

KEY DIRECTION 06

ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES

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

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



ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES

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

What did your neighbourhood group say?

- *Conflicts between cyclists and pedestrians due to lack of infrastructure*
- *More education for all users on how to interact on shared roads*
- *Crossing times at intersections are not long enough*

KEY DIRECTION 06

ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES



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

KEY DIRECTION 06

ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES



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

KEY DIRECTION 06

ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES

How could we achieve this?

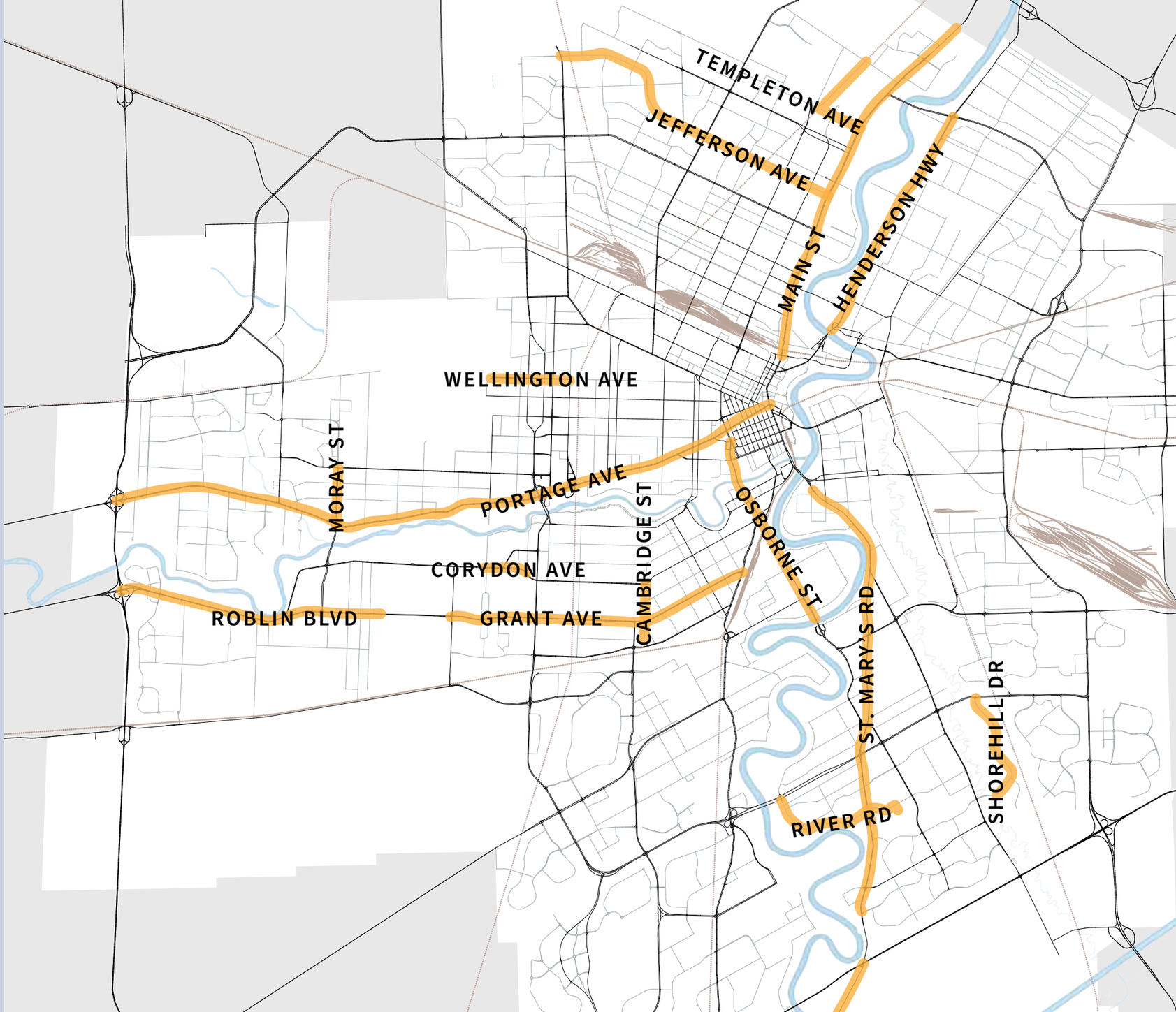
- Implement facilities on the bicycle network through capital road rehabilitations and reconstructions
- Create and continually update a **digital inventory** of secure public bicycle parking locations and repair stations on the City website
- Explore implementation of a **bike share program** with private 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

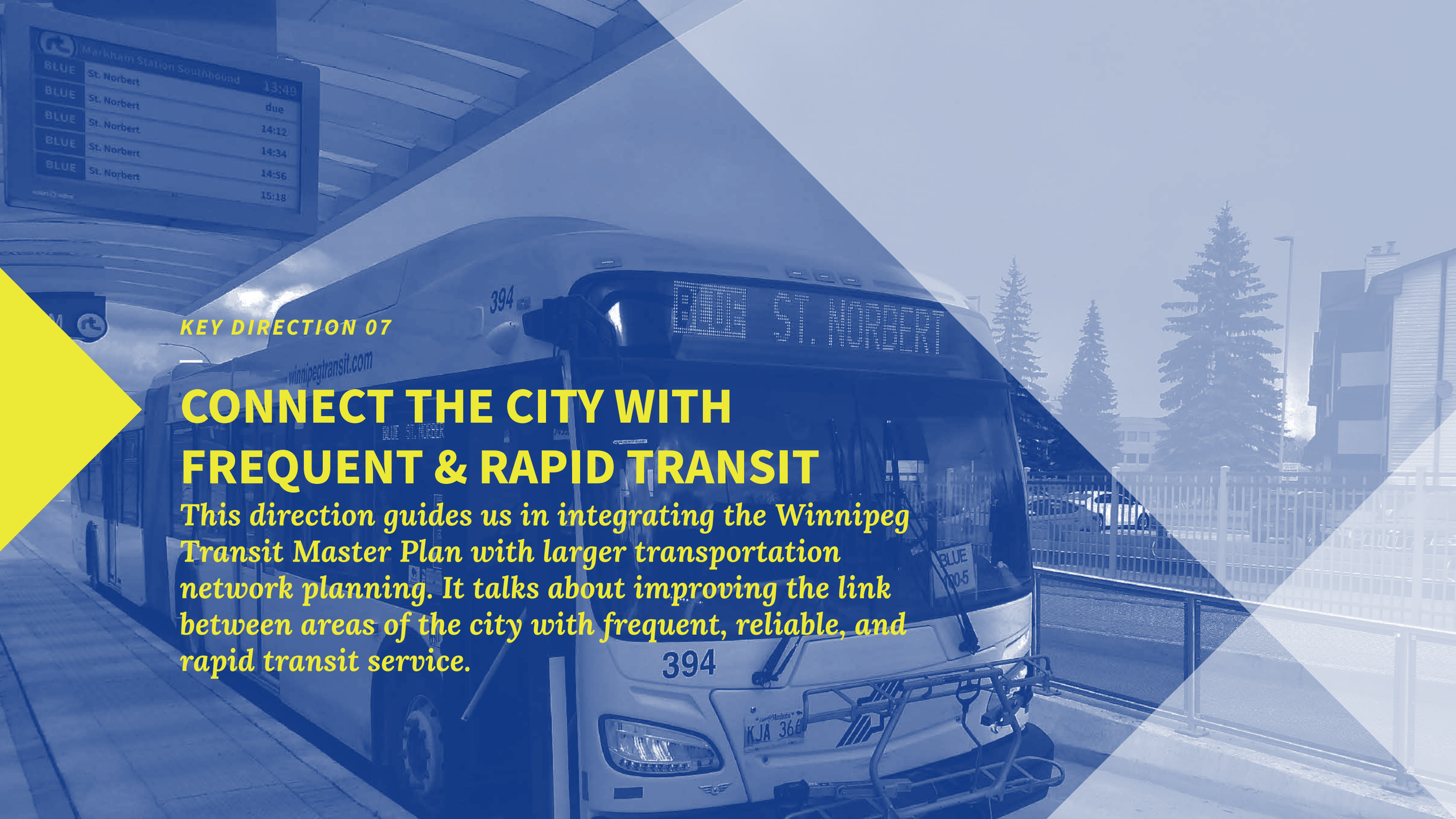
POTENTIAL CORRIDOR STUDIES

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.

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



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 did your neighbourhood group say?

Extend diamond lanes to all areas of the city

Transit supply plan for all new developments

Better transit service to special events

KEY DIRECTION 07

CONNECT THE CITY WITH FREQUENT & RAPID TRANSIT

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

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

KEY DIRECTION 07

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**


Winnipeg
Thank you for attending!



TRANSPORTATION MASTER PLAN 2050

NEIGHBOURHOOD ADVISORY GROUP ENGAGEMENT

Assiniboia Neighbourhood Advisory Group
Monday, November 22, 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

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

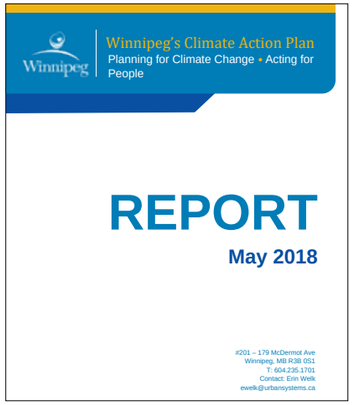
Implement the Transportation Plan recommendations

2022 & Beyond

HOW WE GOT HERE

How does TMP2050 fit with other policies?

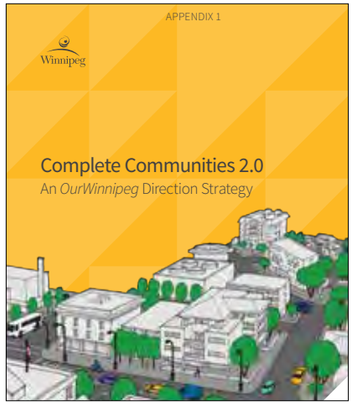
TMP2050 will support and advance the City of Winnipeg's vision, as well as the policies found within the City's major policy documents.



CLIMATE ACTION PLAN



OURWINNIPEG 2045



COMPLETE COMMUNITIES 2.0

Winnipeg

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%

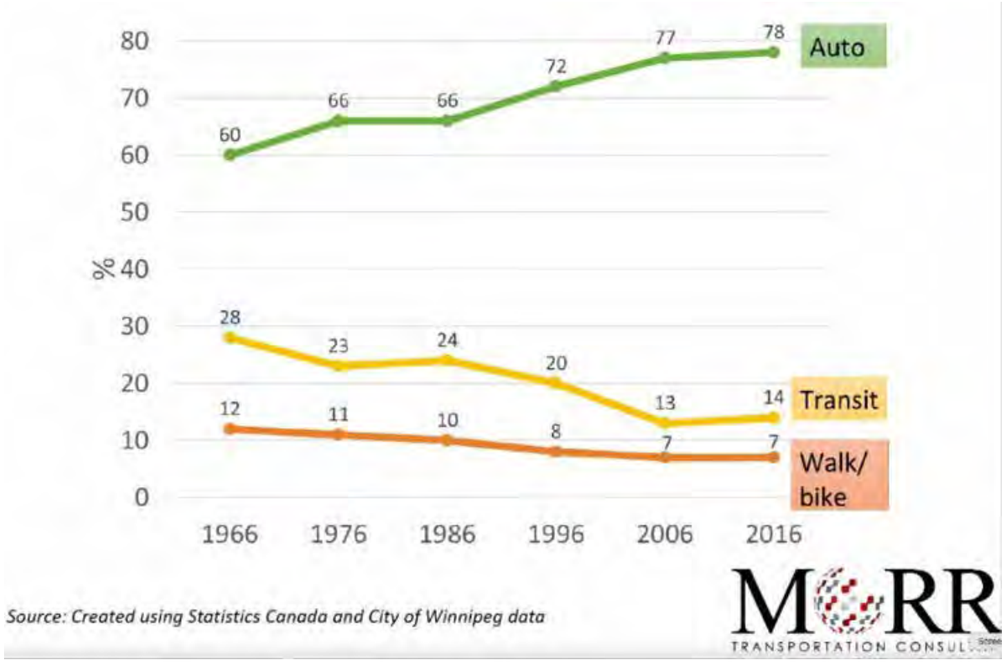
Winnipeg

CURRENT STATE - TRANSPORTATION SUPPLY



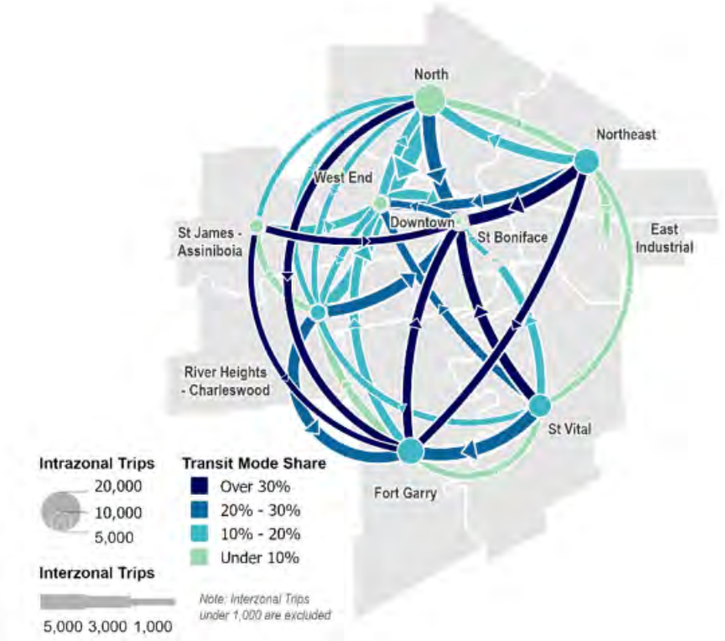
Winnipeg

CURRENT STATE - HOW PEOPLE TRAVEL



Winnipeg

CURRENT STATE - WHY PEOPLE TRAVEL

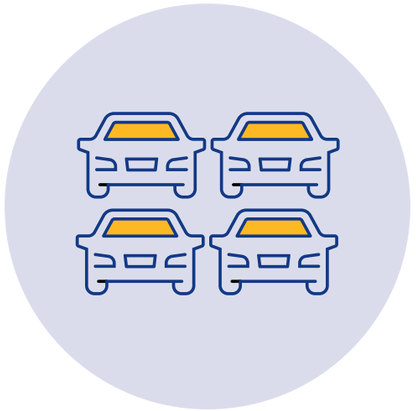


HOW WE GOT HERE

What are the key issues in Winnipeg?



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

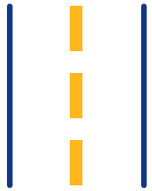
Wants:



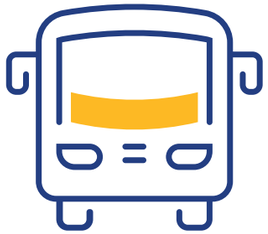
BETTER MAINTAINED ROADS & FEWER POTHOLES



MORE & BETTER BIKE INFRASTRUCTURE



EFFECTIVE EXPRESSWAYS



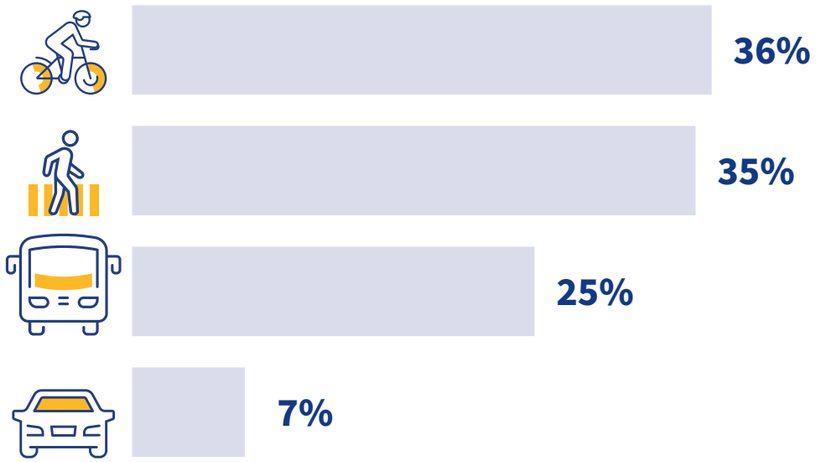
BETTER BUS SERVICE

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

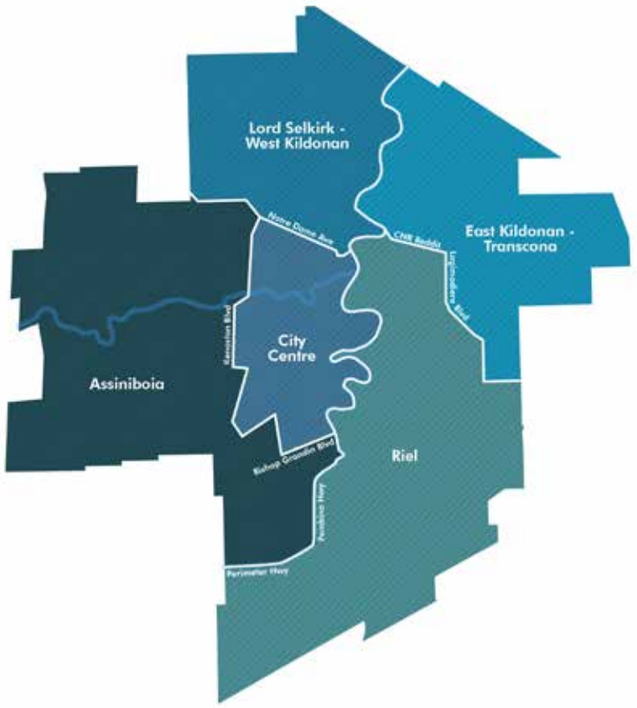
WHAT WE HEARD FROM STAKEHOLDERS

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



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

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



Winnipeg

POLL QUESTION #1



WORKSHOP

ASSINIBOIA

Neighbourhood Advisory Group



KEY DIRECTION 01

INTEGRATE LAND USE & TRANSPORTATION

This direction guides us in building a connected city.

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

STRATEGY 1.1

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

STRATEGY 1.3

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

STRATEGY 1.4

Collaborate with partners to support regional land use and transportation integration

KEY DIRECTION 01

INTEGRATE LAND USE & TRANSPORTATION

How could we achieve this?

- **Review and update zoning by-laws** along existing and future Rapid Transit corridors and the Primary Transit Network
- Require contractors working on projects that will impact the right-of-way to submit a **construction zone mitigation plan** outlining the measures they will take to maintain the mobility and safety of pedestrians, cyclists, and drivers
- Contribute to **region-wide plans** that promote integrated regional land use and transportation planning
- Encourage the **redevelopment of surface parking lots** (both public and private) for residential, commercial or employment uses
- **Manage parking supply** Downtown and at Regional Mixed Use Centres on a district level to ensure compatibility with all modes of transportation and the local road infrastructure



KEY DIRECTION 02

PROVIDE SAFE & SUSTAINABLE MOBILITY OPTIONS FOR ALL

This direction further guides us in supporting transportation equity.

KEY DIRECTION 02

PROVIDE SAFE & SUSTAINABLE MOBILITY OPTIONS FOR ALL

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



STRATEGY 2.1

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



STRATEGY 2.3

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



STRATEGY 2.5

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

KEY DIRECTION 02

PROVIDE SAFE & SUSTAINABLE MOBILITY OPTIONS FOR ALL

How could we achieve this?

- Consider locations where a large volume of regional commuters enter the City to implement **Mobility Hubs**
- Implement, expand and incentivize the use of **new mobility technologies (e.g., bike sharing, e-bikes and car sharing)** that will help achieve Winnipeg's policy goals and provide increased mobility options
- Establish a regulatory and policy framework that permanently allows the use of **on-street parking locations for car-sharing vehicles** and governs the relationship between car-sharing providers and the City
- Implement an **online carpool matching program**
- Expand and continue to **support school outreach programs** that engage youth in transportation discussions and encourages the use of active transportation
- Identify locations with increased collisions under specific circumstances (i.e. weather, special events, collisions) and implement **dynamic speed limits** controllable through Winnipeg's Transportation Management Centre.

Winnipeg



KEY DIRECTION 03

—

TRANSFORM & OPTIMIZE TRANSPORTATION CORRIDORS

This direction further guides us in building a connected city.

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



STRATEGY 3.1

Balance the needs of all users in transportation corridors



STRATEGY 3.2

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



STRATEGY 3.3

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

KEY DIRECTION 03

TRANSFORM & OPTIMIZE TRANSPORTATION CORRIDORS

How could we achieve this?

- **Reversible lanes** – St Mary's from Tache to St. Anne's, new Arlington Bridge, other corridors with strong directional flow
- Develop a **curbside management strategy** to better manage curbside space for uses such as parking, deliveries, personal transportation providers, and passenger pick up / drop off
- Identify locations on major arterials where **on-street parking can be removed to make space for through traffic on sustainable modes** (e.g., cycling, walking, transit, HOV),
- Explore opportunities for technology to provide motorists with **real time data** on on-street parking availability, parking rate, loading zone locations, accessible parking space locations, and areas where residential parking permits are available
- Identify locations where **priority vehicles** such as transit, goods movement and emergency vehicles experience challenges and develop a strategy to implement **reserved lanes** in these locations

KEY DIRECTION 03

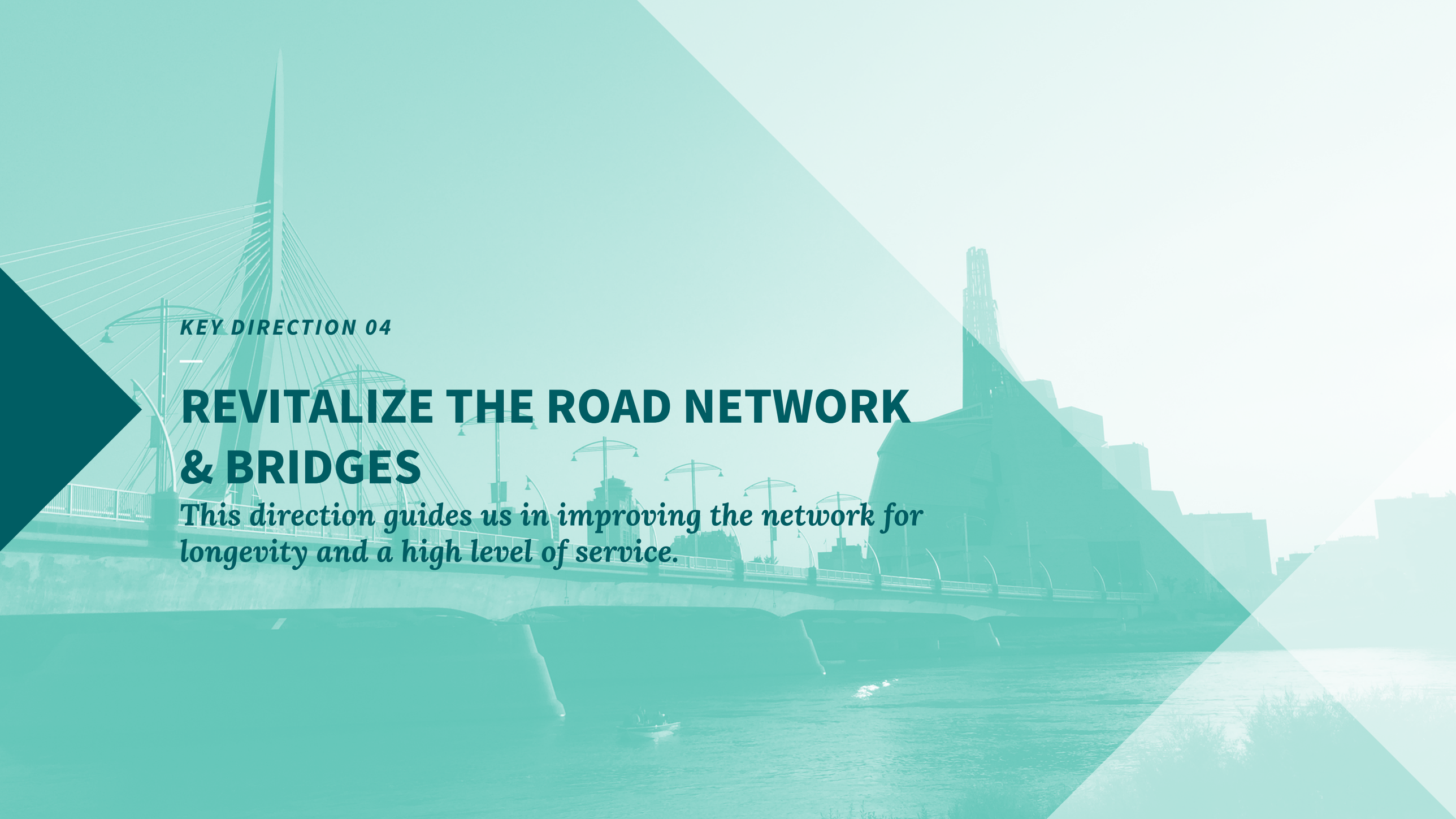
TRANSFORM & OPTIMIZE TRANSPORTATION CORRIDORS

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



Winnipeg



KEY DIRECTION 04

REVITALIZE THE ROAD NETWORK & BRIDGES

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

KEY DIRECTION 04

REVITALIZE THE ROAD NETWORK & BRIDGES

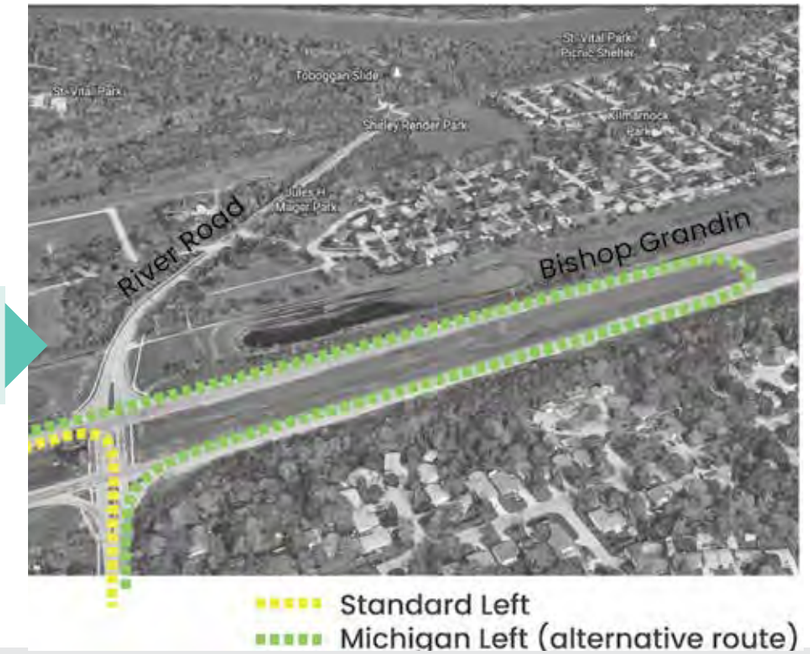
Enhancing the network: ensuring network infrastructure supports our future

STRATEGY 4.1

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

How could we achieve this?

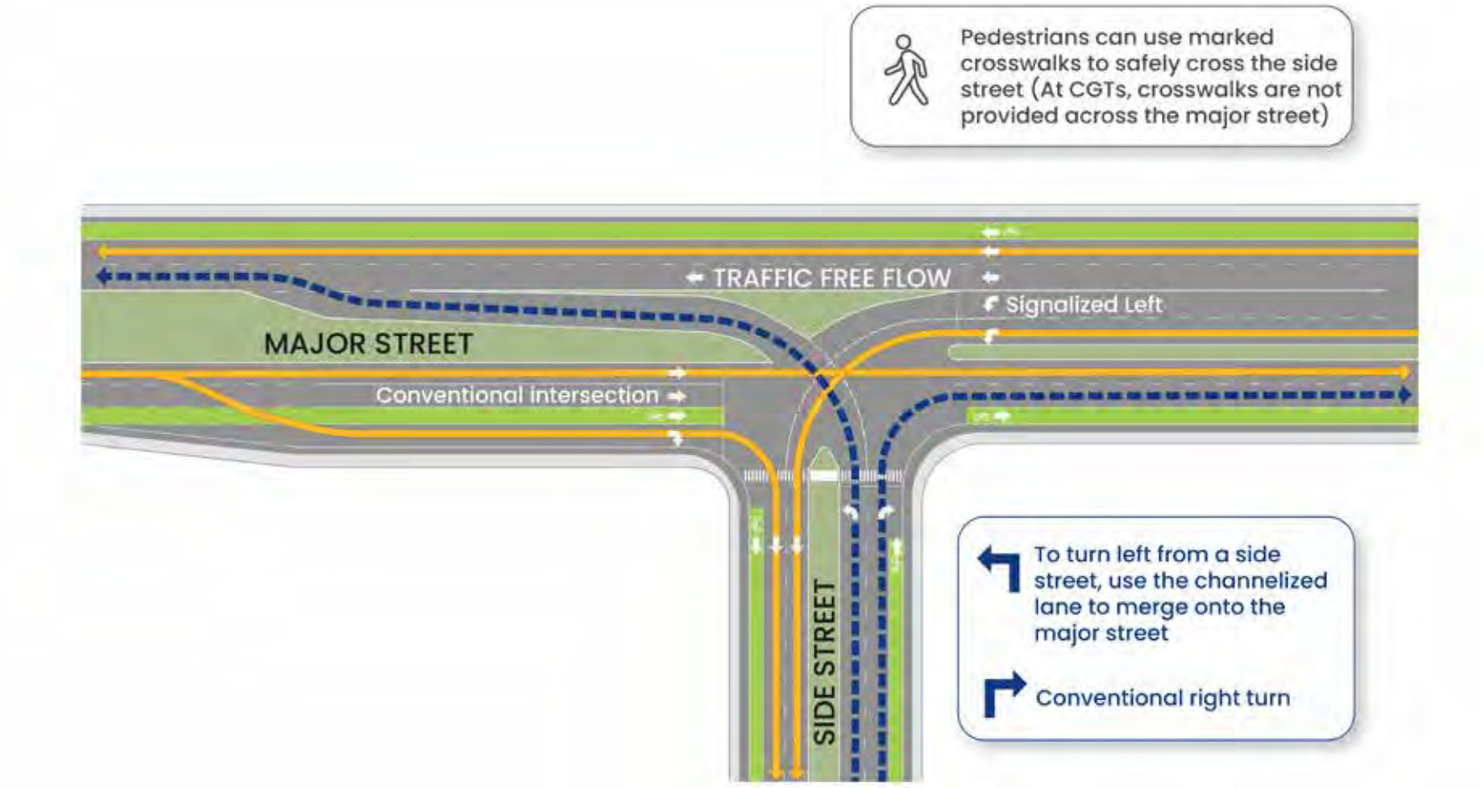
- Use **digital message boards** on major routes to provide drivers with real-time information on traffic conditions
- Use **Michigan Lefts** where minor roads meet major divided roads
- Use **roundabouts** where appropriate



REVITALIZE THE ROAD NETWORK & BRIDGES

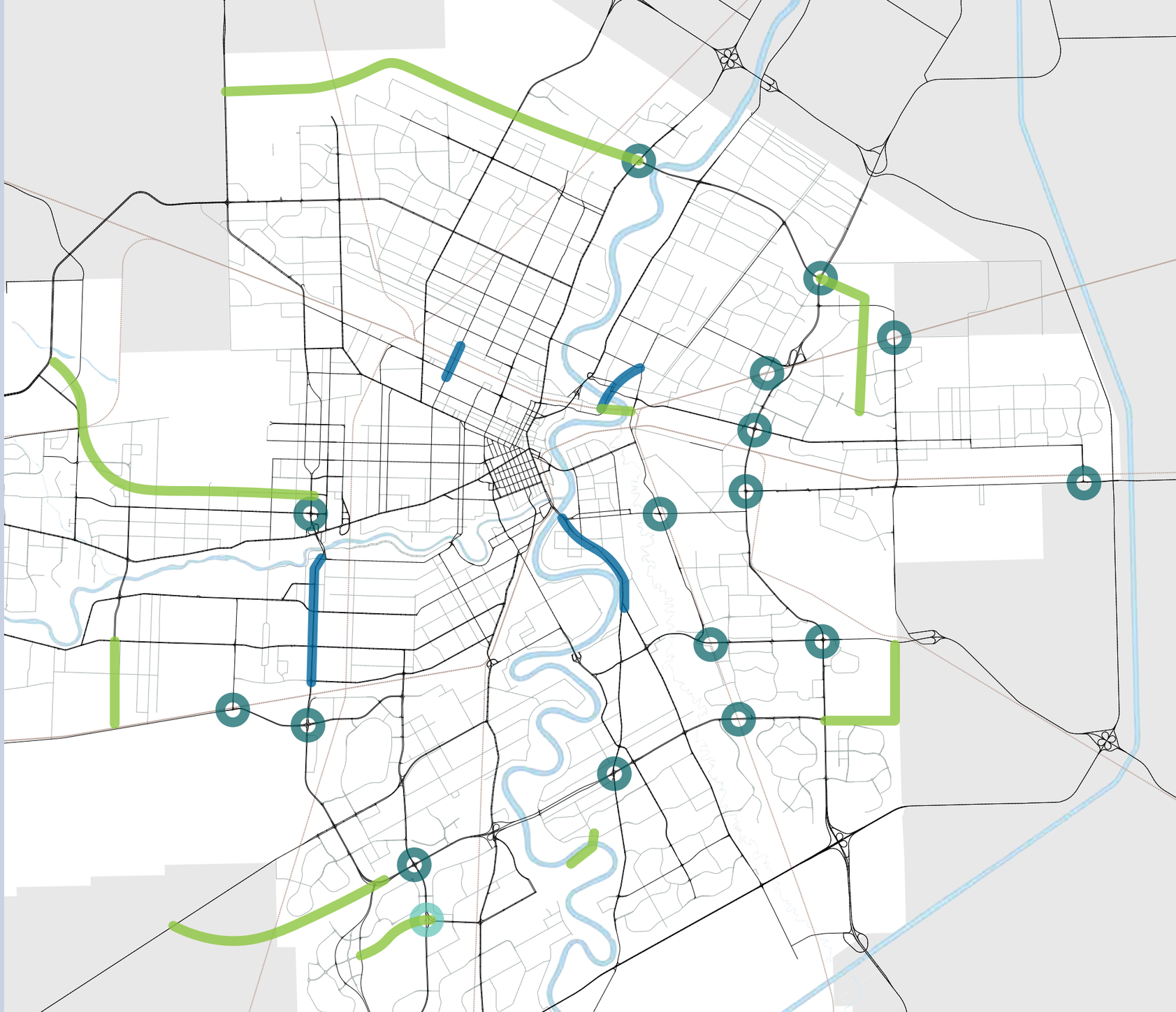
How could we achieve this?

- Create **Continuous Green 'T' Intersections (CGTs)** to improve safety / efficiency and reduce delays
- **Grade-separation** at intersections that accommodates multiple modes



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



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.

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

STRATEGY 1.2

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

STRATEGY 5.2

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

STRATEGY 5.3

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

KEY DIRECTION 05

SUPPORT GOODS MOVEMENT & ECONOMIC PROSPERITY

How could we achieve this?

- Review and update **signal timing plans** to enhance the flow of goods on inner ring road corridors while maintaining a safe environment for all users
- Investigate the feasibility of piloting a **truck-only lane** on a high truck volume corridor
- Review provision and management of on- and off-street **loading areas and truck parking**
- Promote / enable **off-peak and flexible deliveries**
- Investigate opportunities to promote and expand **bicycle delivery systems**
- Investigate opportunities for **moving goods via public transit**



KEY DIRECTION 06

ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES

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

KEY DIRECTION 06

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

KEY DIRECTION 06

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

KEY DIRECTION 06

ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES

How could we achieve this?

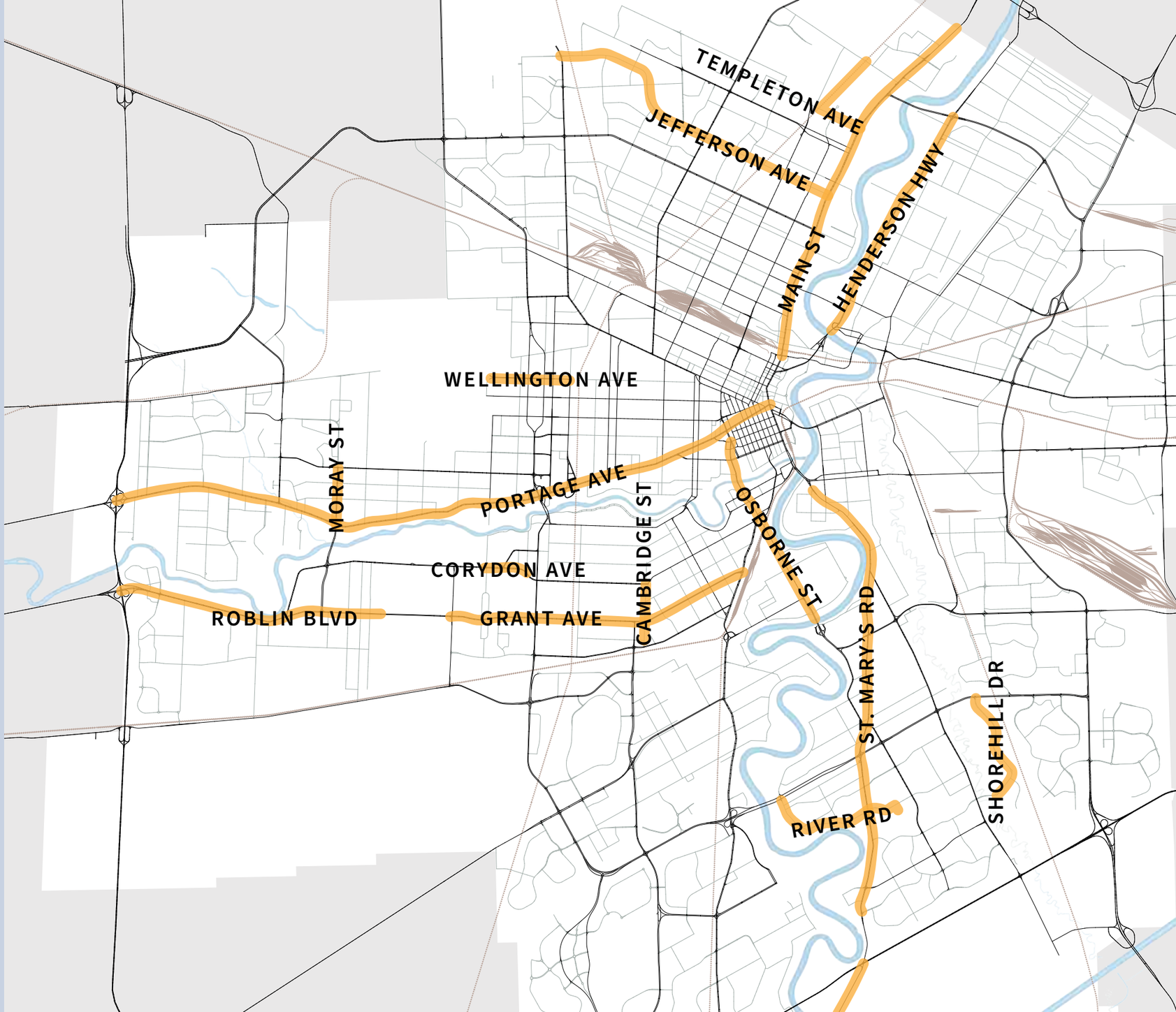
- Implement facilities on the bicycle network through capital road rehabilitations and reconstructions
- Create and continually update a **digital inventory** of secure public bicycle parking locations and repair stations on the City website
- Explore implementation of a **bike share program** with private 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

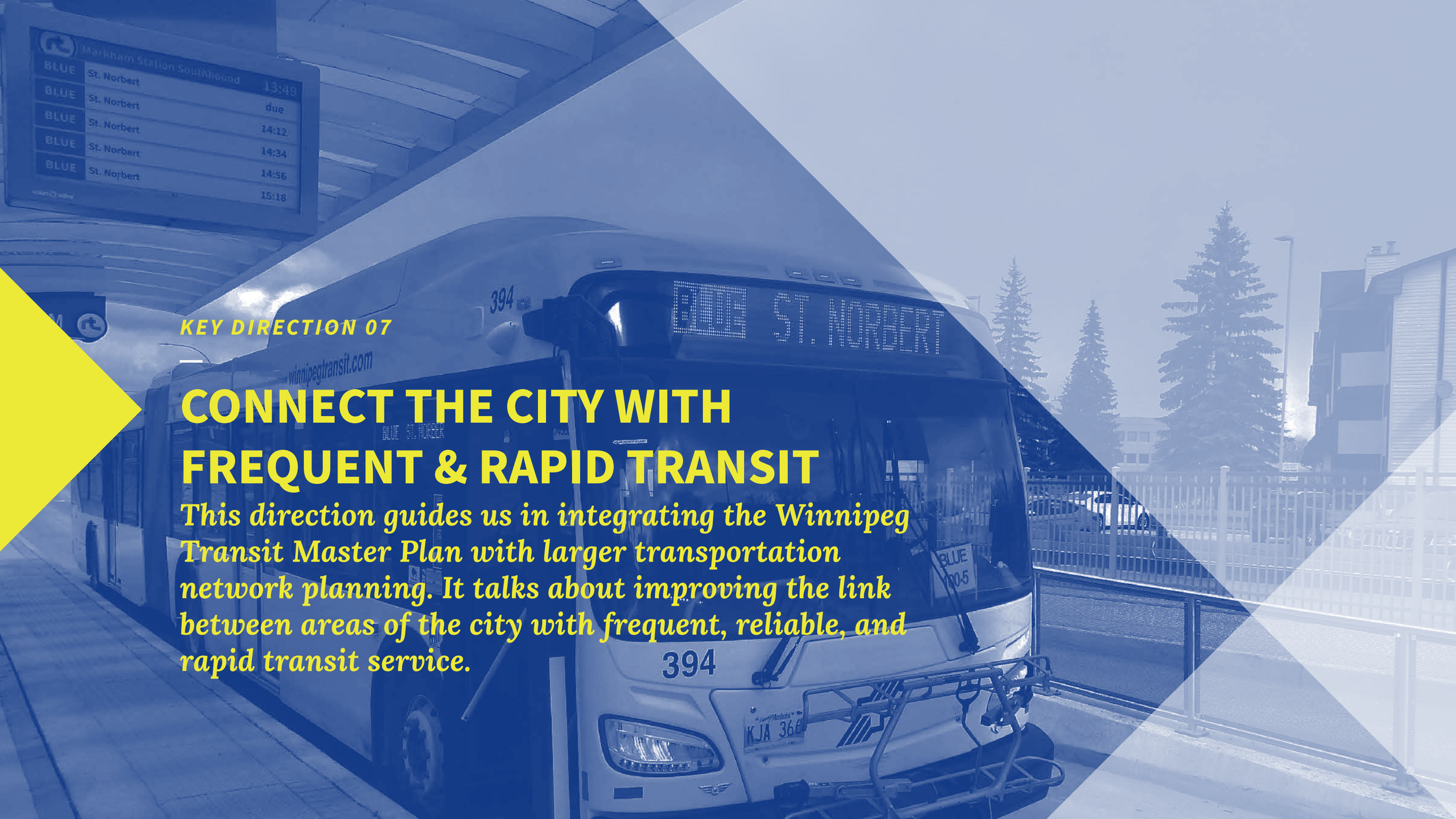
POTENTIAL CORRIDOR STUDIES

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.

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



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

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



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

KEY DIRECTION 07

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**


Winnipeg
Thank you for attending!



TRANSPORTATION MASTER PLAN 2050

NEIGHBOURHOOD ADVISORY GROUP ENGAGEMENT

East Kildonan – Transcona Neighbourhood Advisory Group
Tuesday, November 23, 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

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

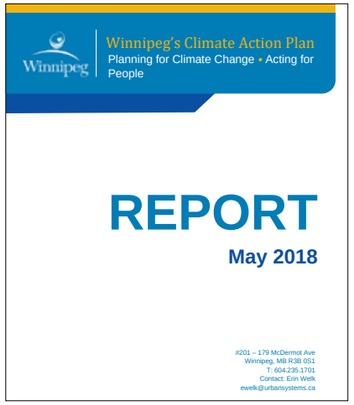
Implement the Transportation Plan recommendations

2022 & Beyond

HOW WE GOT HERE

How does TMP2050 fit with other policies?

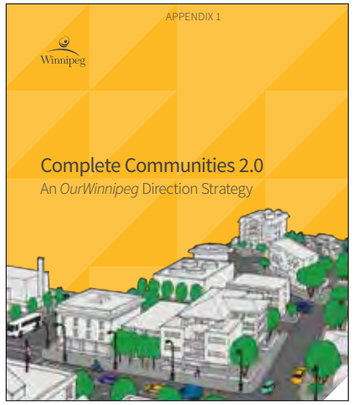
TMP2050 will support and advance the City of Winnipeg's vision, as well as the policies found within the City's major policy documents.



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%

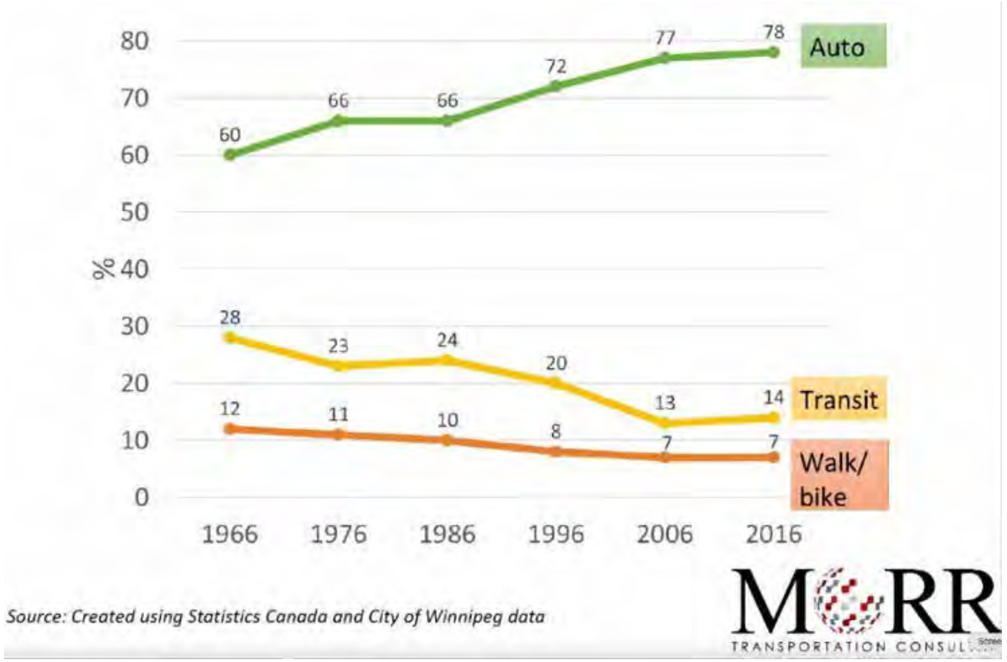
Winnipeg

CURRENT STATE - TRANSPORTATION SUPPLY



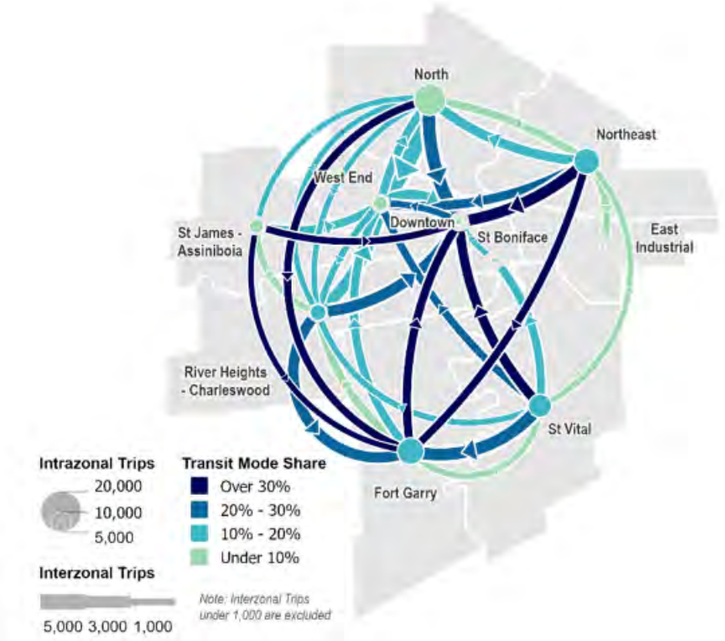
Winnipeg

CURRENT STATE - HOW PEOPLE TRAVEL



Winnipeg

CURRENT STATE - WHY PEOPLE TRAVEL

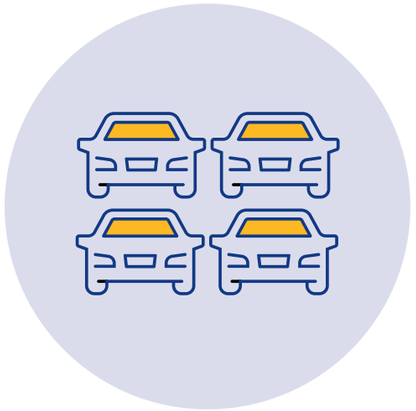


HOW WE GOT HERE

What are the key issues in Winnipeg?



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

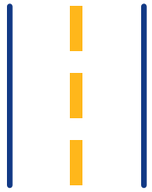
Wants:



BETTER MAINTAINED ROADS & FEWER POTHOLES



MORE & BETTER BIKE INFRASTRUCTURE



EFFECTIVE EXPRESSWAYS

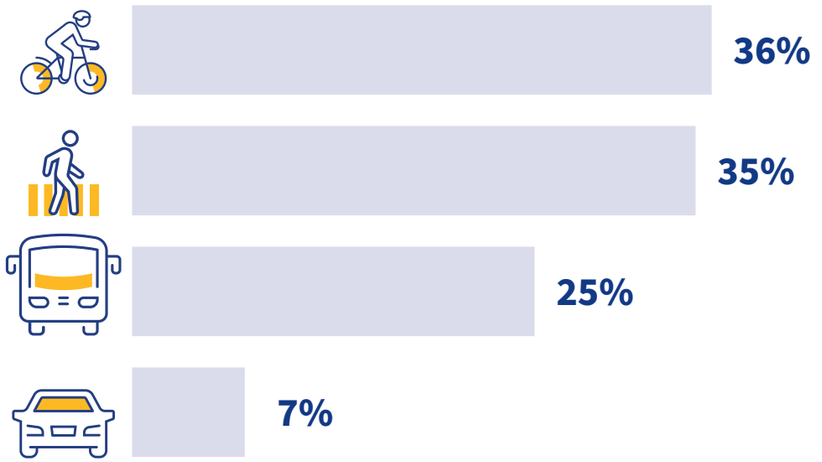


BETTER BUS SERVICE

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

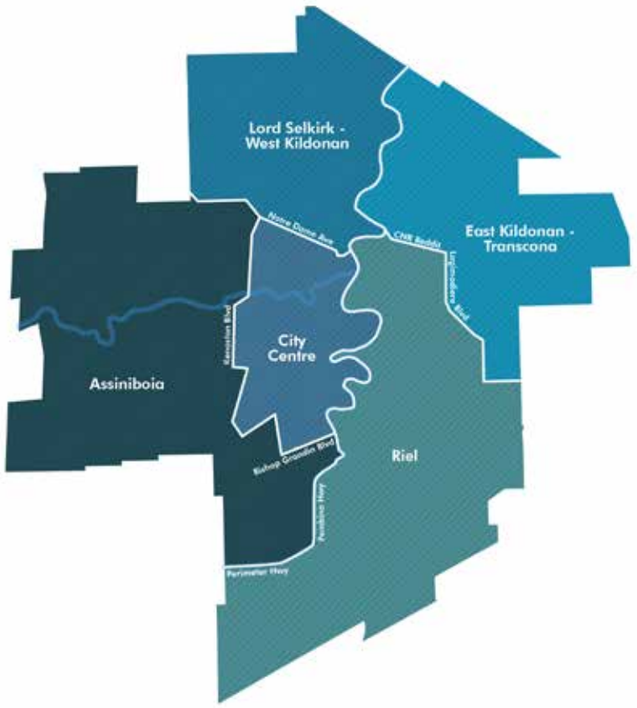
WHAT WE HEARD FROM STAKEHOLDERS

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



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

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



Winnipeg

POLL QUESTION #1



WORKSHOP

EAST KILDONAN – TRANSCONA

Neighbourhood Advisory Group



KEY DIRECTION 01

INTEGRATE LAND USE & TRANSPORTATION

This direction guides us in building a connected city.

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

STRATEGY 1.1

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

STRATEGY 1.3

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

STRATEGY 1.4

Collaborate with partners to support regional land use and transportation integration

KEY DIRECTION 01

INTEGRATE LAND USE & TRANSPORTATION

How could we achieve this?

- **Review and update zoning by-laws** along existing and future Rapid Transit corridors and the Primary Transit Network
- Require contractors working on projects that will impact the right-of-way to submit a **construction zone mitigation plan** outlining the measures they will take to maintain the mobility and safety of pedestrians, cyclists, and drivers
- Contribute to **region-wide plans** that promote integrated regional land use and transportation planning
- Encourage the **redevelopment of surface parking lots** (both public and private) for residential, commercial or employment uses
- **Manage parking supply** Downtown and at Regional Mixed Use Centres on a district level to ensure compatibility with all modes of transportation and the local road infrastructure



KEY DIRECTION 02

PROVIDE SAFE & SUSTAINABLE MOBILITY OPTIONS FOR ALL

This direction further guides us in supporting transportation equity.

KEY DIRECTION 02

PROVIDE SAFE & SUSTAINABLE MOBILITY OPTIONS FOR ALL

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



STRATEGY 2.1

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



STRATEGY 2.3

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



STRATEGY 2.5

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

Winnipeg

KEY DIRECTION 02

PROVIDE SAFE & SUSTAINABLE MOBILITY OPTIONS FOR ALL

How could we achieve this?

- Consider locations where a large volume of regional commuters enter the City to implement **Mobility Hubs**
- Implement, expand and incentivize the use of **new mobility technologies (e.g., bike sharing, e-bikes and car sharing)** that will help achieve Winnipeg's policy goals and provide increased mobility options
- Establish a regulatory and policy framework that permanently allows the use of **on-street parking locations for car-sharing vehicles** and governs the relationship between car-sharing providers and the City
- Implement an **online carpool matching program**
- Expand and continue to **support school outreach programs** that engage youth in transportation discussions and encourages the use of active transportation



KEY DIRECTION 03

—

TRANSFORM & OPTIMIZE TRANSPORTATION CORRIDORS

This direction further guides us in building a connected city.

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



STRATEGY 3.1

Balance the needs of all users in transportation corridors



STRATEGY 3.2

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



STRATEGY 3.3

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

KEY DIRECTION 03

TRANSFORM & OPTIMIZE TRANSPORTATION CORRIDORS

How could we achieve this?

- **Reversible lanes** – St Mary's from Tache to St. Anne's, new Arlington Bridge, other corridors with strong directional flow
- Develop a **curbside management strategy** to better manage curbside space for uses such as parking, deliveries, personal transportation providers, and passenger pick up / drop off
- Identify locations on major arterials where **on-street parking can be removed to make space for through traffic on sustainable modes** (e.g., cycling, walking, transit, HOV),
- Explore opportunities for technology to provide motorists with **real time data** on on-street parking availability, parking rate, loading zone locations, accessible parking space locations, and areas where residential parking permits are available
- Identify locations where **priority vehicles** such as transit, goods movement and emergency vehicles experience challenges and develop a strategy to implement **reserved lanes** in these locations

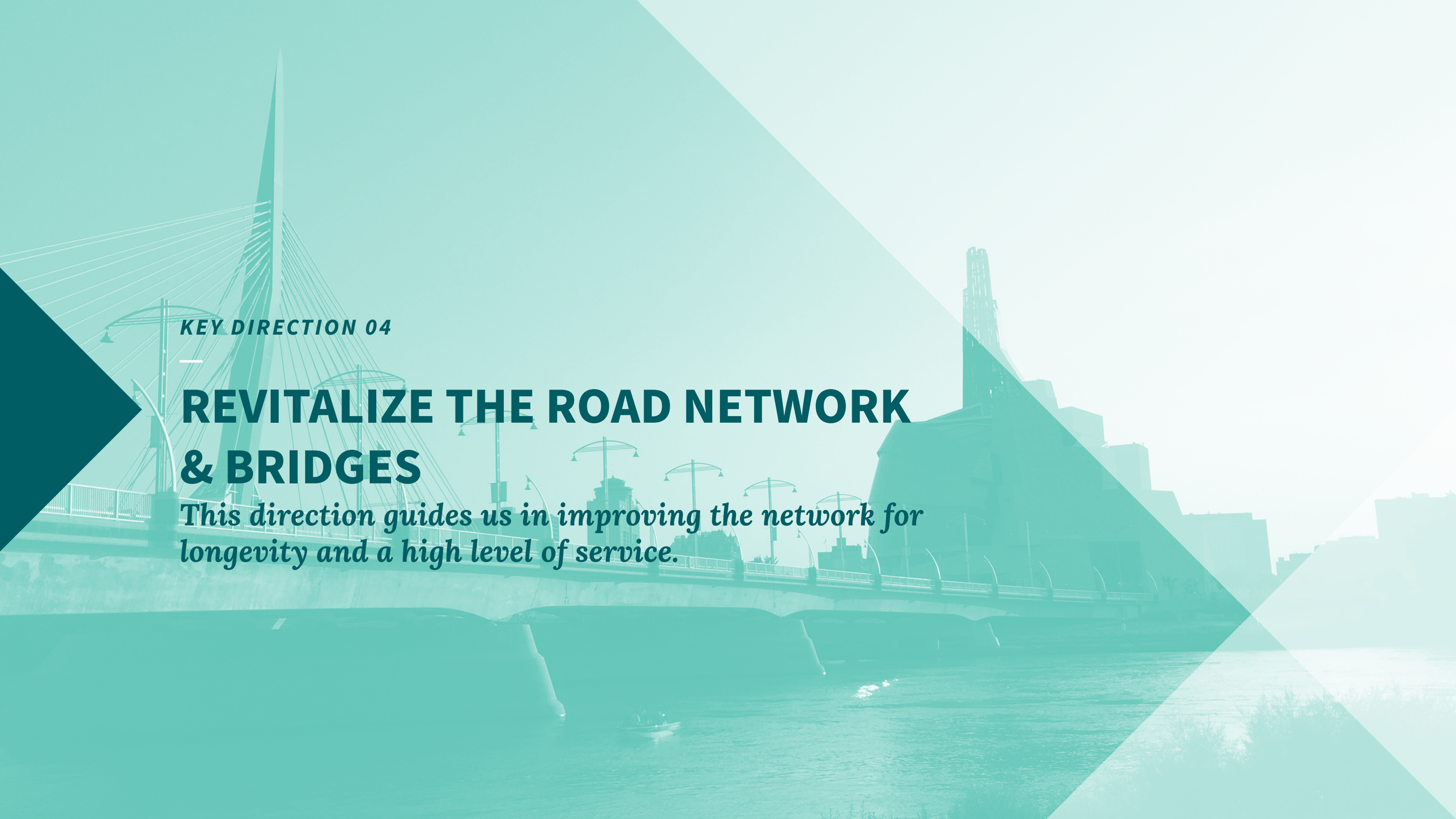
KEY DIRECTION 03

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





KEY DIRECTION 04

REVITALIZE THE ROAD NETWORK & BRIDGES

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

KEY DIRECTION 04

REVITALIZE THE ROAD NETWORK & BRIDGES

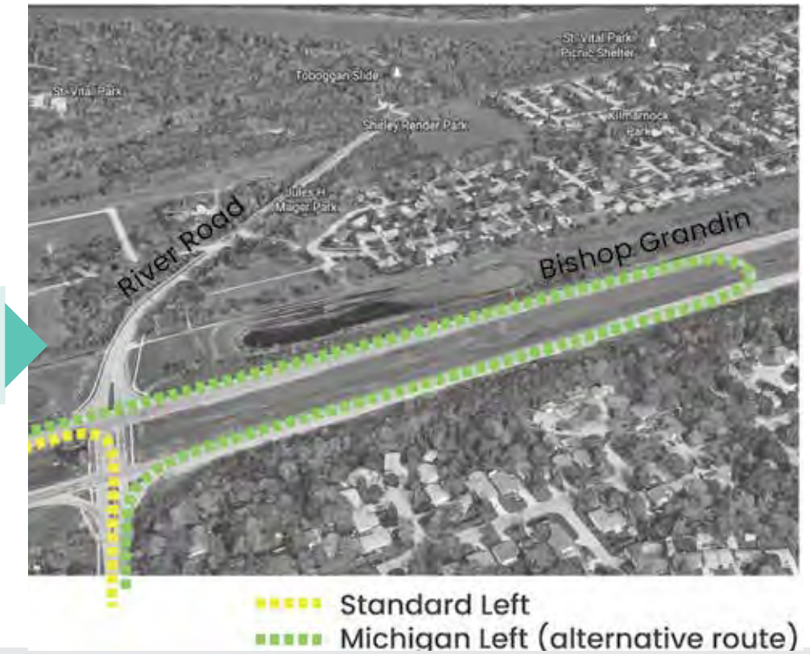
Enhancing the network: ensuring network infrastructure supports our future

STRATEGY 4.1

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

How could we achieve this?

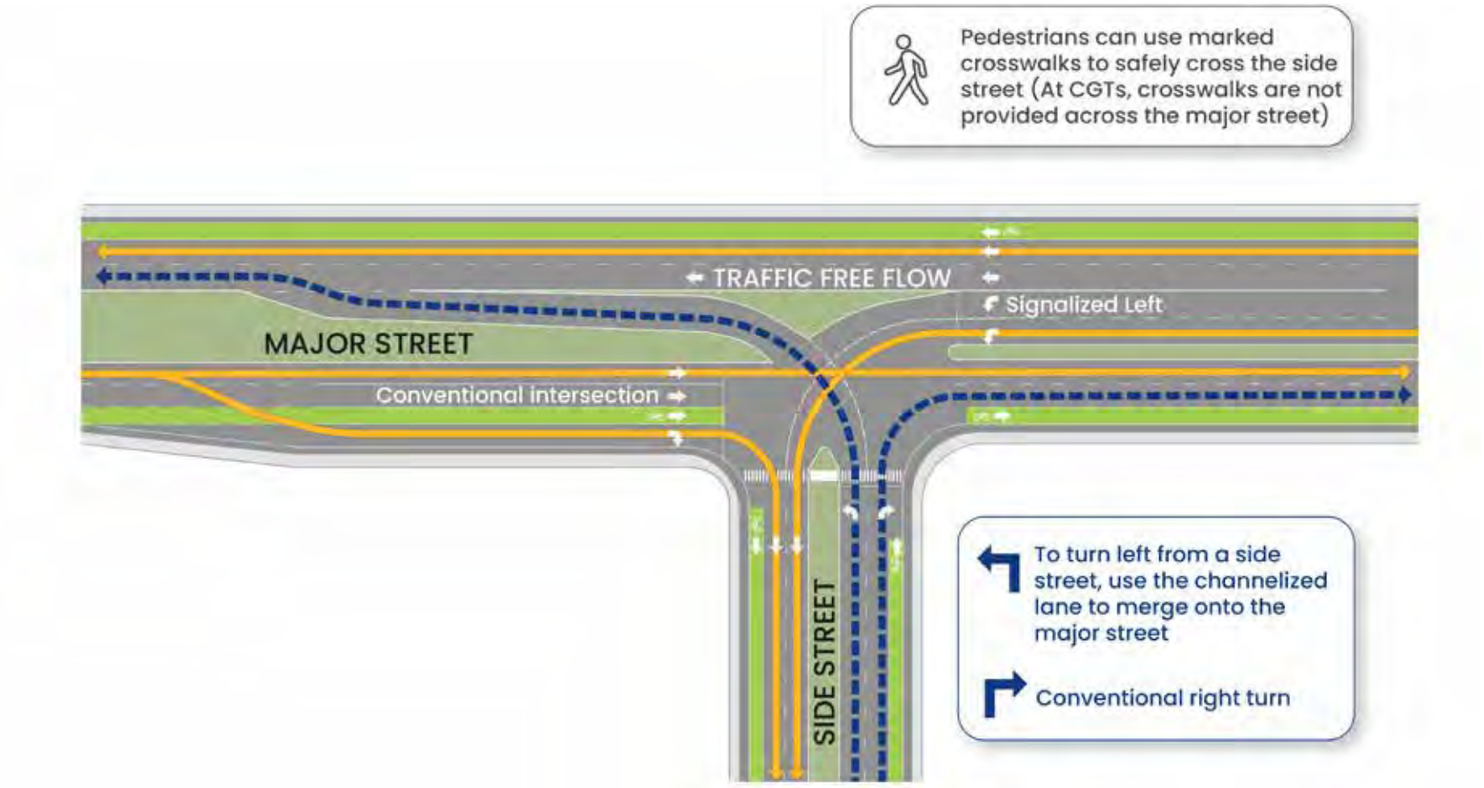
- Use **digital message boards** on major routes to provide drivers with real-time information on traffic conditions
- Use **Michigan Lefts** where minor roads meet major divided roads
- Use **roundabouts** where appropriate



REVITALIZE THE ROAD NETWORK & BRIDGES

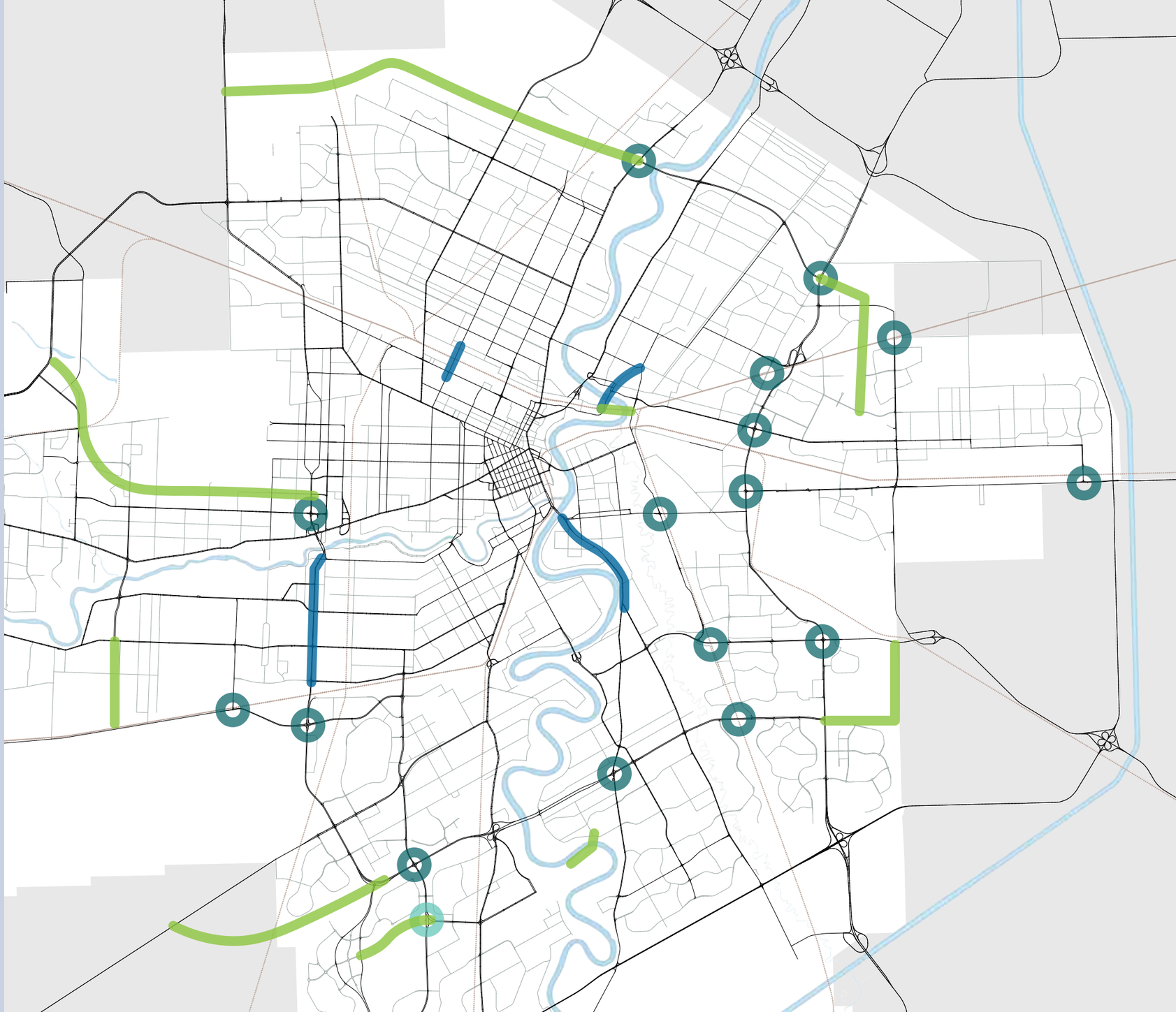
How could we achieve this?

- Create **Continuous Green 'T' Intersections (CGTs)** to improve safety / efficiency and reduce delays
- **Grade-separation** at intersections that accommodates multiple modes



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



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.

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



STRATEGY 1.2

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



STRATEGY 5.2

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



STRATEGY 5.3

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

KEY DIRECTION 05

SUPPORT GOODS MOVEMENT & ECONOMIC PROSPERITY

How could we achieve this?

- Review and update **signal timing plans** to enhance the flow of goods on inner ring road corridors while maintaining a safe environment for all users
- Investigate the feasibility of piloting a **truck-only lane** on a high truck volume corridor
- Review provision and management of on- and off-street **loading areas and truck parking**
- Promote / enable **off-peak and flexible deliveries**
- Investigate opportunities to promote and expand **bicycle delivery systems**
- Investigate opportunities for **moving goods via public transit**



KEY DIRECTION 06

ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES

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

KEY DIRECTION 06

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

KEY DIRECTION 06

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

KEY DIRECTION 06

ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES

How could we achieve this?

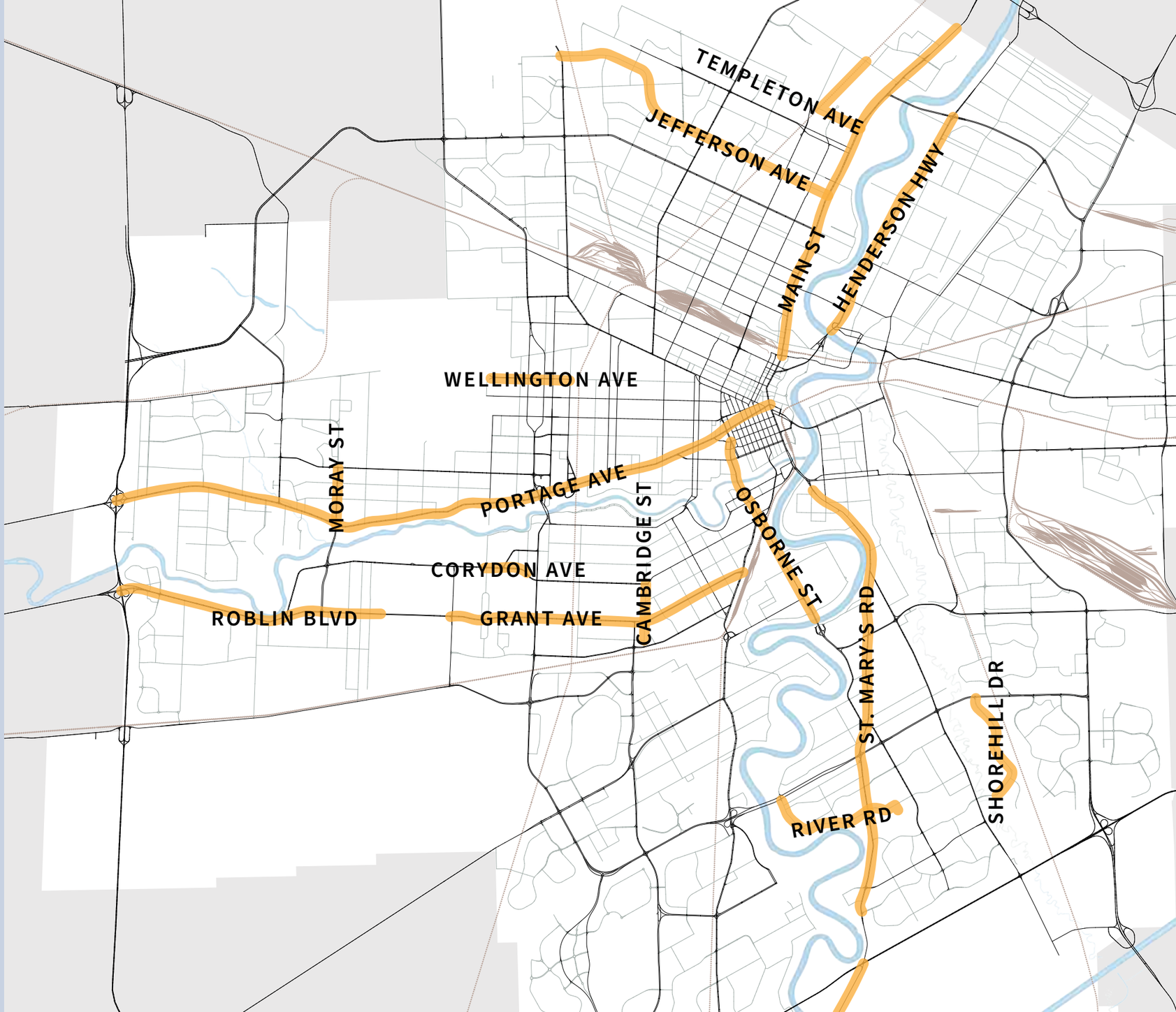
- Implement facilities on the bicycle network through capital road rehabilitations and reconstructions
- Create and continually update a **digital inventory** of secure public bicycle parking locations and repair stations on the City website
- Explore implementation of a **bike share program** with private 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

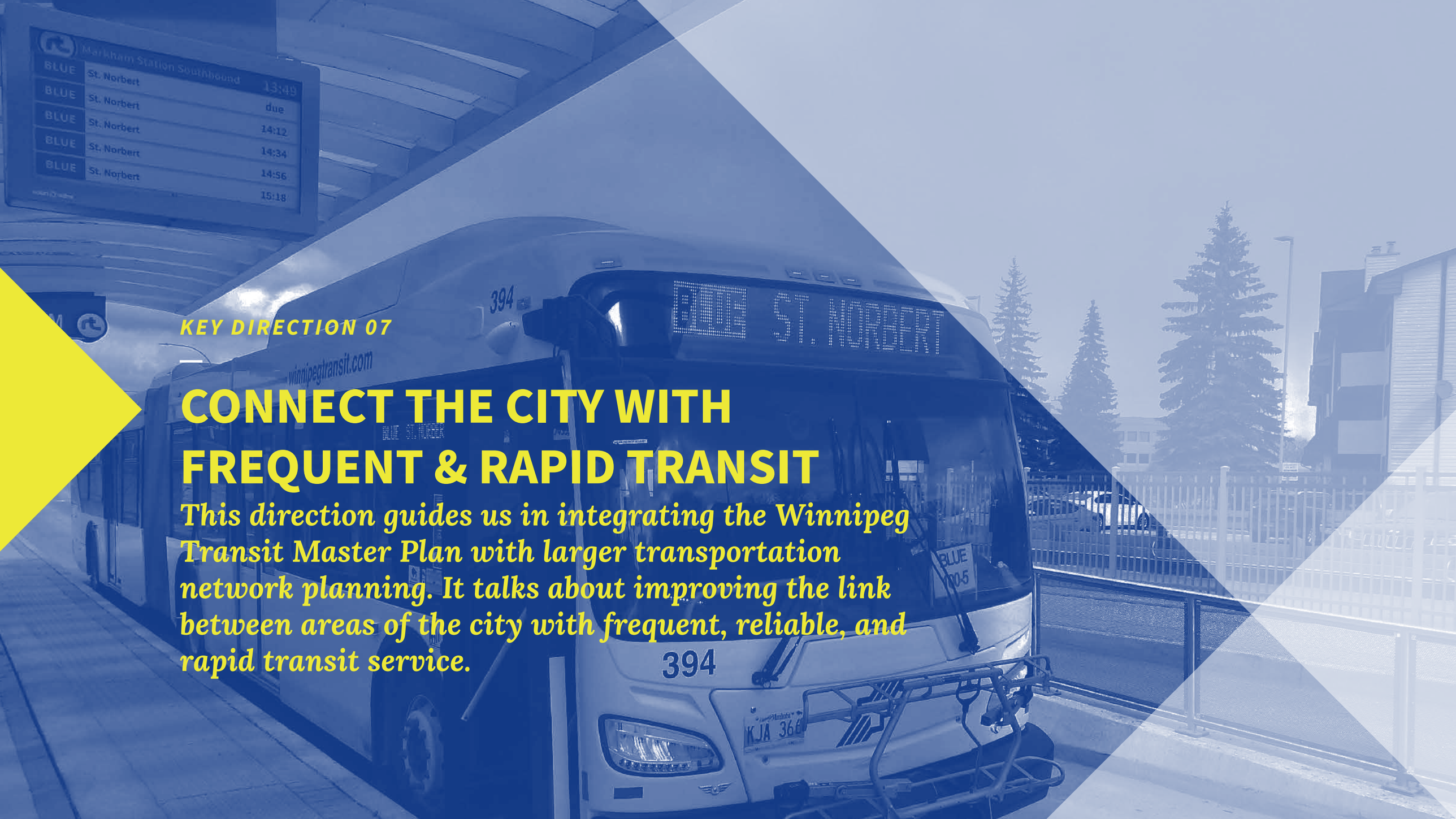
POTENTIAL CORRIDOR STUDIES

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.

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



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

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



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

Winnipeg

KEY DIRECTION 07

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**


Winnipeg
Thank you for attending!



TRANSPORTATION MASTER PLAN 2050

NEIGHBOURHOOD ADVISORY GROUP ENGAGEMENT

Riel Neighbourhood Advisory Group
Wednesday, November 24, 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

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

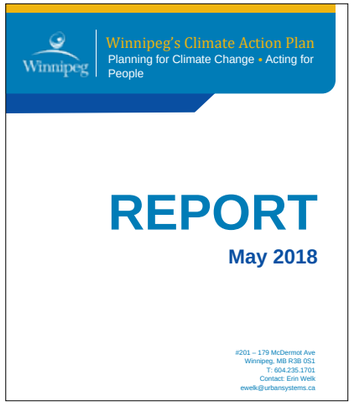
Implement the Transportation Plan recommendations

2022 & Beyond

HOW WE GOT HERE

How does TMP2050 fit with other policies?

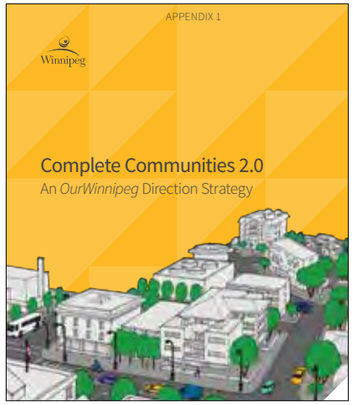
TMP2050 will support and advance the City of Winnipeg's vision, as well as the policies found within the City's major policy documents.



CLIMATE ACTION PLAN



OURWINNIPEG 2045



COMPLETE COMMUNITIES 2.0

Winnipeg

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%

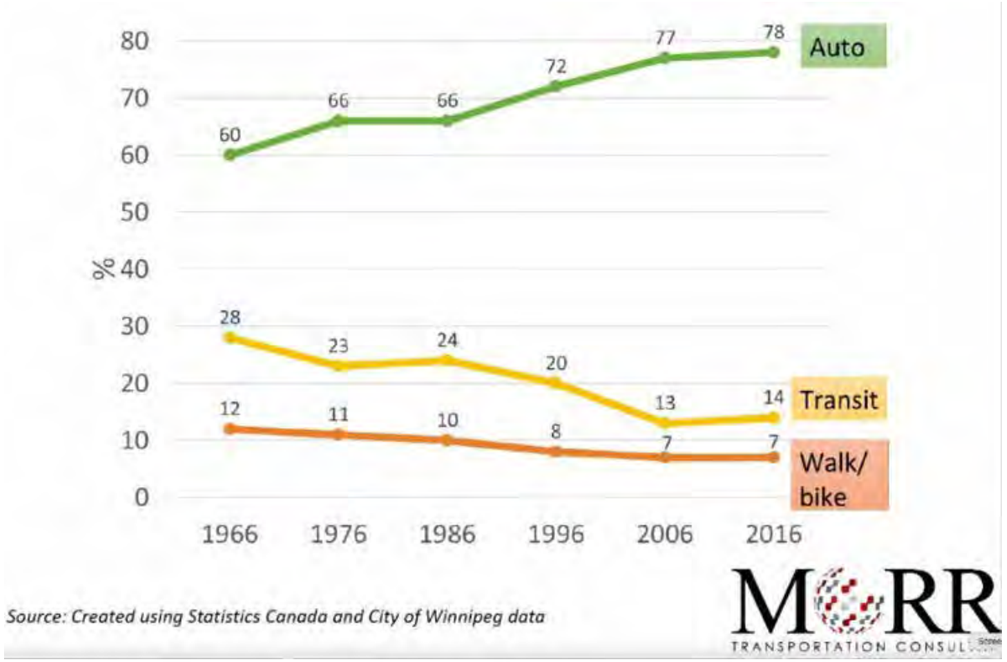
Winnipeg

CURRENT STATE - TRANSPORTATION SUPPLY



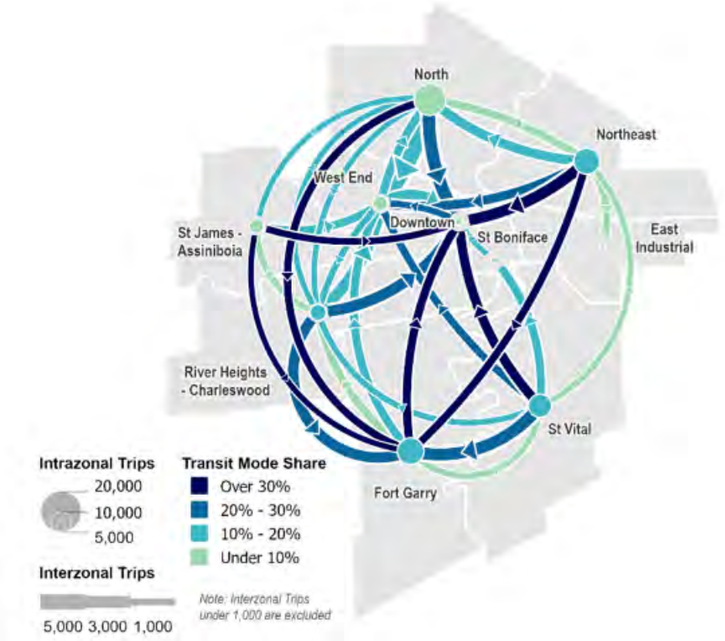
Winnipeg

CURRENT STATE - HOW PEOPLE TRAVEL



Winnipeg

CURRENT STATE - WHY PEOPLE TRAVEL

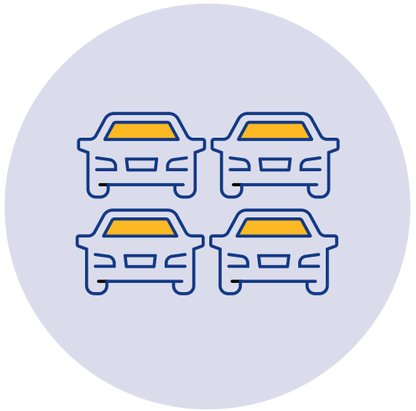


HOW WE GOT HERE

What are the key issues in Winnipeg?



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

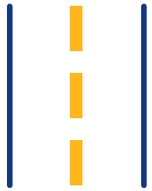
Wants:



BETTER MAINTAINED ROADS & FEWER POTHOLES



MORE & BETTER BIKE INFRASTRUCTURE



EFFECTIVE EXPRESSWAYS



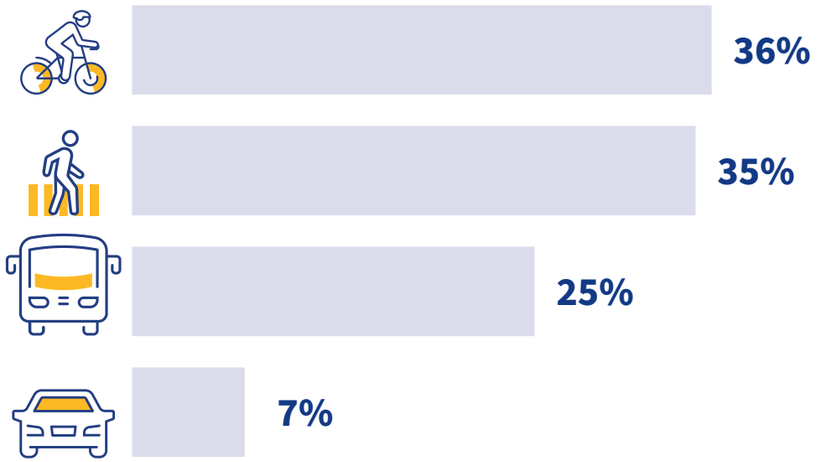
BETTER BUS SERVICE

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

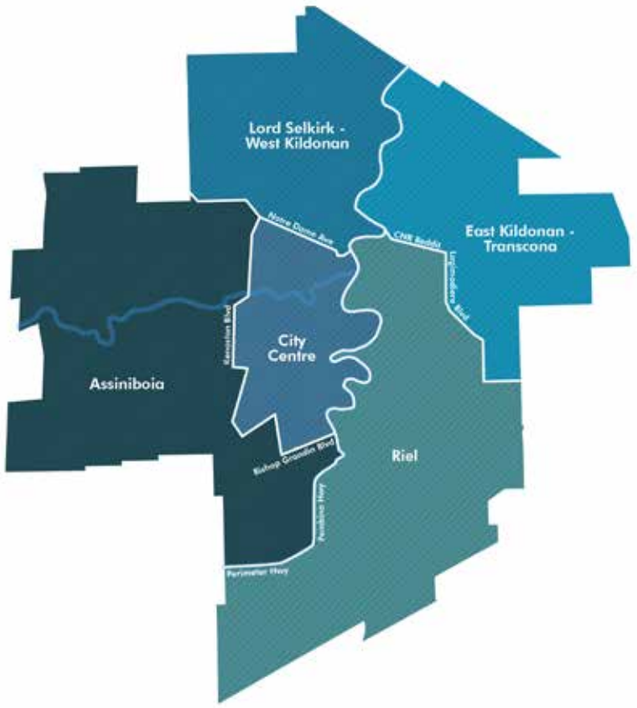
WHAT WE HEARD FROM STAKEHOLDERS

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



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

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



Winnipeg

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

POLL QUESTION #1



WORKSHOP

RIEL

Neighbourhood Advisory Group



KEY DIRECTION 01

INTEGRATE LAND USE & TRANSPORTATION

This direction guides us in building a connected city.

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

STRATEGY 1.1

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

STRATEGY 1.3

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

STRATEGY 1.4

Collaborate with partners to support regional land use and transportation integration

KEY DIRECTION 01

INTEGRATE LAND USE & TRANSPORTATION

How could we achieve this?

- **Review and update zoning by-laws** along existing and future Rapid Transit corridors and the Primary Transit Network
- Require contractors working on projects that will impact the right-of-way to submit a **construction zone mitigation plan** outlining the measures they will take to maintain the mobility and safety of pedestrians, cyclists, and drivers
- Contribute to **region-wide plans** that promote integrated regional land use and transportation planning
- Encourage the **redevelopment of surface parking lots** (both public and private) for residential, commercial or employment uses
- **Manage parking supply** Downtown and at Regional Mixed Use Centres on a district level to ensure compatibility with all modes of transportation and the local road infrastructure



KEY DIRECTION 02

PROVIDE SAFE & SUSTAINABLE MOBILITY OPTIONS FOR ALL

This direction further guides us in supporting transportation equity.

KEY DIRECTION 02

PROVIDE SAFE & SUSTAINABLE MOBILITY OPTIONS FOR ALL

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



STRATEGY 2.1

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



STRATEGY 2.3

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



STRATEGY 2.5

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

KEY DIRECTION 02

PROVIDE SAFE & SUSTAINABLE MOBILITY OPTIONS FOR ALL

How could we achieve this?

- Consider locations where a large volume of regional commuters enter the City to implement **Mobility Hubs**
- Implement, expand and incentivize the use of **new mobility technologies (e.g., bike sharing, e-bikes and car sharing)** that will help achieve Winnipeg's policy goals and provide increased mobility options
- Establish a regulatory and policy framework that permanently allows the use of **on-street parking locations for car-sharing vehicles** and governs the relationship between car-sharing providers and the City
- Implement an **online carpool matching program**
- Expand and continue to **support school outreach programs** that engage youth in transportation discussions and encourages the use of active transportation



KEY DIRECTION 03

—

TRANSFORM & OPTIMIZE TRANSPORTATION CORRIDORS

This direction further guides us in building a connected city.

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



STRATEGY 3.1

Balance the needs of all users in transportation corridors



STRATEGY 3.2

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



STRATEGY 3.3

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

KEY DIRECTION 03

TRANSFORM & OPTIMIZE TRANSPORTATION CORRIDORS

How could we achieve this?

- **Reversible lanes** – St Mary's from Tache to St. Anne's, new Arlington Bridge, other corridors with strong directional flow
- Develop a **curbside management strategy** to better manage curbside space for uses such as parking, deliveries, personal transportation providers, and passenger pick up / drop off
- Identify locations on major arterials where **on-street parking can be removed to make space for through traffic on sustainable modes** (e.g., cycling, walking, transit, HOV),
- Explore opportunities for technology to provide motorists with **real time data** on on-street parking availability, parking rate, loading zone locations, accessible parking space locations, and areas where residential parking permits are available
- Identify locations where **priority vehicles** such as transit, goods movement and emergency vehicles experience challenges and develop a strategy to implement **reserved lanes** in these locations

KEY DIRECTION 03

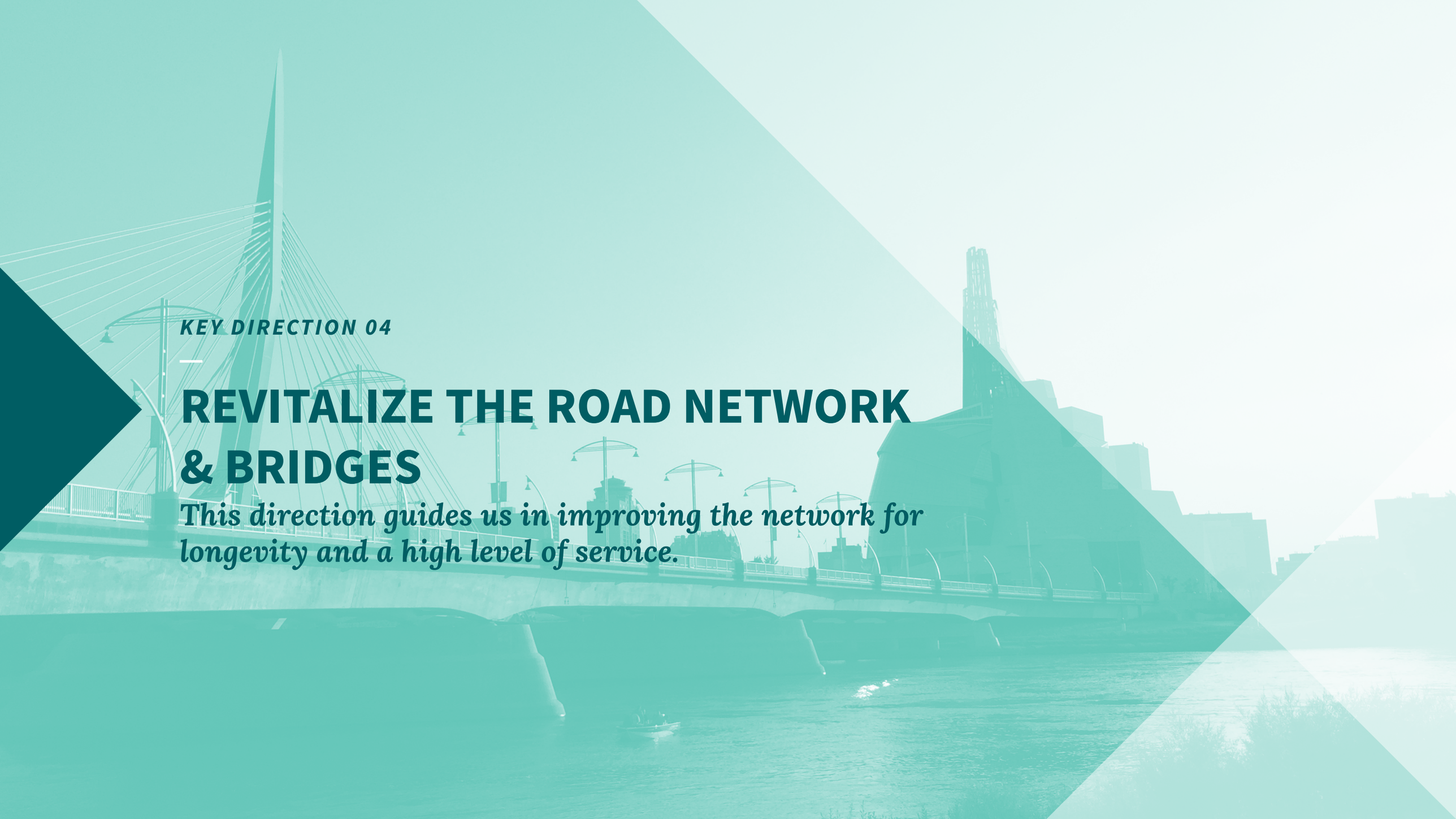
TRANSFORM & OPTIMIZE TRANSPORTATION CORRIDORS

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



Winnipeg



KEY DIRECTION 04

REVITALIZE THE ROAD NETWORK & BRIDGES

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

KEY DIRECTION 04

REVITALIZE THE ROAD NETWORK & BRIDGES

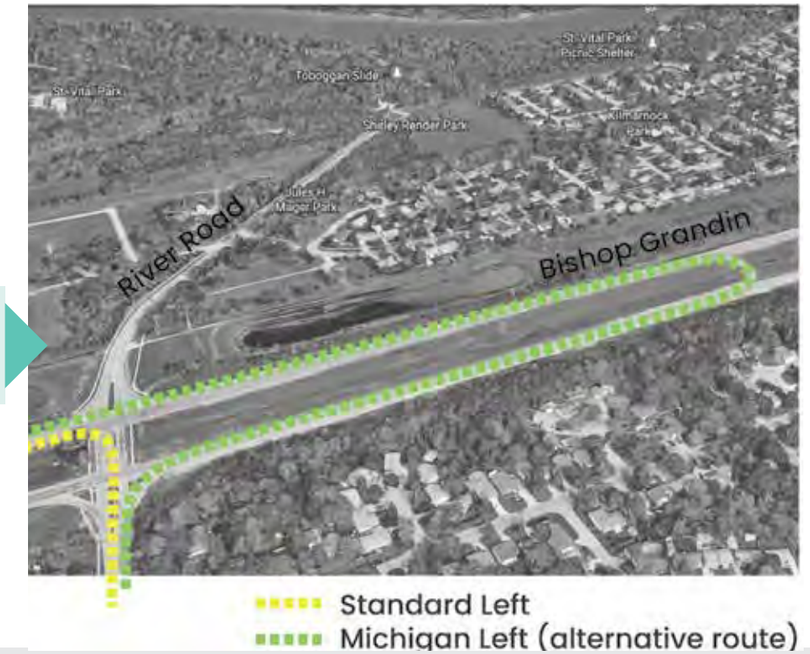
Enhancing the network: ensuring network infrastructure supports our future

STRATEGY 4.1

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

How could we achieve this?

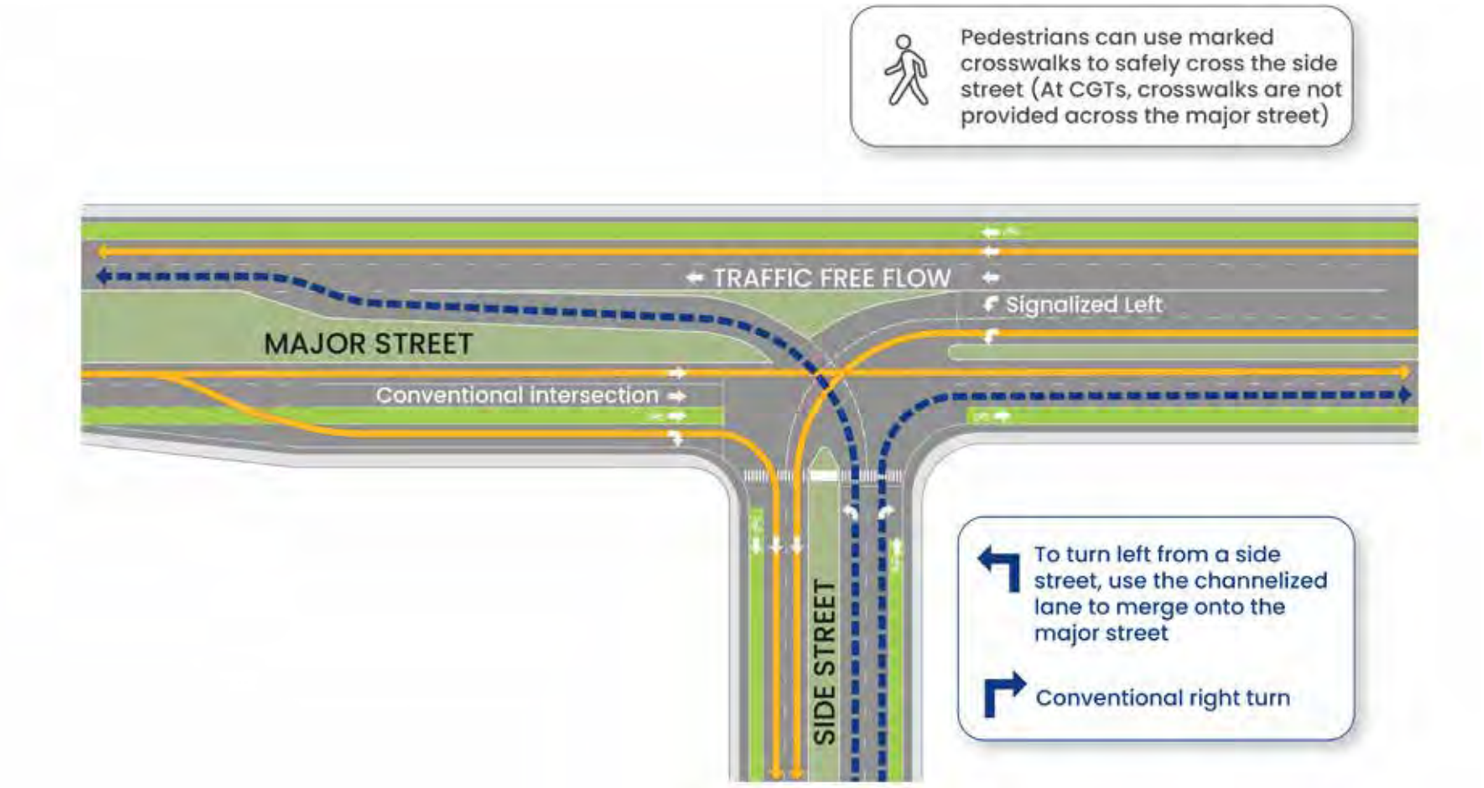
- Use **digital message boards** on major routes to provide drivers with real-time information on traffic conditions
- Use **Michigan Lefts** where minor roads meet major divided roads
- Use **roundabouts** where appropriate



REVITALIZE THE ROAD NETWORK & BRIDGES

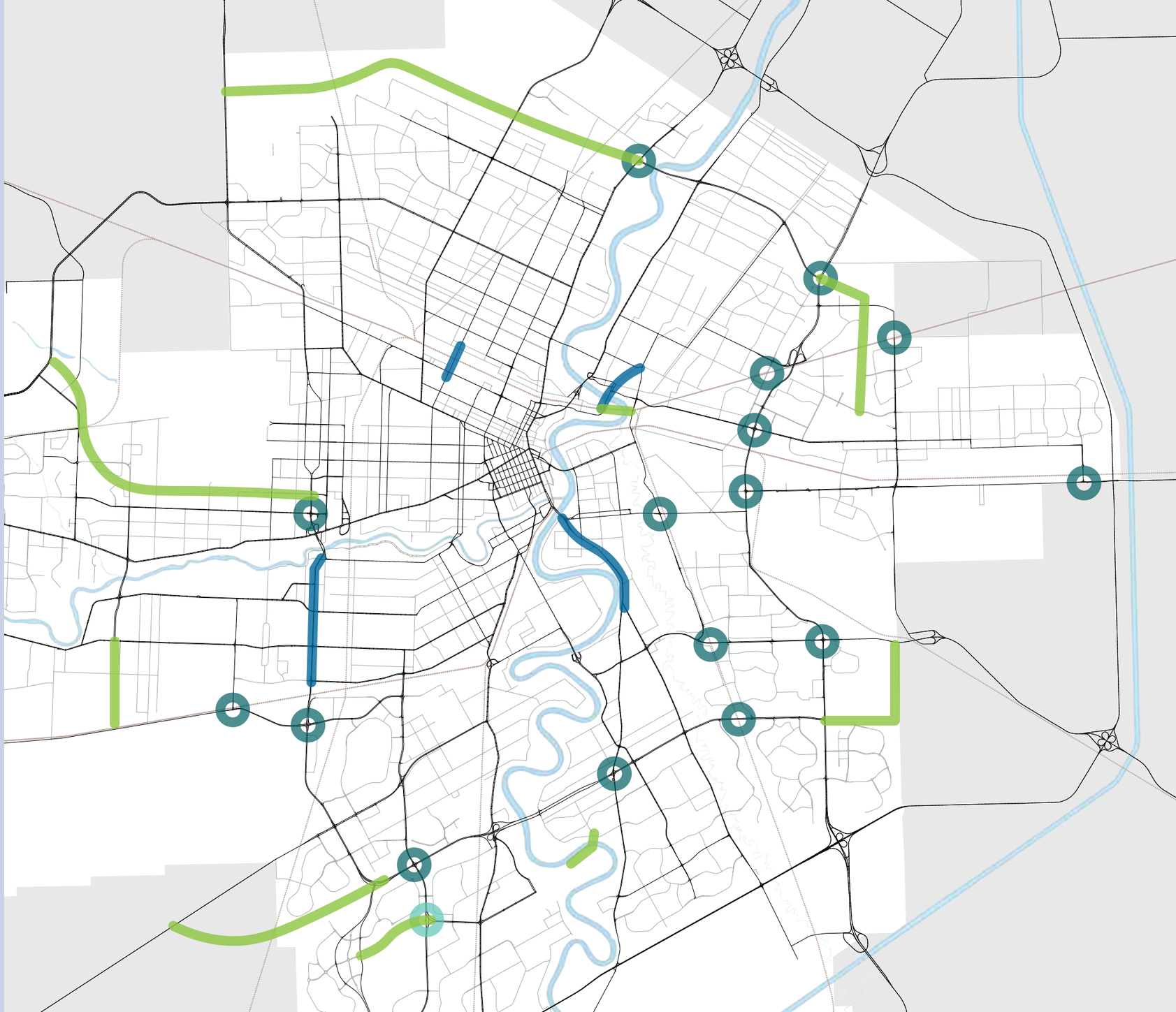
How could we achieve this?

- Create **Continuous Green 'T' Intersections (CGTs)** to improve safety / efficiency and reduce delays
- **Grade-separation** at intersections that accommodates multiple modes



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



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.

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



STRATEGY 1.2

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



STRATEGY 5.2

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



STRATEGY 5.3

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

KEY DIRECTION 05

SUPPORT GOODS MOVEMENT & ECONOMIC PROSPERITY

How could we achieve this?

- Review and update **signal timing plans** to enhance the flow of goods on inner ring road corridors while maintaining a safe environment for all users
- Investigate the feasibility of piloting a **truck-only lane** on a high truck volume corridor
- Review provision and management of on- and off-street **loading areas and truck parking**
- Promote / enable **off-peak and flexible deliveries**
- Investigate opportunities to promote and expand **bicycle delivery systems**
- Investigate opportunities for **moving goods via public transit**