

POTENTIAL ROUTE OPTIONS

LEGEND

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

POSSIBLE STATION LOCATION AREA

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

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



CRITERIA

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

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

3 DONALD/SMITH STREET & PRINCESS/KING STREET

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



4 MAIN STREET

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




5 HIGGINS AVENUE



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

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



7 NAIRN AVENUE

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

9 CENTRAL MANITOBA RAILWAY

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

11 TRANSCONA BOULEVARD - PLESSIS ROAD

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




2 MAIN STREET


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





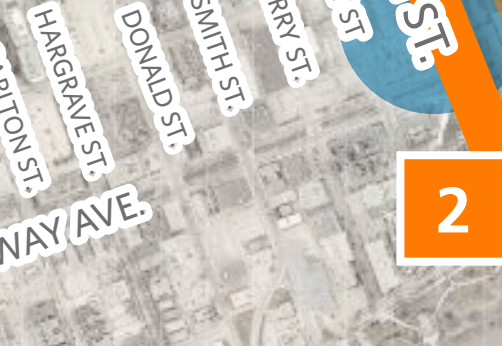

1 ELEVATED STRUCTURE

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



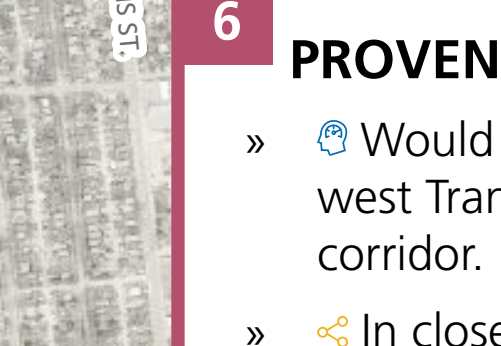
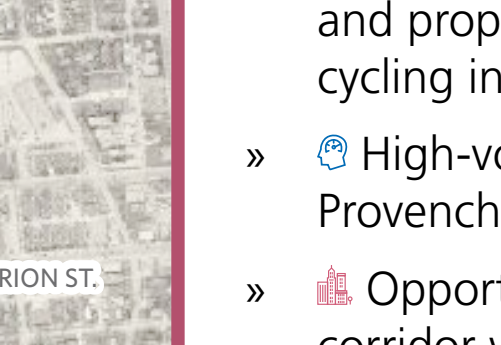
6 PROVENCHER BOULEVARD

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

8 THOMAS AVENUE

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

BRT will connect to neighbourhood transit service in Transcona

