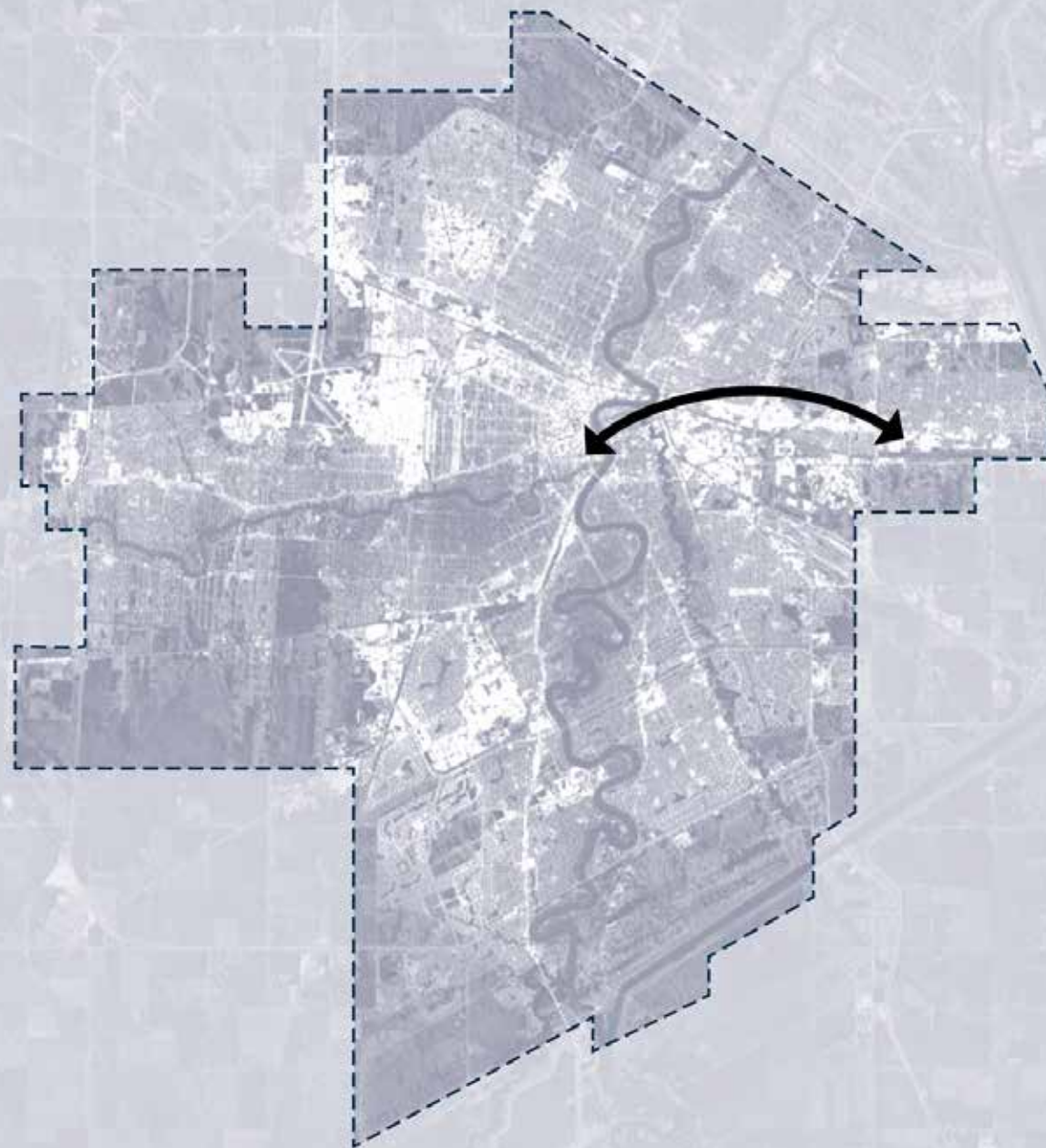
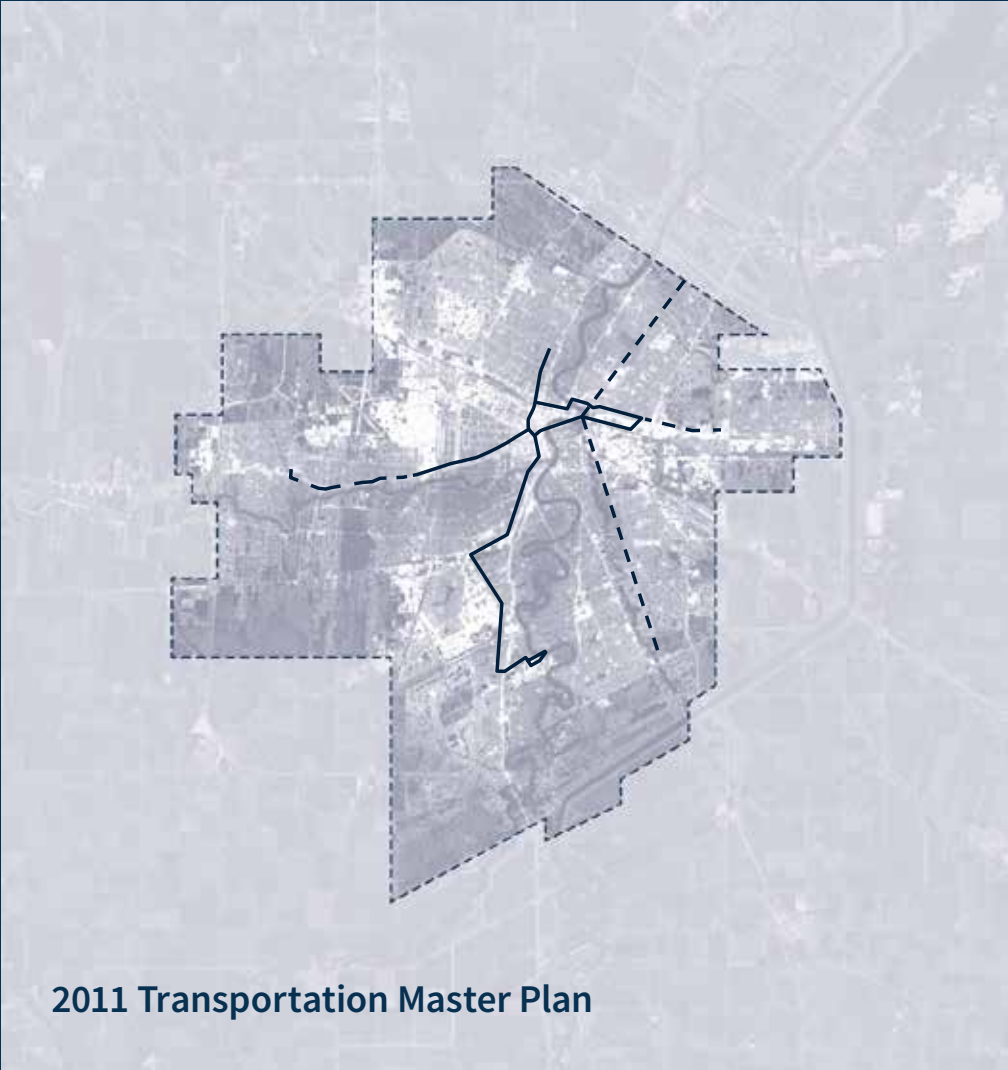


What is the Eastern Corridor Study?

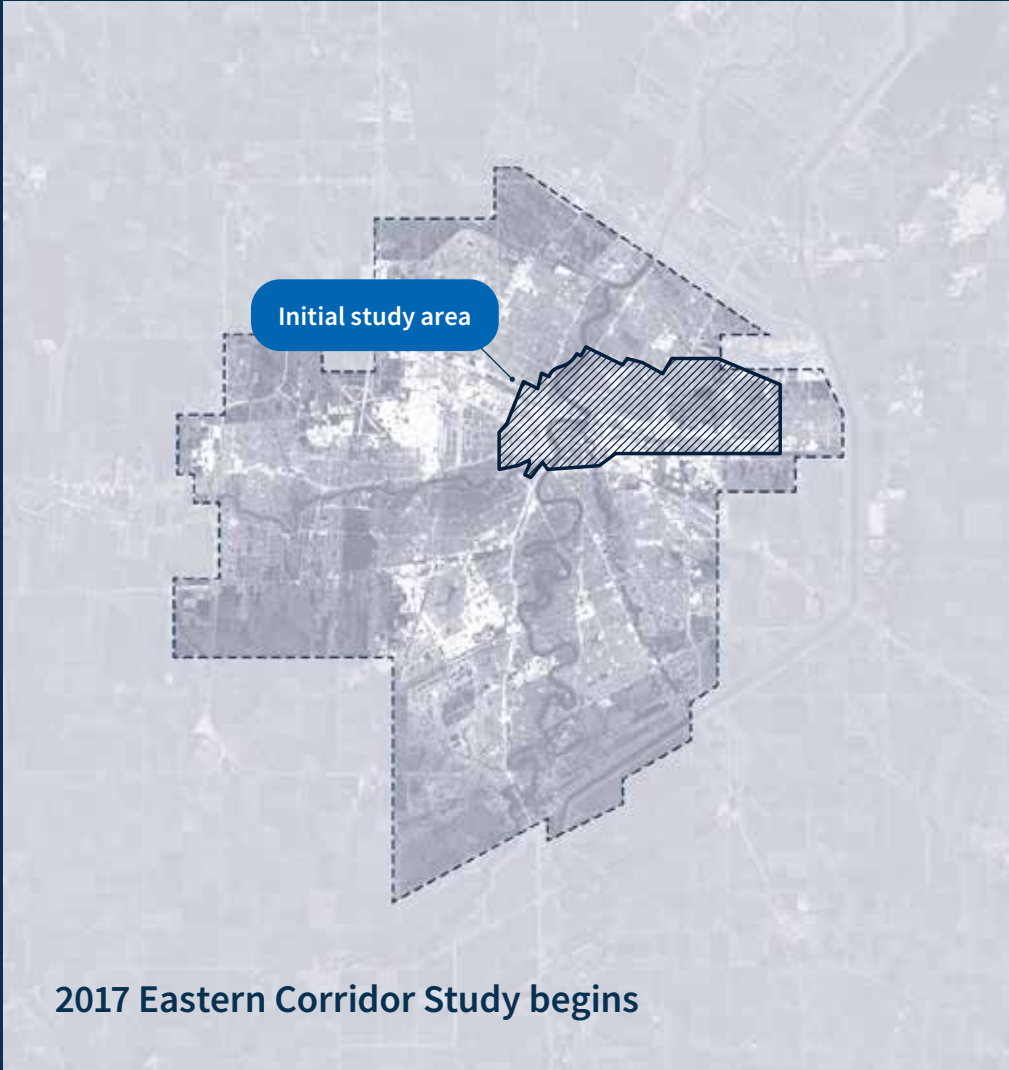


- 1 Where should rapid transit go to get between Downtown and eastern Winnipeg?
- 2 How should rapid transit look as it goes between Downtown and eastern Winnipeg?
- 3 How can we make it easier for people to walk, ride a bike, and access transit to get between Downtown, Transcona, and places in between?
- 4 What should a replacement for the Louise Bridge look like?

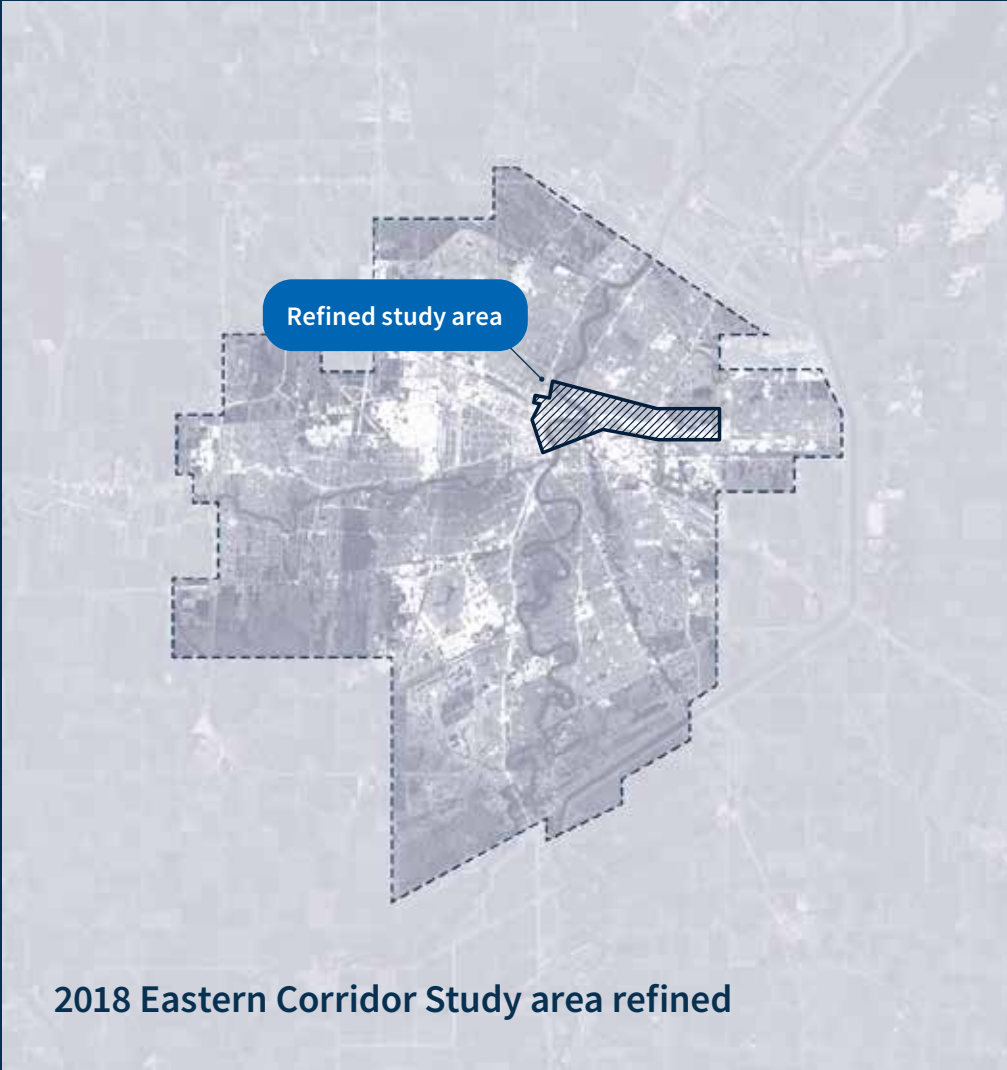
This study is the first step in the design process. If approved by Council, there would be many more steps before construction.



2011 Transportation Master Plan



2017 Eastern Corridor Study begins



2018 Eastern Corridor Study area refined

2011

Transportation Master Plan identifies several Rapid Transit corridors.

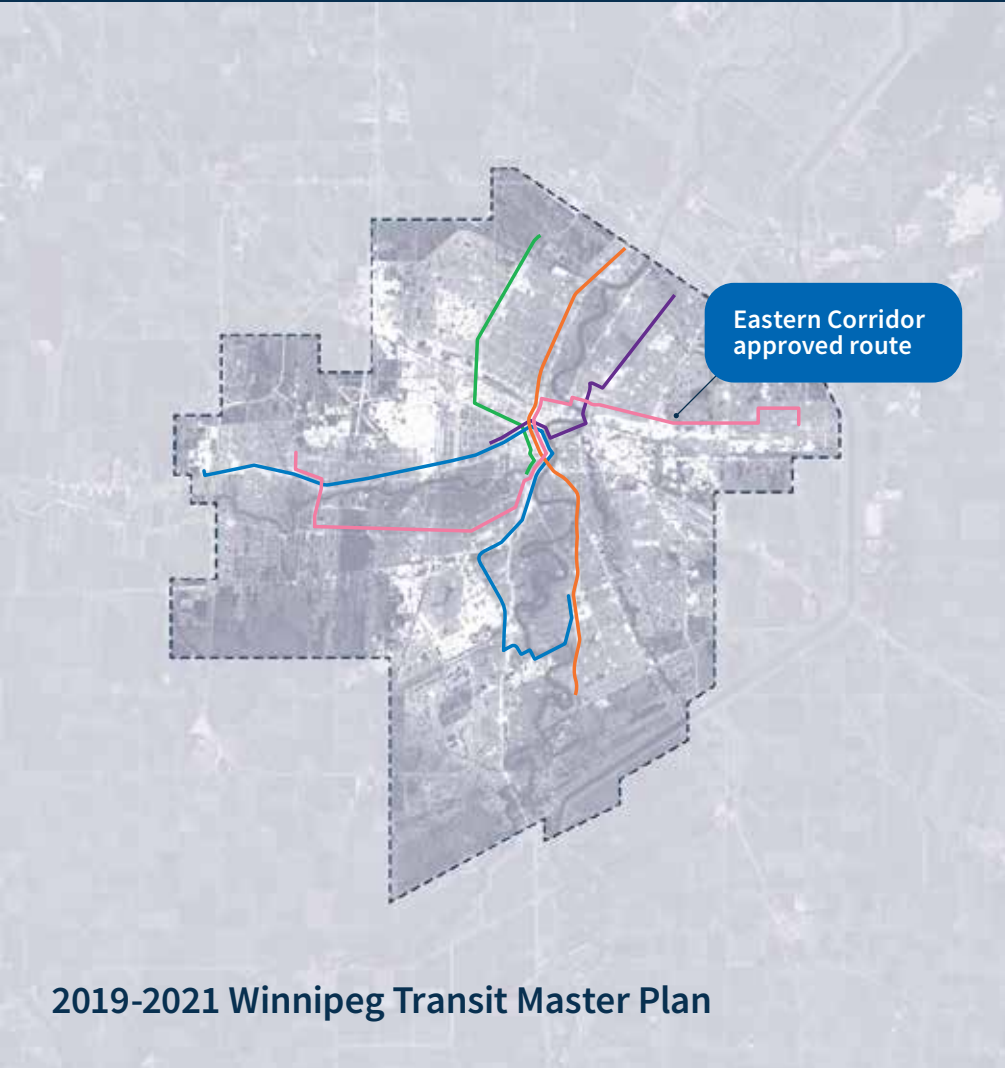
This study assumed each corridor would be completed one at a time.

Eastern Corridor from Downtown to east Winnipeg is the next priority. Several route options are identified.

This plan only considers corridor infrastructure. It does not consider what service (lines and frequencies) would be on each corridor.

2017–2019

Eastern Corridor Study examines various route options with technical analysis and public engagement.



2019–2021

Winnipeg Transit Master Plan reexamines the city-wide transit network including all Rapid Transit corridors (infrastructure), service (lines and frequencies), and priorities.

The west corridor (Blue Line), the north and southeast corridors (Orange Line), and the Grant and east corridor (Rose Line) are expected within 25 years. The northeast corridor (Violet Line), and northwest corridor (Green Line) are expected beyond 25 years.



Spring 2021

In 2021, Council approved the Eastern Rapid Transit Corridor route along Sutherland Avenue through Point Douglas, across a new Louise Bridge, and along Nairn and Regent avenues.

The Eastern Corridor is divided into three different priority segments:
Stage 1: Harkness Station to Main Street CP Railway underpass, shared with Blue and Orange Lines

Stage 2: Main Street to Watt Street

Stage 3: Watt Street to Plessis Road

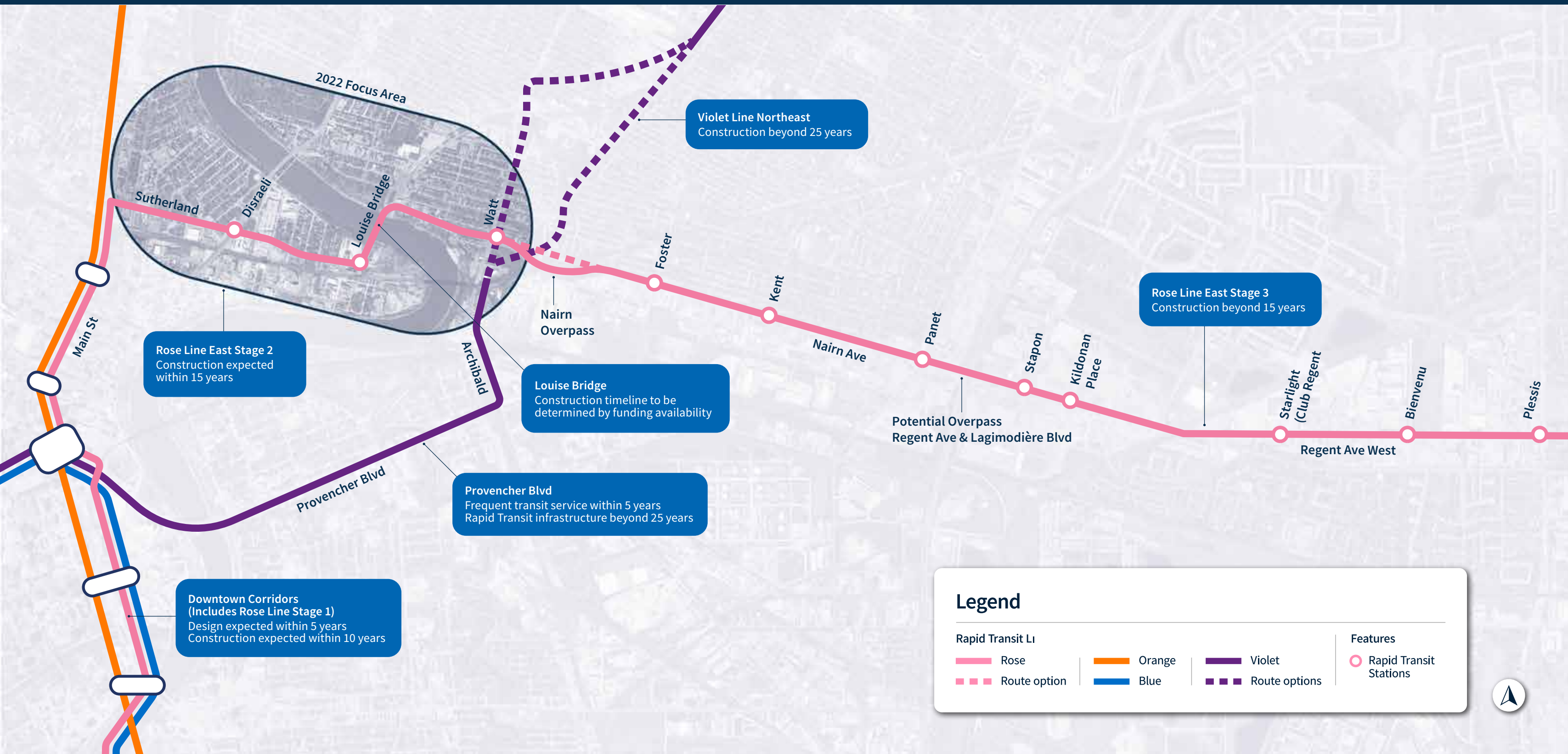


2021–2022

Stage 1 deferred to upcoming Rapid Transit Downtown Corridors design study along with Downtown segments of the Blue and Orange Lines

Stage 3 deferred to future study along with its junction with the Violet Line (Northeast Corridor)

Stage 2 is the subject of this engagement



Feedback that helped shape the proposed Rapid Transit Corridor & Stations Design

Rapid Transit should not divide the neighbourhood any further (no bus freeways or concrete walls).

Nairn Avenue and Louise Bridge are too congested for Rapid Transit.

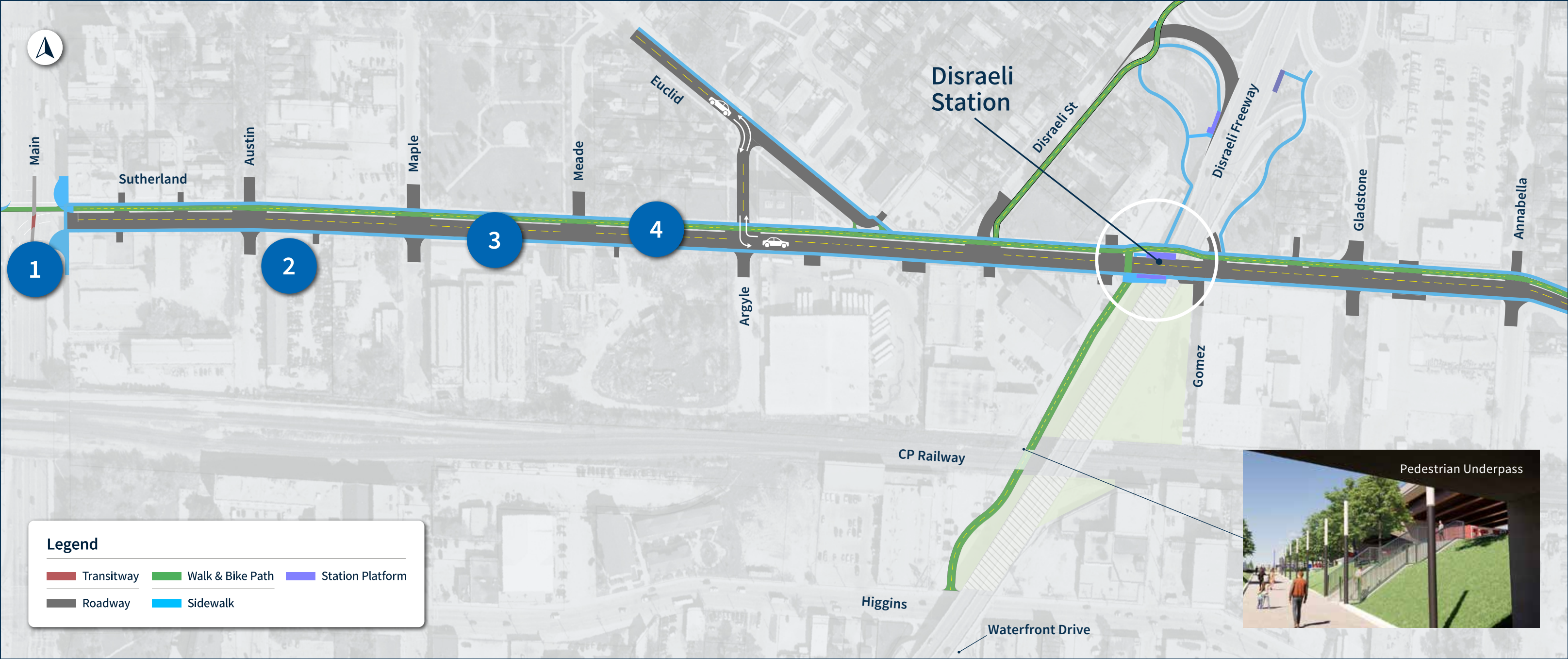
Stations should be places that bring people together, with things like community gardens and local shops.

I feel safe walking *in* my neighbourhood, but I don't feel safe walking to my neighbourhood.

Rapid Transit stations should have washrooms and security guards.

Proposed Corridor Concept: Sutherland Avenue

Main Street to Disraeli Freeway



1 A new traffic signal will allow Transit to turn left onto Main Street and for people to walk and bike across Main Street. Other vehicles will continue to only be able to turn right.

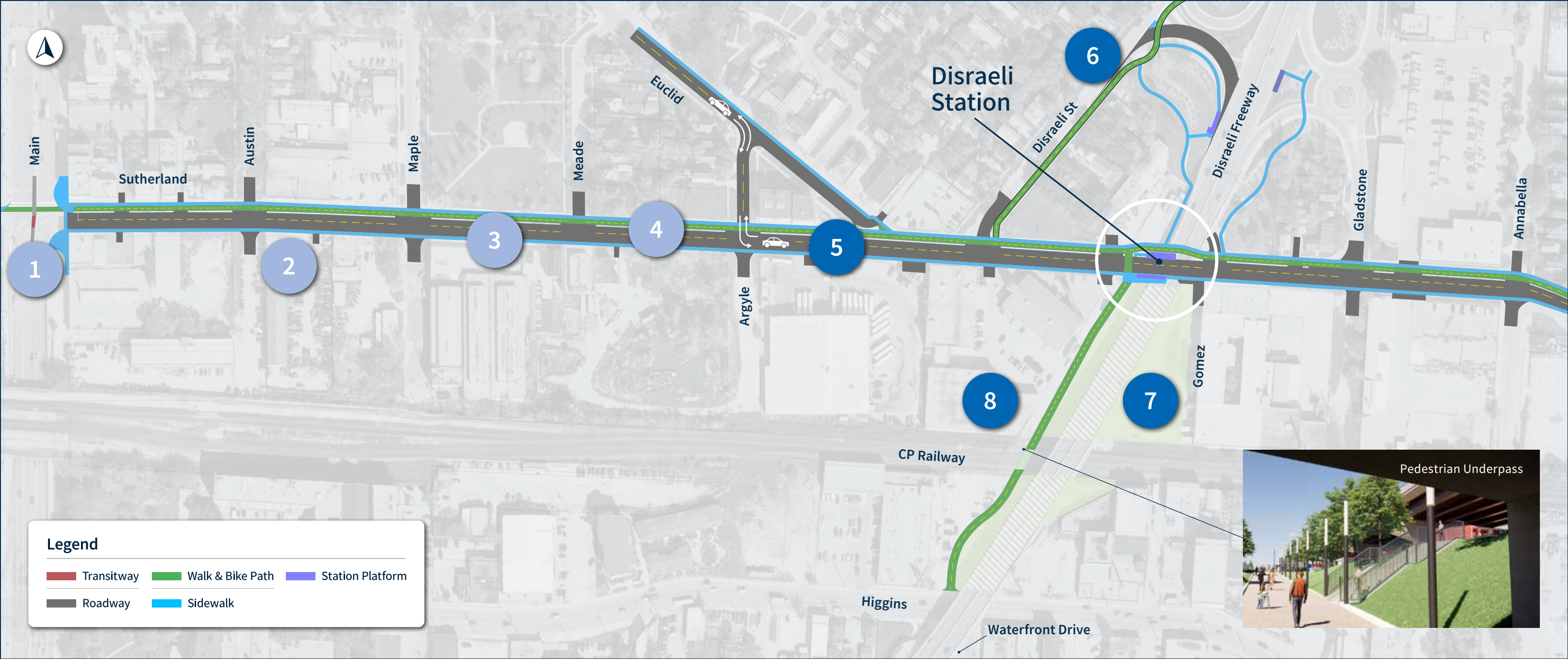
2 Parking will be maintained on the south side of Sutherland Avenue between Main Street and Euclid Avenue.

3 As a Transit Boulevard, the main improvements to Sutherland Avenue will be at the stations and for people to walk and bike to access transit.

4 A protected two-way bike path will run the length of Sutherland Avenue on its north side. Existing sidewalks on the north and south side of Sutherland Avenue will remain and be improved.

Proposed Corridor Concept: Sutherland Avenue

Main Street to Disraeli Freeway



5 The intersection of Euclid Avenue and Sutherland Avenue is at an awkward angle. To improve safety and sight lines, this intersection could be changed or closed.

6 The sidewalk on Disraeli Street will be widened to accommodate people walking and riding bikes between Disraeli Active Transportation Bridge, Disraeli Station, and Waterfront Drive.

7 More information about Disraeli Station and its plaza is in the next slide.

8 Disraeli Station includes a proposed underpass for people to walk and bike under the CP railway tracks to Waterfront Drive and Higgins Avenue.

Disraeli Station

Proposed Conceptual Design

Disraeli Station will be located underneath Disraeli Freeway. It is envisioned as a community hub with a heated waiting area, washrooms, security station, micro-retail, plaza space, bicycle access and parking, and community garden space. Each of these elements was included after being suggested by members of the Point Douglas community.

The current bus stops on Disraeli Freeway will be improved and connected to the station platforms on Sutherland Avenue with sidewalks, ramps, and stairs.



Station platform with heated waiting area, washroom, and security station



Community garden and new green space



Station plaza with connection to Waterfront Drive



Station platform



Disraeli Station underpass

Proposed Corridor Concept: Sutherland Avenue

Disraeli Freeway to Louise Bridge



1 The current 4-way stop at Annabella Street will be replaced with either a 2-way stop or a traffic signal with priority for transit, allowing buses on Sutherland Avenue to flow freely.

2 Currently there are several small back-to-back curves between Annabella Street and Syndicate Street. These curves will be smoothed out, making the bus ride more comfortable and allowing for conversion to light rail in the future.

3 More information on Louise Bridge Station is on page 9.

4 A new traffic signal will let people walk and bike to Point Douglas Park, including when the proposed path under the new bridge is flooded in the spring. Left turns will remain prohibited.

Proposed Corridor Concept: Sutherland Avenue

Disraeli Freeway to Louise Bridge



5 A network of new pathways will connect Rover Avenue to Point Douglas Park, Louise Bridge Station, Sutherland Avenue, and over the Red River to Elmwood.

6 The new bridge will be located west of, or downstream of, the current Louise Bridge. This will allow the existing bridge to remain open while the new bridge is being built.

7 The current Louise Bridge will be removed once a new bridge is opened. If funding is not available for a new bridge within the next few years, the current bridge could be rehabilitated to last up to another 25 years.

Louise Bridge Station

Proposed Conceptual Design

Louise Bridge Station will be located on the former Brown and Rutherford site. The existing building will not be impacted and the remainder of the site could be used for housing integrated with the transit station.

A new traffic signal will let people walk and bike to Point Douglas Park. Left turns will remain prohibited.



Intersection of Sutherland and Higgins avenues



Intersection of Sutherland and Higgins avenues



Intersection of Sutherland and Higgins avenues



Intersection of Sutherland and Higgins avenues

Proposed Corridor Concept: Nairn Avenue

Stadacona Street to Nairn Overpass



1 The intersection of Nairn Avenue and Allan Street will be closed to cars. A new traffic signal will enable people to safely cross Nairn on foot and for transit buses to enter and exit the Transitway.

2 The northwest corner includes a loop for Winnipeg Transit Plus paratransit vehicles only. This is part of Winnipeg Transit's strategy to better integrate conventional and rapid transit with Winnipeg Transit Plus.

Proposed Corridor Concept: Nairn Avenue

Stadacona Street to Nairn Overpass



3 A new traffic signal for fire trucks, buses, pedestrians, and cyclists will be installed at the intersection of Watt/ Archibald Street and DeSalaberry Avenue.

4 Watt Station will include a feeder bus loop integrated with an expanded fire hall.

5 The long-term plan for Watt Station and the Nairn Overpass will be informed by future plans for a Northeast Rapid Transit Corridor interchange station.

Watt Junction

Proposed Conceptual Design

In the long term, Watt Station will be a major intersection between two Rapid Transit lines. In the short term, this intersection will be an important connection between transit routes, known as a Transit Junction.

Watt Junction will have two parts. Buses toward Downtown will be in the northwest corner and buses from Downtown will be in the southeast corner. A feeder bus loop will be integrated with the fire station. Most feeder buses will stop at both corners. Most people will not have to cross Nairn Avenue or Watt Street to make a transfer.

A new traffic signal for fire trucks, buses, pedestrians, and cyclists will be installed at the intersection of Watt Street and DeSalaberry Avenue.



Watt Junction Winnipeg Transit Plus loop



Watt Junction looking southwest



Intersection of DeSalaberry Avenue and Watt Street

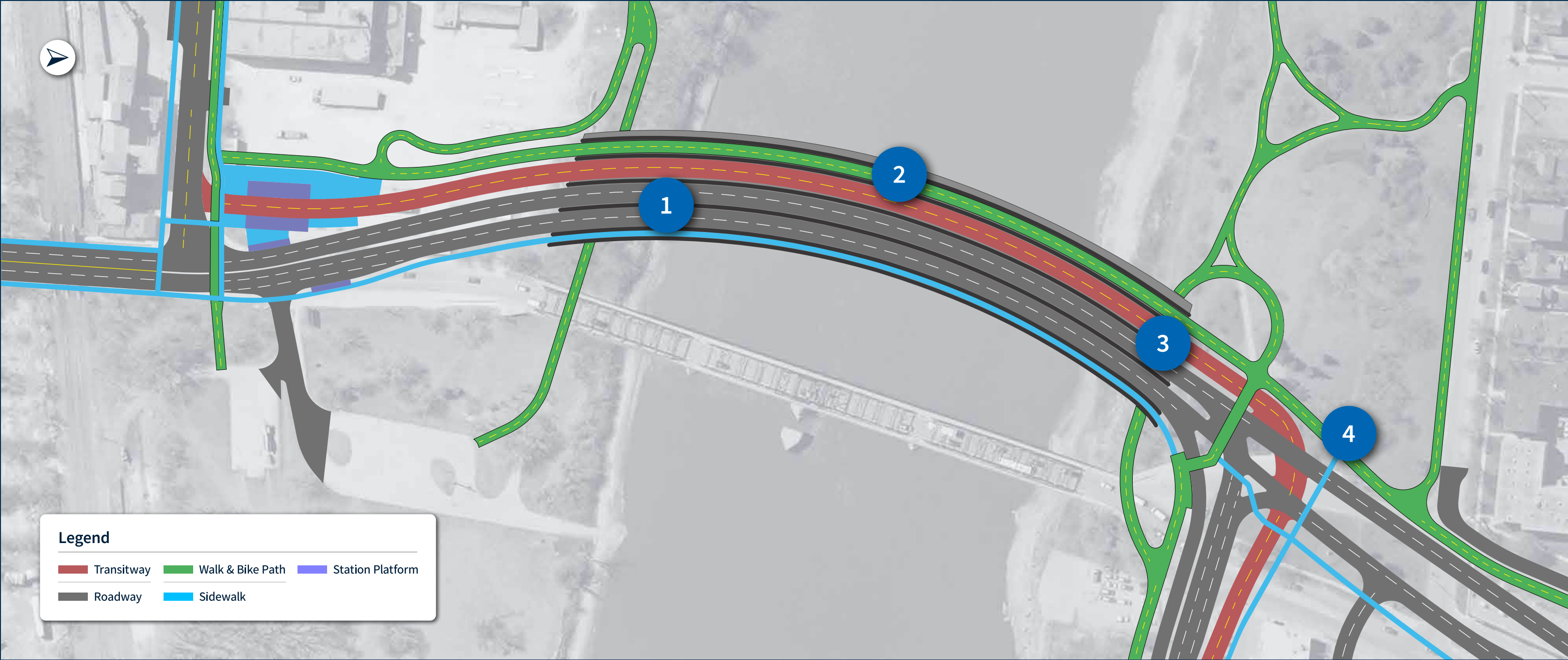


Watt Junction feeder bus loop looking west



Watt Junction connection to Active Transportation pathways

Louise Bridge: Ultimate Configuration



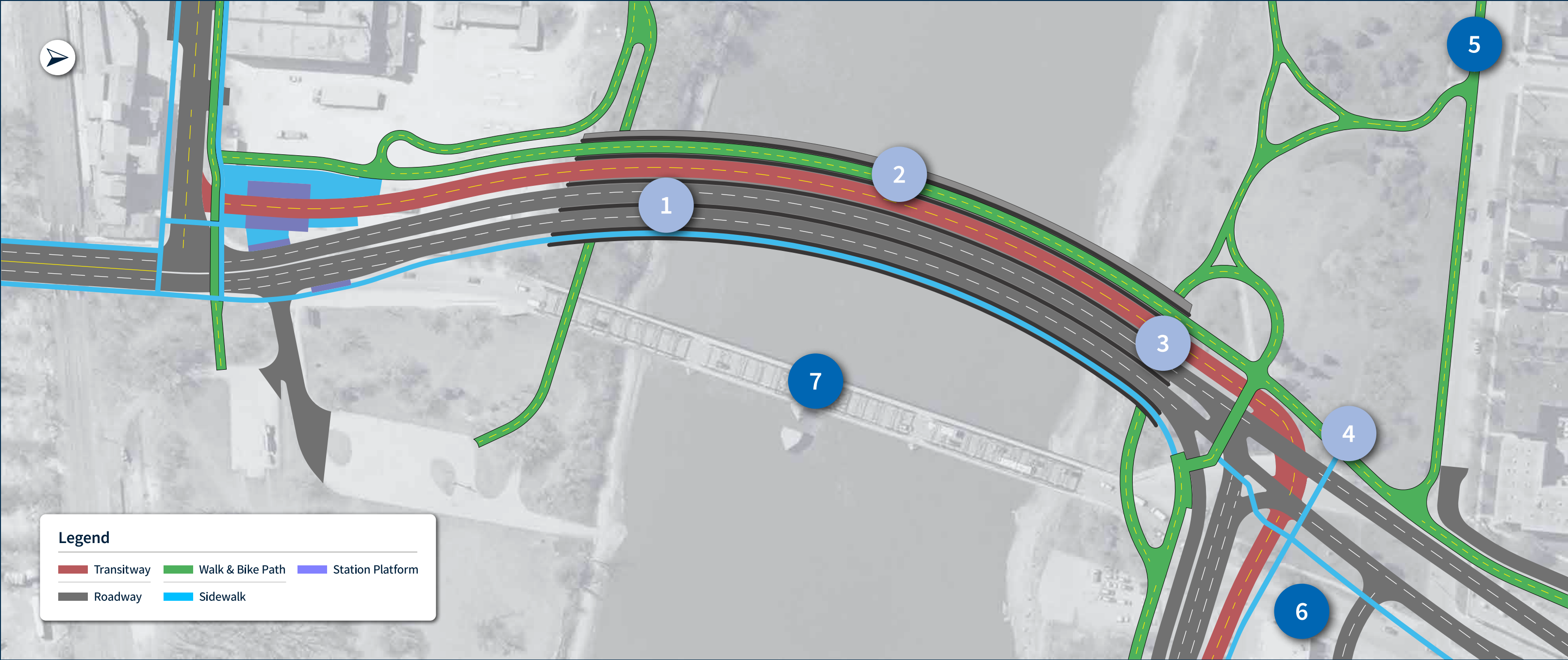
1 The ultimate configuration of the new Louise Bridge will have 4 lanes for cars and trucks, 2 Transitway lanes, a sidewalk on the east side, and a multi-use active transportation pathway on the west side.

2 The new Louise Bridge will be built just west (downstream) of the current Louise Bridge. This will allow the current bridge to remain in service while the new one is being constructed.

3 Active transportation pathways will run along the riverbanks on each side of the new Louise Bridge. When the river is very high these paths may be flooded, but crosswalks are also available at each end of the bridge.

4 Midwinter Avenue will no longer connect to Stadacona Street. This simplifies the complex intersection near the bridge.

Louise Bridge: Ultimate Configuration

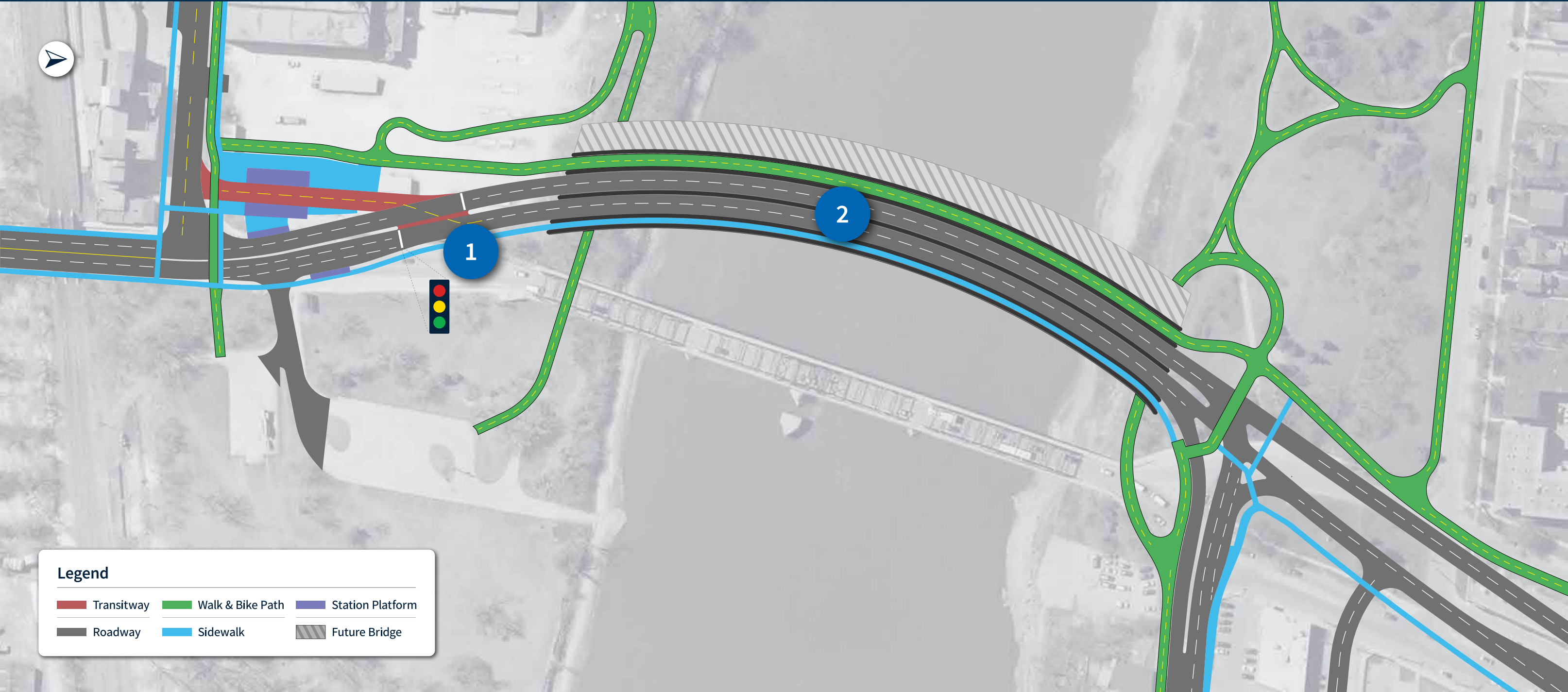


5 A new connection for eastbound traffic from the Midwinter Avenue underpass will be studied as part of the next steps. This could include a new direct connection and intersection on Talbot Avenue just east of Henderson Highway, or changes to Brazier Street.

6 Stadacona Street will have a wide median where trees could be planted. William Newton Avenue will have right turns only.

7 The current Louise Bridge will be removed once a new bridge is opened. If funding is not available for a new bridge within the next few years, the current bridge could be rehabilitated to last up to another 25 years.

Louise Bridge: Interim Option 1



1 A temporary traffic signal would allow buses to go from Louise Bridge Station onto the bridge until the Transitway lanes are built.

2 Four lanes for cars and trucks, along with a sidewalk and pathway would be built initially. Transitway lanes would be added later.

Louise Bridge: Interim Option 2



1 Two car lanes and two Transitway lanes, along with a sidewalk and pathway would be built initially. Two additional car lanes would be added later.

2 To accommodate forecast population growth with this option, the Rose Line would need to run with a frequency of every 2 minutes in rush hour.

Louise Bridge Options



	Current Bridge Rehabilitation	New Bridge Ultimate Configuration	New Bridge Interim Option 1	New Bridge Interim Option 2
Walk 	✓	✓	✓	✓
Bike  1	 To be determined	✓	✓	✓
Rapid Transit  2	✗	✓	✗	✓
Car  Rush hour congestion 3	 35% Over-congested	 40% Spare traffic capacity	 50% Spare traffic capacity	 5% Over-congested
Trucks 				
Property Impacts 				
Climate Plan Alignment 				
Lifespan 	 25 Years	 75 Years	 75 Years	 75 Years
Relative Cost 				



A new bridge would have a wide shared use pathway on the west side. If the bridge is rehabilitated, it may be possible to widen the current sidewalk to become a shared use pathway.



Fully separated Rapid Transit infrastructure would be provided in the Ultimate Configuration or Interim Option 2. Buses will cross the bridge under all scenarios.



Bridge congestion is determined by the traffic lights at the intersection of Nairn Avenue and Stadacona Street. Analysis is based on 2021 morning rush hour traffic levels.

Feedback that helped shape the design for Active Transportation

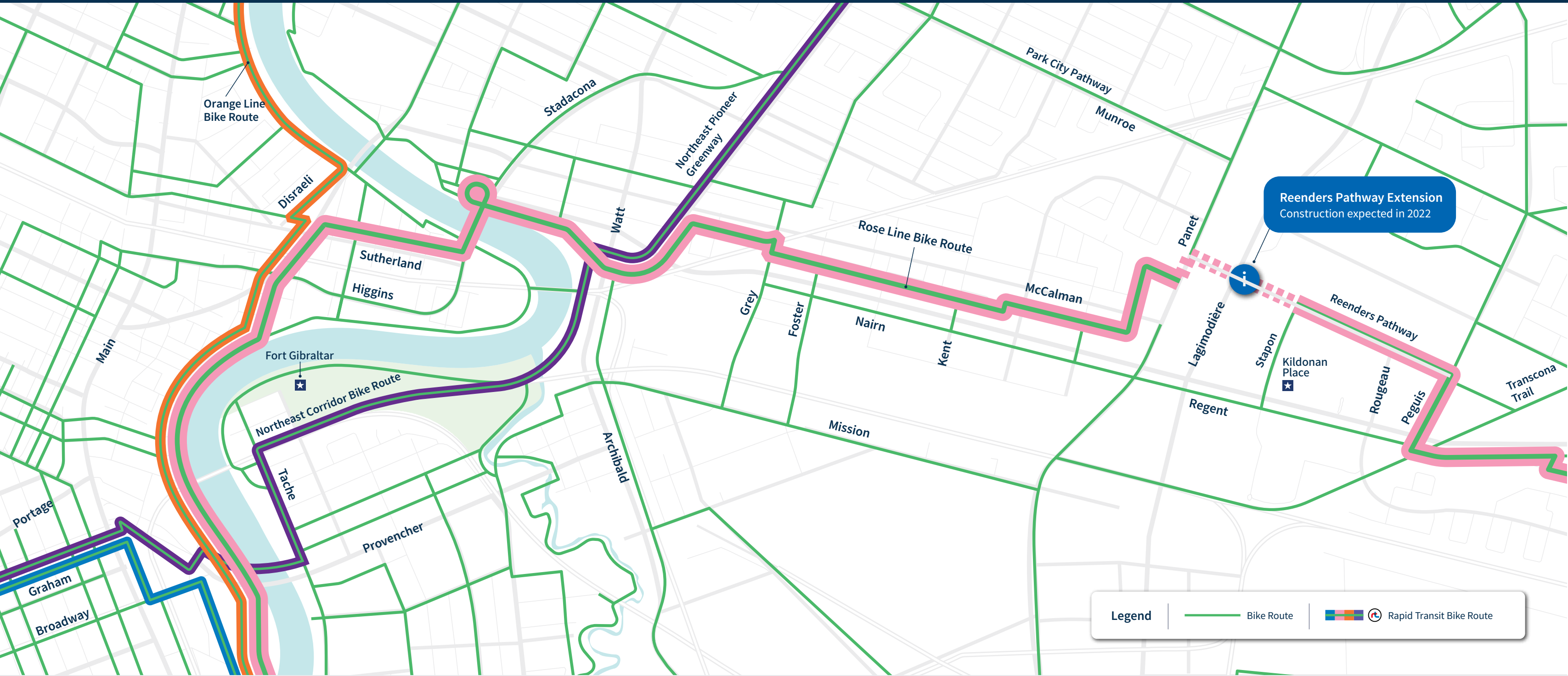
Point Douglas, Elmwood, and North St. Boniface need better pathways along the Red River.

People riding bikes to businesses on Nairn and Regent avenues have different needs than people riding all the way from Transcona to Downtown.

A station at Watt & Nairn could also be a hub of bike routes.

The Northeast Pioneer Greenway and the Transcona Trail should both be extended to Downtown.

Make sure the sidewalks are fixed up!



i This segment of the future Rose Line Bike Route is planned to be constructed in 2022 as part of the ongoing extension of the Transcona Trail Multi-Use Pathway, which was included in the *Winnipeg Pedestrian and Cycling Strategies* approved in 2015. Prior to construction, there will be a detailed design process.

The 2022 project will extend the pathway by about one kilometre, from its current west end on Reenders Drive near Stapon Road, across Lagimodière Boulevard to Panet Road. These extents may change as part of the detailed design process.

Feedback that helped shape the design for Land Use & Development Planning

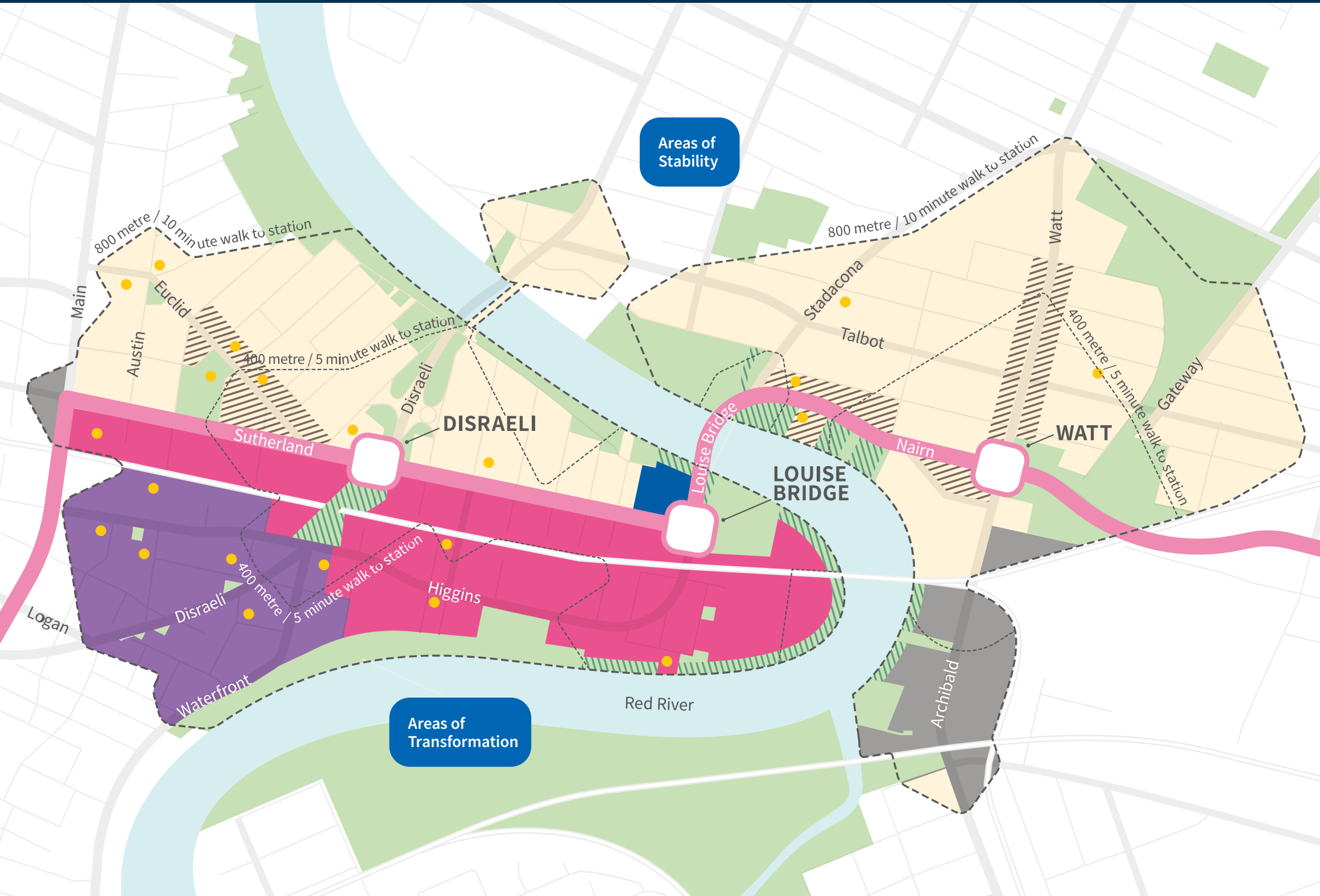
Rapid Transit could bring investment to the area.

Change is good, but not at the expense of established residents, historic buildings, or neighbourhood character.

Riverbank park space is important and should be improved.

Redevelopment should be planned and gradual.

Land Use & Rapid Transit Integration

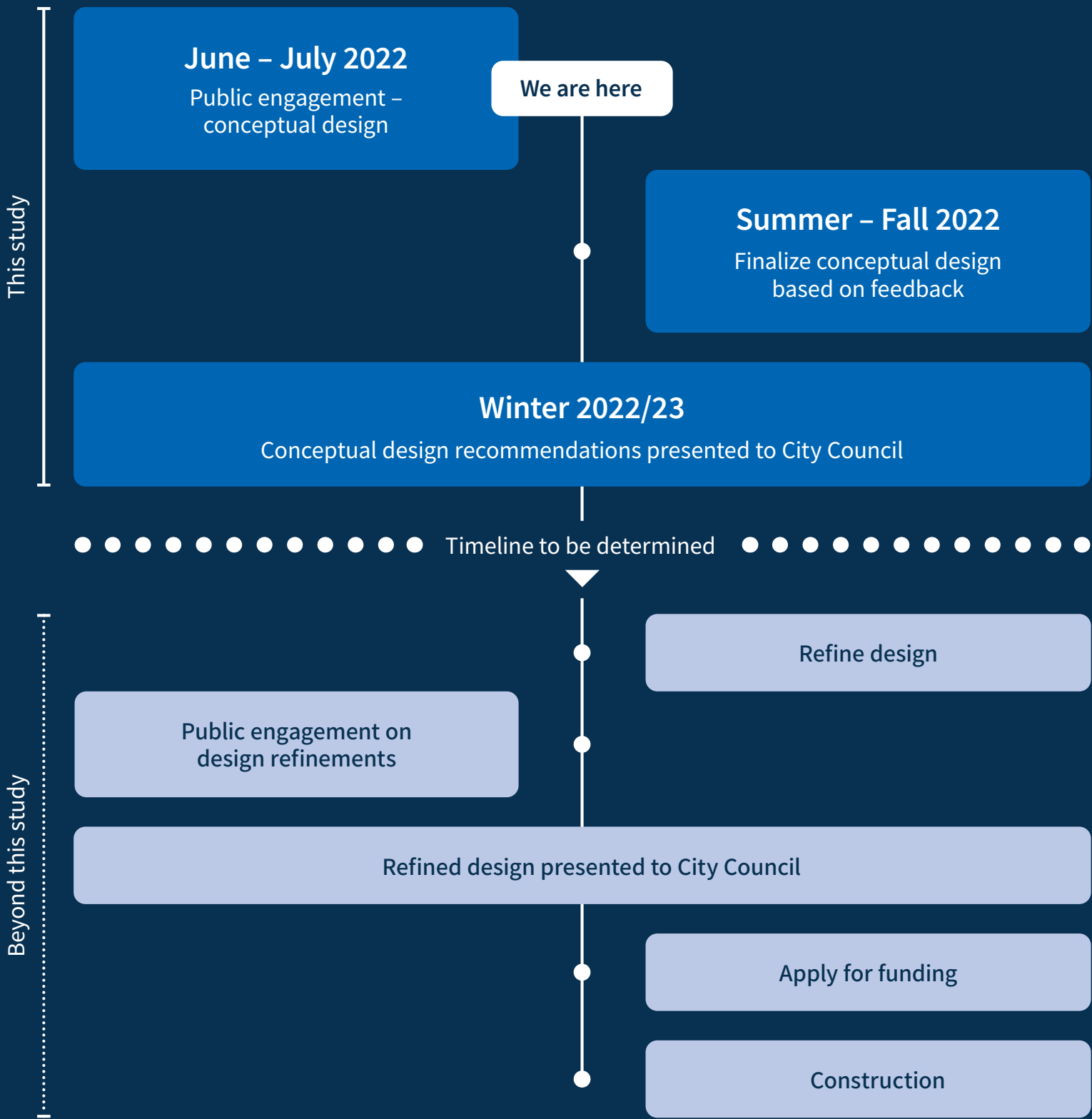
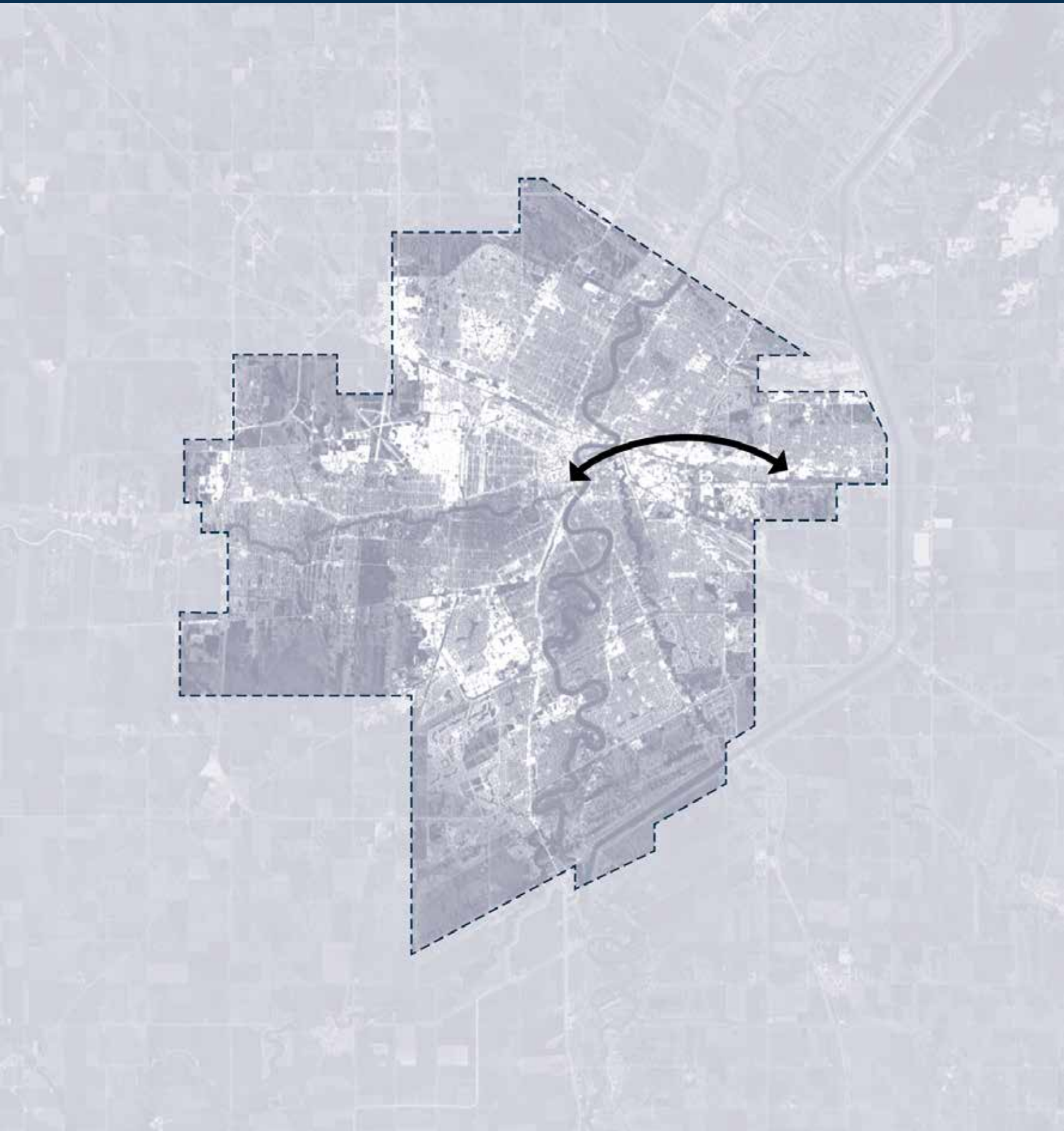


Legend

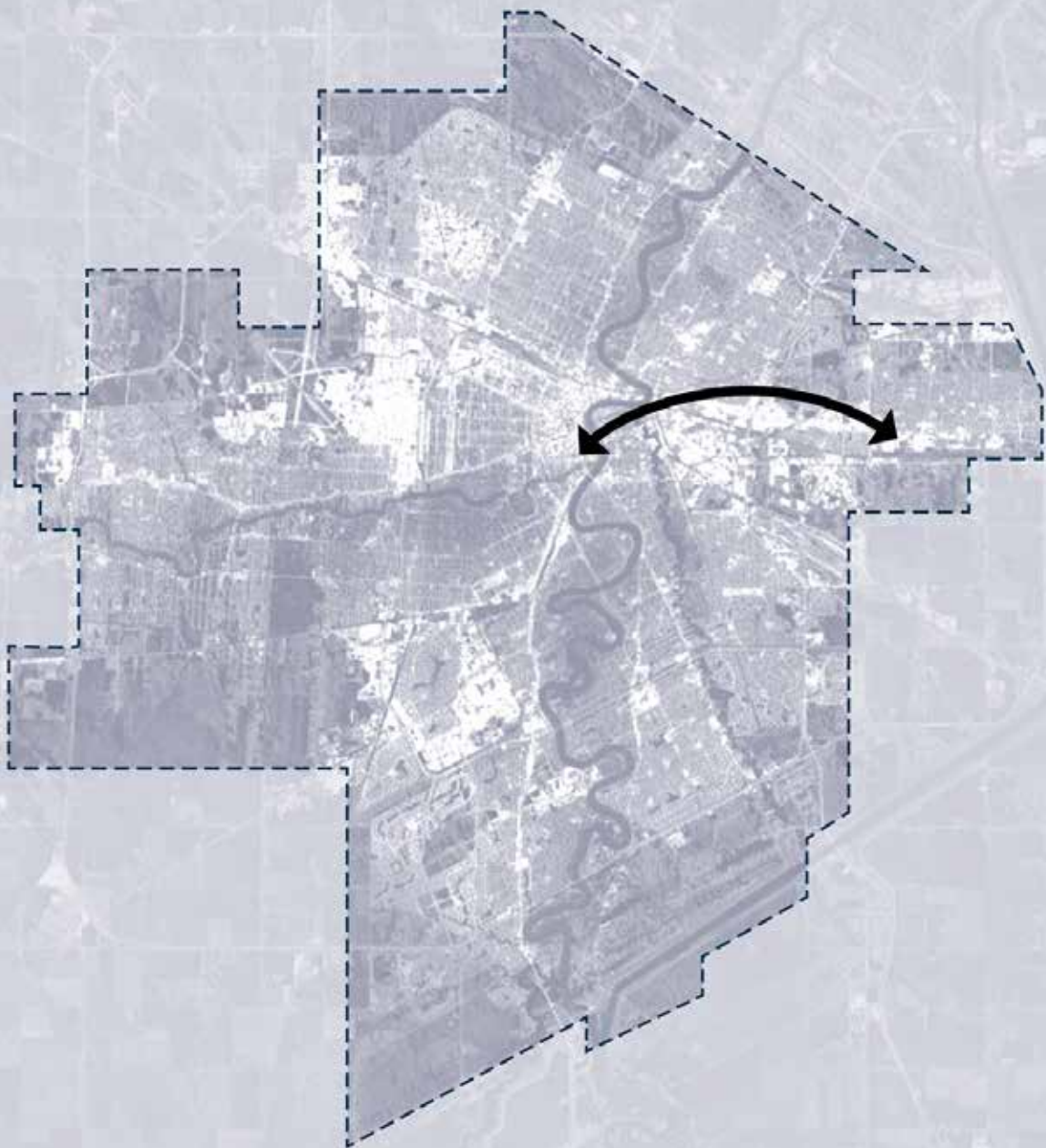
- Downtown Plan Area**
Downtown will transform over time into the highest density area with a broad mix of land uses.
- Destination Mixed Use**
Residential and mixed-use, mid-rise buildings with active street-level frontage, 3-12 storeys.
- Transit Node Infill**
Catalyst redevelopment area with multi-modal integration with the adjacent station, 4-6 storeys.
- Mixed Use Spine**
Buildings with ground floor for neighbourhood retail and upper floors for living spaces, 2-4 storeys.
- Mature Area**
Area of stability. Infill housing on vacant sites.
- Industrial**
- Parks & Open Space (Existing)**
- Parks & Open Space (New)**
- Station Of Focus**
- Heritage Building**

This is not intended as a detailed land use plan. Future land use planning will include additional input from the community. The timeline and funding for this planning has yet to be determined.

Next Steps for the Eastern Corridor Study



Next Steps for the Eastern Corridor Study



Take the survey

Thank you!

For more information, visit

winnipeg.ca/easterncorridor