City of Winnipeg
Transportation Master Plan: 2050

Public Engagement Report

PHASE 2

Confirm Strategies: How do we get where we want to go?

January 2022

SCATLIFF + MILLER + MURRAY
visionary urban design + landscapes

Appendix A

STAKEHOLDER INDEX

City Transportation Master Plan 2050

STAKEHOLDER INDEX – ACCESSIBILITY

updated Oct. 27, 2020

Aboriginal Council of Winnipeg
Peg City Car Co-op
Wise Up Winnipeg
MADD Winnipeg
Safe Speeds Winnipeg
Social Planning Council of Winnipeg
Winnipeg Regional Health Authority (WRHA)
Bike Winnipeg
The WRENCH
Winnipeg Trails Association
Functional Transit Winnipeg
Human Rights Advisory Committee / Equity and Diversity Initiative
Manitoba Child Care Association
Resource Centre for Manitobans who are Deaf-Blind
Manitoba League of Persons with Disabilities
Canadian National Institute for the Blind (CNIB)
Independent Living Resource Centre (ILRC)
Transportation Options Network for Seniors (TONS)
SMD Society for Manitobans with Disabilities
Immigration + Refugee Community Organizations of MB (IRCOM)
Bar None (prison rideshare)
Ikwe Safe Rides
Manitoba School Boards Association
Manitoba Association of School Superintendents (MASS)
Seven Oaks School Division
River East Transcona School Division
Winnipeg School Division
St James-Assiniboia School Division
Pembina Trails School Division
Louis-Riel School Division
Division Scolaire Franco Manitobaine
University Manitoba Students' Union
University of Winnipeg Students' Association
Red River College Students' Association
Canadian Mennonite University Student Association
Manitoba Possible
Safe Speeds Winnipeg
University of Winnipeg Accessiblity Advisor

City Transportation Master Plan 2050

STAKEHOLDER INDEX – DEVELOPMENT & LAND USE

updated Oct. 27, 2020

Economic Development Winnipeg
Institute of Urban Studies, U of Winnipeg
Urban Development Institute
Urban Development Institute
Urban Development Institute
Urban Development Institute
Building Owners and Managers Association of Manitoba
Institute of Transportation Engineers (MB Chapter)
Winnipeg Chamber of Commerce
Manitoba Hydro
Manitoba Public Insurance
Winnipeg Metropolitan Region (associated RMs, Cities, Towns)
Downtown BIZ
Academy Road BIZ
Corydon Avenue BIZ
Exchange District BIZ
North End BIZ
Norwood Grove BIZ
Old St Vital BIZ
Osborne Village BIZ
Provencher Blvd BIZ
St James Village BIZ
St Norbert BIZ
Selkirk Avenue BIZ
South Osborne BIZ
Transcona BIZ
West Broadway BIZ
West End BIZ
The Forks
UDI Membership:
Manitoba Home Builders Association

City Transportation Master Plan 2050

STAKEHOLDER INDEX – ENVIRONMENTAL SUSTAINABILITY

updated Oct. 27, 2020

Centre for Sustainable Transportation
Development
Manitoba Energy Justice Coalition
Manitoba Eco-Network
Manitoba Youth for Climate Action
Manitoba Electric Vehicle Association
Green Action Centre
UofM Office of Sustainability
UofW Campus Sustainability Office
University de Saint-Boniface
Red River College Sustainability Office
University of Manitoba

City Transportation Master Plan 2050

STAKEHOLDER INDEX – MOVEMENT OF GOODS & SERVICES

updated Oct. 27 2020

CentrePort Canada
Manitoba Trucking Association
Winnipeg Airports Authority
Maple Bus Lines
Mahihkan Bus Lines
Thompson Bus Lines
Brandon Air Shuttle
Beaver Bus Lines
Ontario Northland Transportation Commission
Canadian Pacific (CP)
Canadian National (CN)
Burlington Northern Santa Fe (BNSF)
Central Manitoba Railway (CEMR)
Greater Winnipeg Water District (GWWD)
VIA Rail Canada
Winnipeg Taxi Alliance
Duffy's Taxi
Unicity Taxi
Natural Cycle (bike courriers)
Canada Post
CAA Manitoba
SkiptheDishes
Uber Eats
Door Dash
Tappcar
Uber

City Transportation Master Plan 2050

STAKEHOLDER INDEX – RECREATION & GREEN SPACE

updated Oct. 27, 2020

Coalition of Manitoba Motorcycle Groups
Pedal in the Peg (Downtown BIZ bike share)
Outdoor Urban Recreational Spaces
Manitoba Cycling Association
Manitoba Paddling Association
Assiniboine Park Conservancy
Waterfront stakeholders (TBD; The Forks)
Manitoba Association of Landscape Architects

City Transportation Master Plan 2050

STAKEHOLDER INDEX – EQUITY

updated November 10, 2021

CoW Indigenous Relations Division
Make Poverty History
Winnipeg Boldness Project
Poverty Reduction Council
Canadian Centre for Policy Alternatives
Manitoba Association of Newcomer Serving Organizations
SEED Winnipeg
Resource Assistance for Youth
Spence Neighbourhood Association
Broadway Neighbourhood Centre
Evermore
NEEDS
KYAC/MYAC
West Broadway Youth Outreach
Ka Ni Kanichihk
Ma Mawi Ichi Itata

Appendix B

COMMUNICATION LOG

City Transportation Master Plan 2050

INQUIRY LOG

updated January 18, 2022

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#	STATUS ACTIVE CLOSED	DATE INQUIRY RECEIVED:	SENT TO:	NAME / ORGANIZATION:	EMAIL / PHONE:	RESPONSE BY:	RESPONSE DATE:	NOTES:
1	CLOSED	12-Nov-21	M. Pauls			M. Pauls	16-Nov-21	Email sent: MP sent MG additional neighbourhood advisory group meeting times
							17-Nov-21	Email sent: MG agreed to join Assiniboia neighbourhood advisory group workshop
							17-Nov-21	Email sent: MP sent MG meeting link to register for workshop
2	CLOSED	16-Nov-21	M. Pauls			M. Pauls	16-Nov-21	Email sent: MP sent MC and other registered stakeholders copy of Key Directions and Strategies Booklet
3	CLOSED	17-Nov-21	M. Pauls			M. Pauls	17-Nov-21	Email sent: MP sent SU digital copy of Key Directions and Strategies Booklet
4	CLOSED	17-Nov-21	M. Pauls			M. Pauls	17-Nov-21	Email sent: MP confirmed SS's comments are noted and will be included in the engagement report.
5	CLOSED	18-Nov-21	M. Pauls			M. Pauls	19-Nov-21	Email sent: MP followed up with RH to assure him the recording of the workshop will not be public or shared.
							19-Nov-21	Phone call: MP followed up with RH about his concerns and assured the recording would not be shared or made public.
							22-Nov-21	Email sent: MP followed up with survey information from Phase 1 RH requested.
6	CLOSED	30-Nov-21	M. Pauls			M. Pauls	02-Dec-21	Email sent: MP followed up with JH with Key Directions and Strategies Booklet in an accessible word format

Appendix C

KEY DIRECTIONS AND STRATEGIES BOOKLET



Winnipeg

City of Winnipeg

TRANSPORTATION MASTER PLAN: 2050

KEY DIRECTIONS & STRATEGIES

NOVEMBER 2021

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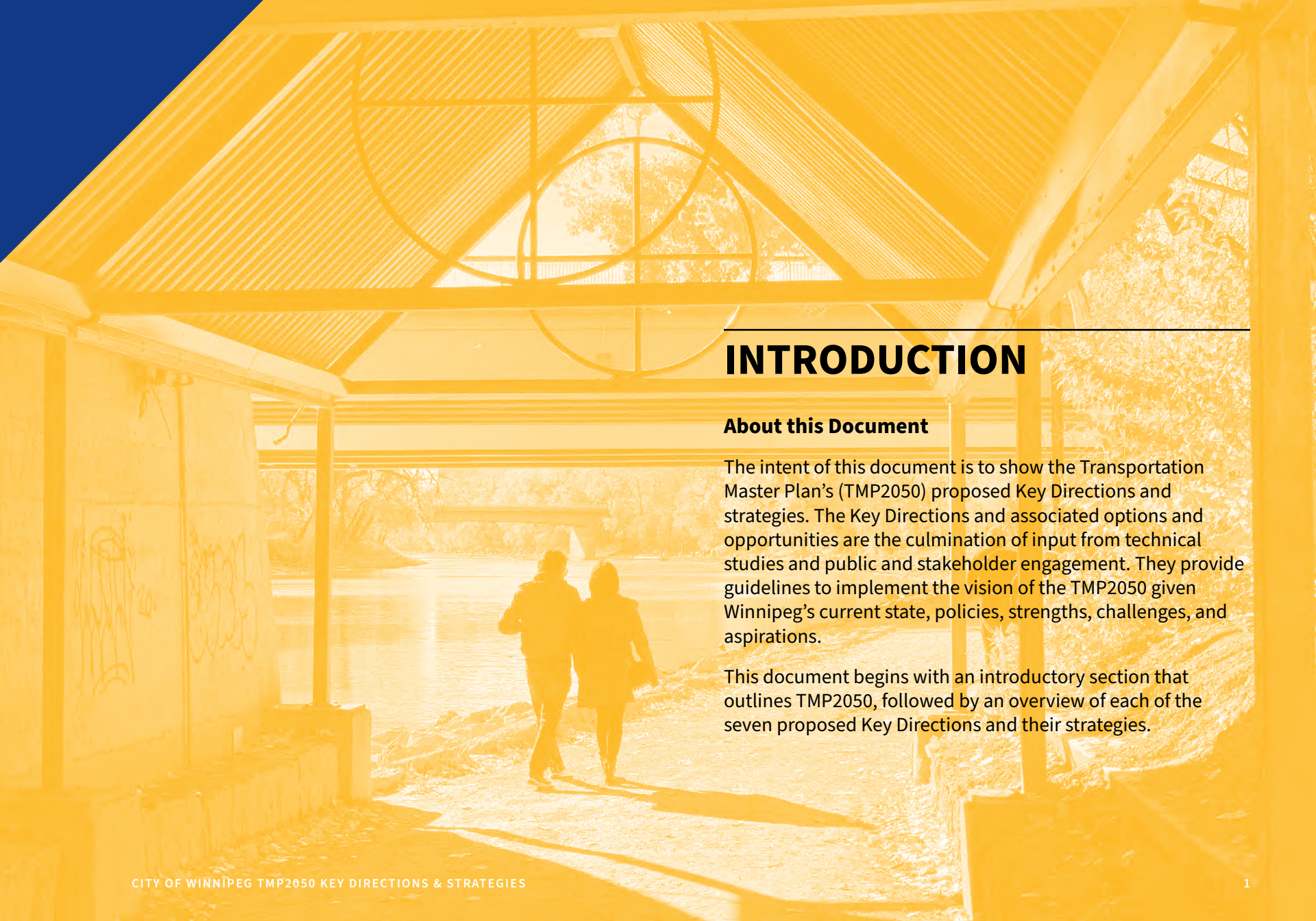
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INTRODUCTION

About this Document

The intent of this document is to show the Transportation Master Plan's (TMP2050) proposed Key Directions and strategies. The Key Directions and associated options and opportunities are the culmination of input from technical studies and public and stakeholder engagement. They provide guidelines to implement the vision of the TMP2050 given Winnipeg's current state, policies, strengths, challenges, and aspirations.

This document begins with an introductory section that outlines TMP2050, followed by an overview of each of the seven proposed Key Directions and their strategies.

What is TMP2050?

The Transportation Master Plan (TMP2050) will be the City's blueprint for planning, developing, investing in, and operating its transportation networks for the next three decades.

TMP2050 vision

Ensure the transportation system supports quality of life and economic vitality through safe, efficient, connected, and barrier-free movement of people and goods using a choice of modes and sustainable infrastructure.

Winnipeg's transportation network includes:



What topics will TMP2050 discuss?

TMP2050 will focus on eight areas we know are important to Winnipeggers:

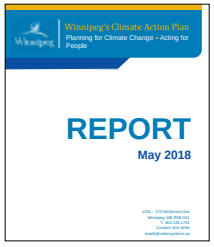


How will TMP2050 fit with other policies?

TMP2050 will support and advance the City of Winnipeg's vision, as well as the policies found within the City's major policy documents.

City of Winnipeg vision

To be a vibrant and healthy city which places its highest priority on quality of life for all of its citizens.



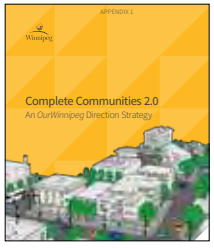
CLIMATE ACTION PLAN

The Climate Action Plan outlines the City of Winnipeg and the broader community's commitment to work together. The Plan provides a framework to proactively, meaningfully, and effectively mitigate climate change by reducing greenhouse gas emissions.



OURWINNIPEG 2045

OurWinnipeg 2045 articulates the City's goals and aspirations for physical, social, environmental, and economic development of our city.



COMPLETE COMMUNITIES 2.0

Complete Communities Direction Strategy 2.0 is a citywide plan that guides growth, development, and land use in the city of Winnipeg.

Here are some key ways in which TMP2050 aligns with OurWinnipeg:

OurWinnipeg 2045 Goals	What this means for TMP2050
Environmental Resilience	A transportation system that reduces its greenhouse gas emissions and meets or surpasses climate change and emissions reduction goals set by the City and the Province.
Economic Prosperity	An efficient, reliable and financially sustainable transportation system for human mobility and goods movement.
Good Health and Well-Being	A safe transportation system that supports active, accessible, and healthy lifestyle options.
Social Equity	A transportation system that provides access and mobility for all in a manner that recognizes the historic and systemic disadvantages of certain groups of people.
City Building	A transportation system that provides a variety of mobility options, supported by well-integrated land use and transportation planning.
Leadership and Good Governance	Leadership that reflects listening, building relationships, and taking the lead from the community to envision and build a healthy and inclusive city that offers all members a high quality of life.

What are the key issues in Winnipeg?

The City's policy documents work together to explain how the City of Winnipeg can and must transform itself, including its transportation network, to address four key issues:



CLIMATE CHANGE

The City's Climate Action Plan established targets to reduce greenhouse gas emissions by 20% by 2030 relative to 2011 levels, and to reduce greenhouse gas emissions by 80% by 2050 relative to 2011 levels. As such, Strategic Opportunity 3 in the Climate Action Plan aims to shift residents out of single occupancy vehicles and into sustainable transportation options with lower or no emissions (walking, cycling, public transit, and carpooling).



TRAFFIC CONGESTION

While there is generally enough road capacity to meet current demand, congestion occurs due to limited bridge and underpass crossings, as well as a lack of alternatives to major routes. In addition to building more infrastructure, another way to reduce congestion is to enable people to choose walking, cycling, public transit, car-share, or carpooling instead of driving alone, which in turn will reduce the amount of physical space each traveler takes up on the road.



CITY FINANCES

From 1971 to 2019, Winnipeg's physical size nearly doubled (an increase of 92%), while its population only grew by 37%. This left Winnipeg with more infrastructure growth than people to help pay for it. With its budgets for both the maintenance and construction of new infrastructure stretched increasingly thin, Winnipeg is struggling to keep up with the needs of a growing city. The 2018 State of the Infrastructure Report estimated its 2018-2027 infrastructure deficit at $6.9 billion.



SAFETY

Safety issues in the transportation network can result in stress, physical injuries, and even deaths, as well as affect how people choose to move around the city. When people feel unsafe using a particular transportation mode (e.g., walking or cycling) or on a particular route, they may choose a different option. However, not everyone has the same ability to choose different options, resulting in a less equitable network.

TMP2050's seven Key Directions, outlined on the following pages, aim to address these key issues and work to fulfill the goals of OurWinnipeg 2045 and the Climate Action Plan.

Key Directions

TMP2050 is structured around seven transportation Key Directions which are the guiding statements for the development of the plan, supporting strategies, policy options, and transportation networks.

Integrate land use & transportation 01

Provide safe & sustainable mobility options for all 02

Transform & optimize transportation corridors 03

Revitalize the road network & bridges 04

Support goods movement & economic prosperity 05

Enhance active transportation opportunities 06

Connect the city with frequent & rapid transit 07



IMAGE: TOURISM WINNIPEG

KEY DIRECTION 01

INTEGRATE LAND USE & TRANSPORTATION

This direction guides us in building a connected city.

Focuses on:

The relationship between transportation planning, development and growth, and mobility for all modes.

Asks:

How do we plan transportation in a way that aligns with OurWinnipeg and other guiding documents?

How do we design and build the network to help Winnipeggers get where they're going in a way that makes sense for them, their lifestyle, and their destination?

What does this mean?

A key part of growing the city is to plan how land will be used and how people will move around. Where we locate our homes, businesses, services, and jobs impacts how we travel around the city. In turn, where we provide transportation services, like rapid transit lines or new roadways, influences where we choose to locate new homes, businesses, services, and jobs.

Sustainable city planning can result in dense, complete communities where we do everything we need for daily life near our homes. This shortens the distance of our frequently made trips, making walking and cycling more realistic and attractive. This is especially true when more communities are served by efficient, safe, and reliable transportation options like sidewalks, cycling lanes, and quality public transit .

What did Winnipeggers say?

In public engagement sessions during Phase 1 of the TMP2050 process, Winnipeggers said that living close to work, family, friends, affordable and healthy food options, and recreation facilities were all top considerations.



What does this Key Direction look like in action?

A number of strategies are proposed to support this key direction. They include:

STRATEGY 1.1

Incorporate mechanisms into the development process to ensure multimodal transportation options are viable, planned for, and provided

Integrating existing City plans and policies into transportation planning will ensure that new infrastructure and updates to existing network components aligns with overarching, city-wide priorities.

Strategy 1.2 is being explored through the goods movement lens and is grouped with Key Direction 5.

STRATEGY 1.3

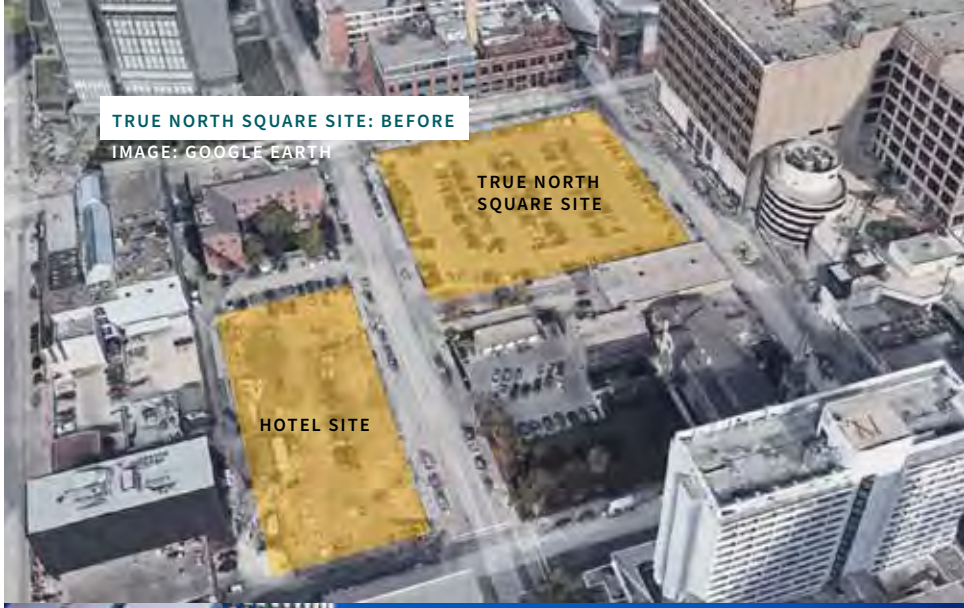
Manage off-street parking to support Complete Communities and multimodal transportation

Parking is a necessary amenity for automobile travel, but large surface lots require large amounts of land, detract from the city's image, and increase pedestrian travel times. A more effective use of this land would accommodate housing, businesses, and/or local amenities.

Strategy in reality:

Providing parking space has historically been a challenge for Winnipeg: in the Downtown alone, 20 percent of land is used for surface parking lots – and similar challenges exist outside of Downtown where large parking lots surround big box stores.

The True North Square site is a prime example of balancing parking needs and development. This site was formerly a 69,700 square foot surface parking lot and is now home to over 365,000 square feet of office space, 194 apartments, over 50,000 square feet of retail space, a public plaza, and over 200 parking spaces. A second surface parking lot on Carlton Street is also being redeveloped and will be home to a hotel.



TRUE NORTH SQUARE SITE: BEFORE
IMAGE: GOOGLE EARTH



TRUE NORTH SQUARE SITE: AFTER
IMAGE: MIKAELA MACKENZIE / WINNIPEG FREE PRESS

STRATEGY 1.4

Collaborate with partners to support regional land use and transportation integration

With the population of the city and surrounding region projected to grow significantly in the coming decades, it's critical to ensure land use and the regional transportation system work together to both enable people to meet their daily needs close to home and support prosperity of the Winnipeg Metropolitan Region as a whole with sustainable transportation options.

Actions to support Key Direction 1 could include:

- Developing policies related to balancing off-street parking and land use requirements
- Implementing strategic park-and-ride systems
- Developing of a robust parking strategy
- Providing options like suburban park-and-ride or transit hubs that allow commuters from both suburbs and bedroom communities to drive a shorter distance by car and travel the rest of their trip using public transit, a ride-sharing service, or bike







KEY DIRECTION 02

PROVIDE SAFE & SUSTAINABLE MOBILITY OPTIONS FOR ALL

This direction guides us in supporting transportation equity.

Focuses on:

Providing safe and accessible transportation options for all Winnipeggers.

Asks:

How can we make it easier for all Winnipeggers to move around the city?

How can we better support mode choice?

How can we remove barriers to transportation?

What does this mean?

Sustainable mobility options are transportation options that have less impact on the environment and move more people using less space. These are alternatives to single-occupancy vehicles such as public transit, carpooling, walking, cycling, e-bikes, e-scooters, running, or even paddling.



These options are healthier for people, and can reduce traffic congestion, collisions, greenhouse gas emissions, and air pollution.

What did Winnipeggers say?

In public engagement sessions during Phase 1 of the TMP2050 process, about two thirds of Winnipeggers said they would like to shift towards more active and sustainable transportation options.



What does this key direction look like in action?

A number of strategies are proposed to support this key direction. They include:



STRATEGY 2.1

Increase travel choices available to all residents to improve mobility and reduce auto dependence

To avoid increased congestion as Winnipeg grows, the share of trips made using sustainable modes must increase by about 20 percent.

STRATEGY 2.3

Provide an inclusive transportation system that offers access to opportunities to all Winnipeg residents

Ensuring all Winnipeggers can access jobs, services, and other daily needs is critical to build a more socially equitable city. To support the quality of life of all Winnipeggers, it is important to consider how equitable the transportation system is for vulnerable groups such as the elderly and people experiencing poverty.

Strategy in reality:

Ikwe Safe Rides ride share collective was founded by Jackie Traverse in 2016. The initiative provides safe rides for women and children and boasts 10,000 members delivering 75,000 rides as of 2019. Ikwe has fifty-four volunteer drivers. 80% of the membership are from Winnipeg's Indigenous, Inuit and Metis communities.

This represents an opportunity to partner with or support other community-based organizations who wish to provide safe and economical transportation to their communities.





STRATEGY 2.5

Continue progress on the Towards Zero commitment to improve safety for all road users

The Towards Zero philosophy seeks to eliminate all injuries and fatalities on the transportation network by changing how roads are planned, constructed, and used. Key factors that affect the likelihood and seriousness of collisions include road design, vehicle speed, human behaviour, and vehicle design.

Actions to support Key Direction 2 could include:

- Increasing access to and availability of existing options such as cycling, walking, transit, and car-sharing
- Adding and incentivizing use of new mobility options such as e-bikes and scooters
- Expanding or supporting school outreach programs that engage youth in transportation discussions and promote sustainable modes of transportation
- Identifying immediate-term opportunities to improve access to sustainable travel choices in geographic areas of higher poverty
- Reviewing safety and security issues on Winnipeg Transit (both at bus stop waiting areas and on transit buses)

KEY DIRECTION 03

TRANSFORM & OPTIMIZE TRANSPORTATION CORRIDORS

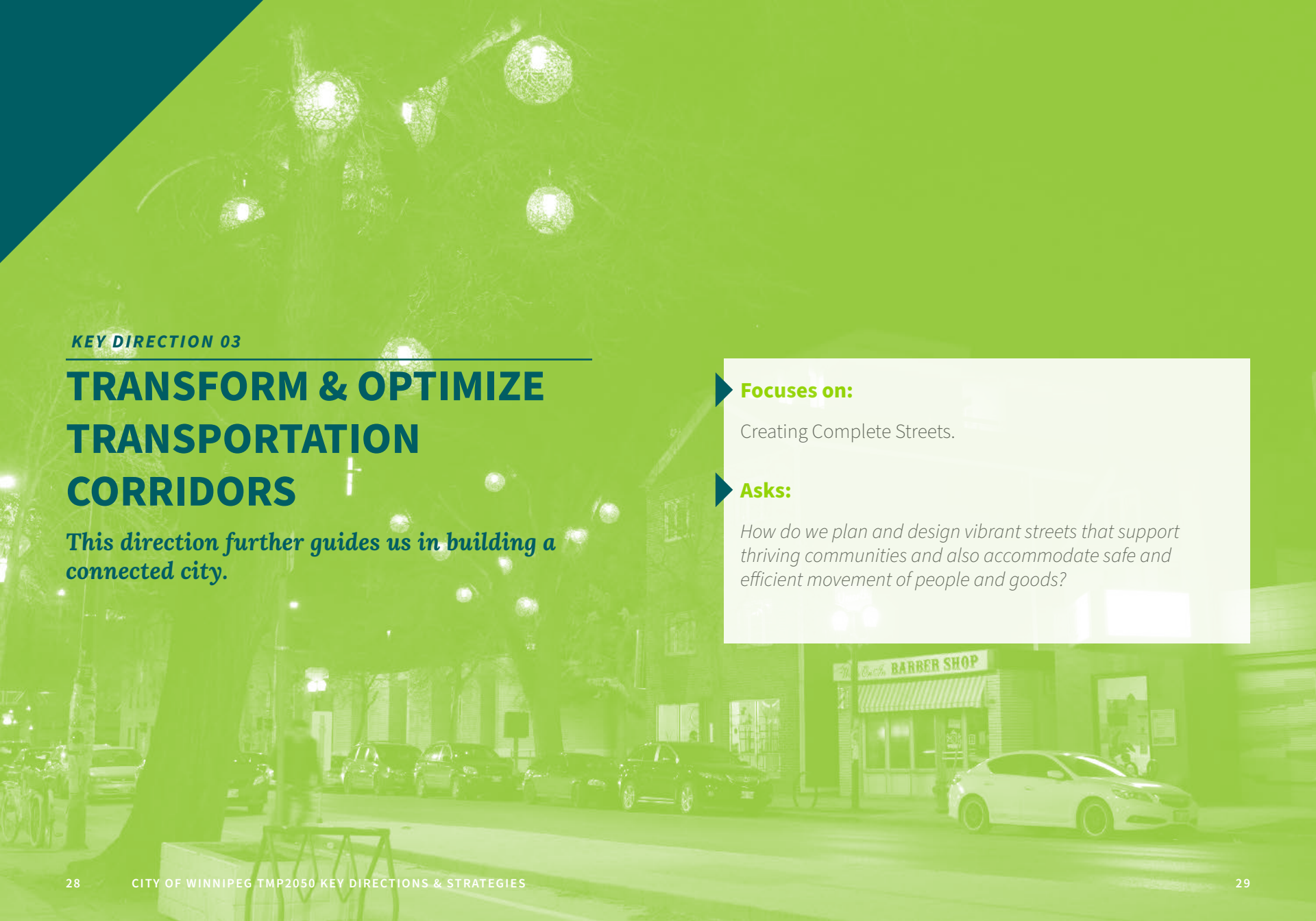
This direction further guides us in building a connected city.

Focuses on:

Creating Complete Streets.

Asks:

How do we plan and design vibrant streets that support thriving communities and also accommodate safe and efficient movement of people and goods?



What does this mean?

As a product of OurWinnipeg 2045, the Complete Communities Direction Strategy prioritizes the concept of Complete Streets when planning transportation and land use.

Complete streets offer and support opportunities for people of all ages and abilities to safely live, work, shop, learn, and recreate. They are designed, operated, and maintained with the safety of all road users in mind. This means that streets should provide safe spaces for people who walk, bike, take transit, use mobility aids, move goods, and drive.

What did Winnipeggers say?

During public engagement in Phase 1, many Winnipeggers indicated that while they want better maintained roads, expressways, and a complete inner ring road. They also desire more and better bicycle infrastructure and improved transit services.



What does this key direction look like in action?

To accommodate population growth and achieve Winnipeg's Climate Action Plan, we need to optimize the existing infrastructure – using Winnipeg's roadways more efficiently to move more people and goods while using the same amount of space. This, combined with the need to accommodate more sustainable mobility options will require TMP2050 to identify ways to transform Winnipeg's transportation corridors to place less emphasis on the movement of cars and more emphasis on movement of people and goods. This does not mean that every street must accommodate every transportation mode, but rather that all road users' needs are considered and that the network as a whole accommodates all transportation modes.

A number of strategies are proposed to support this key direction. They include:



STRATEGY 3.1

Balance the needs of all users in transportation corridors

The goal of Complete Streets is to provide safe spaces for people who walk, bike, take transit, use mobility aids, and drive while also allowing for safe and efficient movement of goods.



Strategy in reality:

In 2014 the City upgraded Sherbrook Street with Complete Streets in mind. The upgrades included:

1. Sidewalks, ramps, tactile paving
2. Protected bike lane
3. Bus stops on concrete islands
4. 1 lane of on-street parking
5. 2 vehicle travel lanes
6. 1 flex lane - travel lane at rush hour, parking lane off peak hours

STRATEGY 3.2



Manage curbside space to accommodate appropriate uses while supporting access and mobility

The curbside has become one of the most valuable and important public spaces in cities today, as they are or could be used for:

- Pick up and drop off for ridesharing services and autonomous vehicles
- Bike lanes
- Freight movement and deliveries
- Parking

As a limited public resource, it is important for the City to identify priority uses and users to better manage curbside space.

STRATEGY 3.3



Implement non-capital-intensive opportunities to enhance operations of existing corridors

Non-capital-intensive opportunities are improvements to transportation corridors that require minimal financial investment. This includes both physical changes to infrastructure as well as program and policies. These low-cost opportunities would primarily seek to reduce reliance on personal automobiles and increase the convenience of more sustainable modes of transportation.

STRATEGY 3.4

Minimize the need for new infrastructure and reduce the transportation infrastructure deficit

Once infrastructure is built, it requires ongoing maintenance, and the more infrastructure Winnipeg has, the more infrastructure the City needs to maintain. As a result, Winnipeg is experiencing the financial challenge of expanding the transportation system while maintaining existing assets. By maximizing the use of existing infrastructure, we minimize the need for new infrastructure, thereby reducing future maintenance costs. This also means that more financial resources can be put towards rehabilitating existing assets, helping to shrink Winnipeg's infrastructure deficit.

Actions to support Key Direction 3 could include:

- Developing a Complete Street decision-making framework to determine the optimal street configuration (roadway, AT, streetscaping) on a corridor by corridor basis
- Developing a curbside management pilot project that would test a vehicle parking reservation system within Downtown
- Identifying locations where priority vehicles (such as transit, goods movement, and emergency vehicles) experience challenges, then developing a strategy to reserve lanes or pre-empt traffic signals in these locations
- Executing a pilot project testing High-Occupancy Vehicle lanes for use by transit, taxis, and private vehicles with a minimum of 3 occupants on Bishop Grandin Boulevard and Lagimodiere Boulevard
- Developing a parking strategy
- Developing an electric vehicle strategy
- Evaluating the feasibility of a reversible lane on corridors with strong directional flow differences to improve traffic flow (i.e. on an eventually new Arlington Bridge)





KEY DIRECTION 04

REVITALIZE THE ROAD NETWORK & BRIDGES

This direction guides us in improving the network for longevity and a high level of service.

Focuses on:

Enhancing the network.

Asks:

How do we revitalize our road network and bridges to ensure network infrastructure both supports growth and will serve Winnipeg well into the future?

What does this mean?

Winnipeg's existing automobile network needs improvement to increase auto mobility and create better connections across the city. The Red and Assiniboine Rivers act as natural barriers when traveling across the city, with seven crossings over the Assiniboine River and nine over the Red River. These crossing are vital to mobility in Winnipeg as they are key connection points that provide connectivity across the city. As a result, it is imperative to maintain Winnipeg's existing bridges and roadways in a state of good repair and enable their continued operations.

What did Winnipeggers say?

In Phase 1 engagement, Winnipeggers expressed a common concern for reliability on Winnipeg's transportation system. Priorities identified included:

- Better maintained roads
- Building expressways
- Completing the inner ring road
- Fewer potholes
- Better bike infrastructure
- Better bus service



What does this key direction look like in action?

Winnipeg's transportation corridors need to transform from primarily serving automobiles to serving people and goods across many modes of transportation. To do this, TMP2050 proposes only expanding, extending, or adding roads to provide space for goods movement, sustainable mobility options, or to connect new developments to the existing network.

The following strategy is proposed to support this key direction.



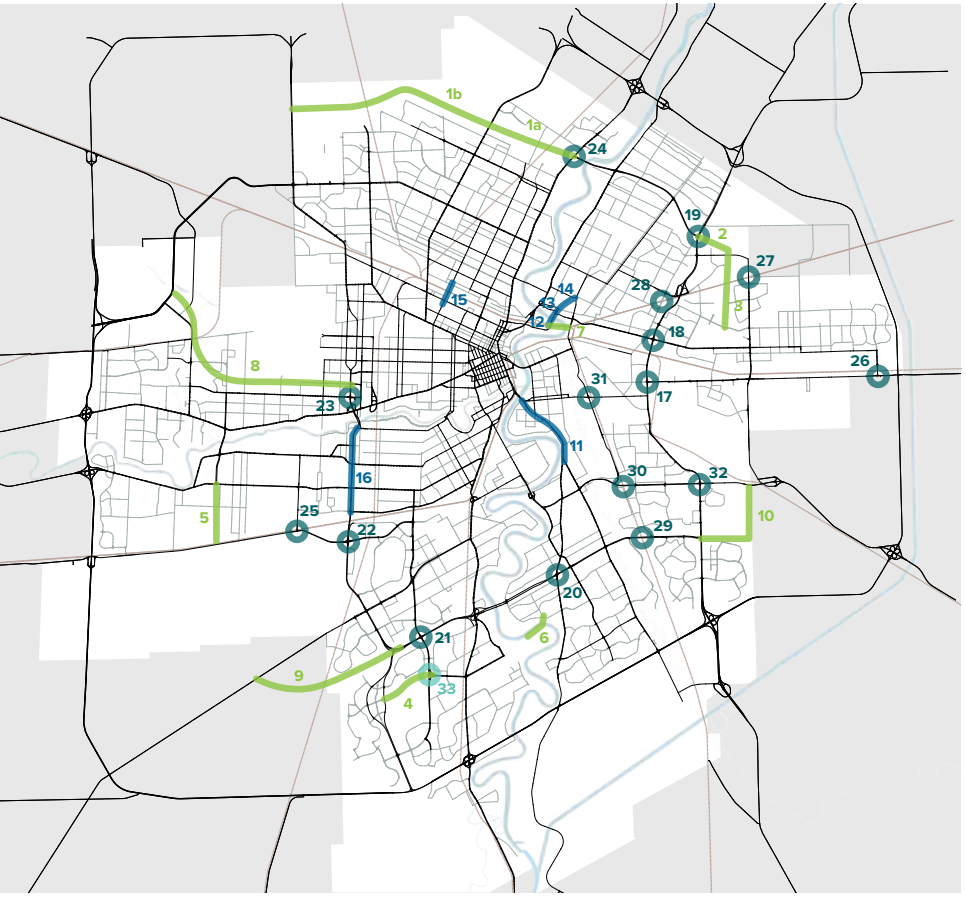
STRATEGY 4.1

Maximize the use and efficiency of the existing road network through advanced technology and operational improvements

To ensure long-term infrastructure viability and a sustainable road network, it is imperative for the City to limit addition of infrastructure and focus instead on maximizing and maintaining its current infrastructure and network.

Additionally, TMP2050 is considering options for roadway network improvements included on the following map.

MAP: POTENTIAL ROAD & BRIDGE IMPROVEMENTS



Potential New Roads & Bridges

1a Chief Peguis Trail extension
1b Chief Peguis Trail extension
2 Edward Schreyer Parkway
3 Edward Schreyer Parkway
4 Bison Drive extension
5 Charleswood Parkway extension
6 Transit Bridge: St. Vital to U of M
7 Bridge: Archibald Street to Point Douglas (goods movement / emergency services only)
8 Silver Avenue extension
9 Bishop Grandin Boulevard extension
10 Bishop Grandin Boulevard extension

Potential Upgrades to Existing Roads & Bridges

11 St. Mary's Road - widening
12 Higgins Avenue - widening
13 Louise Bridge - replacement
14 Stadacona Street and Levis Street - widening
15 Arlington Bridge - replacement
16 Kenaston Boulevard - truck priority measures

Potential Grade Separations at Intersections

17 Lagimodiere Boulevard & Dugald Road
18 Lagimodiere Boulevard & Regent Avenue West
19 Lagimodiere Boulevard & Chief Peguis Trail
20 Bishop Grandin Boulevard & St. Mary's Road
21 Bishop Grandin Boulevard & Waverley Street
22 Kenaston Boulevard & Sterling Lyon Parkway
23 Century Street & Ness Avenue
24 Chief Peguis Trail & Main Street
25 CN Rail Mainline & Shaftesbury Boulevard
26 CN Rail Mainline & Ravenhurst Street
27 CP Rail Mainline & Plessis Road
28 CP Rail Mainline & Panet Road
29 CP Rail Mainline & Bishop Grandin Boulevard
30 CP Rail Mainline & Fermor Avenue
31 CP Rail Mainline & Marion Street
32 Lagimodiere Boulevard & Fermor Avenue

Potential Upgrades at Intersections

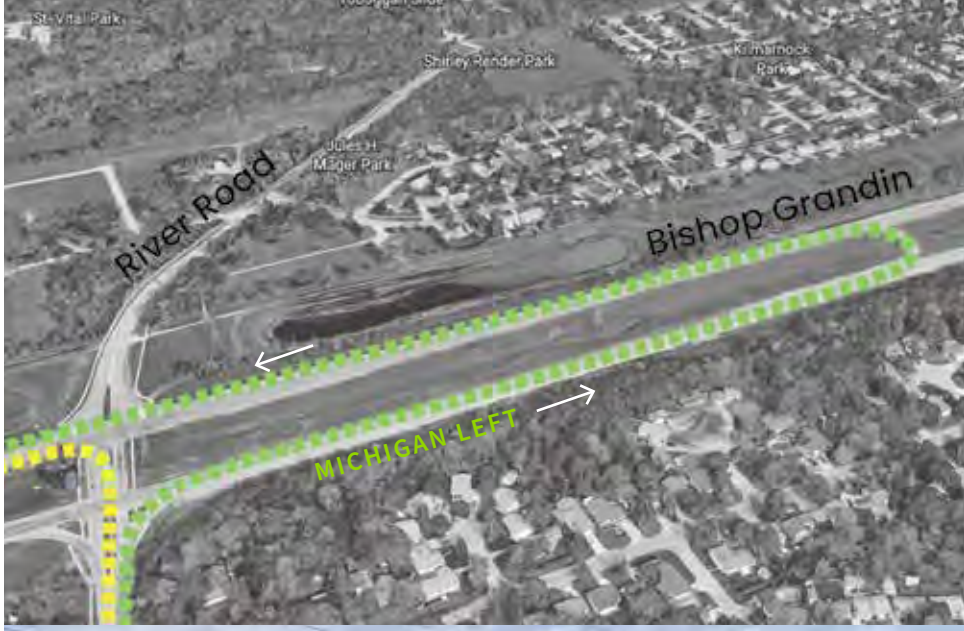
33 Waverley Street & Bison Drive

Actions to support Key Direction 4 could include:

- Implementing a policy that guides maintenance, life-cycle, and replacement of existing infrastructure as well as integrating maintenance with new or redevelopment projects
- Prioritizing expansion and extension of existing roads and addition of new roads based on the needs of linking new developments to existing infrastructure, making space for goods movement, and providing for sustainable mobility options
- Implementing technologies such as digital message boards to provide drivers with real-time information on traffic conditions (for example along Kenaston Boulevard, Chief Peguis Trail, and Bishop Grandin Boulevard)
- Installing traffic control measures to improve current experience (for example adding Michigan Lefts along Bishop Grandin Boulevard or Lagimodiere Boulevard or replacing existing intersections with roundabouts to improve safety and traffic flow)

Strategy in reality:

An existing Michigan Left intersection along Bishop Grandin Boulevard at River Road.







KEY DIRECTION 05

SUPPORT GOODS MOVEMENT & ECONOMIC PROSPERITY

This direction guides us in updating the city-wide trucking map, and making goods movement safer and more efficient.

Focuses on:

Supporting business and industry through improved goods movement.

Asks:

How do we create a safe, efficient, and reliable transportation system that supports business and industry in terms of both people movement and goods movement?

What does this mean?

In Winnipeg, trucks move most goods; however, with its mid-continental location, Winnipeg is also a key node in transcontinental goods movement networks, connecting roads, rail, and air transportation. This means there is considerable interaction between the urban, regional, and long-haul transportation of goods on the city's streets. It also means there is a lot of land used to move goods within Winnipeg and the surrounding area, including roads, rail yards, and the airport. In 2017, 10 percent of all jobs in Winnipeg and the surrounding region were in the transportation and logistics sector, making goods movement a key to the region's economic prosperity.

What did Winnipeggers say?

During Phase 1 engagement, Winnipeggers shared their concerns over the safe operation of large trucks on city streets. As well, about two thirds indicated they changed their shopping habits in 2020 due to the COVID-19 pandemic, with a third indicating that they expect to continue deliveries to their homes or work into the future.



What does this key direction look like in action?

With goods movement projected to remain a prominent part of Winnipeg's economy, the transportation network must continue to facilitate and improve the movement of goods. Trucks are projected to remain the primary means of goods movement into the future, with other modes such as air, rail, small truck, bike, and potentially drones also being part of the goods movement system.

A number of strategies are proposed to support this key direction. They include:



STRATEGY 1.2

Protect the viability of goods movement in land use planning and development

Though this strategy falls under Key Direction 1, it is being explored through the goods movement lens. Goods movement is an essential part of any city, contributing to the employment of many people, and moving the goods that we all rely on each day. Planning for safe and efficient accommodation of goods movement vehicles on city streets will help reduce conflicts for all road users.

STRATEGY 5.2

Collaborate and coordinate with regional partners to increase goods movement safety, efficiency, reliability, and planning

Goods movement in Winnipeg often involves shipping or receiving points that are outside the City's municipal boundaries, including locations within the neighbouring municipalities of the Winnipeg Metropolitan Region. The continuing movement of goods in the region uses roadways owned and maintained by those municipalities, the Province, and Winnipeg. As the economy and the population of the city and the region continue to grow, greater coordination among jurisdictions is required to ensure the safety, efficiency, and reliability of the combined road network.

STRATEGY 5.3

Allow for service provider innovations that safely and economically improve "last mile" goods movement

The last mile of urban goods movement refers to the delivery of goods from a warehouse to their respective final destinations. This can be the most challenging component of the trip due to the complex logistics required to deliver goods to a wide array of urban, suburban, and rural settings with various road, stopping, and parking regulations. As such, introducing opportunities to improve the last mile for deliveries could significantly improve the efficiency of overall goods movement.

STRATEGY 5.4

Prioritize data collection on freight-related issues to help with decision making and, going forward, support the development of improved analytical tools

While some data collection currently takes place to understand the value of goods moved by each mode and the locations of goods movement, data collection efforts could be expanded to better inform improvements to the goods movement network.

Actions to support Key Direction 5 could include:

- Reviewing and updating signal timing plans to enhance the flow of goods on inner ring road corridors while maintaining a safe environment for other users
- Developing a truck-only lane pilot project on a high truck volume corridor
- Investigating opportunities to promote and expand bicycle and e-bike delivery systems



KEY DIRECTION 06

ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES

This direction guides us in updating the Pedestrian and Cycling Strategies.

Focuses on:

Supporting active mobility.

Asks:

How do we ensure long-term planning focuses on environmental sustainability and the need to shift away from our collective reliance on cars?

What does this mean?

Active mobility refers to any mode of travel that relies primarily on human power. Walking, cycling, and using a wheelchair or mobility device are the most common forms of active mobility, but it can also include roller blading, running, jogging, skateboarding, scootering, paddling, and skating. Enabling people to use active transportation can result in a more balanced and equitable transportation system that contributes to sustainability, cost-effective infrastructure investments, quality of life and health, and economic development.

What did Winnipeggers say?

In Phase 1 engagement, many Winnipeggers flagged gaps in the network as the most common reason they had difficulty getting around the city by bicycle. Safety was identified as another major factor in choosing not to cycle, with many indicating a preference for cycling facilities that are separated from roadway traffic.



What does this key direction look like in action?

Winnipeg's Climate Action Plan set a target of a minimum of 14 percent of all trips being made by active transportation by 2030. Currently, most trips under five kilometres are made with personal automobiles, so there is a big opportunity to shift more trips to use active transportation.

A number of strategies are proposed to support this key direction. They include:

STRATEGY 6.1

Improve connectivity in the active transportation networks

Expanding and enhancing the sidewalk and cycling network is an integral part of making active transportation a more attractive, comfortable, and safe travel option in Winnipeg. This includes connecting existing pathways with new linkages, providing accessibility features, and upgrading crossings at physical barriers such as rivers, rail lines, and major roadways.

STRATEGY 6.2

Increase convenience and comfort for those who travel via active modes

For active mobility to be an attractive option, it needs to be as convenient as possible. One way to work toward this is to improve multimodal connections to ensure seamless transitions between active transportation modes and transit. Examples of these connections include short- and long-term bicycle parking, maintenance stations, and bike-sharing at major destinations to extend the reach of transit.



STRATEGY 6.3

Make roads safer and more accessible for vulnerable users

Safety and security are two of the biggest barriers that discourage people from choosing walking and cycling as their modes of travel. To improve road safety and reduce traffic-related fatalities at a systemic level, vulnerable users need to be prioritized during the planning, design, and construction of infrastructure by way of pedestrian and cycling safety studies, road safety audits, and research programs to help identify and understand safety concerns and mitigation measures at specific locations.

STRATEGY 6.4

Enable walking and cycling in all seasons through improved operations and maintenance

Proper year-round maintenance of sidewalks, bicycle routes, and active transportation facilities enables pedestrians and cyclists to safely access their destinations in all seasons.

STRATEGY 6.5

Create more vibrant communities through attractive streetscapes and healthy built environments

Winnipeg has historically been an auto-centric city, with suburban development patterns that are not conducive to active mobility. However, introducing measures that support walking and cycling could increase the vibrancy and liveability of streets to enable healthy, active lifestyles for all residents. This could be achieved with policies that encourage sustainable design for new developments, as well as with physical improvements to existing streetscapes.

STRATEGY 6.6

Increase education and awareness around walking and cycling as safe, attractive modes of travel

Education and awareness ensures all residents have a shared understanding of the transportation network. A range of initiatives could be used to increase awareness of active transportation initiatives, increase safety of vulnerable road users, and educate road users.

Actions that could support Key Direction 6 include:

- Expanding upon existing public education programs on cycling
- Reconsidering criteria for prioritizing routes for improvement in the active transportation network
- Adding infrastructure to reduce pedestrian exposure on streets (median islands, bump outs, traffic signal timing) and improve comfort (adding trees, shade, benches, etc.)
- Expanding improvements to lighting along pedestrian and cycling facilities in existing underpasses
- Continuing to refine and update the Enhanced Winter Maintenance of Priority Active Transportation Routes initiative as part of the Council-approved Snow Clearing and Ice Control Policy
- Expanding upon short-term and long-term public bicycle parking at key destinations in mixed-use centres and corridors



KEY DIRECTION 07

CONNECT THE CITY WITH FREQUENT & RAPID TRANSIT

This direction guides us in ensuring all Winnipeggers are well-served by public transit.

Focuses on:

Integrating the Winnipeg Transit Master Plan with larger transportation network planning.

Asks:

How do we improve the links between areas of the city with frequent, reliable, and rapid transit service?

What does this mean?

Winnipeg Transit plays a vital role in the city's transportation system. Growing transit ridership will need to be a key component of moving more people as Winnipeg's population continues to grow. Additionally, since it is more affordable than owning a personal vehicle, transit plays a key role in providing a more equitable transportation system

What did Winnipeggers say?

In Phase 1 engagement, we heard that the current challenges to transit are that buses are unreliable, increase travel time, do not come frequently enough, and do not allow for travel to their desired destination.

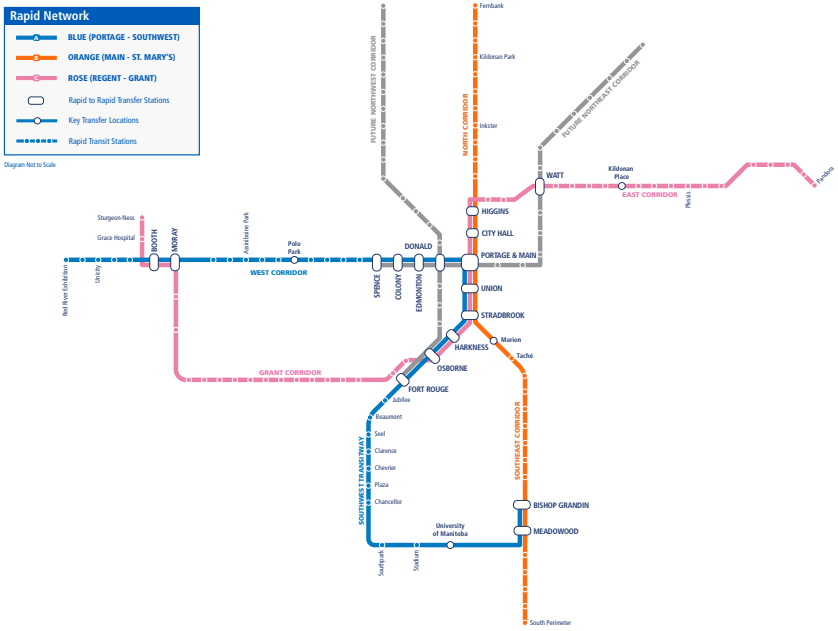


What does this key direction look like in action?

The Transit Master Plan envisions a simpler transit network that provides faster, more reliable, and more frequent transit service that is useful for riders. This is compatible with regional and provincial policy direction that aims to reduce reliance on single-occupancy vehicles, with a target for 55 percent of all trips to be made by sustainable modes by 2050.

TMP2050 is integrating the Transit Master Plan into broader transportation planning.

MAP: LONG TERM RAPID TRANSIT NETWORK PLAN



Additionally, a number of strategies are proposed to support this key direction. They include:

STRATEGY 7.1

Expand the reach and convenience of Winnipeg Transit services

In Winnipeg, the places with access to frequent transit service are primarily along urban and regional corridors converging Downtown. However, in 2021 only 15 percent of the population and 31 percent of jobs are located close to a frequent-service transit stop, limiting the convenience of Transit services for many Winnipeggers. Further, there are few transit options, such as regional transit or park-and-rides, for people living outside of the city looking to commute into Winnipeg. With the regional population continuing to grow, providing transit services will be important to reducing single-occupancy vehicle use on Winnipeg's roads.

STRATEGY 7.2

Make Transit accessible for people of all ages and abilities

The ability to move around the city freely, to satisfy daily travel needs is essential for every person in Winnipeg. What could be seen as a straightforward task to many, such as going to the grocery store or visiting the doctor, may not be as simple for many members of our community such as seniors or people with disabilities. Accessible public transit services are vital to an equitable transportation system that provides everyone with the ability to access opportunities.



STRATEGY 7.3

Simplify Winnipeg Transit's fare structure and policies

Winnipeg Transit currently offers a variety of fares for different users such as for youth, seniors, post-secondary students, or low-income individuals and for various lengths of time including 24 hours, 3 days, 5 days, and more. This has resulted in a complex fare system that can be confusing for riders and is challenging to administer. Simplifying the fare structure could reduce a barrier for riders and reduce administrative costs.

STRATEGY 7.4

Enhance the transit user experience by improving predictability, reliability, and comfort

Improvements to Transit's predictability, reliability, and comfort can make transit a more attractive option. From having the information you need to accurately plan your trip, to making it easier to get on and off the bus, these features can lead to an easier experience and increased ridership as a result.

Actions that could support Key Direction 7 include:

- Supporting implementation of a simplified and straighter network of routes operating more directly between destinations providing a high frequency of service
- Identifying locations near the city boundary where a significant number of regional commuters enter the city and implementing corresponding park-and-ride infrastructure
- Expanding Winnipeg Transit Plus's service boundaries to include the entire city
- Introducing a mobile application to enable users to access Transit information more easily



Appendix D

PHASE 2 PROMOTION

Appendix E

WORKSHOP INVITATIONS

CITY TRANSPORTATION MASTER PLAN: 2050

Interest-specific Groups | Invitation Email (Phase 2)

RE: TMP2050: Invitation to Phase 2 Interest Specific Stakeholder Workshops

Dear _____:

The City is starting Phase 2 of stakeholder and public engagement on the Transportation Master Plan: 2050 (TMP2050). This month, we are hosting virtual meetings (via Zoom) to gain input on stakeholder input on the key directions and strategies of the TMP2050.

At the Phase 1 meetings in 2020, we discussed current transportation conditions and issues, and future transportation options and opportunities. At our next round of meetings, we will share with you the key directions of TMP2050 and the related draft strategies your input helped us develop.

We are now looking to you, as the experts in your fields, to both provide a broad temperature check on overall direction and help us refine the strategies as we move towards preparing the draft TMP2050 document.

You are invited to join one or more of five topic-based meetings from November 17 - 23, 2021, all at 2:00 p.m. on Zoom. Please select the meeting that best suits your interests and schedule. To learn more about each topic, review the meeting details below. If you choose to join multiple meetings, please keep in mind that the opening presentation will be repeated at each workshop.

Through live polls, focused discussions and short exercises, we will explore the draft strategies and what they could look like in practice and action.

Please register and continue to help shape the future of Winnipeg's transportation network! Once you register for the meeting, we will follow up with the meeting link to join on Zoom. Prior to the meeting, we will also email you a preview of the **TMP2050 Key Strategies Booklet.** **Please take some time to familiarize yourself with the booklet to help you prepare for the upcoming meeting.**

To learn more about Transportation Master Plan: 2050, please visit the project webpage: https://winnipeg.ca/tmp2050.

Meeting Details:
Please select the meeting that best suits your interests and expertise and RSVP by registering by Monday, November 15, 2021. The details are as follows.
s
Stakeholder Workshop #1: Transportation, land use, and supporting all modes - how do we build a connected city?

Date: Wednesday, November 17, 2 p.m. – 4 p.m.
Location: Zoom; register to receive meeting link
Format: Presentation followed by group discussion and question & answer

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

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

We want to hear whether you feel the draft strategies could help us successfully create roads that consider where Winnipeggers are going on any given route, as well as the destinations the routes serve. We also want to know whether you support the broad direction these strategies would create for the future of our city's transportation corridors.

Register now

Stakeholder Workshop #2: Improving transportation access – how do we provide safe and sustainable mobility options for all?
Date: Thursday, November 18, 2 p.m. – 4 p.m.
Location: Zoom; register to receive meeting link
Format: Presentation followed by group discussion and question & answer

This workshop will focus on equity and transportation. We will present the draft strategies that focus on *providing safe and sustainable mobility options for all* including considerations for removing barriers, enhancing active transportation opportunities, and increasing connectivity of transit.

We want to hear whether you feel the draft strategies could help us ensure all Winnipeggers are able to move around the city, and whether you support the broad direction these strategies would create for increasing access to transportation options.

Register now

Stakeholder Workshop #3: Revitalizing roads and bridges – how do we enhance the network?
Date: Friday, November 19, 2 p.m. – 4 p.m.
Location: Zoom; register to receive meeting link
Format: Presentation followed by group discussion and question & answer

This workshop will focus on how we improve the road and bridge network for longevity and a high level of service.

We will share information about the current state of our roads and bridges, then present the draft strategies that focus on *increasing the mobility of cars and creating better connections.*

We want to hear whether you feel the draft strategies would allow us to sustainably revitalize, build, operate, and maintain our network, as well as whether you support the broad direction they would create for the future of our city's roads and bridges.

Register now

Stakeholder Workshop #4: Safe and efficient goods movement - how do we support business and industry?
Date: Monday, November 22, 2 p.m. – 4 p.m.
Location: Zoom; register to receive meeting link
Format: Presentation followed by group discussion and question & answer

This workshop will focus on how transportation planning can support safer and more efficient goods movement through Winnipeg, and – in turn – better support business and industry.

We will share information about our new proposed truck map and present the draft strategies that focus on *safely and efficiently moving both people and goods*.

We want to hear whether you feel the draft strategies could help us adequately serve industry through transportation, and whether you support the broad direction they would create for safely and efficiently moving goods alongside people.

Register now

Stakeholder Workshop #5: Enhancing active transportation – how do we update the Pedestrian and Cycling Strategies?
Date: Tuesday, November 23, 2 p.m. – 4 p.m.
Location: Zoom; register to receive meeting link
Format: Presentation followed by group discussion and question & answer

This workshop will focus on how we enhance active transportation opportunities throughout Winnipeg.

We will share information about updating the Pedestrian and Cycling Strategies and present the draft strategies that aim to support active mobility and ensure long-term planning focuses on environmental sustainability and shifting away from our collective reliance on cars.

We want to hear whether you feel the draft strategies would help us create a more sustainable network, and whether you support the broad direction they would create for the future of active transportation.

Register now

If you have questions or require alternate formats to participate, please contact Meaghan from

Scatliff + Miller + Murray by Monday, November 15, 2021 at: 204-927-3444, ext. 231 or tmp2050@winnipeg.ca.

For more information, please visit the project website: winnipeg.ca/tmp2050.

CITY TRANSPORTATION MASTER PLAN: 2050

Neighourhood Advisory Groups | Invitation Email (Phase 2)

RE: TMP2050: Invitation to Phase 2 Neighbourhood Advisory Group Meeting

Thank you for participating in the [district] Neighbourhood Advisory Group as part of Phase 1 of the Transportation Master Plan: 2050 (TMP2050).

The City is looking for your help to shape the future of Winnipeg's transportation network in Phase 2. We are excited to share the key directions, strategies, options, and opportunities the TMP2050 will recommend to help achieve the City's transportation vision. We are grateful for your participation and look forward to hearing your valuable feedback as a representative voice in your community.

You are invited to the next meeting for the [district] Neighbourhood Advisory Group on _____, November ___, 2021 at 6:30 p.m. on Zoom.

Please register and continue to help shape the future of Winnipeg's transportation network! Once you register for the meeting, we will follow up with the meeting link to join on Zoom. Prior to the meeting, we will also email you a preview of the **TMP2050 Key Strategies Booklet.** **Please take some time to familiarize yourself with the booklet to help you prepare for the upcoming meeting.**

At the Phase 1 meetings in 2020, we discussed current transportation conditions and issues, and future transportation options and opportunities. Our next meeting will focus on the seven key directions and associated strategies the TMP2050 is proposing to improve Winnipeg's transportation network. These discussions, along with input from other elements of the public engagement program and the data from the six technical studies, will be used to inform the final TMP2050.

To learn more about the Transportation Master Plan: 2050, please visit the project webpage here: winnipeg.ca/tmp2050. This webpage provides project background information, a project timeline, an online survey to provide your feedback, and a forum of frequently asked questions.

Meeting Details:
Please RSVP by registering on Zoom by Monday, November 15, 2021 at the following link:

Date:
Time: 6:30 p.m. – 8:30 p.m.
Location: Zoom; register to receive meeting link
Format: Presentation followed by group discussion and question & answer

If you have questions or require alternate formats to participate, please contact Meaghan from Scatliff + Miller + Murray by Monday, November 15, 2021 at: 204-927-3444, ext. 231 or by email at tmp2050@winnipeg.ca

For more information and to sign up for project updates, please visit winnipeg.ca/tmp2050

Appendix F

WORKSHOP PRESENTATIONS



TRANSPORTATION MASTER PLAN 2050

STAKEHOLDER ENGAGEMENT

Transportation, land use, and supporting all modes
Wednesday, November 17, 2021, 2:00 p.m. – 4:00 p.m.

AGENDA

01

PROJECT RECAP

02

PUBLIC & STAKEHOLDER ENGAGEMENT SUMMARIES

03

7 KEY DIRECTIONS FOR TMP2050

04

WORKSHOP: TRANSPORTATION, LAND USE, AND SUPPORTING ALL MODES

Winnipeg

PROJECT RECAP

Background:

- Winnipeg's Transportation Master Plan is being updated
- 30-year blueprint to guide investment in Winnipeg's transportation network

TMP2050 Vision:

Ensure the transportation system supports quality of life and economic vitality through safe, efficient, connected, and barrier-free movement of people and goods using a choice of modes and sustainable infrastructure.

Winnipeg

PROJECT RECAP

Timeline:

Phase 1

Study, analyze, and understand what is happing with our transportation system

Sep. - Dec. 2020

Phase 2

Determine transportation issues and identify and analyze potential opportunities

2021

WE ARE HERE

Phase 3

Develop equitable and sustainable transportation solutions for tomorrow

2022

Phase 4

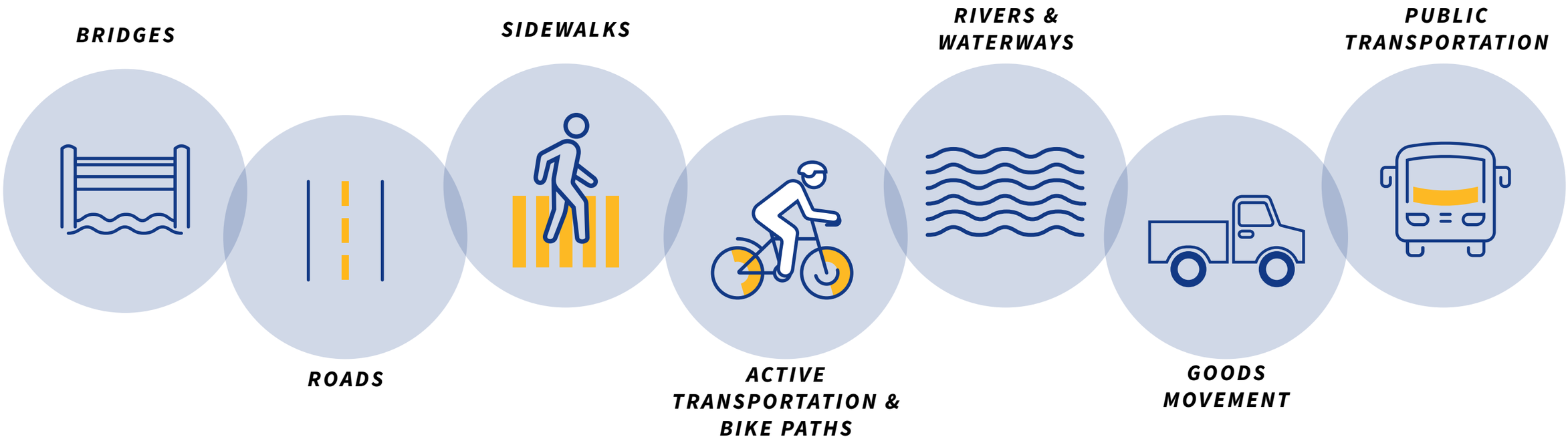
Implement the Transportation Plan recommendations

2022 & Beyond

Winnipeg

HOW WE GOT HERE

What topics are being discussed?

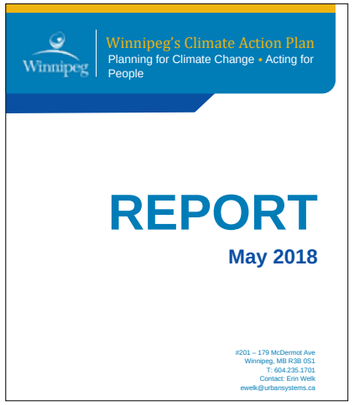


Winnipeg

HOW WE GOT HERE

How does TMP2050 fit with other policies?

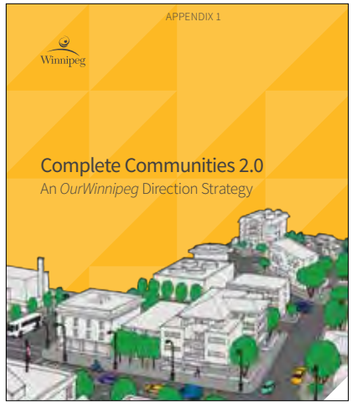
TMP2050 will support and advance the City of Winnipeg's vision, as well as the policies found within the City's major policy documents.



CLIMATE ACTION PLAN



OURWINNIPEG 2045



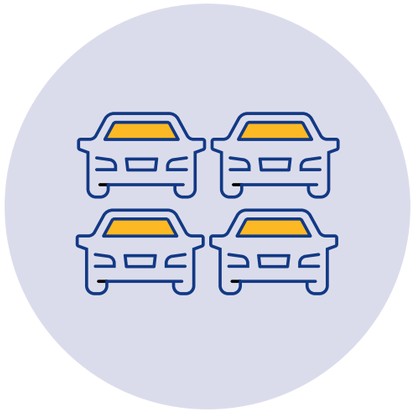
COMPLETE COMMUNITIES 2.0

HOW WE GOT HERE

What are the key issues in Winnipeg?



CLIMATE CHANGE



TRAFFIC CONGESTION



CITY FINANCES



SAFETY

WHAT WE HEARD FROM THE PUBLIC IN 2020

Phase 1 Engagement (2020):

- Values, challenges, and desires for the transportation system
- Technical data and analysis



6,500+
website click-throughs



1,700+
active participants



157
participants in the interest-specific and neighbourhood advisory groups



600
respondents to the statistically significant survey



3
discussion kits representing 28 participants



59
participants in the online panel workshop and discussion events



414
online mapping tool pins



767
online surveys

WHAT WE HEARD FROM THE PUBLIC IN 2020

Values:



SAFETY



RELIABILITY



ENVIRONMENTAL SUSTAINABILITY

WHAT WE HEARD FROM THE PUBLIC IN 2020

Current situation:

- The **car** is the top commuting mode
- **Convenience** and **safety** are major motivators
- Winnipeggers are generally happy with their respective mode splits
- **Living close** to work, family and friends, affordable and healthy food, and recreation are all top considerations
- COVID-19 saw Winnipeggers change their **shopping habits**

WHAT WE HEARD FROM THE PUBLIC IN 2020

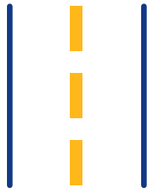
Wants:



BETTER MAINTAINED ROADS & FEWER POTHOLES



MORE & BETTER BIKE INFRASTRUCTURE



EFFECTIVE EXPRESSWAYS



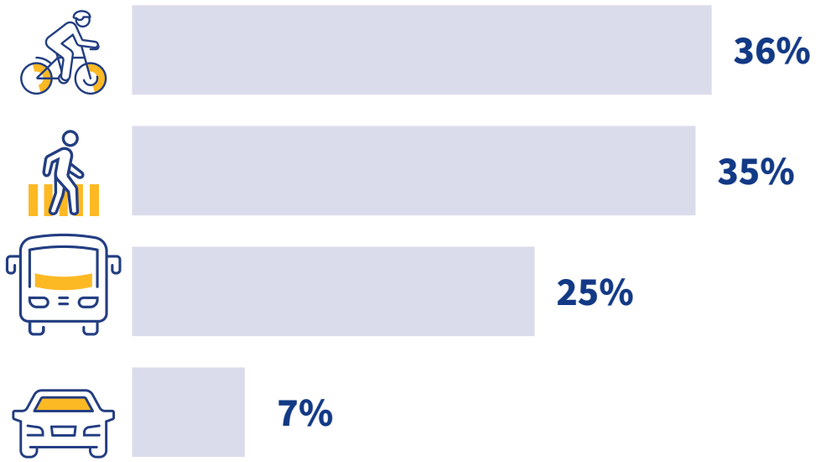
BETTER BUS SERVICE

Winnipeg

WHAT WE HEARD FROM THE PUBLIC IN 2020

Barriers:

- Proximity to busy roadways is seen as a major obstacle by both pedestrians and cyclists
- Transportation issues discourage some people from participating in activities



Percentage of users who found it somewhat hard or very hard to get around, by transportation mode

Source: Probe Research, statistically significant survey 2020

Winnipeg

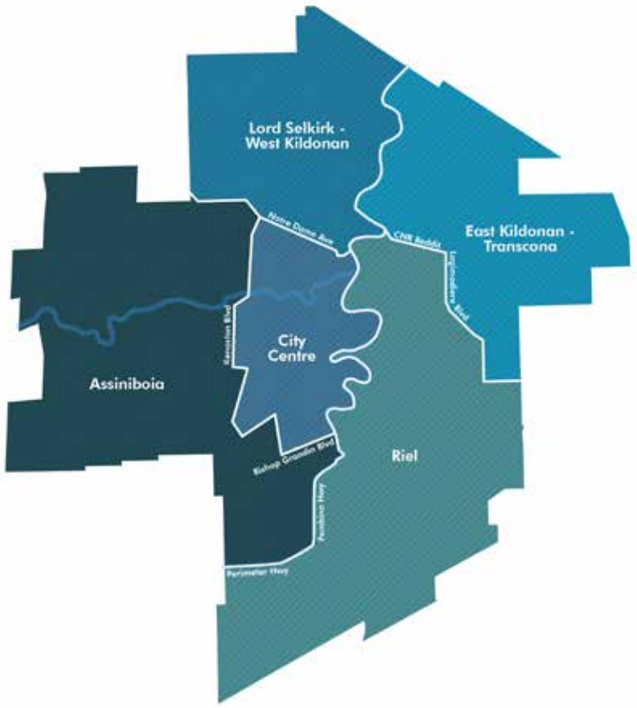
WHAT WE HEARD FROM STAKEHOLDERS

Issues & Concerns:

- Traffic congestion
- Safety issues
- Poor connectivity of active transportation network
- Too dependent on cars

Desires & Opportunities:

- Equitable transportation options
- More transportation mode options
- Environmental sustainability
- Transportation that supports healthy lifestyles



Winnipeg

WHAT WE HEARD FROM STAKEHOLDERS

Ideas for Change:

- Repurposing rail lines for active transportation or light rail
- Improving connections between transportation modes
- Completing the inner ring road
- Expanding infrastructure for electric vehicles



7 KEY DIRECTIONS



TMP2050

Key Directions & Strategies Booklet

02 Provide safe & sustainable mobility options for all

05 Support goods movement & economic prosperity

03 Transform & optimize transportation corridors

06 Enhance active transportation opportunities

01 Integrate land use & transportation

04 Revitalize the road network & bridges

07 Connect the city with frequent & rapid transit

Winnipeg

KEY DIRECTION 01

INTEGRATE LAND USE & TRANSPORTATION

Building a connected city: Ensuring homes, jobs, and businesses can be accessed by a variety of mobility options

What does this mean?

- Planning how land will be used and how people will move around
- Locations of destinations affects travel choices
- Locations of transportation infrastructure affects land development

What did Winnipeggers say?

Winnipeggers want to live close to:

- Work
- Family and friends
- Affordable and healthy food options
- Recreation facilities



KEY DIRECTION 02

PROVIDE SAFE & SUSTAINABLE MOBILITY OPTIONS FOR ALL

Supporting transportation equity: Providing safe and sustainable mobility options for all

What does this mean?

Transportation options that:

- Have less impact on the environment
- Move more people using less space

Benefits include:

- Healthier for people
- Reduce congestion, collisions, emissions, and air pollution

What did Winnipeggers say?

- Two thirds of Winnipeggers said they would like to shift towards more active and sustainable transportation options



Winnipeg

KEY DIRECTION 03

TRANSFORM & OPTIMIZE TRANSPORTATION CORRIDORS

Creating Complete Streets: Transforming streets into vibrant multimodal spaces that are safe and efficient for all drivers, cyclists, and pedestrians

What does this mean?

- Streets designed, operated, and maintained with safety of all users in mind
- Move people and goods more efficiently
- Gradually transform the road network

What did Winnipeggers say?

Winnipeggers want:

- Better maintained roads, expressways, and a complete inner ring road
- Better bicycle infrastructure and improved transit services



KEY DIRECTION 04

REVITALIZE THE ROAD NETWORK & BRIDGES

Enhancing the network: ensuring network infrastructure supports our future

What does this mean?

- Maintain and improve mobility for both people and goods, and create better connections across the city
- Red and Assiniboine Rivers act as natural barriers
- Maintain existing bridges and roadways

What did Winnipeggers say?

Winnipeggers want:

- Better maintained roads
- Building expressways
- Completing the inner ring road
- Fewer potholes
- Better bike infrastructure
- Better bus service



KEY DIRECTION 05

SUPPORT GOODS MOVEMENT & ECONOMIC PROSPERITY

Supporting business and industry: Creating a safe, efficient, and reliable transportation system for the movement of people, goods, and services in the city

What does this mean?

- 10% of all jobs in Winnipeg and the surrounding region are in the transportation and logistics sector
- Trucks and courier vehicles move most goods
- Winnipeg is a key node in transcontinental goods movement

What did Winnipeggers say?

- Concerns over the safe operation of large trucks on city streets

KEY DIRECTION 06

ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES

Supporting active mobility: Creating a sustainable, supportive active transportation network

What does this mean?

- Any mode of travel that relies primarily on human power
- Cycling, walking, and using a wheelchair or mobility device
- Roller blading, running, jogging, skateboarding, scootering, paddling, and skating

What did Winnipeggers say?

- Gaps in the network cause difficulty getting around the city by bicycle
- Feeling unsafe makes people choose not to cycle
- Preference for cycling facilities that are separated from roadway traffic



KEY DIRECTION 07

CONNECT THE CITY WITH FREQUENT & RAPID TRANSIT

Ensuring all Winnipeggers are well-served by Transit: Integrating the Winnipeg Transit Master Plan with larger transportation network planning

What does this mean?

- Moving more people in less space as population grows
- More affordable than car ownership - more equitable system

What did Winnipeggers say?

Current challenges with Winnipeg Transit:

- Unreliable service
- Increased travel time compared to driving
- Infrequent service
- No service to desired destination



Winnipeg



WORKSHOP

TRANSPORTATION, LAND USE, AND SUPPORTING ALL MODES:

How do we build a connected city?

WORKSHOP

TRANSPORTATION, LAND USE, AND SUPPORTING ALL MODES

01

Integrate land use & transportation

03

Transform & optimize transportation corridors

Winnipeg

KEY DIRECTION 01

INTEGRATE LAND USE & TRANSPORTATION

What does this mean?

- Planning how land will be used and how people will move around
- Locations of destinations affects travel choices
- Locations of transportation infrastructure affects land development

What did Winnipeggers say?

Winnipeggers want to live close to:

- Work
- Family and friends
- Affordable and healthy food options
- Recreation facilities



INTEGRATE LAND USE & TRANSPORTATION

STRATEGY 1.1

Incorporate mechanisms into the development process to ensure multimodal transportation options are viable, planned for, and provided

How could we achieve this?

- **Review and update zoning by-laws** along existing and future Rapid Transit corridors and the Primary Transit Network
- Implement **development incentives to encourage intensification** Downtown, along Corridors and at Regional Mixed Use Centres
- Apply **multimodal level of service guidelines** to Winnipeg's Transportation Impact Study Guidelines for new developments

LET'S DISCUSS

Winnipeg

INTEGRATE LAND USE & TRANSPORTATION



STRATEGY 1.3

Manage off-street parking to support Complete Communities and multimodal transportation

How could we achieve this?

- **Add a tax** to surface parking lots and designate funds for active transportation projects
- Ensure **off-street parking requirements** are consistent with OurWinnipeg 2045
- Encourage the **redevelopment of surface parking lots** (both public and private) for residential, commercial or employment uses

INTEGRATE LAND USE & TRANSPORTATION

Strategy in reality: True North Square

The former 69,700 square foot surface parking lot is now home to:

- Over 365,000 square feet of Class A office space
- 194 apartments
- Over 50,000 square feet of retail space
- Public plaza





INTEGRATE LAND USE & TRANSPORTATION

STRATEGY 1.4

Collaborate with partners to support regional land use and transportation integration

How could we achieve this?

- Contribute to **region-wide plans**
- Create **a Winnipeg Regional Transportation Committee** for planning and transportation
- Provide suburban **park and ride or transit hubs**



KEY DIRECTION 03

TRANSFORM & OPTIMIZE TRANSPORTATION CORRIDORS

What does this mean?

- Streets designed, operated, and maintained with accommodation and safety of all users in mind
- Move people and goods more efficiently
- Streets should provide safe spaces for people who walk, bike, take transit, use mobility aids, move goods, and drive

What did Winnipeggers say?

Winnipeggers want:

- Better maintained roads, expressways, and a complete inner ring road
- More and better bicycle infrastructure and improved transit services

What does this look like?

- Streets optimized to move more people and goods using the same amount of space
- Improvements to existing roads, bridges, and intersections
- More emphasis on movement of people and goods
- Less emphasis on the movement of cars
- Limiting number of new roads built

KEY DIRECTION 03

TRANSFORM & OPTIMIZE TRANSPORTATION CORRIDORS

STRATEGY 3.1

Balance the needs of all users in transportation corridors

How could we achieve this?

- Create guidelines to show ideal **levels of service** for different transportation modes
- Determine **road configurations** on a corridor by corridor basis
- Use a **Complete Streets** decision making framework



TRANSFORM & OPTIMIZE TRANSPORTATION CORRIDORS

Strategy in reality: Sherbrook Street 2014

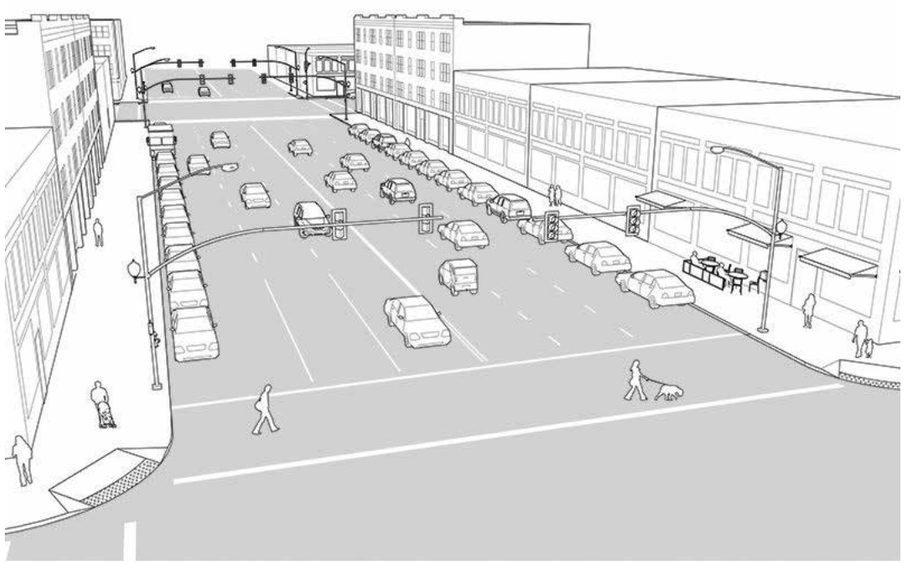
1. Sidewalks, ramps, tactile paving
2. Protected bike lane
3. Bus stops on concrete islands
4. 1 lane of on-street parking
5. 2 vehicle travel lanes
6. 1 flex lane - travel lane at rush hour, parking lane off peak hours



EXAMPLE OF A COMPLETE STREET: SHERBROOK STREET, WINNIPEG

KEY DIRECTION 03

TRANSFORM & OPTIMIZE TRANSPORTATION CORRIDORS



Before

- 6 vehicle travel lanes & 2 parking lanes

LET'S DISCUSS

After

- 4 vehicle travel lanes & 2 parking lanes

+ Trees
+ 2 Bike lanes
+ Pedestrian islands
+ Median / left turning lanes



Winnipeg

KEY DIRECTION 03

TRANSFORM & OPTIMIZE TRANSPORTATION CORRIDORS

STRATEGY 3.2

Mange curbside space to accommodate appropriate uses while supporting access and mobility

How could we achieve this?

- Use **technology** to show real-time parking availability and cost
- Continue to use **paid parking** in high demand areas
- Trial a **Vehicle Parking Reservation System** in high loading demand areas



Winnipeg

KEY DIRECTION 03

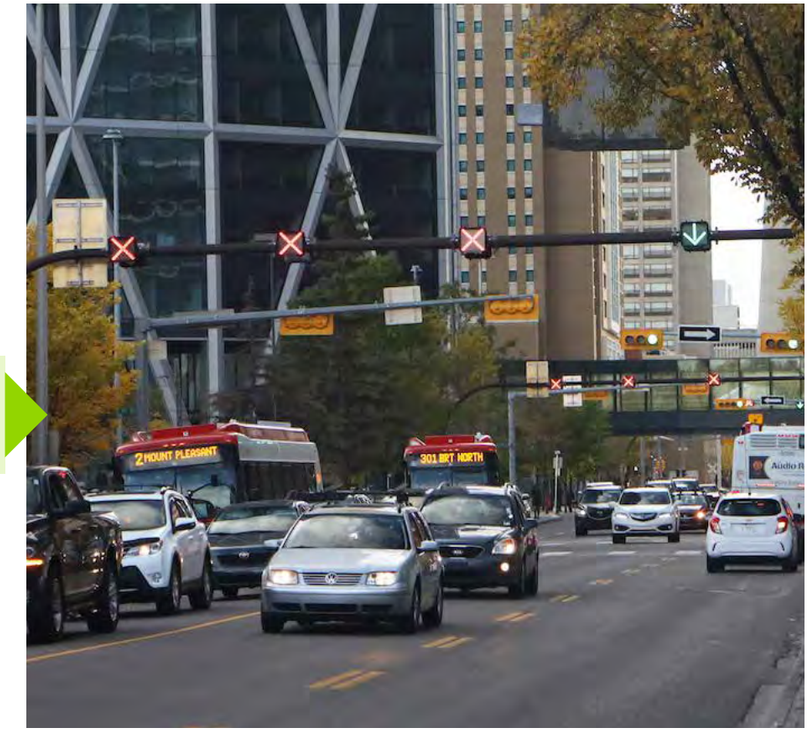
TRANSFORM & OPTIMIZE TRANSPORTATION CORRIDORS

STRATEGY 3.3

Implement non-capital-intensive opportunities to enhance operations of existing corridors

How could we achieve this?

- **Automated ticketing** system (using cameras) to enforce diamond lanes
- **Carpooling (HOV) lanes** on major routes
- **Reversible lanes** on routes with strong directional flow



Winnipeg

KEY DIRECTION 03

TRANSFORM & OPTIMIZE TRANSPORTATION CORRIDORS

$ *STRATEGY 3.4*

Minimize the need for new infrastructure and reduce the transportation infrastructure deficit

How could we achieve this?

- **Only expand** roads for goods movement and sustainable modes
- **Only add** new roads to connect to new developments
- **Prioritize maintenance** over building new infrastructure
- Coordinate planned maintenance with redevelopment projects to **reduce duplication**

LET'S DISCUSS



Winnipeg


Winnipeg
Thank you for attending!



TRANSPORTATION MASTER PLAN 2050

STAKEHOLDER ENGAGEMENT

Improving Transportation Access
Thursday, November 18, 2021, 2:00 p.m. – 4:00 p.m.

AGENDA

01

PROJECT RECAP

02

PUBLIC & STAKEHOLDER ENGAGEMENT SUMMARIES

03

7 KEY DIRECTIONS FOR TMP2050

04

WORKSHOP: IMPROVING TRANSPORTATION ACCESS

Winnipeg

PROJECT RECAP

Background:

- Winnipeg's Transportation Master Plan is being updated
- 30-year blueprint to guide investment in Winnipeg's transportation network

TMP2050 Vision:

Ensure the transportation system supports quality of life and economic vitality through safe, efficient, connected, and barrier-free movement of people and goods using a choice of modes and sustainable infrastructure.

Winnipeg

PROJECT RECAP

Timeline:

Phase 1

Study, analyze, and understand what is happening with our transportation system

Sep. - Dec. 2020

Phase 2

Determine transportation issues and identify and analyze potential opportunities

2021

WE ARE HERE

Phase 3

Develop equitable and sustainable transportation solutions for tomorrow

2022

Phase 4

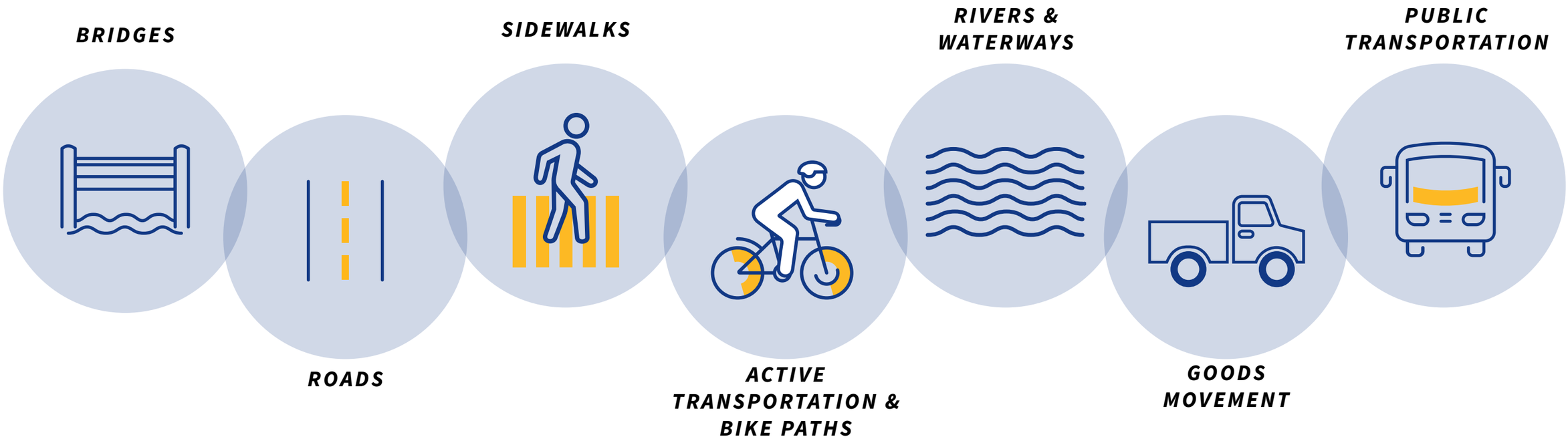
Implement the Transportation Plan recommendations

2022 & Beyond

Winnipeg

HOW WE GOT HERE

What topics are being discussed?

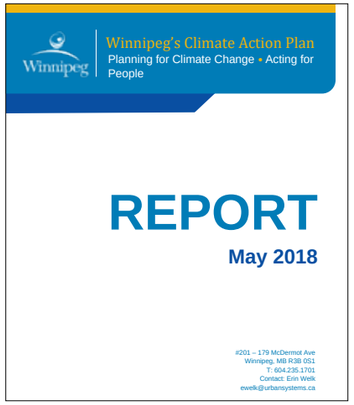


Winnipeg

HOW WE GOT HERE

How does TMP2050 fit with other policies?

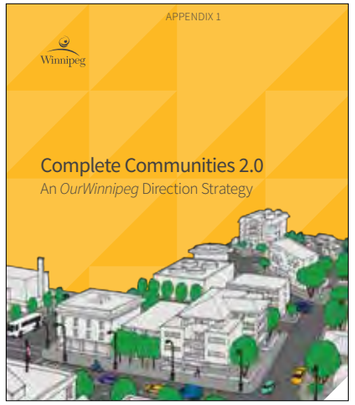
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CLIMATE ACTION PLAN



OURWINNIPEG 2045



COMPLETE COMMUNITIES 2.0

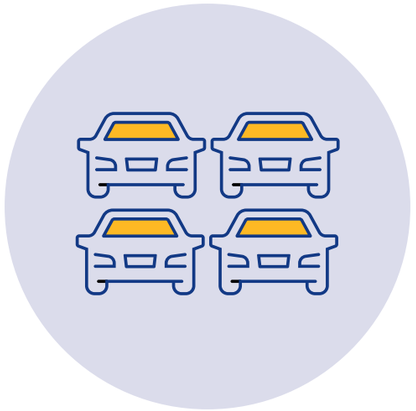
Winnipeg

HOW WE GOT HERE

What are the key issues in Winnipeg?



CLIMATE CHANGE



TRAFFIC CONGESTION



CITY FINANCES



SAFETY

WHAT WE HEARD FROM THE PUBLIC IN 2020

Phase 1 Engagement (2020):

- Values, challenges, and desires for the transportation system
- Technical data and analysis



6,500+
website click-throughs



1,700+
active participants



157
participants in the interest-specific and neighbourhood advisory groups



600
respondents to the statistically significant survey



3
discussion kits representing 28 participants



59
participants in the online panel workshop and discussion events



414
online mapping tool pins



767
online surveys

WHAT WE HEARD FROM THE PUBLIC IN 2020

Values:



SAFETY



RELIABILITY



ENVIRONMENTAL SUSTAINABILITY

WHAT WE HEARD FROM THE PUBLIC IN 2020

Current situation:

- The **car** is the top commuting mode
- **Convenience** and **safety** are major motivators
- Winnipeggers are generally happy with their respective mode splits
- **Living close** to work, family and friends, affordable and healthy food, and recreation are all top considerations
- COVID-19 saw Winnipeggers change their **shopping habits**

Winnipeg

WHAT WE HEARD FROM THE PUBLIC IN 2020

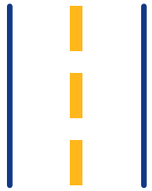
Wants:



BETTER MAINTAINED ROADS & FEWER POTHOLES



MORE & BETTER BIKE INFRASTRUCTURE



EFFECTIVE EXPRESSWAYS

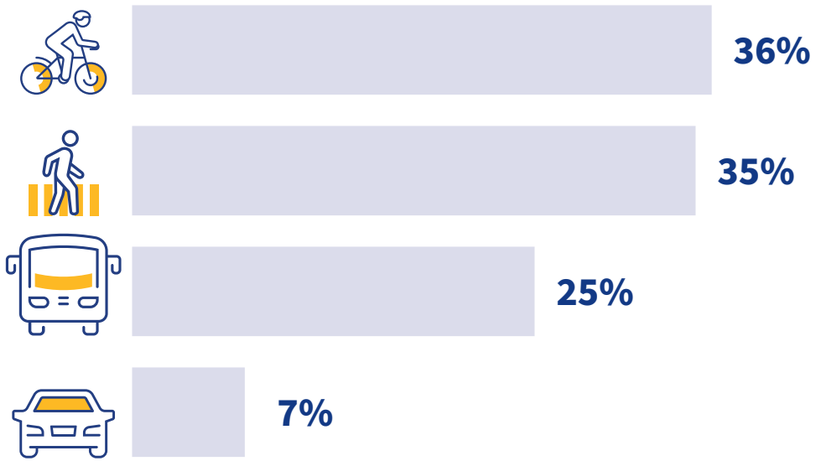


BETTER BUS SERVICE

WHAT WE HEARD FROM THE PUBLIC IN 2020

Barriers:

- Proximity to busy roadways is seen as a major obstacle by both pedestrians and cyclists
- Transportation issues discourage some people from participating in activities



Percentage of users who found it somewhat hard or very hard to get around, by transportation mode

Source: Probe Research, statistically significant survey 2020

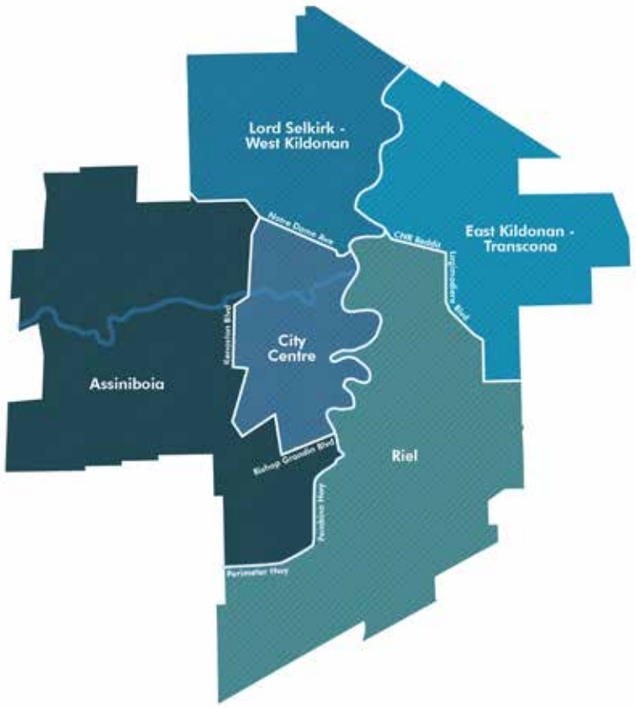
WHAT WE HEARD FROM STAKEHOLDERS

Issues & Concerns:

- Traffic congestion
- Safety issues
- Poor connectivity of active transportation network
- Too dependent on cars

Desires & Opportunities:

- Equitable transportation options
- More transportation mode options
- Environmental sustainability
- Transportation that supports healthy lifestyles



Winnipeg

WHAT WE HEARD FROM STAKEHOLDERS

Ideas for Change:

- Repurposing rail lines for active transportation or light rail
- Improving connections between transportation modes
- Completing the inner ring road
- Expanding infrastructure for electric vehicles



7 KEY DIRECTIONS



TMP2050

Key Directions & Strategies Booklet

01 Integrate land use & transportation

02 Provide safe & sustainable mobility options for all

03 Transform & optimize transportation corridors

04 Revitalize the road network & bridges

05 Support goods movement & economic prosperity

06 Enhance active transportation opportunities

07 Connect the city with frequent & rapid transit

Winnipeg

KEY DIRECTION 01

INTEGRATE LAND USE & TRANSPORTATION

Building a connected city: Ensuring homes, jobs, and businesses can be accessed by a variety of mobility options

What does this mean?

- Planning how land will be used and how people will move around
- Locations of destinations affects travel choices
- Locations of transportation infrastructure affects land development

What did Winnipeggers say?

Winnipeggers want to live close to:

- Work
- Family and friends
- Affordable and healthy food options
- Recreation facilities



Winnipeg

KEY DIRECTION 02

PROVIDE SAFE & SUSTAINABLE MOBILITY OPTIONS FOR ALL

Supporting transportation equity: Providing safe and sustainable mobility options for all

What does this mean?

Transportation options that:

- Have less impact on the environment
- Move more people using less space

Benefits include:

- Healthier for people
- Reduce congestion, collisions, emissions, and air pollution

What did Winnipeggers say?

- Two thirds of Winnipeggers said they would like to shift towards more active and sustainable transportation options



Winnipeg

KEY DIRECTION 03

TRANSFORM & OPTIMIZE TRANSPORTATION CORRIDORS

Creating Complete Streets: Transforming streets into vibrant multimodal spaces that are safe and efficient for all drivers, cyclists, and pedestrians

What does this mean?

- Streets designed, operated, and maintained with safety of all users in mind
- Move people and goods more efficiently
- Gradually transform the road network

What did Winnipeggers say?

Winnipeggers want:

- Better maintained roads, expressways, and a complete inner ring road
- Better bicycle infrastructure and improved transit services



KEY DIRECTION 04

REVITALIZE THE ROAD NETWORK & BRIDGES

Enhancing the network: ensuring network infrastructure supports our future

What does this mean?

- Maintain and improve mobility for both people and goods, and create better connections across the city
- Red and Assiniboine Rivers act as natural barriers
- Maintain existing bridges and roadways

What did Winnipeggers say?

Winnipeggers want:

- Better maintained roads
- Building expressways
- Completing the inner ring road
- Fewer potholes
- Better bike infrastructure
- Better bus service



KEY DIRECTION 05

SUPPORT GOODS MOVEMENT & ECONOMIC PROSPERITY

Supporting business and industry: Creating a safe, efficient, and reliable transportation system for the movement of people, goods, and services in the city

What does this mean?

- 10% of all jobs in Winnipeg and the surrounding region are in the transportation and logistics sector
- Trucks and courier vehicles move most goods
- Winnipeg is a key node in transcontinental goods movement

What did Winnipeggers say?

- Concerns over the safe operation of large trucks on city streets

KEY DIRECTION 06

ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES

Supporting active mobility: Creating a sustainable, supportive active transportation network

What does this mean?

- Any mode of travel that relies primarily on human power
- Cycling, walking, and using a wheelchair or mobility device
- Roller blading, running, jogging, skateboarding, scootering, paddling, and skating

What did Winnipeggers say?

- Gaps in the network cause difficulty getting around the city by bicycle
- Feeling unsafe makes people choose not to cycle
- Preference for cycling facilities that are separated from roadway traffic



KEY DIRECTION 07

CONNECT THE CITY WITH FREQUENT & RAPID TRANSIT

Ensuring all Winnipeggers are well-served by Transit: Integrating the Winnipeg Transit Master Plan with larger transportation network planning

What does this mean?

- Moving more people in less space as population grows
- More affordable than car ownership - more equitable system

What did Winnipeggers say?

Current challenges with Winnipeg Transit:

- Unreliable service
- Increased travel time compared to driving
- Infrequent service
- No service to desired destination





WORKSHOP

IMPROVING TRANSPORTATION ACCESS:

How do we provide safe and sustainable mobility options for all?

WORKSHOP

IMPROVING TRANSPORTATION ACCESS

02

Provide safe & sustainable mobility options for all

06

Enhance active transportation opportunities

07

Connect the city with frequent & rapid transit

Winnipeg

KEY DIRECTION 02

PROVIDE SAFE & SUSTAINABLE MOBILITY OPTIONS FOR ALL

What does this mean?

Transportation options that:

- Have less impact on the environment
- Move more people using less space

Benefits include:

- Healthier for people
- Reduce congestion, collisions, emissions, and air pollution

What did Winnipeggers say?

- Two thirds of Winnipeggers said they would like to shift towards more active and sustainable transportation options.

What does this look like?

- Goal: **55% of trips** to be made by sustainable modes
- Toward Zero Goal: to **eliminate all injuries and fatalities** on the transportation network through changes to how roads are planned, constructed, and used

KEY DIRECTION 02

PROVIDE SAFE & SUSTAINABLE MOBILITY OPTIONS FOR ALL

STRATEGY 2.1

Increase travel choices available to all residents, to improve mobility and reduce auto dependence

How could we achieve this?

- Expand and enhance the **active transportation** network
- Expand and enhance **transit service**
- Implement, expand, and incentivize **new mobility technologies** such as bike sharing, e-bikes, and car sharing
- Promote **seamless connectivity between modes** of transportation including park/kiss and rides, bicycle parking at transit stops, bike racks on buses, and sidewalk connections

LET'S DISCUSS



Winnipeg

PROVIDE SAFE & SUSTAINABLE MOBILITY OPTIONS FOR ALL



STRATEGY 2.3

Provide an inclusive transportation system that offers access to opportunities to all Winnipeg residents

How could we achieve this?

- Add **social equity considerations** to the evaluation of rapid and frequent transit services
- Investigate methods to **more effectively engage** community members who are systemically disadvantaged, underrepresented and underserved on all transportation projects.
- **Dedicate funding** specifically to engaging with community members who are systemically disadvantaged, underrepresented and underserved on all transportation projects.

LET'S DISCUSS

PROVIDE SAFE & SUSTAINABLE MOBILITY OPTIONS FOR ALL



STRATEGY 2.5

Continue progress on the Towards Zero commitment to improve safety for all road users

How could we achieve this?

- Complete and adopt the ***Road Safety Strategic Action Plan*** as a guiding document for the continued implementation of road safety measures.

KEY DIRECTION 06

ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES

What does this mean?

- Any mode of travel that relies primarily on human power
- Cycling, walking, and using a wheelchair or mobility device
- Roller blading, running, jogging, skateboarding, scootering, paddling, and skating

What did Winnipeggers say?

- Gaps in the network cause difficulty getting around the city by bicycle
- Feeling unsafe makes people choose not to cycle
- Preference for cycling facilities that are separated from roadway traffic



What does this look like?

- Goal: 14% of all trips being made by active transportation by 2030
- Enabling people to choose active mobility for shorter trips (under 5 kilometres)

KEY DIRECTION 06

ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES

STRATEGY 6.1

Improve connectivity in the active transportation networks

How could we achieve this?

- The updated **Pedestrian and Cycling Strategies** will include an action table with over 100 actions that will aim to reduce gaps in the network and increase usability



ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES

LET'S DISCUSS



STRATEGY 6.2

Increase convenience and comfort for those who travel via active modes

How could we achieve this?

- Explore **long-term secure bike parking** at strategic locations
- Continue to expand **short-term bike parking** at strategic locations, including partnerships with BIZes and businesses
- Update the Downtown Zoning By-law to **require bicycle parking** in new developments.
- Require event coordinators to provide adequate **temporary bicycle parking**
- Continue to support partners on **programs to store, repair, and redistribute** abandoned bicycles
- Continue to work with partners to provide **bicycle maintenance stations**
- Explore and develop **park-and-cycle facilities**
- **Provide illumination** along new pedestrian and cycling facilities
- Continue to support **Active and Safe Routes to School** programming

ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES



STRATEGY 6.3

Make roads safer and more accessible for vulnerable users

How could we achieve this?

- Upgrade infrastructure to **Universal Design Standards**

ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES

STRATEGY 6.6

Increase education and awareness around walking and cycling as safe, attractive modes of travel

How could we achieve this?

- Continue to support **Active and Safe Routes to School** programming
- Support the provision of **adult education and cycling skills training** throughout the City year-round
- **Work with vulnerable groups** and find out what their key issues are in order to better communicate with them, learn their needs, and gather feedback

KEY DIRECTION 07

CONNECT THE CITY WITH FREQUENT & RAPID TRANSIT

What does this mean?

- Moving more people in less space as population grows
- More affordable than car ownership - more equitable system

What did Winnipeggers say?

Current challenges with Winnipeg Transit:

- Unreliable service
- Increased travel time compared to driving
- Infrequent service
- No service to desired destination

What does this look like?

- Goal: **55% of trips** to be made by sustainable modes
- A simpler transit network that provides faster and more reliable service

CONNECT THE CITY WITH FREQUENT & RAPID TRANSIT

STRATEGY 7.2

Make Transit accessible for people of all ages and abilities

How could we achieve this?

- Identify places where two or more transit routes meet and where people are likely to transfer, and **prioritize these for accessibility improvements** to be completed with other transit infrastructure projects and roadway renewal projects.
- Implement and retrofit stops, junctions, stations and mobility hubs to be **fully accessible** for people of all ages and abilities




Winnipeg
Thank you for attending!



TRANSPORTATION MASTER PLAN 2050

STAKEHOLDER ENGAGEMENT

Revitalizing Roads and Bridges
Friday, November 19, 2021, 2:00 p.m. – 4:00 p.m.

AGENDA

01

PROJECT RECAP

02

PUBLIC & STAKEHOLDER ENGAGEMENT SUMMARIES

03

7 KEY DIRECTIONS FOR TMP2050

04

WORKSHOP: REVITALIZING ROADS AND BRIDGES

Winnipeg

PROJECT RECAP

Background:

- Winnipeg's Transportation Master Plan is being updated
- 30-year blueprint to guide investment in Winnipeg's transportation network

TMP2050 Vision:

Ensure the transportation system supports quality of life and economic vitality through safe, efficient, connected, and barrier-free movement of people and goods using a choice of modes and sustainable infrastructure.

PROJECT RECAP

Timeline:

Phase 1

Study, analyze, and understand what is happening with our transportation system

Sep. - Dec. 2020

Phase 2

Determine transportation issues and identify and analyze potential opportunities

2021

WE ARE HERE

Phase 3

Develop equitable and sustainable transportation solutions for tomorrow

2022

Phase 4

Implement the Transportation Plan recommendations

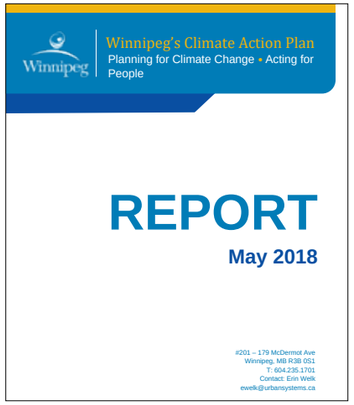
2022 & Beyond

Winnipeg

HOW WE GOT HERE

How does TMP2050 fit with other policies?

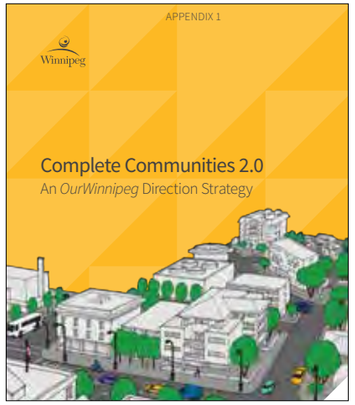
TMP2050 will support and advance the City of Winnipeg's vision, as well as the policies found within the City's major policy documents.



CLIMATE ACTION PLAN



OURWINNIPEG 2045



COMPLETE COMMUNITIES 2.0

POLICY ALIGNMENT

OurWinnipeg 2045 Goal	What this means for TMP2050	Draft TMP2050 Target
City Building	A transportation system that provides a variety of mobility options for the efficient movement of people and goods, supported by well-integrated land use and transportation planning.	50% sustainable mode share (transit, auto passenger, walking, and bike trips over a 24 hour period)
Environmental Resilience	A transportation system that reduces its greenhouse gas emissions and meets or surpasses climate change and emissions reduction goals set by the City and the Province.	Reduce transportation-related greenhouse gas emissions by a minimum of 80% (compared to 2011)
Economic Prosperity	An efficient, reliable and financially sustainable transportation system for people, goods, and services.	Maintain or improve truck and people travel time reliability
Good Health + Well-Being	A safe transportation system that supports active, accessible and healthy lifestyle options.	*To be based on Road Safety Strategic Action Plan Target*
Social Equity	A transportation system that provides access and mobility for all in a manner that addresses the historic and systemic disadvantages of certain groups and people.	95% of people in geographic areas of higher poverty and 75% of people city-wide have access to frequent transit service and cycling facilities (500 m walking distance)
Leadership + Good Governance	Leadership reflects listening, building relationships and taking the lead from the community to envision and build a healthy and inclusive city that offers all members a high quality of life	As leadership and good governance is integral to every aspect of city building no one target is defined for strategic planning purposes, however indicators for monitoring progress will be included in the final report

Winnipeg

CURRENT STATE - LAND USE & TRANSPORTATION

	1945	1974	2011	Current (2020)
Urbanized Area (Map)				
Urbanized Area (Ha)	9,960	19,630	29,400	31,300
Population	229,045	566,813	654,264	766,900
Population Density	23.0	28.9	22.3	24.6
Population Increase	-	147.5%	15.4%	17.8%
Built Up Area Increase	-	97.1%	49.8%	6.5%

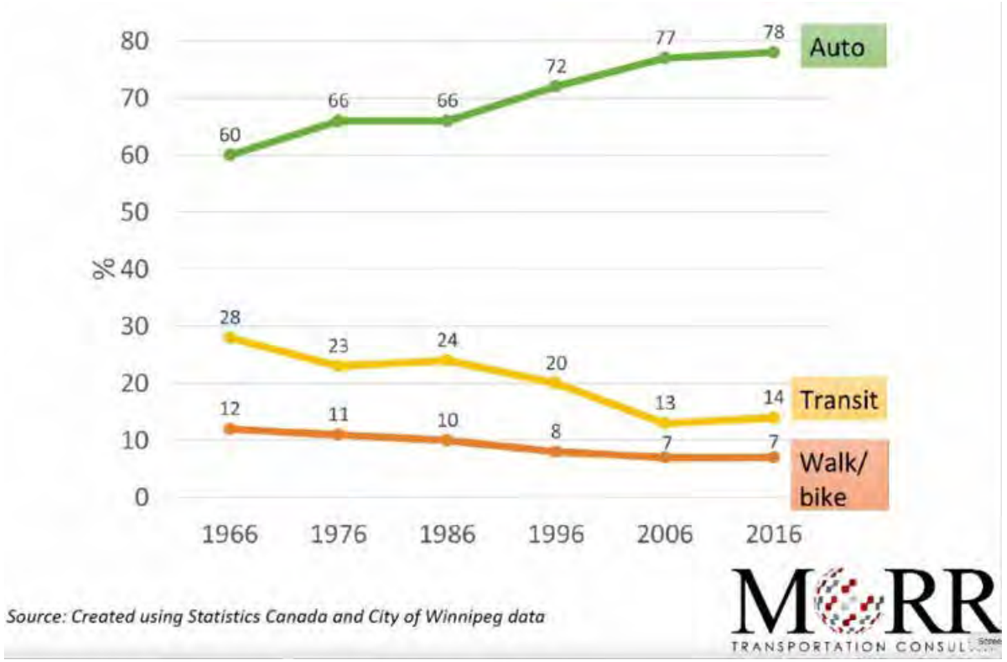
Winnipeg

CURRENT STATE - TRANSPORTATION SUPPLY



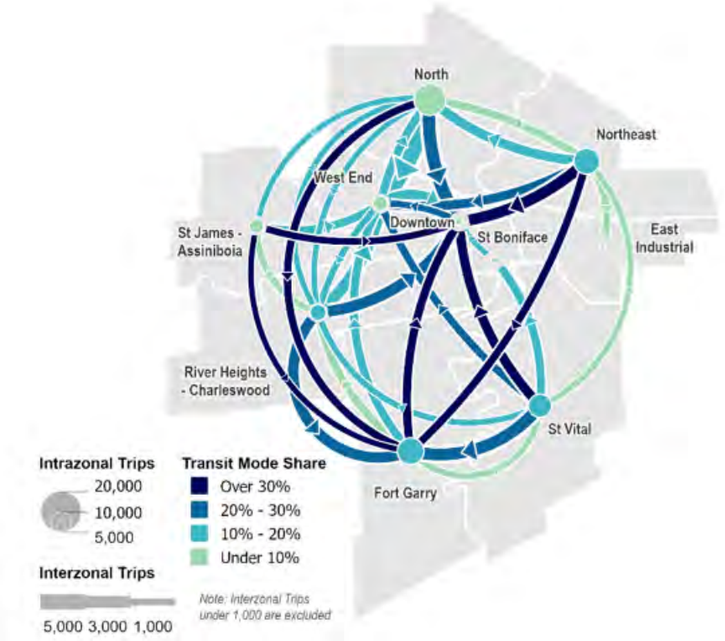
Winnipeg

CURRENT STATE - HOW PEOPLE TRAVEL



Winnipeg

CURRENT STATE - WHY PEOPLE TRAVEL

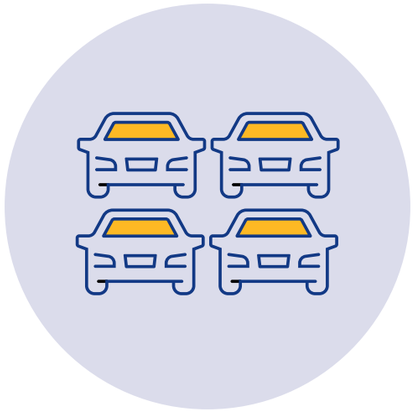


HOW WE GOT HERE

What are the key issues in Winnipeg?



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TRAFFIC CONGESTION



CITY FINANCES



SAFETY

WHAT WE HEARD FROM THE PUBLIC IN 2020

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- COVID-19 saw Winnipeggers change their **shopping habits**

WHAT WE HEARD FROM THE PUBLIC IN 2020

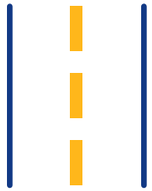
Wants:



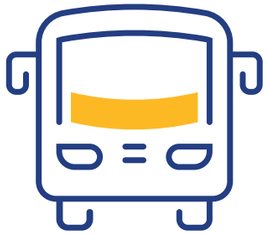
BETTER MAINTAINED ROADS & FEWER POTHOLES



MORE & BETTER BIKE INFRASTRUCTURE



EFFECTIVE EXPRESSWAYS

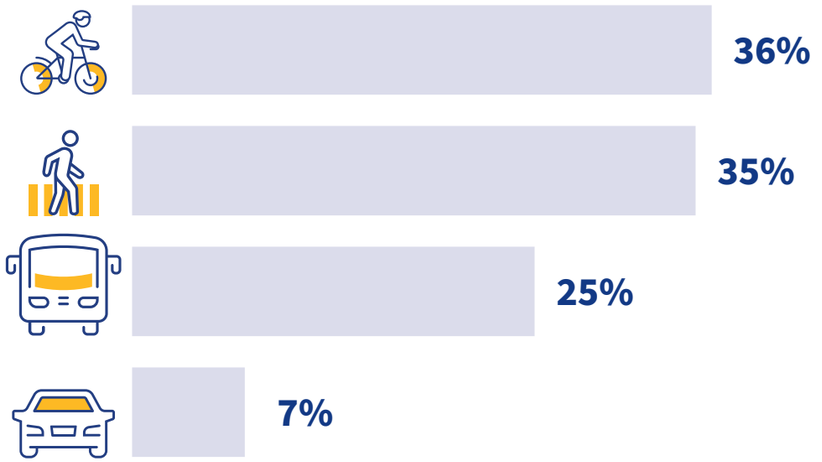


BETTER BUS SERVICE

WHAT WE HEARD FROM THE PUBLIC IN 2020

Barriers:

- Proximity to busy roadways is seen as a major obstacle by both pedestrians and cyclists
- Transportation issues discourage some people from participating in activities



Percentage of users who found it somewhat hard or very hard to get around, by transportation mode

Source: Probe Research, statistically significant survey 2020

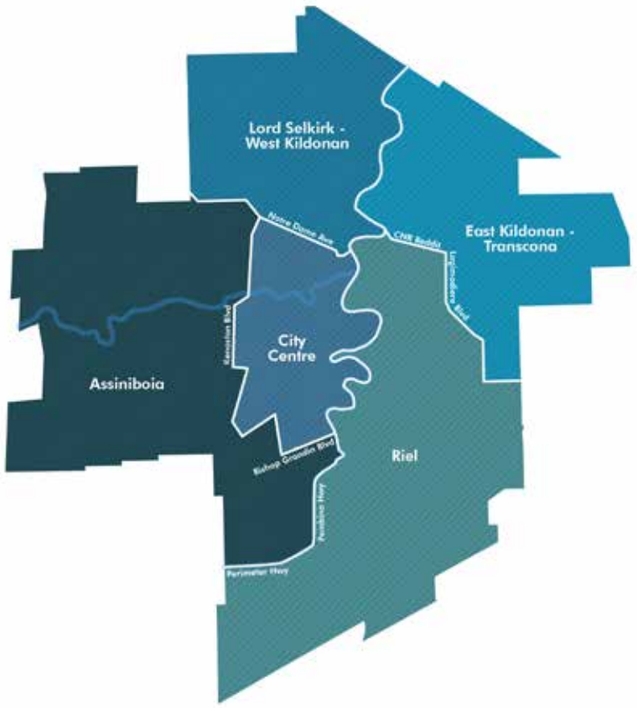
WHAT WE HEARD FROM STAKEHOLDERS

Issues & Concerns:

- Traffic congestion
- Safety issues
- Poor connectivity of active transportation network
- Too dependent on cars

Desires & Opportunities:

- Equitable transportation options
- More transportation mode options
- Environmental sustainability
- Transportation that supports healthy lifestyles



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WHAT WE HEARD FROM STAKEHOLDERS

Ideas for Change:

- Repurposing rail lines for active transportation or light rail
- Improving connections between transportation modes
- Completing the inner ring road
- Expanding infrastructure for electric vehicles



PHASE 2 OBJECTIVES

- Present key directions and draft strategies
- Gage support for and comfort with shift required to meet targets
- Get feedback on directions and strategies to inform development of recommendations

NEXT STEPS

- Review public + stakeholder feedback
- Refine strategies
- Develop recommendations
- Prepare Draft TMP2050 document
- Phase 3 engagement

7 KEY DIRECTIONS



TMP2050

Key Directions & Strategies Booklet

01 Integrate land use & transportation

02 Provide safe & sustainable mobility options for all

03 Transform & optimize transportation corridors

04 Revitalize the road network & bridges

05 Support goods movement & economic prosperity

06 Enhance active transportation opportunities

07 Connect the city with frequent & rapid transit

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KEY DIRECTION 01

INTEGRATE LAND USE & TRANSPORTATION

Building a connected city: Ensuring homes, jobs, and businesses can be accessed by a variety of mobility options

What does this mean?

- Planning how land will be used and how people will move around
- Locations of destinations affects travel choices
- Locations of transportation infrastructure affects land development

What did Winnipeggers say?

Winnipeggers want to live close to:

- Work
- Family and friends
- Affordable and healthy food options
- Recreation facilities



KEY DIRECTION 02

PROVIDE SAFE & SUSTAINABLE MOBILITY OPTIONS FOR ALL

Supporting transportation equity: Providing safe and sustainable mobility options for all

What does this mean?

Transportation options that:

- Have less impact on the environment
- Move more people using less space

Benefits include:

- Healthier for people
- Reduce congestion, collisions, emissions, and air pollution

What did Winnipeggers say?

- Two thirds of Winnipeggers said they would like to shift towards more active and sustainable transportation options



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KEY DIRECTION 03

TRANSFORM & OPTIMIZE TRANSPORTATION CORRIDORS

Creating Complete Streets: Transforming streets into vibrant multimodal spaces that are safe and efficient for all drivers, cyclists, and pedestrians

What does this mean?

- Streets designed, operated, and maintained with safety of all users in mind
- Move people and goods more efficiently
- Gradually transform the road network

What did Winnipeggers say?

Winnipeggers want:

- Better maintained roads, expressways, and a complete inner ring road
- Better bicycle infrastructure and improved transit services



KEY DIRECTION 04

REVITALIZE THE ROAD NETWORK & BRIDGES

Enhancing the network: ensuring network infrastructure supports our future

What does this mean?

- Maintain and improve mobility for both people and goods, and create better connections across the city
- Red and Assiniboine Rivers act as natural barriers
- Maintain existing bridges and roadways

What did Winnipeggers say?

Winnipeggers want:

- Better maintained roads
- Building expressways
- Completing the inner ring road
- Fewer potholes
- Better bike infrastructure
- Better bus service



KEY DIRECTION 05

SUPPORT GOODS MOVEMENT & ECONOMIC PROSPERITY

Supporting business and industry: Creating a safe, efficient, and reliable transportation system for the movement of people, goods, and services in the city

What does this mean?

- 10% of all jobs in Winnipeg and the surrounding region are in the transportation and logistics sector
- Trucks and courier vehicles move most goods
- Winnipeg is a key node in transcontinental goods movement

What did Winnipeggers say?

- Concerns over the safe operation of large trucks on city streets

KEY DIRECTION 06

ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES

Supporting active mobility: Creating a sustainable, supportive active transportation network

What does this mean?

- Any mode of travel that relies primarily on human power
- Cycling, walking, and using a wheelchair or mobility device
- Roller blading, running, jogging, skateboarding, scootering, paddling, and skating

What did Winnipeggers say?

- Gaps in the network cause difficulty getting around the city by bicycle
- Feeling unsafe makes people choose not to cycle
- Preference for cycling facilities that are separated from roadway traffic



KEY DIRECTION 07

CONNECT THE CITY WITH FREQUENT & RAPID TRANSIT

Ensuring all Winnipeggers are well-served by Transit: Integrating the Winnipeg Transit Master Plan with larger transportation network planning

What does this mean?

- Moving more people in less space as population grows
- More affordable than car ownership - more equitable system

What did Winnipeggers say?

Current challenges with Winnipeg Transit:

- Unreliable service
- Increased travel time compared to driving
- Infrequent service
- No service to desired destination





WORKSHOP

REVITALIZING ROADS AND BRIDGES:

How do we enhance the network?

REVITALIZING ROADS AND BRIDGES

04

Revitalize the road network & bridges

KEY DIRECTION 04

REVITALIZE THE ROAD NETWORK & BRIDGES

What does this mean?

- Maintain and improve mobility for both people and goods, and create better connections across the city
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- Maintain existing bridges and roadways

What did Winnipeggers say?

Winnipeggers want:

- Better maintained roads
- Building expressways
- Completing the inner ring road
- Fewer potholes
- Better bike infrastructure
- Better bus service



What does this look like?

- Streets optimized to move more people and goods using the same amount of space
- Improvements to existing roads, bridges, and intersections
- More emphasis on movement of people and goods
- Less emphasis on the movement of cars
- Limiting number of new roads built

KEY DIRECTION 04

REVITALIZE THE ROAD NETWORK & BRIDGES

How could we achieve this?

Only expand, extend, or add roads to:

- **Provide space for goods movement** (such as the completion of the inner ring road)
- **Provide space for sustainable modes** (such as the addition of a designated bike lane)
- **Connect new developments** to the existing network (such as Bison Drive extension connecting Waverley West)



KEY DIRECTION 04

REVITALIZE THE ROAD NETWORK & BRIDGES

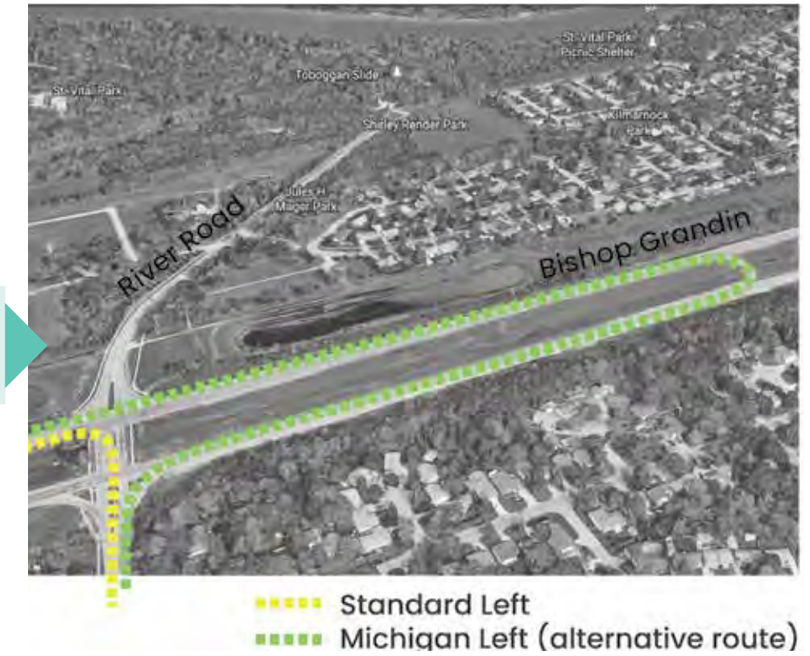
STRATEGY 4.1

Maximize the use and efficiency of the existing road network through advanced technology and operational improvements

POLL QUESTION

How could we achieve this?

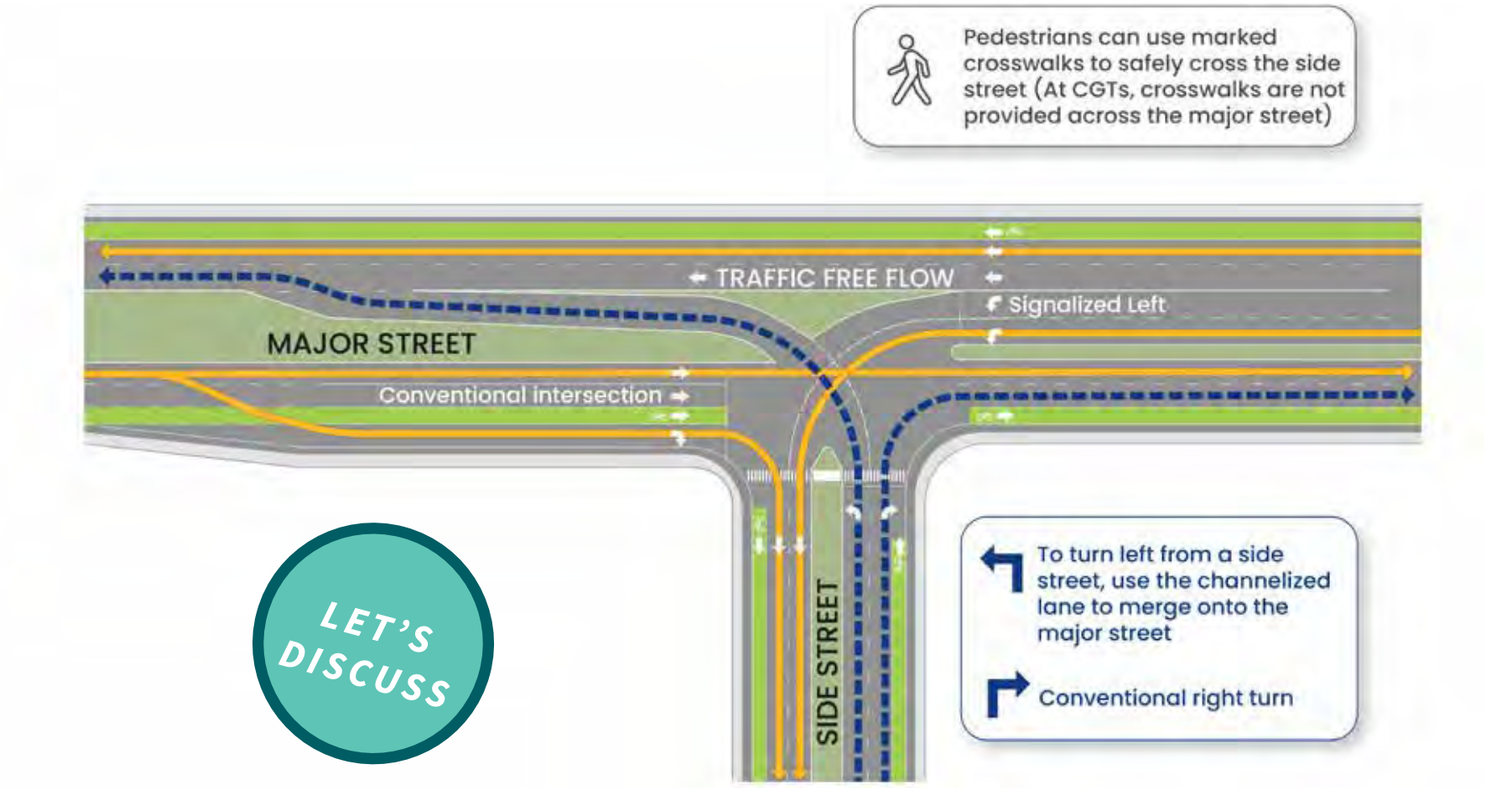
- Use **digital message boards** on major routes to provide drivers with real-time information on traffic conditions
- Use **Michigan Lefts** where minor roads meet major divided roads



REVITALIZE THE ROAD NETWORK & BRIDGES

How could we achieve this?

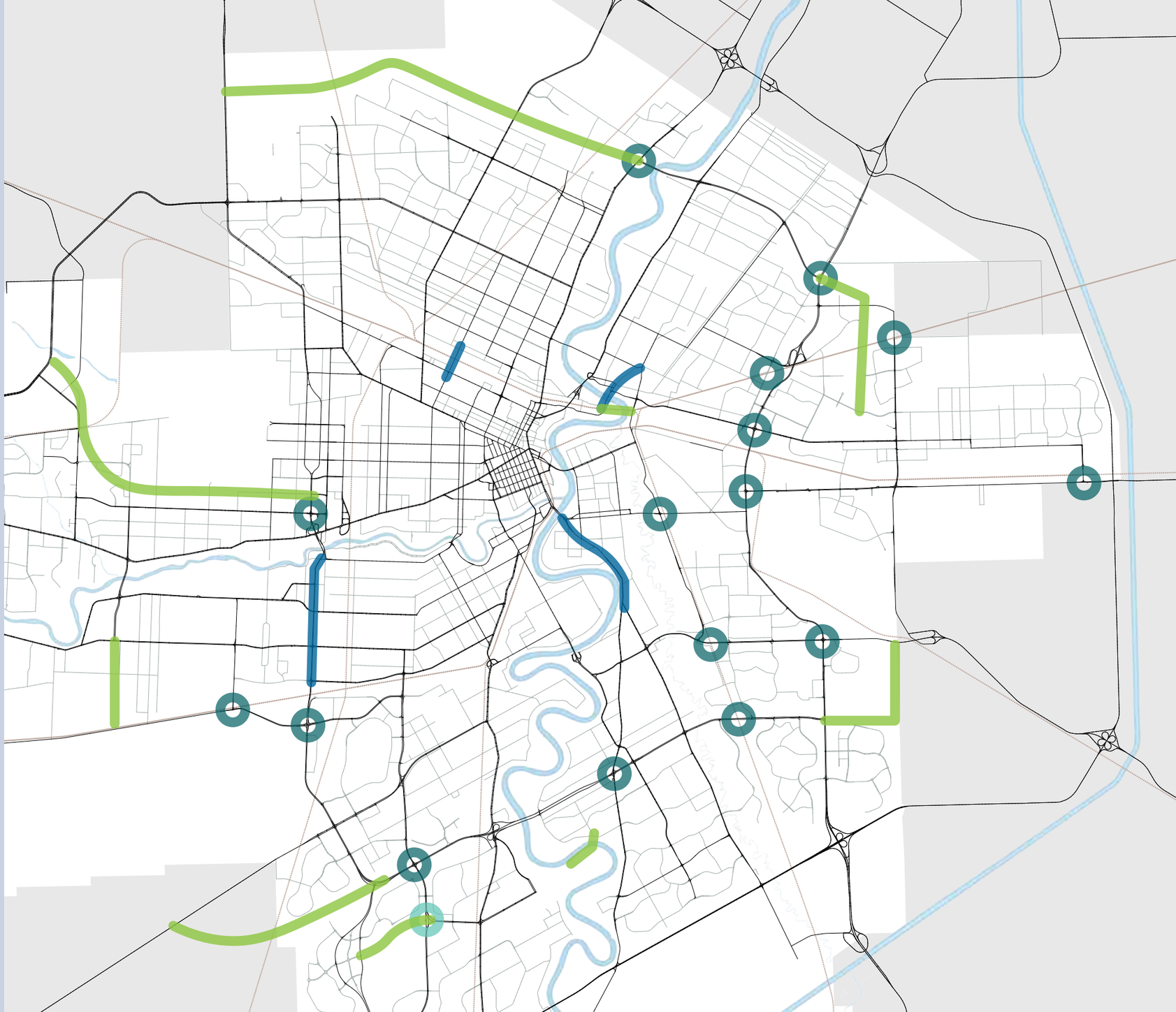
- Use **roundabouts** where appropriate
- Create **Continuous Green 'T' Intersections (CGTs)** to improve safety / efficiency and reduce delays



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MAP

POTENTIAL COMBINED NETWORK IMPROVEMENTS



Location of potential new road or bridge

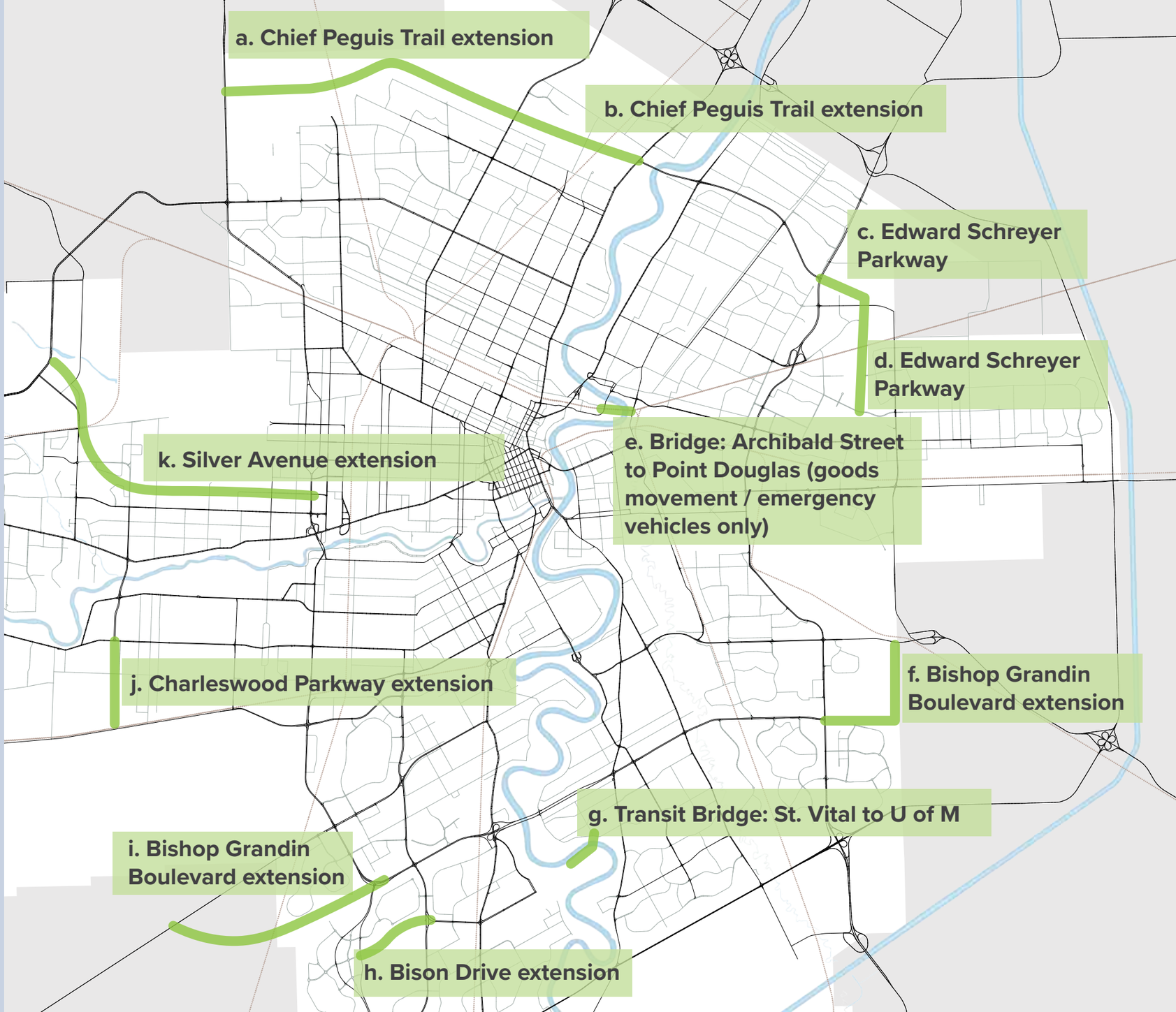
Location of potential road or bridge upgrade

Location of potential intersection upgrade

Location of potential grade-separated intersection

MAP

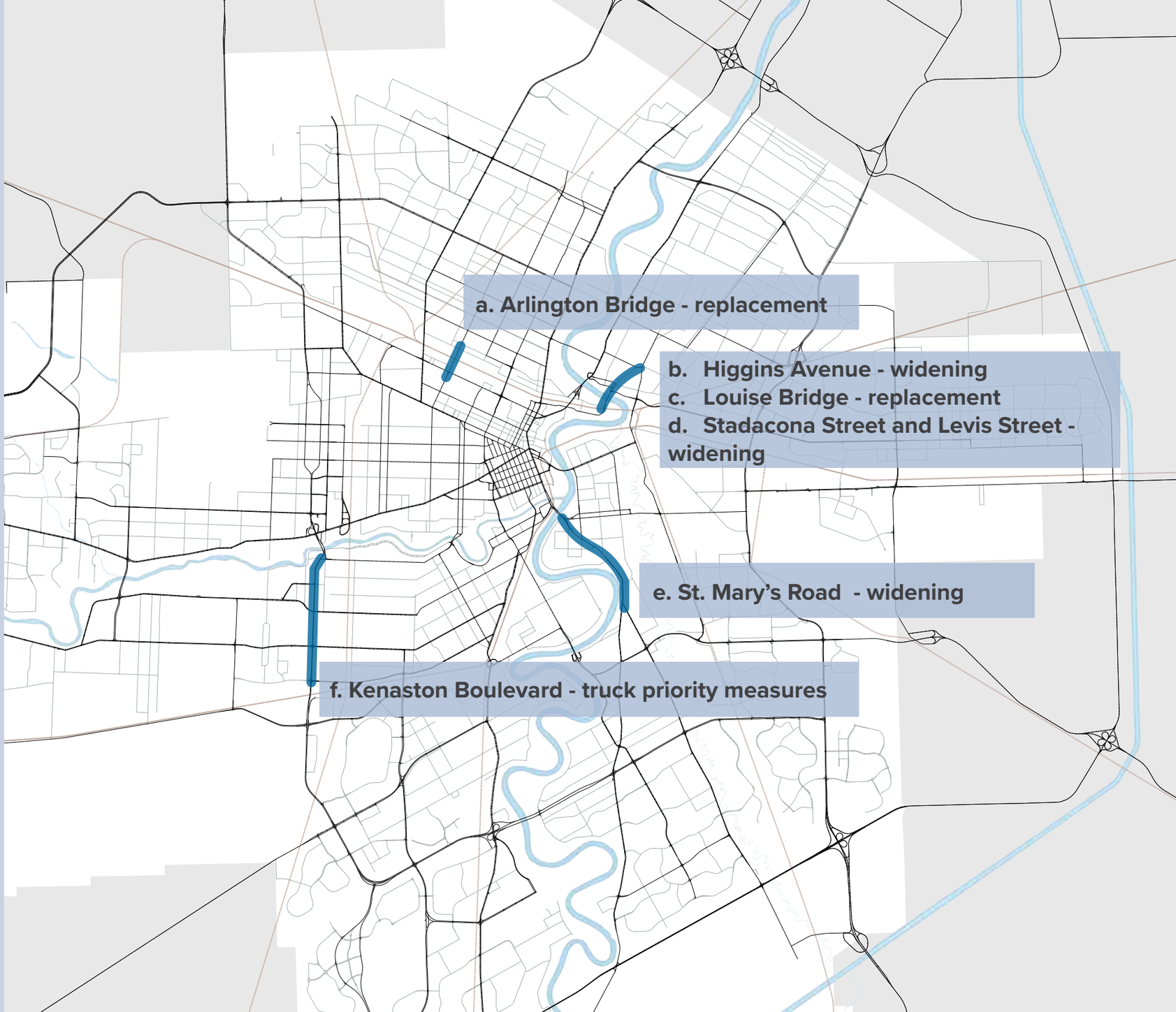
POTENTIAL NEW ROADS & BRIDGES



Location of potential new road or bridge

MAP

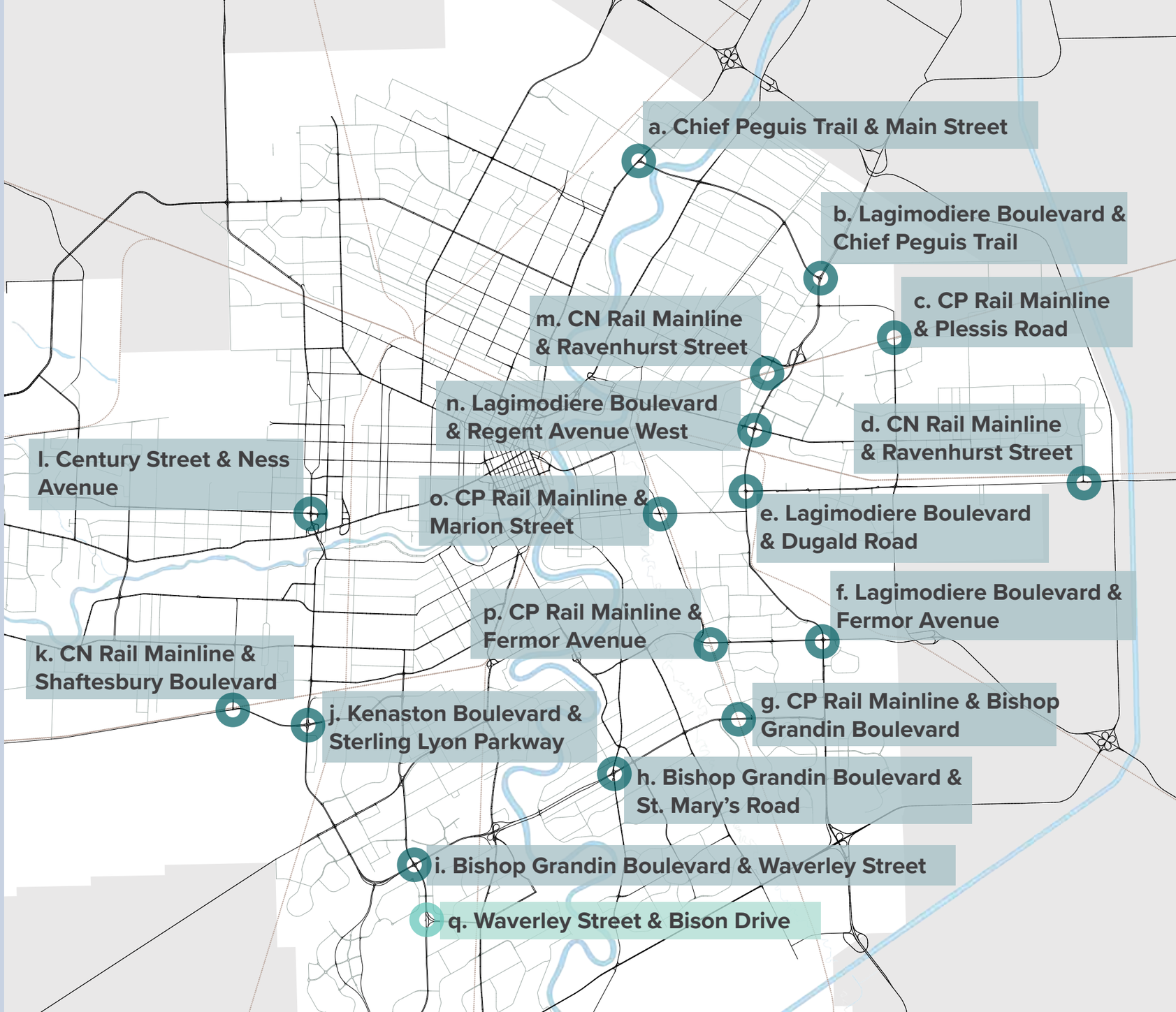
POTENTIAL ROAD & BRIDGE UPGRADES



Location of potential road or bridge upgrade

MAP

POTENTIAL INTERSECTION IMPROVEMENTS



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


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Thank you for attending!



TRANSPORTATION MASTER PLAN 2050

STAKEHOLDER ENGAGEMENT

Safe and Efficient Goods Movement
Monday, November 22, 2021, 2:00 p.m. – 4:00 p.m.

AGENDA

01

PROJECT RECAP

02

PUBLIC & STAKEHOLDER ENGAGEMENT SUMMARIES

03

7 KEY DIRECTIONS FOR TMP2050

04

WORKSHOP: SAFE AND EFFICIENT GOODS MOVEMENT

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PROJECT RECAP

Background:

- Winnipeg's Transportation Master Plan is being updated
- 30-year blueprint to guide investment in Winnipeg's transportation network

TMP2050 Vision:

Ensure the transportation system supports quality of life and economic vitality through safe, efficient, connected, and barrier-free movement of people and goods using a choice of modes and sustainable infrastructure.

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PROJECT RECAP

Timeline:

Phase 1

Study, analyze, and understand what is happening with our transportation system

Sep. - Dec. 2020

Phase 2

Determine transportation issues and identify and analyze potential opportunities

2021

WE ARE HERE

Phase 3

Develop equitable and sustainable transportation solutions for tomorrow

2022

Phase 4

Implement the Transportation Plan recommendations

2022 & Beyond

Winnipeg