

**Agenda – Standing Policy Committee on Infrastructure Renewal and Public Works –
April 13, 2017**

REPORTS

**Item No. 6 Combined Change in Routing of the Route 84, 86, and 94 Transit
Service in Southwest Winnipeg
(Charleswood-Tuxedo-Whyte Ridge Ward)**

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

1. That, one to two weeks prior to the estimated May 3, 2017 opening day of the Outlet Collection Winnipeg on Sterling Lyon Parkway, Route 84 and 86 be modified to include service to the transit loop constructed on the site of the mall (as detailed in Figure 1); and
2. That, effective September 3, 2017, a suite of changes be made to Routes 84, 86, and 94 to accomplish a number of allied and interrelated goals (as detailed in Figures 2-7):
 - a. Establish service to the Bridgwater Lakes, Bridgwater Centre communities (as was previously approved in September 2015) solely via Route 86;
 - b. Link Routes 84 and 86 to the Southwest Rapid Transit corridor, enhancing their connectivity via transfers at Fort Rouge Station;
 - c. Reintroduce 2-way service on Route 94; and
 - d. Streamline the routing of the 84 and 86 by eliminating some segments (however service will continue to be provided to these areas).

ADMINISTRATIVE REPORT

Title: Combined Change in Routing of the Route 84, 86, and 94 Transit Service in Southwest Winnipeg

Critical Path: Standing Policy Committee on Infrastructure Renewal and Public Works

AUTHORIZATION

Author	Department Head	CFO	CAO
B. Rådström	G. Ewankiw	n/a	M. Jack A/CAO

EXECUTIVE SUMMARY

A suite of interrelated changes are proposed to three routes (84, 86, 94) beginning September 3, 2017. The purpose is to eliminate some known problems, and to extend service into the Bridgwater Lakes and Bridgwater Centre communities. The changes are proposed as a set as the modifications to the three routes work together to improve service by allocating segments and resources between them.

A minor change is also proposed to bring Routes 84 and 86 into the Outlet Collection Winnipeg (also known as the Seasons Outlet Mall), on Sterling Lyon Parkway, beginning one to two weeks in advance of its opening day (estimated to be May 3, 2017). The developer has constructed a transit loop on-site to accommodate transit service.

The proposed changes do not impact resource requirements (hours of operation, full-time equivalents (FTEs), number of buses).

RECOMMENDATIONS

1. That, one to two weeks prior to the estimated May 3, 2017 opening day of the Outlet Collection Winnipeg on Sterling Lyon Parkway, Route 84 and 86 be modified to include service to the transit loop constructed on the site of the mall (as detailed in Figure 1); and
2. That, effective September 3, 2017, a suite of changes be made to Routes 84, 86, and 94 to accomplish a number of allied and interrelated goals (as detailed in Figures 2-7):
 - a. Establish service to the Bridgwater Lakes, Bridgwater Centre communities (as was previously approved in September 2015) solely via Route 86;
 - b. Link Routes 84 and 86 to the Southwest Rapid Transit corridor, enhancing their connectivity via transfers at Fort Rouge Station;
 - c. Reintroduce 2-way service on Route 94; and
 - d. Streamline the routing of the 84 and 86 by eliminating some segments (however service will continue to be provided to these areas).

REASON FOR THE REPORT

Changes to transit routings require the approval of the Standing Policy Committee on Infrastructure Renewal and Public Works.

IMPLICATIONS OF THE RECOMMENDATIONS

There is no financial impact associated with this report as implementation of the recommended routing requires only the redistribution of previously allocated resources. Therefore, the changes can be accommodated within the Current Estimates for the Transit Department.

HISTORY/DISCUSSION

Seasons Outlet Mall

A new outlet mall, called Outlet Collection Winnipeg (also known as Seasons Outlet Mall), is scheduled to open on May 3, 2017 on the north side of Sterling Lyon Parkway. In addition to the shopping centre itself, there is multi-family residential development immediately west of the site.

A loop for Transit has been constructed on-site and will be available for use in 2017. Providing service to this location will provide service both for retail customers but also to residents in an area with limited Transit service at present.

The additional distance is approximately 950 metres. Additional running time on the route will increase by approximately 3-5 minutes. This will be absorbed into the headway / running time for the route and will therefore not require additional resources.

Routes 84/86 would be extended into the mall's transit loop one to two weeks before the official opening in order to provide service for employees.

Combined Changes to Routes 84, 86, and 94

The 2017 Budget made resources available to Transit to implement service improvements approved in 2015 to bring service to Bridgwater Lakes and Bridgwater Centre. At the time of the approval, it was anticipated that the 84 and 86 would be extended into these communities. These routes currently are very long routes and experience delay at a number of locations along the route. Figures 2 and 3 show the existing routing of Routes 84 and 86.

In September 2016, as part of separate efforts, Route 94 was modified (Figure 4); this route provides service to the Waverley/McGillivray commercial area, the Chevrier/Clarence Industrial Areas, and Wildwood/Crescent Park communities. The change modified service to provide all-day rather than peak-only service, but meant the service could only be provided in one direction rather than in two directions.

In September 2016, Routes 84 and 86 were also modified to remove the segment across Waverley Street and Taylor Avenue to pre-emptively avoid delay due to construction of the Waverley Underpass project, and the frequent delay due to trains at the existing crossing. This added a segment on Kenaston Boulevard and Grant Avenue to each route, and removed the connection to the Windermere Avenue terminal.

The 2016 changes resulted in dissatisfaction from the public: the 84 and 86 routes were made longer and the Kenaston Boulevard segment did not totally cure the delay issue experienced on Waverley. Some residents near Sterling Lyon Parkway were also impacted in that they had to make longer walking trips to access stops on the 84/86. The 94 change, while adding service for employees in the industrial area, made travel to/from schools in the residential neighbourhoods impossible.

Service Development has looked at the resources available and the desired outcomes and has developed a new plan that seeks to address existing issues, while simultaneously adding service to Bridgwater Forest and Bridgwater Centre, all without requiring additional resources beyond what was previously approved in the 2017 Budget.

Route 84

The Route 84 currently consists of a circuitous loop through Whyte Ridge, Linden Ridge, and the commercial area at McGillivray Boulevard and Kenaston Avenue. It then travels via Lindenwood Drive East, exiting at the north end on Avon Gate before heading west via Wilkes Avenue and Lorimer Boulevard to Sterling Lyon Parkway. It loops through the Seasons of Tuxedo shopping Center, then North on Kenaston Boulevard to Grant Avenue, and east on Grant Avenue to the Stafford Loop.

Figure 5 shows the proposed modifications to Route 84. Figures 2 and 5 illustrate the difference between the existing and proposed routing.

The proposed changes eliminate the southern loop, terminating within the retail area (which will continue to be served by Route 94). The route is modified north of Lindenwood Drive East, re-establishing service to the seniors' housing along Sterling Lyon Parkway.

Service will continue to be provided to the Seasons of Tuxedo area (including the residential housing at 590 Sterling Lyon Parkway) and service will be provided to the new Outlet Collection Winnipeg mall and residential development on the north side of Sterling Lyon Parkway.

The route will continue to use Kenaston Boulevard and Grant Avenue, but instead of terminating at Stafford Street & Pembina Highway, service on Route 84 will be extended to the Southwest Transitway, terminating at Fort Rouge Station, permitting transfers to all routes using the Transitway (the Stafford Loop had provided access to Pembina Highway but not to rapid transit [RT] routes).

Even though the route travels further on the northern end, by reducing the circuitous southern portion, the route can operate with a shorter headway (time between buses), reducing the headway from 60-74 minutes to a more attractive and convenient 45 minutes.

Once this change is made, only Route 84 will serve Outlet Collection Winnipeg (albeit at the higher service frequency noted above).

Route 86

Figure 6 shows the proposed modifications to Route 86. Figures 3 and 6 illustrate the difference between the existing and proposed routing.

Route 84 currently consists of a circuitous loop through Whyte Ridge, Linden Ridge, and the commercial area at McGillivray Boulevard & Kenaston Boulevard. It then travels via Lindenwood Drive West, exiting at the north end on Avon Gate before heading west via Wilkes Avenue and Lorimer Boulevard to Sterling Lyon Boulevard. It loops through the Seasons of Tuxedo shopping Center, then North on Kenaston Boulevard to Grant Avenue, and east on Grant Avenue to Stafford Street & Pembina Highway.

The proposed change eliminates the southern loop (which will continue to be served by Route 94).

The route is extended south to serve the Bridgwater Lakes and Bridgwater Centre communities. This was part of the previously approved change made to the 84 and 86. However, by making changes to the entire route, the 86 can serve this area of Winnipeg by itself, providing a frequency or service better than the previously proposed concept.

The route is also to be modified to continue to serve the commercial area on Wilkes but re-establishes service to the seniors' housing along Sterling Lyon east of Lorimer.

Transit will delete from this route the routing via Grant Avenue-Kenaston Boulevard, reinstating the segment through the Waverley underpass. While the rationale of avoiding the construction has merit, the Kenaston Boulevard segment has proven to be an imperfect solution. The 84 will continue to operate on Kenaston Boulevard, so as to continue to provide service to the development in this area. The 86 becomes a much more linear route – a “best practice”, as it makes the route more direct for users, and easier for riders to “picture” in their mind when considering a trip.

Note that the above changes make the 84 and 86 less like “sister” routes, and each now will serve a unique purpose and reduce duplication in the area.

Instead of terminating at Stafford Street & Pembina Highway, the 86 will be extended to the Southwest Transitway, terminating at Fort Rouge Station, permitting transfer to all routes using the Transitway including RT routes. The Stafford Loop had provided access to Pembina Highway but not to RT routes.

These changes allow the 86 to provide service into the communities of Bridgwater Lakes and Bridgwater Centre without the requirement of additional units.

Route 94

Figure 7 shows the proposed modifications to Route 94. Figures 3 and 7 illustrate the difference between the existing and proposed routing.

As noted above, in September 2016, Route 94 was modified to provide all-day rather than peak-only service, which meant that service could only be provided in one direction rather than in two directions.

This route currently provides service to the Waverley/McGillivray commercial area, the Chevrier/Clarence Industrial Areas, and Wildwood/Crescent Park communities. The change to service benefited industrial employees in that they could access workplaces during mid-day, and also provided service to the Manitoba Institute of Trades and Technology school, but made it less convenient for students at schools served by the route to make trips to/from school, since one trip per day would be on the long part of the loop.

The proposed change takes some resources allocated to serve the 84/86 (which are no longer required on the 84 and 86 routing due to changes to those routes), and reassigns them to a modified version of the 94, which is taking on some of the duties that the 84 and 86 previously provided.

The modified version takes on the Whyte Ridge segments of the existing 84/86, providing them with two-way service to the Waverley/McGillivray commercial area and to excellent connector service along Pembina Highway. This route also will in the future connect with the Southwest Transitway at Chevrier Station, which will further enhance the connectivity to this community.

Service within the Waverley/McGillivray commercial areas will be slightly modified to eliminate a section where delay is common; Transit service will still operate through this area to serve the retail development here.

Service in the industrial areas between Waverley Street and Pembina Highway will be maintained; it will be enhanced by operating in two directions rather than one as it does now.

Service east of Pembina Highway will be enhanced throughout the day; this will provide the service to elementary schools that was lost in September 2016. After 19:00, Route 94 would not serve the Wildwood/Crescent Park area, instead routing via Pembina Highway. This is being done to eliminate extremely low evening ridership service in this area.

FINANCIAL IMPACT

Financial Impact Statement

Date: March 16, 2017

Project Name:

First Year of Program

Combined Change in Routing of the Route 84, 86, and 94 Transit Service in Southwest Winnipeg

Additional Comments:

There is no financial impact associated with this report as implementation of the recommendations will not require the operation of additional buses or bus hours. Therefore, the changes can be accommodated within the Current Estimates for the Transit Department.

Original signed by:

Manager of Finance & Administration
Tanis Yanchishyn, CPA, CA

CONSULTATION

This Report has been prepared in consultation with:

- Ward Councillor for Charleswood-Tuxedo-Whyte Ridge / Chair of the Standing Policy Committee on Infrastructure Renewal & Public Works
- Ward Councillor for River Heights-Fort Garry
- Ward Councillor for South Winnipeg-St. Norbert
- Ward Councillor for Fort Rouge-East Fort Garry

OURWINNIPEG POLICY ALIGNMENT

These changes are aligned with Direction One for Transit in the Transportation Master Plan "Provide efficient and effective transit service to all areas of the city".

SUBMITTED BY

Department: Transit
Division: Service Development
Prepared by: David Patman, P.Eng., Senior Transit Planner
Date: March 16, 2017

Figure 1 – 84/86 Modification for Outlet Collection Winnipeg

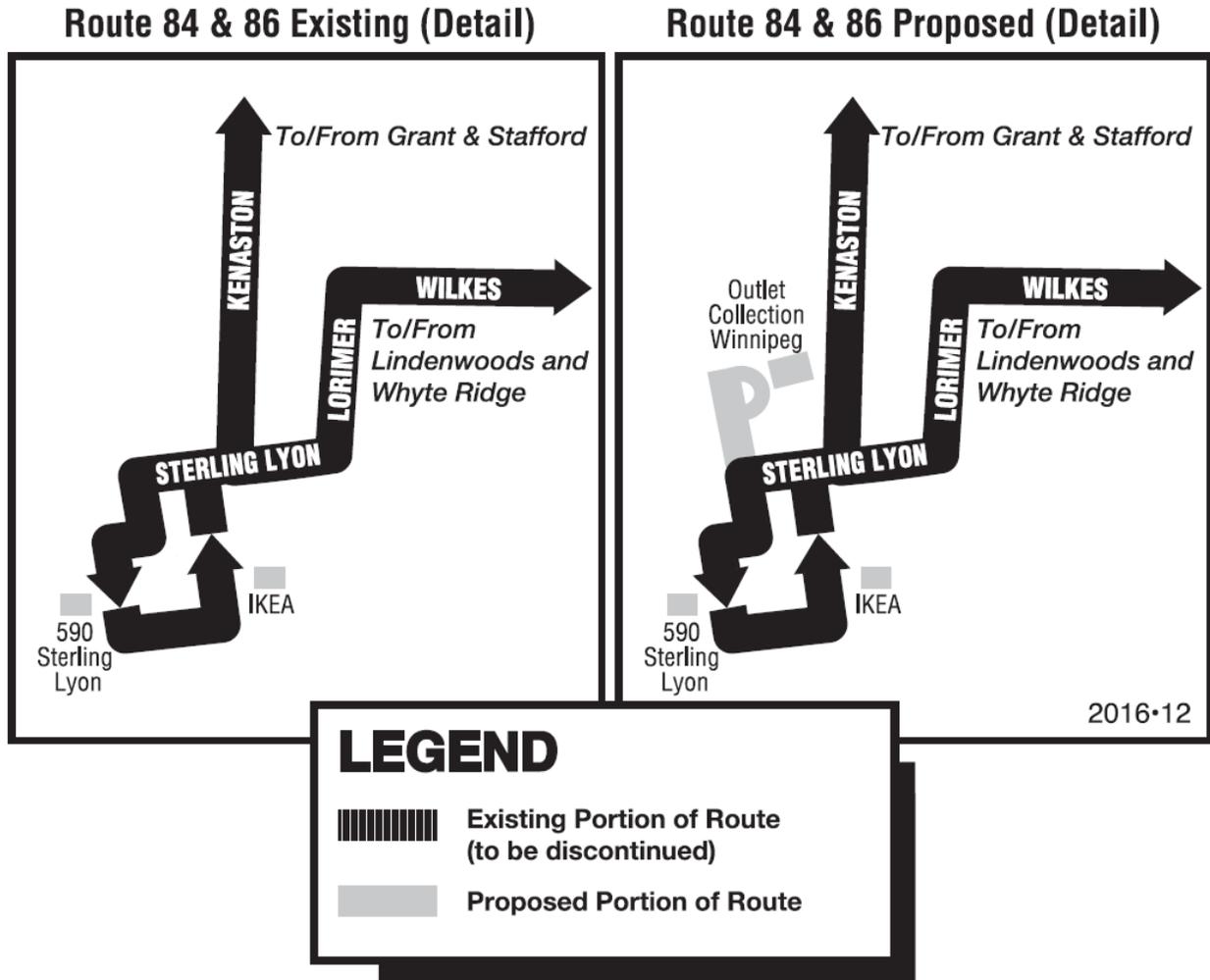


Figure 2 – Existing Route 84

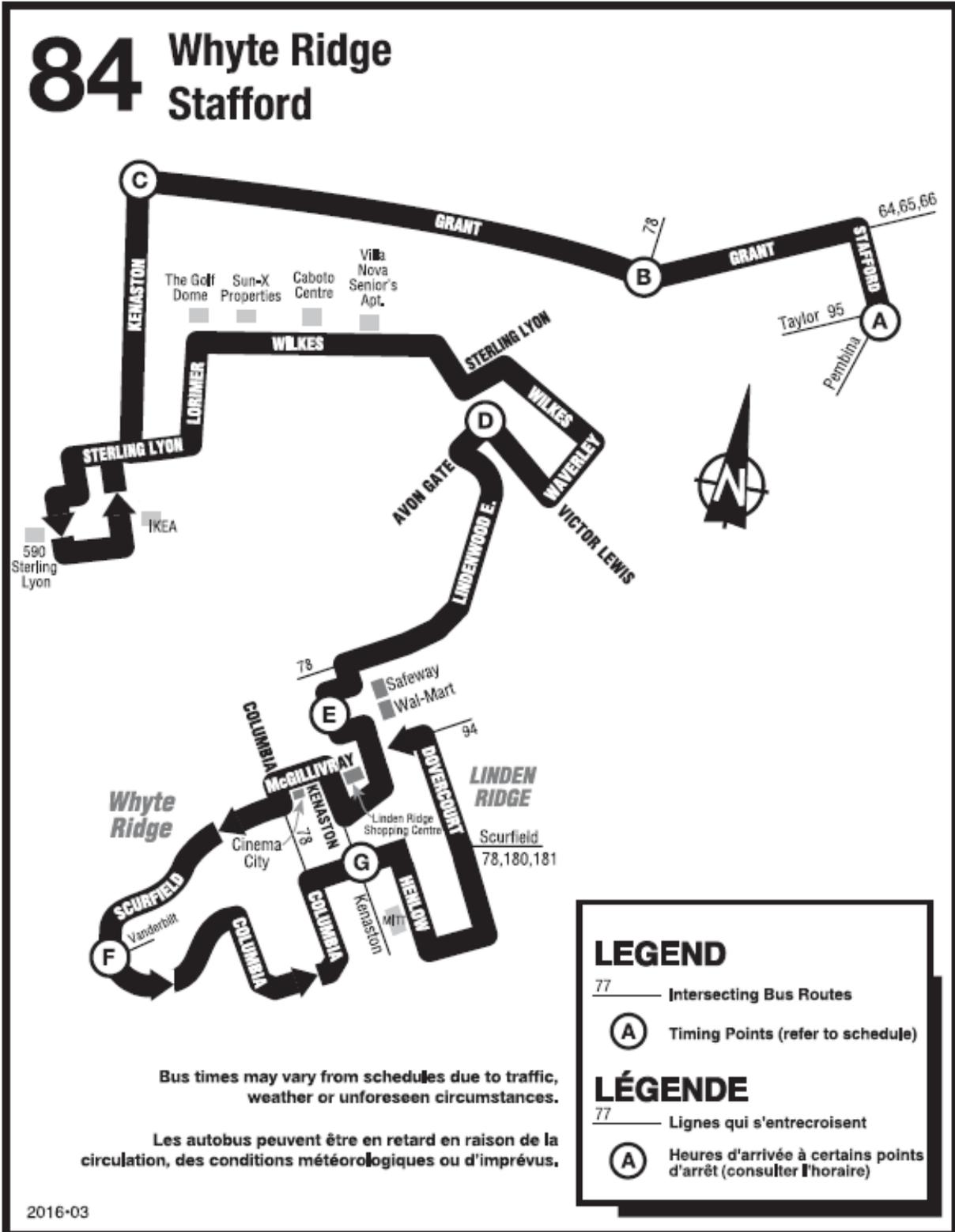


Figure 3 – Existing Route 86

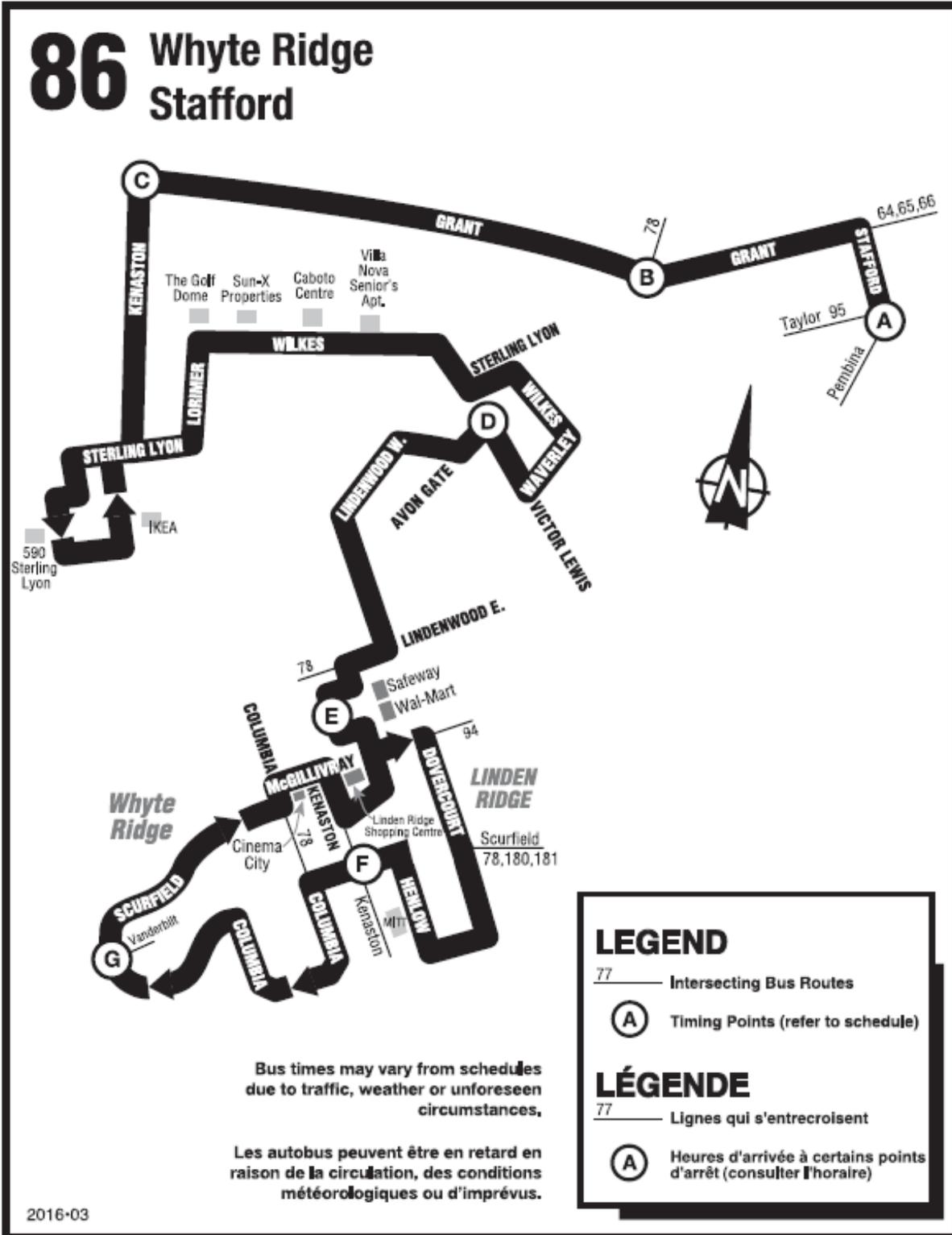


Figure 4 – Existing Route 94

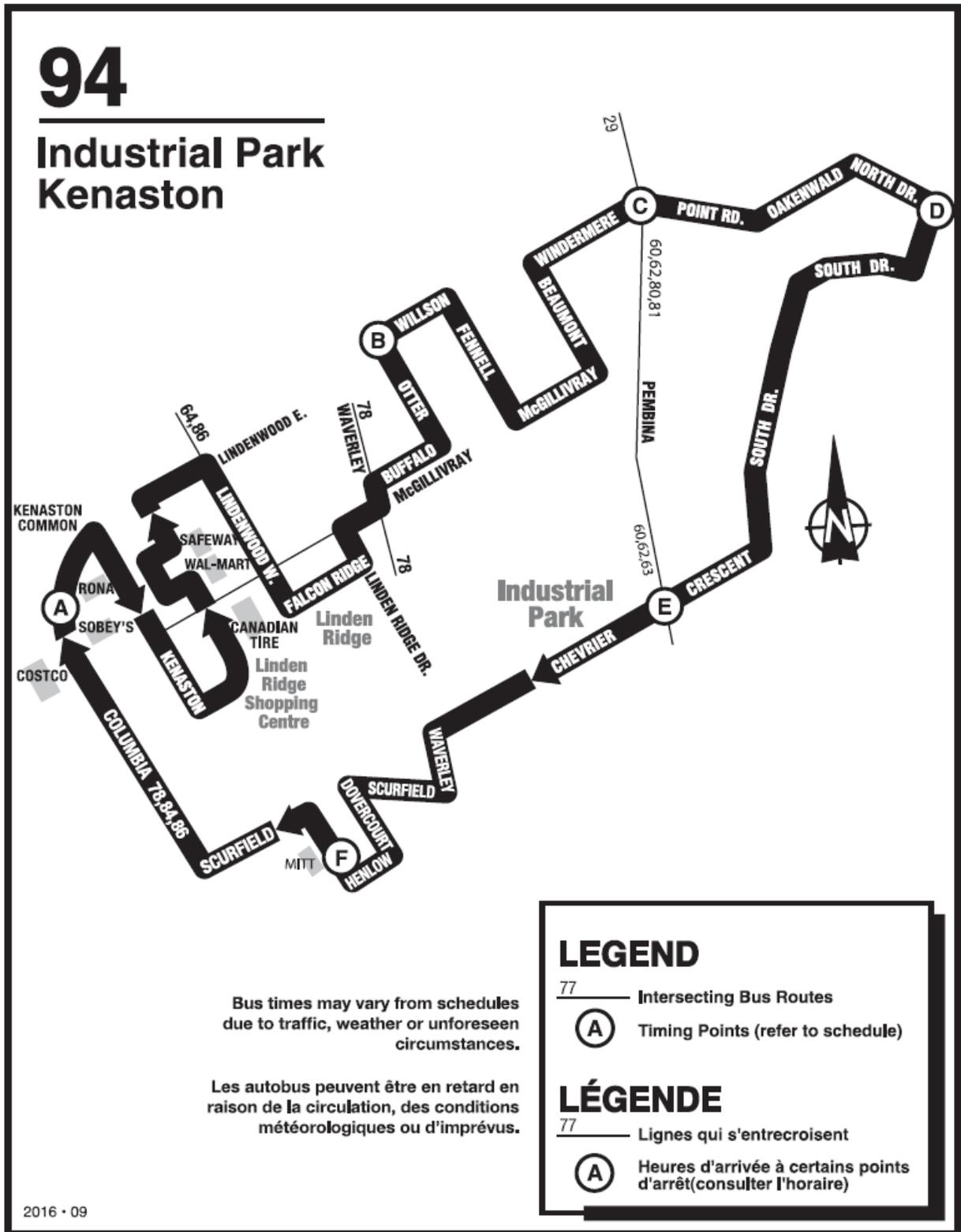


Figure 5 – Proposed Route 84

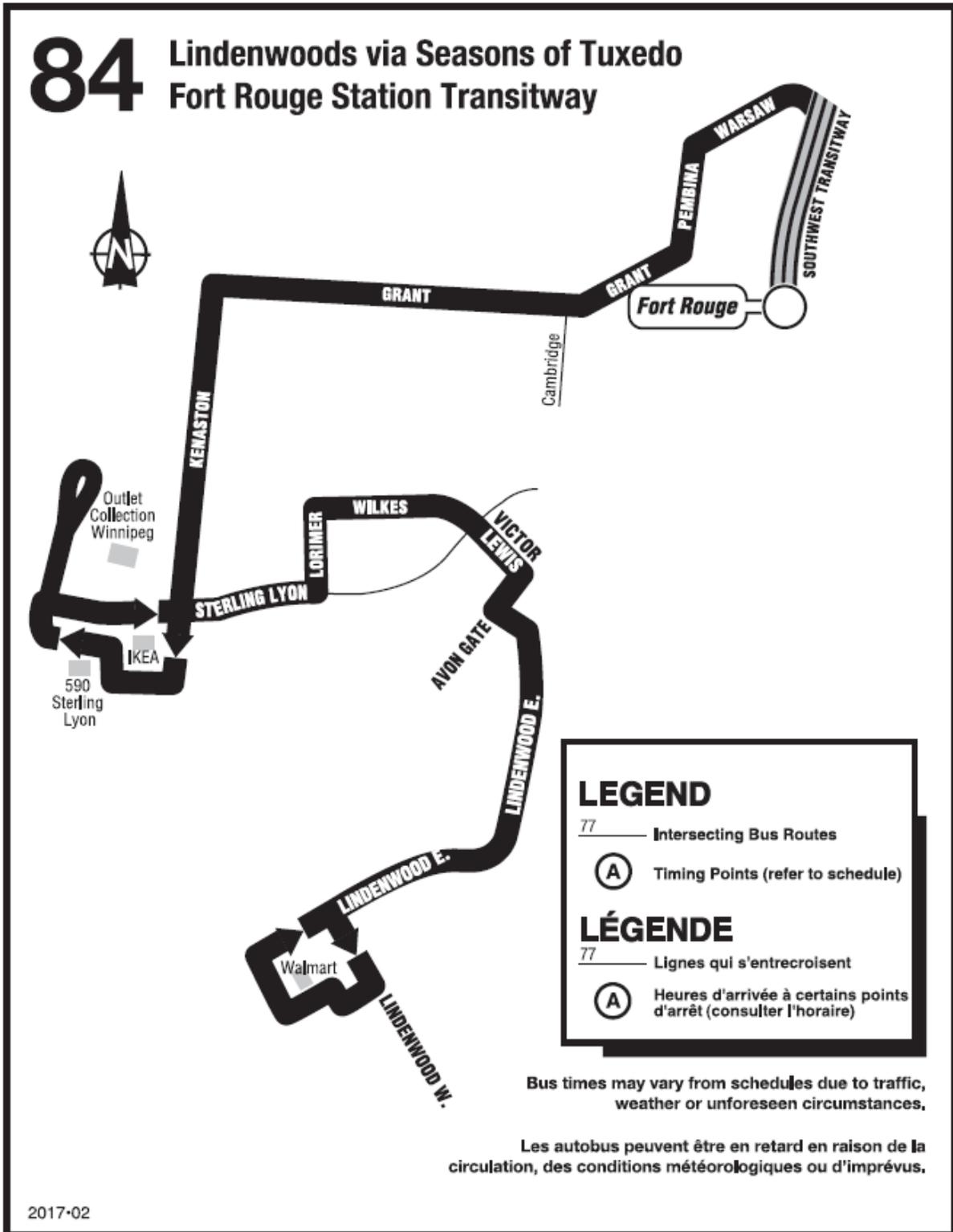


Figure 6 – Proposed Route 86

