

TRANSPORTATION MASTER PLAN: 2050

Phase 1 -Public Engagement Report

Prepared by the City of Winnipeg with reference to materials developed by
Scatliff + Miller + Murray and Probe Research Inc.

JULY 2021



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1.0 Executive summary

Public engagement during Phase 1 of the Transportation Master Plan: 2050 (TMP2050) will help ground the plan in a deep understanding of what Winnipeggers care about, use, have challenges with, and want from the City's transportation system. Phase 1 engagement educated residents on the city's transportation network and provided a connection between the project team and Winnipeggers that will support further discussion on methods and means to move our city and people into the future.



In a year disrupted by the ongoing COVID-19 pandemic and related public health restrictions, more than 6,500 Winnipeggers still took time to learn about TMP2050 through the project page and more than 1,700 invested their time to share insights with the us. These discussions were vast and fruitful.

Most importantly, Phase 1 engagement illustrated that Winnipeggers have common ground in their care for safety and reliability in Winnipeg's transportation system. Winnipeggers make most trips by car but many others have an appetite to shift toward more active and greener alternatives. Convenience, cost, care for the environment, and personal health are top motivators across all transportation modes; we heard

common challenges with infrastructure maintenance across the transportation network, feeling unsafe outside a car, and trips taking longer than anticipated.

Living close to work, family and friends, affordable and healthy food, and recreation are all important to Winnipeggers. However, many also reported having to leave their neighborhood for some of these activities - particularly socializing, entertainment and work.

TMP2050 is looking forward at a time of increasing change brought on both by new technologies and other societal shifts. COVID-19 and its secondary impacts saw about two thirds of Winnipeggers change their shopping habits in 2020, with just under a third indicating they expect to continue to receive an increased number of deliveries to their homes or work into the future. Half of Winnipeggers will look to a GPS screen to help chart their route; a third are not incorporating new technologies into

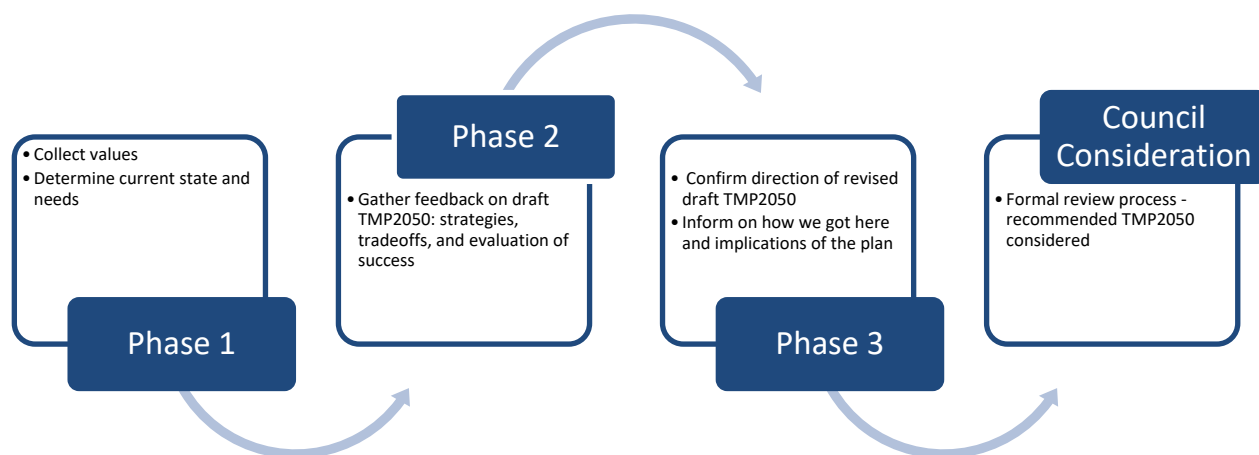
their transportation routines. Half of Winnipeggers are likely to choose an electric vehicle for their next lease or purchase, foretelling potential for a dramatic shift; only five per cent currently self-report as owning an electric vehicle.

Through a combination of technical research, data analysis, and public and stakeholder engagement, TMP2050 will help ensure our transportation system supports quality of life and economic vitality for years to come.

2.0 Introduction

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

The project is organized into three phases. The first phase is now complete. The contents of this report represent finding from the public engagement program in Phase 1 of three phases.



3.0 Strategy

The public engagement strategy was developed to ensure as many users of as many transportation modes as possible were provided a chance to both share their perspectives and viewpoints and learn about the TMP2050 project. The input collected is to be considered alongside technical data and analysis relating to Winnipeggers' movements and travel patterns.

This project falls within the 'involve' portion of the [Engage Winnipeg Policy](#) which commits the project team to work directly with the public to ensure that public concerns are understood and reflected. Participants are involved to define options that are not yet well defined.

3.1 Objectives

Objectives were set for the broad TMP2050 public engagement program; some may not be applicable in all phases. These project-wide engagement objectives are as follows.

1. Winnipeggers are aware of opportunities to get involved.
2. Winnipeggers have access to empirical evidence on the root causes of congestion in the transportation network. Example: The last decade of population growth.
3. Winnipeggers understand the 30-year vision for the transportation network (established through other planning documents).
4. Winnipeggers recognize the need to strategically plan the future of transportation in our city, and that future strategies must balance the needs of many types of road users.
5. Winnipeggers understand that different approaches and strategies will be required for different areas of the city. Example: Road widening in dense areas is not feasible.
6. Participants' opinions, experiences and desires and perceptions play a role in identifying the current state and future goals of transportation in Winnipeg.
7. Participant feedback on draft strategies is incorporated when developing the final document.
8. Participants understand how their input was considered and incorporated into the final document.

As stated above, not all objectives are intended to be met at each phase. For example, objective #5 *'Winnipeggers understand that different approaches and strategies will be required for different areas of the city'* will be pursued during phases two and three.

To support the Phase 1 goal to collect values and determine the current state of transportation and Winnipeggers' related needs, the objectives targeted by Phase 1 engagement activities are as follows.

1. Winnipeggers are aware of opportunities to get involved.
2. Winnipeggers have access to empirical evidence on the root causes of congestion in the transportation network. Example: The last decade of population growth.
3. Winnipeggers understand the 30-year vision for the transportation network (established through other planning documents).
4. Winnipeggers recognize the need to strategically plan the future of transportation in our city, and that future strategies must balance the needs of many types of road users.
6. Participants' opinions, experiences and desires and perceptions play a key role in identifying the current state and future goals of transportation in Winnipeg.

A variety of communication and engagement techniques were used in Phase 1 to satisfy these objectives. They are described in sections **5.0 Promotion** and **6.0 Engagement activities and objective alignment**.

3.2 Pre-engagement

Pre-engagement planning

One of the core values of public engagement is that ‘public participation seeks input from participants in designing how they participate’ ([International Association for Public Participation](#)). As part of early project planning, it is also important to identify decision makers’ expectations for the public engagement process. As part of engagement planning, we reached out to groups and decision-makers to better understand what they feel makes for meaningful participation and planning to ensure Winnipeggers at large, and key players specifically, help meaningfully shape the next 30 years of our transportation network.

3.2.1 Approach

Councillor meetings

The project manager arranged meetings with each Councillor and the Mayor during the summer of 2020. Councillors were asked to provide their overall views of transportation in Winnipeg and, more specifically, to comment on engagement for TMP2050. This feedback allowed the team to better understand what decision-makers are looking for from the TMP2050 process and the transportation issues their constituents bring to them.

Internal stakeholder issue mapping

In the spring of 2020, the project manager distributed an email and worksheet to staff across the project’s internal working group – which includes staff from Public Works, Property Planning and Development, and Winnipeg Transit – requesting input on important issues and where public input could help improve decision-making. The correspondence additionally requested input on the stakeholder list.

Stakeholder workshop

External stakeholders (identified by the project team and internal working group) were invited to participate in a workshop called ‘How to engage on Transportation Master Plan 2050’. This exercise’s workbook is in Appendix A. The public engagement planning workshop presented stakeholders with the project’s public engagement strategy and gathered their feedback on proposed objectives and techniques. This feedback emphasized the importance of certain techniques, such as working with existing interest groups, and the need to reach individuals who may be less heard or less frequently sought out by public engagement activities.

3.2.2 Results & application

What we heard during pre-engagement reinforced the importance of three primary factors: leveraging relationships with existing organizations, conducting proactive, targeted outreach, and bringing different perspectives together to ensure the TMP2050 strategy reflects all Winnipeg’s communities. This feedback resulted in a more robust stakeholder outreach plan, prompted an inter-generational

discussion approach at the virtual workshops, and placed an emphasis on outreach techniques that can be used in future phases (should COVID-19 restrictions be lifted). The feedback received and how that feedback was considered and incorporated into engagement planning is outlined in Appendix B.

4.0 Limitations

In Phase 1 of TMP2050, the public engagement process faced obstacles – the majority of which were related to the ongoing COVID-19 pandemic and related public health restrictions.

4.1 In-person meeting restrictions

When the TMP2050 public engagement program was first conceptualized, it was built on meeting Winnipeggers “where they are” and relied heavily on in-person interactions – both for promotion and actual engagement. As public health orders evolved alongside the pandemic, engagement was forced to move entirely virtual. While the project team responded with agility and retooled engagement opportunities to ensure meaningful participation could take place online with extensive supports available to those less comfortable with the medium, the lack of in-person events created some intrinsic limitations and barriers and impacted the program.

- Individuals in marginalized communities, who are less heard from under ideal conditions, may have been less involved due to the conditions.
- Some participants were alienated by the medium and were uncomfortable participating in group discussions on-camera or by voice.
- Nuances of in-person discussions were eliminated.

4.2 Timing

The public engagement program launched on November 10, 2020 –the same day the Province of Manitoba made a previously unscheduled announcement that Winnipeg would shift immediately into a Critical Provincial Response Level, in accordance with the Pandemic Response System. Though City communications staff subsequently undertook targeted outreach and pitched the story to all major media outlets in Winnipeg, we received uptake from just two outlets.

4.3 Facility and programing closures

While in-person engagement moved off the table in mid-2020, community-based, in-person promotional pop-ups remained a possibility right up to the week prior to the TMP2050 launch. Unfortunately, escalating public health restrictions eliminated all planned in-person interactions. Further, digital promotional installations planned for community centres and libraries were unable to launch as these facilities closed under Winnipeg’s Code Red status.

4.4 Outreach

The project team had prearranged a number of outreach conversations to take place with community services organizations upon the program’s launch, and had also offered to help facilitate discussion groups (either in-person or online) to help marginalized Winnipeggers participate in the program and

have their transportation needs recorded. However, these plans were not carried out as frontline community services and outreach organizations were greatly impacted with the increased COVID-19 restrictions, and many either closed entirely or shifted day-to-day priorities to solely focus on essential services and public health programming.

4.5 Pandemic fatigue

Understandably, many Winnipeggers (like many others around the world) are experiencing “pandemic fatigue,” or the inability to focus attention to anything other than life’s necessities. It is to be expected that participation levels would be affected by this trend.

4.6 Demographics

The City retained Probe Research Inc. to provide statistically significant survey results from a city-wide probability sample of 600 individuals with a margin of error of +/- 4.0, 19 times out of 20. This sample group was broadly representative of the actual Winnipeg population for age, gender and region of the city.

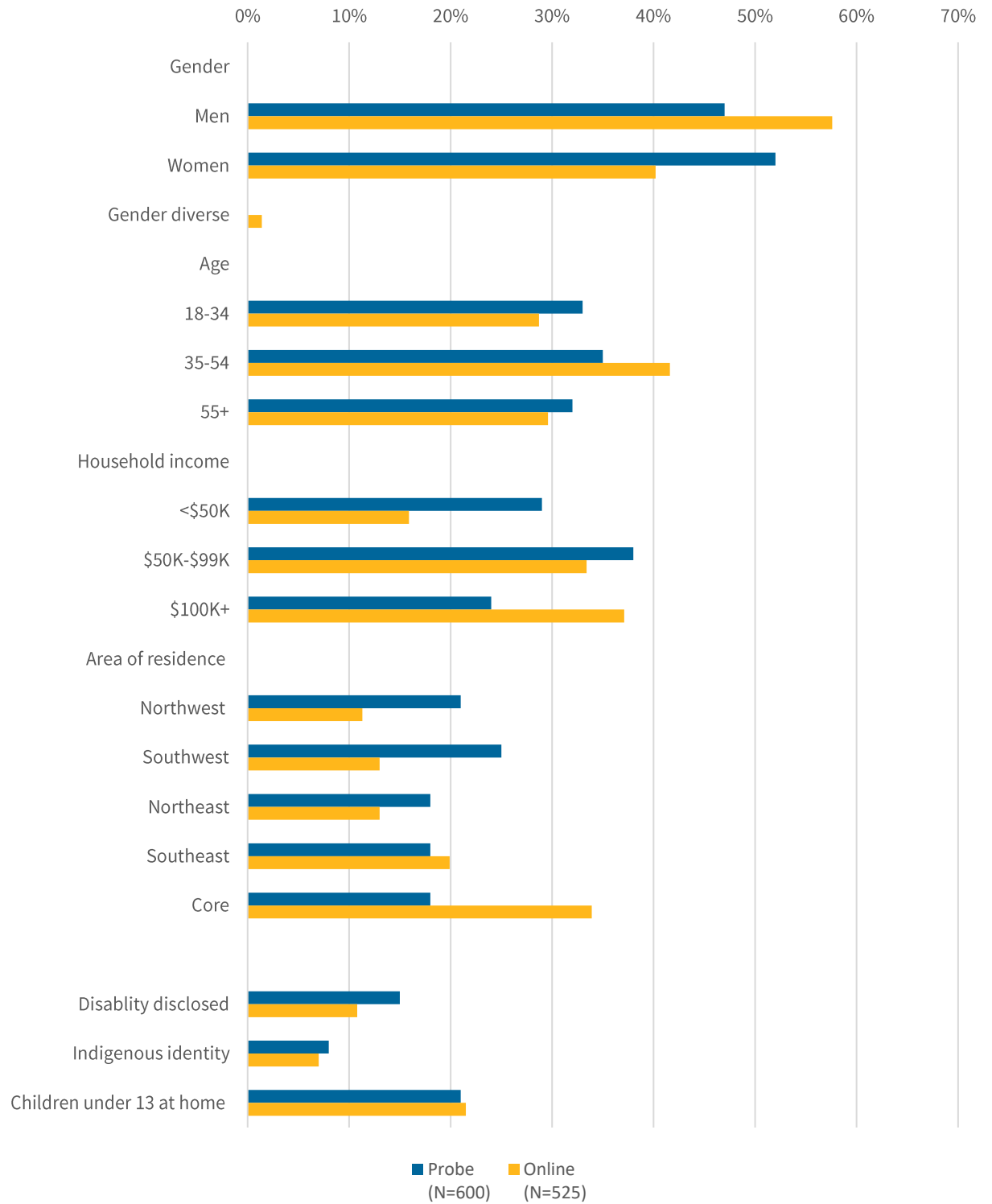
Questions asked in the statistically relevant survey were replicated in the City’s own online survey (which was open to all Winnipeggers); participants in this tool were asked to answer some non-mandatory demographic questions.

Held against the results of the statistically significant survey, online survey respondents over-represented the following demographics: male (10.6% over Winnipeg average), ages 35-54 (6.6% over Winnipeg average), household income of \$100, 000 or more (12.1% over Winnipeg average), and residence within the City Centre (15.9% over statistically significant survey geographic distribution). In demographic areas where there is over representations, other demographic groups were subsequently under represented. The higher representation of some groups in public engagement activities is not unique, and may represent both increased comfort by some demographic groups in providing feedback to government and an increased tendency for some special interest groups to consistently participate in City engagement processes.

Information provided by online survey participants shows a higher representation of cyclists versus users of other modes in comparison to the statistically significant survey. One reason for this may be the prevalence of cycling enthusiasts on the City’s email distribution list, which includes a large number whose contact information was gathered due to participation in recent and frequent Walk Bike program engagement activities.

The public engagement strategy includes efforts to increase dialog with demographic groups who are traditionally underrepresented. This included the development of neighbourhood advisory groups and outreach to the Mayor’s Youth Advisory Council. This report includes additional transportation-related feedback from the City’s Poverty Reduction Strategy to improve the project team’s understanding of transportation issues for Winnipeggers experiencing poverty; this feedback will inform Phase 2 activities that increase promotion and outreach to underrepresented groups.

Comparison of demographic results between the statistically significant and online surveys



5.0 Promotion & media

A full-scale promotional campaign supported the public engagement program. The plan used the tagline: *How do you get where you're going?* and focused on engaging Winnipeggers while they are on their travels or once they arrive at their destination.

Outdoor, Transit, and street-level advertising focused on asking Winnipeggers to reach out with their thoughts on “getting where they’re going” in one of three ways: visiting the website at a later time; scanning a QR code that takes them directly to the engagement portal; or posting their thoughts on/vision for transportation in Winnipeg on social media using the #TMP2050 and #gettherewpg hashtags.

Print and radio advertising shared basic project details, and pushed users to the online engagement via the URL.

Paid social media advertising and **programmatic social media posts** served three primary purposes: sharing project information; pushing users to the engagement portal; and asking them to share their vision for Winnipeg’s transportation network via an Instagram, Facebook, or Twitter post.

A **streeter-style video** was also used to introduce Winnipeggers to the project, show how each of us has a role in shaping the future of the transportation network, and push viewers to the engagement portal via the URL. It was shared on social media, and on the project website.

In addition to the campaign, several additional communication methods were used to promote engagement opportunities.

- Project webpage (winnipeg.ca/tmp2050) hosted the project background detailing the study focus areas and alignment with other City plans, videos, timeline, FAQs, supporting documents, level of engagement, online engagement opportunities and updates. Launched in early October the page received 7 900 + total visits by the end of 2020.
- Project information was sent to 2 600+ subscribers of the Engage Winnipeg newsletter on November 12, 26, and December 10.
- Engagement information was distributed to the 223 people on the stakeholder list, which comprised members of the Neighbourhood Advisory Groups and Interest-Specific Stakeholders.
- Digital posters with event information, project website address, and project contact information were prepared for City leisure centres and libraries, but were unable to be placed due to COVID-related facility closures.

Promotional materials as well as a breakdown of media placement can be found in Appendix J.

5.1 Earned media coverage

City communications staff subsequently undertook targeted outreach and pitched the story to all major media outlets in Winnipeg; we received uptake from two outlets.

CJOB, Global News and CTV News conducted live interviews with the team lead and provided extensive details about the project as follows.

The City of Winnipeg has embarked on an exciting new transportation study that will be the blueprint for guiding the City and our people's mobility and goods movement for the next 30 years.

- *It will be an update to the last version of the Transportation Master Plan from 2011.*
- *It is a large-scale and comprehensive study that will look at a number of areas including infrastructure (such as Roads and Bridges), public rights-of-way, public services like parking, traffic management and transit, and most importantly human travel behavior.*
- *It's a huge task for our Technical Staff to analyze our current transportation network and existing travel conditions and problems, but also trying to determine the best path forward in what type of system do we want and what should we build and invest in for future generations?*
- *At the end of this process, we need to present to Council a detailed plan that will outline sustainable, safe and effective mobility options for people and efficient and safe goods movement to ensure a good quality of life and economic vitality for Winnipeggers.*

We are working with staff from other City Departments to ensure our priorities are aligned with and compliment their plans for future population growth, land-use patterns and housing development, the future delivery of public transit service and routes, achieving greenhouse gas emission reductions, ensuring equity in transportation and building a liveable city for all Winnipeggers.

- *We have also reached out to numerous stakeholders who rely on the transportation system such as the Trucking Association, cycling groups, neighbourhood residents, the airport authority and many others to provide input as we develop our plan.*

Winnipeggers have divergent opinions and different ideas about transportation, but the key is to listen and seek to understand those different viewpoints and work toward building a consensus.

- *We will be reaching out to a diverse range of Winnipegger's from all areas of the city, crossing all socio-economic lines, and different age groups ranging from seniors and retirees to middle-aged workers to the youth in order to understand what they would like to see for the future transportation network.*
- *An important component of this study is to talk to Winnipeggers directly and ask them directly what they value and want to see in a future transportation system – mention online survey*

Our Technical Team has been tasked to look at all aspects of the transportation system through detailed research, comprehensive data collection and analysis, extensive scenario modelling so that the TMP2050 study will result in an action plan that will guide us through the challenges, identify opportunities and provide us with clear and affordable choices on what to build for the future. Some items are reviewing include:

- New technology such as mobility apps for cellular phones, electric vehicles and driverless vehicles*
- Mobility as a Service (MaaS) including Peg City Car COOP, Uber, Tappcar, taxicabs and TransitPlus*
- Strategic road and bridge Investments, including “Smart Corridors” and priority lanes for emergency vehicles, transit and trucks*
- Better pedestrian connections and greenways*
- Fully developing our cycling network*
- Exploring potential for using our rivers and waterways for transportation (in summer and winter)*

*The Public has a variety of ways to get involved, including an online **survey** which can be found at www.winnipeg.ca/tmp2050.*

- The survey should take roughly 12 minutes of your time and will be open until December 11, 2020*
- Also on our website the public can find a “**Mapping Tool**” where you can leave us a note about specific locations of concern or where you want to make suggestions for improvement*
- The website also features “upcoming online events” which include workshops and panel discussions*
- Finally, our website will provide the public with information about the transportation system in Winnipeg*

6.0 Engagement activities and objective alignment

Engagement activities were selected to achieve the engagement objectives of this phase of the TMP2050.

Activity	Participation	Phase 1 Engagement objective	Objective alignment
Public opportunities			
Online survey	767 respondents (764 in English and 3 in French)	Participants' opinions, experiences and desires and perceptions play a role in identifying the current state and future goals of transportation in Winnipeg.	Early in the project process questions were developed with all component studies to base later decision making in an understanding of Winnipeggers current use, challenges and values.
Online mapping tool	414 comments from 88 contributors	Participants' opinions, experiences and desires and perceptions play a key role in identifying the current state and future goals of transportation in Winnipeg.	The collection of location-based feedback focused directly on challenges experienced across Winnipeg's transportation network. The format of the tool allowed participants to both provide feedback and review the raw comments of others.
Discussion kit	3 organizations made submissions representing 28 participants	Participants' opinions, experiences and desires and perceptions play a key role in identifying the current state and future goals of transportation in Winnipeg	Provided as a tool to support community or established groups with key questions from the survey tool when connecting with their trusted networks. The discussion kit allowed for a self-led discussion format to best meet the needs of the audience while sharing personal feedback and learning from other participants.
Online panel and workshop	37 participants	- Winnipeggers have access to empirical evidence on the root causes of congestion in the transportation network. - Winnipeggers understand the 30-year vision for the transportation network (established through other planning documents). - Winnipeggers recognize the need to strategically plan the future of transportation in our city, and that future strategies must balance the needs of many types of road users. - Participants' opinions, experiences and desires and perceptions play a key role in identifying the	Developed under the theme <i>Moving into the future, Winnipeg over the next 30-years</i> five panelists were selected for the online event to share key considerations about current challenges and the possibilities around future of local transportation. The series of seven to ten-minute presentations were paired with audience polls and a panelist discussion with questions raised by stakeholders from the Neighbourhood Advisory Groups. The presentation was recorded greater access beyond the scheduled event.

		current state and future goals of transportation in Winnipeg.	Public participation in the event included a poll and rank exercise about key considerations to be undertaken by the TMP2050 and top rated answers guided the group discussion with a focus on impacts to Winnipeggers of all ages.
Discussion event	22 participants	• Winnipeggers have access to empirical evidence on the root causes of congestion in the transportation network. • Winnipeggers understand the 30-year vision for the transportation network (established through other planning documents). • Winnipeggers recognize the need to strategically plan the future of transportation in our city, and that future strategies must balance the needs of many types of road users. • Participants' opinions, experiences and desires and perceptions play a key role in identifying the current state and future goals of transportation in Winnipeg.	The discussion event was a follow-up to the online panel and discussion to allow for more time for participant discussion. A recording of the panelists was shared with participants ahead of the event. The workshop followed the same format as the previous workshop adding another round of discussion focused on the impacts of the COVID-19 pandemic.
Stakeholder meetings	157 participants split between interest-specific and neighbourhood advisory groups. Each group met twice for a total of 18 meetings.	• Winnipeggers have access to empirical evidence on the root causes of congestion in the transportation network. • Winnipeggers understand the 30-year vision for the transportation network (established through other planning documents). • Winnipeggers recognize the need to strategically plan the future of transportation in our city, and that future strategies must balance the needs of many types of road users. • Participants' opinions, experiences and desires and perceptions play a key role in identifying the	Groups were provided key insights into specific topics by component study leads and an in-depth introduction on need and current state by the project manager. Participants shared their input through facilitated conversations and exit surveys.

	An additional meeting was held with the Mayor's Youth Advisory Committee with 10 participants in attendance	current state and future goals of transportation in Winnipeg.	
Statistically significant survey	600 respondents	Participants' opinions, experiences and desires and perceptions play a key role in identifying the current state and future goals of transportation in Winnipeg.	Probe Research Inc. was retained by the City of Winnipeg to survey 600 Winnipeggers about their attitudes and behaviours regarding the city's transportation system. The survey was conducted online using a 15-minute (average) questionnaire. It was available in both official languages. A city-wide probability sample of 600 would mean a margin of error of +/- 4.0, 19 times out of 20. Minor statistical weighting was applied to ensure the survey sample is broadly representative of the actual Winnipeg population for age, gender and region of the city.

7.0 Analysis

The online survey data was analyzed directly in the online survey tool and is presented in **Section 8.0**. Answers to open-ended questions were grouped according to similar ideas. Each group was assigned a theme, which captures the main ideas shared among all comments in that group.

Probe Research analyzed results from the statistically significant survey and submitted results to the City of Winnipeg. Those results are also contained in **Section 8.0**.

Scatliff + Miller + Murray analyzed results from stakeholder engagement. All comments were summarized and coded into specific topics to assist the technical teams in preparation and refinements of their individual component studies. Highlights are presented in both **Section 8.0** and **8.2 Component-specific insights**.

The discussion kit included a worksheet with four questions for feedback. Participants were asked to submit their responses under the headings “Question 1, Question 2, Question 3, Question 4” to support consistent analysis by the project team. All submissions were thoroughly reviewed; repetition of similar responses are reported by theme. Results are contained under **8.2 Component-specific insights**.

Input from the online mapping tool was separated by transportation type and clustered by geographic data. Comments were then reviewed to reveal top themes in geographic areas. Results are contained under **8.2 Component studies – specific insights**.

A vote-and-rank tool was used as part of the public workshop and discussion events to help gather ideas and further explore those that most resonated with participants. Participants were then asked to record their notes within a digital worksheet. These documents were reviewed and comments are summarized in both **Section 8.0** and **8.2 Component studies – specific insights**.

In late 2020, concurrent to TMP2050 engagement, the City of Winnipeg was also engaging stakeholders in Phase 2 of a Poverty Reduction Strategy in partnership with Make Poverty History Manitoba and the Winnipeg Poverty Reduction Council (an initiative of United Way Winnipeg). One of this project’s thematic focuses was Equity in Transportation, which stakeholders identified as the fifth most important area (of eight identified through Phase 1 of their engagement) to help the project team prioritize the strategy’s implementation. To assist with the TMP2050 focus area of equity and inclusiveness this report will reference actions identified through the Poverty Reduction Strategy process under section **8.1.1.3 Challenges** and **8.2 Component-specific insights**. To learn more about the Poverty Reduction Strategy, please visit winnipeg.ca/povertystrategy.

8.0 Results

8.1 Key findings

The most important takeaways from the TMP2050 Phase 1 engagement tell us Winnipeggers have common ground in terms of what motivates our transportation choices and what we are most concerned about.

Values:

- Safety
- Reliability

Use:

- By car (driver or passenger) - 83% of Winnipeggers use always/often
- On foot (or with mobility device) – 24% of Winnipeggers use always/often
- By bus (including TransitPlus) – 11% of Winnipeggers use always/often
- By bike – 6% of Winnipeggers use always/often

Barriers:

- Transportation network maintenance
- Safety outside a vehicle
- Efficient use of time

A more comprehensive explanation of results is in the sections below.

In terms of values, Winnipeggers prize safety above all else, with three in five saying safety is “extremely important” as they move about the city. Through work with stakeholders, reliability emerged as an additional top value for consideration. Environmental sustainability was seen as a top priority by participants in the online and stakeholder engagement activities but was the least important to respondents of the statistically significant survey. Other areas of agreement between all participants included high support for personal health, speed and flexibility.

Winnipeggers’ commuting mode of choice is, by far, the car. A notable three in five say they always commute by car. So why are Winnipeggers choosing one transportation option over another? Convenience, cost, care for the environment, and personal health are the top motivators across all transportation types. Convenience is a major motivator for the use of all transportation options outside of cycling. Winnipeggers place high value on safety and indicated driving is the only transportation type which satisfies this need. The top reason for driving alone is also unique in that it is the only transportation type users deemed comfortable to do alone.

In general, Winnipeggers are happy with their respective mode splits (the amount they use each transportation mode), with at least half reporting satisfaction with the amount they travel by car, by bus, and on foot or by mobility device. That said, there is some appetite to shift toward more active and greener alternatives. For instance, two in five say they drive more often than they'd like, and the majority say they don't bike as often as they'd like.

As for visions for the future, better maintained roads tops residents' wish lists. The top three visions emerging from the statistically significant survey are: better maintained roads (56%); effective expressways (38%); and, fewer potholes (33%). Online respondents provided a different top three: better bike infrastructure (54%); better bus service (45%); and better maintained roads (42%).

Living close to work, family and friends, affordable and healthy food, and recreation are all top considerations for Winnipeggers when choosing a place to live. However, many report that some of these activities require them to leave their neighborhood - particularly for socializing, entertainment and work.

More than any other type of transportation, feelings of "wanting to do more" are tied to cycling, with 62% of Winnipeggers (67.1% online respondents) saying they cycle less than they'd like to. However, there are some major challenges facing those who walk or bike that threaten Winnipeggers' top value of safety. Close proximity to busy roadways is seen as a major obstacle by both pedestrians and cyclists. Active transportation users feel threatened when sharing these roadways with vehicles due driver inattention, difficulty crossing, and the loud uncomfortable environment. Long delays at pedestrian crossing are also a barrier.

Inconsistencies in pedestrian and cycling infrastructure and connections sometimes leave users stranded or forced into unsafe conditions. Cyclists using the online mapping tool also cited issues crossing bridges, river paths, and railways. Feeling unsafe walking at night was, by far, the biggest concern expressed by Winnipeggers who travel by foot or mobility device. Both indicated a desire for increased options to navigate around construction sites.

There is also desire to increase the ability of people to walk or cycle a portion of their trip and use other modes – such as transit – for the remainder; this could be facilitated with improved bike storage at transit stops or increased ability to transport a bike by transit as bike theft and storage are barriers to cycling.

8.1.1 Overall views on the transportation network

8.1.1.1 Transportation Values

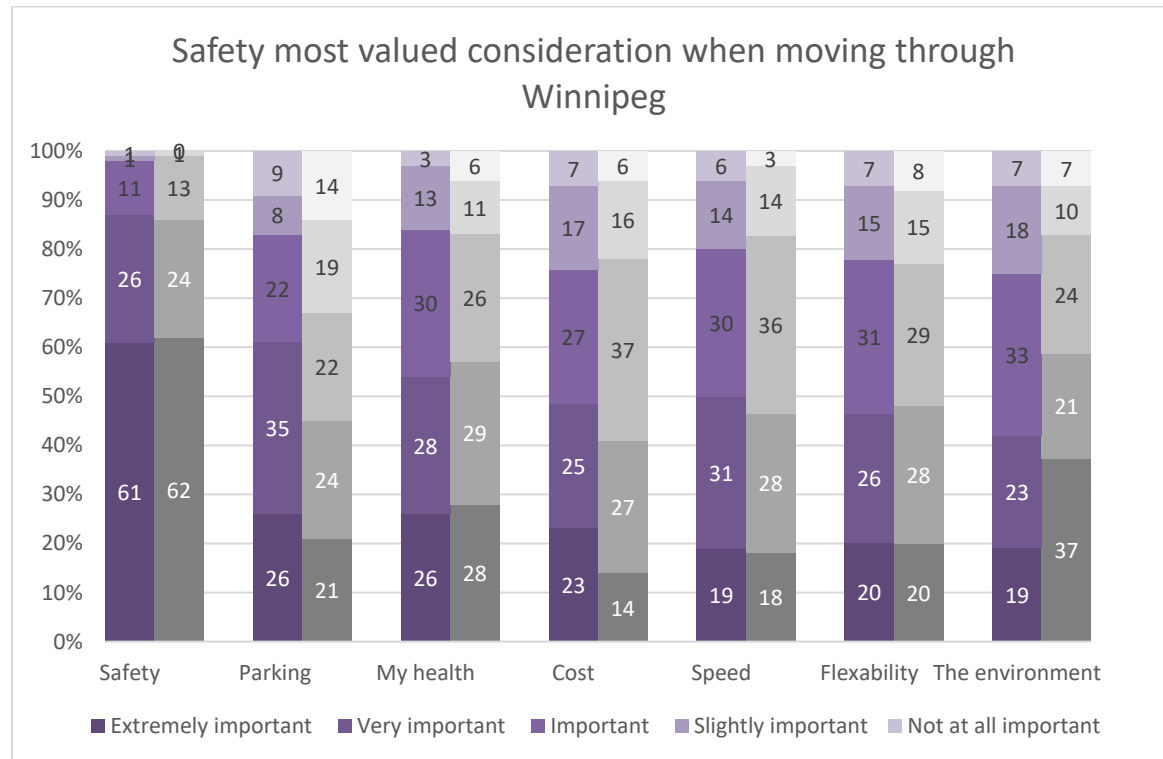


Figure 1 - Comparative results of statistically significant survey and online survey. Results in colour on left represent the statistically significant survey (n=600) and online survey respondents on right (n=747).

Noting safe transportation as a top value presents a key area for common ground among all Winnipeggers. Safety was revealed to be highly important when considering how to move around Winnipeg, with 87% of Winnipeggers in the statistically significant survey indicating it is either extremely important or very important. The consideration of safety was the top response by a considerable margin in both the online and statistically significant surveys.

Safety was also a top-rated consideration within the stakeholder priorities, voted as the most important by neighborhood advisory group participants and sharing the second most important position (with equity and inclusiveness) among interest-specific advisory group participants.

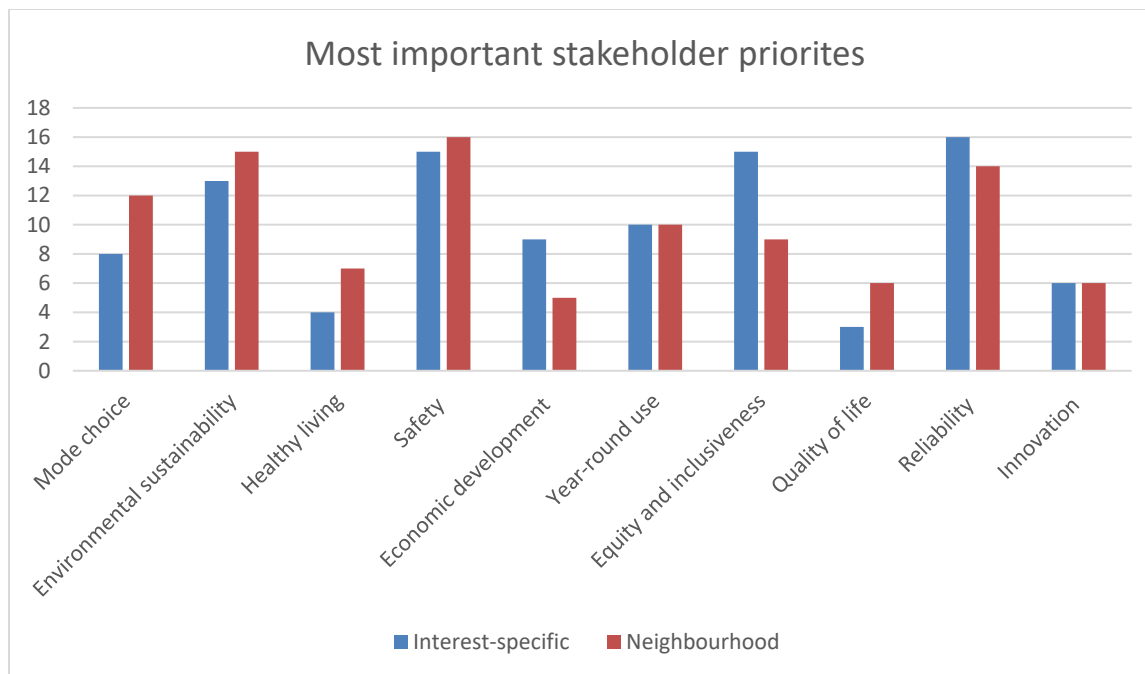


Figure 2 – Comparison of stakeholder ranking exercise from round two meetings on most important Stakeholder Priorities. Axis-y = % of votes.

Specific to stakeholder discussions, a series of stakeholder priorities allowed more in-depth analysis of values (based on discussions with stakeholders in their first round of meetings) and an opportunity for participants to rank values against others. The ranking exercise in the round two meetings helped clarify which elements are most important; as shown in Figure 2, reliability emerged as an additional top value for consideration.

Other areas of agreement between respondents of both the online and statistically significant surveys (with a difference of no more than three per cent) include high support for personal health (54%+ high importance), speed (48%+ high importance), and flexibility (48%+ high importance).

The two surveys diverged on values placed in the second, fourth, and last positions. The statistically significant survey determined parking to be the second most valued consideration while respondents to the online survey placed it in the last position with increased support for the environment. Cost was deemed less important by respondents to the online survey. As noted in the limitations section **4.6 Demographics** the difference may be due to an increased response rate from some demographics including those who cycle, are male, live in the City Centre or have a household income of over \$100,000 per year.

Environmental sustainability was additionally identified in various meetings with stakeholders and was a top-rated priority in the second round of meetings, rated second-most important by the neighbourhood advisory groups and fourth most important by interest-specific groups.

The online survey allowed respondents to select “other” as a value, and received 74 suggestions. Top suggestions were: accessibility for all (10 comments); ease of use/predictability (eight comments); bike parking (eight comments); end of vehicle congestion (four comments); and reduced use of vehicles (four comments).

Further considerations were identified via stakeholder discussions: economic development; year-round use; equity and inclusiveness; quality of life; and innovation.

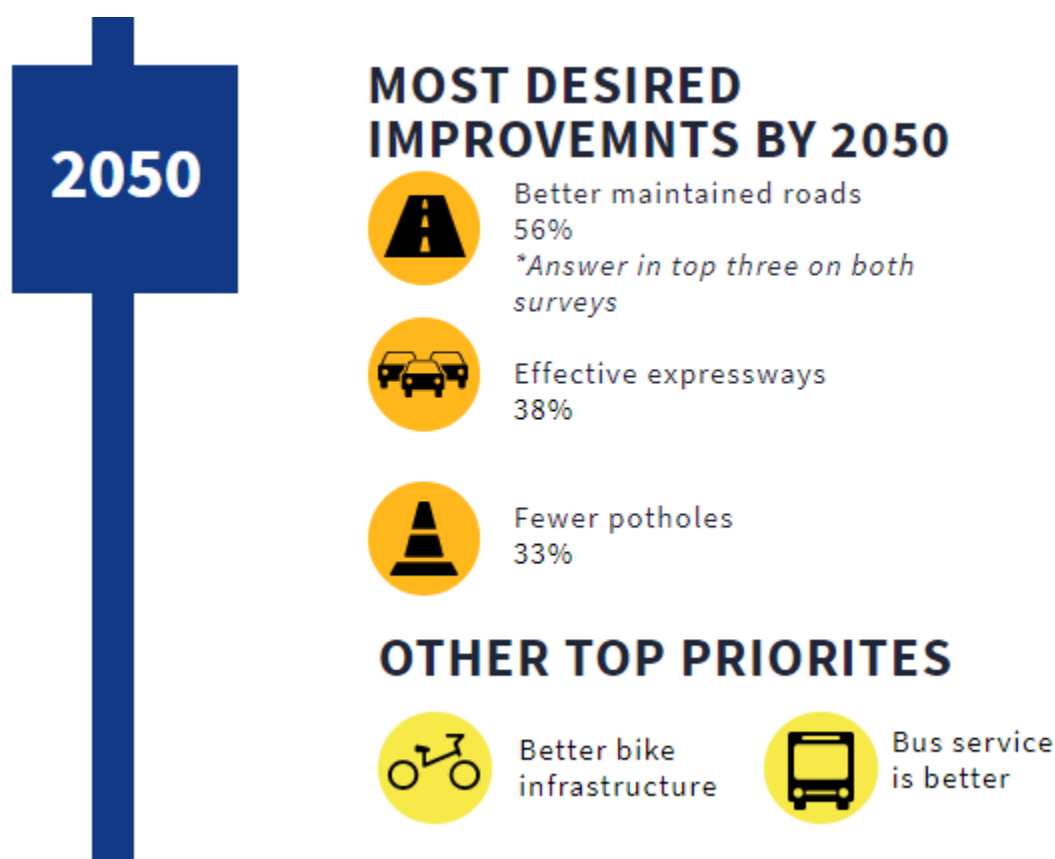


Figure 3 – Top results from the statistically significant survey are shown with the percentage of Winnipeggers who ranked this answer in their top 3. Other priorities relate to the top answers from the online survey and stakeholder discussions.

Winnipeggers were also asked to think about the city’s transportation network in the year 2050. The top three visions emerging from the statistically significant survey are: better maintained roads (56%); effective expressways (38%); and, fewer potholes (33%). Online respondents provided a different top three: better bike infrastructure (54%); better bus service (45%); and better maintained roads (42%).

The second round of stakeholder meetings focused on ‘future options and opportunities’ for Winnipeg’s transportation network. These included opportunities relevant to each of the component studies, such as repurposing of rail lines for active transportation or light rail routes, improvements to connections between transportation modes, completion of a full ring road, design and

implementation of an inner ring road and cycling lane, and the expansion of infrastructure for electric vehicles.

Throughout Phase 1, residents touched on concern over roads not performing well for their intended use – often in relation to high volumes of traffic. This included comments about pedestrian and commercial areas on major thoroughfares, where the road is home to a destination or multiple destinations but is also as a major connector for motorists and trucks to travel through. One participant in the stakeholder meetings encouraged the project team to reflect on the City’s history and the rejection of proposed freeways and public transit improvements in the 1960’s and 1970’s, suggesting these oversights have resulted in high volumes of vehicle traffic and truck routes on arterial roads.

A question tested only with Winnipeggers in the online survey asked about expectations when it comes to daily commute times. The majority of respondents (61.4%) indicated that a commute time of 16-30 minutes is most reasonable. These results were consistent amongst different transportation users, revealing no major difference in commute time expectations. **See Figure 4.** The results appear to show alignment with the theory of Marchetti’s constant which suggests one hour per day is as long as people are willing to spend on commute times. Frequent transit riders appear to be the outliers with less focus on 15 minutes or less (12.2% less than total response) and more focus on a daily commute time of 31-45 minutes (7.2% more than total response).

Question: In your mind, what is the most reasonable expected daily commute time (to get from your home to your most common destination)? Please note your response will be held against the your most commonly used travel choice.					
	15 minutes or less	16-30 minutes	31-45 minutes	46 minutes or more	Total
All	25.53%	61.36%	11.10%	2.01%	748
Bike*	22.65%	65.81%	9.40%	2.14%	234
Transit*	13.33%	64.17%	18.33%	4.17%	120
Walk*	24.21%	62.81%	11.23%	1.75%	285
Car*	27.68%	61.96%	9.23%	1.13%	531

Figure 4 - * respondents who indicated they use this travel options always or often.

8.1.1.2 Transportation Use

Both survey tools asked Winnipeggers to self-report the frequency in which they use each of four different transportation types: bike, bus (including TransitPlus), on foot (or with mobility device) and car (driver or passenger). The top result revealed most Winnipeggers are getting around by car (83% using a car always or often).

The online survey included fewer frequent drivers than the statistically significant survey (71% using a car always or often vs. 83%). The reduced reporting of car use in the online survey additionally resulted in increased reporting of use for the other three transportation types. As noted in the limitations section **4.6 Demographics** the difference may be due to an increased response rate from

some demographics, particularly those living in the City Centre and those with preexisting interests in active transportation.

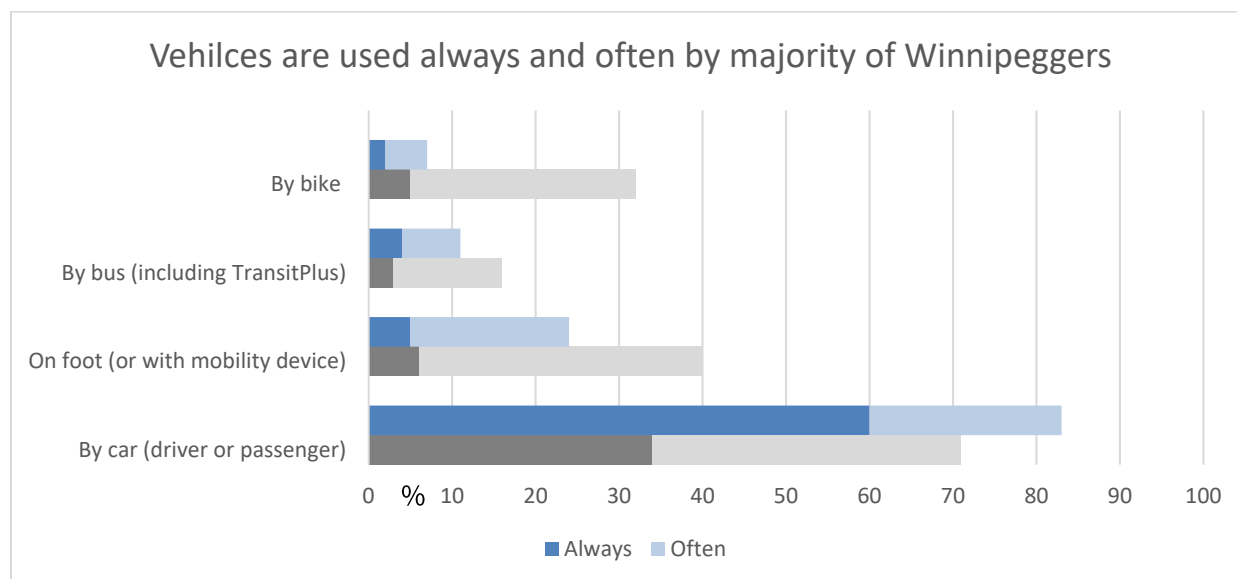


Figure 5 Comparative results of statistically significant survey and online survey. Results in colour on the top represent the statistically significant survey (n=600) and online survey respondents on bottom (n=747).

Participants were asked to reflect on their mode split and indicate if they desire a personal shift in usage of each transportation type. Winnipeggers were least satisfied with the amount they cycle, with 62% indicating they bike a little or a lot less than they'd like to. Some 41% of Winnipeggers move through the city on foot or using a mobility device less than they would like. The transportation type most often reported in use more or a lot more than the respondent would like is the car (39% of respondents).

A secondary line of questioning asked Winnipeggers to think about a place they go most often in a typical week and identify how they get there. According to the statistically relevant survey, the majority of Winnipeggers reach their frequent destination alone, by car (67% of respondents). 11% make these trips by carpool, 9% walk/use a mobility device, 8% use Winnipeg Transit, 2% bike and the remaining 3% don't typically leave the house. Online survey participants returned similar results, only with a greater representation of individuals who bike to the place they go most often (14.9%) and a reduced number of individuals who drive alone (56%) or carpool (6%).

Reasons for use

So why are Winnipeggers choosing one transportation option over another? Convenience, cost, care for the environment, and personal health are the top motivators across all transportation types. Convenience is a major motivator for the use of all transportation options outside of cycling. Winnipeggers earlier placed top value on safety, and indicated driving is the only transportation type

which satisfies this need. The top reasons for driving alone are also unique in that users deemed it the only mode of transportation they are comfortable with.

Top reasons for driving alone
1. Most convenient 2. More comfortable 3. Safest
Top reasons for carpooling
1. Most convenient 2. Better for the environment 3. Saves me money
Top reasons for walking
1. Good for my health 2. Most convenient * 3. Save me money * *Online results: Better for the environment (rank 2nd) and it's enjoyable (rank 3rd)
Top reasons for using the bus
1. Most convenient * 2. Saves me money * 3. Better for the environment *Online results: Saves me money (rank 1st) and most convenient (rank 2nd)
Top reasons for biking
1. Saves me money* 2. Good for my health* 3. Better for the environment* *Online results: Good for my health (rank 1st), better for the environment (rank 2nd), and saves me money (rank 3rd) .

Land use tied to transportation habits

Living close to work, family and friends, affordable and healthy food, and recreation are all top considerations for Winnipeggers when choosing a place to live. However, many Winnipeggers also report some of these activities require them to leave their neighborhood - particularly for socializing, entertainment and work.

Respondents to the online survey were asked if they consider proximity to a list of common destinations when choosing a place to live. Proximity to work was the top answer cited by 68% of respondents as a location they considered when looking for a place to buy or rent. Other top answers included socializing/visiting friends and family (52.9%), affordable, healthy food (48%) and recreation facilities (45.3%).

To provide a greater understanding of which activities require Winnipeggers to travel outside of their neighbourhood, respondents were asked to consider a list of activities that may be part of their regular routine. Visiting friends and family was reported as happening outside their neighbourhood by 58% of Winnipeggers, followed by viewing arts and culture (42%), and work (40%). The two activities that happen in the neighbourhood more often than outside it are grocery shopping (74%) and recreation (44%).

When asked what big changes or trends the City should consider when planning transportation over the next 30 years, attendees of the public panel/workshop and discussion events noted complete communities as a key theme. Considerations around increasing housing options for downsizing populations, facilitating a “15-minute city”, and shifting to denser neighborhoods were top-voted answers. Discussion on these topics included themes around greater incentives for building density, measurements and indicators of density, safety for pedestrians, increased hubs for shopping and services, increased housing options to age-in-place, support for transit, and decreased reliance on vehicles.

8.1.1.3 Transportation Challenges

Transportation issues were identified by more than a third of online respondents as the reason they may not participate in some activities they would otherwise be interested in. The question was responded to by 297 of the 767 online survey respondents. It is assumed those who did not provide an answer are not facing transportation issues that stop them from participating in the options available. The top answer for an activity the respondents do not participate in because of transportation issues is *shopping – non-essential* chosen by 50.8% of respondents. Other commonly chosen answers were volunteering (41%), attending self-development courses or recreational activities (39.7%), accepting employment (33.3%), and dining out (31%).

In terms of ease of use by transportation type the statistically significant survey found more than half of all users were able to move through Winnipeg with ease through their chosen transportation type, with 93% of car drivers/passengers finding it easy to get around. The users who reported the greatest difficulty were those traveling by bike (36% indicating travel is somewhat hard or very hard). This was followed by traveling by foot (35% indicating travel is somewhat hard or very hard), by bus (25% indicating travel is somewhat hard or very hard) and car (7% indicating travel is somewhat hard or very hard).

The online survey provided greater insight into the challenges facing each transportation type:

Why is it hard to travel by bike?

327 online respondents indicating travel by bike is hard, particularly because:

1. Drivers are not following road rules (66.4%)
2. Other (63%)
 - a. Need better connections between bike infrastructure (60 comments), need more bike routes (45 comments), scary/ not safe to bike on busy roads (35 comments), bikes

need to be separated from vehicles (27 comments), motorists do not give cyclists enough space (11 comments).

3. Poor roads (more potholes, etc.) (48.9%)
4. Poor snow removal (29%)
5. Takes longer (17.1%)

Among cyclists, the statistically significant survey also found problems with:

1. Lack of safe public places to lock up my bike (91%)
2. Bad or angry drivers (89%)
3. Gaps in the bicycle network – no paths or lanes where you want to go (87%)
4. Feeling forced to ride sidewalks on busy streets (86%)
5. Poor road/bike lane surface conditions (e.g. potholes, lack of snow removal)

Why is it hard to travel on foot (or with a mobility device)?

273 online respondents who indicated traveling by foot (or with a mobility device) is hard, particularly because of:

1. Poor snow removal (55.3%)
2. Sidewalks are in poor condition (54.6%)
3. Takes longer (49.8%)
4. Other (46.5%)
 - a. Locations too far away/urban sprawl (37 comments), feel unsafe adjacent to busy traffic/need direct pedestrian routes (17 comments), I don't live a walkable distance to basic needs (14 comments), personal safety concerns/Downtown/night (13 comments), lack of crosswalks/long wait/ fast light cycle (12 comments), no sidewalks (10 comments)
5. Drivers not following the rules (27.5%)

Among pedestrians the statistically significant survey also found problems with:

1. Feeling unsafe walking at night (86%)
2. Poor sidewalk surface conditions, such as crack or lack of snow removal (85%)
3. Most places I want to go are too far to walk to (77%)
4. Not enough safe places to cross busy streets (77%)
5. Lack of sidewalks, or sidewalks that end (75%)

Why is it hard to travel by bus? *409 online respondents who indicated traveling by bus is hard, particularly because:*

1. Busses are less likely to show up at their scheduled time (68.5%)
2. Takes longer/more traffic jams (55.8%)
3. Other (51.6%)

- a. Need more frequent buses (40 comments), routes don't go where I need (31 comments), transfers are slow/uncomfortable (29 comments), no direct routes that I need (29 comments), no regular service near my home (18 comments), personal safety concerns (15 comments), faster to use other transportation types (12 comments), complicated to plan (10 comments).

Impacts of COVID-19 on Winnipeg Transit

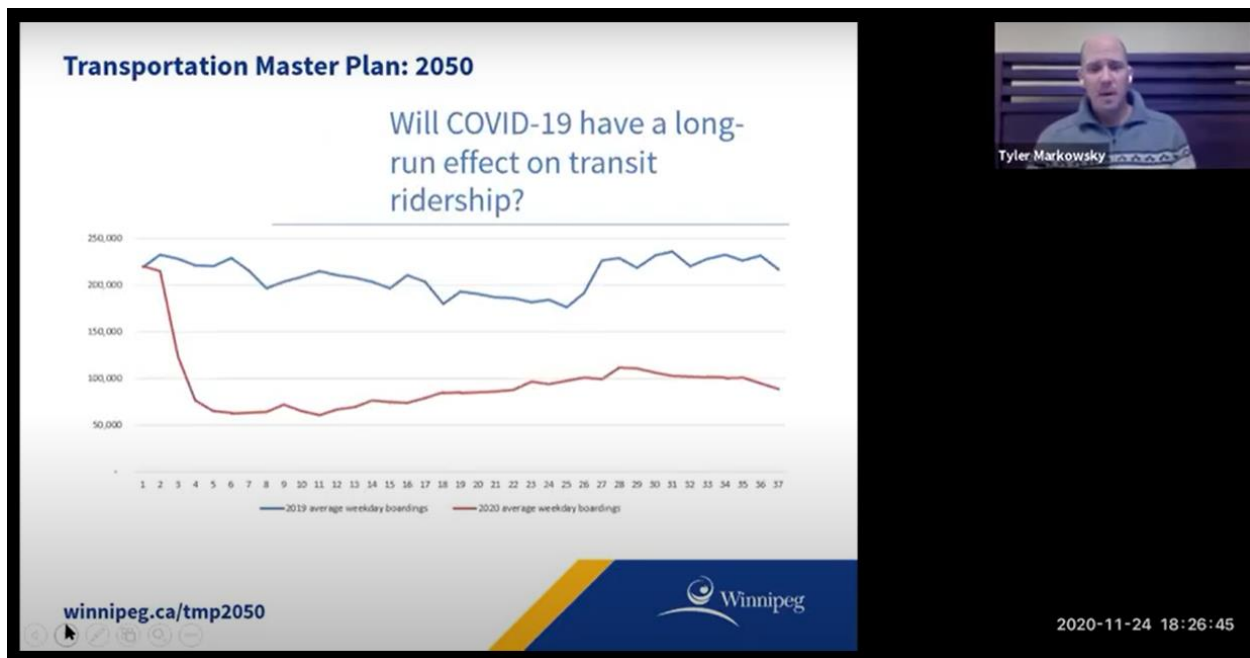


Figure 6 City Economist Tyler Markowsky presenting transit ridership findings at Panel and Workshop event on November 24, 2020. A recording of the event is available on the [video tab](#) of the project page.

Transit ridership in 2020 was unique due to COVID-19 pandemic which resulted in decreased use of public transit in cities around the world. Winnipeggers were asked if they were using the bus less often now than before the pandemic, what is the most important thing that would need to be in place for you to use the bus as much as you did before the pandemic. The top two answers on both answers were availability of a vaccine for the virus and enforcement of mandatory masks.

Why is it hard to travel by car?

218 online respondents who indicated travel by car is hard, particularly because:

1. Takes longer/ more traffic jams (64.7%)
2. Poor roads (potholes, etc.) (50.5%)
3. Construction (42.2%)
4. Other (30.3%)
 - a. Traffic flow interrupted by traffic light synchronization (14 comments), too many traffic lights (10 comments), confusing road network (5 comments), no direct routes across city/freeways (5 comments)

5. Drivers not following the rules (29.8%)

8.1.1.3.1 Poverty Reduction Strategy

The Poverty Reduction Strategy includes two objectives under the theme of Equity in Transportation which fall within the scope of the TMP2050:

1. Increase affordability and accessibility of transportation for those who need it most.
2. Target improvements to transportation infrastructure and service areas where residents rely on transit to move around the city.

Feedback collected through that program included the following comments on those objectives from stakeholders:

- Parking requirements are often a barrier to densification and affordable housing.
- Good neighbourhood design is required for good transit.
 - If the layout of neighbourhoods and the connections between neighbourhoods are poor, there will be no efficient transit routes.
- The City shouldn't always focus on infrastructure, but focus on the service.
- Many low-income people rely on personal vehicles.
 - Poor road conditions increase the cost of ownership.
- Snow removal needs to be prioritized in areas of high pedestrian and transit use.

Further comments improving transportation for Winnipeggers experiencing poverty can be found under

8.1.2 Component studies – specific insights.

8.1.1.4 Transportation Opportunities

The second round of eight stakeholder meetings with interest-specific groups and neighbourhood advisory groups focused on 'future options and opportunities' for Winnipeg's transportation network. The meeting offered a review of what we heard from Round 1, including a presentation of the draft stakeholder priorities and was followed by a focused discussion on ideas and opportunities for improving Winnipeg's transportation network. From this round of meetings we heard a wide range of opportunities and ideas for how to improve Winnipeg's transportation network. These included:

- Opportunities relevant to each of the component studies such as repurposing of rail lines for active transportation or light rail routes
- Improvements to connections between transportation modes
- Completion of a full ring road
- Design and implementation of an inner ring road and cycling lane

- The expansion of infrastructure for electric vehicles.

The discussion kits asked respondents how they would like to see the TMP2050 address the need to reduce greenhouse gas emissions. Four themes emerged from submissions.

1. Need for metrics and measurement on shifts towards targets proposed in Winnipeg's Climate Action Plan:
 - Ideas included vehicle kms travelled, mode share, greenhouse gas emissions on capacity, considerations for future infrastructure adjusted to 2050 prices and life cycle cost analysis with environmental impacts.
2. Prioritization of low carbon transportation options, which a desire to raise the importance of pedestrian, cycling and transit compared to use of vehicles.
3. A desire to reduce the number of vehicles on the roads and increase space for parks, trees, transit and active transportation.
4. Interest in the mass adoption of electric vehicles and buses.
 - However, one submission warned electric vehicles alone would not alone bring about the required changes.

8.2 Component-specific insights

8.2.1 Goods Movement

Engagement asked a few direct questions about the Good Movement component study and provided space for Winnipeggers to reflect on future improvements. These conversations revealed interest in ways the City can support the use of more low-carbon vehicles such as electric vehicles for commercial use. The use of alternate means for goods delivery such as drones or cargo bikes was also referenced by participants. Impacts of COVID-19 and Provincial public health orders saw about two thirds of Winnipeggers change their shopping habits with under a third indicating that they expect to continue to receive an increased number of deliveries to their homes or work into the future. More than half of Winnipeggers say they've noticed more large trucks and delivery vehicles than five years ago. When thinking about the next 30 years of transportation, Winnipeggers are interested in improved logistics around deliveries, movement or repurposing of rail lines and improved access to the airport.

8.2.1.1.1 Values

The online survey asked respondents: "What is the single most important improvement to goods movement you would like to see by 2050?". This question was unique to the online survey. Of the seven options presented the top answer by a significant margin was more low-carbon vehicles (e.g., cargo bicycles, electric delivery vans) with 42.8% of respondents making this selection. The second most supported option was a desire for night-time delivery requirements to reduce congestion in certain areas with 14.3% of respondents making this selection. This question allowed for the collection of "other" solutions; write-in responses included a desire for city freeways (six comments), rules and enforcement to keep trucks on designated routes (five comments), movement of rail lines

outside of the city (five comments), more locally manufactured goods and services (four comments), a single hub to consolidate all goods movement (three comments), keeping heavy trucks outside the city (three comments) and improved signal timing (three comments).

8.2.1.1.1.2 Impacts of COVID-19

Since the onset of the COVID-19 pandemic, some people are ordering more things like groceries, clothes, or housewares online or over the phone and having them delivered to their home or work. To determine how this impacts travel habits, Winnipeggers were asked to think about their experiences with all shopping and deliveries both currently and prior to the pandemic.

A change to Provincial public health orders during Phase 1 engagement resulted in a drastic change to the shopping environment during this time. The time frame of the statistically significant survey in mid-October 2020 occurred while non-essential in-store shopping was still permitted, while the online survey period aligned with a moratorium on in-store shopping for non-essential items. The two different shopping environments should be considered when reviewing the difference in results.

The top answer in October indicated that shopping habits had not changed at all for 41% of Winnipeggers. The answer to this question changed during November and December with the online survey finding only 30% of respondents could say their shopping habits have not changed at all.

In October, 30% of respondents were having more things delivered to home or work, but will go back to in-person shopping as soon as it's safe to do so. The other 30% of respondents indicated they've been having more things delivered to home or work and plan to continue shopping this way. Again, these results were different during the November and December period which found 43.7% of respondents are having more things delivered to home or work, but will go back to in-person shopping as soon as it's safe to do so and 26.2% of respondents indicated they've been having more things delivered to home or work and plan to continue shopping this way when the pandemic ends.

8.2.1.1.1.3 Tactic-specific insights

Statistically relevant survey

The statistically relevant survey included several benchmarking statements that were not included in the online survey. In relation to goods movement we learned 55% of Winnipeggers agree there are more large trucks and delivery vehicles on the road compared to five years ago. Thirty-five per cent of Winnipeggers agree there are more/longer trains.

Online survey & mapping tool

Respondents to the online mapping tool shared 10 locations of interest or concern in regards to the use of a commercial vehicle. The most conveyed concern was over need for alternate routes for commercial trucking on regional streets (representing six of the 10 comments).

Discussion kits

Two of the three organizations which submitted completed discussion kits noted the increase in home deliveries as a result of COVID-19 restrictions and correlated an increase in delivery vehicles on residential streets.

Other suggested opportunities for goods movement included:

- Package delivery drones
- Shifting freight to electric fleets first
- Improved logistics for increases in home deliveries
- Electric cargo bikes

Discussion/workshop events

Discussion event participants took part in a vote-and-rank exercise around the consideration of how traffic patterns changed during the COVID-19 pandemic and how we should apply what has been learned or experienced to the way we plan transportation for the next 30 years. One of the most supported consideration was in regards to the management of postal deliveries, questioning in particular if the City will prioritize door-to-door delivery or if we are better off asking people to pick up deliveries at central locations.

A smaller group of participants was tasked with reviewing this concept under the lens of how it may impact each generation differently.

Considerations:

- A single solution should be avoided. Consider flexibility based on citizen needs.
- Clarity is required on what is framing this decision making. Example: Is it a reduction on greenhouse gas emissions or wear and tear on roads?
- Will citizens push back over the loss of home delivery and its convenience?
- Not all citizens can be expected to walk up to a central pick-up location.
- We need more feedback from younger demographics who will inherit these systems.
- Winnipeg needs to look globally for solutions.
- The road systems surrounding any new centralized pick-up area must be improved and designed for high volumes of traffic.
- Plan should distinguish between different types of deliveries.

Ideas:

- Is there a way to consolidate all delivery services?
 - Could local shop owners act as distribution centers? Opportunity for shops to create additional draw to their business?
 - Locate central distribution hubs at student centers.

- Should there be a fee associated with residents who desire home delivery?
- Possible solutions should be rolled out and tested in a trial format.
- Pursue electric or drone delivery to keep aligned with reduced greenhouse gas emissions.
- Could large delivery vehicles moving during peak periods pay more?

Stakeholder discussions

Stakeholder discussions provided two streams of thoughts on goods movement: challenges and opportunities. Round 1 of stakeholder discussions noted challenges in design of roadways for goods movement, citing restricted turning options in the downtown area; access and egress point impeding traffic flow; a lack of controlled intersections; the sprawling fabric of the city; and the divisions caused by rail lines as impediments to efficient goods movement by both vehicles and bikes.

Round 2 focused on ideas and opportunities for improving Winnipeg's transportation network. The following provides a brief overview of some of the ideas and opportunities brought forward by participants in regards to goods movement.

- Completion of a full ring road
- Relocate rail lines outside of the city
- Repurpose rail lines for active transportation / bus rapid transit / light rail transit routes
- Implement an active transportation inner ring road
- Improve direct access to the airport
- Allow adequate space for loading zones
- Improve truck route access to the airport
- Implement a clear operational policy for truck route designation and operation
- Repurpose rail lines for active transportation routes
- Relocate rail lines outside of the city

Participants provided the following reflections and considerations about their own experiences with goods movement in the City of Winnipeg:

- Living in an apartment building parcels won't be left at door. Sometimes these parcels will be delivered to local post office, but other times deliveries must be picked up at warehouse in St. James Industrial area which is difficult to travel to.
- Concern with the wages paid to delivery staff and that they are not paid well. Chooses not support Amazon because of the concentration of wealth in company ownership.
 - Another participant had a contrary opinion suggesting food delivery services are a good option for the employment of young people.
- Desire for food delivery services to use electric vehicles to reduce carbon footprint.

8.2.2 Emerging Technologies and Future of Transportation

Discussion about electric vehicles dominated the conversations around emerging technologies, with roughly half of Winnipeggers indicating they are likely to choose an electric vehicle when they're

ready to buy or lease their next vehicle. This could indicate a rather dramatic change is afoot, as current ownership of an electric vehicle was self-reported at only 5% of respondents to the online survey. Expansion or improvements to City infrastructure to provide electric vehicle charging stations was also commonly raised. That said, enthusiasm for electric vehicles was tempered as a few citizens also warned that use will not solve all environmental concerns, pointing to manufacturing practices or increased vehicle use.

Use of a global positioning system (GPS) app or device is the most popular new transportation technology used by nearly half of all Winnipeggers. Technologies to support the use of transit by accessing bus schedules and arrival times were also commonly cited, with further conversations requesting improved accessibility of these formats and integration into trip chaining options. Still one-third of Winnipeggers have not changed their habits to adopt new transportation technologies.

Car sharing was referenced across engagement activities, with support for increased use and integration into commercial and government fleets; it was also cited as a desired alternative for those uncomfortable with taxis. One-third of Winnipeggers are interested in using Mobility as a Service apps (36%) and electric bikes (34%). A fifth showed interest in using electric scooters (21%). Stakeholders in particular raised the importance of proactive City policies to support the use new transportation options.

8.2.2.1 Tactic-specific insights

Statistically relevant survey

The possibility of adopting driverless vehicles was met with equal parts distrust and cautious interest in the statistically relevant survey, with only 11% of Winnipeggers indicating they're ready to jump into any approved driverless vehicles. The idea of using similar technology for snow clearing was also raised. The most common technologies respondents identified as helping them travel around Winnipeg were: a global positioning system (GPS) app or device (54.2%), an app or website that provides bus routes and times (43.6%), electronic signs at bus stops and stations (39.1%), and an app for booking a ride (e.g. – taxi, Uber/TappCar) (19.1%). One fifth or 20.4% of respondents noted they do not use any of these technologies.

Just over half (55.7%) of Winnipeggers are open to choosing an electric vehicle when they're ready to buy or lease a new car, with 23.8% indicating they are very likely and 32% saying they are likely. Just under half (44.2%) don't believe their next vehicle will be electric; 18.3% indicated they are very unlikely and 25.9% are unlikely to make the move.

Only in the statistically significant survey were Winnipeggers asked about some other technologies not widely used in Winnipeg but that may be in the future. One third of Winnipeggers are interested in using Mobility as a Service apps (36%) and electric bikes (34%). A fifth showed interest in using electric scooters (21%).

Online survey

Asked only in the online survey, just 5.3% of respondents indicated that they own an electric vehicle (including hybrid vehicles).

Just under half or (49%) of respondents are open to choosing an electric vehicle when they're ready to buy or lease a new car, with 16% indicating they were very likely and 33% saying they were likely. Just over half or 51% don't believe their next vehicle will be electric, with 29% indicating they were very unlikely and 22% saying they were unlikely.

Respondents to the online survey were asked to imagine that driverless vehicles had passed all safety tests and were approved for Winnipeg roads, and were then asked to choose one statement that best described their feelings about commuting in a driverless vehicle. Just under half (47.3%) said it sounds interesting and they are open to it. The next largest group (38.2%) said no thanks, they still wouldn't trust it. The smallest group (14.6%) were the most enthusiastic indicating they would use it as much as they could.

Discussion kits

There were six major themes across the submitted discussion kits when it came to discussing which emerging technologies in the field of transportation are most relevant for the City of Winnipeg to consider:

- Increased support and incentives for electric cars and buses such as financial incentives and charging stations.
 - However, one submission warned that electrification of transportation can't be counted on to fix all issues. Submission warning of other environmental concerns and continued vehicle congestion.
- Car sharing and the need to expand programs
- Sidewalk clearing via autonomous vehicles or temperature control
- Improved trip chaining between transit and cycling with improvements to Navigo
- Improved wayfinding apps for Winnipeggers living with visual impairments
- Considerations for not leaving the vulnerable behind when adopting new technologies
 - Working with communities to test
 - Not eliminating items of use such as paper bus schedules

Other submitted ideas included:

- Increased businesses commitment to car shares and ride shares for staff
- More park and ride options
- Mobility as a Service
- Integration of car shares, and municipal and provincial fleets
- Better systems for developing more durable and sustainable roads and walkways
- Solar electric charging stations

Stakeholder discussions

Stakeholder discussions provided two streams of thoughts on emerging technologies: challenges and opportunities.

Round 2 discussions focused on ideas and opportunities for improving Winnipeg's transportation network.

The following provides a brief overview of some of the ideas and opportunities brought forward by neighbourhood advisory group participants in regards to the Emerging Technologies and Future Transportation study.

- Facilitate use of new technology through infrastructure and policy – i.e. segways, motorized scooters, e-scooters, e-bikes, skateboards
- Introduce light rail transit
- Emissions testing for older vehicles and business vehicles (i.e. large trucks)
- Improve/expand infrastructure for electric vehicles

The following provides a brief overview of some of the ideas and opportunities brought forward by interest-specific participants.

- Adapt regulatory framework to allow for the development and use of new technologies
- Expand infrastructure for electric vehicles
- Explore new snow clearing methods to support active transportation modes
- Explore new materials for roadway development – i.e. self-repairing concrete

Other insights

Feedback from the Mayor's Youth Advisory Council provided the following reflections and considerations about their own experiences with emerging technologies and the future of transportation in the City of Winnipeg:

- Indicated desire to use an electric scooter but is worried about mass theft if City were to follow a scooter share program.
 - Another participant noted registration in rental programs can combat misuse.
- Support for car sharing programs like a car co-op.
- Media stories about the death of a pedestrian hit by an anonymous vehicle is terrifying. If the reason was the pedestrian was not well lit there are concerns that there are many parts of Winnipeg where this could be a problem.
- Would be interested to see Winnipeg Transit use more electric buses.

Feedback collected through the Poverty Reduction Strategy included the following comment on emerging technologies:

- The City needs to support ride share programs, which are used as alternative for those uncomfortable with taxis.

8.2.3 Active Transportation

More than any other type of transportation biking was tied to feelings of wanting to do more, with 62% of Winnipeggers (67.1% online respondents) saying they biked less than they'd like to. However, those who walk or bike face some major challenges to safety (Winnipeggers' top value).

Busy roadways are seen as a major obstacle by both pedestrians and cyclists. Active transportation users feel threatened when sharing these roadways with vehicles due driver inattention, difficulty crossing, and the loud uncomfortable environment. Long delays at pedestrian crossing are also a barrier.

With recognition that investments have been made in recent years to improve bike routes, inconsistencies in pedestrian and cycling infrastructure and connections between bike routes sometimes leave users stranded or forced into unsafe conditions. Added wayfinding options could help. In addition to busy roads, cyclists also commonly cited issues crossing bridges, river paths and railways. Both users indicated the desire for increased options to navigate around construction sites.

Maintenance of active transportation paths and sidewalks is seen as a top concern. Snow removal in particular is seen by all users as an issue. However, the statistically significant survey found that cyclists feel more physical barriers that separate cyclists from vehicles is the best way to support use in winter (with 60% saying they would bike more if separation was available). Regular snow clearing on bike routes and lanes was seen by 36% of Winnipeggers as a reason to bike more in the winter.

There is also desire to increase the ability of people to walk or cycle a portion of their trip and use other modes – such as transit – for the remainder; this could be facilitated with improved bike storage at transit stops or increased ability to transport a bike by transit as bike theft and storage are barriers to cycling.

See section **8.1.1.2 Use** to review cycling and pedestrian results in comparison with other forms of transportation.

See section **8.1.1.3 Challenges** to review cycling and pedestrian results in comparison with other forms of transportation.

8.2.3.1 Tactic-specific insights

Statistically relevant survey

Asked only in the statistically significant survey, Winnipeggers were asked what changes could support them in biking more during the winter. More physical barriers that separate cyclists from vehicles was seen as the best support with 60% of respondents saying they would bike more in this instance. Regular snow clearing on bike routes and lanes was seen by 36% of Winnipeggers as a reason to bike more in the winter.

Online survey & mapping tool

In total there were 157 location specific comments submitted about the use of bikes in Winnipeg. Many of the comments noted difficulties navigating areas in the city such as bridges, river paths and railways.

Top areas of particular concern were:

Riverside path east of Osborne Street South (11 comments)

Comments noted gravel path is too narrow and steep (off of Glasgow Avenue).

Respondents indicated a desire for better cycling route from the Lord Roberts area to the Forks, noting current route has gaps and inconsistent lane treatments.

Pedestrian bridge at Omand's Creek (10 comments)

Respondents requested wider paths citing difficulties navigating the narrow path with pedestrians.

Bridge connections between Downtown to Osborne neighbourhoods (eight comments)

Concern over the abrupt end of cycle lanes on the Osborne Street Bridge.

Safety concerns about the use of a bicycle on the Donald Street Bridge.

Path under Harry Lazarenko Bridge on west side of Red River (four comments)

Flooding, lack of maintenance and need for lighting were all noted as barriers.

Osborne Street rail underpass south of Confusion Corner (three comments)

Biking on the road with traffic feels too tight and dangerous.

Signalized pedestrian crossing at Assiniboine Avenue and Main Street (three comments)

Bike lane abruptly ends east of Main Street with desired connection to The Forks.

In total there were 68 location specific comments submitted about walking in Winnipeg. Many of the comments noted concern with crossing busy roadways which included long delays for pedestrian crossings and vehicles not watching for pedestrians.

Top areas of particular concern were:

Intersection of Portage and Main (seven comments)

Pedestrian movements are desired above ground to cross roadway, feelings that underground is confusing, inaccessible and concern for personal safety.

Portage Avenue – various locations (five comments)

Long delay for pedestrians to cross at signalized intersections may encourage some users to ignore lights.

Discussion kits

There were four key themes across the discussion kits that spoke directly to walking and cycling:

Barriers to cycling:

- Cyclist discomfort/fear about use of busy roads
- City bike routes are not always intuitive and users can feel lost without map or previous awareness
- Snow can result in dangerous conditions, barriers and ruts if lanes are not maintained
- Navigation through Downtown difficult, requires cyclist confidence on busy streets, some sections not crossable at all (Portage and Main)
- More secure lock-ups/bike parking required at major hubs
- Inconsistent lighting on trails

Barriers to walking:

- Snow can result in dangerous conditions, barriers and ruts without timely snow clearing

COVID-19

- “Bike boom” of 2020 may have introduced more people to cycling

TMP2050 and reduction of greenhouse gases

- Desire for the TMP2050 to raise the importance low carbon travel options over vehicles
- If vehicle numbers are reduced this could free up space for active transportation, parks/trees and transit

Workshop/discussion event

During the workshop event participants took part in a vote-and-rank exercise around big changes or trends for the City to think about when planning transportation for the next 30 years. The most supported consideration suggested a shift in how we prioritize our modes of transportation as we reign in our greenhouse gas emissions.

A smaller group of participants was tasked with reviewing this consideration under the lens of how it may impact each generation differently.

Considerations:

- The transportation network must be flexible as transportation needs/options change with age
 - Time availability is a major consideration for mode choice
 - Reliance on vehicles for moving vulnerable, job
 - Do some modes limit what jobs people can apply to? Bus routes/time.
- Moving away from cars shouldn't always mean reduction of city-wide emissions
 - EV's come with manufacturing impacts on environment

Discussion event participants took part in a vote-and-rank exercise around the consideration of how traffic patterns changed during the COVID-19 pandemic and how we should apply what has been learned or experienced to the way we plan transportation for the next 30 years. The most supported consideration was a call for more spaces for pedestrians and cyclists in relation to the Open Streets program that limited vehicle use on some streets during the spring/summer of 2020.

A smaller group of participants was tasked with reviewing this consideration under the lens of how it may impact each generation differently.

Impacts:

- More cyclists could result in decreased vehicle trips
- Snow removal
 - Equal priority between roads and sidewalks
- Improve crosswalk visibility
- Improved cycling network results in increased freedom for kids/teens
- Seniors rely on other options/walking when they can no longer drive
- Need predictability on the roads as to where everyone should be

Required supports:

- School travel plans
 - Staff positions
 - Walking school buses
 - Encouragement for AT – bike racks
- Ped/bike network
 - Connections to transit
 - Cut throughs in cul-de-sac neighbourhoods
 - Connections that make use enjoyable, comfortable and practical
 - Secure bike parking
 - Maintenance and improvement
 - Signage/wayfinding
 - More frequent crossing of busy roads
 - Equal priority to vehicles
- Transit
 - Parks to make wait enjoyable

Stakeholder discussions

Neighbourhood advisory group stakeholders noted design issues as one of the biggest challenges they face. These issues included inconsistencies in infrastructure design for cycling lanes and sidewalks, which resulted in confusion for users and bystanders; the divisions in neighbourhoods caused by rail lines; a desire to replace sharrows with protected cycling lanes; the need for traffic

calming measures on residential streets; and the need to better integrate transportation plans with land use planning decisions.

Another issue raised by all neighbourhood advisory groups was safety. Participants' comments regarding safety included issues arising from poor street/sidewalk maintenance (i.e. snow clearing, potholes); inconsistencies in pedestrian and cycling infrastructure that leave users stranded or forced into unsafe conditions; the need for traffic calming measures on residential streets; the need for separated cycling infrastructure to reduce conflicts between users/modes; and a need for more lighting throughout the pedestrian and cycling network.

Participants also noted connectivity as a key issue they face when making daily transportation decisions. The issue of connectivity was cited most often in relation to the pedestrian and cycling network, with participants noting numerous gaps in the network and challenges with crossing barriers such as rivers and rail. The connectivity gap discussed most frequently pointed to cycling routes with abrupt endings that force users into the roadway with little warning and a lack of accessible alternative routes for cyclists and pedestrians around construction sites.

Other issues brought forward by participants during these meetings included:

- The importance of convenience and ease when making transportation decisions, regardless of mode
- The desire for a transportation system that supports a high quality of life – i.e. opportunities to connect with nature, room to socialize while using the pedestrian and cycling network, and an enjoyable atmosphere with reduced noise and air pollution
- The need to reduce conflicts between all users through separated infrastructure or traffic calming measures

In Round 2 of the neighbourhood advisory group meetings, discussions focused on ideas and opportunities for improving Winnipeg's transportation network. The following provides a brief overview of some of the ideas and opportunities brought forward by participants in regards to the pedestrian and cycling strategy update.

- Improve connectivity of cycling and pedestrian networks
- Expand separated/protected cycling infrastructure
- Improve multimodal connections to facilitate easier use of multiple modes in a single trip
- Repurpose rail lines for active transportation routes
- Facilitate a cycling ring road
- Increase secure bike parking throughout the city
- Use of pedestrian bridges to cross waterways
- Expand wayfinding on cycling routes

Interest-specific group stakeholders noted connectivity as one of the key issues with the current transportation system. The challenges that were discussed included gaps in the pedestrian and

cycling network that forced users into unsafe conditions and a lack of accessible alternate routes around construction sites.

Another issue brought up during these meetings was the importance of convenience when making personal transportation decisions. Participants noted that their transportation decisions were affected by the ease with which they were able to reach their destination and carry out various errands along the way, regardless of which mode they were using. Participants also noted a desire for more efficient transfers between modes, allowing them more flexibility in their trip planning.

Participants also noted design challenges as a key issue. The discussion here referenced the inconsistent design of cycling lanes throughout the city and sidewalks in new developments. It was noted that these inconsistencies caused confusion for users and bystanders and led to unsafe conditions for all users.

Other issues raised during this meeting included:

- Maintenance of existing infrastructure, especially active transportation routes during winter
- The need for political support of active transportation projects through budget and policy decisions

Round 2 interest-specific discussions focused on ideas and opportunities for improving Winnipeg's transportation network. The following provides a brief overview of some of the ideas and opportunities brought forward by participants in regards to the pedestrian and cycling strategy update.

- Repurpose rail lines for active transportation routes
- Explore new technology for snow clearing on active transportation routes
- Improve accessible cycling and walking routes around construction sites
- Improve multimodal connections to facilitate convenient and safe use of multiple modes in one trip
- Improve wayfinding along whole of pedestrian and cycling network
- Create pedestrian and cycling connections across waterways

Participants provided the following reflections and considerations about their own experiences with active transportation in the City of Winnipeg:

- Concern over the safe use of a bike in areas where there aren't bike lanes. Participant noted use of cycling on sidewalks, stopping to keep pedestrians safe, but feeling that biking on busy roads is not safe. Wish was to see bigger sidewalks that can accommodate all non-motorized users. Pointed to Sherbrook and Maryland as a good example.
- Bike theft was referenced as a barrier to cycling because the participant feared the large investment would eventually be stolen.
- There was a desire to see bike share or rental programs widely available across Winnipeg.

Additional insights

Feedback collected through the Poverty Reduction Strategy included the following comments on active transportation:

- Snow removal needs to be prioritized in areas of high pedestrian and transit use.
- Bicycle theft in Winnipeg needs to be addressed, as many low-income residents rely on bicycles for transportation.

9.0 What we heard

This report has been shared with the project team to use in the development of proposed options and solutions to be presented in the options and opportunities engagement. Further information on how what we heard was considered will be posted at the onset of Phase 2 Public Engagement in the fall of 2021.

What We Heard	How It Was Considered
Values	
Winnipeggers value safety above all else when it comes to transportation. <i>Three in five say safety is “extremely important” as they move about the city.</i>	- Safety is a key target of the draft TMP2050, aligning it with both public feedback and OurWinnipeg 2045 (Good Health & Wellbeing). - TMP2050 is being built on seven key directions, which guide all strategies, policies and recommendations. Safety is an integral consideration of Key Direction #2: Provide safe and sustainable mobility options for all.
Reliability is also of great importance to Winnipeggers. <i>This idea emerged and was ranked highly through work with stakeholders.</i>	- Reliability is a key target of the draft TMP2050, aligning it with both public feedback and OurWinnipeg 2045 (City Building). - Reliability is an integral consideration of three of the seven key directions (Directions 3, 4, and 6).
Convenience is a major consideration for the majority of Winnipeggers when choosing what transportation type to use. <i>The exception to this is cyclists, who do not list convenience as a top reason to cycle.</i>	- Convenience is a key target of the draft TMP2050, aligning it with both public feedback and OurWinnipeg 2045 (City Building). - Convenience is an integral consideration of two of the seven key directions (Directions 3 and 4).
Care for the environment is a key reason why Winnipeggers carpool, take transit, bike or walk. <i>This was listed among the top three reasons for using each transportation type. The exception to this is walking, where the environment was listed in the top three reasons in the online survey</i>	- Environment and climate change are key planning targets of the draft TMP2050, aligning it with both public feedback and OurWinnipeg 2045 (Environmental Resilience). - Sustainability is an integral consideration of two of the seven key directions (Directions 2 and 6).

<i>but did not appear in the top three of the statistically significant survey.</i>	-TMP2050 also is guided by the City's Climate Action Plan, which calls for reduced transportation-related greenhouse gas emissions.
Personal health is a key reason why Winnipeggers walk or bike. <i>Health was listed in top three reasons for using each transportation type.</i>	- Health is a key target of the draft TMP2050, aligning it with both public feedback and OurWinnipeg 2045 (Good Health & Wellbeing). - Health is an integral consideration of three of seven key directions (Key Directions 2, 6, and 7). -TMP2050 also is guided by the City's Climate Action Plan policy that calls for 50% sustainable mode share (transit, auto passenger, walking and bike trips).
Cost savings is a key reason why Winnipeggers carpool, walk, take transit, or bike. <i>This was among the top three reasons for using each transportation type with the exception of walking, where the cost savings was top three in the statistically significant survey but not the online survey.</i>	- TMP2050 emphasizes more sustainable mobility options – such as choosing transit, walking or riding a bike – which are inherently more cost effective than operating a motorized vehicle.
Equity and inclusiveness are important to some Winnipeggers. <i>This idea emerged and was ranked highly through work with interest-specific stakeholders.</i>	- Equity is a key target of the draft TMP2050, aligning it with both public feedback and OurWinnipeg 2045 (Social Equity). - Safety is an integral consideration of Key Direction #2: Provide safe and sustainable mobility options for all.
Current Use	
The majority of Winnipeggers choose to get around by car. <i>A notable 83% say they always commute by car compared to 5% who always commute on foot (or with a mobility device), 4% who always commute by bus (including Transit Plus) and 2% who always commute by bike.</i>	-This feedback reinforced the empirical data that travel patterns have historically been influenced by the network the City has built and illustrated a need to focus on two key points: ensuring the road network continues to serve motor vehicles, but in a smarter and better way; and improving the network for non-motor vehicle modes. - Draft strategies stemming from Key Directions 1, 3 & 4 would position the City to better and more sustainably serve motor vehicles by integrating land use and transportation, transforming and optimizing corridors, and revitalizing road networks and bridges.
Moving around Winnipeg is easiest for those who travel by car. <i>93% of car drivers/passengers find it easy to get around.</i>	- TMP2050 will both ensure the road network continues to serve motor vehicles and improve the network for non-motor vehicle modes.

	- Draft strategies stemming from Key Directions 1, 2, 3, 6, and 7 would position the City to develop better alternative and sustainable modes that offer equally convenient and safe means of mobility as the car.
Half of Winnipeggers leave their neighbourhoods to socialize, recreate, or work. <i>Living close to work, family and friends, affordable and healthy food, and recreation are all top considerations for Winnipeggers when choosing a place to live. However, visiting friends and family was reported as happening outside their neighbourhood by 58% of Winnipeggers, followed by viewing arts and culture (42%), and work (40%).</i>	- Key Direction 1 supports increased integration of land use and transportation, which would help ensure stronger mechanisms are inherent in the land planning process as to encourage multi-modal trips.
Goods movement and an increased home delivery system will be an ongoing trend in Winnipeg. <i>COVID-19 and its secondary impacts saw about two thirds of Winnipeggers change their shopping habits in 2020, with just under a third indicating they expect to continue to receive an increased number of deliveries to their homes or work.</i>	- Economic prosperity is a key target of the draft TMP2050, aligning it with both public feedback and OurWinnipeg 2045. - Key Direction 5 focuses on goods movement, particularly improving efficiency and safety.
Not all Winnipeggers incorporate technology into their transportation habits. <i>Half of Winnipeggers will look to a GPS screen to help chart their route; a third are not incorporating new technologies into their transportation routines.</i>	- Strategy 4.1 aims to maximize use and efficiency of the existing road network through technological and operational improvements. - While new mobilities and technologies will be considered, traditional and familiar forms of transportation are driving development of TMP2050.
Wants	
Better maintained roads is among the top most desired improvements by 2050. <i>This want was in the top three options on both the statistically significant survey (56% want) and the online survey (42% want).</i>	- Transportation network maintenance is a key target of the draft TMP2050, aligning it with both public feedback and OurWinnipeg 2045 (City Building). - Key Directions 4 and 5 speak to improving conditions and maintaining roadways, with Strategies 4.1 and 5.1 focusing specifically on investment in network maintenance.
Effective expressways is among the top most desired improvements by 2050. <i>This want was in the top three options on the statistically significant survey (38% want). The second round of stakeholder meetings focused on 'future options and opportunities' for Winnipeg's transportation</i>	- Network enhancement is a key target of the draft TMP2050, aligning it with both public feedback and OurWinnipeg 2045 (City Building). - Key Directions 4 and 5 speak to TMP has network enhancement, with Strategies 4.1 and

<i>network. These included opportunities such as completion of a full ring road, and design and implementation of an inner ring road and cycling lane.</i>	5.1 speaking specifically to investment and maintenance. These strategies recommend only expanding, extending, or adding roads for purposes of providing space for goods movement or sustainable mobility options, or for connecting new developments to the existing network.
Fewer potholes is among the most desired improvements by 2050. <i>This want was in the top three options on the statistically significant survey (33% want).</i>	- Transportation network maintenance is a key target of the draft TMP2050, aligning it with both public feedback and OurWinnipeg 2045 (City Building). -- Key Directions 4 and 5 speak to improving conditions and maintaining roadways, with Strategies 4.1 and 5.1 focusing specifically to investment in network maintenance.
Better bike infrastructure is among the most desired improvements by 2050. <i>This want was in the top three options on the online survey (54% want). Stakeholders desired the repurposing of rail lines for active transportation or light rail routes.</i>	- The scope of TMP2050 includes an update to the Pedestrian and Cycling Strategies. - Key Direction 6 focuses on transportation policy and network recommendations, including strategies that speak specifically to completing the citywide active transportation network, enhancing safety, increasing comfort, and enabling more walking and cycling in all seasons.
Better bus service is among the most desired improvements by 2050. <i>This want was in the top three options on the online survey (45%). Stakeholders desired the repurposing of rail lines for active transportation or light rail routes.</i>	- Integrating the recommendations of the Transit Master Plan is included in Key Direction 7, which speaks directly to creating a revamped and high frequency route network.
Winnipeggers would like to shift toward more active and greener transportation alternatives. <i>For instance, two in five say they drive more often than they'd like, and the 62% of Winnipeggers (67.1% online respondents) say they don't bike as often as they'd like.</i>	- Sustainable transportation is a key target of the draft TMP2050, aligning it with both public feedback and OurWinnipeg 2045. - Sustainability is an integral consideration Key Directions 2 and 6. -TMP2050 also is guided by the City's Climate Action Plan, which calls for reduced transportation-related greenhouse gas emissions.
There is an interest in improving connections between transportation modes. <i>Stakeholders noted a desire to combine walking or biking a portion of a single trip with another mode, such as transit or car.</i>	-Improved connectivity is a major component of Key Direction 6. - Specifically, Strategy 6.2 would increase convenience and comfort for those who travel via active modes, with the aim of improving multi-modal connections for first and last mile trips and transfer to other modes such as transit.

	- TMP2050 is also exploring features such as mobility hubs and park-and-ride or cycle-and-ride lots to facilitate multimodal travel
Winnipeg may see a sudden influx of electric vehicle use. <i>Half of Winnipeggers are likely to choose an electric vehicle for their next lease or purchase; currently, only five per cent self-report owning an electric vehicle.</i>	- TMP2050 will look at development and adoption of a zero-emissions vehicles strategy to provide the city with a comprehensive plan to address and accommodate electric vehicles.
Winnipeggers want to get where they are going within 16-30 minutes. <i>The majority of respondents (61.4%) indicated that a commute time of 16-30 minutes across all transportation types is most reasonable.</i>	- While it may not be possible to ensure a 16-30- minute trip, recommendations will be focused on ensuring reliable, timely service for all road users. - Specifically, Key Direction 3 seeks to transform and optimize transportation corridors, which would support more efficient movement for all modes.
Barriers	
Winnipeg's current network does not particularly support ease of use for those who travel by modes other than car. <i>Those who often travel by bike reported the greatest difficulty getting around (36% indicating travel is somewhat hard or very hard). This was followed by traveling by foot (35% indicating travel is somewhat hard or very hard), by bus (25% indicating travel is somewhat hard or very hard).</i>	- Sustainable transportation is a key target of the draft TMP2050, aligning it with both public feedback and OurWinnipeg 2045. - Supporting mode choice is an integral consideration of Key Directions 2, 3, 6 and 7. -TMP2050 also is guided by the City's Climate Action Plan, which calls for a 50% sustainable mode share and reducing single auto use to 50%.
Cyclists are concerned with a lack of safe public places to lock up a bike. <i>This was the top concern of cyclists within the statistically significant survey.</i>	- The scope of TMP2050 includes an update to the Pedestrian and Cycling Strategies. - Key Direction 6 focuses on transportation policy and network recommendations, including strategies that speak specifically to the provision of bicycle parking and end-of-trip facilities for secure short-term parking solutions.
Bad or angry driving causes difficulties for cyclists. <i>Those who say it's hard to bike in the city cited bad or angry drivers as a top reason for cycling difficulty (89% of cyclists in statistically significant survey and top in online survey).</i>	- In its framework verbiage, TMP2050 acknowledges that disrespectful behavior occurs on the road, amongst all road users. - Key Direction 6 attempts to address unsafe behaviors through improved infrastructure and expanded programming.
Inconsistencies in cycling infrastructure and connections sometimes leave users stranded or forced into unsafe conditions. <i>Those who say it's hard to bike in the city cited gaps in bike infrastructure as a top reason for cycling difficulty</i>	- The scope of TMP2050 includes an update to the Pedestrian and Cycling Strategies. - Key Direction 6 focuses on transportation policy and network recommendations including strategies that speak specifically to

<i>(87% of cyclists in statistically significant survey and top response in online survey). Stakeholders also identified this issue. The top locations for issues on the online mapping tool were bridges, river paths and railway crossings.</i>	completing the citywide active transportation network and filling in gaps.
Pedestrians feel unsafe walking at night. <i>This was the top concern of pedestrians within the statistically significant survey.</i>	- Key Direction 2 speaks to the need to improve safety; specifically, Strategy 2.5 recommends continuing the “Towards Zero” commitment to improve safety for all road users.
Poor sidewalk conditions make it difficult to get around by foot. <i>Those who say it’s hard to walk in the city cited poor sidewalk conditions or snow removal as a top reason for walking difficulties (85% of pedestrians in statistically significant survey and top answer in online survey).</i>	- The scope of TMP2050 includes an update to the Pedestrian and Cycling Strategies. - Key Direction 6 focuses on transportation policy and network recommendations. -Strategy 6.4 aims to enable walking and cycling in all seasons through improved operations and maintenance.
Both pedestrians and cyclists want to be able to move around construction sites more easily. <i>Stakeholders noted lack of accessible alternative routes around construction sites.</i>	- Strategy 1.1 would look at the option of having contractors submit construction zone mitigation plans outlining measures they will take to maintain mobility and safety of pedestrians, cyclists and drivers.
Transportation issues prevent some Winnipeggers from participating in activities. <i>More than a third of online respondents said transportation issues are the reason why they don’t participate in some activities. The activity most often not undertaken because of transportation issues is shopping – non-essential chosen by 50.8% of respondents facing this barrier. Other commonly chosen answers were volunteering (41%), attending self-development courses or recreational activities (39.7%), accepting employment (33.3%), and dining out (31%).</i>	-- Equity is a key target of the draft TMP2050, aligning it with both public feedback and OurWinnipeg 2045 (Social Equity). - Key Direction 2 focuses specifically on equity, with Strategy 2.3 looking at ways to provide an inclusive transportation system that offers access to opportunities to all Winnipeggers.

10.0 Evaluation

The table below identifies the public engagement objectives from Phase 1 and activities to achieved the set objectives, along with any required adjustments that will be made for in Phase 2 of the Public Engagement Program.

Phase 1 Engagement Objectives	Summary of Phase 1 activities	Evaluation – Achieved, Somewhat Achieved or Not Achieved Comments and considerations for Phase 2
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Winnipeggers are aware of opportunities to get involved.	• Public engagement planning workshop • Meetings with Councillors • Neighbourhood advisory groups • Meeting with Mayor's Youth Advisory Council • See 5.0 Promotion & media	Evaluation – Somewhat Achieved 1,700+ participants participated in Phase 1 and another 6,500+ were aware (based on website visits) Phase 1 of the TMP2050 faced obstacles related to the ongoing COVID-19 pandemic and related health restrictions. See section 4.0 Limitations for details. A partnership with the City's Poverty Reduction Strategy improved the project team's understanding of transportation issues for Winnipeggers experiencing poverty. Phase 2 will seek to increase promotion and outreach to underrepresented groups.
Winnipeggers have access to empirical evidence on the root causes of congestion in the transportation network. Example: The last decade of population growth.	• Online panel and workshop • Stakeholder meetings • Project website • Current State report	Evaluation - Achieved For the online panel and workshop, five panelists shared key information about current challenges and the possibilities around the future of local transportation. A recording of the event was available online for those unable to attend. Stakeholder meetings included key insights into specific topics. Presentation materials were made publicly available on the project website. The Current State report released in July 2021 provides a comprehensive review of usage data as well as critical issues facing the City's Transportation Network and sets the stage for meaningful discussion in Phase 2 around future scenarios.
Winnipeggers understand the 30-year vision for the transportation network (established through other planning documents).	• Stakeholder meetings • Online panel and workshop • Online survey • Project website	Evaluation - Achieved Informing residents about TMP2050's connection to other planning documents was a key focus in Phase 1. Stakeholders were, prior to stakeholder events, provided a fact sheet outlining TMP2050's integration with other City plans. Presentations by the project manager included further information on how the 30-year vision was established through other planning documents. The introduction to the online survey included assertions from feedback previously gathered in other planning documents and links to those documents.
Winnipeggers recognize the need to strategically plan the future of transportation in our city, and that future	• Online panel and workshop • Stakeholder meetings • Current state report • Online survey	Evaluation - Achieved Participants were informed of project focus areas, which all touch on the need to strategically plan for the future.

strategies must balance the needs of many types of road users.	• Statistically significant survey • Project website	Project events and materials included insights on previous mode share counts which were again measured during Phase 1 engagement. The Current State report provides further insight into current conditions of Winnipeg's vast transportation network and will support discussions in Phase 2 about the future state and recommendations on how to improve.
Participants' opinions, experiences and desires and perceptions play a key role in identifying the current state and future goals of transportation in Winnipeg.	• Stakeholder meetings • Online survey • Statistically significant survey • Online workshop and discussion event • Online mapping tool • Discussion kit	Evaluation - Achieved In addition to project team involvement in public meetings, the contents of this Phase 1 public engagement report were presented to and reviewed by the project team. Section 9.0 What we heard currently outlines major themes from the public engagement program and will be updated and posted at the onset of Phase 2 with updates on how each item in the chart was considered in the development of the options and opportunities.

11.0 Conclusion and next steps

This first phase of public engagement helped the project team understand how Winnipeggers view the city's transportation network, as well as how they use it, where they are challenged, and in what broad areas they would like to see improvements.

What we heard through public engagement will be combined with technical findings and analysis to create options and solutions for the transportation network.

These options and opportunities will be presented during Phase 2 public engagement in Fall 2021.