Continuation of WINNIPEG TRANSPORTATION MASTER PLAN : PUBLIC OPEN HOUSE COMMENT SHEET of JULY 6, 2011

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NOTES FROM OPEN HOUSE CONVERSATIONS WITH KENN ROSIN (TMP PROJECT MANAGER, City of WPG PUBLIC WORKS DEPT) , LUIS ESCOBAR (MANAGER of TRANSPORTATION, City of WPG) , and DAVID JOPLING (of MMM GROUP, Consultants) .

1/ CENTERS ON THE SUSTAINABLE TRANSPORTATION , An OUR WINNIPEG Direction Strategy --- A STUDY of JULY 15, 2010. This , IN SOME PLACES IS REFERRED TO AS A "DRAFT PUBLICATION" AND IS FEATURED ON THE CITY of WPG WEBPAGE AS A CENTERPIECE REFERENCE (in Pdf FORMAT) UPON WHICH THE JULY 6, 2011 TRANSPORTATION PUBLIC OPEN HOUSE at THE FORKS MARKET site is based. FOLLOWING PAGE AND SECTION REFERENCES WILL BE REFERRING TO YOUR SUSTAINABLE TRANSPORTATION PUBLICATION , unless otherwise noted.

- I AM SUGGESTING THE USE OF A HYBRID BUS/RAIL VEHICLE TO TRAVERSE THE "bus rapid transit facility that will link downtown with major destinations in the southwest part of the city" (SECTION 03-2, Page 09), to connect the second stage of "the corridor" from JUBILEE STREET and PEMBINA HIGHWAY (the terminus of "The first stage" to be open in early 2012) ALONG THE BURLINGTON NORTHERN RAILWAY TRACK RUNNING SOUTH AND NORTH (near and parallel-to PEMBINA HIGHWAY) FROM JUBILEE TO THE UofM AND THE PERIMETER .
- I HAVE MADE THE ABOVE OPEN-HOUSE AUTHORITIES VERBALLY AWARE THAT A READY-MADE PROTOTYPE FOR A HYBRID BUS/RAIL VEHICLE IS PART OF A DISPLAY AT THE WINNIPEG RAIL MUSEUM AT THE VIA STATION (ALSO AT THE FORKS). THIS UNIT IS A LARGE TRUCK THAT **RUNS ON THE ROADS, THEN LOWERS RAIL WHEELS TO COMMUTE OVER REGULAR RAILWAY TRACKS**. THESE UNITS HAVE DONE YEOMAN SERVICE FOR DECADES TO HELP THE WINNIPEG WATERWORKS DEPARTMENT SERVICE WINNIPEG CITY'S WATER SUPPLY AT SHOAL LAKE IN THE LAKE of THE WOODS/ KENORA AREA. WINNIPEG NEEDED DEPENDABLE SERVICE VEHICLES FOR THE "SHOAL LAKE RUN" SINCE THE EARLY 1900s WHEN THE AQUADUCT WAS PUT INTO SERVICE. THESE HYBRID ROAD/RAIL VEHICLES WERE DEVELOPED, TRIED, TESTED AND PROVEN OVER A LONG PERIOD OF TIME. Besides being able to reach otherwise unreachable (by road) sites, THESE VEHICLES SAVED MUCH WEAR AND TEAR ON OUR ROADS AND HIGHWAY SYSTEM OVER THE YEARS. **LARGE & HEAVY LOADS** CAN BE **MOVED SAFELY AND EFFICIENTLY** IN THIS MANNER **WITH EXCEPTIONAL BUDGET SAVINGS TO ROADS MAINTENANCE** (IN THE CURRENT CASE TO connect the second stage of "the corridor" from JUBILEE STREET and PEMBINA HIGHWAY TO THE UofM AND THE PERIMETER), ***EFFICIENTLY SAVING" WEAR and TEAR" ON PEMBINA HIGHWAY ITSELF***.

- I HAVE BEEN INFORMED THAT HYBRID BUS/RAIL VEHICLES HAVE BEEN EFFICIENTLY USED ELSEWHERE IN NORTH AMERICA, AS WELL AS ON THE GLOBAL STAGE, AT DIFFERENT POINTS IN HISTORY. HAVING SUCH **VEHICLES PRODUCED HERE IN WINNIPEG SHOULD BE EASY FOR** OUR LOCAL (AND GLOBAL) BUS MANUFACTURING COMPANY : ***MOTORCOACH INDUSTRIES***. SUCH PROTOTYPES COULD WELL ASSIST THEM WITH A MUCH-IN-DEMAND VEHICLE FOR THEIR WORLD STAGE ! THIS WOULD ***HELP*** WINNIPEG TRANSIT, THE COMPANY (& employment), OUR ROADWAYS BUDGETS AND OUR ECONOMY, WITH OPENING EXPORT MARKETS.

- FOR MANY YEARS THE RAILWAY COMPANIES HAVE USED VARIOUS ON-AND-OFF TRACK UNITS TO SERVICE THEIR RAIL LINES INFRASTRUCTURES. THESE PORTABLE UNITS WHICH RAN ON THE RAIL LINES (FOR SERVICE INDIVIDUALS AND CREWS) HAVE VARIED FROM RELATIVELY SMALL "JIGGER UNITS" WHICH WERE SOMETIMES PROPELLED ALONG THE TRACKS BY HAND-PUMPING A HANDLE RESEMBLING A TEETER-TOTTER

MECHANISM-MOVEMENT FROM CHILDRENS PLAYGROUNDS. LARGER AND NON-HAND-PUMPED JIGGERS HAVE BEEN MORE RECENTLY USED – PROPELLED BY ELECTRIC AND/OR DIESEL MOTORS. THESE UNITS TRAVEL ON THE SAME TRACKS AS THE PASSENGER OR FREIGHT TRAINS , BUT CAN BE PUT TO A SIDING OR "POPPED OFF THE TRACKS" AT A MOMENT'S NOTICE TO ACCOMODATE OTHER RAIL-LINE TRAFFIC !

- I ALSO MADE THE POINT TO THE OPEN HOUSE OFFICIALS THAT WITH MODERN COMPUTERIZED ABILITIES, IT WOULD BE EASY TO SAFELY CONDUCT **HYBRID BUS/RAIL VEHICLES** OVER A ***SHARED*** (FOR YEARS LITTLE-UTILIZED)***RAIL LINE*** (near and parallel-to PEMBINA HIGHWAY FROM JUBILEE TO THE UofM AND THE PERIMETER) . Currently BURLINGTON NORTHERN RAILWAY TRAINS TO AND FROM SOUTH OF OUR AMERICAN BORDER APPEAR ON THESE TRACKS VERY LITTLE EACH CALENDAR DAY. (USUALLY IT APPEARS THAT ONLY 2 OR 3 TRAINS PER DAY TRAVERSE THIS TRACK-WAY. HOWEVER, WITH AN UNUSUALLY HIGH ALLOWANCE FOR TRAINS 6 TO 8 TIMES PER DAY, THERE IS MUCH THAT COULD BE NEGOTIATED OVER MOST OF A 24 HOUR PERIOD TO JOINTLY ACCOMODATE **BUS/RAIL** ***AND*** **TRAINS** IN ***A WIN/WIN SCENARIO*** !

- WITH A COUPLE OF STRATEGICALLY-PLACED "RAILWAY SIDINGS" (AND THERE ARE SOME ALREADY IN PLACE) A QUICK AND EFFICIENTLY-MOVING **HYBRID BUS/RAIL rapid transit facility** IS ***POSSIBLE TO SERVICE THE NEW UofM BOMBERS STADIUM FACILITY PRIOR-TO ITS' CURRENTLY SCHEDULED OPENING DATE OF SUMMER 2012 ! !***

- SUCH A HYBRID ROAD/RAIL SYSTEM COULD EASILY ACCOMODATE FUTURE **STRATEGICALLY LOCATED PARK-AND-RIDE LOTS** FOR FORT GARRY-ST NORBERT RESIDENTS (SUCH AS LOTS LOCATED AT **McGILLIVRAY BLVD**, **BISON DRIVE** , AND **THE PERIMETER HIGHWAY**) ! IMAGINE THE **"*rapid transit facility that will link downtown with major destinations in the southwest part of the city*" *SAVING*** **CONGESTION** PLUS **WEAR-AND-TEAR ON ROADWAY INFRASTRUCTURES** FOR ***SERVICING*** **NEW SOUTHWEST RESIDENTIAL/BUSINESS DEVELOPMENTS** ***AS WELL AS*** **SPECIAL EVENTS** (BOMBERS, JETS, CONCERTS, CONVENTIONS, etc.) !!

- ***IT SHOULD BE NOTED THAT THE RAILWAY TRACKS ARE AN INFRASTRUCTURE THAT IS ALREADY IN PLACE. IT HAS BEEN TRIED and TESTED BY HISTORICALLY ONGOING USE. SURELY THE RAILWAY OWNERS COULD WELCOME ADDITIONAL REVENUE FROM A SHARED-TRACK ARRANGEMENT ! IT COULD FURTHER ENHANCE THEIR "GOOD-GUY, COMMUNITY-SERVICE " IMAGE AT THE SAME TIME ! SURELY A WIN/WIN SCENARIO !***

- IT IS RECOGNIZED THAT TO ACCOMPLISH THIS ***WIN/WIN SITUATION*** REQUIRES ***CO-ORDINATING*** **FEDERAL/PROVINCIAL/ MUNICIPAL JURISDICTIONS**. HOWEVER , IF A **CO-OPERATIVE** AND **OBJECTIVE NON-PARTISAN NEGOTIATION** WERE COMPLETED, IT WOUL BE A ***FURTHER WIN/WIN*** SITUATION FOR ALL **POLITICALLY** ***AND*** **FOR THEIR CONSTITUENTS**. THIS WOULD NICELY "CAP" THE RECENT ANNOUNCEMENT OF THE ***NHL WINNIPEG JETS*** RETURNING, IN ADDITION TO THE NEW ***BOMBER/UofM/COMMUNITY STADIUM*** IN FORT GARRY. PLEASE FURTHER ***NOTE THAT ON "JETS NIGHTS" THE RAPID TRANSIT-FLOW WOULD BE THE REVERSE OF ON "BOMBERS NIGHTS"*** !

1(a)- MY SUGGESTED CONCEPTS ARE IN KEEPING WITH THE SPIRIT AND INTENT OF YOUR SUSTAINABLE TRANSPORTATION PUBLICATION.

UNDER SECTION #03-2, Page 09, MY SUGGESTIONS AND OBSERVATIONS IN-PARTICULAR SUPPORTS :

"WINNIPEG TRANSIT is constructing the first stage of the SOUTHWEST TRAFFIC CORRIDOR" to connect the second

stage of "the corridor" from JUBILEE STREET and PEMBINA HIGHWAY (the terminus of "The first stage" to be open in early 2012) ALONG THE BURLINGTON NORTHERN RAILWAY TRACK RUNNING SOUTH AND NORTH (near and parallel-to PEMBINA HIGHWAY) FROM JUBILEE TO THE UofM AND THE PERIMETER .

THIS CAN ALLOW FOR AN IMMEDIATE SERVICING OF BOTH THE **MTS ARENA** AND THE **UofM BOMBER STADIUM IN A TIMELY AND EFFICIENT MANNER, PLUS SAVE ON ROADWAYS WEAR-AND-TEAR DEGRADATIONS.**

1(b)- IN ADDITION, BUDGET COSTS FOR "STAGE 2 OF THE SOUTHWEST CORRIDOR" (BOTH LAND AND INFRASTRUCURE PURCHASES, PLUS LESS MAINTENANCE COSTS FOR PEMBINA HIGHWAY AND ROADWAYS) WILL BE MUCH LESS. THIS CAN FACILITATE A QUICKER AND MORE TIMELY IMPLEMENTATION OF OTHER (SUBSEQUENT) SUSTAINABLE TRANSPORTATION PLANNINGS ! (A **FURTHER "WIN/WIN SCENARIO**" !)

1(c)- UNDER SECTION #05-1, Pages 19 through 23, "**PUBLIC TRANSIT SYSTEM"** : "RAPID TRANSIT CORRIDORS" (Page 22) , "Three Rapid Transit Corridors are proposed" : **SOUTHWEST**, **WEST**, and **EAST .**

UNDER "**SOUTHWEST**" (**Page 22**) YOUR SUSTAINABLE TRANSPORTATION PUBLICATION STATES : "***AN APPROPRIATE CORRIDOR*** FOR THE SECOND STAGE (from Pembina and Jubilee to the University of Manitoba) ***WILL NEED TO BE IDENTIFIED***." ALSO, ON **Page 23, YOUR TRANSPORTATION PUBLICATION HIGHLIGHTS "*FEEDING RAPID TRANSIT*". *MY PROPOSALS HAVE PROVIDED A MOST-EFFICIENT ANSWER TO BOTH THESE SECTIONS*** FROM **MULTI-FACETED PERSPECTIVES** : ***TIME-WISE***, ***COST-WISE*** , AND ***USE-WISE*** !

1(d)- UNDER "**SOUTHWEST**" (**Page 24**) YOUR SUSTAINABLE TRANSPORTATION PUBLICATION HAS A HEADING THAT REFERS TO "***STRATEGIES TO ACHIEVE TRANSIT SYSTEM GOALS***". ***MY PROPOSALS HAVE ALSO PROVIDED A MOST-EFFICIENT SOLUTION IN-KEEPING-WITH THESE ALREADY ENDORSED*** (SUSTAINABLE TRANSPORTATION PUBLICATION) ***AND ADOPTED GOALS AND STRATEGIES BY WINNIPEG CITY COUNCIL IN JULY 2010*** FROM **MULTI-FACETED PERSPECTIVES** : ***TIME-WISE***, ***COST-WISE*** , AND ***USE-WISE*** !

1(e)- UNDER SECTION #05-2, Page 25, "***MAJOR STREET NETWORK***" STATES "THIS PLAN MUST INCLUDE PROVISIONS TO ENSURE THE SUSTAINABILITY OF THE STREET NETWORK --- " . ***ONCE AGAIN, MY PROPOSALS HAVE ALSO PROVIDED A MOST-EFFICIENT SOLUTION IN-KEEPING-WITH THESE ALREADY ENDORSED*** (SUSTAINABLE TRANSPORTATION PUBLICATION) ***AND ADOPTED GOALS AND STRATEGIES BY WINNIPEG CITY COUNCIL IN JULY 2010*** FROM **MULTI-FACETED PERSPECTIVES** : ***TIME-WISE***, ***COST-WISE*** , AND ***USE-WISE*** !

1(f)- UNDER SECTION #05-2a, Page 26, " ***MAINTENANCE AND ASSET MANAGEMENT***" PLUS **UNDER SECTION #05-2b, Page 27**, "***MANAGEMENT OF OPERATIONAL IMPROVEMENTS***" and **UNDER SECTION #05-2c, Page 28**, "***STRATEGIC STREET NETWORK IMPROVEMENTS***" MY SUGGESTIONS FURTHER MAKE SENSE FROM **MULTI-FACETED PERSPECTIVES** : ***TIME-WISE***, ***COST-WISE*** , AND ***USE-WISE*** !

1(g)- UNDER SECTION #05-4, Page 32, "***FUNDING TRANSPORTATION***" MY SUGGESTIONS FURTHER MAKE SENSE FROM **MULTI-FACETED PERSPECTIVES** : ***TIME-WISE***, ***COST-WISE*** , AND ***USE-WISE*** !
(QUICKER AVAILABLE, MORE EFFICIENT, PLUS LOWER-COST CONSIDERATIONS ALWAYS ASSIST THE BUDGET AND "BOTTOM LINE" !!)

1(h)- UNDER THE "GLOSSARY " SECTION DEFINITION OF "RAPID TRANSIT" ON Page 51, "***RAPID TRANSIT*** IS A ***FORM OF URBAN PUBLIC TRANSPORTATION*** WITH HIGHER THAN NORMAL CAPACITY AND FREQUENCY AND IS MOST ***OFTEN SEPARATED FROM OTHER TRAFFIC*** IN UNDERGROUND TUNNELS, ABOVE-GROUND BRIDGES OR ***SEPARATE RIGHTS-OF-WAY***. VEHICLES USED CAN RANGE FROM ***BUSES TO*** LIGHT RAIL VEHICLES, SUCH AS STREETCARS TO SUBWAY ***TRAINS***". YOU CAN READILY SEE THAT THE

HIGHLIGHTED WORDS, FROM THIS-YOUR-OWN-QUOTATION, FURTHER PROVE THE DESIREABILITY AND PERTINENT EFFICIENCIES OF MY SUGGESTIONS.

2/ WITH THE VARIED AND MYRIAD ARRAY OF (NON-MAIN-LINE) ***RAILWAY LINES WITHIN GREATER WINNIPEG***, I BELIEVE THE ***CONCEPT*** I SUGGEST ***FOR*** THE "***SOUTHWEST***" CORRIDOR COULD ALSO BE SOMEWHAT **ADAPTED TO** CONCERNS FOR THE **"WEST"** AND **"EAST" CORRIDORS** FURTHER IDENTIFIED **UNDER SECTION #05-1, Pages 19 through 23**, "**PUBLIC TRANSIT SYSTEM"** : "RAPID TRANSIT CORRIDORS" (Page 22) , "Three Rapid Transit Corridors are proposed" : **SOUTHWEST**, **WEST**, and **EAST** . **This could further improve TIME, COST, AND USE EFFICIENCIES FOR THESE AREAS.**

3/ WITH THE DEVELOPMENTS ALONG "ROUTE 90/ KENASTON BOULEVARD" IN SOUTH TUXEDO, LINDENWOODS, AND WHYTE RIDGE AREAS, A LOT OF PRESSURE IS HAPPENING TO WIDEN A MAJOR-SWATH VEHICLE ARTERY THROUGH RIVER HEIGHTS / TUXEDO TO ADDRESS RUSH-HOUR TRAFFIC. THERE ARE SOME RELATIVELY-LITTLE-USED NORTH-SOUTH BURLINGTON NORTHERN RAIL-LINE TRACKS RUNNING FROM THE NORTH PART OF THE CITY THROUGH-TO AND PARALLELING ROUTE 90 ACROSS THE ASSINIBOINE RIVER AND PARALLELLING (SLIGHTLY TO THE EAST OF KENASTON BOULEVARD) ALL THE WAY SOUTH TO WILKES AVENUE AND BEYOND ! SURELY THIS COULD ALSO WELCOME A SHARED (NON-MAIN-LINE) RAILWAY LINE (WITH MODERN COMPUTERIZED SCHEDULING) TO ADDRESS RUSH-HOUR AND SPECIAL-EVENT EFFICIENT TRANSPORTATION WITHOUT TEARING OUT THE HEART AND FABRIC OF RIVER HEIGHTS/ TUXEDO LIFE, WITH AN OTHERWISE UN-NEEDED 6-LANE TRAFFIC ARTERY THROUGH THE HEARTLAND OF THESE HISTORIC PARTS OF WINNIPEG. IKEA DEVELOPMENTS CAN BE WELL AND EFFICIENTLY SERVICED FOR TRANSPOTATION IN THIS WAY. PERHAPS A HYBRID BUS/ RAIL VEHICLE CONNECTED WITH PARK-AND-RIDE "STRATEGIC NODES" WOULD MAKE LIFE BETTER FOR ALL TRAVELLING AND TRANSPORTATION ALONG THIS CORRIDOR (WHICH IS INADEQUATELY IDENTIFIED AND ADDRESSED IN THE SUSTAINABLE TRANSPORTATION , An OUR WINNIPEG Direction Strategy PUBLICATION WHICH IS IDENTIFIED AS A CENTRAL-MOST CONTRIBUTION TO THE **TRANSPORTATION MASTER PLAN BEING TOUTED FOR TODAY'S [JULY 6, 2011] OPEN HOUSE).**

4/ IN CONJUNCTION WITH MY SUGGESTION FOR "ITEM 3/" ABOVE, PERHAPS BURLINGTON NORTHERN COULD ACCOMODATE "A FLAT-BED SHUTTLE SERVICE" FOR TRUCKS AND TRANSPORT VEHICLES ALONG THIS NORTH-SOUTH TRANSPORTATION RUN-WAY. THIS COULD SAVE THE TRUCKERS FROM BURNING MUCH FUEL IN STOP-and-START TRAFFIC, PLUS RELIEVE MAJOR WEAR AND-TEAR ON THE ROUTE 90 ROADWAY INFRASTRUCTURE SYSTEM. MY SUGGESTIONS FURTHER MAKE SENSE FROM **MULTI-FACETED PERSPECTIVES** : ***TIME-WISE***, ***COST-WISE*** , AND ***USE-WISE*** !

5/ I HAVE A QUESTION TO BE ANSWERED (WHICH WAS ON MY LIST, BUT WHICH I MISSED HAVING ANSWERED PRIOR-TO THE OPEN-HOUSE CONCLUSION :

- UNDER SECTION #05-4, Page 32, "***FUNDING TRANSPORTATION***" IT IS SUGGESTED THAT DUE TO INADEQUATE FUNDING , PROGRAM DELIVERY, AND ADDRESSING OF "THE TRANSPORTATION INFRASTRUCTURE DEFICIT DISCUSSED IN SECTION #05-2b" , "THE Winnipeg Rapid Transit Task Force (WRTTF) IN ITS 2005 REPORT , RECOMMENDED THE CREATION OF A Winnipeg Transportation Authority TO PLAN AND DELIVER BOTH ROAD AND TRANSIT SYSTEMS". ***QUESTION : WHAT IS THE CURRENT STATUS OF THIS CONCEPT ? CAN WINNIPEG PUBLIC WORKS DEPARTMENT , TRANSPORTATION SECTION, DEAL WITH THE CITY'S TRANSPORTATION NEEDS WITHOUT A FURTHER (POSSIBLE SOMEWHAT INEFFICIENT) LEVEL OF BUREAUCRACY BEING FOISTED ON THE CITIZENS AND TAXPAYERS OF WINNIPEG ??***