Rapid Transit in Winnipeg

Winnipeg TOD Summit
November 17, 2014
Rapid Transit (RT) in Winnipeg

• What is RT?
• What are our RT plans?
  – Near term
  – Longer term
• Comments re: TOD
OurWinnipeg & the Transportation Master Plan

- Development of a rapid transit system is a key component of the OurWinnipeg development plan and the Transportation Master Plan.
- A desired outcome of these plans is to provide Winnipeg’s citizens with a viable alternative to the automobile and to build a transportation system that serves future generations.
- Land use policies will support growth around transit nodes to encourage mixed-use transit villages and transit-oriented development.
- Rapid Transit’s introduction is an opportunity to redefine the role of public transit Winnipeg’s communities.
Rapid Transit in Winnipeg: Elements of a BRT System

- BRT vehicles: state-of-the-art buses
- BRT provides high-frequency service throughout the day
- Service can be local or express (limited stop)
- BRT is flexible = service can operate on both:
  - Physically separated transit-only roadways (“transitways”) allowing operation at high speed (80 km/h) free from traffic congestion
  - Regular transportation network (in mixed traffic or in bus-only diamond lanes)
    This can eliminate the need for transfers, resulting in more “one-seat” trips
- High quality stations along the corridor
- Transit signal priority at intersections
Active Transportation

Winnipeg’s Rapid Transit corridors also include active transportation (AT) facilities and infrastructure:

• New bicycle and pedestrians paths
• Connections to existing paths
• Covered bike racks and lockers at the stations
• Seasonal bike racks on rapid transit bus routes
Positive Socioeconomic Impacts

• Increased ridership
• Reduced traffic congestion
• Reduced production of greenhouse gases and other air pollutants
• Stations are multi-modal hubs
• Improved access to downtown
• New opportunities for transit oriented-development (TOD) at stations and other transit nodes.
Rapid transit will shift a higher proportion of urban travel in Winnipeg to transit by offering high speed, high reliability, high frequency, real-time passenger information, modern vehicles, a flexible route network, and beautiful stations.
RT PLANS: NEAR TERM
Stages 1 and 2 of the Southwest Transitway
Southwest Winnipeg’s population is expected to grow by up to 40% between 2009 and 2030.

The Southwest Transitway is essential to accommodating the demand this will put on our transportation system.
Southwest Transitway
Stages 1 & 2

- Stage 1 opened in April 2012 and operates from Downtown to Pembina & Jubilee
- Stage 2 is proposed to extend the Transitway south to Markham Road and to the University of Manitoba as part of the Capital Integration Project
Rapid Transit Routes

RT routes make use of the regular street network, on-street transit priority measures, and the exclusive transitway network.

Conceptual RT network for Stage 2
TOD around Stage 1

The Transitway has already stimulated new planned development:

- A transit-oriented community of more than 1,000 dwellings in the Yards at Fort Rouge adjacent to the completed Stage 1 Transitway
- Additional TOD infill development near Fort Rouge Station
- Two new proposed mixed-used towers near Osborne Station and Harkness Station
Major development is planned in the Parker Lands, Sugar Beet Lands, and Southwood Golf Course Lands.

Redevelopment potential exists at other stations (e.g. Plaza).
Example: University of Manitoba
Park & Ride
RT PLANS
Beyond Southwest: Eastern Corridor and Onward
Future of Rapid Transit in Winnipeg in the Transportation Master Plan (TMP)

- In the TMP, Rapid Transit is shown on four corridors in Winnipeg by 2031 and an additional two corridors beyond 2031.
- Schedule can accelerate based on City priorities.
- Alignment and extent of corridors to be determined, requires detailed functional design studies, selection of appropriate technology (i.e. BRT or an alternative), evaluation of route alternatives, engineering, planning, and environmental studies, extensive consultation with public and internal/external stakeholders, etc. as well as Council approval and funding agreements.
Future Rapid Transit Corridor Sequence
Transportation Master Plan (TMP)

- East
- West
- North
- Southwest
- Southeast

Alignment, corridor extents and timing to be determined!

Legend:
- Southwest Transit Corridor (Phase 1)
- Southwest Transit Corridor (Phase 2)
- Future Rapid Transit Corridors

NOTE: Alignment to be determined on all future corridors.
Eastern Corridor

• Most recent design work done in 2006. Requires a major update.
• Future collaboration with PP&D to review South Point Douglas and St. Boniface areas
• Future collaboration with PP&D and Public Works regarding Red River crossing options
LAST WORDS (FOR NOW)

Last words from Transit re: TOD
Many Challenges for Successful TOD

• Lack of familiarity with best practices for TOD both internally and externally
• TOD vs. TAD
• TOD is more complex than greenfield development, longer review times
• More expensive, generally a suite of amenities are needed
• More stakeholders involved (railroads, adjacent neighbourhoods)
• Target audience: families, singles, Millennials, seniors
• NIMBY, gentrification concerns
• Mixed-use (horizontal/vertical) is common
• Funding may be more complicated for developers
• More challenging to arrange funding, acquire land

How can Transit play a role in overcoming these challenges?
Thanks for your time.
Let’s keep the conversation going!