

Background

The Transportation Master Plan: 2050 (TMP2050) is a supporting plan to OurWinnipeg, and is undergoing an update to take it through 2050. The updated plan will support the principles of the City's Climate Action Plan and will serve as a 30-year blueprint to guide future investment in Winnipeg's transportation network.

The project is organized into three phases. The first and second phases are now complete. The contents of this report represent finding from the public engagement program in Phase 2.

Engagement

In TMP2050 Phase 2, we asked the public and stakeholders if the Plan fits with their vision for Winnipeg's future transportation network. The public engagement strategy for Phase 2 of TMP2050 was developed to review key findings from Phase 1, present the project's seven key directions and draft strategies, and collect feedback on the draft options and opportunities. We also received comments on potential challenges to implementation.

A Key Directions and Strategies book helped guide Phase 2 discussions. The booklet was added to the project webpage on November 17, 2021, and stakeholders who registered for a workshop were emailed a digital copy prior to their respective meetings.

The feedback collected on the draft strategies was incorporated into the development of the final document.

Promotion

Public engagement opportunities were promoted using the following methods:

- City of Winnipeg website – updated November 17, 2021 and the page received over 4, 500 total visits by end of year.
- News release – November 17, 2021
- Facebook posts with over 16,797 followers – throughout engagement period
- Twitter posts with over 78,700 followers – throughout engagement period
- Instagram posts with over 950 followers - dates and details
- City of Winnipeg public engagement newsletter with over 2,800 recipients - November 15, December 1 and 15, 2021
- Emails to Neighbourhood Advisory Groups and Interest-Specific Stakeholders - 223 members emailed four times throughout the engagement period.

TRANSPORTATION MASTER PLAN: 2050

Phase 2 - Public Engagement Summary



Table 1: Public Engagement Opportunities

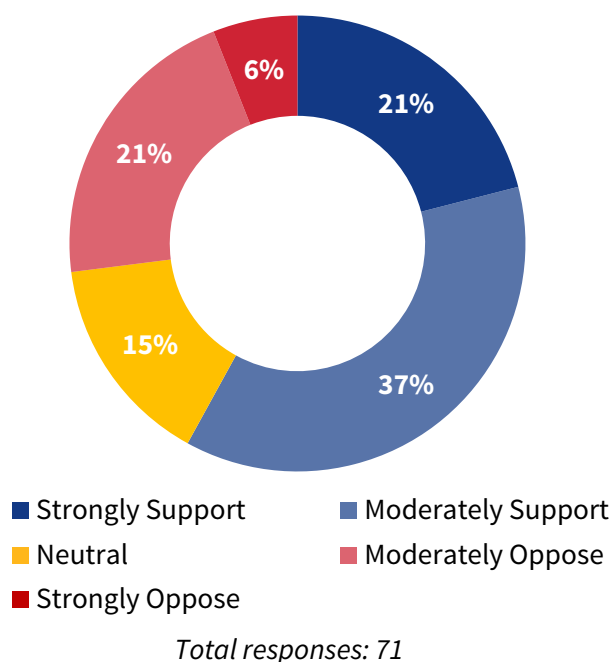
Date	Activity	Details
November 17 - December 17, 2021	Online Survey	1,511 respondents (1,502 in English and nine in French).
November 17 – 24, 2021	Stakeholder Workshops with interest-specific groups and neighbourhood advisory groups	88 participants joined the interest-specific group workshops (of these, 18 attended multiple workshops) and 23 participants joined the neighbourhood advisory group workshops.
November 25, 2021	Information Session: Winnipeg's Transportation Network 101 (Telephone Town Hall)	9,032 participants
November 29 – December 2, 2021	Public Workshops: - The Connected City - The Safe & Sustainable City - The Reliable City - The Active City	75 participants joined the public workshops and of those participants, 15 people attended multiple workshops.

What we heard

In Phase 2, we shared that one of the main goals of the draft Plan is to encourage residents to shift to sustainable transportation options. Most participants agreed that we need to make this shift. Many also noted the challenge ahead, as the car remains the most convenient and reliable mode of travel in Winnipeg. Residents told us they need safe, efficient and reliable ways to travel by foot, wheelchair, bike, scooter and transit.

Figure 1: Support for the direction of the TMP2050

The draft TMP2050 recommends to only expand, extend, or add roads for the purposes of providing space for goods movement or sustainability mobility options, or for connecting new developments to the existing network. Do you support or oppose this statement?





Participants told us they do not use active modes for a few key reasons, including:

- including lack of connectivity in the network
- unsatisfactory winter maintenance
- real or perceived lack of safety.

We heard that for long-term and sustained change to occur, TMP2050 needs to address these challenges.

Most participants (58 percent) agreed that expanding roads should only be for:

- trucking
- improving cycling, transit, or pedestrian options.
- connecting new developments to the existing network.

In particular, we heard that many would like to see all future road renewal projects include active transportation improvements. However, a portion of participants (27 percent) opposed this direction and questioned if the City can afford to build or expand roads at all.

Table 2: What we heard and how it was considered

What we heard	How it was considered
There is support for long-term mode shift from predominantly single-occupant vehicles to more sustainable and active modes of transportation.	Mode shift to 50% sustainable transportation is a central focus of TMP2050 and its policy recommendations.
TMP2050 should make it less convenient to drive a car and disincentivize single-occupant vehicles.	Before disincentivizing single-occupant vehicles, TMP2050 must first focus on developing reliable alternatives to single-occupant vehicles such as improved transit and provision of bike lanes and sidewalks. We will review measures and policies to ensure language reflects that disincentivizing single-occupant vehicle use is a potential next step.
Land use planning and transportation needs to be better integrated to increase density, create more mixed-use development, and create a more people-oriented city.	TMP2050 will contain policies that promote and foster cooperation between the City and developers. We hope the plan encourages sustainable land use as well as green and inclusive development while also planning for alternative and sustainable modes. The final document will support better transit and robust active transportation, creating a balance between economic growth, environmental stewardship, and a livable city.

TRANSPORTATION MASTER PLAN: 2050

Phase 2 - Public Engagement Summary



What we heard	How it was considered
Upfront and ongoing cost and access to technology are major barriers to create a more equitable transportation system for all Winnipeggers.	TMP2050 will recommend strategic enhancements to the citywide transportation system that includes reviewing the needs of all users and focusing on equitable transportation.
There is a desire for complete streets that balance the needs, safety, and efficiency of all modes of transportation.	TMP2050 supports the recommendations of the City's Road Safety Strategic Action Plan. This plan focuses on safe mobility for people of all ages and abilities. TMP2050 is also guided by OurWinnipeg 2045 and Complete Communities, which take into account the Complete Streets approach. This means considering the needs of all users in the planning and design stages. There is no one-size fits all design solution for streets; however, in the context of corridor analysis, a complete streets approach may mean accommodating certain modes on parallel routes to achieve equity and accommodation.
All future roadway projects (new or existing) should incorporate and accommodate space for all active transportation modes, even it if means reducing space for vehicles.	TMP2050 is guided by OurWinnipeg 2045 and Complete Communities, which take into account the Complete Streets approach. This means considering the needs of all users in the planning and design stages. There is no one-size fits all design solution for streets; however, in the context of corridor analysis, a complete streets approach may mean accommodating certain modes on parallel routes to achieve equity and accommodation.
TMP2050 needs to help Winnipeggers understand the importance of goods movement to the overall function of the City.	Commercial trucks and emergency vehicles are critical parts of the City's transportation system. Goods movement is important to the economy and for economic growth; TMP2050 and its policies recognize the importance of planning for and managing truck movements as well as increasing public education and awareness around goods movement.
The City should prioritize maintenance of existing roadways before expanding, extending, and adding new roads and bridges.	Managing the infrastructure deficit, prioritizing existing infrastructure and strategic capital investment for the future are key elements of TMP2050.

TRANSPORTATION MASTER PLAN: 2050

Phase 2 - Public Engagement Summary



What we heard	How it was considered
Enhanced, reliable, and prioritized winter maintenance of sidewalks, paths, and bike lanes is key to achieve year-round mode shift to sustainable and active modes of transportation.	Winter maintenance is governed by the Council-approved snow clearing and ice control policy. TMP2050 will make recommendations for policies and strategies that support year-round use of infrastructure while also considering Winnipeg's subarctic climate and past lessons learned.
Real or perceived safety issues are a major barrier for many Winnipeggers to shift to transit use.	Efficient, safe, and reliable public transit is a key component of mode shift. TMP2050 supports the Council-approved Transit Master Plan and will recommend that Transit and Public Works work cooperatively on developing future high-capacity transit infrastructure as part of the transportation network.

Next steps

The second phase of public engagement provided feedback on the Key Directions and draft options and opportunities to inform the plan. What we heard through public engagement will be combined with technical findings and analysis to refine the final TMP2050.

The final TMP2050 will be presented during Phase 3 public engagement in Summer 2024.

Appendices

- Appendix A – Stakeholder Index
- Appendix B – Communication Log
- Appendix C – Key Directions and Strategies Booklet
- Appendix D – Phase 2 Promotion
- Appendix E – Workshop Invitations
- Appendix F – Workshop Presentations
- Appendix G – Workshop Meeting Notes
- Appendix H – Exit Survey Report – Interest Specific Groups
- Appendix I – Exit Survey Report – Neighbourhood Advisory Groups
- Appendix J – Exit Survey Report – Public
- Appendix K – Telephone Town Hall Script
- Appendix L – Telephone Town Hall Questions
- Appendix M – Online Survey Report
- Appendix N – Online Survey Data Tables
- Appendix O – Online Survey Questions