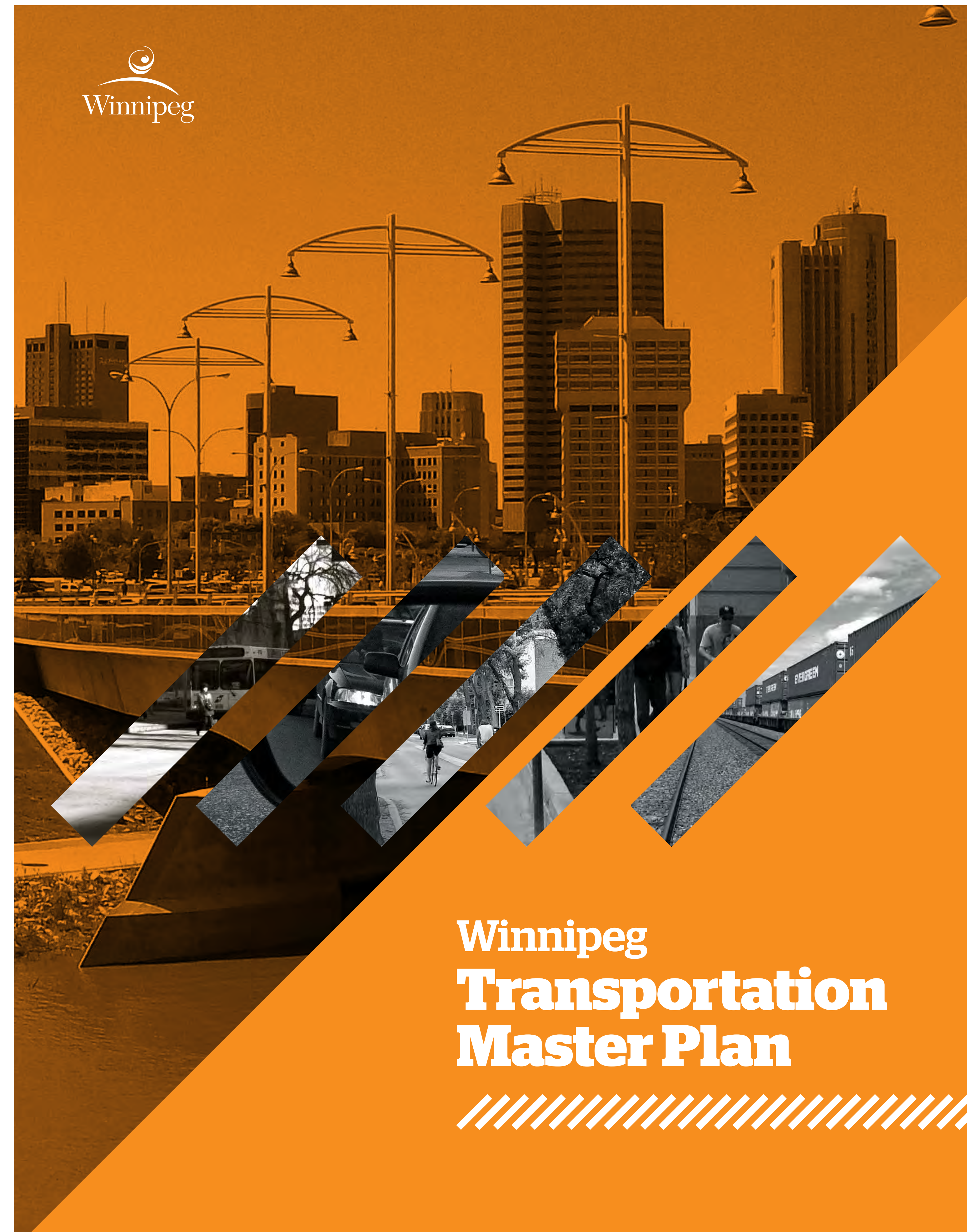


The City of Winnipeg **Transportation Master Plan (TMP)** is the result of two years of work involving many individuals and departments.



The purpose of this Transportation Master Plan (TMP) is to present a **long-term strategy** to guide the planning, development, renewal and maintenance of a **multi-modal transportation system** in a manner that is consistent with projected needs, and aligned with the City's growth and the overall **vision for a sustainable Winnipeg and region.**



Key Strategic Directions

- 1** A TRANSPORTATION SYSTEM THAT IS DYNAMICALLY INTEGRATED WITH LAND USE
- 2** A TRANSPORTATION SYSTEM THAT SUPPORTS ACTIVE, ACCESSIBLE AND HEALTHY LIFESTYLE OPTIONS
- 3** A SAFE, EFFICIENT AND EQUITABLE TRANSPORTATION SYSTEM FOR PEOPLE, GOODS AND SERVICES
- 4** TRANSPORTATION INFRASTRUCTURE THAT IS WELL MAINTAINED
- 5** A TRANSPORTATION SYSTEM THAT IS FINANCIALLY SUSTAINABLE

What You Told Us in July

Success of TMP will depend on **implementation plan**.

How will the TMP be **funded and financed**?

We need to identify and act on **environmental targets**.

There is a strong support for **Active Transportation initiatives...**
but **more effort and funding** is required.

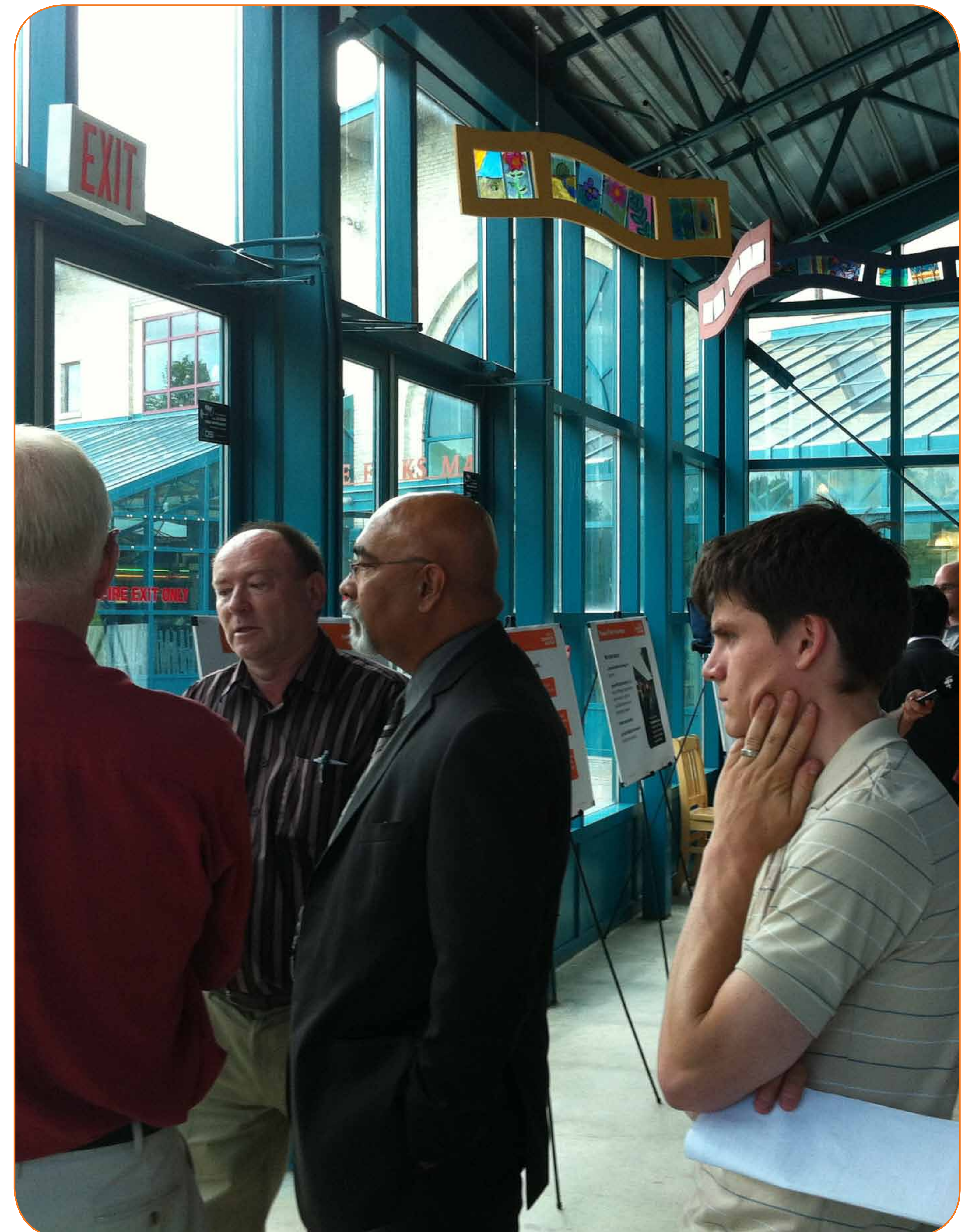
There is a strong support for **Rapid Transit...**
but views on **technology** diverge.

Need strong **commitment to change**.

It is important to focus on measures to **discourage motor vehicle traffic**.

TMP needs to address conflicting views on how to **accommodate trucks**.

The key is to recognize the importance of creating a **vibrant downtown**.



Integration of transportation and land use planning ensures the vision for land use development for Winnipeg, as articulated in OurWinnipeg and Complete Communities is achieved by providing a transportation network that supports the urban structure and the concept of complete communities.

Winnipeg will ensure that land use and transportation decision making tools, including procedures, standards, and guidelines, are structured to reflect an integrated consideration of land use and transportation issues.

Examples: Urban Form Impacts on Transportation Mode Share

Low-Density Suburban



Mixed-Use Transit Village



High-Density Downtown Residential



Enabling Strategy	Timeframe		
	Short	Medium	Long
Review and update current processes to coordinate land use, economic development and transportation planning.	●		
New guidelines for the preparation of transportation impact studies	●		
Review transportation projects and programs to ensure they support the concept of complete communities.	●	▶	▶
Explore opportunities to utilize transportation investments to leverage development potential in transformative areas.	●	▶	▶

Improving Travel Choices: General Applicability

Providing opportunities to access multiple modes of transportation to people of all ages and abilities that will improve the quality of life, economic vitality, and system efficiency.

Winnipeg will...

...Ensure that transportation projects, programs, and initiatives reflect accessibility and universal design principles.

...Develop and implement a series of TDM policies and programs.

...Support community stakeholders in the development and implementation of TDM initiatives.

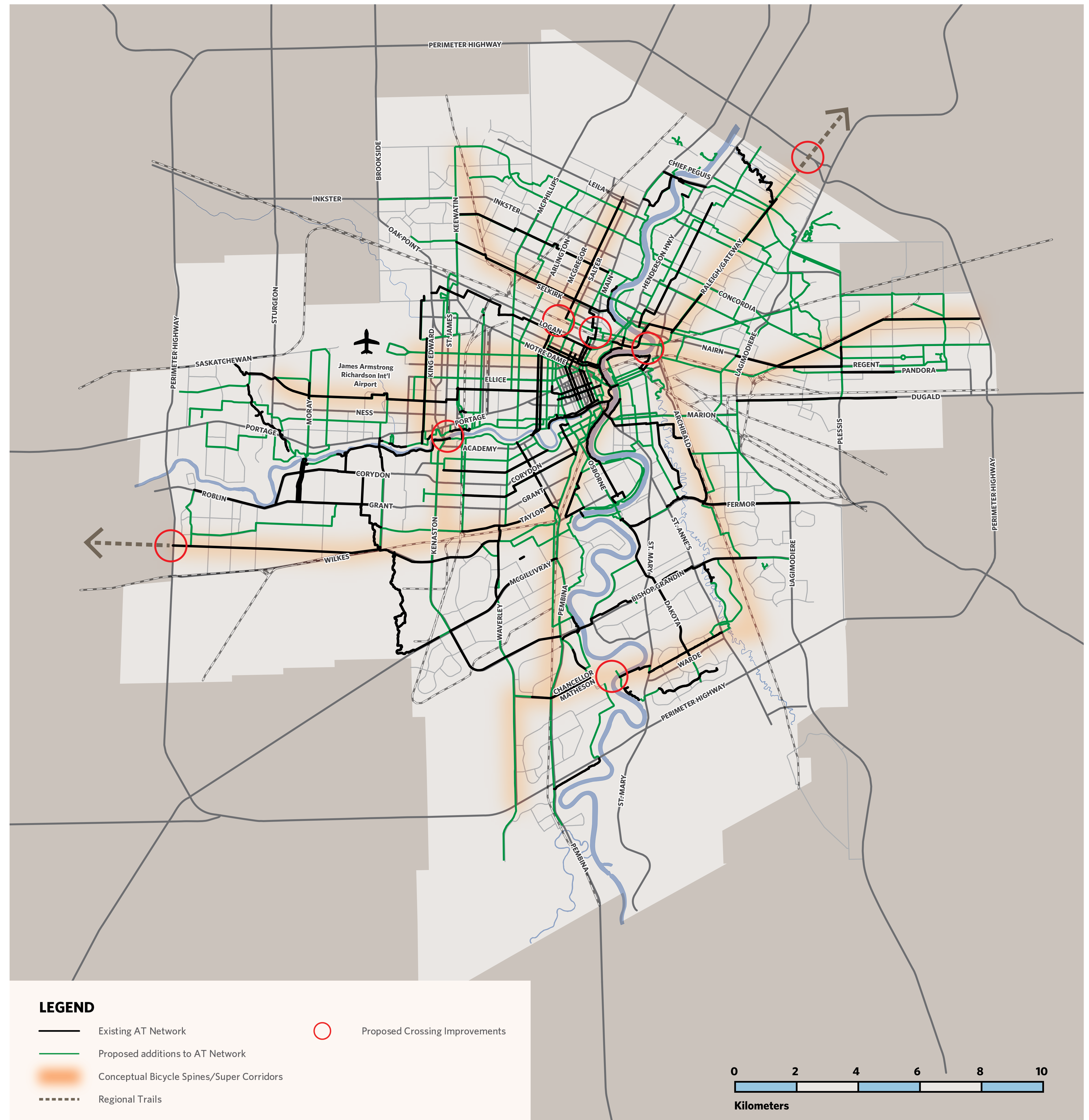
...Balance the needs of all users of the street to support complete communities and the urban structure.



Enabling Strategy	Timeframe		
	Short	Medium	Long
Include accessibility and universal design implications in all stages.	●	▶	▶
Demonstrate leadership by incorporating barrier-free and universal design principles.	●	▶	▶
Continue to provide capital funding to retrofit existing infrastructure to remove barriers to access.	●	▶	▶
Identify accessibility barriers as part of integrated planning processes.	●	▶	▶
Ensure transportation policies and implementation tools related to universal design and accessibility are monitored and updated.	●	▶	▶
Require TDM plans as part of transportation impact studies.	●	▶	▶
Prepare TDM plans for major transportation projects.	●	▶	▶
Develop an internal TDM strategy.	●		
Support innovative parking strategies that allow for reductions in parking space requirements.	●	▶	▶
Provide multi-modal network information, directions, alerts, and assistance.	●	▶	▶
Support an integrated approach to marketing sustainable travel.	●	▶	▶
Partner with transportation-sharing programs to promote these services and facilitate their growth and long-term viability.	●	▶	▶
Encourage carpooling and high-occupancy vehicle travel.	●	▶	▶
Continue to support existing sustainability programs in school transportation.	●	▶	▶
Collaborate with the neighbourhoods to develop a local approach to traffic calming.	●	▶	▶
Continue to partner with organizers of large events to provide a broad range of travel options to attendees.	●	▶	▶
Develop Complete Streets Strategy.	●		
Align Complete Streets Strategy with road network classification system.		●	▶
Develop the Complete Streets Strategy in consultation with interested stakeholders.	●		
Incorporate into Complete Streets Strategy the need to ensure that encroachments into the right-of-way balance the public good, private needs, street operations, and safety.		●	▶

Improving Travel Choices: Active Transportation

Winnipeg's AT networks will to be designed, maintained and developed to ensure the accessible, safe, and efficient use for all users while balancing the needs of the different AT modes and trip types that all share the networks.



Improving Travel Choices: Active Transportation

Winnipeg will...

...Ensure that AT networks are planned, designed, implemented and maintained to address year-round access.

...Work with community stakeholders to ensure that changes to AT networks meet the needs of their respective users.

...Ensure that the pedestrian network is planned, designed, implemented, and maintained to increase the competitiveness of walking as a transportation mode choice.

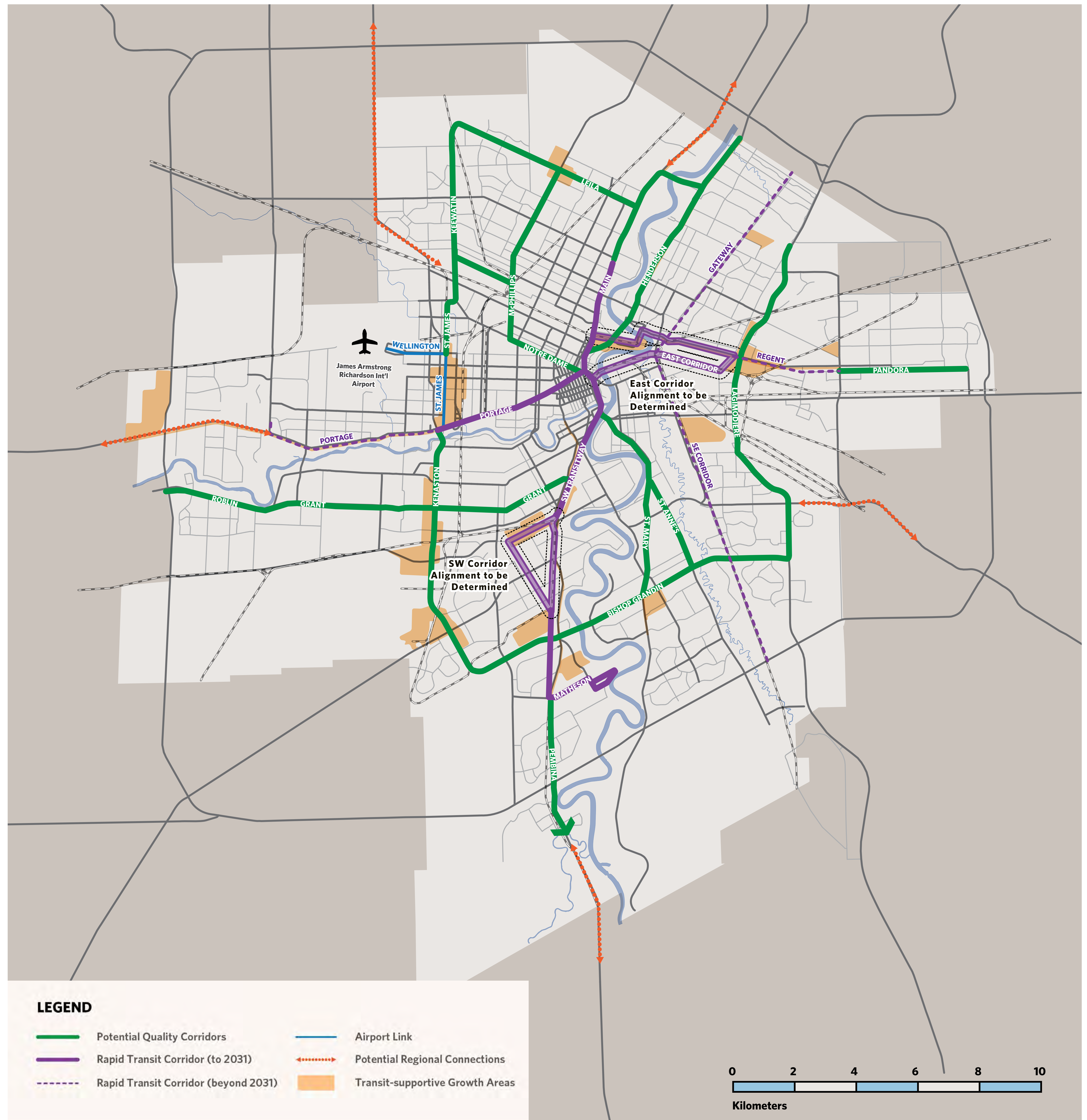
...Continually improve the city-wide cycling network, to close gaps, mitigate barriers and areas of conflict between cyclists and other transportation network users.



Enabling Strategy	Timeframe		
	Short	Medium	Long
Create and maintain an up-to-date AT facilities database.	●	▶	▶
Develop a process to monitor effectiveness of AT network.	●		
Allocate sufficient funding in future capital and operating budgets to complete the AT networks.	●	▶	▶
Work with regional partners to create safe connections to the regional AT networks.	●	▶	▶
Formalize a prioritization process for facility investments.	●		
Explore opportunities to expand the AT network in rail, hydro, and other available corridors.		●	▶
Encourage pedestrian- and cycling-supportive site design in all developments.	●	▶	▶
Continue to work with local school divisions and schools to establish programs that encourage active travel to and from schools	●	▶	▶
Include design guidelines for a range of cycling infrastructure within the AT facilities design guide.	●	▶	▶
Engage with communities to mitigate conflicts between different users of the transportation system.	●	▶	▶
Continue to provide and expand information to the general public on AT facilities and programs.	●	▶	▶
Promote programs and events that support and encourage various forms of active transportation.	●	▶	▶
Provide or support education for all transportation users to improve understanding and compliance.	●	▶	▶
Seek innovative and new partnerships to support AT programs and facilities.	●	▶	▶
Develop a city-wide pedestrian strategy.	●		
Develop a strategic approach to identifying the need for and prioritization of pedestrian amenities.	●		
Coordinate pedestrian network development with urban design efforts and strategies.	●	▶	▶
Continue and enhance incentives and funding programs to stimulate and encourage streetscape and pedestrian realm improvements.	●	▶	▶
Maintain the walking network to address year round pedestrian needs.	●	▶	▶
Develop a city-wide cycling strategy that provides integrated guidance for the City's efforts to support cycling activity and connectivity.	●		
Consider the creation of a network of cycling spines or super corridors.		●	▶
Develop an all-season operations and maintenance strategy for a core cycling network.	●		

Improving Travel Choices: Transit

Expansion of Winnipeg's transit network and services will enhance transit as a mode choice if it provides good coverage and a basic level of service to all areas of the City and an effective network of rapid transit

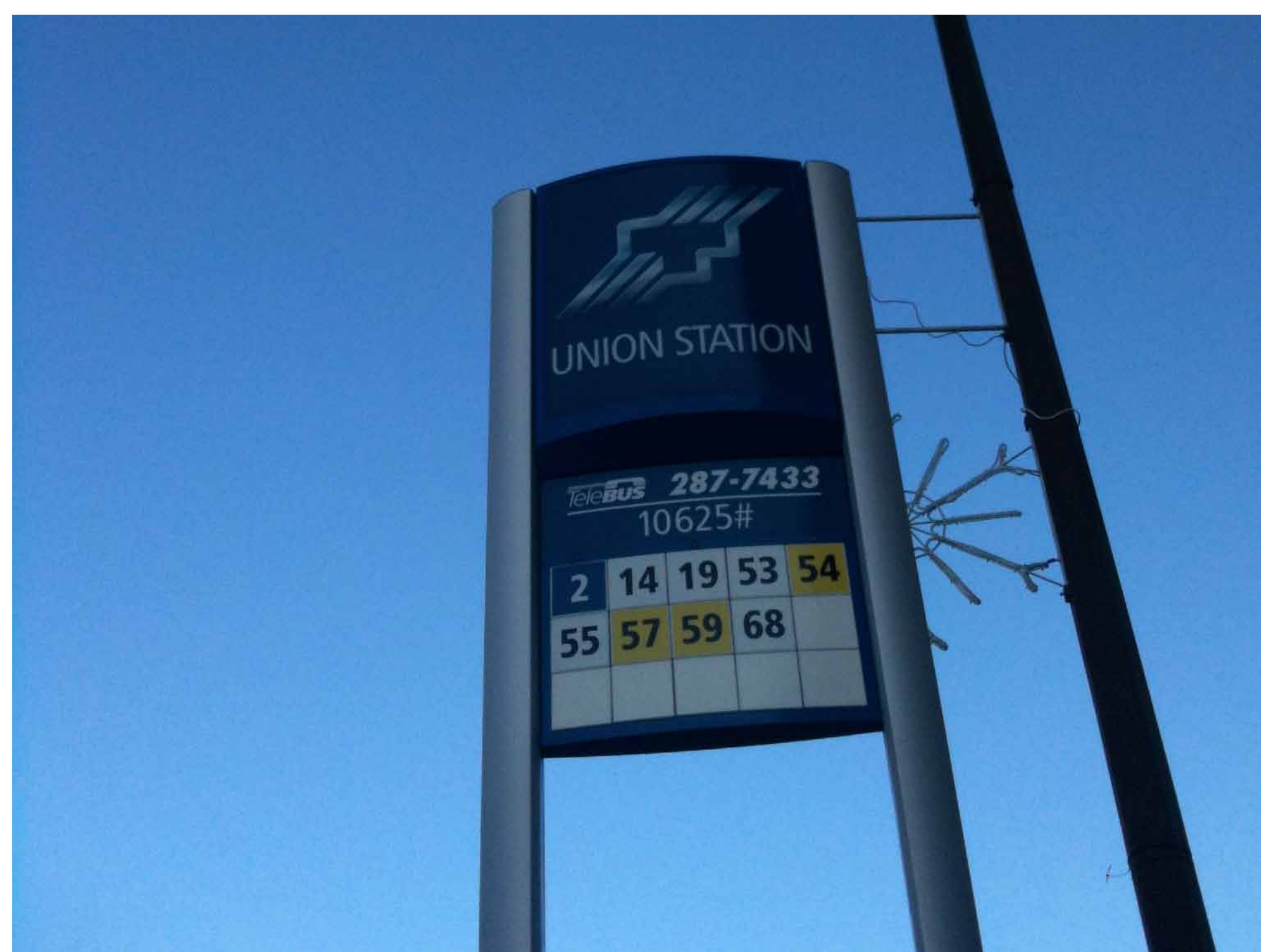


Improving Travel Choices: Transit

Winnipeg will...

...Provide efficient and effective transit service to all areas of the city..

....Further strengthen the base transit network to support the efficiency and accessibility of transit.



Enabling Strategy	Timeframe		
	Short	Medium	Long
Update service guidelines.	●		
Design network to maximize transit route coverage and directness; allow for direct and safe active transportation linkages.	●	▶	▶
Adopt a fare strategy that prioritizes service improvements over fare freezes or reductions.	●		
Develop partnerships with social service agencies to increase funding for subsidized transit fares.	●		
Further exploit ITS to enhance service reliability, performance monitoring, and system management.	●		
Provide fully accessible and barrier-free by 2020.		●	
Expand opportunities for transit park-and-ride.		●	
Integrate transit with active transportation.	●	▶	▶
Monitor and implement innovative initiatives that improve the transit experience.	●	▶	▶
Manage fleet and operations to maximize environmental benefits; reduce energy consumption and emissions.	●	▶	▶
Provide at least 30-minute service on all transit routes at all times.		●	▶
Expand route coverage so that 95% of city residences are within a 5-10 minute walk of transit.		●	▶
Explore feasibility of providing inter-municipal transit services which serve centres outside the city.		●	▶
Continue to implement Quality Corridors as a first stage to the implementation of rapid transit.	●	▶	▶
Complete and expand the on-street transit priority program.	●	▶	▶
Continue Winnipeg Transit's bus stop and shelter upgrade program.	●	▶	▶
Restrict the use of diamond lanes to transit vehicles and bikes.	●	▶	▶
Support transit oriented development along high frequency transit corridors.	●	▶	▶

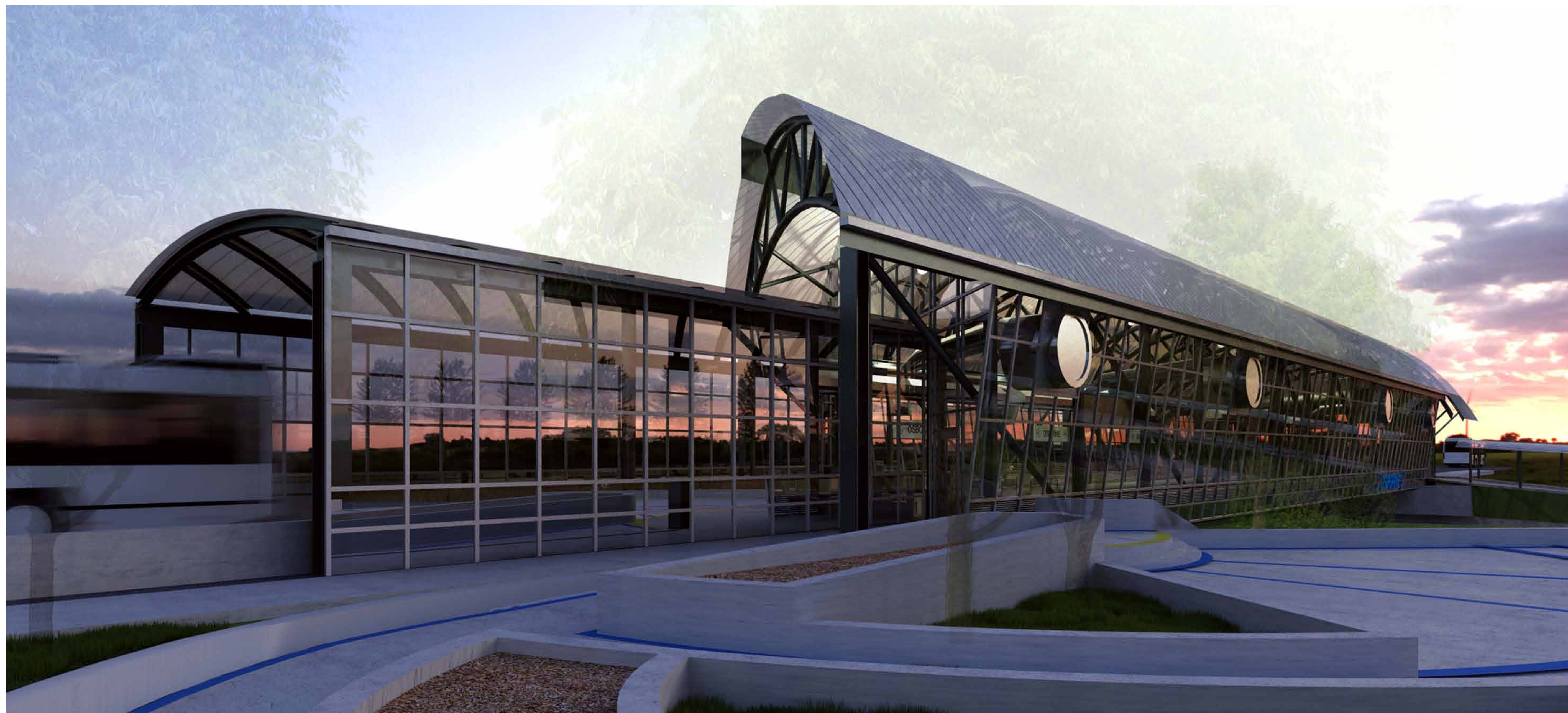
Improving Travel Choices: Transit

Winnipeg will...

...Implement a rapid transit network as part of the transit system to provide a viable alternative to the auto mobile and to reduce existing and future road congestion.

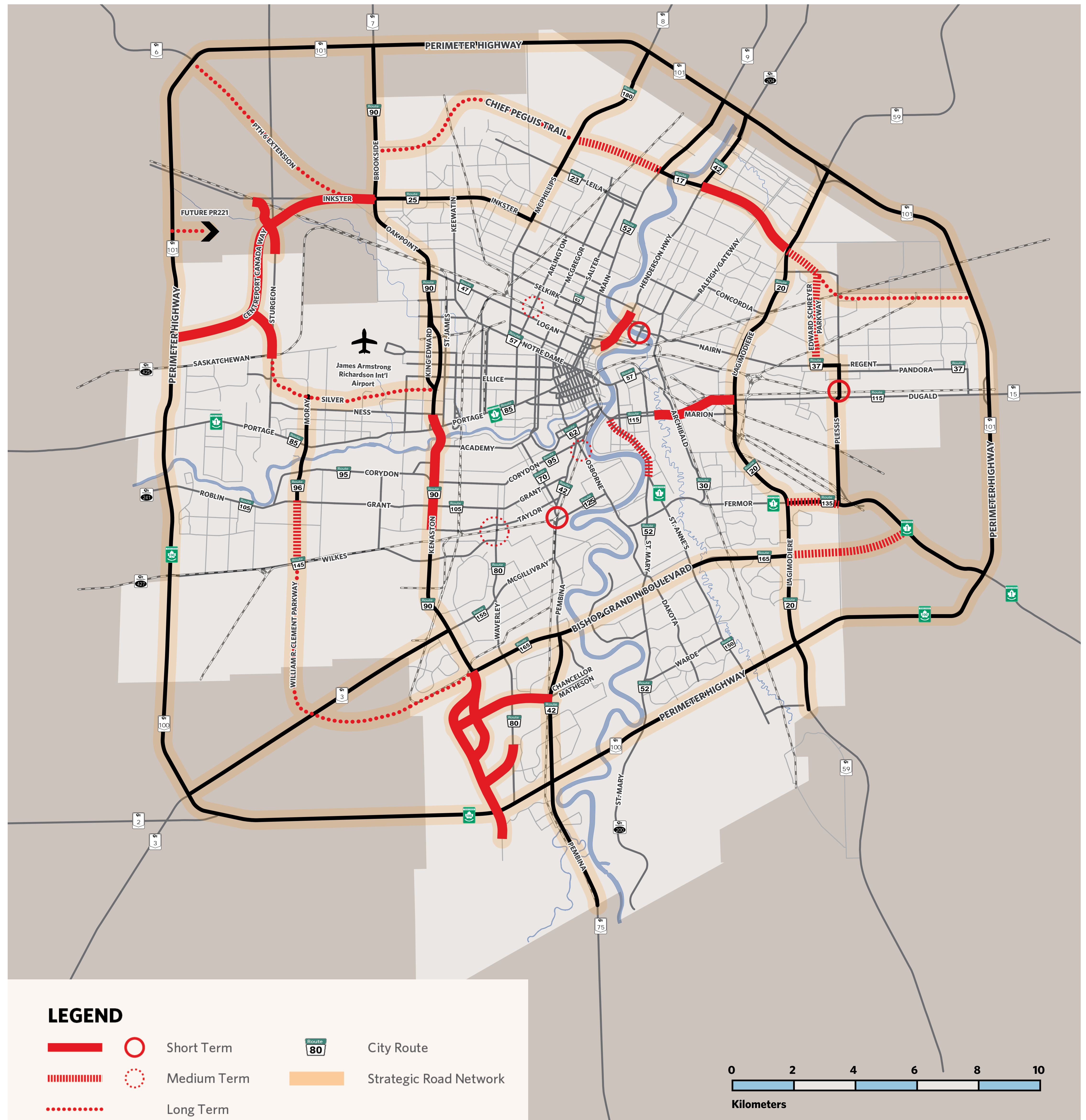
...Align land use and transportation planning decisions to support the rapid transit network.

Enabling Strategy	Timeframe		
	Short	Medium	Long
Adopt the rapid transit network as the preferred long term network for the City.	●		
Design network to maximize transit route coverage and directness; allow for direct and safe active transportation linkages.	●	▶	▶
Select best technology (LRT or BRT) that complements each rapid transit corridor.	●		
Support transit oriented development along rapid transit corridors and at rapid transit stations.	●	▶	▶
Initiate detailed integrated corridor planning, alignment, and technology assessment studies for the rapid transit corridors.	●		
Initiate studies for the Stage 2 Southwest Rapid Transit Corridor.	●		
Initiate studies for the Portage Avenue/Airport Link corridor, the Eastern corridor and the Main Street North corridor.		●	▶
Identify potential supporting systems (e.g. streetcar-based downtown circulator).		●	

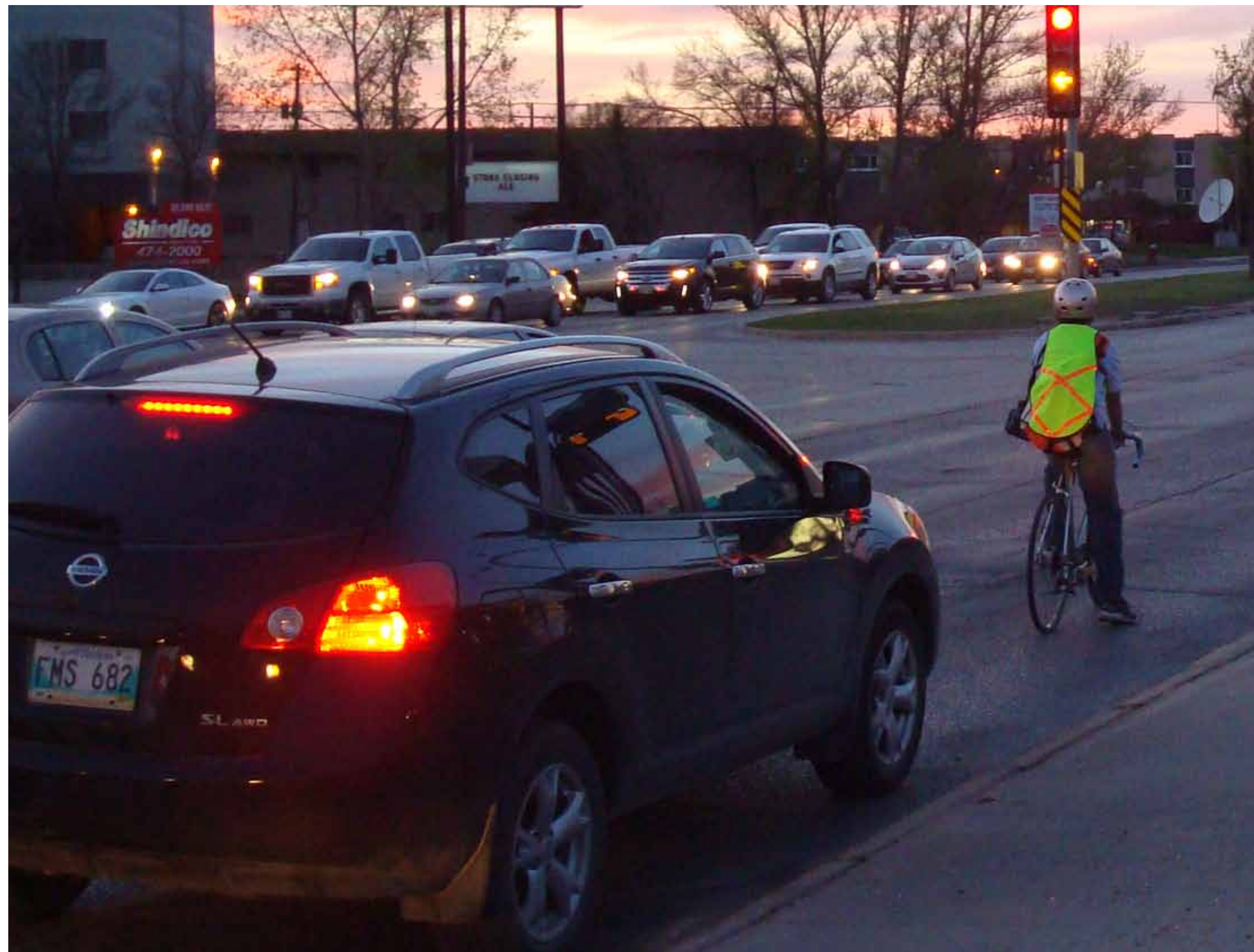


Improving Travel Choices: Roads

In order to accommodate increasing demand as well as efficiently and effectively move people and goods within and through Winnipeg, a safe, connective and sustainable road network is required as part of a balanced, multi-modal transportation system.



Improving Travel Choices: Roads



Winnipeg will...

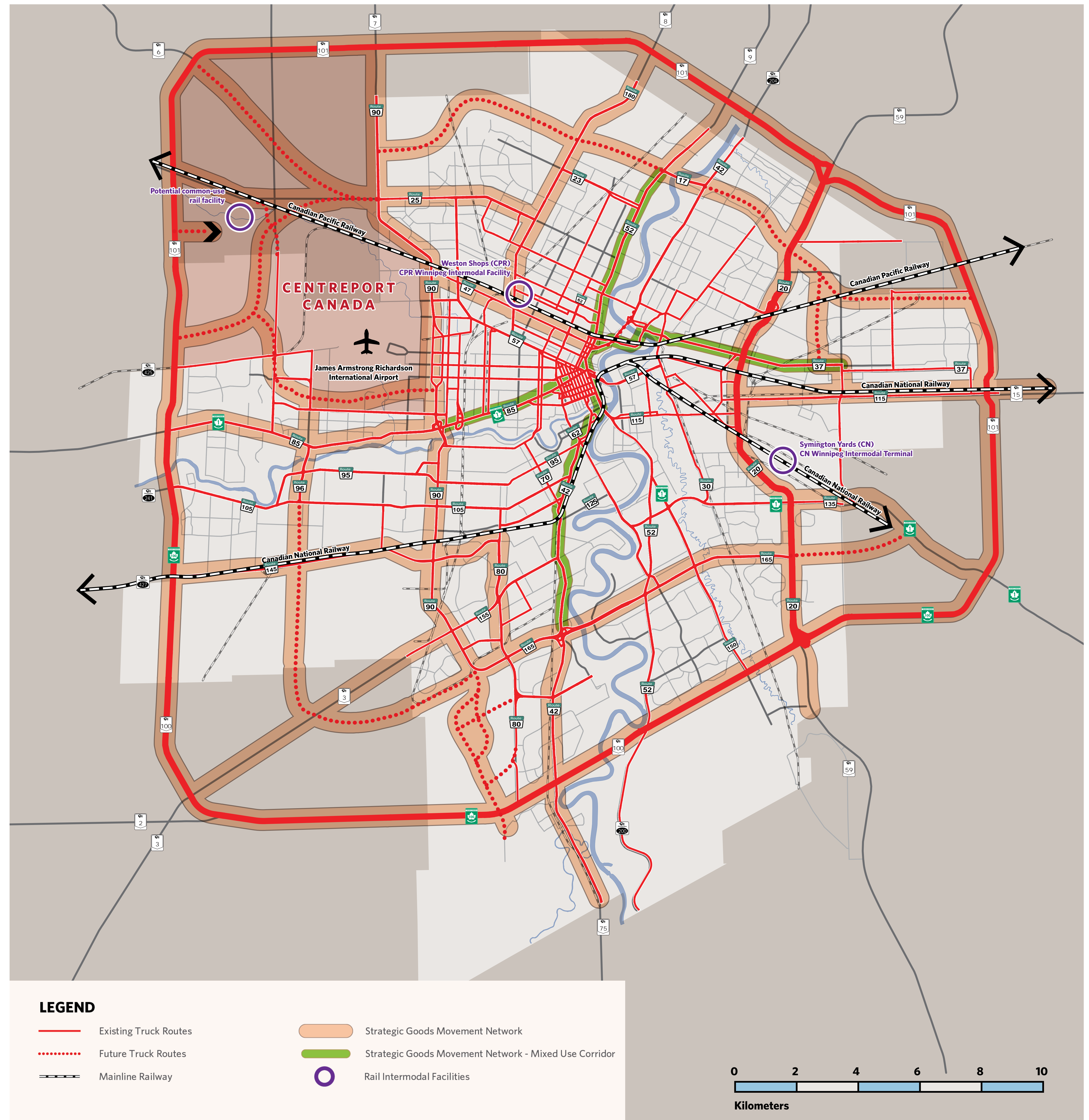
..Ensure that a safe, connective and sustainable road network is part of the balanced, multi-modal transportation system. .

....Enhance the efficiency and effectiveness of the existing road network.

... Develop a roadway network classification system to bring greater transparency to the management of the roadway network.

Enabling Strategy	Timeframe		
	Short	Medium	Long
Adopt the Strategic Road Network.	●		
Conduct planning and detailed design studies of the improvements to the Strategic Road Network.	●	▶	▶
Conduct an annual review of Strategic Road Network improvements of the TMP monitoring process.	●	▶	▶
Identify congestion hotspots that provide an opportunity to support sustainable modes and TDM.	●	▶	▶
Seek to improve access and efficiency of the taxi system (expanding on-street taxi zones, enforcement of no stopping zones).	●		
Investigate alternatives to roadway expansion and widening.	●	▶	▶
Continue to implement localized improvements to the existing major road network that reduce congestion for all modes.	●	▶	▶
Evaluate the applicability of roundabouts.	●		
Minimize negative impact of property access on multi-modal functionality of strategic roadway network.	●	▶	▶
Extend implementation of traffic signal management system to other key routes and establish a traffic signal optimization program.	●		
Integrate traffic signal management system with traffic operations and ITS solutions to improve the efficiency of the road network in a sustainable manner.	●		
Implement modern traffic management centre to monitor, manage and react efficiently to emerging congestion and unexpected traffic, security or emergency conditions.	●		
Adopt the primary road network classification.	●		
Develop an integrated road network classification system and identify appropriate design and operating guidelines for new roads, rehabilitation, and reconstruction.	●		

Balancing the needs of efficient and sustainable goods movement with those of complete communities will allow the City to remain economically competitive while maintaining neighbourhood liveability.



Winnipeg will ensure an effective and sustainable goods movement network that includes key trade corridors and truck routes is part of the balanced, multi-modal transportation system.

Enabling Strategy	Timeframe		
	Short	Medium	Long
Adopt and implement the goods movement network.	●	▶	▶
Continue to work with the transportation industry to direct higher volumes of goods movement towards the network.	●	▶	▶
Continue to work with stakeholders to support the 24-hour operations of airport.	●	▶	▶
Explore and support opportunities for innovative goods movement and service that respond to changing delivery methods.	●	▶	▶
Encourage sustainable loading and delivery practices and review related City policies and design standards.	●	▶	▶
Use ITS to minimize traffic flows and travel times, and improve safety on the goods movement network.	●	▶	▶
Use ITS to collect data on truck movements and volumes to improve efficiency of the transportation network.	●	▶	▶
Continue to build on strategic partnerships with higher levels of government, key freight, rail and air agencies, and industry stakeholders.	●	▶	▶



The provision of effective and efficient regional transportation links in the Capital Region is essential to economic prosperity.



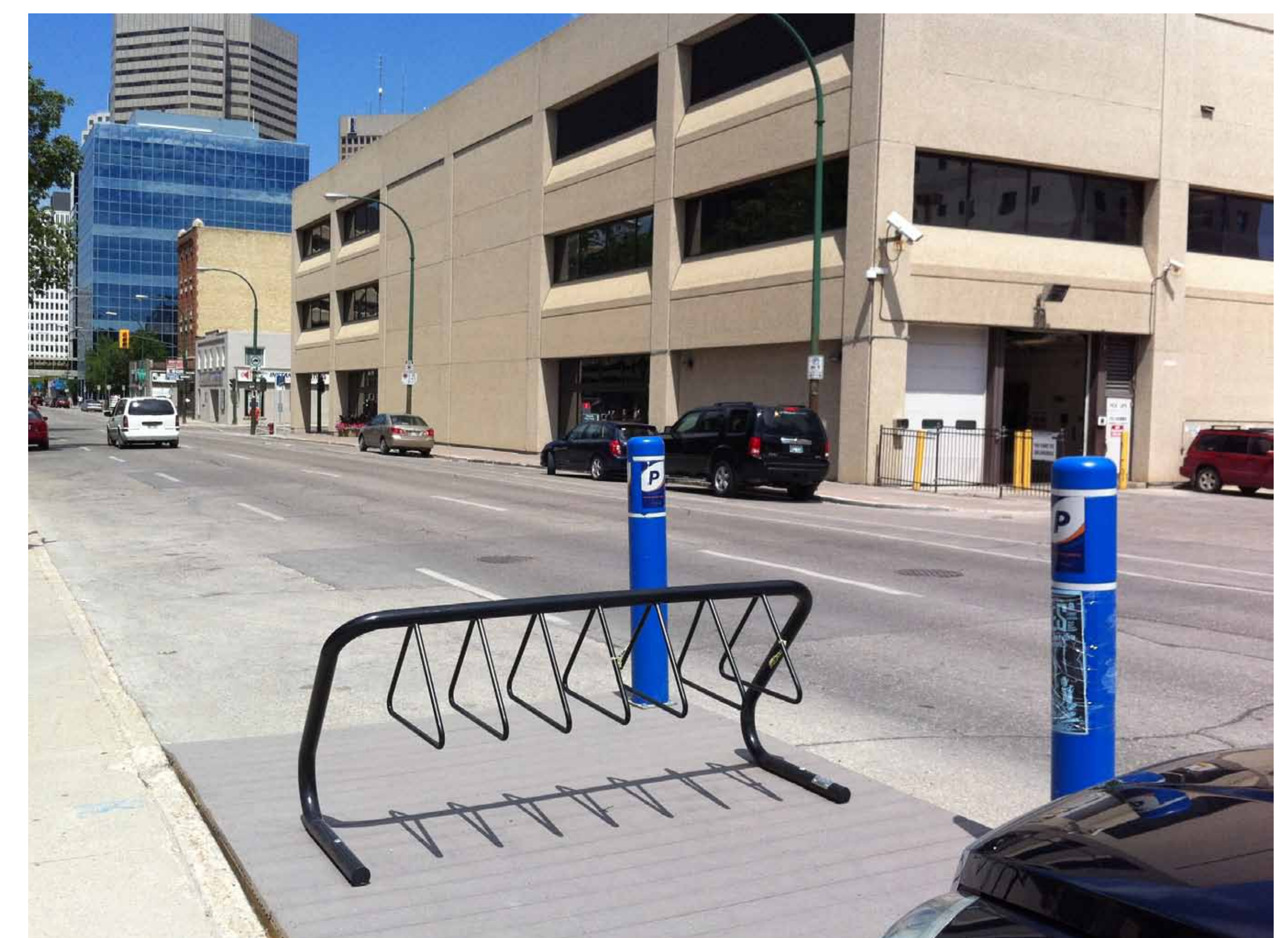
Winnipeg will support sustainable transportation linkages between Winnipeg and the surrounding municipalities.

Enabling Strategy	Timeframe		
	Short	Medium	Long
Participate with surrounding Capital Region municipalities in development of coordinated transportation objectives.	●	▶	▶
Support a framework for regional multi-modal transportation service delivery.	●		
Explore the feasibility of developing a Regional Transportation Authority.		●	
Support the development of a transportation demand management (TDM) strategy for the Capital Region.		●	▶

Parking should facilitate access for bicycle and motor vehicle users of the transportation network to adjacent development in a manner that supports the concept of complete communities.

Winnipeg will provide for an effective and appropriate level of parking supply.

Enabling Strategy	Timeframe		
	Short	Medium	Long
Review parking standards contained within the City's Zoning By-law (ensure consistency with the vision and objectives in OurWinnipeg, Complete Communities, and TMP).	●		
Develop parking standards according to urban structure classification.	●		
Provide opportunities in the development approval process to reduce the number of parking spaces required by the Zoning By-law.	●	▶	▶
Allow for payment in-lieu of providing parking.	●	▶	▶
Continue to develop municipally-owned parking facilities in key locations through the Winnipeg Parking Authority.	●	▶	▶
Increase the supply of short-term on-street parking.	●	▶	▶
Develop strategies to manage on-street parking spaces in commercial areas that encourage short-term use.	●	▶	▶
Continue to provide flexible pricing options for on-street permit parking.	●	▶	▶
Manage parking supply on a district scale in downtown, regional mixed-use centres and major redevelopment sites.	●	▶	▶
Develop parking design guidelines.	●		



Continuing support for a transportation asset management program will enable the existing and future transportation infrastructure to be maintained in a state of good repair, while not comprising on safety, level of service, or the life expectancy of assets.

Winnipeg will expand the existing transportation asset management program to respond to current and anticipated infrastructure maintenance requirements.

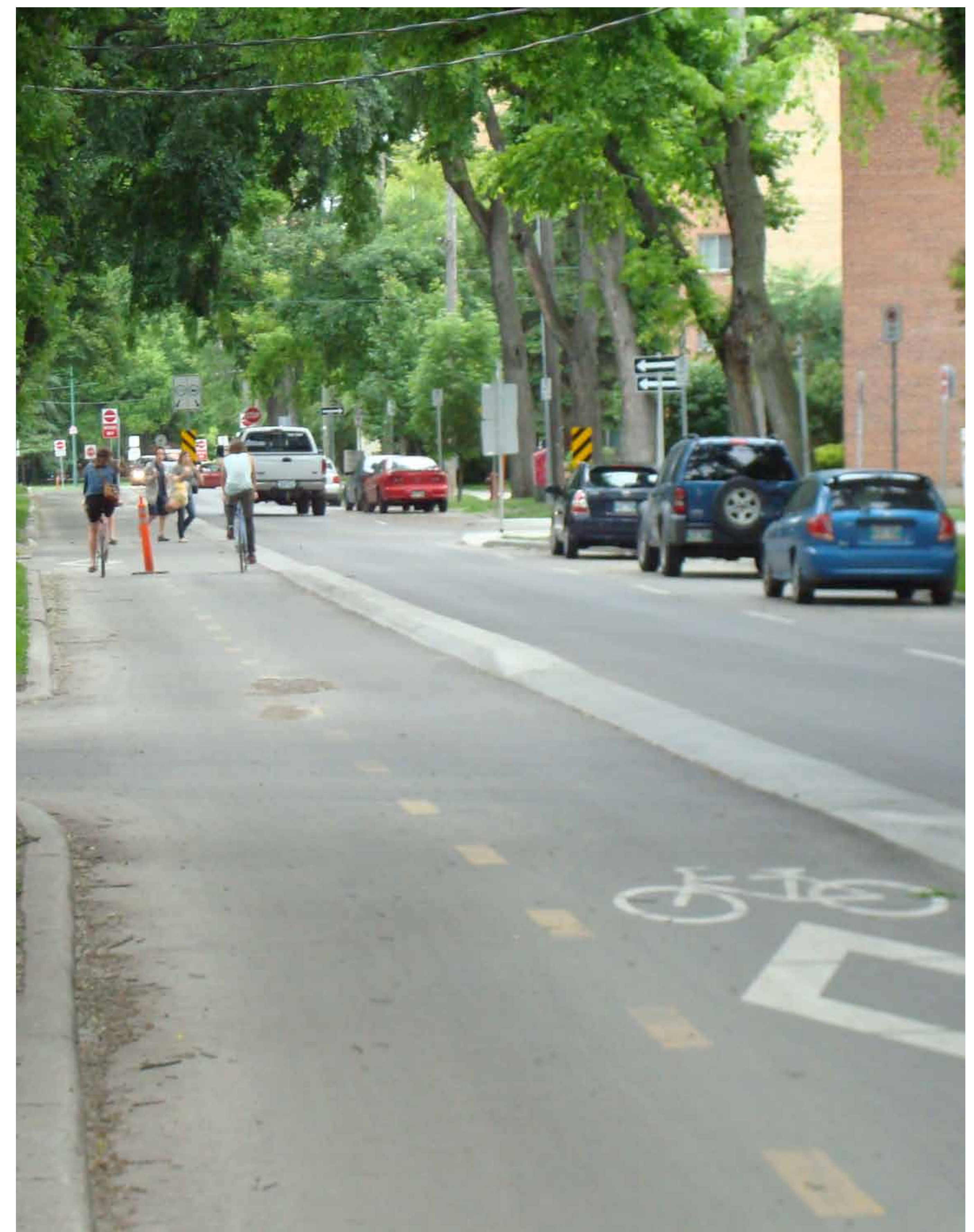


Enabling Strategy	Timeframe		
	Short	Medium	Long
Refine the existing Transportation Asset Management program.	●		
Update the SIRP report with a transportation-specific component.	●		
Continue to implement recommendations of the 1998 SIRP report until an updated report is adopted	●	▶	▶
Coordinate preventative or planned maintenance with new or redevelopment projects.	●	▶	▶
Review and refine the current policy for street cleaning, snow removal and ice control, and ongoing maintenance.	●	▶	▶
Consider the adaptive re-use of structures for other modes.	●	▶	▶
Follow environmentally sustainable principles and practices.	●	▶	▶
Implement an asset management system for traffic control devices.	●	▶	▶
Update and maintain transportation planning tools to meet future requirements and integrate with traffic operations.	●	▶	▶

A comprehensive implementation, funding and plan monitoring framework provides guidance for the actions to be taken by different stakeholders and city agencies in the short-, medium- and long-term.

Demonstrating action early in the implementation of the TMP will be important to assure its long-term success, and builds support and momentum for the overall TMP:

- Develop a **complete streets strategy** for Winnipeg.
- Continue aggressive implementation of **rapid transit** and implement early improvements to **build transit ridership** in rapid transit corridors.
- Begin addressing **regional transportation** issues.
- Continue expansion of **traffic management system**.



In order to adequately fund the future growth and maintenance requirements of the multi-modal transportation network, it will be necessary to address the expected capital funding shortfalls.

TMP Direction: Provide adequate funding for the growth and maintenance requirements of the multi-modal transportation network.

Enabling Strategy	Timeframe		
	Short	Medium	Long
Address existing infrastructure needs and reverse trend of deferred infrastructure investments through best practices, preventative maintenance and asset management program.	●	▶	▶
Invest in strategic transportation infrastructure to support Complete Communities and encourage sustainable modes of travel.	●	▶	▶
Work with federal and provincial partners to secure infrastructure investment.	●	▶	▶
Encourage the establishment of a federal and/or provincial transportation infrastructure delivery strategy.	●	▶	▶
Work with province to outline a stable and predictable long-term funding strategy for rapid transit.	●	▶	▶
Explore and assess applicability and acceptability of new financing tools and revenue sources to fund infrastructure projects within existing frameworks.	●	▶	▶
Assess applicability and acceptability of new approaches to financing such as those recommended in 2011 IFC report.	●	▶	▶

Capital Budget Component	Existing Level of Capital Expenditures		Short Term (by 2016)	Medium Term (2017-2021)	Long Term (2022-2031)
TMP Monitoring and Updates	\$250	0.1%	\$250	\$250	\$250
Walking / Cycling	\$2,827	1.3%	\$3,280	\$3,830	\$4,449
Local and Community Transit	\$28,272	13.4%	\$26,734	\$31,355	\$33,795
Roads - Base	\$72,819	34.5%	\$113,704	\$100,729	\$113,704
Roads - Strategic	\$79,349	37.6%	\$54,162	\$99,562	\$96,527
Subtotal*	\$183,517	100.0%	\$198,131	\$235,727	\$248,726
Rapid Transit	\$27,600	15.0%	\$55,000- \$140,000	\$26,400- \$61,500	\$26,400- \$61,500

* Full costs exclusive of provincial or federal grants and other sources of funding. Excludes Water/Stormwater and "Other" capital expenditures.

** See main TMP report for assumptions on estimated expenditures.

The TMP is not intended to be a static document.

The TMP must be regularly reviewed to ensure it meets the City's transportation needs, and it is in line with community expectations, growth patterns and development.

Performance measurement is also necessary to:

- Gauge the effectiveness of the policies, programs and infrastructure improvements.
- Track changes in land use patterns, demographic characteristics, system performance and mode choice.
- Assess the success of actions taken and provide guidance in further implementation.

Key Strategic Goal	Indicators
Integration with Land Use	<ul style="list-style-type: none"> • Population density (population per ha) • Employment density (employment per ha) • Employment self-containment (% of employed labour force working in Winnipeg) • Automobile ownership (automobiles per capita) • AM peak period & all day transit mode share • Neighbourhood traffic complaints received (number) • Residential transit accessibility (proportion of households within 400 m of Transit Stops) • Employment transit accessibility (proportion of employment within 400 m of Transit Stops)
Supports Active, Accessible, Healthy Lifestyles	<ul style="list-style-type: none"> • Average journey to work trip distance (km) • Sidewalk coverage (percent of collector and arterial roads with sidewalks or pathways on both sides) • Bicycle facility supply (kilometres of bicycle lanes, shoulder lanes, and multi-use paths) • AM peak period & all day bicycle mode share • AM peak period & all day walk mode share
Safe, Efficient, and Equitable	<ul style="list-style-type: none"> • AM peak period and all-day transit supply (AM peak period transit seat-km per capita) • Average auto commute time (minutes) • Average transit commute time (minutes) • Reported pedestrian collisions (number) • Reported road injuries and fatalities • Number of signalized intersections operating at LOS D or better • Average AM peak period auto trip travel time (minutes) • AM peak period & all day auto occupancy • Average truck travel times
A Well-Maintained Transportation System	<ul style="list-style-type: none"> • Response times for road repairs and maintenance • Service standards for snow clearing • Average time between inspections of structures • Average age of key transportation structures • Average age of transit vehicles • Estimated transportation infrastructure deficit
Financially Sustainable	<ul style="list-style-type: none"> • Capital investment in local municipal transportation projects (\$/capita) <ul style="list-style-type: none"> » Roads » Transit (local enhancements) » Pedestrian facilities » Cycling facilities • Operating investment in local municipal transportation projects (\$/capita) <ul style="list-style-type: none"> » Roads » Transit (local supporting initiatives) » Pedestrian facilities » Cycling facilities » Transportation Demand Management (TDM)

- November 4, 2011: Meeting of the Standing Policy Committee on Infrastructure Renewal and Public Works
- November 9, 2011: Executive Policy Committee meeting
- November 16, 2011: Council

Keeping Informed

Visit the Plan's website for more information

<http://transportation.speakupwinnipeg.com>

You can also contact the Plan's project managers at:

Mr. Kenn Rosin, P.Eng.,
TMP Project Manager
City of Winnipeg, Public Works Department
Tel.: (204) 986.5606
Email: TMP-Questions@winnipeg.ca

Mr. Brian Hollingworth, P.Eng.,
Director, IBI Group
Tel.: (416) 596.1930
Email: bhollingworth@IBIGroup.com

Rapid Transit Corridor Summary

Indicator	Rapid Transit Corridor					
	Southwest	West	East	North	Southeast	Northeast
	Graham Mall to U of M	Portage & Main to Century	Graham Mall to Lagimodiere	Graham Mall to Burrows	Nairn to Bishop Grandin	Nairn to Perimeter Hwy
Length (km)	13.5	4.9	5.8	2.5	7.3	7.3
2031 Peak Point Ridership (peak hour) ⁽¹⁾	1800	2050	1600	3200	250	500
2031 Average residential and employment density within 500 m of corridor (total residents+jobs per ha) ⁽²⁾	76	151	90	187	23	35
Number of Regional Mixed-Use Centres within 1 km. ⁽³⁾	0	1	1	0	0	0
Number of major redevelopment sites within 1 km ⁽⁴⁾	5	0	1	1	1	1
Estimated capital cost \$millions (LRT) ⁽⁵⁾	\$700	\$340	\$405	\$177	-	-
Estimated capital cost \$millions (BRT)	\$275 for Stage 2	\$146	\$174	\$76		
Recommendation on Phasing	Before 2031	Before 2031	Before 2031	Before 2031	Beyond 2031	Beyond 2031

NOTES

(1) Estimated based on Winnipeg Travel demand Model. Typically 1,200 passengers per hour is considered the minimum threshold for dedicated rapid transit facilities.

(2) Ideally densities of 125 persons plus jobs per hectare are required to support rapid transit along the majority of the corridor.

(3) Based on mixed use centres identified in OurWinnipeg.

(4) Based on major redevelopment sites identified in OurWinnipeg.

(5) Estimated potential capital costs based on LRT technology. Costs will vary based on alignment, level of grade separation, vehicle types and number of stations. Costs are indicative for the purpose of identifying potential funding needs over the long term and will be refined through further studies.

Road Network Improvements

Timeframe	Category	Link	Total Estimated Cost (\$M) ¹
Short-term (by 2016)	Strategic Road Network Improvements	Kenaston (Route 90) - Ness to Taylor	\$129
		CentrePort Canada Way and Connecting Roads ²	n/a
		Chief Peguis Trail - Henderson to Lagimodiere ²	n/a
	Other Major Road Network Improvements	Pembina Underpass ²	\$14.3
		Traffic Signal Management System ²	\$4.6
		Marion-Goulet Connection - Youville to Lagimodiere	\$70
		Plessis Road Widening and Grade Separation at CN Mainline	\$75
		Louise Bridge ³	TBD ⁴
		Waverley West Arterial Roads ²	n/a
		Disraeli Bridge and Overpass ²	n/a
		Sub-Total Short-term	\$292.9+
Medium-term (by 2021)	Strategic Road Network Improvements	Chief Peguis Trail - Main to McPhillips	\$110
		Bishop Grandin - Lagimodiere to Fermor	\$80
		Edward Schreyer Parkway - Plessis to Chief Peguis	\$60
		Fermor Avenue - Lagimodiere to Plessis	\$40
		William R. Clement Parkway - Grant to Wilkes	\$60
	Other Major Road Network Improvements	St. Mary's Road Widening - St. Anne's to Marion	\$60
		Arlington Bridge ³	TBD ⁵
		Osborne Street Underpass ³	TBD ⁴
		Sub-Total Medium-term	\$410+
Long-term (by 2031)	Strategic Road Network Improvements	Chief Peguis Trail - McPhillips to Route 90	\$130
		Bishop Grandin - Kenaston to McGillivray	\$100
		William R. Clement Parkway - McGillivray to Wilkes	\$100
		Silver Avenue - Century (Route 90) to Sturgeon	\$90
		Chief Peguis Trail - Edward Schreyer Parkway to PTH101	\$110
		PTH 6 Extension - CentrePort Canada Way to PTH 101	\$150
			Sub-Total Long-term
		TOTAL	\$1382.9+

¹ All figures in 2011\$ and do not account for inflation. Preliminary estimate only unless otherwise noted - subject to further review at preliminary/detailed design stage.

² Project included in adopted 2011 Capital Budget and/or 2012-2016 Five Year Forecast.

³ Project included in adopted 2012-2016 Five Year Forecast for Design and/or Property Acquisition Only.

⁴ To be determined after design.

⁵ To be determined after study of options