FINAL REPORT

TRANSPLAN SURVEY
FINAL REPORT

January 1995

WESTERN OPINION RESEARCH, INC.

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SUMMARY OF AGREE/DISAGREE STATEMENTS:

The respondents were asked to indicate whether they agreed or disagreed with a battery of statements regarding urban transportation in Winnipeg. The results are shown in the table below, ranked by agree to disagree ratio.

It can generally be stated that respondents agreed that a rapid transit system is more important than more streets. It can also be generally stated that respondents disagreed with increased property or income taxes to pay for improved transportation; disagreed that truck or car movements should be restricted at the expense of the economy or increased congestion; disagreed that outlying areas should receive attention at the expense of downtown; and disagreed that there should be an increase in downtown parking rather than an increase in transit service.

I WOULD LIKE YOU TO PLEASE TELL ME IF YOU AGREE OR DISAGREE WITH EACH OF THESE STATEMENTS. (N=1004)	AGREE		DISAGREE		AGREE TO DISAGREE RATIO
	TOTAL %	STRONGLY %	TOTAL %	STRONGLY %	TIMES
It is more important to develop a rapid transit system in Winnipeg than to develop more streets for automobiles.	71	42	24	9	2.91 x
I would use the Winnipeg area transit system rather than my car if service was better.	54	33	37	18	1.47 x
To reduce air pollution we should discourage the use of automobiles.	51	21	47	25	1.08 x
We should improve urban transportation in the Winnipeg region even if I have to pay user fees, such as gas taxes or tolls.	48	17	47	27	1.02 x
Pedestrian movement should be improved even if it slows down traffic significantly.	42	18	53	23	0.79 x
I would use the Winnipeg area transit system rather than my car if the fares were cheaper.	41	25	52	26	0.78 x
I would continue to use my car to get to work even if parking costs were increased tremendously.	30	15	50	32	0.60 x
Parking spaces should be increased in downtown Winnipeg rather than increasing transit service.	33	14	62	30	0.53 x
We should improve urban transportation to suburbs and outlying areas at the expense of downtown Winnipeg.	31	11	62	29	0.50 x
We should restrict traffic in neighbourhoods even if it increases congestion on major routes.	31	11	64	29	0.48 x
We should restrict heavy truck movement in Winnipeg even if it hurts the economy.	23	8	72	40	0.31 x
We should increase income taxes rather than introduce user fees such as gas taxes or tolls.	22	6	72	50	0.31 x
We should increase property taxes rather than introduce user fees such as gas taxes or tolls.	19	5	74	48	0.25 x

One Thing Would Like to See Done to Improve Urban Transportation in Winnipeg:

The respondents were then asked to express what they would like to see done to improve transportation in Winnipeg. The most common answers are listed below.

1. Improvements to layout of street system, ie. wider roads, freeways, bridges, bus lanes and traffic lights.

2. Improvements to transit services.

3. Road repairs, better street upkeep and lessened inconvenience of construction.

4. Create bicycle lanes and paths and keep cyclists off the streets.

5. Build a rapid transit system such as a monorail or subway.

The need to have driver retesting and retraining to eliminate bad driving habits was also mentioned frequently.

One Thing Would Not Like to See Done to Urban Transportation in Winnipeg:

Finally, the respondents were asked to indicate what one thing they would not like to see done to urban transportation in Winnipeg. The most common answers are listed below.

1. Cutting or eliminating bus services. This answer was given roughly five times as often as the next most common response.

2. Raising bus fares.

3. Letting roads and bridges deteriorate or not doing necessary construction.

4. Making inappropriate changes to the flow of traffic, including changing traffic lights, stop signs, turning lanes and one way streets.

5. Increasing traffic congestion and tie-ups.

Other common responses included making more freeways, roads, over/under passes, widening streets and adding user fees such as tolls.

Most respondents (71 percent) agreed that it is more important to develop a rapid transit system in Winnipeg than to develop more streets for automobiles. One in four (24 percent) respondents disagreed with this concept.

Agree or Disagree:
Rapid Transit System More Important than More Streets

Table 12

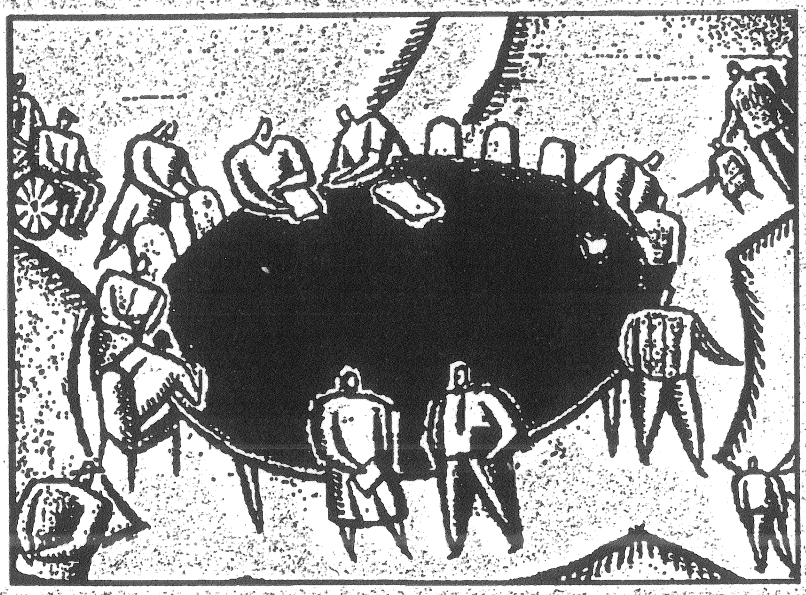
Do you agree or disagree that it is more important to develop a rapid transit system in Winnipeg than to develop more streets for automobiles?	Total (N=1004) %
Strongly agree	42
Somewhat agree	29
TOTAL AGREE	71
Somewhat disagree	15
Strongly disagree	9
TOTAL DISAGREE	24
Don't know/Refused	5

Most Likely to Agree:	**71 %**
Males 35 to 54 years	78
Some college or university	78

Most Likely to Disagree:	**24 %**
Outlying area for main activity	39
Males 18 to 34 years	33
Car pool to daily activity	33
Require vehicle for work	30
Live downtown	30
Females 18 to 34 years	29
Part-time employed	29

WINNIPEG

TRANSPLAN 2010



COMMUNITY INVOLVEMENT TEAM

PHASE I REPORT

"What We Heard from the Public"

July, 1995

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6. COUNCILLOR BILL CLEMENT – CHARLESWOOD-FORT GARRY WARD

- The Southwest Transit Corridor is a glorified bus route which won't work – people will not stand outside in winter waiting for buses.
- People may use a light rail line from Fort Garry to the CN Station where they could connect to dash buses to move around downtown and have park and ride lots with plug-ins.
- Construct a grade separation on Kenaston at the CN Mainline. Consider grade separations at the Kenaston intersections with McGillivray Boulevard, Scurfield Boulevard, and Waverley while land is available.

- Build Sterling Lyon Parkway from Kenaston to Victor Lewis Drive. Decide how and when to build section from Wilkes and Waverley to Pembina Highway/Jubilee intersection.
- Determine at what point south of the CN mainline the Sterling Lyon Parkway will be connected west of Kenaston.
- A four lane divided roadway with a service road for Haney Street residents should probably be built as an extension to the Charleswood Bridge along the eastern edge of the Charleswood Golf Course to Grant Avenue.
- Build a new east-west road with a grade separation to Wilkes Avenue to service new development in south Charleswood.
- Consider Charleswood Road, Harstone Road and Elmhurst Road for future Regional Streets.
- Make Harrow and Stafford one-way pairs between Academy Road and Taylor Avenue.

Break cools off busway debate

By Radha Krishnan Thampi

A proposed $59-million busway along Pembina Highway sparked a heated debate in civic works and operations committee yesterday that required a 15-minute cooling-off period.

Coun. Evelyne Reese (Langevin) and Coun. Chris Lorenc (Sisler) squared off, with Reese demanding the committee chairman stop acting like a schoolyard "bully" and "the king of England."

Shouting at Lorenc, Reese accused him of lecturing her and other councillors as if they were children.

Reese threatened to hold up the committee proceedings unless Lorenc "behaves."

Lorenc finally agreed to a request from Coun. George Fraser (St. Charles) for a recess to allow tempers to cool.

The quarrel occurred during a three-hour debate on whether diesel buses or an electrically-run, but more expensive, light rail transit system should be used in the corridor to serve south Winnipeg.

In the end, the committee rejected the busway proposal 4-2.

Lorenc said he will take the negative recommendation to executive policy committee and city council.

Reese said she wanted a decision on the busway postponed until January so she could get more information on a $120-million electric trolley system and a $250-million electric light rail system.



Lorenc: 'bully'



Reese: outburst

She said that's when Lorenc started lecturing, triggering her outburst.

Reese and Coun. Harry Lazarenko (Mynarski) charged an administration report recommending the busway — prepared by a group of transit officials — was "totally biased."

They said the group was influenced by oil and automobile lobbies that do not want to see an electric transit system taking away their business.

The automobile and oil industries fear a cleaner and better transit system will prompt more people to leave their cars at home, they said.

Transit manager Rick Borland and works commissioner Rod McRae rejected suggestions their officials were biased or influenced by any lobby group.

McRae said the city has been debating an electric transit system for almost 17 years. If the city doesn't act now, it could create serious traffic problems before the end of the decade, he warned.

McRae noted council took a firm decision to dismantle its trolley system and go for diesel buses in 1973.

"It was a deadly decision," Lazarenko retorted.

Lorenc and McRae said Winnipeg doesn't have the money to go for light rail transit. They argued the proposed busway gives the option to convert to electrically-run transit trains in the future.

Forks transit service feels budget knife

City councillors used their budget knives yesterday to cut free transit service to The Forks.

The works committee move, which will save the city $162,000, will take effect in April, Winnipeg Transit director Rick Borland said.

"It's been disappointing in its use, but there's not a lot of development down at The Forks yet," Borland said.

Borland said dropping the route does not need council approval.

Coun. Harry Lazarenko (Mynarski), who made the motion to cut the route, failed in a bid to scuttle the free downtown DASH bus service, which would have saved the city $118,000.

"I'm glad to see the DASH to the Forks discontinued because it carries very few passengers," Lazarenko said.

The committee also voted to raise the price of bus tickets by five cents and the cost of monthly passes by $2. If approved by city council, the transit department expects the higher fares to raise $2 million.

LRT better

Consultants are usually hired to marshal arguments to support decisions already made in ignorance rather than to help bureaucrats make informed decisions, but M. M. Dillon Ltd. may have overreached themselves in their effort to promote the proposed Pembina Highway busway.

It is just not reasonable to believe light rail transit (LRT) in that corridor would cost eight times as much as a busway. Even the highly biased study that led to construction of Ottawa's OC Transitway did not exaggerate the supposed cost advantages of busways to such an extent.

The Transitway was conceived to provide continued employment for the region's road engineers. A rail system would not serve that purpose, so a study was orchestrated to ensure that only a busway would be chosen.

Light Rail Transit (LRT) can be fitted in where there is no room for a busway, affording a wider choice of routes, so only routes suitable for a busway were considered. Complete grade separation was specified from the start, needed more for the busway because it takes five or more buses to carry as many people as one LRT train. Busways take more space than equivalent rail systems, so land values were omitted from comparative costing. Rolling stock and carbarns were included in costing for rail, but not buses and garages for the busway. Even so, the cost estimates for a rail system were well under twice those of a busway.

If it would cost $250 million to build a light rail line in the Pembina Highway corridor there is no way you could get an equivalent busway for $59 million.

The OC Transitway was also promoted as a cheap substitute for real rapid transit, but it has not worked out that way. Actual costs were several times the estimates on which regional council based its decision

While Ottawa was building it, Calgary built about the same length of LRT at about the same cost. The Transitway's average cost will likely end up being much more than the same length of LRT line, as the most expensive parts have been saved to last. Besides, roundabout routes needed to find space for it make it longer than an LRT line.

How can operating costs be higher for LRT? A busway needs several buses, each with its own driver, to carry as many people as an LRT train controlled by one motorman. Diesel buses need heated storage, or they will not start in the morning; electric rail vehicles do not.

Portland figures their trains cost 20 cents a passenger mile, compared with 40 cents for their buses. How can the environmental impact be similar, when modern light rail vehicles are much quieter than diesel buses and emit no fumes?

Is Pembina Highway where high-performance transit is most needed? I would think a LRT line along Portage Avenue would be more useful. It would take less than the width of two traffic lanes out of the middle and could easily carry as many people as ten traffic lanes.

CHARLES SHRUBSOLE
Editor
Transit News Canada
Ottawa.



Reyn Davis

Transit plan right out of '50s

IT WAS COLD, inhumanly cold, as 15,000 people swarmed to Winnipeg Arena to see the Jets play Los Angeles Kings.

"What courageous people," I thought, when out from between two parked cars stepped a man and his son, looking half-perished.

He peered through the window of my car and asked me to stop.

"Aren't you a media person?" he said through chattering teeth. "Can you say something about this ridiculous parking situation at hockey games?"

Having nearly frozen to death a day earlier when my car bogged down in a snowdrift on Saskatchewan Avenue, I could sense the man's frustration.

Where else are hockey fans forced to park four or five blocks from the arena and walk on the coldest nights of the year, never knowing if the vehicle they have left behind will start?

Why should Calgary hockey fans ride in the comfort of a warm and modern rapid-rail system while Winnipeggers freeze?

More than 10,000 fans, dressed in club jackets and windbreakers, ride the LRT — Light Rail Transit — to every game the Flames play, coming out of far-flung areas of the city in mere minutes.

Next door, the racetrack — Stampede Park — benefits from the same service.

The Saddledome has parking facilities for only 1,800 vehicles.

Edmonton Oilers have parking spots for 3,000 cars, but the bulk of their fans come on the LRT, now more than 10 years old.

The Jets' players always ride the LRT in Edmonton, catching the system only a block from their hotel. Often, they are not even carrying their coats.

"When I go to a football game, when I am just a fan, I never take my car," said Bill Tuele, the Oilers' publicist. "I take the LRT. It's jammed, but it's swift. I can be there in less than five minutes."

Tuele calls the LRT "a godsend" for the downtown area. "It's kept the business district alive in downtown Edmonton," he said.

Toronto and Montreal fans ride subways to Maple Leaf Gardens and the Forum. Madison Square Garden is a glorified subway station in Manhattan and Boston Garden sits — and rots — above a train station.

THE MET CENTRE in Minnesota is served by a beltway, a concept that escaped Winnipeg, a city of stop lights and ponderously slow buses.

When I come home from the office, no fewer than 28 sets of lights dictate 45 minutes of my life.

This is a city that puts a low priority on moving people, swiftly and safely.

"Safely?" I can hear the mayor gasp. "What's unsafe about the present transit system?"

Ask the guy who had to park on the other side of St. James street to see the Jets play. On the coldest night of the year, he had to run the gauntlet to cross the road, dragging his son behind him, then dart through the parking lots of Fingers and Chi Chi's, struggling to keep his balance on glare ice, only to miss the first two goals of a game that cost him $40 for two tickets.

This is a great city with a transit system that is right out of the '50s.

I'm afraid if the downtown businesses are not attracting people any better than the Jets, it's not so much the product on their counters, but the burden involved in getting there.

□ □ □

Mothballed rapid transit route plan to get fresh look

By Patrick McKinley

A multi-million-dollar proposal to build a rapid-transit route to downtown Winnipeg is to be hauled out of mothballs for a fresh look.

The city's executive policy committee asked officials yesterday to prepare an updated report on the future of rapid transit in Winipeg.

The proposal, involving a corridor from downtown to the University of Manitoba, first surfaced in the early 1970s. Despite years of studies and support from former mayor Steve Juba, who wanted the city to build a monorail, the proposal was put on ice.

Deputy Mayor John Angus said yesterday if the city wants to deal with anticipated traffic needs three or five years down the line, the time to start planning is now.

"We're faced with continual transportation problems and we can't wait for those problems to escalate before we start looking at solutions," he said.

"Winnipeg is the only major city in North America that doesn't have this type of thing on the drawing boards."

The transit corridor proposed in the 1970s would have run from the U of M area to downtown along an existing rail right-of-way parallel to Pembina Highway.

Alternatives examined included a $33-million trolley bus corridor, a $43-million light rail system and an $85-million monorail.

When the transit corridor was first proposed, the stretch of Pembina near Jubilee Avenue was carrying about 36,000 vehicles from 7 a.m. to 7 p.m. on a typical weekday, according to city traffic surveys.

That has since increased to 41,000 vehicles.

Angus (Ind—University) noted motorists can also face serious traffic problems on Henderson Highway during the morning rush-hour.

While the Pembina route is the logical place to start because it has an existing railbed, Angus said the Portage Avenue route to west Winnipeg would have to be added later.

Angus noted the city, federal and provincial governments are spending hundreds of millions of dollars rebuilding downtown Winnipeg.

To make full use of it, the city needs a quick, convenient and inexpensive way for suburban residents to get downtown for shopping, entertainment and work, he said.

With the three governments now planning a $20-million redevelopment of the Canadian National Railways East Yards, it's a good time to re-examine the transit proposal, he added. Earlier plans designated the East Yards as the downtown terminal for the traffic corridor.

Angus said he favors a light, rapid rail system which could be combined with a terminal area where people could park their cars before catching trains.