



ACTIVE TRANSPORTATION NOT CONNECTED IN THE SOUTHWEST BUS RAPID TRANSIT CORRIDOR

As the Southwest Bus Rapid Transit Corridor project stands today – there are **NO PLANS** or **FUNDING** to integrate a wider pathway or sidewalk through the South Osborne Underpass.

Our organizations are very excited about the start of this long awaited project and are pleased to see such progress. Building high-use active and public transportation infrastructure is critical to long term sustainability for our City and Province.

BUT the project is not incorporating the **connected** Active Transportation Corridor that has been promised. The current project leaves a major **GAP**. If this **GAP** is not addressed, we will end up building an Active Transportation Corridor that will not reach its objective. It will be a lasting travesty associated with the entire project.

We strongly urge the City, Province and Federal governments to increase the scope of this project with a commitment to build a fully connected Active Transportation Corridor by widening the South Osborne Street underpass. Call or Email your local elected officials and ask for a **connected** AT Corridor.

TOO NARROW = SAFETY HAZARD:

The narrow conditions of the existing South Osborne Underpass present a hazardous obstacle for anyone walking or cycling, especially in winter. The current plans will improve the Active Transportation corridor before and after the underpass – but not the underpass itself. If the underpass is not widened, this area will become even more congested and hazardous. It will be a ‘choke point’ for vehicles, pedestrians, cyclists, and wheelchairs.

NOT IN PROJECT SCOPE:

For years, the City and Province have stated that an Active Transportation Corridor will be an integral part of this project. However, unlike the bus route which is receiving new tunnels and bridges, there is no funding in the scope of the current project to connect Active Transportation from one side of the CN underpass to the other.

GAP = NO CONNECTIVITY:

This **GAP** will significantly devalue the entire Active Transportation component of the Southwest Rapid Transit Corridor project. This **GAP** is comparable to transit users having to get off the bus at Osborne Bridge and then being made to walk across the bridge in order to catch a bus by the Legislative Building to continue their trip. A **GAP** will forever diminish the potential of the new Active Transportation route.

