

Winnipeg Transit Master Plan

PHASE TWO: Proposed Network Design

Help shape Winnipeg's transit system for the future

Winnipeg is growing and is expected to reach nearly a million people in the next 25 years. We need to invest in important services and infrastructure, like public transit, to support a growing, thriving, modern city, now and into the future.

The Winnipeg Transit Master Plan will lay out a 25-year vision for our transit system. It will give Winnipeggers better transit options for getting around, make it easier for people to choose and access transit, help reduce existing and future road congestion, and position transit as an important part of a transportation system that can serve future generations.

We are asking Winnipeggers for their help to create a transit system for the future. Your feedback will help us build a transit system that connects people and communities around the city in a sustainable, efficient way.

Public engagement is happening in three phases.



Phase One: Understand Current Use & Future Vision – What we learned

We launched Phase One in spring 2019 and heard that Winnipeggers want a transit system that is more efficient, frequent, reliable, and affordable, while also promoting health and safety, and environmental sustainability.

How people travel around the city does not always match current transit routes. Most of the trips Winnipeggers make every day are within their neighbourhoods or across town, often without going downtown.

Winnipeg's transit network needs to change to move the most people where they want to go, quickly and reliably. To make transit more efficient, frequent and reliable, we are proposing a new transit network as part of the Winnipeg Transit Master Plan. The proposed transit network is designed to improve transit connections across town while still providing excellent service to, from, and around downtown.

Phase Two: Proposed Network Design – What we are proposing and what we want to hear from you

We are proposing a new transit network based on data about how people travel around Winnipeg and what we heard in Phase One.

In this booklet, we describe the main features of the proposed transit network:

- Different types of service matched to different levels of demand for transit, including a primary network that provides frequent service along Winnipeg's major streets
- Different types of places to connect to transit that make it easier and more comfortable to change buses
- How using transit will change with the proposed network
- The proposed routes of the new network

In this phase of engagement, we are asking for your feedback on the proposed changes, including the proposed routes. Your input will inform the draft Winnipeg Transit Master Plan, which we will share with you in early 2020.















Phase Three: Review Draft Plan – What happens next

In early 2020, we will be asking for your input on how to put the draft Winnipeg Transit Master Plan into action over the next 25 years. Your input from this phase will be included with the Winnipeg Transit Master Plan when it is presented to City Council for its consideration in spring 2020 and will help inform plans for implementation.

Proposed service types

Different areas of the city have different needs for transit service. For example, there are usually more riders along major streets and fewer riders in suburban residential areas.

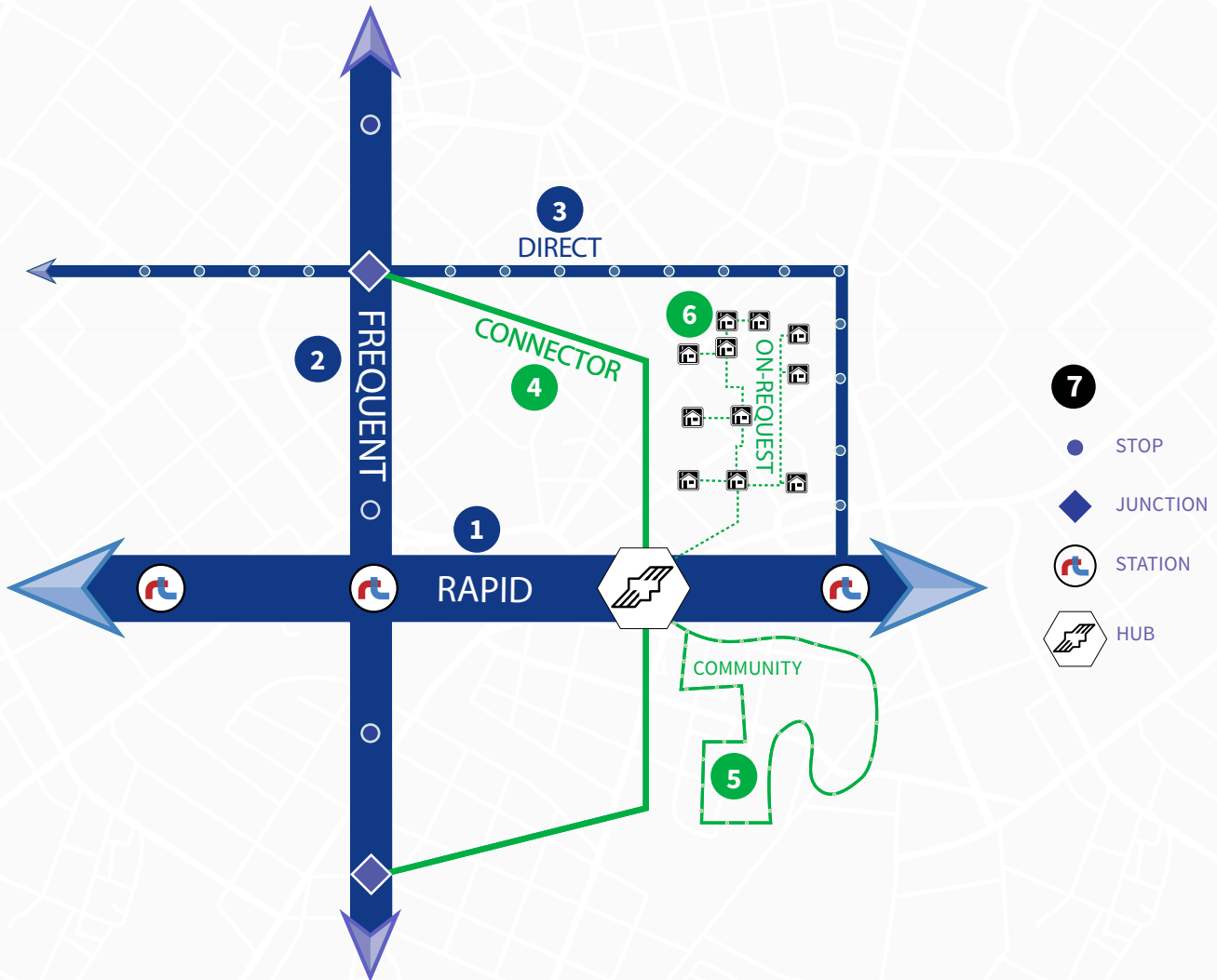
The Winnipeg Transit Master Plan proposes different types of service to meet different needs and demand. The service types are connected in a network to help people get around the city.

	Service type	What does it do?	How often do buses run?*	How far apart are the stops?		
Primary Network	Rapid lines 	Frequent service with transit-only right of way where needed to bypass congestion and move more quickly across the city	Every 5-10 minutes	At least a 10 minute walk (700 metres)	Highest demand	
	Stop spacing					
	Frequent lines 	Buses run along major streets to help people travel across the city	Every 10-15 minutes	At least a five minute walk (350 metres)		
Stop spacing						
Direct lines 	Buses run along main streets to help people travel between neighbourhoods	Every 10-20 minutes	At least a three minute walk (200 metres)			
Stop spacing						
Feeder Network	Connector routes 	Connect people to primary network and help them move around the city	Every 15-30 minutes	Three minute walk (200 metres)		Lowest demand
	Stop spacing					
	Community routes 	Help people travel within their neighbourhoods, to nearby services, connector routes, and the primary network	Every 30-60 minutes	Three to five minute walk (200 to 350 metres)		
Stop spacing						
On-Request 	Available in areas that have very low demand, to help people access transit.	N/A	N/A			
Special	Accessible 	Help eligible customers with mobility challenges access transit and get around the city	N/A	N/A		
	Express routes 	Peak period services that only run for a limited time and have limited stops	As needed to meet demand	Three minute walk (200 metres) in suburban areas and downtown; few stops in between		
	Stop spacing					

*other than late at night

This illustration shows how the different service types will connect to help people travel around their neighbourhoods and across the city.

Rapid, frequent, and direct lines will make up the primary network of all-day, high-frequency routes on major streets. Connector and community routes will make up the feeder network that will help people move around their neighbourhoods and connect to the primary network.







- 1 Rapid lines run every five to 10 minutes on dedicated transit lanes to bypass congestion
- 2 Frequent lines run every 10 to 15 minutes along major streets to help people travel across the city
- 3 Direct lines run every 10 to 20 minutes along main streets to help people travel between neighbourhoods
- 4 Connector routes run every 15 to 30 minutes to connect people to the primary network and help them move around the city
- 5 Community routes run every 30 to 60 minutes and help people travel within their neighbourhoods and connect to the rest of the transit network
- 6 On-request services will be available in areas with very low demand to help people connect to the transit network
- 7 There will be four types of places where people can connect to transit: stops, junctions, stations and hubs; these are described in more detail on the next page

How people will connect to transit

In the proposed network, there will be four kinds of places where people can connect to transit: stops, junctions, stations, and hubs. These places will make it easier for people to access transit, change buses, and switch between different kinds of transportation – walking, cycling, driving (including car co-ops, ride hailing services, and taxis), and public transit.

What are they?

-  **Stops** Marked locations along primary network lines and feeder network routes where riders can access transit. These are used in our current transit system.
-  **Junctions** Places where two or more routes meet. Over time, junctions will be developed to ensure they are accessible and to make it easier to change buses. Junctions will also have shelters and real-time transit information.
-  **Stations** Places where many people are getting on and off the bus, usually with two or more connecting lines or routes (for example, a frequent line and a connector route). Stations will be developed with larger shelters, real-time transit information, and may have places to change to other kinds of transportation (for example, bike racks or drop-off zones).
-  **Hubs** Places where you can transfer between three or more lines or routes and switch between different kinds of transportation – walking, cycling, driving, and public transit. Hubs can also include features like Wi-Fi, food service, and shops.

In the proposed network, when and where you transfer may change. For example, you may have to transfer between the feeder network and the primary network to get downtown or across town. Junctions, stations, and hubs will be designed to make changing buses more comfortable.

Frequent service on the primary network will mean that buses will arrive more often. When buses arrive often, they are less crowded and wait times are short. Short wait times make transfers quicker, more flexible and easier to plan.

What we'd like to hear from you

Do you support Winnipeg Transit moving toward this network concept?

Please answer in your survey booklet.

How transit will change

In Phase One, we heard that people want transit to be easier to use. The changes proposed in the Winnipeg Transit Master Plan will make routes simpler and easier to understand. Simpler routes also help to make transit more efficient and reliable.

Here are some of the ways that routes will change in the proposed plan compared to what we have now.

Current issue	Why this is a problem	Proposed solution	What it means for riders
<p>Routes do not follow straight lines.</p>	<ul style="list-style-type: none"> • It takes longer to reach the destination 	<ul style="list-style-type: none"> • More routes (rapid, direct, and frequent lines, connector and express routes) will follow straight lines • Community routes will be designed to serve out-of-the-way destinations, so higher frequency routes can get people where they're going faster 	<ul style="list-style-type: none"> • Buses will reach their destination faster • More efficient routes allow for more frequent buses • You may have to transfer between the feeder network and the primary network to get to where you want to go
<p>Routes run between multiple points – one route has many different branches. These routes often combine rapid and frequent lines and community routes.</p>	<ul style="list-style-type: none"> • Routes are hard to understand • It is hard to coordinate schedules on community routes to get consistent time between buses on the shared rapid and frequent section of the route 	<ul style="list-style-type: none"> • Primary network lines will run between two points and will always follow the same path • Different buses will provide rapid and frequent service (major streets) and community service 	<ul style="list-style-type: none"> • You will be able to find your way around the city more easily because routes will be easier to understand • You may have to walk further to catch a bus on the primary network • Schedules will be more reliable – primary network lines will run more often and feeder network routes will be on time more often • You may have to transfer between the feeder network and the primary network to get to where you want to go
<p>Most routes run downtown and use the same two streets, making a lot of turns at very congested intersections.</p>	<ul style="list-style-type: none"> • Buses are congested downtown and run late • The majority of trips Winnipeggers make do not go downtown 	<ul style="list-style-type: none"> • Only rapid and frequent lines will run downtown and not all frequent lines will go downtown • Connector routes and community routes will go to other destinations • Buses that do go downtown will travel in straighter lines with fewer turns 	<ul style="list-style-type: none"> • There will be less transit congestion downtown, while still providing good transit service • You will have more options to get across town without having to go through downtown • To get downtown, you may take a connector or community route to the primary network, or choose to walk a bit further to take a primary network line directly downtown • Each route will come more frequently and there will be fewer routes, which means that when the bus comes, there will be room for everyone and it will be easier to get on the bus
<p>Different route numbers follow the same path at different times of day with different stops.</p>	<ul style="list-style-type: none"> • Routes are hard to understand 	<ul style="list-style-type: none"> • Each line and route will follow its own path and will stop at the same places all day 	<ul style="list-style-type: none"> • You will be able to find your way around the city more easily because routes will be easier to understand • Over time, express routes will be replaced with all-day, frequent service on the primary network

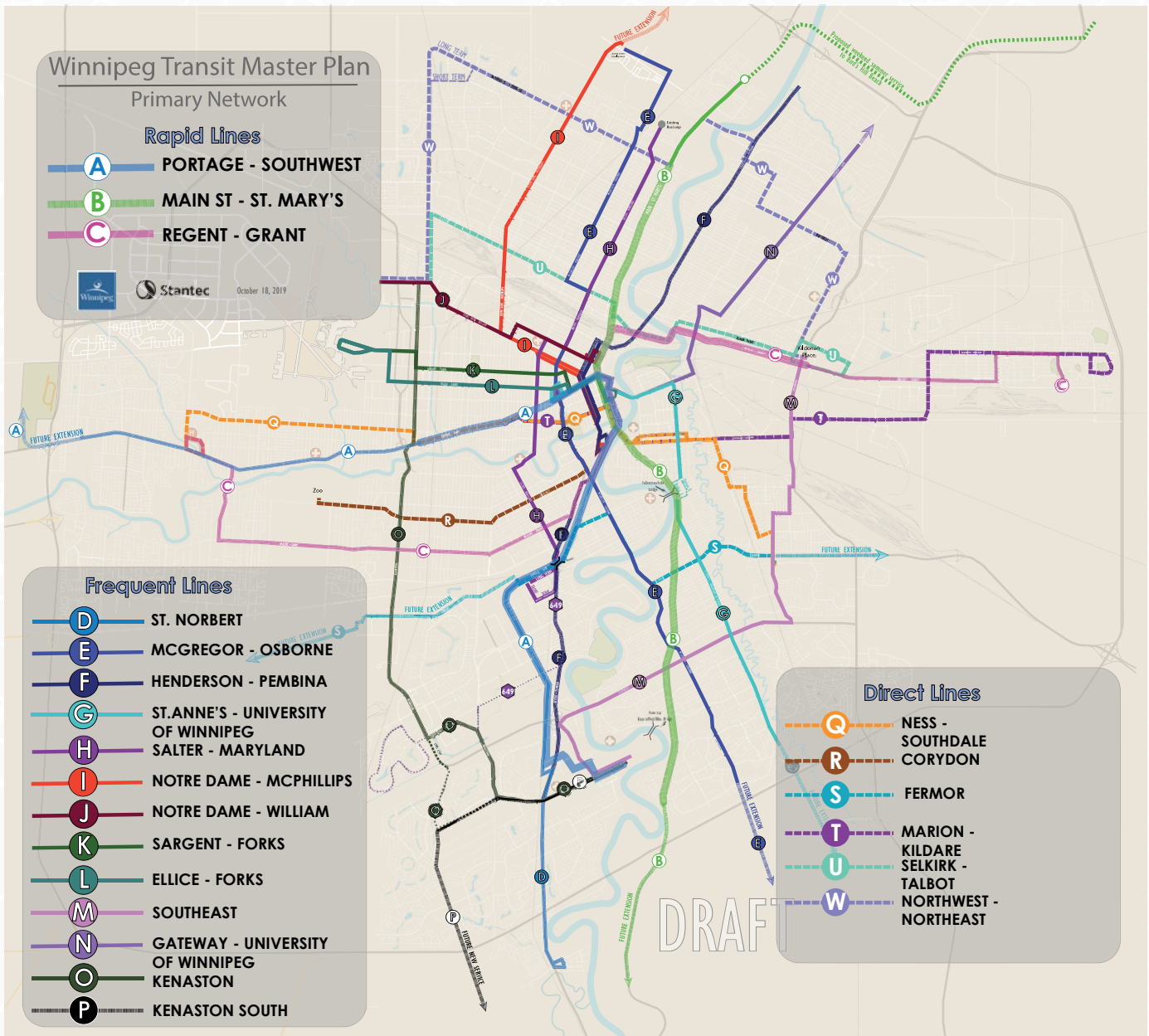
Primary network

The map below shows the proposed primary network. A larger version is available online at: winnipeg.ca/transitmasterplan

Primary network lines will run every five to 20 minutes all day, every day (except late at night), and stops will be spaced several blocks apart to let transit travel faster. Primary network lines will run often enough that you won't need to follow a schedule.

Primary network lines are simpler and straighter than many current routes. Simple, straight lines mean transit reaches its destination faster and can run more frequently.

This network can be put in place with simple, low-cost changes such as dedicated bus lanes.



RAPID: 5-10 MINUTES | FREQUENT: 10-15 MINUTES | DIRECT: 10-20 MINUTES

Primary network features

- All-day, high-frequency lines on major streets
- Buses will run every 5 to 20 minutes all day, every day (except late at night)
- Stops will be spaced several blocks apart to allow faster travel
- Primary network lines will be the only routes that go downtown
- Only primary network lines will go downtown
- Primary network lines will follow straighter, more direct routes
- Lines won't branch off to different destinations – they will stay on the same streets on every trip
- More efficient routes will allow for more frequent buses

What it means for riders

- You won't have to wait long for a bus
- Schedules will be predictable and easy to remember, making it possible to plan a trip without a schedule
- You may have to walk further to catch a bus on the primary network
- You may have to transfer between the feeder network and the primary network to get to where you want to go
- Transferring between buses will be more reliable than today: on the primary network, buses will run more often; on the feeder network, buses will be more reliable because they avoid congested areas like downtown
- You will have more options to get across town without having to go through downtown
- Routes will be simpler and easier to understand, making it easier to find your way around the city on transit
- Over time, express routes will be replaced with all-day, frequent service on the primary network

What we'd like to hear from you

How well do you feel this network of rapid, frequent, and direct transit lines will help you get where you need to go?

Please answer in your survey booklet.

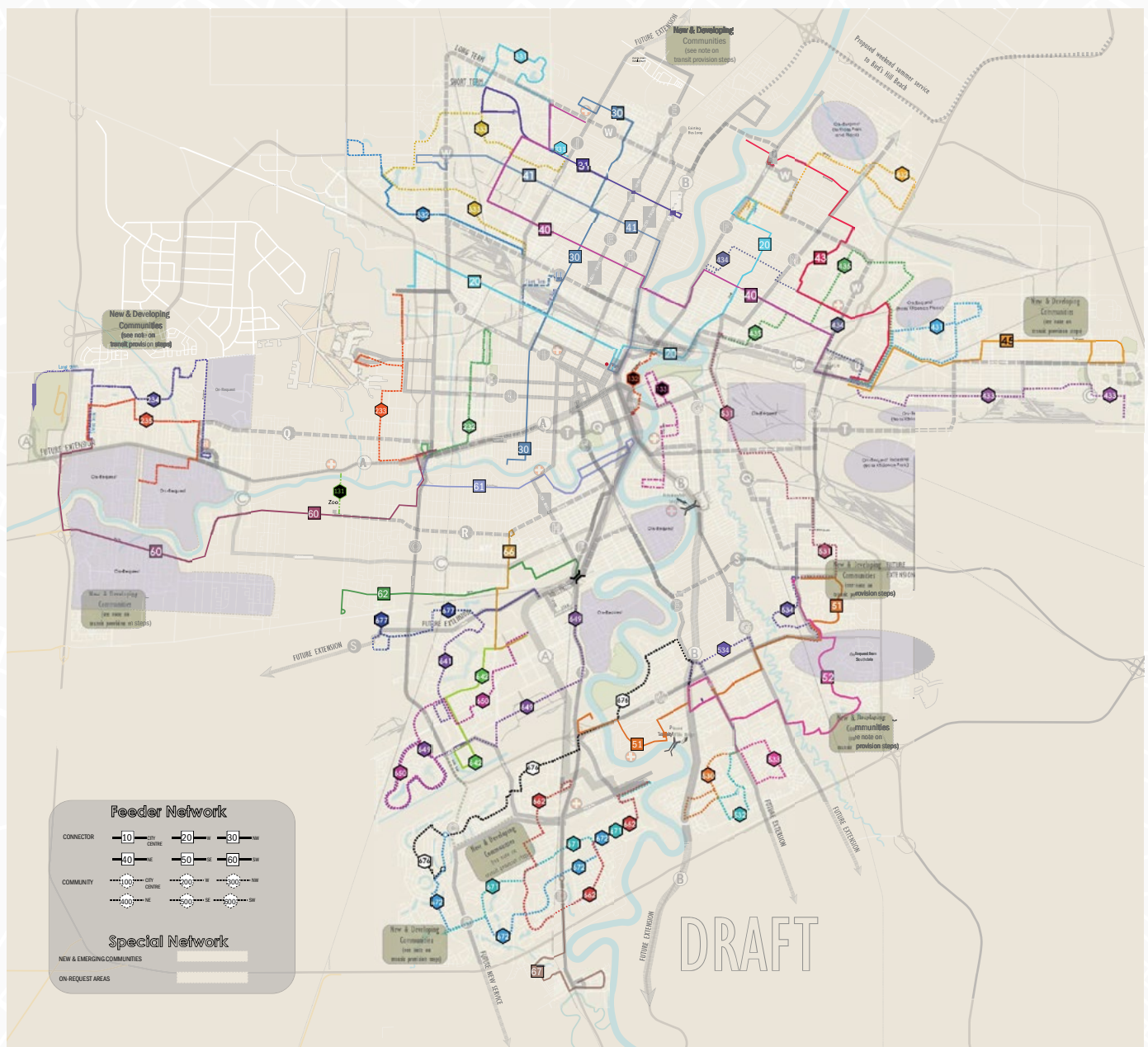
Feeder network

The map below shows the proposed feeder network. A larger version of this map is available online at: winnipeg.ca/transitmasterplan.

Connector and community routes in the feeder network will help people move around their neighbourhoods and connect to the primary network. On-request services will be available in areas with very low demand for transit to help people connect to the transit network.

Connector and community routes will avoid more congested areas, which means they will stay on time more often.

Connector and community routes will be put in place over time, and there will be more public consultations before we change these routes.



Feeder network features

- The feeder network will include connector and community routes and on-request service
- Connector routes will run every 10 to 30 minutes and connect people to the primary network
- Community routes will run every 30 to 60 minutes and help people travel within their neighbourhoods, to nearby services, and to the primary network
- Feeder network routes will help you get around your neighbourhood, including to important services like grocery stores
- Feeder network routes will bring people to and from the primary network to make trips downtown and across town
- Feeder network routes will not go downtown
- On-request services will be available in areas with very low demand to help people connect to the transit network

What it means for riders

- Connector routes will provide options for you to get around the city
- When and where you transfer to complete a trip may change
- To get downtown, you may take a connector or community route to the primary network, or choose to walk a bit further to take a primary network line directly downtown
- Transferring between buses will be more reliable than today: on the primary network, buses will run more often; on the feeder network, buses will be more reliable because they avoid congested areas like downtown
- By connecting to the primary network and avoiding more congested areas, feeder network routes will stay on time more often

New and Developing Communities

The Winnipeg Transit Master Plan will set criteria for providing transit service in new and developing communities. Transit service will be introduced in the following steps:

- On-request service will be provided based on the number of people living in the area
- A community route will replace on-request service based on the number of riders
- New community routes will run during peak hours at first and add service in off-peak hours and on weekends as needed to meet demand
- A connector route will replace the community route based on the number of riders

What we'd like to hear from you

How well do you feel the proposed network will help you get where you need to go?

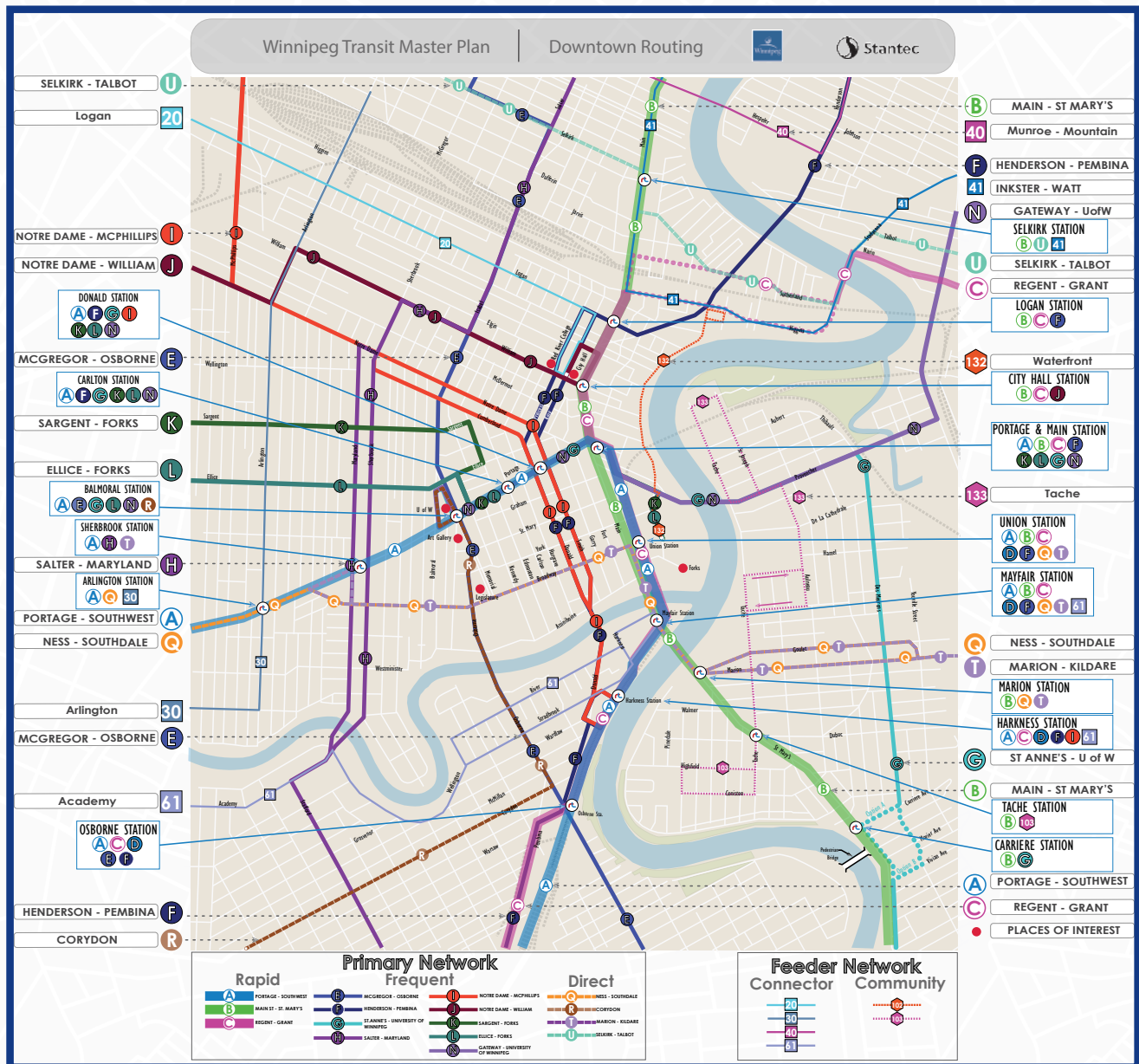
Please answer in your survey booklet.

Downtown network

The map below shows the proposed network in downtown Winnipeg.

Currently, most buses connect downtown. In Phase One, we learned from our technical research and engagement that most of the trips Winnipeggers make every day are within their neighbourhoods or across town, often without going downtown. This means that if you want to get around suburban areas of Winnipeg, you need to first travel downtown — often making trips much longer than they need to be.

In the proposed network, primary network lines will be the only ones that go through the downtown core. The feeder network will help people connect to the primary network to go downtown.



Downtown network features

- Downtown routes will be simple and straight, with fewer turns
- Only primary network lines will go through downtown, and every line that goes downtown will be very frequent (every 5 to 15 minutes)
- Transit stations around downtown (such as Union Station and near The Bay) will allow people to connect between primary network lines
- Over time, infrastructure will be built to give transit priority and speed up trips

What it means for riders

- Transit will move faster and be more reliable
- Routes will be simpler and easier to understand
- The bus you want will come more often, which means shorter waits for transit downtown and buses will be less crowded
- Fewer routes will mean less transit congestion downtown
- Fewer routes that come more often mean transit stops will be less crowded
- When and where you transfer to complete a trip may change

What we'd like to hear from you

How well do you feel the proposed network will help you get where you need to go?

Please answer in your survey booklet.

Help shape our transit system for the future

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



Attend one of our public events

Find dates, times, and locations online



Share your views online

From October 25 to November 24



Sign up for updates

Email transitmasterplan@winnipeg.ca

For inquiries or those who require alternate formats or interpretation to participate, please contact Maureen Krauss at **204-944-9907** or **transitmasterplan@winnipeg.ca**.

For more information, visit us online at: **winnipeg.ca/transitmasterplan**