

## Eastern Corridor Study Public Engagement

# SUMMARY OF KEY FINDINGS

May – July 2017

The input collected and summarized in this report will help inform an opportunities and constraints analysis, which will look at major traffic generators, destinations, connections, barriers and community assets throughout the study area. The study team will also consider the input on the criteria to further develop and refine the criteria. The public will have an opportunity to see how their input informed the preliminary criteria and weightings at the next public engagement events.

The following is a summary of key findings based on a review, coding and analysis of all input provided.

### Connectivity

- The Eastern Corridor should connect existing neighbourhoods and destinations in the study area, provide connections to local (feeder) routes and neighbourhoods, and have hubs to connect to other future rapid transit routes.
- Explore opportunities for regional connections, and better access and connectivity to services outside of the study area (such as medical facilities).

### Development

- Start by serving neighbourhoods with existing densities to support ridership and then locate the corridor near potential revitalization areas where future density could easily be achieved.
- Point Douglas has a strong potential to be transformed into a Transit-Oriented Development (TOD) neighbourhood.
- Integrate or require affordable housing opportunities in future development and ensure connectivity and access to affordable housing to foster inclusion.
- Encourage/create/support density and intensification/infill through zoning and land use policy that supports TOD.

### Cost

- Consider long term value and do not make decisions based purely on cost.
- Explore revenue generation opportunities and use City land wherever possible.

### Design

- Station areas should be well designed and integrated into their surrounding area and all new development should meet the City's guidelines for TOD design.
- Maintain character in mature communities and minimize impacts to existing communities.

### Eastern Transit Garage

- General support for proposed location.
- The proposed Eastern Transit Garage should consider concerns about increased traffic, parking needs and access issues on to Nairn Avenue and Panet Road, and possible emissions, noise and light impacts.
- Desire for transit services such as customer service and transit pass purchasing kiosk.

### Environmental

- The corridor should not impact existing natural areas.
- Consider the use of electric vehicles and charging stations on the corridor.
- To reduce emissions, encourage/increase ridership and provide disincentives for private vehicles.

### Functionality and Performance

- The route should be direct, primarily on a dedicated corridor, with frequent, reliable service.
- The route should reduce current trip time.
- Explore possibility for tunnels and grade separation to ensure speed and reliability.

### **Louise Bridge**

- Support for a replacement bridge.
- Strong desire to create a pedestrian and cycling connection with a new river crossing or by retaining the existing bridge as dedicated pedestrian and cycling infrastructure.
- Alignment suggestions include: north of the existing rail line, utilizing or adjacent to existing rail line, connecting to Watt Street, or retaining existing location.
- Desire for a multi-lane facility, providing multiple lanes in both directions, including dedicated BRT lanes and pedestrian and cycling facilities.

### **LRT and Rail**

- Some preference for LRT rather than BRT on the corridor.
- Consider using existing rail lines or running adjacent to rail corridors.
- Move rail lines outside of the City and use those corridors.

### **Need for Corridor**

- Determine and communicate expected level of service prior to planning the corridor.
- Communicate current and future ridership numbers to support the need for the corridor.
- Fix local streets first before implementing the corridor.
- Do not spend money on this project.

### **Parking**

- Integrate parking at stations areas.
- Consider park and ride locations at Kildonan Place Shopping Centre and Club Regent Casino.
- Desire for connected parking facilities.

### **Pedestrian and Cycling**

- Strong desire for integrated pedestrian and cycling network from downtown to Transcona for recreational and commuter travel aligned and integrated with transitway.
- Provide bike parking at stations and bike racks on all busses.

### **Stops and Stations**

- Provide amenities at stations such as vending style library, bike storage and heated shelters.
- Consider station advancements such as paying fares before boarding.