APPENDIX D

Public Engagement Report

SOUTHWEST TRANSITWAY ROUTE PLANNING

Public Engagement Summary

September 2019

Background

Winnipeg Transit is proposing improvements to bus routes in southwest Winnipeg to coincide with the opening of the Southwest Transitway (Stage 2) in spring 2020, including a new spine and feeder network. The Southwest Transitway is a dedicated high-speed roadway for buses, physically separated from the regular street system linking Downtown to the southwest part of the city.

Engagement

Winnipeggers had the opportunity to share their input with the project team through an online survey, project email and phone line, and in-person at seven Ideas in Motion Bus events. The Ideas in Motion bus popped up in communities to give Winnipeggers the opportunity to view the proposed route improvements and provide input to Winnipeg Transit employees. Public input gathered throughout the public engagement process helped refine the proposed route improvements in advance of the opening of the second stage of the Southwest Transitway. More details on the public engagement opportunities can be found in the table below.

Promotion

Public engagement opportunities were promoted using the following methods:

- City of Winnipeg website – March 15, 2019;
- News release – March 15, 2019;
- Facebook posts with over 21,000 followers - March 15 to April 15, 2019;
- Twitter posts with over 90,000 followers - March 15 to April 15, 2019;
- Online advertisements (Instagram, Facebook, Twitter) – March 16 – April 15, 2019;
- Advertisements at 58 bus stops – March 21 to April 15, 2019;
- City of Winnipeg public engagement newsletter with over 5,600 recipients - March 28 and April 11, 2019;
- News coverage in the Canstar Sou'Wester, CTV News and Manitoba Post; and,
- Postcards distributed at Winnipeg Transit Master Plan events.

Examples of promotion can be found in Appendix A.

Date	Activity	Participation
March 15 to April 15, 2019	Survey*	644 responses
March 15 to April 15, 2019	Project email and phone line	13 inquiries
April 3 to April 8, 2019	Ideas in Motion Bus (seven pop-up events)	337 interactions

*Results are not statistically valid, but are intended to provide insight into respondents' priorities and rationale









Winnipeg

SOUTHWEST TRANSITWAY ROUTE PLANNING

Public Engagement Summary

September 2019

Key findings

- The majority of respondents (69%) believe the project represents a positive shift towards a more frequent transit network.
- The majority of respondents (82%) understand why a network change, and a spine and feeder network are needed.
- Twenty-six percent (26%) of respondents indicated that their transit use will increase with the new service model, while 6% indicated that their transit use will decrease.
- Thirty-five percent (35%) of respondents who drive as their primary mode of transportation indicated that their transit use will increase with the new service model.
- The top reasons why respondents liked the feeder routes were convenience (59), increased frequency (39), extended service hours (20), directness (10) and familiarity of the routes (8).
- The top reasons why respondents disliked the feeder routes were inconvenience (48), no service in new neighbourhoods (45), additional transfers (35), low frequencies (32), and short service hours (29).

The table below is a broad sample of what was heard during the public engagement. A full summary of feedback from the public and the response to feedback can be found in Appendix B. A complete record of all comments can be found in Appendix C. A summary of the feedback received at the Ideas in Motion Bus events can be found in Appendix D.

What We Heard	How It Was Considered
Extend transit service to new neighbourhoods including Bridgwater, Waverley West and Prairie Pointe.	Areas without service are being reviewed as part of the Winnipeg Transit Master Plan (WTMP). Input received regarding new service was shared with the WTMP project team to be incorporated into the WTMP.
Transfers will be uncomfortable for passengers, especially during the winter.	All transitway stations are heated to make transfers more comfortable for passengers. Improvements will also be made to transfer stops on Pembina Highway.
Transfers will be inconvenient and may increase total travel times for passengers.	The time required for transfers will be balanced with more reliable service, higher frequencies, and shorter wait times.
Increase feeder route frequencies.	The new service model has allowed for overall higher frequencies when compared to current frequencies. Winnipeg Transit will continue to look for opportunities to improve frequencies when developing feeder route schedules.
Increase feeder route service hours, especially on weekends.	Service hours for feeder routes were reviewed and opportunities to extend weekend hours were identified. Recommendations include earlier and extended service hours on select feeder routes.
Incorporate cycling amenities into the Southwest Transitway.	Transitway stations will be connected to walk bike pathways and have bike lockers available. All BLUE Line buses will be equipped with bike racks.

Next steps

Winnipeg Transit will finalize the recommended routes with the help of the input collected from the public. The recommended routes will then be presented to the Standing Policy Committee on Infrastructure Renewal and Public Works, followed by Executive Policy Committee, and finally by Council for consideration in summer 2019. A notification campaign will occur in winter 2019/20 to inform passengers of the route changes and revised schedule, subject to Council approval, before the anticipated opening of the Southwest Transitway in April 2020.

Appendices

Appendix A – Promotional material
Appendix B – Feedback summary table
Appendix C – Survey results
Appendix D – Ideas In Motion Bus event feedback
Appendix E – Ideas In Motion Bus event materials

Appendix A – Promotional material

Route changes coming to southwest Winnipeg!

Southwest Transitway Route Planning

Winnipeg Transit is proposing route improvements in southwest Winnipeg to coincide with the opening of the Southwest Transitway (Stage 2) in spring 2020. Visit **winnipeg.ca/southwestrapidtransitway** to view the proposed routes and provide input, or join us at one of the following pop-up events in the Ideas in Motion bus:

Date	Time	Location
Wednesday, April 3, 2019	12 p.m. – 2:30 p.m.	University of Manitoba Station Dafoe Road @ Gillson Street
Wednesday, April 3, 2019	3:30 p.m. – 5:30 p.m.	Osborne Junction Bus Loop Pembina Highway @ Osborne Street
Thursday, April 4, 2019	2:15 p.m. – 4:30 p.m.	University of Manitoba Station Dafoe Road @ Gillson Street
Saturday, April 6, 2019	11 a.m. – 1 p.m.	St. Norbert Farmers' Market Eagles Club, 3459 Pembina Hwy.
Saturday, April 6, 2019	2 p.m. – 4 p.m.	Bridgwater Centre
Monday, April 8, 2019	3 p.m. – 5 p.m.	South Pointe School 615 Kirkbridge Dr.
Monday, April 8, 2019	6 p.m. – 8 p.m.	Kenaston Common 1665 Kenaston Blvd. (Walmart parking lot)



For inquiries or for those who require alternate formats or interpretation in order to participate, please contact the project team at 204-986-7134 or SouthwestTransitway@winnipeg.ca by March 27, 2019.

For more information, visit us online at:
winnipeg.ca/southwestrapidtransitway

Winnipeg


winnipegtransit.com
RIDE TRANSIT
U. OF MANITOBA
Route changes coming to southwest Winnipeg!
Changements à venir dans les lignes d'autobus dans le sud-ouest de Winnipeg!
Winnipeg Transit is proposing route improvements in southwest Winnipeg to coincide with the opening of the Southwest Transitway (Stage 2) in spring 2020.
Visit winnipeg.ca/southwestrapidtransitway to view the proposed routes and provide input, or join us at one of the following pop-up events in the Ideas in Motion bus:
Winnipeg Transit propose des améliorations aux lignes d'autobus dans le sud-ouest de Winnipeg qui coïncideront avec l'ouverture du Couloir de transport rapide sud-ouest (étape 2) au printemps 2020.
Prenez connaissance des itinéraires proposés à winnipeg.ca/couloirsud-ouest et faites-nous part de vos commentaires ou participez à l'une des activités éclair sur l'autobus Roulement d'idées :
Date
Time
Location
Wednesday, April 3, 2019
12 p.m. – 1:00 p.m.
University of Manitoba Station, Chancellors Circle & Dafoe Road at Dysart Road
Wednesday, April 3, 2019
3:00 p.m. – 4:00 p.m.
Fillmore Junction Bus Loop, Pembina Highway at Fillmore Street
Thursday, April 4, 2019
3:00 p.m. – 4:00 p.m.
University of Manitoba Station, Chancellors Circle & Dafoe Road at Dysart Road
Saturday, April 6, 2019
11 a.m. – 1 p.m.
Dr. Robert Farmer Rapid Hydro Club, 3424 Pembina Hwy
Monday, April 8, 2019
8 a.m. – 9 a.m.
Bell Parking Lot, 510 Portage Ave
Monday, April 8, 2019
8 a.m. – 9 a.m.
Recreation Centre, 1000 Nairobec Blvd, Glenlawn parking lot
Date
Heure
Emplacement
Mercredi 3 avril 2019
12 h – 13 h
Station du U. du Manitoba, Chemin Chancellors & Dafoe Road à l'angle de la rue Dysart
Mercredi 3 avril 2019
15 h 00 – 17 h 00
Arrêt d'autobus Fillmore Junction, Chemin Pembina à l'angle de la rue Fillmore
Jeudi 4 avril 2019
14 h 15 – 15 h 15
Station de l'université du Manitoba, Chemin Chancellors & Dafoe Road à l'angle de la rue Dysart
Samedi 6 avril 2019
11 h – 13 h
Centre Club – Le Hangar de Robert-F.-Hicks, 3424 chemin Pembina
Lundi 8 avril 2019
10 h – 11 h
Poste Bell Parking, 510 promenade d'Entrepôt
Lundi 8 avril 2019
10 h – 11 h
Centre récréatif, 1000 boulevard Nairobec (aire de stationnement de Walmart)
winnipeg.ca/southwestrapidtransitway
winnipeg.ca/couloirsud-ouest

Facebook Advertisement

City of Winnipeg – Municipal Government
Sponsored ·

We want to hear from you! Winnipeg Transit is proposing route improvements in southwest Winnipeg to coincide with the opening of the Southwest Transitway (Stage 2) in spring 2020.

Take the online survey to share your input.



WINNIPEG.CA
Route changes coming to southwest Winnipeg!
Learn More

Write a comment...

Instagram Advertisement

City of Winnipeg – Municipal Governm...
Sponsored



1 like

We want to hear from you! Winnipeg Transit is proposing route improvements in southwest Winnipeg to coincide with the opening of the Southwest Transitway (Stage 2) in spring 2020. Take the online survey to share your input.

Twitter Advertisement

City of Winnipeg @cityofwinnipeg · Mar 16
Transit riders, we want to hear from you! Winnipeg Transit is proposing route improvements in southwest Winnipeg. Click here to view the BLUE line and take the online survey to provide your input. winnipeg.ca/southwestrapid... https://t.co/SKB5s4AzMJ



Appendix B – Feedback summary table

Category	What We Heard	How It Was Considered
Coverage	Extend transit service to Prairie Pointe.	Route 672 will be split into Route 672 and Route 673, which will originate and terminate at Prairie Pointe. Additional service within Prairie Point will be evaluated as part of the Winnipeg Transit Master Plan.
	Extend transit service to Bridgwater Lakes.	Service to Bridgwater Lakes will be evaluated as part of the Winnipeg Transit Master Plan.
	Extend transit service to Waverley West B.	Service to Waverley West B will be evaluated as part of the Winnipeg Transit Master Plan.
	Extend transit service to Stan Bailie Drive in South Pointe.	Stan Bailie Drive does not meet the pavement width and pavement thickness requirements for the safe operation of transit buses. The Winnipeg Transit Master Plan is considering smaller vehicles can be used on local roads like Stan Bailie Drive.
	Continue service on Waverley Street at Tim Sale Drive in South Pointe.	Continuing service on Waverley Street at Tim Sale Drive was evaluated; however, ridership data does not support continuing this service. Passengers in the area of Waverley Street at Time Sale Drive can access Route 672 with a peak frequency of 10 min at Kirkbridge Drive and John Angus Drive.
	Continue service on Turnbull Drive in St. Norbert.	After reviewing ridership, demand and available resources, service will no longer be provided on Turnbull Drive.
	Improve connectivity between the Health Sciences Centre and southwest Winnipeg.	Route 36 will continue to provide service between the Health Sciences Centre and southwest Winnipeg. Route 36 frequencies will be evaluated as part of the Winnipeg Transit Master Plan.
	Improve connectivity between St. Vital and the University of Manitoba. Frequent pass-ups and congestion on Route 75 have made travelling between St. Vital and the University of Manitoba increasingly difficult.	Route 160 and Route 47 will be combined to provide direct service from Transcona to the University of Manitoba. This connection will alleviate the pressure on Route 75 and address the overcrowding of buses connecting St. Vital to the University of Manitoba. Frequencies of Route 75 will also be evaluated as part of the Winnipeg Transit Master Plan. Route 676 will connect St. Vital to Pembina Highway and the BLUE Line where passengers can transfer to quickly access the University of Manitoba.
	Improve connectivity between Transcona and the University of Manitoba. Frequent pass-ups and congestion on Route 75 have made travelling between Transcona and the University of Manitoba increasingly difficult.	Route 160 and Route 47 will be combined to provide direct service from Transcona to the University of Manitoba via Downtown and the BLUE Line. This connection will provide Transcona passengers with another direct route to access the University of Manitoba, while alleviating the pressure and overcrowding currently on Route 75. Frequencies of Route 75 will also be evaluated as part of the Winnipeg Transit Master Plan.
	Improve connectivity between Charleswood, Tuxedo, and the BLUE Line.	Proposed changes removing Route 65/66 from Stage 1 of the Southwest Transitway will no longer be pursued. Route 65/66 will continue to connect Charleswood and Tuxedo to the BLUE Line via Osborne Station and Harkness Station.
	Improve access to Fort Whyte Alive.	The scope of the Southwest Transitway Route Planning project includes areas currently serviced by Winnipeg Transit. Service to Fort Whyte Alive will be evaluated as part of the Winnipeg Transit Master Plan.
	Improve access to the Seasons of Tuxedo shopping area.	Route 684 will provide direct access to the Seasons of Tuxedo shopping area from the BLUE Line. Sunday service has also been added to Route 74 to improve service in the Seasons of Tuxedo shopping area.
Routing	Extend Route 663 service to Bridgwater Trails.	Route 676 will serve Bridgwater Trails seven days a week with a direct connection to the BLUE Line and Pembina Highway.
	Extend Route 691 service to Pembina Highway past the Perimeter Highway from St. Norbert so transfers are not required for short trips down Pembina Highway and to the Fort Richmond Plaza.	Route 691 has been extended to Killarney Avenue to provide St. Norbert residents with better access to services along Pembina Highway including the Fort Richmond Plaza. Route 691 will follow the same route as the existing Route 91.
	Extend Route 95 service to Beaumont Station for a connection to the BLUE Line.	Connecting Route 95 to the BLUE Line was evaluated; however, would result in a disruption to service on Taylor Avenue. The lack of railway crossings along Taylor Avenue to access the BLUE Line would cause large gaps in service on Taylor Avenue.
	Remove Route 694 service on Falcon Ridge Drive in Linden Ridge and	Rerouting Route 694 onto McGillivray Boulevard would remove all transit service from Linden Ridge. After

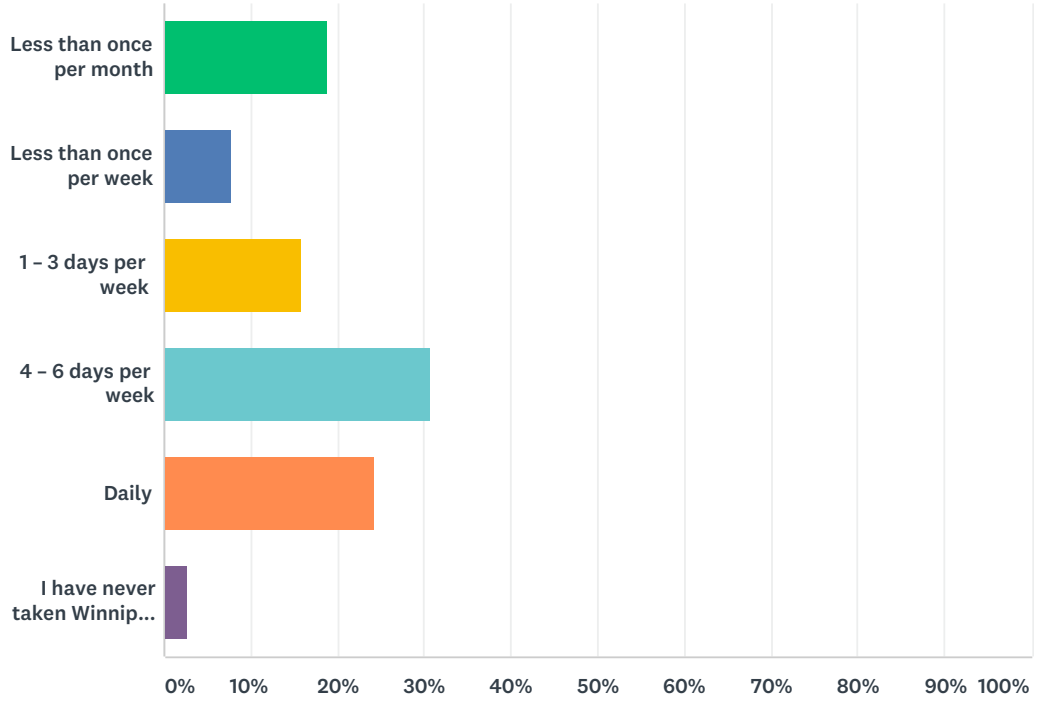
	reroute onto McGillivray Boulevard.	reviewing ridership and demand, Route 694 will continue to service Linden Ridge via Falcon Ridge Drive. Support for improved transit service through Linden Ridge was also heard from other residents.
	Continue Route 65/66 service to Osborne Station and Harkness Station on Stage 1 of the Southwest Transitway to provide easy connections to southwest Winnipeg.	Proposed changes removing Route 65/66 from Stage 1 of the Southwest Transitway will no longer be pursued. Route 65/66 will continue to service Osborne Station and Harkness Station and while still accessing Downtown via Donald Street.
	Continue Route 185 for direct service between Osborne Village and the University of Manitoba.	Route 60 will continue to provide a direct connection between Osborne Village and the University of Manitoba via Pembina Highway. Route 685 will feed the BLUE Line providing passengers with a quick connection to the University of Manitoba. Through efficiencies with the new service model, longer service hours and weekend service have been added to Route 685.
	Continue Route 74 service to the Tuxedo Business Park.	Route 74 has been adjusted to provide more direct service on Kenaston Boulevard and will no longer serve the Tuxedo Business Park. Route 684 will now service the Tuxedo Business Park and provide a quick connect to Kenaston Boulevard and the BLUE Line.
	Provide more direct service on Kenaston Boulevard with Route 74.	Route 74 has been adjusted to provide more direct service on Kenaston Boulevard and will no longer serve the Tuxedo Business Park.
	Combine Route 68 and Route 668 to reduce potential confusion from operating two similar routes with similar numbers on Grosvenor Avenue.	Route 68 and Route 668 have been combined and will use the name Route 68. Route 68 will provide service between Grosvenor Avenue and Downtown during peak hours. During off-peak hours, Route 68 will provide service between Grosvenor Avenue and the BLUE Line via Harkness Station. Buses that terminate at Harkness Station will be clearly identified by the message board on the front of the bus.
	Add two-way service to Route 664 so passengers in Lindenwoods that board near the beginning of the route are not required to ride the entire route through Lindenwoods and Kenaston Common before arriving at Beaumont Station.	Route 664 will be split into two separate routes, providing two-way service in Lindenwoods and Kenaston Common. This will provide passengers in Lindenwoods with a more direct connection to Beaumont Station.
Frequency and Service Hours	Overall, there was strong support for higher feeder route frequencies. Many respondents indicated they would like Winnipeg Transit to continue to look for opportunities to further improve frequencies.	The new service model has allowed for overall higher frequencies when compared to current frequencies. The frequencies presented in spring 2019 are maximum expected frequencies. Winnipeg Transit will continue to look for opportunities to improve frequencies when developing detailed feeder route schedules. It is anticipated that frequencies will slightly improve when detailed schedules are complete. However, there are no additional resources available for large increases in frequencies beyond what was presented in spring 2019.
	Overall, there was strong support for longer feeder route service hours. Many respondents indicated they would like Winnipeg Transit to continue to look for opportunities to further improve service hours.	Service hours for feeder routes were reviewed and opportunities to extend weekend hours were identified. Many feeder routes will begin service one hour earlier and end service one hour later than the weekend service hours presented in spring 2019. There are no resources available for additional service hour extensions.
	Improve weekend service in southwest Winnipeg.	The new service model has allowed for overall higher weekend frequencies when compared to current weekend frequencies. Service hours for feeder routes were also reviewed and opportunities to extend weekend hours were identified. Many feeder routes will begin service one hour earlier and end service one hour later from the service hours presented in spring 2019. Sunday service on Route 672 will begin at 7 a.m. instead of 10 a.m. as presented in spring 2019. Sunday service has been added to Route 74 and Route 78.
	Provide full day service hours on Route 697.	Service hours were reviewed for all feeder routes. After reviewing ridership, demand and available resources, full day service will not be provided on Route 697.
	Concerns with a reduction in bus service on Pembina Highway where it is too far to walk to the Southwest Transitway.	Route 60 and Route 160 will continue to operate on Pembina Highway. Frequencies of Route 60 and Route 160 will be increased to every 10 min each during peak hours.
	Improve frequency on Pembina Highway between Jubilee Avenue and Downtown.	Frequency will be improved on Route 60 during all times of day. Specifically during peak hours, frequency has been improved from approximately every 20 min to every 10 min.

	Improve frequencies and service hours on existing transit routes rather than putting resources into the Southwest Transitway.	Many Downtown roadways are overcapacity for buses during peak hours, including Graham Avenue and Portage Avenue. Adding additional buses to existing southwest neighbourhood express routes would only increase congestion, bus bunching and delays Downtown. A spine and feeder network with articulated buses will reduce pressure Downtown, which will reduce delays and late buses.

Appendix C – Survey results

Q1 How often do you use Winnipeg Transit?

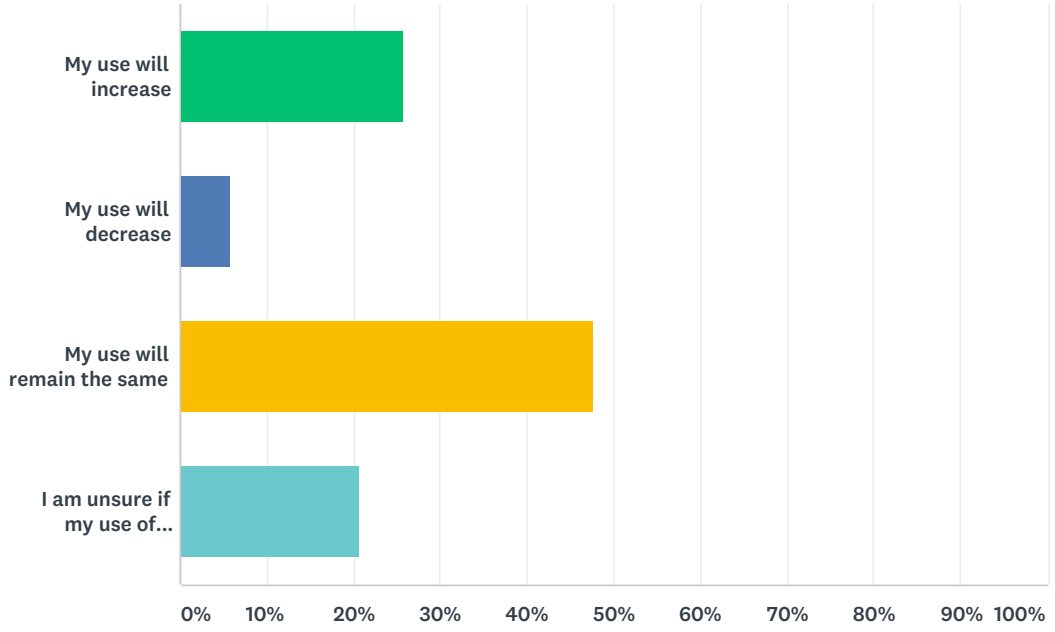
Answered: 644 Skipped: 0



ANSWER CHOICES	RESPONSES	
Less than once per month	18.79%	121
Less than once per week	7.76%	50
1 – 3 days per week	15.84%	102
4 – 6 days per week	30.75%	198
Daily	24.22%	156
I have never taken Winnipeg Transit	2.64%	17
TOTAL		644

Q2 How do you think the new BLUE Line and feeder routes will change your use of Winnipeg Transit?

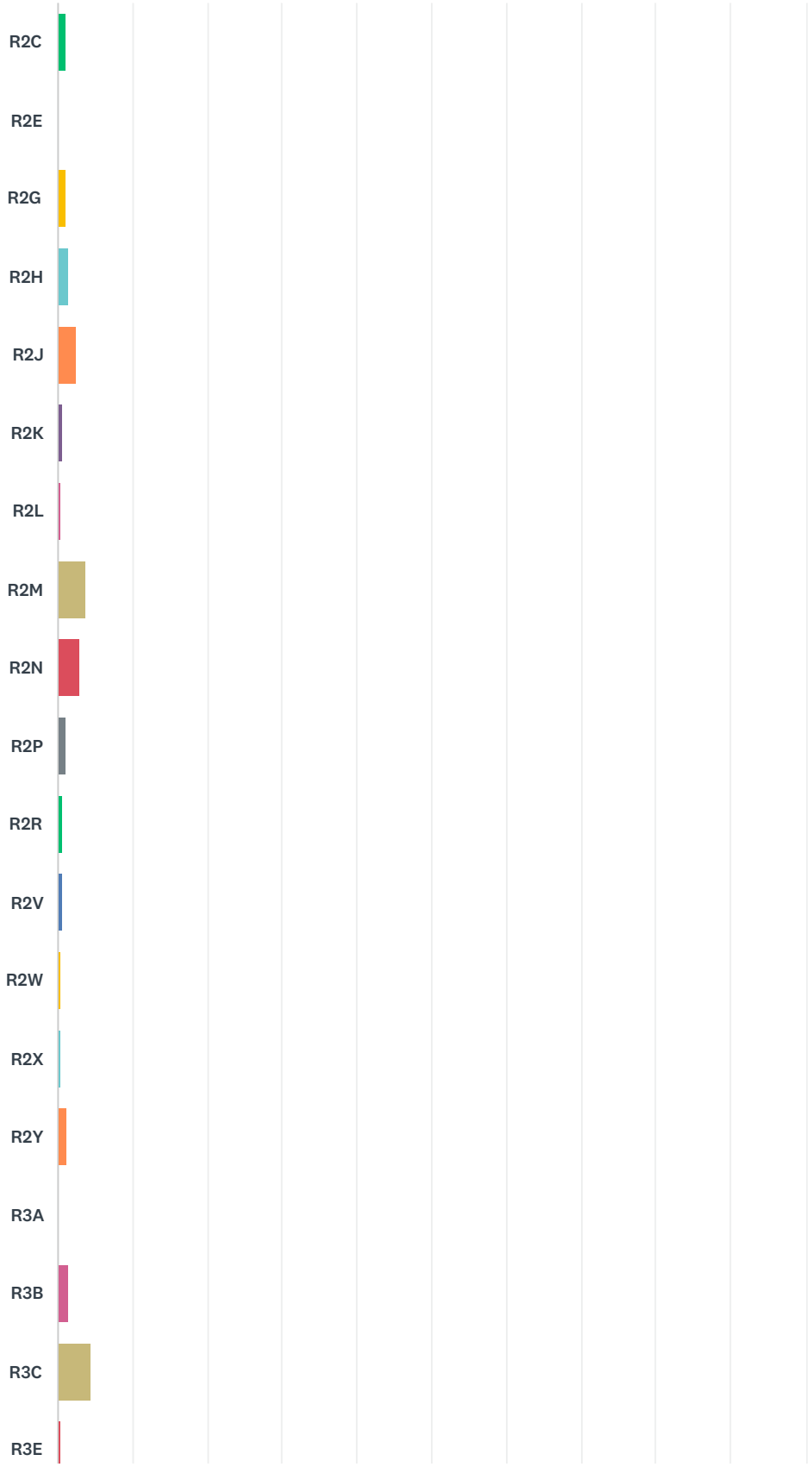
Answered: 580 Skipped: 64

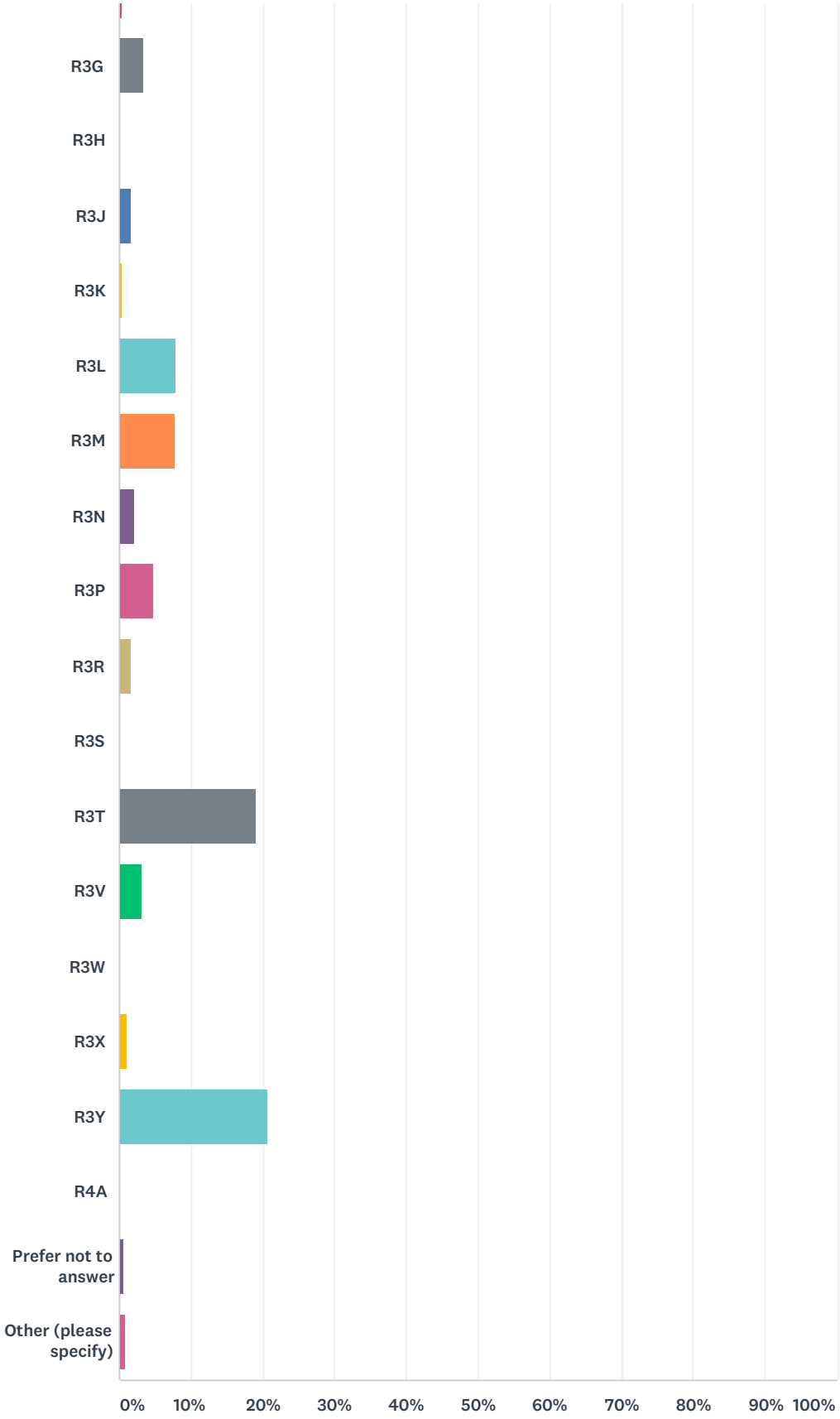


ANSWER CHOICES	RESPONSES	
My use will increase	25.69%	149
My use will decrease	5.86%	34
My use will remain the same	47.76%	277
I am unsure if my use of Winnipeg Transit will change	20.69%	120
TOTAL		580

Q3 Please provide the first three characters of your postal code.

Answered: 580 Skipped: 64





ANSWER CHOICES	RESPONSES	
R2C	1.03%	6

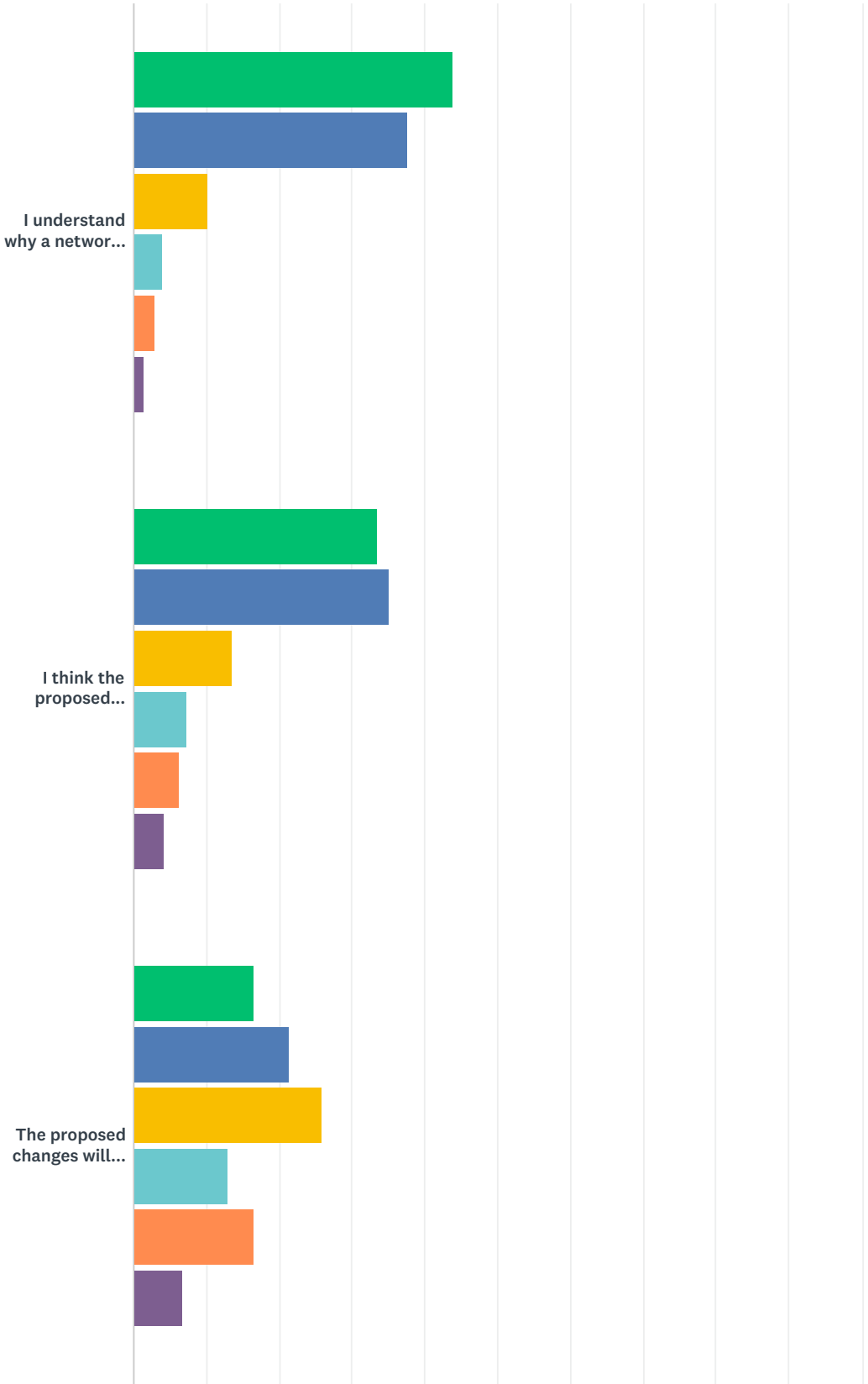
R2E	0.00%	0
R2G	1.03%	6
R2H	1.38%	8
R2J	2.41%	14
R2K	0.69%	4
R2L	0.52%	3
R2M	3.79%	22
R2N	2.93%	17
R2P	1.03%	6
R2R	0.69%	4
R2V	0.69%	4
R2W	0.34%	2
R2X	0.52%	3
R2Y	1.21%	7
R3A	0.17%	1
R3B	1.38%	8
R3C	4.31%	25
R3E	0.52%	3
R3G	3.45%	20
R3H	0.00%	0
R3J	1.72%	10
R3K	0.34%	2
R3L	7.93%	46
R3M	7.76%	45
R3N	2.07%	12
R3P	4.83%	28
R3R	1.72%	10
R3S	0.00%	0
R3T	19.14%	111
R3V	3.10%	18
R3W	0.00%	0
R3X	1.03%	6
R3Y	20.69%	120
R4A	0.00%	0

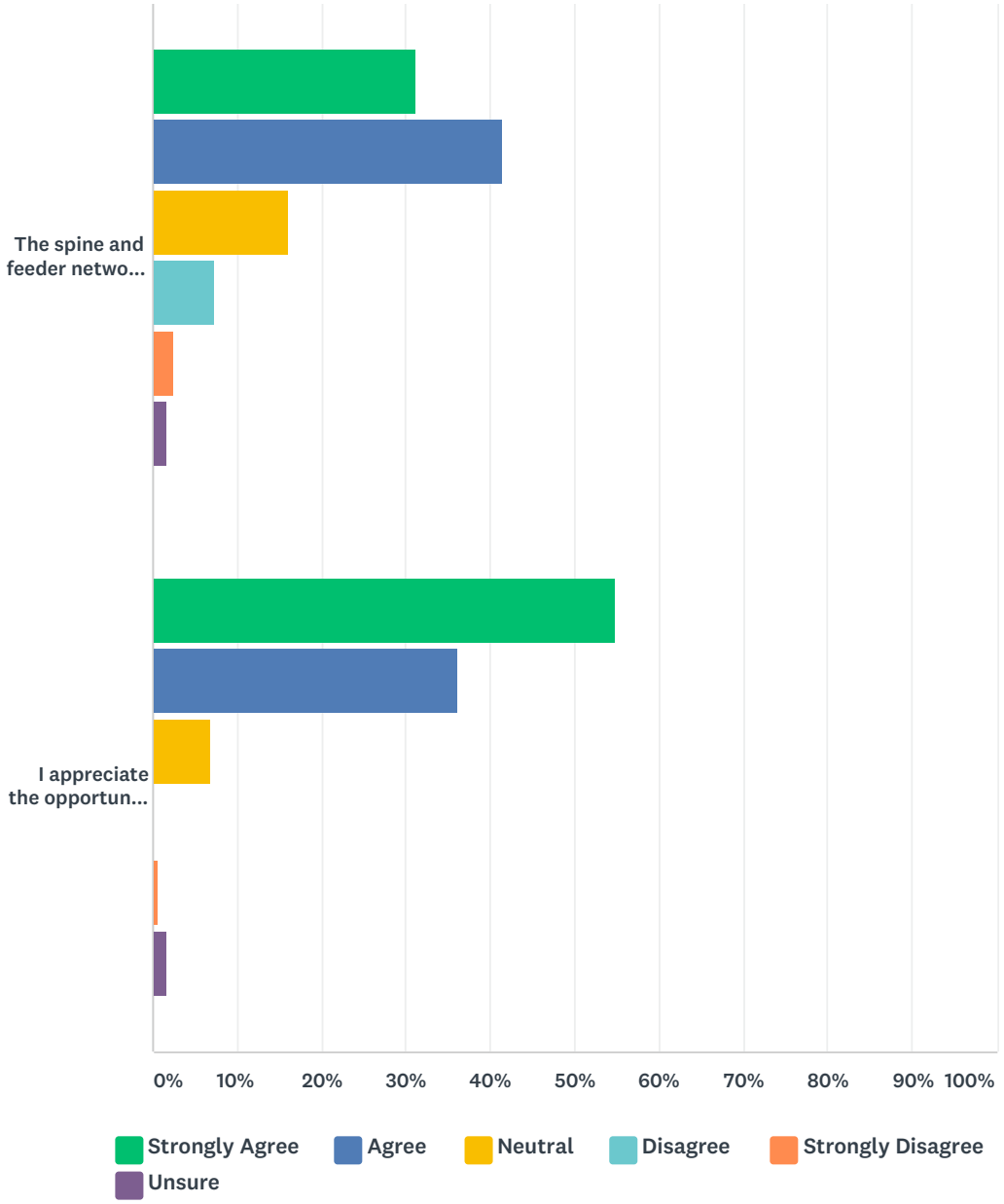
Prefer not to answer	0.69%	4
Other (please specify)	0.86%	5
TOTAL		580

#	OTHER (PLEASE SPECIFY)	DATE
1	R0G	4/5/2019 8:23 PM
2	R0A	3/29/2019 4:21 PM
3	R0E	3/29/2019 4:14 PM
4	R5K	3/25/2019 9:39 AM
5	R0E	3/19/2019 11:04 AM

Q4 Please read the statements below and indicate whether you agree or disagree.

Answered: 566 Skipped: 78





	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	UNSURE	TOTAL
I understand why a network change and spine and feeder network is needed.	43.99% 249	37.63% 213	10.25% 58	3.89% 22	2.83% 16	1.41% 8	566
I think the proposed changes represent a positive shift towards a more frequent network.	33.39% 189	35.16% 199	13.60% 77	7.42% 42	6.18% 35	4.24% 24	566
The proposed changes will meet my needs.	16.61% 94	21.38% 121	25.97% 147	12.90% 73	16.43% 93	6.71% 38	566
The spine and feeder network is easy to understand.	31.10% 176	41.52% 235	16.08% 91	7.24% 41	2.47% 14	1.59% 9	566
I appreciate the opportunity to provide feedback on the proposed changes.	54.77% 310	36.22% 205	6.89% 39	0.00% 0	0.53% 3	1.59% 9	566

Q6 Route 662 - What do you like about the route?

Answered: 18 Skipped: 626

#	RESPONSES	DATE
1	That spine route - feeder connection is at the UofM, thus should be much quicker going northbound than going through Fort Richmond and Pembina.	4/15/2019 5:55 PM
2	Hopefully it will reduce wait times at the bus stops. In Fort Richmond, more than 95% of the bus stops are without shelter - o.k. in summer time but not in winter with high wind-chill and very low temperatures.	4/11/2019 6:29 PM
3	Nothing.	4/11/2019 10:21 AM
4	Frequency be change to 5 mins during peak times on weekdays.	4/11/2019 10:11 AM
5	nothing	4/9/2019 6:14 PM
6	Not much	4/9/2019 10:25 AM
7	nothing	4/8/2019 6:02 PM
8	Will cover the 183 Richmond West route.	4/7/2019 10:21 PM
9	It comes very near to my house	4/6/2019 7:27 PM
10	It seems appropriate for servicing the neighbourhood.	4/3/2019 3:24 PM
11	The route is great for me and my mom because we have that bus going downtown and to the u of m and easy to get too.	4/3/2019 2:23 PM
12	I like that I'd no longer have to "tour" the neighbouhood.	4/2/2019 11:17 AM
13	I simply have more questions about the timing of the routes that replace 170, 162, 137. I assume that there will be fewer buses on Silverstone Avenue. When the last rapid transit upgrade occurred, it added 5 minutes to my travel time to downtown. There isn't enough information here for me to determine how it will affect me.	3/28/2019 1:13 PM
14	This route's clever routing lets it do the job of two routes (one for the university, the other for downtown), lowering the risk of wasteful empty buses, which are common in the area.	3/21/2019 10:24 PM
15	There should be less delays	3/20/2019 12:51 PM
16	It will stay on time way easier.	3/20/2019 10:53 AM
17	Nothing.	3/17/2019 10:38 PM
18	lots of buses	3/17/2019 4:24 PM

Q7 Route 662 - What do you dislike about the route?

Answered: 22 Skipped: 622

#	RESPONSES	DATE
1	Not sure from the map wwhere the connection at the UofM will be. Only at the Stadium Station or are there other stops to get one and off the 662 to connect with Blue bus.	4/15/2019 5:55 PM
2	I bus everyday to downtown and I have a direct bus with good frequency in the peak hour. Waiting 15 mins for next bus in case I miss the first one is not a welcome change for me. In addition, with the proposed changes, I will have to change bus.	4/11/2019 10:21 AM
3	Frequency of buses going through Fort Richmond will reduce from present schedules.	4/11/2019 10:11 AM
4	the transfers to another bus to go downtown	4/9/2019 6:14 PM
5	'rapid' has yet to be seen. Been riding the 162/137 for 15 years and changing to the 'rapid' transit did not change my timing at all. Now it looks like instead of having a single bus I need to add a transfer.	4/9/2019 10:25 AM
6	I will no longer be able to get from my home on Plaza Drive to my Safeway store at 2155 Pembina on the 162. I can't tell from your map if the blue line will stop at that Safeway or not.	4/8/2019 6:02 PM
7	The (additional) bus transfer from Blue line to Green line could increase the commuters' travel time compared to existing bus route.	4/7/2019 10:21 PM
8	I use the 51 service at 1 A.M. the proposal seems to end service at 11P.M.	4/6/2019 8:17 PM
9	It does not serve my needs, in terms of accessing Pembina Hwy near Stafford / Taylor	4/6/2019 7:27 PM
10	Please extend this into south pointe	4/5/2019 3:34 PM
11	Nothing in particular, but this comment applies to all the routes - they should be more frequent (departing a "spine" station every 10 minutes at most during the day) to be considered reliable for people to use.	4/3/2019 3:24 PM
12	Nothing to dislike about the route	4/3/2019 2:23 PM
13	Doesn't indicate the frequency of the feeder route & how frequent that feeder bus will be, if its till only every 20-30 min then that's not useful. Current route today is not frequent enough to be useful to me.	4/2/2019 11:17 AM
14	I simply have more questions. In Fort Richmond, it might make more sense with this plan to travel to the U of M Fort Garry campus and get onto the Blue line there, rather than than taking the south Fort Richmond tour to Pembina Highway. There simply isn't enough information here for me to determine what will work best for my situation.	3/28/2019 1:13 PM
15	The service pattern seems a little thin, as the location of the Superstore and Sobeys along the route make it an excellent line for running errands. In particular, Sunday afternoon service should be added, and Saturday afternoon and evening service increased.	3/21/2019 10:24 PM
16	The frequency of 20mins in rush hour is too much of delay compared to current 162 route.	3/20/2019 6:59 PM
17	It appears that the elimination of the 162 has eliminated bus service on Ellice between Vaughn and Carlton as well as Carlton between Ellice and Graham.	3/20/2019 12:51 PM
18	Having to transfer to get downtown.	3/20/2019 12:04 PM
19	The elimination of the 162...does this mean there is no longer service on Ellice between Vaughan and Carlton and Carlton between Ellice and Graham	3/20/2019 10:53 AM
20	Everything. We use the 162/170 University to travel to Jets games. This route travels down Dalhousie which is near my home and allows us to take one bus to MTS Bell Centre. If I understand what is being proposed we will have to take 2-3 buses to accomplish what is served by one route today. What is to like?	3/17/2019 10:38 PM
21	could serve more of the neighboor hood not just all on the main 2 roads	3/17/2019 4:24 PM

22	Currently part of 162 which goes straight downtown. As it is the bus doesn't come very frequently off peak, once it is a feeder route it will come even less often. Plus now we have to change buses to get downtown. Having one bus straight downtown is a major reason we live in this area because my partner takes the bus every day.	3/17/2019 12:56 PM

Q9 Route 663 - What do you like about the route?

Answered: 35 Skipped: 609

#	RESPONSES	DATE
1	I don't know if this is my normal route which is the 86 bus that goes through my part of Bridgwater, but I like the 86 because there are stops pretty close to my house and the walking isn't too but especially in the winter.	4/15/2019 11:25 PM
2	increases peak time frequency	4/11/2019 5:41 PM
3	nothing at all	4/10/2019 9:29 PM
4	The route connects to blue line and other connections	4/10/2019 12:37 PM
5	with the feeder bus system, it will add travel time and inconvenience to my travel to/from downtown during peak hour.	4/10/2019 9:23 AM
6	Fast, lots of route stops, the only route servicing the Bridgwater Forest neighbourhood.	4/8/2019 9:20 AM
7	It provides transit from Bridgewater to downtown	4/8/2019 8:44 AM
8	nothing! they have not been made available in my area bridgwater trails (landover drive) where many have been built and occupied with the expectation of bus routes being extended.	4/6/2019 8:22 AM
9	The buses will come more frequently and will also include the weekend. Heated bus shelters is also a good feature.	4/5/2019 7:49 PM
10	Nothing	4/5/2019 7:48 PM
11	Bridgewater Trails is a growing community of young families. It seems like you are determined that we be dedicated to using cars to get around and for our kids to get to places.	4/4/2019 1:19 PM
12	Nothing.	4/4/2019 10:48 AM
13	N/A	4/4/2019 9:33 AM
14	Nothing, i cant use it	4/4/2019 9:12 AM
15	Added route	4/4/2019 8:54 AM
16	We were hoping for expansion	4/4/2019 8:47 AM
17	A bit near my area	4/4/2019 8:31 AM
18	Will not benefit Bridgewater trails	4/4/2019 8:06 AM
19	It needs to service all of bridgwater. You have a huge new development with no service.	4/4/2019 8:04 AM
20	N/a	4/4/2019 7:58 AM
21	It runs often during peak times	4/3/2019 7:07 PM
22	All day service like southpoint, peak hr more frequent.	4/3/2019 6:37 PM
23	That it connects to faster blue line	4/3/2019 11:55 AM
24	From my front door to the nearest stop is <10 minute walk.	4/1/2019 9:06 PM
25	Ok	4/1/2019 7:46 PM
26	I like that this route currently the 163, gets me from Bridgwater to downtown without having to transfer buses.	4/1/2019 5:45 PM
27	No comment	3/29/2019 9:17 PM
28	We need bus service west of Waverley.	3/28/2019 11:40 AM
29	I helps my daughter get to school everyday as the PTSD doesn’t provide bussing for kids on bridge water forest	3/28/2019 9:19 AM
30	No comment	3/28/2019 8:45 AM

31	The peak hour service to downtown is fantastic.	3/26/2019 7:01 PM
32	It seems I can drop off at Pembina Highway so that I can take another bus to work. I have better choice to go anywhere other than taking route 86 which is scheduled every hour. |Also, there is no bus going to Pembina Highway in Bridgwater.	3/21/2019 11:38 AM
33	No changes other than it doesn't go downtown.	3/18/2019 12:01 PM
34	Nice and direct, thank you!	3/17/2019 10:59 PM
35	Not sure yet as I don't know what the schedule will look like.	3/17/2019 2:41 PM

Q10 Route 663 - What do you dislike about the route?

Answered: 48 Skipped: 596

#	RESPONSES	DATE
1	there's a lot of dislikes when it comes to the 86 route coming out of Bridgwater. 1. for the most part (have been on this bus all different times during the day) people are using this bus to get onto Kenaston to take another bus to get to the university. but the times don't line up with the second bus the 74. how would it ever be convenient for students to wait 20-50 minutes from Bridgwater to catch the 74 to go to the university? this winter was especially cold and it's not convenient or fair to be waiting outside for a second bus. so PLEASE make times line up more so it's convenient 2. I don't mind that the 86 comes every hour but when the bus doesn't show up at all its ridiculous so please always come unless you send out warnings saying you won't 3. THE WAITING coming back into Bridgwater is a pain. after getting off at the 74 you have to wait AT LEAST 30 minutes for the 86 bus to show EVERY SINGLE TIME even when its nice and sunny outside	4/15/2019 11:25 PM
2	Need to expand the route to new areas? The community is growing, need more area to be covered	4/14/2019 12:51 PM
3	peak weekday is too short (currently)	4/11/2019 5:41 PM
4	I will be forced to take the feeder to/from work downtown while currently, I catch Route 163 at Chancellor/Lake Crest without needing a transfer or connection.	4/10/2019 9:29 PM
5	It pretty much skips brigwater trails ! No direct Connection to commercial section.	4/10/2019 12:37 PM
6	the need to catch the connection to Blue Line, the 10-minute schedule add uncertainty to my arrival time to/from downtown.	4/10/2019 9:23 AM
7	There are no buses scheduled to go into Bridgwater Trails. I have 2 daughters attending the U of M and there are NO BUS options. They would have to walk about 25 minutes to catch a bus.	4/8/2019 11:49 AM
8	Only during peak hours---Can there even be a few more trips sprinkled throughout the day? If 3:30pm is one of the earliest buses in the afternoon, could we add 1 earlier than that? even 3:15pm?	4/8/2019 9:20 AM
9	There is no transit during the mid day	4/8/2019 8:44 AM
10	everything. there needs to at least be feeders buses into and from bridgwater trails (landover drive). how does the city expect the hundreds of persons and families who have since occupied housing in this area to commute!? the proposed change does not currently include service in my area and this is a big problem and an unacceptable transit commitment to the families occupying bridgwater trails with the expectation that the present commute difficulties for commute to and from would soon to addressed.	4/6/2019 8:22 AM
11	The bridge water trail southern part needs to be serviced with buses.	4/5/2019 7:51 PM
12	The bus routs DO NOT include Bridgwater Trails. This is unfair as we are also taxpayers and it will be very far to walk to catch a bus for me, especially in the winter. We are both taxpayers and seniors as well. There are many hundreds of people living in this area, including children and teens who would likely use the bus. The present policy is discriminating against our area in spite of the fact there many new homes are still being constructed here.	4/5/2019 7:49 PM
13	It does not service most of Bridgwater Trails despite a huge number of houses AND apartments being built on the South West corner of Bridgwater Trails and now into South Pointe along Castlebrook Road.	4/5/2019 7:48 PM
14	Running only 3 hours in the morning and 3 hours in the late afternoon and no service on weekends. That is not acceptable, especially compared with routes in other southwest neighbourhoods such as Lindenwoods. It feels like Bridgwater is such a low priority for the city. Maybe more residents would use transit if they weren’t restricted to such limited service.	4/4/2019 7:18 PM
15	It does not go into Bridgwater Trails.	4/4/2019 5:59 PM
16	Please ensure that this route has service to Bridgwater Trails, this is very important for people such as myself who live in trails and rely on bus service each and every day.	4/4/2019 12:58 PM

17	Service is infrequent and does not meet my needs. It's a shame I need to drive my car to get to a bus stop so I can make it to work on time.	4/4/2019 10:48 AM
18	Need more bus stops in Bridgewater Trails area.	4/4/2019 10:29 AM
19	It only runs at peak morning/late afternoon times. Does not meet the needs of the many university students in the area. We have to walk a long way to get on acceptable route that doesn't involve an hour long bus ride for a 10 minute distance. Completely ineffective.	4/4/2019 9:33 AM
20	It doesn't come close to my house for me to take it!	4/4/2019 9:12 AM
21	bridgwater TRAILS has no route even proposed, how is that suppose to make any sense or work in winnipeg winter conditions which is more than half the year????	4/4/2019 8:55 AM
22	I would like to see the bus route go to appleford gate in bridgwater trails	4/4/2019 8:54 AM
23	Bridgwater Trails is under represented	4/4/2019 8:47 AM
24	More walk and no lights at night. No shed as well for winter. My kids are shaking on winter and specially when windy	4/4/2019 8:31 AM
25	Need to extend busses on Bridgewater trails	4/4/2019 8:06 AM
26	Leaves bridgwater trails out.	4/4/2019 8:04 AM
27	Need bridgewater trails buses	4/4/2019 7:58 AM
28	There is no route into Bridgwater Trails. This area is substantially complete including +1100 single family homes plus close to a 1000 multi family. We want access to this system, to reduce use of cars, for work, high school students who need to get to FRC and U of M, events at the stadium etc. Hard to be so close to such a great system but not accessible. Please consider extending us a route.	4/4/2019 7:55 AM
29	Need to serve bridgewater trail	4/4/2019 7:50 AM
30	The route doesnt extend to the end of north town road (between creekside and blue meadow road).	4/3/2019 9:17 PM
31	Extend to north of north town road	4/3/2019 7:13 PM
32	In the proposed new routes, this line remains running only during week days and peak times...while this is acceptable, we'd better served if the line that will go around Bridgeland Dr S would return through the N side, which would then provide everyone in the area access to bus. In fact I'd be open to cancel 663 all together and just have one line to service Bridgland N and S, running every 20min during peak times and then 45-60min during normal times and weekends	4/3/2019 7:07 PM
33	No complaints bus stops on main road in front of my house.	4/3/2019 6:37 PM
34	We live in Bridlewood Road, we need the route to go back on Bridgeland Drive North, the walk is over a kilometre to the bus stop in Bridgeland Drive South	4/3/2019 11:55 AM
35	In the coldest winter months when traffic is very slow it is quite the bottleneck out of Bridgwater Forest onto Waverley NB. I am concerned that despite route changes/improvements my AM commute will be negatively affected.	4/1/2019 9:06 PM
36	Timing	4/1/2019 7:46 PM
37	I dislike the limited hours this route runs and the afternoon start time of the route currently means that I wait downtown in a broken "heated" shelter for 45 mins before I am even able to catch a bus to get home. The proposed changes still offer the same issues for catching the connecting bus off the main line. This change won't provide better service or get me home any quicker after work. Although I currently take the bus daily I have been considering driving just for the pure convenience and time savings it provides me.	4/1/2019 5:45 PM
38	A negative is that it does not at least touch the bridgwater center from North town, Bison and South Town along Center St. which is unfortunate. Sooner rather than later this change should happen.	3/29/2019 9:17 PM
39	I think the route should be extended to the first roundabout in Bridgwater Centre. Then, loop back out.	3/29/2019 6:59 PM
40	It does not seem to stop at the new high school? Also it should run down Waverley south of Bison Drive as well as West of Waverley. Multifamily housing will exist on this part of Waverley Street.	3/28/2019 11:40 AM

41	Too infrequent and unpredictable	3/28/2019 9:19 AM
42	There is no bus available exiting the neighbourhood on Kenaston. My son takes this bus everyday to get to school. It currently takes my son about 5 mins to get to his connecting bus and the proposed route takes him out of the way and will add about 30 minutes (I'm guessing) to get him to his connecting bus. The school division will not provide a bus as there is City bus service and this proposed route is making the accessibility worse.	3/28/2019 8:45 AM
43	It does not come into Bridgwater Trails and therefore doesn't meet my needs	3/28/2019 1:08 AM
44	I work hours that limit my ability to get home from work given the feeder route hours of operation. It would be nice if they ran later (would reduce my use of my car). The lack of weekend hours is a challenge too. It's a long walk to the spine route when the feeder routes aren't running, especially in winter. For the service to be truly useful, more access to the feeder routes is really needed. I had to bus to work and cab home everyday because sometimes I work until 6:30 - 7 and couldn't make the last feeder route when I was trying to use transit exclusively. Worse if I had to work late.	3/26/2019 7:01 PM
45	It seems the bus doesn't come often if it comes every 20 minutes during peak time. There are lot of new apt, condo and townhouse in the center. Lot of people consider to take the bus. That's why they move in the center. I would like the bus comes more often so that I can catch another bus to work on time. I start working at 7:30am in Misericordia. I am afraid I cannot catch route 29 or 685.	3/21/2019 11:38 AM
46	I don't like the idea of going from taking 1 bus to downtown, to 2 buses to downtown. I'm concerned about the frequency/wait time for a feeder bus to arrive after once i'm Off the spine. I'd much prefer to stay on one bus instead of transferring.	3/18/2019 12:01 PM
47	I currently take the 163 at about 6:20am directly from my home to where I work, and back again at 3:30, arriving home about 4:10pm From what I see on the proposal, I will now need to take a 663 feeder bus to the corridor, or walk to it, and then head downtown. Until I see a schedule, I don't know if my commute will take more time or less time because of the fact I will be required to now change buses at Chancellor station.	3/17/2019 2:41 PM
48	On Sunday, if there is service, when it does not start until 1000. Anyone who works retail, and relies on transit to get to work, will be late arriving. This applies to all the feeder routes.	3/16/2019 5:47 PM

Q12 Route 664 - What do you like about the route?

Answered: 12 Skipped: 632

#	RESPONSES	DATE
1	transit needs more access to this area, the current travel time from St. Vital to Lindenwood Dr. is anywhere from 1.5 - 2 hours!	4/13/2019 9:44 AM
2	Improvement over 164 in that there is no change of direction of service between a.m. and p.m. (i.e. our side of the neighborhood has always been "first on in the morning, last off at night" which seems unfair - adding unnecessary minutes to the commute both ways.	4/10/2019 2:08 PM
3	nothing	4/4/2019 10:53 AM
4	I like the proposed longer service hours! I will take the bus more if I can leave downtown after 5:40. It looks like the best route to get to the transitway quickly, and still serve the whole of Lindenwoods.	4/2/2019 9:23 AM
5	the information indicates that the frequency during peak times may increase, currently every 30 minute information indicates 10 to 20 min, I do not believe the frequency of the feeder bus will increase	4/2/2019 8:44 AM
6	I like the frequency of the feeder route.	3/30/2019 11:43 PM
7	The one bus for the neighbourhood as opposed to dividing it in half. The better evening and late night service	3/29/2019 11:07 AM
8	It goes to Linden Woods.	3/26/2019 2:54 PM
9	Services Lindenwoods. Runs throughout the day (not only at rush hour).	3/25/2019 2:01 PM
10	The route is simple and straightforward, and serves its market well	3/21/2019 10:36 PM
11	It makes Waverley much less of a giant barrier East/West	3/20/2019 11:29 AM
12	This route needs to operate more often than the current 84/86 service in order to make it feasible for people in this area to use transit	3/16/2019 12:03 PM

Q13 Route 664 - What do you dislike about the route?

Answered: 11 Skipped: 633

#	RESPONSES	DATE
1	the transfer point - I'd like this to be downtown, and a hoping that it will be running on weekends	4/13/2019 9:44 AM
2	Frequency of feeder routes is totally inadequate and there is insufficient park and ride availability. Winnipeg is too cold and it is unsafe to wait for for up to 60 minutes.	4/12/2019 12:19 AM
3	Notwithstanding 6. above, the extra loop to the shopping will add extra minutes to the commute home	4/10/2019 2:08 PM
4	doesnt look like peak time operation happens when I need to get home at 3:30 pm from downtown. It now will come down lindenwood drive west on the opposite side it does now so I cannot use the bus shelter in front of the community center to wait in inclement weather-I dind that totally unacceptable. I have mobility issues and cannot stand on a feeder bus nor on a bus to downtown. At least now when I get on the 64 at the community center I know I have a seat all the way downtown-now its going to be a constant worry every day to and from work I have been using transit for over 35 years and am not happy at all with this feeder bus proposal	4/4/2019 10:53 AM
5	I will have to transfer to get downtown	4/2/2019 8:44 AM
6	I am confused as to where the feeder route connects to the spine....the map is quite busy-looking. I hope that the regular buses 84 and 86 will continue to run at convenient times.	3/30/2019 11:43 PM
7	Hard to service a suburb	3/29/2019 11:07 AM
8	The bus is not scheduled to run frequently enough. Please have 664 buses running every 10 minutes during peak times and 30 minutes at all other times. This is the ONLY route to/from Linden Woods and needs to provide more frequent service in order to increase ridership.	3/26/2019 2:54 PM
9	Service is too infrequent. During rush hour this bus should run every 10 minutes and every 30 minutes during non-peak times. Also, not as convenient as the current 64 route as the 664 will require transferring to another bus.	3/25/2019 2:01 PM
10	Having the route progress in only one direction around the loop seems a bit odd, especially at peak hours.	3/21/2019 10:36 PM
11	On Sunday, if there is service, when it does not start until 1000. Anyone who works retail, and relies on transit to get to work, will be late arriving.	3/16/2019 5:45 PM

Q15 Route 68/668 - What do you like about the route?

Answered: 7 Skipped: 637

#	RESPONSES	DATE
1	The route is very convenient and effectively uses Grosvenor as an artery route through river heights and crescent wood.	4/15/2019 1:02 PM
2	Glad to see it doesn't go through to Lockwood as traffic would increase and safety and parking would become a serious issue. People already using Lockwood as alternative route to Kenaston when too much traffic at rush hour on Kenaston.	4/9/2019 12:22 PM
3	not applicable	4/9/2019 9:17 AM
4	It cuts through my neighbourhood	3/28/2019 10:17 PM
5	Convenience for where I live.	3/24/2019 12:04 PM
6	I like the accessibility of this route to my residence and the frequency that it runs in the morning.	3/20/2019 8:25 AM
7	I love the possibility of more frequent service to my area	3/16/2019 5:08 PM

Q16 Route 68/668 What do you dislike about the route?

Answered: 11 Skipped: 633

#	RESPONSES	DATE
1	It is very infrequent and I don't think it runs on Sunday.	4/15/2019 1:02 PM
2	Not enough information	4/9/2019 9:17 AM
3	It doesnt seem that useful? I live nearby and the 18 and 20 are more useful.	3/28/2019 10:17 PM
4	needs 1 or 2 more buses during peak hours	3/28/2019 1:59 PM
5	Why the two number system for this route?	3/28/2019 12:16 PM
6	They seem to overlap almost completely; why isn't it just one with whatever the higher/combined frequency would be?	3/26/2019 1:07 PM
7	There is no service after 6pm or on Sundays. Always always always late after 3:30pm.	3/24/2019 12:04 PM
8	That it does not run on the weekends - I see the proposed change to include a Saturday route which is nice. This line does not need a high frequency during weekends, it would just be nice to have a couple during each weekend day so that grocery stores and facilities can be accessible.	3/20/2019 8:25 AM
9	At present, there are many instances of buses using common routes coming through stops at almost the same time. When devising actual schedules, think of 668 and 685 as complementary, that will help Osborne Village a lot. If both lines run every 20 minutes but you base schedules on service at a few select stops (say, Harkness, River and Osborne, Osborne and Stradbrook) so that there's a bus there every 10 minutes (regardless of whether it's a 668 or a 685), that will actually be an improvement over the current schedule and will favour ridership in the area. If you don't, then it becomes a bus every 20 minutes or more and that's not good.	3/17/2019 11:38 AM
10	Confusing to have two different rout numbers for what's basically two different branches of the same route.	3/16/2019 10:29 PM
11	It's not a dislike but if these buses are to run at the same time, and both ever 20 minutes, please don't make them run at the same 20 minute interval like all the other routes seem to! Like 68 at 7 668 and 7:10 etc etc	3/16/2019 5:08 PM

Q18 Route 672 - What do you like about the route?

Answered: 18 Skipped: 626

#	RESPONSES	DATE
1	More frequent service for morning and evening peak hours.	4/11/2019 10:12 AM
2	As long as the frequency during rush hour is good this bus should meet my needs	4/9/2019 3:19 PM
3	It will work to get my kids to high school in the coming years. It looks easy to use	4/8/2019 5:37 PM
4	fort Richmond segment mirrors existing 162 route around Dalhousie	4/7/2019 7:43 PM
5	It should extend to prairie pointe. As there is no bus route for prairie pointe residents. Phase 1 almost completed and phase 2 is in progress fast	4/4/2019 8:36 PM
6	That it connects my neighborhood (Bridgwater Trails) to a feeder route.	4/4/2019 8:15 AM
7	What I like about the route is that I live across from the one that goes to Sobeys. And the live right to the one that goes to the u of m.	4/3/2019 2:26 PM
8	It allows me to connect to the blue line.	4/3/2019 11:30 AM
9	Same old	4/1/2019 9:43 PM
10	The hours and days would be great now on the existing route through South Pointe.	3/29/2019 8:30 AM
11	It should connect South Pointe West (also called Praire Point). Currently no bus connects this area (R3Y). Closest bus going to downtown is 183, at least 10-15 minutes walk from this area, not possible for winter.	3/28/2019 6:12 PM
12	It is the nearest most accessible stop for Praire Pointe residents	3/28/2019 3:15 PM
13	Good improvement	3/28/2019 11:52 AM
14	Not at all	3/28/2019 10:45 AM
15	Extended service to include Sunday	3/28/2019 5:12 AM
16	This new route 672 will be for South Pointe and neighbouring communities as right now there is only one route for South Pointe with a frquency of 30 mins in peak time. This new route will increase the frequency. Thats great !!	3/27/2019 3:30 PM
17	The frequency increase is much needed for the student population, and the weekend service is much overdue	3/21/2019 10:16 PM
18	It is effective and shows up on time	3/18/2019 5:01 PM

Q19 Route 672 - What do you dislike about the route?

Answered: 26 Skipped: 618

#	RESPONSES	DATE
1	Frequency of feeder buses will hinder using new system.	4/11/2019 10:12 AM
2	I am not sure if it will meet my needs. Currently a bus runs down Waverly at John Angus, close to my home. Will the new 672 be better for me? I am worried about loss of service to this area.	4/10/2019 3:55 PM
3	Transferring during heavy rain or snow may be difficult	4/9/2019 3:19 PM
4	I do NOT want a bus going down Shahi. It is not that far for the condo residents to walk to the line now and it will significantly change our quiet neighbourhood. We back onto the lake and have already had enough unwanted changes with the town houses.	4/8/2019 5:37 PM
5	Route circles into south pointe. Transfer points from blue line are not designated hubs but just transfer stops. Crossing intersections to wait for bus transfers is undesirable.	4/7/2019 7:43 PM
6	Currently the 162/170 provides service along Silverstone Ave until after midnight on weekend evenings. When we leave downtown concerts or theatre at a typical time of 10:30, we arrive in the Silverstone area at around 11:30; buses at this time are well used. The replacement 672 service is proposed to cease service at 11 PM on weekends. This will mean that those residents in the Silverstone Area will have about a 1 mile walk from the closest "spine station" when returning home from downtown events ending after 10 PM. The 672 service on weekend evenings should continue until at least 12:30 AM to serve the needs of the many riders traveling from downtown evening events.	4/6/2019 1:59 PM
7	It depends where the bus stop is while on Bairdmore, crossing Pembina (how far from pembina?)	4/5/2019 8:30 PM
8	please increase the frequency of this route	4/5/2019 3:34 PM
9	Not extended to prairie pointe.	4/4/2019 8:36 PM
10	Nothing yet. Potentially the frequency of the stops.	4/4/2019 8:15 AM
11	The only thing i dislike about this route there needs to be more buses during the winter time so we don’t have to wait so long in the cold.	4/3/2019 2:26 PM
12	Definitely not enough coverage for South Pointe residents. I usually take 183. The proposed routes doesn't have any stops near my street. Me, my family and neighbors will have to walk more than 650m or about 10 minutes to the nearest bus stop, which is too far away. I noticed that there is overlapping between 662 and 672, and the section used to be served by 183 is no longer there. Would it be possible to reduce the overlapping and serve the waverley section south of sandusky drive instead?	4/3/2019 11:30 AM
13	I live on **** shahi st . It a long walk specially in winters . We have look at the end of street . Please extend route to **** shahi st	4/1/2019 9:43 PM
14	Would like it sooner then 2020.	3/29/2019 8:30 AM
15	Other than not connecting South Pointe West (Prairie Point), there is nmo problem.	3/28/2019 6:12 PM
16	Please connect it to Praire Pointe, walking to the bus stop in winters is too harsh	3/28/2019 3:15 PM
17	It doesn't cover Praire Pointe. Bus stop is still far from that residential.	3/28/2019 11:52 AM
18	The designed route missing old 183 route from Waverley and Autumnview stations, this make really hard for people have to go far to new station and winter sidewalk in south pointe cleaned VERY BAD by city, no way for people walk on regular basis. There should be a bus for south pointe starting from Markham via Lee to Waverley and return from Waverley/Autumnview//Sandusky/Lee back to Markham	3/28/2019 10:45 AM
19	No route changes to include many parts of South Pointe. Commuters still need to walk 10-15 minutes to get to the closest stop. There's also no covered bus stop.	3/28/2019 5:12 AM

20	I live in Prairie Pointe, a new develpment near to South Pointe. I have to walk 25 minutes from my house to the South Pointe bus stop. In winter, people taking the buses are struggling to walk to the bus stop, as the sidewalks aren't cleaned immediately when it snows and 25 minute walk in winters is terrifying.Also, the frequency is every 30 mins that too only in the peak hours, thus if you are late there is no other alternative than taxi to reach to work or University. Many many people in the Prairie Pointe neighbourhood are struggling with this. I would recommend, if you could please extend the south pointe route to Prairie Pointe, it would be a bliss for lot of number of people living out there. Please consider this suggestion. Thank you.	3/27/2019 3:30 PM
21	The southern half of the loop portion seems too indirect, which tends to suppress ridership. Since route 662 is already serving south Bairdmore and Brentlawn, this route should stay on Kirkbridge between Tim Sale and Pembina.	3/21/2019 10:16 PM
22	Current route 72 is never on time this is just a route going in neighbourhood and not downtown, Do you have any plan in place for feeder bus to be on time?	3/20/2019 7:02 PM
23	No service in South Pointe on Sunday to other major routes.	3/20/2019 9:26 AM
24	-It’s ends in the evening and does not run on Sunday - There are no bus shelters	3/18/2019 5:01 PM
25	not often enough, need more buses	3/17/2019 4:24 PM
26	On Sunday, if there is service, when it does not start until 1000. Anyone who works retail, and relies on transit to get to work, will be late arriving.	3/16/2019 5:46 PM

Q21 Route 676 - What do you like about the route?

Answered: 22 Skipped: 622

#	RESPONSES	DATE
1	Frequency/hours of operation	4/15/2019 10:57 AM
2	provides off peak service to Bridgwater Forest ... and improved peak service frequency ... hopefully less crowded during rush hour	4/11/2019 5:39 PM
3	nothing to like	4/10/2019 9:30 PM
4	the feeder provides a new route to St Vital from Bridgwater	4/10/2019 9:27 AM
5	In Spring, Summer and Fall it is a good way to get home from St. Vital Center to Plaza Drive.	4/8/2019 6:15 PM
6	I am moving to Bridgwater Trails next spring. I would still like to take the bus to work downtown. It doesn't look like the feeder bus will extend to my area	4/6/2019 10:16 PM
7	Increased frequency.	4/5/2019 10:22 AM
8	It would be great if it would extend to prairie pointe residents. Phase 1 almost completed but no transit in this area yet. Phase 2 is also in progress fast.	4/4/2019 8:34 PM
9	Need a route from Bridge Lake drive by DelMonica road to Manitoba Institute of Trades and Technology and a route from Bridge Lake Drive by DelMonica road to university of Manitoba.	4/4/2019 8:20 PM
10	Provides service near my home (between Bison and South Town Rd).	4/4/2019 2:52 PM
11	This route should operate at an interval of every 15 minutes in peak hours, and every 30 minutes during non-peak hours.	4/4/2019 9:39 AM
12	It'll be a 7 day/week compared to six days/week	4/3/2019 7:43 PM
13	It's good that the route feeds into the RT route. instead of having bus 86 bringing you on a tour of the city and coming at 1 hour at a time.	4/2/2019 9:59 AM
14	I like that it is proposed to run Mon-Sun, 7 days a week. I also like that it ventures into Bridgwater Lakes.	4/1/2019 9:13 PM
15	Cannot comment at this time as there is no real proof or experience yet with the actual route.	3/29/2019 9:10 PM
16	Is this route replacing or adding to 86? I only like this route is 86 is staying as is.	3/29/2019 7:30 PM
17	More frequent service.	3/28/2019 4:18 PM
18	Increased frequency, service on weekends, especially Sundays	3/28/2019 9:36 AM
19	Really looking forward to this route	3/20/2019 9:39 PM
20	The bus frequency will increase than what we have now.	3/18/2019 8:51 PM
21	Extending the service of the 76 until 2:00 AM is very good! Thank you!	3/18/2019 4:52 PM
22	It will provide excellent access to the university and St Vital Centre on a far more direct route than is currently offered. This hub and spoke methodology is the best plan for winnipeg transit.	3/18/2019 12:07 PM

Q22 Route 676 - What do you dislike about the route?

Answered: 19 Skipped: 625

#	RESPONSES	DATE
1	Ensure timed connections with either route 93 or 96 and st vital centre.	4/15/2019 10:57 AM
2	Why every 45 min for off peak.. Southpointe is every 30	4/11/2019 5:39 PM
3	I will be forced to take the feeder to/from work downtown while currently, I catch Route 163 at Chancellor/Lake Crest without needing a transfer or connection.	4/10/2019 9:30 PM
4	it eliminates Route 86, essentially cutting off direct access traveling to Lindenwood/Linden Ridge shopping.	4/10/2019 9:27 AM
5	In the Winter, uncleared snow piles created by city snow plows make boarding this bus impossible on Bishop Grandin at Pembina behind the Staples store.	4/8/2019 6:15 PM
6	I don't like the fact that there is no feeder busses in Bridgwater Trails	4/6/2019 10:16 PM
7	Too many stops without shelters. If the goal is to increase transit use, having shelters at all (or at least most) stops should be a priority. Standing unsheltered in bad weather waiting for the bus to arrive discourages transit use.	4/5/2019 10:22 AM
8	Not extended to prairie pointe	4/4/2019 8:34 PM
9	Need a route from Bridge Lake drive by DelMonica road to Manitoba Institute of Trades and Technology and a route from Bridge Lake Drive by DelMonica road to university of Manitoba.	4/4/2019 8:20 PM
10	Is limited for other residents in my area who do not live between those two streets or who live closer to Applegate than Bridge Lake Dr.	4/4/2019 2:52 PM
11	I dislike the following - still far from some residential areas within Bridgwater lakes. Winter walking times will be tough still - There is no 1 direct bus to downtown. Bridgwater Forrest has bus 163 which brings you straight to downtown in 30 mins, it takes over an hour to get to downtown from Lakes. People end up driving to Forrest to take that bus.	4/2/2019 9:59 AM
12	Perhaps it could also travel on Bridgeland Drive North? Alternate between North & South legs?	4/1/2019 9:13 PM
13	I would like for this route to reach deeper into the bridgwater trails area along with more frequent bus times in the bridgwater trails area.	3/29/2019 9:10 PM
14	Will still be a very long ride from UofM to St. Vital Centre; it should not take that length of time to get from one to the other. There should be an added direct bus going down Bishop Grandin directly, given the number of students who do and will use St. Vital Centre transit hub. Transit connections from south St. Vital to St. Vital Centre hub also need VAST improvement - currently weekend service is extremely limited and prevents students without access to cars in that neighbourhood from being able to get to jobs. Most students work part time on weekends; lack of full time bus service in this neighbourhood creates a barrier to employment.	3/28/2019 9:36 AM
15	too long, need quick service to/from St.Vital Center	3/24/2019 11:16 PM
16	Curious how frequency will impact ppls ability to use system for major events in off-peak hours. (if frequencies of feeder routes don't increase, unlikely ppl will switch to transit if they have to wait up to 45 mins for a bus eg after bomber/jets evening games.)	3/20/2019 9:39 PM
17	It's unclear how the route will affect high school kids in the neighbourhood. They go to Vincent Massey and Fort Richmond Collegiate.	3/18/2019 8:51 PM

18	Why is there only one route serving the St. Vital Pulberry neighbourhood? Most of the neighbourhoods in the southwest have two or more feeder routes. Pulberry is closer to the SWRT than several of the neighbourhoods in the southwest. There is great potential for increasing transit use with people in St. Vital if more access across the river is provided through more feeder routes coming more often. Route 676 would have greater ridership if buses were more frequent than one every 45 minutes. 45 minutes is too long, particularly in the evenings when people are coming home from work. Make sure that these once every 45 minute buses line up with transfer buses. Too often the main route bus gets to the transfer point with the feeder bus only to find out the feeder bus went by 2 minutes earlier.	3/18/2019 4:52 PM
19	Frequency should be increased at non-peak times to increase usability.	3/18/2019 12:07 PM

Q24 Route 681 - What do you like about the route?

Answered: 12 Skipped: 632

#	RESPONSES	DATE
1	Acces assez direct	4/16/2019 11:22 AM
2	nothing, unless it went direct to downtown and more frequent than 20 minutes?	4/11/2019 2:27 PM
3	I like the frequency	4/10/2019 2:05 PM
4	I like that it will connect me to the hub (RT)	4/7/2019 10:24 PM
5	The parts that remain the same as the current route	4/7/2019 5:07 PM
6	Increased frequency of service and service to the neighbourhood for longer hours. Now, we are limited in the hours to go to and from downtown on the 181abd service is infrequent, buses unreliable and crowded, takes far too long to get from Scurfiekd Blvd. To downtown meaning it actually is not an Express. This new option sLooks better provided there is still frequent accessibility at existing bus stops for the 181.	4/6/2019 6:34 PM
7	10 minutes would be amazing!! I would love a 10 minute max wait time in the mornings.	4/5/2019 11:04 PM
8	Nothin	3/30/2019 5:09 PM
9	That it’s leterally the only route near me	3/28/2019 7:54 PM
10	Reasonably direct route to feeder though wondering about frequency of service outside of peak times.	3/25/2019 5:01 PM
11	Increased, more frequent service to Whyte Ridge is a positive change	3/25/2019 3:33 PM
12	Increased frequency to the spine	3/19/2019 1:17 PM

Q25 Route 681 - What do you dislike about the route?

Answered: 12 Skipped: 632

#	RESPONSES	DATE
1	Acces pourrait etre ameliorer pour des evenemnts tels les Jets etc.	4/16/2019 11:22 AM
2	have to take 2 buses to get to work. When I have had to take only 1 bus for 16 years	4/11/2019 2:27 PM
3	That it does not connect directly to the university of manitoba	4/10/2019 2:05 PM
4	I hope that it will be available at night hours and the bus will be always available, like every 10 minutes.	4/7/2019 10:24 PM
5	Terminates at the rapid transit line instead of continuing to Pembina Highway and going by Vincent Massey High School. Appears to be peak service hours only, unsure if this means it won't run during the rest of the day. It appears to be favouring individuals looking to go downtown or to the UofM and ignores the local transportation requirement to Vincent Massey and surrounding area.	4/7/2019 5:07 PM
6	Concerned that service in the Whyte Ridge neighbourhood will continue to be poor and Whyte Ridge residents will continue to have infrequent, slow service that is more than twice as long as taking the car which defeats the idea of transit. I hope that effective, efficient, neighbourhood accessible service is provided to Whyte Ridge residents, which to date has not been the case.	4/6/2019 6:34 PM
7	Again no access to Pembina from the Clarence rapid transit way stop.	4/3/2019 8:47 AM
8	Being forced to transfer each way will make me and many others drive. This will be a failure for transit and our city.	3/30/2019 5:09 PM
9	That it’s literally the only route near me and I still live far away from it. Plus it only comes by every 30 minutes DURING PEAK TIMES. And they’re always late which is unacceptable, especially in our harsh winter conditions. That needs to be fixed. Add more routes to the neighbourhoods instead of adding more busses to routes that already have a bus arriving every 5 minutes	3/28/2019 7:54 PM
10	I am unsure how this will make it better	3/28/2019 3:59 PM
11	Possible over crowding of busses when getting on the spine.	3/25/2019 5:01 PM
12	Only makes it easier to get downtown. Why aren’t there buses running up and down route 90 and bishop grand in running more frequently?	3/19/2019 1:17 PM

Q27 Route 684 - What do you like about the route?

Answered: 4 Skipped: 640

#	RESPONSES	DATE
1	Like the new connection, but needs to service mall area across from Ikea.	4/15/2019 5:58 PM
2	We really need more than one or two routes to the new outlet mall area on Sterling Lyon. Lots of housing, growing shopping with the new outlet mall and IKEA. Adding more than just this route is needed especially coming from downtown.	3/24/2019 11:49 AM
3	I like that the route extends full-schedule service to shopping areas that are normally relatively difficult to access by bus.	3/21/2019 10:43 PM
4	It offers a more direct connection to the transitway by avoiding Grant and going straight to Beaumont.	3/21/2019 9:33 PM

Q28 Route 684 - What do you dislike about the route?

Answered: 6 Skipped: 638

#	RESPONSES	DATE
1	Currently, bus connection from Sterling Lyon/Kenaston to other parts of south Winnipeg, River Heights and elsewhere is poor. Routes meander, evenings and weekends have horrible schedules. Hopefully this will improve through new system, more buses, and better off hour timetables.	4/15/2019 5:58 PM
2	I live in Bridgewater Forest and take route 74 to work in the Tuxedo Business Park. I would like to request that route 74 continues to go into the Tuxedo Business Park during peak hours. Route 74 runs between two major locations in Winnipeg (U of M and Polo Park), and many people who commute to the Tuxedo Business Park, including myself, transfer at these locations. The alternative offered for the Tuxedo Business Park commuters, i.e. route 684 is not satisfactory. For people commuting from the South of the city, like myself, it would involve 2 transfers and commuting almost to downtown. For those traveling from the Polo Park area, the commute would be even longer and again would involve going downtown to get on the Rapid Transit route. Keeping route 74 as is (i.e. going into the Tuxedo Business Park during peak hours) would not add much time to the route yet would help make the business park more accessible. I've been taking transit to the business park for 7 years, and the service has always been infrequent and unreliable. I would love to continue taking transit to work but if 74 no longer goes into the business park, my commute would be substantially longer, and I would need to consider alternative transportation options. I believe that most people currently commuting to the Tuxedo Business Park via route 74 would agree that keeping the route the same is vital to making the business park accessible for commuters. Thank you for your consideration.	4/1/2019 2:15 PM
3	Doesn’t run frequently enough.	3/24/2019 11:49 AM
4	The route is very indirect and the map has no obvious logic to its progression through the area, which will suppress uptake. Additionally, the route has relatively little contact with residential areas. This may be better off split into two routes.	3/21/2019 10:43 PM
5	I'm curious about the detour from Sterling Lyon, up to Wilkes, than back to Sterling Lyon. There are a lot of retirement/apartment communities on Sterling Lyon that are missing out and would benefit from the route staying on Sterling Lyon.	3/21/2019 9:33 PM
6	684 will no longer go through lindenwoods and it will now require 3 buses to get to gran park mall as opposed to 1.	3/16/2019 7:53 PM

Q30 Route 685 - What do you like about the route?

Answered: 12 Skipped: 632

#	RESPONSES	DATE
1	Helps clear up Osborne village for the people just trying to get through and helps the locals get where they need to be quicker.	4/13/2019 7:22 PM
2	not applicable	4/9/2019 9:16 AM
3	Nothing.	4/4/2019 12:06 AM
4	No more 99	4/2/2019 12:02 AM
5	River/Stradbrook loop is convenient	3/29/2019 12:34 PM
6	Just confused by it	3/29/2019 12:29 PM
7	Good physical route, goes to the correct spots.	3/29/2019 11:06 AM
8	A connection from South Sherbrook to the transitway is great!	3/23/2019 10:55 AM
9	That it connects Osborne Village (and the RT stations) with Wolseley.	3/19/2019 5:39 PM
10	It goes near me and resembles the 185, my favourite route.	3/18/2019 10:50 AM
11	185 is my route of choice. Is perfect for my destination	3/17/2019 1:17 PM
12	I think it serves its purpose of feeding into the transitway	3/17/2019 11:02 AM

Q31 Route 685 - What do you dislike about the route?

Answered: 14 Skipped: 630

#	RESPONSES	DATE
1	I wish it more directly incorporated the Wolsely area.	4/13/2019 7:22 PM
2	No longer loops around from River to Stradbrook	4/9/2019 9:16 AM
3	Please do not replace the 185 with this route. Osborne Village is the most densely populated neighbourhood in the city and should not have to rely on a feeder route to use the transitway. It turns a seamless 1 bus trip (185) to a more complicated 2-bus trip between the most densely populated neighbourhood and the U of M. Also, the 185 loop serves riders in all parts of the neighbourhood both coming in and going out. The 685 will only serve River Ave coming in and Stradbrook Ave going out, making it a lot less convenient for a LOT of people. Having to then also change buses at the transitway rubs salt in the wound. This change will turn my current stress-free commute to the U of M into a teeth-grinding pain in the butt, and add a not insignificant walk to my minus 40 degree January mornings. Feeder routes make total sense for less dense neighbourhoods, but you need to make an exception for Osborne Village. This will negatively impact the largest population in the city, changing something which works beautifully into something which does not.	4/4/2019 12:06 AM
4	Nothing	4/2/2019 12:02 AM
5	The proposed delay of 10-20 minutes for the feeder buses seems to make the rapid transit like pointless. If you have to wait for 20 minutes for the feeder bus, then why even use the rapid line? It is unclear if the feeder route will loop similar to the 185	3/29/2019 12:34 PM
6	Just confused by it	3/29/2019 12:29 PM
7	Osborne area is a hub for late night events in Winnipeg. Feeder buses every 40 minutes in evenings in Osborne would be insufficient for the area's needs I believe.	3/29/2019 11:06 AM
8	Perhaps it could go all the way to Sherbrook/Portage - nice interconnection.	3/23/2019 10:55 AM
9	It means the north end of Osborne Village, a student-heavy neighbourhood, will no longer be a "one bus" trip to the University of Manitoba, and that the feeder route will likely be less reliable than the 185 it replaces, since it goes to Wolseley and will likely get snarled in traffic. (I know I said I liked that it provides a connection to Wolseley, but it's a double-edged sword!)	3/19/2019 5:39 PM
10	How do we know that the busloads of neighbourhood pickups won't totally overwhelm the buses? A bus could get full very quickly after the first few stops.	3/18/2019 10:50 AM
11	Not sure why this is connecting to misercordia and why people in Osborne village now have to transfer at harkness to go to u of m. Wish this didn’t have to happen, and that we can just duplicate #185.	3/17/2019 9:09 PM
12	Hopefully 685 will go to Osborne station and circle around and also run till at least 9 pm at night and weekends	3/17/2019 1:17 PM
13	I used to live in Osborne Village and used the 185 to go to work (U of M). I understand it is not very busy and definitely would work as a feeder, but if you do go with a 1 U of M, 1 St Norbert distribution on the Blue line, this is going to make travel to/from Osborne painful. (Remember, quite a few students/faculty live in Osborne village.) If things are not done well, I would predict a sharp rise in use of the 60/160, which sort of defeats the purpose of the feeder line.	3/17/2019 11:30 AM
14	Reliability is a key concern. I think you should elaborate and describe to people more fully how this will be more reliable than the current system. I'd like to see some comments from city planners who have worked with other cities to tell us why this is better.	3/17/2019 11:02 AM

Q33 Route 691 - What do you like about the route?

Answered: 8 Skipped: 636

#	RESPONSES	DATE
1	Services much of the community.	4/14/2019 8:14 PM
2	Nothing	4/14/2019 7:20 PM
3	It follows the same route as the current route.	4/12/2019 2:40 PM
4	increase in the frequency of service	4/9/2019 6:47 PM
5	Simple and similar to existing 162/91 route	4/5/2019 7:37 PM
6	Dedicated to St Norbert	4/4/2019 11:35 PM
7	I wish I could say something positive, as it appears some effort has gone into the development of this proposal, although I believe there are some other non-tangible issues that haven't been weighed into this proposal. What about rider satisfaction...without running a test of this route for a specified period and then asking for feedback, how will riders truly know if this proposal will work for them. A modern, heated station at the end of the "spine" sounds nice, but who are we kidding. It's still a stop...no matter what we call it (ex: transition point / transfer station), and an inconvenience to the riders, who in part, fund the Winnipeg Transit System.	3/29/2019 7:59 AM
8	Will be more frequent	3/28/2019 4:16 PM

Q34 Route 691 - What do you dislike about the route?

Answered: 13 Skipped: 631

#	RESPONSES	DATE
1	Service is not frequent enough. Unidirectional service is inefficient and circuitous. Service needs to run in both directions. A direct connection to Kirkbridge/Pembina and UManitoba would be popular.	4/14/2019 8:14 PM
2	Bus stops are too dark and unsafe	4/14/2019 7:20 PM
3	Frequency - need more frequent runs e.g. 10 min during peak; 20 min during evenings; 30 min weekend and late night. Feeder roue times should coincide with arrivals at blue line. Peak times should be extended to 6 or 6:30 p.m. in the evenings.	4/12/2019 2:40 PM
4	The placement of the terminus as the end of St. Norbert will require many to backtrack both going downtown and coming home. The singular direction that only touches the Blue line once, will mean that some users have to cover both sides of St. Norbert. It would also be nice if the route covered less of the walkable areas (under 10 minutes to the blue line) and served the further edges of St. Norbert that require a 10 or more minute walk followed by the 691 to the blue line.	4/5/2019 7:37 PM
5	Unsure of the connection to trunk. Will trunk reach all the way to des trappistes? Or do you need to ride for 75% of feeder to reach trunk	4/4/2019 11:35 PM
6	At present, I embark on the bus and proceed through St. Norbert where other riders are picked up at their respective stops as the bus proceeds to its destination of downtown Winnipeg. My ride concludes downtown, where I disembark and proceed to work. If St. Norbert is an "end-of-the-line" feeder route, why not have your "Blue Line" proceed through St. Norbert, pick up the transit passengers and then proceed to travel toward downtown. I don't understand this proposal's logic in scooping up 15-20 riders, expecting them to disembark moments after getting on, then waiting yet again to embark on the next "Blue Line" special. What a disruption, especially for those with disabilities, who struggle enough with getting on (and off) the first time.	3/29/2019 7:59 AM
7	I don't like that I will have to now take three buses to get to work.Also don't like the proposed new start time of 6:00am as that is too late for me to get to work on time.	3/28/2019 4:51 PM
8	Many riders will have to transfer more times to get to a destination	3/28/2019 4:16 PM
9	20 minutes between feeder busses at peak time while only 8 min between blue line means delays just getting to the blue line. Potentially, it could take a full 28 minutes just to get onto the rapid transit blue line because of this, that adds a significant time to my commute. I can walk to the blue line stop from my location in St. Norbert in moderate weather faster, but in the winter when it is very cold this is a long delay and walking the 1km to the blue line is not a pleasant prospect.	3/27/2019 11:10 AM
10	Buses don't come frequently enough, especially on sundays and holidays. The wait time should be 15 minutes maximum.	3/18/2019 4:39 PM
11	How about people live down Turnbull Drive?	3/18/2019 12:06 AM
12	No Turnbull drive segment.	3/16/2019 11:47 PM
13	I think this route (possibly using number 70) should provide the local service up Pembina Hwy to somewhere north of the U of M (Plaza Dr) and let the Blue Line be an express the whole length of the route.	3/16/2019 10:31 PM

Q36 Route 694 - What do you like about the route?

Answered: 14 Skipped: 630

#	RESPONSES	DATE
1	It goes to the Chevrier Station	4/7/2019 5:44 PM
2	The part that remains the same as the current route	4/7/2019 5:10 PM
3	Not much.	4/6/2019 7:07 PM
4	I hope it runs both ways on Pembina.	4/4/2019 11:51 AM
5	I like the way this route loops into Lindenwoods. It will give me another option.	4/2/2019 9:25 AM
6	I dont.	4/2/2019 7:10 AM
7	Glad to see the increase in frequency	3/31/2019 8:17 PM
8	Service fort gary industiral	3/29/2019 11:07 AM
9	I like how the current 94 route goes in both directions on its route, will the 694 work the same way?	3/28/2019 10:23 PM
10	I like that it acknowledges the. 6-8 block walk to Pembina let alone the rapid transit	3/28/2019 5:30 PM
11	NOTHING AT ALL.	3/28/2019 10:37 AM
12	It provides access from Whyte Ridge to Pembina	3/27/2019 8:06 AM
13	This route simplifies the transit mess in the Lindenwoods/Whyte Ridge area into something that serves all major nodes in the area while simplifying service into something understandable. Having full-hours service is commendable for introducing this area to reliable transit.	3/21/2019 10:30 PM
14	That looks great but how come you won't have any 162s on Pembina Highway, how will it bring all the people from Wildwood Park and the streets along Pembina Highway, to downtown quicker	3/18/2019 10:40 PM

Q37 Route 694 - What do you dislike about the route?

Answered: 13 Skipped: 631

#	RESPONSES	DATE
1	The reduction in service between Plaza Drive and Jubilee will not be replaced by the 694	4/7/2019 5:44 PM
2	It appears it is a giant circle, which is going to increase the amount of travel time on the bus. In heavier traffic times, this is going to be a significant issue, especially if the 681 route is no longer going to go beyond the rapid transit line and therefore no longer providing any alternative transit options for Vincent Massey and surrounding area.	4/7/2019 5:10 PM
3	Why is there no route that runs down McGillivray? Honestly, have you ever rode the Route 94? Obviously not...	4/6/2019 7:07 PM
4	More noise and vibration anticipated. More wear and tear on the poor roads in the neighbor hood. More cost.	4/5/2019 9:28 AM
5	I wish the off-peak timing was less than 35 minutes.	4/4/2019 11:51 AM
6	No access to the area around Clarence Ave. And no feeder bus that goes from Clarence station to Pembina.	4/3/2019 8:46 AM
7	Less buses along pembina between Bishop and Jubilee. Increase the 60 and 160 when the transit way opens	4/2/2019 7:10 AM
8	No more service into wildwood	3/29/2019 11:07 AM
9	That it doesn't run evenings and weekends with teens and those without cars are still trying to get to work	3/28/2019 5:30 PM
10	Over-large buses thundering through quiet neighbourhoods all hours of the day and night. Disobeying speed limits, diesel exhaust, excessive noise. What is there to like?	3/28/2019 10:37 AM
11	Off-peak service of 40 mins is not enough. I strongly recommend to increase its frequency for people who are not driving	3/27/2019 8:06 AM
12	The service pattern is too thin to be reliable, especially on weekends. The diversion onto Henlow and Dovercourt seems to primarily be commuter-driven, and should not be included on this routing as it is well-served by the 681 at peak hours.	3/21/2019 10:30 PM
13	And what happens if I'm coming from St Norbert I need to stop at Pembina mcgilvery how do I get there without walking a 1/2 of a mile from clarence or seel.	3/18/2019 10:40 PM

Q39 Route 697 - What do you like about the route?

Answered: 14 Skipped: 630

#	RESPONSES	DATE
1	I like that it goes directly to the Transitway.	4/11/2019 7:09 PM
2	It exists.	4/11/2019 5:21 PM
3	It seems to end at the Blue Line.	4/10/2019 2:22 PM
4	Goes to the Chevrier station! Hits the main streets of Wildwood.	4/10/2019 2:02 PM
5	It exists! It seems to be a bit better now but it must depend on traffic in the western part of its route because it isn't always on time	4/1/2019 8:16 AM
6	I like that it goes to St. JOHN'S-RAVENSCOURT school as I can take the bus to and from work	3/29/2019 8:25 PM
7	Dedicated route for wildewood and Fort Garry	3/29/2019 11:08 AM
8	Too short in that it cuts out accesss to kenaston	3/28/2019 5:30 PM
9	It is good that the schedule will be more often in peak time.	3/28/2019 5:17 PM
10	I like that it connects to Beaumont station. That will be an important connection for people in Wildwood and area to get to the RT. Currently I catch a RT bus at Pembina & Point Rd. Beaumont station or Jubillee station will be the closest but no longer in walking distance.	3/25/2019 9:51 AM
11	That it services my area.	3/23/2019 9:29 AM
12	nothing	3/21/2019 6:48 PM
13	Convenient routing. I think the current route and frequency is good (no less).	3/20/2019 6:24 PM
14	How it will connect me to other main like brt routes	3/16/2019 4:55 PM

Q40 Route 697 - What do you dislike about the route?

Answered: 16 Skipped: 628

#	RESPONSES	DATE
1	The afternoon peak service doesn't start early enough to get me home on time to be there when my son gets home. Also, I am uncertain whether it will replace Route 94, which isn't on the map. Does that mean that route will be cancelled?	4/11/2019 7:09 PM
2	The current 94 route timing seems off from transferring from a downtown route that leaves downtown at the bottom of the hour. IE. leaving downtown at 3:30 or 4:30pm. The current hourly schedule during peak times is not enough.	4/11/2019 5:21 PM
3	Not sure about frequency during peak a.m./p.m.	4/10/2019 2:22 PM
4	Given that the Chevrier station is now... quite a bit of distance from Pembina, every 20 min. (assuming I read the proposed schedule correctly) seems a bit... lengthy. Pembina to the Chevrier station is a bit of a hike in winter.	4/10/2019 2:02 PM
5	It's not frequent enough. Did you know about the unofficial park and ride that has developed on Point Road? That shows its not frequent enough! It gets caught up on the other side of Pembina, which makes the connection to the current spine on Pembina irregular	4/1/2019 8:16 AM
6	The frequency. I am hoping buses will be every 10mins instead of the current 30-45mins.	3/29/2019 8:25 PM
7	Only rush hour, no evening or midday service	3/29/2019 11:08 AM
8	I'm surprised to see this route only operates during peak times - why can't this bus be eliminated and its route added to 694 so it can operate a Monday to Sunday feeder service?	3/28/2019 10:07 PM
9	Downgrades access to Kenaston and mcGillvery commercial services	3/28/2019 5:30 PM
10	It is disappointing that we will not have midday service, and that we still won't have weekend service. Are there any options for DART in order to get us to the spine during off peak times?	3/28/2019 5:17 PM
11	That it will take longer to connect to a RT bus than currently (Point Rd at Pembina). Is connecting to Jubilee station a viable option?	3/25/2019 9:51 AM
12	It is only operational during peak times. As well... WHY DID ALL THE NUMBERS CHANGE??? '94', '86' and '84' could still be there? Why change by adding a '6' or just scrapping the original number altogether? I know this will confuse MANY people, edpecially those that don't have access to the internet.	3/23/2019 9:29 AM
13	currently I get bus at Point Rd.....probably option of 6 buses. The future....only 2 buses (160 and 60, only one using rapid transitway) and to use 5 other buses, I need a feeder route?? Wow! Bad bad design for all those living along Pembina in the Fort Garry area!	3/21/2019 6:48 PM
14	This will now only operates during peak times? It was very convenient having switched to all day, even if infrequent. I would prefer to see that continue—more often at peak times, still hourly throughout day.	3/20/2019 6:24 PM
15	The hours of operation mean that people in East Ft Garry will not be able to easily use the Southwest Transitway during non-peak hours because they will not have a connecting bus to/from their neighbourhood and the RT stations. Now we will only be able to use Pembina and the frequency of proposed service is significantly less than what we have now.	3/19/2019 3:23 PM
16	Why can’t we run this route during midday to maybe 11 pm there’s people who live in wild wood who may not work a typical 8-4 shift and if u fan bus to say 11 even using the small lowfloor buses in the fleet when demand is down it would help residents and elderly people alike	3/16/2019 4:55 PM

Q43 Other Route - Please provide your comment in the box below:

Answered: 69 Skipped: 575

#	RESPONSES	DATE
1	Even with the new transit corridor, travelling from BWL to HSC still require three buses. An additional stop for bus 36 at University Crescent could reduce the routing to two bus transits instead.	4/15/2019 7:59 PM
2	Route 16 should connect to the Transitway at Chancellor to improve connections for residents in the Riel neighbourhood. Perhaps the 662 could be extended to Plaza Drive to improve access for area residents to commercial centres along Pembina Highway. If the Transitway is supposed to offer faster service, it seems counterintuitive to run the 36 University Super Express along Pembina Highway. It should follow the Transitway as far as Jubilee.	4/14/2019 8:26 PM
3	I don't understand the shift from using 1xx to 6xx numbering. 1xx makes it easy to understand that the route uses the Southwest Transitway. Then whenever the next transitway happens, numbering could be 2xx instead, and so on.	4/14/2019 7:18 PM
4	Cancellation of Turnbull Bus	4/12/2019 2:36 PM
5	I think Winnipeg Transit is going to weekend service as well, but just wanted to comment on it that lot of people travel on weekend as well, and service on weekend is sometimes really frustrating. People have to change plans because they know they will not be offered a satisfying bus service. And if they have to get outside their house, they also know waiting times will be really long.	4/12/2019 9:14 AM
6	The new Southwest Transitway does not help in any way to travel from Bridgwater Lakes to the Health Sciences Center. Although with the existence of Bus #36, we will still required to transfer 3 buses from BWL to HSC. This is really inconvenient. If a stop is added to the route #36 somewhere at the intersection of Pembina Hwy and University Crescent, then that might improve the commuting. I would really appreciate if Winnipeg Transit could look into this matter, as the whole Route system is already in place. Just an addition of 1 stop, could help a long way for us commuters.	4/11/2019 9:21 AM
7	It is essential for East Fort Garry residents that during peak a.m./p.m. rush hours that route 160 continues to run down Pembina at short intervals i.e. (5-7 minutes). It is not clear that #160 will run on both SW Transitway and Pembina Hwy between downtown and UofM. It is a long walk from parts of East Fort Garry to the Blue Line.	4/10/2019 2:28 PM
8	I think the frequency for buses traversing the entire blue line should be increased from every 3-4 minutes to every 1-2 minutes	4/10/2019 2:07 PM
9	I believe it would be of interest to a significant number of transit users to add a stop to the #36 route at Plaza Drive. The Plaza Drive stop is a significant stop with a large number of businesses and an increasing number of residences nearby. There are several office buildings with lots of staff who commute from downtown, Wolesely and the West End, but currently have to transfer once or twice in order to get to work. If the #36 stopped at Plaza, it would cut down commuting time for a number of us.	4/10/2019 1:27 PM
10	Living in BWL makes it very inaccessible commuting to work at HSC. With the new network, I will still have to take 3 buses. Having the direct #36 transit bus doesnt seem to help, since they do not have any bustops connecting with the new network line or the feeder lines. Having a bus stop on University Crescent might help. Hopefully that could help us with busing to and fro HSC better.	4/10/2019 12:00 PM
11	Blue Line travels along Graham transit mall and no longer turn onto Portage as Route 162 does, making the connection with, say Route 14 or 15 less convenient and takes extra time to walk a block up to Portage. In the winter this is not appealing.	4/10/2019 9:31 AM
12	Currently I take route 66 and 78 to get to the University of Manitoba. With the new routes, I will need to take 3 buses (I think) to get from my house to the University of Manitoba. Considering the wait times, it will actually take me longer to get to the U of M. This change is very disappointing.	4/10/2019 7:49 AM
13	The route 51 is disappearing from lake crest /Chancellor all the way Chancellor to the University. I think will impact people who need the bus and now will mean walk 3 blocks to catch the bus, this is hard in winter, plus there is not shelter after walking 3 blocks	4/9/2019 4:34 PM

14	I don’t see how this will help the lack of buses on Aldgate road towards burland. There is a lack of day time busing on Aldgate from the section of paddington to burland. This is a large neighbourhood and growing. People shouldn’t have to walk 20 mins to catch a bus down on burland or way up on paddington.	4/8/2019 9:02 PM
15	I hope the 101 route will not be adversely affected.	4/8/2019 6:18 PM
16	I can't really easily tell the routes because there is NO MAP on this page to follow the new routes.	4/8/2019 10:46 AM
17	There is no efficient way for riders served by the blue line to get to and from HSC. This is a major employer with many transit users, many who likely live in the southwest, but it is neglected in the overall plan. Please consider a way to address this, maybe by adding one last feeder route to serve HSC from the balmoral station	4/6/2019 8:29 AM
18	I didn't see 183 on the proposed map. Are they cancelled? It's very convenient for resident live in the South/Prairie Pointe area. Please consider to keep it!	4/5/2019 9:37 PM
19	It will be important to have regular feeder roots from this neighbourhood. The plans shown would either have feeder to downtown or on pembina - the most expedient route is a key factor to have efficient transit	4/5/2019 7:26 PM
20	From the diagram, I could see the 676 going through bridgwater lakes but listed on the route list as 676 – Chancellor/River Road. is there a separate route for bridgwater forest and lakes?	4/5/2019 4:27 PM
21	Need routes between Bridgwater Trails - DelMonica road and MITT and U of M.	4/4/2019 8:22 PM
22	There needs to be better connectivity between the River Heights, Crescentview, Grant Park area to Beaumont station. A feeder should run down Cambridge to Nathaniel and terminate in a loop between Sobey’s and Walmart. There should be a safe pedestrian crossing (underground, no stairs just ramp) over the CN tracks to connect to Beaumont station.	4/4/2019 7:44 PM
23	Pity they cannot intersect better with the transitway	4/4/2019 6:06 PM
24	Please provide a bus route within the Prairie pointe area	4/4/2019 4:51 PM
25	It is not clear whether this service will change in frequency from current levels from your website.	4/4/2019 4:30 PM
26	There is still absolutely zero bussing to the prairie pointe development. Why not incorporate starting a route into prairie pointe while developing these new routes?!?!?! Zero future planning by the city of Winnipeg again!!!! Start planning services for new areas to increase further development!!!!	4/4/2019 10:01 AM
27	The 160 from Matheson/Chancellor should travel along Pembina Hwy, Donald, Smith, stop on the South side of Portage Ave just like the St Norbert/Ft Richmond bus used to before the first leg of Rapid Transit was built and then follow the regular route to the Balmoral Station.	4/4/2019 8:38 AM
28	Pls have busses in Bridgewater trails.	4/4/2019 8:07 AM
29	You need to make the super express routes stop at the park and ride. Will need without feeder	4/4/2019 8:05 AM
30	When i have to get to connect employment and back home the 19 dont run very offten	4/4/2019 7:58 AM
31	This route is often not on time and runs to tuxedo only every 30 minutes making transfers very difficult	4/3/2019 1:56 PM
32	Are feeder routes going to operate more frequently, or are their rout times staying the same? Depending on where someone lives, if they stay the same some people will have longer point A to point B travel times, instead of shorter. They also might be transferring when they didn't have to before. This is concerning for night time, etc.	4/3/2019 11:19 AM
33	A bishop grandin express route that runs from lagimodiere to kenaston should be added/replace the current crosstown east and west routes	4/2/2019 11:13 PM
34	160 should continue to balmoral station at u of w along the phaase 1 rapid transit students need to get to u of w	4/1/2019 7:35 PM

35	I live in Bridgewater Forest and take route 74 to work in the Tuxedo Business Park. I would like to request that route 74 continues to go into the Tuxedo Business Park during peak hours. Route 74 runs between two major locations in Winnipeg (U of M and Polo Park), and many people who commute to the Tuxedo Business Park, including myself, transfer at these locations. The alternative offered for the Tuxedo Business Park commuters, i.e. route 684 is not satisfactory. For people commuting from the South of the city, like myself, it would involve 2 transfers and commuting almost to downtown. For those traveling from the Polo Park area, the commute would be even longer and again would involve going downtown to get on the Rapid Transit route. Keeping route 74 as is (i.e. going into the Tuxedo Business Park during peak hours) would not add much time to the route yet would help make the business park more accessible. I've been taking transit to the business park for 7 years, and the service has always been infrequent and unreliable. I would love to continue taking transit to work but if 74 no longer goes into the business park, my commute would be substantially longer, and I would need to consider alternative transportation options. I believe that most people currently commuting to the Tuxedo Business Park via route 74 would agree that keeping the route the same is vital to making the business park accessible for commuters. Thank you for your consideration.	4/1/2019 2:14 PM
36	I work at Red River College Notre Dame Campus. There are a very large number of students who live near the University of Manitoba or along Pembina due to the availability of student-oriented housing but commute to RRC via downtown. Having an efficient link to the transitway (for example, at the Beaumont station) via Polo Park could greatly reduce the travel time from south to northwest and serve RRC students, workers along Route 90, as well as U of M students shopping at Polo Park. The 78 is a very slow and winding route and offers little advantage to going through downtown. My commute on the train takes 60-90 minutes from Fort Richmond, vs 30 minutes by car. If you can get the transit time down to 45 min, I would switch permanently.	4/1/2019 12:08 PM
37	It would be nice to see the frequency increase on Route 74. Many of the feeder routes connect with Route 74 and it could act as another spine Route for Route 90 providing service to Polo Park, Seasons of Tuxedo, SuperStore Bison and the U of M.	3/31/2019 8:21 PM
38	Are you doing anything for service in the south east? Will the 76 run more often? Are you considering rerouting the 16, 54 or dart to go past st vital park ?	3/31/2019 5:30 PM
39	Will this development be included in the bus feeder routes?	3/30/2019 8:59 PM
40	While the #19 runs frequently out of St.Boniface- the crossing between where the #19 stops on main on the east side of the street (at bottom of queen elizabeth) and where you need to connect with rapid transit on the west side of the street (at main/stradbrook/queen elizabeth or at Harkness) is dangerous. Main street at that location is a very inconvenient street to cross. The pedestrian crossing takes a very, very long time to change signals and is not automatically triggered, even when the light is red. A lot of users need to connect into or out of St.Boniface and it is common to watch people simply darting across the six lanes of main street, in between traffic, to try to cross the road to catch the bus. It is unsafe. The bus stop at that location (on the west side of the street) is too small to accommodate the large number of people who use this area to wait for busses going onto the rapid transit line OR down st.mary's road. Although the stop at this location (at the corn of main/stradbrook/bottom of queen elizabeth bridge) is not a rapid transit stop per se, a large number of rapid transit users use this spot as it is the stop just before the rapid transit line begins. Ideally, I would like to see a route coming out of St.Boniface which would connect directly with the Rapid Transit line or which goes directly to University of Manitoba. I imagine that there are a large number of St.boniface residents and st.vital residents who live along st.mary's that are making the trip to the University of Manitoba.	3/30/2019 11:00 AM
41	I think that the service needs to run Monday to Sunday as I frequently need to go to Grant Park and Polo Park on Sundays and currently have to take 2-3 busses from University of Manitoba to Polo Park. Even having service every 30mkns on a Sunday is better than no Sunday service. Also I think the route should stay the way it is along the short segment of Pembina so that Victoria hospital still gets bus service.	3/29/2019 8:28 PM
42	I'm glad to see that Route 74 doesn't meander as much anymore - but it can meander even less (like the 78): I think it doesn't need to go into the Seasons of Tuxedo since that is serviced by Route 684. It can even bypass the Dovercourt/Henlow Bay jog as that is serviced by the 681 and the 694.	3/28/2019 9:59 PM
43	There’s nothing for St. James, Crestview and Westwood but buses are used in those area too	3/28/2019 12:35 PM

44	SWRT is a STUPID, STUPID plan. Green space destroyed, quiet neighbourhoods subjected to noise, diesel exhaust. As a caveat, giving last vestiges of Parker Forest to GEM so he can destroy more and dump even more cars into the neighbourhood. Think all those apartments will take the bus? think again!	3/28/2019 10:41 AM
45	I understand a route is under review but I strongly suggest one is created that it extends into Bridgwater trails so that it is usable for me	3/28/2019 1:09 AM
46	I like the route that is on South Town road that goes to Waverley thru Bridgwater trails, Bridgwater centre and Bridgwater forest and gets to Waverley and then we can go on route 74 to the university of Manitoba. It is perfect.	3/27/2019 11:13 PM
47	They are always late! And there aren't enough buses they're a big gaps in waiting if you miss a bus	3/24/2019 8:41 AM
48	Completely absent from plan. Access by transit from these communities has always been limited and there appears to be NO consideration even still. We have never been involved/invited/surveyed about our needs and what would be beneficial to increase our ridership. And this lack of attention remains.	3/23/2019 8:20 PM
49	This should be a top priority and would greatly increase ridership. Is LRT an option?	3/22/2019 11:34 PM
50	I think that splitting these routes in the way that they are south of Bishop Grandin is an excellent solution to the problem of Pembina losing the 162/170 and 78 between Markham and Bishop Grandin. I'm elated that Pembina will continue to have excellent local service, as I was concerned that rerouting service to the Southwest Transitway would negatively affect the ease of running errands by bus in the area.	3/21/2019 10:48 PM
51	There are currently no routes linking Tuxedo/Charleswood to the transitway in an efficient manner. Either the 66 or the 95 should terminate at Beaumont Station, connecting the residents of Tuxedo/Charleswood/River Heights efficiently and frequently to the transitway. The lack of this system is a major reason why residents of these areas are hesitant towards taking transit.	3/21/2019 9:32 PM
52	I would like the 78 to stay on on Cambridge between Taylor and Grant	3/21/2019 6:23 PM
53	Is there going to be a foot bridge over the tracks by the Beaumont stop so that people can walk to the rapid transit from Taylor and Grant areas? Can see this saving money in the long run, plus you can use those parking lots for park and ride.	3/21/2019 1:35 PM
54	I'm not clear on where this intersects with the rapid way.	3/20/2019 6:22 PM
55	It appears that the 51 has been eliminated. Does this mean there will no longer be any bus service on Chancellor south of Lake Crest?	3/20/2019 12:53 PM
56	It appears the 51 has been eliminated as well as service to Chancellor South. Is this correct(	3/20/2019 10:54 AM
57	The proposed changes to the frequency of service along Pembina are disappointing. Right now there are approximately 26 buses per hour in morning rush (from an express stop) and this will go to approximately 6 per hour. That is a significant drop in the level of service. Also, this revised route means people who need to use the 160 will have to walk or take a second bus to get to Main and Pioneer. This will mean people will jump on another bus, potentially filling buses heading east that would not have otherwise been filled, so they can get to the 160 stop. Why would you not continue to run it through the downtown like you do now? This doesn't make sense to me. You are now forcing East Fort Garry residents to transfer when they wouldn't need to if the bus went through downtown.	3/19/2019 3:27 PM
58	These traffic arteries should have more frequent buses running up and down the route and connecting to the spine.	3/19/2019 1:20 PM
59	As there is a lot of shopping in the area around grant park, as well as the pan-am pool and Taylor ave., also grant park high, and lots of condos and apartments and residential houses, I feel dissatisfied with how the nearest RT stop for 66 will be either the fort rouge or Osborne.	3/19/2019 11:07 AM
60	Will the St vital area get a feeder bus	3/19/2019 1:10 AM
61	For the transitway to be relevant to the rest of Winnipeg, it must provide a positive impact for those who take the service to the university of Manitoba from areas like the northwest and northeast.	3/19/2019 12:49 AM

62	The 18 is the only bus on Corydon and does not link up with rapid transit :(I am frustrated with the 18 being the only route on Corydon and taking 30+ minutes to get downtown when it's barely a 10 minute drive. The route is unreliable especially coming from downtown in the evenings. An express route that goes over the Donald st bridge instead of through Osborne village and doesn't have to stop every block on Corydon would be nice.	3/18/2019 7:21 PM
63	It would be useful if the Route 16 coming from South Osborme had timed stops late nights at Osborne Station allowing transfers from the northbound Blue line to southbound Osborne and from northbound Osborne to the southbound Blue Line. This is an issue after 10 PM, esp. Sunday night.	3/18/2019 12:37 PM
64	Please develop a train system rather than rapid transit.	3/18/2019 10:54 AM
65	I dont care about rapid transit, when i went to the u of m there was always a bus within 2-5 minutes. More busses there are not needed. What we need is to fix portage avenuge and all of the ********** decisions the bus routes make during peak time. Grace hospital only busses should NEVER RUN DURING PEAK HOURS. The Westwood bus should instead go to the grace hospital like always because the ****** ******* Grace Hospital bus is always******* empty during peak and the *** **** 21s are so overcrowded that they have to deny passangers and more than once i have been late to work due to this. Put more 21s and 22s on portage, how is this so hard? I have complained multiple times about this but instead we keep wasting money on rapid transit because it looks shiny for political talking points. STOP GRACE HOSPITAL ONLY BUSSES DURING PEAK OR FOR **** SAKE REDUCE THE AMOUNT AND PUT MORE WESTWOODS, CHARLESWOODS AND ST CHARLES'S. there is no excuse for one of the most populated roads in the city to have congested, late, sardines packed busses. I hate winnipeg transit they are ***** fix your scheduling **** ****.	3/17/2019 5:40 PM
66	I would like to use Winnipeg Transit more but one major reason I don't is the unreliability of the main route in my area - #19. It could be considered a feeder route to the proposed spine route. The #19 is very unreliable as it is usually quite late (regardless of weather or time of day) and very crowded during peak times. I think many riders (and potential riders like myself) would benefit greatly from improvements to this route - more buses (particularly during peak times), changes to the route to avoid delays (ie. rail lines), etc. There are other much more reliable routes I could make use of, but I have to walk quite a ways to get to them. Which makes the current system quite inconvenient for those in my area.	3/17/2019 10:47 AM
67	Where is the new northern terminal?	3/16/2019 11:48 PM
68	I use the 29 to get directly from home to work (nearly door-to-door) and would appreciate not losing the downtown iteration of the route that connects the Exchange District and Broadway.	3/16/2019 6:31 PM
69	It needs to be extended to 8 pm. People that work in area late have difficulty getting home.	3/16/2019 3:53 PM

Q45 Is there anything else you would like to add about the Southwest Transitway Route Planning project?

Answered: 264 Skipped: 380

#	RESPONSES	DATE
1	Where do people park their cars when they access the transitway routes and feeder routes? I do not see any parking areas at all of the access points. How will people get on the buses if they have no place to park their cars?	4/15/2019 11:34 PM
2	please please make it more convenient for students in Bridgwater Lakes to get to school. its a new neighbourhood with a lot of students and I think it would be really appreciated if it was more convenient and less time to get to school. my cousin that lives in downtown gets to school faster than me who lives 15 minutes away from the university.	4/15/2019 11:27 PM
3	It's very hard to live carfree with a public transit system that only runs frequently during peak or daytime hours. I have stopped going to some destinations because there is a 45-minute wait between buses on weekends, or none at all. A 30 minute or greater wait between buses renders that route unusable.	4/15/2019 7:13 PM
4	It is a great idea. I hope the people using the service are the ones who will pay for it. It seems unfair for other passengers to pay for it.	4/15/2019 6:20 PM
5	The City needs to adopt Vision Zero principles and planning concepts into all transportation planning, including transit.	4/15/2019 5:59 PM
6	Frequency is key.	4/15/2019 1:03 PM
7	Heavily advertise new park and rides. Create signage along Pembina directing pedestrian traffic to the blue line. Also, do not make public the schedule of the blue line, instead stick to frequencies posted online. This model is more likely to meet customers expectations.	4/15/2019 11:01 AM
8	The new 160 route is perfect. Whoever proposed that deserves a raise!	4/15/2019 9:41 AM
9	I have questions. Will buses wait at collector stops for feeder buses or will the bus continue on, knowing that there is another bus 10 minutes away? How much more time does this plan add on to a bus trip on a 162 from the U of M and St. Norbert? I live past the U of M gates on Pembina Hwy, will I be forced to take a feeder bus to the U of M?	4/15/2019 9:24 AM
10	Extremely disappointed the transitway is not being built on Pembina using dedicated bus lanes. Instead it's costing an exorbitant amount of money and new infrastructure. Just as problematic is that access to Pembina along the spine is cut off because there is a rail line between the stations and Pembina. I hope we can wise up for subsequent rapid transit lines in Winnipeg. We should be building rapid transit along the routes where people are trying to get to. That said I am happy to see some components of frequent service being introduced. Let's spend our transit funding on frequent service everywhere, not on luxury stations and new roads. We've got enough roads already, and they go where people want to go. Let's use them. Thank you for the opportunity to give feedback.	4/14/2019 10:01 PM
11	A better feeder connecting Riverview and Lord Roberts to BRT would be nice.	4/14/2019 8:22 PM
12	Costs too much money	4/14/2019 7:20 PM
13	Very excited to see this come to fruition - and optimistic about the future of light rail along the route. Also optimistic about further transitway development.	4/14/2019 7:15 PM
14	I think the focus needs to be less on this and more on making transit more reliable and accessible. In the five and a half years I've been in Winnipeg, I've seen a rapid decline in the reliability of the transit system to the point that I refuse to take jobs that require me to make transfers on a bus if I can avoid it. Why? Because the transit system is unreliable enough that I can never make transfers on time. Buses are never on time (they're either too early, too late, or don't show up at all) and especially in the winters we have - when there are no shelters at the bus stops - this is not acceptable. Work on improving this and making it more efficient to use transit rather than driving and perhaps something like this might then be useful.	4/14/2019 5:59 PM

15	More park and ride locations along the grant Avenue corridor would be appreciated. Making use of parking lots at shopping malls would make it easier to transit riders	4/14/2019 11:26 AM
16	Park and ride places, please.	4/13/2019 11:24 PM
17	No	4/13/2019 8:44 PM
18	I'd like to see the city invest in improvements to transit on the NE side if the city. Many people in the Kildonans use the old Safeway parking lot at Kimberly as an unofficial park and ride because transit is infrequent and does not cover enough area	4/13/2019 7:42 PM
19	Jubilee Ave is in need of some repair while you're in the area and hopefully noticing the sewer repairs done in the area as of late it will be fixed up after the project is complete, or is included in the fix-ups at the end to make everything nice (repairing nearby Pembina).	4/13/2019 7:24 PM
20	It would be nice to see the equivalent type of route in northern Winnipeg.	4/13/2019 7:07 PM
21	There has been an absence of meaningful consultation with residents who live on or near Kenaston from the St. James Bridge to Taylor Avenue about transit service and the proposed widening of this route. For example, I attended a June 12, 2018 meeting for area residents about the proposed widening of Route 90. There were no Winnipeg Transit officials at the meeting to either explain or receive feedback from community residents about transit service impacts that would result from the proposed widening of Kenaston.	4/13/2019 1:17 PM
22	I'm hoping that this will improve my travel time to the Lindenwoods area - the current routes (84 and 86) are never on time, and way too long between busses. There should be a direct route from St. Vital to this area (straight down Bishop Grandin from St. Vital Centre?).	4/13/2019 9:47 AM
23	I would like to see Route 66 connect with the Blue Line at Osborne Junction (to make it easier to get to Grant Park Mall.)	4/12/2019 2:41 PM
24	Park and ride spots. Safety issues. Better connections and ability to go across town. Transit currently and even wiith these changes only provides service if you happen to be going downtown at rush hour and coming home at rush hour, otherwise it simply takes too long.	4/12/2019 12:24 AM
25	I really like the project. I commute daily by bus to Windsor Park, and I use the buses on the transit way to access Osborne Station area occasionally. It is so much faster to take rapid transit buses from Balmoral Station than take buses travelling on Osborne due to rush hour traffic. The only big delay is the bus travelling north and south on Main Street.	4/11/2019 11:15 PM
26	The spine and feeder route is basic to all true rapid transit systems. I hope other lines, preferably using LRTs can be introduced quickly.	4/11/2019 8:07 PM
27	I don't understand whether the map is of every bus route, or just the bus routes associated with the Transitway. There's no mention of Route 94, the bus my daughter currently uses.	4/11/2019 7:10 PM
28	Frequency in feeder route to the University of Manitoba via Fort Richmond is absolutely necessary especially during winter months.	4/11/2019 6:31 PM
29	can hardly wait!	4/11/2019 5:42 PM
30	I hope that the 60 and 160 schedule for Pembina during peak times will be spaced so that either route comes by every 5 mins. Same with mid-day and evening (every 7.5 mins and 10-15mins respectively)	4/11/2019 5:25 PM
31	make things quicker but still direct in rush hours	4/11/2019 2:27 PM
32	I like the project and I would love to be part of it. However, frequency of feeder buses (in Fort Richmond) under current plan during peak hours in morning and evening for going to downtown is worse coma compared to current service. I would urge to re-consider frequency of 662 during peak hours in morning and evening for downtown workers.	4/11/2019 10:22 AM
33	Service from lindenwoods to u of m can take over 1.5 hours and often the lindenwoods buses don’t arrive, so I have waited over half an hour for another bus. Even worse outside rush hour. Hard to compete with a ten minute car ride. I am excited to see these changes unfold! I’d like to see my kids with an effective transit option to university, especially since they must buy the upass.	4/10/2019 11:05 PM
34	it sucks	4/10/2019 9:31 PM
35	When will the Pembina underpass be fully operational?	4/10/2019 2:29 PM
36	Every connection point along the blue line should provide a large heated shelter where a feeder connects to the spine.	4/10/2019 2:08 PM

37	The planned park and ride locations better be free.	4/10/2019 2:08 PM
38	While the additional hike from Pembina to Chevrier is going to be a bit of a pain (especially in winter), if it is true that the Blue line will have buses every 3-4 min (at peak times), then that additional distance might be tolerable. But it has to be every 3-4 minutes!	4/10/2019 2:04 PM
39	With regards to BWL kids going to HGI school, the new bus system is currently making it MORE difficult! One will need to take 3 buses to go to school. Unless there is a new school being built for BWL students, traveling to school in whyte ridge is very inaccessible.	4/10/2019 12:06 PM
40	I suggest whoever participate in the decision making of the route and schedule should take a dry run on current routes and proposed network routes before finalizing the routes/schedule to sense the impact first hand, positive or negative for comparison to the current network.	4/10/2019 9:36 AM
41	Eliminating routes to force the use of the Transitway to the detriment of bus riders will not achieve more frequent use. More bus transfers and longer travel time will lead people to explore other options of travel.	4/10/2019 7:52 AM
42	Running the buses all day and on Saturday is not needed and will be a waste of money because of a lack of passengers.	4/9/2019 6:15 PM
43	Yes please continue the route 51	4/9/2019 4:34 PM
44	I currently use 183 and find it very dependable in the morning. Going home on this bus was always iffy. I hope the new way will increase reliability.	4/9/2019 3:20 PM
45	I wish the #18 Corydon bus route had such short wait times as those proposed for the Blue Line. Over the last 5+ years the service on this route has deteriorated. Waiting downtown at 5:30 pm for a Corydon bus can take 15-20 minutes and then 2 buses show up and follow each other all the way home! Very inefficient use of transport.	4/9/2019 12:10 PM
46	Pop-up feedback meetings are total ********. Telling people five hours before a meeting is supposed to occur??? ***? How about posting in the buses on the affected routes? How about updating your own web site?	4/9/2019 10:27 AM
47	What time does the Blue line start and stop operation?	4/9/2019 6:39 AM
48	Will this affect my bus routes to and from Outlet Collection? 66, 84, 74.	4/8/2019 6:51 PM
49	i would like to know if the Safeway store at 2155 Pembina will still be accessible by Winnipeg Transit. I'd better start saving for taxis now !	4/8/2019 6:19 PM
50	I do appreciate the fact that there will now be a bus that is not downtown that will take them to U of M from the South end. Lack of buses on the weekend presents challenges for my daughters to bus to their jobs on the weekends.	4/8/2019 11:51 AM
51	It would be great if there could be a feeder bus accessing FortWhyte Alive. Also, your study map should be able to identify areas outside the study area in some way. Having it cut off makes it difficult to understand how these feeder routes fit into the overall city transit map. I will be traveling from wolseley and I feel I'd understand this better if I could see where my house is and the bus routes from there too.	4/8/2019 10:48 AM
52	When the buses are out of service and leaving the U of M in the mornings (towards Pembina), could they please use the Transitway, rather than University Crescent. Often there are 6 buses or more speeding (because they have no passengers) up University Crescent and it's a hazard for anyone walking in that area. It would be safer to direct them along the Transitway where there are no pedestrians.	4/8/2019 10:23 AM
53	No	4/8/2019 8:44 AM
54	You need more frequent and faster bus routes all over the city not just in the south end, and busses that are on time. Transfers should be more than one hour and rates are too high, parking rates should be raised even higher to reduce traffic and get more people commuting to work with carpool or bus.	4/8/2019 7:34 AM
55	I hope it will be no dead hours where buses are not available.	4/7/2019 10:26 PM
56	Will the 72 and 183 routes be eliminated in 2020?	4/7/2019 10:24 PM
57	Better app to navigate the system. Accurate estimated times.	4/7/2019 7:44 PM
58	Unfortunately the area between Plaza Drive and Jubilee, which has significant apartments will experience a decline in service on Pembina and has poor access to the SWT	4/7/2019 5:45 PM

59	While the effort to improve transit options for downtown and UofM transit users is appreciated, it is ignoring the impact to the high school users as well as users that frequent the areas around the high school.	4/7/2019 5:11 PM
60	Spine and feeder routes, great news! The route adjustments to the 78 will improve on the 78/74 route split that has been working well. The reduction of delays due to the Waverley underpass will make that route much more competitive with driving between the U of M and Polo Park. One suggestion: Bike locker rentals on the spine routes. Calgary transit offers this service at C-Train stations which allows for efficient multi-modal use of the transit.	4/7/2019 11:01 AM
61	Please ensure there are feeder busses in Bridgwater Trails!	4/6/2019 10:16 PM
62	There need to be pedestrian bridges built over the railway tracks between Pembina and Jubilee/Osborne. Currently, anyone working near Pembina, north of Jubilee, is forced to take multiple transfers - even though the Rapid Transit is only a few meters away. From my office on Pembina, I can see the stations - but who do they serve?? Residental neighborhoods off Jubilee only. Build pedestrian bridges over the railway tracks near Stafford, and again near Grant, and you will get far more people taking Rapid Transit.	4/6/2019 7:29 PM
63	This is a poorly planned proposal. I do not see how it meets the needs of people in my area. I thought the idea was to provide an efficient transit plan to encourage use of transit. I would suggest community groups be tasked with providing input and direction.	4/6/2019 7:11 PM
64	No	4/6/2019 6:34 PM
65	I welcome the spine and feeder concept, as it will make service to the downtown, and timeliness of feeder routes more reliable.	4/6/2019 2:00 PM
66	this project MUST serve bridgwater trails more effectively by extending feeder routes onto landover drive where hundreds of families have commenced occupancy.	4/6/2019 8:24 AM
67	I hope you will be able to deliver on this as this seems like a great idea.	4/5/2019 11:05 PM
68	cant wait to start using	4/5/2019 8:24 PM
69	Make sure the bridge water trails southern part is added to your service.	4/5/2019 7:52 PM
70	Planning for bike racks at key stops, in particular St. Norbert endpoint is critical. Additionally, parking should be considered at the southern edge, as commuters living south of the city may choose to park and ride the blue line. Reducing local stops on Pembina would also be nice.	4/5/2019 7:39 PM
71	more should be done to explain to drivers that better transit means less drivers in cars and less traffic. This way drivers will support transit more	4/5/2019 7:27 PM
72	is there consideration for a route on bridge lake drive passing all the way to prairie pointe and joining the rapid transit at Markham	4/5/2019 4:31 PM
73	Given how crowded the buses are now, I am not certain the proposed changes will provide enough room to meet current transit usage needs, never mind the increase in usage the proposed changes hope to bring about. And, while the bendy buses are bigger, I have found the rear of those buses much more challenging to stand in while the bus is enroute. Not sure how most older residents, or those with even mild physical challenges, will handle being in the back of the bus, standing.	4/5/2019 10:29 AM
74	yes	4/5/2019 9:30 AM
75	Need more routes in Bridgwater Trails.	4/4/2019 8:22 PM
76	The original route along Pembina would been better	4/4/2019 7:45 PM
77	Until I know I can walk out to a bus stop and wait no longer than 5-8 minutes for a bus I will never use Winnipeg transit.	4/4/2019 5:39 PM
78	Safety is the primary consideration for me. If we cannot find a way to make the transit system safe to use (and work in!) I will not be comfortable using it, or encouraging my loved ones to use it.	4/4/2019 5:01 PM
79	Feeder routes are a fantastic idea! So long as feeders are very frequent and can connect to the blue line efficiently. This is my concern. Currently, I feel as if our existing feeders are stopping too frequently. Do we need a #18 to go all the way from Crescentwood to North Main? Besides, so many buses are going down Main, doesn't it become redundant when I could take any number of buses that go the same direction for a large portion of their routes?	4/4/2019 4:52 PM
80	NA	4/4/2019 4:51 PM

81	no	4/4/2019 3:45 PM
82	There is concern on the fee. Are passenger going to pay twice ($2.95 x 2) in changing between bus route? Tardiness also a big concern, do not think it is safe for passenger to stay outdoor waiting for buses during winter. Of note, highly recommend to implement bus-bus interchange discount in the city. Very often, passengers are not able to reach their destination with 1 leg of bus trip. So required a 2nd leg. This makes a trip very expensive ($2.95 x 2) and discourage people from taking bus. With a peggo card, it is easy to offer discount on 2nd leg to passengers. Number of passenger will definitely rise after offer implement.	4/4/2019 3:43 PM
83	The big problem with transit use is that bus service is not reliable and riders can be left waiting during winter. Work with drivers to create schedules that can actually be met so people are not left waiting for an hour for a bus when it is minus forty.	4/4/2019 12:08 PM
84	Has the transfer time between the feeder route and spine been taken into consideration for the average travelers total journey time? One of the main advantages of going with a bus rapid transit system is that users would not have to transfer on/off the rapid transit portion of the system. Buses can enter and exit the system without issue, so why add additional transfers for everyone? It might make the bus times more efficient, but does it make people's daily commute more efficient?	4/4/2019 10:57 AM
85	We need bus stops in the Bridgewater Trails area	4/4/2019 10:29 AM
86	Plan SOMETHING and put in at least 1 stop into prairie pointe already!!!!!! Come on City of Winnipeg!!!! There are residents in prairie pointe that rely on transit and right now have to walk 2km+ to get to a bus stop!!! That is unacceptable!!!!	4/4/2019 10:02 AM
87	More money and resources going to an area of the city that is already well served by transit. Other areas of the city appear to be neglected while more and more is spent on this area of the city. The transit service to the north and north west of the city is particularly bad, transit riders experiencing over crowded buses and long wait times.	4/4/2019 9:55 AM
88	To add more glass waiting booths at the bus stops.	4/4/2019 9:40 AM
89	Winnipeg Transit is highly inefficient compared to other major cities. In a place where the weather is a challenge, it should be more accommodating.	4/4/2019 9:34 AM
90	A route going through bridgwater trails.	4/4/2019 9:12 AM
91	I would like to see add route to bridgwater trials on appleford.	4/4/2019 8:55 AM
92	Bridgwater Trails has a lot of University students and it does not meet their needs for transit	4/4/2019 8:48 AM
93	If you are able to put bus stop as well where the school bus stop alonf bridge lake rd. Or corner stone meadow and bridge lake. I kept on seeing kids walking far to the current bus stop	4/4/2019 8:33 AM
94	More park and rides with super express service required	4/4/2019 8:06 AM
95	Need bridgewater trails buses	4/4/2019 7:58 AM
96	In very need to transit on the trail	4/4/2019 7:50 AM
97	I love the direct line to the blue line!	4/4/2019 12:38 AM
98	I would enjoy an additional route that leads from south charleswood, down Wilkes, towards U of M. The current system for arriving at U of M is slow and difficult to travel with.	4/3/2019 9:11 PM
99	I think and have told this to u before when u started this Southpark Dr is full of kids I think it’s dumbest thing bus coming up this street as kids will be hurt just how long before it happens been here 36 years and dumbest waste of money for a bus to uofm I also block parent for 36 years I seen looks but a bus up Southpark Dr no reason for it at all should of went up Markham if anything not Southpark Dr	4/3/2019 8:02 PM
100	Looks good to me!	4/3/2019 7:47 PM
101	No	4/3/2019 7:44 PM

102	1. If I read the route map correctly, it shows that the 66/65 route is changing back to going down Donald and through confusion corner to Pembina and then to Grant. This is a horrible change. I take the 55/59. Currently I have 2 options to catch the 66/65 - at Main and Broadway or Graham and Fort. There are bus shelters at each of these stops. These stops are MUCH safer. With this change I will have only one option to get off at Portage and Donald. Unless this has changed in the last several years, there is no bus shelter at this stop on the South side of Donald by the Arena and it is very dark at that bus stop when it is still dark in the early mornings. I never felt safe at that bus stop. Now, if I could just take a bus from Bishop Grandin and St. Anne's straight through to Grant and Kenaston my bus ride would be 100% easier. 2. I have always felt and still feel that RT only benefits riders to U of M - no one else. If we are forced to have a RT system, it should be built from the suburbs to downtown. This would benefit EVERYONE. 3. Why are ALL new 28 Artic buses being used on the RT route? 55 and 59 buses coming out of South St. Vital in rush hour a.m. going downtown are pretty much full by Clayton Drive - not even at Fermor yet. The odd time there may be an Artic running but there should be one running on this route at all times during morning rush hour. It seems as though RT has been the main focus of attention and no attention is being paid to regular routes that should continue to be monitored.	4/3/2019 7:29 PM
103	Would like to see improvements on 18 route service. Hasn’t changed in over 50 years.	4/3/2019 5:42 PM
104	I understand that between you are running the Blue Line bus on the normal street (Pembina Highway) between Markham to St Norbert. My concerns are "how are you going to ensure that this blue line buses are running faster/on-schedule while still have to compete with private vehicles traffic and normal public bus services traffic?", "Are you going to provide a specific lane /with clear separation just for this blue line buses, like BRT in other countries (like Jakarta, Indonesia and Bogoto, Colombia)/ are you going to provide just bus lane all day all week (with soft separation) like in Singapore?", or "are you totally not having concern about this at all, and just focusing on advertising that blue line buses are more frequent than other public buses, therefore people should take it despite between Markham to St Norbert may still stuck in between traffic jams?". Please take these as constructive feedback moving forward, I hope you are taking all those concerns into considerations. Also please highlight to people living around M-Sat feeder buses that On Sunday they will need to walk more or back to their cars. Thank you.	4/3/2019 3:34 PM
105	This concept is what should have been implemented in the first place and with rail instead of buses. There will still be the problem with buses on the "spine" network becoming delayed by having to travel on Main Street during rush hour.	4/3/2019 3:25 PM
106	More buses more frequently, especially on weekends, the maximum wait time should be 15 minutes. It's very unreliable source of transportation if the bus only comes evey half hour to an hour.	4/3/2019 3:24 PM
107	I hope that southwest transitway route planning will work out for the better.	4/3/2019 2:27 PM
108	I am hopeful that the transit system will improve because of this because it really sucks right now	4/3/2019 12:05 PM
109	None right now	4/3/2019 11:55 AM
110	I hope more feeder routes can be provided to south pointe residents, so residents can take advantage of the RT and blue lines.	4/3/2019 11:31 AM
111	Thank you for consulting riders. We're the ones who know the real rider issues, rather than those who rarely/never use Transit.	4/3/2019 11:20 AM
112	Hope that the residential streets surrounding the park and ride, (Clarence Beaumont etc) are not used as parking lots for riders to leave their cars and avoid the lots.	4/3/2019 8:48 AM
113	Include bike lanes. This would be safer and faster for bikers, and more environmentally friendly. It would also lessen the need to modify existing roadways, which is significantly more difficult and expensive than including proper bike lanes in new roadways and routes.	4/3/2019 8:43 AM
114	Would have preferred the money to make this happen go towards “fixing” routes that are already established and/or the safety of both the drivers and passengers on already established busses.	4/2/2019 7:59 PM
115	If we can extend the bus routes within the neighborhood, increase the bus frequency, and have a direct route to downtown that would be ideal.	4/2/2019 10:00 AM
116	I agree with the feeder route system - with the frequency indicated. I very much appreciate the feeder 664 having longer hours of service. I will use the bus more if I can leave downtown later than 5:30.	4/2/2019 9:26 AM

117	Cut stops from many bus roots. There is no reason for the bus to stop at every block. There are sections where the bus stops 2 twice on one block on Pembina. It is incredibly useless, it only slows down the bus and disrupts traffic.	4/2/2019 9:01 AM
118	no information on park and rides provided	4/2/2019 8:44 AM
119	None	4/1/2019 9:43 PM
120	I am very pleased to see that service to SW Winnipeg appears to be improving. I love my bus commute & wish that more people would utilize Transit. Hopefully by improving routes & shelters more people can be enticed to use Transit & stop driving their cars downtown everyday!	4/1/2019 9:15 PM
121	Blue route will be too slow with all the stops	4/1/2019 7:46 PM
122	I think transit needs to figure out where people actually want to commute. If you can offer a viable option to driving, we can reduce the wear on our road infrastructure and car dependence. However, time is money--people can't afford to spend 2 hours extra per day to save a few bucks.	4/1/2019 12:10 PM
123	Why didn't you build in a pedestrian/bike path from the new rapid transit corridor over to Grant Park Pavilion (Sobeys/WalMart etc.) Have you considered extending the 29 so that it runs across Pembina into East Fort Garry? There are quite a few people who live in East Fort Garry who work on the 29's route.	4/1/2019 8:19 AM
124	I live between corydon and grant and loved having the opportunity to take either the 66 or 18 home. I work near The Bay downtown. It appears I will only be able to take the 18 now which I find very crowded even after 5 pm. I Found the 66 (64&65) pick up a lot of people on graham avenue. I am concerned about my bus ride home and hope adjustment are made to the 18 schedule or route to help get me home more comfortably.	3/31/2019 3:46 PM
125	I hope it turns out as planned.	3/31/2019 1:06 PM
126	No	3/31/2019 12:49 AM
127	Using a spine and feeder network is a horrible idea. It’s being run like a light rail network and not taking advantage of the flexibility BRT provides for going on and off of the transitway. The system will turn many people off due to being forced to transfer.	3/30/2019 5:11 PM
128	combine markham and southpark stop with markham as hub	3/30/2019 1:33 PM
129	More park and rides and walking/bike trails to the bus routes that will lead to feeder routes.	3/29/2019 9:18 PM
130	I am excited to see increased frequency of busses and how the changes will increase ridership in Winnipeg South.	3/29/2019 8:28 PM
131	No. Because you just care are the south end of the city. I use to live there, now I don't. I think changes need to be to the north too.	3/29/2019 5:10 PM
132	The proposed Blue line + feeder network is a great initiative that will make the Transitway more like a real rapid transit system. It will be simpler to understand and easier to use. The only way to improve it would be to increase frequency on the Blue line during evenings and weekends.	3/29/2019 1:45 PM
133	Not right now	3/29/2019 1:03 PM
134	The idea of increasing rapid-transit through a corridor is great. However, given the proposed low frequency of the feeder routes that seems to nullify any benefit of the corridor. Possibly for high population or popular destinations, the feeder buses should be every 5 minutes during peak hours.	3/29/2019 12:36 PM
135	I think all of the stations on the Southwest Transitway need to have some type of pre-boarding system to access each station. It's very apparent at Osborne station currently during rush hour when there's a lot of people boarding; it takes a bit too long. Buses can't pass until the bus in front is ready to go. The pre-boarding system would allow for smoother and quicker transfers at this station and the overall timeliness of the entire Blue Line.	3/29/2019 11:49 AM
136	North/South service seems good. Feeder route frequency seems low though, outside peak.	3/29/2019 11:08 AM
137	I'm glad to see BRT continue to expand.	3/29/2019 10:59 AM

138	I would like to see a system wide review and introduction of service improvements in all areas of the city. Take a holistic survey of traffic and people movement through the city and redesign all routes to optimize where people need an want to go. To city has contract with google or Waze data - mine it! consider changing to more frequent feeder routes in all areas to feed current express routes. re-align the express routes for more frequent service or with more bendy-buses to handle increased use. having routes that run across the entity of the city (18, 77 for example) that are half empty when shorter well-linked routes that offer service to more riders would increase ridership. we don't need a bus system that is designed to allow any random rider to being able to get to their destination without a transfer that is what cars and taxis are for. Winnipeg transit shouldn't be mirroring what a private car is capable of. It should be offering reliable, comfortable, environmentally friendly, low cost transportation options for all citizens of winnipeg. of course optimization of those features is needed but I can comment that I'm not inconvenienced by having to transfer. when ever i travel i make a point to use local transit over car rentals. What turns me off service in this city is routes and route timings is not optimized for transfers that work. my last comment is look at the airport service. Yes the 20 connects to polopark then goes downtown, and the 15 also goes downtown both via milk run routes. however consider an airport loop route that links the airport to polopark (transfer to downtown/uptown) and the polopark area for a north/south transfer points. thanks for reading this, from my view, where i live, where i work, where my family travels in the city the southwest transit way will not be used in any regular way by me or my family.	3/29/2019 10:52 AM
139	Look at the Fort St north-south bus corridor option to make RT more reliable.	3/29/2019 9:35 AM
140	I still can't believe you've built a rapid transit route that avoids high-density areas and instead services empty fields.	3/29/2019 9:19 AM
141	Everything looks good on paper, it's the performance you should be getting feedback on. Running some sample routes for a short period will get you the public opinion you are seeking here.	3/29/2019 8:04 AM
142	I believe one of the main benefits of BRT over LRT is that you don't have to transfer. By having people transfer now on the spine route, we basically have a fixed route like LRT but less convenient.	3/29/2019 8:00 AM
143	The suburban ones that zig zag through random parking lots aren't useful in my experience. Everyone who goes to those malls drives so what's the use? The service through them is so infrequent that they won't convince people to stop using their car in favour of the bus.	3/28/2019 10:19 PM
144	I'm glad to see the 160 is remaining along pembina hwy as it allows me to still take a single rapid transit bus to and from work	3/28/2019 9:43 PM
145	It can't come soon enough.	3/28/2019 8:26 PM
146	Waste of money	3/28/2019 8:15 PM
147	Yes, add more route to the neighbours and separate routes for them as well. Why should the white ridge bus go through 2-3 other neighbourhoods thus extending the wait times and more importantly travel times. I don’t enjoy riding the bus for 1.5 hours when my work is only 30minutes away	3/28/2019 7:56 PM
148	There should be increased buses on blue bomber game days before, and after the games	3/28/2019 6:00 PM
149	It looks like a positive start. I'm still concerned about obtaining decent east west connections (eg Pembina area where low income apartments are to Kenaston big box areas and new outlet mall where people work)	3/28/2019 5:31 PM
150	Make sure feeder route buses keep to speed limits as they currently exceed limits regularly	3/28/2019 5:31 PM
151	If this goes ahead as planned it will suck to take 3 buses now but I guess I will live with it if the buses still start at 5:30am. This bus is packed every day so there are a lot of people that need to get downtown very early in the mornings. On average there are 45 - 70 people that get on this bus each morning (Yes I do count people!)	3/28/2019 4:55 PM
152	Look forward to it being finished and open.	3/28/2019 4:19 PM
153	I wonder how efficient it will be with so many feeder routes	3/28/2019 4:18 PM
154	Connect Praire Point and have bud stops as the second phase is also almost over and the South Point busses get too crowded	3/28/2019 3:16 PM
155	Speed the processes and construction up	3/28/2019 1:59 PM
156	It will be nice when more specific information is available to be able to determine what impact it will have to my ride.	3/28/2019 1:14 PM

157	Why just 1 spine? People in East and West of spine seems to be not existing	3/28/2019 12:36 PM
158	Much needed !	3/28/2019 11:41 AM
159	How does the feeder routes or the rapid transit system help those in the northwest and northeast areas of the city? You still have to take 2-3 busses to get near any transfer busses from this end to get to the university. And it would take a lot of time getting from this end to that end. I don't see how it accommodates the students in the north end of the city.	3/28/2019 10:52 AM
160	Good luck	3/28/2019 10:50 AM
161	The best solution for South Pointe should have 2 feed lines to transit way due to # of people in that area.	3/28/2019 10:46 AM
162	It was STUPID, STUPID from day 1. It is an insult to FtGarry and it's residents and a destruction of green space.	3/28/2019 10:42 AM
163	I live in St James and travel to Fort Richmond weekly, usually on Sunday. I was worried that the changes would mean I would have to take 3 buses instead of the current 2 buses to get to my destination. It looks like I can still just take the 11 to downtown, and then the blue St Norbert. If the buses alternate Ft Richmond/St Norbert, this means a potential 30 wait on s Sunday, but frankly that's nothing new.	3/28/2019 10:30 AM
164	No	3/28/2019 1:10 AM
165	Thank you for making these arrangements. If we can get from south town road to the university of Manitoba easily, then we are very happy.	3/27/2019 11:15 PM
166	Would you be able to the 66 grant at the Osborne Station?	3/27/2019 11:03 PM
167	No, the entire planning is amazing !! Great Going Winnipeg !!	3/27/2019 3:31 PM
168	I transit daily during the cold months, but during late spring-early fall I commute to downtown via bicycle. Will there be a bike path included in the development of the new transitway?	3/27/2019 11:13 AM
169	The overall change is good, but I think the city could do a better job now and analyse transit usage patterns collected via Peggo cards. These information will be valuable to share with public	3/27/2019 8:07 AM
170	Light raillllllll let's do that if we can for the next transit plan	3/26/2019 11:16 PM
171	In my experience as a long-time resident of the area near Broadway and Osborne, the introduction of Rapid Transit has generally made my commute to the U of M slower than it was when the 61 route was in existence, largely because of the need to transfer and wait for a second bus through Osborne Village. Then, my commute was quite consistently around 35 minutes, door to door. Now, it ranges from 35 to 55 minutes, generally around 40-45. Currently, taking the 60 between Broadway and Osborne and U of M is quite often faster than taking Rapid Transit for me, which is kind of ridiculous. I thought the advantage of Bus Rapid Transit over light rail systems was that feeder routes could be funnelled into the Transitway system after gathering people from neighbourhoods, without requiring people to transfer. For this reason, I like the current Route 185, as it gets me a little closer to my home destination (to River and Osborne, and I walk the rest of the way home) without needing to transfer. With the proposed routes and schedules, in non-peak times of day, I could still be waiting 10 minutes at Osborne Station for a Rapid Transit bus to U of M, or at Osborne Junction for a 16, 18 or 60 to take me up Osborne on my way home. The proposed system will hopefully space the buses out more regularly than they are now, where there might be 3 or 4 Rapid Transit buses to U of M (160, 161, 185) in one or two minutes, and then nothing for 10 or more minutes. I would like to see how the proposed bus schedule to U of M compares to current buses along this route. This winter, during the months of January and February, I was passed up by full buses almost every day - sometimes by several buses a day - especially on my way home from U of M during the mid-afternoon. Clearly, a greater number of buses is required to accommodate the ridership to and from the U of M.	3/26/2019 2:34 PM
172	the off-peak frequencies of 40 min aren't too encouraging; many people could probably walk to the blue line in less time than that (but wouldn't, as that's far too long...they'll drive).	3/26/2019 1:08 PM
173	I have been thinking for years that this would be a better system even without the rapid transit spine...it could work in lots of neighbourhoods with small buses throughout residential areas bringing people to regional spines	3/26/2019 11:37 AM

174	peak times can be 5 minutes not 3-4; midday 10 minutes; evening 10 minutes; late nite 20 minutes ok... most should be ELECTRIC ARTICULATED buses... feeder buses could use the small buses like routes 1-2-3 spirit route for evening and late nite times and weekends and holidays... more neighborhood bus shelters with doors at more bus stops on the feeder routes...	3/26/2019 10:04 AM
175	It's needed as our city grows. If we want to be competitive, we must move forward. Used the rapid transit in Ottawa and loved it.	3/26/2019 9:04 AM
176	Unfortunate it veered so far away from Pembina highway.	3/25/2019 5:02 PM
177	The need to transfer is inconvenient. I hope that buses will run on schedule more frequently than they do now. I fear that it will take me longer to get to and from work using the Southwest Transitway. Feeder buses should run way more frequently than currently planned in order to attract new riders and maintain current ones.	3/25/2019 2:03 PM
178	Please make sure safe and secure bike parking will be available. With the further connection to RT (out of walking distance), and depending on feeder connection times, biking to RT station may be the most best connection option.	3/25/2019 9:52 AM
179	looks awesome maybe it won't take as long for me to get to university every day	3/25/2019 9:41 AM
180	The feeder routes need to be frequent enough. Up to 20 minutes sounds less than ideal.	3/25/2019 7:04 AM
181	I would very much like to see bike pathways (separate from vehicular traffic) merge with the Spine model just as the feeder routes would.	3/24/2019 10:36 PM
182	I think maintaining time intervals on the "spine" route is ridiculously over exaggerated considering how strained the system is for manpower.	3/24/2019 6:17 PM
183	At this point I am so frustrated with Transit that my only request is to have accurate bus ETAs. I don't care if my bus is 20 minutes late, just stop telling me that my bus is arriving in a minute or two for 20 minutes straight.	3/24/2019 12:06 PM
184	If we want more students to work, with the growing outlet mall area, more transit is needed. Thousands of condos and apartments, the building of Rec Room and restaurants plus growing tourism in the area with another hotel, having more transit is required to handle all that infrastructure. One Monday to Saturday route and one infrequent Monday to Sunday does not suffice.	3/24/2019 11:51 AM
185	Winnipeg is not financially in a position to continue with a project of this magnitude. The city should think about where this project fits under Maslows hierarchy of needs. Winnipeg needs to invest in policing, water/sewage upgrades, road maintenance. The costs for this project far outweigh the benefits. I do not know anyone that has used the current rapid transit nor plan to ever use it. Even the diamond lanes are not helpful in any way because the buses need to enter regular traffic lanes to go around bikes which adds to congestion and does not increase the efficiency for transit riders or drivers. City council is not making decisions that are in the best interest of Winnipeggers which became clear when the Portage and Main plans were put on a ballot. Put the rapid transit on a ballot and you will see how winnipegers feel about the rapid transit project. I am not in support of investing in this rapid transit plan.	3/24/2019 9:13 AM
186	Stop wasting my taxpayer dollars on rapid transit and start planning a light rail system	3/24/2019 8:38 AM
187	Keep bike racks on all year	3/23/2019 4:04 PM
188	Traffic is awful in South Winnipeg. The city won't build infrastructure to help the issues. I don't want to get stabbed/mugged so the bus is not an option.	3/23/2019 11:04 AM
189	I love it.	3/23/2019 10:55 AM
190	It is unclear why passengers travelling on feeder groups must be required to transfer to the Blue Line. Can they not be used for local transportation?	3/23/2019 10:14 AM
191	Thank you for helping out my south-end buddies. However, those that are on Pembina in between the RT may find more infrequent busses to be frustrating.	3/23/2019 9:31 AM
192	Instead of spending money on this infrastructure, I believe it would have been a better use of taxpayer money to improve the service we already have (maybe look at the lack of consistency of bus re. early or late, and the closeness of multiple stops for residential lines eg. on route 66, 18) and improve the stops/stations with more heated seating and shelters to protect in the harsh climate we know we live in. I believe this RT plan is a waste of money if we're not getting improved consistent service overall.	3/22/2019 8:43 PM

193	I am concerned that frequency at the U of M campus will still be lacking if it is servicing St. Norbert equally. The 5 minute wait becomes 10, the 15 becomes 30. Maybe The sheer number of U of M riders should be looked at a little closer.	3/22/2019 6:04 PM
194	"Peak hours" differ for people going to University of Manitoba. Many students don't start classes until 10:30-11am. This should be reflected in buses going to U of M. I have been passed by many full buses en route to U of M at 10:40am because there are only two buses per hour (rather than 7 that run up until 10am).	3/22/2019 11:53 AM
195	I think that this plan is very well-considered, and has me excited for the future of transit in Winnipeg. All the best to the scheduling staff who brought it all together.	3/21/2019 10:49 PM
196	The Blue Line is a fantastic idea, and I'm very excited for these changes to be implemented. It will make my transit commutes a lot easier.	3/21/2019 9:34 PM
197	At what point will there start to be a focus from transit on something other than the UofM? Believe it's time to focus primarily on areas that see less than ideal service rather than continually focus on one area. There is more to the system than connecting the city to Pembina and the school. Maybe look into areas where a walk to the bus stop is 15 or 20 minutes and change routes.	3/21/2019 9:22 PM
198	Wretched, horrible plan! Before 1st leg, 2 buses the 60 and 62. Lots of great service with leg1. Leg 2 destroys every convenience for us! Deplorable disrespectful plan! And the glorious Parker Wetlands was destroyed for this. Shame on city planners!!!	3/21/2019 6:50 PM
199	Add another feeder connecting route to Cambridge/Taylor	3/21/2019 6:24 PM
200	Yes. I want to suggest a walking bridge over the tracks by Beaumont stop so that people can access rapid transit on foot/bike from Taylor and Grant areas. This would save money in the long run by eliminating some feeder routes and there is already infrastructure in place for park and ride location	3/21/2019 1:37 PM
201	I firmly believe that public transit is necessary to any large city and investment will be rewarded over the long term. Note that I am not a regular user of transit, but that is because I commute to work out of the city.	3/21/2019 12:38 PM
202	Not 100% sure at a glance how this will change getting from St Norbert to Downtown, for eg. You'd have to transfer to the blue line? I'd have to dedicate more time to learning how this new system will work. There'll be a learning curve but if you put out enough info about it it'll probably be fine :)	3/21/2019 11:54 AM
203	This is a good project to everyone who wants to take the bus more often.	3/21/2019 11:38 AM
204	If the spine and feeder route is used, people who currently may only need one to two buses will need to take up to three buses - one feeder bus to the "spine", the "spine" bus, and then a feeder bus down town (or reverse depending on where they live vs. where they work). Having the spine bus run more often does not decrease wait times or efficiently if you have to wait 20-30 minutes for the feeder buses at either end of the route (especially in the winter when its often dark and cold waiting for the bus - can also be a safety hazard if few people are around).	3/20/2019 10:11 PM
205	None	3/20/2019 9:39 PM
206	I think BRT is ideal for Winnipeg...reasonable cost, buses can hop on and off easily (passengers don't have to transfer between bus and train/subway/etc)	3/20/2019 2:43 PM
207	I think there are many brilliant things about this move. I, however see some big issues with the “Blue Route”. In terms of outbound downtown service, it is essentially replacing the existence of the 137, 161, 162, 163, 170, 180, 181, and the 183 on Graham while it’ll reduce bus clutter on Graham, it is going to take a long time to load all those passengers in peak hours. That will create a lot of congestion for all the other buses using Graham as it could be similar load times to that of the U of M but with no way to pass. Also, if I were wanting to board a Blue Bus at Union station during the afternoon rush hour, I could foresee a frustrating amount off pass ups. Could we not have a zone on Graham where you need a bus fare to enter the zone and people just pile onto the bus when it arrives to avoid the frustrating PEGGO waits?	3/20/2019 1:01 PM
208	There should still be an option to take busses downtown that do not run on the transit way.	3/20/2019 12:05 PM
209	It would be helpful to have the map on the same page as the comments for the feeder routes. Is there also an option to comment on AT connectivity? Thanks.	3/20/2019 11:30 AM
210	There is a need for increased frequency of feeder routes in residential communities.	3/20/2019 9:27 AM

211	This is not about the blue line. I take the 36 everyday and often the busses are either too full or empty. It seems like work on the scheduling of this route could be optimized by looking at tap on frequencies per bus. Thanks!	3/20/2019 8:27 AM
212	I am a bit uncertain as to the buses you refer to as operating during peak services. I ride the 36 to U of M which currently has more frequent service in peak hours but still operates every half hour during the rest of the day. It was indicated by a dashed line. Does that mean it will only operate in peak hours once the transit way opens?	3/19/2019 11:15 PM
213	Access to the IKEA/Outlet mall needs to be easier. Currently it's almost impossible to get out there on a Sunday.	3/19/2019 9:33 PM
214	There should be bike racks on every bus on the feeder route during peak times. There should eventually be a shift towards having bike racks on every single Wpg transit bus. At the very least, there needs to be a way for riders to determine when a bus will have a bike rack. This will improve ridership by far and transit dependability.	3/19/2019 8:07 PM
215	So much! * The idea that half the blue line buses will go to St. Norbert instead of U of M is ridiculous. The St Norbert bound buses are always far less full than the U of M buses. I would suggest making it a 2:1 UofM:St.N ratio instead of a 1:1 ratio (and adjusting as necessary if demand changes). * The U of M buses are going to end up as a source of delays and bunching on the Blue line, because the stretch along Dafoe from University Cres to Gillson St. is often congested with cars. The right solution would be for the university to close Dafoe to car traffic, but this would require them to do away with the small number of parking spaces around U Centre/Admin Building and in front of Engineering, which I presume they won't contemplate). * The diamond lanes need to be all the time for the downtown stretch from Harkness Station to Graham Transit Mall to make the system reliable. Also, there needs to be an advance transit turn from Main onto Graham that allows buses to turn left from the far right lane (so they don't have to cross four lanes of traffic on Main to get into the left turning lane, which is always slow). * The Blue Line should have OFF BOARD PAYMENT. Crazy to wait around for people to line up at one door and pay on the bus for so-called "rapid" transit. * I'm glad to see the 60 and 160 are both kept, for the sake of keeping an existing transit-oriented area (along Pembina) well-served. However, you're going to need to make very clear to passengers who are expecting the Blue Line to only have Blue Line buses that the 160 University of Manitoba is different than Blue Line University of Manitoba. Perhaps Blue Line buses could be painted differently? * Finish the University of Manitoba station! The barrier between lanes, rather than being a finished product like OV Station, is some sort of temporary plywood. The signage for eastbound drop-off stops is unfinished. There are no diamonds painted on the pavement for the bus-only portion and signage is clearly inadequate since there are constantly cars driving on the "busway" portion of Dafoe. The pedestrian crosswalk areas need to be raised because buses often don't slow or stop properly for crossing pedestrians.	3/19/2019 5:45 PM
216	The plan looks great, it's a step toward using the transitway more like an LRT system and less like a bus only road. I hope people get used to the idea of transfering at a main line and maybe one day we can have trains!!	3/19/2019 2:30 PM
217	I hope for continued growth and more frequent service to create a quick, reliable, safe, and efficient transit service to all parts of the city.	3/19/2019 1:24 PM
218	Would appreciate this for Southeast as well.	3/19/2019 12:07 PM
219	i'd like to see extended bus routes closer to the Ridgewood West area.	3/19/2019 10:50 AM
220	City should be investing in light rail instead. Winnipeg is so far behind when it comes to public transit in comparison to other cities in Canada.	3/19/2019 10:34 AM
221	It would be nice if transit could use smaller more efficient buses on lower capacity feeder routes or during low capacity times, like some other cities.	3/19/2019 7:54 AM
222	The phase 1 launch in 2012 was very chaotic because the impact of a major change on ordinary passengers was not taken into account. Information on the final routes and schedule must be made available months ahead of the spring 2020 launch	3/19/2019 3:46 AM
223	No	3/19/2019 1:10 AM
224	My major concern is the walkway from mcgilvray to Clarence and the Privacy along the lane way to my house on Vincent Street	3/18/2019 10:41 PM
225	It’s nice to know the time travel difference. For example, it’s over an hour from Bridgwater Lakes to downtown now or about 45 minutes for route 181. Will the route change reduce travel time?	3/18/2019 8:53 PM
226	Get started on the Eastern Corridor right after it's done!	3/18/2019 8:27 PM

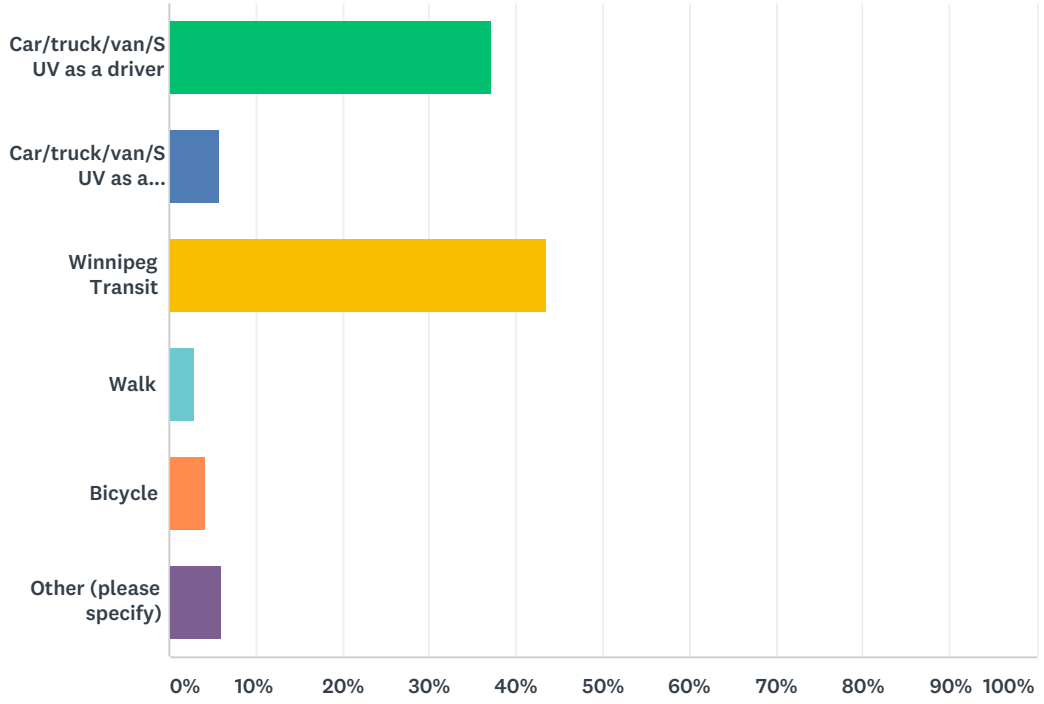
227	If there was some way to add a third lane to Graham, or remove some other buses from there, it would probably decrease the chance of delays.	3/18/2019 6:14 PM
228	It’s awesome	3/18/2019 5:02 PM
229	SWRT can benefit so much more by realizing that we are not limited to just SW Winnipeg. South Winnipeg in the St. Vital region is an untapped area for improving transit access to. Send more buses over the Bishop Grandin Bridge and bring St. Vital people to the SWRT.	3/18/2019 4:53 PM
230	Have feeder buses run more frequently at night and on weekends/holidays. It deters people from bussing if it takes 2 hours to get somewhere, when with a car it takes 20 minutes.	3/18/2019 4:40 PM
231	For this questionnaire you need to be more explicit in what you're changing before you ask a question on what affect the changes will have on personal transit use.	3/18/2019 4:11 PM
232	Frequency and reliability is the largest issue I have with Transit. Increased frequency, especially on weekends and evenings would allow users to be confident in choosing transit to conduct every day activities.	3/18/2019 4:02 PM
233	This seems like a directed survey and I don't understand what the results would show other than support. It doesn't really educate riders what the other options could be for the entire system. It appears the frequent service network idea of "not" revolving around rush hours wasn't understood. The entire day needs more service, not just peak times.	3/18/2019 3:51 PM
234	I think there at present too many stations, especially ones that seemingly just serve park and rides. the route choice was bad, should have continued all the way down Pembina Hwy. should connect to Union Station as a future regional transit hub. other areas of the city are in much greater need of better service, and the busses that serve West Broadway/West End going to the UofM are still likely to be full, even with these changes.	3/18/2019 12:48 PM
235	I was a daily transit user at my previous address but using transit is cumbersome if not next to impossible from my current address. Looking forward to these improvements.	3/18/2019 12:08 PM
236	I’m excited for its completion, but am concerned about the new feeder routes.	3/18/2019 12:01 PM
237	Must increase frequency (from current) of buses for ALL days of the week, and all hours of the day for this Southwest Rapid Transit Corridor to be worth it in the end. Can not just be about getting more people to and from the university for M-F 'business' hours	3/18/2019 11:02 AM
238	I am wondering why there is only plans to extend the network in the Southwest. Currently Winnipeg Transit is just not reliable and highly disatisfying not only in the mentioned areas but in other parts of the city as well. What is needed is not just another route but a more efficient and reliable service in general. Coming from Europe public transport (and its prices!) here is just ridiculous. If WPG Transit continues like that it will never attract people to leave their car and take the bus instead.	3/18/2019 10:59 AM
239	Winnipeger's want a train system, not rapid transit.	3/18/2019 10:54 AM
240	Looking forward to more developments.	3/18/2019 10:51 AM
241	The route planning for this project is important to create a vital transit system for our City. I do wonder how the proposed feeder routes will adjust as future transit lines are built out and if those have been planned for? Will the Transit Master plan address scenarios of future build-outs for the transit ways that are identified in the City of Winnipeg's Transportation Master Plan from 2011? I do believe that these proposed routes will help to address accessibility in suburban areas and capture a new set of commuters that presently are using private vehicle to commute into the core.	3/18/2019 10:38 AM
242	This is a great plan - I hope it works well in implementation!	3/18/2019 10:11 AM
243	This move toward a hub-and-spoke system is great! There are still too many stops on the RT routes, though. The whole idea is to large numbers of people rapidly over long distances. The more frequent the stops, the longer that trip will take. Especially look at the proximity of the Fort Rouge and Jubilee stations, and the *4* stations within spitting distance of each other around the proposed Southpark station.	3/18/2019 9:42 AM
244	Park and ride is needed at rapid transit stations	3/18/2019 7:44 AM
245	Rapid transit is a misnomer. It is not faster than the old route which went down Dalhousie, Pembina, Donald to Portage Avenue. It cannot be faster because the route now goes to Main Street rather than Donald before coming back on Graham and then up to Portage Avenue. This is a waste of hundreds of millions of dollars and the further expansion makes it worse.	3/17/2019 10:40 PM

246	What a disgrace, what a sham, i am constantly disappointed by this useless city.	3/17/2019 5:41 PM
247	LIGHT RAIL PLS	3/17/2019 5:25 PM
248	I really like the idea of the Blue line. Do remember to keep frequencies high on feeder routes, though. The Blue line is going to be great to get people to the U of M, but it should also work the other way. If frequencies on the feeders are too low, then you run into a problem going Blue to feeder. For instance, as I was pointing out elsewhere, for people in Osborne Village, the 685 is good. Now suppose I am a student with an exam at the U of M until 19:00. Then the Blue line is on evening schedules, probably. If it is 1 from St Norbert, 1 from U of M, this means there's 1 Blue line leaving campus every 20 minutes or so. If that does not work well with the feeder, then that will make for very long connections.	3/17/2019 11:46 AM
249	- You need to spend more time explaining why this reduce wait and travel times. - I can see having an even amount of u of m and St Norbert buses being an issue. Seems like you need more u of m buses for peak times.	3/17/2019 11:03 AM
250	Would be great if every "BLUE" bus consistently a bike rack year round.	3/16/2019 11:48 PM
251	I'm hoping to see this kind of route plan spread to other areas of the city.	3/16/2019 10:31 PM
252	Just that I support the general concept! The current through-routing is confusing, reduces frequency on the transitway, and prevents the Transitway from being used like the rapid transit link it is. I think the core-and-feeder route proposed is a great idea that will improve the usability and legibility of transit in southwest Winnipeg.	3/16/2019 9:12 PM
253	Please arrange for places to lock bicycle / scooter at the bus stops.	3/16/2019 8:52 PM
254	It would be great if it is ready ahead of schedule.	3/16/2019 7:54 PM
255	Please figure out some way to improve travel times through downtown! the current 160 easily spends half of its time between Balmoral and Queen Elizabeth/Stradbrook, with some kind of time dilation field between Graham and Broadway. Otherwise, excluding the feeder route comments, we are excited for the opening!	3/16/2019 6:33 PM
256	I really like the idea of feeder routes to main lines. Really would like to see this elsewhere, even where there isn't RT infrastructure.	3/16/2019 6:05 PM
257	I'm not sure why there is a grey-out section in the southwest corner of the map that indicates it will be addressed by the Master Plan. I hope the Master Plan is including transit to that part of the city 7x/week; they're the reason for widening Kenaston and the ridiculous amount of money being spent on said widening.	3/16/2019 5:48 PM
258	I like that transit is finally thinking outside the box. I think the changes to the blue line will be huge for weekend coverage to the u of m	3/16/2019 5:09 PM
259	What will the routes be on the spine network will it be 199 will there still be a 162 ??? Will the 28 bendy buses have a special wrap for BRT	3/16/2019 4:55 PM
260	In	3/16/2019 3:53 PM
261	There needs to be good connections to the new SW corridor in a safe and clean and warm central location for those of us who go south from other parts of town, such as the West End	3/16/2019 12:25 PM

262	I'm glad to see that the city is going with a hub and spoke model versus point to point. I think this makes the Blue Line routes easier to understand and will increase ridership for those wishing to be able to easily hope on and hop off. My biggest recommendations for this project would be to ensure those transferring from feeder routes don't have to tap their Peggo card or show a transfer while getting onto the Blue Line bus, and those boarding for the first time at a Blue Line station are able to pre-pay. Part of the appeal of rapid transit is the ability to simply hop on the vehicle at the station without having to provide payment while boarding, allowing riders to board at the front or back doors speedily. These stations NEED to have a pre-payment option – whether that's fare gates at the station or a POP system with increased fare evasion enforcement. Not only does this improve rapidity, but it also takes the burden of payment enforcement from bus drivers and makes their jobs safer. Secondly, let's make sure that frequency is prioritized here. Ten minutes at any time of day should be the absolute maximum that anybody should have to way for transit, otherwise they will prefer to take their vehicle. It worries me that the proposed Blue Line routes take their frequency down to every fifteen minutes later at night, especially since in reality, there are still two distinct routes operating (U of M and St. Norbert). This means that late start night, if I need to take a St. Norbert Blue Line bus, I could be waiting up to 30 minutes for it to arrive. In my mind, that's unacceptable. Further, travel times should be extended to later night service past 2:00 AM. Many major cities run their RT systems until 2:30 AM or 3:00 AM, or alternatively provide some sort of night bus system. Finally, while the grade seperation looks great for the Blue Line, it worries me that there's been no prioritization of grade seperation (yet) in the downtown core. Realistically, congestion is what causes most delays, and if RT vehicles are still running largely at-grade in the city centre, the Blue Line will still be susceptible to delays and frequency issues. We need to implement a truly grade-separated BRT system with some sort of transit hub in the downtown core, where all routes run out of it without any interaction with on-street traffic. I think the idea of repurposing Union Station as a hub with grade separated routes running through it is brilliant. Not only does it improve travel times thanks to grade seperation, but it also helps repurpose a beautiful character building in our city's centre.	3/16/2019 11:22 AM
263	Im not sure how you will sustain a blue line on the non dedicated portion of rapid transit (for example st norbert and university of winnipeg) because if there are tons of buses coming every 3-4 min during peak time, that will eventually flood downtown, and those coming from the south end will be stuck in a traffic jam. Please keep this in mind.	3/16/2019 9:25 AM
264	Please do something about going through downtown or leaving buses downtown in rush hour to go to transit way to southwest transit way	3/16/2019 7:53 AM

Q46 What is your primary mode of transportation.

Answered: 541 Skipped: 103



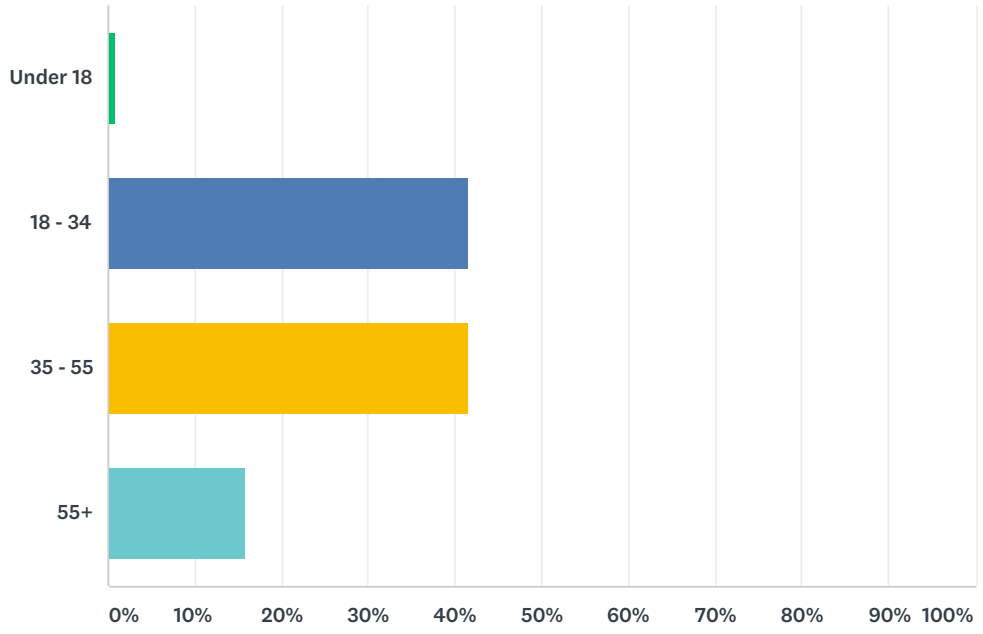
ANSWER CHOICES	RESPONSES	
Car/truck/van/SUV as a driver	37.34%	202
Car/truck/van/SUV as a passenger	5.91%	32
Winnipeg Transit	43.44%	235
Walk	2.96%	16
Bicycle	4.25%	23
Other (please specify)	6.10%	33
TOTAL		541

#	OTHER (PLEASE SPECIFY)	DATE
1	All of the above	4/15/2019 11:01 AM
2	currently combo ... 163 too crowded so i drive to pembina/ windemere and park/ride into downtown	4/11/2019 5:44 PM
3	transit on workdays to/from downtown, car on other days	4/10/2019 9:33 PM
4	Combination of car, bus, bicycle	4/10/2019 2:31 PM
5	park and ride commuter because the neighborhood Transit service sucks.	4/10/2019 2:10 PM
6	I take transit to work in winter, bike in summer and SUV at night and weekends	4/9/2019 9:18 AM
7	My daughter is a highschool student. I'm responding based on what I see she is going through.	4/8/2019 9:03 PM
8	Car-South park & ride and Winnipeg transit	4/7/2019 10:26 PM
9	Z	4/7/2019 3:55 PM

10	car to the nearest park and ride then winnipeg transit 4 days per week as the city has yet to implement bus routes to accommodate bridgwater trails (landover drive)	4/6/2019 10:13 AM
11	Transit to U of M during the weekday, car on weekend	4/5/2019 11:06 PM
12	Mix of Winnipeg transit and car/truck/suv as a passenger	4/4/2019 7:48 PM
13	Park ride transit	4/4/2019 8:07 AM
14	I only use transit for communiting to work and I drive everywhere else	4/2/2019 8:53 AM
15	Transit mon- Friday	4/2/2019 7:11 AM
16	Bus AND Walk (depends on where I'm going and how far it is)	4/1/2019 8:21 AM
17	Daily work transit winter/bike commute summer/primary driver for SUV for household use.	3/27/2019 11:14 AM
18	I use multiple forms of transportation regularly, including all the modes listed (bicycle only in summer). It would be nice to be able to indicate this.	3/26/2019 2:35 PM
19	selections shouldn't be mutually exclusive; transit/drive pretty equally	3/26/2019 1:09 PM
20	All of the above. None dominate.	3/25/2019 5:45 PM
21	Depends on time of year - bike in summer/spring/fall, bike and transit in winter	3/25/2019 9:53 AM
22	50% car, 50% transit	3/24/2019 11:18 PM
23	Combination of car (driver), bus, bike, and walk	3/22/2019 8:45 PM
24	Transit on weekdays, car on weekends	3/21/2019 8:16 AM
25	Car pool & transit	3/20/2019 12:05 PM
26	I use the bus 2-3 days per week. I would use the bus more if frequency and reliability were improved.	3/20/2019 9:28 AM
27	Bicycle 6 months of the year	3/19/2019 8:07 PM
28	Car + Winnipeg Transit	3/18/2019 8:54 PM
29	Transit to and from work, car outside of work	3/18/2019 7:23 PM
30	Multi-use (car, bus, bike, walk)	3/18/2019 4:54 PM
31	Bike in summer, transit in winter	3/18/2019 11:11 AM
32	My transportation is mode split between Winnipeg Transit, walking, car as driver, and car as passenger. I have no 'primary mode' of transport. This section should be a 'check all that apply', to access an informed data split.	3/18/2019 10:41 AM
33	Carshare	3/16/2019 12:04 PM

Q47 What is your age?

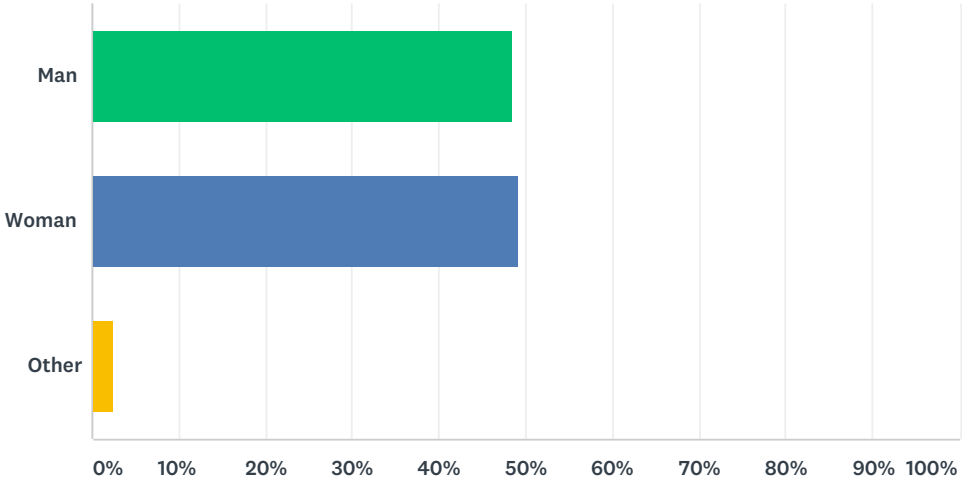
Answered: 540 Skipped: 104



ANSWER CHOICES	RESPONSES	
Under 18	0.74%	4
18 - 34	41.67%	225
35 - 55	41.67%	225
55+	15.93%	86
TOTAL		540

Q48 Please indicate your gender.

Answered: 536 Skipped: 108

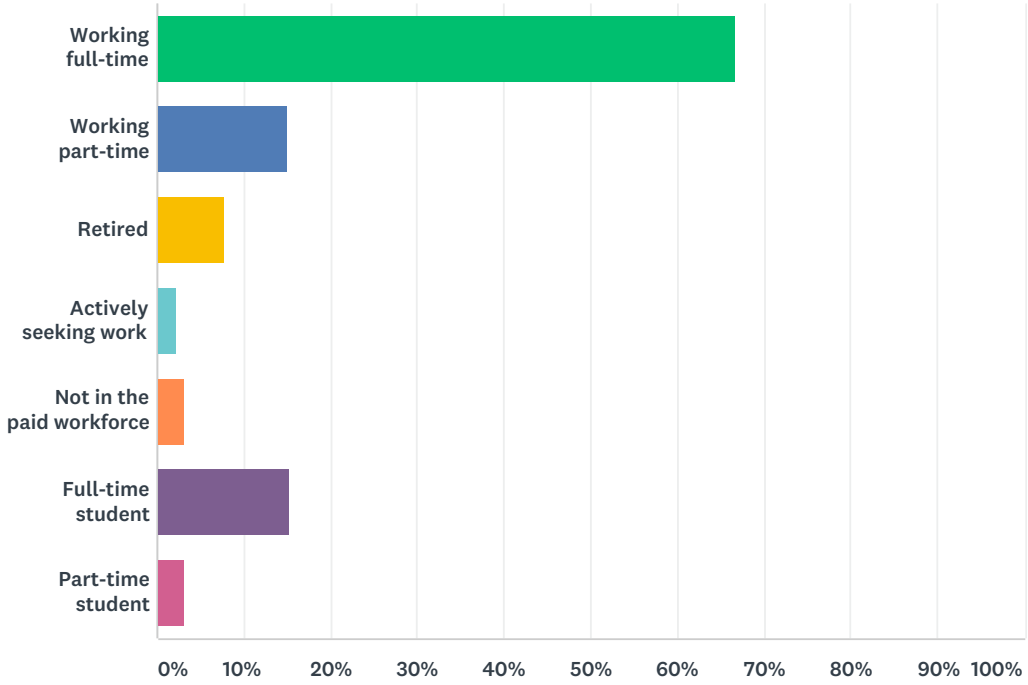


ANSWER CHOICES	RESPONSES	
Man	48.51%	260
Woman	49.07%	263
Other	2.43%	13
TOTAL		536

#	OTHER	DATE
1	Non-binary	4/14/2019 8:50 PM
2	m	4/5/2019 8:25 PM
3	N/a	4/3/2019 12:06 PM
4	would rather not say	3/28/2019 6:01 PM
5	Non CIS	3/28/2019 1:14 PM
6	prefer not to identify	3/28/2019 9:37 AM
7	Attack helicopter	3/25/2019 5:45 PM
8	agender	3/23/2019 10:14 AM
9	Not specified	3/20/2019 6:26 PM
10	Nonbinary	3/18/2019 10:01 PM
11	nb	3/18/2019 12:49 PM
12	Non-binary	3/17/2019 5:42 PM
13	Z	3/17/2019 12:57 PM

Q49 Please indicate your employment status. Please check all that apply.

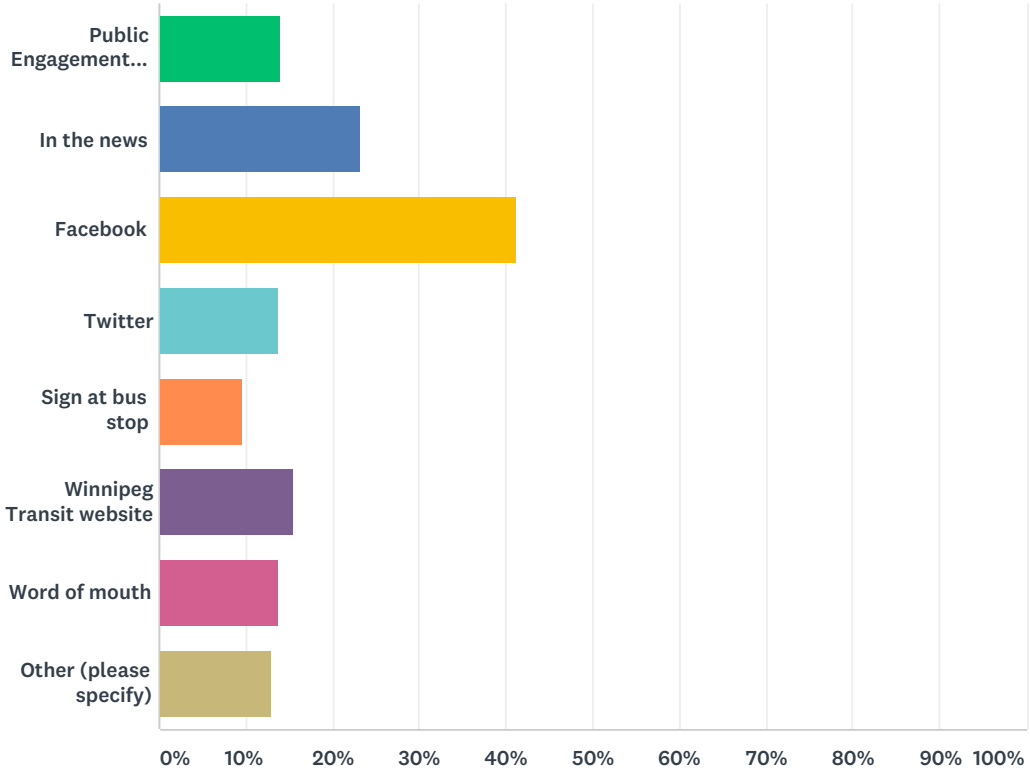
Answered: 541 Skipped: 103



ANSWER CHOICES	RESPONSES	
Working full-time	66.73%	361
Working part-time	14.97%	81
Retired	7.76%	42
Actively seeking work	2.40%	13
Not in the paid workforce	3.14%	17
Full-time student	15.34%	83
Part-time student	3.14%	17
Total Respondents: 541		

Q50 How did you hear about this project? Please check all that apply.

Answered: 541 Skipped: 103



ANSWER CHOICES	RESPONSES	
Public Engagement Newsletter	14.05%	76
In the news	23.29%	126
Facebook	41.22%	223
Twitter	13.86%	75
Sign at bus stop	9.61%	52
Winnipeg Transit website	15.53%	84
Word of mouth	13.86%	75
Other (please specify)	12.94%	70
Total Respondents: 541		

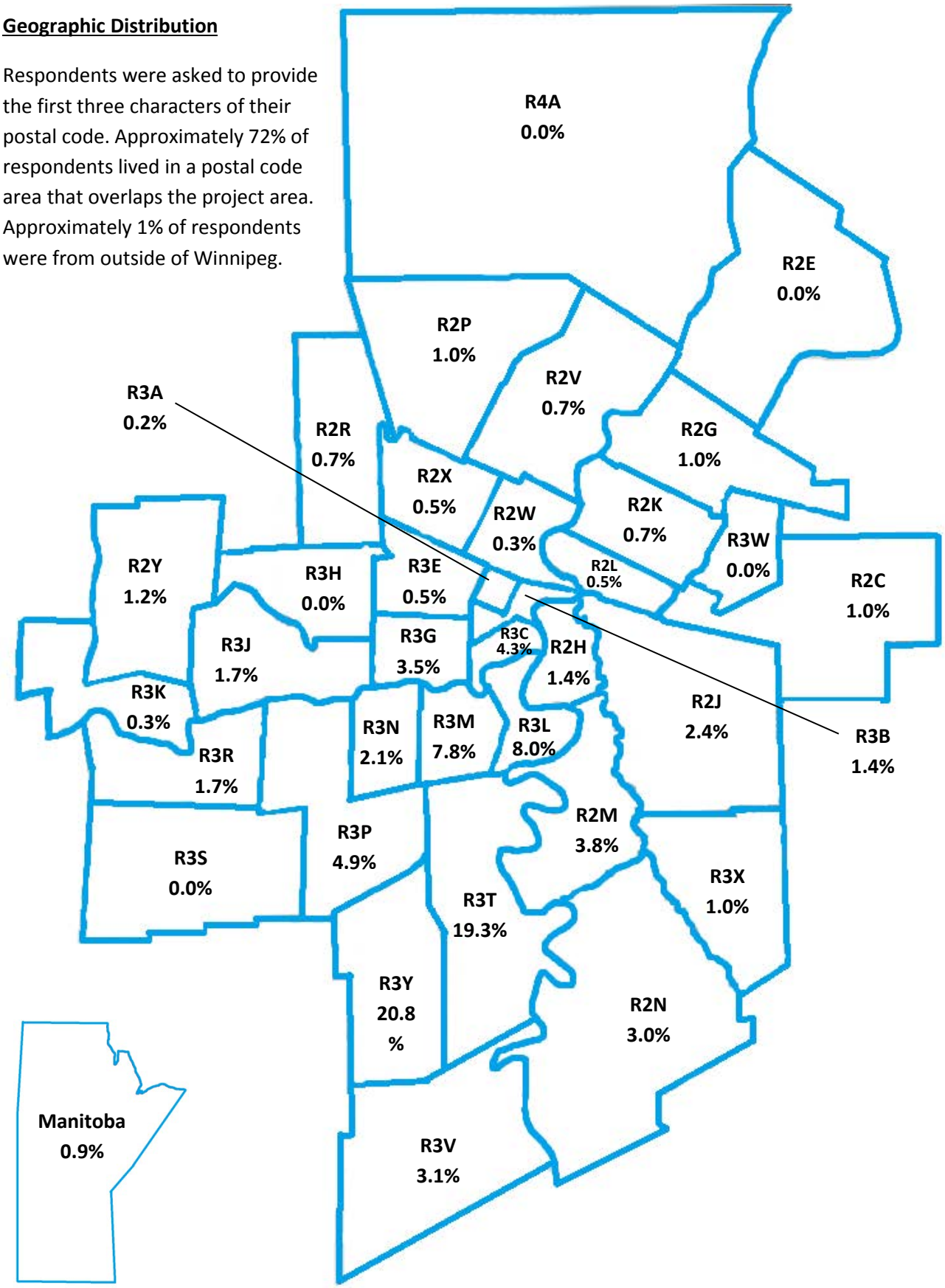
#	OTHER (PLEASE SPECIFY)	DATE
1	Functional Transit Winnipeg, Chalmers Neighbourhood Renewal corp , Glenelm Neighbourhood Association	4/14/2019 10:02 PM
2	Work close to the route	4/14/2019 7:21 PM
3	Pretty hard not to notice a several year multi million dollar construction project going on in my own neighbourhood, especially being involved in road construction myself.	4/13/2019 7:25 PM
4	Community newspaper	4/11/2019 6:33 PM

5	janice lukes community e-mails	4/11/2019 5:44 PM
6	overhearing the complaints about the proposed changes from transit passengers while taking the bus in past couple weeks	4/10/2019 9:38 AM
7	Janice Lukes	4/9/2019 4:35 PM
8	Resident feedback about a meeting not previously identified	4/9/2019 10:28 AM
9	Neighborhood newsletter	4/8/2019 8:46 AM
10	Janice Lukes website and Whyte Ridge CC facebook site	4/7/2019 5:12 PM
11	Councillor Janice Lukes	4/6/2019 10:18 PM
12	Janice Lukes e-newsletter	4/5/2019 8:32 PM
13	Professionally - I used to work as an architect on Transit Oriented Development	4/4/2019 7:49 PM
14	Passes my workplace - will be unable to take it to work though	4/4/2019 6:06 PM
15	Saw the construction and investigated	4/4/2019 5:51 PM
16	city councilor's community email	4/4/2019 5:40 PM
17	Interview on CBC afternoon show with kevin Sturgeon, who seems to be a great ambassador for Winnipeg Transit	4/4/2019 5:02 PM
18	www.functionaltransit.com	4/4/2019 4:53 PM
19	Councillor	4/4/2019 3:44 PM
20	BRIDGWATER TRAILS community page	4/4/2019 8:56 AM
21	Janice Lukes - Councillor	4/3/2019 9:21 PM
22	Janice luke	4/3/2019 7:14 PM
23	Transit lobby group	4/3/2019 5:43 PM
24	Councillor Janice Lukes	4/3/2019 11:56 AM
25	Area Concillor newsletter	4/1/2019 9:44 PM
26	email	4/1/2019 12:11 PM
27	All of the above	3/31/2019 1:07 PM
28	Reddit	3/30/2019 1:15 PM
29	Visible construction	3/29/2019 9:20 PM
30	Janice Lukes	3/29/2019 8:29 PM
31	Reddit	3/29/2019 5:10 PM
32	Reddit	3/29/2019 4:22 PM
33	Reddit	3/29/2019 2:18 PM
34	Reddit	3/29/2019 1:47 PM
35	Who hasn't?	3/29/2019 1:04 PM
36	Reddit	3/29/2019 12:30 PM
37	Various online forums (Reddit, Skyscraper Page, etc.)	3/29/2019 11:51 AM
38	Reddit	3/29/2019 10:59 AM
39	I visit the CoW website frequently as i like to know what happening in my city	3/29/2019 10:53 AM
40	reddit	3/29/2019 9:36 AM
41	Reddit	3/29/2019 9:20 AM
42	reddit	3/29/2019 8:31 AM
43	r/winnipeg	3/29/2019 3:08 AM

44	Reddit	3/29/2019 2:37 AM
45	Reddit	3/28/2019 10:20 PM
46	Family	3/28/2019 7:44 PM
47	Email	3/28/2019 5:31 PM
48	Use to live in St Nobert and still go out there regularily	3/28/2019 4:19 PM
49	Used to work on it	3/28/2019 10:51 AM
50	been watching this train wreck of planning since day 1.	3/28/2019 10:43 AM
51	I can see the construction	3/28/2019 10:31 AM
52	my parent, who saw it on Twitter	3/28/2019 9:37 AM
53	our city councilor's website	3/27/2019 8:08 AM
54	reddit	3/24/2019 11:18 PM
55	Known about it for decades when the Letellier line was the plan and the goal was to reduce traffic along Pembina, not to develop vacant land.	3/21/2019 6:51 PM
56	I live in neighbourhood of jubillee.	3/21/2019 1:38 PM
57	I am a Transit bus operator.	3/20/2019 1:02 PM
58	Student group U OF M	3/19/2019 1:11 AM
59	It's Out My Backdoor	3/18/2019 10:42 PM
60	online forum	3/18/2019 5:46 PM
61	Email	3/18/2019 4:54 PM
62	Newsletter	3/18/2019 10:59 AM
63	Winnipeg reddit	3/18/2019 9:42 AM
64	See construction	3/17/2019 6:36 PM
65	Reddit	3/17/2019 5:25 PM
66	Reddit	3/17/2019 11:47 AM
67	reddit	3/16/2019 8:52 PM
68	Internet discussion boards	3/16/2019 6:06 PM
69	The Facebook survey didn't take me directly to this link. It took a lot of digging around the CoW site before I found this.	3/16/2019 11:23 AM
70	Oyher commuters	3/16/2019 7:54 AM

Geographic Distribution

Respondents were asked to provide the first three characters of their postal code. Approximately 72% of respondents lived in a postal code area that overlaps the project area. Approximately 1% of respondents were from outside of Winnipeg.



Appendix D – Ideas In Motion Bus event feedback

Southwest Transitway Route Planning – Ideas in Motion Bus

Location: University of Manitoba Station
Dafoe Road @ Gillson Street
Date: April 3, 2019
Time: 12 p.m. – 2:30 p.m.
Interactions: 147

The comments below were provided by those in attendance at the Ideas In Motion Bus pop-up events.

Comments:

- Participants were primarily interested in frequencies and service hours.
- Strong support to extend Route 676 service from approximately 7 p.m. to 12 or 1 a.m. and to add weekend service
- Strong support for the increased frequency of Route 694, as traveling to the University of Manitoba from Linden Ridge is currently very challenging
- Strong support for the increased frequency of Route 664, as traveling to the University of Manitoba from Lindenwoods is currently very challenging
    - It takes a long time just to get to Pembina Highway from Lindenwoods to transfer to a University of Manitoba bus
- Strong support for changes in Bridgwater Lakes
    - There is currently no direct bus to Pembina Highway and Route 676 was a welcomed changed
    - Route 86 is very long and circuitous
- Desire for bike lockers and other station amenities at St. Norbert Station
- Concern that St. Norbert will become a park and ride for southern bedroom communities
- Route 75 is currently overcrowded and often fills up before it even leaves University of Manitoba Station, leaving some students waiting for the next bus
    - Could articulated buses be a solution to Route 75 overcrowding?
- Kildonan park and ride is not free
- Accessing the University of Manitoba from Charleswood is challenging
    - There are no direct buses and some students use the park and ride to save time
- There needs to be better connections to the University of Manitoba to Transcona
- Route 74 and 78 are very unreliable and are never on time
    - Route 74 gets stuck in traffic on Kenaston Boulevard
    - Route 78 gets stuck behind the train at Waverley Street and Taylor Avenue
- Affirmation that there are too many buses downtown and buses can get backed up on Graham Avenue
- Suggestion to have super express buses from Downtown to the University of Manitoba on the Southwest Transitway that do not stop at any stations on the way
- There should be fewer BLUE Line stops on Pembina Highway after Markham Station
- The BLUE Line should only go as far south as Killarney Avenue
    - There is very low ridership after Killarney Avenue

- Route 691 can be extended to Killarney Avenue to fill the gap

- What stations will have park and rides?

Southwest Transitway Route Planning – Ideas in Motion Bus

Location: Osborne Junction
Pembina Highway @ Osborne Street
Date: April 3, 2019
Time: 3:30 p.m. – 5:30 p.m.
Interactions: 43

The comments below were provided by those in attendance at the Ideas In Motion Bus pop-up events.

Comments:

- Concerns with the electronic displays along Graham Avenue
    - The current electronic displays on Graham Avenue only have room for three buses whereas the electronic displays at Rapid Transit Stations can display over ten buses
    - Having larger displays along Graham Avenue would be much more useful, as there are more buses departing from Graham Avenue to neighbourhoods all over Winnipeg
- Concerns that service on Pembina Highway would be eliminated or significantly reduced after the opening of Stage 2 of the Southwest Transitway
    - Service is currently very limited on Pembina Highway north of Jubilee Avenue
- Concerns about bus service for Fort Garry residents that are too far to walk to the Southwest Transitway
    - Currently Fort Garry residents can take any bus on Pembina Highway to get to Downtown
    - Once Stage 2 of the Southwest Transitway opens, Fort Garry residents will be limited to only two buses on Pembina Highway to access Downtown
    - Frequency on Pembina Highway in Fort Garry is currently very high
- There is no bus on Pembina Highway that continues south past the University of Manitoba
    - Passengers will need to transfer to a BLUE Line destined for St. Norbert to access businesses on Pembina Highway south of the University of Manitoba
- There is support for Route 65/66 to continue to use the Stage 1 of the Southwest Transitway to instead of Donald Street
    - The connection to the Southwest Transitway from Grant Avenue is convenient
- What Rapid Transit Stations will have park and rides and will the park and rides be free?
- There was overall support for the new service model
    - Many participants drew similarities to service models in other large Canadian cities like Toronto and Montreal
    - The service model seems to work very well in other Canadian cities

Southwest Transitway Route Planning – Ideas in Motion Bus

Location: University of Manitoba Station
Dafoe Road @ Gillson Street
Date: April 4, 2019
Time: 2:15 p.m. – 4:30 p.m.
Interactions: 51

The comments below were provided by those in attendance at the Ideas In Motion Bus pop-up events.

Comments:

- Concerns about the interior temperature on buses, specifically Route 60 in the morning
    - The bus is often too cold for passengers
- Concerns with transferring from Osborne Village at the Southwest Transitway
    - The neighbourhood currently has direct service to the University of Manitoba with Route 185
    - Route 685 will force passengers to transfer to access the University of Manitoba.
    - Concerns about wait times to catch a BLUE Line bus
    - Cold weather and long wait times can make transfers a challenge
- Overall support for the service model
- Many University of Manitoba students are travelling Downtown
    - The BLUE Line will make this trip simpler and quicker
- Support for weekend service on Route 672
    - It is much needed and long overdue
- How long will the BLUE Line take to travel from University of Manitoba Station to Downtown?
- Will the super express Route 161 be eliminated once Stage 2 of the Southwest Transitway opens
    - Little concern that Route 161 will be eliminated, as the BLUE Line will be just as convenient with higher frequencies
- Support for keeping Route 160 on Stage 1 of the Southwest Transitway
    - Passengers on Pembina Highway travelling Downtown will still be able to bypass the congestion that forms around Downtown during peak hours

Southwest Transitway Route Planning – Ideas in Motion Bus

Location: St. Norbert Farmers' Market
3459 Pembina Hwy.
Date: April 6, 2019
Time: 11 a.m. – 1 p.m.
Interactions: 64

The comments below were provided by those in attendance at the Ideas In Motion Bus pop-up events.

Comments:

- Concerns that Route 65/66 no longer service Osborne Station on Stage 1 of the Southwest Transitway
    - It is beneficial to retain a connection to the Southwest Transitway from Grant Avenue.
- Concerns with the capacity of the BLUE Line
    - Will there be enough buses on the Southwest Transitway operating at a high enough frequency to transport all passengers?
    - Could passengers from a single feeder bus fill up a BLUE Line bus?
    - Will the Southwest Transitway buses be full if everyone now needs to take a BLUE Line bus?
- Fort Richmond is part of the catchment area for Vincent Massey Collegiate's French immersion program
    - Students currently take one bus to Vincent Massey from Fort Richmond
    - Students will now need to bus to the U of M and transfer to a 60 or 160 to access Vincent Massey from Fort Richmond
- Currently Route 162 often does not show up and the next Route 162 bus is usually full.
- What service is planned for Pembina Highway?
    - Service on Pembina Highway north of Jubilee Avenue is currently very limited
    - Will service on Pembina Highway south of Jubilee Avenue also be very limited once Stage 2 of the Southwest Transitway opens?
- There might be a lot of congestion around Chancellor Station because there is a train that often blocks Chancellor Drive and backs up traffic
    - May create issues for passengers trying to catch a feeder bus at Chancellor Station.
    - Feeder route buses may have trouble adhering to schedules because of the trains
- Route 76 runs more frequently now during peak hours than the proposed Route 676.
- Opposition to removing service on Turnbull Drive in St. Norbert
    - There is the St. Norbert Provincial Heritage Park and residents along Turnbull Drive that take the bus
- Some passengers were concerned that the BLUE Line would stop on Pembina Highway before reaching St. Norbert
    - There was support for the BLUE Line terminating in St. Norbert instead of north of the perimeter
- There is a large Manitoba Housing Coop on Dalhousie that requires service
- Could Route 691 be extended to travel up Pembina Highway past the Perimeter Highway?

- There are a lot of pass-ups on Route 65/66 during rush hour. Grant Avenue needs more bus service to meet the demand
- Opposition to Route 84 no longer servicing the Seasons of Tuxedo
- A lot of seniors take Route 84 and Route 86 to Grant Park Mall
    - The new service model will make accessing Grant Park Mall more difficult.
- Can Route 95 be tied into Beaumont Station?
    - This would increase the utility of Route 95
    - It would provide Tuxedo and Riverview residents with access to the Southwest Transitway

Southwest Transitway Route Planning – Ideas in Motion Bus

Location: Bridgwater Centre
Northbound Centre @ North Town
Date: April 6, 2019
Time: 2 p.m. – 4 p.m.
Interactions: 20

The comments below were provided by those in attendance at the Ideas In Motion Bus pop-up events.

Comments:

- There should be bicycle racks on the feeder routes buses that circulate around neighbourhoods
- With the 86 no longer operating in Bridgwater, how do residents get to the Walmart at Kenaston Commons? Route 86 provided quick and direct access to the amenities directly north of Bridgwater
    - Residents can take Route 676 and transfer to Route 74, which travels through Kenaston Commons and to Polo Park
- How will service to Vincent Massey Colligate and Fort Richmond Collegiate be impacted for students living in Bridgwater?
    - Currently there is no high school in Bridgwater and students are required to travel to Vincent Massey or Fort Richmond located just off Pembina Highway
- Route 663 should be extended into Bridgwater Lakes to provide better service during peak hours
- Servicing the Victoria General Hospital is important
- Service was removed on Waverley Street in South Point and there is an apartment building on Waverley
- Currently many Prairie Pointe resident walk to South Pointe to catch Route 672. This is a very long walk, especially in the winter
    - Can service be extended into Prairie Pointe?

Southwest Transitway Route Planning – Ideas in Motion Bus

Location: South Pointe School
615 Kirkbridge Dr.

Date: April 8, 2019
Time: 3 p.m. – 5 p.m.

Interactions: 5

The comments below were provided by those in attendance at the Ideas In Motion Bus pop-up events.

Comments:

- Transit service should be removed Falcon Ridge Drive in Linden Ridge
    - Reroute Route 694 onto McGillivray Boulevard instead of through Linden Ridge on Falcon Ridge Drive.
    - Falcon Ridge Drive is too narrow for large buses and the ridership is very low in Linden Ridge
    - Snow blows in Falcon Ridge Drive because the road is adjacent to a park so it is not ideal for passengers walking to bus stops
    - Some employees of the Simkin Centre take the current Route 94 but those employees can walk to McGillivray Boulevard to catch the bus
    - Strong support of public transportation, just not on Falcon Ridge Drive
- There are new multifamily units being constructed in Linden Ridge, which will front McGillivray Boulevard
- Desire for a convenient connection to Polo Park from South Pointe
- Interest in how the new service model will operate and how it is different from the current service model

Southwest Transitway Route Planning – Ideas in Motion Bus

Location: Kenaston Common
1665 Kenaston Blvd.

Date: April 8, 2019
Time: 6 p.m. – 8 p.m.

Interactions: 7

The comments below were provided by those in attendance at the Ideas In Motion Bus pop-up events.

Comments:

- Shelters are not heated in the winter, likely to prevent people from living/sleeping inside bus shelters
    - Winnipeg Transit should construct homeless shelters beside bus shelters to help those experiencing homelessness and so bus shelters could be heated to a higher temperature.
- Winnipeg Transit should operate an airport-style shuttle service to carry passengers to and from the BLUE Line, especially in St. Norbert
- Concerns about Downtown safety at night when waiting for a bus around the Centennial Concert Hall
- Opposition to changing Route 78 to travel on Waverley Street between Taylor Avenue and Grant Avenue instead of Cambridge Street
    - Route 78 will no longer serve Pan Am Pool with this change and it will be further away from the participants' residence
- Support for when Winnipeg Transit split the 78k and 78c into two separate routes.
    - The 78k and 78c were very confusing
- Using 600s to identify BLUE Line feeder routes is confusing
- Support for increasing service through Linden Ridge on Falcon Ridge Drive with Route 694.
    - Will be very quick for Linden Ridge residents to get Downtown to watch the Jets games.
    - The current Route 94 frequency is too low
    - There are many new multi-family unit developments being constructed on Falcon Ridge Drive in Linden Ridge, which Route 694 will serve
- Route 694 will serve new multifamily units being constructed on Chevrier Boulevard.
    - Those residents will also have a quick walk to Chevrier Station
- Will there be walk bike pathways along the entire length of the Southwest Transitway?
- What direction will Route 664 operate in Lindenwoods?
    - If Route 664 only operates in one direction, passengers getting on the bus at the beginning of the loop will have to travel all of Lindenwoods as well as the additional loop around Kenaston Commons before arriving at Beaumont Station
    - This will be a long ride for many passengers, when Beaumont Station is so close to Lindenwoods
    - Could Route 664 operate in both directions?

Appendix E – Ideas In Motion Bus event materials

Southwest Transitway Route Planning

Ideas in Motion Bus
April 2019

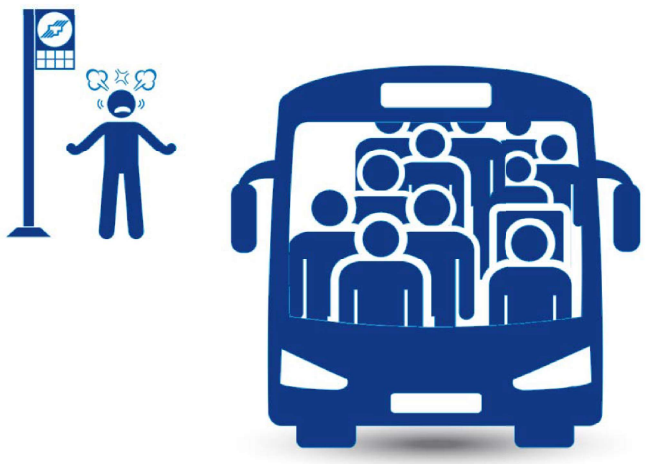
winnipeg.ca/southwestrapidtransitway

Winnipeg

Why Network Changes Are Needed

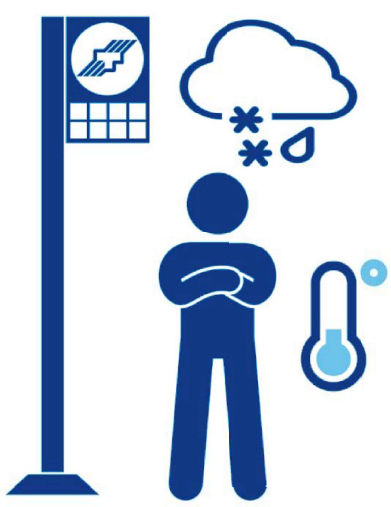
Network changes will ensure optimal use of Winnipeg Transit's resources so that it can improve the delivery of efficient, fast, and reliable transit service for residents in the southwest of the City.

Current Transit Challenges:



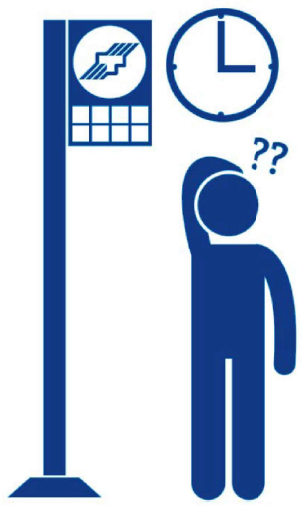
Overcrowding

Overcrowded buses can lead to pass-ups, where full buses pass by stops leaving passengers waiting for the next bus.



Transfer Locations

Some transfer locations have bus routes with lower frequencies and no shelters to protect passengers from the elements. This can lead to longer, less comfortable transfers.



Late Buses

Buses are often late because they are delayed by traffic congestion. Incidents such as a lane closure or vehicle collision Downtown can cause a bus to be late in Waverley Heights, for example several hours later.

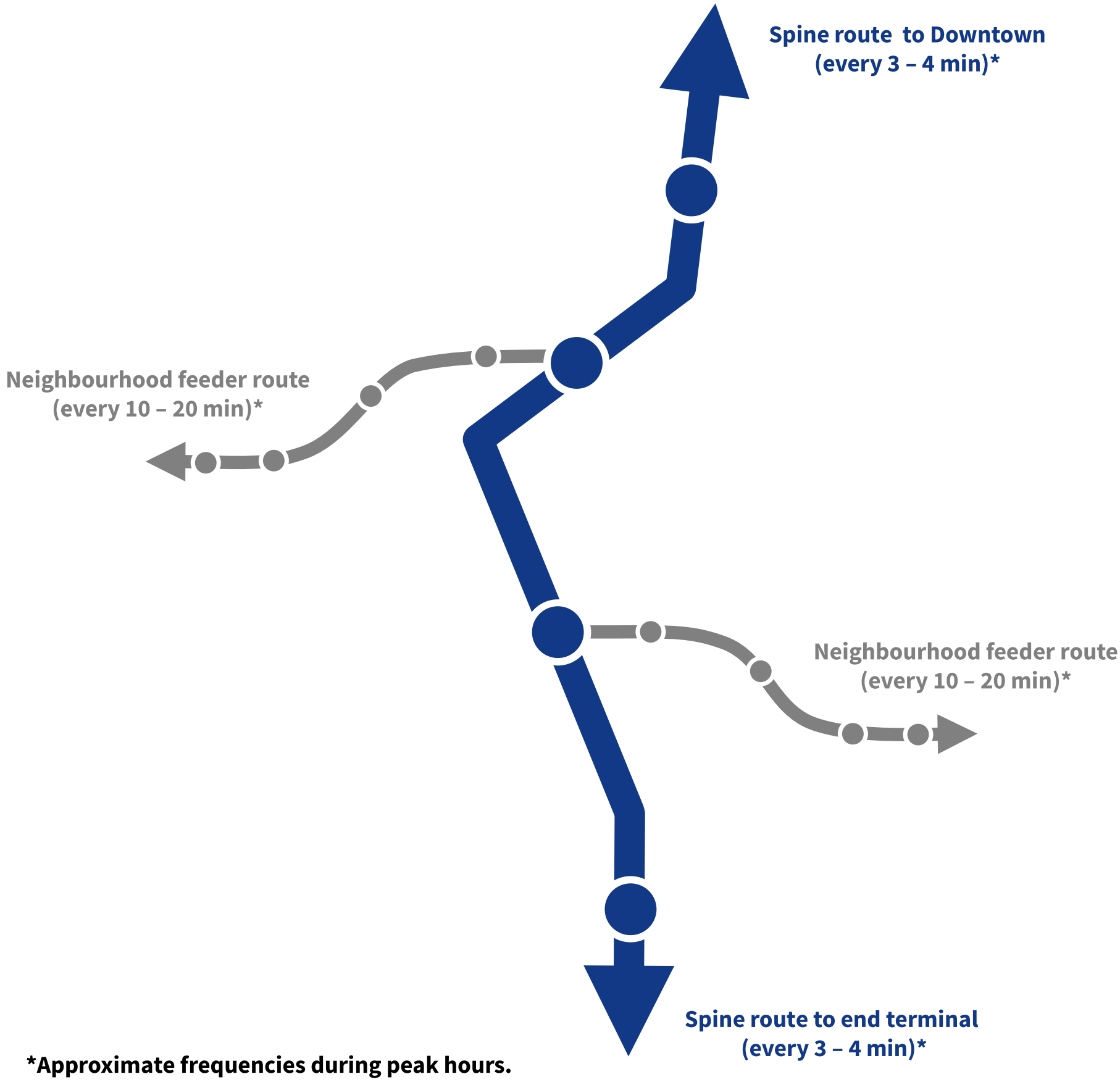
What We’re Planning

Completing the Southwest Transitway (Stage 2) will allow Winnipeg Transit to operate a more efficient spine and feeder network.

A spine and feeder network uses two basic components:

1. A spine route that provides high-speed, frequent service; and,

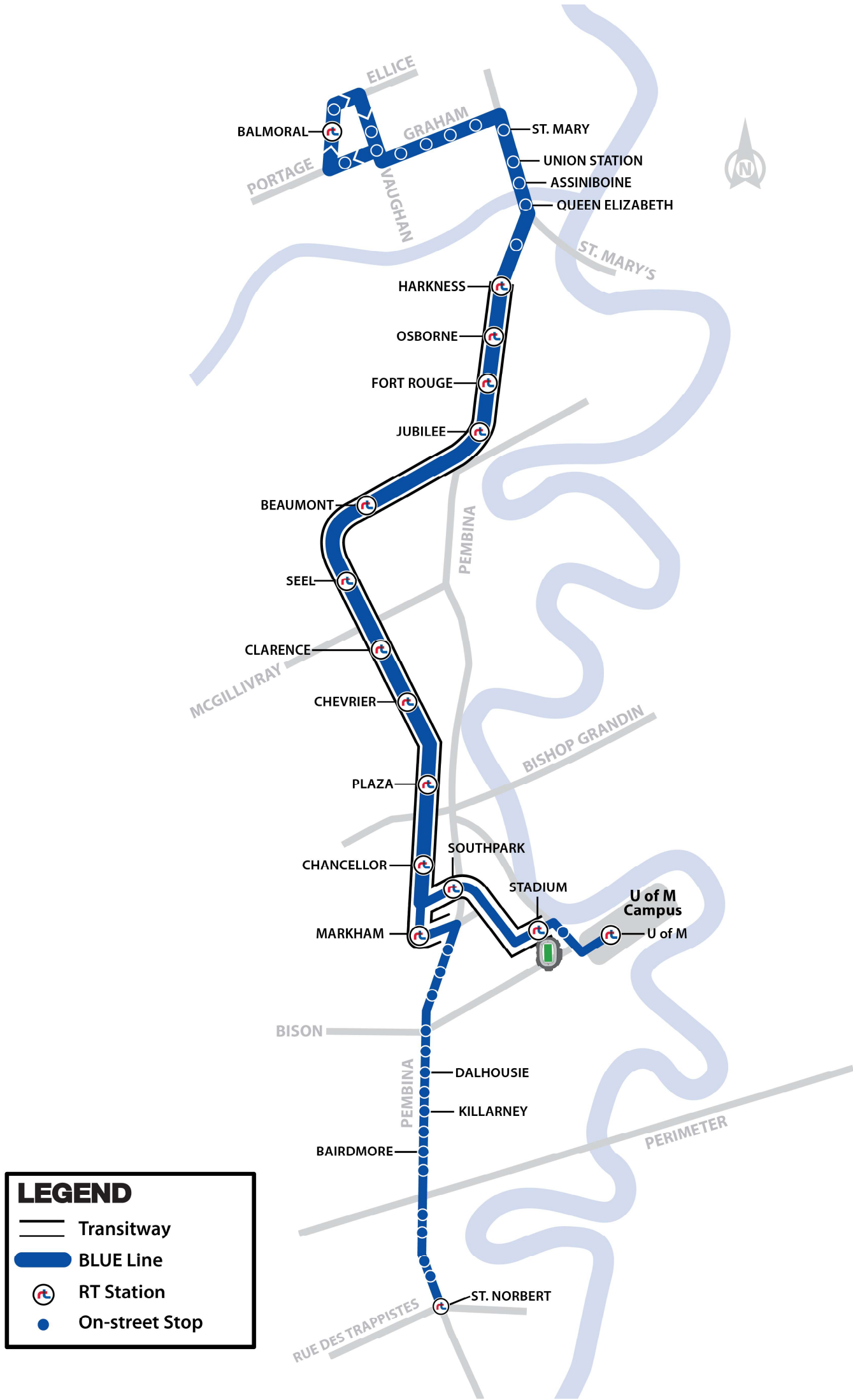
2. Neighbourhood feeder routes that provide passengers with simple connections to the spine route.



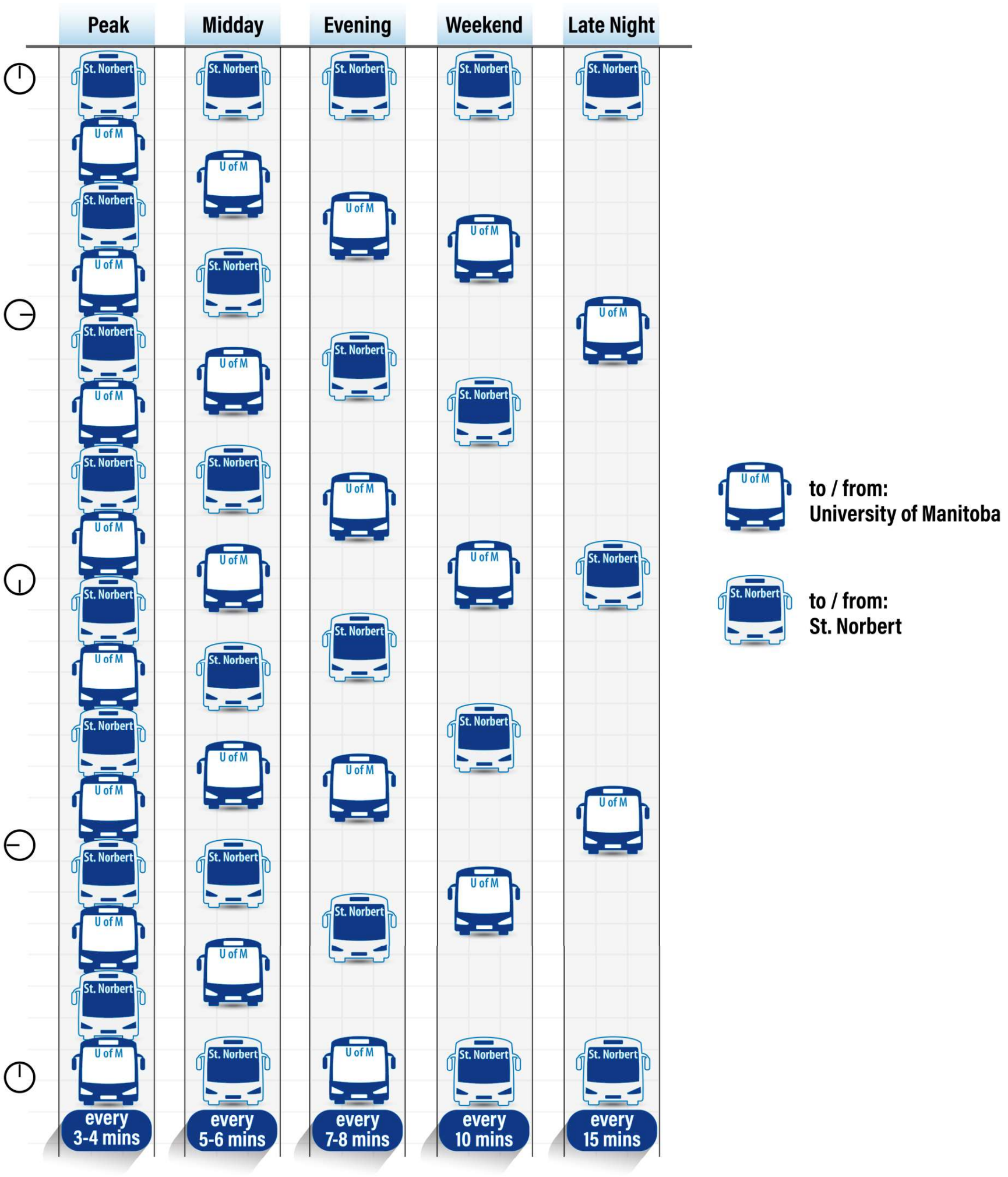
*Approximate frequencies during peak hours.

The BLUE Line

The proposed BLUE Line route will function as the spine route, providing high-speed, frequent service between Downtown, the University of Manitoba, and St. Norbert.



BLUE Line Frequency



When buses arrive often, buses are less crowded and wait times are short.

Short wait times make transfers quicker, more flexible and less cumbersome to plan.

BLUE Line Service

Twenty-eight new articulated buses will be dedicated to the BLUE Line. Articulated buses can hold 50 percent more passengers and will help reduce overcrowding.



All Southwest Transitway stations are well-lit with heated shelters to make transfers more comfortable for passengers.



Feeder Routes

Many proposed feeder routes will follow the same familiar neighbourhood routes, but will terminate at the Southwest Transitway stations.

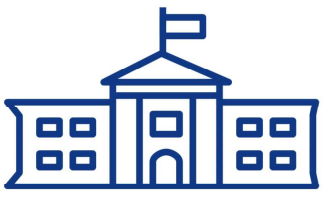
Feeder routes will connect neighbourhoods to the BLUE Line where passengers can access Downtown, St. Norbert, the University of Manitoba or any other stop along the transitway.

Feeder routes are much less likely to be delayed by traffic because they do not operate Downtown.



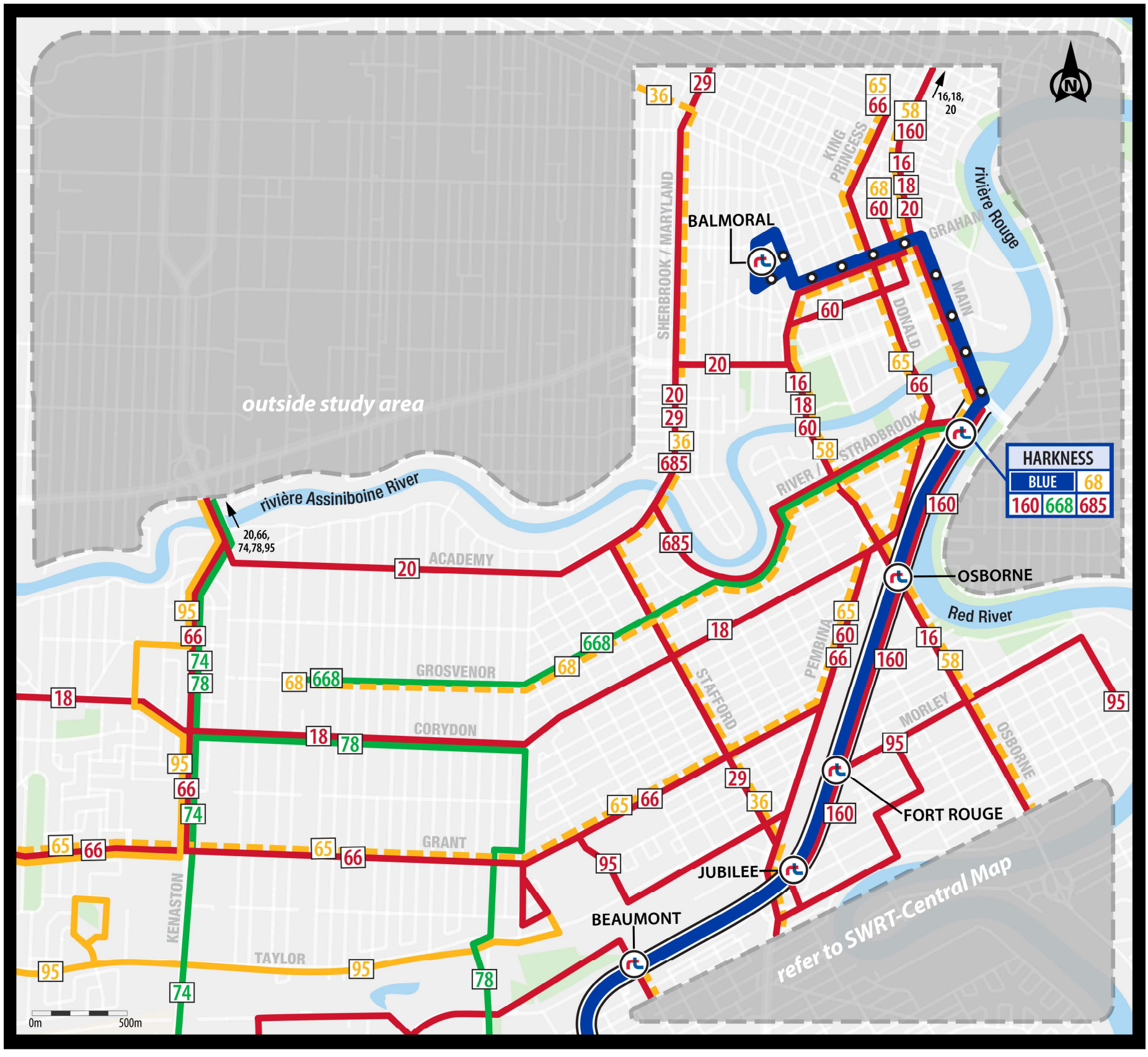
BLUE Line to Downtown





BLUE Line to U of M/St. Norbert

Southwest Network – North



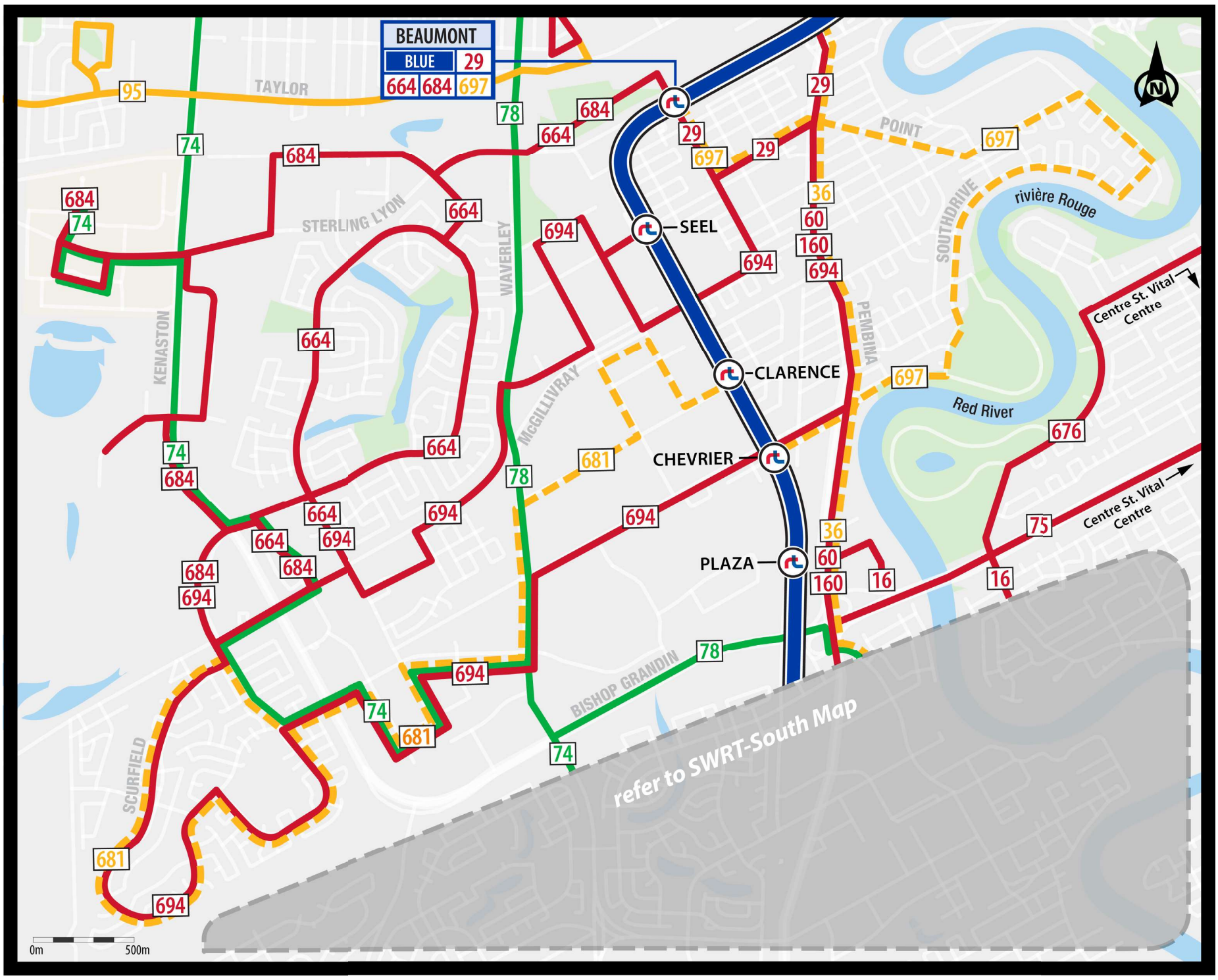
LEGEND

- BLUE Line
- Peak Mon-Fri Service
- Mon-Fri Service
- Mon-Sat Service
- Mon-Sun Serivce
- RT Station
- Local Stop
- Transfer Stop
- 672 Route Number

* For discussion purposes only. Routes are not final and subject to change.
** Routes not part of the southwest transit network are not displayed on this map.

Winnipeg

Southwest Network – Central



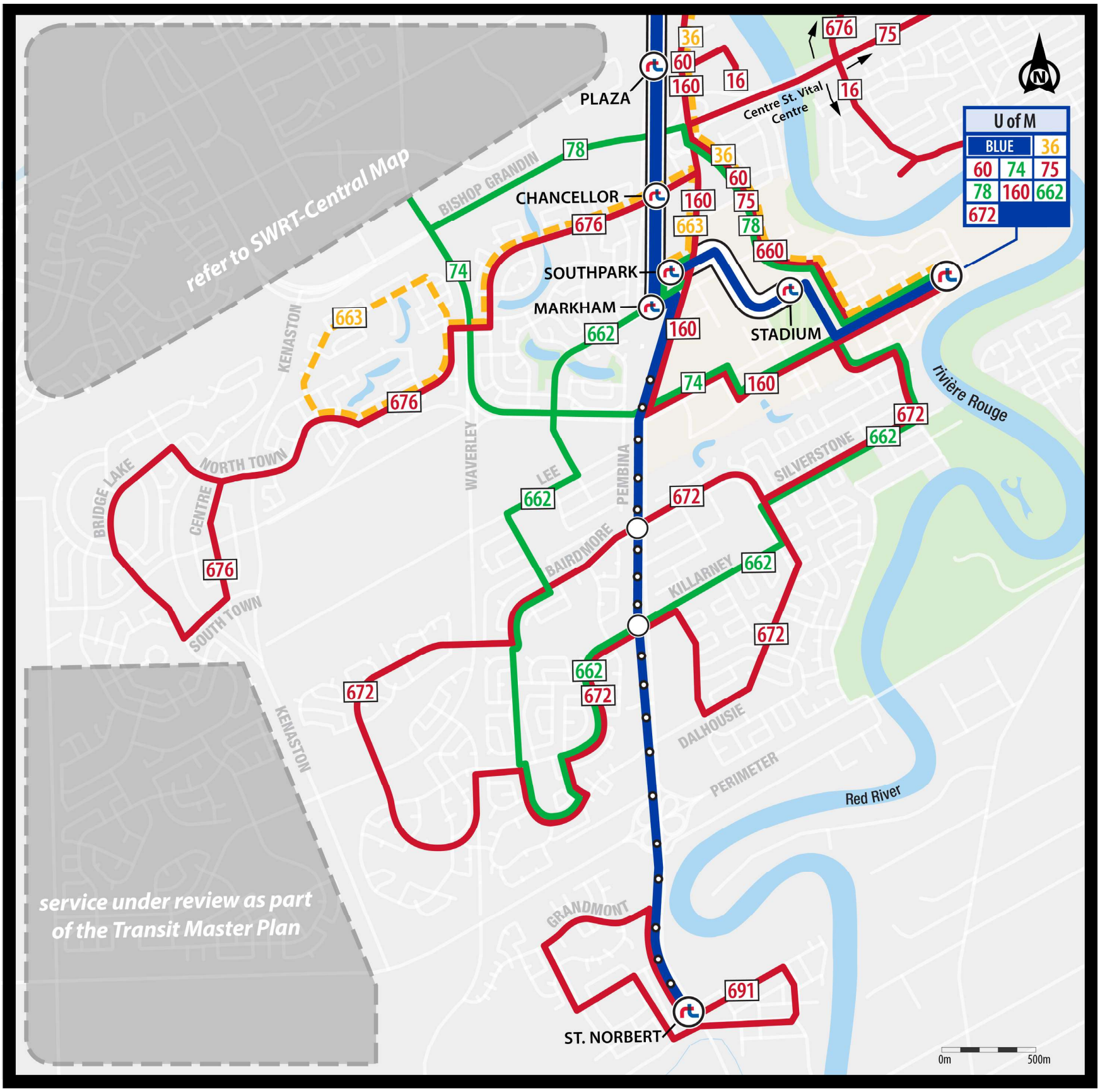
LEGEND

- BLUE Line
- Peak Mon-Fri Service
- Mon-Fri Service
- Mon-Sat Service
- Mon-Sun Serivce
- RT Station
- Local Stop
- Transfer Stop
- 672 Route Number

* For discussion purposes only. Routes are not final and subject to change.
** Routes not part of the southwest transit network are not displayed on this map.

Winnipeg

Southwest Network – South



LEGEND

- BLUE Line
- Peak Mon-Fri Service
- Mon-Fri Service
- Mon-Sat Service
- Mon-Sun Serivce
- RT Station
- Local Stop
- Transfer Stop
- 672 Route Number

* For discussion purposes only. Routes are not final and subject to change.

** Routes not part of the southwest transit network are not displayed on this map.

Feeder Route Frequencies

Routes	Peak	Midday	Evening	Weekend	Late Night
662 Fort Richmond Markham Station, Richmond West, Fort Richmond, U of M Station	20 min	35 min	35 min	35 min[3]	35 min
663 Bridgwater Bridgwater, Waverley Heights, Chancellor Station	10 min	–	–	–	–
664 Lindenwoods Kenaston Common, Lindenwoods, Beaumont Station	20 min	40 min	45 min	45-60 min	45 min
68 Grosvenor River Heights, Osborne Village, Harkness Station, Downtown	20 min[1]	–	–	–	–
668 Grosvenor River Heights, Osborne Village, Harkness Station	20 min[2]	30 min	30 min	30 min[3]	–
672 South Pointe South Pointe, Richmond West, Fort Richmond, U of M Station	10 min	20 min	25 min	30-40 min	30 min
676 Chancellor/River Road Bridgwater, Chancellor Station, Pulberry, St. Vital Centre	20 min	45 min	45 min	45 min	45 min
681 Whyte Ridge Whyte Ridge, Industrial, Clarence Station	10 min	–	–	–	–
684 Wilkes Kenaston Common, Seasons of Tuxedo, Wilkes, Beaumont Station	20 min	40 min	45 min	45-60 min	45 min
685 Osborne Village Misericordia, Crescentwood, Harkness Station	20 min	40 min	40 min	40 min	40 min
691 St. Norbert St. Norbert, St. Norbert Station	20 min	40 min	40 min	40 min	40 min
694 Fort Garry Whyte Ridge, Kenaston Common, Seel Station Pembina, Chevrier Station	20 min	35 min	35 min	40-60 min	35 min
697 Wildwood Beaumont Station, Wildwood, Chevrier Station	20 min	–	–	–	–

1 – AM peak service only
2 – PM peak service only
3 – Saturday service only

Pembina Route Frequencies and Service Changes

Pembina Routes	Peak	Midday	Evening	Weekend	Late Night
60 Pembina Downtown, Osborne Village, Pembina, U of M Station	**10 min**	**15 min**	**20 min**	**20-30 min**	**30 min**
160 Pembina Downtown, SWRT (Stage 1), Pembina, U of M Station	**10 min**	**15 min**	**20 min**	**20-30 min**	**30 min**

Routes	Service Changes
29 Sherbrook	**Route extension:** Terminates at Beaumont Station via Windermere Avenue.
60 Pembina	**Route change:** Accesses Fort Street via St. Mary/York Avenue.
65/66 Grant	**Route change:** Accesses Downtown via Donald Street. Terminates at City Hall.
74 Kenaston	**Route change:** No longer services Tuxedo Business Park (now serviced by route 684).
78 Waverley	**Route change:** Accesses U of M via University Crescent.
160 Pembina	**Route change:** Accesses U of M via Pembina/Chancellor Matheson. Terminates at City Hall.

Next Steps

1. Seek public input on the proposed BLUE Line and feeder routes – Spring 2019

2. Seek Council approval of the proposed BLUE Line and feeder routes – Summer 2019

3. Transitway construction complete – Fall 2019

4. Notification of new routes – Winter 2019/20*

5. Transitway opens – Spring 2020

6. BLUE Line and other new routes begin servicing southwest Winnipeg – Spring 2020*

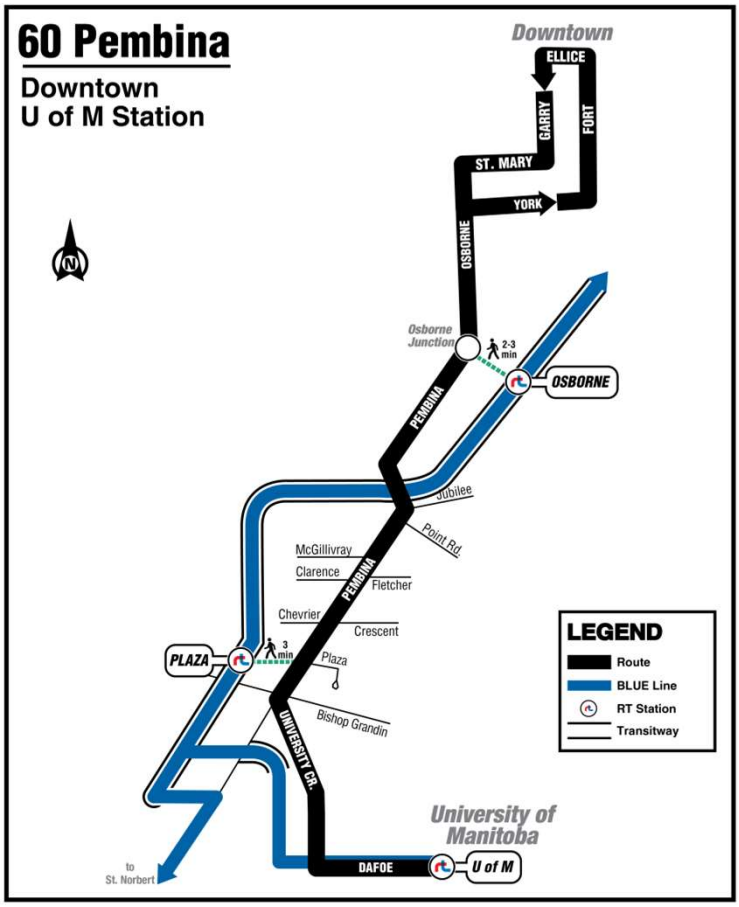
* **Subject to Council approval.**

Thank you for attending today's event!

Please submit your exit survey before you leave.

For more information, visit:
winnipeg.ca/southwestrapidtransitway

60 Downtown U of M Station



Proposed service span:

	First Bus:	Last Bus:
Weekday	6:00 a.m.	2:00 a.m.
Saturday	6:00 a.m.	2:00 a.m.
Sunday	7:00 a.m.	12:00 a.m.

Proposed frequency:

	Peak	Midday	Evening	Late Night
Weekday	10 min	15 min	20 min	30 min

	Morning	After-noon	Evening	Late Night
Saturday	20 min	20 min	30 min	30 min
Sunday	20 min	20 Min	30 min	30 min

*** For discussion purposes only. Routes and frequencies are not final and subject to change.**

2019 – 03

68 River Heights Downtown



Proposed service span:

	First Bus:	Last Bus:
AM Peak	6:00 a.m.	9:00 a.m.
PM Peak	–	–
Weekend	–	–

Proposed frequency:

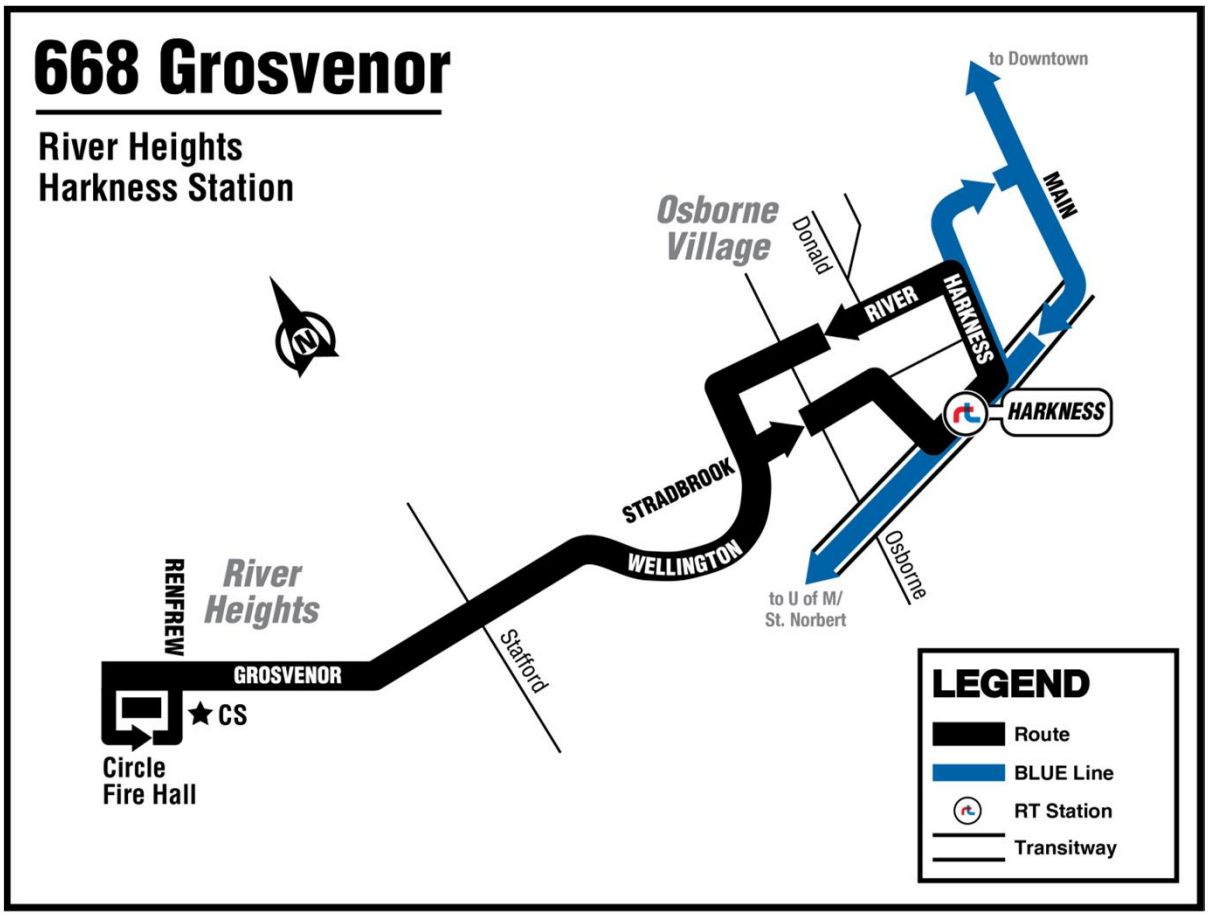
	Peak	Midday	Evening	Late Night
Weekday	20 min	–	–	–

	Morning	After-noon	Evening	Late Night
Saturday	–	–	–	–
Sunday	–	–	–	–

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2019 – 03

668 River Heights Harkness Station



Proposed service span:

	First Bus:	Last Bus:
Weekday	9:00 a.m.	7:00 p.m.
Saturday	10:00 a.m.	7:00 p.m.
Sunday	–	–

Proposed frequency:

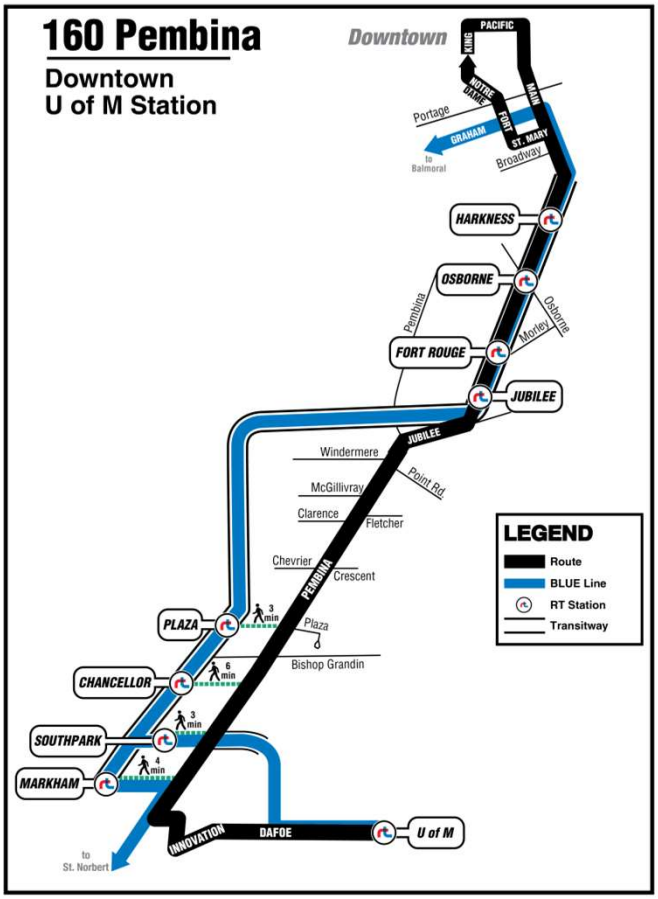
	Peak	Midday	Evening	Late Night
Weekday	20 min	30 min	30 min	–

	Morning	After-noon	Evening	Late Night
Saturday	30 min	30 min	–	–
Sunday	–	–	–	–

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2019 – 03

160 Downtown U of M Station



Proposed service span:

	First Bus:	Last Bus:
Weekday	6:00 a.m.	2:00 a.m.
Saturday	6:00 a.m.	2:00 a.m.
Sunday	7:00 a.m.	12:00 a.m.

Proposed frequency:

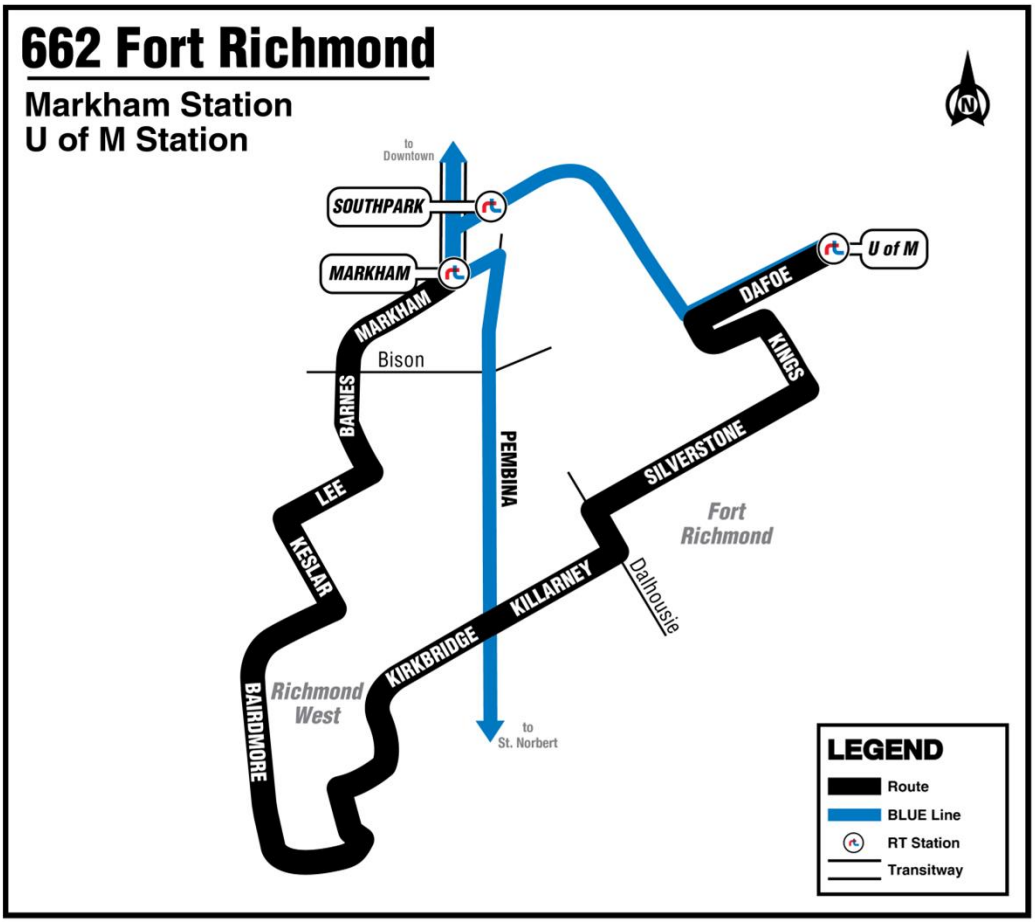
	Peak	Midday	Evening	Late Night
Weekday	10 min	15 min	20 min	30 min

	Morning	After-noon	Evening	Late Night
Saturday	20 min	20 min	30 min	30 min
Sunday	20 min	20 min	30 min	30 min

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2019 – 03

662 Markham Station U of M Station



Proposed service span:

	First Bus:	Last Bus:
Weekday	6:00 a.m.	11:00 p.m.
Saturday	6:00 a.m.	11:00 p.m.
Sunday	–	–

Proposed frequency:

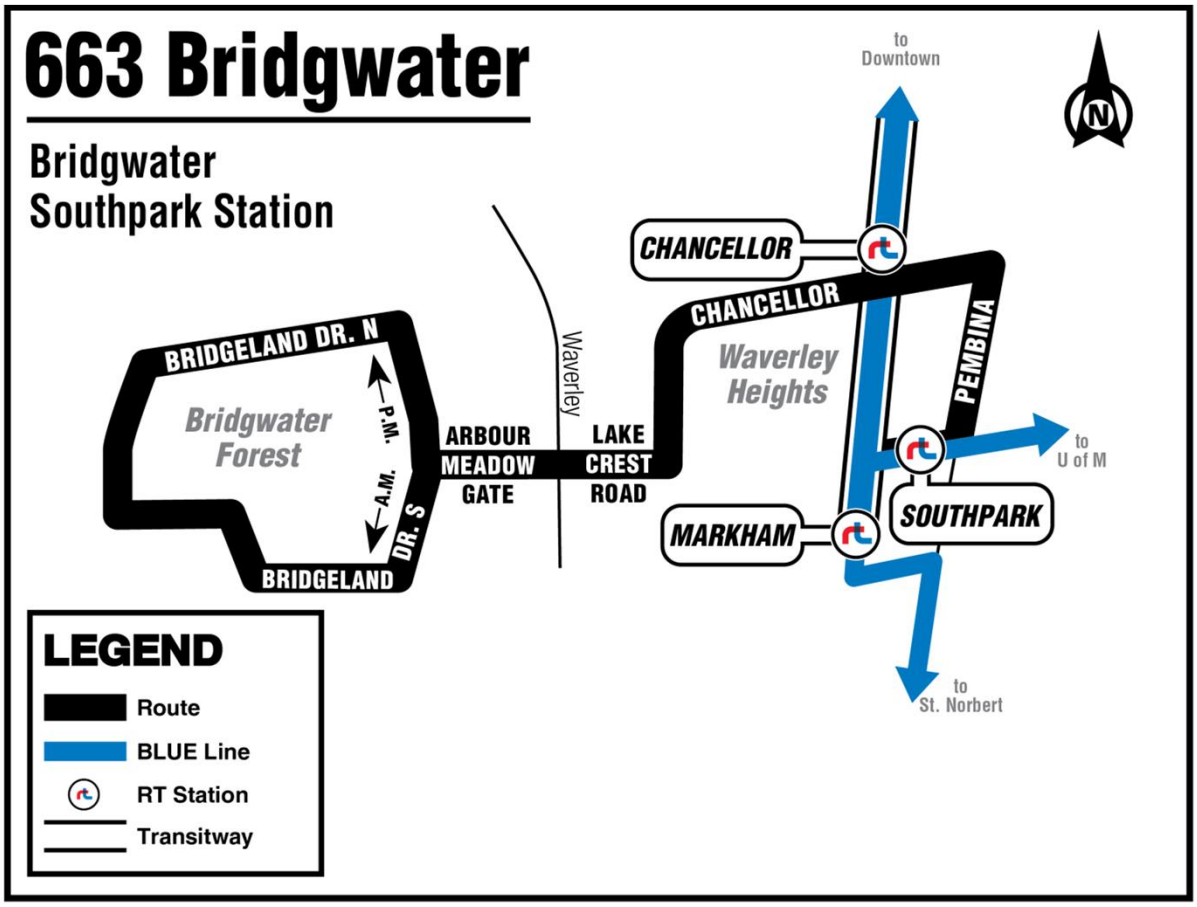
	Peak	Midday	Evening	Late Night
Weekday	20 min	35 min	35 min	35 min

	Morning	After-noon	Evening	Late Night
Saturday	35 min	35 min	35 min	35 min
Sunday	–	–	–	–

*** For discussion purposes only. Routes and frequencies are not final and subject to change.**

2019 – 03

663 Bridgwater Southpark Station



Proposed service span:

	First Bus:	Last Bus:
AM Peak	6:00 a.m.	9:00 a.m.
PM Peak	3:30 p.m.	6:30 p.m.
Weekend	–	–

Proposed frequency:

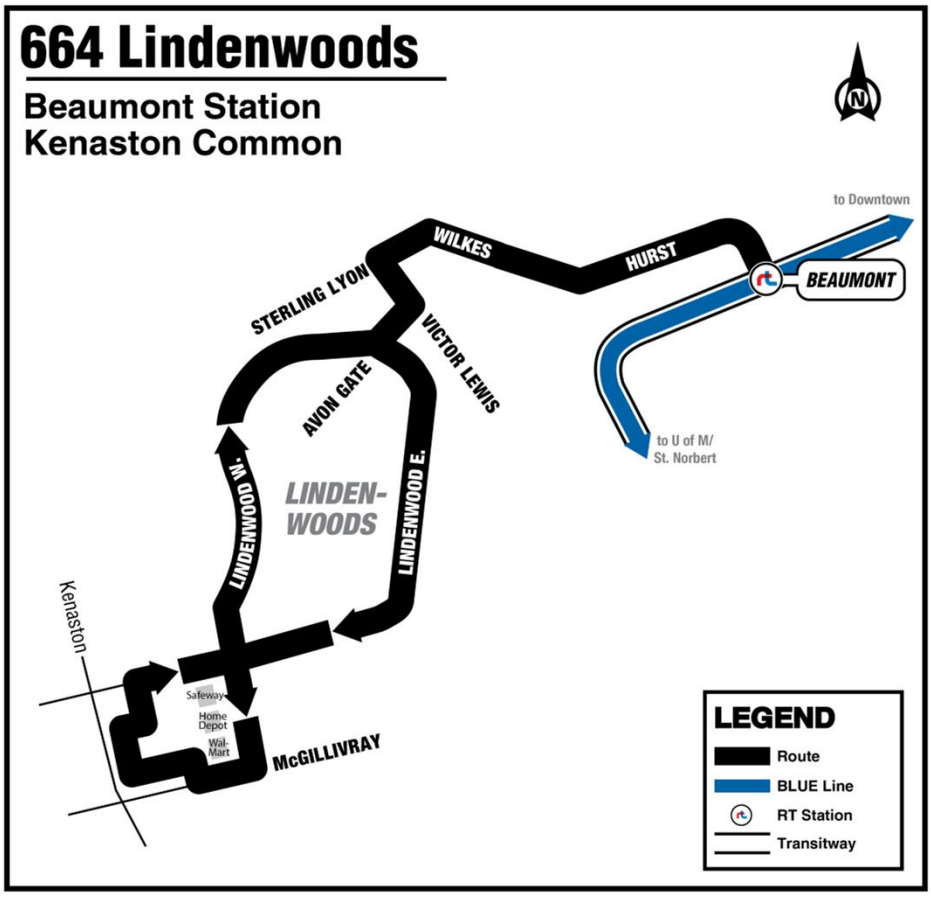
	Peak	Midday	Evening	Late Night
Weekday	10 min	–	–	–

	Morning	After-noon	Evening	Late Night
Saturday	–	–	–	–
Sunday	–	–	–	–

*** For discussion purposes only. Routes and frequencies are not final and subject to change.**

2019 – 03

664 Beaumont Station Kenaston Common



Proposed service span:

	First Bus:	Last Bus:
Weekday	6:00 a.m.	11:00 p.m.
Saturday	6:00 a.m.	11:00 p.m.
Sunday	10:00 a.m.	7:00 p.m.

Proposed frequency:

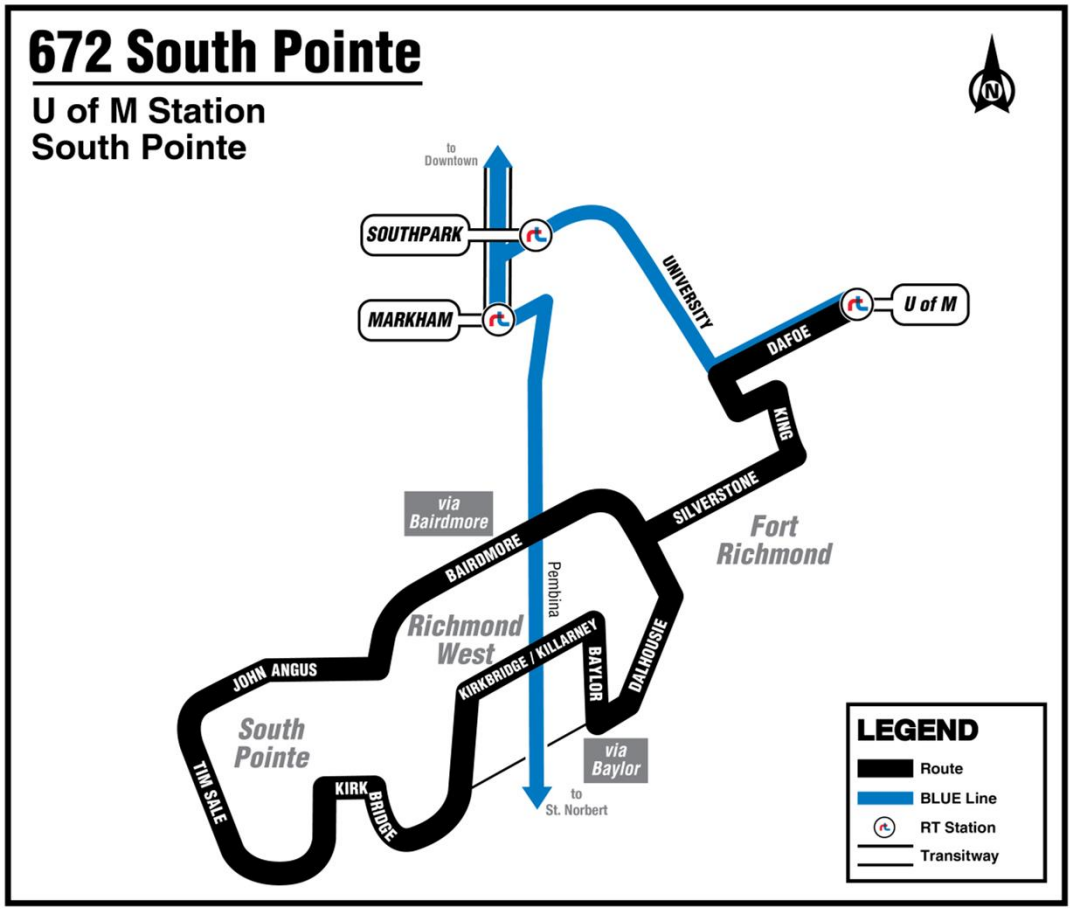
	Peak	Midday	Evening	Late Night
Weekday	20 min	40 min	45 min	45 min

	Morning	After-noon	Evening	Late Night
Saturday	45 min	45 min	45 min	45 min
Sunday	60 min	60 min	60 min	60 min

*** For discussion purposes only. Routes and frequencies are not final and subject to change.**

2019 – 03

672 U of M Station South Pointe



Proposed service span:

	First Bus:	Last Bus:
Weekday	6:00 a.m.	1:00 a.m.
Saturday	6:00 a.m.	11:00 p.m.
Sunday	10:00 a.m.	7:00 p.m.

Proposed frequency:

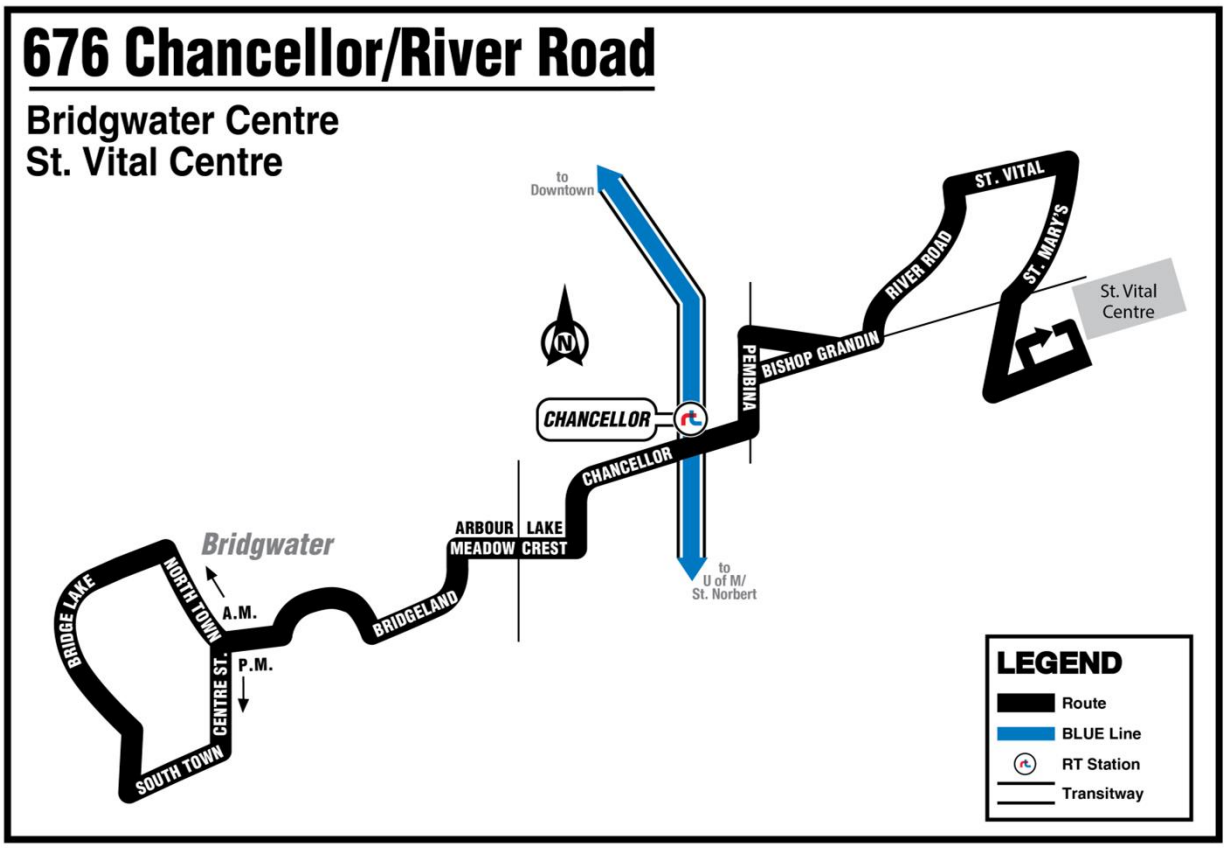
	Peak	Midday	Evening	Late Night
Weekday	10 min	20 min	25 min	30 min

	Morning	After-noon	Evening	Late Night
Saturday	30 min	30 min	30 min	30 min
Sunday	40 min	40 min	40 min	40 min

*** For discussion purposes only. Routes and frequencies are not final and subject to change.**

2019 – 03

676 Bridgwater Centre St. Vital Centre



Proposed service span:

	First Bus:	Last Bus:
Weekday	6:00 a.m.	2:00 a.m.
Saturday	6:00 a.m.	2:00 a.m.
Sunday	7:00 a.m.	12:00 a.m.

Proposed frequency:

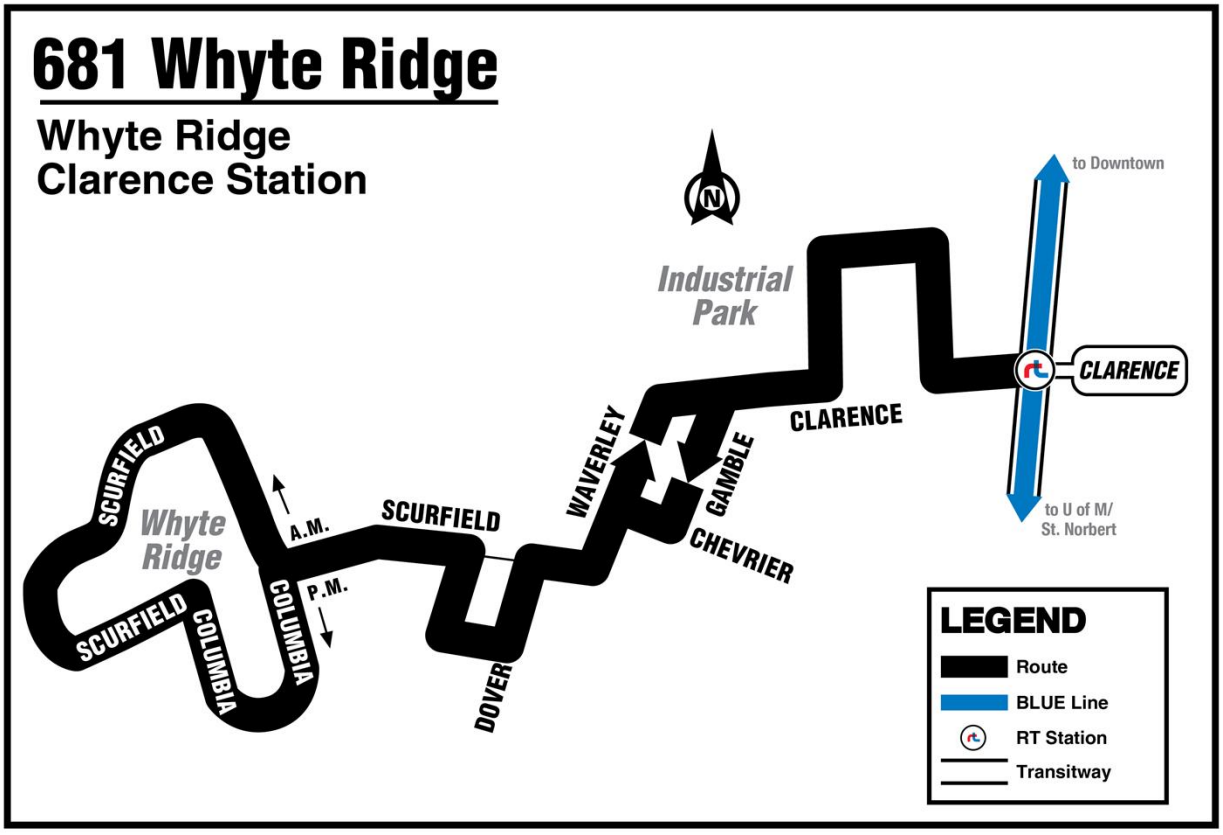
	Peak	Midday	Evening	Late Night
Weekday	20 min	45 min	45 min	45 min

	Morning	After-noon	Evening	Late Night
Saturday	45 min	45 min	45 min	45 min
Sunday	45 min	45 min	45 min	45 min

*** For discussion purposes only. Routes and frequencies are not final and subject to change.**

2019 – 03

681 Whyte Ridge Clarence Station



Proposed service span:

	First Bus:	Last Bus:
AM Peak	6:00 a.m.	9:00 a.m.
PM Peak	3:30 p.m.	6:30 p.m.
Weekend	–	–

Proposed frequency:

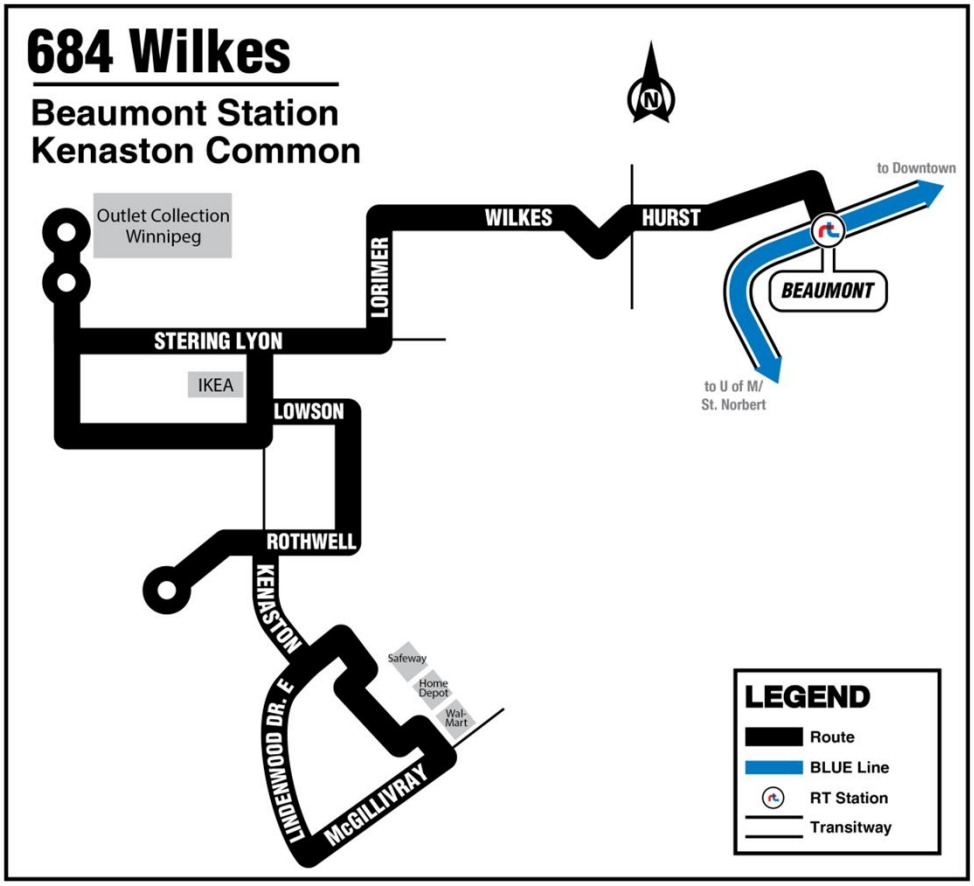
	Peak	Midday	Evening	Late Night
Weekday	10 min	–	–	–

	Morning	After-noon	Evening	Late Night
Saturday	–	–	–	–
Sunday	–	–	–	–

* For discussion purposes only. Routes and frequencies are not final and subject to change.

2019 – 03

684 Beaumont Station Kenaston Common



Proposed service span:

	First Bus:	Last Bus:
Weekday	6:00 a.m.	11:00 p.m.
Saturday	6:00 a.m.	11:00 p.m.
Sunday	10:00 a.m.	7:00 p.m.

Proposed frequency:

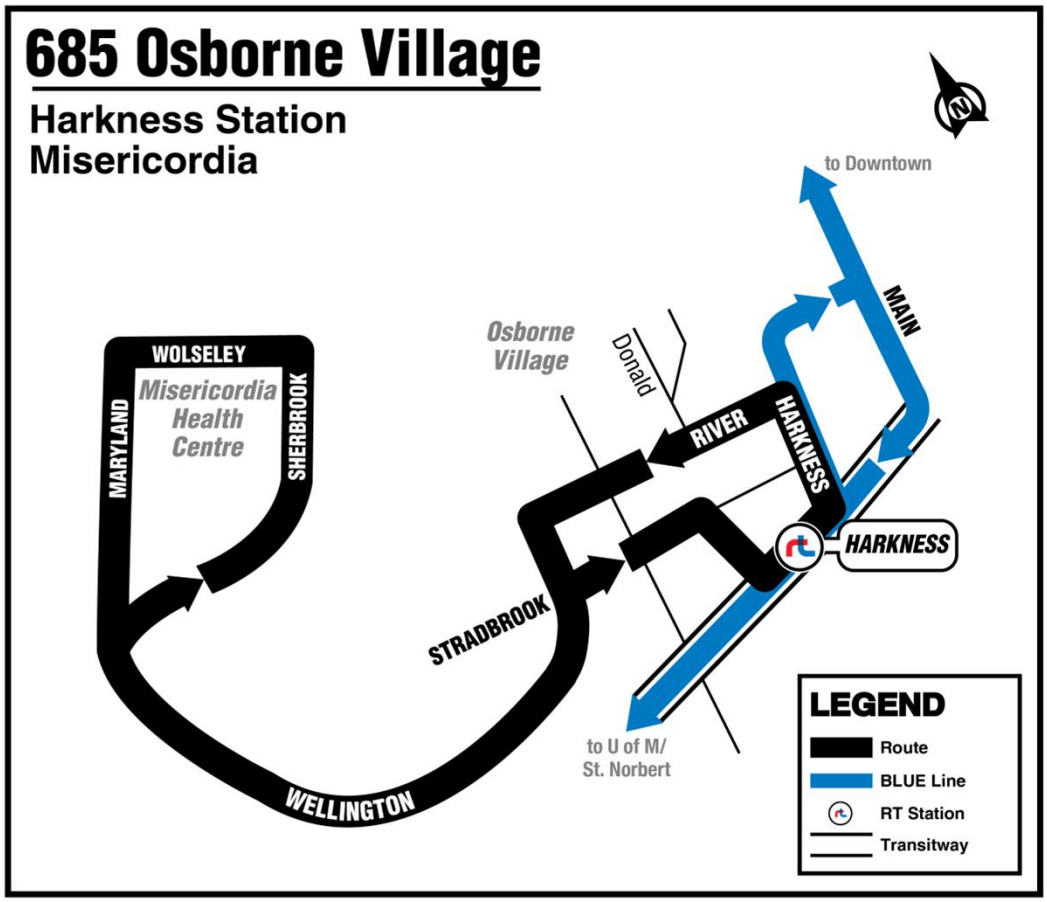
	Peak	Midday	Evening	Late Night
Weekday	20 min	40 min	45 min	45 min

	Morning	After-noon	Evening	Late Night
Saturday	45 min	45 min	45 min	45 min
Sunday	60 min	60 min	60 min	60 min

*** For discussion purposes only. Routes and frequencies are not final and subject to change.**

2019 – 03

685 Misericordia Harkness Station



Proposed service span:

	First Bus:	Last Bus:
Weekday	6:00 a.m.	11:00 p.m.
Saturday	6:00 a.m.	11:00 p.m.
Sunday	7:00 a.m.	7:00 p.m.

Proposed frequency:

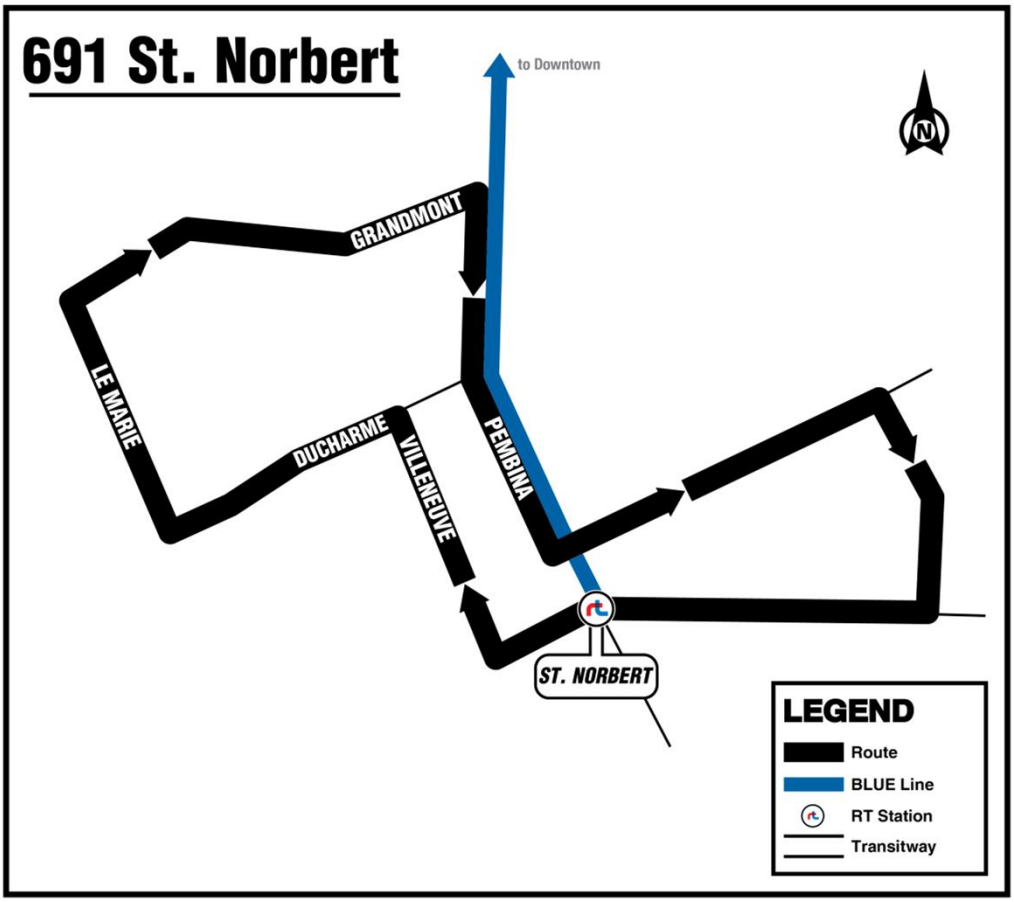
	Peak	Midday	Evening	Late Night
Weekday	20 min	40 min	40 min	40 min

	Morning	After-noon	Evening	Late Night
Saturday	40 min	40 min	40 min	40 min
Sunday	40 min	40 min	–	–

*** For discussion purposes only. Routes and frequencies are not final and subject to change.**

2019 – 03

691 St. Norbert



Proposed service span:

	First Bus:	Last Bus:
Weekday	6:00 a.m.	2:00 a.m.
Saturday	6:00 a.m.	2:00 a.m.
Sunday	7:00 a.m.	12:00 a.m.

Proposed frequency:

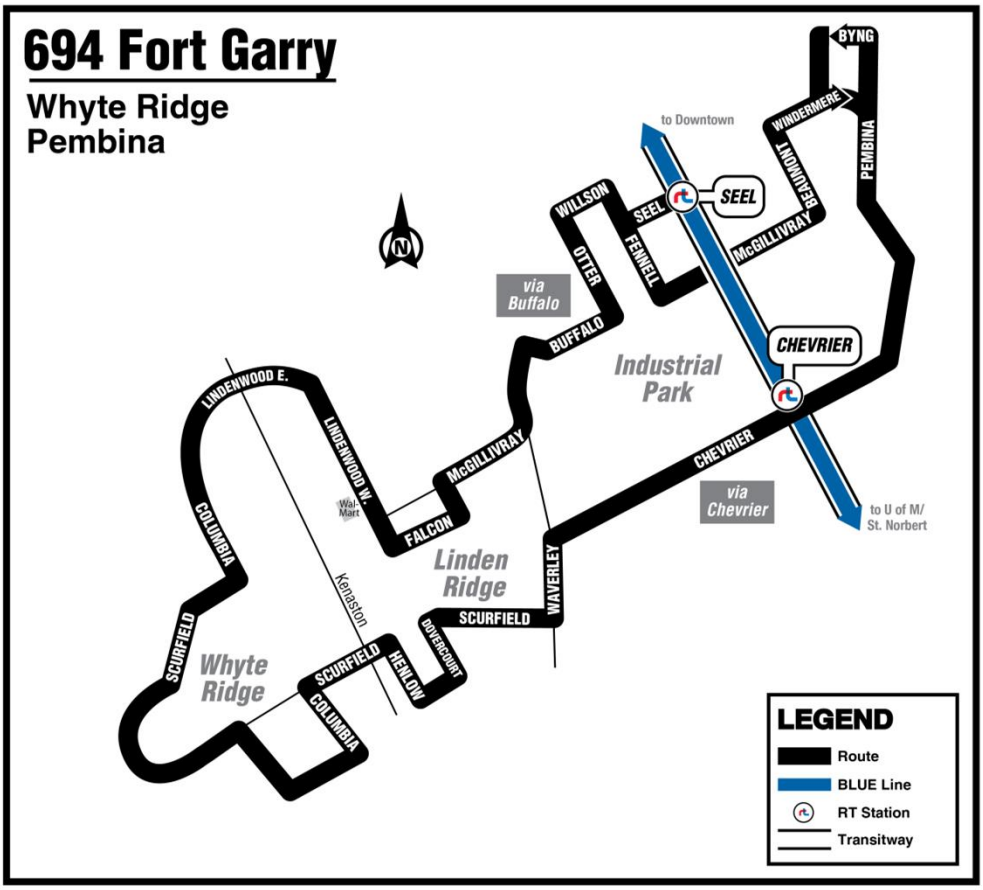
	Peak	Midday	Evening	Late Night
Weekday	20 min	40 min	40 min	40 min

	Morning	After-noon	Evening	Late Night
Saturday	40 min	40 min	40 min	40 min
Sunday	40 min	40 min	40 min	40 min

*** For discussion purposes only. Routes and frequencies are not final and subject to change.**

2019 – 03

694 Whyte Ridge Pembina



Proposed service span:

	First Bus:	Last Bus:
Weekday	6:00 a.m.	1:00 a.m.
Saturday	7:00 a.m.	11:00 p.m.
Sunday	11:00 a.m.	7:00 p.m.

Proposed frequency:

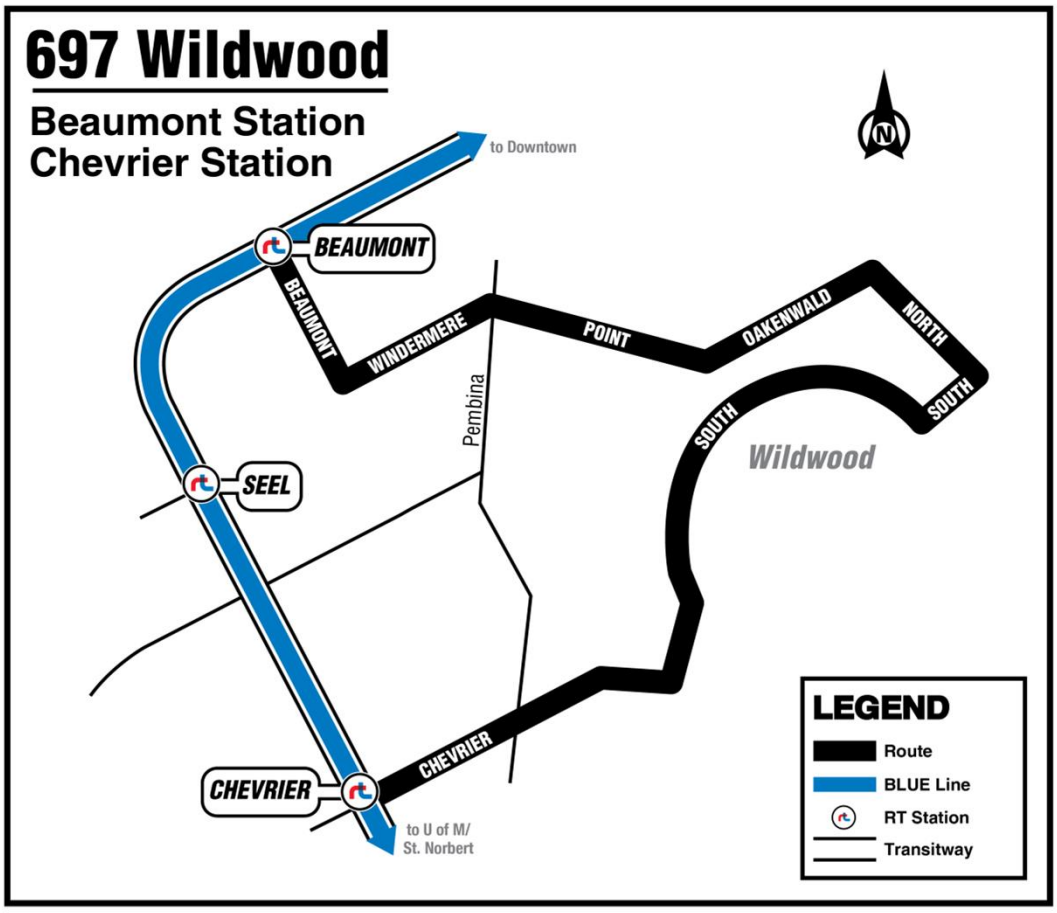
	Peak	Midday	Evening	Late Night
Weekday	20 min	35 min	35 min	35 min

	Morning	After-noon	Evening	Late Night
Saturday	40 min	40 min	40 min	40 min
Sunday	60 min	60 min	60 min	60 min

*** For discussion purposes only. Routes and frequencies are not final and subject to change.**

2019 – 03

697 Beaumont Station Chevrier Station



Proposed service span:

	First Bus:	Last Bus:
AM Peak	6:00 a.m.	9:00 a.m.
PM Peak	3:30 p.m.	6:30 p.m.
Weekend	–	–

Proposed frequency:

	Peak	Midday	Evening	Late Night
Weekday	20 min	–	–	–

	Morning	After-noon	Evening	Late Night
Saturday	–	–	–	–
Sunday	–	–	–	–

*** For discussion purposes only. Routes and frequencies are not final and subject to change.**

2019 – 03