/17/2020 12:46 PM
61	A comparison of how the system is being used now and how the new system will assist.	10/16/2020 11:45 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

62	- How these changes will affect scheduling? - Will this pull resources from the current system? - How will this affect drivers? Is anything being done to ensure fair wages (to avoid another strike) and their safety? - How is transit working with the reality of a post-Covid world? I HAVE to take the bus but I feel terrified of doing it because masks aren't always enforced and people can't always social distance. - If a LRT system is possible, why haven't we made that step yet? Rapid Transit focused solely on getting busses to U of M and the South but didn't really improve anything for inner city or other much-needed improvements to the system. This plan looks far better than that plan, but it took too long to get here and now it just seems like an LRT is the next step— not more Rapid Transit. - How are you looking to improve the safety of transit without isolating communities or promoting gentrification?	10/16/2020 5:08 PM
63	Where is the city most developing, where are people commuting from/to. What plans are being made for parking cars or bikes. How can replacing aging infrastructure be incorporated into a RTP?	10/16/2020 12:31 PM
64	Specifics - right now it's too abstract. What do you mean by more routes for example? More routes to the south end? Because that wouldn't impact me in the slightest	10/16/2020 11:24 AM
65	What the cost associated would be, considering how over budget RBT was, not to mention all the delays in the construction of said service. As well as any significant improvements to finding out bus schedules that do not include internet access.	10/16/2020 9:52 AM
66	For instance, I heard a rumor the Transcona line has been canceled. Is this true? If so, why? Also, I didn't notice a St. Vital line. Is one in the works?	10/16/2020 8:54 AM
67	I'd need more information about fares/increases, snow removal policies (which haven't been updated for years) and more information about how the city plans to meet the needs of residents outside the rich, south end of the city	10/15/2020 11:14 PM
68	Will funding for transit be significantly increased to reduce fares and improve service at the same time? I fully support 100% tax supported service. It's good for the environment, it makes access to work and health simple and easy for people who are disabled and low income, allowing them to participate more fully in society, and it's good for the city reducing wear and tear on roads, and eliminating congestion and parking challenges. It also makes the roads safer for pedestrians and cyclists.	10/15/2020 4:03 PM
69	I would need to know what streets are going to be affected by this	10/15/2020 2:25 PM
70	More online info in social media	10/15/2020 1:28 PM
71	What are you doing to address the reality of Winnipeg's extreme climate? Our climate is a consistent reality in our city and you will not persuade enough people to switch from cars to transit unless the experience addresses and reduces the exposure of our cold winter weather. Also, there needs to be fewer, better developed stops/stations e.g. "pears on a String" model. This will not only make the creation of Winnipeg-weather friendly stations more cost effective (read: fewer climate controlled stations to pay for), but it will also encourage the development of 'transit-oriented development' - which is highly dependent on cooperation from city zoning and development policies. Build more residential density around fewer but more important stops/stations. Thanks.	10/15/2020 1:25 PM
72	Level of support from all levels of government. Current master plan for development in wpg. Need for city planning to avoid sprawl, build high density housing around rapid transit services	10/15/2020 12:35 PM
73	Funding commitments from the city, they just raided the transit fund to redirect the money to a sewer upgrade, I don't have faith that this administration is making transit a priority.	10/15/2020 11:31 AM
74	AS REFERENCED EARLIER. NUMBERS, DOLLARS & METRICS. YOU SAY LRT IS MORE EXPENSIVE THAN BRT? SHOW THOSE FIGURES. IF YOU HAVE ALREADY DISCLOSED THEM, SHOW THEM AGAIN.....TRANSPARENCY. WHAT IS ALL OF THIS GOING TO COST IF IMPLEMENTED? WHO WILL USE IT (METRICS) WITH THE DECIMATION THE TRANSIT SYSTEM HAS EXPERIENCED OF LATE WITH THE COVID SITUATION UPON US? HOW DO YOU PLAN TO FUND THE (I ASSUME) BILLIONS YOU ARE CONTEMPLATING SPENDING HERE? WHAT IS THE BENEFIT AND COST PER RIDER OF THE BILLIONS YOU ARE SPENDING ON THIS NEW SYSTEM? MORE CLARITY ON THE COST/BENEFIT EQUATION WOULD BE VERY USEFUL AND APPRECIATED BY ONE OF THE FOLKS YOU ARE EXPECTING TO FUND SUCH A SYSTEM TO BE UTILIZED BY OTHERS. I DO NOT CONSIDER THAT TOO MUCH TO ASK. I TRUST YOU DON'T EITHER.	10/15/2020 11:25 AM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

75	More detailed map and more details	10/15/2020 12:51 AM
76	Unfamiliar with transit plus. So I need all information	10/15/2020 12:00 AM
77	The concurrent development of accessible, rapid transit and accessible, sustainable cycling infrastructure must be done in order for this to make a real difference in Winnipeg, improve the sustainability, equity, and accessibility of our transportation infrastructure. The haphazard, experimental, and top down/patriarchal, vehicle centric approach of Winnipeg Public Works and the City in general is setting Winnipeg back	10/14/2020 6:04 PM
78	Physical route planning, station locations, better timeline of dates of implementation	10/14/2020 1:53 PM
79	key to remember those with low income and key role that transit plays in their day to day lives	10/14/2020 11:52 AM
80	Number one priority is frequency.	10/14/2020 8:45 AM
81	I can't see the big picture and from the looks of it my area is not thought of at all. When rapid transit was introduced it messed up my buses, I worry that people are going to slip through the cracks	10/14/2020 12:40 AM
82	Timeline for when these projects to start and happen. How they will affect the current traffic flow.	10/14/2020 12:12 AM
83	I need to understand the practicality of frequent service.	10/13/2020 9:14 PM
84	City wide financial report, transit budget, ridership report, city population growth report, city neighborhood plan for the future and other factors	10/13/2020 8:42 PM
85	A clear understanding of how REMOVING traffic lanes will affect traffic in the downtown. I fear it will cause a NIGHTMARE.	10/13/2020 6:23 PM
86	Population growth projections for different sectors of the city.	10/13/2020 4:25 PM
87	a very simplified and point form version of what the plan is - it is just too much words, especially right now with COVID. Make IT SIMPLE!	10/13/2020 2:20 PM
88	a more concrete plan of what would happen through all of downtown, specifically portage and main.	10/13/2020 12:45 PM
89	What are your projections for ridership with rapid transit, 10, 15, 20 years? Of course take into account the reduction due to pandemic.	10/13/2020 11:27 AM
90	Clarity on how Rapid Transit will be integrated with conventional transit; clarity on the future of conventional transit; clarity on decision making process regarding the choice of BRT over LRT; evidence of sustained funding commitments from City of Winnipeg	10/13/2020 10:15 AM
91	we cannot provide transit or other services to every suburb that is built - on the same level as the core area of the city - thinking Sage Creek and Waverly West - but St.Vital and St. James are existing and can easily be serviced	10/13/2020 9:30 AM
92	As referenced earlier- information related to the need and justification for rapid transit in a post COVID world.	10/13/2020 9:28 AM
93	I'd just like my bus to arrive on time (even 2 or 3 minutes on either side) and not be so full it drives past me during rush hour.	10/12/2020 1:04 PM
94	Help from the provincial government.	10/12/2020 10:56 AM
95	realistic timelines and commitments. We've been making fine plans for 50 years but have built a fraction of them.	10/12/2020 10:44 AM
96	Ridership fares. Affordability is essential for a successful plan. Also, what about supplemental policy, such as policy towards personal vehicles and parking? Public transit should be the primary focus of the city in ensuring its residents have access to affordable and accessible transportation. Public transit is the best way forward for Winnipeg and all other types of transportation should be viewed as supplemental to transit. Expanding biking and walking options for Winnipeggers would allow and encourage them to use public transit more. Discouraging the use of personal vehicles would reduce noise and air pollution throughout the city. While freeing up space in dense neighbourhoods for other types of infrastructure.	10/12/2020 10:31 AM
97	Information about how wait times between transfers will be minimised, since the plan	10/12/2020 9:24 AM

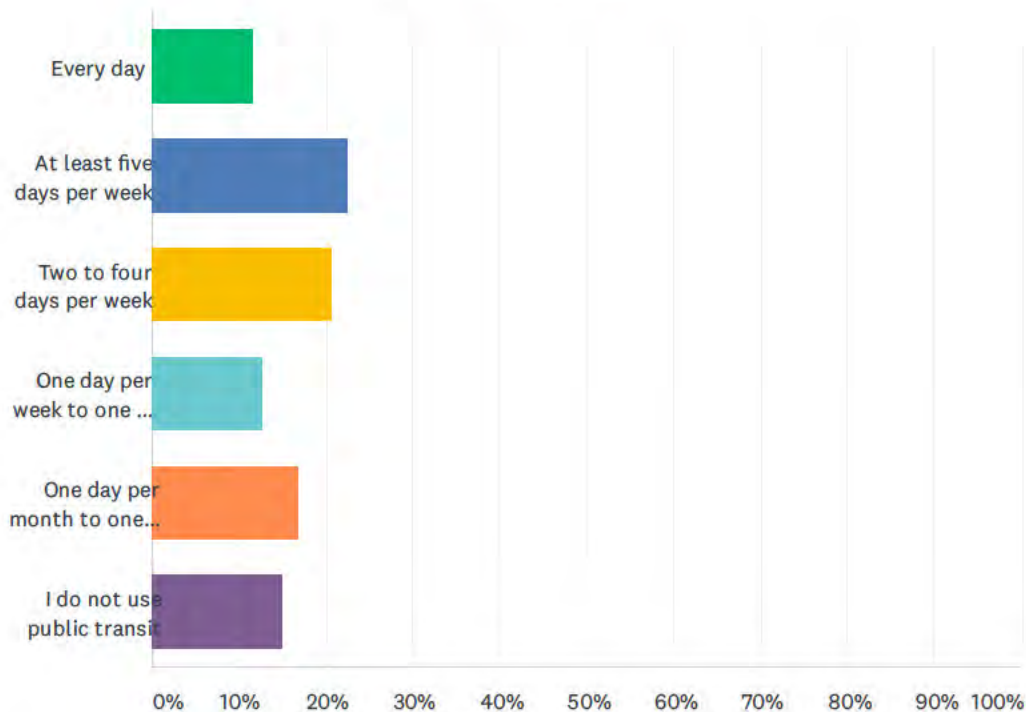
## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

necessitates more transfers.

98	I need more information on the "on request service". That covers the area where I live and it isn't clear anywhere how it will work.	10/12/2020 8:28 AM
99	A more legible map on page one. More details on the rest.	10/11/2020 12:12 PM
100	A plan to go fully electric.	10/11/2020 11:54 AM
101	Infrastructure looks well planned out. However, factors I would need more information such as: 1) security 2) cleanliness (post COVID prevention strategies) 3) cost 4) accessibility to low socioeconomic status 5) incentives to reduce car usage 6) transit oriented development (access to parks, housing, amenities	10/11/2020 10:42 AM
102	Would like to see scheduling and some easily understood maps.	10/11/2020 8:48 AM
103	See a better map	10/10/2020 9:48 PM
104	Greater attempts to reach out to transit users. People working on the plan ride the services as users to know how it works as in totality	10/10/2020 1:04 PM
105	Actual plans for the proposed routes, time frame and estimated costs	10/10/2020 1:02 PM
106	Feeder routes, schedules	10/10/2020 8:54 AM
107	Preliminary plans for the locations and general design of transitway expansions.	10/9/2020 1:33 PM
108	assurance of reliable and frequent bus service	10/9/2020 12:55 PM

## Q19 How often do you use public transit?

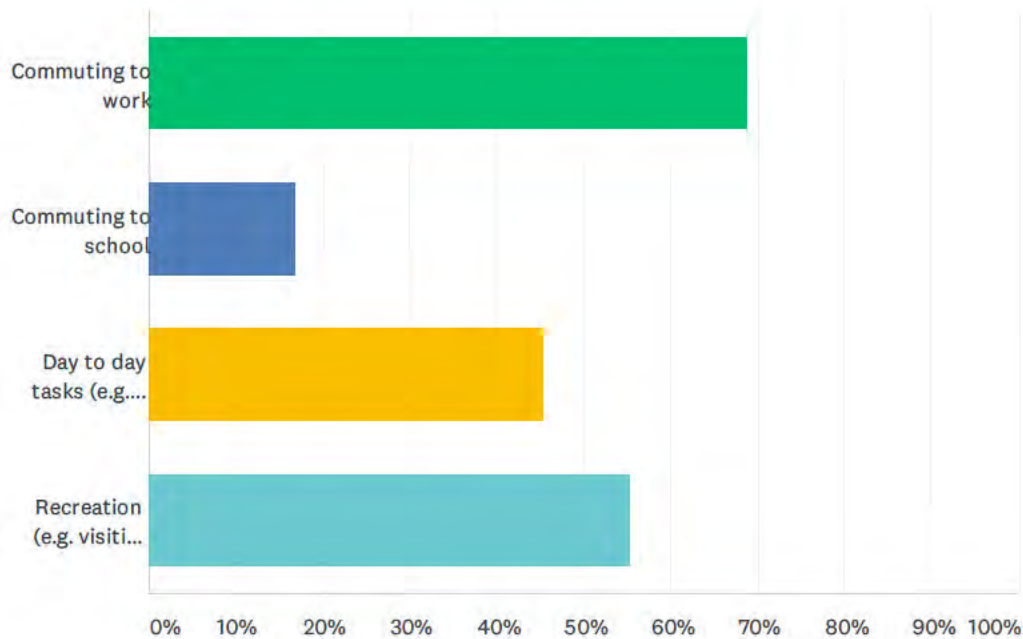
Answered: 1,057 Skipped: 91



ANSWER CHOICES	RESPONSES	
Every day	11.73%	124
At least five days per week	22.52%	238
Two to four days per week	20.81%	220
One day per week to one day per month	12.77%	135
One day per month to one day per year	17.03%	180
I do not use public transit	15.14%	160
TOTAL		1,057

## Q20 For what purposes do you use public transit? Please select all that apply.

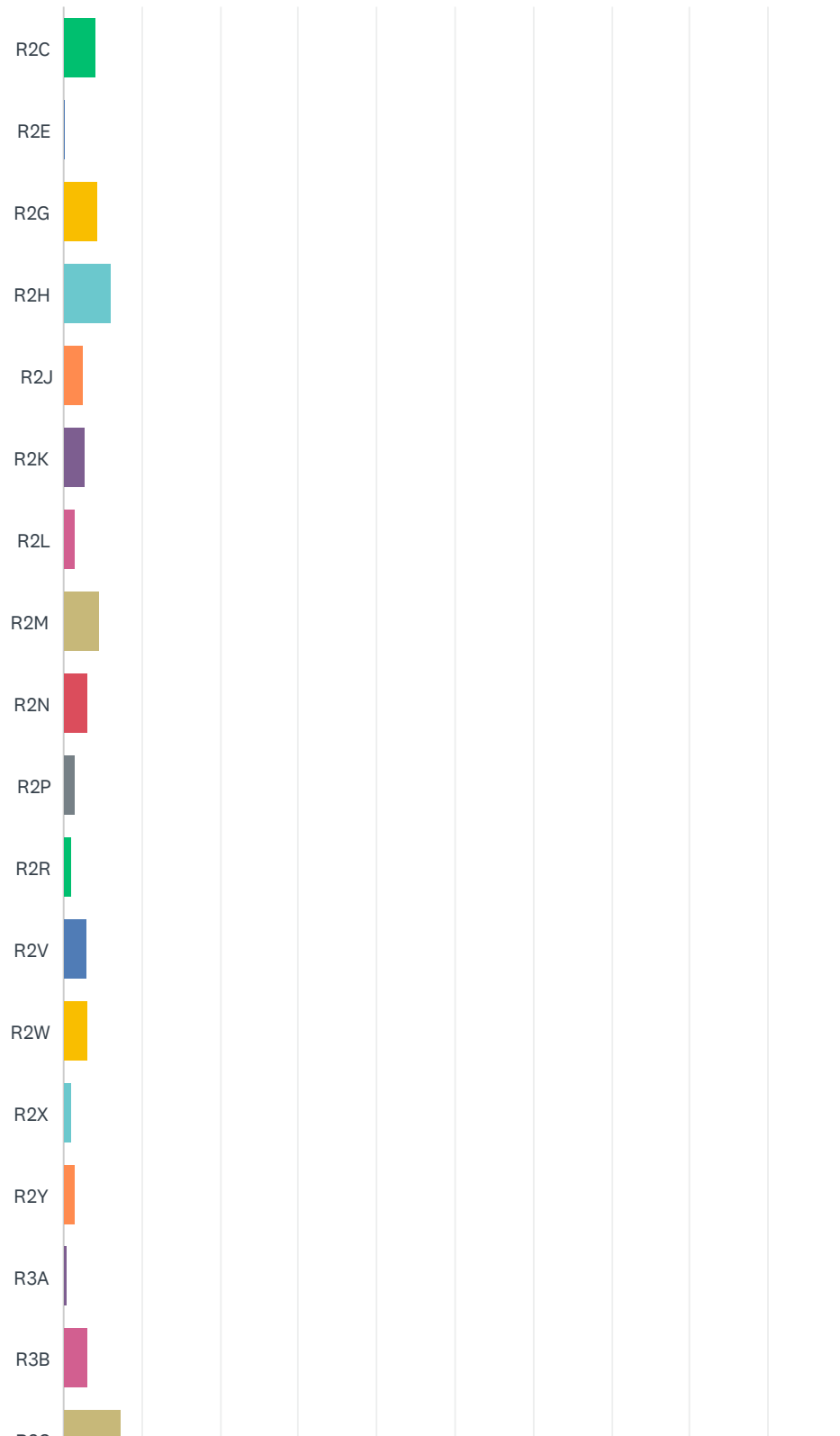
Answered: 920 Skipped: 228



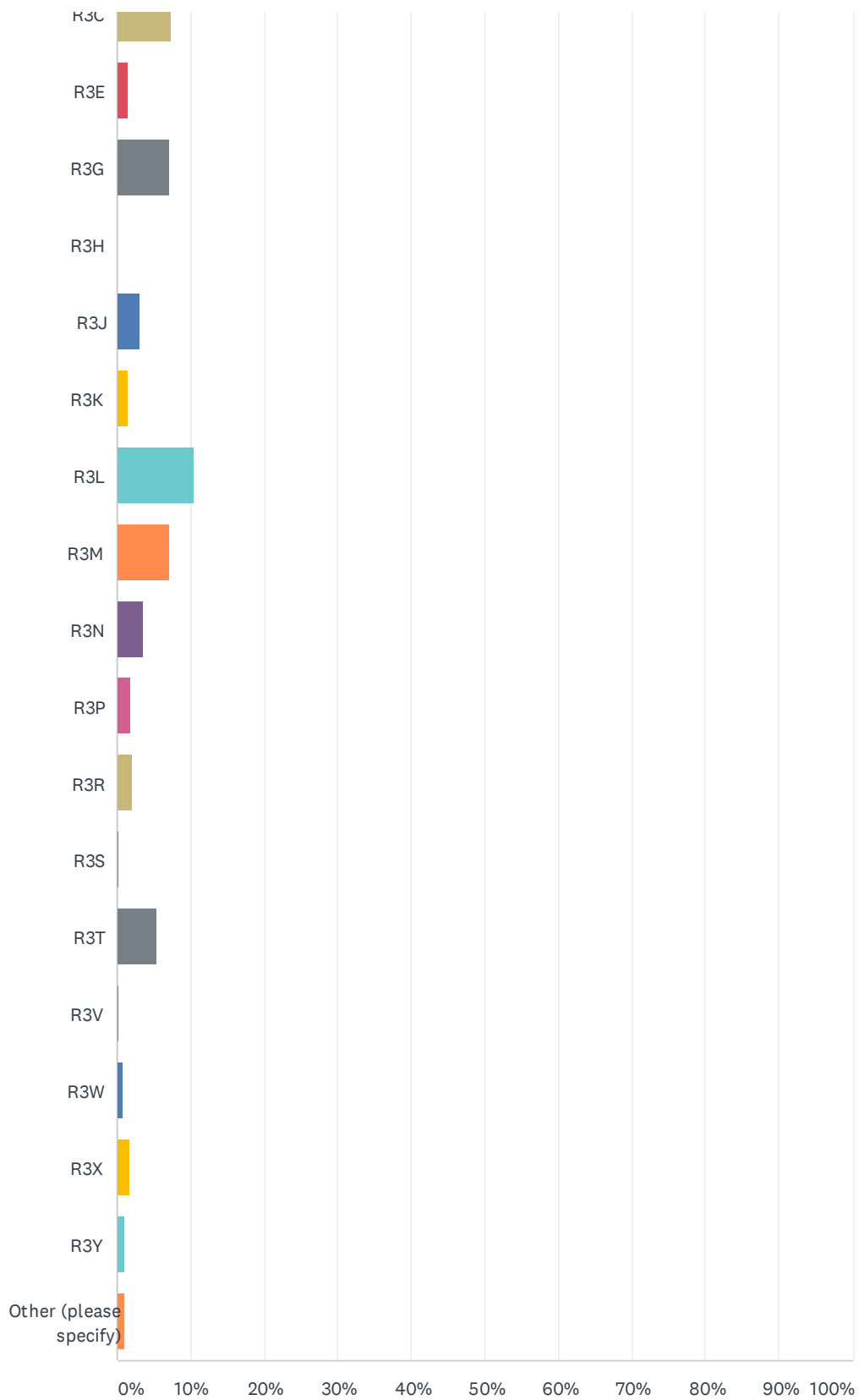
ANSWER CHOICES	RESPONSES	
Commuting to work	68.91%	634
Commuting to school	16.85%	155
Day to day tasks (e.g. grocery shopping, appointments)	45.33%	417
Recreation (e.g. visiting friends, entertainment)	55.54%	511
Total Respondents: 920		

**Q21 Please provide the first three characters of your postal code. This information is used to understand the input we receive from participants in different areas of the city.**

Answered: 1,021 Skipped: 127



## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit



# Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

ANSWER CHOICES	RESPONSES	
R2C	4.11%	42
R2E	0.20%	2
R2G	4.41%	45
R2H	6.07%	62
R2J	2.45%	25
R2K	2.74%	28
R2L	1.37%	14
R2M	4.70%	48
R2N	3.04%	31
R2P	1.47%	15
R2R	0.98%	10
R2V	2.94%	30
R2W	3.23%	33
R2X	1.08%	11
R2Y	1.47%	15
R3A	0.39%	4
R3B	3.04%	31
R3C	7.25%	74
R3E	1.37%	14
R3G	7.05%	72
R3H	0.10%	1
R3J	3.23%	33
R3K	1.47%	15
R3L	10.48%	107
R3M	7.15%	73
R3N	3.62%	37
R3P	1.96%	20
R3R	2.15%	22
R3S	0.20%	2
R3T	5.39%	55
R3V	0.29%	3
R3W	0.78%	8

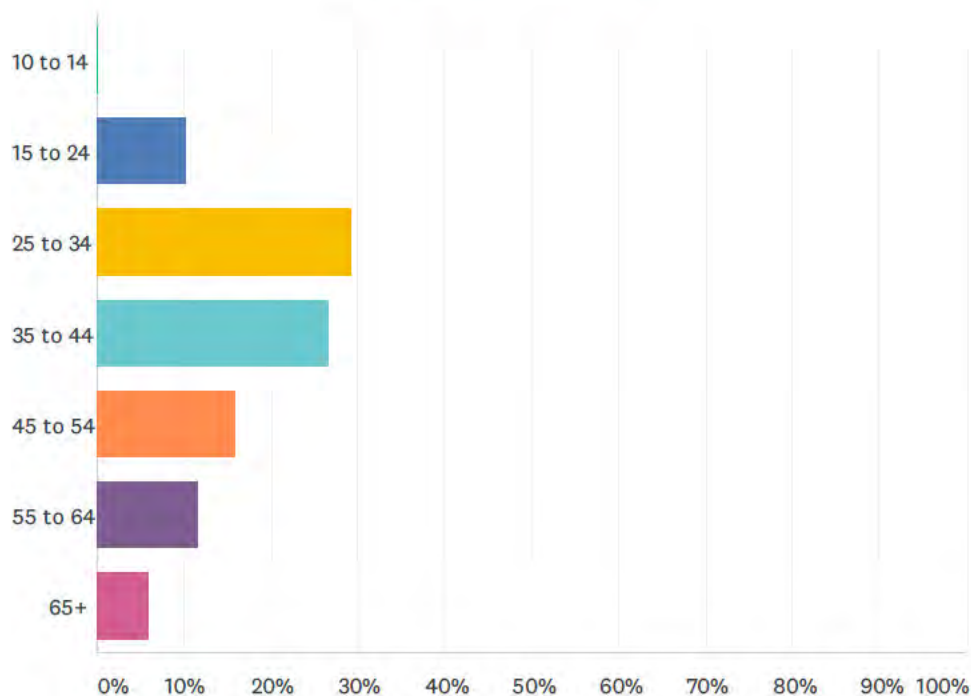
# Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

R3X	1.76%	18
R3Y	1.08%	11
Other (please specify)	0.98%	10
<b>TOTAL</b>		<b>1,021</b>

#	OTHER (PLEASE SPECIFY)	DATE
1	R5K 0A9	11/6/2020 9:23 AM
2	R0J	10/28/2020 8:11 AM
3	R6M	10/27/2020 9:04 PM
4	R4A	10/24/2020 1:51 PM
5	R5K	10/21/2020 8:08 PM
6	R0A	10/20/2020 8:34 PM
7	N7M	10/19/2020 4:14 PM
8	R0G	10/14/2020 10:32 AM
9	R0G1B0	10/11/2020 2:27 PM
10	r0e	10/10/2020 4:02 PM

## Q22 What is your age?

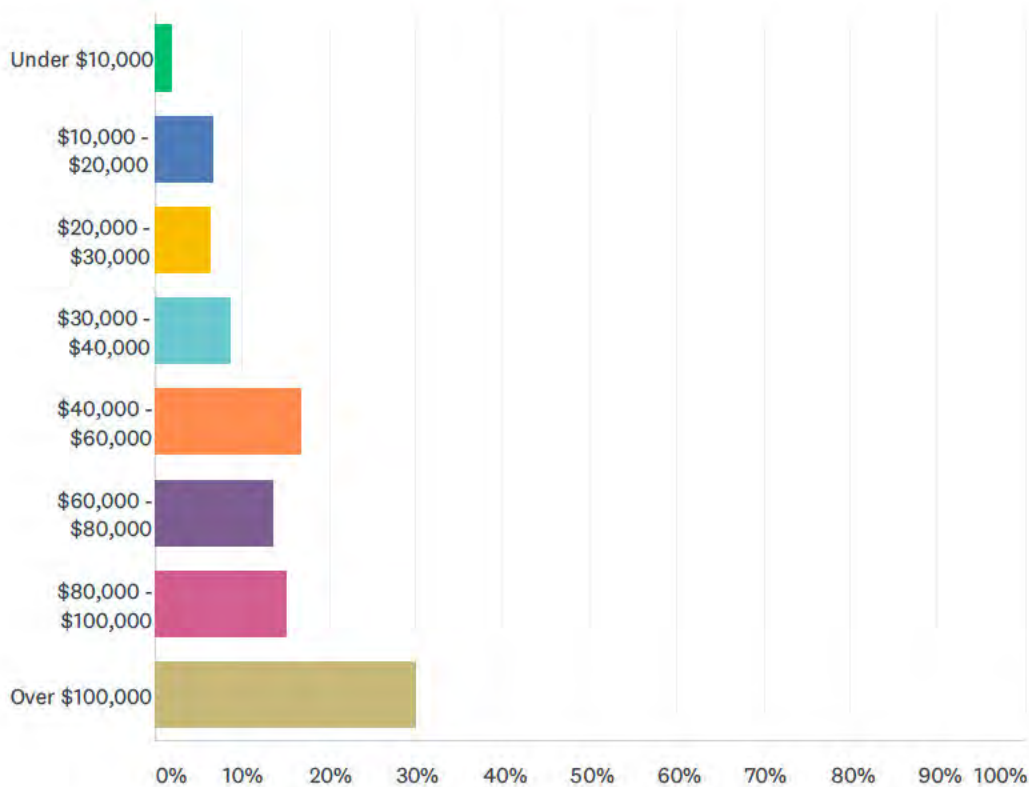
Answered: 1,053 Skipped: 95



ANSWER CHOICES	RESPONSES	
10 to 14	0.19%	2
15 to 24	10.16%	107
25 to 34	29.34%	309
35 to 44	26.69%	281
45 to 54	15.86%	167
55 to 64	11.68%	123
65+	6.08%	64
TOTAL		1,053

**Q23 Which of the following best describes your household income? This information helps the City understand the range of participants we are hearing from.**

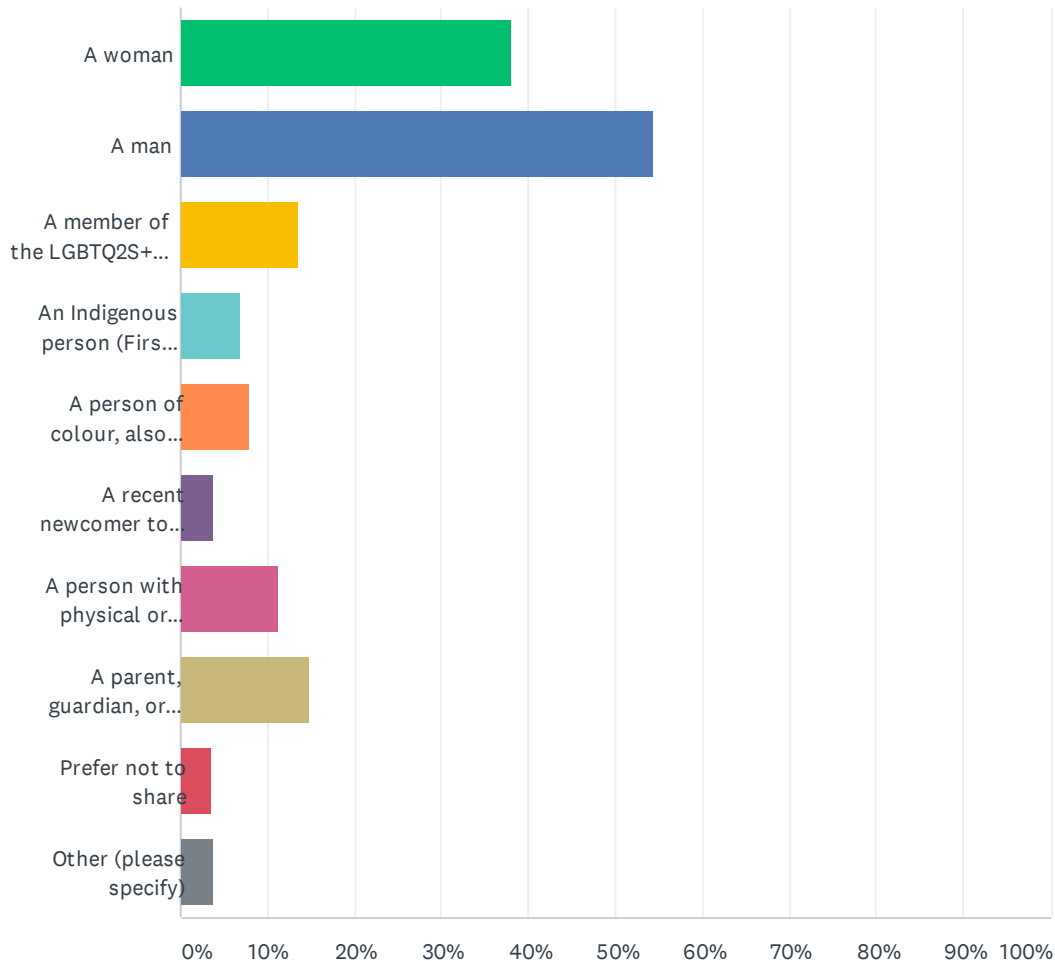
Answered: 1,019 Skipped: 129



ANSWER CHOICES	RESPONSES	
Under \$10,000	2.16%	22
\$10,000 - \$20,000	6.77%	69
\$20,000 - \$30,000	6.48%	66
\$30,000 - \$40,000	8.73%	89
\$40,000 - \$60,000	16.88%	172
\$60,000 - \$80,000	13.64%	139
\$80,000 - \$100,000	15.21%	155
Over \$100,000	30.13%	307
<b>TOTAL</b>		<b>1,019</b>

Q24 To help the City understand the views represented in this engagement program and target our outreach efforts, we ask for the following information. Please self-identify as you feel comfortable.

Answered: 1,049 Skipped: 99



# Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

ANSWER CHOICES	RESPONSES	
A woman	38.13%	400
A man	54.43%	571
A member of the LGBTQ2S+ community	13.63%	143
An Indigenous person (First Nation (status or non-status), Métis, or Inuit)	6.96%	73
A person of colour, also referred to as a visible minority	8.01%	84
A recent newcomer to Winnipeg (moved from anywhere outside of the City of Winnipeg within the last two years)	3.72%	39
A person with physical or non-visible disabilities	11.25%	118
A parent, guardian, or caregiver of a dependent	14.87%	156
Prefer not to share	3.62%	38
Other (please specify)	3.72%	39
Total Respondents: 1,049		

# Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

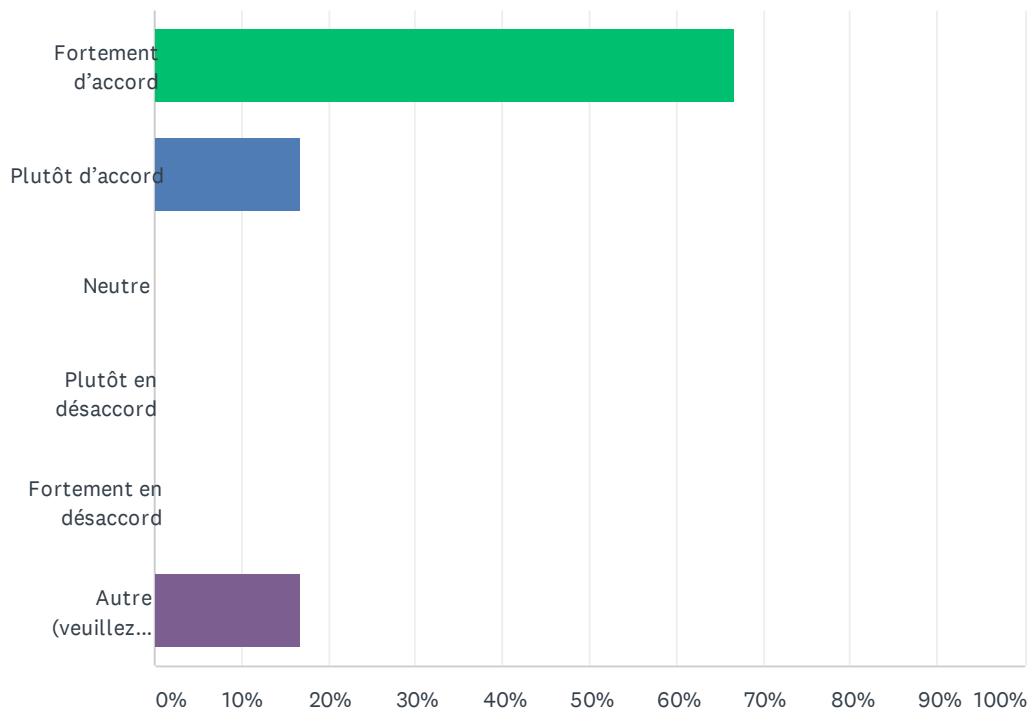
#	OTHER (PLEASE SPECIFY)	DATE
1	Genderqueer	11/6/2020 8:24 AM
2	Student	11/5/2020 10:57 AM
3	Senior	11/5/2020 9:25 AM
4	A Canadian citizen	11/1/2020 8:05 PM
5	White Middle-class Man	11/1/2020 5:44 PM
6	Student (post secondary)	10/31/2020 1:43 AM
7	A born and raised Winnipegger, who moved to Alberta and saw how Calgary and Edmonton does things.	10/30/2020 4:43 PM
8	I do not use public transit because there is insufficient service in my area to do so.	10/29/2020 9:59 PM
9	Non visible minority immigrant	10/28/2020 4:31 PM
10	I am a proud Winnipegger who wants to see strong leadership addressing our numerous challenges. A viable Rapid Transit system is one of them. If you want to be a great city you need safe, clean, reliable transit.	10/28/2020 4:31 PM
11	A [REDACTED] legend	10/27/2020 9:44 PM
12	It's technically not a disability (I don't have a handicap sign for it) but I'm severely obese	10/27/2020 10:21 AM
13	Francophone	10/27/2020 9:43 AM
14	Francophone (I don't trust that if I responded in French that I would be heard based on my history with the city)	10/26/2020 9:45 PM
15	Ironically I have seen Transit Systems from Hamilton, to Brantford, London, Toronto, Windsor and the Waterloo Region and Have experience with Both Greyhound and Via Rail Canada, as well as a Trip to work in Alberta 2 Years ago.	10/26/2020 3:37 PM
16	Disabled single parent unable to travel WITHOUT BOTH children so Transit Plus never helps with family Dr. Visits	10/24/2020 1:19 PM
17	Concerned citizen	10/22/2020 6:10 PM
18	a person who knows what a real transit system looks like	10/20/2020 10:16 AM
19	An immigrant but not recent	10/20/2020 6:21 AM
20	Senior	10/18/2020 5:49 PM
21	I am Deaf with the ability to read lips and hear with my hearing aids.	10/18/2020 4:06 PM
22	What purpose does this question serve? Whether or not I'm a man , women or other ethnicity and gender why do you need to know? transit services are for everyone	10/18/2020 2:58 AM
23	Military Veteran	10/18/2020 12:24 AM
24	Non-binary, Goth.	10/17/2020 2:07 AM
25	I myself have a visual impairment I I'm considered legally blind with 10% vision my wife is a person with a disability she uses a wheelchair to get around	10/15/2020 7:22 AM
26	A person who comes from Winnipeg and lives here again after having lived in numerous other cities with vastly better public transit, including Berlin, New York, and Montréal. We can do better, and light rail is the key to this!	10/14/2020 9:54 PM
27	I cant answer #10 and #11 because there is no bus service close to Castlebury. But if there is, I would ride everyday to commute to work.	10/14/2020 3:56 PM
28	Why is the COW asking about ethnicity? I found this racist.	10/14/2020 9:06 AM
29	Note - I use transit 5+ days a week during normal times; during COVID I work from home and try not to take the bus.	10/13/2020 2:12 PM
30	Why does this matter?	10/13/2020 12:09 PM

## Winnipeg Transit Master Plan Phase Three: The Future of Rapid Transit

31	Ride a bike for daily commute.	10/13/2020 11:28 AM
32	ONE NATION ONE LAW ONE CITIZEN	10/13/2020 9:30 AM
33	A low-income person	10/12/2020 9:25 AM
34	Live in the capital region.	10/11/2020 2:27 PM
35	Currently I cannot use your services because the bumpy rides damage my spine for weeks afterwards. I must rely on taxis and rides from friends and family.	10/11/2020 12:13 PM
36	White, cis gendered.	10/11/2020 11:57 AM
37	An immigrant, with experience of transit systems in several large US cities.	10/9/2020 11:27 PM
38	Citizen of Winnipeg, not a "customer" as the City of Winnipeg so often erroneously thinks people are.	10/9/2020 2:58 PM
39	* used to take transit every day, no longer	10/9/2020 1:12 PM

## Q1 L'investissement initial dans le transport en commun rapide devrait se concentrer sur le centre-ville et être étendu au besoin.

Answered: 6 Skipped: 0

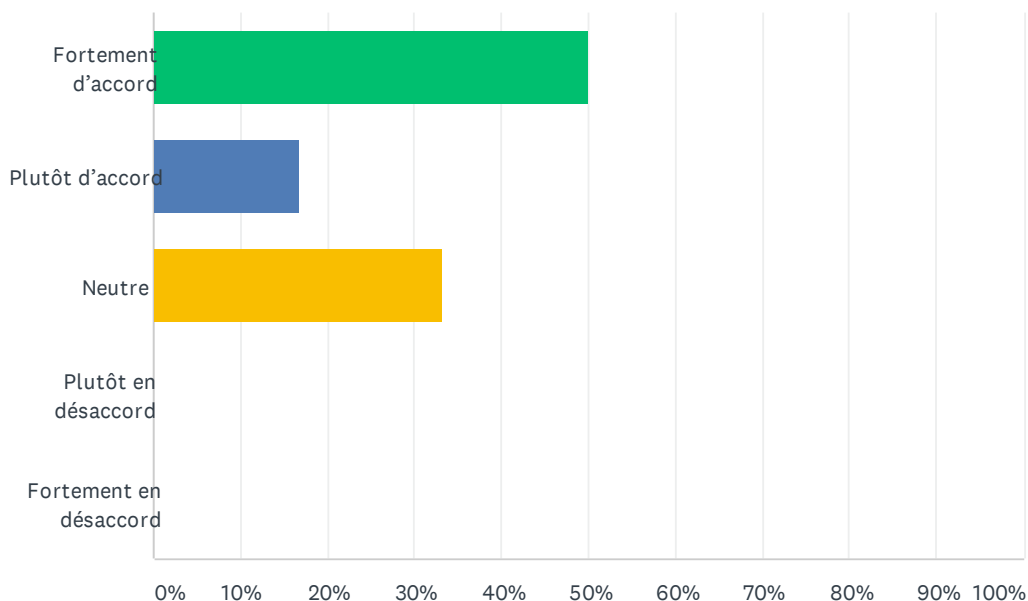


ANSWER CHOICES	RESPONSES	
Fortement d'accord	66.67%	4
Plutôt d'accord	16.67%	1
Neutre	0.00%	0
Plutôt en désaccord	0.00%	0
Fortement en désaccord	0.00%	0
Autre (veuillez expliquer) :	16.67%	1
TOTAL		6

#	AUTRE (VEUILLEZ EXPLIQUER) :	DATE
1	Si on l'étend, le coût du passage devrait augmenter proportionnellement. Voir exemple du système de Berlin.	10/23/2020 2:23 PM

## Q2 La gare Union devrait être la plaque tournante du réseau de transport rapide.

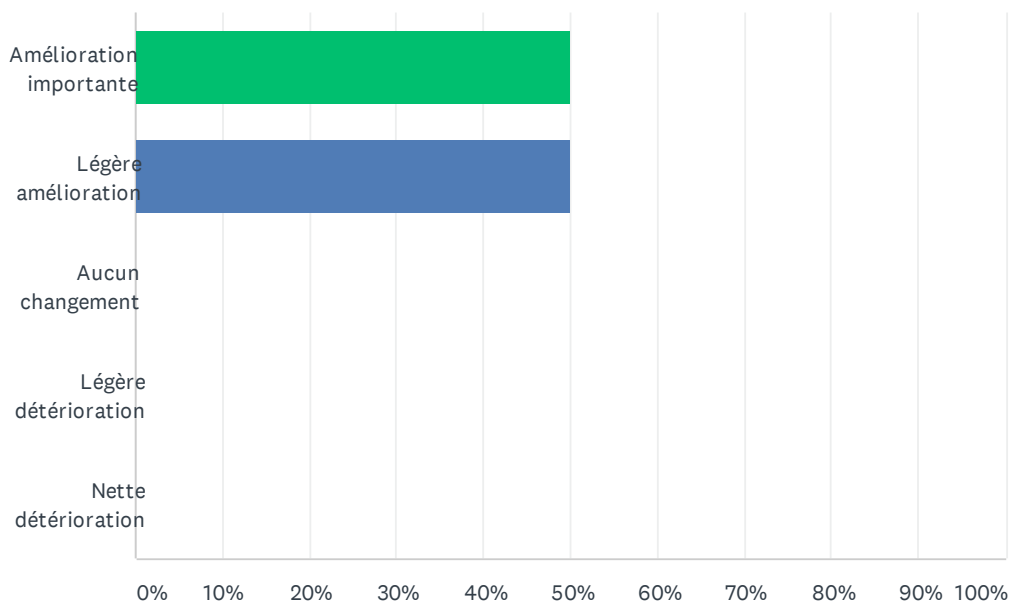
Answered: 6 Skipped: 0



ANSWER CHOICES	RESPONSES	
Fortement d'accord	50.00%	3
Plutôt d'accord	16.67%	1
Neutre	33.33%	2
Plutôt en désaccord	0.00%	0
Fortement en désaccord	0.00%	0
TOTAL		6

### Q3 Quelle influence pensez-vous que les plans de transport en commun rapide, y compris les changements proposés pour le centre-ville, auront sur la façon dont les gens se déplacent dans la ville?

Answered: 6 Skipped: 0



ANSWER CHOICES	RESPONSES	
Amélioration importante	50.00%	3
Légère amélioration	50.00%	3
Aucun changement	0.00%	0
Légère détérioration	0.00%	0
Nette détérioration	0.00%	0
<b>TOTAL</b>		<b>6</b>

**Q4 Pensez-vous que d'autres modifications pourraient être apportées au plan de transport en commun rapide proposé pour mieux répondre aux besoins des habitants de Winnipeg? Si vous répondez oui, veuillez expliquer :**

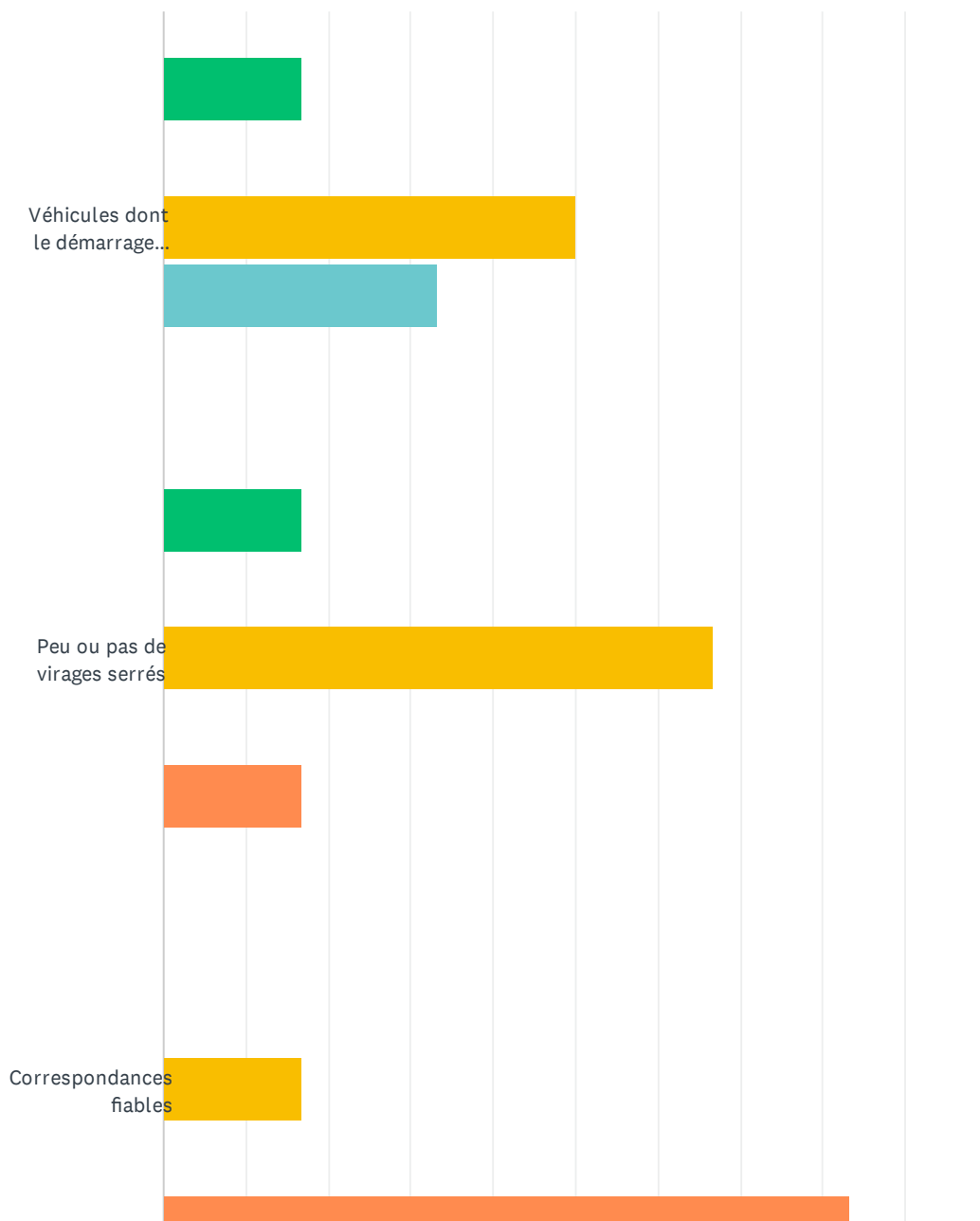
Answered: 3   Skipped: 3

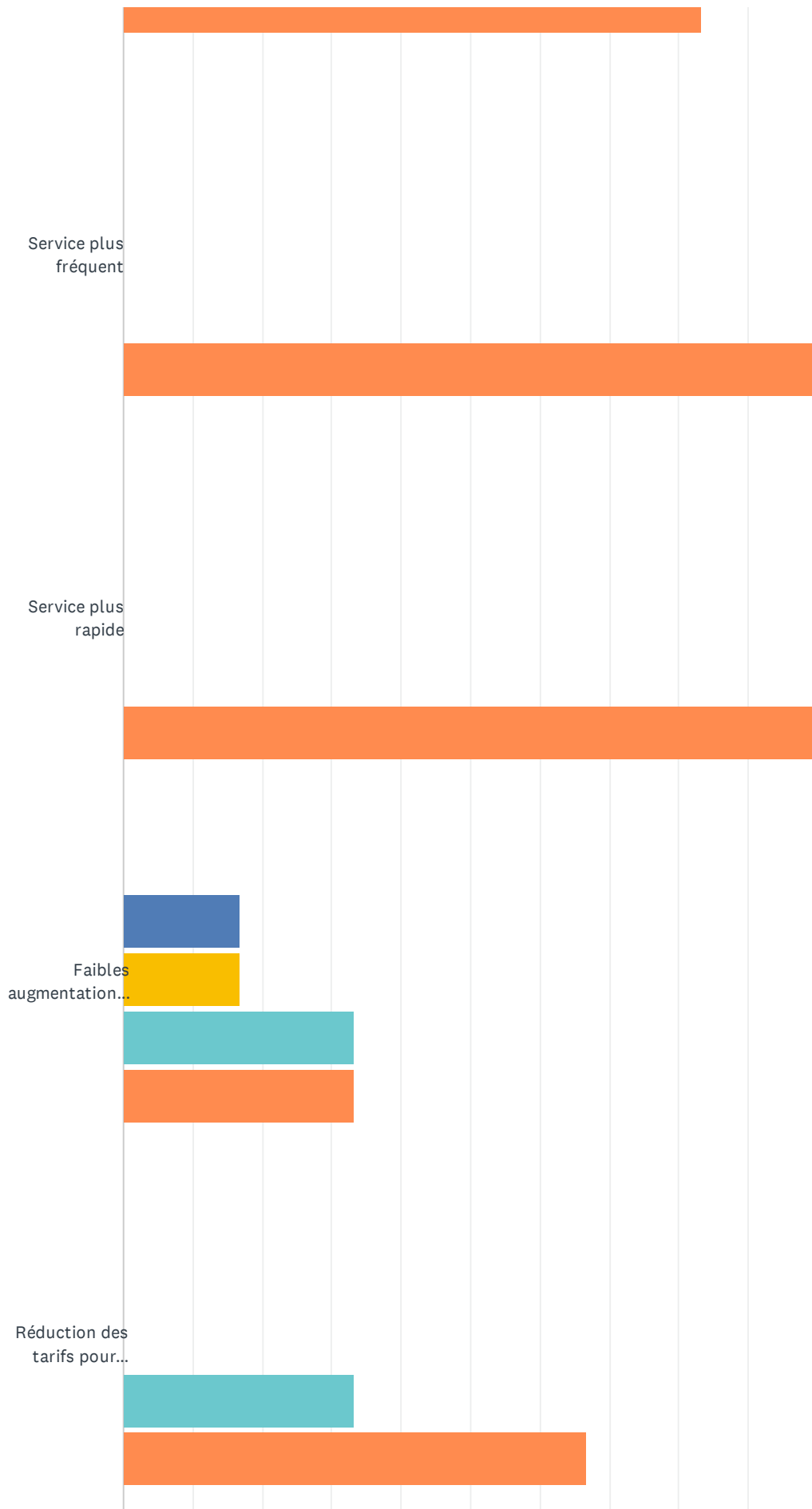
#	RESPONSES	DATE
1	Le plan doit considérer l'intégration d'autres modes de transport en vélo (pédale et électrique) planche roulettes, scooter, randonneurs/jogger, etc. Les Winnipeguins sont "cheap" et vont chercher n'importe quoi à fin d'économiser.	10/28/2020 10:54 AM
2	Faire de la place pour le transport à pied et à vélo, et accepter les vélos dans tous les autobus.	10/23/2020 2:23 PM
3	Ne pas oublier de mettre des bus le dimanche et les jours fériés	10/18/2020 2:23 PM

Q5 Le coût du système léger sur rail (SLR) est sensiblement plus élevé que celui du service rapide par bus (SRB); cependant, des investissements peuvent être réalisés pour améliorer l'expérience du SRB.

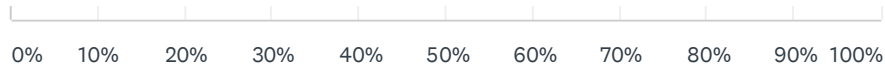
Dans cette optique, veuillez évaluer les caractéristiques suivantes en fonction de ce qui est le plus susceptible d'encourager un grand nombre de personnes à utiliser le service rapide par bus : 1 correspondant à une caractéristique pas du tout susceptible d'encourager un plus grand nombre de personnes à utiliser le SRB et 5, à une caractéristique très susceptible d'encourager un plus grand nombre de personnes à utiliser le SRB.

Answered: 6 Skipped: 0





# Plan directeur du transport en commun de Winnipeg Phase trois : L'avenir du transport en commun rapide



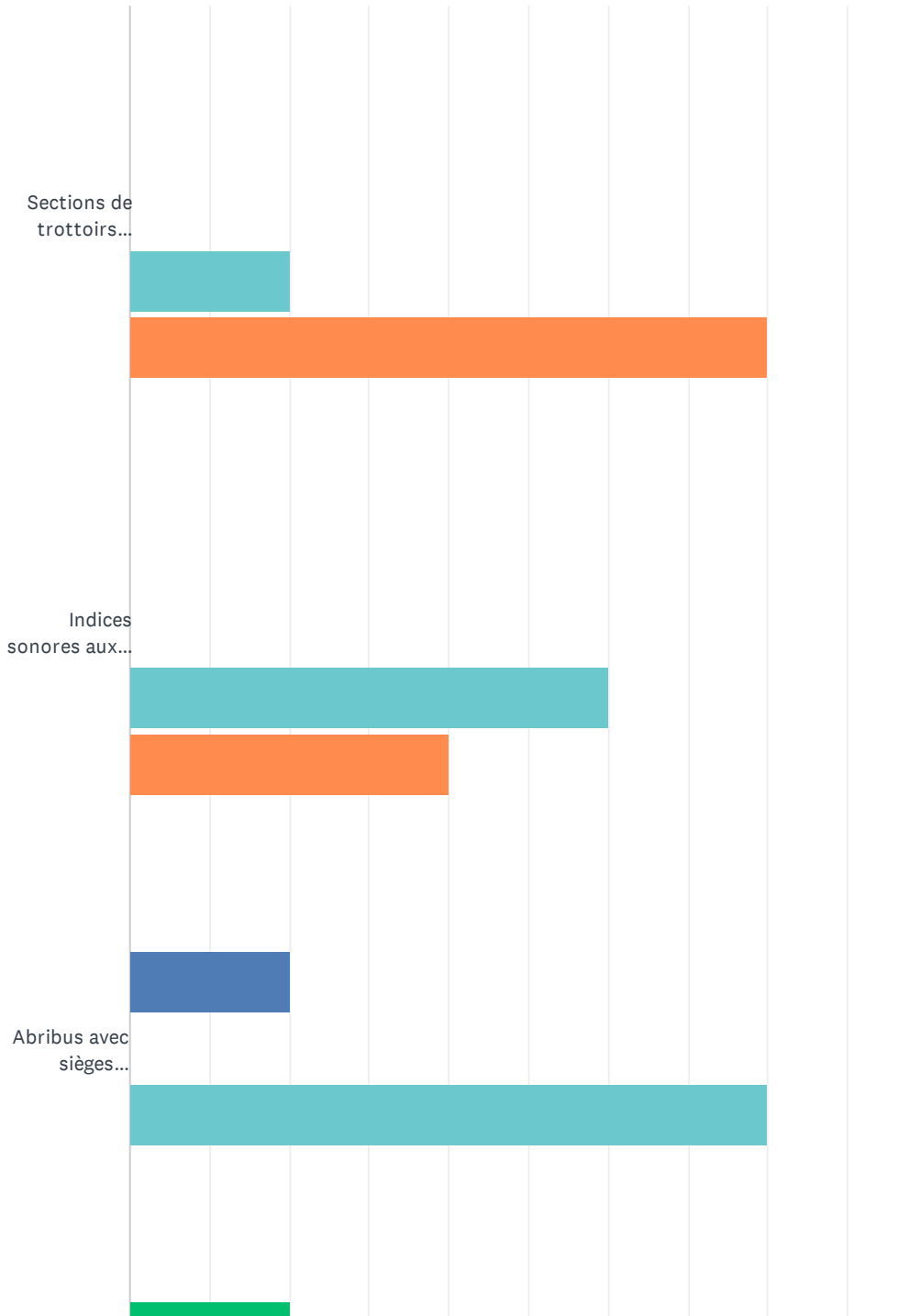
- pas du tout susceptible d'encourager un grand nombre de personnes à utiliser le SRB
- 2 ■ 3 ■ 4
- très susceptible d'encourager un plus grand nombre de personnes à utiliser le SRB - 5

	PAS DU TOUT SUSCEPTIBLE D'ENCOURAGER UN GRAND NOMBRE DE PERSONNES À UTILISER LE SRB - 1	2	3	4	TRÈS SUSCEPTIBLE D'ENCOURAGER UN PLUS GRAND NOMBRE DE PERSONNES À UTILISER LE SRB - 5	TOTAL	WEIGHTED AVERAGE
Véhicules dont le démarrage et l'arrêt se font en douceur	16.67% 1	0.00% 0	50.00% 3	33.33% 2	0.00% 0	6	3.00
Peu ou pas de virages serrés	16.67% 1	0.00% 0	66.67% 4	0.00% 0	16.67% 1	6	3.00
Correspondances fiabiles	0.00% 0	0.00% 0	16.67% 1	0.00% 0	83.33% 5	6	4.67
Service plus fréquent	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 6	6	5.00
Service plus rapide	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 6	6	5.00
Faibles augmentations annuelles des tarifs par rapport au niveau actuel	0.00% 0	16.67% 1	16.67% 1	33.33% 2	33.33% 2	6	3.83
Réduction des tarifs pour tous les passagers	0.00% 0	0.00% 0	0.00% 0	33.33% 2	66.67% 4	6	4.67

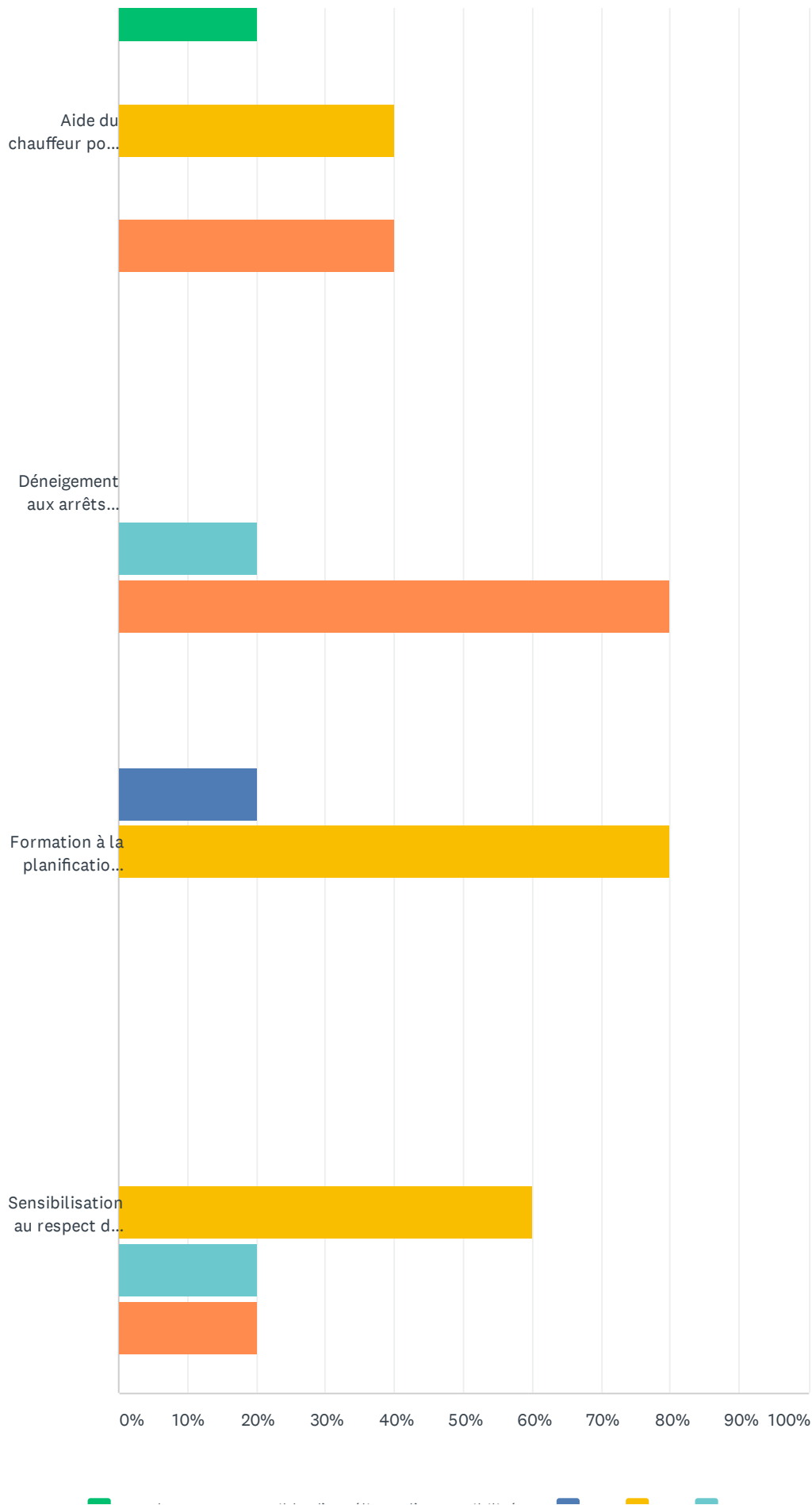
#	AUTRE (VEUILLEZ EXPLIQUER) :	DATE
1	Assurer la sécurité des passagers.	10/23/2020 2:23 PM
2	Véhicules avec un espace plus ouvert, accessible, moins cloisonné	10/14/2020 1:27 PM

Q6 Veuillez évaluer les caractéristiques suivantes en fonction de ce qui est le plus susceptible d'améliorer l'expérience de transport en commun des voyageurs ayant des besoins en matière d'accessibilité : 1 correspondant à une caractéristique pas du tout susceptible d'améliorer l'accessibilité des transports en commun et 5, à une caractéristique très susceptible d'améliorer l'accessibilité des transports en commun.

Answered: 5 Skipped: 1



# Plan directeur du transport en commun de Winnipeg Phase trois : L'avenir du transport en commun rapide



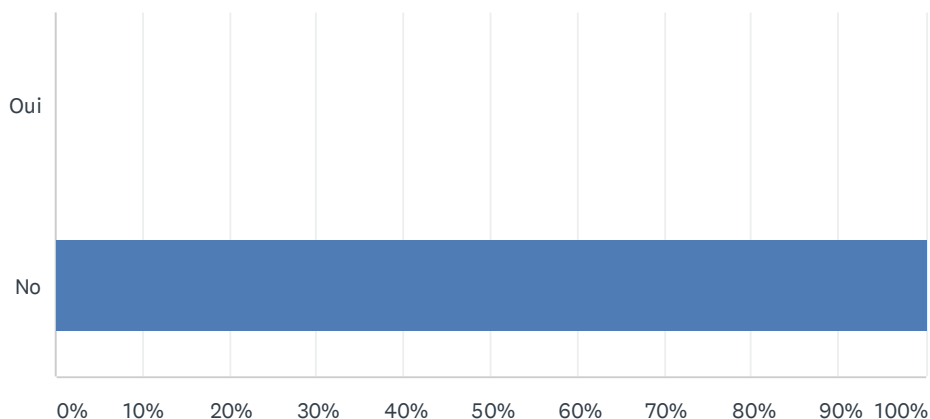
# Plan directeur du transport en commun de Winnipeg Phase trois : L'avenir du transport en commun rapide

■ pas du tout susceptible d'améliorer l'accessibilité - 1
 ■ 2
 ■ 3
 ■ 4
 ■ très susceptible d'améliorer l'accessibilité - 5

	PAS DU TOUT SUSCEPTIBLE D'AMÉLIORER L'ACCESSIBILITÉ - 1	2	3	4	TRÈS SUSCEPTIBLE D'AMÉLIORER L'ACCESSIBILITÉ - 5	TOTAL	WEIGHTED AVERAGE
Sections de trottoirs accessibles aux fauteuils roulants aux arrêts d'autobus	0.00% 0	0.00% 0	0.00% 0	20.00% 1	80.00% 4	5	4.80
Indices sonores aux intersections	0.00% 0	0.00% 0	0.00% 0	60.00% 3	40.00% 2	5	4.40
Abribus avec sièges accessibles	0.00% 0	20.00% 1	0.00% 0	80.00% 4	0.00% 0	5	3.60
Aide du chauffeur pour l'arrimage des fauteuils roulants dans les autobus classiques	20.00% 1	0.00% 0	40.00% 2	0.00% 0	40.00% 2	5	3.40
Déneigement aux arrêts d'autobus	0.00% 0	0.00% 0	0.00% 0	20.00% 1	80.00% 4	5	4.80
Formation à la planification de déplacements à l'aide des services classiques	0.00% 0	20.00% 1	80.00% 4	0.00% 0	0.00% 0	5	2.80
Sensibilisation au respect des sièges réservés en priorité aux voyageurs ayant des besoins d'accessibilité	0.00% 0	0.00% 0	60.00% 3	20.00% 1	20.00% 1	5	3.60

Q7 Le Plan directeur du transport en commun de Winnipeg propose des changements et des améliorations au service Winnipeg Transit Plus. Souhaitez-vous donner des commentaires plus précis au sujet de Winnipeg Transit Plus?

Answered: 6 Skipped: 0



ANSWER CHOICES		RESPONSES	
Oui		0.00%	0
No		100.00%	6
TOTAL			6

Q8 En supposant que toute l'infrastructure et le soutien en matière d'accessibilité décrits ci-dessus soient en place, si je pouvais utiliser une combinaison de services classiques et du service Winnipeg Transit Plus pour réserver un déplacement le même jour, je profiterais de cette option dans la mesure du possible :

Answered: 0 Skipped: 6

 No matching responses.

ANSWER CHOICES	RESPONSES	
Oui	0.00%	0
Non	0.00%	0
Je ne sais pas	0.00%	0
TOTAL		0

## Q9 Pourquoi ne feriez-vous pas des déplacements combinant le service Winnipeg Transit Plus et le transport en commun classique?

Answered: 0 Skipped: 6

#	RESPONSES	DATE
	There are no responses.	

## Q10 Qu'est-ce qui vous inciterait à faire des déplacements combinant le service Winnipeg Transit Plus et le transport en commun classique?

Answered: 0 Skipped: 6

#	RESPONSES	DATE
	There are no responses.	

## Q11 Pour mettre en œuvre des déplacements combinés, y a-t-il autre chose que nous devrions envisager?

Answered: 0 Skipped: 6

#	RESPONSES	DATE
	There are no responses.	

**Q12 Comment préférez-vous être informé de l'arrivée de votre véhicule?**  
 Veuillez évaluer les options de notification de 1 à 5, où 1 signifie « Je n'utiliserais jamais cette option » et 5, « J'utiliserais surtout cette option ».

Answered: 0 Skipped: 6

 No matching responses.

	JE N'UTILISERAI JAMAIS CETTE OPTION - 1	2	3	4	J'UTILISERAI SURTOUT CETTE OPTION - 5	TOTAL	WEIGHTED AVERAGE
Message texte	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
Courriel	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
Appel téléphonique	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
(Nouveau) Application	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00

## Q13 Dans quelle mesure êtes-vous d'accord avec la modification proposée de la politique de non-présentation et d'annulation tardive de Winnipeg Transit Plus?

Answered: 0 Skipped: 6

 No matching responses.

ANSWER CHOICES	RESPONSES	
Fortement d'accord	0.00%	0
Plutôt d'accord	0.00%	0
Je ne sais pas	0.00%	0
Plutôt en désaccord	0.00%	0
Fortement en désaccord	0.00%	0
TOTAL		0

**Q14 En réfléchissant au système décrit ci-dessus, quelle sanction vous semble la plus appropriée pour un client qui ne se présente pas ou annule tardivement son déplacement trop souvent dans la même période donnée?**  
**Veuillez évaluer les options de 1 à 5, où 1 signifie « pas du tout appropriée » et 5, « la plus appropriée ».**

Answered: 0 Skipped: 6

 No matching responses.

	PAS DU TOUT APPROPRIÉE - 1	2	3	4	LA PLUS APPROPRIÉE - 5	TOTAL	WEIGHTED AVERAGE
Amendes	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
Suspensions	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
Combinaison d'amendes et de suspensions, où les amendes sont imposées en premier, puis les suspensions	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00

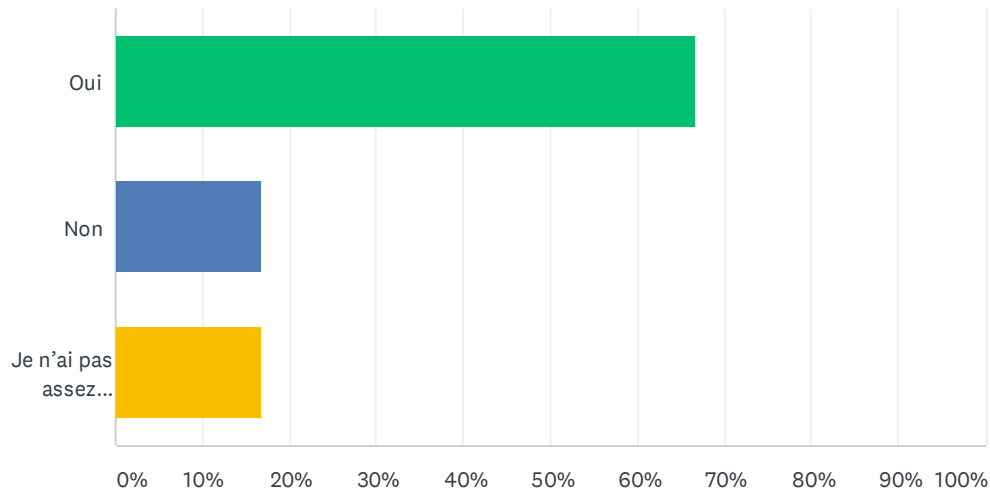
Q15 Veuillez nous faire part de vos suggestions sur la manière de mettre en œuvre les changements proposés à la politique de non-présentation et d'annulation tardive à Winnipeg.

Answered: 0 Skipped: 6

#	RESPONSES	DATE
	There are no responses.	

# Q16 D'après votre compréhension du Plan directeur du transport en commun de Winnipeg, pensez-vous que nous allons dans une direction qui répondra aux besoins des résidents de Winnipeg alors que la ville continue de croître?

Answered: 6 Skipped: 0



ANSWER CHOICES	RESPONSES	
Oui	66.67%	4
Non	16.67%	1
Je n'ai pas assez d'information pour me prononcer	16.67%	1
TOTAL		6

**Q17 Veuillez nous dire ce que nous pouvons changer pour aller dans une direction qui répondra aux besoins des habitants de Winnipeg au cours des 25 prochaines années.**

Answered: 1   Skipped: 5

#	RESPONSES	DATE
1	Il y a des exemples de réussite partout dans le monde : Berlin, Amsterdam, Tokyo par exemple. Des modèles à étudier? Pour l'instant se déplacer d'un quartier à l'autre n'est pas pratique. Ex. De Saint-Boniface à Saint-Vital.	10/23/2020 2:27 PM

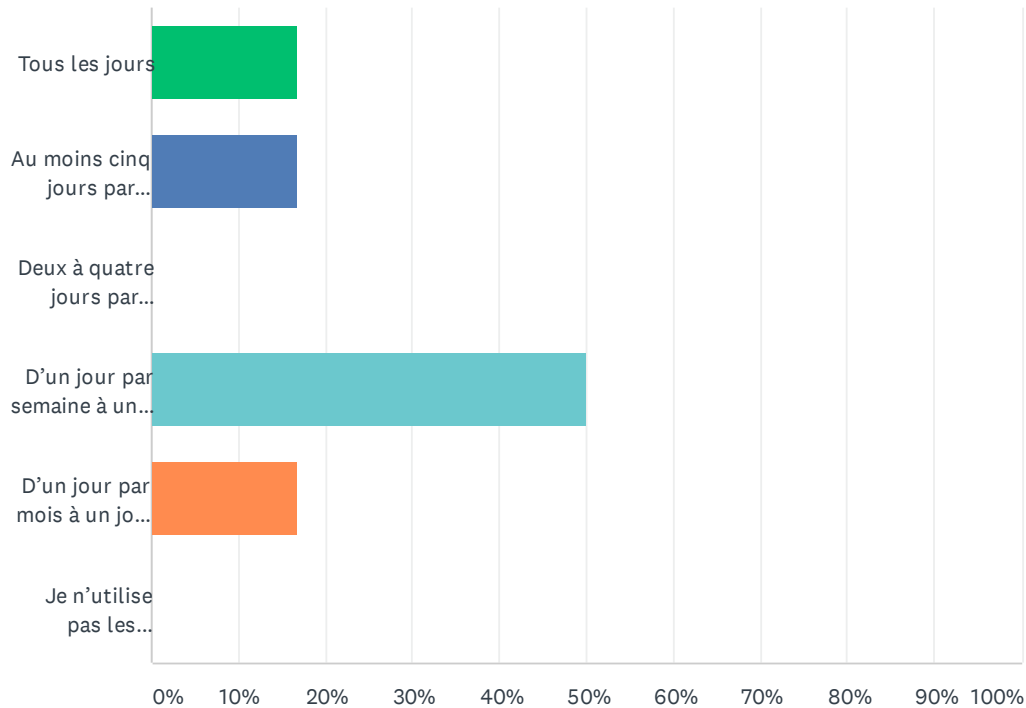
## Q18 De quelle information avez-vous besoin pour déterminer si nous allons dans la bonne direction?

Answered: 1 Skipped: 5

#	RESPONSES	DATE
1	Il y a just un plan de proposer. Est-ce qu'il y a eu d'autres options étudiées à part la station de gar de train?	10/13/2020 11:25 PM

## Q19 À quelle fréquence utilisez-vous les transports en commun?

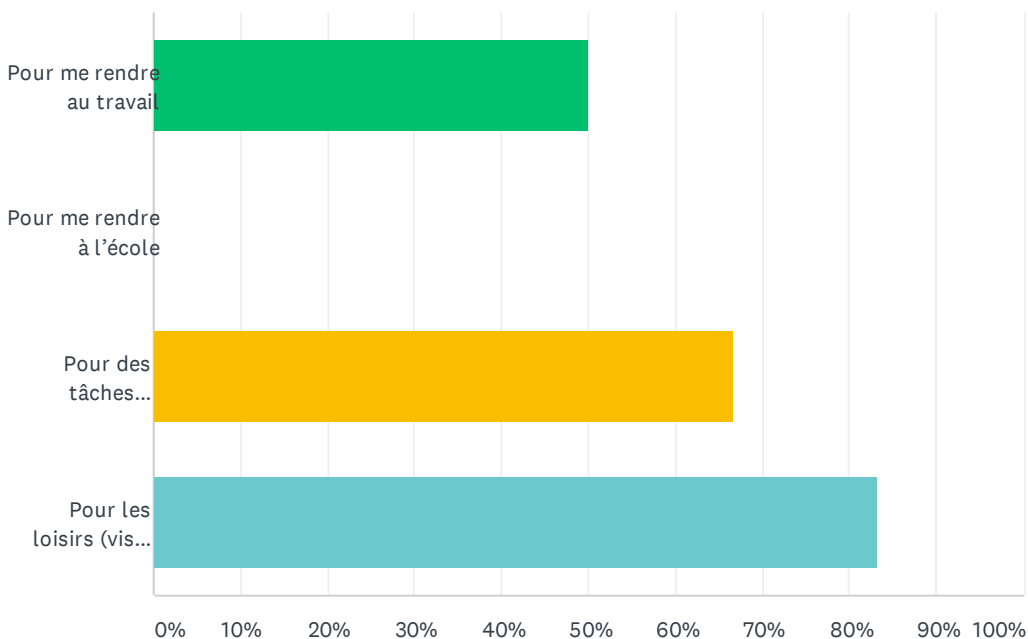
Answered: 6 Skipped: 0



ANSWER CHOICES	RESPONSES	
Tous les jours	16.67%	1
Au moins cinq jours par semaine	16.67%	1
Deux à quatre jours par semaine	0.00%	0
D'un jour par semaine à un jour par mois	50.00%	3
D'un jour par mois à un jour par année	16.67%	1
Je n'utilise pas les transports en commun	0.00%	0
<b>TOTAL</b>		<b>6</b>

## Q20 Dans quel but utilisez-vous les transports en commun? Veuillez sélectionner toutes les réponses qui s'appliquent.

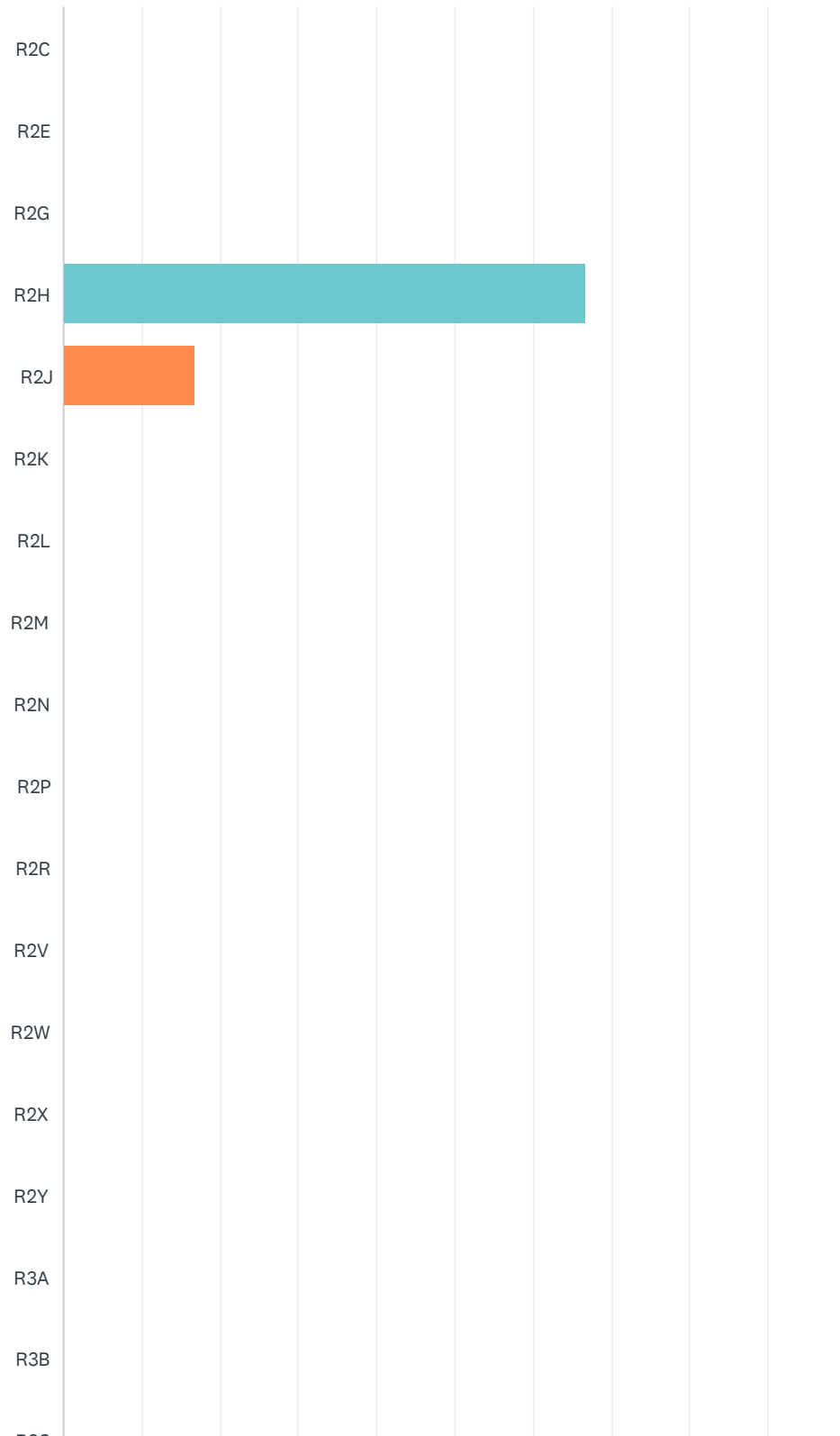
Answered: 6 Skipped: 0



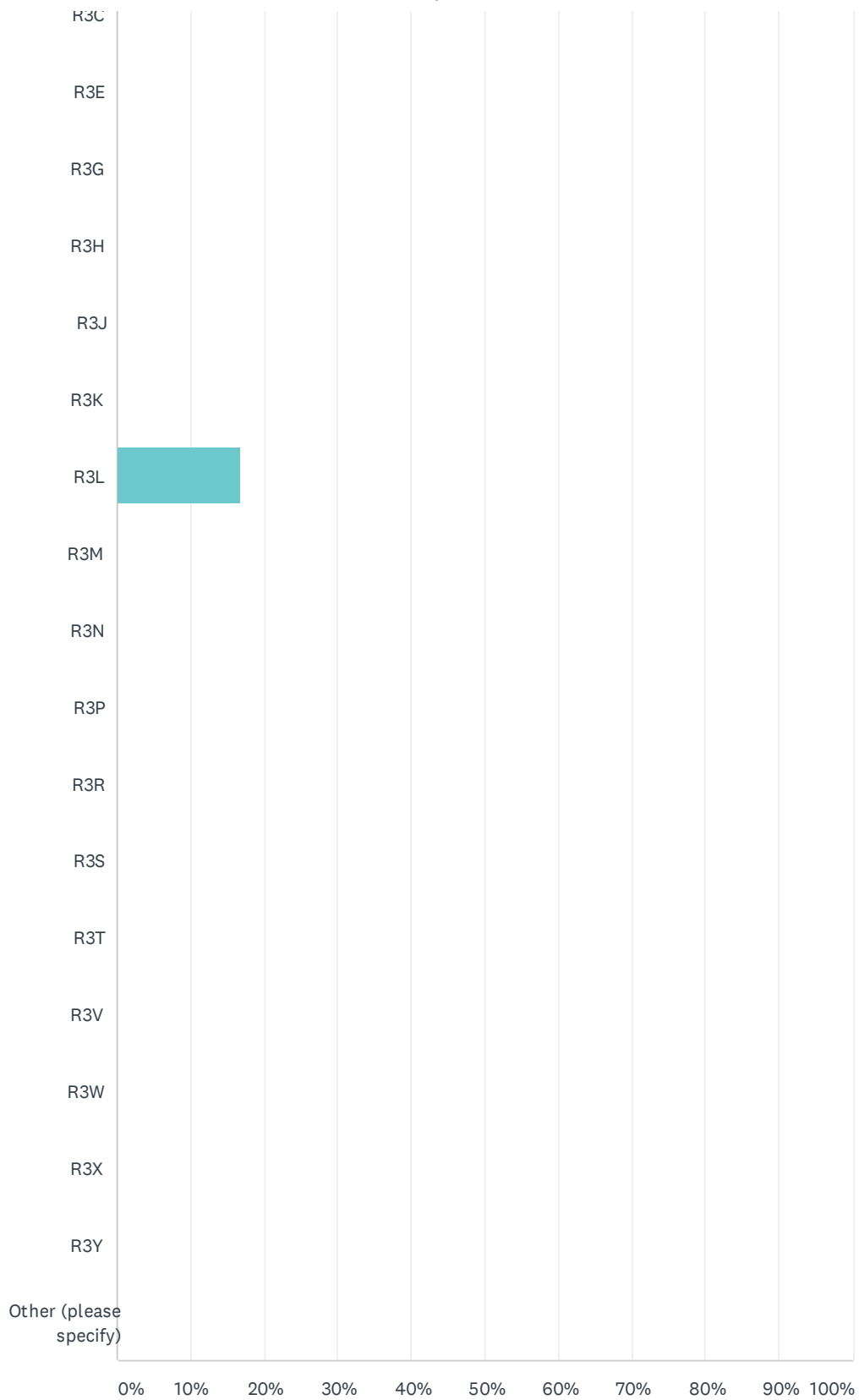
ANSWER CHOICES	RESPONSES	
Pour me rendre au travail	50.00%	3
Pour me rendre à l'école	0.00%	0
Pour des tâches quotidiennes (courses, rendez-vous, etc.)	66.67%	4
Pour les loisirs (visite à des amis, divertissements, etc.)	83.33%	5
Total Respondents: 6		

Q21 Veuillez entrer les trois premiers caractères de votre code postal. Ces renseignements sont utilisés pour comprendre les commentaires que nous recevons des participants provenant des différents quartiers de la ville.

Answered: 6 Skipped: 0



Plan directeur du transport en commun de Winnipeg Phase trois : L'avenir du transport en commun rapide



Plan directeur du transport en commun de Winnipeg Phase trois : L'avenir du transport en commun rapide

ANSWER CHOICES	RESPONSES	
R2C	0.00%	0
R2E	0.00%	0
R2G	0.00%	0
R2H	66.67%	4
R2J	16.67%	1
R2K	0.00%	0
R2L	0.00%	0
R2M	0.00%	0
R2N	0.00%	0
R2P	0.00%	0
R2R	0.00%	0
R2V	0.00%	0
R2W	0.00%	0
R2X	0.00%	0
R2Y	0.00%	0
R3A	0.00%	0
R3B	0.00%	0
R3C	0.00%	0
R3E	0.00%	0
R3G	0.00%	0
R3H	0.00%	0
R3J	0.00%	0
R3K	0.00%	0
R3L	16.67%	1
R3M	0.00%	0
R3N	0.00%	0
R3P	0.00%	0
R3R	0.00%	0
R3S	0.00%	0
R3T	0.00%	0
R3V	0.00%	0
R3W	0.00%	0

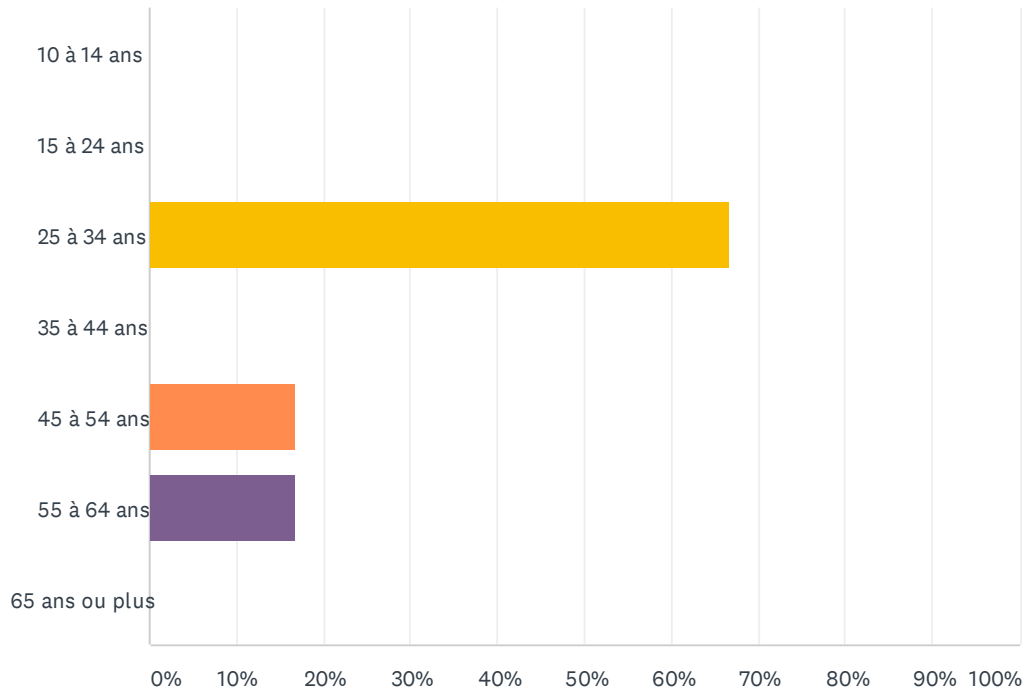
Plan directeur du transport en commun de Winnipeg Phase trois : L'avenir du transport en commun rapide

R3X	0.00%	0
R3Y	0.00%	0
Other (please specify)	0.00%	0
TOTAL		6

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

## Q22 Quel âge avez-vous?

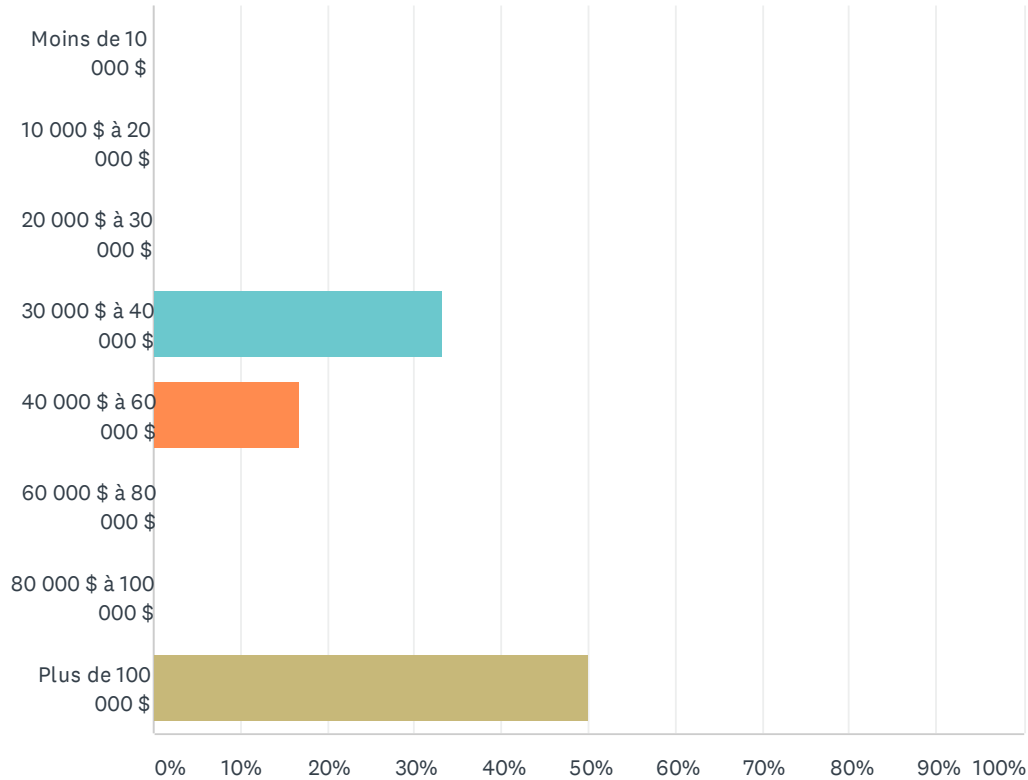
Answered: 6 Skipped: 0



ANSWER CHOICES	RESPONSES	
10 à 14 ans	0.00%	0
15 à 24 ans	0.00%	0
25 à 34 ans	66.67%	4
35 à 44 ans	0.00%	0
45 à 54 ans	16.67%	1
55 à 64 ans	16.67%	1
65 ans ou plus	0.00%	0
TOTAL		6

## Q23 Laquelle des options suivantes décrit le mieux le revenu de votre ménage? Ces renseignements aident la Ville à comprendre l'éventail des participants que nous entendons.

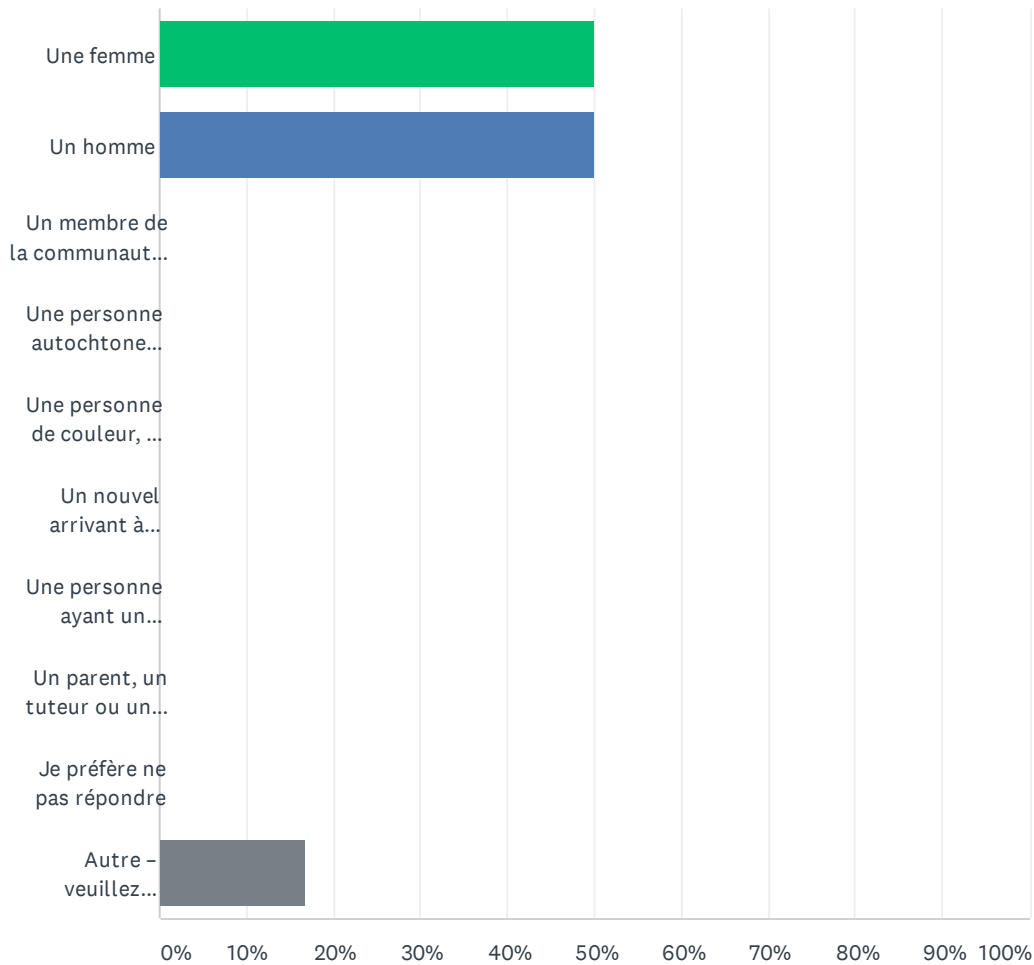
Answered: 6 Skipped: 0



ANSWER CHOICES	RESPONSES	
Moins de 10 000 \$	0.00%	0
10 000 \$ à 20 000 \$	0.00%	0
20 000 \$ à 30 000 \$	0.00%	0
30 000 \$ à 40 000 \$	33.33%	2
40 000 \$ à 60 000 \$	16.67%	1
60 000 \$ à 80 000 \$	0.00%	0
80 000 \$ à 100 000 \$	0.00%	0
Plus de 100 000 \$	50.00%	3
TOTAL		6

**Q24 Pour aider la Ville à comprendre les opinions représentées dans ce programme de participation et à cibler ses efforts de sensibilisation, nous vous demandons l'information suivante. Veuillez vous définir comme vous vous sentez à l'aise de le faire.**

Answered: 6 Skipped: 0



# Plan directeur du transport en commun de Winnipeg Phase trois : L'avenir du transport en commun rapide

ANSWER CHOICES	RESPONSES	
Une femme	50.00%	3
Un homme	50.00%	3
Un membre de la communauté LGBTQ2S+	0.00%	0
Une personne autochtone (personne des Premières nations, inscrite ou non inscrite, métisse ou inuite)	0.00%	0
Une personne de couleur, ou membre d'une minorité visible	0.00%	0
Un nouvel arrivant à Winnipeg (y ayant déménagé à partir de n'importe où au cours des deux dernières années)	0.00%	0
Une personne ayant un handicap physique ou non visible	0.00%	0
Un parent, un tuteur ou un soignant d'une personne à charge	0.00%	0
Je préfère ne pas répondre	0.00%	0
Autre – veuillez préciser :	16.67%	1
Total Respondents: 6		

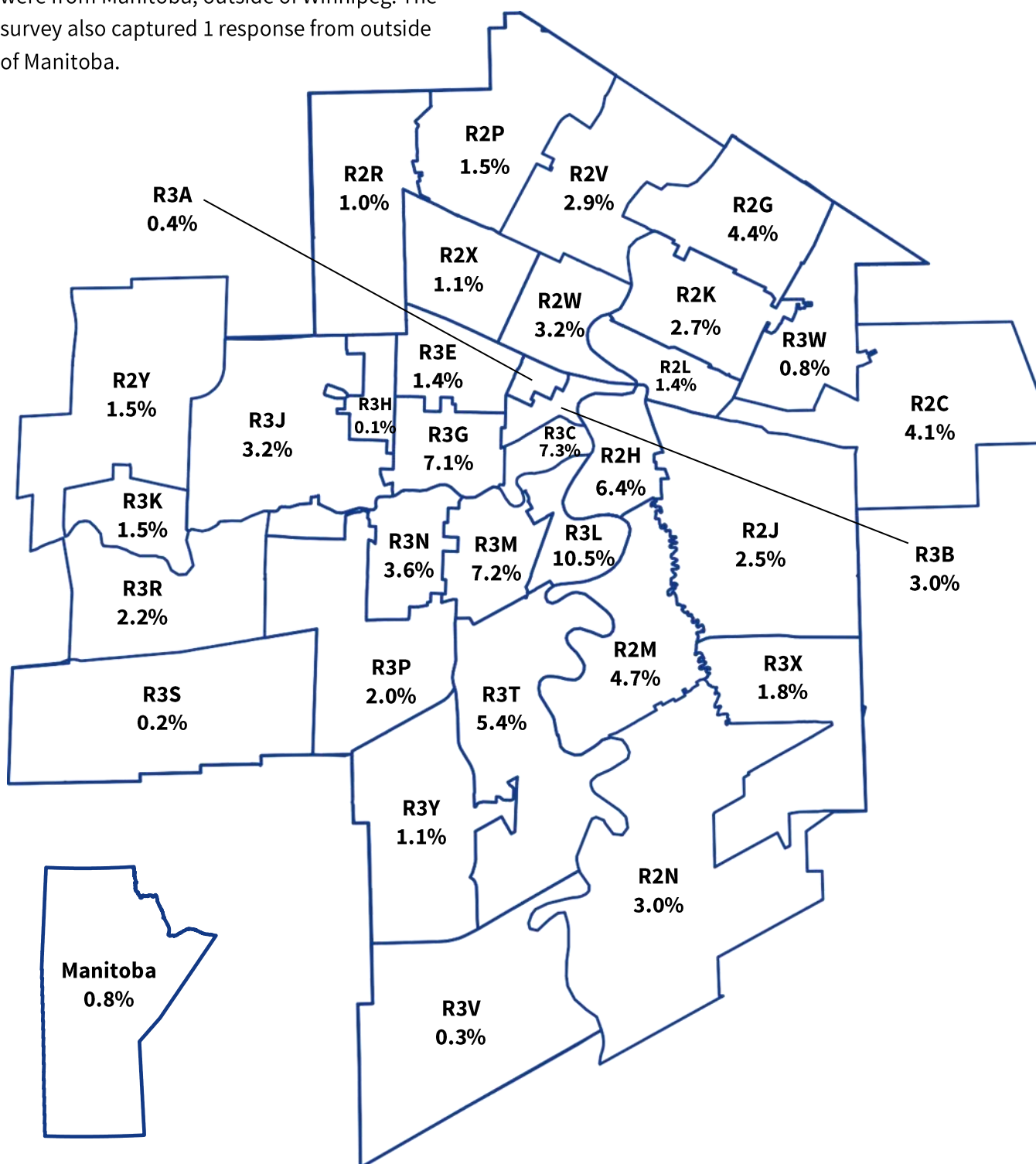
#	AUTRE – VEUILLEZ PRÉCISER :	DATE
1	Francophone	10/25/2020 11:35 AM

## **Appendix C – Survey respondent postal code map**

## Geographic Distribution

Respondents were asked to provide the first three characters of their postal code.

Respondents represented each ward within Winnipeg. Approximately 0.8% of respondents were from Manitoba, outside of Winnipeg. The survey also captured 1 response from outside of Manitoba.



## **Appendix D – News release**



## INFORMATION - COMMUNIQUÉ

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For Immediate Release  
Friday, October 9, 2020

### **Public invited to provide feedback on Winnipeg Transit Master Plan**

**Winnipeg, MB** – Winnipeggers are invited to weigh in on the future of transit service in Winnipeg and the plan for a new network designed to meet the needs of a growing city.

The third and final phase of public engagement for the [Winnipeg Transit Master Plan](#) is now underway, with opportunities to learn about and provide feedback on:

- The types of rapid transit infrastructure that could be built
- Plans for how the transit network will connect Downtown
- Details of how transit can be made more accessible for people of all ages and abilities

At the heart of the proposed plan is a comprehensive network that connects different types of transit service to meet different needs and demand.

An [online survey](#) is open until Friday, November 6, 2020, where members of the public can share their thoughts on details in the draft blueprint for rapid transit in Winnipeg, and share their thoughts on steps to be taken in the short and long term to ensure a future with transit that is frequent, reliable, and accessible for all.

Winnipeggers are also invited to register to take part in Zoom meetings that will include a live presentation and Q&A session.

For more information about the Winnipeg Transit Master Plan, to register for the Zoom meetings, or to find out more about other ways to get involved, visit:

[winnipeg.ca/transitmasterplan](http://winnipeg.ca/transitmasterplan)

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Media inquiries should be directed to the City of Winnipeg Media Inquiry Line at 204-986-6000 or via email at [city-mediainquiry@winnipeg.ca](mailto:city-mediainquiry@winnipeg.ca).

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## INFORMATION - COMMUNIQUÉ

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Pour publication immédiate  
Le vendredi 9 octobre 2020

### **On invite le public à se prononcer sur le plan directeur du transport en commun de Winnipeg**

**Winnipeg, Manitoba** – On invite le public winnipégois à s'exprimer sur l'avenir du transport en commun à Winnipeg et sur le plan visant à établir un nouveau réseau qui répond aux besoins d'une ville en pleine croissance.

La troisième et dernière phase de la consultation publique sur le [plan directeur du transport en commun de Winnipeg](#) est maintenant en cours, et le public pourra se renseigner et se prononcer sur ce qui suit :

- les types d'infrastructures de transport rapide qu'on pourrait construire;
- des plans prévoyant la façon dont le réseau de transport en commun sera relié au centre-ville;
- des précisions sur la façon dont on rendra le transport en commun plus accessible aux personnes de tous les âges et de toutes les capacités.

Le plan proposé se fonde sur un réseau complet qui relie divers types de transport en commun pour répondre à divers besoins et types de demande.

Un [sondage en ligne](#) sera affiché jusqu'au mardi 27 octobre 2020. C'est l'occasion pour les membres du public de s'exprimer sur les détails de l'ébauche du plan sur le transport rapide à Winnipeg, ainsi que sur les mesures qu'on pourrait prendre à court et à long terme pour veiller à ce que le service de transport en commun de l'avenir soit fréquent, fiable et accessible à tout le monde.

On invite aussi le public winnipégois à s'inscrire pour participer à des rencontres Zoom qui comprendront une présentation en direct et une FAQ.

Pour en savoir plus sur le plan directeur du transport en commun de Winnipeg, pour s'inscrire aux rencontres Zoom ou pour se renseigner sur d'autres façons de participer, visiter [winnipeg.ca/plantransportencommun](http://winnipeg.ca/plantransportencommun)

Les médias peuvent obtenir des renseignements directement de la ligne des médias de la Ville de Winnipeg, au 204-986-6000, ou par courrier électronique, à [city-mediainquiry@winnipeg.ca](mailto:city-mediainquiry@winnipeg.ca).

Suivez-nous sur [Facebook](#) et [Twitter](#).