WINNIPEG TRANSIT MASTER PLAN
PROJECT OVERVIEW
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

<table>
<thead>
<tr>
<th>Phase</th>
<th>Description</th>
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<tbody>
<tr>
<td>One</td>
<td>Understand current use and future vision</td>
</tr>
<tr>
<td>Two</td>
<td>Proposed network design</td>
</tr>
<tr>
<td>Three</td>
<td>The future of rapid transit</td>
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</table>
Winnipeg Transit Master Plan | Updated Service Plan

- Phase Two feedback reviewed and incorporated
- Service plan updated based on Phase Two feedback
RAPID TRANSIT
Rapid transit | Description

What is rapid transit?

• Combination of service and infrastructure
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 Transiteways
- **Priority 2**: North Transitway, Southwest Transitway Extension
- **Priority 3**: Grant and Southeast Priority Corridors, North Transitway Extension
- **Priority 4**: East and West Transitways

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**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

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<th>Centre-running</th>
<th>Same-side running</th>
<th>Exclusive roadway</th>
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![Diagram of Centre-running Transitway](image1)

![Diagram of Same-side running Transitway](image2)

![Diagram of Exclusive roadway Transitway](image3)

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Union Station | Central hub of the rapid network
Rapid transit | Downtown network (long term)

Service Overview

**PRIMARY NETWORK**

- **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.

- **Frequent Lines**
  - Service every 10-15 minutes
  - Frequent bus service running along major streets to travel Downtown or across the city.

- **Direct Lines**
  - Service every 10-20 minutes
  - Regular bus service running along major streets to travel Downtown or across the city.

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Rapid transit | Downtown network – short term plan

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ESTIMATED TRAVEL TIME COMPARISON
Downtown Afternoon Rush Hour in 2044

NO STREET CHANGES → WITH RAPID TRANSIT

WITH RAPID TRANSIT the average person will save 3 minutes travelling through downtown by car and bus.

Main Street | Southbound Higgins to Portage
3 min → 7 min
6 min → 3 min

Main Street | Northbound Higgins to Portage
3 min → 3 min
6 min → 4 min

Portage Avenue | Westbound Main to Balmoral
3 min → 4 min
6 min → 5 min

Portage Avenue | Eastbound Balmoral to Main
27 min → 18 min
39 min → 7 min

Main Street | Southbound Portage to Taché
14 min → 6 min
18 min → 10 min

RT High Line | Northbound Harkness to Portage
-- → 5 min

RT High Line | Southbound Portage to Harkness
-- → 5 min

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

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POLL QUESTION
ACCESSIBILITY
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.
WHAT HAPPENS NEXT
Winnipeg Transit Master Plan to Council for approval

**Winnipeg Transit Plus improvements**
- Revise eligibility policy
- Pick-up and no-show policy considerations
- Pilot project for some customers to complete trips on Winnipeg Transit Plus and conventional service

**Introduce new transit network**
- Annual service changes over five to seven years
- Preliminary planning
  - Review
  - Plan next phase
  - Public engagement on route changes
  - Detailed planning
  - Council approval
  - Implementation

**Build rapid transit infrastructure**
- Project phases as funding permits – five to 25 years
  - Design
  - Public engagement on design
  - Council approval of design and cost estimate
  - Funding approval from City and other governments
  - Construction

Other related planning: Land Use, Transportation

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QUESTIONS?

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Thank you!

Kevin Sturgeon

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