

Appendix G

WORKSHOP MEETING NOTES

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes

Phase two: Confirm strategies – how do we get where we want to go?

Stakeholder Workshop #1: Transportation, land use, and supporting all modes – how do we build a connected city?

Date/time of meeting: November 17, 2021, 2:00PM – 4:00PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Julie Dooley	City of Winnipeg, Public Works, Communication
Pam McKenzie	City of Winnipeg, Office of Public Engagement
Chris Baker	City of Winnipeg, Senior Active Transportation Planner
David Patman	City of Winnipeg, Public Works, Manager – Transportation
Cheryl Dixon	Scatliff+Miller+Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff+Miller+Murray, Public Engagement Specialist
Michael Blatz	Scatliff+Miller+Murray, Public Engagement Specialist

Advisory group members

In attendance:	Representing:
	McGowan Russell
	Longboat
	Winnipeg Airport
	WRHA
	WRHA
	WRHA
	Winnipeg Boldness Project
	WSP
	WSP
	Terracon

	Ladco
	Landmark Planning
	WSP
	Genstar
	Safe Speeds Winnipeg
	Green Action Centre
	Manitoba EV
	Bike Winnipeg
	Manitoba Trucking Association
	University of Manitoba
	Peg City Car Co-op
	Green Action Centre
	Terracon
	Winnipeg Trolley
	Qualico
	Manitoba Possible

Distribution:

- CoW project manager + project team

Workshop description:

This workshop focused on the relationship between transportation planning and land use, as well as how Complete Streets can support more vibrant communities.

The project team shared information about how the draft TMP2050 will align with overarching policies for development and growth then present the draft strategies that focus on *improving how roads are designed and built to interact with the destinations and people they serve*.

We gathered feedback on the draft strategies and input if they help the city successfully create roads that consider where Winnipeggers are going on any given route, as well as the destinations the routes serve. We also gathered input on whether stakeholders support the broad direction these strategies would create for the future of our city's transportation corridors.

Workshop objective:

To gather input from developers, builders, planners, and local BIZs to determine whether the TMP2050 strategies help connect Winnipeggers to their desired destinations. This workshop gathered feedback on how Complete Streets can improve the design of streets to better serve Winnipeggers and the destinations they travel to.

1.0 Meeting format

1.1 Welcome and presentation

- Welcome and team introductions
- Agenda
- How we got here
- What we heard from the public and stakeholders
- 7 Key Directions – Alex
 - Integrate land use and transportation
 - Provide safe and sustainable mobility options for all
 - Transform and optimize transportation corridors
 - Revitalize the road network and bridges
 - Support goods movement and economic prosperity
 - Enhance active transportation opportunities
 - Connect the city with frequent and rapid transit
- Transportation, land use, and supporting all modes – how do we build a connected city?

1.2 Key directions, strategies, and discussions

Following the presentation of all 7 Key Directions, the project team presented select strategies, options, and opportunities, based on the theme of the workshop: *Transportation, land use, and supporting all modes – how do we build a connected city?* After presenting the draft strategies and options, participants engaged in roundtable discussions relating to the strategies presented. When necessary, the participants went into breakout rooms to facilitate smaller group discussions. Each breakout room included the same content and questions. All discussions used Google Jamboards to share the questions on the participants screen, participants were encouraged to virtually 'raise their hand', unmute themselves, and verbally share their opinions, feedback, and ideas. During the discussion, a Jamboard was shared on screen and the facilitators added sticky notes with feedback, comments, and ideas presented in the discussion. Participants could see their comments populate the Jamboard with all the feedback heard during the discussion.

1.3 Conclusion

- Next steps
- Poll questions
- Question and answer with Alex Regiec

2.0 Meeting results

30 participants took part in the workshop and engaged in the discussions via the poll and Jamboard questions. Participants were split into 2 breakout rooms to facilitate the discussions in smaller groups. The feedback and discussions around each Jamboard question is summarised in

Section 2.1 and the poll results can be found in Section 2.2. Major themes during the discussions were:

- In the long-term, reducing parking and increasing density could reduce vehicle usage by making driving less convenient and other modes (walking, cycling, biking) more convenient
- In the short-term, it will be difficult to convince people to shift away from driving since it is often the most convenient option with cheap and abundant parking throughout the city, and there will be opposition to densifying mature neighbourhoods, as well as challenges with servicing
- Walking, cycling, and transit networks must be thoughtfully integrated and fully accessible to compete with driving
- TMP2050 must do more to address winter mobility

2.1 Jamboard Discussion Questions

1. At first glance, do you think the 7 key directions position the City to accomplish our objectives? Let's discuss.
 - There is not enough emphasis on shifting people out of single-occupant vehicles. This must be more explicit throughout
 - There is a contradiction between building more car-friendly infrastructure and ideas like car-sharing, transit, and sustainability. The City / TMP2050 must make driving more difficult / less convenient
 - Increasing density needs to be emphasized to reduce the distance people travel
 - The City should build more or expand roadways and infrastructure to complete the network
 - Enhancing active transportation should be a priority
2. What is required to encourage Transit-oriented development?
 - Better rapid transit
 - Connecting stations to sidewalk and bicycle networks
 - Secure bike parking / storage
 - More focus on improving the experience in winter
 - Ensure network is accessible for people with disabilities
 - Allow TOD in more places in the city

Are there changes to the zoning by-laws that will help encourage infill development?

- Reduce or eliminate parking minimums and require parking management strategies to avoid on-street parking issues
 - Encourage increased density: no more single-family zoning
 - More specific secondary plans for neighbourhoods
3. What kinds of development incentives will encourage development Downtown, along Corridors and at Regional Mixed Use Centres?

- More flexibility in permitted uses in zoning by-law
- Reduce or remove parking minimums (or create parking maximums)
- Increased tax on surface parking lots

What other barriers are there to development Downtown, along Corridors and at Regional Mixed Use Centres?

- Infrastructure upgrade costs (capacity of piped services)
- Incompatible land use and character on adjacent lands
- Site access
- Pricing and affordability

4. How would park and ride locations and transit hub affect your business, development, employees, and those you provide services for?
 - Reduce costs to travel within city
 - Unlikely to change behaviour – parking is cheap or free throughout the city, so there's no reason for people to use and park and ride

Are there particular demographics of our population that would benefit more or less from park and rides?

- More benefit to people coming in from the Metro Region
- Less benefit to people who exclusively use the bus because money would be used to develop park and rides rather than paying for more buses or drivers

5. Are the benefits of Complete Streets that accommodate all mode users safely and efficiently worth the loss of space to certain modes of transportation (most likely vehicles, buses, trucks, and motorcycles)?
 - Yes – like the idea of moving people rather than vehicles
 - Yes – there is an opportunity to use space better
 - Yes – each corridor must be designed specifically
 - No – every street should not necessarily be a Complete Street (i.e., truck routes)

What benefits do businesses and developers experience located on a complete street?

- Mode shift can save individuals money, which can then be re-invested in the local economy

When there isn't enough space to accommodate all road users, which elements do you believe the City should prioritize?

- Parking should be considered on a neighbourhood scale rather than by street
- Priorities should vary depending on the street and neighbourhood

6. Would a Vehicle Loading Reservation System in which high demand loading areas could be reserved better support your business or operations?
 - Yes, if people show up within their timeslot

At first glance, do you think the 7 key directions position the City to accomplish our objectives? Let's discuss.

Not enough emphasis on shifting people out of single-occupant vehicles - must be clearer/more explicit throughout

Contradiction between building more car-friendly infrastructure vs. car-sharing, transit, sustainability - must make car ownership more difficult / less convenient

Concerns about traffic congestion, complete streets, and KD#4, financial sustainability

Net zero by 2050

At first glance, do you think the 7 key directions position the City to accomplish our objectives? Let's discuss.

Enhancing active transportation - what we do have lead away from destinations.

Expansion of the transportation network - there are major roadways/infrastructure that are missing in order to complete the network

Key Direction 4 doesn't go far enough. Expansion is important.

Density needs to be emphasized more - need to think about reducing distances

Let's discuss: What is required to encourage Transit-oriented development?

Build better rapid transit

Budget prioritization

walkability and bikeability baked into system

Bike parking / storage

Able-bodied focus - how does this work for people with disabilities?

Not enough focus on the winter city aspect

Are there changes to the zoning by-laws that will help encourage infill development?

Goal in OW & CC to have 50% of development as infill - concerns from developers due to servicing / combined sewer limitations - must integrate land use, transportation, services

Reduce / eliminate parking minimums, require parking management strategies to avoid on-street parking issues

Parking minimums need to be discussed as part of TOD

Will requirements for public realm enhancements be a barrier to Transit-oriented development?

What does it take to create a place people want to be?

Having a "Complete Community" isn't enough to get people to shift away from driving

Let's discuss: What is required to encourage Transit-oriented development?

Allowing transit-oriented developments outside of where they are currently allowed.

Removing minimum parking requirements, so developers can make parking what they need.

Are there changes to the zoning by-laws that will help encourage infill development?

Removing parking minimums

Clarification on what is the character of mature neighbourhoods, try to encourage density to support transit-oriented neighbourhoods

Minneapolis ended single-family zoning to make it easier, so people don't have to apply for variances. That's something that we should look at to make it easier for densification.

Transit is all over the city, we need to think about encouraging in all areas, not just along transit corridors

Encouraging infill by whatever means doesn't always mean it will happen; the capacity has a lot to do with water and sewer networks to support. The existing system only has so much capacity. Needs

Sewer capacity - inner city suburbs - population has decreased so not adding to number of flushes.

Need for secondary plans, neighbourhood-specific rather than general plan for entire city

Will requirements for public realm enhancements be a barrier to Transit-oriented development?

What kinds of development incentives will encourage development Downtown, along corridors, and at regional mixed use centres?

need more flexibility in permitted uses in zoning by-law

reduce / remove parking minimums

What other barriers are there to development Downtown, along corridors, and at regional mixed use centres?

infrastructure upgrade costs

Make changes to the street to make it more complementary to surrounding area

Need more intensive development near corridors to make them viable

site access - think of them as nodes rather than corridors (Polo Park)

Incompatible land use / character vs transportation conditions (eg residential neighbourhood with arterial road)

Making a place people want to be

What kinds of development incentives will encourage development Downtown, along corridors, and at regional mixed use centres?

Montreal - taxes parking lots to encourage development

Eliminate parking requirements

Should have maximum parking allowed on site - sometimes we over-park

Parking should be a market-driven idea. If someone wants to develop with no parking, they should be allowed to. Same with if they want to develop with a lot.

Parking should be up to the customer - the person buying or renting the space should decide. They will decide whether the piece of real estate meets their needs. A function of the market, characteristic of the project.

Removing parking minimums leaves it up to the market/developer.

Lots of research on parking - the City is headed in the right direction if they can implement the research

Right now we charge for parking downtown but it's free outside of downtown - it creates the idea that parking is free. Is a disadvantage to the downtown.

Minimum parking is required in some instances - not enough parking downtown/in the exchange when there are events/hockey games.

What other barriers are there to development Downtown, along corridors, and at regional mixed use centres?

Understanding existing services, market and market demand - where people want to live, the modes they want to use. Large mode shift is required.

Market - everything downtown is expensive. Not a lot of options for people with families to live downtown, not a lot of parks or family-friendly buildings. Forces people out.

How would park and ride locations and transit hubs affect your business, development, employees, and those you provide services for?

Reducing people's costs to get to destinations

Make sure P&Rs have good walk- and bike-sheds (multi-modal hubs)

Must have rich walkable destinations (both ends)

must be secure

include bike parking, walk connections, kiss & ride

Are there particular demographics of our population that would benefit more or less from park and rides?

Benefit to regional travelers

concern about large surface parking lots on the edge of the city - transit must be more viable to make idea feasible - even with P&Rs, cars are easily the more attractive option right now for regional travelers

How would park and ride locations and transit hubs affect your business, development, employees, and those you provide services for?

Are there particular demographics of our population that would benefit more or less from park and rides?

Park and ride is a low value use of land. If people have access to cheap parking, there is no reason to use a park and ride. Don't think they will have an impact.

Brisbane - makes it easy to use any mode of transportation except driving. Park and rides only benefit drivers. Should be transit-oriented developments/development-oriented transit

they're good for when people come outside the city. If you're already in your car, you're probably going to keep going downtown. There is an abundance of parking, and it's affordable. Like them as an option, but the

Why are we not charging for park and ride spots? Other cities do this.

If you're charging for park and ride, you're deterring people from using transit.

People who take the bus as their only transportation would benefit less - less money that would be put into the network, more busses, more drivers, etc.

A Complete Streets approach balances the needs of many users and functions of a street. Some trade-offs are required to achieve this.

The physical layout of the street will change and may result in reduced road space for cars, expanded road space for transit or active transportation modes, lower speed limits, priority light signals, more street trees, elements for safer intersection crossings, and other changes.

if snow isn't cleared properly, it is not a complete street in winter

reconsider right-on-red for safety

Look at zero-capital cost improvements - e.g. reduce speed limits

Are the benefits of Complete Streets that accommodate all mode users safely and efficiently worth the loss of space to certain modes of transportation (most likely vehicles, buses, trucks, and motorcycles)?

Design to your goals

Like idea of moving people, not vehicles

Opportunity to use space better

Look at each corridor specifically (look at goods and people)

Design of complete streets must not create conflicts for accessibility

What benefits do businesses and developers experience located on a complete street?

Mode shift can save people money, which can be re-invested in local economy

Flex lanes make it difficult to visit businesses at peak times

When there isn't enough space to accommodate all road users, which elements do you believe the City should prioritize?

"accommodating" isn't good enough - must attract people to sustainable modes

parking should be considered on a neighbourhood basis, not just by street

people oriented environment - prioritize people over cars (user hierarchy)

A Complete Streets approach balances the needs of many users and functions of a street. Some trade-offs are required to achieve this.

The physical layout of the street will change and may result in reduced road space for cars, expanded road space for transit or active transportation modes, lower speed limits, priority light signals, more street trees, elements for safer intersection crossings, and other changes.

Are the benefits of Complete Streets that accommodate all mode users safely and efficiently worth the loss of space to certain modes of transportation (most likely vehicles, buses, trucks, and motorcycles)?

What benefits do businesses and developers experience located on a complete street?

When there isn't enough space to accommodate all road users, which elements do you believe the City should prioritize?

Complete Streets implies streets that exist now are incomplete which isn't necessarily the case. No, it's not worth the loss of use by trucks. Would not be supportive of the use of Complete Streets on truck routes.

Safety - AT is important, those routes should be placed on public rights away that are separate from truck routes. E.g., Stafford vs Harrow. This allows Stafford the ability to support heavy traffic.

Provencher - a truck route but also has a lot of great destinations on it. Maybe truck routes should be on other routes.

Depends on the neighbourhood/community. Should be limited if any bus service where it's less efficient e.g., suburbs. Other areas, try to limit single-occupancy car use and prioritize other modes.

Marion & Goulet - there's an opportunity to develop an AT route adjacent while maintaining effectiveness of Marion and Goulet as truck routes.

Yes, but a matter of what is the priority? Trucks are important, but so are people getting to businesses.

Truck routes are essential to the city. By putting trucks on streets that carry heavy vehicles, it's more efficient from a maintenance perspective.

Lets not consider Harrow as a safe option as it is not separated and is quite busy as well during rush hours.

Trucks exist not just for trucks, but also busses, solid waste trucks. Truck routes not just for efficiency, but because they're rated to hold heavy vehicles—that's why we have them in particular places.

Would a Vehicle Loading Reservation System, in which high demand loading areas could be reserved, better support your business or operations?

What kind of impacts would this have on your business?

Would the impacts be positive or negative?

good idea if people show up within window

Ensure the system could be used equitably (technology access)

Good if it helps people load properly (not blocking bike lanes/sidewalks)

Enforcement would be a challenge

How would it work if a user relies on a taxi or similar service?

good to "price the curb" (parking, loading, restaurant patio, etc.) to reduce demand for now, but may need this system in the future

Environmental concern - increased idling while people wait

Must ensure curbs are accessible

Include time limits on paid parking

Would a Vehicle Parking Reservation System, in which high demand loading areas could be reserved, better support your business or operations?

The pressure placed on the drivers leads to illegal parking/parking in bike lanes. It has to do with having more space on the curb - we give away a lot of space for free.

Is the intent to limit use or to charge for the use?

What kind of impacts would this have on your business?

When deciding where to place a loading zones - how does that happen? How frequently is that reexamined?

Would the impacts be positive or negative?

A lot of urban deliveries and pickups aren't done randomly - they're done in a string/series of stops. In some cases, a reserved system would be helpful, in some it won't, depending on how their loads are organized.

For downtown businesses - anything we can do to use the space more efficiently, i.e., knowing that loading zone will be there through reservation, would be helpful when you show up.

There are casual users that use those zones in small vehicles that either need to pick something/someone off or pick something/someone off.

how would this be policed? what about the casual user that needs to use the loading zone? If it is already reserved where do they go?

Strategy 3.4 states that roads will only be expanded, extended, or added for three purposes:

1. To provide space for goods movement
2. To provide space for sustainable modes
3. To connect new developments to the existing network

If the City of Winnipeg follows this direction, what are the implications for current and future development in the city?

Concern about #3

take space away from cars and give to AT or goods movement

no money to expand roads

Can't just replace what we have - we must change/upgrade our roads as we rebuild them to include more modes

Huge cost associated with the 33 potential infrastructure upgrades

Smart trips - getting people to choose to switch modes (not enough to build it - there has to be a cultural shift too)

Alleviate congestion where traffic routes through residential streets

Can't build our way out of congestion

Congestion cannot be solved - transportation space will always get filled

consider congestion pricing to discourage driving

Strategy 3.4 states that roads will only be expanded, extended, or added for three purposes:

1. To provide space for goods movement
2. To provide space for sustainable modes
3. To connect new developments to the existing network

If the City of Winnipeg follows this direction, what are the implications for current and future development in the city?

Economic growth is missing - want to densify available land. It's not just about building roads but also infrastructure.

Connecting to new developments - if you're trying to reduce that network, could cause more congestion.

Only expanding for goods movement - how would you prohibit other vehicles from using those roads, how would you do that without upsetting people.

the transportation we want to see, to make it easy for people to take transit. We are building things around the personal vehicle, which forces people to use personal vehicles. Need to prioritize transit for moving

Inner ring road - stimulates growth, new development. Do sustainable modes include electric vehicles? If it's a question about convenience, people will continue to use personal vehicles.

Now that we've discussed the strategies and how they look in reality, let's think about the broad change Key Direction 1 will require of the City and Winnipeggers.

Do you think it leads the City in the right direction to accomplish our goals and objectives?

more emphasis
needed in strategies
and visuals on
winter mobility

What challenges do you see in delivering on it?

making sure you
stick to budget and
priorities
(implementation)

What are some areas where we may come up against pushback?

infill in mature
communities

Now that we've discussed the strategies and how they look in reality, let's think about the broad change Key Direction 1 will require of the City and Winnipeggers.

Do you think it leads the City in the right direction to accomplish our goals and objectives?

What challenges do you see in delivering on it?

What are some areas where we may come up against pushback?

There will be lots of push back. People are used to driving and it will require behaviour change.

People are still going to use what's most convenient to them.

Charge a "congestion fee" - if you want to live outside the city, there should be a cost to that.

To get on a bus, people will have to want to get on a bus.

- Yes, if the system was equitable (i.e., considers access to technology, access to personal vehicle, dis/ability of users)
- Need to consider casual users / individuals and delivery vehicles separately because they have different needs

What kind of impacts would this have on your business?

- Could reduce instances of vehicles blocking bike lanes and sidewalks

Would the impacts be positive or negative?

- Might be difficult to enforce

7. If the City of Winnipeg follows this direction [Strategy 3.4], what are the implications for current and future development in the city?

- Concern that building new roads to connect to new developments will undermine mode-shift
- Concern that the City does not have the money to expand roads or create grade separations at all the intersections listed

8. Now that we've discussed the strategies and how they could look in reality, let's think about the broad change in Key Direction 1 will require of the City and Winnipeggers. Do you think it leads the City in the right direction to accomplish our goals and objectives?

- More emphasis needed on winter mobility

What challenges do you see in delivering on it?

- Long-term implementation due to budget and financing
- Convenience of driving will prevent many from using other modes

What are some areas where we may come up against pushback?

- Infill development in mature neighbourhoods
- Behavioural change around mode-shift

2.2 Poll questions

1. *The information presented at this meeting gives me a better understanding of this project.*

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
2 (9%)	12 (52%)	9 (39%)	0 (0%)	0 (0%)

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes

Phase two: Confirm strategies – how do we get where we want to go?

Neighbourhood advisory group: Lord Selkirk – West Kildonan

Date/time of meeting: November 17, 2021, 6:30PM – 8:30PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Julie Dooley	City of Winnipeg, Public Works, Communication
Pam McKenzie	City of Winnipeg, Office of Public Engagement
Chris Baker	City of Winnipeg, Senior Active Transportation Planner
David Patman	City of Winnipeg, Public Works, Manager - Transportation
Cheryl Dixon	Scatliff+Miller+Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff+Miller+Murray, Public Engagement Specialist

Advisory group members

In attendance:	Representing:
	Scotia Heights
	North Point Douglas

Distribution:

- CoW project manager + project team

Workshop description:

This workshop focused on the seven key directions and associated strategies the TMP2050 is proposing to improve Winnipeg's transportation network. The project team wanted to hear whether stakeholders felt the draft strategies could help us successfully create a transportation system that considers the mobility needs and wants of Winnipeggers. We also gathered input on the level of support stakeholders have for the broad direction these strategies would create for the future of our city's transportation network.

Workshop objective:

To gather input from residents and neighbourhoods to determine whether the TMP2050 strategies help Winnipeggers engage with their transportation system. This workshop will gather feedback on how the draft strategies can improve the transportation network to better serve Winnipeggers and the destinations they travel to.

1.0 Meeting format**1.1 Welcome and presentation**

- Welcome and team introductions
- Agenda
- How we got here
- What we heard from the public and stakeholders
- 7 Key Directions – SMM
 - Integrate land use and transportation
 - Provide safe and sustainable mobility options for all
 - Transform and optimize transportation corridors
 - Revitalize the road network and bridges
 - Support goods movement and economic prosperity
 - Enhance active transportation opportunities
 - Connect the city with frequent and rapid transit

1.2 Key directions, strategies, and discussions

Following the presentation of all 7 Key Directions, the project team presented select strategies, options, and opportunities, depending on the interest of the Neighbourhood Advisory Group. After presenting the draft strategies and options, participants engaged in roundtable discussions relating to the strategies presented. When necessary, the participants went into breakout rooms to facilitate smaller group discussions. Each breakout room included the same content and questions. All discussions used Google Jamboards to share the questions on the participants screen, participants were encouraged to virtually 'raise their hand', unmute themselves, and verbally share their opinions, feedback, and ideas. During the discussion, a Jamboard was shared on screen and the facilitators added sticky notes with feedback, comments, and ideas presented in the discussion. Participants could see their comments populate the jamboard with all the feedback heard during the discussion.

1.3 Conclusion

- Next steps
- Poll questions
- Question and answer with Alex Regiec

2.0 Meeting results

4 participants took part in the workshop and engaged in the discussions via the poll and Jamboard questions. The group was small enough that participants could stay in one Zoom room and a discussion was facilitated all together. The feedback and discussions around each Jamboard question is summarised in Section 2.1 and the poll results can be found in Section 2.2. Major themes during the discussions were:

- Safety of walking, biking, and transit is important to get people to switch
- COVID has made people leery of transit, and the City also needs to make the system better faster

2.1 Jamboard Discussion Questions

1. Some trade-offs are inevitable when developing a community that supports all modes of transportation. Do you think there is sufficient support in your community to make changes to the built environment of the neighbourhood to accommodate mode shift? What are some features of your neighbourhood that you think the community would be unwilling to give up in order to accommodate mode shift?
 - There is likely a mix of support – some people will be resistant to change, while others desire change, and some people in between
2. Let's talk about what would need to change in your neighbourhood to make it more supportive to transit and/or make it easier for people to travel within, into and out of by bus? Do you think such changes would be supported by the community?
 - More frequent transit service and more time for transfers
 - Build out the Transit Master Plan faster
 - Better / safer pedestrian crossings across major roads
 - Incentives for workplaces to promote sustainable modes
3. Think about times you leave your neighbourhood and go Downtown. If the availability of parking downtown and in high demand areas decreased, would that be incentive for you to walk, bike, take transit, carpool, or take a taxi or Uber more often? Would this depend on where you are going (ie. To an event, commute to work, or to a restaurant)? Who might face the greatest challenges with this change?
 - COVID has made people leery of taking transit
 - Depends on time of year
 - Women and seniors might face challenges with safety
4. Do you think the proposed strategies would make it easier and safer for you to move around (both within your community and when you leave it)? Would they support you in making a shift to take public transit, walk, or bike for more of your trips?
 - Safety of alternate modes would encourage more use

5. Deeper dive: What elements would a bike share program need for you to use it? What elements would it need to be accessible to those who face barriers to transportation?
 - General support for bike share – would not need to worry about bike theft as much
 - Barriers could include weather, need for credit card, convenient bike parking
6. Deeper dive: What elements would an online carpool matching program need for you to use it? What elements would it need to be accessible to those who face barriers to transportation?
 - Generally unsupportive of carpool program – people already rely on informal carpooling if it appeals to them

2.2 Poll questions

1. *Considering the highest and best use for the city's road infrastructure, what should be priorities for curbside space use?*

Priorities	Ranking
Pick up and drop off for ridesharing services and autonomous vehicles	5.00
Bus stop	4.33
Bike lanes	3.67
Deliveries and loading	3.33
Parking	3.33

2. *Did you have an opportunity to review the Strategies Booklet?*

Yes	No	Unsure
3 (100%)	0 (0%)	0 (0%)

3. *Please select your top three Key Directions you would like to discuss today.*

1. TIE: Key Direction 1: Integrate land use and transportation
 TIE: Key Direction 2: Provide safe and sustainable mobility options for all
 TIE: Key Direction 5: Support goods movement and economic prosperity
 TIE: Key Direction 6: Enhance active transportation opportunities
2. TIE: Key Direction 3: Transform and optimize transportation corridors
 TIE: Key Direction 4: Revitalize the road network and bridges

4. *On first glance, do you think these seven key directions will help us address the effects of climate change?*

Yes	No	Unsure
1 (33%)	1 (33%)	1 (33%)

5. *On first glance, do you think these seven key directions will help us address the effects of existing traffic congestion?*

Yes	No	Unsure
2 (66%)	1 (33%)	0 (0%)

6. *On first glance, do you think these seven key directions will help us address the effects of City finances?*

Yes	No	Unsure
0 (0%)	0 (0%)	3 (100%)

7. *On first glance, do you think these seven key directions will help us address the safety of all users?*

Yes	No	Unsure
0 (0%)	1 (33%)	2 (66%)

8. *The information presented at this meeting gives me a better understanding of this project.*

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
1 (17%)	3 (50%)	2 (33%)	0 (0%)	0 (0%)

Some trade-offs are inevitable when developing a community that supports all modes of transportation.

Do you think there is sufficient support in your community to make changes to the built environment of the neighbourhood to accommodate mode shift?

What are some features of your neighbourhood that you think the community would be unwilling to give up in order to accommodate mode shift?

Not sufficient support to accommodate mode shift

There will be different distances folks in the neighbourhood currently commute and that will affect if they will be willing to shift their mode.

Mode shift will depend if it is winter or summer

Will climate warming encourage active transport?

Other residents in direct opposition to open street on Scotia

Residents want to see streets open to pedestrians

Open Scotia Street 7 days per week

Elmwood to close a lane on Henderson Hwy to vehicular traffic for cyclists

In Waverley West in Bridgwater the crosswalk along Centre Street is not pedestrian oriented

I don't believe there is sufficient support to make changes. People in love with their personal modes of transportation will resist the change.

Depends on what the changes to the built environment are.

I still see that garages for cars are the norm for almost every new house.

Let's talk about what would need to change in your neighbourhood to make it more supportive to transit and/or make it easier for people to travel within, into and out of by bus?

Do you think such changes would be supported by the community?

Needs to be more transit service, less than a 7 minute wait on Main Street

Timelines for Transit Master Plan need to be 5 years, not 25 years

More time for transfers - more than 1 hr 15 min

Workplaces should promote more sustainable modes, incentivize companies to not pay for parking

The access to stops in my neighbourhood is fairly good. Crossing Main Street to go in the direction opposite needs improving.

Could there be an incentive from the city if I use my vehicle for pleasure only?

some incentives like more buses and more \$

Think about times you leave your neighbourhood and go Downtown.

If the availability of parking downtown and in high demand areas decreased, would that be incentive for you to walk, bike, take transit, carpool, or take a taxi or Uber more often?

Would this depend on where you are going (ie. to an event, commute to work, or to a restaurant)?

Who might face the greatest challenges with this change?

**Currently
bussing
downtown**

**If I'm
alone or if
my safety
is at risk**

**Depends
on the
time of
year**

**Carpooled/walked
downtown for
dinner and a hockey
game**

**Happy to
take the
bus,
pre-covid**

**Seniors,
single
women**

**Depends
on the
time of
day**

Do you think the proposed strategies would make it easier and safer for you to move around (both within your community and when you leave it)?

Safer bike travel would encourage more use

Traffic education is necessary to encourage safer movement

Transit needs to be safer

Would they support you in making a shift to take public transit, walk, or bike for more of your trips?

Already don't own a car

Car is used for business for many neighbours

Do you think the proposed strategies could make moving around Winnipeg easier for those who face barriers to transportation?

If not, what are we missing?

Winnipeggers are competing with commuters/traffic from outside the city

DEEPER DIVE:
What elements would a bike share program need for you to use it?

A bike share would be great, and this relieves the concern about bike theft

What elements would it need to be accessible to those who face barriers to transportation?

Weather

Need for a credit card

Need a bike parking plan

DEEPER DIVE:

What elements would an online carpool matching program need for you to use it?

Does not appeal. Depend on neighbours when a ride is needed.

Don't consider carpool. I am lucky to get to choose my mode of transportation. As a car person, it's too easy to choose to drive my vehicle

This may have greater appeal to those commuting into the city from bedroom communities.

Winnipeg may not be large enough for an online carpool program - there is a lot of informal ways we connect to our neighbours for assistance.

What elements would it need to be accessible to those who face barriers to transportation?

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes

Phase two: Confirm strategies – how do we get where we want to go?

Stakeholder Workshop #2: Improving transportation access – how do we provide safe and sustainable mobility options for all?

Date/time of meeting: November 18, 2021, 2:00PM – 4:00PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Julie Dooley	City of Winnipeg, Public Works, Communication
Pam McKenzie	City of Winnipeg, Office of Public Engagement
Chris Baker	City of Winnipeg, Senior Active Transportation Planner
David Patman	City of Winnipeg, Public Works, Manager – Transportation
Cheryl Dixon	Scatliff+Miller+Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff+Miller+Murray, Public Engagement Specialist
Michael Blatz	Scatliff+Miller+Murray, Public Engagement Specialist

Advisory group members

In attendance:	Representing:
	Downtown BIZ
	WRHA
	ILRC
	WSP
	WSP
	CNIB
	Manitoba Trucking Association
	WSP
	Peg City Car Co-op
	Bike Winnipeg
	University of Manitoba

	Green Action Centre

Distribution:

- CoW project manager + project team

Workshop description:

This workshop focused on equity and transportation. We presented the draft strategies that focus on providing safe and sustainable mobility options for all including considerations for removing barriers, enhancing active transportation opportunities, and increasing connectivity of transit. The project team gathered feedback on the draft strategies to help ensure all Winnipeggers are able to move around the city, and gather stakeholder input on the broad direction these strategies would create for increasing access to transportation options.

Workshop objective:

To gather input from those who work with underserved Winnipeggers and those in geographic areas of higher poverty to determine, broadly, whether the strategies address transportation barriers and adequately position the City to ensure all Winnipeggers are able to move around efficiently and safely. This workshop was slightly different than other stakeholder sessions, as we were not necessarily looking to poll, rank, or gauge comfort but rather to find out what we're missing or missing the mark on.

1.0 Meeting format

1.1 Welcome and presentation

- Welcome and team introductions
- Agenda
- How we got here
- What we heard from the public and stakeholders
- 7 Key Directions – SMM
 - Integrate land use and transportation
 - Provide safe and sustainable mobility options for all
 - Transform and optimize transportation corridors
 - Revitalize the road network and bridges
 - Support goods movement and economic prosperity
 - Enhance active transportation opportunities
 - Connect the city with frequent and rapid transit

- Improving transportation access – how do we provide safe and sustainable mobility options for all
 - What does this mean?
 - What did Winnipeggers say?
 - What does this look like?

1.2 Key directions, strategies, and discussions

Following the presentation of all 7 Key Directions, the project team presented select strategies, options, and opportunities, based on the theme of the workshop: *Improving transportation access – how do we provide safe and sustainable mobility options for all?* After presenting the draft strategies and options, participants engaged in roundtable discussions relating to the strategies presented. When necessary, the participants went into breakout rooms to facilitate smaller group discussions. Each breakout room included the same content and questions. All discussions used Google Jamboards to share the questions on the participants screen, participants were encouraged to virtually ‘raise their hand’, unmute themselves, and verbally share their opinions, feedback, and ideas. During the discussion, a Jamboard was shared on screen and the facilitators added sticky notes with feedback, comments, and ideas presented in the discussion. Participants could see their comments populate the Jamboard with all the feedback heard during the discussion.

1.3 Conclusion

- Next steps
- Poll questions
- Question and answer with Alex Regiec

2.0 Meeting results

14 participants took part in the workshop and engaged in the discussions via the poll and Jamboard questions. Participants were split into 2 breakout rooms to facilitate the discussions in smaller groups. The feedback and discussions around each Jamboard question is summarised in Section 2.1 and the poll results can be found in Section 2.2. Major themes during the discussions were:

- Equity is usually achieved with government subsidies, not network-wide programs like bike share or car share
- Equity considerations for all modes include upfront costs, ongoing costs, access to technology, and access to credit card
- TMP2050 must put more emphasis on accessibility and winter mobility

2.1 Jamboard Discussion Questions

1. Do you think a system like bike sharing could be effective in removing barriers for underserved Winnipeggers, and those in geographic areas of higher poverty?
 - Not shown to be successful in other North American cities
 - Sector is changing fast, and it is hard to keep up with the most recent studies
 - Successful programs use e-bikes rather than conventional bikes or scooters
 - Equity considerations: cash payment option; cargo capabilities
 - Network considerations: parking; connected network; safe network

- Accessibility consideration: modes must allow people to sit; not helpful for the sight-loss community; docking/parking stations may be obstacles for other users

Are these types of systems accessible to the people with whom you work?

- Maybe – each neighbourhood has different bike usage rates and usage purposes

Does a system like bike sharing reduce the reliance on a personal vehicle for underserved Winnipeggers?

- May be more targeted to a lifestyle choice rather than poverty alleviation
 - Government subsidies reduce barriers
2. Do you think a system like car sharing is effective in removing barriers for underserved Winnipeggers, and those in geographic areas of higher poverty?
- No – it would need to be subsidized
 - No – obtaining and keeping a driver's license can be expensive
 - Yes – at the right price

Are these types of systems accessible to the people with whom you work?

Does a system like car sharing reduce the reliance on a personal vehicle for underserved Winnipeggers?

- More beneficial to middle-class folks

What are the current barriers to participating in Winnipeg's existing car sharing program?

- Online access / booking
 - Price
 - Need credit card
3. How do we engage with vulnerable groups, such as the elderly and people experiencing poverty, to better understand how transportation can support their quality of life and access to opportunities (ie. Jobs and services)?
- Go to where the people are / where services are being delivered
 - Engage through family members
 - Ensure 50% of special committee members are people with lived experience
 - Engage with existing organizations: Manitoba Housing, IIRC, Transportation Options Network for Seniors
4. Are the proposed options in Strategy 6.2 "difference-makers" in terms of removing barriers to employment, social interactions, and/or quality of life?

Implement long-term bike parking facilities at high demand locations

- Yes – if secure and weatherproof

Explore and develop park-and-cycle facilities using the existing Winnipeg Transit park-and-ride lots and new strategic locations

- Yes – existing bike lockers are well used
- Yes – if there are bike racks on all buses and parking at destination

Provide illumination along new pedestrian and cycling facilities

- Yes – this would help with perceived personal safety
- Yes – this would help with visibility of obstacles / hazards
- Needed along existing facilities as well

Support and facilitate the development of Active and Safe Routes to School plans

- Yes – but once a plan is made, people expect a change

5. Now that we've discussed the strategies and how they look in reality, let's think about the broad changes Key Directions 2, 6, & 7 will require of the City and Winnipeggers. Do you think it leads the City in the right direction to accomplish our goals and objectives?

- Yes, but need more specific targets and road maps to achieve them
- No, needs more focus on winter mobility and maintenance
- No, not enough focus on accessibility

What challenges do you see in delivering it?

- Transportation demand management to encourage mode shift
- Must make driving less convenient while making other mods more convenient

What are some areas where we may come up against pushback?

- Achieving behavioural change to get people to switch modes

2.2 Poll questions

1. *The information presented at this meeting gives me a better understanding of this project.*

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
0 (0%)	3 (30%)	7 (70%)	0 (0%)	0 (0%)

Do you think a system like bike sharing could be effective in removing barriers for underserved Winnipeggers, and those in geographic areas of higher poverty?

Are these types of systems accessible to the people with whom you work?

Does a system like bike sharing reduce the reliance on a personal vehicle for underserved Winnipeggers?

not shown to be successful in other North American cities

micro-mobility is changing/growing quickly - hard to keep up

different bike usage/patterns in different neighbourhoods

the wrench is a good example

successful programs use e-bikes rather than other modes (scooters, bikes, etc.)

parking, cash payment important

must have connected and safe bike network

modes must allow for people to sit to be accessible

Do you think a system like bike sharing could be effective in removing barriers for underserved Winnipeggers, and those in geographic areas of higher poverty?

Are these types of systems accessible to the people with whom you work?

Does a system like bike sharing reduce the reliance on a personal vehicle for underserved Winnipeggers?

Depends on how it's implemented - need to think about ability to pay.

Success dependent on safe infrastructure.

If implemented correctly, can reduce barriers

Bike sharing not accessible to people in the sight-loss community

Obstacles for people with sight loss

Is it more about a lifestyle choice vs poverty alleviation?

Electric bikes, cargo bikes can help reduce barriers

Including cargo bikes would help areas of higher poverty

Access to a credit card could be a barrier

Docking stations can be a tripping hazard.

Need to be able to break even. Government subsidized helps reduce barriers.

Other cities - methods of pay, distribution of bikes, scooters.

Examples of prepaid cards, cash options, etc.

People leave scooters on the sidewalk - presents a danger

I think we need to think of it as a lifestyle choice there to reduce the need for vehicles, but then make sure that it is affordable to all and accessible to all.

Do you think a system like car sharing could be effective in removing barriers for underserved Winnipeggers, and those in geographic areas of higher poverty?

Are these types of systems accessible to the people with whom you work?

Does a system like car sharing reduce the reliance on a personal vehicle for underserved Winnipeggers?

What are the current barriers to participating in Winnipeg's existing car sharing program?

car sharing is being used by middle class folks

car sharing in geographic areas of higher poverty would need to be subsidized

online access and pricing can be barriers

the City could replace its fleet with car co-op vehicles to increase the inventory of vehicles downtown

Do you think a system like car sharing could be effective in removing barriers for underserved Winnipeggers, and those in geographic areas of higher poverty?

Are these types of systems accessible to the people with whom you work?

Does a system like car sharing reduce the reliance on a personal vehicle for underserved Winnipeggers?

What are the current barriers to participating in Winnipeg's existing car sharing program?

driving a car has many more barriers for folks...unlike a bike. it is very expensive to obtain and keep a drivers license.

Yes. Support from municipalities can help reduce rates, cost, so people who cannot afford it can use the service

Barriers -
Need a credit card, computer access to book online.

Options
available for low income people to not need a credit card

Good lifestyle option, more so than poverty reduction

Data shows low income people use car sharing services

How do we engage with vulnerable groups, such as the elderly and people experiencing poverty, to better understand how transportation can support their quality of life and access to opportunities (ie. jobs and services)?

for the elderly -
need to focus on
"future proofing"
people by
introducing them to
a variety of modes
earlier in life

WinnPass program -
reduced rate (\$70) is
still too high,
especially compared
to low-cost parking

go to where the
people are; don't
use the internet;
specific "task force"
groups at the City;
engage through
family members

50% of committee
members should be
people with lived
experience

help people
maintain
individuality and
independence -
don't have to rely on
strangers or
services

How do we engage with vulnerable groups, such as the elderly and people experiencing poverty, to better understand how transportation can support their quality of life and access to opportunities (ie. jobs and services)?

Transportation access starts with quality of sidewalk and sidewalk maintenance

Connect with Manitoba Housing, IIRC

Engage with older adults and organizations, e.g., Transportation options for seniors

Get out to the organizations/not wait for them to come to you

Go to where the services are being delivered; boots on the ground

Are the proposed options in Strategy 6.2 "difference-makers" in terms of removing barriers to employment, social interactions, and/or quality of life?

Implement long-term bike parking facilities at high demand locations

It's needed and nice, but won't be a difference maker

need better bike parking requirements generally, not tied to an employer

need bike parking to be implemented at a certain quality/security level

look at precedent designs elsewhere

need: high visibility / an staff person or attendant, robustness of materials, convenience, weather protected, technology (but may increase cost)

Explore and develop park-and-cycle facilities using the existing Winnipeg Transit park-and-ride lots and new strategic locations.

existing bike lockers at a few stations already - seem to be well used

bike racks on all buses - more flexibility as long as there is bike parking

Are the proposed options in Strategy 6.2 "difference-makers" in terms of removing barriers to employment, social interactions, and/or quality of life?

Implement long-term bike parking facilities at high demand locations

Needs to go beyond high-demand locations. Needs to include offices, workplaces, multi-family dwellings

Needs to be secure

Considerations about bike-theft needs to be included

Explore and develop park-and-cycle facilities using the existing Winnipeg Transit park-and-ride lots and new strategic locations.

Should not be viewed as just meeting existing demand but also to drive the outcome you want.

Think about integrate with transit routes

Mini-pool systems - car sharing provider provides multi-passenger vehicles. Typically parked at rapid transit stations.

Be sure not to create barriers to the transit station

Are the proposed options in Strategy 6.2 "difference-makers" in terms of removing barriers to employment, social interactions, and/or quality of life?

Provide illumination along new pedestrian and cycling facilities.

yes -
perceived
personal
safety,
visibility

yes, but
needed in
older areas as
well, and on
existing
facilities

a lot of equity
comes down
to pricing

yes -
important for
identifying
road condition
hazards

Support and facilitate the development of Active and Safe Routes to School plans.

Once the plan
is made,
people expect
changes to be
made

free transit
would be a
difference
maker

Are the proposed options in Strategy 6.2 "difference-makers" in terms of removing barriers to employment, social interactions, and/or quality of life?

Provide illumination along new pedestrian and cycling facilities.

Support and facilitate the development of Active and Safe Routes to School plans.

Needs visibility

wayfinding

Current rapid transit corridor taken away from Pembina - some may not feel comfortable at those transit stations

Can't separate from land use - One of the best things for security is to have eyes on the street.

Need to go beyond and implement the plans

We need to put effort into walk and bike sheds near transit, and maximize those access sheds. Beaumont station should provide a walk/bike tunnel to Taylor

Having an intuitive network helps. Don't switch from side to side of the street.

Wayfinding is difficult for people new to the city - signage would be helpful so you don't have to depend on a device

Curbside access for car share

Consistency is key for navigating with sight loss

Now that we've discussed the strategies and how they look in reality, let's think about the broad change Key Directions 2, 6 & 7 will require of the City and Winnipeggers.

Do you think it leads the City in the right direction to accomplish our goals and objectives?

On a broad level, yes, but there are not enough specific targets or road maps to achieve them

#1 priority must be building more sustainable infrastructure, not car infrastructure

Key performance indicators / dashboards that are publicly viewable - see progress

need more focus on winter mobility / maintenance / maintenance priorities / maintenance inspections

What challenges do you see in delivering on it?

Winter maintenance will be key to ensuring sustainable modes are used year-round

Need to have budgeting match policy priorities

Transportation demand management to encourage people to mode-shift away from driving

COVID responses speak to where priorities are: open streets are in middle class neighbourhoods; no reduction of transit fares even though there was free parking

think regionally

simply having a good bus / bike system isn't enough to get people to switch - must increase friction of driving by making it harder

What are some areas where we may come up against pushback?

need to emphasize that people are going to have to change transportation behaviours in order to meet climate and financial goals

Transportation system must be climate resilient - how can people move during an emergency?

Representation - not enough focus on accessibility

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes

Phase two: Confirm strategies – how do we get where we want to go?

Neighbourhood advisory group: City Centre

Date/time of meeting: November 18, 2021, 6:30PM – 8:30PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Julie Dooley	City of Winnipeg, Public Works, Communication
Pam McKenzie	City of Winnipeg, Office of Public Engagement
Chris Baker	City of Winnipeg, Senior Active Transportation Planner
Cheryl Dixon	Scatliff + Miller + Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff + Miller + Murray, Public Engagement Specialist

Advisory group members

In attendance:	Representing:
	West Broadway
	West Wolseley
	Wolseley
	Linden Woods
	Exchange District
	Wolseley

Distribution:

- CoW project manager + project team

Workshop description:

This workshop focused on the seven key directions and associated strategies the TMP2050 is proposing to improve Winnipeg's transportation network. The project team wanted to hear whether stakeholders felt the draft strategies could help us successfully create a transportation system that considers the mobility needs and wants of Winnipeggers. We also gathered input on the level of support stakeholders have for the broad direction these strategies would create for the future of our city's transportation network.

Workshop objective:

To gather input from residents and neighbourhoods to determine whether the TMP2050 strategies help Winnipeggers engage with their transportation system. This workshop will gather feedback on how the draft strategies can improve the transportation network to better serve Winnipeggers and the destinations they travel to.

1. Meeting format**1.1 Welcome and presentation**

- Welcome and team introductions
- Agenda
- How we got here
- What we heard from the public and stakeholders
- 7 Key Directions – SMM
 - Integrate land use and transportation
 - Provide safe and sustainable mobility options for all
 - Transform and optimize transportation corridors
 - Revitalize the road network and bridges
 - Support goods movement and economic prosperity
 - Enhance active transportation opportunities
 - Connect the city with frequent and rapid transit

1.2 Key directions, strategies, and discussions

Following the presentation of all 7 Key Directions, the project team presented select strategies, options, and opportunities, depending on the interest of the Neighbourhood Advisory Group. After presenting the draft strategies and options, participants engaged in roundtable discussions relating to the strategies presented. When necessary, the participants went into breakout rooms to facilitate smaller group discussions. Each breakout room included the same content and questions. All discussions used Google Jamboards to share the questions on the participants screen, participants were encouraged to virtually 'raise their hand', unmute themselves, and verbally share their opinions, feedback, and ideas. During the discussion, a Jamboard was shared on screen and the facilitators added sticky notes with feedback, comments, and ideas presented in the discussion. Participants could see their comments populate the jamboard with all the feedback heard during the discussion.

1.3 Conclusion

- Next steps
- Poll questions
- Question and answer with Alex Regiec

2.0 Meeting results

6 participants took part in the workshop and engaged in the discussions via the poll and Jamboard questions. The group was small enough that participants could stay in one Zoom room and a discussion was facilitated all together. The feedback and discussions around each Jamboard question is summarised in Section 2.1 and the poll results can be found in Section 2.2. Major themes during the discussions were:

- People will continue to drive as long as they perceive it to be more convenient and safer than other modes
- The City needs to ensure that sustainable modes are becoming more appealing (improved safety and overall experience) and realistic options over time
- Concerns about the costs of network infrastructure improvements

2.1 Jamboard Discussion Questions

1. If the availability of parking downtown and in high demand areas decreased, would that be incentive for you to walk, bike, take transit, carpool, or take a taxi or Uber more often? Would this depend on where you are going (ie. To an event, commute to work, or to a restaurant)? Who might face the greatest challenges with these changes?
 - Decreased parking would likely decrease the frequency with which people go downtown, but not get them to switch modes due to abundant parking elsewhere in Winnipeg (i.e., people would continue to drive, but choose to go places where parking was easier and/or cheaper)
 - Decreased parking should go hand-in-hand with improvements to transit, pedestrian infrastructure, and winter maintenance
 - Winnipeggers need to be educated about the benefits of changing modes (personal finance, climate change, equity)
2. Do you think the proposed strategies could make moving around Winnipeg easier for those who face barriers to transportation? If not, what are we missing?
 - The proposed strategies are programmatic instead of systemic (i.e., stop designing for cars)
 - Need to address safety
 - Need to address regional transportation planning and taxation
3. When there isn't enough space to accommodate all road users, which elements do you believe the City should prioritize? Let's discuss.
 - Always include trees and greenery
 - Streets should have narrower lanes and slower speeds
 - Streets should have reversible lanes where appropriate

4. Do you think traffic calming is something that would be acceptable to your neighbourhood? Would some methods work better or be more welcomed than others?
 - Traffic calming is generally acceptable and important
 - Narrower lanes can reduce speeds while also adding bike lanes or widening sidewalks
 - Planters beside bike lanes can calm traffic while also improving aesthetics
5. The Potential New Roads & Bridges Map identified road expansions and additions, and intersection improvements. The TMP2050 proposes that roads will only be expanded, extended, or added for three purposes. If the City of Winnipeg follows this direction, do you believe this will serve the growth and future of Winnipeg? Do you believe this aligns with the City's climate change, mode-shift, and infrastructure investment restraints? If so, how?
 - Depends if the widened and expanded roads will enable sprawl
 - Concerns about the cost of all the improvements
 - Instead of expanding roads for sustainable modes, convert vehicle lanes – less infrastructure to build and maintain

2.2 Poll questions

1. *When there isn't enough space to accommodate all road users, which elements do you believe the City should prioritize?*

Priorities	Ranking
Diamond vehicle lane capacity – spaces for carpool use, taxis, and buses	5.50
Boulevard and median greenery	4.67
Sidewalk width	4.33
Bike lane capacity	4.17
Vehicle lane capacity – spaces for single-use cars, trucks, buses, and motorcycles	3.33
On-street parking	3.17
Loading zones	2.83

2. *Did you have an opportunity to review the Strategies Booklet?*

Yes	No	Unsure
3 (50%)	3 (50%)	0 (0%)

3. *The information presented at this meeting gives me a better understanding of this project.*

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
2 (50%)	1 (25%)	0 (0%)	1 (25%)	0 (0%)

Think about times you move through your neighbourhood and Downtown.

If the availability of parking downtown and in high demand areas decreased, would that be incentive for you to walk, bike, take transit, carpool, or take a taxi or Uber more often?

Would this depend on where you are going (ie. to an event, commute to work, or to a restaurant)?

Who might face the greatest challenges with this change?

Not an incentive to stop driving. No longer going downtown and currently hate going downtown. Parking is currently an issue and expensive.

It would be an incentive if parking was more expensive or difficult to find for folks to shift their mode. Walking downtown is great.

It would have an impact on frequency of going downtown. Parking is currently incredibly easy and inexpensive.

charge for parking in malls and other things that support an unsustainable urban footprint

Set goals - Keep track of the number of people that mode shift from vehicle reliance to live closer, car or ride share, walk, transit and other modes like biking

polling without education based on evidence especially about climate and equity

Education is an important aspect. Let folks know the benefits of adjusting their mode. Help Winnipeggers understand the cost of parking / transit / various modes of transportation.

Provide better winter maintenance

How are people given information that is based on research and evidence on good urban planning before they participate in engagement?

Currently commute downtown by foot or bike

Other Winnipeggers wouldn't change their mode if it was hard to park.

reduce hidden subsidies for car reliance and car use that could be replaced by transit and AT

computer tax to charge people who use the city infrastructure but live in municipalities outside the city

Infrastructure upgrades need to go hand-in-hand with neighbourhood upgrades

Reduced parking would need to happen at the same time with improved transit infrastructure and better walking infrastructure

Mobility
hubs

Expand
mobility
technologies

On-street
parking for
car share
vehicles

Online
carpool
matching

Dynamic
speed limits

Do you think the proposed strategies could make moving around Winnipeg easier for those who face barriers to transportation?

If not, what are we missing?

Mobility hubs could be helpful

programs need to integrate active transportation to schools so kids learn to walk and ride a bike or scooter, or roller blade, skate board, etc. a 10 K bike ride takes 30 minutes or so and is half the daily recommended physical activity for

Transit to connect Winnipeggers to regional parks (ie. Birds Hill park)

We shouldn't have high event parking prices

We should incentivize carpooling downtown

These strategies don't address safety

stop designing the city for car reliance

That would be a strategy for the greater met region is a bus service or light rail service for ring municipalities

A lot of the strategies are programmatic. What we need are systemic strategies that depend on good urban planning.

As long as we are designing the city for reliance on the car, it will be very difficult to shift our modes.

City should strengthen the driver's test.

Bus system to commute from rural areas into the City.

Until we have a municipal region plan, we are continuing to design a city that doesn't have the tax base to support all of the infrastructure we have.

The amount of people commuting into the city is hard on city infrastructure

Some of Winnipeg's streets are already wide enough to add additional space for the safe and dedicated use of transit, biking, or walking while maintaining the same level of service for motor vehicles. However, other roads do not have the extra space.

When there isn't enough space to accommodate all road users, which elements do you believe the City should prioritize? Let's discuss.

Complete streets should always include trees and greenery

The city has a lot of limitations on street trees

City has removed trees for parking and loading zones that are not well used.

Reversible lanes are a great idea

Road lanes should be narrower to increase more space for other mode users. It also encourages people to drive slower.

Widening the sidewalks without taking away the trees is best. Stop removing trees when reconstructing the sidewalk.

DEEPER DIVE:

Traffic calming is one way to safely accommodate a variety of modes on a street. Examples of this include speed bumps, targeted speed reductions, curb bump-outs, etc.

Do you think traffic calming is something that would be acceptable to your neighbourhood?

Would some methods work better or be more welcomed than others?

Yes, traffic calming is acceptable and important to neighbours.

The bike lanes that went in on Westminster - it has significantly slowed traffic.

Speed bumps and four way stops are contentious

Narrow widths of streets as much as possible will help slow traffic

Winnipeg trails has done a lot of good work with planters beside bike lanes - a good, cost effective and good looking way to do traffic calming

Balmoral and granite way bus stop has improved since the bike lines went in on westminster/balmoral

Many people think new bike lanes on Westminster are terrible

The Potential New Roads & Bridges Map identified road expansions and additions, and intersection improvements.

The TMP2050 proposes that roads will only be expanded, extended, or added for three purposes:

1. To provide space for goods movement (such as the completion of the inner ring road);
2. To provide space for sustainable modes (such as the addition of a designated bike lane); or
3. To connect new developments to the existing network (such as Bison Drive)

If the City follows this direction, do you believe this will serve the growth and future of Winnipeg?
Let's discuss.

Confused why we are expanding roads for transit purposes, when transit is intended to take cars off the road. Let's dedicate transit lanes instead and make it easier for folks to take transit.

Concern around cost for all of the proposed roads and bridges

Urban sprawl is a big issue. Prairie cities may not be able to do this for much longer because of the carbon footprint it will leave.

Depends if the widened and expanded roads will allow for urban sprawl

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes

Phase two: Confirm strategies – how do we get where we want to go?

Stakeholder Workshop #3: Revitalizing roads and bridges – how do we enhance the network?

Date/time of meeting: November 19, 2021, 2:00PM – 4:00PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Julie Dooley	City of Winnipeg, Public Works, Communication
Pam McKenzie	City of Winnipeg, Office of Public Engagement
Cheryl Dixon	Scatliff+Miller+Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff+Miller+Murray, Public Engagement Specialist
Michael Blatz	Scatliff+Miller+Murray, Public Engagement Specialist

Advisory group members

In attendance:	Representing:
	WSP
	Ladco
	Manitoba Trucking Association
	WSP
	University of Manitoba
	Safe Speeds Winnipeg
	Green Action Centre
	Green Action Centre
	WSP
	Bike Winnipeg
	WRHA

Distribution:

- CoW project manager + project team

Workshop description:

This workshop focused on how we improve the road and bridge network for longevity and a high level of service. The project team shared information about the current state of our roads and bridges and presented the draft strategies that focus on *increasing auto mobility and creating better connections*. We gathered feedback on the draft strategies that would allow us to sustainably revitalize, build, operate, and maintain our network, stakeholders shared their input on whether they support the broad direction the strategies would create for the future of our city's roads and bridges.

Workshop objective:

To gather input on the proposed strategies and if they accomplish the goal to build, operate, and maintain our network of roadways and bridges. To gather information about the level of comfort with stakeholders to only expand or add new roads for the purpose of connecting new development to existing infrastructure, to make space for goods movement, and to provide sustainable mobility options.

1.0 Meeting format**1.1 Welcome and presentation**

- Welcome and team introductions
- Agenda
- How we got here
- What we heard from the public and stakeholders
- 7 Key Directions – SMM
 - Integrate land use and transportation
 - Provide safe and sustainable mobility options for all
 - Transform and optimize transportation corridors
 - Revitalize the road network and bridges
 - Support goods movement and economic prosperity
 - Enhance active transportation opportunities
 - Connect the city with frequent and rapid transit
- Revitalizing roads and bridges: how do we enhance the network?
 - What does this mean?
 - What did Winnipeggers say?
 - What does this look like?

1.2 Key directions, strategies, and discussions

Following the presentation of all 7 Key Directions, the project team presented select strategies, options, and opportunities, based on the theme of the workshop: *Revitalizing roads and bridges – how do we enhance the network?* After presenting the draft strategies and options, participants engaged in roundtable discussions relating to the strategies presented. When necessary, the participants went into breakout rooms to facilitate smaller group discussions. Each breakout room included the same content and questions. All discussions used Google Jamboards to share the questions on the participants screen, participants were encouraged to virtually 'raise their hand', unmute themselves, and verbally share their opinions, feedback, and ideas. During the discussion, a Jamboard was shared on screen and the facilitators added sticky notes with feedback, comments, and ideas presented in the discussion. Participants could see their comments populate the Jamboard with all the feedback heard during the discussion.

1.3 Conclusion

- Next steps
- Poll questions
- Question and answer with Alex Regiec

2.0 Meeting results

12 participants took part in the workshop and engaged in the discussions via the poll and Jamboard questions. Participants were split into 2 breakout rooms to facilitate the discussions in smaller groups. The feedback and discussions around each Jamboard question is summarised in Section 2.1 and the poll results can be found in Section 2.2. Major themes during the discussions were:

- Concerns that expanding, adding, and improving the road network will only encourage more driving, which is contrary to many other aspects of TMP2050
- Recognition that goods movement is an important aspect of the local economy
- Recognition that cars will continue to be used in the future
- Road, bridge, underpass, and intersection design must consider the pedestrian and cyclist experience

2.1 Jamboard Discussion Questions

1. The TMP2050 proposes that roads will only be expanded, extended or added for three purposes. If the City of Winnipeg follows this direction, what are the implications for current development in the city? What are the implications for future development in the city? What do you believe will be the implications for our infrastructure deficit?
 - Providing space for goods movement is important because these routes are also designed/built for buses and emergency vehicles, and because goods movement is integral to the local economy
 - Support the idea to minimize expansion/addition of roads, though the City does not have enough money to maintain existing roads – maybe this doesn't go far enough
 - Need increased density to make this work

- Needs to be coupled with re-allocating space for more sustainable modes
 - Completing long-discussed projects should help infrastructure deficit
2. What is your level of interest in adapting to new configurations of intersections, such as Michigan Lefts?
 - Like that the City is bringing in new ideas
 - Might require slower speed limits on the main route
 - Learning process for drivers
 - Must consider how they affect pedestrians and cyclists
 - Must be used in appropriate places
 3. What is your level of interest in adapting to new configurations of intersections such as Continuous Green "T" Intersections?
 - Safety for cyclists: Merge lanes are bad for cyclists because they will have cars on either side with no physical barriers; there is no bike lane shown for northbound cyclists turning west; uninterrupted vehicle flows can be dangerous for cyclists; consider the cyclist experience (safety and flow) as much as vehicle experience
 - Must ensure these "unconventional" intersections can be easily navigated by people with visual impairments
 4. Do the proposed new roads and bridges make it easier and more efficient for you and Winnipeggers to move around Winnipeg? What improvements do you think are the most important to the future of Winnipeg?
 - Important to complete the inner ring road
 - New roads have a negative return on investment for the City – they are not economic drivers
 - New roads, bridges, and underpasses must accommodate active transportation
 - Do these changes just make it easier to live on the periphery of the City and drive more?
 5. Do the proposed upgrades to existing roads and bridges make it easier and more efficient for you and Winnipeggers to move around Winnipeg? What improvements do you think are the most important to the future of Winnipeg?
 - Upgrades should include active transportation facilities
 6. Do the proposed upgrades to existing intersections make it easier and more efficient for you and Winnipeggers to move around Winnipeg? What improvements do you think are the most important to the future of Winnipeg?
 - Difficult to prioritize this many improvements
 - Upgrades must consider all modes
 - Changes might make moving around by foot or bike harder

7. Now that we've discussed the strategies and how they look in reality, let's think about the broad change Key Direction 4 will require of the City and Winnipeggers. Do you think it leads the City in the right direction to accomplish our goals and objectives?
- No – this Key Direction tries too hard to please everyone and will not shift people away from driving
 - Cars will still have a place in the transportation system

What challenges do you see in delivering on it?

- Budgeting all the potential projects
- Diverging goals of expanding road network but also trying to shift people away from driving
- Unknowns around long-term or permanent behavioural changes associated with the pandemic

What are some areas where we may come up against pushback?

- Students are looking for major visionary change
- Transit is the next best option to driving, and should be prioritized that way

2.2 Poll questions

1. *Do you like the idea of integrating digital message boards into Winnipeg's transportation network to show real time information on traffic congestion*

Yes, use them as much as possible	On certain streets	No	Unsure
3 (25%)	3 (25%)	1 (8%)	5 (42%)

2. *The information presented at this meeting gives me a better understanding of this project:*

Strongly agree	Agree	Neutral	Disagree	Strongly disagree
1 (10%)	2 (20%)	4 (40%)	3 (30%)	0 (0%)

The Potential New Roads & Bridges Map identifies road expansions and additions, and intersection improvements.

The TP 2050 proposes that roads will only be expanded, extended, or added for three purposes:

1. To provide space for goods movement;
2. To provide space for sustainable modes; or
3. To connect new developments to the existing network.

If the City of Winnipeg follows this direction, what are the implications for current development in the City?

What are the implications for future development?

What do you believe will be the implications for our infrastructure deficit?

A good start, but we also need to think about re-allocating road space to sustainable modes

Excited about #2. Demand for bridges is different for different modes

Expansion of system has been long delayed, contributing to infrastructure deficit

Truck Routes are also built/designed for buses and emergency vehicles

How do we differentiate between the movement of goods vs the movement of other cars?

Need a density of destinations to make it work - implement through zoning and upgraded pipes

Need to be more politically resolute and stick to our guns - Precinct G plan was not implemented as designed due to pushback

Important to include space for goods movement (via the Truck Route network) - must be identified and maintained for the City's economy

Small industrial pockets dispersed throughout the city which must be connected with Truck Routes

The Potential New Roads & Bridges Map identifies road expansions and additions, and intersection improvements.

The TP 2050 proposes that roads will only be expanded, extended, or added for three purposes:

1. To provide space for goods movement;
2. To provide space for sustainable modes; or
3. To connect new developments to the existing network.

If the City of Winnipeg follows this direction, what are the implications for current development in the City?

What are the implications for future development?

What do you believe will be the implications for our infrastructure deficit?

Support the idea to minimize the expansion of new roads. Can't afford to maintain existing roads. Only way to move forward is to reduce demand for single-occupant vehicles.

Even though we can't afford to maintain current system, adding capacity works against the goals.

Barrier to walking and biking is busy roads. This key direction doesn't go far enough.

There is not enough money to maintain, let alone expand.

People are reluctant to change the way they live.

Physical separation is key whether it's a protected bike lane or a path.

People have desire to use other modes, but feel unsafe, transit not convenient. Need to make it attractive as possible to use other modes.

If cost and affordability don't match, need to go back to the plan to what we can afford.

Seems to be a contradiction in the plan re: separated bike lanes.

Traffic speeds matter more than traffic volumes when it comes to pedestrian/cyclist comfort/safety.

only city of its size in NA that doesn't have a freeway system; the street system we have must handle all the traffic that goes through the city and to the businesses in the city. Significant problem with the condition of the

Reasons why people may not want to change the way they move around include physical, convenience, moving goods

Not easy to change behavior/take things away from people.

Important to have balance. Taking the ultimatum approach has caused issues in the past.

What is your level of interest in adapting to new configurations of intersections, such as Michigan Lefts?

**Like
bringing
in new
ideas**

**Must consider how
people will adapt to
new intersections in
all kinds of different
traffic conditions /
circumstances**

**Might require
slower speed
limits on the
main route**

**Ensure the
merge lane is
long enough**

**Learning
process for
users -
patience and
caution
required**

**How do they
effect people
who are
walking or
biking?**

What is your level of interest in adapting to new configurations of intersections, such as Michigan Lefts?

They have a place but have to be careful where you use them.

Need to look at reducing number of cars. These don't reduce cars. More cars = busier roadways = fewer pedestrians and cyclists.

Very effective in some situations, ineffective in other situations/locations.

What is your level of interest in adapting to new configurations of intersections, such as Continuous Green "T" Intersections?

**Merge lanes
are bad for
cyclists -
traffic on all
sides**

**Gaps in the
diagram for
northbound
cyclists
turning west**

**Physically separate
bike lanes;
purposely design
intersection to
include
bike-specific
considerations**

**Uninterrupted
vehicle flow
can be
dangerous for
cyclists**

What is your level of interest in adapting to new configurations of intersections, such as Continuous Green "T" Intersections?

They are effective, but drivers have to look over their right shoulders. But worth trying. Works in Saskatoon.

There was a bike lane in the example - drivers would have to cross that lane, which is an added conflict and makes it more dangerous.

about the difficulty of integrating pedestrians at roundabouts especially anyone who is visually impaired. Are there solutions from other jurisdictions that have adequately and successfully

Do the proposed new roads and bridges make it easier and more efficient for you and Winnipeggers to move around the City?

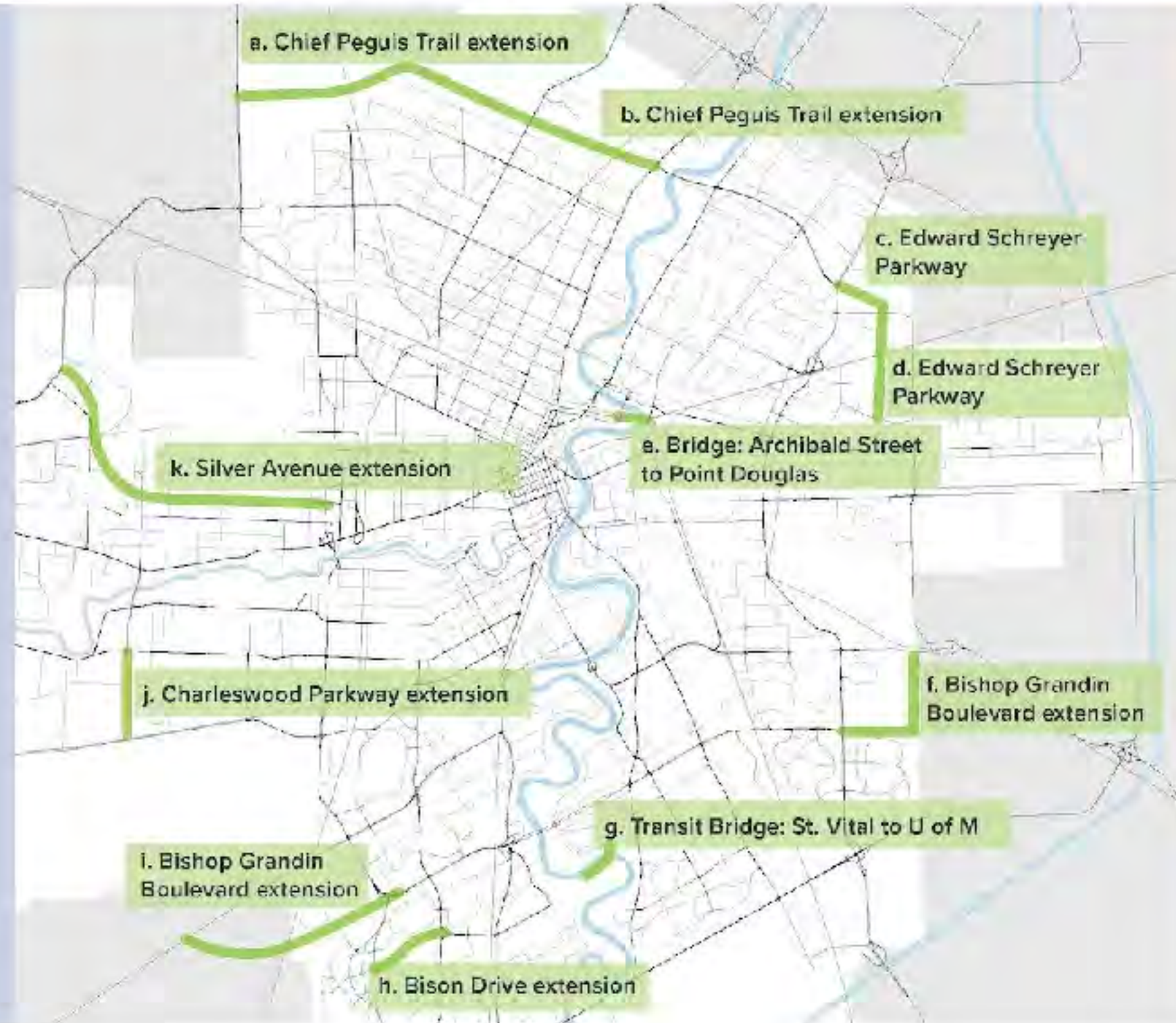
What improvements do you think are the most important to the future of Winnipeg?

MAP

POTENTIAL NEW ROADS & BRIDGES

Gaps identified in the previous TMP - Bishop Grandin to the Trans Canada; Chief Peguis is going to be key for CentrePort; Highway 6 extension into Winnipeg

Location of potential new road or bridge



Important to complete the inner ring road for the economy of the City

Inner ring road could alleviate congestion downtown

New bridges and underpasses must accommodate pedestrians and cyclists

Using new roads as an economic driver has a negative ROI for the City.

Seems to be siloed from AT network improvement - how are these prioritized? Do these changes make it easier to live outside of the City and commute in?

new roads do not drive the economy. the growth of the economy drives the demand for new roads

Do the proposed new roads and bridges make it easier and more efficient for you and Winnipeggers to move around the City?

What improvements do you think are the most important to the future of Winnipeg?

MAP

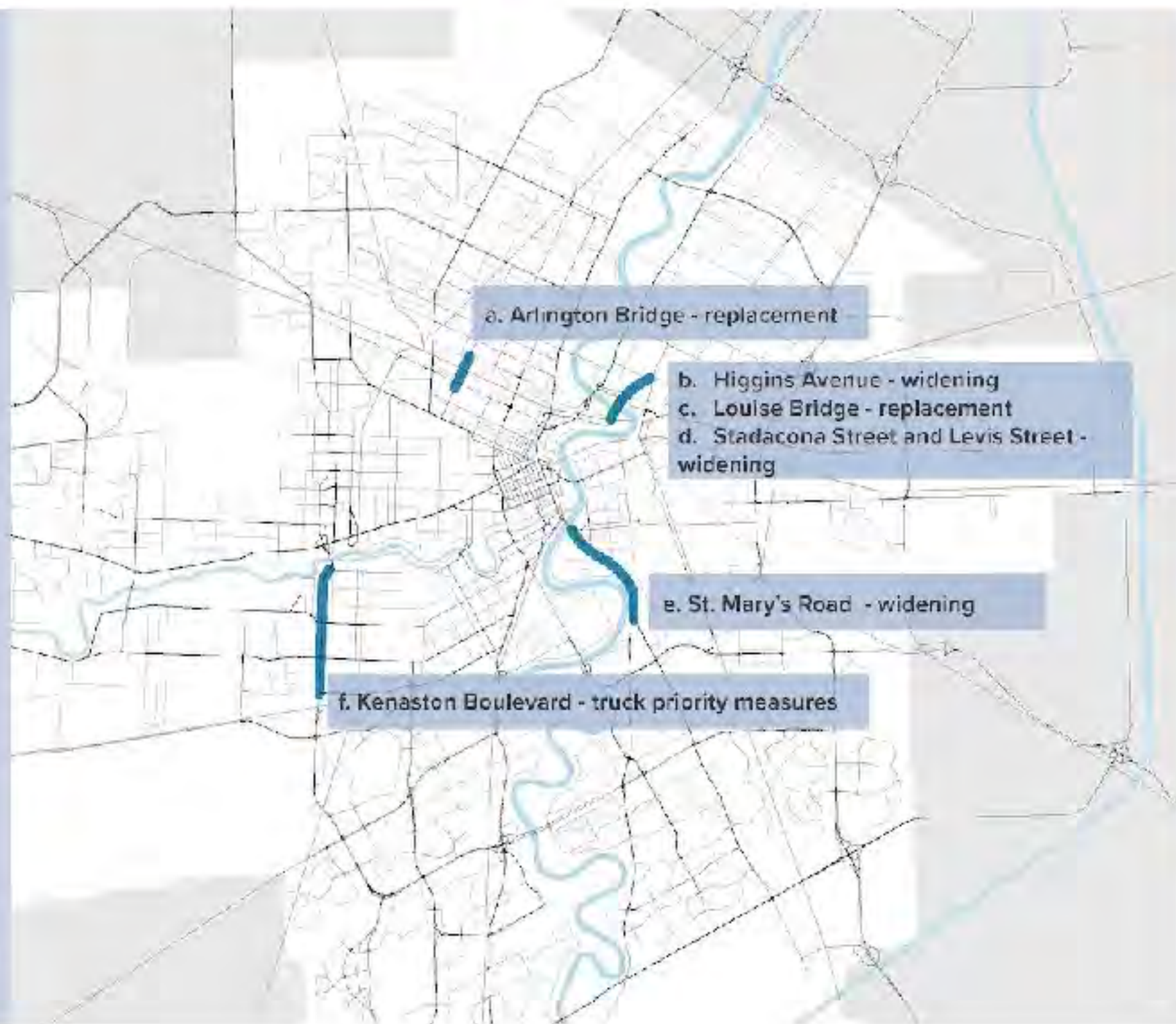
POTENTIAL ROAD & BRIDGE UPGRADES

Louise Bridge is major connection - congestion increases when it is closed

travel behaviours and mode choices have been around for decades but have not typically been used in Winnipeg where cars have been treated as "sacred" on the road. The field is called Transportation Demand

If we are saying that 55% of all trips will be made via sustainable modes, we need to actually plan for that in our roads. If we recude traffic to this 55% goal, how much traffic are we still needing to add?

Location of potential road or bridge upgrade



Widening Stadacona will meet pushback

Replace Louise bridge but do not add capacity for more traffic

Concerns about widening roads and the implication for pedestrian crossing times

Kenaston will become much more important with Kapyong Barracks redevelopment

all City corridor and some of these are at the end of their life with no choice but to replace. offers the opportunity to incorporate AT facilities.

induced demand works in both directions. Increase capacity, get more traffic. Reduce capacity, get less traffic. We need to be removing car capacity when we are looking to add transit/walk/bike capacity.

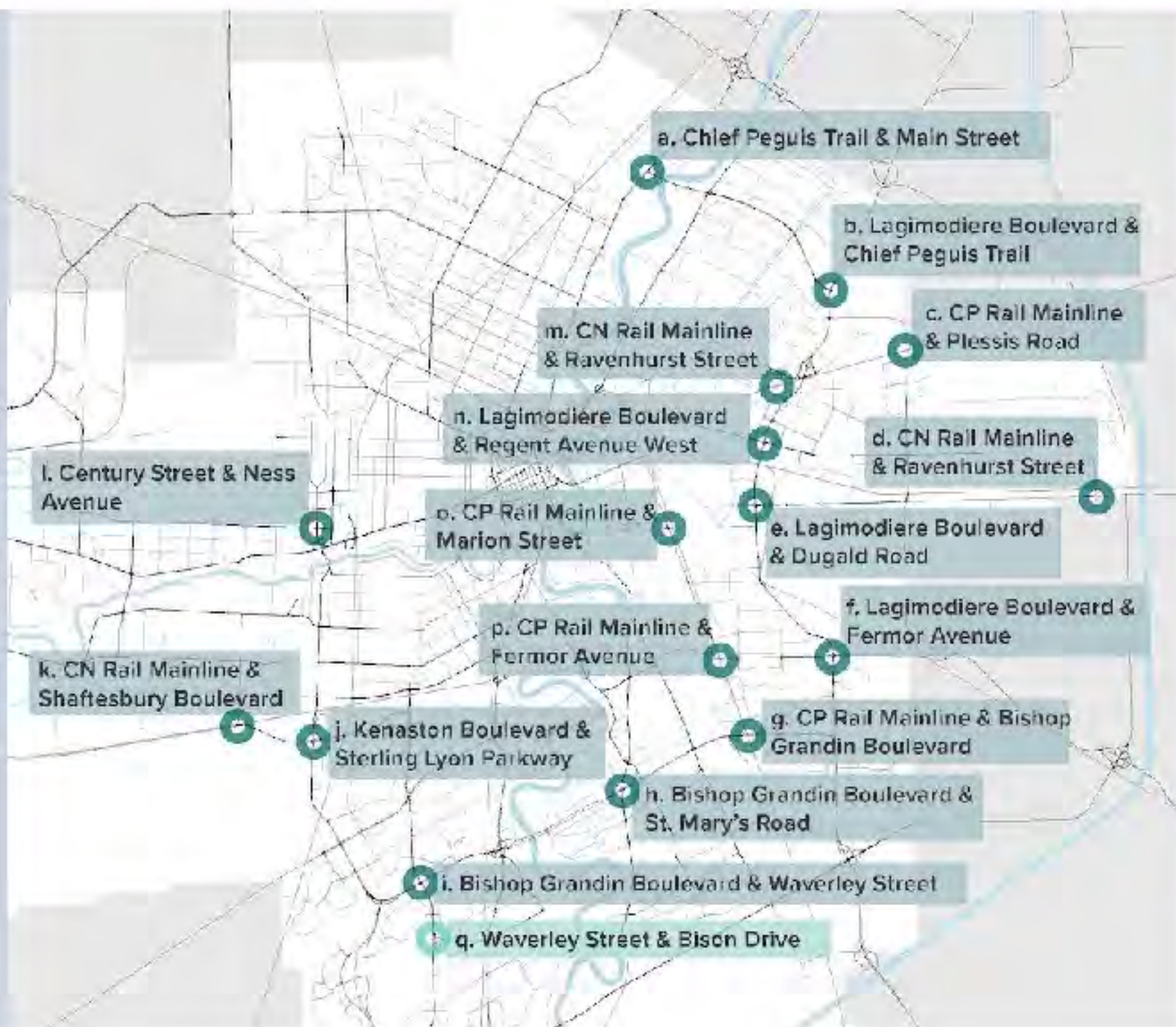
Do the proposed new roads and bridges make it easier and more efficient for you and Winnipeggers to move around the City?

What improvements do you think are the most important to the future of Winnipeg?

MAP

POTENTIAL INTERSECTION IMPROVEMENTS

- Location of potential intersection upgrade
- Location of potential grade-separated intersection



Difficult to prioritize this many improvements

Must consider all modes

Makes things easier by car, but might make AT harder

Must consider the pedestrian experience next to busy corridors

Route 90 @ Portage - southbound traffic wishing to turn west must go through residential area near St James Hotel

Now that we've discussed the strategies and how they look in reality, let's think about the broad change Key Direction 4 will require of the City and Winnipeggers.

Do you think it leads the City in the right direction to accomplish our goals and objectives?

What challenges do you see in delivering on it?

What are some areas where we may come up against pushback?

No it will not take us in the right direction. Trying to make everyone happy but need a mode-shift

We need to see targets with budget behind them.

Diverging / mutually exclusive goals

Manage and upgrade car and AT infrastructure together

Students want major change

There is still a place for cars, but less dependence on individual ownership / fewer trips made by car

There is a disconnect between the goals of mode shift and key direction of increasing capacity/convenience for cars.

We don't know the impacts of the pandemic

Budget will be a challenge - other forms of revenue may be needed

Alternative revenue sources may be needed

May be easier to get mode-shift for regular commutes, but more challenging for special / evening trips (kids' activities, etc.)

We need to attach budget to all of the actionable items to make it realistic

behaviours when needed. The impacts of climate change are going to continue to drain our financial resources. At some point we will have no choice. I'd like to see Winnipeg act on that now and build for resilience rather than

Transit is the next best option to cars in a winter city - this mode should be priority for upgrades

Mobility or labour is a key component of any city and enables the city to compete - the transportation system must enable people to get to work (work locations are changing more frequently); flexibility is more important now than ever before

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes

Phase two: Confirm strategies – how do we get where we want to go?

Stakeholder Workshop #4: Safe and efficient goods movement – how do we support business and industry?

Date/time of meeting: November 22, 2021, 2:00PM – 4:00PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Julie Dooley	City of Winnipeg, Public Works, Communication
Pam McKenzie	City of Winnipeg, Office of Public Engagement
Cheryl Dixon	Scatliff+Miller+Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff+Miller+Murray, Public Engagement Specialist

Advisory group members

In attendance:	Representing:
	Economic Development Winnipeg
	McGowan Russell
	WRHA
	Terracon
	WSP
	Landmark Planning
	Manitoba Trucking Association
	Manitoba Trucking Association

Distribution:

- CoW project manager + project team

Workshop description:

This workshop focused on how transportation planning can support safe and more efficient goods movement through Winnipeg, and – in turn – better support business and industry. The project team shared information about the new proposed truck map and presented the draft strategies that focused on *safely and efficiently moving both people and goods*. We heard whether stakeholders feel the draft strategies could help adequately serve industry through transportation, and whether stakeholders supported the broad direction they would create for safely and efficiently moving goods alongside people.

Workshop objective:

To gather input from stakeholders with vested interest in goods movement to understand if the proposed strategies move goods more efficiently and in a safer way.

1.0 Meeting format

1.1 Welcome and presentation

- Welcome and team introductions
- Agenda
- How we got here
- What we heard from the public and stakeholders
- 7 Key Directions – SMM
 - Integrate land use and transportation
 - Provide safe and sustainable mobility options for all
 - Transform and optimize transportation corridors
 - Revitalize the road network and bridges
 - Support goods movement and economic prosperity
 - Enhance active transportation opportunities
 - Connect the city with frequent and rapid transit
- Safe and efficient goods movement – how do we support business and industry?
 - What does this mean?
 - What did Winnipeggers say?
 - What does this look like?

1.2 Key directions, strategies, and discussions

Following the presentation of all 7 Key Directions, the project team presented select strategies, options, and opportunities, based on the theme of the workshop: *Safe and efficient goods movement: how do we support business and industry?* After presenting the draft strategies and options, participants engaged in roundtable discussions relating to the strategies presented. When

necessary, the participants went into breakout rooms to facilitate smaller group discussions. Each breakout room included the same content and questions. All discussions used Google Jamboards to share the questions on the participants screen, participants were encouraged to virtually 'raise their hand', unmute themselves, and verbally share their opinions, feedback, and ideas. During the discussion, a Jamboard was shared on screen and the facilitators added sticky notes with feedback, comments, and ideas presented in the discussion. Participants could see their comments populate the Jamboard with all the feedback heard during the discussion.

1.3 Conclusion

- Next steps
- Poll questions
- Question and answer with Alex Regiec

2.0 Meeting results

8 participants took part in the workshop and engaged in the discussions via the poll and Jamboard questions. The group was small enough that participants could stay in one Zoom room and a discussion was facilitated all together. The feedback and discussions around each Jamboard question is summarised in Section 2.1 and the poll results can be found in Section 2.2. Major themes during the discussions were:

- The potential changes to the goods movement network were generally well received
- Changes and opportunities should consider both heavier truck traffic and smaller delivery vehicles, as they have different roles in the movement of goods

2.1 Jamboard Discussion Questions

1. Do you see improvements to efficiency for your organization based on the proposed new routes? Do the locations of potentially removed truck routes help alleviate safety concerns? Are there connections and routes that are missing that would make significant improvements to efficiency, flow, and safety?
 - Yes, the new routes should improve efficiency
 - Day Street removal could be a concern to local businesses
 - Need access to Waverley or Pembina along Chevier
2. Do truck-only lanes on high truck volume corridors help move goods safely and more efficiently?
 - Yes – a pilot project could help assess
 - MTA would be interested in participating / advising with a pilot project

What streets would be ideal locations for a truck-only lane?

- Portage Avenue, Main Street, Route 90
- Multi-lane roads with a third diamond lane

3. How would a vehicle loading reservation system within downtown and other high loading demand areas support more efficient delivery of goods in your organization?
 - These may be more helpful for longer periods of time rather than quick pick-ups or deliveries

What would you require for this to be successful and increase efficiency?

4. How that we've discussed the strategies and how they look in reality, let's think about the broad change Key Directions 1 and 5 will require of the City and Winnipeggers. Do you think it leads the City in the right direction to accomplish our goals and objectives? What challenges to you see in delivering on it? What are some areas where we may come up against pushback?
 - Challenges: TMP2050 needs to better integrate transportation and land use; integration of CentrePort into overall network
 - Pushback: Winnipeggers need to understand the importance of goods movement to the overall function of the city

2.2 Poll questions

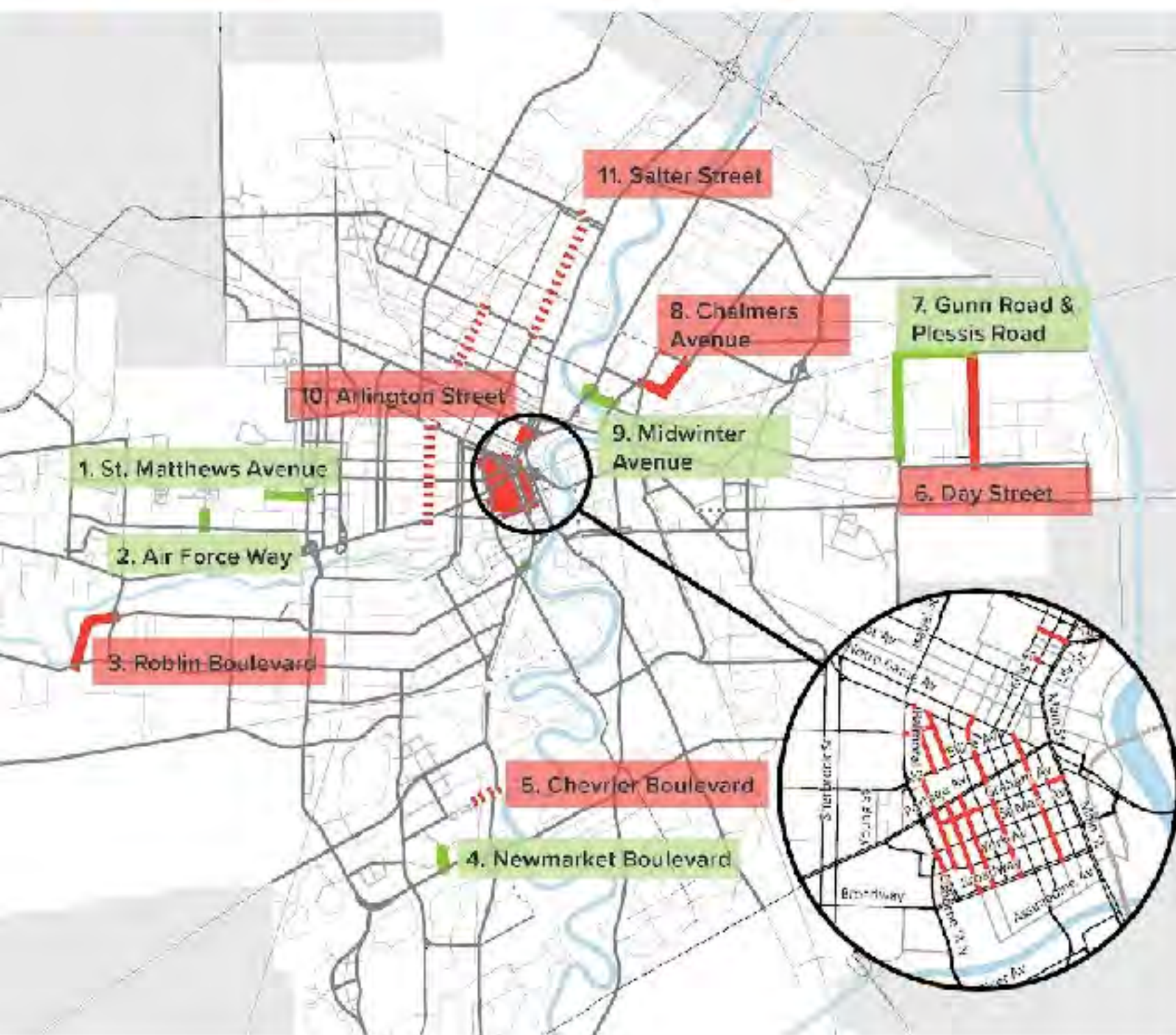
1. *The information presented at this meeting gives me a better understanding of this project:*

Strongly agree	Agree	Neutral	Disagree	Strongly disagree
1 (33%)	1 (33%)	1 (33%)	0 (0%)	0 (0%)

Do you see improvements to efficiency for the flow of goods movement based on the proposed new routes?

Do the locations of potentially removed truck routes help alleviate safety concerns?

Are there connections and routes that are missing that would make significant improvements to efficiency, flow, and safety?



improve efficiency - new market boulevard is part of a larger master plan, multi-use development. Air force way improvement and St. Matthew make sense. Plessis Road is a great improvement that the MTA has been

Need access to Waverly or Pembina along Chevrier, will not help efficiency to the Fort Gary industrial area. There is now a separated AT path on Chevrier to help create a safe route.

Maintain Arlington truck route access Mon-Fri. There could be some concern from deliveries going door to door.

What is the rationale for adding Midwinter as a truck route? There are future plans for a potential AT route along Midwinter as well as a potential route for Rapid Transit.

There are some industrial businesses on northern segment of Day Street that do shipping and receiving by truck. Not on map and they may need it.

East end underpass of rail line on Day street could be helpful. There are a lot of pros and cons on any addition or removal.

Day Street removal may be a concern for some industry.

Do truck-only lanes on high truck volume corridors help move goods safely and more efficiently?

They would be helpful. Not aware of any existing examples in Winnipeg. It's a good idea to develop pilot projects and assess effectiveness to learn if they help move goods more efficiently.

MTA would be interested in participating in an advisory capacity for a pilot project.

What streets would be ideal locations for a truck-only lane?

Portage Ave, Main Street, Route 90 - multi lane roads that already have a third diamond lane.

How would a vehicle loading reservation system within downtown and other high loading demand areas support more efficient delivery of goods in your organization?

It depends what needs to be delivered. Over the pandemic, many people are ordering things online and there are lots of courier/Amazon trucks on the street. It may be more of a burden and bottleneck.

If a loading zone is required for a long period of time, this may be helpful (ie. a large office move)

Depends on how big it is, when it is coming, what issues may they encounter on the way. What are the domino effects of delays?

There are a lot of potential reasons there may be delays.

What would you require for this to be successful and increase efficiency?

There is a current permitting system in place for large reservations (like a movie shoot, or loading at a special event/concert ie. at Canada Life Centre)

Now that we've discussed the strategies and how they look in reality, let's think about the broad change Key Directions 1 and 5 will require of the City and Winnipeggers.

Do you think it leads the City in the right direction to accomplish our goals and objectives?

What challenges do you see in delivering on it?

What are some areas where we may come up against pushback?

The integration of planning and land use is not well understood and integrated in the TMP as a whole. It is key to the efficient and safe movement of traffic.

Entry and egress traffic adjacent to truck route and routes with speed limits 60 km/h or higher is not addressed to improve public safety.

Transportation is a form of land use. TMP2050 needs to address and integrate it as a land use.

One area of the city that needs to be considered in particular is Centreport. It is important that it is well connected and addressed to alleviate congestion on Route 90.

What we heard were in Phase 1 were from the perspective of an individual user - not the view point and challenges of truck drivers in Winnipeg.

Winnipeggers need to consider more how our communities are serviced by commercial goods transport.

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes

Phase two: Confirm strategies – how do we get where we want to go?

Neighbourhood advisory group: Assiniboia

Date/time of meeting: November 22, 2021, 6:30PM – 8:30PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Brett Andronak	City of Winnipeg, Office of Public Engagement
Chris Baker	City of Winnipeg, Senior Active Transportation Planner
Cheryl Dixon	Scatliff+Miller+Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff+Miller+Murray, Public Engagement Specialist

Advisory group members

In attendance:	Representing:
	White Ridge
	River Heights
	South Wilkes
	Old Tuxedo
	Westwood
	Old Tuxedo

Distribution:

- CoW project manager + project team

Workshop description:

This workshop focused on the seven key directions and associated strategies the TMP2050 is proposing to improve Winnipeg's transportation network. The project team wanted to hear whether stakeholders felt the draft strategies could help us successfully create a transportation system that considers the mobility needs and wants of Winnipeggers. We also gathered input on the level of support stakeholders have for the broad direction these strategies would create for the future of our city's transportation network.

Workshop objective:

To gather input from residents and neighbourhoods to determine whether the TMP2050 strategies help Winnipeggers engage with their transportation system. This workshop will gather feedback on how the draft strategies can improve the transportation network to better serve Winnipeggers and the destinations they travel to.

1.0 Meeting format**1.1 Welcome and presentation**

- Welcome and team introductions
- Agenda
- How we got here
- What we heard from the public and stakeholders
- 7 Key Directions – SMM
 - Integrate land use and transportation
 - Provide safe and sustainable mobility options for all
 - Transform and optimize transportation corridors
 - Revitalize the road network and bridges
 - Support goods movement and economic prosperity
 - Enhance active transportation opportunities
 - Connect the city with frequent and rapid transit

1.2 Key directions, strategies, and discussions

Following the presentation of all 7 Key Directions, the project team presented select strategies, options, and opportunities, depending on the interest of the Neighbourhood Advisory Group. After presenting the draft strategies and options, participants engaged in roundtable discussions relating to the strategies presented. When necessary, the participants went into breakout rooms to facilitate smaller group discussions. Each breakout room included the same content and questions. All discussions used Google Jamboards to share the questions on the participants screen, participants were encouraged to virtually ‘raise their hand’, unmute themselves, and verbally share their opinions, feedback, and ideas. During the discussion, a Jamboard was shared on screen and the facilitators added sticky notes with feedback, comments, and ideas presented in the discussion. Participants could see their comments populate the jamboard with all the feedback heard during the discussion.

1.3 Conclusion

- Next steps
- Poll questions
- Question and answer with Alex Regiec

2.0 Meeting results

6 participants took part in the workshop and engaged in the discussions via the poll and Jamboard questions. The group was small enough that participants could stay in one Zoom room and a discussion was facilitated all together. The feedback and discussions around each Jamboard question is summarised in Section 2.1 and the poll results can be found in Section 2.2. Major themes during the discussions were:

- Changes to infrastructure (lane re-configurations, traffic calming, etc.) need to be designed to each street's unique characteristics and role in the network
- Driving is, and will continue to be, a popular mode of transportation because it is convenient, warm in winter, and generally safe
- Opposition to change may be eased by educating people about the benefits and rationale (fighting climate change, reducing congestion, improving lifestyle)

2.1 Jamboard Discussion Questions

1. If the availability of parking downtown and in high demand areas decreased, would that be incentive for you to walk, bike, take transit, carpool, or take a taxi or Uber more often? Would this depend on where you are going (ie. To an event, commute to work, or to a restaurant)? Who might face the greatest challenges with these changes?
 - It is difficult to get people to ride the bus for anything other than a regular commute
 - Barriers to transit usage include perceived lack of quality and reliability, poor weather, and challenges for families
 - Less parking might deter people from going downtown
2. Do you think the proposed strategies could make moving around Winnipeg easier for those who face barriers to transportation? If not, what are we missing?
 - No
 - Missing: Increase safety; better winter maintenance
3. When there isn't enough space to accommodate all road users, which elements do you believe the City should prioritize?
 - Removing trees will not help our climate change goals.
 - Each street should be designed for its unique characteristics and role in the network
 - On-street parking is a lower priority than boulevards and trees
4. Do you think traffic calming is something that would be acceptable to your neighbourhood? Would some methods work better or be more welcomed than others?
 - Effective in the right places
 - People will eventually get used to it
 - Need to make sure congestion doesn't increase somewhere else as a result
 - Tie traffic calming to goals for safety and equity

5. What kind of education would be needed for all road users to support a global shift to more active modes of transportation?
 - Most have not been effective in the past – need to learn from past mistakes
 - Increase awareness about existing and new AT routes
 - Find a way to make it personal and local
6. Revised Active Transportation network maps include several corridor studies. While these routes help achieve the goals of OurWinnipeg and the City's Climate Action Plan, adding cycling infrastructure to them will likely require the reallocation of road space from vehicles to bicycles. These would be implemented through a study process that includes Infrastructure design and public engagement. We need to understand the challenges of these corridors better. What feedback do you have regarding these streets? Are there any corridors that are missing?
 - We can't wait until Winnipeggers are on board with these improvements
 - Expect opposition – people support bike lanes but do not want to reallocate road space

2.2 Poll questions

1. *When there isn't enough space to accommodate all road users, which elements do you believe the City should prioritize?*

Priorities	Ranking
Diamond vehicle lane capacity – spaces for carpool use, taxis, and buses	5.00
Vehicle lane capacity – spaces for single-use cars, trucks, buses, and motorcycles	4.33
Bike lane capacity	3.67
Boulevard and median greenery	3.33
Sidewalk width	3.33
Loading zones	3.17
On-street parking	2.67

2. *Did you have an opportunity to review the Strategies Booklet?*

Yes	No	Unsure
12 (80%)	1 (7%)	2 (13%)

3. *Please select your top three Key Directions you would like to discuss today.*

1. Key Direction 6: Enhance active transportation opportunities
2. TIE: Key Direction 1: Integrate land use and transportation
TIE: Key Direction 2: Provide safe and sustainable mobility options for all
TIE: Key Direction 3: Transform and optimize transportation corridors
3. Key Direction 4: Revitalize the road network and bridges
4. Key Direction 5: Support goods movement and economic prosperity

4. *On first glance, do you think these seven key directions will help us address the effects of climate change?*

Yes	No	Unsure
1 (17%)	2 (33%)	3 (50%)

5. *On first glance, do you think these seven key directions will help us address the effects of existing traffic congestion?*

Yes	No	Unsure
1 (17%)	3 (50%)	2 (33%)

6. *On first glance, do you think these seven key directions will help us address the effects of City finances?*

Yes	No	Unsure
0 (0%)	1 (17%)	5 (83%)

7. *On first glance, do you think these seven key directions will help us address the safety of all users?*

Yes	No	Unsure
3 (17%)	1 (17%)	4 (66%)

8. *The information presented at this meeting gives me a better understanding of this project.*

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
1 (17%)	3 (50%)	2 (33%)	0 (0%)	0 (0%)

Think about times you leave your neighbourhood and go Downtown.

If the availability of parking downtown and in high demand areas decreased, would that be incentive for you to walk, bike, take transit, carpool, or take a taxi or Uber more often?

Would this depend on where you are going (ie. to an event, commute to work, or to a restaurant)?

Who might face the greatest challenges with this change?

In many other cities, the norm is to use public transportation. The choice to use public transit has a large barrier. The quality of transit service is unreliable and hard for the majority of Winnipeggers.

Use the bus for going out where there is a route. Ideal for socializing.

It depends on why you are going downtown.

Weather and families are the biggest challenges. Walking to the bus is challenging in winter. It is also challenging for people with young kids or if there are multiple stops.

We need a more attractive and reliable transit service.

Citizens don't know a lot about the city's parking authority, other than in the context of fines. Many people are concerned about fines. Parking downtown becomes difficult because of payment.

Anything that is outside of a routine trip (ie. commuting to work), it is difficult to convince people to use a mode other than their car.

Less parking could have a negative effect on small businesses and activity downtown.

Not going downtown without a car in winter for safety and weather reasons.

Mobility
hubs

Do you think the proposed strategies could make moving around Winnipeg easier for those who face barriers to transportation?

If not, what are we missing?

Expand
mobility
technologies

Not sure that this will help people with mobility challenges. Make parking for car share easier and more accessible will help encourage car sharing. Lower speed limits may encourage people to drive less.

The options do not encourage safety. These options don't help us move towards a safer city. We need to improve safety so Winnipeggers will want to use AT modes

We need to consider snow removal and maintenance as a transportation equity issue. This affects people of all abilities.

Community snow removal - collective approach. That be an educational campaign. Be a good citizen!

On-street
parking for
car share
vehicles

Winnipeg is a winter city - we need to clear and maintain our streets and sidewalks. This needs to be a priority.

We don't have a standard of service for snow removal. Some folks have to walk on the roads instead of the sidewalk.

Online
carpool
matching

Carpool matching would be a tough mentality shift in Winnipeg.

Anything that can be done to expand and support the car share program to more areas of the city.

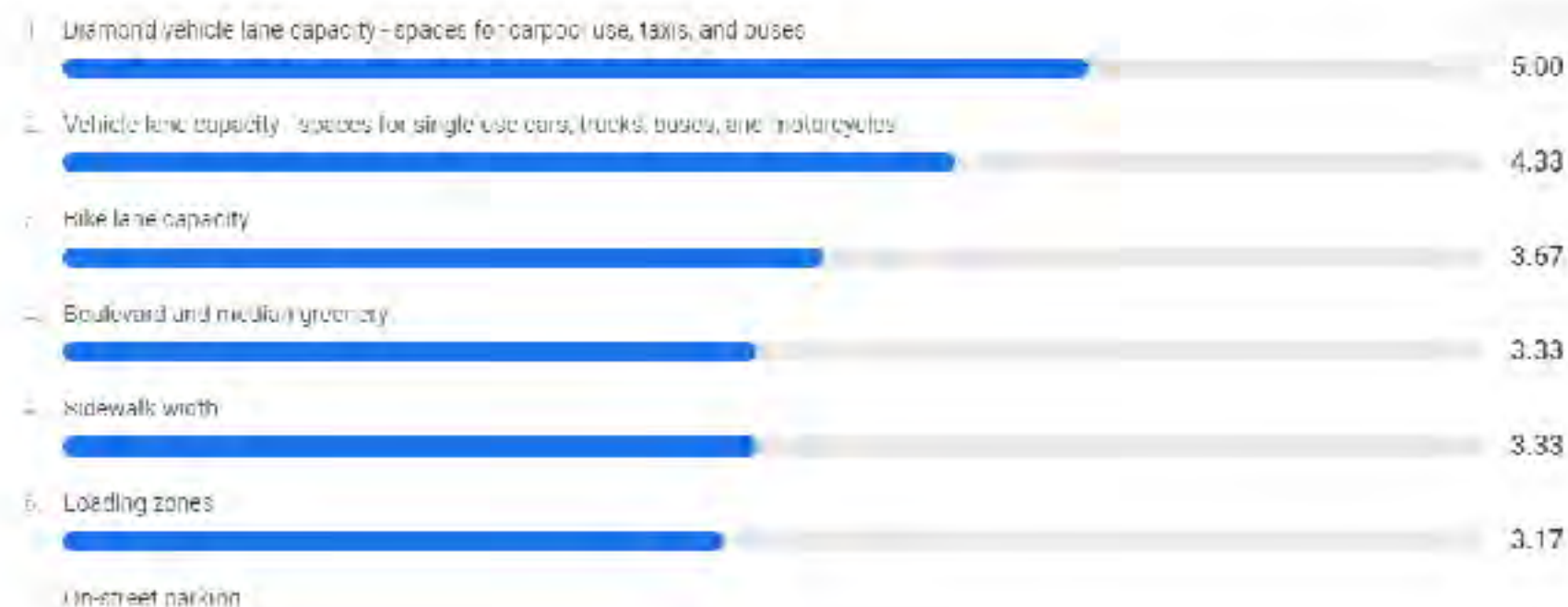
Dynamic
speed
limits

Dynamic speed limits doesn't help remove barriers to transportation.

Some of Winnipeg's streets are already wide enough to add additional space for the safe and dedicated use of transit, biking, or walking while maintaining the same level of service for motor vehicles. However, other roads do not have the extra space.

When there isn't enough space to accommodate all road users, which elements do you believe the City should prioritize? Let's discuss.

When there isn't enough space to accommodate all road users, which elements do you believe the City should prioritize?



Edit

The goal of complete streets should be sustainability and to help achieve climate change goals. If we want to implement bike lanes, we shouldn't be removing trees

Roadway has certain functions and capacity that the public isn't aware of - we need to involve transportation engineers.

This statement may be contradictory to the current safety plan that the City is working on.

Depends on the street. If it's a thoroughfare, keep traffic flowing. If it's a street with small businesses, want to see bike lanes, character, and sidewalks.

It is important to include boulevards and trees at the expense of parking lanes. In favour of wide boulevards and trees that make it more attractive.

Traffic calming is one way to safely accommodate a variety of modes on a street. Examples of this include speed bumps, targeted speed reductions, curb bump-outs, etc.

Do you think traffic calming is something that would be acceptable to your neighbourhood?

Would some methods work better or be more welcomed than others?

Traffic calming is very effective in the right places. We need to consider the cost to maintain these implementations.

Not acceptable, but willing to be inconvenienced. We need educational campaigns around the benefits of traffic calming devices.

This can sometimes just move the problem. We need to make sure we are not increasing congestion somewhere else.

People will eventually adapt to traffic calming devices, and eventually forget their annoyances.

We need to keep in mind transportation equity in regard to traffic calming. Let's try to connect traffic calming to transportation equity. Connect it to fatal injuries of pedestrians and cyclists.

Traffic calming needs to be strategic to move those vehicles to commercial roadways.

What kind of education would be needed for all road users to support a global shift to more active modes of transportation?

Most education plans haven't been effective in the past. Let's try to learn from past mistakes. Let's try to link some of the objectives and goals to real educational campaigns.

Communication needs to let people know what is available and incentivize what's available.

Increase awareness about existing and new AT routes. Feature routes to key destinations (ie. Jets game)

Educating about what is exiting doesn't help. Education has to focus on how society needs to change as a whole - ie. climate change.

Create opportunities for kids to learn how to get to their favourite places by bike.

MPI educational campaigns don't address any of the goals and objectives.

Focus on health and environmental factors to encourage mode shift to active modes.

Focus on making all mode users aware of the benefits of a street like Sherbrook St. that provides space for all mode users.

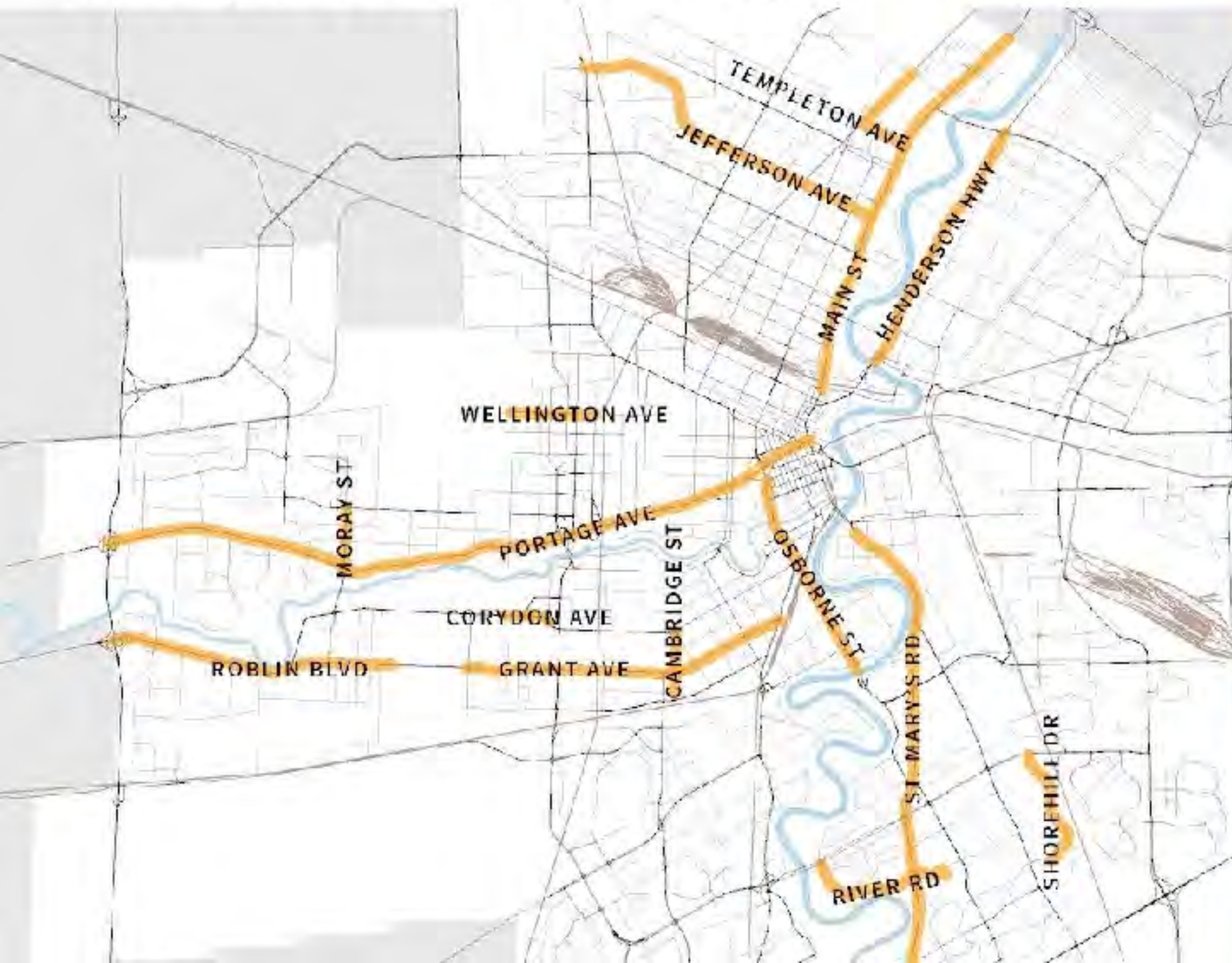
Find a way to make it personal and local (ie. local partnerships)

Need to consider separating Active Transportation users and cars on the roadway.

We know there are challenges in transforming some main corridors to accommodate active transportation - namely the need to repurpose a vehicle lane. Looking at the highlighted routes in your neighbourhood, let's talk about how the community could be impacted by these changes.

Do you think the community would support the trade-offs required to accommodate a dedicated cycling lane?

Do you think it would be better to have the bike lane on the main route and lose vehicle space, or move it to a nearby route (which could slightly increase travel distance or reduce convenience)?



There is a big difference between a shared road with cars and cyclists and a dedicated bike lane. If we are going to incorporate cyclists - need a dedicated space for cyclists.

We can't wait until Winnipeggers are ok with all of the cycling improvements. There are a lot of people who will oppose.

Taylor has been adjusted so there is a bike lane that is far from the road. Move bike lane away from major traffic areas and make it a dedicated bike lane.

Roblin - Grant - The community would be upset if they lost a lane. Along Roblin and Grant there is boulevard space that could be utilized, instead of losing a lane of traffic.

Bike lanes have destroyed downtown. People will be upset if Portage Ave. loses a lane for a bike path and transit is backed up. We need to add bike lane, without affecting vehicle lanes.

A street like Grosvenor could be closed to vehicles to accommodate cyclists.

Not a lot of space on Corydon to add cycling lane.

We need to understand traffic, pedestrian, and cyclist volumes before being able to address the challenges.

Connect 2017 traffic movement study with the AT network - more than 5% of all trips are pedestrian / cyclists

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes

Phase two: Confirm strategies – how do we get where we want to go?

Stakeholder Workshop #5: Enhancing active transportation: how do we update the Pedestrian and Cycling Strategies?

Date/time of meeting: November 23, 2021, 2:00PM – 4:00PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Julie Dooley	City of Winnipeg, Public Works, Communication
Brett Andronak	City of Winnipeg, Office of Public Engagement
Pam McKenzie	City of Winnipeg, Office of Public Engagement
Chris Baker	City of Winnipeg, Senior Active Transportation Planner
Erik Dickson	City of Winnipeg, Active Transportation Planner
Stephen Chapman	Morr Consultation, Senior Transportation Engineer
Cheryl Dixon	Scatliff+Miller+Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff+Miller+Murray, Public Engagement Specialist
Michael Blatz	Scatliff+Miller+Murray, Public Engagement Specialist
Sam Blatz	Scatliff+Miller+Murray, Public Engagement Specialist

Advisory group members

In attendance:	Representing:
	Haishi1@hotmail.com
	Jaime.lacoste@wsp.com
	Functional Transit
	Landmark Planning
	Green Action Centre
	The Forks
	McGowan Russell
	Downtown BIZ

	Downtown BIZ
	WRHA
	Urban Systems
	WSP
	WSP
	Urban Systems
	Bike Winnipeg
	Bike Winnipeg
	WSP
	University of Manitoba
	Landmark Planning
	Bike Winnipg
	Manitoba Trucking Association
	Louis Riel School Division

Distribution:

- CoW project manager + project team

Workshop description:

This workshop focused on how we enhance active transportation opportunities throughout Winnipeg. The project team shared information about updating the Pedestrian and Cycling Strategies and presented the draft strategies that aim to support active mobility and ensure long-term planning focuses on environmental sustainability and shifting away from our collective reliance on cars. We gathered feedback from stakeholders about whether they feel the draft strategies would help us create a more sustainable network, and whether they supported the broad direction they would create for the future of active transportation.

Workshop objective:

To gather input from active transportation advocates, stakeholders, and users on the proposed strategies and to understand if they help create a more connected, efficient, convenient, and safe pedestrian and cycling network.

1.0 Meeting format

1.1 Welcome and presentation

- Welcome and team introductions
- Agenda
- How we got here
- What we heard from the public and stakeholders

- 7 Key Directions – SMM
 - Integrate land use and transportation
 - Provide safe and sustainable mobility options for all
 - Transform and optimize transportation corridors
 - Revitalize the road network and bridges
 - Support goods movement and economic prosperity
 - Enhance active transportation opportunities
 - Connect the city with frequent and rapid transit
- Enhancing active transportation: how do we update the Pedestrian and Cycling Strategies?
 - What does this mean?
 - What did Winnipeggers say?
 - What does this look like?

1.2 Key directions, strategies, and discussions

Following the presentation of all 7 Key Directions, the project team presented select strategies, options, and opportunities, based on the theme of the workshop: Enhancing active transportation – how do we update the Pedestrian and Cycling Strategies? After presenting the draft strategies and options, participants engaged in roundtable discussions relating to the strategies presented. When necessary, the participants went into breakout rooms to facilitate smaller group discussions. Each breakout room included the same content and questions. All discussions used Google Jamboards to share the questions on the participants screen, participants were encouraged to virtually ‘raise their hand’, unmute themselves, and verbally share their opinions, feedback, and ideas. During the discussion, a Jamboard was shared on screen and the facilitators added sticky notes with feedback, comments, and ideas presented in the discussion. Participants could see their comments populate the Jamboard with all the feedback heard during the discussion.

1.3 Conclusion

- Next steps
- Poll questions
- Question and answer with Alex Regiec

2.0 Meeting results

24 participants took part in the workshop and engaged in the discussions via the poll and Jamboard questions. Participants were split into 3 breakout rooms to facilitate the discussions in smaller groups. The feedback and discussions around each Jamboard question is summarised in Section 2.1 and the poll results can be found in Section 2.2. Major themes during the discussions were:

- The top priority should be connecting the AT network – other ideas and programs are good, but if the network has gaps, people won’t use it
- People are sceptical these changes will be funded and implemented
- Enhanced winter maintenance is key to achieve mode shift year round – if people need their cars for half the year, they’ll continue to use them all summer as well
- There will be pushback if/when the City reallocates road space away from cars, but it is necessary to meet AT and climate goals

2.1 Jamboard Discussion Questions

1. Do these priorities (bike lanes) align with the priorities of your organization and the people you represent?
 - Top priority should be safety, but also consider a more proactive approach instead of waiting for a collision to occur
 - Consider major trip generators and major destinations
2. Do these priorities (new sidewalks) align with the priorities of your organization and the people you represent?
 - Consider proximity to traffic going 50km/h or faster
 - Connectivity to schools and seniors' centres
 - Connectivity to major destinations including commercial areas
3. Do the identified action items align with what you and your organization think is important?
 - Provision of sidewalks:
 - Regional bike network: Perimeter Highway could be a physical barrier; this should be a lower priority until the facilities within the city are better
 - Hydro and rail ROWs: supportive, but should only be used if they make sense with the overall network – not forced to make fit into the network
 - Bike share: may be good option for people concerned about bike theft; might work downtown
 - RSSAP:
 - Illumination: poor illumination feels unsafe
 - EWMPATR: need better maintenance in winter; prioritize cycling routes separately from driving routes (i.e., there may be a major/priority bike route along a street, but the street itself is not a high priority); poor maintenance might deter people from using AT; ensure the details are looked after – small ridges often block sidewalks or trails.
4. We need to understand the challenges of these corridors better. What feedback do you have regarding these streets? Are there any corridors that are missing?
 - Potential gaps: between Roblin and Grant; Disraeli; routes to Transcona; Graham; Corydon;
 - Not in favour of losing lanes on truck routes
 - Consider whether AT users want to be on busy streets
 - Parallel routes might make some users feel safer, but users will likely need to cross the major route at some point. Parallel routes might be prioritized lower or harder to fund
 - Timing of studies is important to ensure the network is built out in an orderly manner
 - Consider removing on-street parking

5. What kind of education would be needed for all road users to support a global shift to more active modes of transportation?
 - Education for bike users / potential bike users:
 - o Work with workplaces, not just schools
 - o Information about where secure bike parking is located
 - o Information about cost savings
 - o Wayfinding information
 - o Show that AT is a viable option
 - o Teach cycling skills at schools (B.E.S.T. program)
 - o Proper road etiquette and safety
 - Education for drivers:
 - o Information about safety, visibility, blind spots
 - o Visibility of other users for truck drivers
 - o Use signage on road to be clearer about rules (change “share the road” to “leave 1 metre while passing cyclists”)
 - o MPI / driver training courses
 - o Must reach current drivers, not just new drivers

6. Now that we’ve discussed the strategies and how they look in reality, let’s think about the broad change Key Direction 6 will require of the City and Winnipeggers. Do you think it leads the City in the right direction to accomplish our goals? What challenges do you see in delivering it? What are some areas where we may come up against pushback?
 - Does not go far enough to address needs
 - Lots of potential
 - Need to ensure these things are budgeted and prioritized, so that they are implemented
 - Challenges: costs of infrastructure
 - Pushback: safety at railways

2.2 Poll questions

1. *The information presented at this meeting gives me a better understanding of this project:*

Strongly agree	Agree	Neutral	Disagree	Strongly disagree
0 (0%)	14 (70%)	6 (30%)	0 (0%)	0 (0%)

Do these priorities align with the priorities of your organization and the people you represent?

Active Transportation Priorities - BIKE LANES:

1. Primary network classification
2. Gap in current network
3. Geographic areas of higher poverty
4. Safety
5. Transit route in the Transit Master Plan's Long Term Network

Priorities need to be related to opportunities. When people move, they are seeking an opportunity (health, economic, etc.). What kind of opportunities are people seeking and how does the Master Plan address that?

For the Trucking Assc. the #1 priority is always safety. The creation of AT/bike lanes and separation of cyclists from traffic on truck routes is important.

Quality of infrastructure is important to shift people onto bikes. The SWRT AT route is high quality and will encourage mode shift.

Separate RoWs creates more paved surfaces and takes more land away from other uses like trees, grass, and water catchment.

Complete streets allows everyone to enjoy the streets

Do these priorities align with the priorities of your organization and the people you represent?

Active Transportation Priorities - BIKE LANES:

1. Primary network classification
2. Gap in current network
3. Geographic areas of higher poverty
4. Safety
5. Transit route in the Transit Master Plan's Long Term Network

Current gaps need to be reduced

safety for all ages and abilities is key

Trip generators and destinations are essential elements in creating a connected Transit system

sharing a lane with buses does not feel safe as a cyclist

separation of bikes from trucks and buses

Destinations - schools, grocery stores, destinations along mixed-use corridors

Destination definitions - major city attractions, tourism, etc.

Destinations - employment centres, social programming and assistance, community centres, education centres, entertainment

Do these priorities align with the priorities of your organization and the people you represent?

Active Transportation Priorities - BIKE LANES:

1. Primary network classification
2. Gap in current network
3. Geographic areas of higher poverty
4. Safety
5. Transit route in the Transit Master Plan's Long Term Network

Mostly - why aren't we prioritizing upgrading existing and where people going?

Would like to see maintaining bike lanes, particularly in the winter. Should be kept clear to a higher standard to roads

Adding bike lanes should be considered when doing road maintenance

Safety - analyzing where collisions happen: there are areas that are unsafe for cyclists where there may not have been a collision so may not be captured

Reevaluate how people interact with each other in intersections and areas of conflict e.g. turning right on red.

Better winter maintenance - more frequent clearing is needed.

Consider lowered speed limits on certain routes

Speeds need to be reduced, particularly on the enhanced summer bike routes, to make it more comfortable for others

Primary network classification - if certain areas will get done earlier, eliminating short trips that others need to take

Do these priorities align with the priorities of your organization and the people you represent?

Active Transportation Priorities - NEW SIDEWALKS:

1. Transit route in the Transit Master Plan
2. Geographic areas of higher poverty
3. Proximity to Vulnerable Pedestrian Trip Generators
4. Truck routes

Connectivity of AT is important and connections with transit routes and Transit Master Plan. Missing link: safe bike parking at transit stations and bike racks on buses

Is there a suggestion as part of the Transit Master Plan that more buses have bike racks?

Difference between separate RoWs and larger RoWs. You can accommodate different uses.

Sidewalks needed everywhere traffic is going 30 km/h or below. Newer neighbourhoods have no sidewalks and speed limits of 50 km/h

Do these priorities align with the priorities of your organization and the people you represent?

Connectivity to schools is needed in Winnipeg

commercial areas need sidewalk connections in and out (including crossings) - adequate widths and ROW to induce better street experience at the pedestrian level

Lack of sidewalk on Century - this can be navigated in summer by some (not all) but by no one in winter

Funding allocation for safe streets to school travel

maintenance - prioritize maintaining existing infrastructure to a high level of service

Separate cycling facilities to connect to schools is a priority for families

Improving pedestrian crossings near seniors centres or destinations

Make design and streetscaping elements a priority for pedestrian spaces

visibility of young pedestrians is essential in high traffic areas (including crossings)

Active Transportation Priorities - NEW SIDEWALKS:

1. Transit route in the Transit Master Plan
2. Geographic areas of higher poverty
3. Proximity to Vulnerable Pedestrian Trip Generators
4. Truck routes

Do these priorities align with the priorities of your organization and the people you represent?

Active Transportation Priorities - NEW SIDEWALKS:

1. Transit route in the Transit Master Plan
2. Geographic areas of higher poverty
3. Proximity to Vulnerable Pedestrian Trip Generators
4. Truck routes

re: social engineering. In areas, not a lot use the designated path. Is there a downside to people thinking they are needed

Safety and areas of poverty - how do you reconcile rerouting through areas of high poverty and maintain public safety

Accessibility needs to be considered for all ages and abilities

Maybe there should be a system to allow someone to call 311 and register a concern, and ensure that concern is connected to the relevant infrastructure department, not simply filed away.

Do the identified action items align with what you and your organization think is important?

Provision of sidewalks on local streets in new developments

Provision of sidewalks: need need to go farther than just sidewalks. Sidewalks are just on element. Cannot reduce to just one element. The word pedestrian has been used scarcely.

Need to address pedestrian injuries and fatalities .

Extend bike network to surrounding communities

I think to move more people onto bikes, people desire direct, quick, safe routes

Homeowners do not want sidewalks in new developments. Creates barrier between property line and curb. Challenge for maintenance. Sidewalks should be located at the curb

Use existing hydro and rail right-of-ways

Also concerned you mentioned earlier on there may be some reliance on community sidewalk clearing?

Bike share program

Heart Trail out to Headingley - connection over Perimeter Hwy is a big obstacle. Would like to see repurposing of rail RoWs. Illumination would be beneficial for winter cycling because it get dark soon.

All of these seem to be self evident. Sidewalks at the curb get mixed reviews. There are pros and cons. Public Works did a study on sidewalks a while back. Was there any conclusion on sidewalk location?

Implement Road Safety Strategic Action Plan

Also, keep taxis and Ubers out of the bus lanes; fast moving automobiles on the right most lane is dangerous for all vulnerable road users.

Provide illumination

The illumination issue needs to be looked at very soon for some of the facilities that are well used and have been ignored for years. Some of these routes present a dangerous situation for solo riders especially women.

Winter maintenance, priority should be based on the mode and not the priority street

Enhanced Winter Maintenance of Priority Active Transportation Routes

Because of lack of safety, like illumination, they neglect to use the network

Key direction 4 pls add Seine River

Do the identified action items align with what you and your organization think is important?

Provision of sidewalks on local streets in new developments

Lack of walking/cycling facilities should be one of the factors that is used to prioritize roadway rehabilitation

stronger commitment to prioritize funding to PCS - including PCS improvements alongside roadway improvements

Fully fund the Pedestrian and Cycling Strategy

Extend bike network to surrounding communities

The illumination issue needs to be looked at very soon for some of the facilities that are well used and have been ignored for years. Some of these routes present a dangerous situation for solo riders especially women.

communication of existing bike routes to a wider population

Management of speeds on streets and especially at intersections is critical

Use existing hydro and rail right-of-ways

the use of hydro and rail corridors is a great idea for AT greenways

bike share can help to reduce issues of personal bike theft

Bike share program

Smart Trips Program (similar to powersmart) - motivated to get people to use PCS and Transit facilities/systems

communication to overcome public perception that PCS and Transit are slower alternatives

bike parking (including risk of theft) is a barrier to cycling

Implement Road Safety Strategic Action Plan

reduce high speed right turn verges

community consultation on where new cycling facilities will go - alongside road rehabilitation projects

introduction of cut-throughs for cyclists to avoid being on the main road where proper cycling facilities are not present

Provide illumination

consistent illumination

Put parking lots at the back, not the front of developments so that they connect better to sidewalks, bikeways, and transit

Enhanced Winter Maintenance of Priority Active Transportation Routes

enhanced maintenance of cycling facilities in winter - decouple vehicle routes from cycling routes (pursue maintenance of cycling routes as a separate priority)

consistent winter maintenance

Keep taxis and Ubers out of the bus lanes; fast moving automobiles on the right most lane is dangerous for all vulnerable road users.

Do the identified action items align with what you and your organization think is important?

Provision of sidewalks on local streets in new developments

In favour of increasing access, but connecting the bike network is important to have a separate path the entire route. Connection, separation, signage

Extend bike network to surrounding communities

Should be a lower priority - need to do a lot of work in our city before we extend to outside communities

Agreed should be a lower priority

Use existing hydro and rail right-of-ways

Using existing hydro and rail should be a high priority

Mixed feelings about using existing hydro/rail. More needs to be considered with people being able to go where they want to go, not just picking a route because these exist.

Would like to find out other, more cost-efficient ways to cross railroad tracks

Bike share program

A bike share program would be good but important to have a connected network. Many don't bike because of gaps

Don't see it being successful until we expand out network. Possibly could work downtown.

Implement Road Safety Strategic Action Plan

Need to prioritize bike racks on busses

Need to integrate with bus network so users can make complete trips

Provide illumination

The illumination issue needs to be looked at very soon for some of the facilities that are well used and have been ignored for years. Some of these routes present a dangerous situation for solo riders especially women.

Enhanced Winter Maintenance of Priority Active Transportation Routes

Ensure not piling snow from road onto the AT network

Need to put priority on maintenance/spending to get people to use the network.

Winter maintenance currently not what it needs to be to increase usage

maintaining the bike facilities if we ever hope to meet the 14% of people using AT by 2030. We need more and better (appropriate) equipment to do the job. We need to look at what successful cities are doing and

We know there are challenges in transforming some main corridors to accommodate active transportation - namely the need to repurpose a vehicle lane.

What feedback do you have regarding these streets?

Are there any corridors that are missing?



Why is there a gap between Grant and Roblin Blvd?

Existing parallel cycling route one block off of Henderson (e.g. Brazier). Is there a volume that justifies if a bike lane stays?

People want to be away from traffic so why put the lane on a high volume route? Could find alternative route

Missing corridor: Disraeli Fwy. Also not a lot of links going out to Transcona.

I agree with looking at each of these longer corridors for continuous routes, especially if safer intersections are built

Some of these corridors are not truck routes so no concerns with accommodations. However, not in favor of losing any lanes for streets that are truck routes

Excited to St. Marys and Osborne on the list. Might be difficult to balance need for parking and travel lanes. Will Route 90 ever be considered?

Roblin would be a great option. It was down to two lanes for much of the summer due to construction and throughout most of the day traffic still moved freely. The current sharrowes are not adequate, protected lanes would be well used

We know there are challenges in transforming some main corridors to accommodate active transportation - namely the need to repurpose a vehicle lane.

What feedback do you have regarding these streets?

Are there any corridors that are missing?



Graham Ave - as a future AT connection through downtown

why the last bit of Corydon is not included as a gap?

Consider that we may have surplus road width if we hit desired mode shift targets

Strategy to provide an alternative route - give bikes priority crossing on main routes (i.e. Henderson)

timing of corridor studies is critical to ensure a connected network that works together is built out

One fear I have is that if we do not follow a corridor along the major route, how do you safely get across the main cross roads if you have selected a parallel residential route?

St. Mary's as an important corridor

The other fear is that if a parallel route is selected, it won't get funded through roadway rehabilitations

We know there are challenges in transforming some main corridors to accommodate active transportation - namely the need to repurpose a vehicle lane.

What feedback do you have regarding these streets?

Are there any corridors that are missing?



Would be nice to have very direct routes, but need to be willing to take space away from cars

Need to provide different options to make other modes more attractive. E.g.g, Bike parking, if transit is being implemented - make sure takes people to the places they want to go to.

Roblin - not going to be able to do anything here, but there are alternative, parallel routes that could be made more bike-friendly and less car-friendly. Need to cut the cut-through traffic.

Study of east/west corridors is imperative. Many side streets don't make direct connection through those areas. Will be a challenge to make Jefferson/Leila more bike friendly but needed.

likely many parallel routes to the main corridors that could be used. Would prefer to ride a quiet parallel route adapted to prioritize bikes as opposed to riding in a separated bike lane adjacent to fast moving and noisy

When considering how to create more space on high-traffic routes, automotive parking is a huge space concern - takes away from traffic flow and for a bike lane to be implemented.

What kind of education would be needed for all road users to support a global shift to more active modes of transportation?

Need some more options in Wpg. Paying people incentives for people to scrap their car. Working with some of the larger workplaces, not just schools.

Education is just one part. Incentives are good to encourage people. Current pilot to build into school curriculum.

Could get to work just as fast on a bike than driving to work. Could provide estimates so people realize how quickly people can get to their destination by bike

More public awareness on safety and the limited visibility and blind spots of heavy vehicles.

Have you considered programs? Storage on buses so we can carry things onto the bus.

The Library parkade has a secure bike facility, although I don't know if it is only for monthly users or if available to casual users as well.

Need somewhere safe to lock bike. More knowledge about where they are, what they entail, if there are costs, etc. This might encourage more cycling

Pedestrians, cyclists, and auto drivers don't understand how difficult it is for truck drivers to see other road users

Physical activity promotion needs to be supported by infrastructure.

better wayfinding is required

Agree, wayfinding for AT users specifically. New signage on RT path is great!

What kind of education would be needed for all road users to support a global shift to more active modes of transportation?

Changing perceptions - need to show that PCS and Transit are viable options (i.e. safe, quick)

marketing and communications - pilot projects that show people PCS methods can be options for them (bike share, safe infrastructure, rentals, incentive programs)

infrastructure is the biggest indicator of mode shift - needs to take priority over education (be done in tandem)

The city should use on-road signage to talk to drivers; for instance, replace "share the road" signs with allow 1 meter passing signs.

Access to equipment and low barriers to entry for people to try PCS methods for the first time

Programs need to be funded - education needs to be subsidized to actually reach people

You have a right to get everywhere by car and park unimpeded is unrealistic - need to communicate this

too often onus of safety is placed on vulnerable road users - should be placed on those driving vehicles

teaching the Dutch Reach

teaching how to drive and consider bike lanes in that process

education on the public nature of ROW - not just for those able to afford and drive a vehicle

More programs like BEST (bicycle education and skills training)/ having school divisions teach bicycle skills.

Students are taught how to exit a school bus in an emergency situation every year as part of school programming, but are never taught the rules of the road or defensive cycling. (I'm sure Jamie can add to this)

help make youth more comfortable and overcome barriers they have

focus on changes at the school division level - as the province is unlikely to change their curriculum

What kind of education would be needed for all road users to support a global shift to more active modes of transportation?

We need to help people feel more comfortable on the roads, their rights, how to navigate the roads - beyond just during driver education.

Proper road etiquette for cyclists and drivers to ensure cyclists can be as safe as possible, e.g., passing cyclists

Talk about not just norms but that cyclists have the right to be on the road, pedestrians have rights.

Help people understand how to keep themselves on the road, how to position themselves.

Unsafe driving practices - how it feels for cyclists when that happens

Educating drivers, not just new drivers is important.

Now that we've discussed the strategies and how they look in reality, let's think about the broad change Key Directions 6 will require of the City and Winnipeggers.

Do you think it leads the City in the right direction to accomplish our goals and objectives?

What challenges do you see in delivering on it?

What are some areas where we may come up against pushback?

Proper resourcing. Really like the goals that have been outlined. When it is inconvenient for drivers, sometimes goals get pushed to the side. Need to stay on track

Need to be properly resourced. Plan has not be resourced and haven't been able to move forward with a number of projects

Move farther than just policies and plans. Plan is not addressing many of the citizen needs.

Now that we've discussed the strategies and how they look in reality, let's think about the broad change Key Directions 6 will require of the City and Winnipeggers.

Do you think it leads the City in the right direction to accomplish our goals and objectives?

What challenges do you see in delivering on it?

What are some areas where we may come up against pushback?

OurWinnipeg2045 doesn't convey a belief that cycling and walking carry on through the winter months

Lots of potential to lead the City - will require resources, infrastructure, funding, political will

need a robust monitoring system - with consistent and transparent reporting back to the public

challenge with the amount of infrastructure upgrades or new infrastructure is coordinating this with other projects - need to look for efficiencies in construction

construction impact needs to be considered more holistically - i.e. considering construction impact on already pandemic-impacted businesses

affected by the plan seeking that public engagement. So OurWinnipeg 2045 changed climate goals, but that didn't get passed back into the climate plan. Chief Peguis West Trail extension has different crossing for

strategies to deal with pushback - connecting mode shift to climate targets

emphasize benefits alongside possible challenges

engage people on realities of getting to net zero by 2050 - electric cars will not be the only or primary solution to this

understanding not just what is being pushed back against, but also WHO is pushing back - who is being negatively affected or benefited by any decision

Very sad to see the Kildonan Drive to Seven Oaks Walk/Bike bridge dropped. This would be a critical connection across the Red. Loss of this connection creates significant detours

people need to understand the alternatives (to EVs) that can truly help us reach net zero

Now that we've discussed the strategies and how they look in reality, let's think about the broad change Key Directions 6 will require of the City and Winnipeggers.

Do you think it leads the City in the right direction to accomplish our goals and objectives?

What challenges do you see in delivering on it?

What are some areas where we may come up against pushback?

People will still use the rest of the roads for active transportation. Need to redesign other roads to control speed/safety when there are no bike lanes

Can see a lot of pushback from the railways/railway crossings

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes

Phase two: Confirm strategies – how do we get where we want to go?

Neighbourhood advisory group: East Kildonan - Transcona

Date/time of meeting: November 23, 2021, 6:30PM – 8:30PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Julie Dooley	City of Winnipeg, Public Works, Communication
Pam McKenzie	City of Winnipeg, Office of Public Engagement
Chris Baker	City of Winnipeg, Senior Active Transportation Planner
David Patman	City of Winnipeg, Public Works, Manager - Transportation
Cheryl Dixon	Scatliff + Miller + Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff + Miller + Murray, Public Engagement Specialist

Advisory group members

In attendance:	Representing:
	Transcona South
	Elmwood
	Elmwood
	River East

Distribution:

- CoW project manager + project team

Workshop description:

This workshop focused on the seven key directions and associated strategies the TMP2050 is proposing to improve Winnipeg's transportation network. The project team wanted to hear whether stakeholders felt the draft strategies could help us successfully create a transportation system that considers the mobility needs and wants of Winnipeggers. We also gathered input on the level of support stakeholders have for the broad direction these strategies would create for the future of our city's transportation network.

Workshop objective:

To gather input from residents and neighbourhoods to determine whether the TMP2050 strategies help Winnipeggers engage with their transportation system. This workshop will gather feedback on how the draft strategies can improve the transportation network to better serve Winnipeggers and the destinations they travel to.

1.0 Meeting format**1.1 Welcome and presentation**

- Welcome and team introductions
- Agenda
- How we got here
- What we heard from the public and stakeholders
- 7 Key Directions – SMM
 - Integrate land use and transportation
 - Provide safe and sustainable mobility options for all
 - Transform and optimize transportation corridors
 - Revitalize the road network and bridges
 - Support goods movement and economic prosperity
 - Enhance active transportation opportunities
 - Connect the city with frequent and rapid transit

1.2 Key directions, strategies, and discussions

Following the presentation of all 7 Key Directions, the project team presented select strategies, options, and opportunities, depending on the interest of the Neighbourhood Advisory Group. After presenting the draft strategies and options, participants engaged in roundtable discussions relating to the strategies presented. When necessary, the participants went into breakout rooms to facilitate smaller group discussions. Each breakout room included the same content and questions. All discussions used Google Jamboards to share the questions on the participants screen, participants were encouraged to virtually 'raise their hand', unmute themselves, and verbally share their opinions, feedback, and ideas. During the discussion, a Jamboard was shared on screen and the facilitators added sticky notes with feedback, comments, and ideas presented in the discussion. Participants could see their comments populate the jamboard with all the feedback heard during the discussion.

1.3 Conclusion

- Next steps
- Poll questions
- Question and answer with Alex Regiec

2.0 Meeting results

4 participants took part in the workshop and engaged in the discussions via the poll and Jamboard questions. The group was small enough that participants could stay in one Zoom room and a discussion was facilitated all together. The feedback and discussions around each Jamboard question is summarised in Section 2.1 and the poll results can be found in Section 2.2. Major themes during the discussions were:

- Need to give more resources/space to walking, biking, and transit to encourage mode shift
- Traffic calming is welcome to discourage drivers from cutting through a residential area
- Safety and winter maintenance are top considerations

2.1 Jamboard Discussion Questions

1. Do you think the proposed strategies could make moving around Winnipeg easier for those who face barriers to transportation? If not, what are we missing?
 - Mobility hubs could build on existing park-and-rides
 - Bike- and car-share programs would help people share resources, but our population density may not be high enough to support them
 - Consider improving accessibility and snow clearing
 - Ensure transit is affordable and reliable
 - Some proposed strategies require some privilege to participate (access to technology, access to driver's license, access to funds to pay) which will not help people who need it most
2. When there isn't enough space to accommodate all road users, which elements do you believe the City should prioritize? Let's discuss.
 - Maintain trees for aesthetics, shade, and wind break
 - Safety is important
 - Need to give more resources/space to walking, biking, and transit to encourage mode shift
3. Do you think traffic calming is something that would be acceptable to your neighbourhood? Would some methods work better or be more welcomed than others?
 - Traffic calming is welcome to discourage drivers from cutting through a residential area
 - Would welcome slower residential speed limit (if it could be enforced), speed bumps, continuous sidewalks at intersections, and have on-street parking alternate sides of the street from block to block
4. The Potential New Roads & Bridges Map identified road expansions and additions, and intersection improvements. The TMP2050 proposes that roads will only be expanded, extended, or added for three purposes. If the City of Winnipeg follows this direction, do you believe this will serve the growth and future of Winnipeg? Do you believe this aligns with the City's climate change, mode-shift, and infrastructure investment restraints? If so, how?

- Need more specificity around definition of “goods movement”
 - The proposed improvements are good overall, but there are doubts if the City can pay for them
 - These may not address growth in certain areas of the city
5. Revised Active Transportation network maps include several corridor studies. While these routes help achieve the goals of OurWinnipeg and the City's Climate Action Plan, adding cycling infrastructure to them will likely require the reallocation of road space from vehicles to bicycles. These would be implemented through a study process that includes Infrastructure design and public engagement. We need to understand the challenges of these corridors better. What feedback do you have regarding these streets? Are there any corridors that are missing?
- Reducing vehicle travel lanes will result in some upset drivers, but converting road space to sustainable modes may be the only way to reduce congestion in the long term
 - Ensure that changes to these corridors still enable people to access businesses along the road
6. What kind of education would be needed for all road users to support a global shift to more active modes of transportation?
- Not an education issue – need better infrastructure first

2.2 Poll questions

1. *When there isn't enough space to accommodate all road users, which elements do you believe the City should prioritize?*

Priorities	Ranking
Bike lane capacity	5.25
Diamond vehicle lane capacity – spaces for carpool use, taxis, and buses	4.75
Boulevard and median greenery	4.75
Sidewalk width	4.75
Vehicle lane capacity – spaces for single-use cars, trucks, buses, and motorcycles	4.00
On-street parking	2.75
Loading zones	1.75

2. *Please select your top three Key Directions you would like to discuss today.*

1. Key Direction 6: Enhance active transportation opportunities
2. TIE: Key Direction 2: Provide safe and sustainable mobility options for all
TIE: Key Direction 3: Transform and optimize transportation corridors
TIE: Key Direction 4: Revitalize the road network and bridges
3. TIE: Key Direction 1: Integrate land use and transportation
TIE: Key Direction 5: Support goods movement and economic prosperity

3. *On first glance, do you think these seven key directions will help us address the effects of climate change?*

Yes	No	Unsure
1 (25%)	2 (50%)	1 (25%)

4. *On first glance, do you think these seven key directions will help us address the effects of existing traffic congestion?*

Yes	No	Unsure
1 (25%)	3 (75%)	0 (0%)

5. *On first glance, do you think these seven key directions will help us address the effects of City finances?*

Yes	No	Unsure
0 (0%)	3 (75%)	1 (25%)

6. *On first glance, do you think these seven key directions will help us address the safety of all users?*

Yes	No	Unsure
1 (25%)	2 (50%)	1 (25%)

7. *The information presented at this meeting gives me a better understanding of this project.*

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
1 (25%)	3 (75%)	0 (0%)	0 (0%)	0 (0%)

Mobility hubs

Expand mobility technologies

On-street parking for car share vehicles

Online carpool matching

School outreach programs

Do you think the proposed strategies could make moving around Winnipeg easier for those who face barriers to transportation?

If not, what are we missing?

Mobility hubs would be fantastic and desirable for residents. I.e. Henderson between Safeway/Save On Foods - residents used this parking lot to park and ride on transit.

Bike share programs in other cities seem to work well.

Bike sharing is a good idea. Whenever a community facilitates easier shared use of resources is a good thing.

Concerned we don't have high enough population density for a car share program to work.

Don't support the idea of a privately owned for profit bike library on public owned property.

All of these ideas seem like good ideas. There is concern around these solutions that already have a certain level of privilege.

We need to think about accessibility of sidewalks because they are dangerous and icy. We need better snow clearing policies.

Many people rely on the bus - but if the cost is high and it is unreliable, it doesn't go far enough to remove barriers to transportation that support quality of life and help provide opportunities.

A Complete Streets approach balances the needs of many users and functions of a street. Some trade-offs are required to achieve this. The physical layout of the street will change and may result in reduced road space for cars, expanded road space for transit or active transportation modes, lower speed limits, priority light signals, more street trees, elements for safer intersection crossings, and other changes.

How do you anticipate any of these changes factoring into your transportation decision making?

Are some trade-offs more or less acceptable to you?

Neighbourhoods with scenic roads (ie. Wellington, Lyndale, Wolseley) have many people who tend to walk and cycle more often. Does the character affect the use of these roadways as active routes?

Currently drive to work, but no longer taking the bus due to COVID. If it was significantly more convenient to take the bus or if it was safer to bike to work, would shift to those modes.

We need infrastructure in place to encourage mode share.

Not convinced it needs to be a decision between safe cycling and flowing traffic. It may mean inconvenience for both groups.

We need to balance priorities. Keeping traffic moving is the lowest priority. The way we design needs to reflect that.

Safety needs to be the number one priority.

Could City provide incentives for employers to provide showers at workplaces.

We need to advocate and protect boulevard trees. Trees on major streets struggle to thrive and establish, but they make a big difference to the walkability of a street (provides shade and wind break).

City should have a resource to inform cyclists about a safe cycling route that is origin and destination based.

We shouldn't only expect that motorists are the only ones that require trade offs.

Willing to bike the safest route, rather than the most direct.

We are at a point where we not only need to balance the needs of all mode users. We need to give more resources to walking, biking and transit infrastructure.

Traffic calming is one way to safely accommodate a variety of modes on a street. Examples of this include speed bumps, targeted speed reductions, curb bump-outs, etc.

Do you think traffic calming is something that would be acceptable to your neighbourhood?

Would some methods work better or be more welcomed than others?

More traffic calming in residential areas.

There are a lot of people who cut through at a fast speed in the neighbourhood. Traffic calming is welcome.

Traffic calming works effectively. Most people change their route to avoid speed bumps.

Many neighbours want to see speed bumps.

Want to see continuous sidewalks and prevent drivers from rolling through stop signs.

Would like to see lower speed limits in residential areas.

Utilize tools like WAZE.

Alternate side of street where there are parked cars to slow traffic.

We need to engineer the streets properly, not just using signs.

We need clarity on what is a residential street that would require 30 km/h

Agree! 30 km/h residential speed limits

We need to find better ways to enforce current speed limits.

Agree!

The Potential New Roads & Bridges Map identified road expansions and additions, and intersection improvements.

The TMP2050 proposes that roads will only be expanded, extended, or added for three purposes:

1. To provide space for goods movement (such as the completion of the inner ring road);
2. To provide space for sustainable modes (such as the addition of a designated bike lane); or
3. To connect new developments to the existing network (such as Bison Drive)

If the City follows this direction, do you believe this will serve the growth and future of Winnipeg?
Let's discuss.

There is a lot of development in South Transcona and further south - this doesn't address growth of these neighbourhoods.

Need to also consider traffic coming in and out of the city.

There has been huge capital investment in the last year on roads where there hasn't been investment in active transportation (ie. Wall / Erin)

To supply space for goods movement may be too general. We need to be more specific with that goal so there is accountability for what is considered 'goods movement'.

This sounds good in theory, but we don't have enough money to maintain existing infrastructure. (ie. Louise Bridge). We can't be adding and extending because we can't take care of what we have.

The map is great if we had the money and would be interesting to know what would be prioritized.

We need to look at expansion where there is significant growth in new neighbourhoods.

Commercial development off of Plessis - they are using traffic surveys completed 7-10 years ago to establish the needs of those roadways. Growth has changed significantly since those surveys.

We should look at developing within the City, rather than continuing to develop out.

We need more river connections - foot bridges, AT bridges

Replacing Louise Bridge would be great for our community.

AT bridge between St. Vital to U of M is important.

We know there are challenges in transforming some main corridors to accommodate active transportation - namely the need to repurpose a vehicle lane. Looking at the highlighted routes in your neighbourhood, let's talk about how the community could be impacted by these changes.



Do you think the community would support the trade-offs required to accommodate a dedicated cycling lane?

Do you think it would be better to have the bike lane on the main route and lose vehicle space, or move it to a nearby route (which could slightly increase travel distance or reduce convenience)?

A bike lane would be a great idea for Henderson Hwy, but some drivers will be upset.

Traffic is already bad on Henderson, so removing vehicular lanes on Henderson would add to the traffic congestion.

Cars are contributing to traffic on Henderson. If we improve opportunities for transit and cycling, we will reduce traffic.

Bike routes and active transportation routes should be on major roadways.

It's challenging crossing Henderson on foot or bike. Need to help calm this street.

If there are other routes for traffic (like an inner ring road), could help alleviate upset drivers.

If we build more roads, there will only be more traffic.

We should design roadways to discourage certain uses and encourage others. The best way to reduce traffic is to discourage driving. City needs to create other opportunities for other modes.

Want direct routes to grocery stores, library, pharmacy.

We need to have bike routes on the main route - Henderson Hwy. Create opportunities for cyclists to get to businesses on Henderson.

City should look to expert input.

What kind of education would be needed for all road users to support a global shift to more active modes of transportation?

Mode shift doesn't come with education. We need the right conditions and infrastructure.

We saw with shifts in behaviour during COVID that folks want to walk and bike more often.

Education isn't the answer. Some of the issues are generational. People need to start using active modes at a young age.

People need to be given the option to start the habit at a young age.

Not an education issue. We need the infrastructure to support active modes of transportation.

Our bike infrastructure has gaps in the network. The solution isn't to put it down the busy street, but it is still important to connect the gaps.

We need infrastructure over education

Biking on the street is challenging. Motorists need a better understanding / education about cyclists. We need less hostile roadways, which will result in safer roadways. Education around sharing the roadway.

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes

Phase two: Confirm strategies – how do we get where we want to go?

Neighbourhood advisory group: Riel

Date/time of meeting: November 24, 2021, 6:30PM – 8:30PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Julie Dooley	City of Winnipeg, Public Works, Communication
Brett Andronak	City of Winnipeg, Office of Public Engagement
Chris Baker	City of Winnipeg, Senior Active Transportation Planner
David Patman	City of Winnipeg, Public Works, Manager - Transportation
Cheryl Dixon	Scatliff+Miller+Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff+Miller+Murray, Public Engagement Specialist

Advisory group members

In attendance:	Representing:
	Sage Creek
	Central St. Boniface
	Norwood Flats

Distribution:

- CoW project manager + project team

Workshop description:

This workshop focused on the seven key directions and associated strategies the TMP2050 is proposing to improve Winnipeg's transportation network. The project team wanted to hear whether stakeholders felt the draft strategies could help us successfully create a transportation system that considers the mobility needs and wants of Winnipeggers. We also gathered input on the level of support stakeholders have for the broad direction these strategies would create for the future of our city's transportation network.

Workshop objective:

To gather input from residents and neighbourhoods to determine whether the TMP2050 strategies help Winnipeggers engage with their transportation system. This workshop will gather feedback on how the draft strategies can improve the transportation network to better serve Winnipeggers and the destinations they travel to.

1.0 Meeting format**1.1 Welcome and presentation**

- Welcome and team introductions
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 - Support goods movement and economic prosperity
 - Enhance active transportation opportunities
 - Connect the city with frequent and rapid transit

1.2 Key directions, strategies, and discussions

Following the presentation of all 7 Key Directions, the project team presented select strategies, options, and opportunities, depending on the interest of the Neighbourhood Advisory Group. After presenting the draft strategies and options, participants engaged in roundtable discussions relating to the strategies presented. When necessary, the participants went into breakout rooms to facilitate smaller group discussions. Each breakout room included the same content and questions. All discussions used Google Jamboards to share the questions on the participants screen, participants were encouraged to virtually ‘raise their hand’, unmute themselves, and verbally share their opinions, feedback, and ideas. During the discussion, a Jamboard was shared on screen and the facilitators added sticky notes with feedback, comments, and ideas presented in the discussion. Participants could see their comments populate the jamboard with all the feedback heard during the discussion.

1.3 Conclusion

- Next steps
- Poll questions
- Question and answer with Alex Regiec

2.0 Meeting results

3 participants took part in the workshop and engaged in the discussions via the poll and Jamboard questions. The group was small enough that participants could stay in one Zoom room and a discussion was facilitated all together. The feedback and discussions around each Jamboard question is summarised in Section 2.1 and the poll results can be found in Section 2.2. Major themes during the discussions were:

- General support for encouraging mode shift with improved walking, cycling, and transit infrastructure

2.1 Jamboard Discussion Questions

1. Do you think the proposed strategies could make moving around Winnipeg easier for those who face barriers to transportation? If not, what are we missing?
 - Mobility hubs are essential to remove barriers and encourage drivers to switch modes
 - Carpool matching would not be appealing – would either use an existing Facebook group or ride with family/friend instead of a stranger
 - School outreach could help encourage use of sustainable modes
 - Free transit
 - More bike infrastructure
2. When there isn't enough space to accommodate all road users, which elements do you believe the City should prioritize? Let's discuss.
 - There should be less space for on-street parking, but not at the expense of small business
3. Do you think traffic calming is something that would be acceptable to your neighbourhood? Would some methods work better or be more welcomed than others?
 - Generally supportive of traffic calming including roundabouts, lower residential speed limits, and curb bump outs
4. Revised Active Transportation network maps include several corridor studies. While these routes help achieve the goals of OurWinnipeg and the City's Climate Action Plan, adding cycling infrastructure to them will likely require the reallocation of road space from vehicles to bicycles. These would be implemented through a study process that includes Infrastructure design and public engagement. We need to understand the challenges of these corridors better. What feedback do you have regarding these streets? Are there any corridors that are missing?
 - Many people will oppose reducing vehicle lanes, but they may come around as we experience more climate events
 - Some people may still prefer to bike down a parallel route, rather than a busy street, but others will want a direct route even if it's busier

5. What kind of education would be needed for all road users to support a global shift to more active modes of transportation?
 - Traditional education about sharing the road
 - Education about reasons why people should switch modes (i.e., climate change)

2.2 Poll questions

1. *When there isn't enough space to accommodate all road users, which elements do you believe the City should prioritize?*

Priorities	Ranking
Bike lane capacity	6.67
Diamond vehicle lane capacity – spaces for carpool use, taxis, and buses	5.33
Loading zones	4.00
Sidewalk width	3.67
Boulevard and median greenery	2.67
Vehicle lane capacity – spaces for single-use cars, trucks, buses, and motorcycles	1.67
On-street parking	0.67

2. *Please select your top three Key Directions you would like to discuss today.*

1. TIE: Key Direction 2: Provide safe and sustainable mobility options for all
TIE: Key Direction 3: Transform and optimize transportation corridors
2. Key Direction 6: Enhance active transportation opportunities
3. Key Direction 1: Integrate land use and transportation
4. TIE: Key Direction 4: Revitalize the road network and bridges
TIE: Key Direction 5: Support goods movement and economic prosperity

3. *On first glance, do you think these seven key directions will help us address the effects of climate change?*

Yes	No	Unsure
0 (0%)	1 (33%)	2 (66%)

4. *On first glance, do you think these seven key directions will help us address the effects of existing traffic congestion?*

Yes	No	Unsure
2 (66%)	0 (0%)	1 (33%)

5. *On first glance, do you think these seven key directions will help us address the effects of City finances?*

Yes	No	Unsure
0 (0%)	0 (0%)	3 (100%)

6. *On first glance, do you think these seven key directions will help us address the safety of all users?*

Yes	No	Unsure
1 (33%)	0 (0%)	2 (66%)

7. *The information presented at this meeting gives me a better understanding of this project.*

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
0 (0%)	3 (100%)	0 (0%)	0 (0%)	0 (0%)

Mobility hubs

Expand mobility technologies

On-street parking for car share vehicles

Online carpool matching

School outreach programs

Do you think the proposed strategies could make moving around Winnipeg easier for those who face barriers to transportation?

If not, what are we missing?

Mobility hubs are essential to removing barriers to transportation

We need mobility hubs to encourage folks to get out of single occupancy vehicles.

We need regulations for e-bikes

Online carpool matching won't remove a barrier. People already use rideshare facebook groups

Would carpool with people we know, but not with strangers.

We need to increase the number of kilometers of bike paths

20% reduction of emissions by 2030 is insufficient, we need to reduce emissions 35-40%

Support for fare free transit. We need a mental shift in how we think about transit as a public service.

We need the plan to be driven by stats. We need a greater sense of urgency in regards to sustainability.

We need to hit aggressive emissions targets. We need to encourage people with convenience and cost savings.

Support for school outreach programs. Bike 'busses' make it safer for everyone.

Could there be an outreach program to promote bus passes in schools?

Schools could help coordinate the sale of Peggo cards.

A Complete Streets approach balances the needs of many users and functions of a street. Some trade-offs are required to achieve this. The physical layout of the street will change and may result in reduced road space for cars, expanded road space for transit or active transportation modes, lower speed limits, priority light signals, more street trees, elements for safer intersection crossings, and other changes.

How do you anticipate any of these changes factoring into your transportation decision making?

Are some trade-offs more or less acceptable to you?

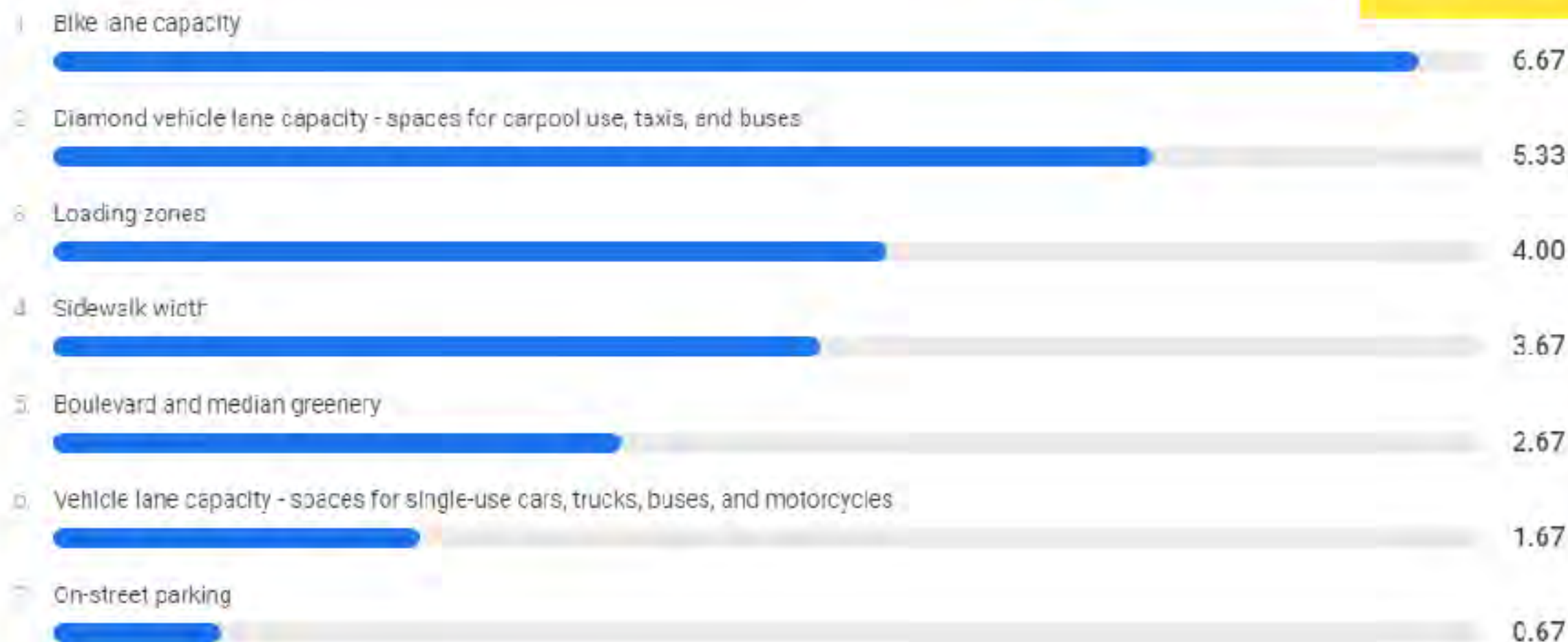
We need to disincentivize parking. As long as driving remains the most convenient, we won't see mode shift.

On-street parking speaks to small businesses. We need to give opportunities to small businesses at mobility hubs.

Loading zones are ranked higher because of the needs of small businesses. Let's make it as easy as possible for small businesses to thrive.

Would like to see a dedicated lane for electric vehicles

Sherbrook street is a great example of a complete street.



Traffic calming is one way to safely accommodate a variety of modes on a street. Examples of this include speed bumps, targeted speed reductions, curb bump-outs, etc.

Do you think traffic calming is something that would be acceptable to your neighbourhood?

Would some methods work better or be more welcomed than others?

Support for traffic calming to reduce traffic - especially speed bumps.

Overall support for traffic calming

We need well designed roadways and routes

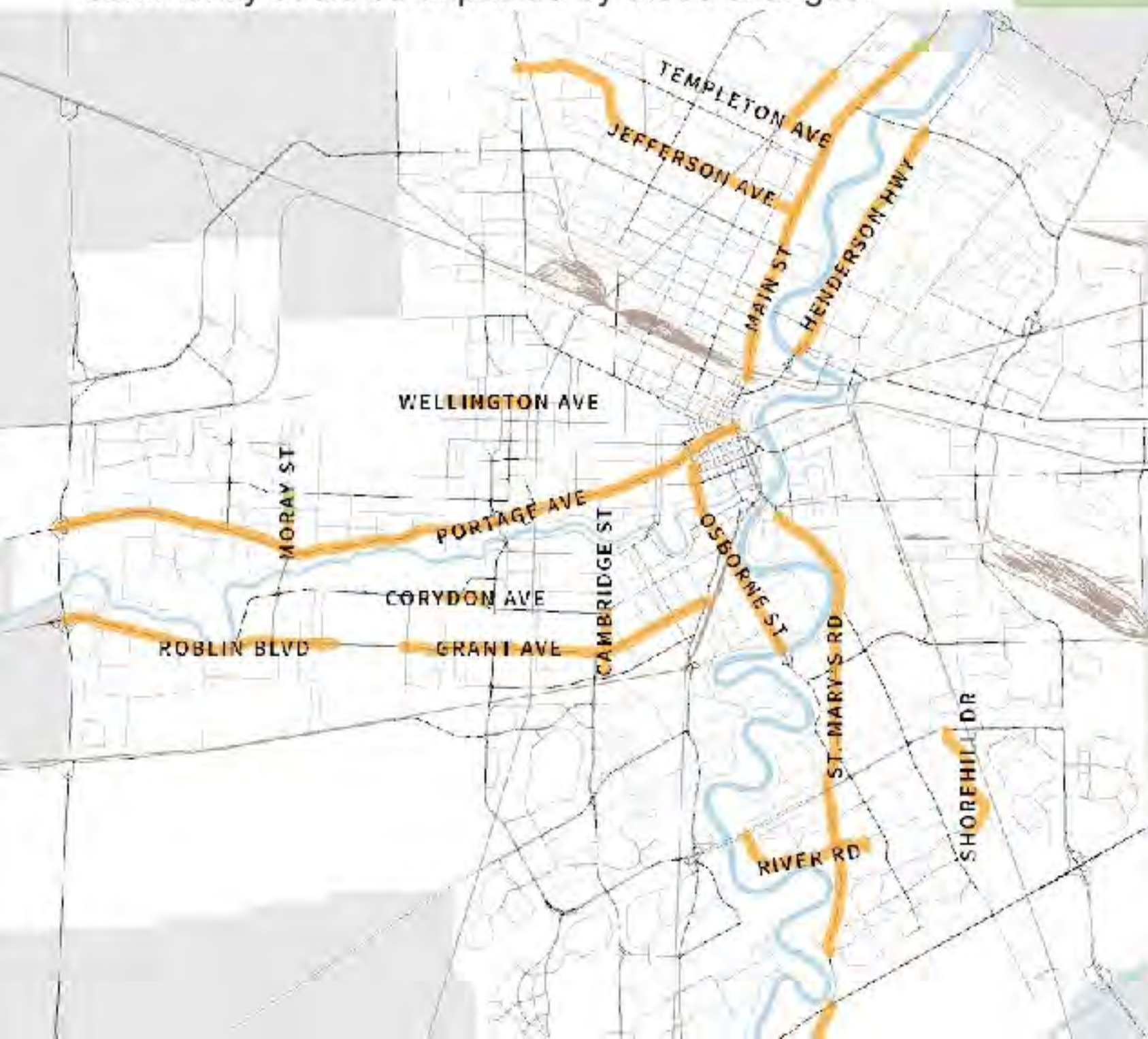
Roundabouts are a good way to calm traffic.

Many neighbours would support 30 km/h on residential streets

Curb bump outs can slow traffic and facilitate other purposes.

Open streets on Lyndale was very contentious. Traffic calming could be a good way to reduce speed instead so we don't need to rely on Open Streets program.

We know there are challenges in transforming some main corridors to accommodate active transportation - namely the need to repurpose a vehicle lane. Looking at the highlighted routes in your neighbourhood, let's talk about how the community could be impacted by these changes.



Do you think the community would support the trade-offs required to accommodate a dedicated cycling lane?

Do you think it would be better to have the bike lane on the main route and lose vehicle space, or move it to a nearby route (which could slightly increase travel distance or reduce convenience)?

There are many neighbours that would be very upset about reducing vehicle lanes on St. Mary's

St Mary's Road is currently stressful to bike on. It needs bike infrastructure and would be preferable to go on a direct route.

Where it allows, use a parallel street for an alternative route for bikes

Often there aren't parallel routes that work for bikes

People will start to change as there are more climate events. We need more education about climate change.

St. Jean Baptiste (for bikes) parallels Des Meuron (for vehicles)

Many of these roads could be redeveloped to increase space for other users

We need to think about routes and connections to destinations

There would be support for Shorehill Dr from neighbours

Support for St. Mary's will be challenging

What kind of education would be needed for all road users to support a global shift to more active modes of transportation?

We need education that builds bridges between cyclists and drivers. People often think cyclists don't follow the rules of the road.

Education about climate change and the effects of our behaviours

We need to target young drivers with educational campaigns about how much money they will save if they don't drive a car.

Education around the cost to maintain roads vs. bike lanes or the health impacts of active transportation.

Debunk myths about cyclists.

Help people understand WHY we need to change.

Media campaign from both sides

Support licensing bikes

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes

Phase two: Confirm strategies – how do we get where we want to go?

Public Workshop #1: The Connected City: Building a transportation network that supports people, communities, and growth

Date/time of meeting: November 29, 2021, 6:30PM – 8:30PM

Location: Zoom meeting

Project staff

In attendance:	Representing:
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Julie Dooley	City of Winnipeg, Public Works, Communication
Lindsay Dandeneau	City of Winnipeg, Office of Public Engagement
David Patman	City of Winnipeg, Public Works, Manager - Transportation
Cheryl Dixon	Scatliff + Miller + Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff + Miller + Murray, Public Engagement Specialist
Michael Blatz	Scatliff + Miller + Murray, Public Engagement Specialist

Advisory group members

In attendance:	In attendance:

Distribution:

- CoW project manager + project team

Workshop description:

This workshop will focus on the strategies, options, and opportunities related to two key directions: *integrating land use and transportation and transforming and optimizing transportation corridors*.

Through an online presentation, live polls, and discussions, we will explore the concept of Complete Streets, as well as the relationship between transportation, development, and mobility for all people and modes. In talking about the proposed strategies, we will explore the central question: *How do we design and build the network to help Winnipeggers get where they're going, in a way that makes sense for them, their lifestyle, and their destination?* and also discuss how we could use roadways more efficiently to move more people and goods using the same amount of space.

1.0 Meeting format

1.1 Welcome and presentation

- Welcome and team introductions
- Agenda
- How we got here
- What we heard from the public and stakeholders
- 7 Key Directions – SMM
 - Integrate land use and transportation
 - Provide safe and sustainable mobility options for all
 - Transform and optimize transportation corridors
 - Revitalize the road network and bridges
 - Support goods movement and economic prosperity
 - Enhance active transportation opportunities
 - Connect the city with frequent and rapid transit
- The Connected City: Building a transportation network that supports people, communities, and growth
 - Before we move into the group discussions and gather your feedback and input, let's dig into the concept of the "Connected City" and share information about how the TMP2050 supports people, communities, and the growth of our City.
 - What does this mean? What did Winnipeggers say? What does this look like?

1.2 Key directions, strategies, and discussions

Following the presentation of all 7 Key Directions, the project team presented select strategies, options, and opportunities, based on the theme of the workshop *The Connected City: Building a transportation network that supports people, communities, and growth*. After presenting the draft strategies and options, participants engaged in roundtable discussions relating to the strategies

presented. When necessary, the participants went into breakout rooms to facilitate smaller group discussions. Each breakout room included the same content and questions. All discussions used Google Jamboards to share the questions on the participants screen, participants were encouraged to virtually 'raise their hand', unmute themselves, and verbally share their opinions, feedback, and ideas. During the discussion, a Jamboard was shared on screen and the facilitators added sticky notes with feedback, comments, and ideas presented in the discussion. Participants could see their comments populate the Jamboard with all the feedback heard during the discussion.

1.3 Conclusion

- Next steps
- Poll questions
- Question and answer with Alex Regiec

2.0 Meeting results

15 participants took part in the workshop and engaged in the discussions via the poll and Jamboard questions. Participants were split into 2 breakout rooms to facilitate the discussions in smaller groups. The feedback and discussions around each Jamboard question is summarised in Section 2.1 and the poll results can be found in Section 2.2. Major themes during the discussions were:

- Real and perceived safety issues deter people from using sustainable modes (walking, cycling, and transit)
- Transit would need to improve real and perceived frequency, safety, convenience, consistency, reliability, comfort, cost, and service area to compete with driving
- General support to convert road space from vehicles (especially single-occupant vehicles) to sustainable modes

2.1 Jamboard Discussion Questions

1. If the availability of parking downtown and in high demand areas decreased, would that be incentive for you to walk, bike, take transit, carpool, or take a taxi or Uber more often? Would this depend on where you are going (ie. To an event, commute to work, or to a restaurant)? Who might face the greatest challenges with these changes?
 - People who usually drive might shift to taxis, ubers, or carpooling
 - People might take the bus if it stopped near their desired destination and downtown felt safe
 - Families or large groups may face challenges switching modes
 - Lack of secure bike parking is a barrier for would-be cyclists
2. What is required to encourage Transit-oriented development in Winnipeg and your neighbourhood?
 - Incentives for developers such as fee reduction, accelerated permits, and density bonuses
 - Reduced parking requirements

- Good, frequent, safe, convenient, consistent, reliable, comfortable, inexpensive/free, and widespread transit service
 - Connecting transit to walking and cycling network
 - Diamond lanes
3. A Complete Streets approach balances the needs of many users and functions of a street. Some trade-offs are required to achieve this. How do you anticipate any of these changes factoring into your transportation decision making? Are some trade-offs more or less acceptable to you? When there isn't enough space to accommodate all road users, which elements do you believe the City should prioritize?
- Some people would prioritize active transportation safety and overall experience, while others do not see that as a viable option for their location/lifestyle and would rather prioritize the transit network including mobility hubs and park-and-rides
4. Do you think traffic calming is something that would be acceptable in Winnipeg? Would some methods work better or be more welcomed than others?
- Solutions must be contextual
 - Speed bumps, curb bump-outs, speed tables, trees, and traffic circles are acceptable
 - Speed bumps can be challenging for cyclists
5. Strategy 3.3 suggests several opportunities to enhance existing corridors. Of these options, what would have the most positive impact on how you commute to your desired destinations? Which would impact you negatively? What challenges do you anticipate in executing these options?
- Automated enforcement of diamond lanes: would make cyclists feel safer
 - HOV lanes: broad support, but might be tricky if the lane is shared with transit and bikes
 - Reversible lanes: broad support
 - Keep it simple

2.2 Poll questions

1. Some of Winnipeg's streets are already wide enough to add additional space for the safe and dedicated use of transit, biking, or walking while maintaining the same level of service for motor vehicles. However, other roads do not have the extra space.

When there isn't enough space to accommodate all road users, which elements do you believe the City should prioritize?

Priorities	Ranking
Bike lane capacity	5.62
Sidewalk width	4.92
Diamond vehicle lane capacity – spaces for carpool use, taxis, and buses	4.62
Boulevard and median greenery	3.62
Vehicle lane capacity – spaces for single-use cars, trucks, buses, and motorcycles	3.00
Loading zones	2.77
On-street parking	1.85

2. *On first glance, do you think these seven key directions will help us address the effects of climate change?*

Yes	Partially	No	Unsure
3 (43%)	3 (43%)	1 (14%)	0 (0%)

3. *On first glance, do you think these seven key directions will help us address the effects of existing traffic congestion?*

Yes	Partially	No	Unsure
3 (30%)	5 (50%)	1 (10%)	1 (10%)

4. *On first glance, do you think these seven key directions will help us address the effects of City finances?*

Yes	Partially	No	Unsure
2 (18%)	3 (27%)	5 (45%)	1 (9%)

5. *On first glance, do you think these seven key directions will help us address the safety of all users?*

Yes	Partially	No	Unsure
3 (27%)	7 (64%)	1 (9%)	0 (0%)

6. *The information presented at this meeting gives me a better understanding of this project.*

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
3 (30%)	6 (60%)	1 (10%)	0 (0%)	0 (0%)

Think about times you leave your neighbourhood and go Downtown.

If the availability of parking downtown and in high demand areas decreased, would that be incentive for you to walk, bike, take transit, carpool, or take a taxi or Uber more often?

Would this depend on where you are going (ie. to an event, commute to work, or to a restaurant)?

Who might face the greatest challenges with this change?

Yes, probably taxi or Uber (usually drive now)

No change - I don't drive (usually bus)

No change - I don't feel safe downtown

Decision is more complex than parking - groups might prefer to drive. Think of incentives to reduce people driving alone

Destination must feel safe. Bus service should drop me off close by

Other amenities, ease of getting there, and getting around without a vehicle

Families or large groups

I do not take the bus at night - do not feel safe

People who require accessible parking

Think about times you leave your neighbourhood and go Downtown.

If the availability of parking downtown and in high demand areas decreased, would that be incentive for you to walk, bike, take transit, carpool, or take a taxi or Uber more often?

Would this depend on where you are going (ie. to an event, commute to work, or to a restaurant)?

Who might face the greatest challenges with this change?

More bike parking

Having more places with secured bike parking. E.g. parking indoors. It is risky to park a bike downtown.

Don't ever have a problem finding a parking spot downtown. Dinner = driving, often carpooling

Safety on transit. Downtown is riskier. More inclined to take car for that reason.

Rarely go downtown, hard to find parking. When do go, take a car because we always go out to eat. Too much of a challenge to use other modes.

Let's discuss: What is required to encourage Transit-oriented development in Winnipeg and your neighbourhood?

More incentives - reduction in fees, accelerated permits

Reducing parking requirements

Walking and biking trails in the area

Good frequent transit service

Car co-op

Hide parking lots for a more attractive / friendly environment

cheaper/free transit
Development should avoid gentrification, so we need more widespread transit

Higher densities allowed (density bonuses)

Safety of transit service and major destinations (downtown)

Make connecting to transit by active modes easy

I would easily ride my bicycle to downtown, and second would be transit. The biggest challenge is to have more secure bicycle parking downtown to mitigate bicycle theft

Let's discuss: What is required to encourage Transit-oriented development in Winnipeg and your neighbourhood?

Have mini little buses that come around often. Minimize distance to bus stop (one block). Consistent transit schedule

Transit is not available and not consistent. More buses, more frequently

More diamond lanes

Increase reliability, comfort and consistency of transit

Opportunity to promote alignment at the strategic level (industry, public, government) to offer subsidies, etc.

Frequency. It takes a long time to get anywhere in the City.

A Complete Streets approach balances the needs of many users and functions of a street. Some trade-offs are required to achieve this. The physical layout of the street will change and may result in reduced road space for cars, expanded road space for transit or active transportation modes, lower speed limits, priority light signals, more street trees, elements for safer intersection crossings, and other changes.

How do you anticipate any of these changes factoring into your transportation decision making? Are some trade-offs more or less acceptable to you?

When there isn't enough space to accomodate all road users, which elements do you believe the city should prioritize?

Agrees with survey results and prioritization of active modes

Pedestrian experience (safety) needs to be prioritized

Being deep in suburbia, bussing is more important than biking.

A transit hub with easy frequent transit service downtown would help me use the car less

Park and rides near the Perimeter with reliable transit connections. Include commercial aspects as well

If you reduce general parking, maybe increase parking for shared vehicles

Walking, biking, and bussing can all compliment each other well if the planning is in place

A Complete Streets approach balances the needs of many users and functions of a street. Some trade-offs are required to achieve this. The physical layout of the street will change and may result in reduced road space for cars, expanded road space for transit or active transportation modes, lower speed limits, priority light signals, more street trees, elements for safer intersection crossings, and other changes.

How do you anticipate any of these changes factoring into your transportation decision making? Are some trade-offs more or less acceptable to you?

When there isn't enough space to accomodate all road users, which elements do you believe the city should prioritize?

Portage avenue took away bus lanes has made rush hour traffic worse. Less vehicles is not going to happen over night. Blvd are nice but

Trade-offs / high traffic during rush hour (reversible lane or permanent) - Osborn: why not make some roads one-way and have a dedicated bus lane.

If the cycling lanes are more available, wider side walks, more greenery, it would encourage more active transportation. Wider lanes for cars lowest priority.

Always a trade-off. Rush hour traffic is one of them (not easy to solve). Width of sidewalks downtown/exchange, could they be shared for bike paths

I would be more likely to consider other options for transport if I had more convenient and green choices

Ageism

Priority: Safety and economy. Thru traffic becomes secondary for me.

Changes need to accompanied by education. E.g. how to turn right and not cut off cyclists (Sherbrooke and others).

Doing the complete streets model in one place as a model for the rest of the City (get people used to complete streets in one area and then expand to other areas). Include an education component.

Traffic calming is one way to safely accommodate a variety of modes on a street. Examples of this include speed bumps, targeted speed reductions, curb bump-outs, etc.

Do you think traffic calming is something that would be acceptable in Winnipeg?

Would some methods work better or be more welcomed than others?

Speed bumps in residential areas would work well, and make pedestrians feel safer

Must be contextual. Curb bump-outs work well on collectors. Could use diverters as well.

Try a wider range of ideas than what Winnipeg has used in the past

Speed tables work well to prioritize pedestrians

Like traffic circles, but it would take too much construction downtown, and may not be popular

Try to ease traffic space and congestion by making public transit more desirable and competitive with cars.

Consider a "thru" part of the road, separated from a "commerce" area

Traffic calming is one way to safely accommodate a variety of modes on a street. Examples of this include speed bumps, targeted speed reductions, curb bump-outs, etc.

Do you think traffic calming is something that would be acceptable in Winnipeg?

Would some methods work better or be more welcomed than others?

Design streets to encourage slower speeds instead of speed bumps. Implement more natural, logical choices. Trees closer to the roads, materials on road more abrasive (e.g. bricks) make people slow down.

Likely be initial push back but will become part of the culture. Transition slowly over time. Instead of doing it all at once.

Broadening school drop off zones - kids have to walk a bit further

People will get used to them. Speed bumps are great for vehicular traffic, awful for cyclists

Decreasing the site line makes it so that people have to slow down

Residential neighbourhoods, reduce speeds to 30km/hr. Could be a nice cultural shift

Strategy 3.3 suggests several opportunities to enhance existing corridors. These include:

Implementation of automated traffic enforcement cameras in diamond lanes

Introduce High Occupancy Vehicle Lanes

Add Reversible Lanes on corridors with strong directional flow

Of these options, what would have the most positive impact on how you connect to your desired destinations in the City?

Which would impact you negatively?
What challenges do you anticipate in executing the above options?

Automated enforcement would be great to feel safer as a cyclist

HOV lanes might be tricky, especially if the diamond lane is being shared with other users (bus, bikes)

Reversible lanes might be unsafe for pedestrians - wide road widths without median

Might make things more complicated without much pay-off. Keep it simple to keep it safe

Make it easier to get to major destinations, and easier to get around the neighbourhood without a car

Strategy 3.3 suggests several opportunities to enhance existing corridors. These include:

Implementation of automated traffic enforcement cameras in diamond lanes

Introduce High Occupancy Vehicle Lanes

Add Reversible Lanes on corridors with strong directional flow

Of these options, what would have the most positive impact on how you connect to your desired destinations in the City?

Which would impact you negatively?
What challenges do you anticipate in executing the above options?

**1.
Reversible
lanes best
option**

Reversible lanes work great in other cities. Do we have the volume of traffic to warrant it?
Kenaston?
Pembina?

**2. high
occupancy
lanes**

3. Automated cameras not the best track record in the City. We should try not to such stringiest camera operations.

Support for high occupancy vehicle lanes

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes

Phase two: Confirm strategies – how do we get where we want to go?

Public Workshop #2: The Safe & Sustainable City: Supporting transportation equity

Date/time of meeting: November 30, 2021, 6:30PM – 8:30PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Julie Dooley	City of Winnipeg, Public Works, Communication
Pam McKenzie	City of Winnipeg, Office of Public Engagement
Chris Baker	City of Winnipeg, Senior Active Transportation Planner
David Patman	City of Winnipeg, Public Works, Manager – Transportation
Cheryl Dixon	Scatliff + Miller + Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff + Miller + Murray, Public Engagement Specialist
Michael Blatz	Scatliff + Miller + Murray, Public Engagement Specialist

Distribution:

- CoW project manager + project team

Workshop description:

This workshop will focus on the strategies, options, and opportunities related to *providing safe and sustainable mobility options for all*. Through an online presentation, live polls, and discussions, we will explore how the City can make it easier for Winnipeggers to move around. In talking about the proposed strategies, we will explore the central question: *How do we remove barriers to transportation?* And also discuss how a network that better supports mode choice could improve mobility for underserved Winnipeggers.

1.0 Meeting format**1.1 Welcome and presentation**

- Welcome and team introductions
- Agenda
- How we got here
- What we heard from the public and stakeholders
- 7 Key Directions – SMM
 - Integrate land use and transportation
 - Provide safe and sustainable mobility options for all
 - Transform and optimize transportation corridors
 - Revitalize the road network and bridges
 - Support goods movement and economic prosperity
 - Enhance active transportation opportunities
 - Connect the city with frequent and rapid transit
- The Safe & Sustainable City: Supporting transportation equity
 - What does this mean? What did Winnipeggers say? What does this look like?

1.2 Key directions, strategies, and discussions

Following the presentation of all 7 Key Directions, the project team presented select strategies, options, and opportunities, based on the theme of the workshop – *The Safe and Sustainable City: Supporting transportation equity*. After presenting the draft strategies and options, participants engaged in roundtable discussions relating to the strategies presented. When necessary, the participants went into breakout rooms to facilitate smaller group discussions. Each breakout room included the same content and questions. All discussions used Google Jamboards to share the questions on the participants screen, participants were encouraged to virtually ‘raise their hand’, unmute themselves, and verbally share their opinions, feedback, and ideas. During the discussion, a Jamboard was shared on screen and the facilitators added sticky notes with feedback, comments, and ideas presented in the discussion. Participants could see their comments populate the Jamboard with all the feedback heard during the discussion.

1.3 Conclusion

- Next steps
- Poll questions
- Question and answer with Alex Regiec

2.0 Meeting results

12 participants took part in the workshop and engaged in the discussions via the poll and Jamboard questions. The group was small enough that participants could stay in one Zoom room and a discussion was facilitated all together. The feedback and discussions around each Jamboard question is summarised in Section 2.1 and the poll results can be found in Section 2.2. Major themes during the discussions were:

- Safety for all users is a top priority
- AT infrastructure and network connectivity need to improve for it to be a viable option, and network needs better winter maintenance
- Transit service needs to be more frequent, reliable, and safe, while also being less expensive
- Alternate options like bike share and car share have mixed reviews

2.1 Jamboard Discussion Questions

1. Do you think the outlined strategies and options would make it easier for you to move around Winnipeg?
 - Enhance AT: Significant improvements needed; slow down vehicle traffic to improve AT safety; secure bike parking; focus on busy areas rather than spread out areas
 - Expand mobility technologies: cargo bikes
 - Expand transit services: Significant improvements needed; small buses on a local/neighbourhood route; more frequent service
 - Seamless connectivity between modes: More bike racks on buses;
 - Other: improved accessibility; improved winter maintenance, car sharing; reduce the number of trips people take; higher densities; more mixed use zoning;
2. Would additional travel choices, such as bike sharing, reduce your reliance on a personal vehicle? Would a bike sharing system make it easier for you to move around Winnipeg?
 - Pros: could be helpful for quick trips and to get downtown
 - Cons: cost could be a barrier; expensive to implement
 - Need infrastructure improvements first
 - Would need to be integrated with walking and transit networks
 - Should include cargo bikes
3. Would additional travel choices such as car sharing reduce your reliance on a personal vehicle? Could using a car sharing system make it easier for you to move around Winnipeg? What are your current barriers to participating in Winnipeg's existing car sharing program?

- Pros: could reduce need for a second vehicle; able to use the right vehicle for your needs (car, van, or truck); safer than transit
 - Cons: not enough cars in the area, cost, fixed pick-up and drop-off location
 - Desire for electric fleet
4. What other measures related to this topic could the City explore to make it easier to get around on foot, by bike, or using transit?
- Safety: improve visibility at crosswalks; reduce residential speed limits; separated bike lanes; speed tables; reduce speeds at intersections; more crossings on major corridors; fewer right-turn-on-red intersections; longer crossing times for pedestrians
 - Improved winter maintenance
5. Who do you think we should be talking to, to ensure success in this key direction to support transportation options for all Winnipeggers? What are some organizations that you or someone you know/love would trust to help ensure we get it right? (Prior to asking question, facilitator will identify which stakeholders we have reached out to already during stakeholder engagement).
- YIMBY Winnipeg
 - BIZ
 - Resident associations
 - Friendship Centres
 - The Wrench
 - Social Planning Council
 - Bear Clan
 - Thunderbird House
 - Make Poverty History
 - Winnipeg Trails
 - Active Aging Manitoba
 - Transport Options for Seniors
 - 1 Just City
 - Manitoba Housing
 - Bike Winnipeg
 - Green Action Centre
 - Council of Canadians with Disabilities
 - Student / university groups
 - Manitoba Harvest
 - Ircm
 - Manitoba Energy Justice Coalition
 - Functional Transit Winnipeg
 - Neighbourhood renewal corporations
6. Would a feature like park-and-ride, bicycle parking at transit stops, bike racks on buses, or improved sidewalk conditions remove barriers that prevent you or someone you know/love from getting to work or to social events?

- Broad support for all suggestions
 - Bike racks on buses would remove barriers
 - Need secure bike parking and overall strategy to reduce bike theft
7. What else could the City do to remove barriers to efficient and safe transit for all Winnipeggers?
- More frequent service; lower fares; improved safety; better reliability; more stops with shelters, benches, and schedule boards; 24/7 diamond lanes; ability to wave down buses in off-peak hours
 - Poverty reduction and harm reduction

2.2 Poll questions

1. *On first glance, do you think these seven key directions will help us address the effects of climate change?*

Yes	Partially	No	Unsure
3 (27%)	7 (64%)	1 (9%)	0 (0%)

2. *On first glance, do you think these seven key directions will help us address the effects of existing traffic congestion?*

Yes	Partially	No	Unsure
4 (40%)	2 (20%)	4 (40%)	0 (0%)

3. *On first glance, do you think these seven key directions will help us address the effects of City finances?*

Yes	Partially	No	Unsure
2 (18%)	3 (27%)	5 (45%)	1 (9%)

4. *On first glance, do you think these seven key directions will help us address the safety of all users?*

Yes	Partially	No	Unsure
3 (27%)	4 (36%)	4 (36%)	0 (0%)

5. *The information presented at this meeting gives me a better understanding of this project.*

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
2 (18%)	9 (82%)	0 (0%)	0 (0%)	0 (0%)

Do you think the proposed strategies could make moving around Winnipeg easier for you to move around the city?

Can we not publish in near real time what has been cleared in terms of sidewalks and pathways and bike lanes?

Enhance active transportation

We need to slow speeds of vehicles to significantly improve active transportation network

We need more car sharing users to expand to the suburbs

Accessibility is huge. But the city isn't designed for accessibility - ie. big box stores, bus loops drop you off in the middle of a parking lot, winter snow clearing.

We need to have better connections between cycling and our transit system including more racks on a majority of buses. As well, there needs to be a clear education program on using these bike racks on buses

Frequent rapid transit would help greatly. Active transport and connectivity a bit less so where things are spaced out, far from large streets like portage Ave.

In particular - for kids biking

And yes, we want transit and active transport to replace car journeys. Reduce reliance on cars.

We need secure bike parking

Biggest challenge is getting to transportation mode options, ie. transit

Cargo bikes should be included in the bike share program

Expand mobility technologies

We need to improve transit and cycling facilities significantly before it is a viable option for many Winnipeggers. We need to make significant moves for improvement to make a difference.

Yes, we want higher densities (rezoning). While avoiding gentrification. Tricky but possible to do both.

We need to reduce the number of trips Winnipeggers take.

Gap in transit network - that don't help us connect to our destinations

Lack of winter sidewalk maintenance makes transit use dangerous and challenging

We need to modernize sidewalk clearing strategies

We need more frequent small electric neighbourhood buses that then connect to the main transit routes that connect to major destinations / downtown / park and ride.

Expand transit service

Seamless connectivity between modes

Snow clearing is essential

These strategies will help make Winnipeggers shift modes.

The City needs to understand Transportation Demand Management

Transportation needs to consider land use and zoning - most of Winnipeg is single family housing, we have low density and does not help us to shift modes

We need to mixed use zoning and higher density development

Mode split of 50% still isn't enough - to be sustainable, we need to be much less car dependency

Active transport very important where things are closer together. Diminishing returns where places spaced out.

Would additional travel choices, such as bike sharing, reduce your reliance on a personal vehicle?

Could a bike share system make it easier for you to move around Winnipeg?

**Cost may
be a
barrier for
use**

**Bike sharing
can be helpful
for quick trips**

**Bike sharing
would be nice
to get around
downtown.**

**Implementing a
bike sharing
program would be
fairly expensive.
When City money is
tight this is not
something that
could fly easily.**

**There is potential if
the streets change
and bike
infrastructure
improve**

**It would be great if a
was integetrated
across modes (ie car
share, bike car,
transit) so users
could use all three**

**Cargo bikes
would be
helpful and
meet family's
needs**

Would additional travel choices such as car sharing reduce your reliance on a personal vehicle?

It reduces the reliance on a second vehicle.

Makes travel choices easier and provide accessibility to different destinations in the city. It makes it easier to own fewer vehicles or no vehicles.

Could using a car sharing system make it easier for you to move around Winnipeg?

Car share makes life much more flexible - use vans or trucks for different activities.

Car sharing could be very good for times such as the night when some people feel unsafe to take public transit.

Need more infrastructure in place for Winnipeggers to choose an electric car option

Fixed locations for car share vehicles. If car share is electric, it means there needs to be the existing infrastructure to charge the vehicles in the fleet.

What are your current barriers to participating in Winnipeg's existing car sharing program?

No cars in the neighbourhood is a barrier to participation

Entry fee is a barrier.

What other measures related to this topic could the City explore to make it easier to get around on foot, by bike, or using transit?

Crosswalks are dangerous and can be hard to see for drivers.

We should reduce residential speeds to 30 km/h - reduces fatalities and injuries dramatically

We need better winter maintenance on our sidewalks.

We should change right turn merges - the speeds are too high from one road to another that cross a pedestrian and cycling path. Techniques to reduce speeds at these intersections

Elice Ave. has bike lane for a few blocks and sharrows for a few other blocks. This needs to change.

Pedestrians and cyclists should be prioritized over vehicular drivers - especially at crossings.

Street crossings don't allow for enough time to cross and better synchronization of lights

We need separated bike lanes and we need to think about how they connect to other bike infrastructure and roadways. Proximity to parking is dangerous

agree

agree

Make it easier and safer to cross at intersections. Intersection crossings at St Mary's are very wide, difficult to cross on a bike.

Elevated / speed tabled crossings for pedestrians on roads

More, safe crossings on major corridors

Pedestrian crossing that is tabled on streets - there is no way to indicate that someone with low visibility is on a roadway. Change in elevation indicates on a roadway

In England, those raised crossings are common, and they are called "humped zebras"; cars have to stop if a pedestrian is on the walk.

Slip lanes leading to strip malls are dangerous because traffic is moving too fast. (ie. St Mary's / Pembina)

When old streets are renewed, they don't get new bike infrastructure because there isn't existing space for bikes. We need bike infrastructure on all renewed streets

agree

Reduce right turns on red

Large roundabouts are challenging for roadway crossings

Tactile strips can be hard to find if you don't have a cane

Who do you think we should be talking to, to ensure success in this key direction to support transportation options for all Winnipeggers?

What are some organizations that you would trust to help ensure we get it right?

**YIMBY
Winnipeg**

We should
take the lead
from the City's
planners

Social Planning
Council of Winnipeg,
Bear Clan,
thunderbird House,
make Poverty History,
Winnipeg Trails has
been doing lots of
work with the
Indigenous
community

Go to the
people: go to
Manitoba
Housing

**Bike
Winnipeg and
Green Action
Centre**

student groups
from Universities
and colleges as
these groups rely on
transit more.

**Manitoba
Harvest**

**Downtown
BIZ and BIZ
associations**

**Friendship
Centres**

Manitoba Energy
Justic Coalition is
engaging with
Transit Riders,
Functional Transit
Winnipeg

Ircom

**Resident
Associations**

**The Wrench,
and aboriginal
community**

**Active aging
Manitoba and
Transport
Options for
Seniors**

**1Just
City**

Council of
Canadians with
Disabilities is based
out of Winnipeg -
members are
cross-disability and
come from all walks
of life

Neighbourhood
Renewal
Coroporations

Would a feature like park-and-ride, bicycle parking at transit stops, bike racks on buses, or improved sidewalk conditions remove barriers that prevent you or someone you know from getting to work or to social events?

Bike parking, bike racks , & park and ride would be very helpful for me.

Bike racks on buses would be very helpful to remove barriers. Education around how to use the bike racks on busses will be helpful. It won't work if it's difficult to use.

Consider bike stations at universities and downtown - indoor, secure bike parking with options for repairs/on site mechanic

Integrate biking and car co-op into Navigo

Inadequate lighting is a barrier to use transit or active transportation modes

We need a comprehensive city-wide attempt to reduce bike theft

Improved lighting on Active Transportation trails would Help. North past Chalmers until the Perimeter on The North East Pioneers Greenway trail there is no lights

What else could the City do to remove barriers to efficient and safe transit for all Winnipeggers?

Ability to wave down buses in off-peak hours

We need more, frequent buses on the streets, especially to downtown

Lower income fares

Winnipeg transit should make all transit free for people on welfare. A few bucks a day can be a large barrier to essential services like doctors, work, school, etc. The downtown spirit seemed like a successful pilot project.

At entrances to the City, we should have park and rides. We also need transit connections between other communities. We need a direct bus to downtown from the edge of the City and then users could use an inner-city transit network

cross reference poverty reduction and harm reduction

There should be a fare free system. Scan fare cards prior to entering the bus to help with efficiency

City should reduce bus shelter encampments so they are available for those using the transit system

Merely displacing homeless people from buss stops is merely making poverty easier for us to stomach, not actually working to help reduce it.

I said this last time but, poverty reduction should be a top priority. We don't often realize how interconnected transit and poverty are. It represents the ability to work, to go to school or to the doctors.

We need to consider the safety of all bus users downtown - needs to be reliable

Ensuring that businesses front onto transit corridors instead of having large parking lots between transit and their doors would be a huge benefit

Extend times for diamond lanes - transit should have rights to these lanes 24/7

Schedule boards are helpful

Single low fare options for cyclists as an alternative to cycling on rainy days

Frequent buses

Smaller more frequent buses

we have had a loss of bus benches in my immediate area. being able to sit and be sheltered is important.

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes

Phase two: Confirm strategies – how do we get where we want to go?

Public Workshop #3: The Reliable City: Revitalizing the road and bridge network

Date/time of meeting: December 01, 2021, 6:30PM – 8:30PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Julie Dooley	City of Winnipeg, Public Works, Communication
Brett Andronak	City of Winnipeg, Office of Public Engagement
Cheryl Dixon	Scatliff + Miller + Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff + Miller + Murray, Public Engagement Specialist

Distribution:

- CoW project manager + project team

Workshop description:

This workshop will focus on the strategies, options, and opportunities related to *revitalizing the road network and bridges*. Through an online presentation, live polls, and discussions, we will explore how the City can improve, enhance, and built the network for longevity and a high level of service. In talking about the proposed strategies, we will explore the central question: *How do we revitalize our road network and bridges to ensure infrastructure both supports growth and will serve Winnipeg well into the future?* And will also discuss the proposed approach to future network growth.

1.0 Meeting format**1.1 Welcome and presentation**

- Welcome and team introductions
- Agenda
- How we got here
- What we heard from the public and stakeholders
- 7 Key Directions – SMM
 - Integrate land use and transportation
 - Provide safe and sustainable mobility options for all
 - Transform and optimize transportation corridors
 - Revitalize the road network and bridges
 - Support goods movement and economic prosperity
 - Enhance active transportation opportunities
 - Connect the city with frequent and rapid transit
- The Reliable City: Revitalizing the road and bridge network
 - What does this mean? What did Winnipeggers say? What does this look like?

1.2 Key directions, strategies, and discussions

Following the presentation of all 7 Key Directions, the project team presented select strategies, options, and opportunities, based on the theme of the workshop – *The Reliable City: Revitalizing the road and bridge network*. After presenting the draft strategies and options, participants engaged in roundtable discussions relating to the strategies presented. When necessary, the participants went into breakout rooms to facilitate smaller group discussions. Each breakout room included the same content and questions. All discussions used Google Jamboards to share the questions on the participants screen, participants were encouraged to virtually ‘raise their hand’, unmute themselves, and verbally share their opinions, feedback, and ideas. During the discussion, a Jamboard was shared on screen and the facilitators added sticky notes with feedback, comments,

and ideas presented in the discussion. Participants could see their comments populate the Jamboard with all the feedback heard during the discussion.

1.3 Conclusion

- Next steps
- Poll questions
- Question and answer with Alex Regiec

2.0 Meeting results

12 participants took part in the workshop and engaged in the discussions via the poll and Jamboard questions. The group was small enough that participants could stay in one Zoom room and a discussion was facilitated all together. The feedback and discussions around each Jamboard question is summarised in Section 2.1 and the poll results can be found in Section 2.2. Major themes during the discussions were:

- Prioritize improvements to infrastructure for sustainable modes over improvements that mostly benefit driving
- Prioritize maintaining or replacing existing infrastructure before building new
- Consider reusing/repurposing infrastructure – aging bridges into AT-only; rail lines for transit

2.1 Jamboard Discussion Questions

1. TMP2050 proposes that roads will only be expanded, extended, or added for three purposes. If the City follows this direction, do you believe this will serve the growth and future of Winnipeg?
 - Ensure that we are not just serving single-occupant vehicles – how do we ensure personal vehicles don't benefit from improvements for goods movement?
 - Ensure that these improvements don't encourage development outside of Winnipeg
 - Explore alternative revenue streams like tolls or contributions from trucking companies
 - Providing space for sustainable modes will serve the future of Winnipeg well, but space for goods movement and connecting new developments are more oriented toward growth
2. What is your level of interest in adapting to new configurations of intersections, such as Michigan Lefts?
 - May take some getting used to, but there is general support
 - Ensure these intersections consider transit, pedestrians, and cyclists (timing, ease of use, and safety)
3. Do the proposed new roads and bridges make it easier and more efficient for you and Winnipeggers to move around the city? What improvements do you think are the most important to the future of Winnipeg?

- Concern that all the infrastructure proposed would be too expensive
 - Prioritize replacement of existing infrastructure before building new
 - Prioritize projects that can enable/support/encourage mode shift
4. What other transportation solutions do you think the City should explore to build a better network of roads and bridges for the future of Winnipeg?
- Repurpose rail lines for transit
 - Expand infrastructure for sustainable modes
 - Repurpose aging infrastructure for active modes only
 - Complete inner ring road for benefit of all road users
 - Use development agreements to build AT infrastructure and transit hubs
 - Prioritize transit over vehicles

2.2 Poll questions

1. Do you like the idea of integrating digital message boards into Winnipeg's transportation network to show real time information on traffic congestion?

Yes, use them as much as possible	On certain streets	No	Unsure
2 (18%)	4 (36%)	3 (27%)	2 (18%)

2. *On first glance, do you think these seven key directions will help us address the effects of climate change?*

Yes	Partially	No	Unsure
3 (30%)	5 (50%)	1 (10%)	1 (10%)

3. *On first glance, do you think these seven key directions will help us address the effects of existing traffic congestion?*

Yes	Partially	No	Unsure
2 (20%)	5 (50%)	2 (20%)	1 (10%)

4. *On first glance, do you think these seven key directions will help us address the effects of City finances?*

Yes	Partially	No	Unsure
0 (0%)	3 (30%)	6 (60%)	1 (10%)

5. *On first glance, do you think these seven key directions will help us address the safety of all users?*

Yes	Partially	No	Unsure
1 (10%)	6 (60%)	3 (30%)	0 (0%)

6. *The information presented at this meeting gives me a better understanding of this project.*

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
1 (10%)	8 (80%)	1 (10%)	0 (0%)	0 (0%)

The Potential New Roads & Bridges Map identified road expansions and additions, and intersection improvements.

The TMP2050 proposes that roads will only be expanded, extended, or added for three purposes:

1. To provide space for goods movement (such as the completion of the inner ring road);
2. To provide space for sustainable modes (such as the addition of a designated bike lane); or
3. To connect new developments to the existing network (such as Bison Drive)

If the City follows this direction, do you believe this will serve the growth and future of Winnipeg?
Let's discuss.

Inner ring road will primarily serve single occupant vehicles. We need to consider cost effectiveness with these three guidelines and the cost benefit analysis.

We should ensure that the expansion serves goods movement, not just single occupancy vehicles.

To achieve our mode share targets, we need a road system that helps us achieve these targets.

Roadway expansion needs to consider the likelihood it will make development outside the city more desirable as well

We need frequent transit integrated into the network.

Could the City explore a toll system or some of the major companies in the trucking industry could contribute funds to expand or improve roads for goods movement.

Concerned about the expansion of Chief Peguis Trail without transit or active transportation infrastructure

The second point will serve the future of Winnipeg. The other two don't serve the future of Winnipeg, but may serve growth.

What is your level of interest in adapting to new configurations of intersections, such as Michigan Lefts?



Standard Left

They work, but in higher density / population cities.

Winnipeggers aren't used to these types of intersections and may not know how to use them if there only a few of them in the City.

Could this make the pedestrian experience better and safer?

Could the Michigan left work as a roundabout in the median? Allow for traffic flow from both directions

Only interested if this could benefit transit.

They are a great idea to use existing infrastructure. May work well on the perimeter highway - to avoid a clover leaf. Perimeter doesn't have access points for emergency vehicles.

This could work but it would work better if it had a merge lane.

If we increase the right turn through the slip lane, we need to consider how that affects the other modes - ie. pedestrians

people are devising their own Michigan lefts where they don't exist, such as west bound Taylor, passing Kenaston intersection and turning again east bound Taylor to slide onto southbound Kenaston

I see that happening all the time because the turn light from west bound Taylor onto southbound Kenaston is so short

Would like to see protected intersections

Do the proposed new roads and bridges make it easier and more efficient for you and Winnipeggers to move around the City?

What improvements do you think are the most important to the future of Winnipeg?



Adding infrastructure will help with flow, but from an economic standpoint, these upgrades will be too expensive

Perhaps the Arlington Street Bridge should be repurposed for cyclists, pedestrians and buses. Use the money that is saved from not building a new bridge for improving other conduits (McPhillips etc) between north and south ends

Most important improvements are the replacement of existing infrastructure that is beyond its lifespan, before we start to expand roads or add roads

For Route 90 expansion cost outweighs the benefits. There are higher priorities than Route 90. We should consider replacing old infrastructure before expanding for flow.

Asset management plan needs to be revamped so we can include buses and active transportation in future renewals. We need to prioritize projects that have the ability to help Winnipegger's mode shift

What other transportation solutions do you think the City should explore to build a better network of roads and bridges for the future of Winnipeg?

Could we consider un-bundling the modes? Can we separate the modes strategically - ie. inner ring road for cars, but not allow cars on other routes

Could existing rail lines be used for transit - LRT or metro?

We need to radically expand sustainable infrastructure for a growing population.

Use existing aging infrastructure and repurpose for active transportation infrastructure - ie. Arlington Bridge

Inner ring road has benefit to all commuters, vehicles, transit so that it takes heavier vehicles and trucks off of more congested roads.

Inner ring road to connect to Centreport would be critical for goods movement. ie. Chief Peguis Trail

We need to prioritize transit over single occupant vehicles regarding our road network and it has to be easier and effective to take transit than to drive through the city.

Rail is a great option to repurpose for sustainable modes

"In Canada, there is federal legislation designed to facilitate the relocation of rail lines or the rerouting of rail traffic in urban areas."

Consider how developer agreements will require developers to extend active transportation and connect to existing infrastructure and transit hubs

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes

Phase two: Confirm strategies – how do we get where we want to go?

Public Workshop #4: The Active City: Updating the Pedestrian & Cycling Strategies

Date/time of meeting: December 02, 2021, 6:30PM – 8:30PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Julie Dooley	City of Winnipeg, Public Works, Communication
Chris Baker	City of Winnipeg, Senior Active Transportation Planner
Erik Dickson	City of Winnipeg, Livable Streets Planner
Pam McKenzie	City of Winnipeg, Office of Public Engagement
Lindsay Dandeneau	City of Winnipeg, Office of Public Engagement
Stephen Chapman	Morr Transportation Consulting
Cheryl Dixon	Scatliff + Miller + Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff + Miller + Murray, Public Engagement Specialist
Michael Blatz	Scatliff + Miller + Murray, Public Engagement Specialist
Christine Edward	Scatliff + Miller + Murray, Public Engagement Specialist

Distribution:

- CoW project manager + project team

Workshop description:

This workshop will focus on the strategies, options, and opportunities related to *enhancing active transportation opportunities*. Through an online presentation, live polls, and discussions, we will explore the proposed update to the award-winning Pedestrian and Cycling Strategies and talk about how we can better support active mobility. In talking about the proposed strategies, we will explore the central question: *How do we ensure long-term planning focuses on environmental sustainability and the need to shift away from our collective reliance on cars?*

1.0 Meeting format**1.1 Welcome and presentation**

- Welcome and team introductions
- Agenda
- How we got here
- What we heard from the public and stakeholders
- 7 Key Directions – SMM
 - Integrate land use and transportation
 - Provide safe and sustainable mobility options for all
 - Transform and optimize transportation corridors
 - Revitalize the road network and bridges
 - Support goods movement and economic prosperity
 - Enhance active transportation opportunities
 - Connect the city with frequent and rapid transit

- The Connected City: Updating the Pedestrian & Cycling Strategies
 - What does this mean? What did Winnipeggers say? What does this look like?

1.2 Key directions, strategies, and discussions

Following the presentation of all 7 Key Directions, the project team presented select strategies, options, and opportunities, based on the theme of the workshop - *The Active City: Updating the Pedestrian and Cycling Strategy*. After presenting the draft strategies and options, participants engaged in roundtable discussions relating to the strategies presented. When necessary, the participants went into breakout rooms to facilitate smaller group discussions. Each breakout room included the same content and questions. All discussions used Google Jamboards to share the questions on the participants screen, participants were encouraged to virtually 'raise their hand', unmute themselves, and verbally share their opinions, feedback, and ideas. During the discussion, a Jamboard was shared on screen and the facilitators added sticky notes with feedback, comments, and ideas presented in the discussion. Participants could see their comments populate the Jamboard with all the feedback heard during the discussion.

1.3 Conclusion

- Next steps
- Poll questions
- Question and answer with Alex Regiec

2.0 Meeting results

35 participants took part in the workshop and engaged in the discussions via the poll and Jamboard questions. Participants were split into 3 breakout rooms to facilitate the discussions in smaller groups. The feedback and discussions around each Jamboard question is summarised in Section 2.1 and the poll results can be found in Section 2.2. Major themes during the discussions were:

- Broad support for proposed pedestrian and cycling strategies
- Encourage AT use by: improving winter maintenance; filling gaps in the networks, improving safety; providing both direct routes and alternate comfortable routes; providing secure bike parking
- Broad support for converting vehicle lanes into separated bike lanes

2.1 Jamboard Discussion Questions

1. Do the proposed strategies, priorities, and action items encourage you to walk more often? If not, why and what could the City consider that would encourage you to walk more often?
 - Encourage more walking by: improving winter maintenance (including real-time data showing plowed paths); adding more sidewalks, illuminating sidewalks; improving intersection crossings; adding street trees; encouraging/enabling denser neighbourhoods; building AT bridges; improving condition of sidewalks; reducing noise pollution; improving accessibility and connections in large parking lots; enhancing cleanliness

2. Do the proposed strategies, priorities, and action items encourage you to bike more often? If not, why and what could the City consider that would encourage you to bike more often?
 - Encourage more cycling by: providing secure bike parking; improving safety; separating bike lanes from vehicle traffic; improving crossings and intersections; narrowing vehicle lanes to slow traffic; increasing comfort; building AT bridges; illuminating paths; improving crossings at railways; improving way-finding; improving road/path surface (potholes, uneven paving, etc.);
3. We know there are challenges in transforming some main corridors to accommodate active transportation – namely the need to repurpose a vehicle lane. Looking at the highlighted routes, let's talk about how the community could be impacted by these changes. What feedback do you have regarding the concept of reallocating road space from cars to bicycles and/or on these streets specifically?
 - Broad support for studying these corridors, and others
 - Some pedestrians and cyclists currently avoid these streets because they are not safe or comfortable
 - Some would prefer a quieter parallel route while some want a more convenient and direct route
 - Very few of these corridors cross railways
4. What supports outside of expanding and upgrading cycling infrastructure could the City undertake (ie. Education, promotion, etc.) to support a global shift to more active modes of transportation?
 - Secure on-street bike parking – partner with businesses?
 - Bike share
 - Subsidies for e-bikes
 - Promotion / messaging / education
 - Reduce vehicle speeds with traffic calming and lower residential speed limits

2.2 Poll questions

1. *What could the City do to encourage you to walk more than you currently do?*

Priorities	Ranking
Improve sidewalk maintenance through all seasons	6.77
Make road safer and more accessible for vulnerable users such as pedestrians, cyclists, school children, and older adults	6.07
Increase convenience and comfort for those who walk	4.81
Improve sidewalk connectivity	4.61
Maintain the use of sidewalks through Construction Zones	3.71

Create more attractive streetscapes and plan for pedestrian options in new developments	3.68
Reduce the opportunities for free parking	2.48
Increase education and awareness around walking as a safe and attractive mode of travel	2.42

2. *What could the City do to encourage you to bike more than you currently do?*

Priorities	Ranking
Improve bike lane connectivity	7.82
Make road safer and more accessible for vulnerable users such as pedestrians, cyclists, school children, and older adults	7.04
Improve bike lane maintenance through all seasons	6.39
Increase convenience and comfort for those who bike	5.39
Maintain the use of bike lanes through Construction Zones	4.18
Increase education and awareness around biking as a safe and attractive mode of travel	3.71
Create more attractive streetscapes and plan for cycling options in new developments	3.64
Reduce the opportunities for free parking	2.46
That change is not possible for me	1.25

3. *The updated Pedestrian and Cycling Strategies will include an action table of more than 100 actions. What of the action items is most important to you?*

Priorities	Ranking
Improve winter maintenance	6.19
Repurpose hydro and rail right-of-way and surplus road rights-of-way for active transportation	5.44
Implement the Road Safety Strategic Action Plan	5.44
Adapt and calibrate the Transportation Association of Canada's guidance for bike facilities	4.74
Better lighting	4.37
Include sidewalks on local streets in new developments	4.00

Introduce a bike share program	2.59
Connect to areas outside the city limits	2.04

4. *On first glance, do you think these seven key directions will help us address the effects of climate change?*

Yes	Partially	No	Unsure
7 (26%)	13 (48%)	3 (11%)	4 (15%)

5. *On first glance, do you think these seven key directions will help us address the effects of existing traffic congestion?*

Yes	Partially	No	Unsure
3 (11%)	14 (52%)	7 (26%)	3 (11%)

6. *On first glance, do you think these seven key directions will help us address the effects of City finances?*

Yes	Partially	No	Unsure
2 (7%)	10 (37%)	10 (37%)	5 (19%)

7. *On first glance, do you think these seven key directions will help us address the safety of all users?*

Yes	Partially	No	Unsure
7 (26%)	17 (63%)	2 (7%)	1 (4%)

8. *How often do you currently walk?*

Daily	About once per week	A few times per month	A few times per year	Never	Unsure
25 (76%)	5 (15%)	1 (3%)	2 (6%)	0 (0%)	0 (0%)

9. *How often do you currently bike?*

Daily	About once per week	A few times per month	A few times per year	Never	Unsure
16 (48%)	7 (21%)	6 (18%)	2 (6%)	2 (6%)	0 (0%)

10. *The information presented at this meeting gives me a better understanding of this project.*

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
8 (30%)	18 (67%)	1 (3%)	0 (0%)	0 (0%)

Do the proposed strategies, priorities, and action items encourage you to WALK more often?

Prioritize winter maintenance

More sidewalks

If trails were lit, they would use it more often.

If not, why and what could the City consider that would encourage you to WALK more often?

Crossing intersections can take time, such as requiring to cross three times to get to the other corner.

More trees. The noise of traffic is an issue for comfort of walking.

Encourage more walkable neighbourhoods and infill developments. You walk for pleasure. More amenities to walk to and for.

There are no sidewalks on the major roads in their area. Sidewalk maintenance needs to be more consistent. The surface of the sidewalk matters especially in the winter. Packed snow is easier to walk on when it is icy.

Biking to high school and safe routes. Crossing less lanes.

Do the proposed strategies, priorities, and action items encourage you to WALK more often?

If not, why and what could the City consider that would encourage you to WALK more often?

Increasing access to mental health opportunities across the city should be a priority, particularly in the inner city

Road noise for pedestrians and cyclists is a deterrent. Sound cameras could be used to reduce noise pollution on the streets from cars

Horns are dangerously loud if you are not in a vehicle.

Ensure more destinations in local area that are meaningful that you can get to. Destinations should be attached to sidewalks

Pedestrian-cycle bridges so people can get to where they can work, go to safe parks

Need more connecting bridges

Sidewalks important - Connect sidewalks over bridges.

The poor condition of sidewalks is discouraging walking. Not everyone is physically be able to bike

Difference in how women and men cycle not addressed in the strategy and needs to be addressed.

Need accessible connections in parking lots

Do the proposed strategies, priorities, and action items encourage you to WALK more often?

If not, why and what could the City consider that would encourage you to WALK more often?

Developing the newer areas with sidewalk - safety issue for kids playing - mixing with traffic more often

Winter maintenance is the biggest issue.

Positive: Lights at cross walk (St. Anne and Warde). Lights are an important aspect to safety. We could do this more

Idea: Using technology to push this information out of when last ploughed

Running - Inconsistency of sidewalks ploughed. Lack of information on whether an area has been ploughed or not to be able to determine if walking/running is a viable option.

If it's not a pleasant experience, you don't want to do it.

Barriers to walking on busy streets such as Osborne: Street trees, garbage is an issue, garbage pickup is lacking, much more noisy traffic. Multi-use on narrow sidewalks.

Transit underpass was a missed opportunity to construct a nice sidewalk

Resource: Not just bikes

Do the proposed strategies, priorities, and action items encourage you to BIKE more often?

If not, why and what could the City consider that would encourage you to BIKE more often?

Secure bike parking is important. Being able to see their bike is important. There are very few places to do that in Winnipeg.

Grade separation and lane separation is important to increase comfort and use.

agree

Trails are getting busier and there are now more conflicts between pedestrians and cyclists. Need more dual pathways that separates people walking and cycling.

Routes that are comfortable. Something that enables her to relax during the ride. Focus on facilities that increases comfort and experience on a recreational ride or commute ride.

agree

Separate cycling lanes. Having dedicated space helps remind drivers that they [rider] have the right to be there.

Agree. This would encourage more biking to work. It is limited by not having safe paths.

Safe routes for short neighbourhood trips (e.g., park, library) are important.

Crossing the streets/major thoroughfares can be an issue (ie, buttons, timing).

Issue on the major intersections. They can be so costly to address. Feels like there should be a sign saying "good luck" since it feels like you have to figure it out yourself.

Narrowing the roadways in the neighbourhoods (cut off) to encourage slower traffic.

While biking for work, it can be hard to get to other destinations (ie., mall) after work.

Surprised there are no pedestrian/cycling overpasses such as seen in Calgary.

Pedestrian overpasses can be issues for accessibility.

Do the proposed strategies, priorities, and action items encourage you to BIKE more often?

If not, why and what could the City consider that would encourage you to BIKE more often?

How much you enjoy your bike ride makes a big difference - if the cars aren't going by really fast, no loud cars, trees, all helps

Bridges to make connections need to be part of the plan and kept in the plan in order to make a difference.

Secure bike parking is needed.

Critical to put budget behind the plan so they can implement

Need more bike lanes to connect to large parks. People need to have fun.

At businesses, destinations

Need a good way-finding system

Difficult to find a safe route to get downtown. Traffic is intimidating.

Cycling paths need to be well lit

Train tracks are a barrier - needs better, safe accessible access from north to south end of the city.

Wider sidewalks with dual-use so pedestrians and cyclists can share

Make two-way streets one-way and use the other lane a bike lane

Do the proposed strategies, priorities, and action items encourage you to BIKE more often?

If not, why and what could the City consider that would encourage you to BIKE more often?

Need Complete Communities - Goal of making everything you need within 5km so that it encourages active transportation and not making a 5km trip for one item.

Is development as intended?

Planning your cycling routes require detours for safety, efficiency, other reason

Security - Security in terms of reducing bike theft.

Lighting - Active transportation trails. Big sections not very well lit

Efficiency/Time - Bike lanes are not suited to commuting; you're stopping constantly.

Safety - Proximity between me and vehicles; shift in culture, more education. Give people on bikes more clearance

Road conditions - Roads are rough - potholes damage bike and cause injury

Painted lanes - an illusion of safety

Painted line is nothing - E.g. Harrow. Safer riding outside the lane.

Small things impact cyclists - Speed bumps

Routes - Routes should be in an area that have more things in general. Bike routes are in low traffic areas.

We know there are challenges in transforming some main corridors to accommodate active transportation - namely the need to repurpose a vehicle lane. Looking at the highlighted routes, let's talk about how the community could be impacted by these changes.



What feedback do you have regarding the concept of reallocating road space from cars to bicycles in general or on these streets specifically?

People avoid these streets [on the map] because they are not comfortable/safe.

Something on Route 90

The messaging is making it sound like, if we take a lane away, it would be status quo for users. If we are taking vehicles off the road, there is more space for transit and bike lanes.

Surprised Kenaston and Pembina are not on here.

If we are going to enjoy cycling, you can't have cars and bikes close together.

There is plenty of space on these streets. There are other streets that it can be done too.

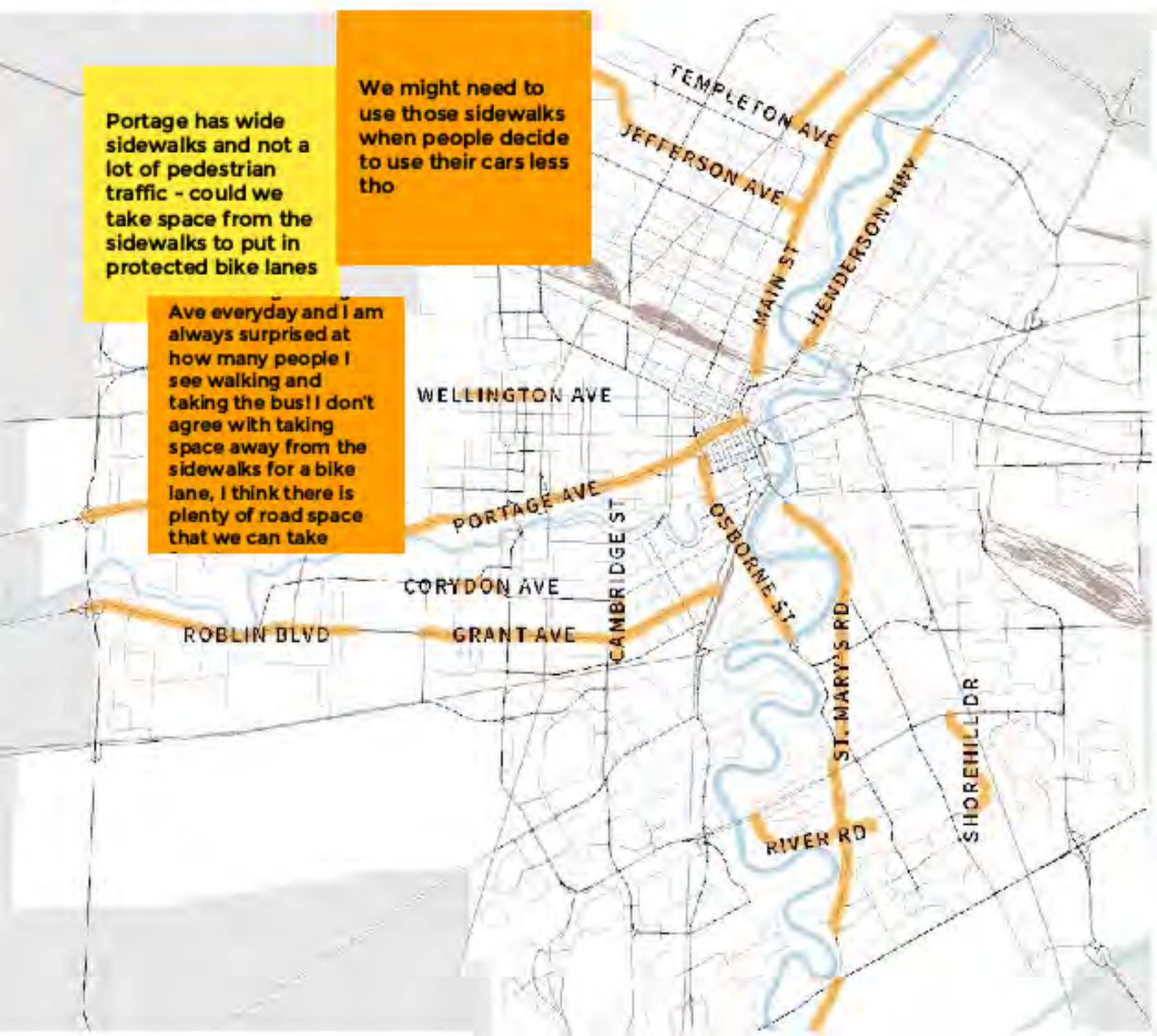
Pembina or Salter are not on here.

A lot of people don't care about the type of transportation they take to their destination. If we make biking more convenient, there will be more people using it.

St. Mary's Rd and Osborne St are very narrow. The other roads [on the map] are so wide and have the space to do it.

There has been recent improvements to roads (ie, Roblin) where there could have been bike lanes added, etc.

We know there are challenges in transforming some main corridors to accommodate active transportation - namely the need to repurpose a vehicle lane. Looking at the highlighted routes, let's talk about how the community could be impacted by these changes.



What feedback do you have regarding the concept of reallocating road space from cars to bicycles in general or on these streets specifically?

- Very few corridors that cross the rail lines.
- Important that the corridors we have are mixed-use. Unless we have walking, biking and transit, it will force to use cars
- The more convenient and safe it is, the more it will encourage cycling
- Opportunity for wide sidewalks that cyclists and pedestrians can use
- Connectivity to outer communities around Winnipeg and the perimeter is important too. Currently there are no sidewalks on west portage and pedestrians and cyclists have to j walk
- needs a corridor that goes east, connecting downtown
- I avoid cycling on those routes; would rather take a longer route to take a quieter streets. Would prefer roads dedicated to cyclists with lots of room where you can cycle beside someone
- Osborne is dangerous as it is - needs to be safer for commuters
- Parallel streets to Portage should be used for bike paths Portage is not a good bike selection. 2 blocks over for a bike is not a big deal.
- When bike paths are designed I think the residents on the street should have input.
- Arlington, King Edward could be added
- Possible Elice Ave., it is currently a few blocks with bike, lanes then a few without, continuing down the street.
- Sharrows upset cyclists and drivers, do no favours to either.
- Jefferson is already almost a traffic calmed area due to school zones and parking - could eliminate parking and put in a protected bike lane.

We know there are challenges in transforming some main corridors to accommodate active transportation - namely the need to repurpose a vehicle lane. Looking at the highlighted routes, let's talk about how the community could be impacted by these changes.



What feedback do you have regarding the concept of reallocating road space from cars to bicycles in general or on these streets specifically?

Support for connection to main corridors. Go further. Add regent and Mc Phillips, Kenaston

Will save the City \$\$ long term

Bus - bike relationship/culture

Educational process is required.

Get buy-in from non cyclists

Idea: closing a street completely for bike/bus path

Henderson - sharing the road. Major routes used in the winter (better maintained)

Rush hour lanes are ideal for biking (only share lane with bus, increased safety)

Some streets have room to add bike lanes and narrow the car lanes

What supports outside of expanding and upgrading cycling infrastructure could the City undertake (for example, education, promotion, etc.) to support a global shift to more active modes of transportation?

Secure on-street bike parking in under served areas would help.

Bike sharing (ie. Lime) and scooter sharing encourages trips. It can be quicker than walking.

More education in schools. The students could learning rules of the road and skills in the programs.

Support for businesses to build bike storage areas in buildings. Helps prevent bikes being stolen. Maybe there could be support from the City to help build these spaces.

Include E-bikes in bike share. A subsidy program for E-bikes would be good measure.

Bike share would be a great thing. But you need a good bike network first.

What supports outside of expanding and upgrading cycling infrastructure could the City undertake (for example, education, promotion, etc.) to support a global shift to more active modes of transportation?

Important to put resources into a "travel smart" program to introduce people to walking, biking, transit, etc.

Schools are a good place to do education - fun, encourage more cyclists

Designs should take into account crime rates.

Have police and ems on bikes for free promotion

Maps to show where community routes are, and more laid-back routes.

What supports outside of expanding and upgrading cycling infrastructure could the City undertake (for example, education, promotion, etc.) to support a global shift to more active modes of transportation?

**Reduction
in speed -
traffic
calming**

**30 km/hr
residential
zones**