



KEY DIRECTION 06

ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES

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

ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES

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



STRATEGY 6.1

Improve connectivity in the active transportation networks



STRATEGY 6.2

Increase convenience and comfort for those who travel via active modes



STRATEGY 6.3

Make roads safer and more accessible for vulnerable users

ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES

- ▶ *Supporting active mobility: Creating a sustainable, supportive active transportation network*



STRATEGY 6.4

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



STRATEGY 6.6

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

ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES

How could we achieve this?

- Implement facilities on the bicycle network through capital road rehabilitations and reconstructions
- Create and continually update a **digital inventory** of secure public bicycle parking locations and repair stations on the City website
- Explore implementation of a **bike share program** with private industry and/or local community partners
- Explore and develop **park-and-cycle facilities** using existing Winnipeg Transit park-and-ride lots (such as Charleswood Centre)
- **Reduce pedestrian crossing distances** by providing narrower roads and lanes and considering curb extensions or median islands where feasible,
- Add **equity as a consideration in asset management** program for sidewalks
- Develop and implement **community support programs** to encourage community sidewalk snow removal on residential streets and grooming of multi-use winter trails
- **Work with vulnerable groups** to find out what their key issues are in order to better communicate with them

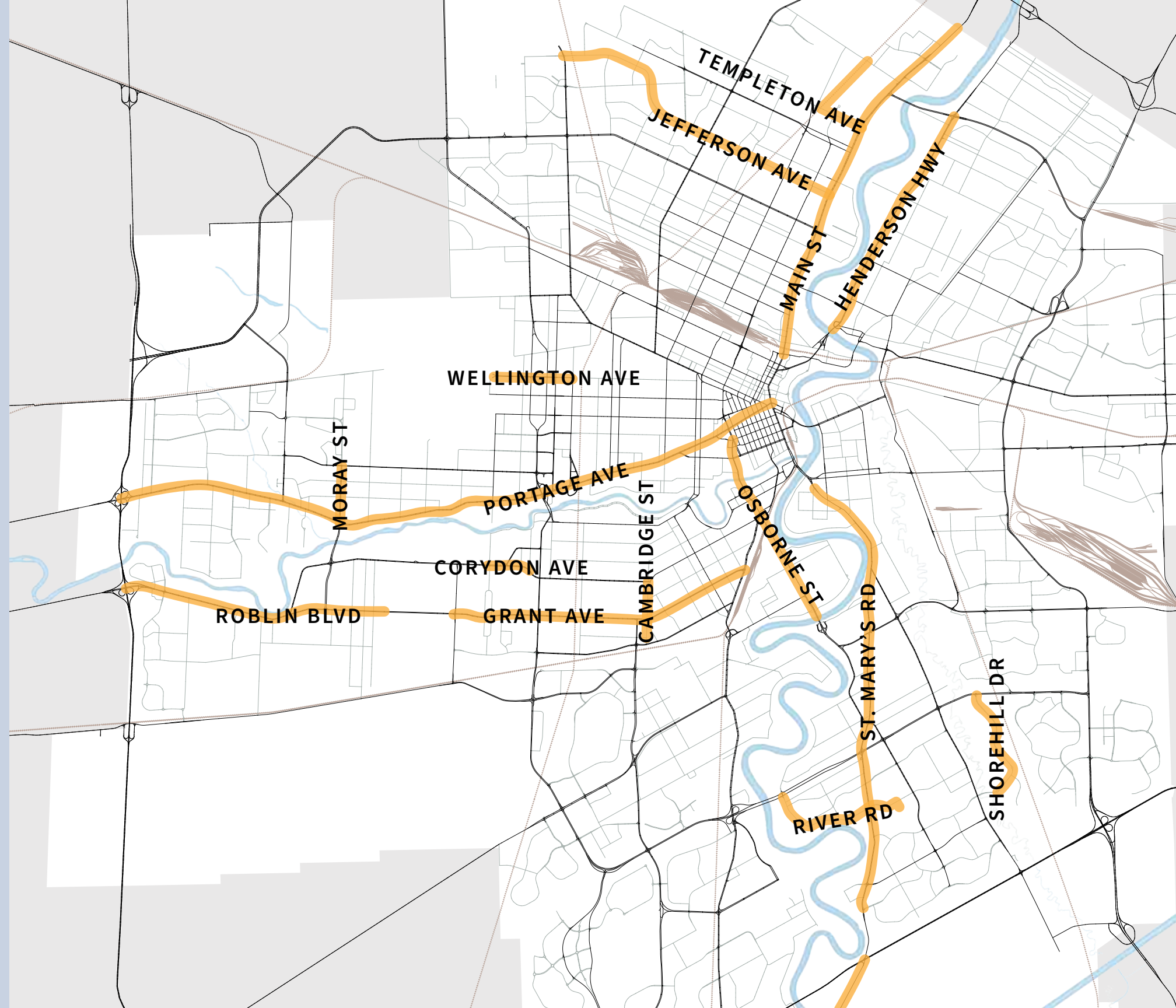
MAP

POTENTIAL CORRIDOR STUDIES

Corridor studies:

- Adding cycling infrastructure to them will likely require the **reallocation of road space** from vehicles to bicycles
- Implemented through a **study process** that includes infrastructure design and public engagement
- Better **understand the challenges** of these corridors

 Location of potential corridor study



KEY DIRECTION 07

CONNECT THE CITY WITH FREQUENT & RAPID TRANSIT

This direction guides us in integrating the Winnipeg Transit Master Plan with larger transportation network planning. It talks about improving the link between areas of the city with frequent, reliable, and rapid transit service.

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*



STRATEGY 7.1

Expand the reach and convenience of Winnipeg Transit services



STRATEGY 7.2

Make Transit accessible for people of all ages and abilities

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*



STRATEGY 7.3

Simplify Winnipeg Transit's fare structure and policies



STRATEGY 7.4

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

CONNECT THE CITY WITH FREQUENT & RAPID TRANSIT

How could we achieve this?

- Identify locations where a significant number of regional commuters enter the city for implementation of **park-and-ride facilities and bicycle parking**
- **Reinvest revenues from Transit** ridership into service improvements, focusing on capacity constraints and improved weekend service
- **Simplify the fare options** available and eliminate redundancy to reduce complexity for passengers
- Phase out physical fare media in favour of **digital payment** methods
- Continue to outfit transit stops and stations with **displays** providing passenger information
- Implement **off-board payment** and fare validators or staff for fare inspections and enforcement, in support of **all-door boarding**



Thank you for attending!



TRANSPORTATION MASTER PLAN 2050

PUBLIC ENGAGEMENT

The Connected City

Monday, November 29, 2021, 6:30 p.m. – 8:30 p.m.

AGENDA

01

PROJECT RECAP

02

*PUBLIC &
STAKEHOLDER
ENGAGEMENT
SUMMARIES*

03

*7 KEY DIRECTIONS
FOR TMP2050*

04

*WORKSHOP: THE
CONNECTED CITY*

05

*GROUP
DISCUSSIONS*

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

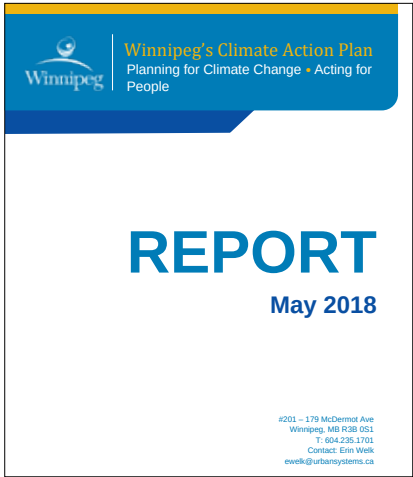
Timeline:



HOW WE GOT HERE

How does TMP2050 fit with other policies?

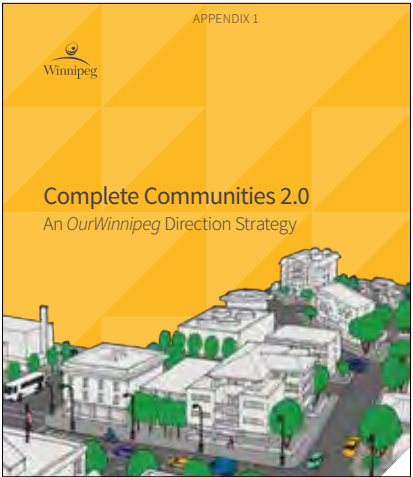
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**CLIMATE ACTION
PLAN**



**OURWINNIPEG
2045**

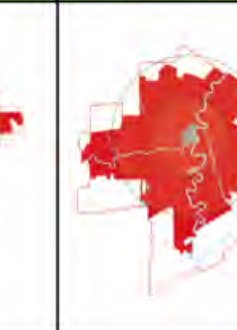


**COMPLETE
COMMUNITIES 2.0**

POLICY ALIGNMENT

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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.	<i>To be based on Road Safety Strategic Action Plan Target</i>
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)
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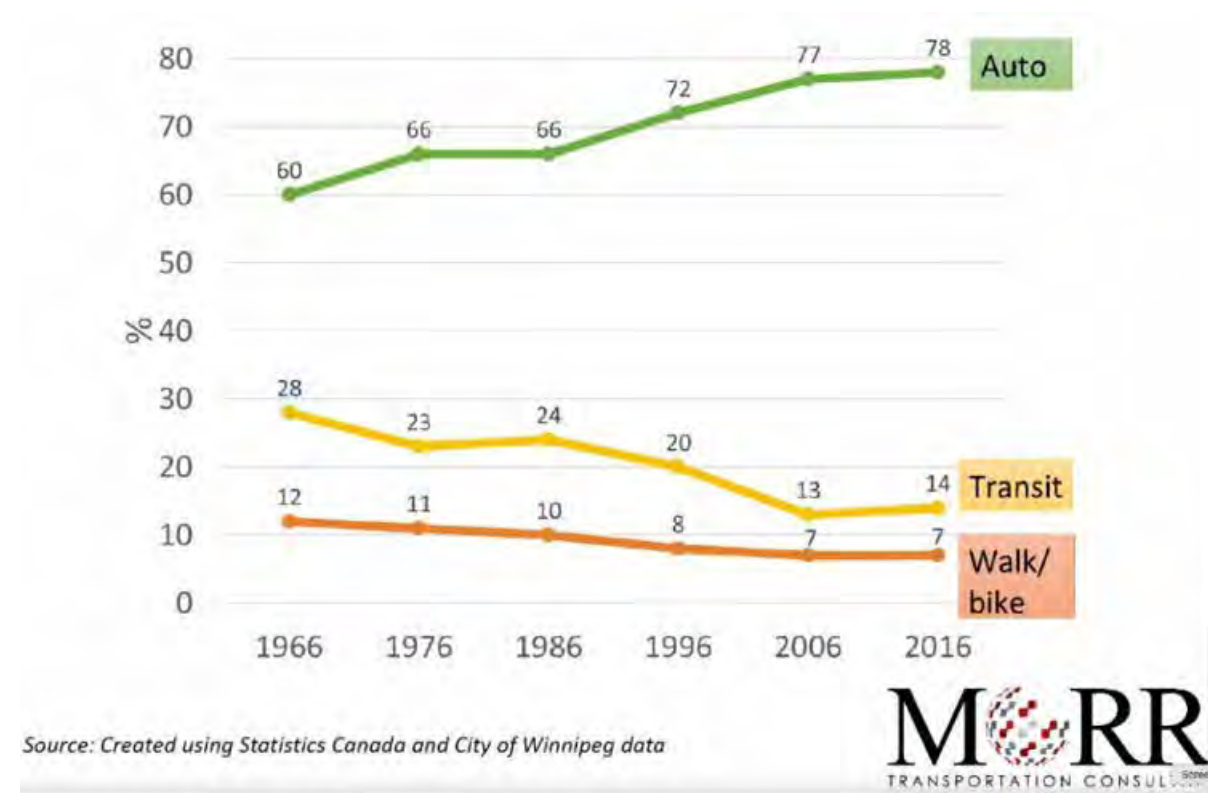
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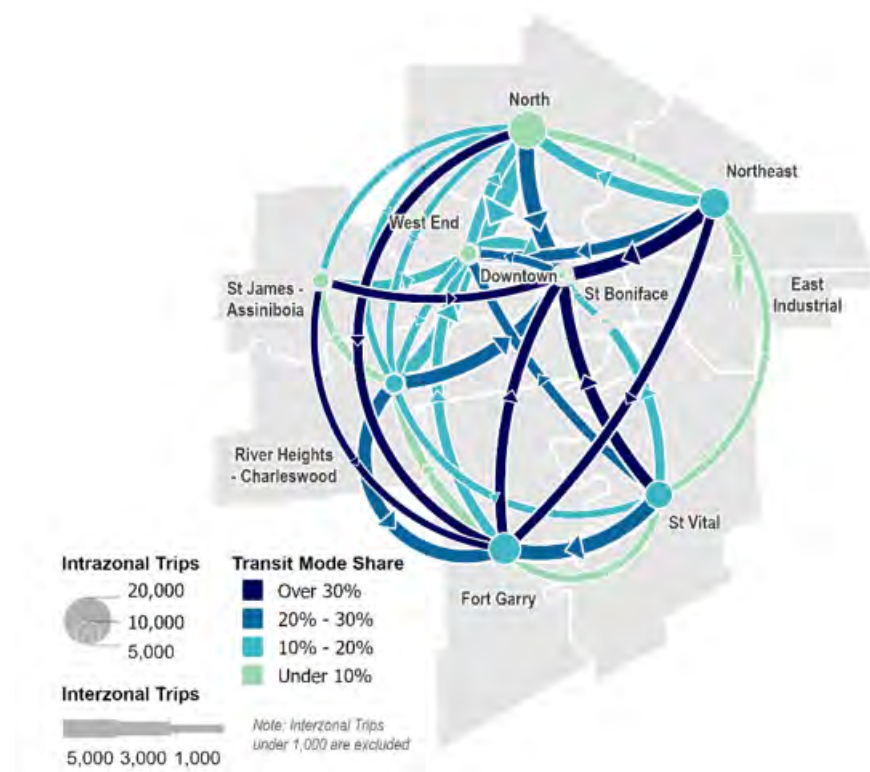
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CURRENT STATE - HOW PEOPLE TRAVEL



CURRENT STATE - WHY PEOPLE TRAVEL



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



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website
click-throughs



1,700+
active participants



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participants in the
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600
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3
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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

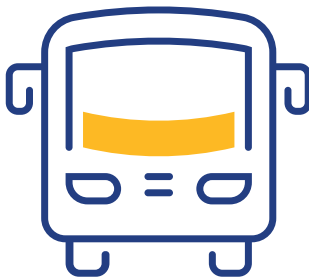
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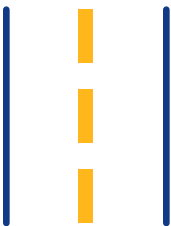
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MORE & BETTER BIKE INFRASTRUCTURE



BETTER BUS SERVICE

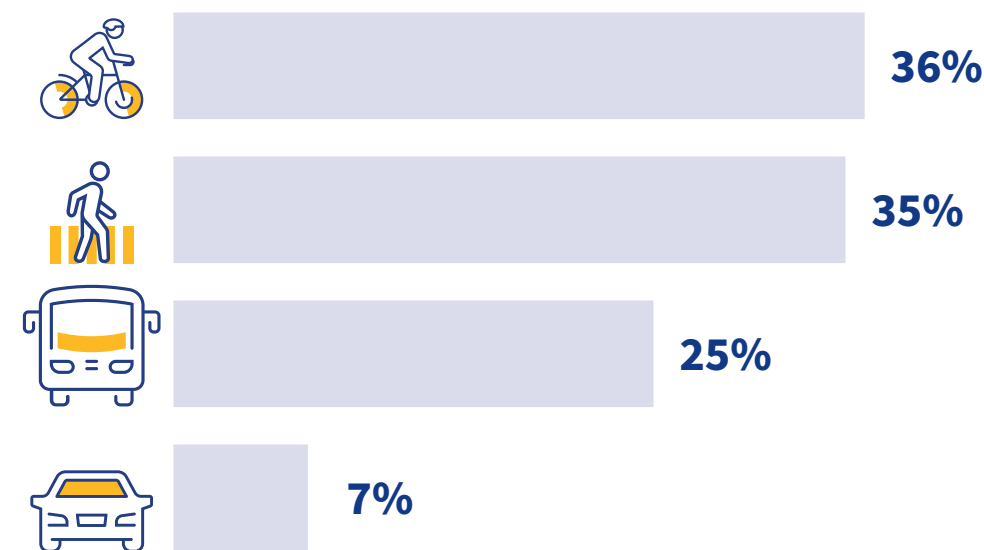


EFFECTIVE EXPRESSWAYS

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



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

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

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



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.



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



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



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

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



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

THE CONNECTED CITY:

*Building a transportation network that supports
people, communities and growth*

THE CONNECTED CITY

01

Integrate land use & transportation

03

Transform & optimize transportation corridors

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

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

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**



LET'S
DISCUSS

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 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

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

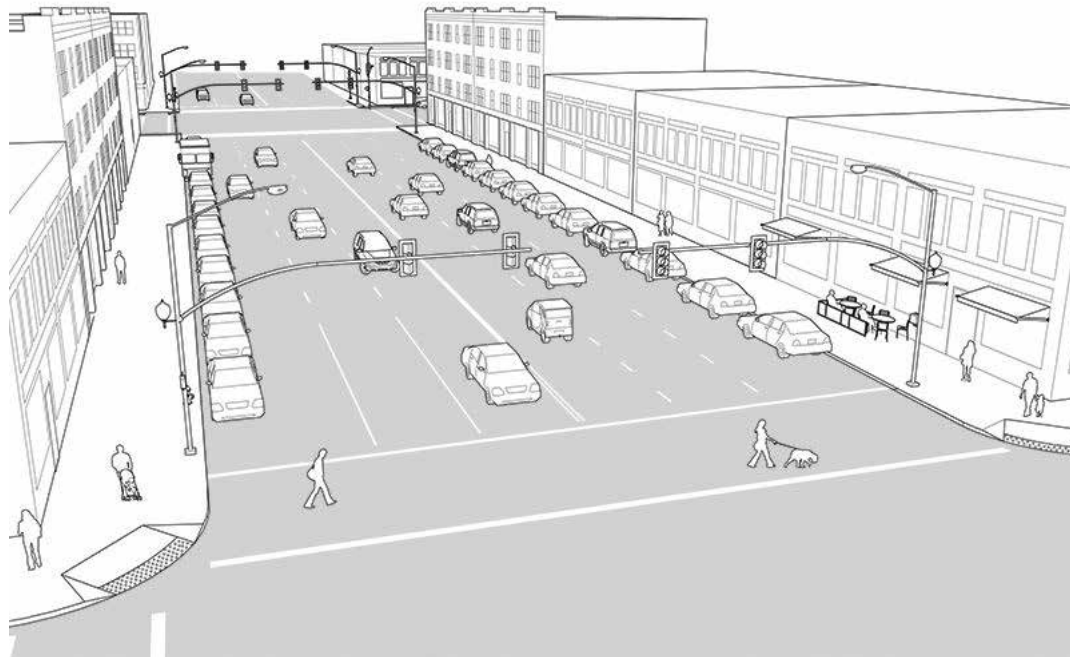
Strategy in reality: Sherbrook Street 2014

- 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

TRANSFORM & OPTIMIZE TRANSPORTATION CORRIDORS



Before

- 6 vehicle travel lanes & 2 parking lanes

After

- 4 vehicle travel lanes & 2 parking lanes
- + Trees
- + Pedestrian islands
- + 2 Bike lanes
- + Median / left turning lanes



LET'S
DISCUSS

TRANSFORM & OPTIMIZE TRANSPORTATION CORRIDORS



STRATEGY 3.2

Manage 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



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



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**





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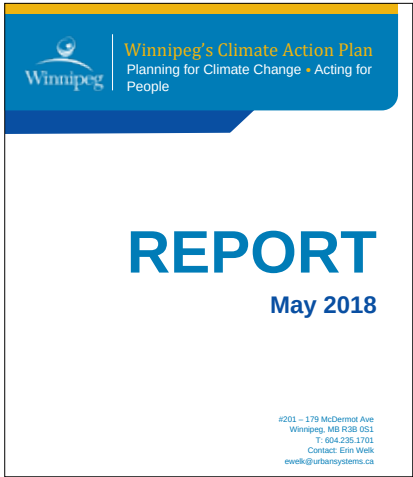
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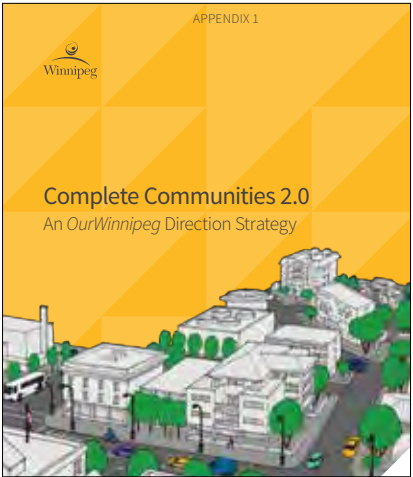
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**CLIMATE ACTION
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**OURWINNIPEG
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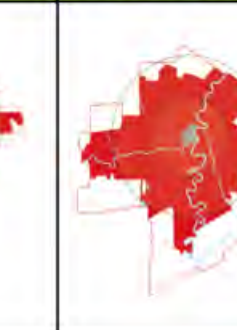


**COMPLETE
COMMUNITIES 2.0**

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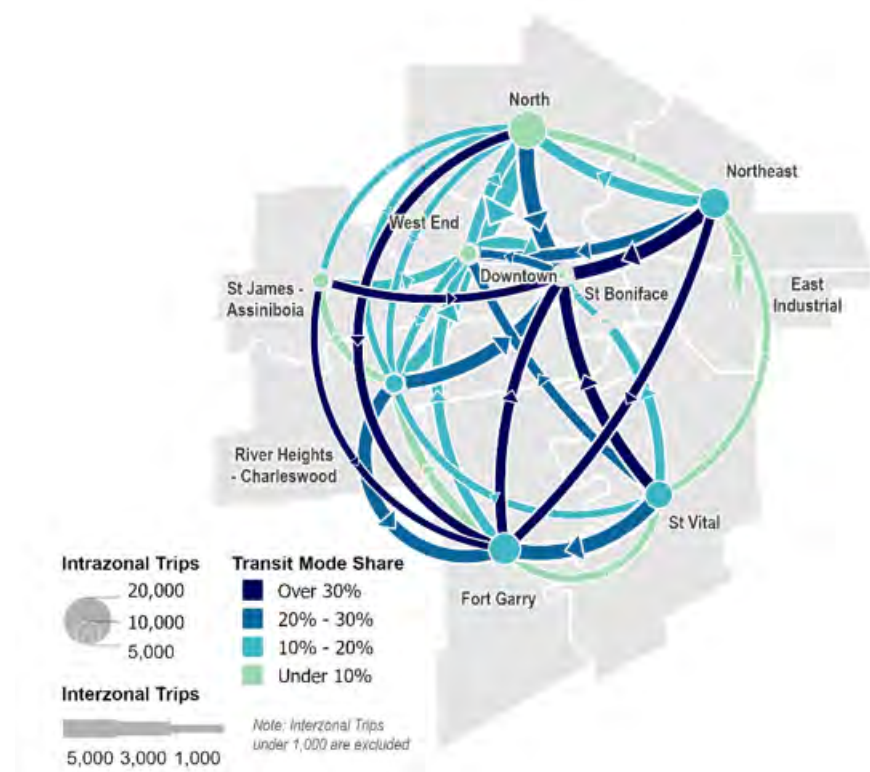
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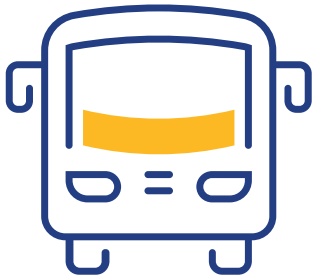
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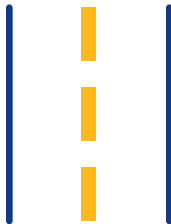
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MORE & BETTER BIKE INFRASTRUCTURE



BETTER BUS SERVICE

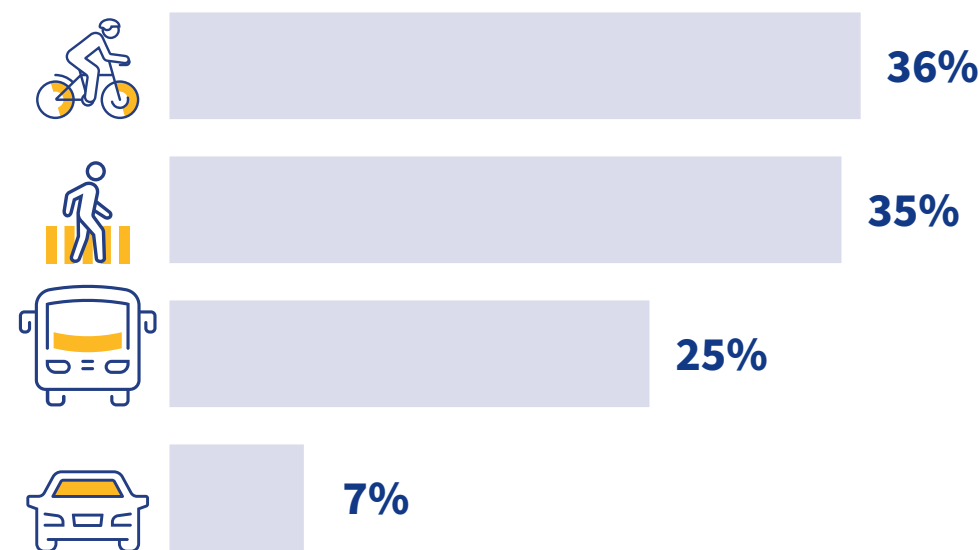


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TMP2050 Key Directions & Strategies Booklet

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**Support goods
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INTEGRATE LAND USE & TRANSPORTATION

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

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- Affordable and healthy food options
- Recreation facilities



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.



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



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



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

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



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

THE SAFE & SUSTAINABLE CITY:

Supporting transportation equity

THE SAFE & SUSTAINABLE CITY

02

**Provide safe &
sustainable mobility
options for all**

06

**Enhance active
transportation
opportunities**

07

**Connect the city with
frequent & rapid
transit**

PROVIDE SAFE & SUSTAINABLE MOBILITY OPTIONS FOR ALL

What does this mean?

Transportation options that:

- Have less impact on the environment
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Benefits include:

- Healthier for people
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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

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

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.

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.



ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES

What does this mean?

- Any mode of travel that relies primarily on human power
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- Roller blading, running, jogging, skateboarding, scootering, paddling, and skating

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)



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



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



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 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





Thank you for attending!



TRANSPORTATION MASTER PLAN 2050

PUBLIC ENGAGEMENT

The Reliable City
Wednesday, December 1, 2021, 6:30 p.m. – 8:30 p.m.

AGENDA

01

PROJECT RECAP

02

*PUBLIC &
STAKEHOLDER
ENGAGEMENT
SUMMARIES*

03

*7 KEY DIRECTIONS
FOR TMP2050*

04

*WORKSHOP: THE
RELIABLE CITY*

05

*GROUP
DISCUSSIONS*

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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

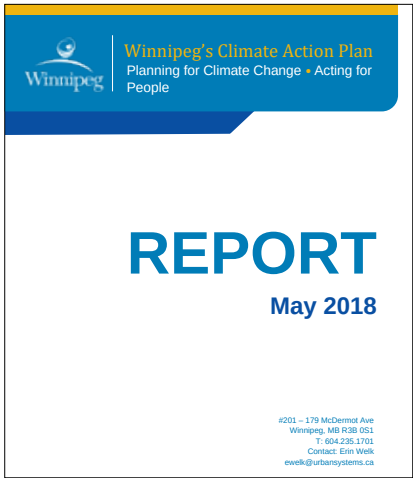
Timeline:



HOW WE GOT HERE

How does TMP2050 fit with other policies?

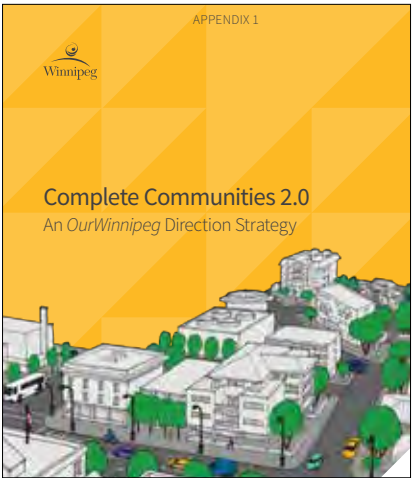
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**CLIMATE ACTION
PLAN**



**OURWINNIPEG
2045**

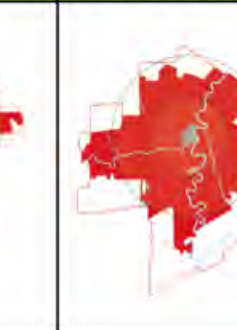


**COMPLETE
COMMUNITIES 2.0**

POLICY ALIGNMENT

OurWinnipeg 2045 Goal	What this means for TMP2050	Draft TMP2050 Target
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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

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Urbanized Area (Ha)	9,960	19,630	29,400	31,300
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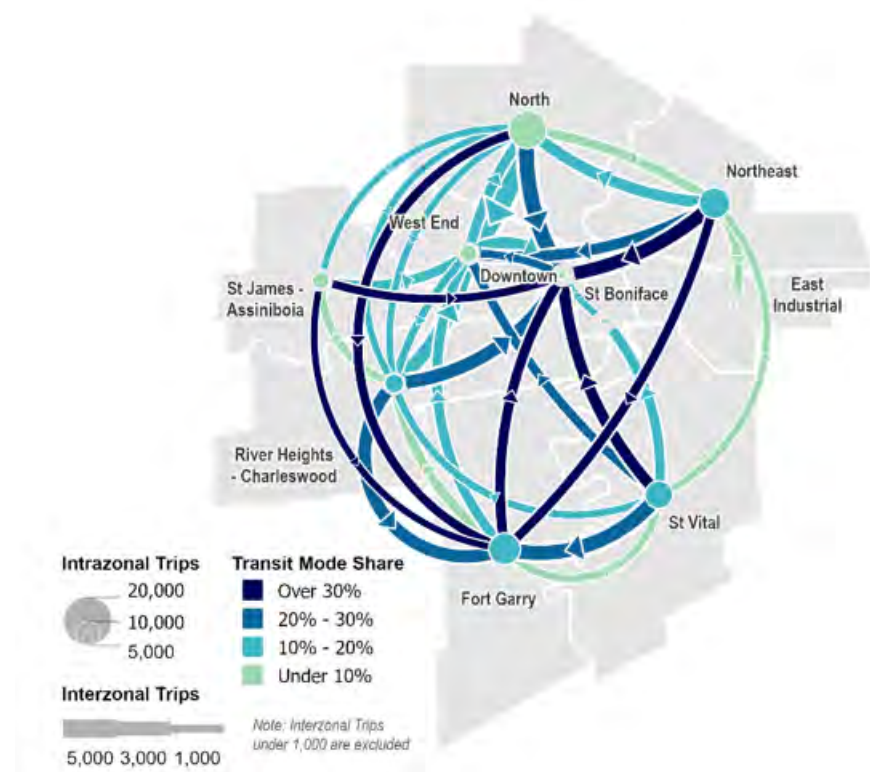
CURRENT STATE - TRANSPORTATION SUPPLY



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CURRENT STATE - WHY PEOPLE TRAVEL



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



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SAFETY



RELIABILITY



ENVIRONMENTAL SUSTAINABILITY

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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

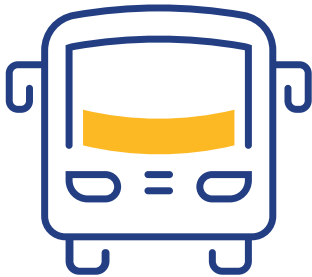
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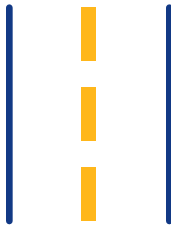
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*MORE & BETTER BIKE
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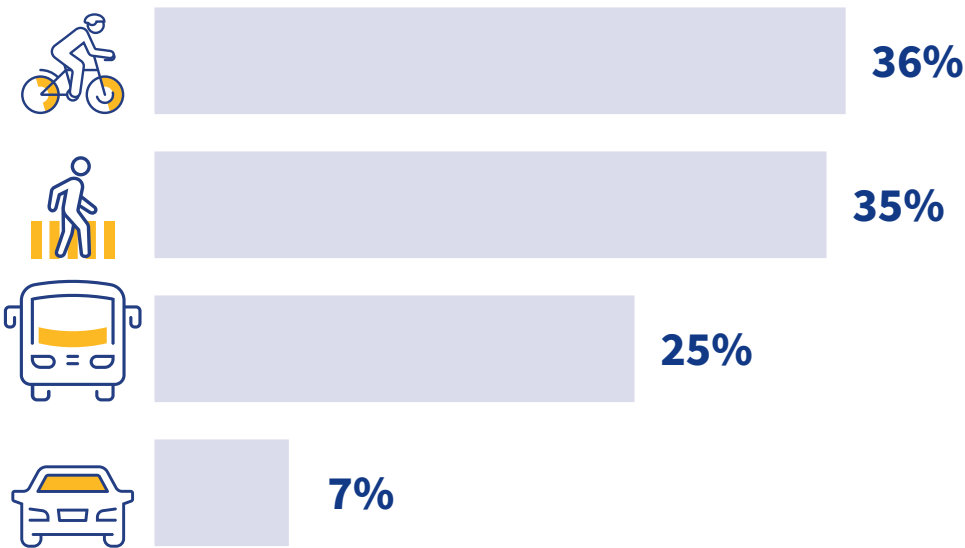


EFFECTIVE EXPRESSWAYS

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



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

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**

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



PROVIDE SAFE & SUSTAINABLE MOBILITY OPTIONS FOR ALL

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

What does this mean?

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► *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
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WORKSHOP

THE RELIABLE CITY:

Revitalizing the road and bridge network

THE RELIABLE CITY

04

**Revitalize the road
network & bridges**

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
- Red and Assiniboine Rivers act as natural barriers
- Maintain existing bridges and roadways

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



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)



REVITALIZE THE ROAD NETWORK & BRIDGES



STRATEGY 4.1

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

How could we achieve this?

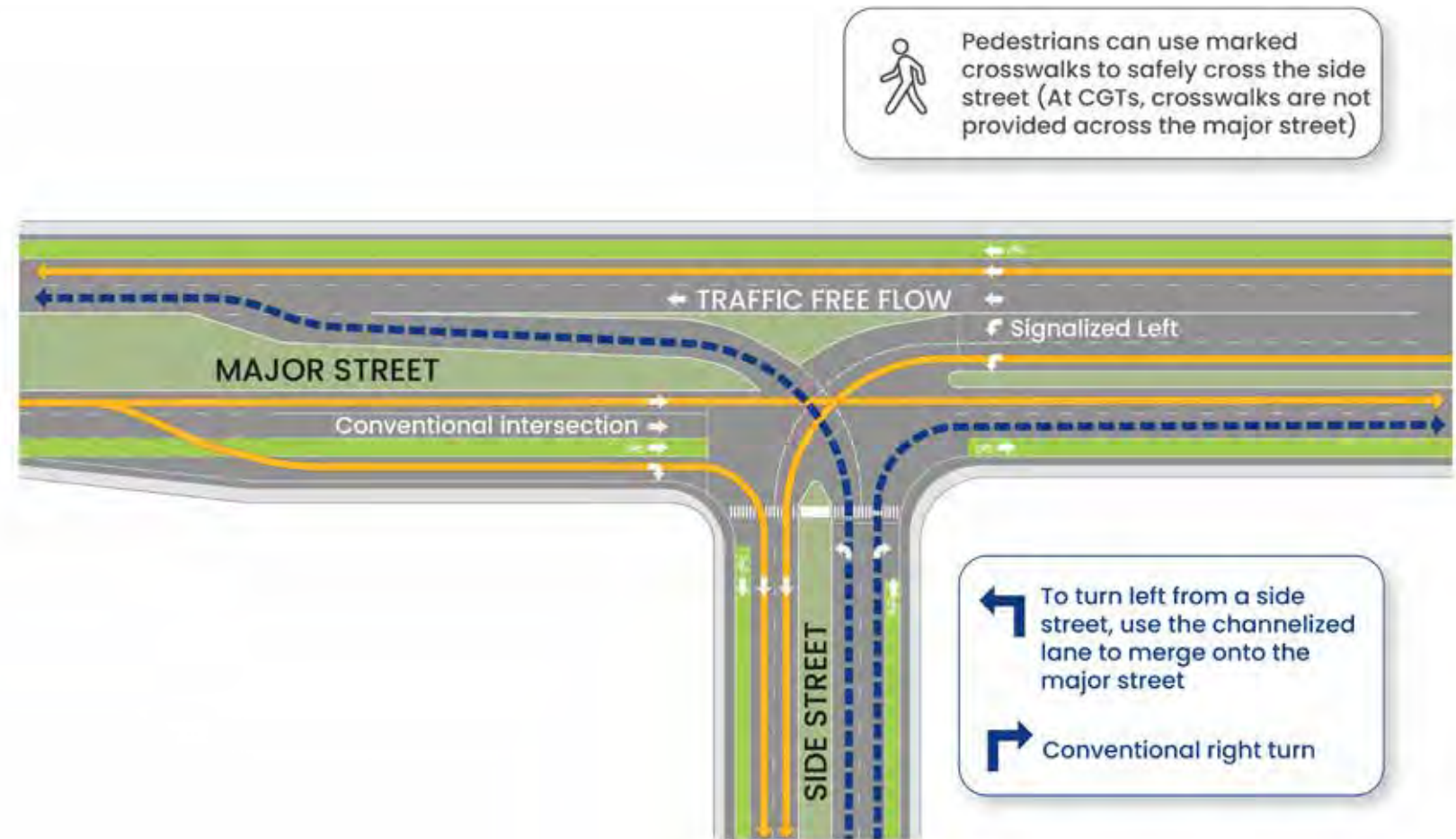
- Use **digital message boards** on major routes to provide drivers with real-time information on traffic conditions
- Use **Michigan Lefts** where minor roads meet major divided roads



REVITALIZE THE ROAD NETWORK & BRIDGES

How could we achieve this?

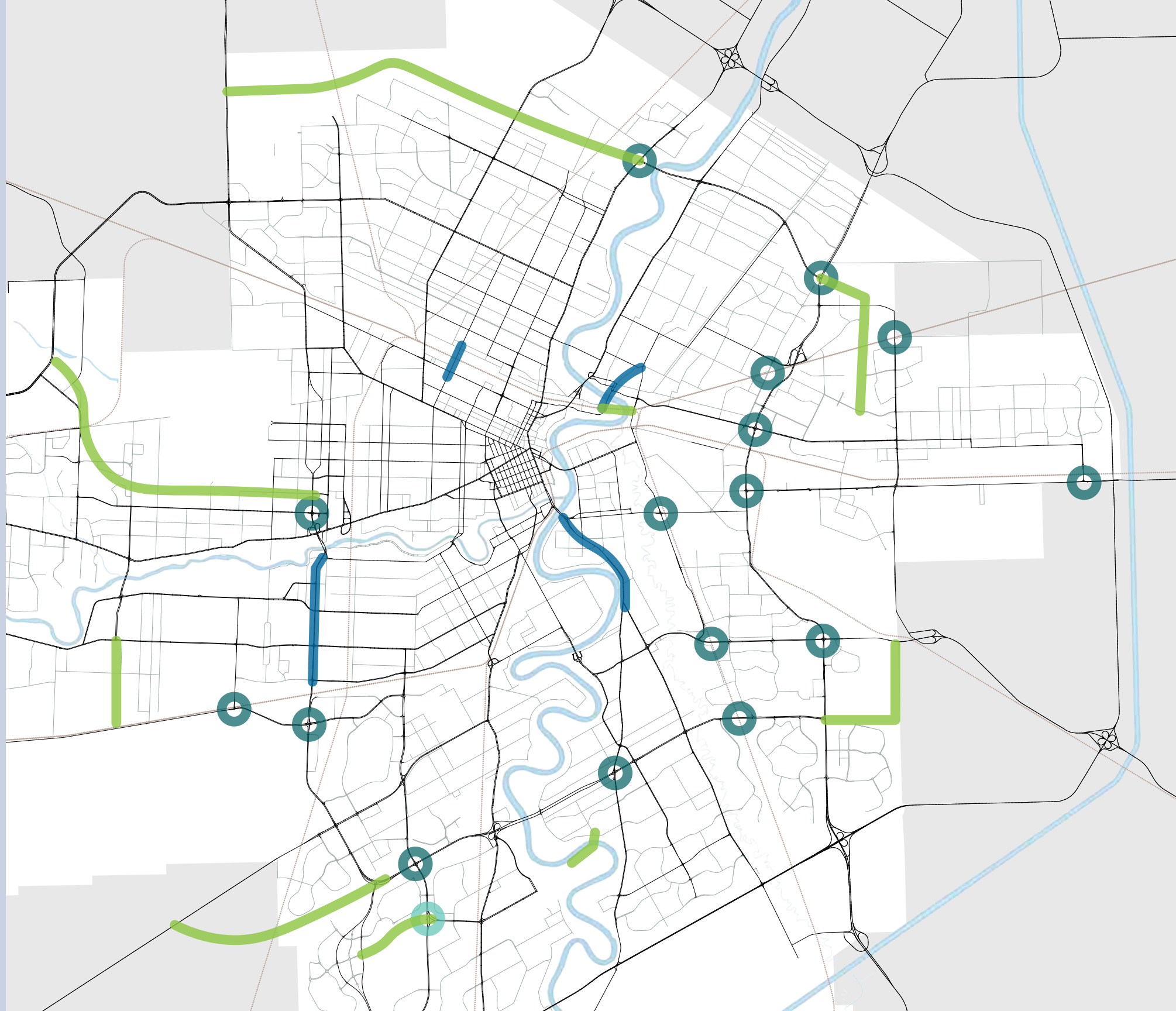
- Use **roundabouts** where appropriate
- Create **Continuous Green 'T' Intersections (CGTs)** to improve safety / efficiency and reduce delays



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





Thank you for attending!



TRANSPORTATION MASTER PLAN 2050

PUBLIC ENGAGEMENT

The Active City

Thursday, December 2, 2021, 6:30 p.m. – 8:30 p.m.

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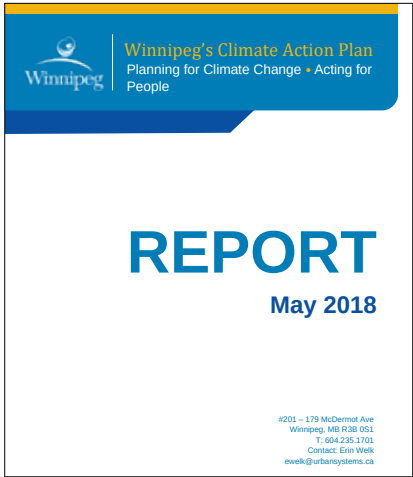
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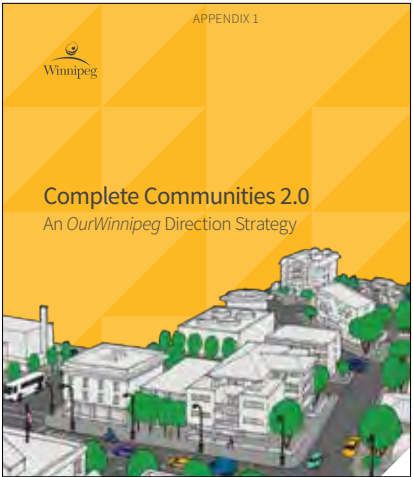
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**CLIMATE ACTION
PLAN**



**OURWINNIPEG
2045**



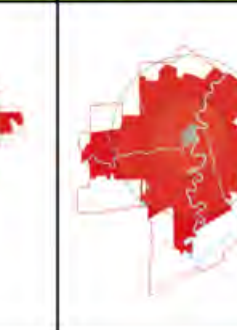
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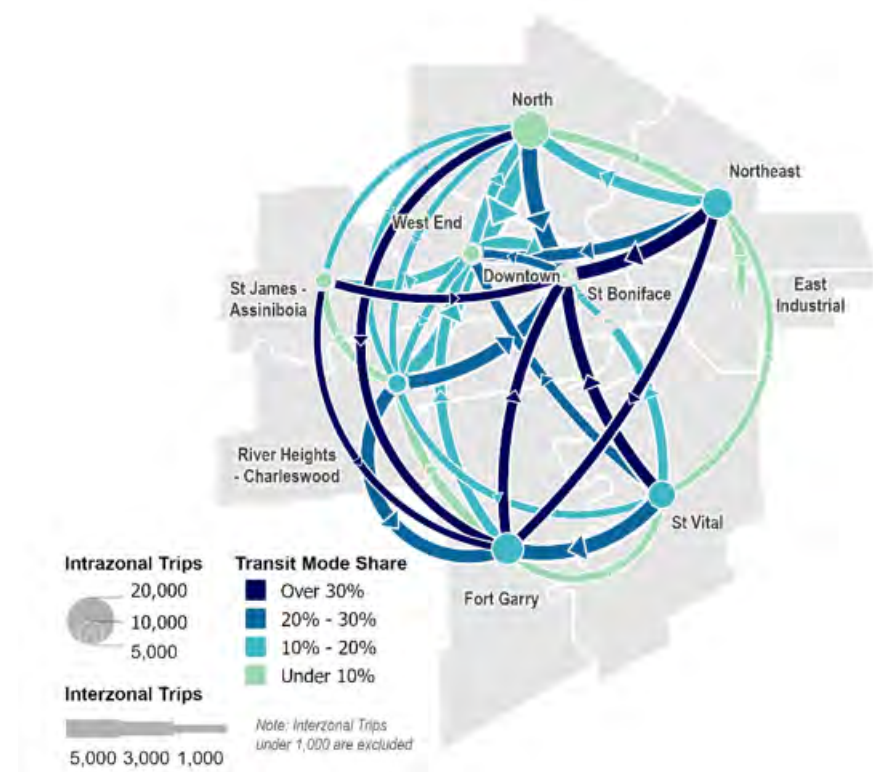
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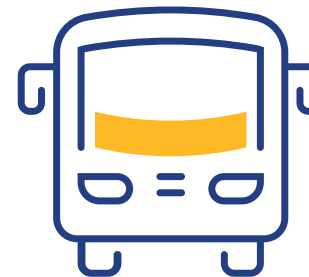
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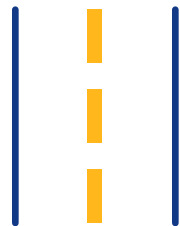
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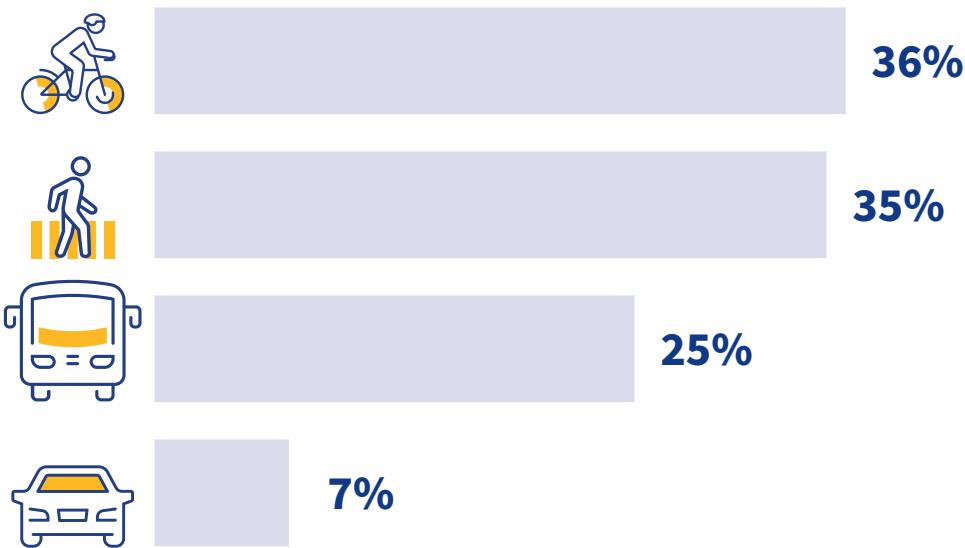


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- Safety issues
- Poor connectivity of active transportation network
- Too dependent on cars

Desires & Opportunities:

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



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

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

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



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.



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



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



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

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



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



POLL QUESTION #1



WORKSHOP

THE ACTIVE CITY:

Updating the Pedestrian and Cycling Strategies

THE ACTIVE CITY

06

**Enhance active
transportation
opportunities**

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 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)



ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES



STRATEGY 6.1

Improve connectivity in the active transportation networks

How could we achieve this?

- Local **sidewalk infill**
- **Add bike facilities** through the ongoing WalkBike Projects process, and during planned road, bridge, and underpass reconstruction
- Plan for bike facilities on **regional corridors**

ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES



STRATEGY 6.2

Increase convenience and comfort for those who travel via active modes

How could we achieve this?

- Continue to expand **short-term bike parking** at strategic locations
- Explore **long-term secure bike parking** at strategic locations
- Continue to explore **bike sharing**

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**
- Review **pedestrian crossing times and distances** at signalized intersections
- Improve **lighting** on sidewalks and bike paths

ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES



STRATEGY 6.4

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

How could we achieve this?

- Update **maintenance priority information** for bike paths
- Encourage **community sidewalk snow removal**
- Continue to improve the **Enhanced Winter Maintenance of Active Transportation Facilities** initiative

ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES



STRATEGY 6.5

Create more vibrant communities through attractive streetscapes and healthy built environments

How could we achieve this?

- Incorporate **active mobility requirements** into approvals processes
- **Provide amenities** on the street such as trees, plantings, patios, plazas, and art
- Ensure new development and redevelopment enhances **active mobility connectivity**

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?

- Update **cycling map**
- **Work with MPI** to include cycling information in driver education
- Support existing **programming** in schools and partner organizations



ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES

Prioritizing new bike lanes

The draft prioritization of bike facilities considered the following five factors:

1. Primary network classification
2. Gap in current network
3. Geographic areas of higher poverty
4. Safety (more than 1 historical bike injury collision)
5. Transit route in Transit Master Plan's Long Term Network

Prioritizing new sidewalks

The draft prioritization of sidewalks considered the following four factors:

1. Transit route in Transit Master Plan
2. Geographic areas of higher poverty
3. Proximity to Vulnerable Pedestrian Trip Generators (ie. schools, healthcare facilities, seniors facilities, recreation centres, parks, etc.)
4. Truck routes



ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES

Action Items:

The updated Pedestrian and Cycling Strategies will include an action table with over 100 actions. The following are some sample additional actions being considered.

Improve Connectivity

- Determine the **level of sidewalk provision** on local streets in new development as part of the update to the development agreement parameters
- Collaborate with the Metro Region to support the **extension of the City's bicycle network** to surrounding communities
- Adapt and calibrate TAC (Transportation Association of Canada) guidance and thresholds for bicycle facility section to Winnipeg conditions
- Where possible, utilize existing **hydro and rail right-of-way and surplus road rights-of-way** as a means to provide comfortable, direct cycling routes

ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES

Improve Convenience

- Explore implementation of a **bike share** program with private industry and/or local community partners

Improve Safety & Accessibility

- Accelerate implementation of actions related to pedestrian and cyclists in the **Road Safety Strategic Action Plan**
- Provide **illumination** along new pedestrian and cycling facilities. Prioritize retrofit lighting on facilities based on safety performance and equity considerations.



Improve Operations & Maintenance

- Continue to refine and update the **Enhanced Winter Maintenance of Priority Active Transportation Routes initiative** and ensure public and stakeholder input help make walking and cycling convenient and accessible for people of all ages and abilities, year-round. Consider if specific active transportation facilities should have a higher priority classification than streets

MAP

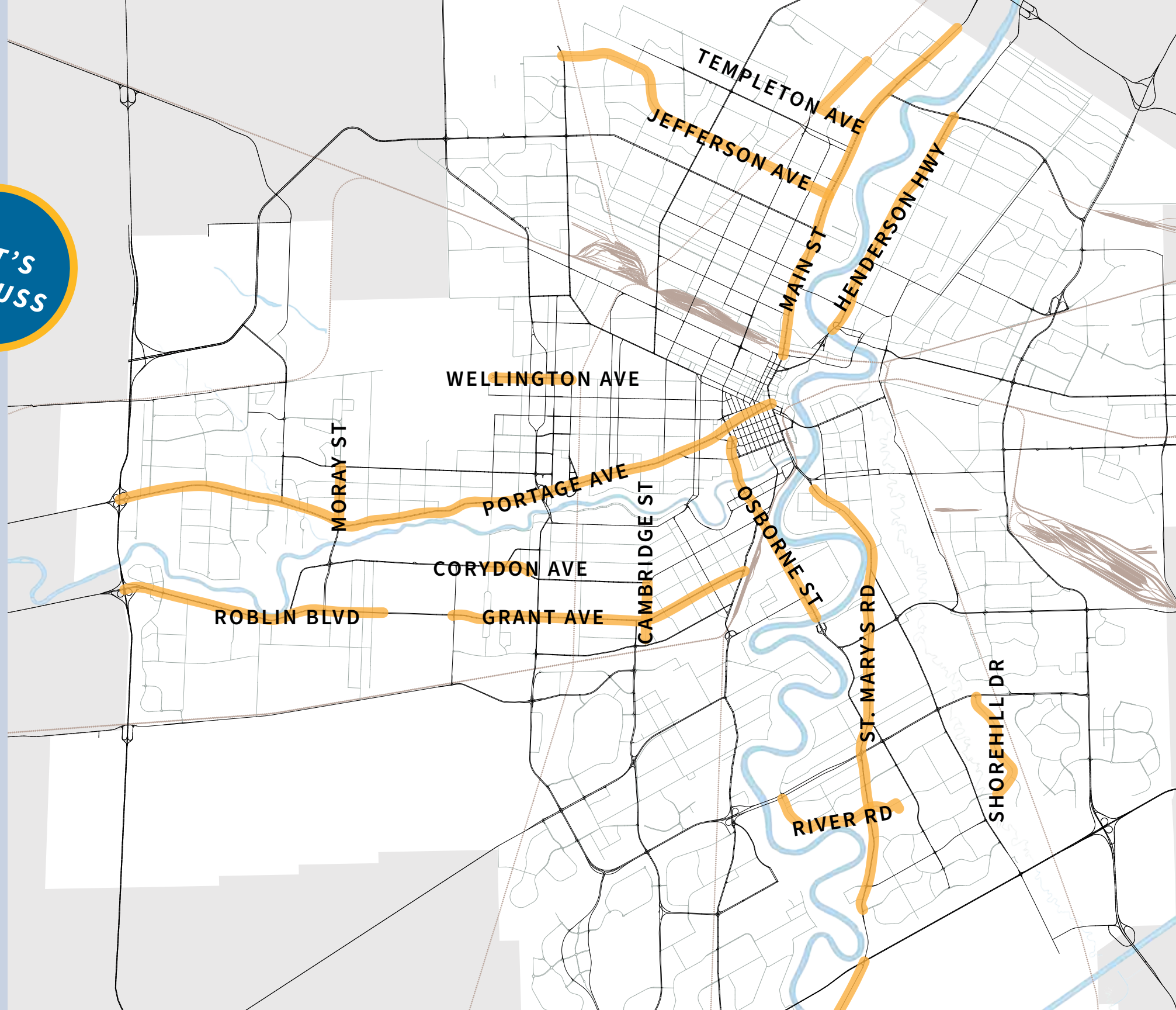
POTENTIAL CORRIDOR STUDIES

LET'S
DISCUSS

Corridor studies:

- Adding cycling infrastructure to them will likely require the **reallocation of road space** from vehicles to bicycles
- Implemented through a **study process** that includes infrastructure design and public engagement
- Better **understand the challenges** of these corridors

— Location of potential corridor study





Thank you for attending!