

WINNIPEG TRANSIT MASTER PLAN PROJECT OVERVIEW

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Winnipeg Transit Master Plan | Objectives

- **25-year vision** for our transit system
- Give Winnipeggers **better transit options** for getting around
- **Make it easier** for people to choose and access transit

Winnipeg Transit Master Plan | Public Engagement Overview

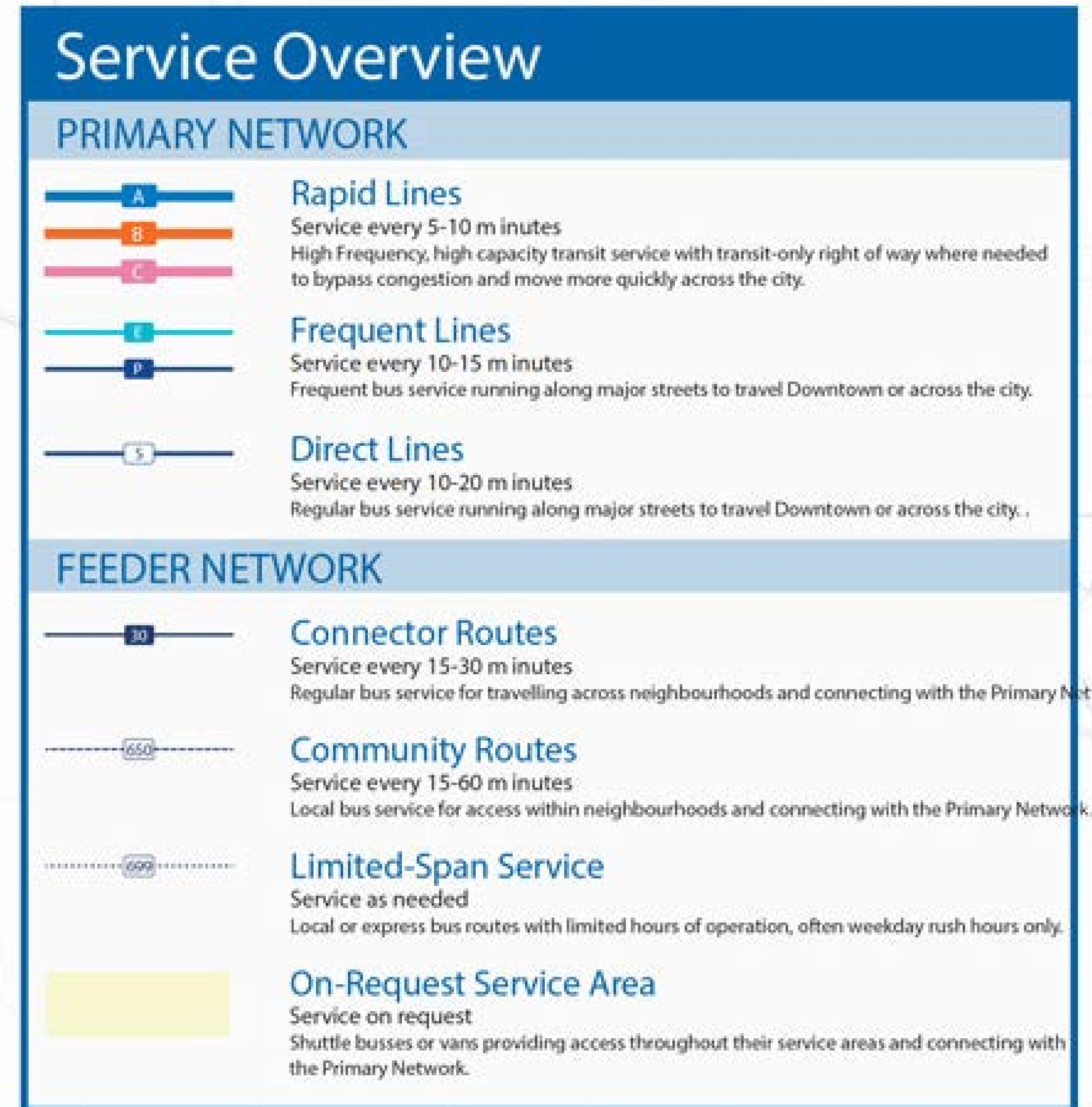
Phase One – Understand current use and future vision

Phase Two – Proposed network design

Phase Three – The future of rapid transit

Winnipeg Transit Master Plan | Updated Service Plan

- Phase Two feedback reviewed and incorporated
- Service plan updated based on Phase Two feedback

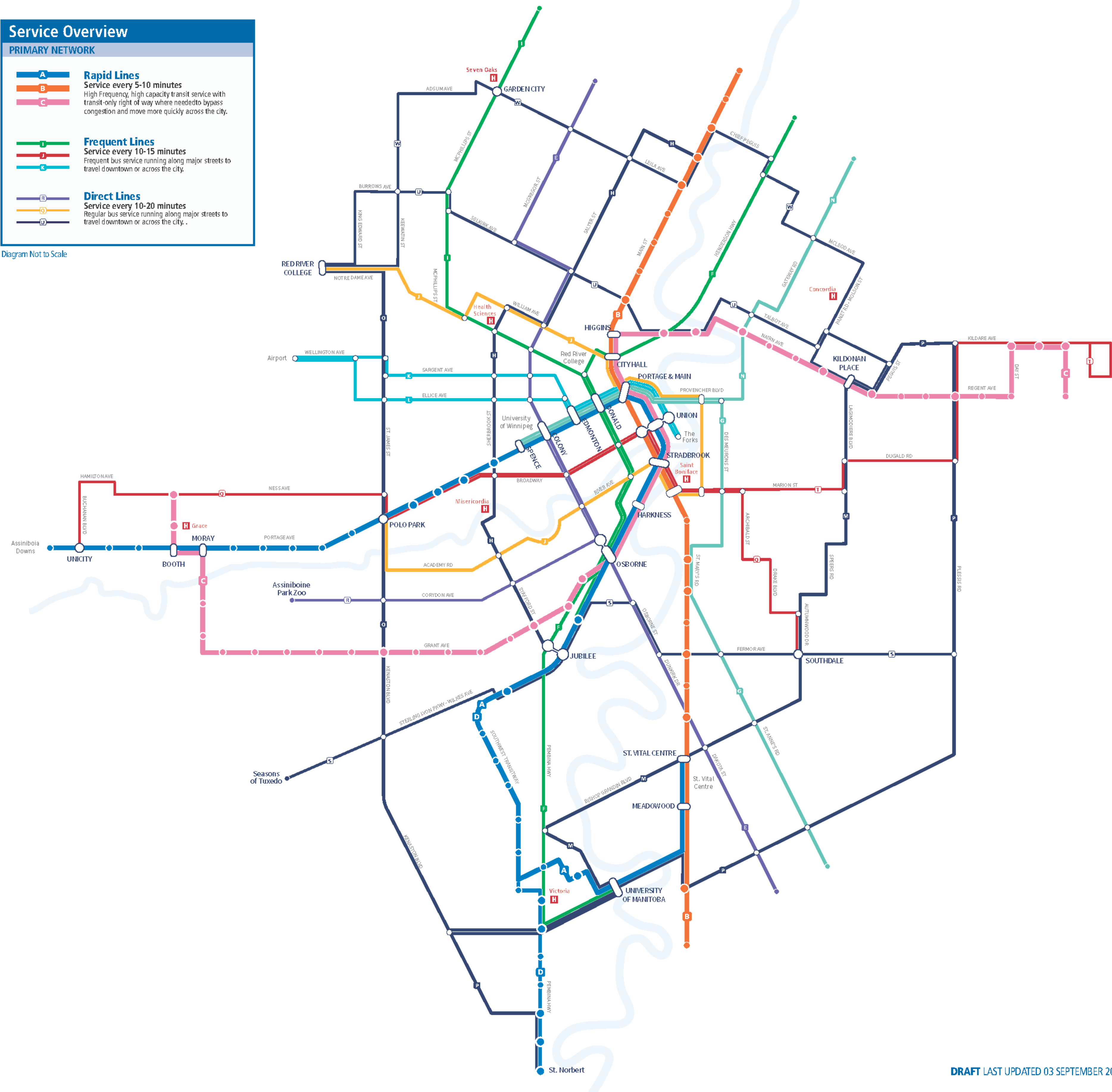


Winnipeg Transit Long Term Network Plan | Primary Network Diagram

Service Overview
PRIMARY NETWORK

- A** **Rapid Lines**
Service every 5-10 minutes
High frequency, high capacity transit service with transit-only right of way where needed to bypass congestion and move more quickly across the city.
- B**
- C**
- D** **Frequent Lines**
Service every 10-15 minutes
Frequent bus service running along major streets to travel downtown or across the city.
- E**
- F** **Direct Lines**
Service every 10-20 minutes
Regular bus service running along major streets to travel downtown or across the city.
- G**
- H**

Diagram Not to Scale



DRAFT LAST UPDATED 03 SEPTEMBER 2020

RAPID TRANSIT

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Rapid transit | Description

What is rapid transit?

- Combination of service and infrastructure



Winnipeg Transit Long Term Network Plan | Rapid Transit Diagram

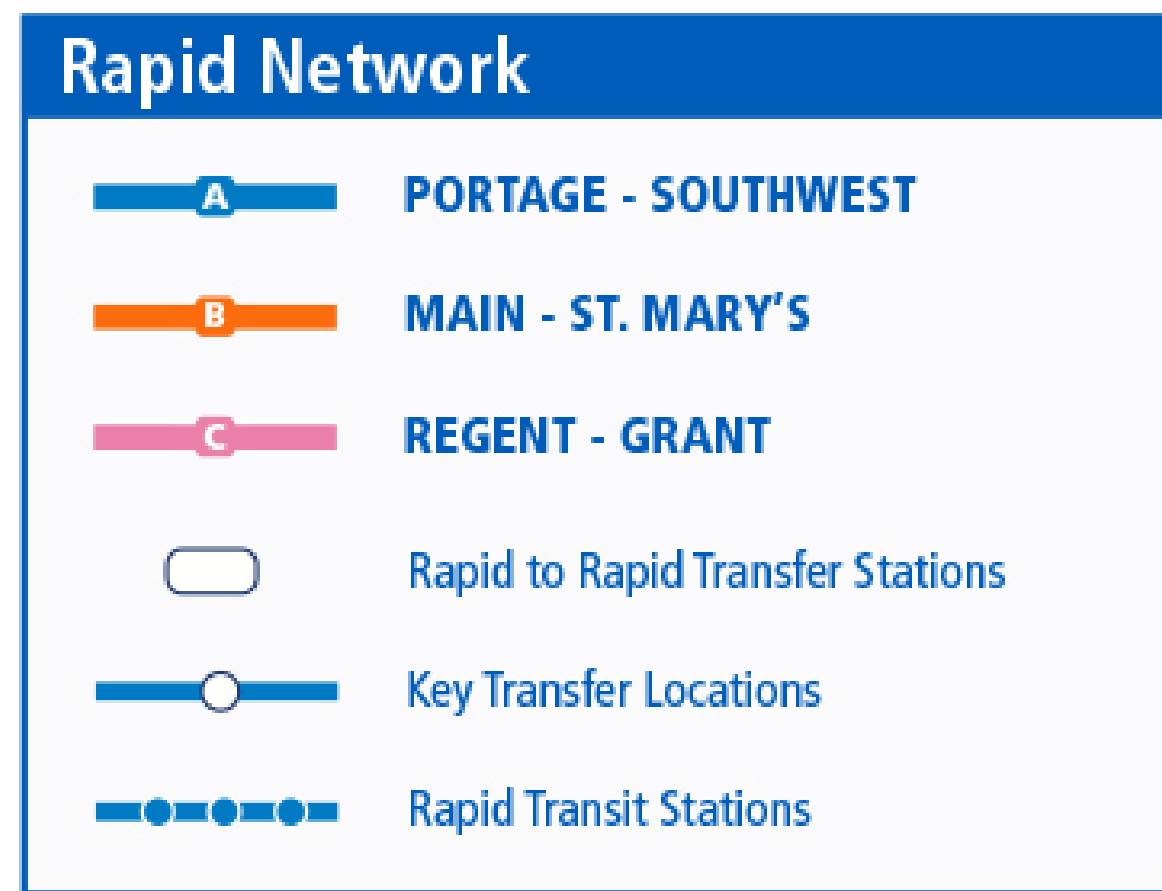
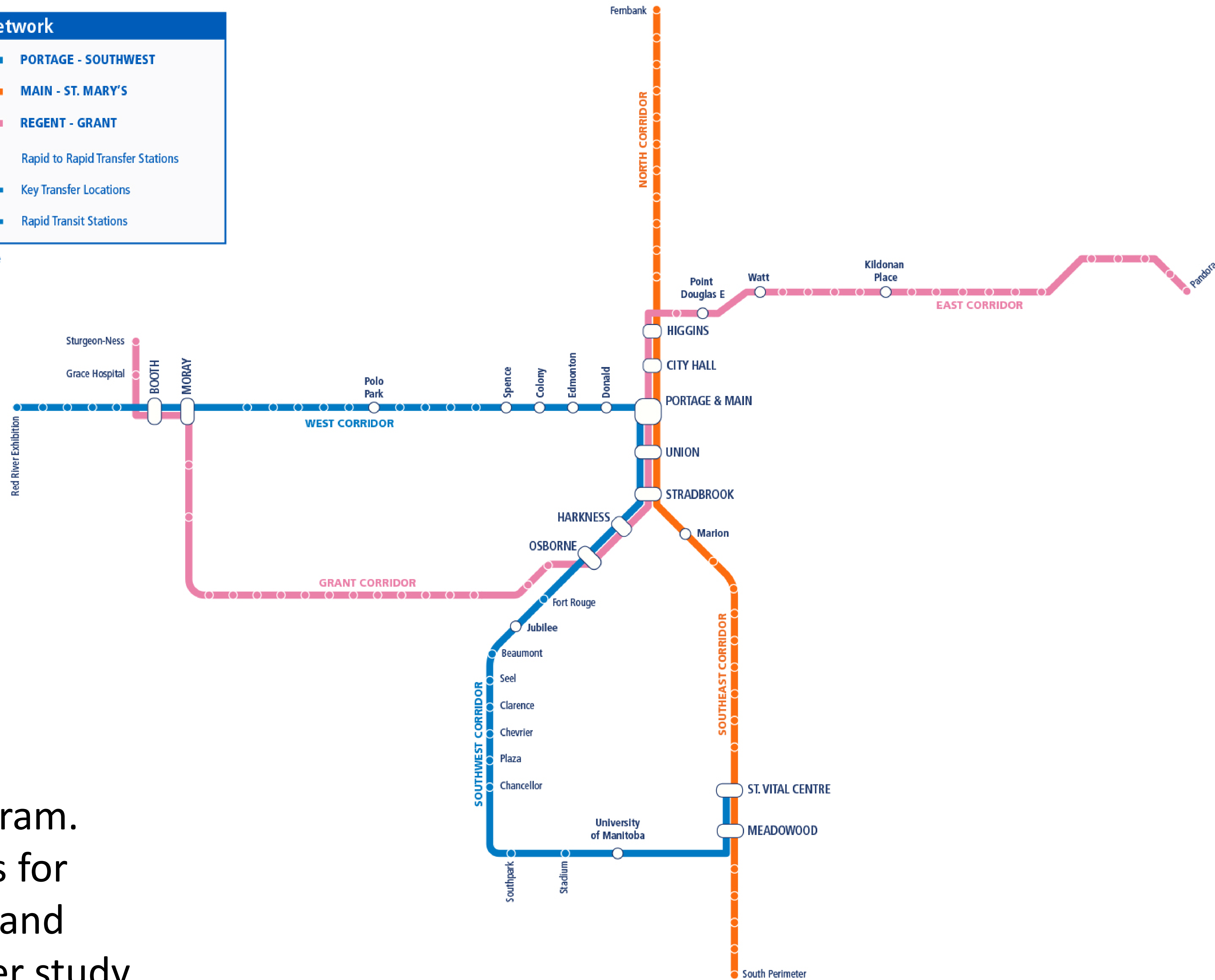


Diagram Not to Scale



Conceptual diagram.
Station locations for illustration only and subject to further study.

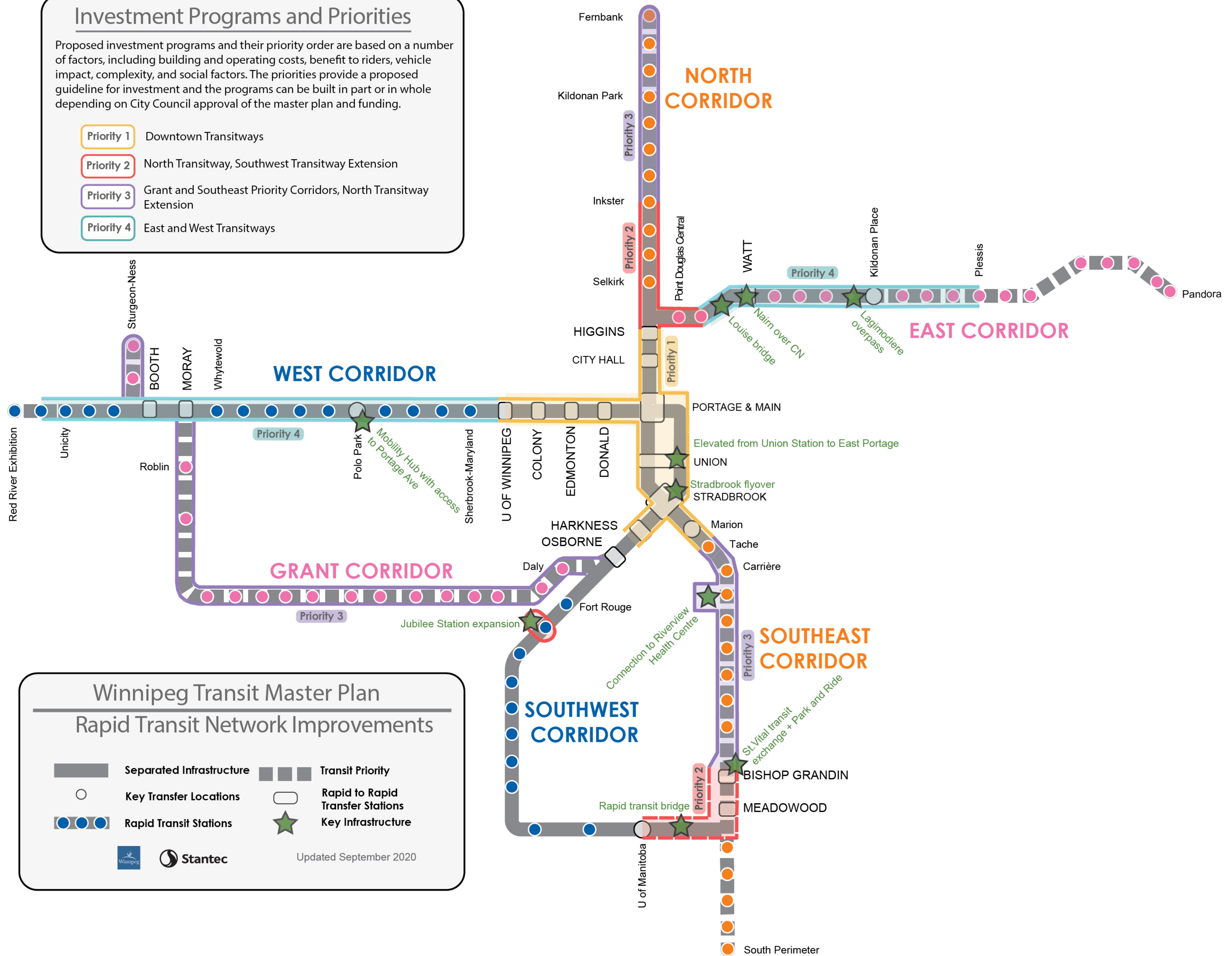
Rapid transit implementation | Infrastructure

- **Priority infrastructure**
 - Diamond lanes
 - Transit-only lanes
 - Priority traffic signals
 - Changes to on-street parking, bus stop locations
- **Fully separated infrastructure**
 - Only used by transit
 - Will be able to be converted to light rail

Investment Programs and Priorities

Proposed investment programs and their priority order are based on a number of factors, including building and operating costs, benefit to riders, vehicle impact, complexity, and social factors. The priorities provide a proposed guideline for investment and the programs can be built in part or in whole depending on City Council approval of the master plan and funding.

- Priority 1** Downtown Transitways
- Priority 2** North Transitway, Southwest Transitway Extension
- Priority 3** Grant and Southeast Priority Corridors, North Transitway Extension
- Priority 4** East and West Transitways



Winnipeg Transit Master Plan Rapid Transit Network Improvements

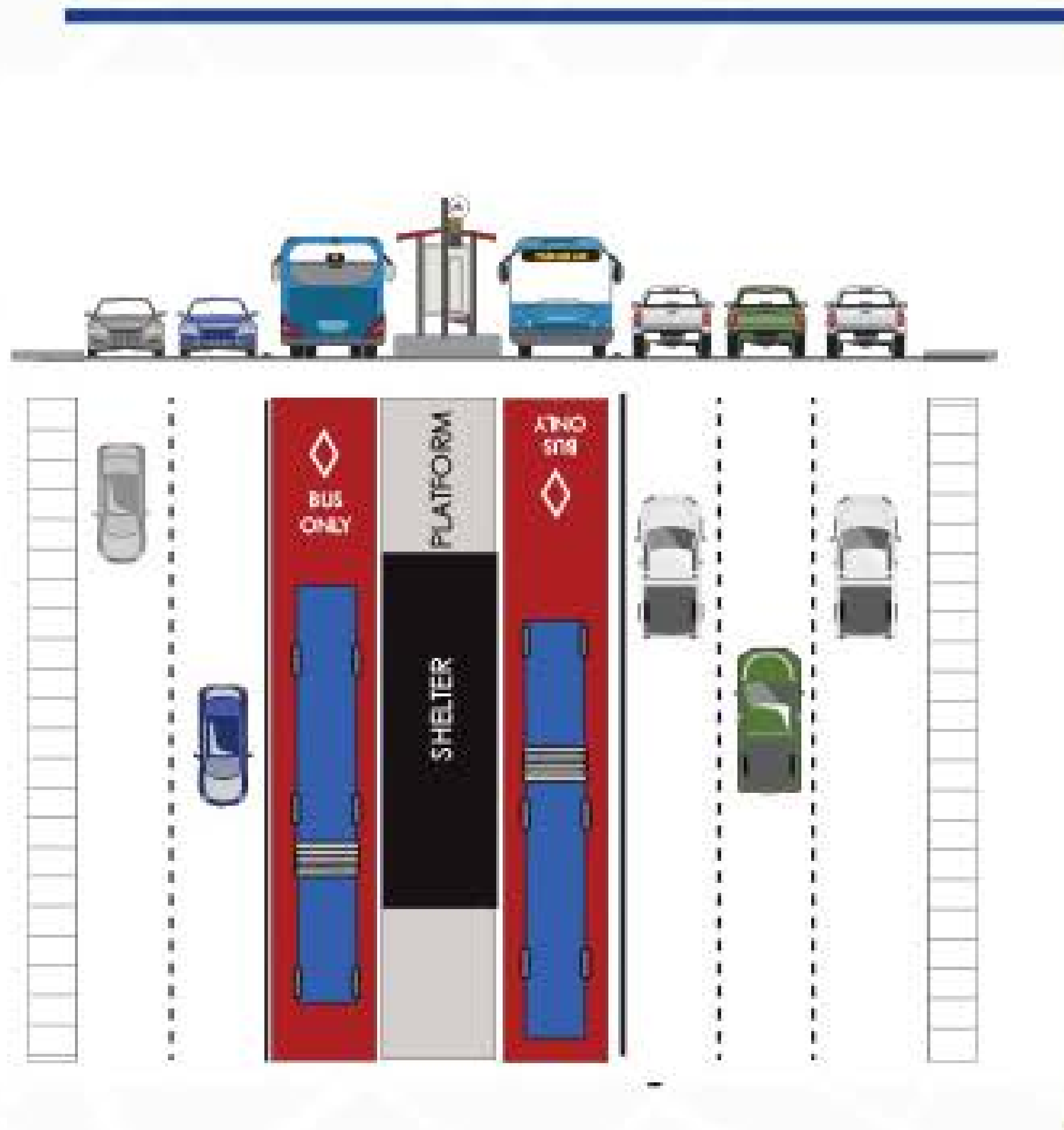
- Separated Infrastructure
- Transit Priority
- Key Transfer Locations
- Rapid to Rapid Transfer Stations
- Rapid Transit Stations
- Key Infrastructure



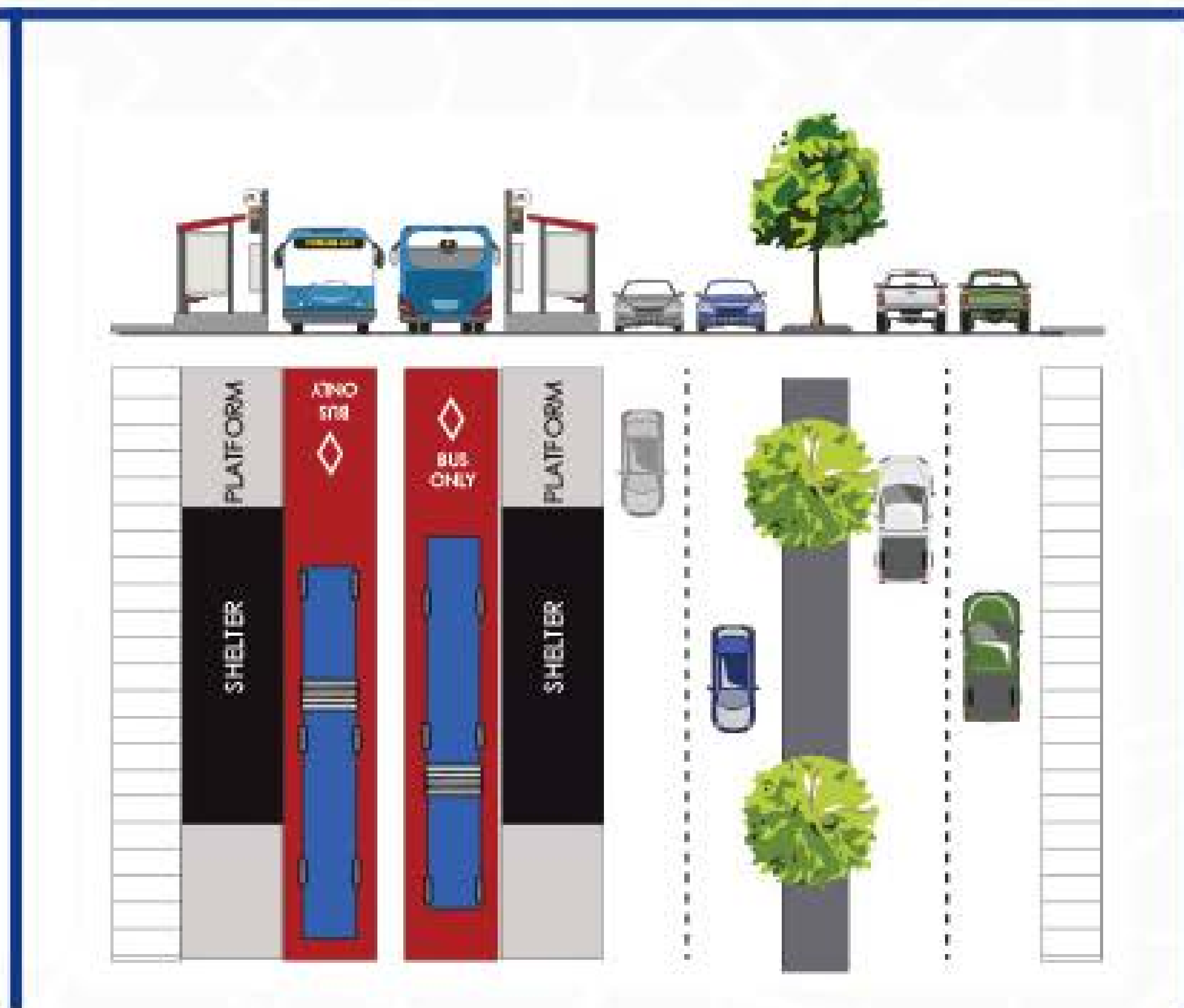
Updated September 2020

Transitway types | Fully separated

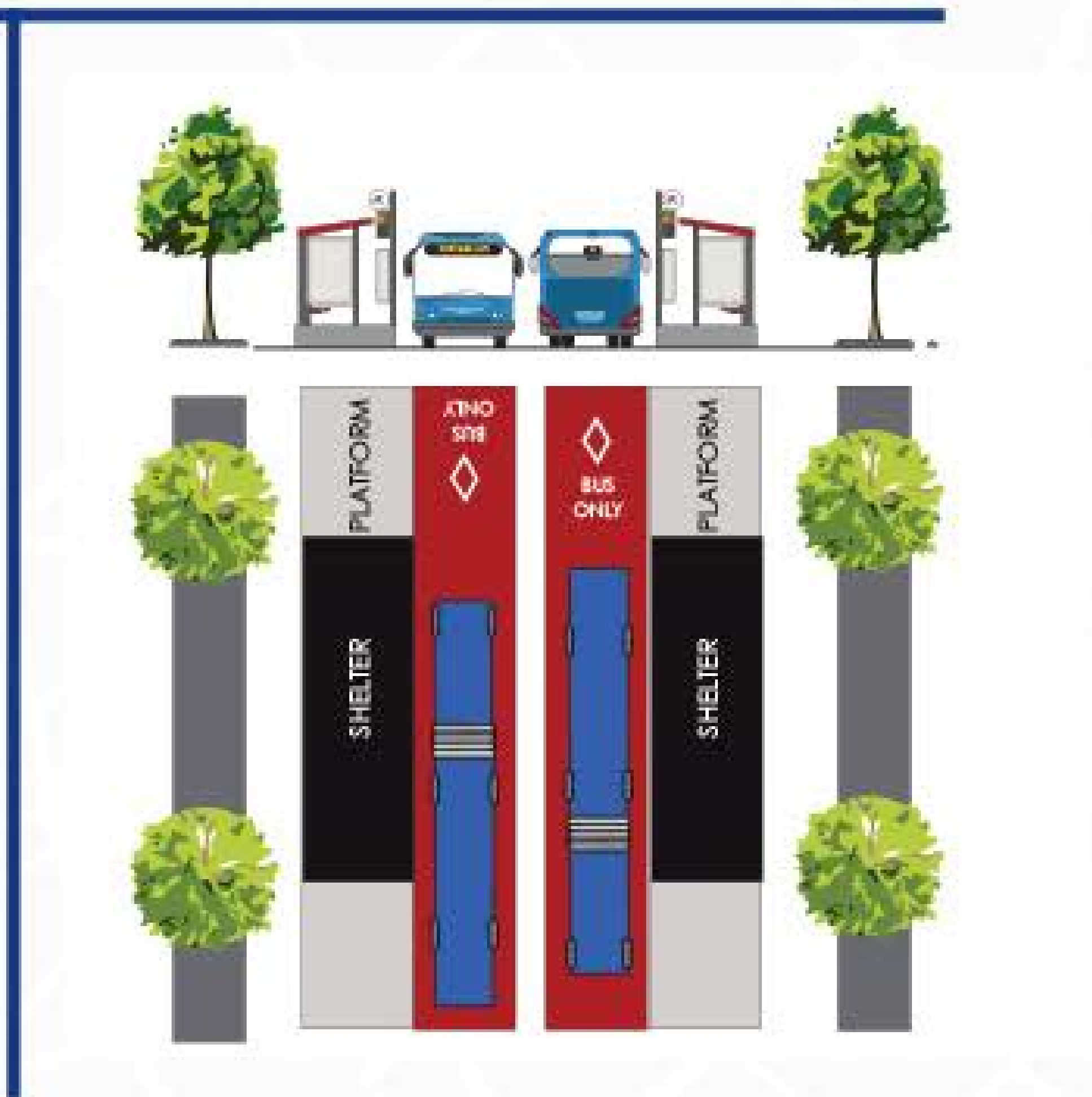
Centre-running



Same-side running



Exclusive roadway



Union Station | Central hub of the rapid network



Rapid transit | Downtown network (long term)

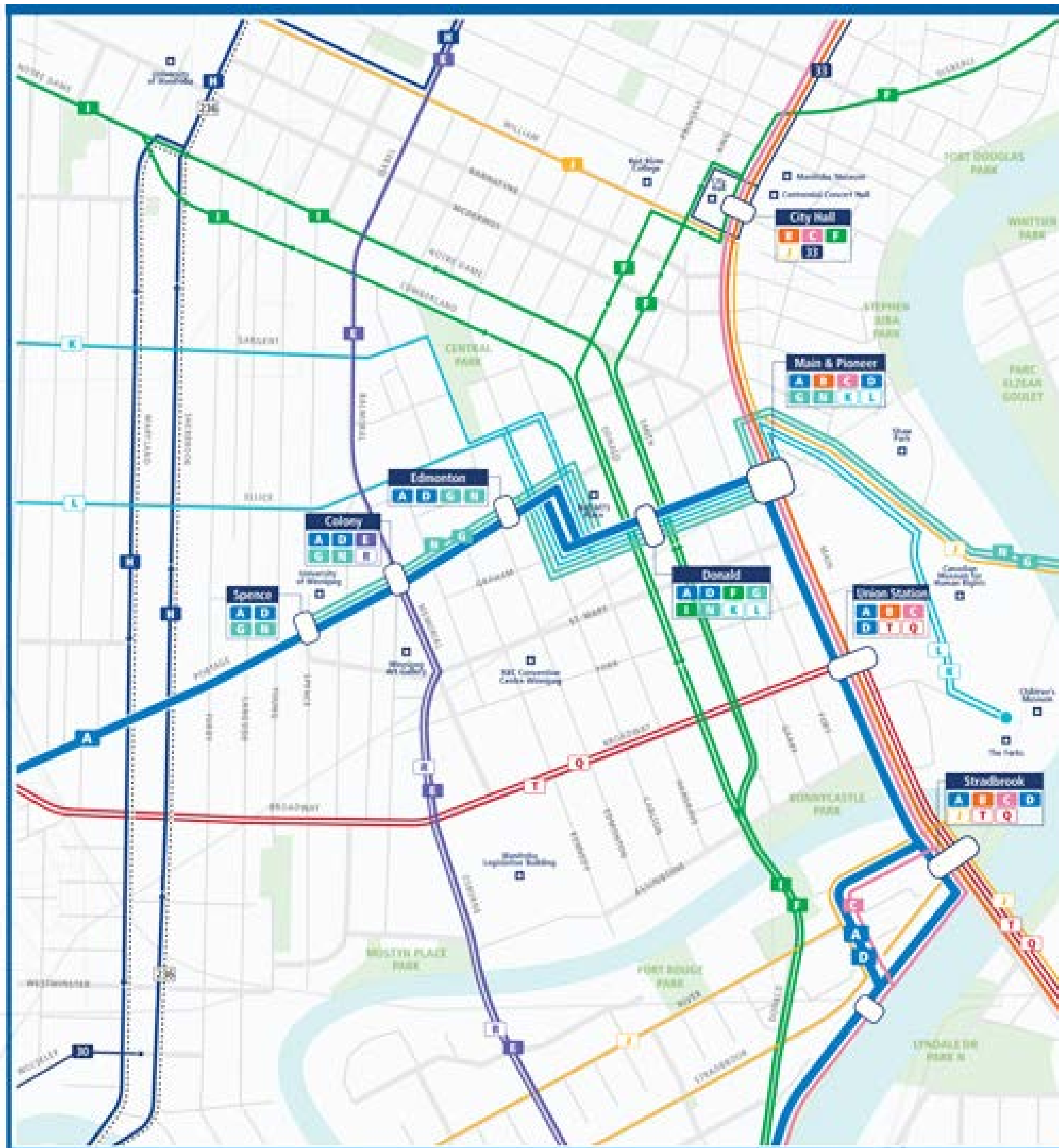


Service Overview

PRIMARY NETWORK

- Rapid Lines** (A, B, C)
 - Service every 5-10 minutes
 - High Frequency, high capacity transit service with transit-only right of way where needed to bypass congestion and move more quickly across the city.
- Frequent Lines** (E, P)
 - Service every 10-15 minutes
 - Frequent bus service running along major streets to travel Downtown or across the city.
- Direct Lines** (S)
 - Service every 10-20 minutes
 - Regular bus service running along major streets to travel Downtown or across the city.

Rapid transit | Downtown network – short term plan




Service Overview

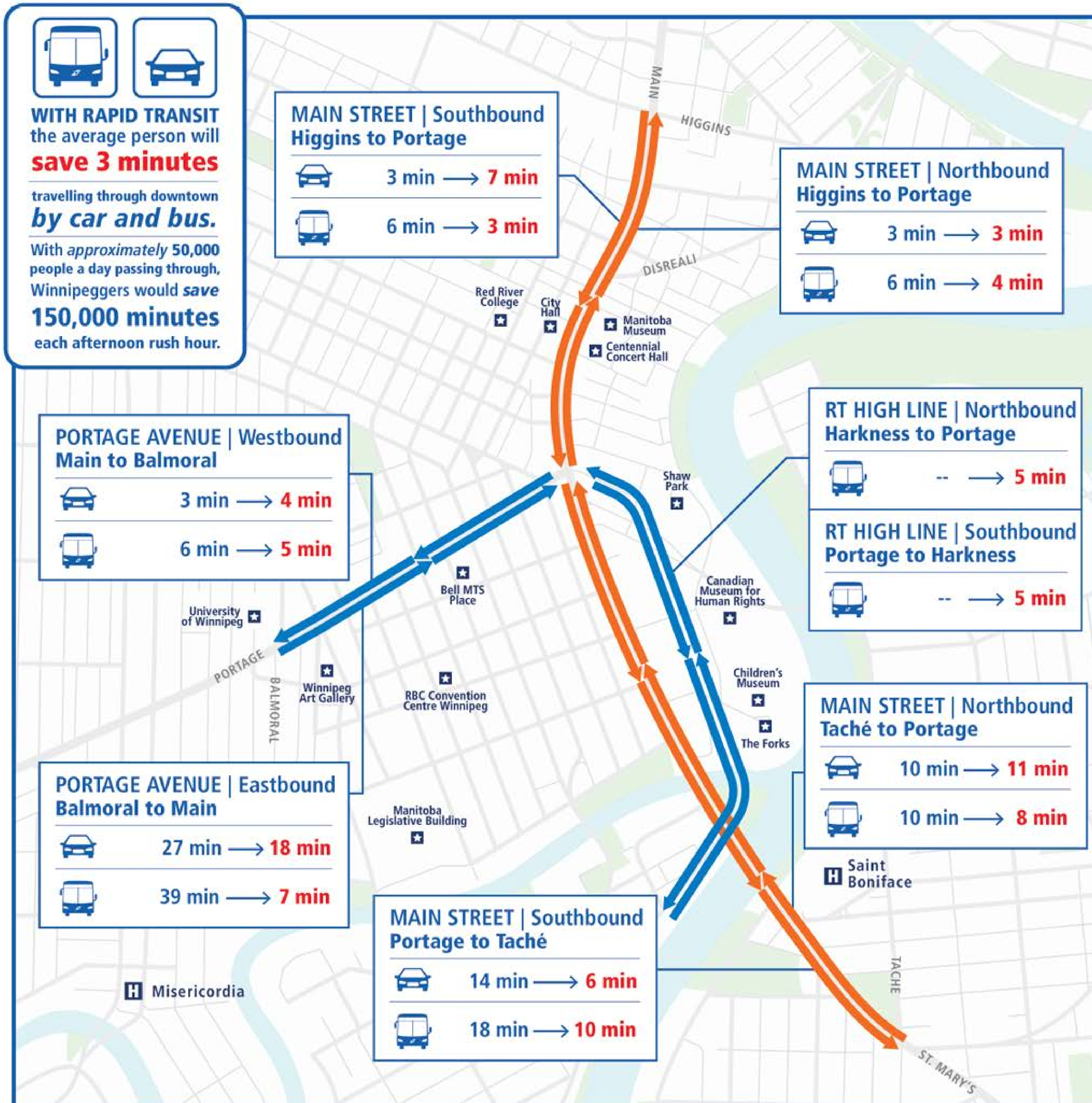
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ESTIMATED TRAVEL TIME COMPARISON Downtown Afternoon Rush Hour in 2044

Rapid transit | Downtown travel times

 NO STREET CHANGES →  **WITH RAPID TRANSIT**



Traffic simulation results are based on preliminary design concepts and estimates of travel preferences over the next 25 years.

POLL QUESTION

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ACCESSIBILITY

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Improving accessibility is an important goal

- In Phase One and Phase Two public engagement, we heard that making transit more accessible was an important goal

The Winnipeg Transit Master Plan will:

- Enable people of all ages and abilities to move around the city on transit
- Provide more options for people with disabilities to use transit with greater convenience, flexibility, and safety

Accessibility and Winnipeg Transit Plus | Key changes

- Update Winnipeg Transit Plus eligibility criteria
- Make more transit junctions, stations, and hubs accessible
- Make buses more accessible
- Pilot option for Winnipeg Transit Plus customers to use Winnipeg Transit Plus and conventional transit together to complete a trip

Conventional transit and Transit Plus together can provide more and better service



Start at the customer's home



Winnipeg Transit Plus vehicle picks up customer



Customer is brought to an accessible transit junction



Customer arrives at an accessible destination



Customer travels on an accessible bus

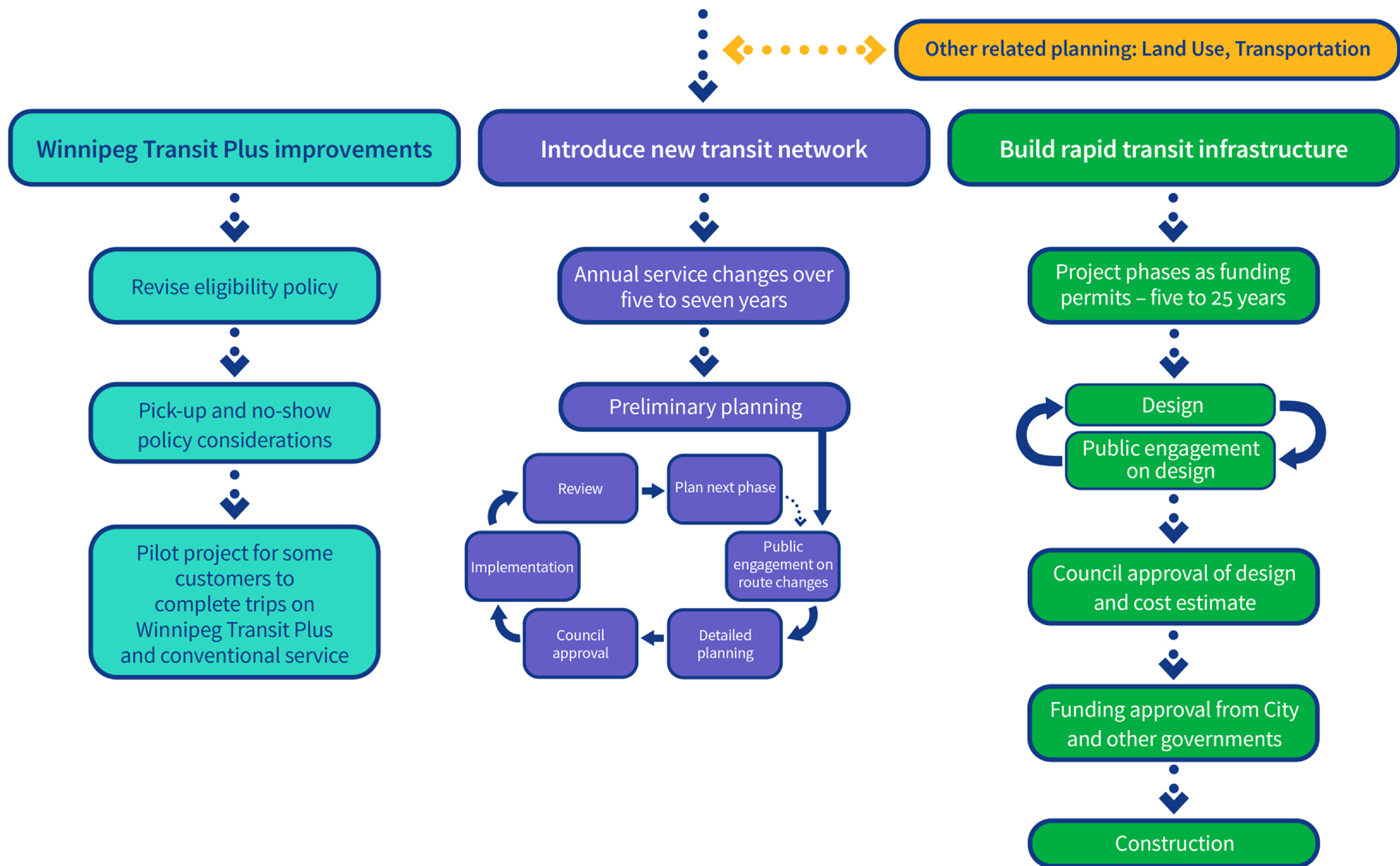


Customer boards an accessible transit bus

WHAT HAPPENS NEXT

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Winnipeg Transit Master Plan to Council for approval



QUESTIONS?

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Thank you!

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