Appendix C – Stakeholder engagement report

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder engagement report

Phase one
Current state: where are we now?

December 2020

SCATLIFF + MILLER + MURRAY
visionary urban design + landscapes

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1. EXECUTIVE SUMMARY

The stakeholder engagement process for phase one of the Transportation Master Plan: 2050 (TMP2050) occurred at the 'inform-consult' levels of the IAP2 spectrum. This phase of the project focused on stakeholder engagement and was comprised of two rounds of stakeholder meetings for a total of 18 meetings. Stakeholders were organized into two groups: interest-specific groups, categorized by common transportation interests and neighbourhood advisory groups, categorized by geography based on Winnipeg's community committee boundaries. These groups provided key insight into specific topics, as well as a link between the project team and their respective communities. In all, 157 stakeholders participated in the two rounds of meetings. All meetings were facilitated via Zoom to comply with Provincial public health orders.



- The first round of 10 stakeholder meetings were held from November 2-10, 2020 and gathered input on 'current conditions and issues' with Winnipeg's existing transportation network. The meeting introduced the project, including the six component studies that make up the TMP2050, and focused on activities and exercises related to each of the studies.
    - From this round of meetings we heard that participants experienced a wide range of issues, including mode choice, environmental sustainability, healthy living, safety, economic development, year-round use, equity and inclusiveness, quality of life, reliability, and innovation. These issues made up the draft stakeholder priorities that were presented to the stakeholders in round two.
    - During this round of meetings participants discussed a number of issues or challenges they experienced with the current transportation network. Both interest-specific groups and neighbourhood advisory groups noted design issues such as inconsistencies in active transportation infrastructure and barriers created by rail lines. Both groups also discussed their challenges with the connectivity, or lack

thereof, within the pedestrian and cycling network, noting gaps in the network that lead to unsafe conditions. The neighbourhood advisory groups also noted safety as a key concern with the current transportation network, citing issues such as poor street/cycling lane/sidewalk maintenance, the need for traffic calming measures on residential streets, and the need for separated cycling infrastructure.

- The second round of eight stakeholder meetings with interest-specific groups and neighbourhood advisory groups were held from November 30, 2020 to December 8, 2020 and focused on 'future options and opportunities' for Winnipeg's transportation network. The meeting offered a review of what we heard from round one, including a presentation of the draft stakeholder priorities and was followed by a focused discussion on ideas and opportunities for improving Winnipeg's transportation network.
    - From this round of meetings we heard a wide range of opportunities and ideas for how to improve Winnipeg's transportation network. These included opportunities relevant to each of the component studies such as repurposing of rail lines for active transportation or light rail routes, improvements to connections between transportation modes, completion of a full ring road, design and implementation of an inner ring road and cycling lane, and the expansion of infrastructure for electric vehicles.

Detailed meeting notes, including a summary of what we heard and all raw data, for all 18 stakeholder meetings, can be found in appendix F (round one) and appendix G (round two).

Participants offered additional input via an exit survey, with the majority who responded sharing positive comments about the Zoom meeting format. 93% of respondents found the purpose of the project to be clear and 81% found the information provided helpful.

Through all aspects of the stakeholder engagement activities, participants were generally well-informed on transportation issues and offered informative comments. All comments were summarized and coded into specific topics to assist the technical teams in the preparation and refinements of their individual component studies.



2. STAKEHOLDER ENGAGEMENT PLANNING

2.1. Engagement plan

The Transportation Master Plan: 2050 stakeholder engagement plan was developed to define the engagement process, including planning, objectives, communication tools, and events. The strategy was reviewed by the Project Lead, Alex Regiec, the Communications and Engagement Lead, Julie Dooley, and Morgan Vespa and Natalie Geddes from the Office of Public Engagement, and fulfilled the project goals by successfully communicating and engaging with stakeholders. The stakeholder engagement plan is secondary to the broader TMP2050 public engagement strategy which directs all touch points with public feedback including a public online survey, mapping tool and public events.

The stakeholder engagement plan included the following key tasks and engagement events:

- Create a stakeholder profile list, including interest-specific groups and neighbourhood advisory groups;
- Recruit neighbourhood advisory group members; and
- Conduct two rounds of stakeholder meetings with interest-specific groups and neighbourhood advisory groups.

2.2. Stakeholder profile

The stakeholder profile identified two groups of people and organizations to engage with for TMP2050: interest-specific stakeholders and neighbourhood advisory groups. For a full list of stakeholders contacted for this project please see appendix A.

Interest-specific stakeholders

The interest-specific stakeholders represented a wide range of interests and organizations from across the city. These groups focused on city-wide transportation themes and broader transportation issues. For the round one meetings these groups were divided into five categories based on common interests, focuses, and needs. Participants were then mixed into three groups during Round two to facilitate robust discussion with varying viewpoints.

Participants for these groups were informed of the project through an email invitation from the City on October 14, 2020 to organizations and individuals identified for the five broad interest categories of goods movements, development, recreation, accessibility, and environmental sustainability.

Neighbourhood advisory groups

The five neighbourhood advisory groups were based on geographic boundaries that mark the City's existing Community Committees: City Centre (central), Assiniboia (southwest), Lord Selkirk – West Kildonan (northwest), East Kildonan – Transcona (northeast), and Riel (southeast). This group focused on neighbourhood transportation themes and neighbourhood-specific concerns and interests brought forward by residents and the groups that represent them. They also had a secondary focus on how their neighbourhood connects with the city-wide system.



Participants were recruited via:

- Online application form on the City of Winnipeg's project webpage
- An email invitation from the City on October 14, 2020 to community centre boards, schools, churches, resident associations, resources centres, seniors groups, and more
- Promotion on the City of Winnipeg's social media platforms and public engagement newsletter

The application to participate in the neighbourhood advisory groups opened on October 14, 2020 on the City of Winnipeg's project website (winnipeg.ca/tmp2050) and was open until October 27, 2020. A total of 127 people applied to participate in a neighbourhood advisory group. The terms of reference for the advisory group accompanied the online application. The terms of reference and application form can be found in appendix B.

All applicants were accepted into the neighbourhood advisory groups, except for three applicants that were already invited to the interest-specific group meetings. On October 28, 2020 an acceptance email to the neighbourhood advisory groups was sent to all applicants and invited them to the first round of meetings.

To learn more about the neighbourhood advisory group participants, refer to appendix J.

To learn more about the demographics of the neighbourhood advisory group members who participated in round one stakeholder meetings, refer to appendix K.

2.3. Stakeholder engagement communication plan

The City project webpage was launched on October 14, 2020. The webpage initially included the background information about TMP2050 and the application form to participate in the neighbourhood advisory groups, including the terms of reference. All stakeholders were invited to meetings via direct email invitations. All follow up correspondence regarding the project is noted in the communication log in appendix C.

3. STAKEHOLDER MEETINGS – ROUND ONE

3.1. Meeting details

Meeting schedule:

INTEREST-SPECIFIC GROUPS	DATE
Accessibility	Monday, November 2, 2020
Movement of Goods & Services	Tuesday, November 3, 2020
Environmental Sustainability	Wednesday, November 4, 2020
Recreation & Green Space	Thursday, November 5, 2020
Development & Land Use	Monday, November 9, 2020
NEIGHBOURHOOD ADVISORY GROUPS	**DATE**
Lord Selkirk – West Kildonan	Monday, November 2, 2020
East Kildonan – Transcona	Wednesday, November 4, 2020
Assiniboia	Thursday, November 5, 2020
Riel	Monday, November 9, 2020
City Centre	Tuesday, November 10, 2020

Meeting goal:

- Introduce project, gather input, and foster early involvement to ensure stakeholders are part of the process

Meeting objectives:

- Gather and understand participants' current evaluation and experience with Winnipeg's transportation network (to help create the draft stakeholder priorities)
- Gather and understand participants' current interests, needs, and wants for improvements to the network
- Collect and identify common values from participants through a visioning exercise to help inform the draft stakeholder priorities (gather ideas on how transportation can support a better quality of life)
- Introduce the six component studies, scope, teams, objectives, background review findings, and opportunities for future input
- Communicate what the end goal of the project is and how it relates to other City strategies and policies

Meeting format:

SMM facilitated a Zoom presentation, beginning with an introduction of the project and key team members through a PowerPoint presentation.

All activity and module exercises focused on current conditions and issues and were facilitated through the use of Google Jamboards. Where groups were larger than 12 participants, the group was split into smaller groups using breakout rooms in Zoom to accommodate discussion. Participants engaged in roundtable discussions and exercises. Each breakout room included the same content and questions. In all breakout rooms, Google Jamboards were used to collect feedback from participants. The jamboard provides a virtual whiteboard for participants to share comments via sticky notes, similar to an in-person workshop.

The content for this section was centred around a vision and values exercise and four modules that each addressed one to two of the project's component studies. During the breakout room sessions, participants were given links to jamboards for each module. In all breakout rooms participants were asked a series of open-ended and poll questions which they responded to through comments and voting using sticky notes and dots. Each interest-specific meeting had a unique set of customized jamboards based on the groups' interests and areas of expertise.

After each meeting, participants were forwarded a link to an online exit survey to offer further feedback. Participants from the neighbourhood advisory groups were also forwarded a link to an attendee profile form, which gave them an opportunity to provide further information about themselves and their interest in the project.

3.2. Meeting invitations

Interest-specific group stakeholders and members of the neighbourhood advisory groups were all invited by email to join a round one meeting and to register via Zoom to receive the meeting link. In the invitation, SMM offered technical support prior to the meeting to ensure participants are comfortable and able to connect using Zoom for the meeting. See appendix D for the round one email invitation and TMP2050 factsheet.

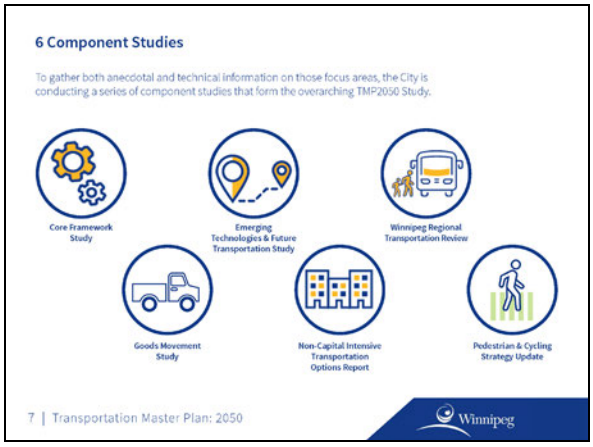
- Invitation email and TMP2050 factsheet was sent to interest-specific stakeholders from the City on October 14, 2020
- Reminder email to participate in the meeting was sent to interest-specific stakeholders from SMM on October 26, 2020
- Following the neighbourhood advisory group application process, all applicants were emailed on October 28, 2020 from SMM an invitation to join their neighbourhood meeting

- Reminder emails were sent to neighbourhood advisory group participants the day of the meeting from SMM

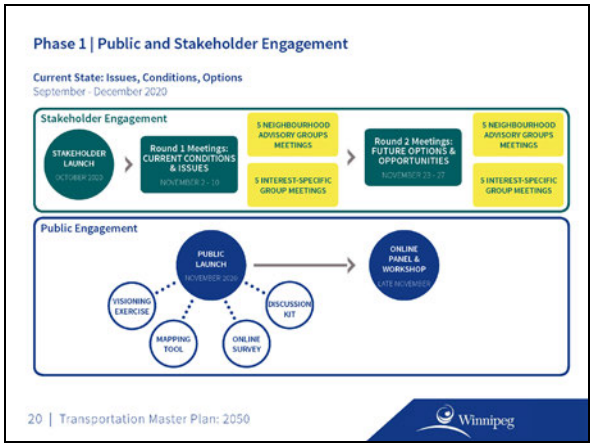
3.3. Meeting materials

A verbal presentation by the project team, including representatives from both the consulting team and the City, was accompanied by a series of presentation slides. Each module was also accompanied by one to two videos from the technical teams responsible for the component studies. The project fact sheet and presentation slides were also posted publicly on the project website. A complete set of the slides can be found in appendix E. A sample of the presentation slides are included below.







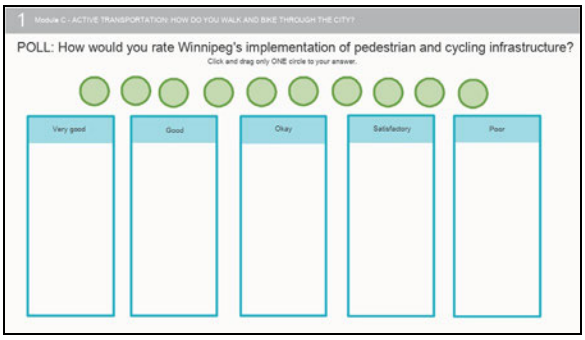


The presentation included:

- the purpose of the meeting
- TMP2050 – project background
- the engagement process

To help facilitate the discussion, Google Jamboards were utilized to record and visualize the feedback. An example of two blank jamboards is included below. All jamboards can be found with their corresponding meeting notes in appendix F.





3.4. Meeting results

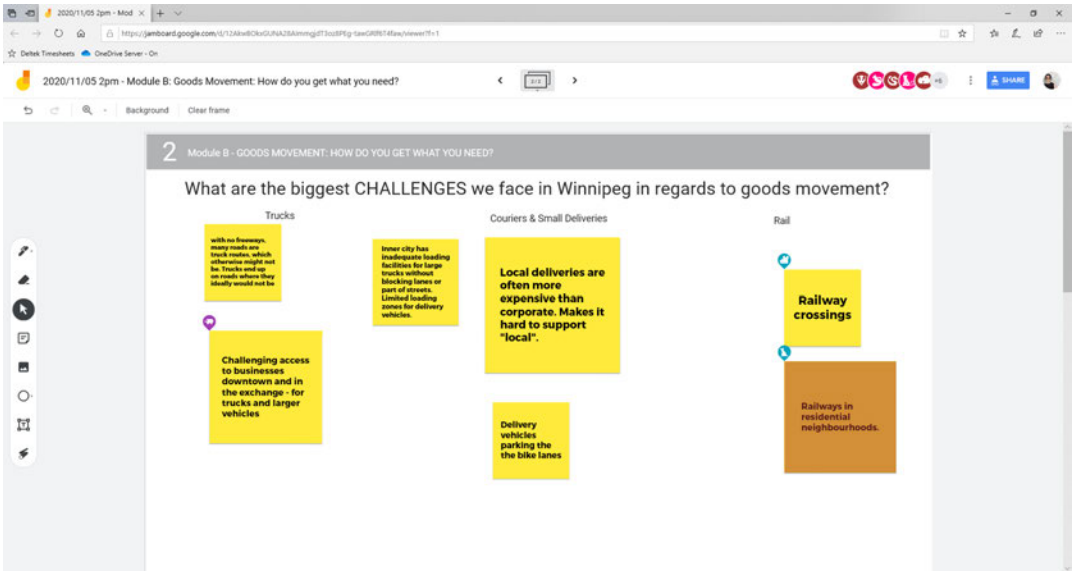
3.4.1. Stakeholder attendance

95 people attended one of the five neighbourhood advisory group meetings and 47 people attended one of the five interest-specific group meetings between November 2, 2020 and November 10, 2020.

3.4.2. Meeting images




Zoom Meeting
Recording...
Total non-video participants: 5
6 Component Studies
5
Emerging Technologies & Future Transportation Study:
• effect of technology on how people move around cities
• role technology plays on future planning
• investigate developments and trends
• understand potential impacts, scenarios and opportunities of technology on Winnipeg's future transportation system
Core Framework Study
IBI Group
DiBon Consulting
Kriger Associates
Goods Movement Study
MORR Consulting
Kriger Associates
Pedestrian & Cycling Strategy Update
MORR Consulting
Winnipeg Regional Transportation Review
WSP Canada
5
Emerging Technologies & Future Transportation Study
WSP Canada
12 | Transportation Master Plan: 2050
Winnipeg


2020/11/05 2pm - Module B: Goods Movement: How do you get what you need?
Background
Clear frame
2
Module B - GOODS MOVEMENT: HOW DO YOU GET WHAT YOU NEED?
What are the biggest CHALLENGES we face in Winnipeg in regards to goods movement?
Trucks
Couriers & Small Deliveries
Rail
with no freeways, many roads are truck routes, which otherwise might not be. Trucks end up on roads where they ideally would not be
Inner city has inadequate loading facilities for large trucks without blocking lanes or part of streets. Limited loading zones for delivery vehicles.
Local deliveries are often more expensive than corporate. Makes it hard to support "local".
Railway crossings
Challenging access to businesses downtown and in the exchange - for trucks and larger vehicles
Delivery vehicles parking the the bike lanes
Railways in residential neighbourhoods.

3.4.3. Meeting discussion and exercise results

Results based on component study

In each of the four modules in all 10 meetings with interest-specific groups and neighbourhood advisory groups, we collected information about each of the component studies. Comments received from participants were coded according to like themes and then summarized by frequency of comment. The raw data from round one can be found in appendix F. Below is what we heard are the biggest challenges stakeholders experience, organized by component study.

3.4.3.1 CORE COMPONENT STUDY

What are the biggest challenges we face in Winnipeg as we move through our neighbourhoods and across the city?

Flow & Routing:

- Traffic congestion - traffic frequency, desynchronized lights, too much start / stop
- Dependency on single occupant vehicle - need to prioritize all modes of transportation
- Disconnected bike and pedestrian networks - need better connections, complete networks and river/rail crossings
- Safe routes for all modes of transportation, all users (including children)

City Services and Maintenance:

- Transit connections, routes and efficiency
- Parking - availability, snow clearing
- Snow clearing - sidewalks and active transportation paths and networks
- Maintenance of existing roads, sidewalks and bike lanes - surface conditions

3.4.3.2 GOODS MOVEMENT STUDY

What are the biggest challenges we face in Winnipeg in regards to goods movement?

Trucks:

- Safety – for all road users
- Trucks on city roads – trucks use routes that were not designed for truck traffic, add congestion to city roads, lack of high speed routes, lack of inner ring road
- Large trucks and semis are being used to transport small goods throughout the city causing congestion and conflicts between users
- Perimeter – needs to be better utilized, expanded, and improved flow

Couriers / Small Deliveries:

- More loading zones needed

- Better communication surrounding loading zones and delivery practices is needed

Rail:

- Dangerous – at grade crossings, dangerous goods transported through the city
- Disrupts traffic flow – underpasses and overpasses are ideal, but expensive, at grade crossings are challenging and can cause congestion
- Divides our city – relocation of rail away from the city

3.4.3.3 PEDESTRIAN AND CYCLING STRATEGY UPDATE

What are the biggest challenges we face in Winnipeg in regards to pedestrian and cycling movement?

- Connectivity - gaps in network (at edges of neighbourhoods, rivers, rail lines, major streets)
- Inconsistencies in infrastructure design
- Maintenance - snow clearing, cracks and holes in sidewalks, slippery / icy surfaces
- Safety for all users
- Conflicts between cars, bikes, and pedestrians
- Winter – cold weather is a barrier to biking and walking
- Lack of density - Winnipeg is spread out

3.4.3.4 EMERGING TECHNOLOGIES AND FUTURE TRANSPORTATION STUDY

What are the biggest challenges and barriers we face in Winnipeg to adopting emerging technology and future mobility options?

- Cost
- Uncertainty
- Lack of policy and incentives
- Northern Climate
- Availability (of data, technology)
- Accessibility (lack of technological awareness, limited technology access, exclusiveness)

3.4.3.5 WINNIPEG REGIONAL TRANSPORTATION REVIEW

What are the biggest challenges and barriers we face in Winnipeg when using ‘park and ride’ or ‘cycle and ride’ locations?

- Requires adequate parking spaces
- Transit needs to be more reliable and conveniently located
- Safe bike storage
- Expensive - cost for a vehicle and transit
- Access to a vehicle

- Locations need to be accessible for pedestrians and cyclists

Are you aware that Winnipeg currently has 11 park and ride locations?

- 37% knew Winnipeg currently has 11 park and ride locations
- 58% did not know Winnipeg currently has 11 park and ride locations
- 5% were unsure

While the questions in each module were specific to certain component studies, each module included a wide range of comments, many of which will apply to several of the component studies. For a full picture of data relevant to particular component studies, please review the raw data found in appendix F and the key theme coding descriptions found in appendix L.

Interest-specific group discussion results

During the five meetings facilitated with the interest-specific groups, participants discussed a wide range of topics, with several topics emerging more frequently. Interest-specific group stakeholders noted connectivity as one of the key issues with the current transportation system. The challenges that were discussed included gaps in the pedestrian and cycling network that forced users into unsafe conditions and a lack of accessible alternate routes around construction sites. To a lesser extent, participants discussed missing connections in the transit system and road network.

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

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

Participants also noted challenges in design of roadways for goods movement, citing restricted turning options in the downtown area; access and egress point impeding traffic flow; a lack of controlled intersections; the sprawling fabric of the city; and the divisions caused by rail lines as impediments to efficient goods movement by both vehicles and bikes.

Other issues raised during this meeting included:

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

Neighbourhood advisory group discussion results

During the five meetings facilitated with the neighbourhood advisory groups, participants discussed a wide range of topics, with several topics emerging more frequently. Neighbourhood advisory group stakeholders noted design issues as one of the biggest challenges they faced. These issues included inconsistencies in infrastructure design for cycling lanes and sidewalks, which resulted in confusion for users and bystanders; the divisions in neighbourhoods caused by rail lines; restricted turning options in the downtown area; a desire to replace sharrows with protected cycling lanes; the need for traffic calming measures on residential streets; inefficiencies in traffic light timing; and the need to better integrate transportation plans with land use planning decisions.

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

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

Other issues brought forward by participants during these meetings included:

- The importance of convenience and ease when making transportation decisions, regardless of mode
- The desire for a transportation system that supports a high quality of life – i.e. opportunities to connect with nature, room to socialize while using the pedestrian and cycling network, and an enjoyable atmosphere with reduced noise and air pollution

- The need to reduce conflicts between all users through separated infrastructure or traffic calming measures

Interest-specific group poll questions

At the end of each of the five meetings, SMM facilitated three poll questions in Zoom to gather immediate feedback from meeting participants.

Question 1: *Have you attended a similar virtual style event before?*

Yes	No	Unsure
23 (79%)	6 (21%)	0 (0%)

Question 2: *How easy did you find attending a Zoom meeting?*

Very Easy	Easy	Neutral	Difficult	Very Difficult
20 (54%)	15 (41%)	2 (5%)	0 (0%)	0 (0%)

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

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
7 (19%)	27 (75%)	1 (3%)	1 (3%)	0 (0%)

Neighbourhood advisory group poll questions

At the end of the meeting, SMM facilitated three poll questions in Zoom to gather immediate feedback from meeting participants.

Question 1: *Have you attended a similar virtual style event before?*

Yes	No	Unsure
37 (53%)	32 (46%)	1 (1%)

Question 2: *How easy did you find attending a Zoom meeting?*

Very Easy	Easy	Neutral	Difficult	Very Difficult
51 (73%)	10 (14%)	5 (7%)	4 (6%)	0 (0%)

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

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
22 (31%)	30 (42%)	11 (16%)	8 (11%)	0 (0%)

3.4.4. Online exit survey responses

Interest-specific groups exit survey – overview of responses

Following each interest-specific group meeting, participants were emailed a link and encouraged to complete a nine question online exit survey. A total of 17 online surveys were completed, representing 36% of participants.

Refer to appendix H for a full report of all data collected from the survey.

1. Is the purpose of this project clear?

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
3 (18%)	14 (82%)	0 (0%)	0 (0%)	0 (0%)

- 100% of the interest-specific stakeholders indicated that they understood the purpose of the project by marking either 'strongly agree' or 'agree'.

2. Was the project information provided during this meeting helpful?

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
1 (6%)	12 (71%)	4 (24%)	0 (0%)	0 (0%)

- 77% of the interest-specific stakeholders indicated that they thought the information provided during this meeting was helpful by marking either 'strongly agree' or 'agree'.

3. Did the format of the meeting allow you to contribute and share your views?

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
5 (31%)	10 (63%)	1 (6%)	0 (0%)	0 (0%)

- 94% of interest-specific stakeholders indicated that the format of the meeting allowed them to contribute their views by marking either 'strongly agree' or 'agree'.

4. Please rate your level of interest regarding this project.

High	Medium	Low
3 (18%)	14 (82%)	0 (0%)

5. Describe your interests

There are many diverse reasons interest-specific stakeholders are interested in the TMP2050. These interests include:

- Public transit
- Transportation's impact on land use planning
- Active transportation, cycling infrastructure
- Environmentally sustainable transportation options
- Multi-modal transportation options
- Traffic flow
- Goods movement

6. What are you hoping to get out of your experience as an Interest-Specific stakeholder?

An overview of comments includes:

- Be informed
- Share perspectives / represent organization
- Hear other viewpoints

7. Did you have any issues registering for or accessing the Zoom meeting?

Yes	No
2 (12%)	15 (88%)

8. Please provide feedback on the Zoom meeting format.

An overview of comments includes:

- 65% were positive comments about the Zoom meeting format, the use of Google Jamboards, the interactive nature of the meeting, and the style of facilitation
- Comments were made regarding technical complications or limitations based on personal devices
- Some participants found the format challenging and would have liked to have had more time to use the Jamboards and offer feedback

9. Are there any additional comments you would like to share about this project?

An overview of comments includes:

- An appreciation for the process, discussions and opportunity to provide feedback to the city
- Some found the format challenging and felt rushed – want more time for discussion
- A desire to see more diverse representation at the meeting and to ensure all voices are heard
- Some would like to see slides/questions in advance

Quotes:

- "Simply that it's a massive effort! It will be challenging to keep all parts moving in tandem without sacrificing public input at some points to accommodate schedules. Also, it would be great if there were a way to engage safely with harder-to-reach residents to ensure all voices are heard, but that's challenging at the best of times and I certainly don't have any solutions in these days of COVID."
- "I am concerned that too little time will be spent working on ways to balance competing needs/limited resources within the transportation system. I'm not sure how much value there is asking unplanned questions around values of groups that represent many people. I think it's better to ask those questions in advance so that you get fuller, more thought out answers, not just what someone can jot down in two minutes."

- "Would like to see more diverse representation in the interest-specific stakeholder group."
- "Additional time would be helpful to provide more thoughtful comments in the jamboard sessions."
- "Love the Jamboard! This was probably my most engaging Zoom call to date due to the format."
- "Fantastic format, great moderators, overall very informative and collaborative process!"

Neighbourhood advisory groups exit survey – overview of responses

Following each neighbourhood advisory group meeting, participants were emailed a link and encouraged to complete a nine question online exit survey. A total of 60 online surveys were completed, representing 63% of participants.

Refer to appendix H for a full report of all data collected from the survey.

1. Is the purpose of this project clear?

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
22 (37%)	31(52%)	5 (8%)	2 (3%)	0 (0%)

- 89% of the neighbourhood advisory group members indicated that they understood the purpose of the project by marking either 'strongly agree' or 'agree'.

2. Was the project information provided during this meeting helpful?

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
14 (24%)	32 (54%)	10 (17%)	2 (3%)	1 (2%)

- 78% of the neighbourhood advisory group members indicated that they thought the information provided during this meeting was helpful by marking either 'strongly agree' or 'agree'.

3. Did the format of the meeting allow you to contribute and share your views?

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
28 (47%)	22 (36%)	6 (10%)	0 (0%)	4 (7%)

- 83% of neighbourhood advisory group members indicated that the format of the meeting allowed them to contribute their views by marking either 'strongly agree' or 'agree'.

4. Please rate your level of interest regarding this project.

High	Medium	Low
51 (86%)	8 (14%)	0 (0%)

5. What are you hoping to get out of your experience as a Neighbourhood Advisory Group member?

An overview of comments includes:

- Wish to contribute through meaningful input
- Want to have their opinions and experience heard
- Represent neighbourhood interests
- Being informed / to learn
- Want to see neighbourhood needs represented in the Plan
- Hear other viewpoints

6. Did you have any issues registering for or accessing the Zoom meeting?

Yes	No
6 (10%)	54 (90%)

7. Please provide feedback on the Zoom meeting format.

An overview of comments includes:

- 85% of respondents expressed a positive response for the zoom format overall and positive responses for the use of jamboards
- Comments were made regarding technical complications or limitations based on personal devices
- Some participants found the format challenging and would have liked to have had more time to use the Jamboards and offer feedback

8. Are there any additional comments you would like to share about this project?

An overview of comments includes:

- Would like to see more diversity in the group
- Concern/confusion over involvement of interest-specific groups and the stakeholder advisory panel
- Would like to see slides/questions in advance
- Felt rushed – want more time for discussion

Quotes:

- "I hope that there are opportunities for meaningful conversation and not just sticky notes. To be frank the first session felt like a waste of my time, which is a shame because I think this is a meaningful engagement process. But sticky notes are not engagement."
- "I am skeptical that any input will ultimately be incorporated and have great concerns over the integration of planning between the departments of transportation, PPD and infrastructure. However very hopeful that this is in fact a meaningful engagement process."
- "Great session. First time using Jamboard and I loved it!"
- "I found the breakout rooms and boards to be a great way to have people's views expressed while keeping the meeting flowing."
- "It was really seamless and easy to follow. The whole meeting was very participatory which made me feel comfortable to ask questions."

3.4.5 Stakeholder priorities

Based on what we heard in round one of stakeholder meetings with both neighbourhood advisory groups and interest-specific groups, a set of stakeholder priorities was developed. Originally identified as guiding principles in the request for proposals 151-2020, they are now referred to as stakeholder priorities. We used what we heard in the discussions and in

the vision and values exercise in round one to define what is most important to stakeholders when it comes to the future transportation network.

The list of stakeholder priorities will be used to guide and evaluate discussions with stakeholders throughout the stakeholder engagement process. The list of stakeholder priorities will inform the component studies.

Draft stakeholder priorities

- Mode choice
- Environmental sustainability
- Healthy living
- Safety
- Economic development
- Year-round use
- Equity and inclusiveness
- Quality of life
- Reliability
- Innovation

Stakeholder priorities in practice

Stakeholder priorities have been qualified with statements that reflect stakeholders' desires for the future transportation network. These qualitative statements align with the priorities and finish the sentence: *Winnipeg's future transportation network should …*

Priority	***Winnipeg's future transportation network should…***
Mode choice	Support all modes of transportation for the safe, efficient, and environmentally-friendly movement of goods and people.
Environmental sustainability	Support green modes of transportation and reduce greenhouse gas emissions.
Healthy living	Encourage, by design, accessible active modes of transportation to improve the health and wellness of all residents.
Safety	Reduce the risk of fatalities and major injuries and increase safety for all users.
Economic development	Enable and secure local economic growth by supporting safe, efficient, and reliable goods movement to, from, and through the city.
Year-round use	Support mode choice in all seasons by ensuring street and pathway design, operation, and maintenance supports mobility and accessibility regardless of weather.
Equity and	Provide equitable access to all users regardless of age, gender,

inclusiveness	ethnicity, or physical ability, and that explicitly considers affordability, physical access, proximity to essential destinations, and freedom of mode choice.
Quality of life	Support scenic and beautiful experiences across modes and allows Winnipeggers to engage with nature, their communities, and our neighbours.
Reliability	Provide dependable services and routing that allow Winnipeggers to move efficiently through the city with comfort and ease.
Innovation	Embrace and implement bold, new ideas for improved mobility and accessibility.

4. STAKEHOLDER MEETINGS – ROUND TWO

4.1. Meeting details

Meeting schedule:

INTEREST-SPECIFIC GROUPS	DATE
Interest-specific group 1	Monday, November 30, 2020
Interest-specific group 2	Tuesday, December 1, 2020
Interest-specific group 3	Wednesday, December 2, 2020
NEIGHBOURHOOD ADVISORY GROUPS	**DATE**
East Kildonan - Transcona	Monday, November 30, 2020
Riel	Tuesday, December 1, 2020
Lord Selkirk – West Kildonan	Thursday, December 3, 2020
City Centre	Monday, December 7, 2020
Assiniboia	Tuesday, December 8, 2020

Meeting goals:

- Gather input, and foster continued involvement to ensure stakeholders are part of the process
- Report back on round one and gather opportunities to improve transportation in Winnipeg

Meeting objectives:

- Review and gather feedback on the draft stakeholder priorities
- Gather and understand participants' ideas for improving Winnipeg's transportation system in the future
- Communicate what the end goal of the project is and how it relates to other City strategies and policies

Meeting format:

SMM facilitated a Zoom presentation, beginning with a recap of the project and introduction to key team members through a series of presentation slides. This presentation also included an overview of what we heard during the round one meetings.

A presentation of the 10 draft stakeholder priorities, which were synthesized from comments heard during round one, was followed by a Zoom poll. Participants were asked to rank the priorities and select one to four of the most important priorities, in their opinion. Following the poll, stakeholders were encouraged to have a verbal discussion

regarding the 10 priorities presented and evaluate how they align with what they heard at the previous meeting. Stakeholders were encouraged to participate by unmuting their microphone and using the chat box to offer their feedback.

The majority of the discussion time was focused on brainstorming and evaluating ideas and opportunities for improving Winnipeg's transportation network. When groups were larger than 12 participants, the group was split into smaller groups using breakout rooms in Zoom. Participants engaged in roundtable discussions. Each breakout room included the same content and questions. In all breakout rooms, Google Jamboards were used to collect feedback from participants. The jamboard provided a virtual whiteboard for participants to view during the discussion and was populated by participant's comments by the facilitators.

After each meeting participants were forwarded a link to an online survey to offer further feedback.

After round one meetings, SMM reviewed the feedback received by participants regarding the meeting format and adjusted the format in response to the needs and requests of stakeholders. Many participants enjoyed the use of jamboards in round one, but many also wanted to have more open and verbal discussions. For round two, we decided it would be best to facilitate a verbal discussion and allow stakeholders more time to express their ideas and opinions. In addition, SMM shared select presentation material (draft stakeholder priorities) in advance of the meeting.

4.2. Meeting invitations

Interest-specific group stakeholders and members of the neighbourhood advisory groups were all invited by email to join a round two meeting and to register via Zoom to receive the meeting link. See appendix D for round two email invitation.

- Invitation email was sent to interest-specific stakeholders and neighbourhood advisory group members by SMM on November 18, 2020.
- A draft of the stakeholder priorities was attached to the initial invitation for participants to review prior to round two meetings. The invitation also included a discussion question: *What are three opportunities to improve Winnipeg's transportation network?*
- Follow up email was sent on November 27, 2020 by SMM to interest-specific stakeholders and neighbourhood advisory group members with draft of stakeholder priorities and discussion question to allow participants to prepare for the round two meeting.
- Reminder emails were sent to neighbourhood advisory group participants the day of the meeting by SMM.

4.3. Meeting materials

A verbal presentation by SMM and the project team was accompanied by a series of presentation slides. The slides were additionally uploaded on the project website. A complete set of the presentation slides can be found in appendix E. A sample of the presentation slides are included below.





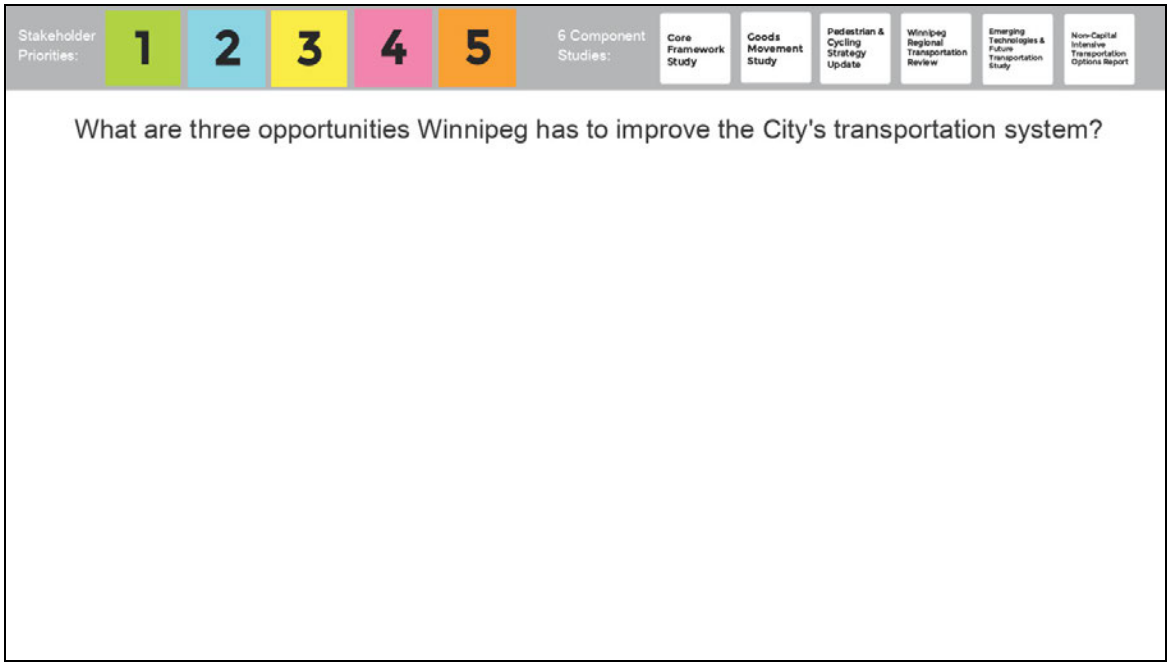




The presentation included:

- an overview of TMP2050
- the role of stakeholders in TMP2050
- the planning framework for TMP2050
- what we heard in round one
- a draft of the stakeholder priorities

The verbal group discussions, facilitated by SMM and the project team, also included a screen share of Google Jamboards to record and visualize the feedback. An example of a blank jamboard is included below. All jamboards can be found with their corresponding meeting notes in appendix G.

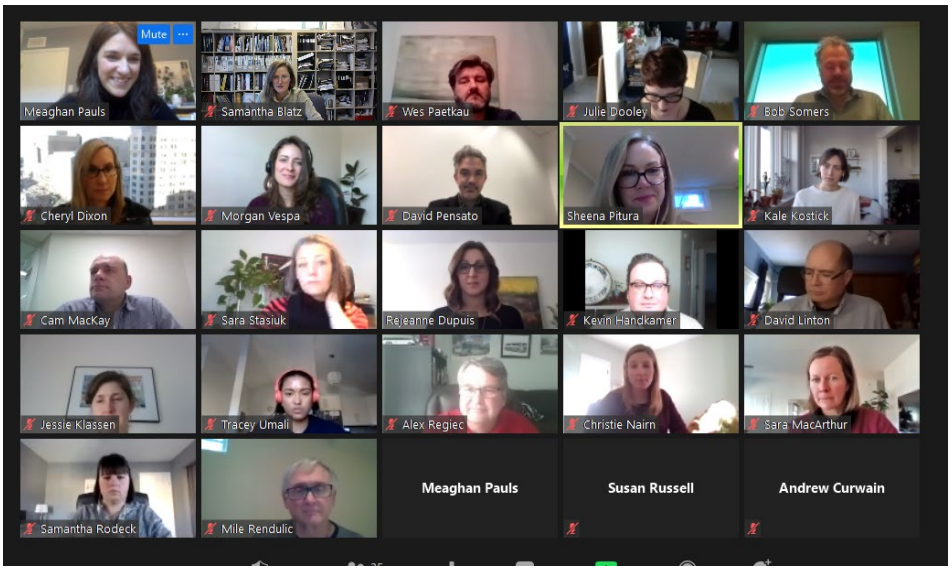


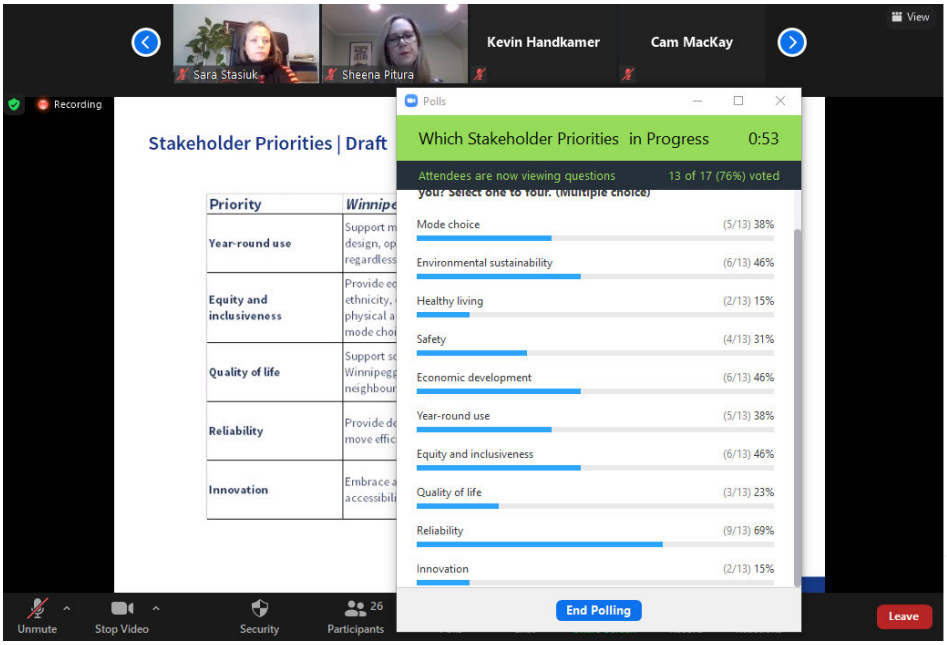
4.4. Meeting results

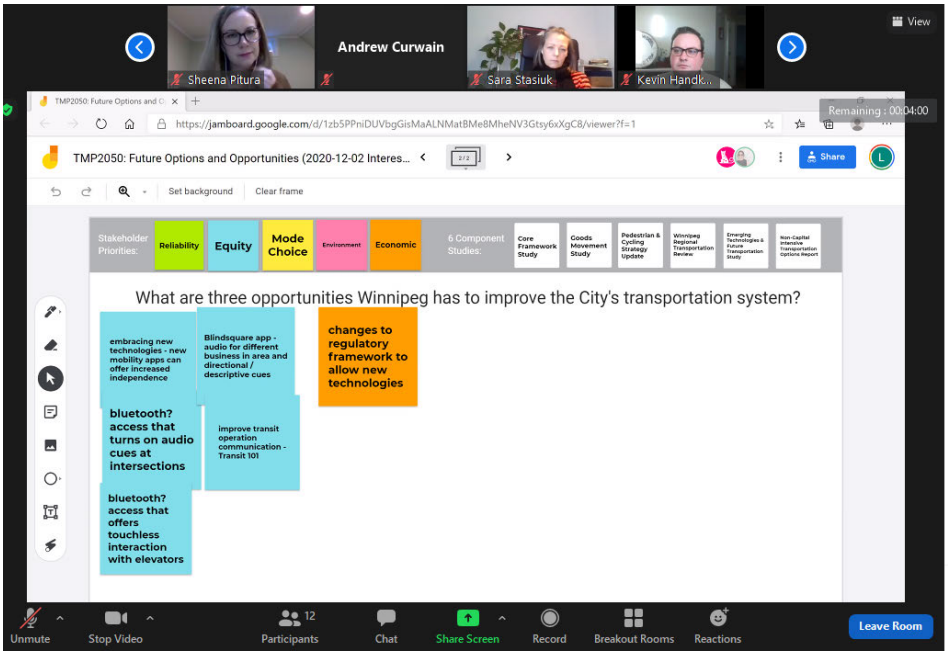
4.4.1. Stakeholder attendance

63 people attended one of the five neighbourhood advisory group meetings and 38 people attended one of the three interest-specific group meetings between November 30, 2020 and December 8, 2020.

4.4.2. Meeting images




Sara Stasiuk
Sheena Pitura
Kevin Handkamer
Cam MacKay
View
Recording
Stakeholder Priorities | Draft
Priority
Year-round use
Equity and inclusiveness
Quality of life
Reliability
Innovation
Polls
Which Stakeholder Priorities in Progress 0:53
Attendees are now viewing questions 13 of 17 (76%) voted
Mode choice (5/13) 38%
Environmental sustainability (6/13) 46%
Healthy living (2/13) 15%
Safety (4/13) 31%
Economic development (6/13) 46%
Year-round use (5/13) 38%
Equity and inclusiveness (6/13) 46%
Quality of life (3/13) 23%
Reliability (9/13) 69%
Innovation (2/13) 15%
End Polling
Unmute
Stop Video
Security
Participants
26
Leave


Sheena Pitura
Andrew Curwain
Sara Stasiuk
Kevin Handk...
View
TMP2050: Future Options and Opportunities (2020-12-02 Interes...
Share
Remaining : 00:04:00
Set background
Clear frame
Stakeholder Priorities:
Reliability
Equity
Mode Choice
Environment
Economic
6 Component Studies:
What are three opportunities Winnipeg has to improve the City's transportation system?
embracing new technologies - new mobility apps can offer increased independence
Blindsquare app - audio for different business in area and directional / descriptive cues
changes to regulatory framework to allow new technologies
bluetooth? access that turns on audio cues at intersections
improve transit operation communication - Transit 101
bluetooth? access that offers touchless interaction with elevators
Unmute
Stop Video
Participants
12
Chat
Share Screen
Record
Breakout Rooms
Reactions
Leave Room

4.4.3. Meeting discussion and exercise results

Interest-specific group discussion results

Participant discussions in round two focused on ideas and opportunities for improving Winnipeg's transportation network. The following provides a brief overview of some of the ideas and opportunities brought forward by participants. For a full account of feedback received during round two, see appendix G.

- Goods movement
    - Allow adequate space for loading zones
    - Improve truck route access to the airport
    - Implement a clear operational policy for truck route designation and operation
    - Repurpose rail lines for active transportation routes
    - Relocate rail lines outside of the city
- Pedestrian and cycling strategy update
    - Repurpose rail lines for active transportation routes
    - Explore new technology for snow clearing on active transportation routes
    - Improve accessible cycling and walking routes around construction sites
    - Improve multimodal connections to facilitate convenient and safe use of multiple modes in one trip
    - Improve wayfinding along whole of pedestrian and cycling network
    - Create pedestrian and cycling connections across waterways
- Winnipeg regional transportation review
    - Move or downsize CPR rail lines from the boundaries of the city
    - Decentralize end of the commuting run – i.e. more hubs beyond downtown
    - Improve bussing regional to local routes
- Emerging technologies & future transportation study
    - Adapt regulatory framework to allow for the development and use of new technologies
    - Expand infrastructure for electric vehicles
    - Explore new snow clearing methods to support active transportation modes
    - Explore new materials for roadway development – i.e. self-repairing concrete
- Non-capital intensive transportation options report
    - Actively manage transportation demand – prioritize biking, walking, and ride and share
    - Implement pilot projects
    - Improve dock access for river commuting options
    - Encourage use of waterways as transportation routes

Neighbourhood advisory group discussion results

Participant discussions in round two focused on ideas and opportunities for improving Winnipeg's transportation network. The following provides a brief overview of some of the ideas and opportunities brought forward by participants.

- Goods movement
    - Completion of a full ring road
    - Relocate rail lines outside of the city
    - Repurpose rail lines for active transportation / bus rapid transit / light rail transit routes
    - Implement an active transportation inner ring road
    - Improve direct access to the airport
- Pedestrian and cycling strategy update
    - Improve connectivity of cycling and pedestrian networks
    - Expand separated/protected cycling infrastructure
    - Improve multimodal connections to facilitate easier use of multiple modes in a single trip
    - Repurpose rail lines for active transportation routes
    - Facilitate a cycling ring road
    - Increase secure bike parking throughout the city
    - Use of pedestrian bridges to cross waterways
    - Expand wayfinding on cycling routes
- Winnipeg regional transportation review
    - Introduce a Perimeter Hwy cycling highway
    - Introduce light rail transit
    - Complete a full ring road
- Emerging technologies & future transportation study
    - Facilitate use of new technology through infrastructure and policy – i.e. segways, motorized scooters, e-scooters, e-bikes, skateboards
    - Introduce light rail transit
    - Emissions testing for older vehicles and business vehicles (i.e. large trucks)
    - Improve/expand infrastructure for electric vehicles
- Non-capital intensive transportation options report
    - Implement a robust evaluation and monitoring system for pilot projects and capital investments
    - Use pilot projects to test new technologies or styles of infrastructure
    - Promote carpool lanes in non-freeway applications

Revised draft of stakeholder priorities

Feedback on draft of stakeholder priorities

A list of draft stakeholder priorities was sent to stakeholders ahead of the round two meetings. They were asked to review the list and offer feedback at the round two meeting. After presenting the draft stakeholder priorities to stakeholders, meeting participants voted on what stakeholder priorities they thought were the most important in a live Zoom poll. Following the poll, stakeholders offered their feedback on the draft priorities. The draft stakeholder priorities are listed below in section 5.1.

The draft stakeholder priorities were used to guide the discussion and brainstorming session about opportunities and options to improve Winnipeg's transportation network. This list of priorities helped stakeholders evaluate the opportunities presented.

Many stakeholders affirmed the list of priorities and claimed it reflected what was discussed in round one of stakeholder meetings. Many stakeholders offered feedback, criticism, and additions to the list. A summary of the feedback is included below:

- Reliability and safety are essential priorities for the entire transportation system to work well.
- Mode choice needs to accomplish more than supporting all modes of transportation, it needs to reduce dependency on the car as the primary mode of transportation and shift to other modes of transportation.
- Mode choice requires a well-connected network of routes for all modes of transportation, especially modes other than a car
- Mode choice needs to focus on a transportation hierarchy that emphasizes choice, as well as more sustainable forms of transportation
- Multi-modal transportation options is a priority and transitions between different modes of transportation should be supported
- The transportation network needs to help us meet the demands of Winnipeg's climate action plan and reduce emissions from transportation
- Quality of life and healthy living are redundant
- Safety should include personal safety, both real and perceived
- Land use planning needs to be integrated into the Transportation Master Plan: 2050 and future transportation network
- Priorities shift based on the purpose and/or destination of the trip
- All priorities are interconnected and inherent in other priorities to function

Revised draft stakeholder priorities

Based on feedback received in round two stakeholder meetings, the stakeholder priorities have been revised to reflect what we heard at multiple stakeholder meetings.

Priority	***Winnipeg's future transportation network should…***
Mode choice	Minimize the reliance on single-occupant vehicles and support all modes of transportation for the safe, efficient, and environmentally-friendly movement of goods and people.
Environmental sustainability	Support green modes of transportation and reduce greenhouse gas emissions to meet the demands of Winnipeg's Climate Action Plan.
Healthy living	Encourage, by design, accessible active modes of transportation to improve the health and wellness of all residents.
Safety	Reduce the risk of fatalities and major injuries and increase real and perceived safety for all users.
Economic development	Enable and secure local economic growth by supporting safe, efficient, and reliable goods movement to, from, and through the city.
Year-round use	Support mode choice in all seasons by ensuring street and pathway design, operation, and maintenance supports mobility and accessibility regardless of weather.
Equity and inclusiveness	Provide equitable access to all users regardless of age, gender, ethnicity, or physical ability, and that explicitly considers affordability, physical access, proximity to essential destinations, and freedom of mode choice.
Quality of life	Support scenic and beautiful experiences across modes and allows Winnipeggers to engage with nature, their communities, and our neighbours.
Reliability	Provide dependable services and routing that allow Winnipeggers to move efficiently and with multiple modes through the city with comfort and ease.
Innovation	Embrace and implement bold, new ideas for improved mobility and accessibility.

Interest-specific group poll questions

Following the presentation of draft stakeholder priorities, SMM facilitated a poll question in Zoom in all three interest-specific meetings. The question asked participants to identify in their opinion, the most important stakeholder priorities. At the end of the meeting, SMM facilitated a final pol question in Zoom to gather participants' immediate feedback about their understanding of the project.

Question 1: *Which Stakeholder Priorities are the most important to you? Select one to four.*

Priority	Votes
Mode Choice	12 (8%)
Environmental sustainability	19 (13%)
Healthy living	6 (4%)
Safety	21 (15%)
Economic development	13 (9%)
Year-round use	15 (10%)
Equity and inclusiveness	22 (15%)
Quality of life	5 (3%)
Reliability	23 (16%)
Innovation	8 (6%)

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

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
5 (18%)	19 (68%)	4 (14%)	0 (0%)	0 (0%)

Neighbourhood advisory group polls questions

Following the presentation of draft stakeholder priorities, SMM facilitated a poll question in Zoom asking participants to identify the most important priorities. At the end of the meeting, SMM facilitated a final pol question in Zoom to gather participants' immediate feedback about their understanding of the project.

Question 1: *Which Stakeholder Priorities are the most important to you? Select one to four.*

Priority	Votes
Mode Choice	27 (12%)
Environmental sustainability	33 (15%)
Healthy living	16 (7%)
Safety	37 (16%)
Economic development	11 (5%)
Year-round use	23 (10%)
Equity and inclusiveness	20 (9%)
Quality of life	13 (6%)
Reliability	32 (14%)
Innovation	13 (6%)

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

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
23 (41%)	21 (38%)	10 (18%)	1 (2%)	0 (0%)

4.4.4. Online exit survey responses

Interest-specific groups exit survey – overview of responses

Following each interest-specific group meeting, participants were emailed a link and encouraged to complete a nine question online exit survey. A total of 19 online surveys were completed, representing 50% of participants.

Survey results changed slightly from round one to round two. Interest-specific stakeholders indicated that their understanding of the project's purpose decreased slightly from 100% in round one to 95% in round two. 78% of interest-specific stakeholders indicated that the information provided during the meeting was helpful, which is nearly the same as round one. Interest-specific stakeholders responded that their ability to share their views during the meeting decreased slightly from round one to round two, from 94% to 90%. Following round two meetings, we heard from interest-specific stakeholders that their level of interest in the project increased from medium to high for the majority of respondents. We heard from interest-specific stakeholders that they had more success accessing the Zoom meeting and there was an increase in positive comments about the overall format of the meeting.

Refer to appendix I for a full report of all data collected from the survey.

1. Is the purpose of this project clear?

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
5 (27%)	13 (68%)	1 (5%)	0 (0%)	0 (0%)

- 95% of the interest-specific stakeholders indicated that they understood the purpose of the project by marking either 'strongly agree' or 'agree'.

2. Was the project information provided during this meeting helpful?

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
4 (22%)	10 (56%)	4 (22%)	0 (0%)	0 (0%)

- 78% of the interest-specific stakeholders indicated that they thought the information provided during this meeting was helpful by marking either 'strongly agree' or 'agree'.

3. Did the format of the meeting allow you to contribute and share your views?

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
6 (32%)	11 (58%)	1 (5%)	1 (5%)	0 (0%)

- 90% of interest-specific stakeholders indicated that the format of the meeting allowed them to contribute their views by marking either 'strongly agree' or 'agree'.

4. ***Please rate your level of interest regarding this project.***

High	Medium	Low
17 (89%)	2 (11%)	0 (0%)

5. ***Describe your interests***

There are many diverse reasons interest-specific stakeholders are interested in TMP2050. These interests include:

- Environmentally sustainable transportation options
- Active transportation, cycling infrastructure
- Multi-modal transportation options
- Traffic flow and reduced congestion
- Inclusive and accessible transportation options
- Shared mobility options and carsharing
- Regional transportation networks
- Economic development

6. ***Did you have any issues registering for or accessing the Zoom meeting?***

Yes	No
1 (5%)	18 (95%)

7. ***Please provide feedback on the Zoom meeting format.***

An overview of comments includes:

- 82% of respondents expressed a positive response for the zoom format overall
- Vast majority of respondents appreciated the discussion format

8. ***Keeping in mind that we will meet again in 2021 during Phase 2 of this project, is there anything you would like to hear or discuss that was not covered in the first two meetings?***

An overview of comments includes:

- Continue to report back to stakeholders what was discussed in all meetings
- Approvals and implementation process of TMP2050
- Better understanding of how the guiding principles will shape the overall TMP2050
- Learn about what we heard from visible minorities, newcomers, people of colour in phase one of the engagement process
- Financial viability of the proposed strategies

9. Please share any additional comments you have about TMP2050?

An overview of comments includes:

- Format worked well
- Appreciated more time for discussion as compared to round one
- Concerns regarding diverse representation among the groups

Quotes:

- "It seemed as though when individuals were asked to shared their perspectives on each of the priority areas presented, the project team seemed to jump down our throats theoretically speaking in attempting to defend the priority title and why they are there. I'm not sure if there is a point to asking the group about their perspectives if the project team already has in mind what they want to put forward. Even during the breakout rooms, it felt that the team lead needed to defend and share points when it was the community groups being asked to share their perspectives on the questions! Just a thought!"
- "The reporting back section was helpful. I look forward to a broader reporting back of these first meetings to understand what topics others covered. (I believe this is already planned)."
- "All good (I prefer Zoom to Microsoft Teams). Only wish we could have upvoted some of the opportunities identified, such as 15-minute neighbourhoods and 30 km/h residential speed zones."

Neighbourhood advisory groups exit survey – overview of responses

Following each neighbourhood advisory group meeting, participants were emailed a link and encouraged to complete a nine question online exit survey. A total of 35 online surveys were completed, representing 56% of participants.

We had an increase in positive survey results in round two compared to round one with neighbourhood advisory group stakeholders. More stakeholders indicated that

they understood the purpose of the project, increasing from 89% in round one to 97% in round two. More respondents indicated that the project information was helpful during the meeting, increasing from 78% to 88%, and more respondents indicated that they felt they were able to share their views in round two, increasing from 83% to 97%. Following round two meetings, we heard from neighbourhood advisory group stakeholders that their level of interest in the project remained high. We heard from neighbourhood advisory group stakeholders that they had more success accessing the Zoom meeting and there was an increase in positive comments about the overall format of the meeting.

Refer to appendix I for a full report of all data collected from the survey.

1. Is the purpose of this project clear?

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
18 (51%)	16 (46%)	0 (0%)	1 (3%)	0 (0%)

- 97% of the interest-specific stakeholders indicated that they understood the purpose of the project by marking either 'strongly agree' or 'agree'.

2. Was the project information provided during this meeting helpful?

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
19 (54%)	12 (34%)	4 (12%)	0 (0%)	0 (0%)

- 88% of the interest-specific stakeholders indicated that they thought the information provided during this meeting was helpful by marking either 'strongly agree' or 'agree'.

3. Did the format of the meeting allow you to contribute and share your views?

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
24 (69%)	10 (28%)	1 (3%)	0 (0%)	0 (0%)

- 97% of interest-specific stakeholders indicated that the format of the meeting allowed them to contribute their views by marking either 'strongly agree' or 'agree'.

4. ***Please rate your level of interest regarding this project.***

High	Medium	Low
30 (88%)	4 (12%)	0 (0%)

5. ***Did you have any issues registering for or accessing the Zoom meeting?***

Yes	No
2 (6%)	33 (94%)

6. ***Please provide feedback on the Zoom meeting format.***

   An overview of comments includes:
   - 90% of respondents expressed a positive response for the zoom format overall
   - Vast majority of respondents appreciated the discussion format

7. ***Keeping in mind that we will meet with you again in 2021 during Phase 2 of this project, is there anything you would like to hear or discuss that was not covered in the first two meetings?***

   An overview of comments included:
   - Land use planning's impact on transportation planning
   - COVID's long-term impact on the transportation network
   - Continue to report back on what was heard in all meetings
   - Report back how diverse voices are contributing to consultation
   - Implementation of TMP2050
   - Research regarding transportation systems in other cities
   - Financial implications of TMP2050 and strategies

8. ***Thinking of the future Public Workshops for this project in 2021, what are the best methods to communicate with your community or neighbourhood about this project in the future?***

An overview of comments included:

- Social media (Neighbourhood Facebook Sites)
- Canstar Community Newspapers
- Assiniboine Avenue Neighbourhood Watch group
- City Councillors
- Mail brochures
- Signage (libraries, parks, community centres)
- Neighbourhood associations
- Updates on city website
- Community-based organizations
- Email
- Radio and television ads
- Paper surveys with pre-stamped envelope

9. ***Are there any additional comments you would like to share about this project?***

An overview of comments included:

- Format worked well
- Appreciated more time for discussion as compared to round one
- Concerns regarding diverse representation among the groups

Quotes:

- "Much more focused discussion this round. The first round was too fast and busy. It was also much nicer to have a discussion when background and context is given by the city employs or past members of the city. Consulting the public without giving us background isn't very helpful."
- "I think it works great although a little less time on recap of the last meeting would be nice so we have more work time on the current questions."
- "like the open discussion in part because it allowed people to build off the comments of other participants. Combining this format with an initial jamboard brainstorming would make sure participants are able to get all of their ideas out and not feel put on the spot."
- "Well run, accessible meeting, good time of day, appropriate length"

Appendix A

STAKEHOLDER INDEX

Transportation Master Plan: 2050

STAKEHOLDER INDEX – CATEGORIES

updated Oct. 13, 2020

	MEETING CATEGORIES	NAME
	ACCESSIBILITY; DEPENDENT USERS (Transit, Walking, Cycling)	
Manitoba Metis Federation		David Chartrand
Aboriginal Council of Winnipeg		Damon Johnston
Peg City Car Co-op		Philip Mikulic
Wise Up Winnipeg		Todd Dube
MADD Winnipeg		
Safe Speeds Winnipeg		Denae Penner
Social Planning Council of Winnipeg		Kate Kehler
Winnipeg Regional Health Authority (WRHA)		Vickie Kaminski
Bike Winnipeg		Mark Cohoe
The WRENCH		Pat Krawec
Winnipeg Trails Association		Anders Swanson
Functional Transit Winnipeg		Derek Koop
Human Rights Advisory Committee / Equity and Diversity Initiative		Chris Sobkowich
Manitoba Child Care Association		Jodie Kehl
Resource Centre for Manitobans who are Deaf-Blind		
Manitoba League of Persons with Disabilities		Sherry Ritchot
Canadian National Institute for the Blind (CNIB)		Jessie Klassen
Independent Living Resource Centre (ILRC)		John Young
Transportation Options Network for Seniors (TONS)		Samantha
SMD Society for Manitobans with Disabilities		Dana Erickson
Immigration + Refugee Community Organizations of MB (IRCOM)		Dorota Blumczynska
Bar None (prison rideshare)		Owen Toews
Ikwe Safe Rides		
Manitoba School Boards Association		Josh Penner
Manitoba Association of School Superintendents (MASS)		Barb Isaak
Seven Oaks School Division		Brian O'Leary
River East Transcona School Division		Kelly Barkman
Winnipeg School Division		Pauline Clarke
St James-Assiniboia School Division		Brett Lough
Pembina Trails School Division		Ted Fransen
Louis-Riel School Division		Christian Michalik
Division Scolaire Franco Manitobaine		Alain Laberge
University Manitoba Students' Union		Jelynn Dela Cruz
University of Winnipeg Students' Association		
Red River College Students' Association		Yash Chopra
Canadian Mennonite University Student Association		

CentrePort Canada	MOVEMENT OF GOODS AND SERVICES	Diane Gray
Manitoba Trucking Association		Terry Shaw
Winnipeg Airports Authority		Lisa Patterson
Maple Bus Lines		
Mahihkan Bus Lines		Karen Leslie-Larocque
Thompson Bus Lines		
Brandon Air Shuttle		
Beaver Bus Lines		
Ontario Northland Transportation Commission		
Canadian Pacific (CP)		
Canadian National (CN)		
Burlington Northern Santa Fe (BNSF)		
Central Manitoba Railway (CEMR)		Tom Mangnall
Greater Winnipeg Water District (GWWD)		
VIA Rail Canada		
Winnipeg Taxi Alliance		Luc Lewandoski
Duffy's Taxi		
Unicity Taxi		
Natural Cycle (bike courriers)		
Canada Post		
CAA Manitoba		
SkiptheDishes		
Uber Eats		
Door Dash		
Tappcar		
Uber		
	ENVIRONMENTAL SUSTAINABILITY	
Centre for Sustainable Transportation		
International Institute for Sustainable Development		
Manitoba Energy Justice Coalition		
Manitoba Youth for Climate Action		Glen Koroluk
Manitoba Electric Vehicle Association		
Green Action Centre		Beth McKechnie
UofM Office of Sustainability		Christie Nairn
UofW Campus Sustainability Office		Joseph Wasylycia-Leis
University de Saint-Boniface		Lynne Connelly
Red River College Sustainability Office		Sara MacArthur
	RECREATION; GREEN SPACE/PARKS; WATERFRONT; TOURISM	
Coalition of Manitoba Motorcycle Groups		Doug Houghton
Pedal in the Peg (Downtown BIZ bike share)		
Outdoor Urban Recreational Spaces		Pam Lucenkiw
Manitoba Cycling Association		Twila Pitcher
Riverbus service		
Manitoba Paddling Association		
Assiniboine Park Conservancy		
Waterfront stakeholders (TBD; The Forks)		Clare MacKay

Economic Development Winnipeg		Dayna Spiring
Institute of Urban Studies, U of Winnipeg		Jino Distasio
Urban Development Institute		
Building Owners and Managers Association of Manitoba		Tom Thiessen
Institute of Transportation Engineers (MB Chapter)		Jennifer Chapman
Winnipeg Chamber of Commerce		Loren Remillard
Manitoba Hydro		Marisa Backé
Manitoba Public Insurance		Cliff Eden
Winnipeg Metropolitan Region (associated RMs, Cities, Towns)		
Downtown BIZ		Kate Fenske
Academy Road BIZ		Tom Scott
Corydon Avenue BIZ	**DEVELOPMENT AND LAND USE**	Katia von Stackelberg
Exchange District BIZ		David Pensato
North End BIZ		Astrid Lichti
Norwood Grove BIZ		Jennifer Mathieson
Old St Vital BIZ		Maurice Allard
Osborne Village BIZ		Stephanie Meilleur
Provencher Blvd BIZ		Guy Noel
St James Village BIZ		Jennifer Mathieson
St Norbert BIZ		Rachel Tallant
Selkirk Avenue BIZ		Councillor Ross Eadie
South Osborne BIZ		Erick Casselman
Transcona BIZ		Alexandra Morrison
West Broadway BIZ		Leah McCormick
West End BIZ		Gloria Cardwell-Hoeppner
Manitoba Association of Parent Councils		
Manitoba Child Care Association		Jody Gehl
North Y Seniors		Jodi Kehl
Neighbourhood Immigrant Settlement Workers		Roselyn Advincula
Immigration + Refugee Community Organizations of MB (IRCOM)		Dorota Blumczyn
Downtown Seniors Resource Council of Winnipeg		Natasha Hodkin
General Council of Winnipeg Community Centres		Cindy Fox
West Central Women's Resource Centre		Lorie English
North End Community Renewal Corporation		Dawn Sands
Indigenous Family Centre		
Bear Clan Patrol		
Ndinawe Youth Resource Centre		Tammy Christensen
Ma Mawi Wi Chi Itata Centre		Brittany Murdock
East Kildonan-Transcona Resident Advisory Group	**NEIGHBOURHOOD ADVISORY GROUP**	John Kubi
Luxton Neighbourhood		
William Whyte Nbhood Residents' Association		
Dufferin Residents Association of Winnipeg		
Robertson-Mynarski Residents Association		
Wolseley Residents Association		Marianne Cerilli
Spence Neighbourhood Association		
West Broadway Community Organization		Greg MacPherson
Sage Creek Resident's Association		
West End of Winnipeg/North Wolseley Residents Group		
Normand Park Residents Association		
Central Neighbourhoods Winnipeg		
Chalmers Neighbourhood Renewal		
Prairie Pointe Neighbhourhood Association		
Archwood Community Centre		Kathy O'Flaherty
Assiniboia West Community Centre		Nicole Woelke
Bord-Aire Community Centre		Josh Maxwell

Bourkevale Community Centre	**NEIGHBOURHOOD ADVISORY GROUP**	Elaine Nystrom
Bronx Park Community Centre		Joseph Gatien
Burton Cummings Community Centre		Harold Martinos
Central Community Centre		Art Dumas
Central Corydon Community Centre		Colleen Plumton
Chalmers Community Centre		Val Rusnak
Champlain Community Centre		Janice Caldwell
Dakota Community Centre (Jonathan Toews)		Michele Augert
Deer Lodge Community Centre		Rose Foulkes
Earl Grey Community Centre		Giovanni Spina
East Elmwood Community Centre		Chris Getty
East End Community Centre		Bruce Talling
Fort Garry Community Centre		Susan Belmonte
Garden City Community Centre		Andy Haworth
Gateway Community Centre		Tammy Harper
Glenwood Community Centre		Shawn Fraser
Greendell Park Community Centre		Marci Riel
Heritage Victoria Community Centre		Sharon Groombridge
Kirkfield-Westwood Community Centre		Terry Wolowiec
Linden Woods Community Centre		Grant Boak
Lord Roberts Community Centre		Jessica Floresco
Luxton Community Centre		Carolyn Derochie Lotz
Maples Community Centre		Derek Dabee
Melrose Park Community Centre		Susan Carson
Morse Place Community Centre		Dave Enns
Norberry-Glenlee Community Centre		Sean Fedorowich
Norquay Community Centre		Cassandra Richard
North Kildonan Community Centre		Glen Stepaniuk
Northwood Community Centre		Michelle Cooke
Norwood Community Centre		Terry Young
Notre Dame Community Centre		Raymond Comeault
Oxford Heights Community Centre		Kimberly Adams
Park City West Community Centre		Mike Purdy
Ralph Brown Community Centre		Nathan Wild
Red River Community Centre		Bob Young
River Osborne Community Centre		Carla Richmond
Riverview Community Centre		Dennis Cunningham
Robert A. Steen Mem. Community Centre		Carla Bergstrom
Roblin Park Community Centre		Kito Poblah
St. Norbert Community Centre		Daryl Fowler
Sinclair Park Community Centre		Tracy Ball
South Transcona Community Centre		Anne Mahdi
South Winnipeg C. Centres		Craig Sheldon
Southdale Community Centre		Tamara Bauknecht
Sturgeon Heights Community Centre		Linda Smiley
Tuxedo Community Centre		Shaun Hauser
Tyndall Park Community Centre		Jennifer Ferguson
Valley Gardens Community Centre		Angela Friesen
Valour Community Centre		Anne Rarama
Varsity View Community Centre		Murray Cunningham
West Kildonan Mem. Community Centre		Bryan Huen
Westdale Community Centre		Brent McNeil
Weston Memorial Community Centre		Michelle Cooke
Westridge Community Centre		Brian Russel
Whyte Ridge Community Centre		Curtis Rossow
Wildwood Community Centre		Cindy Miller
Winkawa Community Centre		Guy Poirier
Windsor Community Centre		Adria Mielke
Woodhaven Park Community Centre		Mike Weber

Appendix B

NEIGHBOURHOOD ADVISORY GROUP APPLICATION

CITY TRANSPORTATION MASTER PLAN: 2050

Neighbourhood Advisory Groups | Application Form

1. Full Name:
2. Email Address:
3. Telephone Number:
4. Postal Code:
5. Age:
    - 15 – 24
    - 25 – 34
    - 35 – 44
    - 45 - 54
    - 55 - 65
    - 65 +
6. Which Neighbourhood Advisory Group district do you live in?
    - City Centre
    - West: Assiniboia
    - Northwest: Lord Selkirk – West Kildonan
    - Northeast: East Kildonan – Transcona
    - Southeast: Riel
7. What neighbourhood do you live in?

    (Drop down list based on the district selected)

8. Do you own a business located in the same district as the one you live in?
    - Yes
    - No
9. In a few sentences please tell us why you'd like to be involved.

The City of Winnipeg's Office of Public Engagement aims to create initiatives that increase the representation of historically disadvantaged groups. We aim to engage with all members of the public, seek diverse opinions, and remove barriers to participation. The Neighbourhood Advisory Groups (NAGs) are intended to be positive remedies for discrimination in public engagement through actions that seek representation by the five designated groups that have been identified in Canada as facing barriers to participation.

If you belong to one or more of these designated groups listed below, we encourage you to self-declare when applying to the NAGs.

- Women
- Gender Non-Confirming People
- Indigenous People
- Visible Minorities
- Persons with a Disability

CITY TRANSPORTATION MASTER PLAN: 2050

Neighbourhood Advisory Groups | Terms of Reference

Role:

The five Neighbourhood Advisory Groups will focus on discussing neighbourhood transportation themes, concerns and interests, as well as how each neighbourhood connects with the City-wide system.

Mandate:

The mandate of the Neighbourhood Advisory Groups are:

To provide a forum through which the City and residents, as ambassadors of their neighbourhood, are able to convey local issues and concerns regarding:

- Current transportation use
- Transportation values
- Transportation as a way to support a better quality of life for residents
- The long-term vision for transportation in Winnipeg

Membership:

Membership on the Neighbourhood Advisory Groups is open to all residents of each of Winnipeg's five neighbourhood districts. Our goal is to have each neighbourhood group composed of approximately 25 residents, representing all modes of City transportation.

The Neighbourhood Advisory Groups are intended to be equitable, and characteristic of the diverse communities which they represent. Neighbourhood Advisory Groups should include representation by under-heard voices and equity-seeking communities. The City will be conscious to reduce as many barriers to participation as possible to ensure there are as many different voices and experiences in the group as possible. The City of Winnipeg acknowledges that the Neighbourhood Advisory Groups represent the entire City, and will be part of creating a Transportation Master Plan that serves all of Winnipeg.

Responsibilities:

The role of Neighbourhood Advisory Group members is advisory, and to share opinions honestly and to think critically and creatively.

We ask that Neighbourhood Advisory Group members:

- act as an ambassador to their neighbourhood,
- consider and present your own opinions, and the opinions of your family, friends, and community, and
- try to be empathetic and represent the voices of others in your neighbourhood.

Commitment:

Attend four virtual engagement events:

1. Stakeholder Meeting: Current Conditions & Issues (between November 2 and 12; 2 hours)
2. Stakeholder Meeting: Future Options & Opportunities (week of November 23 – 27; 2 hours)
3. Stakeholder Workshop: Key Findings & Future Strategies (February 2021; 2 hours)
4. Public Open House: TMP2050 Recommendations (2021; 2 hours)

Participate in and promote public engagement opportunities.

Meeting layout:

- Neighbourhood Advisory Group meetings will be hosted and facilitated by the team at Scatliff + Miller + Murray and joined by project team members, including City staff and technical study leads.
- All meetings will take place online via the Zoom platform. If access to technology is an issue, Neighbourhood Advisory Group members can call in and will be mailed a package with materials to view during the meeting.
- A note taker, provided by Scatliff + Miller + Murray, will be present at each meeting.

Code of Conduct:

The purpose of the Code of Conduct is to ensure that the Neighbourhood Advisory Group meetings are conducted in an orderly fashion and to ensure that everyone has an opportunity to participate fairly.

Neighbourhood Advisory Group participants shall uphold the following code of conduct during the meeting:

- Be respectful;
- Listen actively;
- Be collaborative;
- Recognize diversity;
- Handle disagreement constructively;
- Focus on the meeting topics being discussed;
- Listen carefully to all ideas. Respect the opinions of others. This does not mean you must agree with each other but simply respect each other's rights to be there and to hold different opinions;
- Ask questions if a statement is unclear; and
- Participate fully in the discussions but do not dominate the meeting. There should only be one speaker at a time, and all Neighbourhood Advisory Group members should be allowed to participate.

CITY TRANSPORTATION MASTER PLAN: 2050

Neighbourhood Advisory Groups | Invitation Email

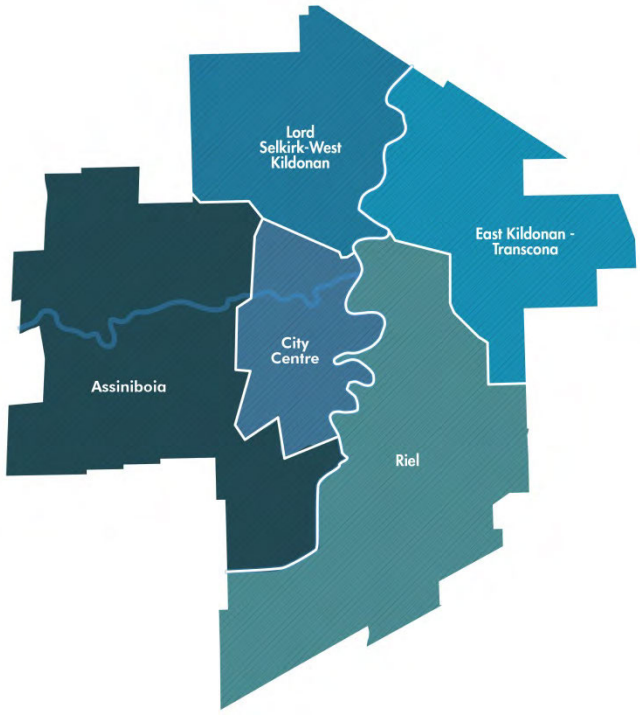
RE: CITY OF WINNIPEG TRANSPORTATION MASTER PLAN: 2050
INVITATION TO APPLY TO BE PART OF A NEIGHBOURHOOD ADVISORY GROUP

Dear _____:

The City is launching the engagement process for the Transportation Master Plan: 2050. This fall, we will be hosting virtual meetings (via Zoom) to gain input on stakeholder priorities and needs for the project.

The City recognizes transportation needs and context of the transportation network varies depending where in the city you live. To better understand these differences, we're looking for Winnipeggers from each of the city's five geographic communities to participate in Neighbourhood Advisory Groups.

- *Lord Selkirk – West Kildonan (northwest)*
- *East Kildonan – Transcona (northeast)*
- *Assiniboia (southwest)*
- *Riel (southeast)*
- *City Centre (central)*



The time commitment for the Neighbourhood Advisory Groups is two virtual meetings in November 2020, and one in early 2021, as well as participation in one online workshop in Spring 2021. Each group's first meeting will take place between November 2-12, 2020. Please visit the website to learn about the neighbourhood advisory group application process and help shape the future of Winnipeg's transportation network! The deadline to apply is Tuesday, October 27, 2020.

The meetings will introduce the project and provide a forum to discuss neighbourhood-specific concerns and interests in support of TMP2050. This information, along with input from other elements of the public engagement program and the data from the six core supporting studies, will then be used to develop the proposed strategies and recommendations in the Draft TMP2050 Report.

Please assist our recruitment process by helping connect us with others who may be interested. We need your help to spread the word. You are welcome to forward this information package to your networks, post it online, and share on social media.

See the attached TMP2050 Factsheet, Stakeholder Engagement Notice and Neighbourhood Advisory Group Invitation for further information.

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

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

To apply to your local Neighbourhood Advisory Group, please register here: https://engage.winnipeg.ca/transportation-master-plan-2050/survey_tools/neighbourhood-advisory-group-application-form

Appendix C

COMMUNICTION LOG

Transportation Master Plan: 2050

INQUIRY LOG

SCATLIFF + MILLER + MURRAY
visionary urban design + landscapes

updated December 9, 2020

#	STATUS ACTIVE CLOSED	DATE INQUIRY RECEIVED:	SENT TO:	NAME/ORG:	EMAIL:	PHONE:	RESPONSE BY:	RESPONSE DATE:	NOTES:
1	**CLOSED**	15-Oct-20	J. Dooley / TMP Email	Serena Bittner, TONS	tons.utconsultant@outlook.com		M. Pauls	2020-10-19	Email sent: TONS has been invited to stakeholder meetings; MP resent registration link for TONS
2	**CLOSED**	20-Oct-20	J. Dooley / TMP Email	Tyler MacAfee, Winnipeg Airports Authority, Vice President Government and Community Engagement	tmacafee@waa.ca	204-981-8420	M. Pauls fwd to JD / AR M. Pauls	2020-10-22 2020-10-22	Forwarded to the City with suggestion to City to set up a separate meeting with the Airport and applicable Study Leads Email sent: WAA recently invited to join TMP2050 Steering Committee; T. MacAfee invited to join Stakeholder meeting on Nov 3rd.
3	**CLOSED**	27-Oct-20	J. Dooley / TMP Email	Dimple Roy, Luxton Resident's Association	luxtonresidentsassociation@gmail.com		J. Dooley M. Pauls F. Belgioioso M. Pauls	2020-10-27 2020-11-04 2020-11-10 2020-11-10	Email sent: JD confirmed that Dimple Roy can follow up by email to register for the Neighbourhood Advisory Group by end of week. Email sent: MP invited Francesco to join Neighbourhood Advisory Group meeting as a representative from Luxton Residents Email sent: Francesco followed up after the meeting with his feedback via email Email sent: MP confirmed Francesco's feedback will be considered and incorporated into the engagement report.
4	**CLOSED**	2-Nov-20	M. Pauls	Allison Kolly	allison.kolly@mmf.mb.ca		A. Kolly M. Vespa	2020-11-02 2020-11-16	Email Received: AK sent a letter regarding engagement with the MMF OPE currently working with the Indigenous Relations Department at the COW to discuss how to best engage with MMF in all engagement projects
5	**CLOSED**	2-Nov-20	M. Pauls	David Grant	porschefamily@gmail.com		M. Pauls	2020-12-09	Email Sent: MP followed up with DG confirming that his feedback will be considered and added to the engagement report.
6	**CLOSED**	3-Nov-20	J. Dooley / TMP Email	Eda Korchynski	ekorchyn@hotmail.com		J. Dooley	2020-11-04	Email Sent: JD confirmed EK's feedback are noted.
7	**CLOSED**	5-Nov-20	J. Dooley	Bech McKechnie	beth@greenactioncentre.ca		J. Dooley	2020-11-05	Email Sent: JD confirmed BM's comments will be noted as part of the feedback received.
8	**CLOSED**	10-Nov-20	M. Pauls	Doug Parisian	eggmann@shaw.ca		M. Pauls	2020-12-09	Email Sent: MP confirmed DP's comments are noted and will be included in engagement report.
9	**CLOSED**	10-Nov-20	M. Pauls	Michael Falk	mike@headinthesand.ca		M. Pauls	2020-12-09	Email Sent: MP confirmed MF's feedback is noted and will be considered as we continue to move through the engagement process.
10	**CLOSED**	11-Nov-20	M. Pauls	Sharon Wall, Riel NAG	s.wall@uwinnipeg.ca		M. Pauls	2020-11-16	Email sent: MP let Sharon know we will not be able to forward her request for a book club to all NAG members.
11	**CLOSED**	15-Nov-20	M. Pauls	Kevin Kehler	kehlerk@hotmail.com		M. Pauls	2020-12-09	Email Sent: MP confirmed KK's comments are noted and will be included in the engagement report.
12	**CLOSED**	15-Nov-20	M. Pauls	Derek Rolstone	derek@stonestrategies.ca		M. Pauls	2020-11-16	Email sent: MP confirmed we receved Derek's feedback, and will consider his feedback for the next round of meetings
13	**CLOSED**	15-Nov-20	M. Pauls	Kevin Kehler	kehlerk@hotmail.com		M.Pauls	2020-11-20	Email Sent: MP confirmed KK's feedback is noted.
14	**CLOSED**	16-Nov-20	M. Pauls	Robin Sukhan	supermanrobins@hotmail.com		M.Pauls	2020-11-20	Email Sent: MP confirmed RS's feedback is noted.
15	**CLOSED**	18-Nov-20	M. Pauls	Jordan Skowronek	jordan.skowronek@gmail.com		M.Pauls	2020-11-20	Email sent: MP sent info to project website for proejct background (Jordan missed first meeting)
16	**CLOSED**	18-Nov-20	M. Pauls	Ray Higell	rayhig@mymts.net		M.Pauls	2020-11-20	Email Sent: MP updated Ray's contact info, informed him I can not give out participant information.
17	**CLOSED**	20-Nov-20	M. Pauls	Leney Richardson	leney@jar05.com		L. Richardson M. Pauls L. Richardson M. Pauls	2020-11-09 2020-11-16 2020-11-20 2020-11-27	Email Sent: Leney requested summary of discussion from Assiniboia Neighbourhood Advisory Group meeting. Email Sent: MP followed up with a pdf of the jamboards Email Sent: LR submittd word document with feedback from the Assiniboia group for report Phone: MP and Leney spoke on the phone about the next round of meetings. MP assured Assiniboia's feedback emailed will be noted and added to the engagement report.
18	**CLOSED**	1-Dec-20	M. Pauls	Sheena Pitura	sheena@yeswinnipeg.com		M.Pauls	2020-12-02	Email Sent: MP confirmed SP's attendance and followed up with the PDF of Stakeholder Priorities and email to prep for next meeting
19	**CLOSED**	1-Dec-20	M. Pauls	Currie Gillespie	curriegillespie@gmail.com		M. Pauls	2020-12-02	Email Sent: MP confirmed CG's feedback has been noted and will be included in engagement report

Appendix D

MEETING INVITATIONS AND FACTSHEET

Transportation Master Plan: 2050

Fact Sheet

Background

The Transportation Master Plan: 2050 (TMP2050) will provide the long-term vision for transportation in Winnipeg, and the methods to move our city and people into the future. Through a combination of technical research, data analysis, and public and stakeholder engagement, TMP2050 will help ensure our transportation system supports quality of life and economic vitality for years to come.

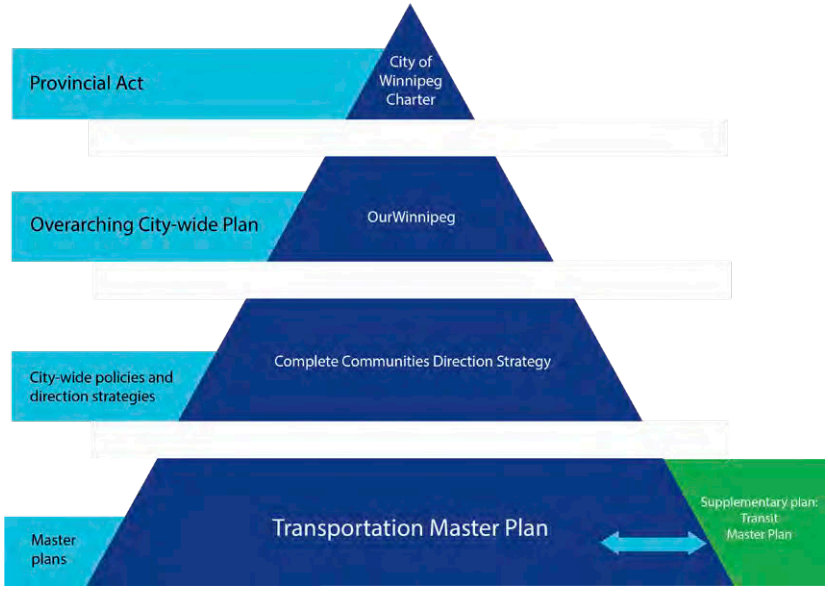
The TMP2050 study will result in an action plan that includes recommendations on challenges and opportunities relating to existing and future infrastructure; public rights-of-way; public services such as transit, parking, and traffic management; rules and regulations; and human behaviours.

SIX COMPONENT STUDIES

The City is conducting six component studies that will form part of the overarching TMP2050 Study.

- **Core Framework Study**
- **Goods Movement Study**
- **Emerging Technologies & Future Transportation Study**
- **Non-Capital Intensive Transportation Options Report**
- **Winnipeg Region Transportation Review**
- **Pedestrian & Cycling Strategy**

TMP2050 Integration



Transportation Master Plan: 2050

Stakeholder Engagement Notice

We want you to help us shape the future of Winnipeg's transportation network! Public engagement on the Transportation Master Plan: 2050 will begin soon and as an important transportation stakeholder, we are inviting you to get involved.

In Phase 1 we want to learn more about how Winnipeggers use the transportation network and what they value, and also understand how transportation could support a better quality of life for residents.

While Winnipeggers at large will be invited to participate in a comprehensive public engagement program, we are conducting two streams of specific, targeted stakeholder engagement to help ensure we hear from specific perspectives. Our city-wide stakeholders group will comprise of organizations, businesses, and groups with a vested interest in transportation. Our Neighbourhood Advisory Groups will provide community-specific perspectives on transportation from each of five geographical areas.

Our public engagement goals for this project are to:

- Gather Winnipeggers opinions, perceptions, experiences and desires for the City's transportation network.
- Use this information to help identify the current state and future goals of transportation in Winnipeg.
- Communicate how public input was used to help shape the TMP2050.
- Help Winnipeggers understand the resulting strategies within the TMP2050.
- Ensure Winnipeggers recognize the need to balance the desires of many types of road users.

PHASE 1 ENGAGEMENT OPPORTUNITIES

1. **CITY-WIDE STAKEHOLDER MEETINGS**
   ROUND 1: Current Conditions & Issues
   NOVEMBER 2020
2. **NEIGHBOURHOOD ADVISORY GROUP MEETINGS**
   ROUND 1: Current Conditions & Issues
   NOVEMBER 2020
3. **ONLINE SURVEY**
   NOVEMBER 2020
4. **ONLINE MAPPING TOOL**
   NOVEMBER 2020
5. **SOCIAL MEDIA VISIONING CAMPAIGN**
   NOVEMBER 2020
6. **ONLINE PANEL AND WORKSHOP**
   NOVEMBER 17
7. **CITY-WIDE STAKEHOLDER MEETINGS**
   ROUND 2: Future Options & Opportunities
   NOVEMBER 2020
8. **NEIGHBOURHOOD ADVISORY GROUP MEETINGS**
   ROUND 2: Future Options & Opportunities
   NOVEMBER 2020
9. **DISCUSSION KIT**
   SUBMISSIONS ACCEPTED UNTIL DECEMBER 1

CITY TRANSPORTATION MASTER PLAN: 2050

Interest-specific Groups | Invitation Email (Round 1)

RE: CITY OF WINNIPEG TRANSPORTATION MASTER PLAN: 2050
INVITATION TO ENGAGE CITY-WIDE STAKEHOLDERS

Dear _____:

The City is launching the engagement process for the Transportation Master Plan: 2050. This fall, we will be hosting virtual meetings (via Zoom) to gain input on stakeholder priorities and needs for the project.

You, or a representative from your organization, are invited to a meeting on _____ November at XX p.m.

Please register and learn how you can help shape the future of Winnipeg's transportation network!

---

*The **Transportation Master Plan** is under review and we are asking for your input over the next year to help us get where we are going as a city. The Transportation Master Plan provides the blueprint for how Winnipeg's walking, cycling, transit, and road network should be built to support future growth and change.*

*A lot has changed since the **Transportation Master Plan** was last approved in 2011:*

- *Since 2010, the City's population has grown 10 times faster than previous decades.*
- *Today, one-third of trips are made by sustainable travel options like carpooling, ride hailing, cycling, walking, and transit.*
- *Despite the rise in sustainable travel options, the car continues to be the mode of choice, which reflects how the City has developed over the last 60 years.*
- *New automotive technologies (electric vehicles) and business models (Uber) are transforming mobility.*
- *COVID-19 has changed how our society works and has affected our travel behaviour.*

***Transportation Master Plan: 2050** (TMP2050) will provide the vision for transportation in Winnipeg over the next 30 years. By focusing on six core supporting background studies – goods movement, regional transportation, emerging technologies, walking and cycling, traffic management, and future options and opportunities – TMP2050 will ensure that the City's transportation system supports quality of life and economic vitality through the safe, efficient, connected, and barrier-free mobility of people and goods using a choice of modes and sustainable connections.*

Important decisions will be made as TMP2050 unfolds that will affect neighbourhoods and Winnipeg as a whole. This is why the City is inviting your organization, as a City-wide transportation stakeholder, to engage in the TMP2050 process. Please consider joining the City in discussing your perspectives, experiences, and opinions on the future of transportation in Winnipeg.

The meetings will introduce the project and provide a forum to discuss City-wide concerns and interests in support of TMP2050. This information, along with the data from the six core supporting studies, will then be used to develop the proposed strategies and recommendations in the Draft TMP2050 Report. Additional stakeholder activities will be scheduled from January to March 2021.

See the attached TMP2050 Factsheet and Stakeholder Engagement Notice for further information.

If you have questions or require alternate formats to participate, please contact Meaghan at the Scatliff + Miller + Murray office at: 204-927-3444, ext. 231 or tmp2050@winnipeg.ca.

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

Meeting Details:
Please RSVP by registering on Zoom by Monday, October 26th at the following link:

Date:
Time:
Location: Zoom; register to receive meeting link
Format: Brief presentation followed by small group discussions

CITY TRANSPORTATION MASTER PLAN: 2050

Interest-specific Groups | Invitation Email (Round 2)

RE: CITY OF WINNIPEG TRANSPORTATION MASTER PLAN: 2050
INVITATION TO CITY-WIDE STAKEHOLDERS VIRTUAL MEETING

Dear _____:

The City is currently engaging with residents as part of Transportation Master Plan: 2050. This month, we are hosting virtual meetings (via Zoom) to gain input on stakeholder priorities and needs for the project.

At the first meeting in November, we discussed current transportation conditions and issues. Our next meeting will focus on future transportation options and opportunities for improving Winnipeg's transportation network. These discussions, along with input from other elements of the public engagement program and the data from the six technical studies, will be used to develop proposed strategies and recommendations which will be open for feedback in Spring 2021.

You are invited to join one of three meetings on November 30, December 1 and December 2, all at 2:00 p.m. on Zoom. Please select a meeting that best suits your schedule, all meetings will be the same.

Please register and continue to help shape the future of Winnipeg's transportation network! Once you register for the meeting, we will follow up with the meeting link to join on Zoom and email you meeting materials to help you prepare for the upcoming meeting.

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

Meeting Details:
Please select the meeting that best fits your schedule and RSVP by registering on Zoom by Wednesday, November 25.

Date: November 30, December 1, or December 2
Time: 2:00 p.m. – 4:00 p.m.
Location: Zoom; register to receive meeting link
Format: Brief presentation followed by small group discussions

Register for **Monday, November 30, 2020**, at 2:00 p.m:
https://us02web.zoom.us/meeting/register/tZUld-GpqDMtHtMPlrW82501NpPk8JrB6yVt

Register for **Tuesday, December 1, 2020** at 2:00 p.m:
https://us02web.zoom.us/meeting/register/tZEqcO-oqDwiE9X-KXZZCxAA8pcq5kAD_yJZ

Register for **Wednesday, December 2, 2020** at 2:00 p.m:
https://us02web.zoom.us/meeting/register/tZEpcu-srTMtH9y5AtYilEya-wUhukhEmhbY

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

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

CITY TRANSPORTATION MASTER PLAN: 2050

Interest-specific Groups | Follow Up Email (Round 2)

Good Afternoon,

Thank you to those who have already registered for the upcoming Interest-Specific Group meeting. If you have not yet registered, it is not too late. Please select the time that works best for you and visit the registration page (see link below) to RSVP and receive your meeting link. I hope you will all be able to join us.

Register for **Monday, November 30, 2020**, at 2:00 p.m:
https://us02web.zoom.us/meeting/register/tZUld-GpqDMtHtMPlrW82501NpPk8JrB6yVt

Register for **Tuesday, December 1, 2020** at 2:00 p.m:
https://us02web.zoom.us/meeting/register/tZEqcO-oqDwiE9X-KXZZCxAA8pcq5kAD_yJZ

Register for **Wednesday, December 2, 2020** at 2:00 p.m:
https://us02web.zoom.us/meeting/register/tZEpcu-srTMtH9y5AtYilEya-wUhukhEmhbY

Our next meeting will focus on **future transportation options and opportunities** for improving Winnipeg's transportation network.

Attached to this email you will find for your review a set of Stakeholder Priorities, which we developed based on our first round of stakeholder meetings to guide future stakeholder discussion on options, prioritization, and recommendations. To help prepare for the next meeting, we ask that you familiarize yourself with these draft priorities: review them, consider what is important to you, and prepare to offer your feedback.

The second item we want you to consider before we meet is the following question:

In your opinion, what are three opportunities to improve Winnipeg's transportation system?

- Consider how your three opportunities relate to the six component studies: (1) Core Framework Study, (2) Goods Movement Study, (3) Pedestrian & Cycling Strategy Update, (4) Winnipeg Regional Transportation Review, (5) Emerging Technologies & Future Transportation Study, and (6) Non-Capital Intensive Transportation Options Report.
- Consider how your three opportunities relate to the draft Stakeholder Priorities.

We will discuss this further in the meeting; our discussions will be communicated back to the technical team as part of our Phase 1 engagement report. When providing recommendations for review in Phase 2, the technical team will develop a "What we heard" chart that will include how each option presented by the stakeholder groups was considered in the formal recommendations.

We would greatly appreciate you taking some time to review and think about this material ahead of the next meeting. We look forward to hearing your creative ideas!

We will be using the same platforms as we did in the first meeting (Zoom and Jamboards). If you need some extra support to feel comfortable with the technology we will be using, please get in touch and I will do my best to make sure you are ready and able to participate. Or if you have any other questions, please get in touch with me by replying to this email or giving me a call at 204-927-3444 ext. 231.

Stakeholder Priorities | Draft

What are Stakeholder Priorities?

We used what we heard in Round 1 of our Neighbourhood Advisory Group and Interest-specific discussions to define what is most important to stakeholders when it comes to the future transportation network.

These Stakeholder Priorities will help guide our discussions - both today and in Phase 2 - and will help us brainstorm potential options and evaluate recommendations developed by the technical team.

Stakeholder Priorities | Draft

- Mode choice
- Environmental sustainability
- Healthy living
- Safety
- Economic development
- Year-round use
- Equity and inclusiveness
- Quality of life
- Reliability
- Innovation

Stakeholder Priorities | Draft

What do Stakeholder Priorities look like in practice?

We've taken the Stakeholder Priorities one step further, and qualified them with statements that reflect our stakeholders' desired "future state" of the transportation network.

These qualitative statements directly align with the priorities and finish the sentence: *Winnipeg's future transportation network should ...*

Stakeholder Priorities | Draft

Priority	*Winnipeg's future transportation network should …*
Mode choice	Support all modes of transportation for the safe, efficient, and environmentally-friendly movement of goods and people
Environmental sustainability	Support green modes of transportation and reduce greenhouse gas emissions.
Healthy living	Encourage, by design, accessible active modes of transportation to improve the health and wellness of all residents.
Safety	Reduce the risk of fatalities and major injuries and increase safety for all users.
Economic development	Enable and secure local economic growth by supporting safe, efficient, and reliable goods movement to, from, and through the city.

Stakeholder Priorities | Draft

Priority	*Winnipeg's future transportation network should …*
Year-round use	Support mode choice in all seasons by ensuring street and pathway design, operation, and maintenance supports mobility and accessibility regardless of weather.
Equity and inclusiveness	Provide equitable access to all users regardless of age, gender, ethnicity, or physical ability, and that explicitly considers affordability, physical access, proximity to essential destinations, and freedom of mode choice.
Quality of life	Support scenic and beautiful experiences across modes and allows Winnipeggers to engage with nature, their communities, and our neighbours.
Reliability	Provide dependable services and routing that allow Winnipeggers to move efficiently through the city with comfort and ease.
Innovation	Embrace and implement bold, new ideas for improved mobility and accessibility.

CITY TRANSPORTATION MASTER PLAN: 2050

Neighbourhood Advisory Groups | Invitation Email (Round 1)

RE: Welcome to the [district] Neighbourhood Advisory Group

We are so happy to welcome you to the [district] Neighbourhood Advisory Group. Thank you for your interest in the Transportation Master Plan: 2050 (TMP2050) and for volunteering your time and energy to this important project.

Your first Neighbourhood Advisory Group virtual meeting is scheduled for ___, November __ at 6:30 p.m. on Zoom.

As a member of a Neighbourhood Advisory Group, we ask that you commit to attend three virtual engagement events and encourage you to participate in and promote other public engagement opportunities. Ahead of the first meeting we encourage you to once again review the Neighbourhood Advisory Group Terms of Reference which are available on the project website.

These initial meetings will provide information on the project and a forum for you to discuss neighbourhood-specific concerns and interests with others from your community and members of the project team.

At the first meeting, we will discuss current transportation conditions and issues in Winnipeg. At the second meeting (at the end of November), we will focus on identifying areas for future transportation options and opportunities. This information, along with input from other elements of the public engagement program and the data from the technical studies, will be used to develop the proposed strategies and recommendations in the TMP2050 plan.

See the attached TMP2050 factsheet and stakeholder engagement notice for further information.

Meeting Details:
Please register on Zoom by Sunday, November 1st at the following link:

Date:
Time: 6:30 – 8:30 p.m.
Location: Zoom; [Register here]
Format: Brief presentation followed by small group discussions

We strongly recommend using a laptop or desktop computer for the meeting to best view the visuals we will be sharing and to offer your feedback. The meeting will be interactive and we will use an interactive virtual sharing board to collaborate and share ideas during our small group discussions. The link to our sharing page will be provided during the meeting.

If you have questions, have any technological concerns or issues or require alternate formats to participate, please contact Meaghan at the Scatliff + Miller + Murray office at: 204-927-3444, ext. 231 or by email at tmp2050@winnipeg.ca

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*The **Transportation Master Plan** is under review and we are asking for your input over the next year to help us get where we are going as a city. The Transportation Master Plan provides the blueprint for how Winnipeg's walking, cycling, transit, and road network should be built to support future growth and change.*

*A lot has changed since the **Transportation Master Plan** was last approved in 2011:*

- *Since 2010, the City's population has grown 10 times faster than previous decades.*
- *Today, one-third of trips are made by sustainable travel options like carpooling, ride hailing, cycling, walking, and transit.*
- *Despite the rise in sustainable travel options, the car continues to be the mode of choice, which reflects how the City has developed over the last 60 years.*
- *New automotive technologies (electric vehicles) and business models (Uber) are transforming mobility.*
- *COVID-19 has changed how our society works and has affected our travel behaviour.*

***Transportation Master Plan: 2050** (TMP2050) will provide the vision for transportation in Winnipeg over the next 30 years. By focusing on six core supporting background studies – goods movement, regional transportation, emerging technologies, walking and cycling, traffic management, and future options and opportunities – TMP2050 will ensure that the City's transportation system supports quality of life and economic vitality through the safe, efficient, connected, and barrier-free mobility of people and goods using a choice of modes and sustainable connections.*

Important decisions will be made as TMP2050 unfolds that will affect neighbourhoods and Winnipeg as a whole. This is why the City is inviting your organization, as a City-wide transportation stakeholder, to engage in the TMP2050 process. Please consider joining the City in discussing your perspectives, experiences, and opinions on the future of transportation in Winnipeg.

The City is launching the engagement process for the Transportation Master Plan: 2050. This fall, we will be hosting virtual meetings (via Zoom) to gain input on stakeholder priorities and needs for the project. The City recognizes transportation needs and context of the transportation network varies depending where in the city you live. To better understand these differences, we are meeting with the five Neighbourhood Advisory Groups, each representing a different geographic community in Winnipeg.

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

CITY TRANSPORTATION MASTER PLAN: 2050

Neighbourhood Advisory Groups | Invitation Email (Round 2)

RE: CITY OF WINNIPEG TRANSPORTATION MASTER PLAN: 2050
INVITATION TO NEIGHBOURHOOD ADVISORY GROUP MEETING

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

You are helping the City better understand transportation needs of each neighbourhood, your experience of the transportation network, and how you move through the Winnipeg. We are grateful for your participation as a voice of your community.

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

Please register and continue to help shape the future of Winnipeg's transportation network! Once you register for the meeting, we will follow up with the meeting link to join on Zoom and email you meeting materials to help you prepare for the upcoming meeting.

At the first meeting on November ___, we discussed current transportation conditions and issues. Our next meeting will focus on future transportation options and opportunities for improving Winnipeg's transportation network. These discussions, along with input from other elements of the public engagement program and the data from the six technical studies, will be used to develop proposed strategies and recommendations which will be open for feedback in Spring 2021.

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

Meeting Details:
Please RSVP by registering on Zoom by Wednesday, November 25 at the following link:

Date:
Time: 6:30 p.m. – 8:30 p.m.
Location: Zoom; register to receive meeting link
Format: Brief presentation followed by small group discussions

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

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

CITY TRANSPORTATION MASTER PLAN: 2050

Neighbourhood Advisory Groups | Follow Up Email (Round 2)

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Please register before the meeting to receive the link to join the meeting:
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Appendix E

MEETING MATERIALS

Winnipeg

Public Works
Transportation

Transportation Master Plan: 2050

1L9C=@GD<=J +==LAF? Round 1 - Presentation Slides

Winnipeg

Agenda

Introduction:

- Purpose of Meeting / What to Expect
- Transportation Master Plan: 2050 - Project Background
- Engagement Process

Discussion Groups: Vision & Values (Break Out Rooms)

Discussion Groups: 6 Component Studies (Break Out Rooms):

- Module A: TMP2050 Overview: How do you get where you're going?
- Module B: Goods Movement: How do you get what you need?
- Module C: Active Transportation: How do you walk and bike through the city?
- Module D: The Future, Near & Far: How will emerging technologies and imminent solutions change our network?

Closing:

- Question & Answer
- Next Steps







Winnipeg

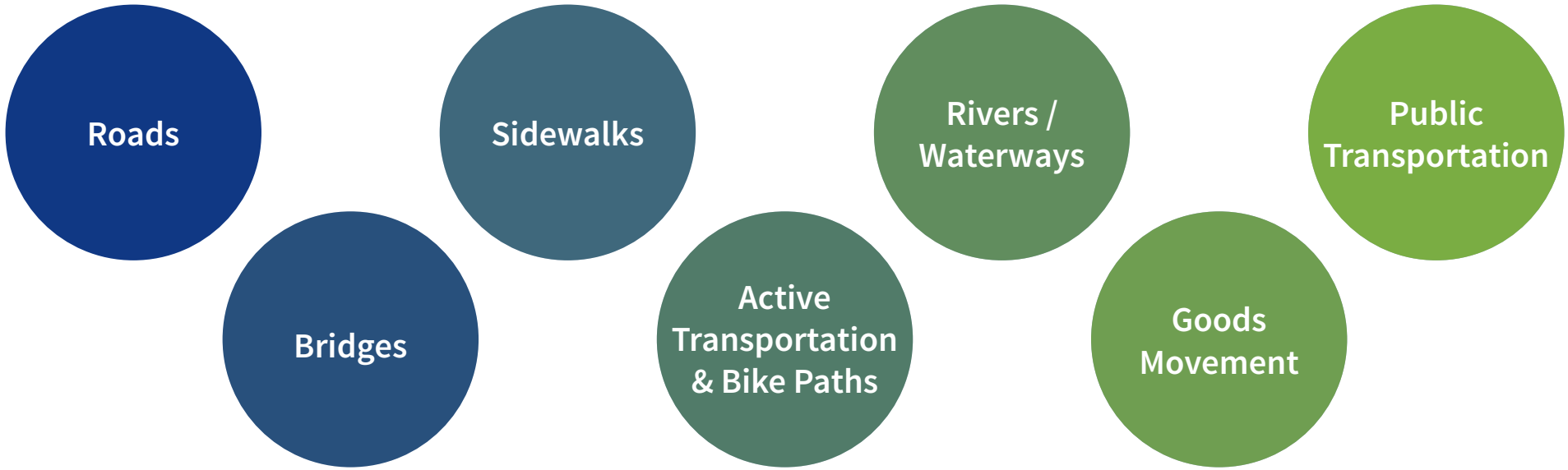
Transportation Master Plan: 2050 (TMP2050)

TMP2050 will be the City's blueprint for planning, developing, investing in and operating its transportation networks for the next three decades.

Vision

A transportation system that supports quality of life and economic vitality through safe, efficient, connected, and barrier free mobility of people and goods using a choice of modes and sustainable connections.

A transportation system that supports:

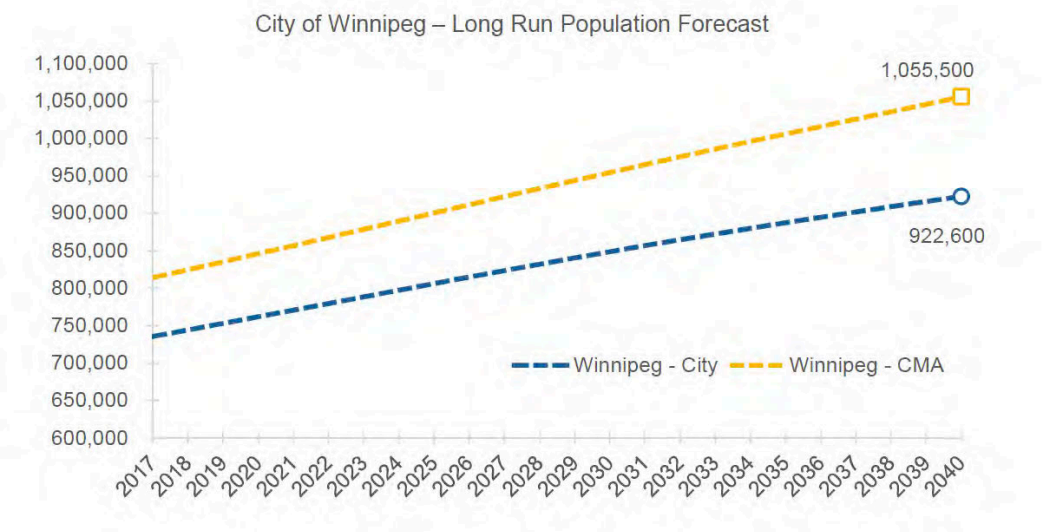


Updating the Transportation Master Plan

TMP2050 will prescribe the direction and policies to guide infrastructure and other systems that will serve the city as it grows and changes.

Why is an update needed now?

- The City of Winnipeg is updating its official plan (OurWinnipeg) and TMP is a subsidiary plan to OurWinnipeg.
- Winnipeg is growing and travel patterns and behaviours are changing.
- Transportation is changing with emerging technologies and new mobility options.
- COVID-19 has changed how our society works and has affected our travel behaviour



OurWinnipeg and the Climate Action Plan

The City of Winnipeg is currently updating its official plan (OurWinnipeg) and has adopted a Climate Action Plan.

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

OurWinnipeg Goals:

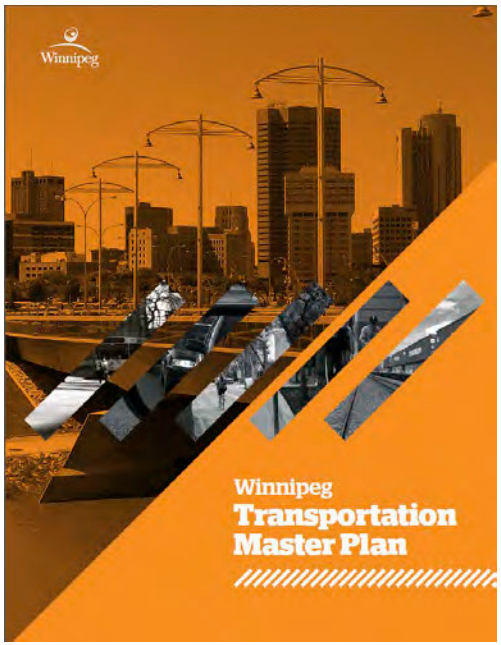
1. Leadership & Good Governance
2. Environmental Resilience
3. Good Health & Well-Being
4. Social Equity
5. Economic Prosperity
6. City Building

Climate Action Plan directives for emissions reduction:

- Enable diverse mobility choices (ie. carpooling, car hailing/ sharing, walking, cycling and better public transportation)
- Promote fuel switching to reduce emissions from privately owned vehicles, commercial fleets, and transit buses (ie. electric vehicle strategy)



2011 Transportation Master Plan



2011 TMP directives:

- Transit improvements: rapid transit corridors, priority bus lanes, park & ride, and fleet accessibility
- Transportation demand management tools: implement a traffic management centre and develop ITS solution to improve and manage traffic operations.
- Active transportation: programs & infrastructure to support walking, cycling and paddling
- Strategic road network improvements: traffic signal optimization, alternatives to road widening, develop a road classification system to align with the complete streets strategy.
- Parking: increase short-term on-street supply, and innovative strategy to manage overall supply.

Since 2011 THE CITY HAS EXPANDED

- After slow growth between 1990 and 2010, Winnipeg's population began to steadily increase due to immigration.
- After 2010, the city's population grew at a rate ten times faster than previous decades.
- The forecast for the next 20 years predicts that the City of Winnipeg census metropolitan area will expand its population to just over 1 million.

8 Focus Areas

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



Transportation and land-use



Long-term strategic approach



Environmental sustainability



Mode choice



Equity and inclusiveness



Transportation demand



Economic development



Transportation supply

6 Component Studies

To gather both anecdotal and technical information on those focus areas, the City is conducting a series of component studies that form the overarching TMP2050 Study.



Core Framework Study



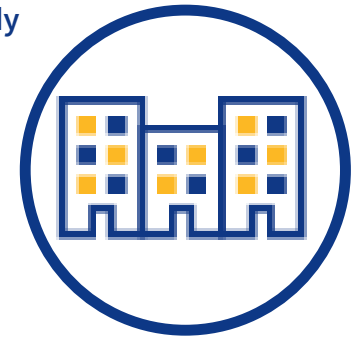
Emerging Technologies & Future Transportation Study



Winnipeg Regional Transportation Review



Goods Movement Study

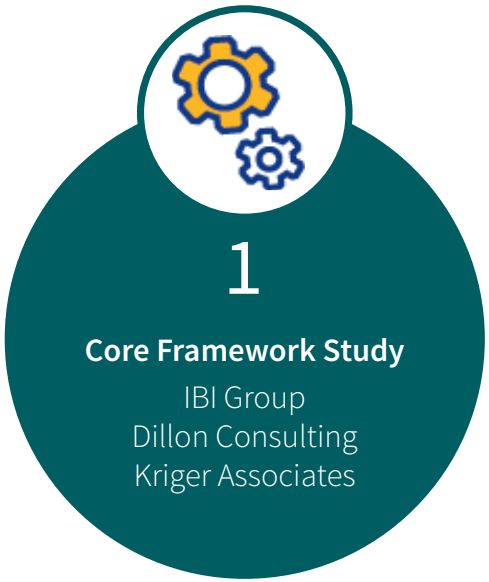


Non-Capital Intensive Transportation Options Report



Pedestrian & Cycling Strategy Update

6 Component Studies

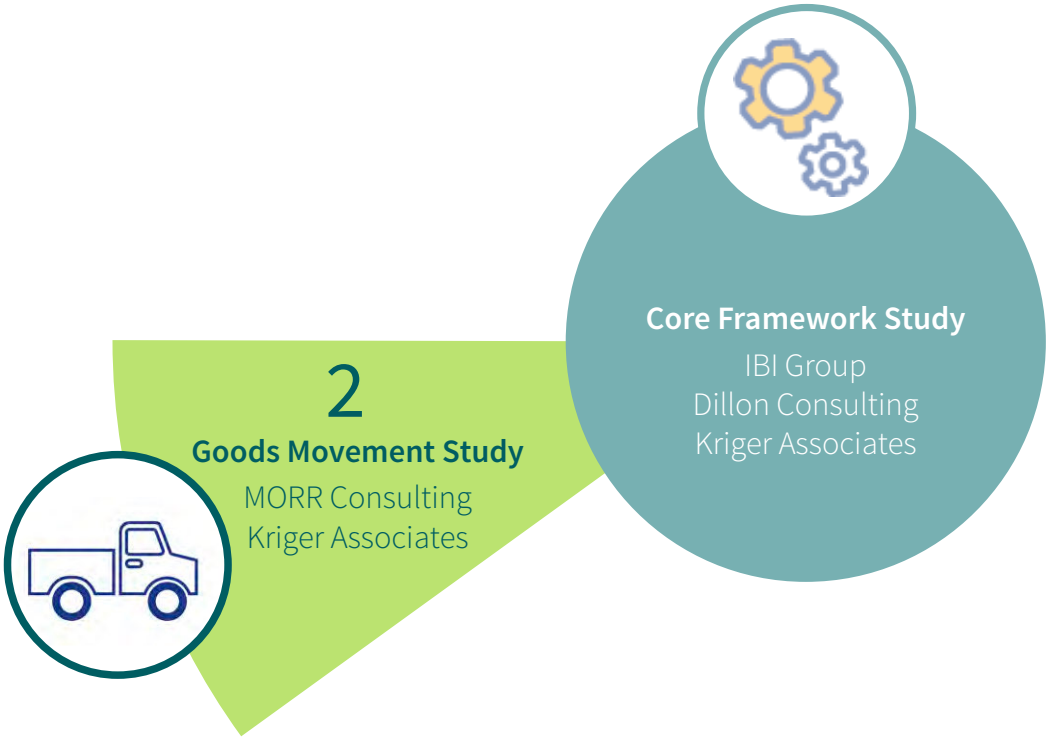


1

Core Framework Study:

- general overview of Winnipeg's transportation network, traffic patterns, trends, and forecasts.

6 Component Studies

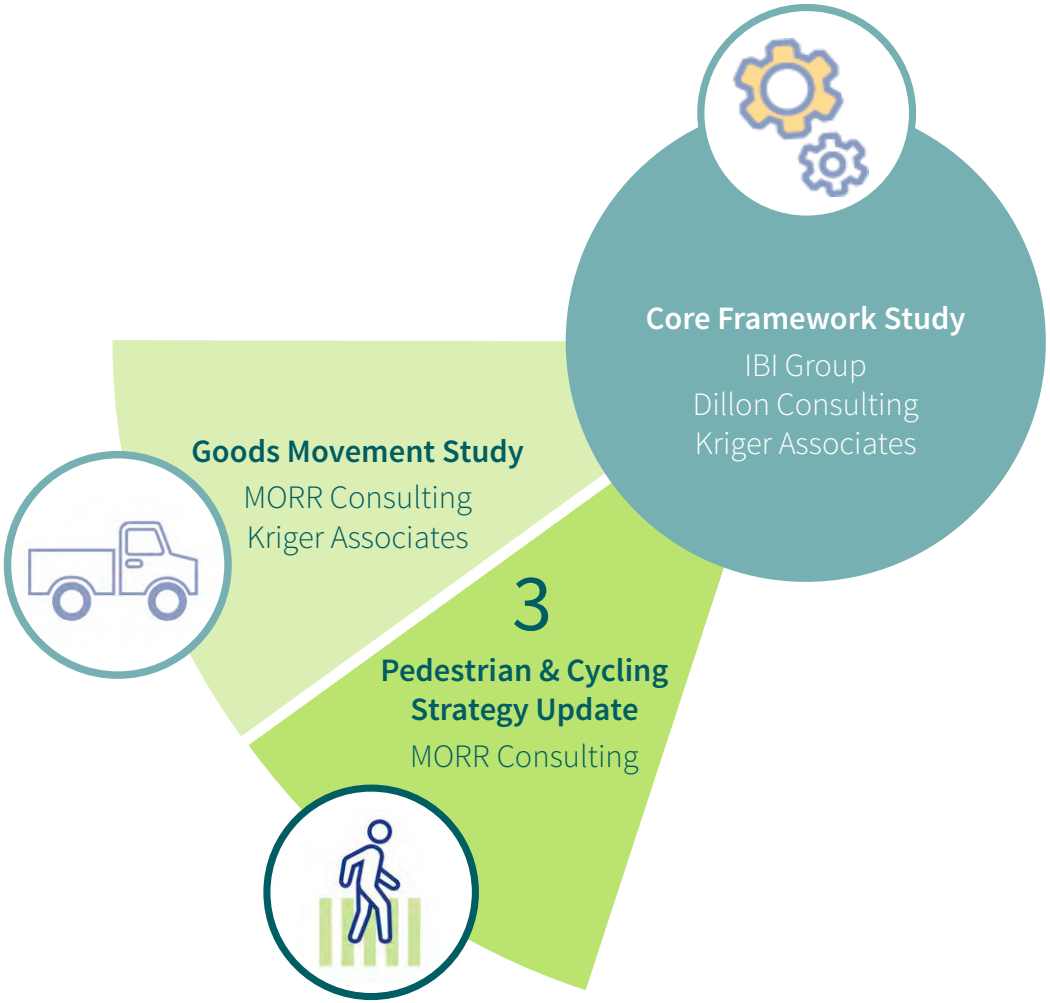


2

Goods Movement Study:

- how goods move within and through the city by truck, rail, delivery vehicle and other means
- develop a detailed database of urban goods movement within Winnipeg and region
- model scenarios (within downtown, the overall city and region)

6 Component Studies

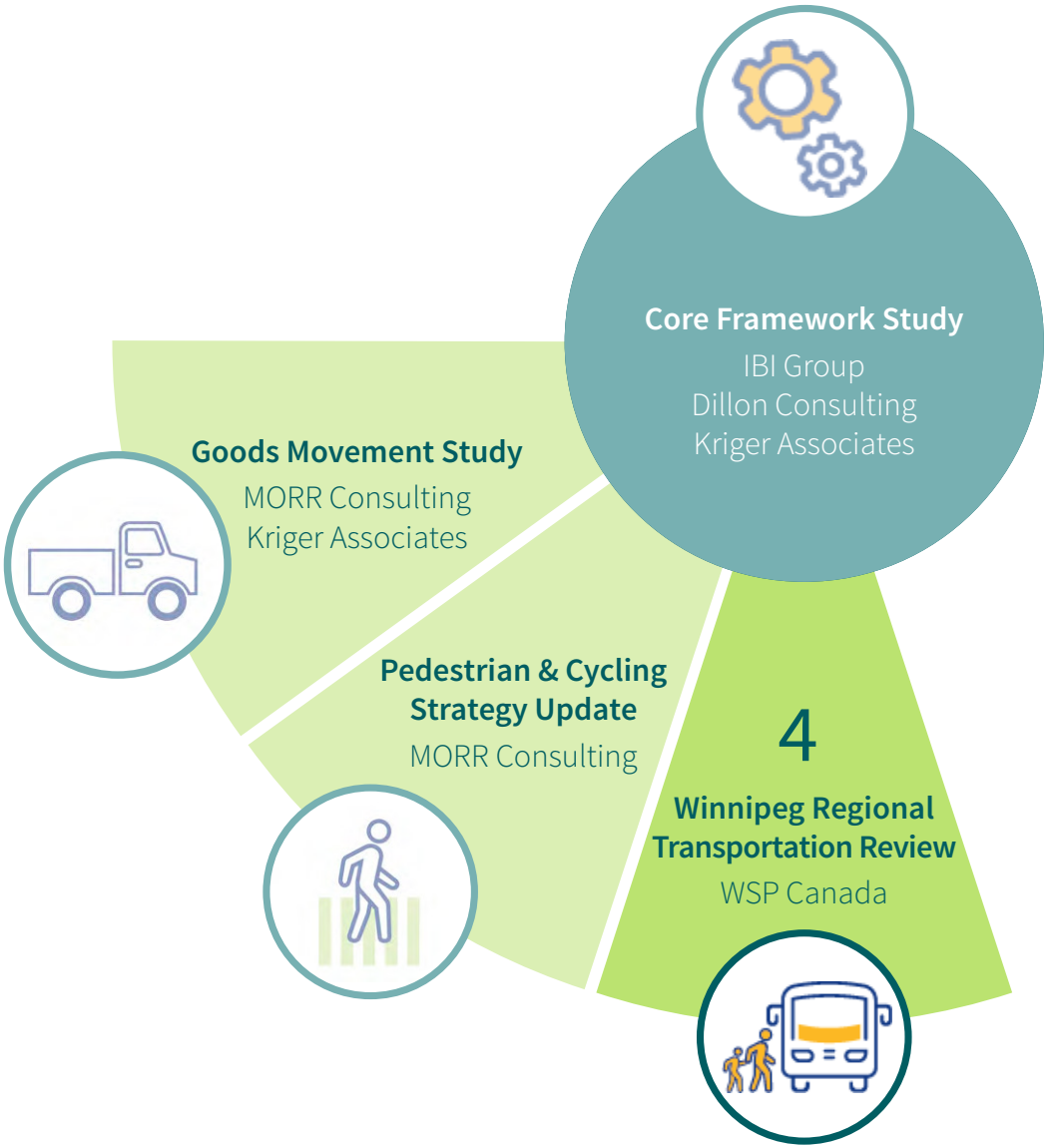


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Pedestrian & Cycling Strategy Update:

- review and analyze progress made since 2015 Pedestrian and Cycling Strategy
- update the Pedestrian and Cycling Strategy
- make recommendations to the active transportation component of the overall plan

6 Component Studies

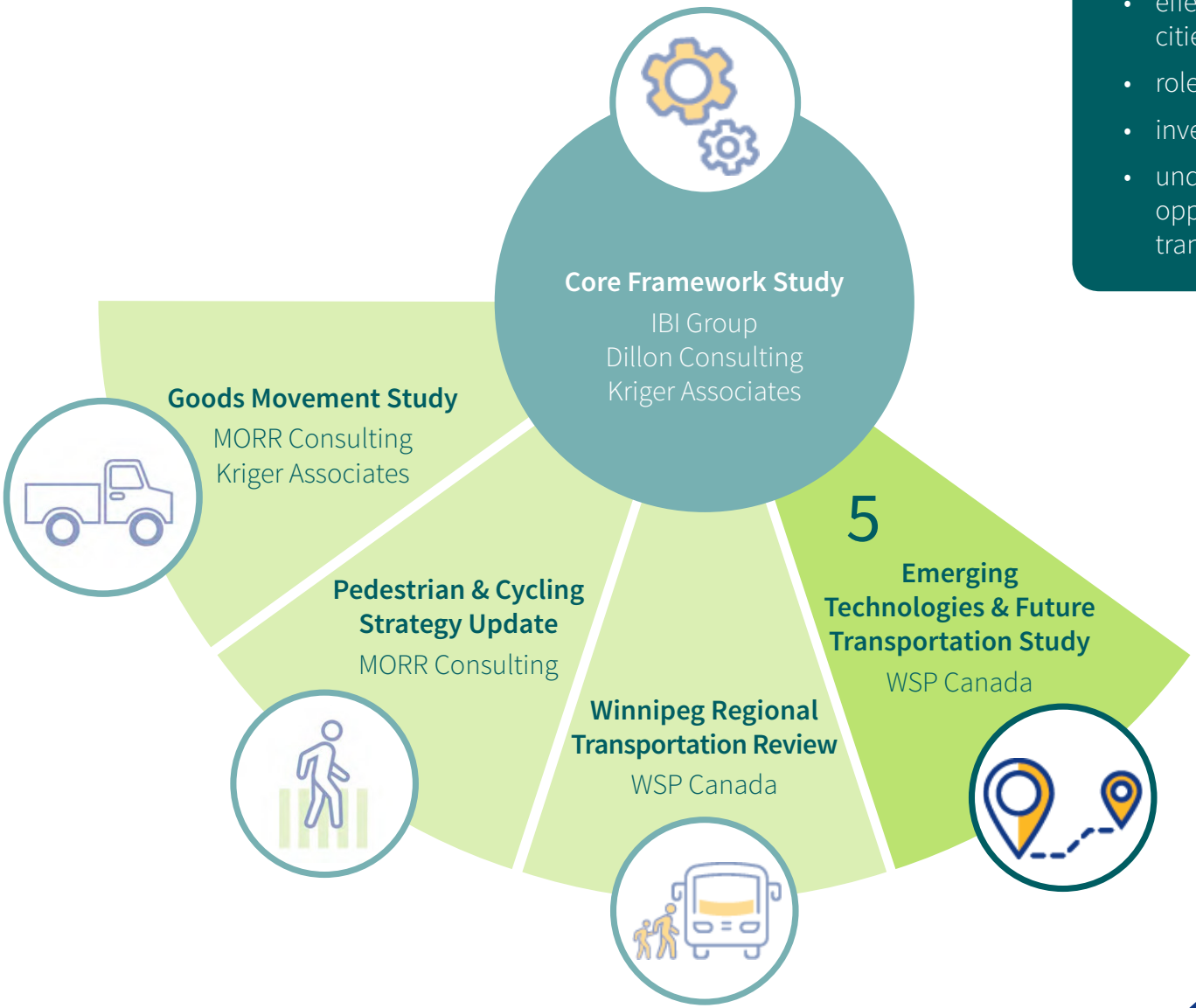


4

Winnipeg Regional Transportation Review:

- understand how the transportation network is impacted by an influx of daily traffic from outside the Perimeter
- regional land use planning and transportation system planning
- develop scenarios (current and future impacts of commuting on the City's transportation system)

6 Component Studies



5

Emerging Technologies & Future Transportation Study:

- effect of technology on how people move around cities
- role technology plays on future planning
- investigate developments and trends
- understand potential impacts, scenarios and opportunities of technology on Winnipeg's future transportation system

6 Component Studies

6

Non-Capital Intensive Transportation Options Report:

- analysis of traffic demand management and operations
- strategize short-term, low capital investment projects that could improve the transportation network



Where do we stand today?

People are making trips using sustainable modes

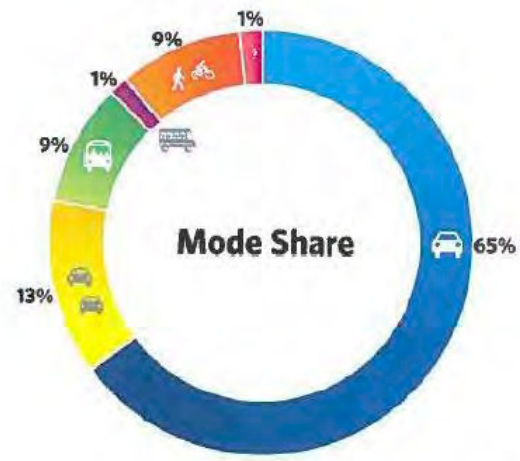
- 1/3 of trips are made by sustainable travel modes (ie. carpooling, ride hailing, cycling, walking, and public transportation).

The car remains very popular

- Single occupant vehicles continue to be the primary mode of choice, which reflects on how we have built our city over the last 60 years (65% of trips are made by lone auto drivers).

New technology is transforming mobility

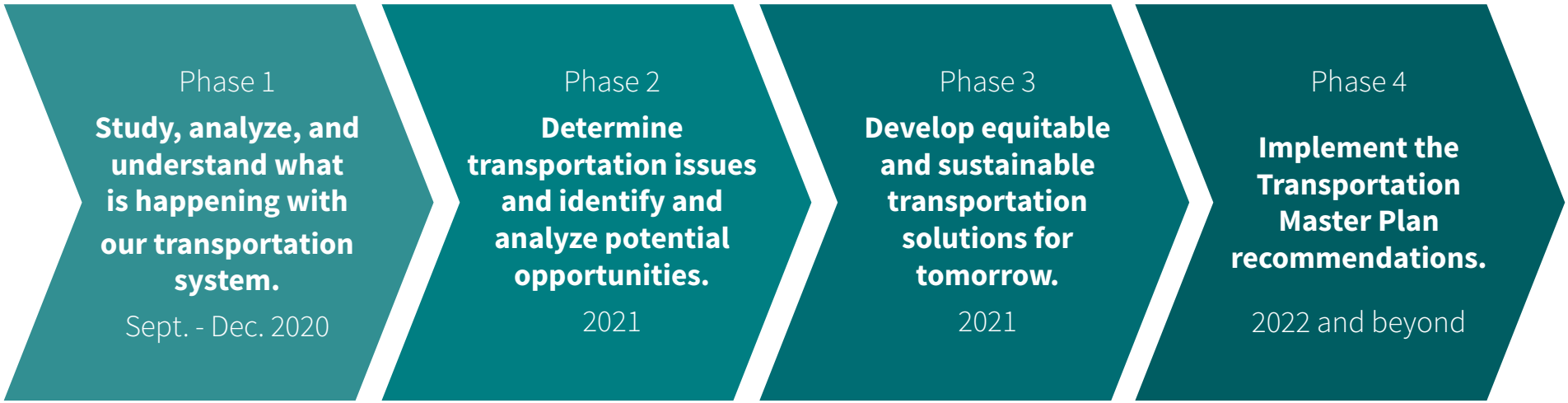
- Winnipeggers are adopting new business models (ie. Uber, Tappcar, Peg City Co-op) and new technologies (ie. WAZE)
- Winnipeg has more to prepare for as vehicle-infrastructure communication, electric vehicles and automation for City operations evolves.



Source: Winnipeg Area Transportation Study (WATS)

Project Timeline

- The study has commenced and is anticipated to be complete in late 2021.
- The finalized TMP will be presented to Council in late 2021 / early 2022 for adoption.



Your Role in TMP2050

Interest-specific & neighbourhood advisory groups

- Provide input on specialized topics
- Provide feedback on options
- Act as project ambassadors to their communities
- Actively engage in ongoing, targeted conversations

SCOPE OF INFLUENCE:

These groups will provide specialized insight into specific topics and will provide a link between the project team and their respective communities.



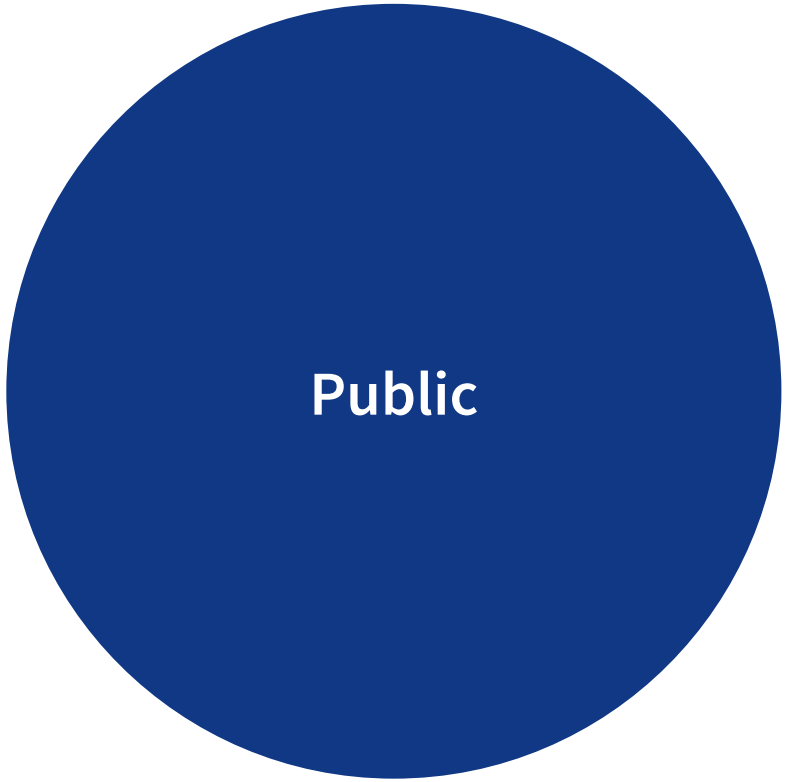
The Public's Role in TMP2050

Public

- Provides input on defined topics
- Provides feedback on options

SCOPE OF INFLUENCE:

This group will be involved in shaping the plan and will both see how their feedback was considered in the final document and understand why decisions were made.



Stakeholder's Role in TMP2050

Stakeholder Advisory Panel
Comprising City Councillors, City of Winnipeg staff, intergovernmental departments and planning agencies, and educational institutions

- Provides high-level guidance to the project team
- Reviews research, technical data, and recommendations
- Offers professional advice and perspectives for consideration



SCOPE OF INFLUENCE:

This group will play a hands-on advisory role, ensuring cross-sector, cross-departmental, and cross-industry perspectives and interests are considered and reflected in the plan.

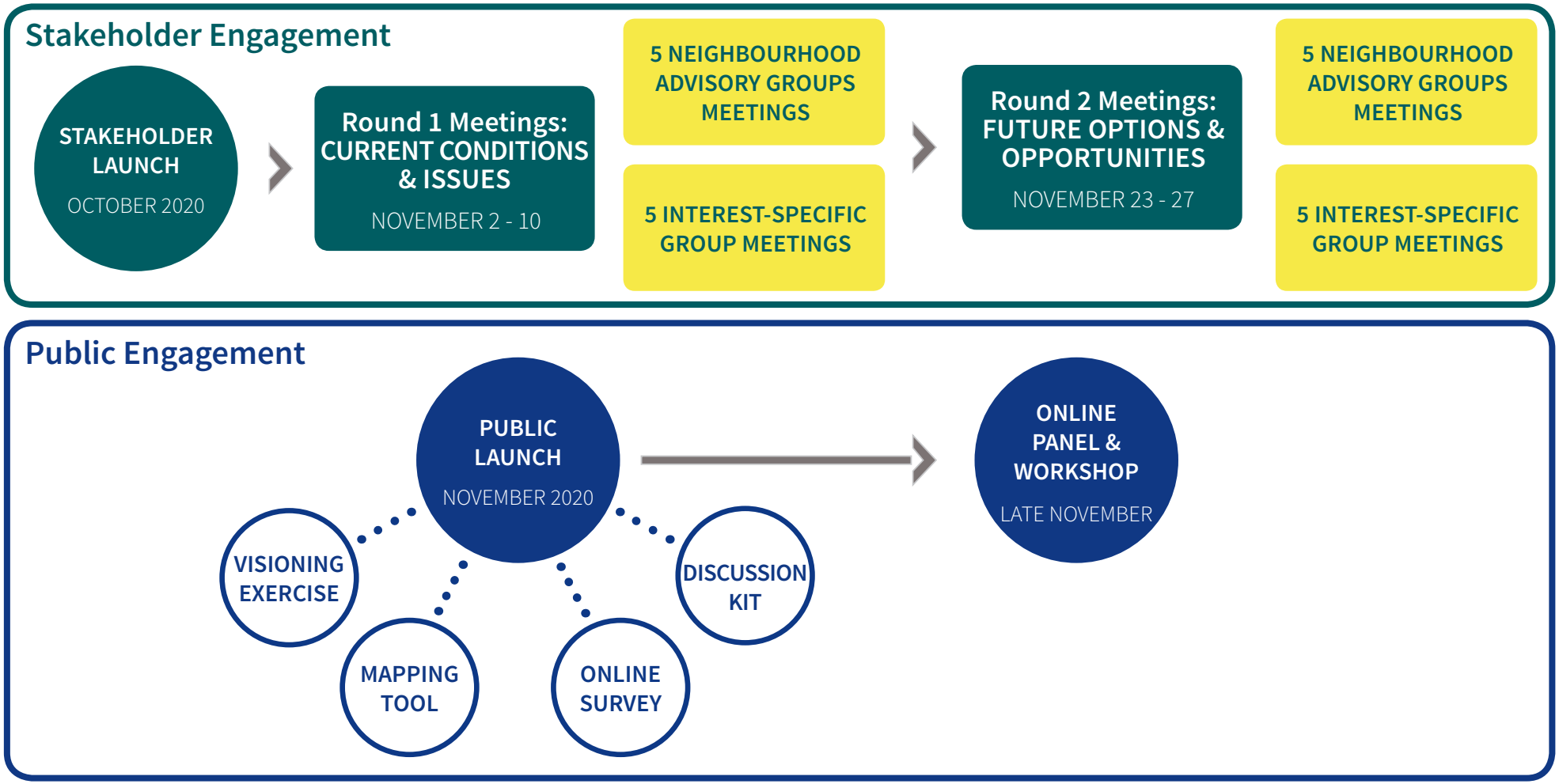
Public and Stakeholder Engagement



Phase 1 | Public and Stakeholder Engagement

Current State: Issues, Conditions, Options

September - December 2020



Interest-Specific Groups | Your Commitment

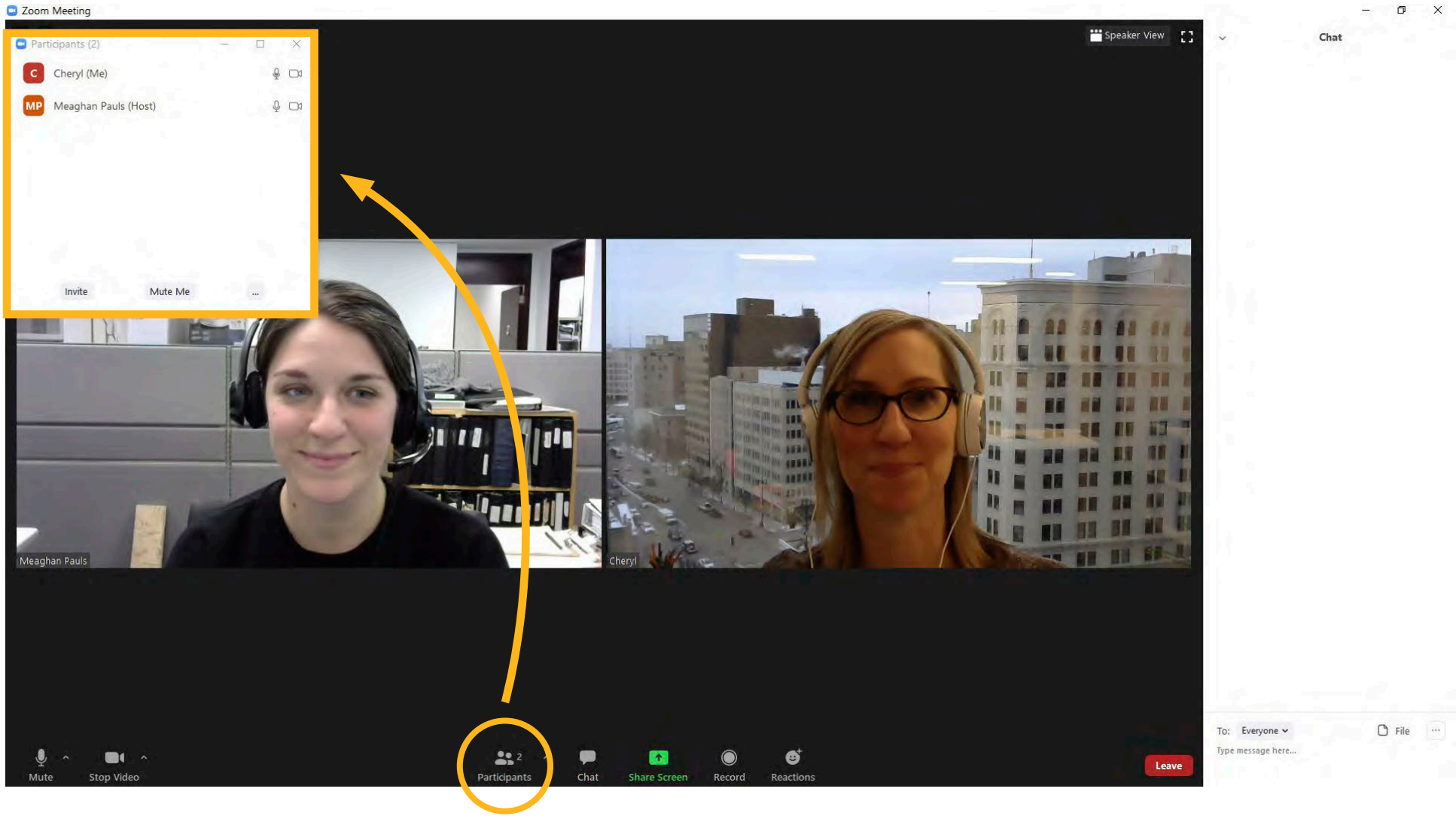
- **Attend three virtual meetings / workshops**
- **Participate in and promote public engagement opportunities**



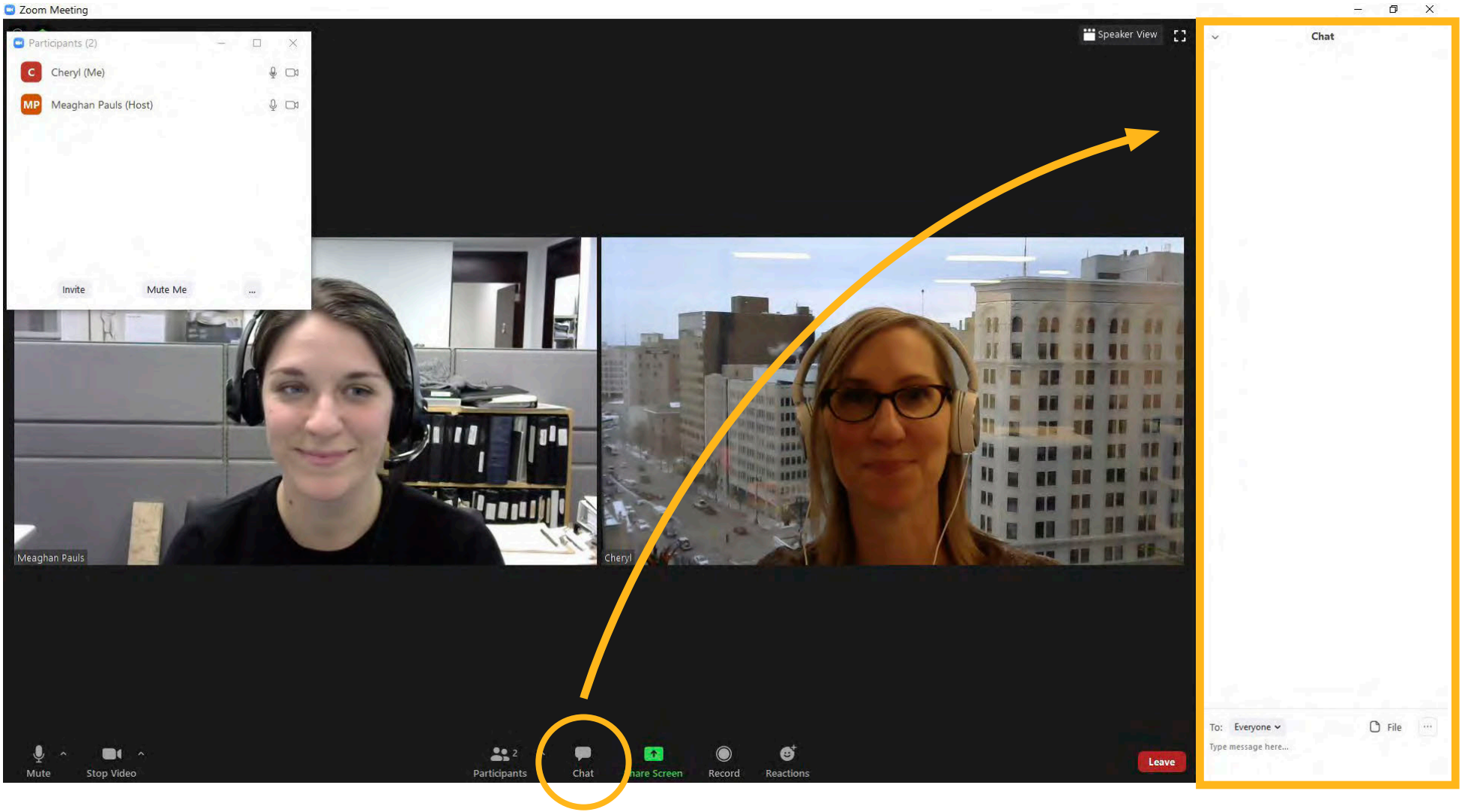


BREAK OUT ROOMS

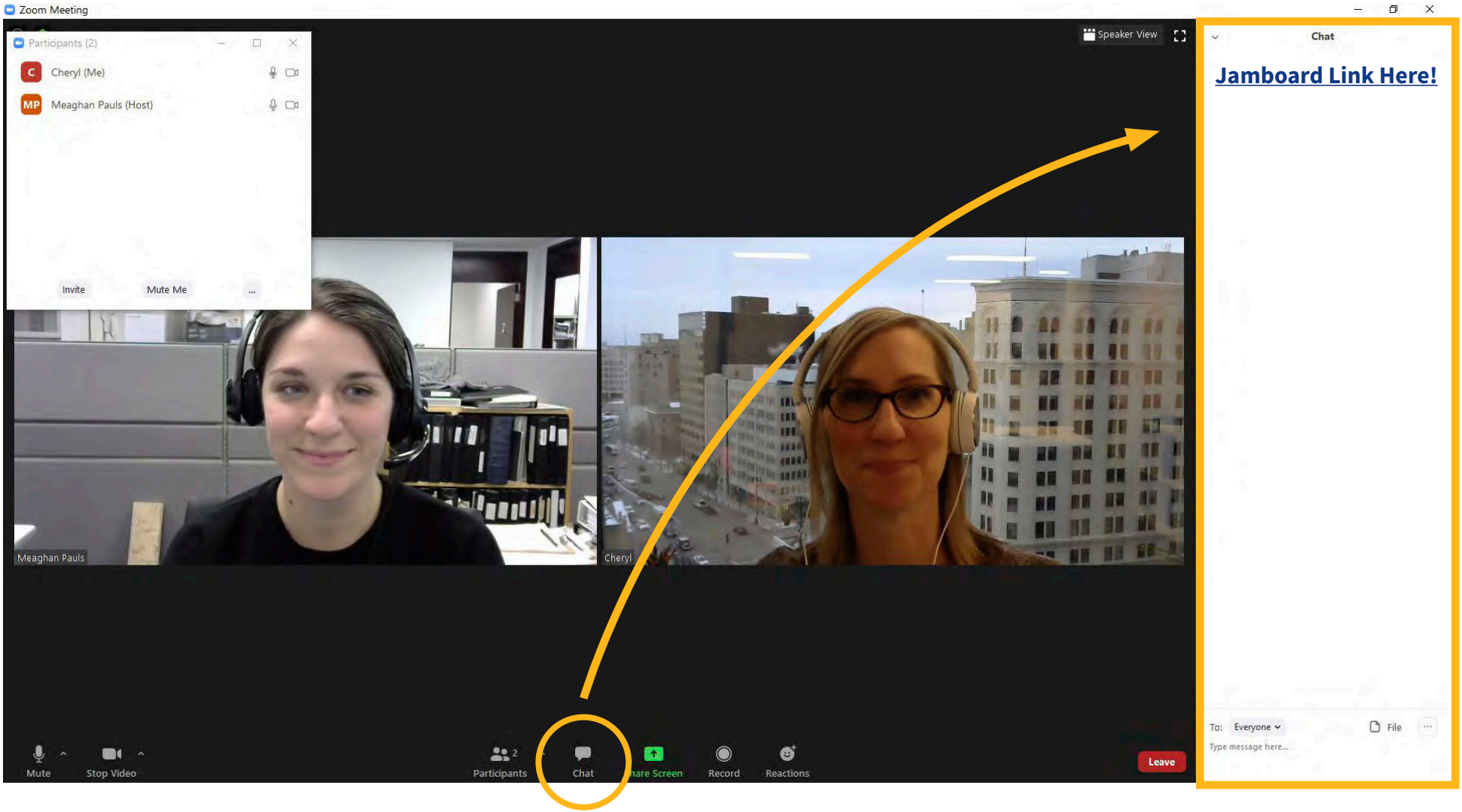
How to Participate Today



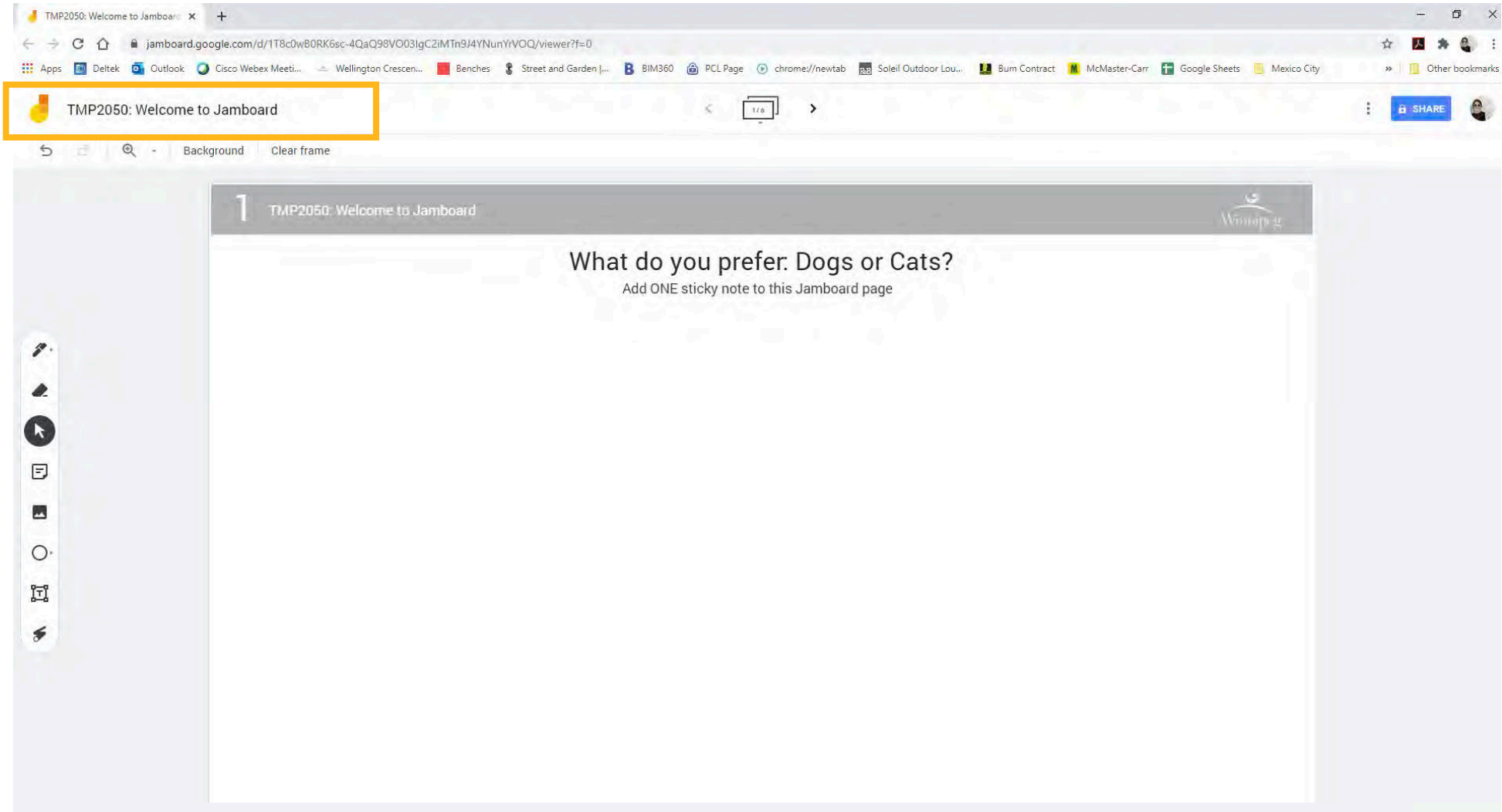
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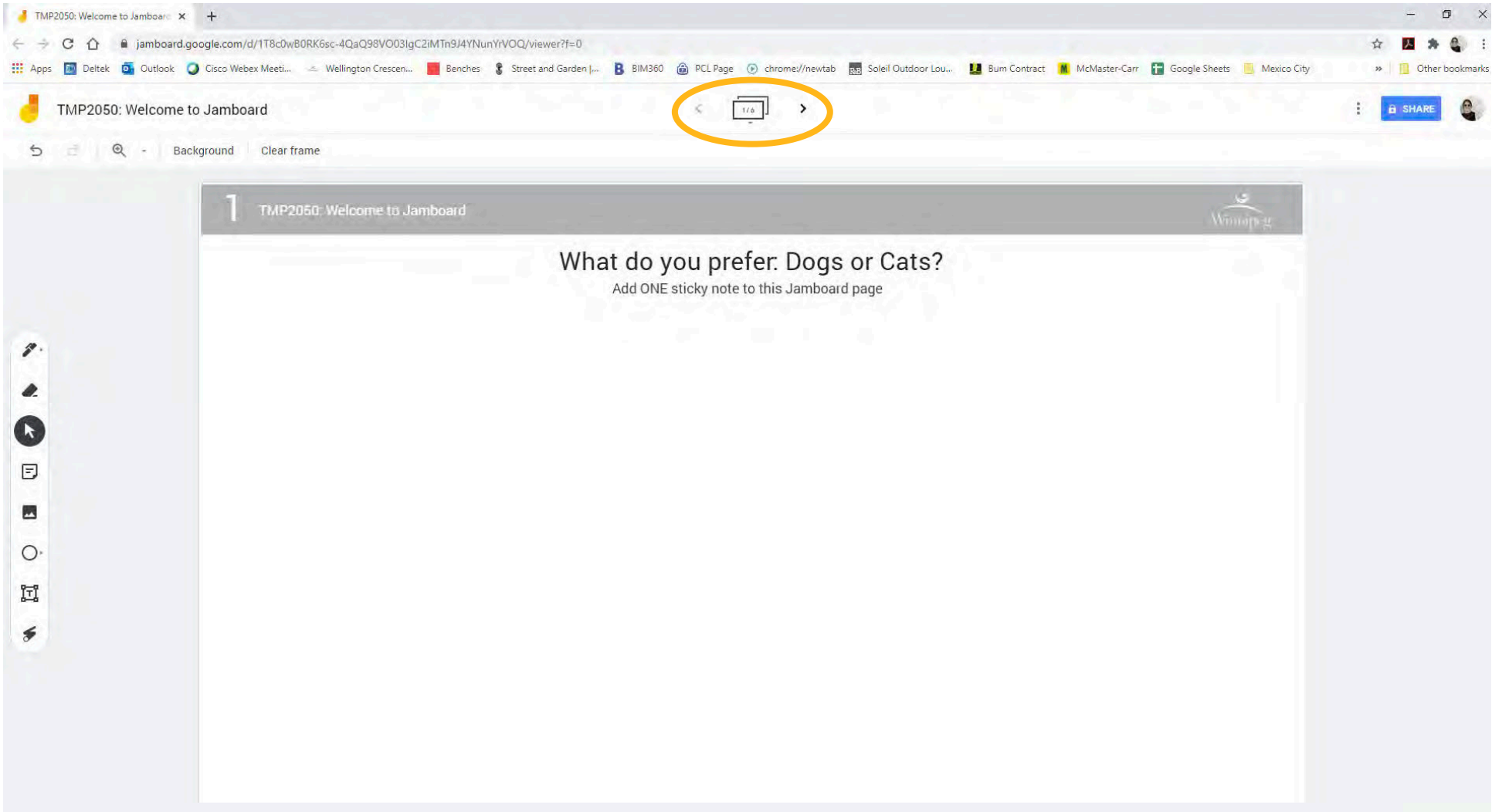
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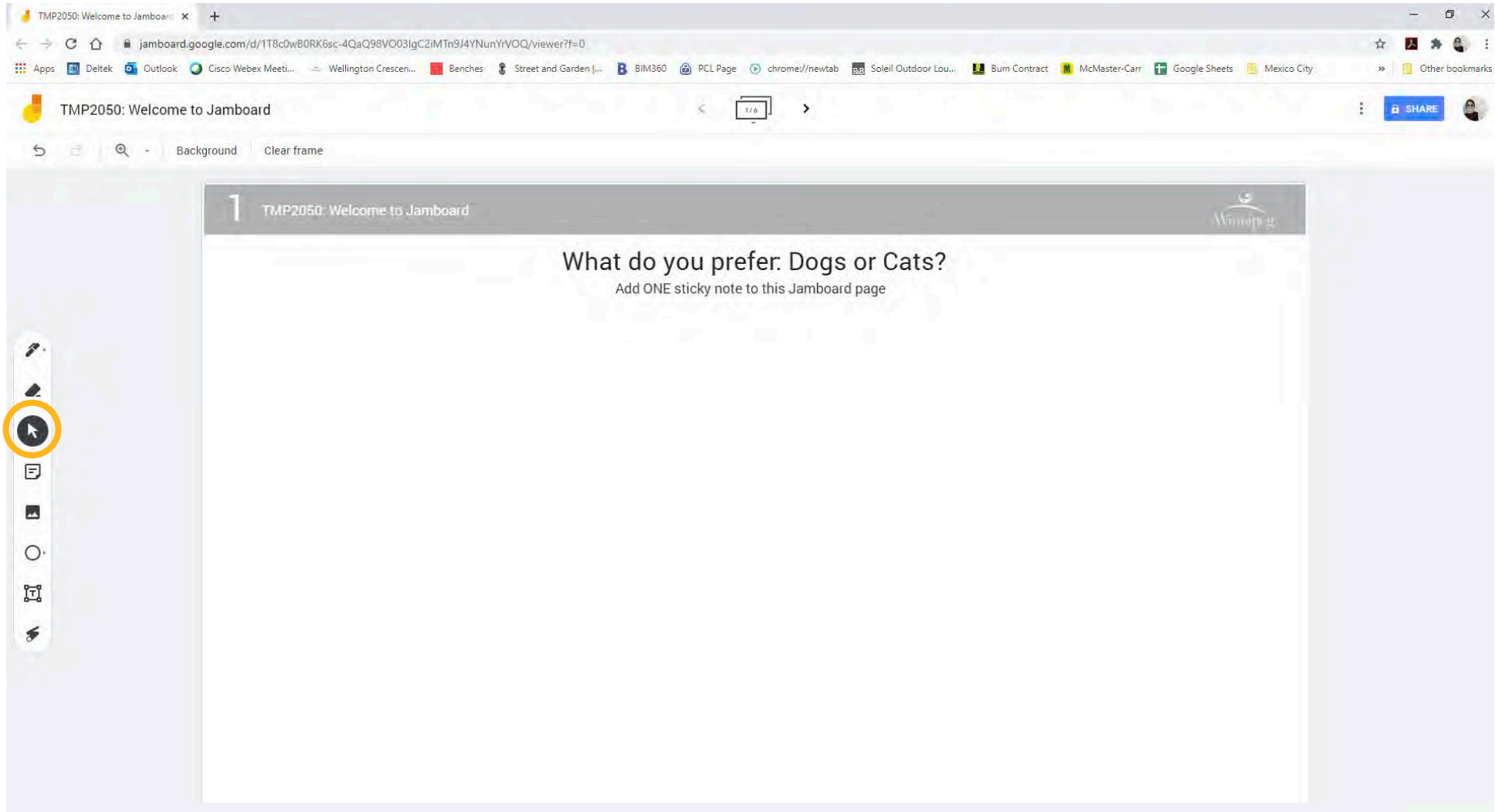
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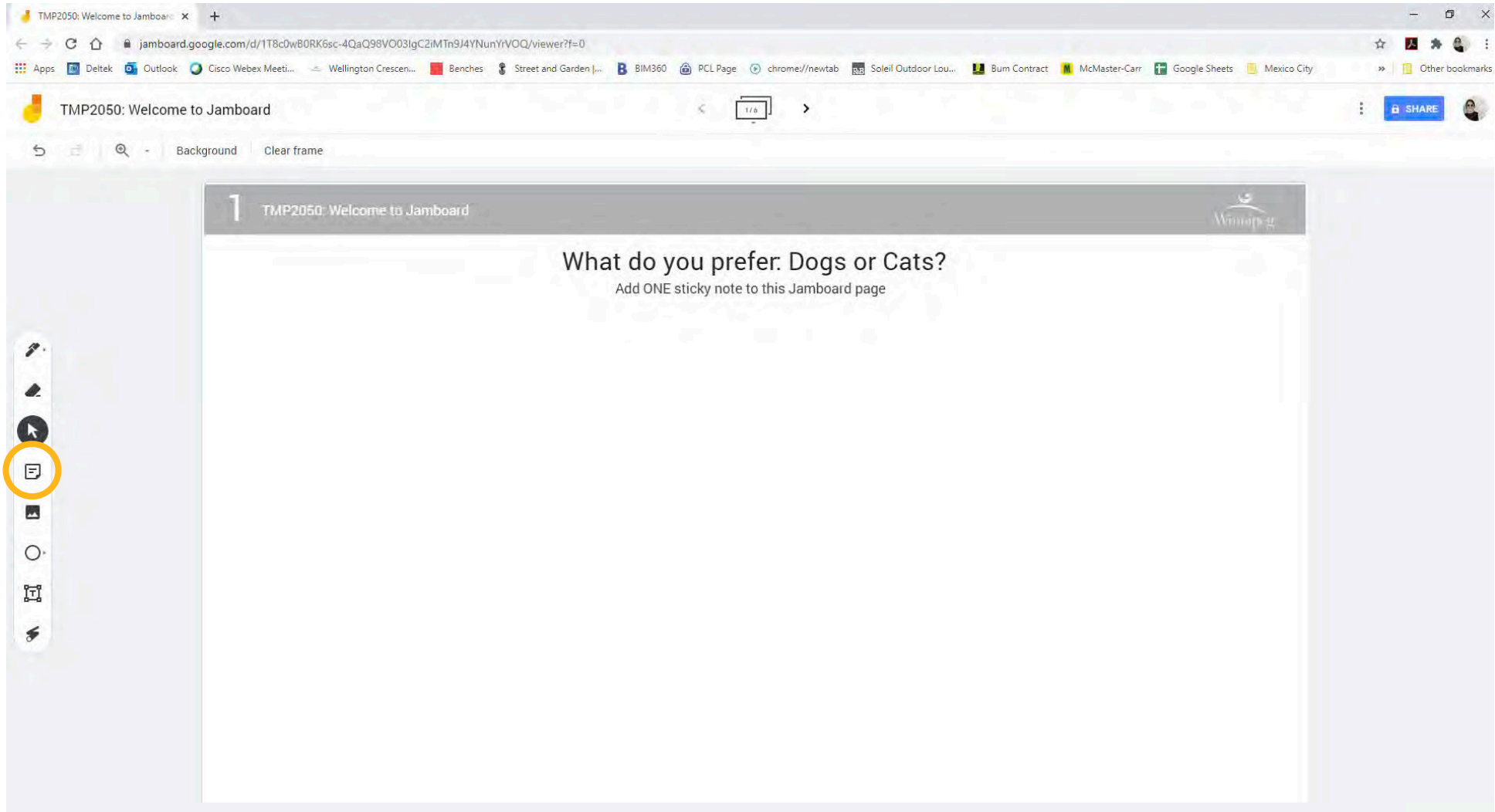
How to Participate Today



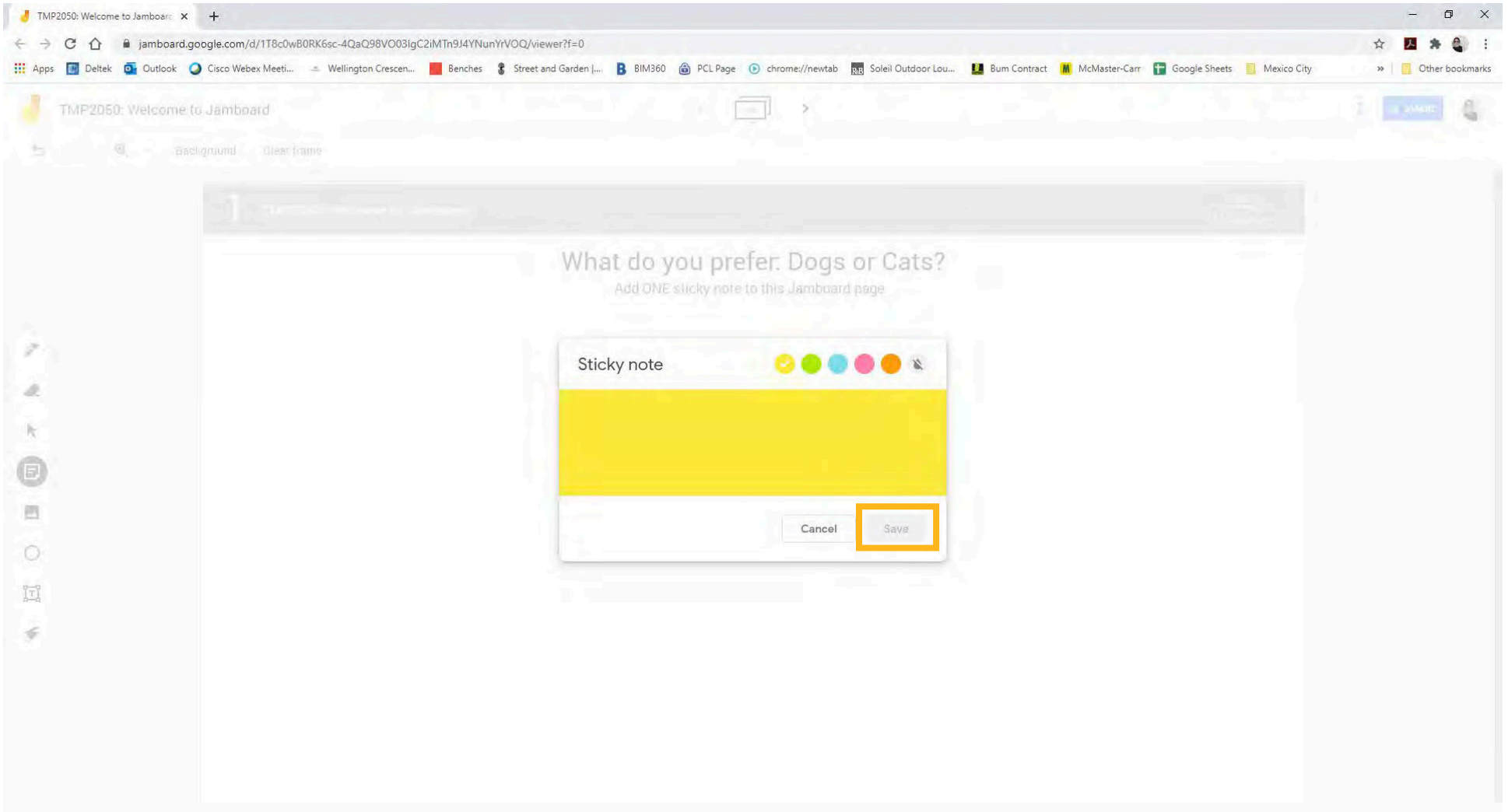
How to Participate Today



How to Participate Today



How to Participate Today





LET'S TEST THAT OUT!

Winnipeg

Public Works
Transportation

Transportation Master Plan: 2050

1L9C=@GD<=J +==LAF? Round f̂ - Presentation Slides

Winnipeg

Agenda

Introduction:

- Transportation Master Plan: 2050 Overview (a recap)
- Your role

Issues & Opportunities:

- TMP2050 planning framework
- Current Conditions & Issues: What We Heard
- Draft of Stakeholder Priorities
- Ranking Stakeholder Priorities

Discussion: Brainstorming & Evaluating Opportunities for Improvement

Closing:

- Question & Answer
- Next Steps







Winnipeg



Introduction

Winnipeg

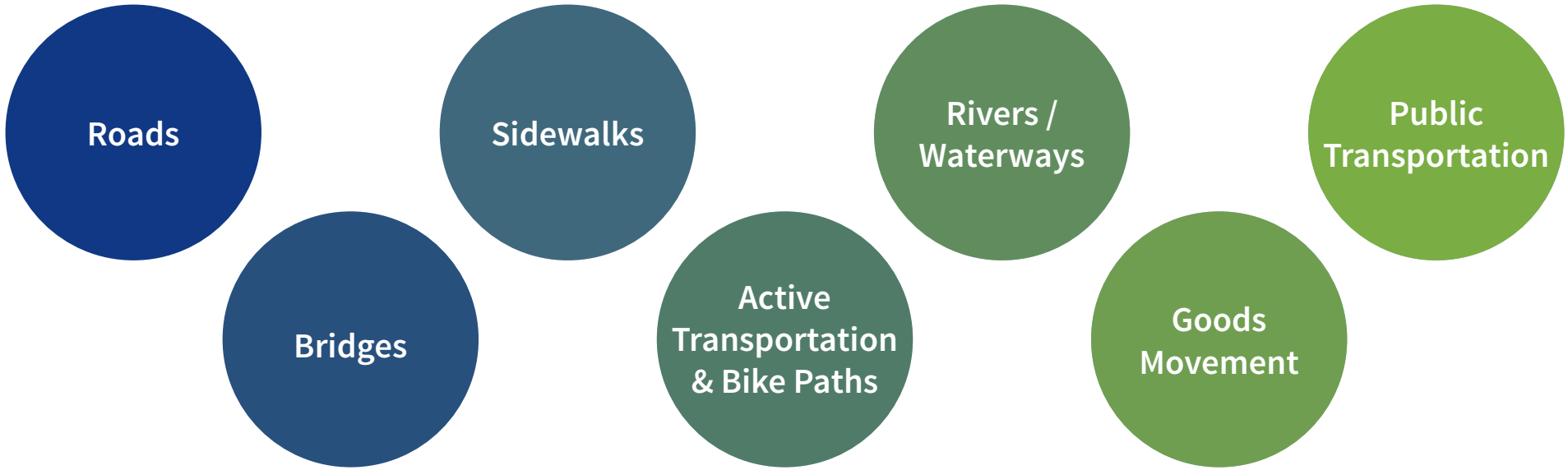
Transportation Master Plan: 2050 (TMP2050)

TMP2050 will be the City's blueprint for planning, developing, investing in and operating its transportation networks for the next three decades.

Vision

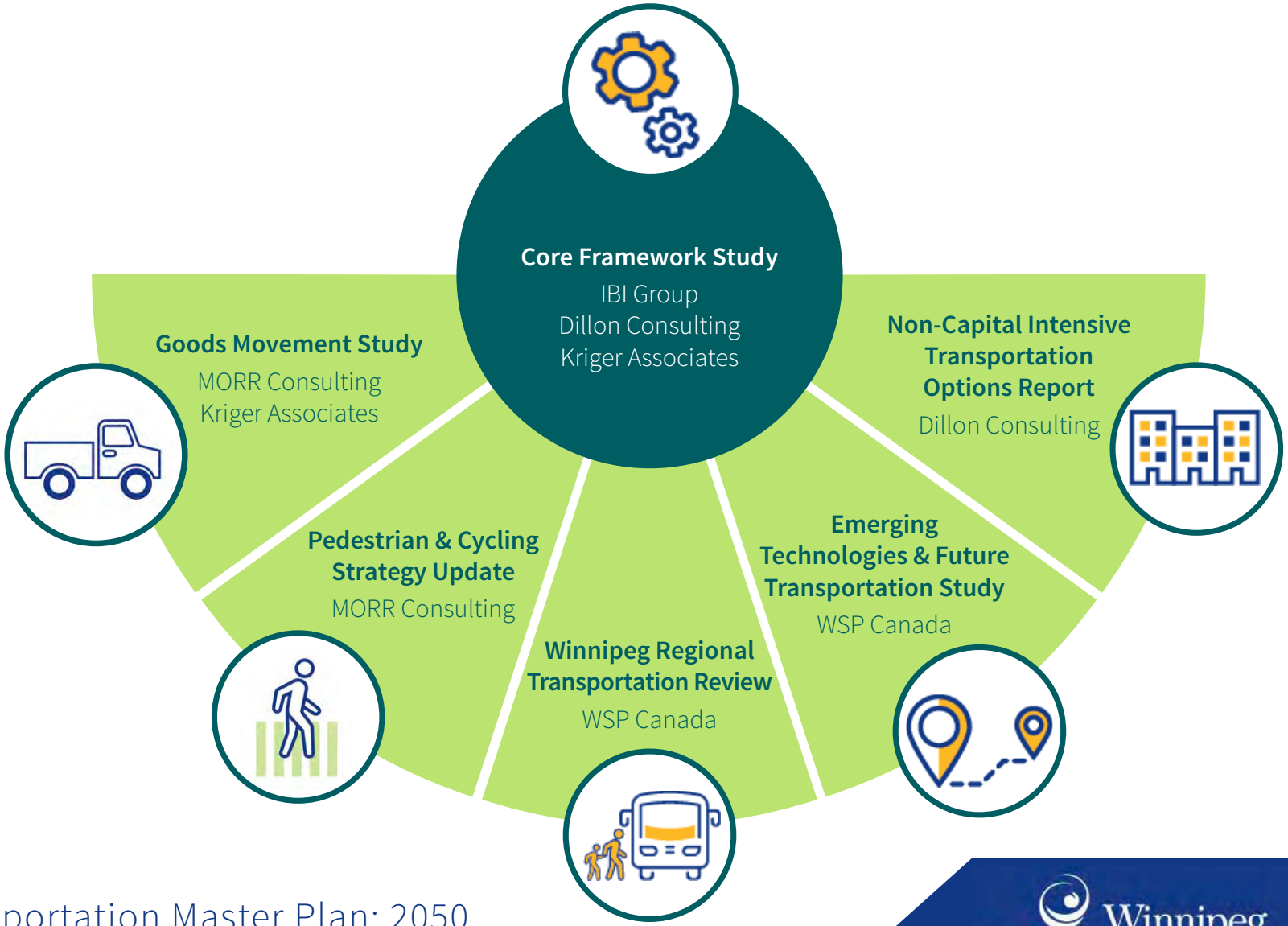
A transportation system that supports quality of life and economic vitality through safe, efficient, connected, and barrier free mobility of people and goods using a choice of modes and sustainable connections.

A transportation system that supports:



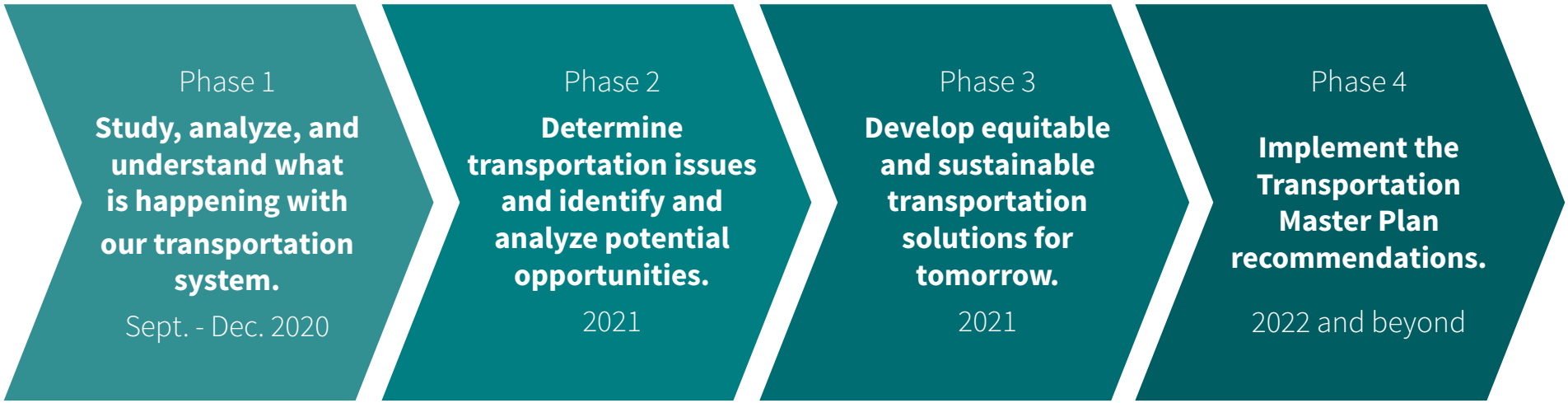
6 Component Studies

To gather both anecdotal and technical information, the City is conducting a series of component studies that form the overarching TMP2050 Study.



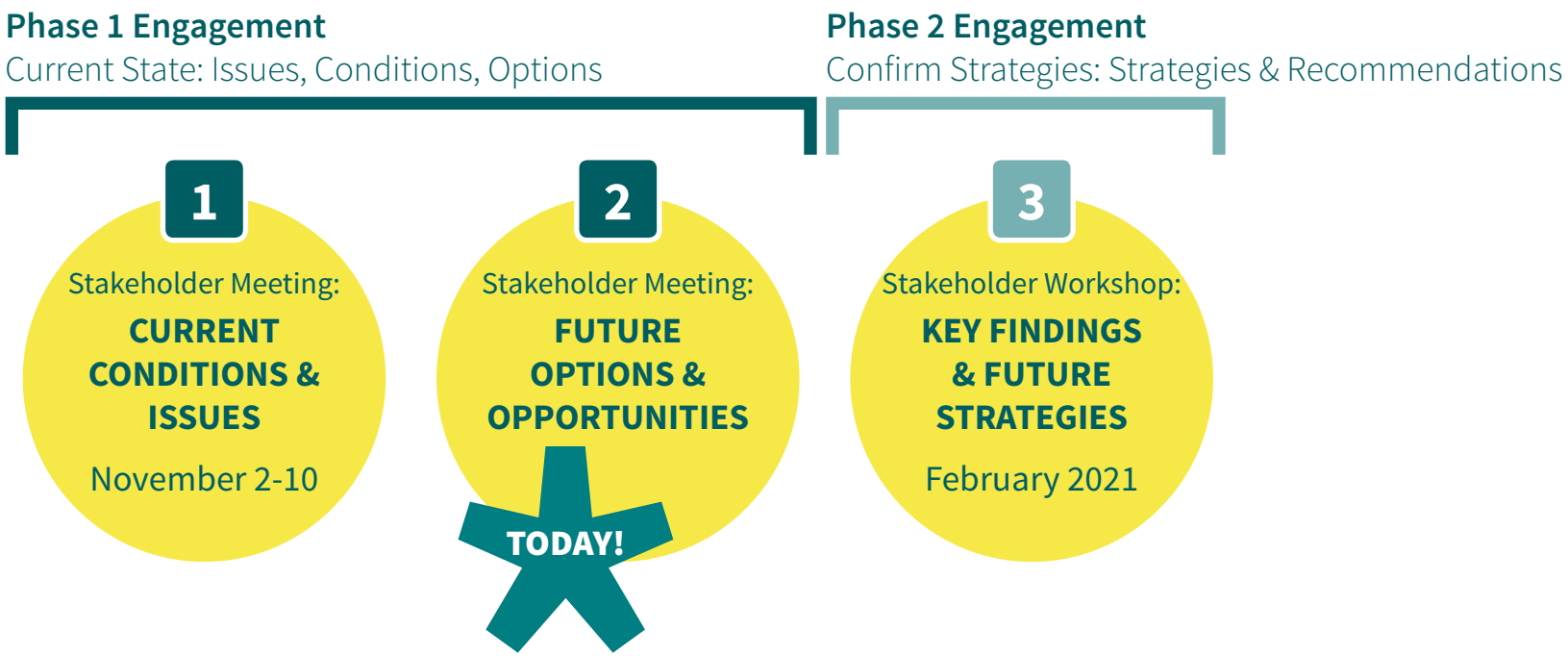
Project Timeline

- The study has commenced and is anticipated to be complete in late 2021.
- The finalized TMP2050 will be presented to Council in late 2021 / early 2022 for adoption.



Interest-Specific Groups | Your Commitment

- **Attend three virtual meetings / workshops**
- **Participate in and promote public engagement opportunities**



Your Role: How Stakeholder Engagement is impacting the TMP2050



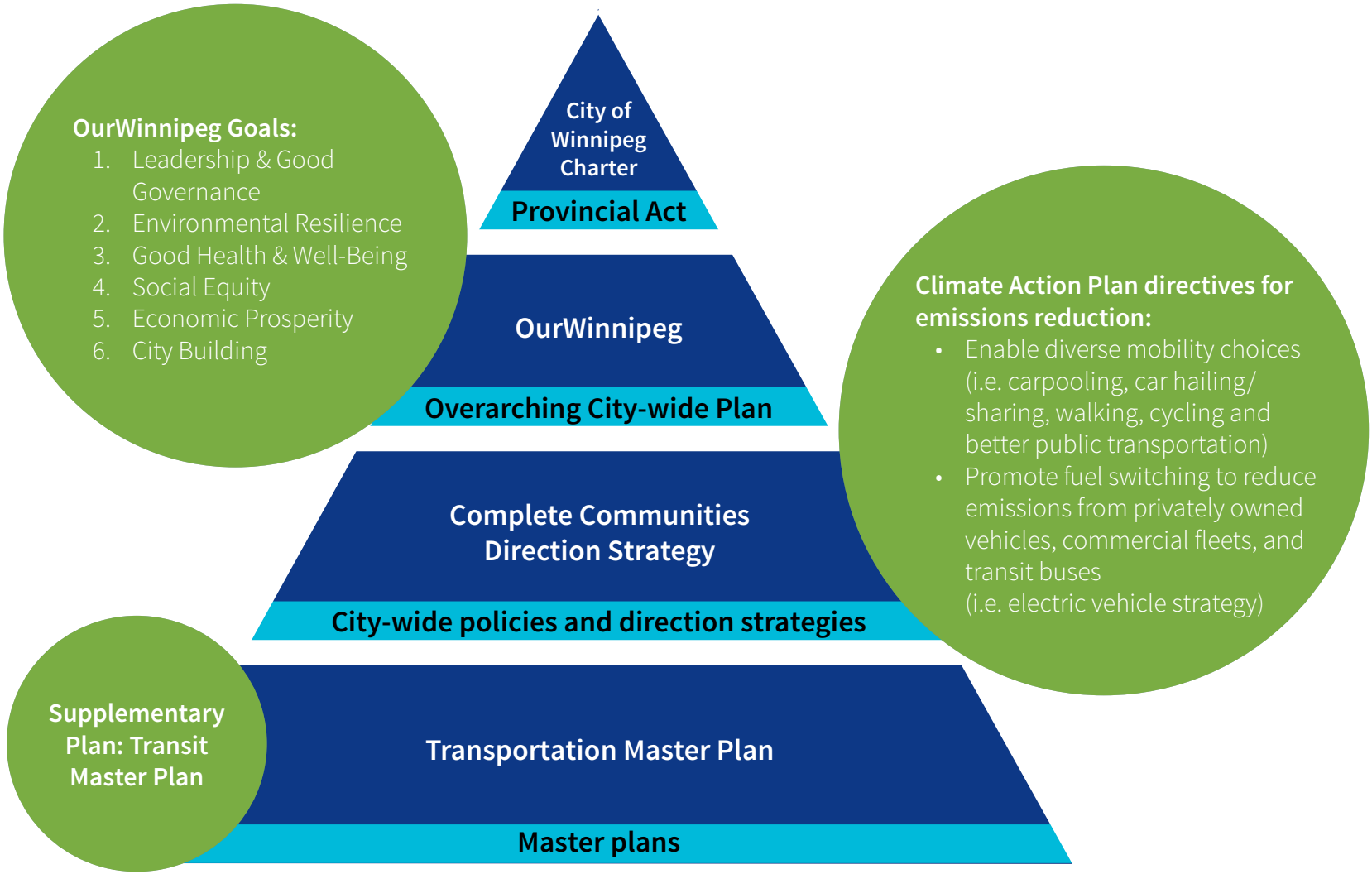
Winnipeg



Issues & Opportunities

Winnipeg

Context | OurWinnipeg and the Climate Action Plan



Context | TMP2050 Priority Areas

TMP2050 will focus on eight areas established by OurWinnipeg as being important to Winnipeggers.



Transportation and land-use



Long-term strategic approach



Environmental sustainability



Mode choice



Equity and inclusiveness



Transportation demand



Economic development



Transportation supply

Current Conditions and Issues | What We Heard

Between November 2 - 10, we facilitated 10 different stakeholder meetings with both interest-specific groups and Neighbourhood Advisory Groups. Themes emerged from each of the Neighbourhood Advisory Groups that were unique to the region of the city.

City Centre

- Connectivity and safety for pedestrians and cyclists
- Equitable transportation options

Riel

- Dependent on using a car to move around and a desire for more mode options.
- Environmental sustainability

Lord Selkirk - West Kildonan

- Traffic congestion
- Safety issues and conflicts between all modes of transportation

East Kildonan - Transcona

- Desire to use all modes of transportation
- Transportation to support healthy lifestyles and a quality of life

Assiniboia

- Desire for more active transportation options and less dependency on cars.
- Traffic congestion

Current Conditions and Issues | What We Heard

Module A | TMP2050 Overview: How do you get where you are going?

What are the biggest challenges we face in Winnipeg as we move through our neighbourhoods and across the city?

Flow & Routing:

- Traffic congestion - traffic frequency, desynchronized lights, too much start / stop
- Dependency on single occupant vehicle - need to prioritize all modes of transportation
- Disconnected bike and pedestrian networks - need better connections, complete networks and river/rail crossings
- Safe routes for all modes of transportation, all users (including children)

City Services and Maintenance:

- Transit connections, routes and efficiency
- Parking - availability, snow clearing
- Snow clearing - sidewalks and active transportation paths and networks
- Maintenance of existing roads, sidewalks and bike lanes - surface conditions

Current Conditions and Issues | What We Heard

Module B | Goods Movement: How do you get what you need?

What are the biggest challenges we face in Winnipeg in regards to goods movement?

Trucks:

- Safety – for all road users
- Trucks on city roads – trucks use routes that were not designed for truck traffic, add congestion to city roads, lack of high speed routes, lack of inner ring road
- Large trucks and semis are being used to transport small goods throughout the city causing congestion and conflicts between users
- Perimeter – needs to be better utilized, expanded, and improved flow

Couriers / Small Deliveries:

- More loading zones needed
- Better communication surrounding loading zones and delivery practices is needed

Rail:

- Dangerous – at grade crossings, dangerous goods transported through the city
- Disrupts traffic flow – underpasses and overpasses are ideal, but expensive, at grade crossings are challenging and can cause congestion
- Divides our city – relocation of rail away from the city

How have your habits changed since COVID?

- Shopping less frequently
- Buying less
- Local delivery
- Ordering online

Current Conditions and Issues | What We Heard

Module C | Active Transportation: How do you walk and bike through the city?

What are the biggest challenges we face in Winnipeg in regards to pedestrian and cycling movement?

- Connectivity - gaps in network (at edges of neighbourhoods, rivers, rail lines, major streets)
- Inconsistencies in infrastructure design
- Maintenance - snow clearing, cracks and holes in sidewalks, slippery / icy surfaces
- Safety for all users
- Conflicts between cars, bikes, and pedestrians
- Winter
- Lack of density - Winnipeg is spread out

Why do you use the pedestrian and cycling network?

- Health
- Commute
- Affordable
- Accessible
- Environmentally sustainable
- Recreation
- To connect with nature

Current Conditions and Issues | What We Heard

Module D | The Future, Near and Far: How will emerging technologies and imminent solutions change our network?

What are the biggest challenges and barriers we face in Winnipeg to adopting emerging technology and future mobility options?

- Cost
- Uncertainty
- Lack of policy and incentives
- Northern Climate
- Availability (of data, technology)
- Accessibility (lack of technological awareness, limited technology access, exclusiveness)

What technology do you use to help you travel by public transit or personal vehicle?

- Google Maps
- Transit / Navigo
- Ridehailing apps, i.e. Uber
- Waze
- Carsharing apps (i.e. Peg City Car Co-op)
- Parking apps

Current Conditions and Issues | What We Heard

Module D | The Future, Near and Far: How will emerging technologies and imminent solutions change our network?

What are the biggest challenges and barriers we face in Winnipeg when using 'park and ride' or 'cycle and ride' locations?

- Requires adequate parking spaces
- Transit needs to be more reliable and conveniently located
- Safe bike storage
- Expensive - cost for a vehicle and transit
- Access to a vehicle
- Locations need to be accessible for pedestrians and cyclists

Phase 1 Engagement

Current State: Issues, Conditions, Options

1

Stakeholder Meeting:

CURRENT CONDITIONS & ISSUES

November 2-10

At the last meeting:

- we provided an introduction to the Transportation Master Plan: 2050
- we provided information about all six component studies
- we gathered your feedback on the existing conditions as it relates to all of the studies

2

Stakeholder Meeting:

FUTURE OPTIONS & OPPORTUNITIES

November 30 - December 8

Today's meeting:

- we want to hear your feedback on the draft of the Stakeholder Priorities
- we want to hear how Winnipeg can improve its transportation system
- these discussions will be communicated back to the technical team as part of our Phase 1 engagement report
- When providing recommendations for review in Phase 2, the project team will develop a "What we heard" chart that will include how each option presented by the stakeholder groups was considered in the formal recommendations

Stakeholder Priorities | Draft

What are Stakeholder Priorities?

We used what we heard in Round 1 of our Neighbourhood Advisory Group and Interest-specific discussions to define what is most important to stakeholders when it comes to the future transportation network.

These Stakeholder Priorities will help guide our discussions - both today and in Phase 2 - and will help us brainstorm potential options and evaluate recommendations developed by the technical team.

Stakeholder Priorities | Draft

- Mode choice
- Environmental sustainability
- Healthy living
- Safety
- Economic development
- Year-round use
- Equity and inclusiveness
- Quality of life
- Reliability
- Innovation

What do Stakeholder Priorities look like in practice?

We've taken the Stakeholder Priorities one step further, and qualified them with statements that reflect our stakeholders' desired "future state" of the transportation network.

These qualitative statements directly align with the priorities and finish the sentence: *Winnipeg's future transportation network should ...*

Stakeholder Priorities | Draft

Priority	*Winnipeg's future transportation network should …*
Mode choice	Support all modes of transportation for the safe, efficient, and environmentally-friendly movement of goods and people
Environmental sustainability	Support green modes of transportation and reduce greenhouse gas emissions.
Healthy living	Encourage, by design, accessible active modes of transportation to improve the health and wellness of all residents.
Safety	Reduce the risk of fatalities and major injuries and increase safety for all users.
Economic development	Enable and secure local economic growth by supporting safe, efficient, and reliable goods movement to, from, and through the city.

Stakeholder Priorities | Draft

Priority	*Winnipeg's future transportation network should ...*
Year-round use	Support mode choice in all seasons by ensuring street and pathway design, operation, and maintenance supports mobility and accessibility regardless of weather.
Equity and inclusiveness	Provide equitable access to all users regardless of age, gender, ethnicity, or physical ability, and that explicitly considers affordability, physical access, proximity to essential destinations, and freedom of mode choice.
Quality of life	Support scenic and beautiful experiences across modes and allows Winnipeggers to engage with nature, their communities, and our neighbours.
Reliability	Provide dependable services and routing that allow Winnipeggers to move efficiently through the city with comfort and ease.
Innovation	Embrace and implement bold, new ideas for improved mobility and accessibility.



Poll Question

Winnipeg



Future Options & Opportunities

Winnipeg

Appendix F

MEETING NOTES – ROUND 1

SCATLIFF + MILLER + MURRAY
visionary urban design + landscapes

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes
Round one current conditions and issues
Interest-specific groups: Accessibility

Date/time of meeting: November 2, 2020, 2:00PM – 4:00PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Cheryl Dixon	Scatliff+Miller+Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff+Miller+Murray, Public Engagement Specialist
Samantha Blatz	Scatliff+Miller+Murray, Public Engagement Specialist
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Julie Dooley	City of Winnipeg, Communication and Engagement Lead
Natalie Geddes	City of Winnipeg, Office of Public Engagement
Susanne Dewey Povoledo	City of Winnipeg, Universal Design Coordinator

Advisory group members

In attendance:	Representing:
Philip Mikulec	Peg City Car Co-op
David Grant	Wise Up Winnipeg
Mark Cohoe	Bike Winnipeg
Anders Swanson	Winnipeg Trails Association
Chris Sobkowich	Human Rights Advisory Committee / Equity & Diversity Initiative
Jessie Klassen	Canadian National Institute for the Blind (CNIB)

In attendance:	Representing:
Samantha Rodeck	Transportation Options Network for Seniors (TONS)
Amarbeer Bhandari	Louis-Riel School Division
Heather Hisock	Manitoba Possible
Michel Durand-Wood	Safe Speeds Winnipeg
Darren Thomas	Manitoba School Boards Association

Distribution:

- CoW project manager + project team

Meeting goals:

- Introduce project, gather input; and foster early involvement to ensure stakeholders are part of the process

Meeting objectives:

- Gather and understand participants' current evaluation and experience with Winnipeg's transportation network (to help create the draft stakeholder priorities)
- Gather and understand participants' current interests, needs, and wants for improvements to the network
- Collect and identify common values from participants through a visioning exercise to help inform the draft stakeholder priorities (gather ideas on how transportation can support a better quality of life)
- Introduce the six component studies, scope, teams, objectives, background review findings, and opportunities for future input
- Communicate what the end goal of the project is and how it relates to other City strategies and policies

---

1.0 Meeting format

1.1 Welcome and background (PowerPoint presentation)

- Welcome and team introductions
- Agenda
- Introduce Alex Regiec, TMP project lead
- Overview of engagement process

1.2 Activity and modules

All activity and module exercises focused on current conditions and issues and were facilitated through the use of Google Jamboards. Where groups were too large to easily accommodate discussion, the large group was split into smaller groups using breakout rooms in Zoom. Participants engaged in roundtable discussions and exercises. Each breakout room included the same content and questions. In all breakout rooms, Google Jamboards were used to collect feedback from participants. The jamboard provides a virtual whiteboard for participants to share comments via sticky notes, similar to an in-person workshop.

The content for this section was centred around a vision and values exercise and four modules that each addressed one to two of the project's component studies. During the breakout room

sessions, participants were given links to jamboards for each module. In all breakout rooms participants were asked a series of open-ended and poll questions which they responded to through comments and voting using sticky notes and dots.

Breakout rooms

- **Vision and values**
  - Facilitated jamboard discussion and exercise

- **Module A – TMP2050 overview: How do you get where you're going? (Core framework study)**
  - Shared video from Bruce Mori & Adam Wenneman (IBI Group – Toronto)
  - Facilitated jamboard discussion and exercise

- **Module B – Non-capital intensive transportation options and goods movement study: How do you get what you need?**
  - Shared video from Adam Lanigan (Dillon Consulting)
  - Shared video from Jeannette Montufar (MORR Consulting)
  - Facilitated jamboard discussion and exercise

- **Module C – Pedestrian and cycling strategy update: How do you walk and bike through the city?**
  - Shared video from Stephen Chapman (MORR Consulting)
  - Facilitated jamboard discussion and exercise

- **Module D – The future, near & far: How will emerging technologies and imminent solutions change our network? (Emerging technologies and future transportation options and regional transportation review)**
  - Shared video from Ishtiyaq Gull (WSP Canada)
  - Shared video from Diana Emerson (WSP Canada)
  - Facilitated jamboard discussion and exercise

1.3 Conclusion

- Question and answer session with Alex Regiec
- Shared next steps
- Poll questions

2.0 Meeting results

The majority of comments put forward during this meeting revolved around different aspects of safety. These comments included issues with conflicts between users/modes that result in unsafe or life-threatening situations, issues that arise from poor street/sidewalk maintenance, including snow clearing, reduced speeds, safety issues from users disobeying traffic laws, and inconsistencies in infrastructure that leave users stranded or forced into unsafe situations.

Another issue that was frequently brought up was convenience. Participants noted that their transportation decisions were affected by the ease with which they were able to reach their destination and carry out various errands along the way, regardless of which mode they were using. Participants also noted that they considered the ease of transfer between modes in their decisions, as well as the connectivity of routes to the destinations they needed.

Connectivity was a third issue that was raised often throughout this meeting. Relating closely to the comments regarding safety, the majority of these comments focused on the gaps in the walking and cycling networks throughout Winnipeg. Participants noted that locations where cycling lanes or sidewalks end abruptly or are cut off by construction sites, with no alternate route provided, resulted in unsafe conditions and increased conflicts between users. Participants noted that the gaps in these networks factored into their decisions regarding where they choose to cycle and walk, as well as whether they choose to cycle or walk at all.

Other issues raised throughout the meeting included:

- Accessibility of infrastructure, including maintenance of sidewalks in winter
- Desire for access to more transportation modes – allowing people to decrease dependency on single-occupant vehicles
- A focus on transportation modes that support environmental sustainability

11 participants took part in these exercises and were split into two breakout rooms. Participants were able to submit unlimited comments on any issue and so the frequency of comments listed below is not indicative of the number of people who mentioned a certain issue. In addition, some comments referred to more than one issue and so were included under several key themes.

2.1 Vision and values

1. What is most important to you when you decide to travel around Winnipeg?

Key themes:	Frequency of comment:
- Convenience	7
- Safety	4
- Accessibility	4
- Seasonal	3
- Choice	3
- Affordability	2
- Maintenance	2
- Transit	1
- Infrastructure	1
- Quality of Life	1
- Reliability	1
- Multimodal	1

2. How can transportation support a better quality of life for you, the community you represent, and your neighbours?

Key themes:	Frequency of comment:

- Safety 6
- Multimodal 5
- Equity..... 5
- Connectivity..... 3
- Environmental Sustainability..... 3
- Accessibility..... 3
- Choice..... 3
- Operations..... 2
- Healthy Living. 2
- Technology..... 2
- Congestion..... 1
- Reliability..... 1
- Quality of Life..... 1
- Transit..... 1
- Maintenance..... 1

2.2 Module A - TMP2050 overview: Getting where you are going. (Core framework study)

1. What are the biggest transportation CHALLENGES you or the community you represent, experiences when moving through the City?

Key themes: Frequency of comment:

- Safety..... 8
- Equity..... 4
- Dependency..... 4
- Congestion..... 3
- Connectivity..... 3
- Seasonal..... 3
- Maintenance..... 3
- Design..... 3
- Transit..... 2
- Accessibility..... 2
- Conflict..... 1
- Affordability..... 1
- Multimodal..... 1
- Environmental Sustainability..... 1
- Rail..... 1
- Reliability..... 1
- Quality of Life..... 1

2. Think about mobility as it relates to your area of interest. Share your experiences.

Key themes: Frequency of comment:

- Transit 9
- Maintenance..... 7
- Safety..... 4
- Connectivity..... 3
- Multimodal..... 3
- Congestion..... 2
- Quality of Life..... 2
- Equity..... 2
- Technology..... 2
- Design..... 1
- Dependency..... 1
- Reliability..... 1

3. Are there any topics relating to transportation that come up often in conversation with your peers (within your area of interest)?

Key themes:	Frequency of comment:
- Safety	1

2.3 Module B – **Non-capital intensive transportation options and Goods movement study: How do you get what you need?**

1. POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?

Options:	Results:
- 2-4 times per week.....	2 votes
- 2-4 times per month.....	3 votes
- 2-4 times per year.....	0 votes
- Never	3 votes

2. What is the biggest challenge we face in Winnipeg in regards to goods movement?

Key themes:	Frequency of comment:
- Truck Routes.....	4
- Congestion.....	2
- Truck Size.....	1
- Dependency.....	1
- Communication.....	1
- Technology.....	1
- Safety.....	1
- Design.....	1

3. Describe your experience with specific types of network users: trucks, couriers, rail.

Key themes:	Frequency of comment:
- Communication.	2
- Truck size	2
- Rail relocation	2
- Delivery	1
- Conflict	1
- Safety	1
- Rail	1

4. What are your thoughts on COVID's impact on goods movement? How have your habits changed?

Key themes:	Frequency of comment:
- Local Delivery	4
- Online Ordering	2
- Remote work	1
- Local Pick-up	1
- Decreased travel	1
- Multimodal	1
- Buying less	1

2.4 Module C – **Pedestrian and cycling strategy update: How do you walk and bike through the city?**

1. POLL: Rate your knowledge of the existing cycling and pedestrian network in Winnipeg.

Options:	Results:
- Very Good	4 votes
- Good	4 votes
- Okay	1 votes
- Satisfactory	0 votes
- Poor	0 votes

2. Why do you or the community you represent, use the pedestrian and cycling network in Winnipeg?

Key themes:	Frequency of comment:
- Healthy Living.	5
- Environmental Sustainability	4
- Convenience	3
- Quality of Life	3
- Affordability	2
- Choice	2
- Transit	1
- Multimodal	1
- Decreased Travel	1
- Accessibility	1

3. What are some challenges with Winnipeg's pedestrian and cycling network?

Key themes:	Frequency of comment:
- Connectivity	10
- Safety	9
- Maintenance	7
- Design	5
- Seasonal	4
- Infrastructure	3
- Convenience	1
- Tactical Urbanism	1
- Dependency	1
- Funding	1
- Quality of Life	1
- Equity	1

4. What is most important to you and the community you represent when it comes to pedestrian and cycling infrastructure?

Key themes:	Frequency of comment:
- Safety	5
- Connectivity	4
- Choice	3
- Equity	2
- Quality of Life	2
- Maintenance	2
- Conflict	1
- Congestion	1

- Environmental Sustainability..... 1
- Tactical Urbanism..... 1
- Accessibility..... 1
- Seasonal..... 1
- Communication..... 1

2.5 Module D – **The future, near & far: How will emerging technologies and imminent solutions change our network? (Emerging technologies and future transportation options and regional transportation review)**

1. POLL: Rate your attitude towards technology.

   Options: Results:

   - Forward thinker..... 4 votes
   - Proceed with caution..... 6 votes
   - Somewhat slow to change..... 0 votes
   - Keeping it old school..... 0 votes

2. Do you use any type of technology (phone applications, variable message signs, etc.) to help you travel by public transit or personal vehicle? If yes, please specify.

   Key themes: Frequency of comment:

   - Google Maps..... 6
   - Transit..... 4
   - Navigo..... 3
   - Smartphone..... 1
   - Open Street Map..... 1
   - Carsharing..... 1
   - Waze..... 1
   - Blindsquare..... 1
   - Mapinhood..... 1
   - Bike Share..... 1
   - Pegcity..... 1
   - Ridehailing..... 1
   - Terkikartell..... 1
   - Mobility apps..... 1

3. What do you see as the key barriers to adoption of emerging technologies and future mobility options in Winnipeg?

Key themes:	Frequency of comment:
- Transit	3
- Funding	2
- Technology	2
- Accessibility	2
- Choice	2
- Communication	1
- Seasonal	1
- Political	1
- Convenience	1
- Carshare	1
- Equity	1
- Bike Share	1
- Environmental Sustainability	1

4. POLL: Are you aware that Winnipeg currently has 11 park and ride locations?

Options:	Results:
- Yes	3 votes
- No.	3 votes
- Unsure	1 votes

5. What challenges and opportunities do you see for 'park and ride' or 'cycle and ride' locations in Winnipeg?

Key themes:	Frequency of comment:
- Design	5
- Choice	5
- Security	3
- Communication	2
- Transit	2
- Safety	1
- Seasonal	1

2.6 Poll questions

1. *Have you attended a similar virtual style event before?*

Yes	No	Unsure
5 (100%)	0 (0%)	0 (0%)

2. *How easy did you find attending a Zoom meeting?*

Very Easy	Easy	Neutral	Difficult	Very Difficult
2 (33%)	3 (50%)	1 (17%)	0 (0%)	0 (0%)

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

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
0 (0%)	4 (66%)	1 (17%)	1 (17%)	0 (0%)

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 2, 2020 - Interest-Specific Group - Accessibility

Vision + Values				1. What is most important to you when you decide to travel around Winnipeg?
Key Themes				Raw Data
Accessibility				Accessibility.
Accessibility				Accessibility.
Affordability				Cost.
Choice				Can I find a destination that is local to me?
Convenience				Synchronized traffic lights.
Convenience				Efficiency.
Convenience				Moving around quickly and with ease.
Convenience				Convenience.
Infrastructure				Depends on infrastructure.
Maintenance				Roads are well maintained.
Maintenance	Seasonal			Roads are cleared of ice and snow.
Multimodal	Choice	Accessibility		Freedom, choices.
Quality of Life				Doesn't really work like that for me, sorry. But if I were pressed on an answer, I would say
Reliability				Reliability.
Safety	Convenience	Affordability		Safety, efficiency, affordability.
Safety	Convenience	Accessibility		That I have a safe, convenient, and affordable way to get to my destination.
Safety	Convenience			Efficiency and Safety.
Safety				Safety.
Seasonal				Weather.
Seasonal	Choice			Year-round access.
Transit				Transit services in newer developments such as Southland Parks, Sage Creek, Royalwood,

Vision + Values				2. How can transportation support a better quality of life for you, the community you represent, and your neighbours?
Key Themes				Raw Data
Accessibility	Equity			Prioritize vulnerable (seniors, children, mobility-challenged, etc.) over non-vulnerable.
Congestion	Operations			Infrastructure and operational changes to minimize congestion.
Connectivity				Complete networks.
Connectivity	Choice			Easier access to new developments - Better connectivity between neighbourhoods.
Environmental Sustainability				Prioritize modes that present fewer negative externalities.
Environmental Sustainability				By being developed for people 7 generations from now.
Environmental Sus	Multimodal			Incentives - better access to alternatives options. For carsharing, that's parking, but more.
Equity				Prioritize equitable access to different transportation modes, rather than equal access.
Equity				By admitting past failures, and handing power back to the people who have been ignored, especially youth, women, people of colour and indigenous peoples.
Multimodal	Connectivity			Non-auto connections to multiple areas.
Multimodal	Accessibility	Choice		Having a wide range of transportation options can allow Older Adults to stay engaged in their community, can allow people to access essential services that we all assume everyone has access to and we can ensure Older Adults can age in place within their community. Transportation is a key component of an Age friendly community, what's good for the young will be good for the old and vice versa.
Multimodal				Integrated systems. How can transit, active transportation and carsharing be better connected/integrated.
Operations				Prioritize movements within a neighbourhood/area rather than those moving through it.
Quality of Life				It helps us stay socially engaged which enhances quality of life.
Reliability	Multimodal	Healthy Living	Choice	If my transportation system gives me reliable and realistic choice as to how I get to my destinations it can allow me to choose a healthy, affordable option for my transport. If land use combines with that to ensure local destinations, then I can also support my local businesses. Cheaper transportation options such as walking, biking, our transit allow me to spend more of my income on housing, food, etc, and less on transportation. That's better for me, as well as for my community as it adds economic impact.
Safety				Keep me safe.
Safety				Safety in mind re: kids in the area.
Safety				Need to assess risk when improvements to safety are made.
Safety	Equity			Safety for all road users - more space, bigger budget for vulnerable road users.

Safety	Healthy Living	Equity		By creating an environment, with urgency, that reflects all of us and that doesn't feel like it is actively trying to kill the ones who try to be healthy and filled with joy.
Safety	Maintenance			Prioritizing safety and proper maintenance of sidewalks and pathways.
Technology				Embracing technology options - bluetooth beacons, navigation apps, real-time information.
Technology				MAS - kind of fits under integration as well.
Transit	Accessibility			Greater freedom and indepence. For Winnipegers who rely on Winnipeg Transit Plus, movement can be very restrictive.

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 2, 2020 - Interest-Specific Group - Accessibility

Core Framework Study			1. What are the biggest transportation CHALLENGES you or the community you represent, experiences when moving through the City?
Key Themes			Raw Data
Access			Availability of carsharing locations.
Accessibility			The assumption Older Adults will always drive. Their health and ability to safely continue to drive can make it dangerous.
Affordability	Accessibility	Multimodal	Lack of affordable options and lack of variety in options that support Older Adults through the spectrum of aging is very very challenging. It's either one or the other, no
Conflict	Safety		We face danger when other users disobey laws, such as jaywalking.
Congestion	Equity		Congestion. Those who are not in vehicles should be afforded safe options.
Congestion			Congestion. Traffic lights not working in sync, too much start and stopping.
Congestion	Connectivity		Traffic delays, lack of infrastructure. Connectivity.
Connectivity			Gaps and missing connections in our cycling network that force people on bike to share
Connectivity			Connectivity.
Dependency on single occup	Equity		Too much priority afforded to vehicular travel. Forces vehicular travel for too many trips.
Dependency on single occup	Environmental Sustainability		Too much priority afforded to vehicles. Forces negative externalities on those not in vehicles.
Dependency on single occup	Equity		Prioritizing private auto.
Dependency on single occup	Equity		Prioritization of individual vehicles over all residents.
Design			Built form - low density, transportation hierarchy.
Design			Road geometry.
Design			Constantly reminded that our city is not built for people.
Maintenance	Seasonal		Active transport maintenance (e.g. snow clearing).
Maintenance	Seasonal		Maintenance-sidewalks, snowclearing, tree/shrub maintenance.
Maintenance	Seasonal		Streets and pathways that are not cleared of snow.
Quality of Life			We can't hear each other. Everything smells awful.
Rail			Trains.
Reliability			Reliability.
Safety			No way to cross a busy street, either to get to a bus, to get to a destination, or to
Safety			Safety with road crossings, School patrols and speeding vehicles.
Safety			Dangerous or distracted driving.
Safety			We have to be on high alert not to get killed.
Safety			I am afraid to let my kids and nieces and nephews walk anywhere.
Safety			Safety concerns in the Downtown area.
Safety			High road speeds.

Security			Fear of theft of my bicycle once I get to my destination.
Transit			Transit spends on mega projects, then lies about how that makes service better and
Transit			Delays, long waits, availabilty of Transit Plus rides.

Core Framework Study			2. Think about mobility as it relates to your area of interest. Share your experiences.
Key Themes			Raw Data
Congestion			Flow - traffic lights in sync.
Congestion			We got a mega buck traffic control system, but cannot enhance the smooth flow of traffic. Sync lights, extend green times when traffic is heavy. This has been done in bigger
Connectivity			Routing for people on bikes is generally haphazard. Lacking continuity and coherence,
Connectivity			Bike routes don't flow well and are dangerous.
Connectivity			Incomplete cycling networks makes it impossible to get to where you need to get to.
Dependency on single occupant vehicle			Cars need to be treated as guests nearly everywhere.
Design			Build neighbourhoods around mass transit and active transport.
Maintenance			Roads/paths/sidewalks in disrepair.
Maintenance			Snow clearing for ALL sidewalks important for pedestrians and transit users.
Maintenance			Snow clearing, pot holes.
Maintenance	Safety		Any sidewalk cracks, holes, create dangerous situation for many users.
Maintenance	Equity		Prioritize winter maintenance for the modes you want to see. We baby cars and large
Maintenance			Winter maintenance.
Multimodal			Our city isolates all forms of transportation, no flow.
Multimodal			It's quite difficult to chain a bike trip with a transit trip.
Multimodal			Integrate carsharing into transit.
Quality of Life	Equity		Prioritizing free-flow of traffic makes surrounding neighbourhood less liveable, less
Reliability			Often absent, rarely predictable.
Safety	Quality of Life		Fast-moving vehicular traffic makes neighbourhood streets and high-streets dangerous,
Safety			Reduced speeds and vehicle traffic needed in neighbourhoods.
Technology			Mobility as a service.
Transit			City Services: lack of resources for transit plus. Not enough education for regular transit,
Transit	Maintenance		The right edge of every arterial get torn up by transit buses, and is not built to survive
Transit			Infrequent transit makes it difficult to move about the city efficiently.
Transit	Safety		Bus stops are often located nowhere near a safe crossing.
Transit	Technology		We need to stop categorizing as transit, and treat the user as someone with a need to be
Transit			Transit Plus - long delays, lack of access.
Transit			Properly fund transit operations.
Transit			Frequent reliable affordable transit service.
Transit			Lack of transit services in new developments.
Core Framework Study			3. Are there any topics relating to transportation that come up often in conversation with your peers (within your area of interest)?
Key Themes			Raw Data
Safety			Safety with kids around schools. Drop off areas, walking to schools via crosswalks.

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 2, 2020 - Interest-Specific Group - Accessibility

Goods Movement Study		POLL: How often do you order goods (including restaurant meals, groceries, or other items) online or over the phone to be delivered to your home or place of work?
	2-4 times/wk	2
	2-4 times/mn	3
	2-4 times/yr	0
	Never	3
Goods Movement Study		**2. What is the biggest challenge we face in Winnipeg in regards to goods movement?**
Key Themes		Raw Data
Communication	Technology	Lack of updated maps of new developments.
Congestion		Traffic delays.
Congestion		Being overwhelmed by delivery services. How it adds to congestion, pollution etc.
Dependency on single occupant vehicle		Too many personal vehicles on the road taking up space that commercial vehicles could use.
Design		Moving through neighbourhoods.
Safety		Safety from speeding delivery vehicles.
Truck routes		Truck routes should be separated.
Truck Routes		Heavy trucks are not compatible with some of our roads. A long vehicle approaching a
Truck Routes		Not enough designated commercial routes.
Truck Routes	Truck size	Not enough variety in the size/types of commercial vehicles.. No need for an 18-wheeler to deliver everywhere in the city. Smaller/different vehicles/bikes could be used for last

Goods Movement Study		**3. Describe your experience with specific types of network users: trucks, couriers, rail.**
Key Themes		Raw Data
Communication		Truck drivers require more training.
Communication		Couriers need more display (Amazon drivers esp).
Conflict		Competing for space with couriers and various trucks as a cyclist. Couriers blocking bike
Delivery		More stuff could be delivered by bike/cargo bike if infrastructure was there.
Rail		Rail freight takes priority over passenger rail in Canada, making for a poor transportation option.
Relocation		Politicians claim to be dedicated to move rail away from the city, but then realize that
Relocation		Biking into the north end reminds me each time how rail built our city but also dominates
Safety		I have almost been hit twice by large courier vehicles! (UPS, Purolator)
Truck size		UPS trucks are needed and careful on our small residential streets.
Truck size		Refrigerated vans (grocery delivery)… more of this size or smaller would be good.
Goods Movement Study		**4. What are your thoughts on COVID's impact on goods movement? How have your habits changed?**
Key Themes		Raw Data
Buying less		Buying less.
Decreased travel		Less trips to grocery and retail stores.
Local delivery		I buy more hyper-locally.. Ie. Businesses in my neighbourhood, meaning I can pick up by walk/bike, or they deliver (but in a small distance).
Local delivery		Trying to support more local. We're too reliant on out of Province/Country.
Local delivery		Buying online from local businesses, having things delivered.
Local Delivery	Multimodal	I wish someone would start an all bicycle restaurant delivery company that paid a living
Local Pick-up		Curbside pick-up.
Online		Ordering online for goods (non-grocery/meals).
Online		Ordering online.
Remote work		Infectious disease will always be with us. C19 will always infect us. Others will follow.

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 2, 2020 - Interest-Specific Group - Accessibility

Pedestrian and Cycling Strategy Update			**POLL: Rate your knowledge of the existing cycling and pedestrian network in Winnipeg.**
		Very Good	4
		Good	4
		Okay	1
		Satisfactory	0
		Poor	0
Pedestrian and Cycling Strategy Update			**2. Why do you or the community you represent, use the pedestrian and cycling network in Winnipeg?**
Key Themes			Raw Data
Affordability			It's what I can afford.
Convenience			To get to places ;)
Convenience			Getting to everyday destinations.
Decreased Travel			People who use carsharing services tend to reduce their VMT. Choose to shed vehicles
Environmental sustainability			To move around sustainably.
Environmental Sustainability			To move around while creating as few negative externalities as possible.
Environmental sustainability			To protect the environment.
Environmental sustainability			Support Green Initiative.
Healthy Living			It protects my health and improves my productivity.
Healthy Living	Affordability		For aerobic exercise, and low cost personal transport.
Healthy Living	Accessibility	Quality of Life	Recreation, accessibility.
Healthy Living	Choice	Multimodal	Stay healthy, stay active, to have an additional form of transportation, access essential services.
Healthy Living	Convenience		Health, freedom and independence.
Quality of Life			Walking in parks and along our river is one of the most beautiful forms of entertainment.
Transit	Choice	Quality of Life	Access to transit, Transit Plus, access to work, leisure, social.
			I am unable to succinctly answer that question.

Pedestrian and Cycling Strategy Update			3. What are some challenges with Winnipeg's pedestrian and cycling network?
Key Themes			Raw Data
Connectivity			"Network" is a bad descriptor. It needs to be connected to a network.
Connectivity	Tactical urbanism		City is bad at creating cycling infrastructure.. Need to build out complete network in a
Connectivity			Neighbourhood trails end at the neighbourhood edges.
Connectivity			There are huge gaps in the network - Rivers, rail lines, major streets.
Connectivity	Safety		Connectivity - new bike infrastructure great! As soon as you have to leave the path, feels scary.
Connectivity	Infrastructure		Sidewalks and bike lanes not available in every neighbourhood.
Connectivity			Lack of cohesive design and networks.
Connectivity			According to Roger Roulette, "protected bike lane" in Ojibwe translates to "well built road". For me, a major issue is this idea of a network, and not simply any road, well-designed.
Dependency on single occupant vehic	Equity		Too much priority given to auto.
Design	Connectivity		Being built piecemeal.. Won't get usage until network is connected.
Design			Lack of space for sidewalk and pathway users.
Design			Road design.
Design			Poor pedestrian and cycling design.
Design			Our built form.
Funding			It is grossly underfunded.
Infrastructure			Quality of infrastructure.
Infrastructure			Lack of infra.
Maintenance	Seasonal		Winter maintenance is lacking.. Snow clearing priority is very important.
Maintenance	Seasonal		No one uses many bike paths, but they are still plowed, and lanes are not.
Maintenance			Broken stuff accumulates in the gutter of arterial roads, and that is the bike lane.
Maintenance	Seasonal		Snow and ice clearing is dismal.
Maintenance			Maintenance - any cracks, holes in sidewalks, or slippery surface creates dangerous situations for users who are blind/partially sighted and/or users navigating with assistive device.
Maintenance			Poor maintenance.
Maintenance	Seasonal		Snow clearing delays.
Quality of Life			The soundscape is so loud I can barely hear people walking next to me when we talk.
Safety	Convenience		Mixed use corridors that have no safe access for me to reach their destinations. (Portage, Main, St. Mary's,…) If this is where we want to build our city, then it needs to be accessible in a safe, convenient manner.
Safety			Safety.
Safety			Safety of user.
Safety			Lack of safety. Should be safe to bring your 8 year-old with you anywhere.

Safety	Connectivity		I have been injured by discontinuities in the bike paths. The bike paths which cross paths with riders exiting the bus are very dangerous, but we keep getting more!
Safety			Safety.
Safety			Distracted driving, aggressive driving.
Safety			Safety.
			What this means for a user is disconnection, the need for planning, the opposite of what you need to do when driving.
Pedestrian and Cycling Strategy Update			**4. What is most important to you and the community you represent when it comes to pedestrian and cycling infrastructure?**
Key Themes			Raw Data
Choice			People on bike and foot need to be able to reach all destinations in the city.
Choice	Convenience		Needs to take you where you need to go (schools, stores, restaurants, etc.).
Communication			Pedestrian and cycling map for public.
Congestion	Environmental Sustainability		Creating congestion (exchange district) for trucks and cars, by dedicating a lane to bikes means more GHG and more time wasted for all.
Connectivity	Tactical urbanism		Network needs to be built out all at once, but in a temporary fashion.. We will get a lot wrong, need to be able to easily adjust.
Connectivity	Convenience		Ease of use, connecting to all areas.
Connectivity			Integration/connection.
Convenience			People on foot and bike need to have direct routes.
Design			A bike path with is 20% longer than the road is not good.
Equity			All ages and abilities.
Equity			Should be safe for my child as well as my mother.
Maintenance	Seasonal		Fast and connected sidewalk snow clearing.
Maintenance	Connectivity	Accessibility	Maintenance, connectivity, audible signals.
Quality of Life			Respect.
Safety			People on foot and bike need to be safe wherever they are going.
Safety	Conflict		Dedicated paths away from vehicles (as much as possible).
Safety	Quality of Life		Making bikes ride uphill is hard work, and the downhill run can be dangerous.
Safety	Choice		Safety, connections to essential services.
Safety			Safe roads.

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 2, 2020 - Interest-Specific Group - Accessibility

Emerging Technologies				1. POLL: Rate your attitude towards technology.
			Forward Thinker	4
			Proceed with caution	6
			Somewhat slow to change	0
			Keeping it old school	0
Emerging Technologies				2. Do you use any type of technology (phone applications, variable message signs, etc.) to help you travel by public transit or personal vehicle? If yes, please specify.
Key Themes				Raw Data
Bike Share	Integrate mobility apps			When travelling: bike share, integrated mobility apps.
Blindsquare				Blindsquare.
Carsharing App				Carsharing App.
Google Maps				Google maps on phone.
Google Maps				Usually Google maps.
Google Maps				I use Google Maps before I undertake a trip, by car, bike or bus. This estimates travel time, which I find important.
Google Maps	Navigo	Wpg Transit	Open Street Maps	Yes, I use Navigo, as well as Wpg Transit app for public transit. I also use Google Maps and OSM.
Google Maps				Google maps.
Google Maps				Google maps.
Mapinhood				Mapinhood.
Navigo				I use the Transit website to plan my trip.
Navigo				Navigo on phone.
Pegcity Car Co-Op				PegCity Car Co-op.
Ridehailing				Ridehailing.
Smartphone				Phone as needed.
Terkikartella, Finland's Amazing Open Source Trails App				Terkikartella, Finland's amazing open source trails app.
Transit App	Waze			Transit app, Waze.
Transit App				Winnipeg Transit app.
Transit App				Transit app.

Emerging Technologies				**3. What do you see as the key barriers to adoption of Emerging Technologies and Future Mobility options in Winnipeg?**
Key Themes				Raw Data
Accessbility				Some tech not accessible from the start.
Accessibility	Technology			Aging population and lack of tech awareness.
Accessibility	Equity			Exclusiveness.
Bikeshare				There are not 1000 regular bike share systems in the world. They've been around for decades. Where is ours?
Carshare				Carsharing: policy support with parking, infill and transit policy support. Building electric networks. Need City support.
Choice				Availability.
Choice				So many to choose from.
Communication				Lack of available data to implement.
Convenience				Convenience.
Environmental Sustainability				How tech like ride hailing undermine our sus transportation goals.
Funding				Funding.
Funding				Cost. If the only happen with tax dollars, then they are not prudent.
Political				Lack of forward thinking policy framework in Winnipeg.
Seasonal				Climate (Northern climate).
Technology				Technology isn't always the best solution to problems. Sometimes low-tech solution (like putting the "stuff" closer together) is more sustainable, affordable, than a tech solution.
Transit				…or bringing a baby stroller onto a bus.
				The fact that we have not mastered the baby stroller.
Regional Transportation Review				**1. Are you aware that Winnipeg currently has 11 park and ride locations?**
			Yes	3
			No	3
			Unsure	1

Regional Transportation Review				2. What challenges and opportunities do you see for 'park and ride' or 'cycle and ride' locations in Winnipeg?
Key Themes				Raw Data
Choice	Security	Design		I want to ride my bike from home to the bus. I do not want a park and ride, which is just a supermarket for thieves to break into our cars.
Choice		Design		We often design park and ride sites on the outskirts of our exurbs where it is hard to walk or bike to.
Choice		Design		We tend to place park and ride/park and pedal where it's very difficult to continue by bike.
Choice				Not sure. All I would say is that City would do way better in first/last mile issues and looking into cycling, carsharing as part of first/last mile
Choice				Park and ride/park and pedal sites need to be placed where they can provide easy access to the chosen network (bus/bike) without bringing people in too far to make it worth transferring over.
Communication				Promotion.
Communication				Promotion.
Design				Park & Ride can only be a temporary use.. Land near transit stops tend to increase land values, which puts upward pressure on development. However, parking is an inherently low-value use of land.
Design	Transit			Cycle and rides in every neighbourhood, should underpin our transit master plan.
Safety				Safety.
Seasonal				Warm shelters.
Security				I want my bike when I get off the bus. I do not trust a locker, and often need to cover large distances downtown, and want my bike for that.
Security				Location and security.
Transit				Rapid transit development.

Transportation Master Plan: 2050

EMAIL FEEDBACK

Interest-Specific Groups - Accessibility

Upon reflection, I had initially thought that organizations like the Wrench could provide awareness training about the importance of wearing reflective vests, helmets and headlamps when cycling at night. Then I realized that this would not solve much. It really boils down to our poverty problem. The disadvantaged population to which I'm referring exhibits a lack of safe behavior, not only while cycling, but in many contexts, due to poverty, racism, lack of engagement and education, feelings of hopelessness, instability, etc. We need to address this. It's also the only way bussing (and walking) in impoverished neighborhoods will become significantly safer.

What is MOST important to you when you decide to travel around Winnipeg?

Weather

Safety, efficiency, affordability.

That I have a safe, convenient, and affordable way to get to my destination.

Efficiency and Safety

Depends on infrastructure

Can I find a destination that is local to me?

How can transportation support a better quality of life for you, the community you represent, and your neighbours?

Non-auto connections to multiple areas

Prioritize equitable access to different transportation modes, rather than equal access.

community, can allow people to access essential services that we all assume everyone has access to and we can ensure Older Adults can age in place within their community. Transportation is a key component of an

affordable option for my transport. If land use combines with that to ensure local destinations, then I can also support my local businesses. Cheaper transportation options such as walking, biking, our transit allow my to spend

Prioritize movements within a neighbourhood/area, rather than those moving through it.

Infrastructure and operational changes to minimize congestion.

Prioritize modes that present fewer negative externalities.

It helps us stay socially engaged which enhances quality of life

Prioritize vulnerable (seniors, children, mobility-challenged, etc) over non-vulnerable.

Need to assess risk when improvements to safety are made.

Complete Networks

Keep me safe

Safety in mind re: kids in the area

What are the biggest transportation CHALLENGES you or the community you represent, experiences when moving through the City?

Congestion. Those who are not in vehicles should be afforded safe options.

Transit spends on mega projects, then lies about how that makes service better and faster.

Fear of theft of my bicycle once I get to my destination.

Lack of affordable options and lack of variety in options that support Older Adults through the spectrum of aging is very very challenging. Its either one or or the other, no multi model perspective

Streets and pathways that are not cleared of snow.

Too much priority afforded to vehicles... forces negative externalities on those not in vehicles.

No way to cross a busy street, either to get to a bus, to get to a destination, or to continue on my way.

We face danger when other users disobey rules, such as jaywalking.

Safety with road crossings, School patrols and speeding vehicles

Too much priority afforded to vehicular travel... forces vehicular travel for too many trips.

Congestion. Traffic lights not working in sync, too much start and stopping.

Gaps and missing connections in our cycling network that force people on bike to share the road with heavy traffic.

The assumption Older Adults will always drive. Their health and ability to safely continue to drive can make it dangerous.

Think about mobility as it relates to your area of interest. Share your experiences.

Flow & Routing

Flow - traffic lights in sync

We got a mega buck traffic control system, but cannot enhance the smooth flow of traffic. Sync lights, extend green times when traffic is heavy. This has been done in bigger cities for decades.

Routing for people on bikes is generally haphazard. Lacking continuity and coherence, flipping from one side of the road to the other, large gaps.

Fast-moving vehicular traffic makes neighbourhood streets and high-streets dangerous, unpleasant for use by anyone other than those in cars.

Bike routes don't flow well and are dangerous

Incomplete cycling network makes it impossible to get to where you need to get to.

City Services (Transit, Rapid Transit & Transit Plus)

City Services: lack of resources for transit plus. Not enough education for regular transit, too long of wait times for all services

The right edge of every arterial get torn up by transit buses, and is not built to survive that abuse.

Our city isolates all forms of transportation, no flow

Prioritizing free-flow of traffic makes surrounding neighbourhood less liveable, less usable by other modes.

Its quite difficult to chain a bike trip with a transit trip.

Maintenance

Roads/paths/sidewalks in disrepair

Infrequent transit makes it difficult to move about the city efficiently.

Snow clearing for ALL sidewalks important for pedestrians and transit users.

Bus stops are often located no where near a safe crossing.

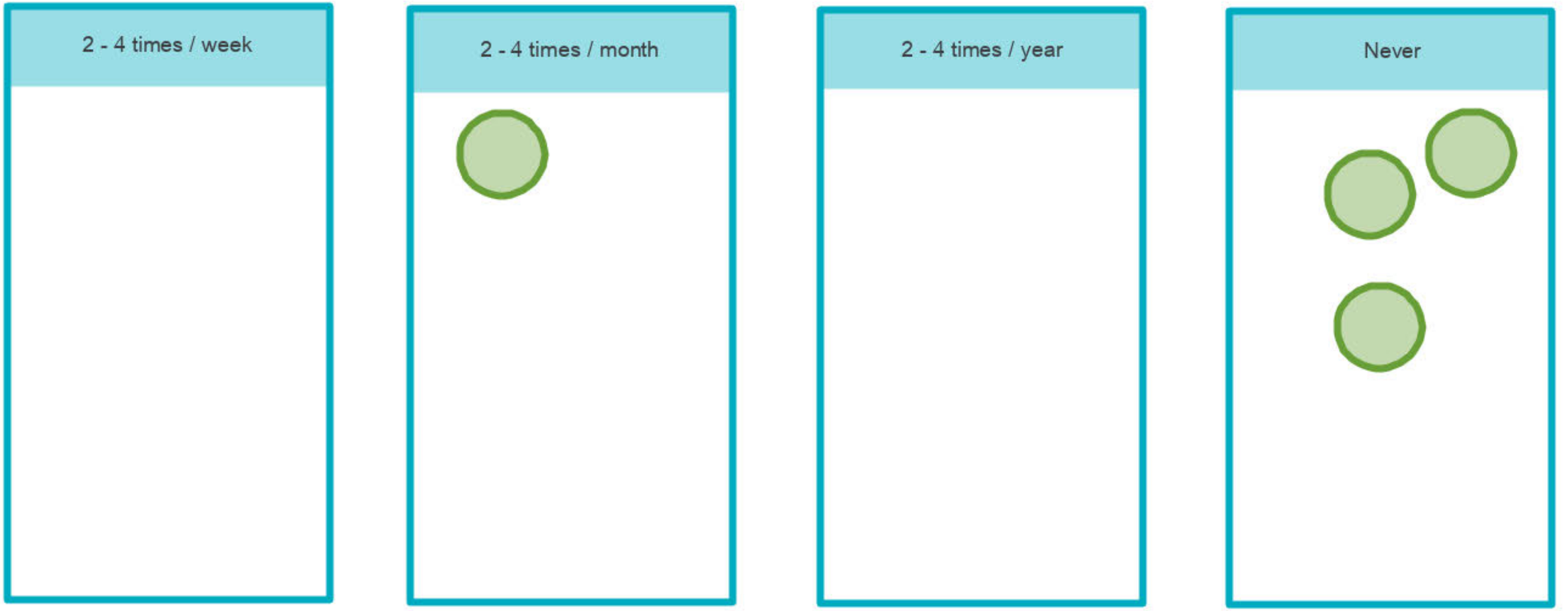
Often absent, rarely predictable.

Are there any topics relating to transportation that come up often in conversations with your peers (within your area of interest)?

Safety with kids around schools. Drop off areas, walking to schools via crosswalks

POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?

Click and drag only ONE circle to your answer.



What is the biggest CHALLENGE we face in Winnipeg in regards to goods movement?

Truck routes should be separated

Not enough designated commercial routes

Not enough variety in the size/types of commercial vehicles... no need for an 18-wheeler to deliver everywhere in the city. Smaller/different vehicles/bikes could be used for last mile.

Too many personal vehicles on the road taking up space that commercial vehicles could use.

Heavy trucks are not compatible with some of our roads. A long vehicle approaching a traffic light at half the posted limit cannot comply with the law.

Describe your experience with specific types of network users: trucks, couriers, rail

Truck drivers require more training.

More stuff could be delivered by bike/cargo bike if infrastructure was there.

Politicians claim to be dedicated to move rail away from the city, but then realize that would be too expensive. (Dan Vandal)

Refrigerated vans (grocery delivery)... more of this size or smaller would be good.

UPS trucks are needed and careful on our small residential streets.

Couriers need more display (Amazon drivers esp)

What are your thoughts on COVID's impact on goods movement? How have your habits changed?

I buy more hyper-locally... ie. businesses in my neighbourhood, meaning I can pick up by walk/bike, or they deliver (but in a small distance).

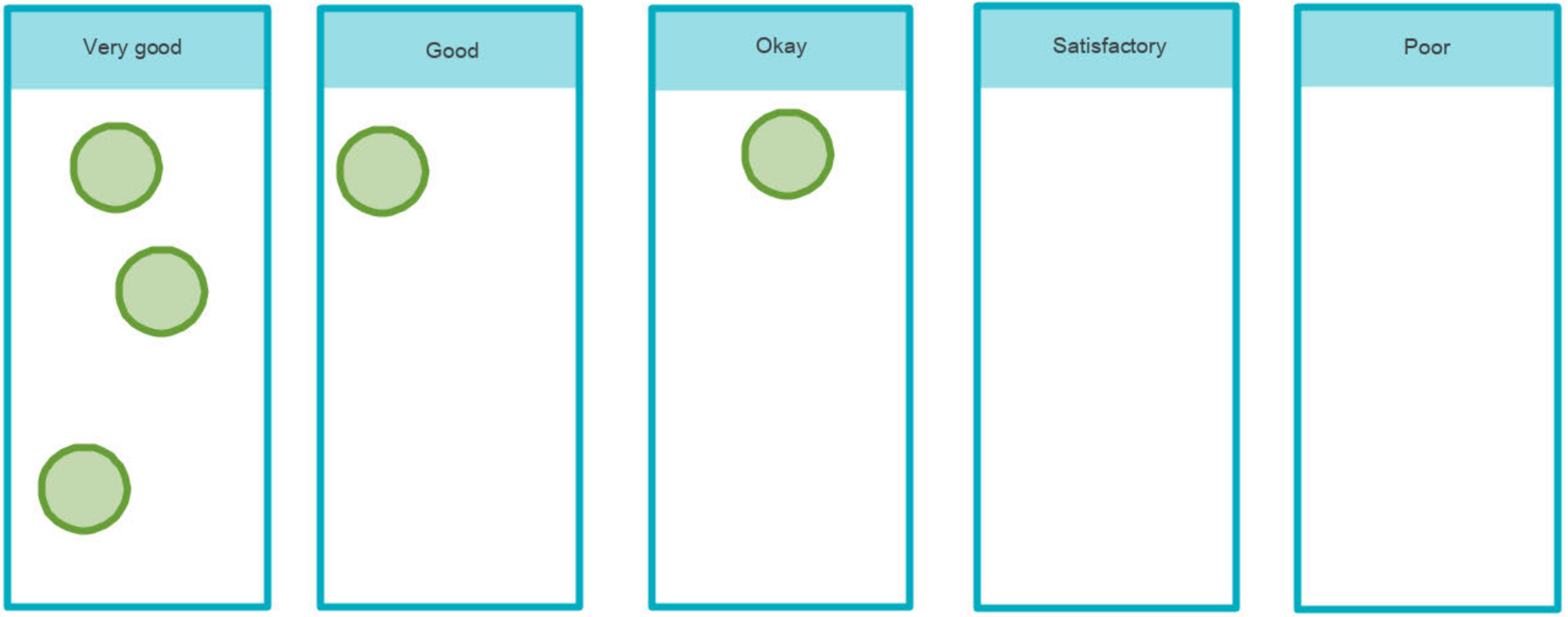
Trying to support more local. We're too reliant on out of Province/Country

Infectious disease will always be with us. C19 will always infect us. Others will follow. Every job and entertainment function which can be done online will for decades to come. This means no need for downtown offices and arenas.

Ordering online for goods (non-grocery/meals)

POLL: Rate your knowledge of the existing cycling and pedestrian network in Winnipeg.

Click and drag only ONE circle to your answer.



Why do you or the community you represent, use the pedestrian and cycling network in Winnipeg?

To get to places. ;)

To move around sustainably.

Getting to everyday destinations

To move around while creating as few negative externalities as possible.

To protect the environment

Walking in parks, and along our rivers is one of the most beautiful forms of entertainment.

It protects my health and improveds my productivity

Its what I can afford

For aerobic exercise, and for low cost personal transport.

recreation, accessibility

Stay healthy, stay active, to have an additional form of transportation, access essential services

What are some challenges with Winnipeg's pedestrian and cycling network?

Mixed use corridors that have no safe access for me to reach their destinations. (Portage, Main, St. Mary's,...) If this is where we want to build our city, then it needs to be accessible in a safe, convenient manner.

Broken stuff accumulates in the gutter of arterial roads, and that is the bike lane.

I have been injured by discontinuities in the bike paths. The bike paths which cross paths with riders exiting the bus are very dangerous, but we keep getting more!

"Network" is a bad descriptor. It needs to be connected to be a network.

Neighbourhood trails end at the neighbourhood edges.

too much priority given to auto

quality of infrastructure

There are huge gaps in the network - Rivers, rail lines, major streets.

safety

Being built piecemeal... won't get usage until network is connected.

Safety of user

Winter maintenance is lacking... snow clearing priority is VERY important.

Snow and ice clearing is dismal

No one uses many bike paths, but they are still plowed, and lanes are not.

City is bad at creating cycling infrastructure... need to build out complete network in a temporary way so we can adjust as we go.

Lack of safety. Should be safe to bring your 8 year-old with you anywhere.

It is grossly underfunded.

What is most important to you and the community you represent when it comes to pedestrian and cycling infrastructure?

All ages and abilities.

Should be safe for my child, as well as my mother.

People on foot and bike need to be safe wherever they are going.

dedicated paths away from vehicles (as much as possible)

Creating congestion (exchange district) for trucks and cars, by dedicating a lane to bikes means more GHG and more time wasted for all.

A bike path with is 20% longer than the road is not good.

Network needs to be built out all at once, but in a temporary fashion... we will get a lot wrong, need to be able to easily adjust.

Safety, connections to essential services

People on bike and foot need to be able to reach all destinations in the city.

ease of use, connecting to all areas

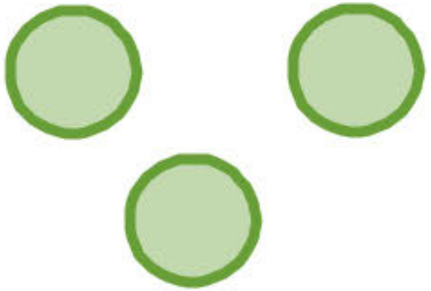
Needs to take you where you need to go (schools, stores, restaurants, etc.)

People on foot and bike need to have direct routes.

Making bikes ride uphill is hard work, and the downhill run can be dangerous.

POLL: Rate your attitude towards technology

Click and drag only ONE circle to your answer.

Forward thinker: Embrace it as it is happening	Proceed with caution	Somewhat slow to change	Keeping it 'old school': I like things to stay the same
			

Do you use any type of technology (phone applications, variable message signs, etc.) to help you travel by public transit or personal vehicle? If yes, please specify.

phone as needed

Google Maps on phone.

usually google maps

I use google maps before I undertake a trip, by car, bike or bus. this estimates travel time, which I find important.

I use the Transit website to plan my trip.

Navigo on phone.

Yes, I use Navigo, as well as a Wpg Transit app for p[ublic transit. I also use google maps and OSM

What is MOST important to you when you decide to travel around Winnipeg?

Accessibility

roads are well maintained

Transit services in newer developments such as Southland Parks, Sage Creek, Royalwood, Bonavista

Doesnt really work like that for me, sorry. But if I were pressed on an answer, I would say that 90% of the time its about what the last thing I would want to be doing if I died the next day, if that makes sense.

Freedom, choices

Year-round access

Safety

roads are cleared of ice and snow

Moving around quickly and with ease

Cost

Reliability

Efficiency

Convenience

Accessibility

Synchronized traffic lights

How can transportation support a better quality of life for you, the community you represent, and your neighbours?

Greater freedom and independence. For Winnipeggers who rely on Winnipeg Transit Plus, movement can be very restrictive

Easier access to new developments - Better connectivity between neighbourhoods

Integrated systems. How can transit, active transportation and carsharing be better connected/integrated.

By creating an environment, with urgency, that reflects all of us and that doesn't feel like it is actively trying to kill the ones who try to be healthy and filled with joy.

Prioritizing safety and proper maintenance of sidewalks and pathways

Safety for all road users - more space, bigger budget for vulnerable road users

Embracing technology options - bluetooth beacons, navigation apps, real-time information

By being developed f people 7 generations from now.

Incentives - better access to alternatives options. For carsharing that's parking, but more

MAS - kind of fits under integration as well.

By admitting past failures, and handing power back to the people who have been ignored, especially youth, women, people of colour and indigenous peoples.

What are the biggest transportation CHALLENGES you or the community you represent, experiences when moving through the City?

Dangerous or distracted driving

Prioritizing private auto

Maintenance - sidewalks, snowclearing, tree/shrub maintenance

Safety Concerns in the Downtown area

We cant hear each other. Everything smells awful.

Built form - low density, transportation hierarchy

Delays, long waits, availability of Transit Plus rides

active transport maintenance (e.g. snow clearing)

Trains

Reliability

Traffic delays, lack of infrastructure, Connectivity

High road speeds

Constantly reminded that our city is not built for people

Prioritization of individual vehicles over all residents

We have to be on high alert not to get killed.

Availability of carsharing locations

I am afraid to let my kids and nieces and nephews walk anywhere.

Connectivity

Road geometry

Think about mobility as it relates to your area of interest. Share your experiences.

Flow & Routing

Cars need to be treated as guests nearly everywhere.

Build neighbourhoods around mass transit and active transport

Integrate carsharing into transit

Reduced speeds and vehicle traffic needed in neighbourhoods

City Services (Transit, Rapid Transit & Transit Plus)

We need to stop categorizing as transit, and treat the user as someone with a need to be filled. Mobility as a service.

Frequent reliable affordable transit service.

lack of transit services in new developments

Transit Plus - long delays, lack of access,

Properly fund transit operations

Mobility as a service

Maintenance

Snow clearing, pot holes

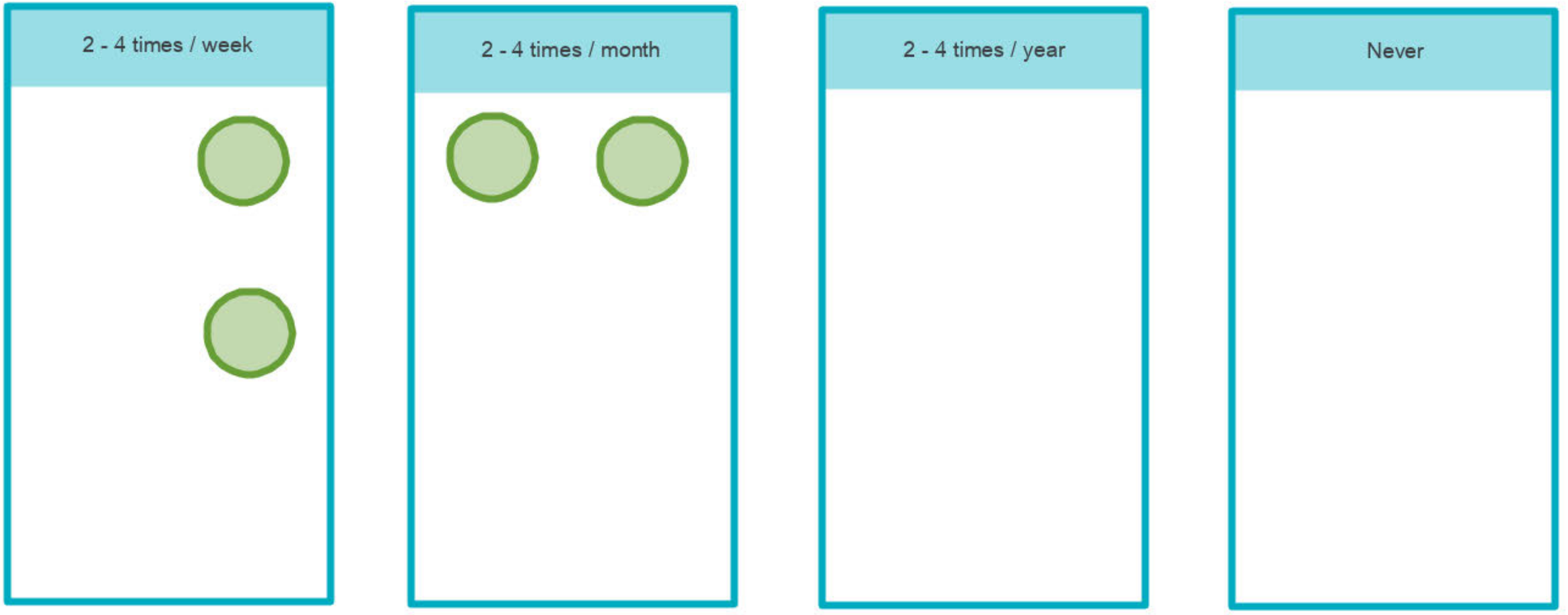
Winter maintenance

Any sidewalk cracks, holes create dangerous situation for many users

Prioritize winter maintenance for the modes you want to see. We baby cars and large vehicles, and they dont need it.

POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?

Click and drag only ONE circle to your answer.



What is the biggest CHALLENGE we face in Winnipeg in regards to goods movement?

Traffic delays

Lack of updated maps of new developments

Moving through neighbourhoods

Being overwhelmed by delivery services. How it adds to congestion, pollution, etc.

Safety from speeding delivery vehicles

Describe your experience with specific types of network users: trucks, couriers, rail

I have almost been hit twice by large courier vehicles! (UPS, Purolator)

Competing for space with couriers and various trucks as a cyclist. Couriers blocking bike lanes.

Biking into the north end reminds me each time how rail built our city but also dominates it in a way that isn't sustainable. Blocks urbanism.

Rail freight takes priority over passenger rail in Canada, making for a poor transportation option

What are your thoughts on COVID's impact on goods movement? How have your habits changed?

Buying online from local businesses, having things delivered

Curbside pick-up

ordering online

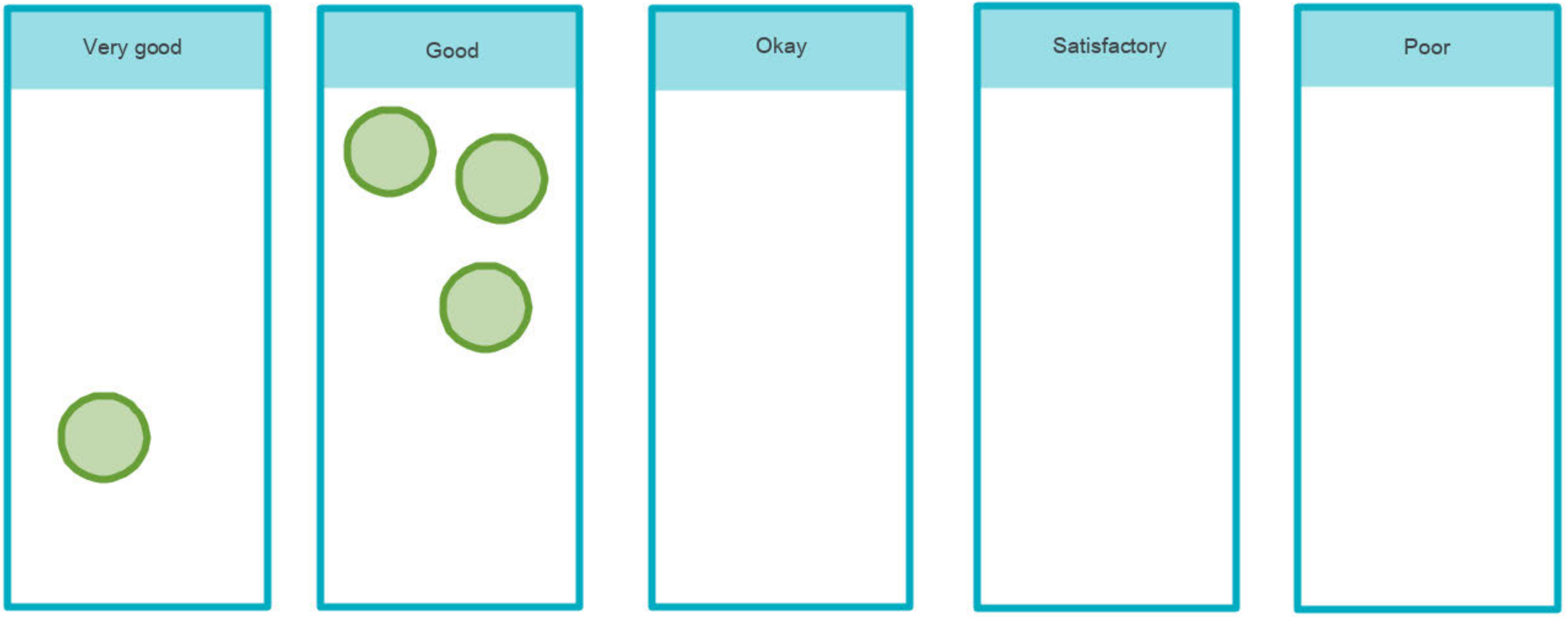
less trips to grocery and retail stores

I wish someone would start an all bicycle restaurant delivery compnay that paid a living wage and curated local goods.

Buying less

POLL: Rate your knowledge of the existing cycling and pedestrian network in Winnipeg.

Click and drag only ONE circle to your answer.



Why do you or the community you represent, use the pedestrian and cycling network in Winnipeg?

People who use carsharing services tend to reduce their VMT. Choose to shed vehicles because of multitude of reasons. From their lot of complex transportation choices that I can't speak to directly.

I am unable to succinctly answer that question.

Support Green Initiative

Access to transit, Transit Plus, access to work, leisure, social

Health, freedom and independence

Everything.

What are some challenges with Winnipeg's pedestrian and cycling network?

safety

The soundscape is so loud i can barely hear people walking next to me when we talk.

Poor maintenance

Sidewalks and Bike lanes not available in every neighbourhood

Snow clearing delays

Poor pedestrian and cycling design

Safety

Connectivity - new bike infrastructure great! As soon as you have to leave the path, feels scary

Lack of space for sidewalk and pathway users

Lack of cohesive design and networks

Road design

Our built form

Distracted driving, aggressive driving

Maintenance - any cracks, holes in sidewalks, or slippery surface creates dangerous situation for users who are blind/partially sighted and/or users navigating with assistive device

Lack of infra

According to Roger Roulette, "protected bike lane" in Ojibwe translates to "well built road". For me, a major issue is this idea of a "network", and not simply any road, well-designed.

What this means for a user is disconnection, the need for planning, the opposite of what you need to do when driving.

What is most important to you and the community you represent when it comes to pedestrian and cycling infrastructure?

Safe roads

Pedestrian and cycling map for public

Fast and connected sidewalk snow clearing

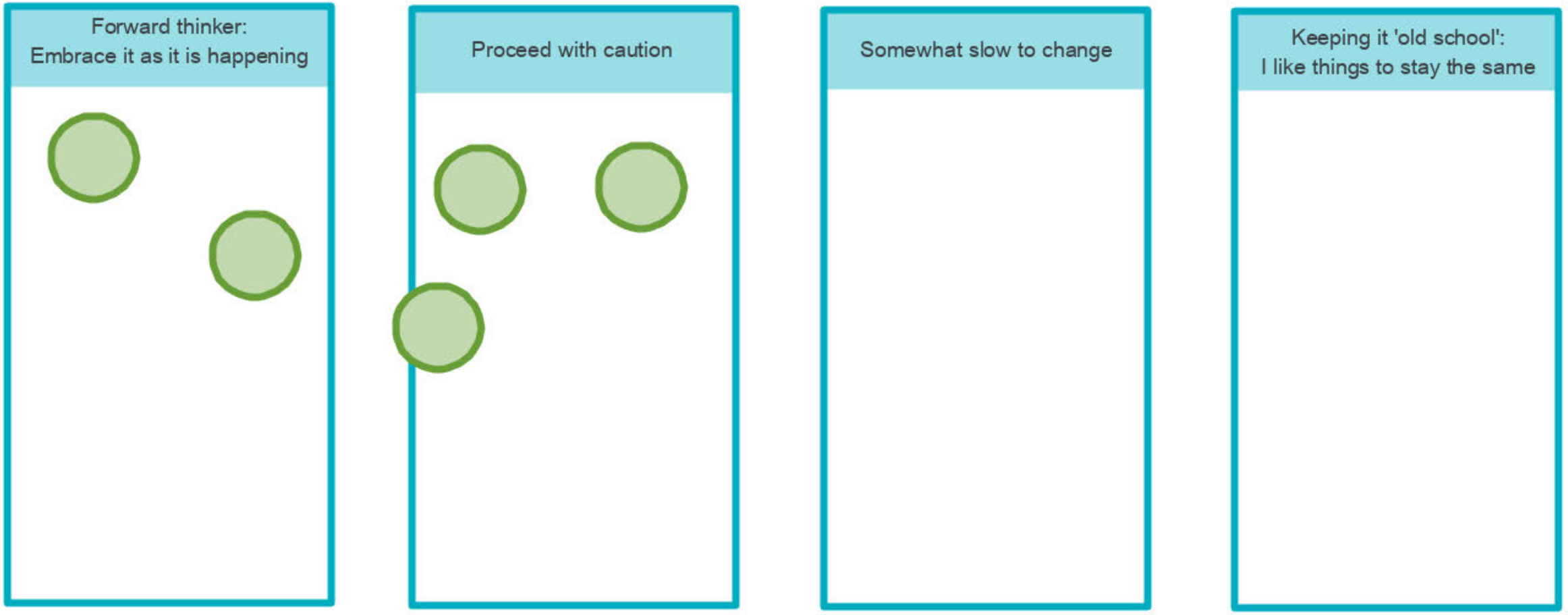
Respect

Integration / connection

Maintenance, connectivity, audible signals

POLL: Rate your attitude towards technology

Click and drag only ONE circle to your answer.



Do you use any type of technology (phone applications, variable message signs, etc.) to help you travel by public transit or personal vehicle? If yes, please specify.

Carsharing App

Winnipeg Transit app

Mapinhood

Transit app

PegCity Car Coop

Ridehailing

Transit App, Waze

Blindsquare

When traveling: bike share, integrated mobility apps

Google maps

Terkikartella,finlands amaizing open source trails app

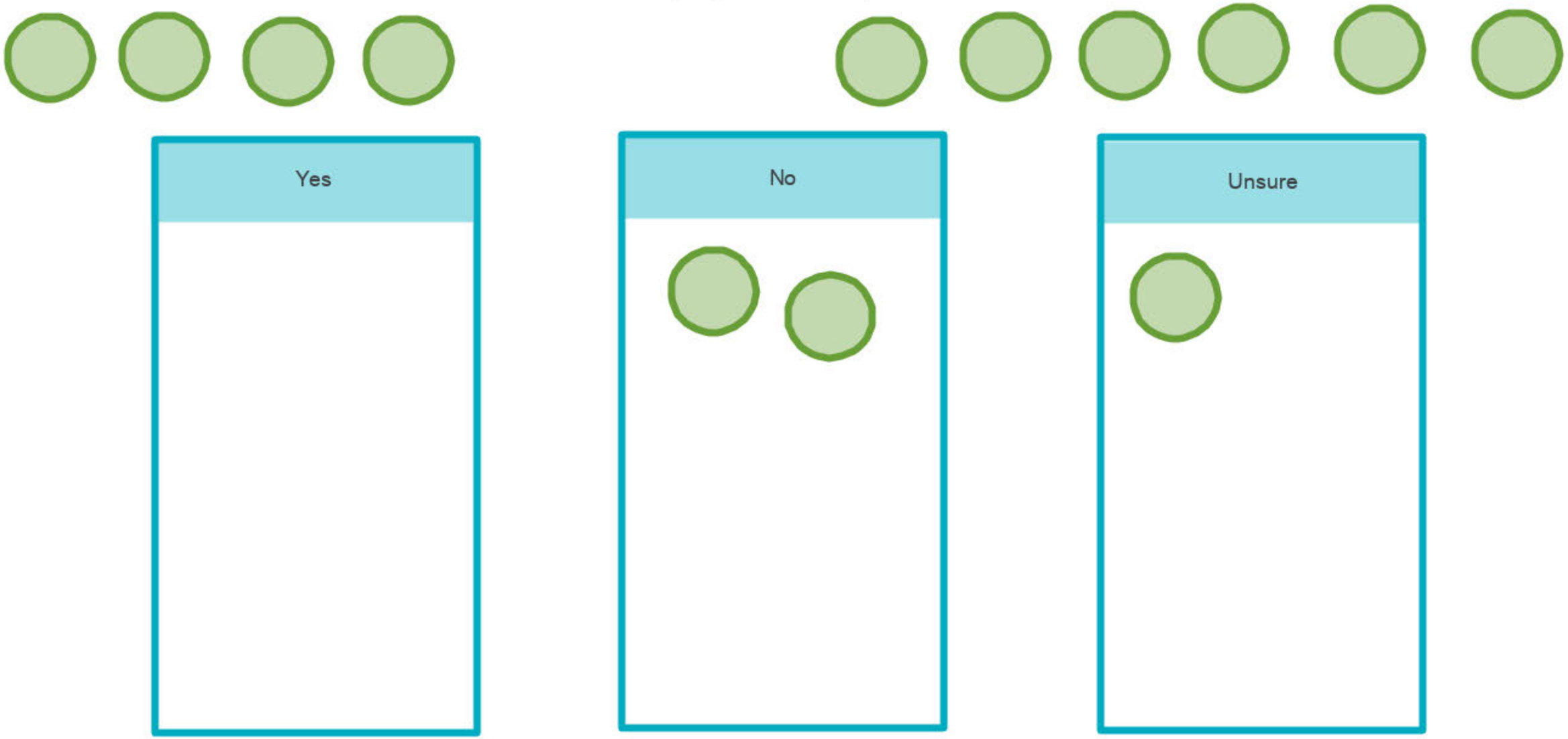
Google Maps

What do you see as the key barriers to adoption of Emerging Technologies and Future Mobility options in Winnipeg?



Are you aware that Winnipeg currently has 11 park and ride locations?

Click and drag only ONE circle to your answer.



What CHALLENGES and OPPORTUNITIES do you see for 'park and ride' or 'cycle and ride' locations in Winnipeg?

CHALLENGES

Safety

Promotion

Promotion

Cycle and rides in every neighbourhoopd. Should underpin our transit master plan

Not sure. All I would say is that City could do way better in first/last mile issues and looking into cycling, carsharing as part of first/last mile

OPPORTUNITIES

Warm shelters

Rapid transit development

What do you see as the key barriers to adoption of Emerging Technologies and Future Mobility options in Winnipeg?

Funding

Cost. If the only happen with tax $, then they are not prudent.

Lack of available data to implement.

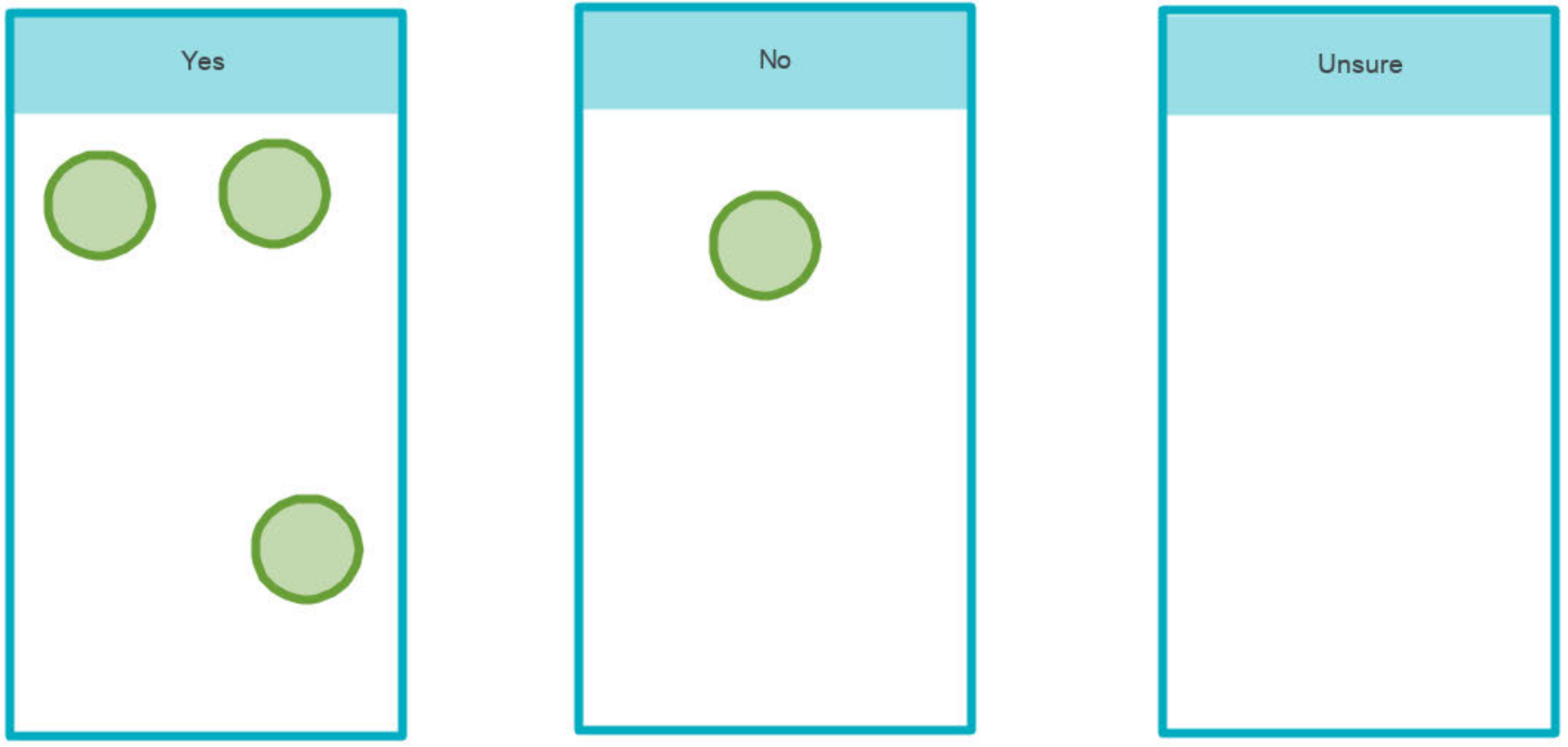
Climate (northern climate)

aging population and lack of tech awareness

Technology isn't always the best solution to problems. Sometimes low-tech solution (like putting the "stuff" closer together) is more sustainble, affordable than tech sol'n.

Are you aware that Winnipeg currently has 11 park and ride locations?

Click and drag only ONE circle to your answer.



What CHALLENGES and OPPORTUNITIES do you see for 'park and ride' or 'cycle and ride' locations in Winnipeg?

CHALLENGES

I want my bike when I get off the bus. I do not trust a locker, and often need to cover large distances downtown, and want my bike for that.

Park & Ride can only be a temporary use... land near transit stops tend to increase land values, which puts upward pressure on dev. However, parking is an inherently low-value use of land...

location and security

I want to ride my bike from home to the bus. I do not want a park and ride, which is just a supermarket for thieves to break in to our cars.

We often design park and rides sites on the outskirts of our exurbs where it is hard to walk or bike to.

We tend to place park and ride/park and pedal where its very difficult to continue by bike.

OPPORTUNITIES

Park and ride/park and pedal sites need to be placed where they can provide easy access to the chosen network (bus/bike) without bringing people in too far to make it worth transferring over.

SCATLIFF + MILLER + MURRAY
visionary urban design + landscapes

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes
Round one current conditions and issues
Interest-specific groups: Goods movement

Date/time of meeting: November 3, 2020, 2:00PM – 4:00PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Cheryl Dixon	Scatliff+Miller+Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff+Miller+Murray, Public Engagement Specialist
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Julie Dooley	City of Winnipeg, Communication and Engagement Lead
Morgan Vespa	City of Winnipeg, Office of Public Engagement
Jeannette Montufar	MORR Consulting, Goods Movement Study Lead
Sanjana Mada	MORR Consulting, Goods Movement Study Lead

Advisory group members

In attendance:	Representing:
Diana Gray	Centreport Canada
David Linton	Manitoba Trucking Association
Rick Brown	Beaver Bus Lines
David Provencher	Via Rail Canada
Ram Valluru	Duffy's Taxi
Simon Cummings	Canada Post
Ronuk Modha	Canada Post
Kam Simmons	DoorDash

Distribution:

- CoW project manager + project team

Meeting goals:

- Introduce project, gather input; and foster early involvement to ensure stakeholders are part of the process

Meeting objectives:

- Gather and understand participants' current evaluation and experience with Winnipeg's transportation network (to help create the draft stakeholder priorities)
- Gather and understand participants' current interests, needs, and wants for improvements to the network
- Collect and identify common values from participants through a visioning exercise to help inform the draft stakeholder priorities (gather ideas on how transportation can support a better quality of life)
- Introduce the six component studies, scope, teams, objectives, background review findings, and opportunities for future input
- Communicate what the end goal of the project is and how it relates to other City strategies and policies

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1.0 Meeting format

1.1 Welcome and background (PowerPoint presentation)

- Welcome and team introductions
- Agenda
- Introduce Alex Regiec, TMP project lead
- Overview of engagement process

1.2 Activity and modules

All activity and module exercises focused on current conditions and issues and were facilitated through the use of Google Jamboards. Where groups were too large to easily accommodate discussion, the large group was split into smaller groups using breakout rooms in Zoom. Participants engaged in roundtable discussions and exercises. Each breakout room included the same content and questions. In all breakout rooms, Google Jamboards were used to collect feedback from participants. The jamboard provides a virtual whiteboard for participants to share comments via sticky notes, similar to an in-person workshop.

The content for this section was centred around a vision and values exercise and four modules that each addressed one to two of the project's component studies. During the breakout room sessions, participants were given links to jamboards for each module. In all breakout rooms participants were asked a series of open-ended and poll questions which they responded to through comments and voting using sticky notes and dots.

Breakout rooms

- **Vision and values**
  - Facilitated jamboard discussion and exercise

- **Module A –** TMP2050 overview: How do you get where you're going? **(Core framework study)**
  - Shared video from Bruce Mori & Adam Wenneman (IBI Group – Toronto)
  - Facilitated jamboard discussion and exercise

- **Module B – Non-capital intensive transportation options and goods movement study: How do you get what you need?**
  - Shared video from Adam Lanigan (Dillon Consulting)
  - Shared video from Jeannette Montufar (MORR Consulting)
  - Facilitated jamboard discussion and exercise

- **Module C – Pedestrian and cycling strategy update: How do you walk and bike through the city?**
  - Shared video from Stephen Chapman (MORR Consulting)
  - Facilitated jamboard discussion and exercise

- **Module D – The future, near & far: How will emerging technologies and imminent solutions change our network? (Emerging technologies and future transportation options and regional transportation review)**
  - Shared video from Ishtiyaq Gull (WSP Canada)
  - Shared video from Diana Emerson (WSP Canada)
  - Facilitated jamboard discussion and exercise

1.3 Conclusion

- Question and answer session with Alex Regiec
- Shared next steps
- Poll questions

2.0 Meeting results

The primary concern raised by participants during this meeting was related to design issues. These concerns included restricted turning options in the downtown area, access and egress points impeding traffic flow, a lack of controlled intersections, and the need for separated cycling lanes to avoid conflicts between users.

Several of the issues raised around design concerns related to the issue of congestion. Participants noted that design of access and egress points, timing and placement of traffic lights, and idling at rail line stops all contributed to congestion problems.

Participants also noted the lack of a clear operational policy to govern the designation and retention of truck routes across the city. The issue of truck routes also included a number of location-specific concerns, which can be found in the Feedback Transcripts at the end of this document.

Other issues raised during this meeting included:

- Safety concerns resulting from uncontrolled intersections and conflicts between users
- Barriers to adopting emerging technologies resulting from a lack of funding

8 participants took part in these exercises in one breakout room. Participants were able to submit unlimited comments on any issue and so the frequency of comments listed below is not indicative of the number of people who mentioned a certain issue. In addition, some comments referred to more than one issue and so were included under several key themes.

2.1 Vision and values

1. How can transportation support a better quality of life for Winnipeggers?

Key themes:	Frequency of comment:
- Environmental Sustainability	2
- Delivery	2
- Choice	1
- Economic Development	1
- Truck Routes	1

2.2 Module A - TMP2050 overview: Getting where you are going. (Core framework study)

1. What are the biggest transportation challenges your industry experiences when moving through the City?

Key themes:	Frequency of comment:
- Congestion	4
- Design	2
- Construction	1
- Truck Routes	1
- Conflict	1
- Rail	1

2.3 Module B – **Non-capital intensive transportation options and goods movement study: How do you get what you need?**

1. What are the existing challenges with land use planning decisions as it pertains to freight transportation?

Key themes: Frequency of comment:

- Design..... 7
- Safety..... 3
- Truck Routes..... 3
- Conflict..... 2
- Congestion.....1
- OurWinnipeg.....1
- Metro Region.....1
- Symmington Yard..... 1

2. Describe your experience with congestion and transport competitiveness.

Key themes: Frequency of comment:

- Congestion..... 6
- Operations..... 2
- Rail..... 2
- Economic Development.....1
- Environmental Sustainability.....1
- Loading Zone..... 1
- Construction..... 1
- St. James..... 1
- Archibald..... 1
- Delivery..... 1

3. What are your biggest challenges regarding environmental greenhouse gas emissions attributed to freight transportation?

Key themes: Frequency of comment:

- Affordability..... 2
- Delivery..... 2
- Communication..... 1
- Congestion..... 1
- Operations..... 1
- Seasonal..... 1
- Electric vehicle..... 1

2.4 Module C – **Pedestrian and cycling strategy update: How do you walk and bike through the city?**

1. What are the challenges your staff and members experience as they interact with pedestrians and cyclists while they are doing their job?

Key themes: Frequency of comment:

- Conflict..... 4
- Design..... 4
- Safety..... 3
- Communication..... 2

2.5 Module D – **The future, near & far: How will emerging technologies and imminent solutions change our network? (Emerging technologies and future transportation options and regional transportation review)**

1. POLL: Rate your organization's approach towards technology.

   Options: Results:

   - Forward thinking..... 2 votes
   - Making efforts..... 4 votes
   - Not a priority..... 0 votes

2. What do you see as the key barriers to adoption of emerging technologies and future mobility options in Winnipeg?

   Key themes: Frequency of comment:

   - Funding..... 5
   - Political..... 3
   - Communication..... 2
   - Seasonal..... 2
   - Infrastructure..... 1
   - Safety..... 1

3. What are the biggest transportation challenges that you experience moving goods in and out of Winnipeg?

   Key themes: Frequency of comment:

   - Design..... 3
   - Truck routes..... 2
   - Congestion..... 1
   - Metro Region..... 1
   - Connectivity..... 1

4. Thinking specifically about the provincial highway network in the Winnipeg Metropolitan Region outside of Winnipeg, what do you consider the biggest challenges when moving goods in Winnipeg and the region?

Key themes: Frequency of comment:

- Truck Routes 3
- Metro Region.....2
- Congestion.....1
- Construction.....1
- Design.....1
- Funding.....1
- Rail..... 1
- Connectivity.....1
- Kenaston.....1

2.6 Poll questions

1. *Have you attended a similar virtual style event before?*

Yes	No	Unsure
6 (86%)	1 (14%)	0 (0%)

2. *How easy did you find attending a Zoom meeting?*

Very Easy	Easy	Neutral	Difficult	Very Difficult
6 (86%)	1 (14%)	0 (0%)	0 (0%)	0 (0%)

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

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
1 (17%)	5 (83%)	0 (17%)	0 (0%)	0 (0%)

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 3, 2020 - Interest-Specific Group - Goods Movement

Vision + Values		How can transportation support a better quality of life for Winnipeggers?
Key Themes		Raw Data
Choice		Everyone can have access to all parts of the city with better transportation options.
Economic Development	Delivery	Economic development, people and goods movement.
Environmental Sustainability		Reducing emissions will help to enhance air quality and better health.
Environmental Sustainability		Help reduce environmental impacts (GHGs, particulate matter, ground level ozone, etc.).
Truck Routes	Delivery	Simplified access to truck routes, freight shipping and delivery.

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 3, 2020 - Interest-Specific Group - Goods Movement

Core Framework Study		What are the biggest transportation challenges your industry experiences when moving through the City?
Key Themes		Raw Data
Congestion		Congestion on Winnipeg streets.
Congestion	Conflict	Congestion leading to delays. Conflicts between commercial routes and residential neighbourhoods.
Congestion	Rail	Gridlock caused by traffic jams at peak times. Waiting for trains.
Construction		Road construction can impact travel especially during summer months.
Design		The City does not adequately consider access and egress issues in land use decisions.
Design	Congestion	Traffic and restricted turnings in downtown area.
Truck Routes		The City of Winnipeg does not have a clear operational policy that governs the designation and retention of truck routes.

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY

November 3, 2020 - Interest-Specific Group - Goods Movement

Goods Movement Study			1. What are the existing challenges with land use planning decisions as it pertains to freight transportation?
Key Themes			Raw Data
Conflict			Allowing residential development too close to freight corridors or heavy industrial development.
Congestion	Design		Retail developments with drive-through services are a particular challenge that further illustrate this point, as entry and egress points and the limited capacity of on-site driveways can easily affect the safety and flow of traffic on..
Design	Safety		The lack of regional transportation is most evident where new real estate developments are approved that have a safety impact on highways/routes that connect with Winnipeg where…
Design			CentrePort lands cover Rosser and City of Winnipeg lands. The biggest issue holding it up, is the lack of servicing infrastructure. Land use and land zoning issues the CoW needs to resolve for CentrePort to move.
Design	Truck Routes	Metro Region	Separation of planning decisions that are affecting adjacent municipalities on the CoW, and having an effect on routes into city in a negative way. Ie. Approval of Tim Hortons in Rosser near Brookside Blvd.
OurWinnipeg			The current revised draft of OurWinnipeg 2045, where the word "traffic" appears only once, and the phrase "truck route" does not appear at all.
Safety	Design	Symmington Yard	Sometimes there are not controlled intersections where there needs to be. That affects heavy containers. There is an uncontrolled intersection at Symmington Yard so trucks can safely turn.
Safety	Design		Also some uncontrolled intersections on west side of city.
Truck Routes	Conflict		Lack of quality strategic infrastructure for freight movement. Expectation that trucks use corridors like Provencher putting freight movement in conflict with community corridors.
Truck Routes	Design		The impact of property development on transportation in general and truck routes in particular, is not given adequate consideration, and is sometimes not considered at all.

Goods Movement Study			**2. Describe your experience with congestion and transport competitiveness.**
Key Themes			Raw Data
Congestion	Construction	Operations	Traffic congestion is the main cause (next to construction) for delay in Taxi service in the city. Traffic flow on Kenaston at Bishop Grandin joining needs to improve.
Congestion			Congestion impacts the time it takes to move freight, and this affects drivers who are limited in the hours of service they are permitted to provide - this creates higher costs for shippers.
Congestion	St. James		St. James area is always congested.
Congestion	Rail	Archibald	Access near Archibald is blocked by trains, causes idling, wasting fuel, makes us late.
Congestion	Rail		Many customers complain because taxi's are stuck behind trains and congestion, causing delays. Difficult for customers.
Economic Development			Important for City to understand economic development is important to the health of our city. If people don't have jobs, city isn't healthy. Need more of a link between goods movement and economic development, and….
Environmental Sustainability	Congestion	Delivery	Congestion increases GHGs, idling, fuel consumption, driver's delivery times and impacts the bottom line. Companies looking for industrial site locations generally look for areas where they can achieve 5 minutes to 90km/hr.
Loading Zone			Loading zones are going to become more important as small deliveries increases (especially since COVID) - more important within public rights-of-way. As city approves incrased density and mixed use.
Operations			Coordinated traffic lights on Portage Avenue seem to work well.

Goods Movement Study			3. What are your biggest challenges regarding environmental greenhouse gas emissions attributed to freight transportation?
Key Themes			Raw Data
Affordability			Cost - speaking for Canada Post, we have a fleet of over 15,000 vehicles nation-wide, so making technology changes to reduce GHGs is very expensive.
Affordability			The time it takes for new technologies to become available on the market at prices comparable to internal combustion engines.
Communication			Some freight services are originating within city limits and using city roads, so obviously increasing greenhouse gas emissions. Encouragement from Governments all vital to move to emission-less transportation.
Congestion			Congestion and idling.
Delivery			The urge for customers to receive items immediately which increases GHG.
Delivery			Our business has a lot of vehicles moving everyday, creating greenhouse gas emissions.
Operations			No clear logistics planning due to lack of truck routes / construction / congestion through the city.
Seasonal	Electric vehicle		The limited range of electric propulsion systems in cold weather climates.

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY

November 3, 2020 - Interest-Specific Group - Goods Movement

Pedestrian and Cycling Strategy Update			What are the challenges your staff and members experience as they interact with pedestrians and cyclists while they are doing their job?
Key Themes			Raw Data
Conflict			Cyclists using major routes cause us to be delayed. I don't believe it is safe to have cyclists interacting with vehicular traffic because many of them don't follow the rules.
Conflict	Communication		Some roads are not wide enough to shrae road with cyclists. More education is needed to pedestrians and cyclists.
Conflict	Design		Designated routes help to avoid conflicts.
Safety	Design		Pedestrian bumpouts make it difficult for trucks to turn safely.
Safety	Conflict	Design	Safety issues when the lanes aren't separated.
Safety	Design	Communication	It is much safer when cyclists are separated from motor traffic-cyclists sometimes need more encouragement to use designated routes.

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY

November 3, 2020 - Interest-Specific Group - Goods Movement

Emerging Technologies			**POLL: Rate your organization's approach towards technology.**
		Forward thinking	2
		Making efforts	4
		Not a priority	0
Emerging Technologies			**2. What do you see as the key barriers to adoption of Emerging Technologies and Future Mobility options in Winnipeg?**
Key Themes			Raw Data
Communication			The time it takes for people to culturally adjust to them.
Funding	Political		Charging stations for Evs, cost of Evs and lack of incentives from different levels of governments.
Funding	Communication		Cost, and consumer acceptance.
Funding			Cost.
Funding			The sunk cost of existing technologies.
Funding			Cost - limited funds to pay for current infrastructure takes away from future tech investment.
Infrastructure			For electric vehicles, the availability of fueling stations and supportive technologies.
Political			Government support including regulatory environment.
Political			We like to be later to the tech party. Wait until successful elsewhere.
Safety			Ensuring that safety is the priority for new technology.
Seasonal			Technical challenges such as weather impacts on new technology.
Seasonal			The limitations of cold weather on batteries - 50% loss of range for Evs.

Regional Transportation Review			3. What are the biggest transportation challenges that you experience moving goods in and out of Winnipeg?
Key Themes			Raw Data
Congestion	Design		Traffic, lack of road infrastructure and Highways within Winnipeg City.
Design	Metro Region		Left hand turns by vehicles onto entry/egress points by vehicles on highways, blocking through traffic eg: Headingley, Other RMs.
Design			Too many traffic lights and not enough interchanges.
Design			Exits, loops and ramps not built to a high enough standard.
Truck Routes			Some routes are still not as efficient as they could be (ie. Perimeter Highway).
Truck Routes	Connectivity		Corridors are not linked. For example, Chief Peguis Trail.
Regional Transportation Review			**4. Thinking specifically about the provincial highway network in the Winnipeg Metropolitan Region outside of Winnipeg, what do you consider the biggest challenges when moving goods in Winnipeg and the region?**
Key Themes			Raw Data
Congestion	Truck Routes	Kenaston	Kenaston Blvd is one of Manitoba's economic corridor to transport goods and services, it's congested always.
Construction	Rail	Metro Region	Summer construction and trains crossing major thoroughfares. Inside and outside Winnipeg.
Design	Connectivity	Truck Routes	Too many Access / egress points, lights, lack of connectivity to corridors in Winnipeg, slow down points through capital region.
Funding			Cost of investing in necessary upgrades to the highway system is a challenge.
Truck Routes	Metro Region		Lack of an RTAC route between Steinbach and Highway 75 forces truck traffic to the Perimeter. Trucks with a heavy load that require an RTAC route, forces those routes to Perimeter Hwy. There is not a more direct east-west route.

How can transportation support a better quality of life for Winnipeggers?

Reducing emissions will help to enhance air quality and better health.

Economic development , people and goods movement

Help reduce environmental impacts (GHGs, particulate matter, ground level ozone, etc.)

Everyone can have access to all parts of the city with better transportation options.

Simplified access to truck routes, freight shipping and delivery

What are the biggest transportation CHALLENGES your industry experiences when moving through the City?

Congestion on Winnipeg streets.

The City does not adequately consider access and egress issues in land use decisions

the City of Winnipeg does not have a clear operational policy that governs the designation and retention of truck routes.

Congestion leading to delays. Conflicts between commercial routes and residential neighbourhoods.

Gridlock caused by traffic jams at peak times. Waiting for trains.

Traffic and restricted turnings in downtown area

Road construction can impact travel especially during summer months.

What are the challenges your staff and members experience as they interact with pedestrians and cyclists while they are doing their job?

Pedestrian bumpouts make it difficult for trucks to turn safely

Cyclists using major routes cause us to be delayed I don't believe it is safe to have cyclists interacting with vehicular traffic because many of them don't follow the rules

Some roads are not wide enough to share road with cyclists. More education is needed to pedestrians and cyclists.

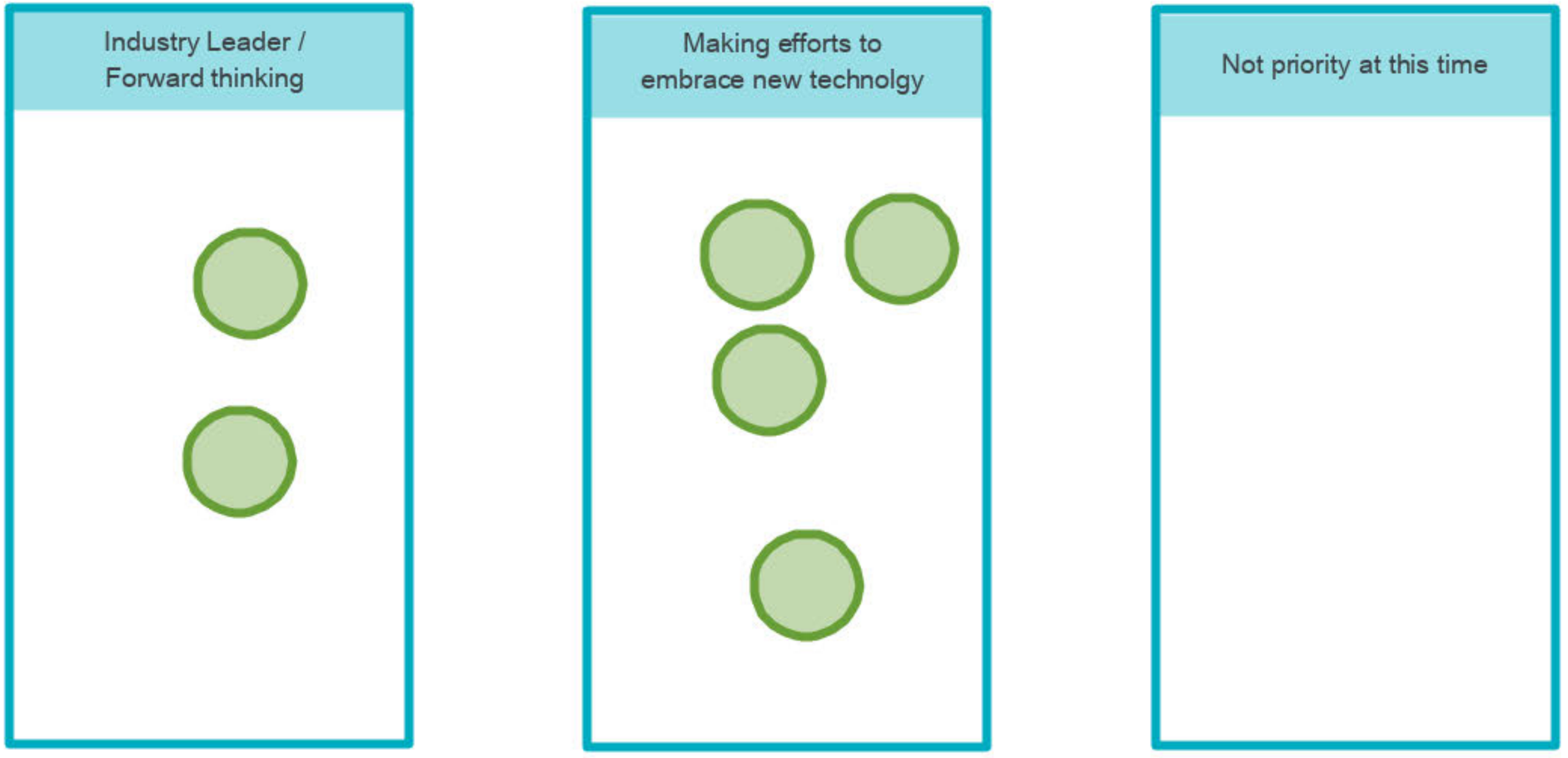
Designated routes help to avoid conflicts.

Safety issues when the lanes aren't separated

It is much safer when cyclists are separated from motor traffic - cyclists sometimes need more encouragement to use designated routes

POLL: Rate your organization's approach towards technology

Click and drag only ONE circle to your answer.



What do you see as the key barriers to adoption of Emerging Technologies and Future Mobility options in Winnipeg?

Government support including regulatory environment

Charging stations for EVs, cost of EVs and lack of incentives from different levels of governments.

We like to be later to the tech party. Wait until successful elsewhere.

Cost, and consumer acceptance

Cost

Ensuring that safety is the priority for new technology.

the sunk cost of existing technologies

Cost - limited funds to pay for current infra takes away from future tech investment

Technical challenges such as weather impacts on new technology.

the time it takes for people to culturally adjust to them

the limitations of cold weather on batteries - 50% loss of range for EVs

For electric vehicles, the availability of fueling stations and supportive technologies.

What are the biggest transportation challenges that you experience moving goods in and out of Winnipeg?

Some routes are still not as efficient as they could be (ie. Perimeter Highway).

left hand turns by vehicles onto entry/egress points by vehicles on highways, blocking through traffic eg: Headingley, Other RMs

too many traffic lights and not enough interchanges

Traffic , lack of road infrastructure and Highways with in Winnipeg City.

Corridors are not linked. For eg Chief Penguis Trail

Exits, loops and ramps not built to a high enough standard

Thinking specifically about the provincial highway network in the Winnipeg Metropolitan Region outside of Winnipeg, what do you consider the biggest challenges when moving goods in Winnipeg and the region?

Too many Access / egress points, lights, lack of connectivity to corridors in Winnipeg, slow down points through capital region.

truck traffic to the perimeter. Trucks with a heavy load that require an RTAC route, forces those routes to Perimeter Hwy. There is not a more direct east-west route. Frequency would relate to movement of goods out of Steinbach

Kenaston Blvd is one of Manitoba's economic corridor to transport goods and services, its congested always.

Summer construction and trains crossing major thoroughfares. Inside and outside winnipeg

Cost of investing in necessary upgrades to the highway system is a challenge.

Please see comments on previous sheet

What are the existing challenges with land use planning decisions as it pertains to freight transportation?

Lack of quality strategic infrastructure for freight movement. Expectation that trucks use corridors like Provencher putting freight movement in conflict with community corridors.

The impact of property development on transportation in general and truck routes in particular, is not given adequate consideration, and is sometimes not considered at all.

Allowing residential development too close to freight corridors or heavy industrial development.

Sometimes there are not controlled intersections where there needs to be. That affects heavy containers. There is an uncontrolled intersection at Symmington Yard so trucks can safely turn.

CentrePort lands cover Rosser and City of Winnipeg lands. The biggest issue holding it up, is the lack of servicing infrastructure. Land use and land zoning issues the COW needs to resolve for CentrePort to move forward.

the current revised draft of OurWinnipeg 2045, where the word "traffic" appears only once, and the phrase "truck route" does not appear at all.

Retail developments with drive-through services are a particular challenge that further illustrate this point, as entry and egress points and the limited capacity of on-site driveways can easily affect the safety and flow of traffic on public rights of way.

transportation planning is most evident where new real estate developments are approved that have a safety impact on highways/routes that connect with Winnipeg where vehicles are travelling

Also some uncontrolled intersections on west side of city

le. approval of Tim Hortons in Rosser near Brookside Blvd - has caused increased traffic on a street where there is normally heavy vehicles. Has been a recent accident due to uncontrolled intersection. Not the

Describe your experience with congestion and transport competitiveness?

Coordinated traffic lights on Portage Avenue seem to work well.

Traffic congestion is the main cause (next to construction) for delay in Taxi service in the city. Traffic flow on kenaston at Bishop Grandin joining needs to improve.

Congestion increases GHGs, idling, fuel consumption, driver's delivery times and impacts the bottom line. Companies looking for industrial site locations generally look for areas where they can achieve 5 minutes to 90 km / hr.

congestion impacts the time it takes to move freight, and this affects drivers who are limited in the hours of service they are permitted to provide - this creates higher costs for shippers

St. James area is always congested.

Access near Archibald is blocked by trains, causes idling, wasting fuel, makes us late.

(especially since COVID) - more important within public rights-of-way. As city approves increased density and mixed use development - goods need to be supplied to retailers, offices and residents. Planners

Many customers complain because taxi's are stuck behind trains and congestion, causing delays. Difficult for customers.

health of our city. If people don't have jobs, city isn't healthy. Need more of a link between goods movement and economic development, and should drive investment in freight corridor and goods movement. We don't

What are your biggest challenges regarding environmental greenhouse gas emissions attributed to freight transportation?

Cost - speaking for Canada Post, we have a fleet of over 15,000 vehicles nation-wide, so making technology changes to reduce GHGs is very expensive.

the time it takes for new technologies to become available on the market at prices comparable to internal combustion engines

The urge for customers to receive items immediately which increases ghg.

Our business has a lot of vehicles moving everyday creating greenhouse gas emissions.

No clear logistics planning due to lack of truck routes / construction / congestion through city.

Some fright services are originating with in city limits and using city roads, so obviously increasing greenhouse gas emissions. Encouragement from Governments all vital to move to emission less transportation.

Congestion and idling.

the limited range of electric propulsion systems in cold weather climates

SCATLIFF + MILLER + MURRAY
visionary urban design + landscapes

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes
Round one current conditions and issues
Interest-specific groups: Environmental sustainability

Date/time of meeting: November 4, 2020, 2:00PM – 4:00PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Cheryl Dixon	Scatliff+Miller+Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff+Miller+Murray, Public Engagement Specialist
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Julie Dooley	City of Winnipeg, Communication and Engagement Lead
Morgan Vespa	City of Winnipeg, Office of Public Engagement
Stephanie Whitehouse	City of Winnipeg, Sustainability Planner
Chris Baker	City of Winnipeg, Senior Active Transportation Planner

Advisory group members

In attendance:	Representing:
Calvin So	Manitoba Eco-Network
Robert Elms	Manitoba Electric Vehicle Association
Beth McKechnie	Green Action Centre
Christie Naim	U of M Office of Sustainability
Kevin Handkamer	U of M Office of Sustainability

In attendance:	Representing:
Rejeanne Dupuis	U of M Office of Sustainability
Kyle Macdonald	U of W Campus Sustainability Office
Sara Campbell	U of W Campus Sustainability Office
Christian Perron	University of St. Boniface
Sara MacArthur	Red River College Sustainability Office

Distribution:

- CoW project manager + project team

Meeting goals:

- Introduce project, gather input; and foster early involvement to ensure stakeholders are part of the process

Meeting objectives:

- Gather and understand participants' current evaluation and experience with Winnipeg's transportation network (to help create the draft stakeholder priorities)
- Gather and understand participants' current interests, needs, and wants for improvements to the network
- Collect and identify common values from participants through a visioning exercise to help inform the draft stakeholder priorities (gather ideas on how transportation can support a better quality of life)
- Introduce the six component studies, scope, teams, objectives, background review findings, and opportunities for future input
- Communicate what the end goal of the project is and how it relates to other City strategies and policies

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1.0 Meeting format

1.1 Welcome and background (PowerPoint presentation)

- Welcome and team introductions
- Agenda
- Introduce Alex Regiec, TMP project lead
- Overview of engagement process

1.2 Activity and modules

All activity and module exercises focused on current conditions and issues and were facilitated through the use of Google Jamboards. Where groups were too large to easily accommodate discussion, the large group was split into smaller groups using breakout rooms in Zoom. Participants engaged in roundtable discussions and exercises. Each breakout room included the same content and questions. In all breakout rooms, Google Jamboards were used to collect feedback from participants. The jamboard provides a virtual whiteboard for participants to share comments via sticky notes, similar to an in-person workshop.

The content for this section was centred around a vision and values exercise and four modules that each addressed one to two of the project's component studies. During the breakout room sessions, participants were given links to jamboards for each module. In all breakout rooms participants were asked a series of open-ended and poll questions which they responded to through comments and voting using sticky notes and dots.

Breakout rooms

- **Vision and values**
  - Facilitated jamboard discussion and exercise

- **Module A –** TMP2050 overview: How do you get where you're going? **(Core framework study)**
  - Shared video from Bruce Mori & Adam Wenneman (IBI Group – Toronto)
  - Facilitated jamboard discussion and exercise

- **Module B – Non-capital intensive transportation options and goods movement study: How do you get what you need?**
  - Shared video from Adam Lanigan (Dillon Consulting)
  - Shared video from Jeannette Montufar (MORR Consulting)
  - Facilitated jamboard discussion and exercise

- **Module C – Pedestrian and cycling strategy update: How do you walk and bike through the city?**
  - Shared video from Stephen Chapman (MORR Consulting)
  - Facilitated jamboard discussion and exercise

- **Module D – The future, near & far: How will emerging technologies and imminent solutions change our network? (Emerging technologies and future transportation options and regional transportation review)**
  - Shared video from Ishtiyaq Gull (WSP Canada)
  - Shared video from Diana Emerson (WSP Canada)
  - Facilitated jamboard discussion and exercise

1.3 Conclusion

- Question and answer session with Alex Regiec
- Shared next steps
- Poll questions

2.0 Meeting results

Throughout this meeting participants raised the issue of connectivity, referring primarily to the lack of connections in the cycling and sidewalk networks across the city. The cycling network was described as "segmented", "piecemeal", and "politically driven". Closely related to connectivity, the next issue raised was design. When talking about design, participants referenced the inconsistent design of cycling lanes throughout the city and sidewalks in new developments. Participants also noted the design of roadways for goods movement, citing the sprawling nature of the city and the divisions caused by rail lines as impediments to efficient goods movement by both vehicles and bikes.

Another recurring issue raised by participants was convenience. Here participants noted the importance of ease and efficiency in their transportation related decisions. This included decisions around which mode they would choose to use, which routes they would take, and how they would structure trips that required multiple stops or transport of goods and passengers.

Participants also noted often issues with maintenance throughout the year. These comments focused primarily on snow clearing of cycling lanes and sidewalks in the winter resulting in reliability and accessibility issues. Participants also made reference to street cleaning in summer for roads with painted or separated cycling lanes.

Other issues raised throughout this meeting included:

- Reliability and design of transit routes
- Desire for convenient, safe, and efficient access to more transportation modes – allowing users to decrease dependency on single-occupant vehicles
- A focus on transportation modes that support environmental sustainability
- Improved truck routing to facilitate more efficient goods movement through and around the city

10 participants took part in these exercises in one breakout room. Participants were able to submit unlimited comments on any issue and so the frequency of comments listed below is not indicative of the number of people who mentioned a certain issue. In addition, some comments referred to more than one issue and so were included under several key themes.

2.1 Vision and values

1. What is most important to you when you decide to travel around Winnipeg?

   Key themes: Frequency of comment:

   - Convenience.....9
   - Reliability..... 4
   - Quality of Life..... 4
   - Choice..... 1
   - Affordability..... 1
   - Accessibility.....1
   - Connectivity..... 1

2. How can transportation support a better quality of life for you, the community you represent, and your neighbours?

   Key themes: Frequency of comment:

   - Environmental Sustainability..... 7
   - Multimodal 5
   - Affordability..... 2
   - Healthy Living..... 2
   - Safety..... 2
   - Seasonal.....2
   - Dependency.....2
   - Convenience.....1

- Accessibility..... 1
- Choice..... 1
- Maintenance..... 1
- Design..... 1
- Quality of Life..... 1
- Equity..... 1

2.2 Module A - TMP2050 overview: Getting where you are going. (Core framework study)

1. What are the biggest transportation CHALLENGES you or the community you represent, faces when moving through the City?

Key themes:	Frequency of comment:
Reliability	6
Connectivity	4
Transit	3
Congestion	2
Convenience	2
Design	2
Accessibility	1
Affordability	1
Operations	1
Seasonal	1
Equity	1

2. Think about mobility as it relates to your area of interest. Share your experiences.

Key themes:	Frequency of comment:
Transit	10
Maintenance	7
Seasonal	5
Design	4
Connectivity	3
Multimodal	1
Political	1
Public Washrooms	1
Safety	1
Equity	1
Environmental Sustainability	1
Funding	1
Reliability	1

2.3 Module B – **Non-capital intensive transportation options and goods movement study: How do you get what you need?**

1. POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?

Options:	Results:
- 2-4 times per week	2 votes
- 2-4 times per month	6 votes
- 2-4 times per year	2 votes
- Never	0 votes

2. What are the biggest challenges we face in Winnipeg in regards to goods movement?

Key themes:	Frequency of comment:
- Design	6
- Rail	5
- Truck Routes	5
- Congestion	3
- Loading Zones	2
- Delivery	2
- Maintenance	2
- Conflict	1
- Dependency	1
- Environmental Sustainability	1
- Quality of Life	1
- Communication	1
- Online ordering	1

3. What are your thoughts on COVID's impact on goods movement? How have your habits changed?

Key themes:	Frequency of comment:
- Online Ordering	8
- Decreased travel	6
- Delivery	3
- Remote working	2
- Environmental Sustainability	1

2.4 Module C – **Pedestrian and cycling strategy update: How do you walk and bike through the city?**

1. POLL: Rate your knowledge of the existing cycling and pedestrian network in Winnipeg.

Options:	Results:
- Very Good	4 votes
- Good	1 votes
- Good/Okay	1 votes
- Okay	3 votes
- Okay/Satisf	1 votes
- Satisfactory	1 votes
- Satisf/Poor	2 votes
- Poor	0 votes

2. Describe your experience with the existing pedestrian and cycling network and infrastructure in Winnipeg.

Key themes:	Frequency of comment:
- Connectivity	9
- Maintenance	5
- Safety	5
- Seasonal	4
- Communication	2
- Political	2
- Conflict	2
- Accessibility	1
- Congestion	1
- Equity	1
- Operations	1
- Public art	1
- Traffic laws	1
- Transit	1
- Design	1

3. What are the biggest barriers to encouraging greener transportation options in Winnipeg?

Key themes:	Frequency of comment:
- Seasonal	4
- Reliability	3
- Affordability	2
- Convenience	2
- Maintenance	2
- Multimodal	2

- Parking..... 2
- Connectivity..... 2
- COVID..... 1
- Dependency..... 1
- Design..... 1
- Technology..... 1
- Transit..... 1
- Environmental Sustainability..... 1
- Metro Region..... 1

2.5 Module D – **The future, near & far: How will emerging technologies and imminent solutions change our network? (Emerging technologies and future transportation options and regional transportation review)**

1. POLL: Rate your attitude towards technology.

Options:	Results:
Forward thinker	1 votes
Proceed with caution	5 votes
Somewhat slow to change	0 votes
Keeping it old school	0 votes

2. How is your organization promoting shared mobility/ride sharing options for commuting?

Key themes:	Frequency of comment:
Rideshare	12
Carshare	3
GoManitoba	3
PegCity Car Co-op	3
Autonomous Vehicles	2
COVID	2
Technology	2
Communication	2
Transit	1
Cycling	1
Parking	1
Upass	1
UWSA Bike Lab	1
Loading Zones	1
Multimodal	1

3. How does your organization promote emerging technology?

Key themes:	Frequency of comment:
- Communication	7
- Universities	2
- E-bikes	1
- Electric vehicles	1
- Green vehicles	1

4. What do you see as the key barriers to adopting emerging technologies and future mobility options in Winnipeg?

Key themes:	Frequency of comment:
- Funding	5
- Political	3
- Electric vehicle	2
- Affordability	1
- Communication	1
- Multimodal	1
- Traffic laws	1
- Transit	1
- COVID	1

5. What challenges and opportunities do you see for 'park and ride' or 'cycle and ride' locations in Winnipeg?

Key themes:	Frequency of comment:
- Convenience	5
- Design	4
- Multimodal	3
- Affordability	2
- Security	2
- Dependency	1
- Operations	1
- Metro Region	1

2.6 Poll questions

1. *Have you attended a similar virtual style event before?*

Yes	No	Unsure
5 (56%)	4 (44%)	0 (0%)

2. *How easy did you find attending a Zoom meeting?*

Very Easy	Easy	Neutral	Difficult	Very Difficult
5 (50%)	5 (50%)	0 (0%)	0 (0%)	0 (0%)

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

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

Transportation Master Plan 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 4, 2020 - Interest-Specific Group - Environmental Sustainability

Vision + Values			1. What is most important to you when you decide to travel around Winnipeg?
Key Themes			Raw Data
Accessibility			Accessibility.
Affordability			Affordability.
Choice			Access and mobility.
Connectivity			Connectivity.
Convenience			Direct route, fastest way.
Convenience			Direct route.
Convenience	Quality of Life		Sometimes fastest route. Other times, the scenic routes.
Convenience	Quality of Life		Comfortable, enjoyable, reasonable time.
Convenience			Time.
Convenience			Ease of use.
Convenience	Quality of Life		Distance and purpose.
Convenience			Ease.
Convenience	Reliability		Efficiency and reliability.
Reliability			Reliability.
Reliability			Reliable scheduling.
Reliability			Reliability.

Vision + Values			2. How can transportation support a better quality of life for you, the community you represent, and your neighbours?
Key Themes			Raw Data
Affordability	Accessibility	Multimodal	People who can't afford a car, are not old enough to drive or do not wish to have a car can commute independently.
Affordability	Choice		Provide affordable access to essential services (ie: groceries, health care, schools, etc.).
Convenience			Less stress with efficient commuting.
Environmental Sustainability			By accommodating fully-electric Transportation.
Environmental Sust	Maintenance		Reduce strain on roadways and GHGs.
Environmental Sustainability			Reduced emissions. Improved air quality.
Environmental Sustainability			Reduced emissions.
Environmental Sust	Healthy Living	Design	Improve air quality, reduce GHG emissions, use city land for more productive purposes than parking lots, contribute to health and engagement with active modes.
Environmental Sust	Economic Development		Electric buses and the manufacturing of New Flyer buses can create jobs.
Environmental Sustainability			Electric buses (green and quiet).
Healthy Living			Improved wellness through more active modes of transportation.
Multimodal	Dependency on single occupancy vehic		Better mixture of modes. Less dominance from personal vehicles.
Multimodal	Dependency on single occupancy vehic		Increase modes of travel; being able to travel without the need for a personal automobile.
Multimodal	Equity		Accommodate all modes more equally.
Multimodal			By providing choices.
Safety	Quality of Life		Reduce noise and improve safety.
Safety			Safer streets.
Seasonal			Seasonal considerations.
Seasonal			A good transportation network will help us to enjoy winter.

Transportation Master Plan 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 4, 2020 - Interest-Specific Group - Environmental Sustainability

Core Framework Study			1. What are the biggest transportation CHALLENGES you or the community you represent faces when moving through the City?
Key Themes			Raw Data
Accessibility	Seasonal		Accessibility in the winter. Not wheelchair or accessible for people with mobility challenges.
Affordability			Affordability.
Congestion			Peak time overload
Connectivity	Design	Equity	Cycling network not connected; transit is often unreliable. Non-driving modes take 2-3 times as long as the transportation sytem is designed for cars.
Connectivity			Disconnected cycling network.
Connectivity			Connectivity.
Connectivity			Connectivity for active transportation.
Construction			Construction.
Convenience			Time commitment.
Convenience			Takes too much time.
Design			Passbys.
Operations			Lack of fast-charging for entry into and out of the city.
Reliability			Reliable transportation network, especially along river crossings.
Reliability			Frequency.
Reliability			Reliability.
Reliability	Transit		Infrequent bus service.
Reliability			Reliability.
Reliability			Reliability and predictability.
Transit			People look down on buses, and we are not in a bus or public transit ventures city.
Transit	Congestion		Full buses at peak times.

Core Framework Study			2. Think about mobility as it relates to your area of interest. Share your experiences.
Key Themes			Raw Data
Connectivity			Flow and routing: relatively direct with grid streets, but disconnected AT network.
Connectivity			Lack of complete and comprehensive networks. Cycle routes attached to road renewal projects does not result in a complete network.
Connectivity			Disconnected routes between roadways and AT pathways.
Design			Pass bys are frequent during peak times.
Design	Maintenance		Sidewalks are too close to streets - mucky for pedestrians. Sidewalks aren't maintained well enough.
Maintenance	Seasonal		AT routes are not maintained well. Large cracks. Spring clean up takes forever.
Maintenance	Seasonal		Winter maintenance is lacking for pedestrians and cyclists.
Maintenance			To date, maintenance is focused on major arterials for cars as opposed to the AT routes which often aren't on those roads.
Maintenance	Seasonal		Winter maintenance on sidewalks poor.
Multimodal			The university has good connectivity but our students come from all over the city and the province. Students find that they have to park and ride too much.
Political			Improvements to transit and AT are only allowed if they don't impact the time/convenience for those driving.
Public Washrooms			Public washrooms.
Safety			Feeling safe.
Seasonal	Equity		Snow removal is not approached in a way that is equitable. Roads first with pedestrian/cycle networks last.. Especially at the neighbourhood scale. Hard to walk to elementary schools etc. when paths are…

Transit	Design		Rapid transit services a limited number of neighbourhoods with too many transfers from peripheral routes (to get to RT).
Transit	Environmental Sustainability		No electric buses.
Transit	Design		Routes have been configured for diesel-powered buses, not e-powered buses.
Transit			Full buses.
Transit	Seasonal		We need more winter heated bus shelters.
Transit			City services: often full buses, not frequent enough on Sundays.
Transit	Funding		Transit is consistently underfunded.
Transit	Reliability		Transit is hard to predict, is often too unreliable to meet schedule demands (i.e. class times!)
Transit	Maintenance		Dirty bus shelters.
Transit	Maintenance		Shelters need improvements.

Transportation Master Plan 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 4, 2020 - Interest-Specific Group - Environmental Sustainability

Goods Movement Study			POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?
		2-4 times/wk	2
		2-4 times/mn	6
		2-4 times/yr	2
		Never	0
Goods Movement Study			**2. What are the biggest challenges we face in Winnipeg in regards to goods movement?**
Key Themes			Raw Data
Conflict	Truck Routes		Major transportation corridors also happen to be major cultural centres (portage & main).
Congestion	Truck Routes	Communication	Trucks backlog traffic flow when they don't stick to the right lane.
Congestion	Truck Routes		Traffic congestion from semis down major arteries.
Dependency on single occupant vehicles			Trucks and single occupancy cars are crabon intensive.
Design	Truck Routes		Lack of controlled-access highways into core.
Design			No freeways.
Design			Large amount of sprawl, inefficient.
Design			Too sprawled for more bike couriers.
Environmental Sustainability			Arguably the most carbon intensive.
Loading Zones			Short term parking for pickup.
Loading Zones			Loading zones for couriers may be occupied by unauthorized vehicles.
Local Delivery			Increase in small/local delivery services (especially during COVID).
Local Delivery	Online ordering		Massive increase in online ordering and deliveries to residences.

Maintenance			Trucks damage city roads on high volume routes.
Maintenance			Not understanding lifecycle costs of each mode.
Quality of Life			Noise for trucks and rail.
Rail	Design		Rail divides neighbourhoods.
Rail	Congestion		Rail: routing through city adding to other transportation mode delays in result.
Rail	Design		Presence of rail cutting off neighbourhoods from each other.
Rail			Lack of speed.
Rail			Need more partnerships with rail.
Truck Routes			Semis travelling through downtown Winnipeg.
Goods Movement Study			**3. What are your thoughts on COVID's impact on goods movement? How have your habits changed?**
Key Themes			Raw Data
Decreased travel	Online ordering		Shopping less frequently and closer to home; ordering from restaurants more in order to support them.
Decreased travel			Only out for quick grocery shops.
Decreased travel	Remote working		Not going to malls or school.
Decreased travel			Effort to consolidate and reduce overall trips.
Decreased travel			Within 4 months of the college closure we tracked more than 4 million kms of avoided commute.
Decreased travel			I wake up, walk 12 steps to my office, then walk 12 steps to my bedroom at the end of the day.
Environmental Sust	Online ordering		Looking for more sustainable options, but many have been suspended due to COVID. Goods have to be purchased new.
Local Delivery			Increase local courier services.
Local Delivery			Shopping closer to home and supporting local businesses.
Online ordering			Significantly more online ordering.
Online ordering			Ordering online slightly more.
Online ordering			More online ordering, especially food delivery.
Online ordering			More online orders.
Online ordering	Local delivery		Increase in ordering to-go, delivery and online grocery.
Online ordering			Covid impact - more Amazon & Skip.. Have to be cognizant to curb side pick up rather than deliver.
Remote working			Majority of people are working from home.

Transportation Master Plan 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 4, 2020 - Interest-Specific Group - Environmental Sustainability

Pedestrian and Cycling Strategy Update			POLL: How would you rate Winnipeg's implementation of pedestrian and cycling infrastructure?
		Very Good	0
		Good	1
		Good/Okay	1
		Okay	3
		Okay/Satisf	1
		Satisfactory	1
		Satisf/Poor	2
		Poor	0

Pedestrian and Cycling Strategy Update			2. Describe your experience with the existing pedestrian and cycling network and infrastructure in Winnipeg.
Key Themes			Raw Data
Accessibility	Seasonal	Connectivity	Wheelchair accessibility both from a winter sidewalk maintenance and connectivity perspective.
Communication			The city of Winnipeg cycling map was good.
Congestion			Bottlenecks at key intersections.
Connectivity			Pembina bike lanes leave you disconnected near the UM.
Connectivity	Communication		Cycling connectivity to the university is improving. Still some wayfinding issues on the newer routes.
Connectivity			Disconnected segments.
Connectivity	Conflict	Safety	Way too segmented. Not safe. Car drivers don't like sharing the roads.
Connectivity	Safety		Lovely moments on safe & separated lanes, combined with terrifying moments when those lanes abruptly end.
Connectivity			Cycling routes are piecemeal.
Connectivity	Safety		Feel like I'm putting my life at risk every time I bike. Hard to convince others it's worthwhile when they see the lack of connections and how cyclists are often left to their own devices.

Connectivity	Political		Seems like not always data driven and well informed. Too often network decisions are politically driven.
Equity			Feel like a second-class citizen because I'm not in a car. For some reason I have more value and my time is more important as a driver than as a pedestrian or cyclist (think Portage & Main).
Maintenance			Too many broken or obstructed sidewalks. Sidewalks aren't well-placed for pedestrians.
Maintenance	Seasonal		Winter maintenance of ped/cycling network is poor; can be icy especially along bridges.
Maintenance	Seasonal		Shrubs, trees overgrowing sidewalks.
Maintenance	Seasonal		Clearing snow from sidewalks everywhere is critical for everyone.
Maintenance			City has to take care of the roadways. Potholes.
Operations			Lights are not timed for driving or walking.
Political			Sidewalks really seem to be last-place in the City's priority.
Public Art			I love the public art along the new transitway.
Safety	Conflict		It is very car centred, but also dangerous for cyclists. Sherbrooke and Pembina I always feel like I could easily miss a cyclist with my shoulder check while turning right.
Safety			Evening safety, visibility, isolation.
Traffic laws			Cyclists do not stop at 4-way stops.
Transit	Design		Poor pedestrian circumstances make it hard to walk to or stand at bus stops.
			Some aspects are great, other areas are awful.

Pedestrian and Cycling Strategy Update			3. What are the biggest barriers to encouraging greener transportation options in Winnipeg?
Key Themes			Raw Data
Affordability			Short term costs may be too overwhelming for some people (eg: electric vehicles). Need incentives to promote greener purchasing.
Affordability	Transit	Reliability	Buses are not affordable, reliable or frequent.
Convenience			Students needed to get to school fast.
Convenience			Long distances.
Covid			Problems with being around the public with COVID. I have not taken the bus since March.
Dependency on single occupant vehicle			Winnipeg is ultimately a car-oriented city; majority of population growth in outer suburbs = continued need for car travel.
Design	Multimodal		Sprawling city. Alternative modes are not yet convenient enough for a mass shift.
Maintenance	Seasonal		Snow clearing.
Maintenance	Seasonal		Snow removal.
Multimodal	Environmental Sustainability		We continue to focus on 'accommodating all mode choices' rather than prioritizing sustainable modes. Transportation demand strategies can help make the sustainable choice the easy and practical.
Parking			Agree that parking costs don't fully consider land value.
Parking			Cost of parking too low.
Reliability	Connectivity	Metro Region	Reliable service and connectivity beyond perimeter or further developments.
Reliability	Connectivity		Reliability of service or connectivity of routes.
Seasonal			The winter and staying warm.
Seasonal			Need a winter city plan (similar to Edmonton).
Technology			Need access to destination chargers and strategically located fast-chargers to facilitate the switch to emission-free, fully electric vehicles for those drivers who need vehicles.

Transportation Master Plan 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 4, 2020 - Interest-Specific Group - Environmental Sustainability

Emerging Technologies			POLL: Rate your organization's attitude towards technology.
		Forward Thinker	1
		Proceed with caution	5
		Somewhat slow to change	0
		Keeping it old school	0

Emerging Technologies			2. How is your organization promoting shared mobility/ride sharing options for commuting?
Key Themes			Raw Data
Autonomous vehicles			Self-driving vehicles will make parking lots less necessary, because folks won't need to park. The car won't need to be their own.
Autonomous vehicles			ManitobaEV promotes development of self-driving tech, which will reduce the need for individuals to own vehicles.
Carshare	Peg City Car Co-op		Staff have access to department Peg City Co-op Memberships.
Carshare	Peg City Car Co-op		ManitobaEV promotes Peg City Car Co-op.
Carshare	Peg City Car Co-op	Multimodal	Green Action Centre is a member of Peg City Car Co-op for daytime work-related trips. Allows us to get to work by bike, bus or walking.
Covid			Not much now since majority are WFH. However all employees either walk or bike to work.
Cycling	UWSA Bike Lab		UWSA Bike Lab. Free / at cost bike maintenance.

Ridesharing	GoManitoba		We promote GoManitoba.
Ridesharing	GoManitoba		Green Action Centre runs GoManitoba, an online ridematching program for the entire province.
Ridesharing	GoManitoba		Subscription and active promotion of GoManitoba.
Ridesharing	Technology	Communication	Carpool parking passes, communications surrounding available park & rides. App that connects carpoolers.
Ridesharing	Parking		Priority parking for carpoolers.
Ridesharing	Technology		Service to connect potential carpooling contacts.
Ridesharing			Encourage carpooling to meetings, events. Etc.
Ridesharing			Monthly parkers are encouraged to sing up with a carpool partner on the pass.
Ridesharing	Covid		One way to continue promoting carpooling during COVID is through the 'carpool bubble'
Ridesharing			Green Action Centre heavily promotes carpooling across the province, especially with the
Ridesharing	Communication		Participate in transportation awareness events with focus on carpooling.
Ridesharing	Loading Zones		Creating designated pick up and drop off zones for ride share companies.
Transit	Upass		Bus pass incentives for students and staff.

Emerging Technologies			3. How does your organization promote emerging technology?
Key Themes			Raw Data
Communication	Green vehicles		ManitobaEV gives talks throughout province to orgs re: new green vehicle opportunities.
Communication			Promote via institutional channels and sustainability network.
Communication			Through newsletters, staff information, on social media, class talks.
Communication	Universities		Universities are looking for partners to help fund GHG reducing technologies.
Communication	Universities		3M student research presentations.
Communication			We do policy advocacy on everything related to a more sustainable environment, including green transportation practices in Manitoba
E-bikes			Green Action Centre is primarily interested in e-bikes and e-scooters. Staff attend conferences and webinars to learn more about experiences elsewhere and share locally.
Electric vehicles	Communication		Installation of charging stations, communicated on signage.
			ManitobaEV works with individual innovators, companies, gov't orgs.. To facilitiate products.

Emerging Technologies			4. What do you see as the key barriers to adopting Emerging Technologies and Future Mobility options in Winnipeg?
Key Themes			Raw Data
Affordability			Cost of e-bikes personally and for a bikeshare much higher than traditional bikes.
Communication			ManitobaEV noticed that a lack of recognition by government leaders of the opportunities that going green offers.
Electric vehicles			Lack of charging stations.
Electric vehicles			Lack of EV charging stations.
Funding			Funding is always the biggest challenge, I find.
Funding			Cost barriers.
Funding			Funding availability.
Multimodal	Funding		Conversation seems to be focused on personal modes (EV's) which are costly to the individual; vs. focusing on mass transit technology.
Political			Political will.
Political	Funding		Politics and funding; how to convince decision makers to fund money for these projects.
Political			Institutional support - not a priority.
Traffic laws			Highway Traffic Act does not currently allow e-scooters in MB.
Transit	Covid		Public Transit and COVID is an issue.

Regional Transportation Review			5. What challenges and opportunities do you see for 'park and ride' or 'cycle and ride' locations in Winnipeg?
Key Themes			Raw Data
Affordability			Purchasing a bus pass and car insurance is not affordable.
Affordability	Convenience		Cost of parking vs. cost of transit use is sometimes negligible, not worth the time loss.
Convenience			Duration of round trip is too long
Convenience			More flexible weekday park and ride opportunities. Vacant lots, etc.
Convenience	Multimodal		Opportunities: people who live outside the city can park and ride/cycle.
Convenience			Park and rides help in the meantime (before feeder buses) with the time barriers.
Dependency on single occupant vehicle			Challenges: allows the City to rely on cars for connectivity and not support feeder buses.
Design			Partnership opportunity between weekend use lots (faith based) for weekday park and ride.
Design			Opportunities: So many parking lots.
Design			Surface lots in peripheral areas: Assiniboia Downs, former Safeway lot at Henderson/Kimberly (already an unofficial P&R for many commuters from ESP).
Design	Multimodal		Park and rides great for edge of city but not within the city. Focus first and last km travel in Winnipeg on other sustainable modes.
Multimodal			Would prefer to accommodate bikes on buses to accommodate the 'last km' to the office or other destination rather than bike & ride.
Operations	Metro Region		P&R: Winnipeg's not large enough to support many P&Rs, coupled with the fact Winnipeg's population is 85% of the region. Few users will use P&Rs from surrounding RMs.
Security			Security for bike parking.
Security			Security for bike storage.

Transportation Master Plan: 2050

EMAIL FEEDBACK

Interest-Specific Groups - Environmental Sustainability

Uber and Lifty finally admit they're making traffic congestion worse in cities (The Verge, Aug 6'19) https://www.theverge.com/2019/8/6/20756945/uber-lyft-tnc-vmt-traffic-congestion-study-fehr-peers

All the Bad Things about Uber and Lyft in One Simple List (Streetsblog, Feb 4'19) https://usa.streetsblog.org/2019/02/04/all-the-bad-things-about-uber-and-lyft-in-one-simple-list/

Union of Concerned Scientists research says ride-hailing results in average increase of 69 per cent (WFP, March 21'20) https://www.winnipegfreepress.com/local/ubers-climate-impact-more-emissions-568989322.html

Uber's Climate Impact: More Emissions

YOUR Uber driver will be arriving soon. The small animated car creeps across the screen of your smartphone and approaches the location marker. Sometimes, the vehicle that pulls up is a gas-guzzling SUV, other times, it's a hybrid Toyota Prius — or really, anything in between. This experience might not be familiar to Winnipeggers, yet. But it soon will be, as Uber is set to start offering rides in the city this spring (contingent on enough drivers signing up to provide the service).

"More choice is better for the marketplace and for Winnipeggers," said Mayor Brian Bowman after the announcement was made last week. Uber has indeed become synonymous with convenience in many parts of the world, but that convenience comes with higher greenhouse gas emissions.

"I could drive 1,000 kilometres on one tank of gas," one of these aforementioned Uber Prius drivers told the Free Press recently, while rolling along the streets of Calgary. Whether that was hyperbole or not, the driver, Naresh, says he made his decision to buy a hybrid Prius so his gas costs would be low as he tries to make a living chauffeuring passengers around the Alberta city.

However, even with some drivers making conservation-oriented decisions, researchers are coming out strongly against ride-hailing services such as Uber and Lyft because of their climate impact.

A study published just last month by the Union of Concerned Scientists, an American non-profit science advocacy organization, said, on average, Uber rides result in 69 per cent higher carbon emissions than what the alternative rides would have produced.

This is principally the result of two things, researchers say. First, Uber drivers extend the total distance driven from what the rider would have driven if they'd taken their own car. Then, between rides, the driver will often keep driving while they wait for a request from a new passenger.

"A non-pooled ride-hailing trip is 47 per cent more polluting than a private car ride," the report says. In a study commissioned by Uber and Lyft in 2018, researchers found, in a survey of six American urban centres, the ride-hailing services accounted for between two and 14 per cent of all miles travelled, depending on the city.

The study also found only 54 to 62 per cent of the miles driven by Uber and Lyft drivers were miles with a passenger in the car. Meanwhile between 28 and 37 per cent of the miles were counted while the driver was waiting for a request, and roughly 10 per cent of miles were tallied by a driver en route to a pickup.

After the study was published, Chris Pangilinan, Uber head of global policy, wrote a blog post which contrasted how low the ride-hailing miles were compared to either commercial or personal vehicle miles: "At Uber, we're focused on reducing the need for private car ownership while expanding transportation access for all."

This was the theme Bowman riffed on as well, saying: "I think with the entry of a major international player, it's something that I'm hoping will provide consumers with even more choice in the marketplace, in addition to public transportation, active transportation." To try to address concerns about its climate impact, Uber has announced the company will power all its corporate offices with renewable sources by 2025. The company is also expanding its focus on electric vehicles.

However, to date, research demonstrates the other reason for ride-hailing services' upward push on emissions comes as a result of riders choosing these convenient options over lower-emissions options such as mass transit, in many cases.

"In urban areas, ride-hailing displaces a higher share of low-carbon trips, so the impact of ride-hailing on pollution is even greater," the report from the Union of Concerned Scientists reads. This is what has resident Nicole Roach particularly concerned about what could be seen in Winnipeg. As the sustainable transportation project co-ordinator at the Green Energy Centre, she can't help but notice Winnipeg is opening the doors to Uber at the same time it's axing programs such as the post-secondary Transit pass program.

"My concern is that it will reinforce the reliance on vehicles that we already have in Winnipeg. And I fear that a ride-hailing service such as Uber would actually increase driving in Winnipeg, which we can't afford right now," Roach said.

"They're just a much bigger player and they have the money to make it appear as if it is a cheaper, better option. If the prices are comparable to the fare for our public transit, then it's definitely a concern."

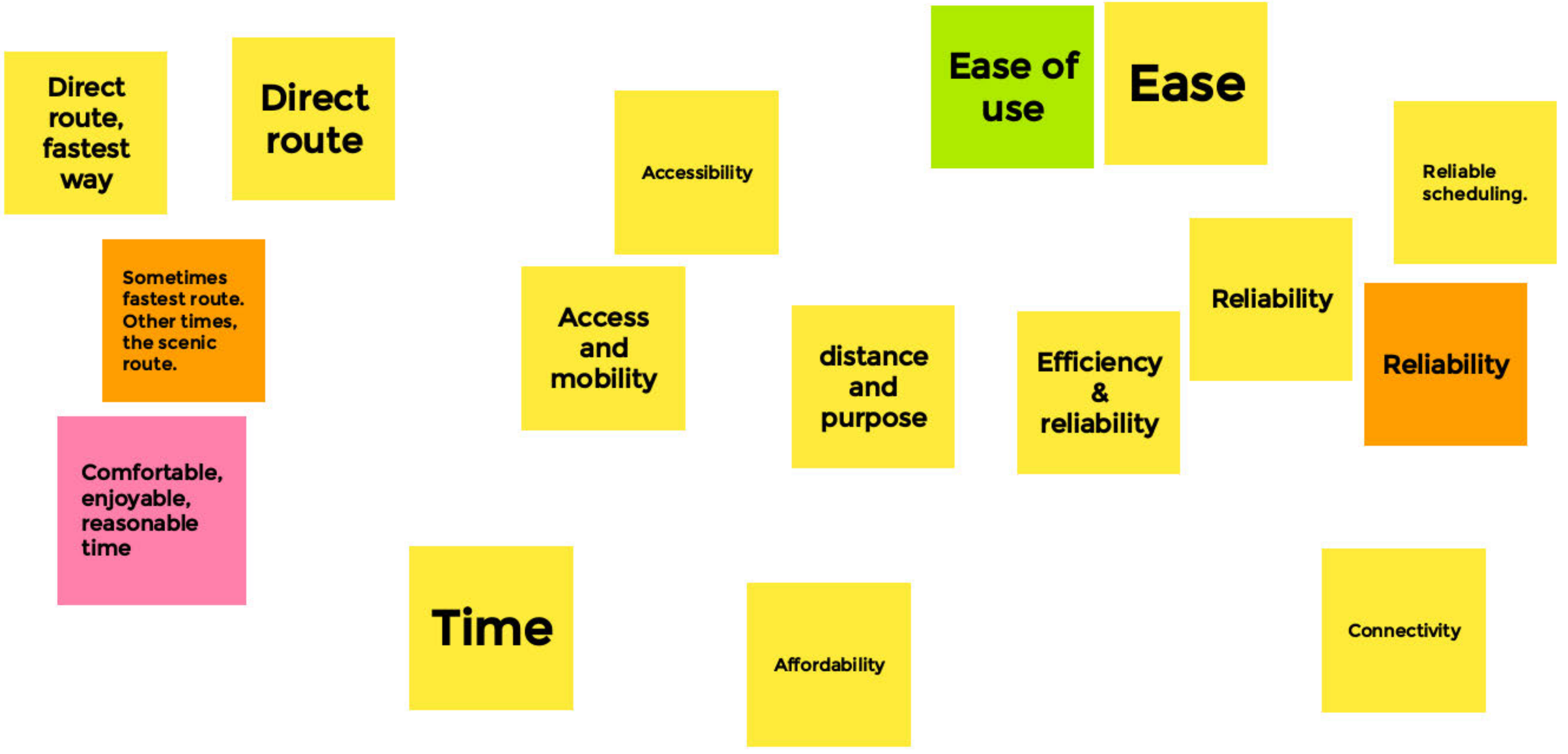
Roach said she would ideally like to see a more connected transportation system that results in fewer kilometres driven, rather than more. She thinks car-sharing and pooling programs could be part of the solution — but of Uber's impact, she is more wary.

"We're lucky that we are late adopters of this, so we have so much data on how it's been implemented in cities around the world. It has been demonstrated time and time again that this is not a positive thing for cities. So it would be great if we had the foresight to look to anyone else to see how Uber has performed. But unfortunately, we're embracing it with open arms."

— with files from Malak Abas and Joyanne Pursaga

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What is MOST important to you when you decide to travel around Winnipeg?



How can transportation support a better quality of life for you, the community you represent, and your neighbours?

Seasonal considerations

Better mixture of modes. Less dominance from personal vehicles

accommodate all modes more equally

Provide affordable access to essential services (ie: groceries, health care, schools, etc.)

by providing coices

Reduce noise and improve safety

A good transportation network will help us to enjoy winter.

by accommodating fully-electric Transportation

Reduce strain on roadways and GHGs

Safer streets.

Less stress with efficient commuting.

Reduced emissions.

People who can't afford a car, are not old enough to drive or do not wish to have a car can commute independently.

Increase modes of travel; being able to travel without the need for a personal automobile

Reduced emissions. Improved air quality.

Improved wellness through more active modes of transportation.

Improve air quality, reduce GHG emissions, use city land for more productive purposes than parking lots, contribute to health and engagement with active modes

Electric buses and the manufacturing of New Flyer buses can create jobs.

Electric buses (green and quiet)

What are the biggest transportation CHALLENGES you or the community you represent, experience when moving through the City?

Cycling network not connected; transit is often unreliable. Non-driving modes take 2-3 times as long as the transportation system is designed for cars.

Reliable transportation network, especially along river crossings

Lack of fast-charging for entry into and out of the city.

Construction

Frequency

Reliability

Reliability

Affordability

Time commitment

Peak time overload

disconnected cycling network

Accessibility in the winter. Not wheelchair or accessible for people with mobility challenges.

Infrequent bus service.

reliability and predictability

People look down on buses and we are not in a bus or public transit ventures city

pass bys

Full buses at peak times

Connectivity

Connectivity for active transportation

Takes too much time

Think about mobility as it relates to your area of interest. Share your experiences.

Flow & Routing

City Services
(Transit, Rapid Transit & Transit Plus)

Maintenance

Feeling safe

Improvements to transit and AT are only allowed if they don't impact the time/convenience for those driving.

Public washrooms

Full buses

City services: Often full buses, not frequent enough on Sundays

snow removal is not approached in a way that is equitable. Roads first with pedestrian/cycle networks last.. especially at the neighbourhood scale. Hard to walk to elementary schools, etc. when paths are not cleared

Shelters need improvements

AT routes are not maintained well. Large cracks. Spring clean up always takes forever.

Flow and routing: Relatively direct with grid streets, but disconnected AT network

Disconnected routes between road ways and AT pathways

Rapid transit services a limited number of neighbourhoods with too many transfers from peripheral routes (to get to RT)

Pass bys are frequent during peak times

Transit is consistently underfunded.

To date, maintenance is focused on major arterials for cars as opposed to the AT routes which often aren't on those roads.

no electric buses

The university has good connectivity but our students come from all over the city and the province. Students find that they have to park and ride too much

lack of complete + comprehensive networks. Cycle routes attached to road renewal projects does not result in a complete network

routes have been configured for Diesel-powered buses, not e-powered buses.

We need more winter heated bus shelters

Transit is hard to predict, is often too unreliable to meet schedule demands (i.e. class times!)

Sidewalks are too close to streets - mucky for pedestrians. Sidewalks aren't maintained well enough.

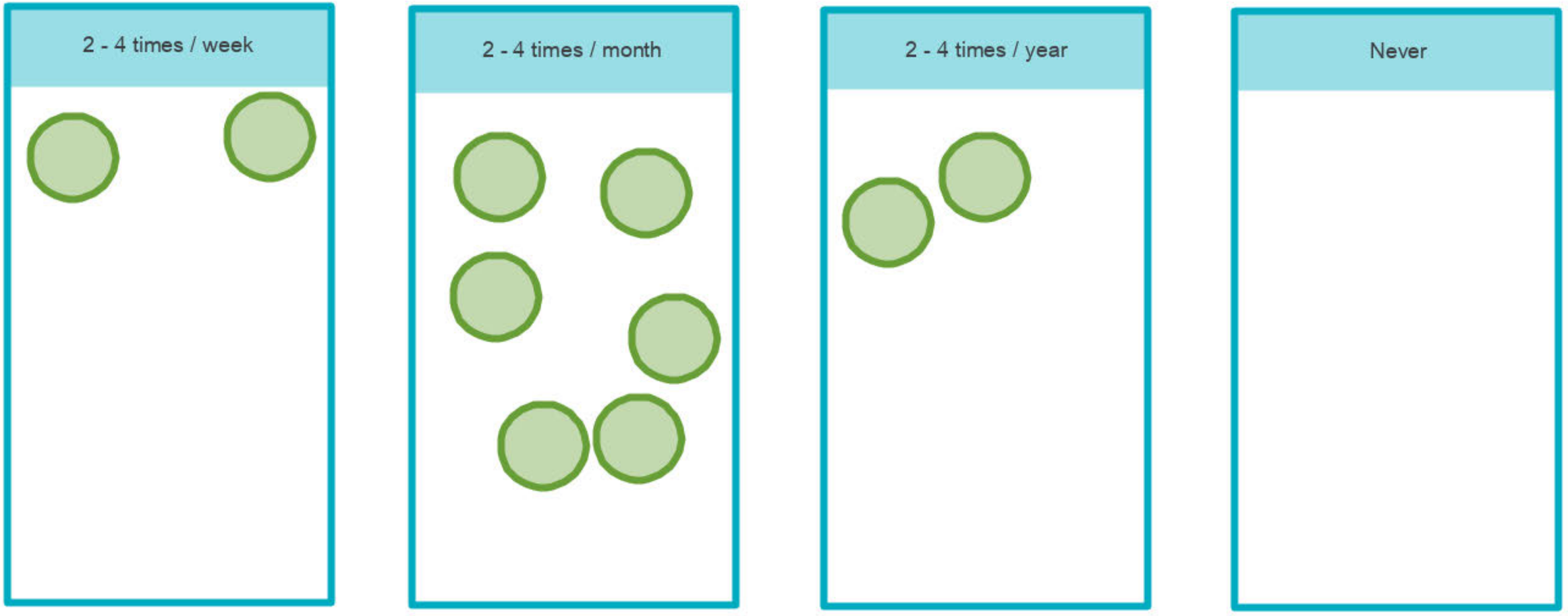
Dirty bus shelters

Winter maintenance is lacking for pedestrians and cyclists

Winter maintenance on sidewalks poor

POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?

Click and drag only ONE circle to your answer.



What are the biggest CHALLENGES we face in Winnipeg in regards to goods movement?

Trucks

- Arguably the most carbon intensive
- Semis travelling through downtown Wpg
- Trucks damage city roads on high volume routes
- Lack of controlled-access highways into core.
- Trucks backlog traffic flow when they don't stick to the right lane
- Traffic congestion from semis down major arteries
- no freeways

Couriers & Small Deliveries

- Short term parking for pick up
- Massive increase in online ordering and deliveries to residences
- increase in demand for curb lanes - bikes, uber, skip, etc
- Trucks and single occupancy cars are carbon intensive
- poor parking for delivery vehicles.
- Loading zones for couriers may be occupied by unauthorized vehicles
- Increase in small/local delivery services (especially during COVID)
- Large amount of sprawl, inefficient
- major transportation corridors also happen to be major cultural centres (portage + main)
- too sprawled for more bike couriers

Rail

- Rail divides neighbourhoods
- Noise for trucks and rail
- Rail: Routing through city adding to other transportation mode delays in result
- Lack of speed
- Presence of rail cutting off neighbourhoods from each other
- Need more partnerships with rail
- Not understanding lifecycle costs of each mode

What are your thoughts on COVID's impact on goods movement? How have your habits changed?

Within 4 months of the college closure we tracked more than 4 million kms of avoided commute

Significantly more online ordering

More online ordering, especially food delivery

Increase local courier services

Shopping less frequently and closer to home; ordering from restaurants more in order to support them.

Increase in ordering to-go, delivery & online grocery

Covid impact - more Amazon + Skip.. have to be cognizant to curb side pick up rather than deliver

I wake up, walk 12 steps to my office, then walk 12 steps to by bedroom at the end of the day.

Ordering online slightly more.

More online orders

Not going to malls or school

Shopping closer to home and supporting local businesses

Only out for quick grocery shops

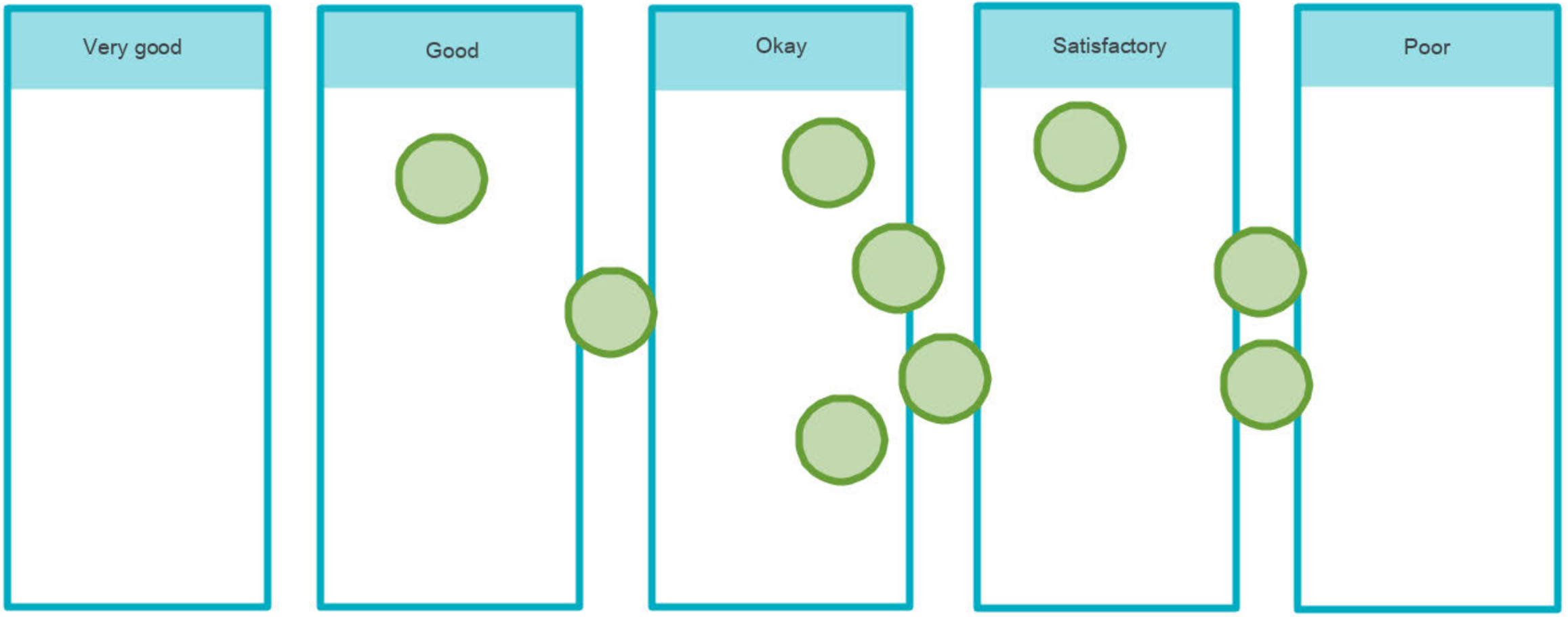
Effort to consolidate and reduce overall trips

Majority of people are working from home

Looking for more sustainable options, but many have been suspended due to COVID. Goods have to be purchased new.

POLL: How would you rate Winnipeg's implementation of pedestrian and cycling infrastructure?

Click and drag only ONE circle to your answer.



Describe your experience with the existing pedestrian and cycling network and infrastructure in Winnipeg.

Bottlenecks at key intersections.

Winter maintenance of ped/cycling network is poor; can be icy especially along bridges

It is very car centred, but also dangerous for cyclists. Sherbrooke and pembina I always feel like I could very easily miss a cyclist with my shoulder check while turning right.

Lights are not timed for driving or walking.

Way to segmented. Not safe..... car drivers don't like sharing the roads

The city of winnipeg cycling map was good.

I love the public art along the new transitway.

Cyclists do not stop at 4-way stops.

Some aspects are great, other areas are awful.

Feel like I'm putting my life at risk every time I bike somewhere. Hard to convince others it's worthwhile when they see the lack of connections and how cyclists are often left to their own devices.

Feel like a second-class citizen because I'm not in a car. For some reason I have more value and my time is more important as a driver than as a ped or cyclist (think Portage & Main).

Wheelchair accessibility both from a winter sidewalk maintenance and connectivity perspective

Shrubs, trees overgrowing sidewalks.

City has to take care of the roadways. Potholes.

Cycling connectivity to the university is improving. Still some wayfinding issues on the newer routes.

Lovely moments on safe + separated lanes, combined with terrifying moments when those lanes abruptly end

Too many broken or obstructed sidewalks. Sidewalks aren't well-placed for pedestrians.

Clearing snow from sidewalks everywhere is critical for everyone.

Pembina bike lanes leave you disconnected near the UM

Evening safety, visibility, isolation.

Disconnected segments

Cycling routes are piecemeal

Seems like not always data driven and well informed. Too often network decisions are politically driven.

Sidewalks really seem to be last-place in the City's priority.

Poor pedestrian circumstances make it hard to walk to or stand at bus stops.

What are the biggest barriers to encouraging greener transportation options in Winnipeg?

Need access to destination chargers and strategically-located, fast-chargers to facilitate the switch to emission-free, fully-electric vehicles for those drivers who need vehicles.

Problems with being around the public with COVID. I have not taken the bus since March.

Buses are not affordable, reliable or frequent.

Reliable service and connectivity beyond perimeter or further developments

Agree that parking costs don't fully consider land value.

Sprawling city. Alternate modes are not yet convenient enough for a mass shift

snow clearing

The winter and staying warm.

Students needed to get to school fast.

Cost of parking too low

Winnipeg is ultimately a car-oriented city; majority of population growth in outer suburbs = continued need for car travel

Snow removal.

Need a winter city plan (similar to Edmonton)

Short term costs may be too overwhelming for some people (eg: electric vehicles). Need incentives to promote greener purchasing

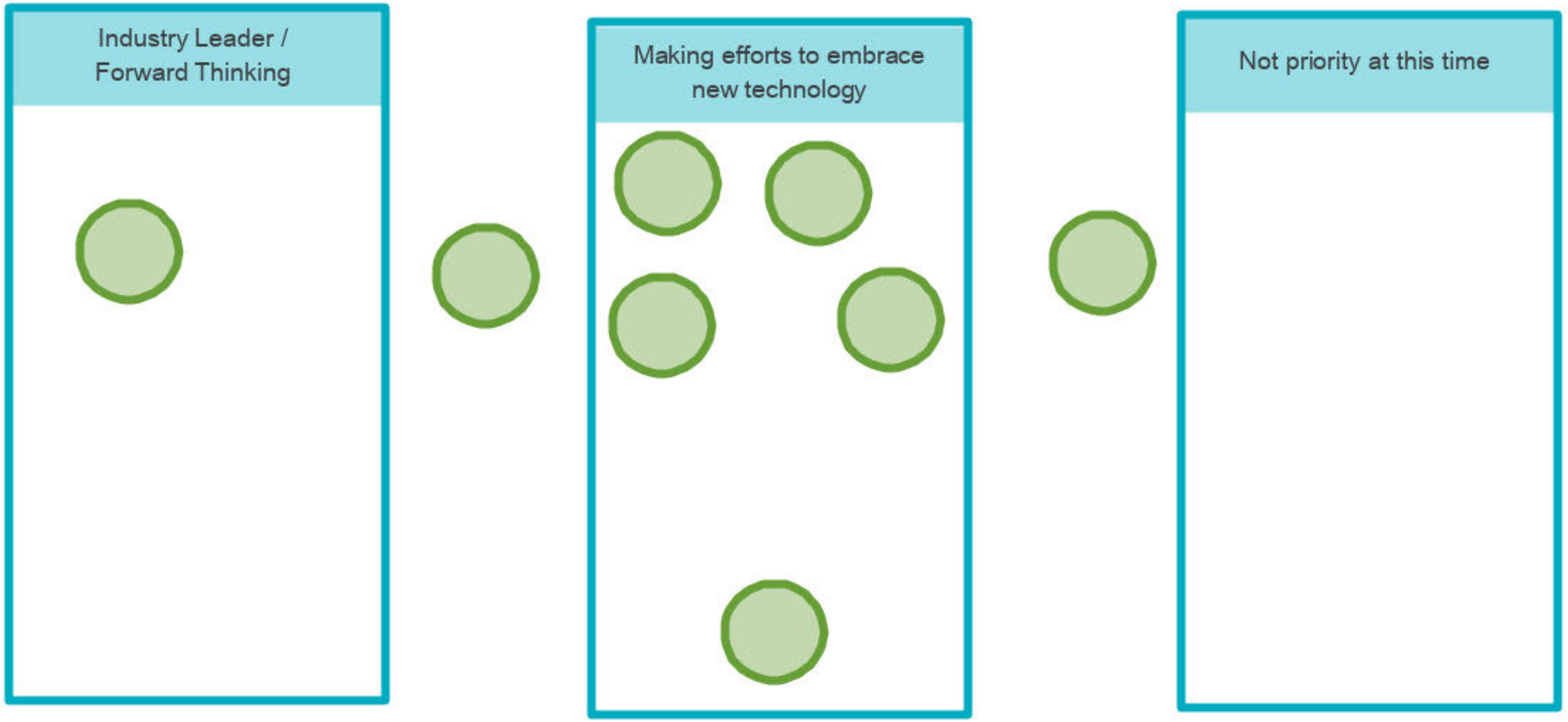
long distances

Reliability of service or connectivity of routes

can help make the sustainable choice the easy and practical option. Just because our population is growing over the next 30 years doesn't mean the overall number of cars on the road has to grow accordingly. We can create the

POLL: Rate your organization's approach towards technology:

Click and drag only ONE circle to your answer.



How is your organization promoting shared mobility / ride sharing options for commuting?

We promote GoManitoba

Green Action Centre runs GoManitoba, an online ridematching program for the entire province.

Subscription and active promotion of GoManitoba

Self-driving vehicles will make parking lots less necessary, because folks won't need to park. The car won't need to be their own.

carpool parking passes, communications surrounding available park+rides. App that connects carpoolers

Priority parking for carpoolers.

Service to connect potential carpooling contacts.

Encourage carpooling to meetings, events, etc.

Monthly parkers are encouraged to sign up with a carpool partner on the pass

One way to continue promoting carpooling during COVID is through the 'carpool bubble' which some may prefer to bus.

Green Action Centre heavily promotes carpooling across the province, especially with the loss of inter-community bus travel (Greyhound).

Participate in transportation awareness events with focus on carpooling

Staff have access to department Peg City Co-op Memberships.

ManitobaEV promotes Peg City Car Co-op.

Green Action Centre is a member of Peg City Car Co-op for daytime work-related trips. Allows us to get to work by bike, bus or walking.

Bus pass incentives for students and staff

UWSA Bike Lab . Free / at cost bike maintenance

ManitobaEV promotes development of self-driving tech, which will reduce the need for individuals to own vehicles.

Creating designated pick up and drop off zones for ride share companies

Not much now since majority are WFH. However all employees either walk or bike to work

How does your organization promote emerging technology?

Green Action Centre is primarily interested in e-bikes and e-scooters. Staff attend conferences and webinars to learn more about experiences elsewhere and share locally.

ManitobaEV gives talks throughout province to orgs re: new green vehicle opportunities.

installation of charging stations, communicated on signage

Promote via institutional channels and sustainability network

Through newsletters, staff information, on social media, class talks.

Universities are looking for partners to help fund GHG reducing technologies.

3M student research presentations

ManitobaEV works with individual innovators, companies, gov't orgs... to facilitate products.

We do policy advocacy on everything related to a more sustainable environment, including green transportation practices in Manitoba.

What do you see as the key barriers to adopting Emerging Technologies and Future Mobility options in Winnipeg?

Lack of charging stations.

Public Transit and COVID is an issue.

Political will.

Lack of EV charging stations

ManitobaEV noticed that a lack of recognition by government leaders of the opportunities that going green offers.

Politics and funding; how to convince decision makers to fund money for these projects

Highway Traffic Act does not currently allow e-scooters in MB.

Funding is always the biggest challenge, I find.

Cost of e-bikes personally and for a bikeshare much higher than traditional bikes.

Cost barriers.

Funding availability

Institutional support - not a priority

Conversations seem to be focused on personal modes (EV's) which are costly to the individual; vs. focusing on mass transit technology.

What CHALLENGES and OPPORTUNITIES do you see for 'park and ride' or 'cycle and ride' locations in Winnipeg?

CHALLENGES

Security for bike parking

Security for bike storage.

Challenges: allows the City to rely on cars for connectivity and not support feeder buses.

Duration of round trip is too long

P&R: Winnipeg's not large enough to support many P&Rs, coupled with the fact Winnipeg's population is 85% of the region. Few users will use P&Rs from surrounding RMs.

City should work harder to partner with businesses like Polo (where students would get tickets for parking and riding)

Purchasing a bus pass and car insurance is not affordable

cost of parking vs. cost of transit use is sometimes negligible, not worth the time loss

More flexible weekday park and ride opportunities. Vacant lots, etc.

OPPORTUNITIES

Opportunities: people who live outside the city can park and ride/cycle.

Partnership opportunity between weekend use lots (faith based) for weekday park and ride.

Park and rides help in the meantime (before feeder buses) with the time barriers.

Opportunities: SO MANY parking lots.

Park and Rides great for edge of city but not within the city. Focus first and last km travel in Winnipeg on other sustainable modes.

Would prefer to accommodate bikes on buses to accommodate the 'last km' to the office or other destination rather than bike & ride.

Surface lots in peripheral areas: Assiniboia Downs, former Safeway lot at Henderson/Kimberly (already an unofficial P&R for many commuters from ESP)

SCATLIFF + MILLER + MURRAY
visionary urban design + landscapes

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes
Round one current conditions and issues
Interest-specific groups: Recreation & green space

Date/time of meeting: November 5, 2020, 2:00PM – 4:00PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Cheryl Dixon	Scatliff+Miller+Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff+Miller+Murray, Public Engagement Specialist
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Julie Dooley	City of Winnipeg, Communication and Engagement Lead
Morgan Vespa	City of Winnipeg, Office of Public Engagement
David Domke	City of Winnipeg, Manager of Parks & Open Space
Ken McKim	City of Winnipeg, Asset Management Office
Chris Baker	City of Winnipeg, Senior Active Transportation Planner

Advisory group members

In attendance:	Representing:
Doug Houghton	Coalition of Manitoba Motorcycle Groups
Jori Pincock	Downtown BIZ
Tracey Umali	Downtown BIZ
Currie Gillespie	Manitoba Cycling Association
Clare MacKay	The Forks
Vanessa Jukes	MB Association of Landscape Architects

Distribution:

- CoW project manager + project team

Meeting goals:

- Introduce project, gather input; and foster early involvement to ensure stakeholders are part of the process

Meeting objectives:

- Gather and understand participants' current evaluation and experience with Winnipeg's transportation network (to help create the draft stakeholder priorities)
- Gather and understand participants' current interests, needs, and wants for improvements to the network
- Collect and identify common values from participants through a visioning exercise to help inform the draft stakeholder priorities (gather ideas on how transportation can support a better quality of life)
- Introduce the six component studies, scope, teams, objectives, background review findings, and opportunities for future input
- Communicate what the end goal of the project is and how it relates to other City strategies and policies

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1.0 Meeting format

1.1 Welcome and background (PowerPoint presentation)

- Welcome and team introductions
- Agenda
- Introduce Alex Regiec, TMP project lead
- Overview of engagement process

1.2 Activity and modules

All activity and module exercises focused on current conditions and issues and were facilitated through the use of Google Jamboards. Where groups were too large to easily accommodate discussion, the large group was split into smaller groups using breakout rooms in Zoom. Participants engaged in roundtable discussions and exercises. Each breakout room included the same content and questions. In all breakout rooms, Google Jamboards were used to collect feedback from participants. The jamboard provides a virtual whiteboard for participants to share comments via sticky notes, similar to an in-person workshop.

The content for this section was centred around a vision and values exercise and four modules that each addressed one to two of the project's component studies. During the breakout room sessions, participants were given links to jamboards for each module. In all breakout rooms participants were asked a series of open-ended and poll questions which they responded to through comments and voting using sticky notes and dots.

Breakout rooms

- **Vision and values**
  - Facilitated jamboard discussion and exercise

- **Module A –** TMP2050 overview: How do you get where you're going? **(Core framework study)**
  - Shared video from Bruce Mori & Adam Wenneman (IBI Group – Toronto)
  - Facilitated jamboard discussion and exercise

- **Module B – Non-capital intensive transportation options and goods movement study: How do you get what you need?**
  - Shared video from Adam Lanigan (Dillon Consulting)
  - Shared video from Jeannette Montufar (MORR Consulting)
  - Facilitated jamboard discussion and exercise

- **Module C – Pedestrian and cycling strategy update: How do you walk and bike through the city?**
  - Shared video from Stephen Chapman (MORR Consulting)
  - Facilitated jamboard discussion and exercise

- **Module D – The future, near & far: How will emerging technologies and imminent solutions change our network? (Emerging technologies and future transportation options and regional transportation review)**
  - Shared video from Ishtiyaq Gull (WSP Canada)
  - Shared video from Diana Emerson (WSP Canada)
  - Facilitated jamboard discussion and exercise

1.3 Conclusion

- Question and answer session with Alex Regiec
- Shared next steps
- Poll questions

2.0 Meeting results

During this meeting, participants noted connectivity as a key issue. This issue referred primarily to connectivity gaps in the cycling network, where routes were needed or where existing routes ended abruptly. To a lesser extent, participants discussed missing connections in the transit system and road network.

Another issue brought up by participants was convenience. They noted a desire for efficient routes and route planning options that would reduce travel times.

Participants also noted issues with ongoing maintenance leading to safety and accessibility concerns. These maintenance issues included cracks and fissures in roadways leading to unsafe

conditions for motorcyclists, as well as snow clearing in winter and street cleaning in summer cutting off sidewalks and cycling routes, resulting in reduced accessibility to routes and destinations.

Other issues raised throughout this meeting included:

- Equity in the provision of transportation mode choices
- Provision of safe infrastructure for walking, cycling, and motorcycling
- Challenges for large trucks accessing loading zones (or parking in cycling lanes) in the downtown area
- Transportation system supports dependency on single-occupant vehicles rather than alternative modes of transportation

6 participants took part in these exercises in one breakout room. Participants were able to submit unlimited comments on any issue and so the frequency of comments listed below is not indicative of the number of people who mentioned a certain issue. In addition, some comments referred to more than one issue and so were included under several key themes.

2.1 Vision and values

1. What is most important to you when you decide to travel around Winnipeg?

   Key themes: Frequency of comment:

   - Convenience.....3
   - Safety..... 3
   - Choice..... 1
   - Multimodal..... 1
   - Design..... 1
   - Accessibility.....1

2. How can transportation support a better quality of life for you, the community you represent, and your neighbours?

   Key themes: Frequency of comment:

   - Environmental Sustainability.....2
   - Multimodal 2
   - Convenience.....2
   - Accessibility.....1
   - Safety..... 1
   - Seasonal.....1

2.2 Module A - TMP2050 overview: Getting where you are going. (Core framework study)

1. What are the biggest transportation CHALLENGES you (or your community) experience when moving through the City?

Key themes:	Frequency of comment:
- Connectivity	3
- Transit	1
- Congestion	1
- Construction	1
- Equity.	1
- Multimodal	1
- Dependency	1
- Maintenance	1
- Seasonal	1
- Reliability	1

2. Think about mobility as it relates to your area of interest. Share your experiences.

Key themes:	Frequency of comment:
- Maintenance	4
- Convenience	3
- Connectivity	2
- Equity	2
- Transit	2
- Multimodal	1
- Seasonal	1
- Design	1

2.3 Module B – **Non-capital intensive transportation options and goods movement study: How do you get what you need?**

1. POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?

Options:	Results:
- 2-4 times per week	0 votes
- 2-4 times per month	5 votes
- 2-4 times per year	0 votes
- Never	0 votes

2. What are the biggest challenges we face in Winnipeg in regards to goods movement?

Key themes:	Frequency of comment:
- Loading Zones	3
- Congestion	2
- Truck Routes	2
- Local Delivery	1
- Rail	1
- Quality of Life	1
- Affordability	1

3. What are your thoughts on COVID's impact on goods movement? How have your habits changed?

Key themes:	Frequency of comment:
- Online Ordering	8
- Decreased travel	6
- Delivery	3
- Remote working	2
- Environmental Sustainability	1

2.4 Module C – **Pedestrian and cycling strategy update: How do you walk and bike through the city?**

1. POLL: How would you rate Winnipeg's implementation of pedestrian and cycling infrastructure?

Options:	Results:
- Very Good	0 votes
- Good	2 votes
- Okay	0 votes
- Satisfactory	3 votes
- Poor	0 votes

2. Describe your experience with the existing pedestrian and cycling network and infrastructure in Winnipeg.

Key themes:	Frequency of comment:
- Connectivity	5
- Maintenance	2
- Seasonal	2

- Communication..... 1
- Conflict..... 1
- Healthy Living..... 1
- Design.....1

3. What are the biggest barriers to encouraging greener transportation options in Winnipeg?

Key themes: Frequency of comment:

- Dependency..... 3
- Equity..... 2
- Accessibility..... 1
- Conflict..... 1
- Connectivity..... 1
- Maintenance..... 1
- Transit..... 1
- Design..... 1
- Traffic laws..... 1
- Environmental Sustainability..... 1
- Reliability..... 1

4. What are the existing gaps in the cycling and walking network that prevents people from accessing key parks and recreation facilities?

Key themes: Frequency of comment:

- Connectivity..... 5
- Maintenance..... 1
- Safety..... 1
- Design..... 1
- Communication..... 1
- Multimodal..... 1

2.5 Module D – **The future, near & far: How will emerging technologies and imminent solutions change our network? (Emerging technologies and future transportation options and regional transportation review)**

1. POLL: Rate your organization's approach towards technology.

Options: Results:

- Forward thinker..... 0 votes
- Making efforts..... 2 votes
- Not a priority..... 2 votes

2. What do you see as the key barriers to adopting emerging technologies and future mobility options in Winnipeg?

Key themes: Frequency of comment:

- Affordability..... 3
- Maintenance..... 1
- Communication.....1
- Electric Vehicle..... 1
- Funding.....1

3. What challenges and opportunities do you see for 'park and ride' or 'cycle and ride' locations in Winnipeg?

Key themes: Frequency of comment:

- Quality of Life..... 2
- Security..... 2
- Connectivity.....1
- Design..... 1
- Seasonal.....1
- Convenience.....1
- Parking..... 1

2.6 Poll questions

1. *How easy did you find attending a Zoom meeting?*

Very Easy	Easy	Neutral	Difficult	Very Difficult
4 (67%)	2 (33%)	0 (0%)	0 (0%)	0 (0%)

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

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
1 (17%)	5 (83%)	0 (0%)	0 (0%)	0 (0%)

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 5, 2020 - Interest-Specific Group - Recreation

Vision + Values			**1. What is most important to you when you decide to travel around Winnipeg?**
Key Themes			Raw Data
Choice	Multimodal		Which mode is available to get to the destination?
Convenience			Minimize travel time.
Convenience			Efficiency - route and time.
Safety	Design		If riding motorcycle, personal injury safety and safe road infrastructure.
Safety	Accessibility		Accessibility, safety.
Safety	Convenience		Safety and speed.
Vision + Values			**2. How can transportation support a better quality of life for you, the community you represent, and your neighbours?**
Key Themes			Raw Data
Accessibility	Environmental Sustainability		Accessibility, reduce effects of climate change.
Convenience			More efficient route planning to reduce amount of travel time and transportation stress.
Convenience	Multimodal		More options with similar efficiency.
Multimodal			Provide more options.
Safety	Environmental Sustaina	Seasonal	Safe infrastructure, sidewalks, snow clearing - winter access, prioritizing sustainable modes of transportation.

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 5, 2020 - Interest-Specific Group - Recreation

Core Framework Study			**1. What are the biggest transportation CHALLENGES you (or your community) experience when moving through the City?**
Key Themes			Raw Data
Congestion			Bottlenecks throughout.
Connectivity	Maintenance	Seasonal	Lack of connections and condition of existing connections in all four seasons.
Construction	Connectivity		Construction delays without poorly planned travel options or detours. AT connections not always integrated between neighbourhoods.
Equity	Dependency on single occupant vehicle		Prioritization of vehicles.
Multimodal	Connectivity		Connections from various types of transportation modes.
Transit	Reliability		Lack of frequency and long transit times using public transportation. Parking fees may be less than public transit costs for a trip with multiple stops.
Core Framework Study			**2. Think about mobility as it relates to your area of interest. Share your experiences.**
Key Themes			Raw Data
Connectivity			Flow: connection AT along the entire rapid transit. For example, the connection across Osborne when you are southbound.
Connectivity	Multimodal		There are few fast routes through the city for cars.
Equity	Maintenance		Roads are cleared before sidewalks - prioritizing motor vehicles.
Maintenance	Seasonal		Not being able to count on the snow clearing on AT routes.
Maintenance	Design		For motorcycling, maintenance and design is a major issue. Cracks and snake like fissures in road services. Groves at intersections. Short times for amber on 80km roads.
Maintenance	Equity		Maintenance: roads are clear for Transit/vehicles, but the paths/sidewalks to get there are not.
Navigo	Convenience		Navigo is inefficient for trip planning
Transit	Convenience		Transit: covers too much on one route. Would rather it be broken up with more feeders.
Transit	Convenience		It takes longer to take the bus to many destinations than to drive.

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 5, 2020 - Interest-Specific Group - Recreation

Goods Movement Study			POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?
		2-4 times/wk	0
		2-4 times/mn	5
		2-4 times/yr	0
Goods Movement Study			2. What are the biggest challenges we face in Winnipeg in regards to goods movement?
	Key Themes		Raw Data
Couriers/Small Deliver	Local Delivery	Affordability	Local deliveries are often more expensive than corporate. Makes it hard to support
Rail	Truck Routes		With no freeways, many roads are truck routes, which otherwise might not be. Trucks end up on roads where they ideally would not be.
Rail	Truck Routes	Loading Zones	Challenging access to businesses downtown and in the exchange - for trucks and larger
Trucks	Congestion	Quality of life	Railways in residential neighbourhoods (crossing, noise, safety).
	Loading Zones		Inner city has inadequate loading facilities for large trucks without blocking lanes or part
	Loading Zones		Delivery vehicles parking in the bike lanes.
	Rail	Congestion	Railway crossings slowing down vehicles.

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 5, 2020 - Interest-Specific Group - Recreation

Pedestrian and Cycling Strategy Update			POLL: How would you rate Winnipeg's implementation of pedestrian and cycling infrastructure?
		Very Good	0
		Good	2
		Okay	0
		Satisfactory	3
		Poor	0

Pedestrian and Cycling Strategy Update			2. Describe your experience with the existing pedestrian and cycling network and infrastructure in Winnipeg.
Key Themes			Raw Data
Communication			Some areas have poor or confusing signage.
Conflict	Connectivity		Too much unsafe interaction between bicycles and auto due to lack of identified and dedicated lanes. Need to integrate between residential as well as industrial and commercial uses.
Connectivity			Limited connectivity.
Connectivity			Poor connectivity.
Connectivity	Design		Not well integrated into the city - is an afterthought.
Healthy Living			In my neighbourhood, ped/cycling is only used for leisure/exercise, and not for transportation.
Maintenance	Seasonal	Connectivity	I feel we have made good strides in AT over the years. I find new routes to take my groups on every year. There is still a large issue with snow clearing and general condition. If the infrastructure is not in good condition, we…
Maintenance	Seasonal		Snow clearing improvements needed!

Pedestrian and Cycling Strategy Update			3. What are the biggest barriers to encouraging greener transportation options in Winnipeg?
Key Themes			Raw Data
Accessibility			Accessibility!
Conflict	Design		Cycling with vehicle traffic - need separated lanes.
Connectivity	Reliability		Connected safe routes. Predictable conditions (reliable) so we can plan ahead.
Dependency on single occupant vehicle			Single use vehicles are still most efficient form of transportation for most commuters.
Dependency on single occupant vehicle			Nothing is faster than a single-occupant vehicle.
Equity	Environmental Sustainability		Prioritization needed. Incentives needed for more individuals to choose greener transportation options.
Maintenance	Traffic laws		Motorcycles use less fuel and do not damage roads like autos. During May to October, we could reduce traffic in city, particularly downtown by permitting motorcycles in bus lanes andf ree parking for motorcycles so as…
Transit	Dependency on sin	Equity	Public transportation needs to be more inclusive so folks can give up their reliance on a personal vehicle - allow pets, more frequency.
Pedestrian and Cycling Strategy Update			**4. What are the existing gaps in the cycling and walking network that prevents people from accessing key parks and recreation facilities?**
Key Themes			Raw Data
Connectivity			Many routes people who choose to bike, use, run through a combination of City roads (bike lanes or not) and parks. We are working to make improvements to these through our WalkBike studies - connections between.
Connectivity	Communication		Connections and wayfinding for cycling routes need to be improved.
Connectivity	Design		Need to be parallel to desired paths (ie. Regional streets).
Connectivity	Multimodal		Currently one would have to use motorized transportation to get to these facilities. Need linkages from suburban area.
Connectivity			No connectivity or trail system.
Maintenance			Condition of park pathways need to be improved.
Safety			Safe routes for cycling, walking, mobility challenged.

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 5, 2020 - Interest-Specific Group - Recreation

Emerging Technologies			**POLL: Rate your organization's approach towards technology:**
		Forward thinking	0
		Making efforts	2
		Not a priority	2
Emerging Technologies			**2. What do you see as the key barriers to adopting Emerging Technologies and Future Mobility options in Winnipeg?**
Key Themes			Raw Data
Affordability			Cost to user.
Affordability	Communication		Cost, public doubt, and acceptance of something new that is not understood.
Affordability	Electric vehicle		Need to develop incentives to encourage use of electric vehicles and other non fossil fuel using vehicles. New infrastructure and parking with charging facilities.
Maintenance	Funding		Infrastructure requirements / costs.
Regional Transportation Review			**3. What challenges and opportunities do you see for 'park and ride' or 'cycle and ride' locations in Winnipeg?**
Key Themes			Raw Data
Challenges	Connectivity	Convenience	Need to have efficient connector transportation to city centre and across city. Currently it would be less of a hassle to drive into the core or downtown than to park and pick of city transportation.
	Design		Create amenities around park and ride areas (parks, coffee shops, etc.)
	Quality of Life	Parking	Huge benefit for downtown during events, when parking is a challenge.
	Seasonal		Park: electrical outlets for car in Winter.
Opportunities	Security	Quality of Life	Cycle and ride locations must have secure lock-up for bikes, or even an indoor parking facility at the Forks that utilizes transit from there. This will benefit commuters and event goers.
	Security		Safe bike storage at embarkment/disembarkment.

What is MOST important to you when you decide to travel around Winnipeg?

Which mode is available to get to the destination.

Accessibility, Safety,

If riding motorcycle, personal injury safety and safe road infrastructure

Minimize travel time

Safety and speed

Efficiency - route and time

How can transportation support a better quality of life for you, the community you represent, and your neighbours?

More efficient route planning to reduce amount of travel time and transportation stress.

More options with similar efficiency

Provide more options.

Safe infrastructure, sidewalks, snow clearing - winter access, prioritizing sustainable modes of transporation

Accessibility, reduce effects of climate change

What are the biggest transportation CHALLENGES you (or your community) experience when moving through the city?

Bottlenecks throughout.

prioritization of vehicles

Lack of connections and condition of existing connections in all four seasons

Lack of frequency and long transit times using public transportation. Parking fees may be less than public transit costs for a trip with multiple stops

connections from various types of transportation modes

Construction delays without poorly planned travel options or detours. AT connections not always integrated between neighbourhoods

Think about mobility as it relates to your area of interest. Share your experiences.

Flow & Routing

Flow: connection AT along the entire rapid transit. for example, the connection across Osborne when you are southbound

There are few fast routes through the city for cars.

City Services (Transit, Rapid Transit & Transit Plus)

Navigo is inefficient for trip planning

It takes longer to take the bus to many destinations than to drive

Transit: covers too much on one route. Would rather it be broken up with more feeders.

Maintenance

roads are cleared before sidewalks - prioritizing motor vehicles

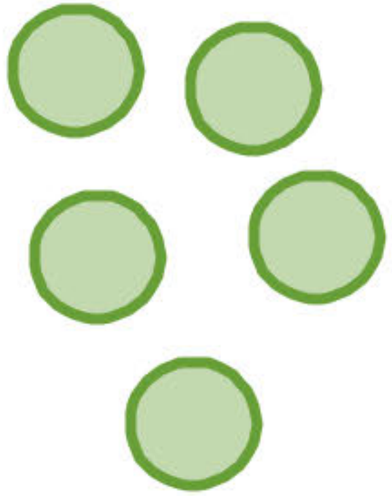
Not being able to count on the snow clearing on AT routes

For motorcycling maintenance and design is a major issue. Cracks and snake like fissures in road services. Groves at intersections. Short times for amber on 80 km roads.

Maintenance: roads are clear for Transit/vehicles, but the paths/sidewalks to get there are not.

POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?

Click and drag only ONE circle to your answer.

2 - 4 times / week	2 - 4 times / month	2 - 4 times / year	Never
			

What are the biggest CHALLENGES we face in Winnipeg in regards to goods movement?

Trucks

with no freeways, many roads are truck routes, which otherwise might not be. Trucks end up on roads where they ideally would not be

Challenging access to businesses downtown and in the exchange - for trucks and larger vehicles

Couriers & Small Deliveries

Inner city has inadequate loading facilities for large trucks without blocking lanes or part of streets. Limited loading zones for delivery vehicles.

Local deliveries are often more expensive than corporate. Makes it hard to support "local".

Delivery vehicles parking the the bike lanes

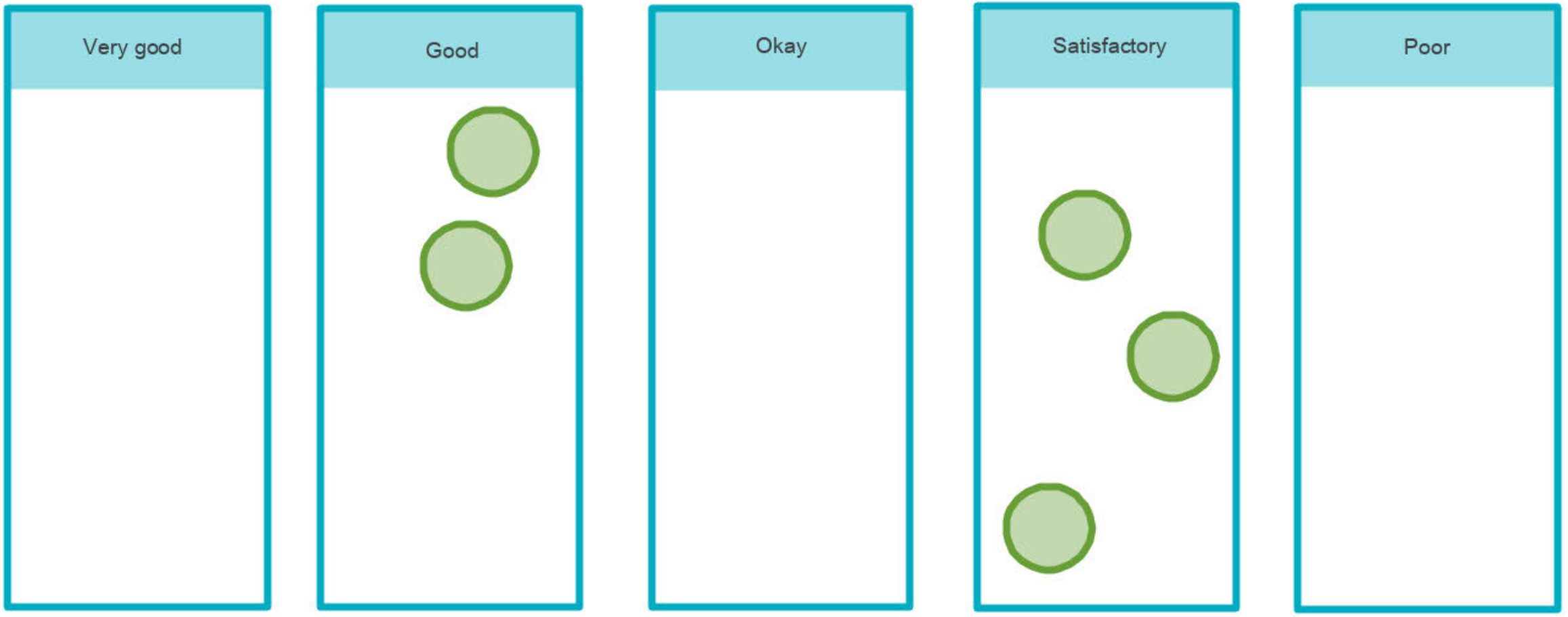
Rail

Railway crossings slowing down vehicles

Railways in residential neighbourhoods (crossing, noise, safety).

POLL: How would you rate Winnipeg's implementation of pedestrian and cycling infrastructure?

Click and drag only ONE circle to your answer.



Describe your experience with the existing pedestrian and cycling network and infrastructure in Winnipeg.

In my neighbourhood, ped/cycling is only used for leisure/exercise, and not for transportation.

some areas have poor or confusing signage

Limited connectivity

Poor connectivity

I feel we have made good strides it AT over the years. I find new routes to take my groups on every year. There is still a large issue with snow clearing and general condition. If the infrastructure is not in good condition, we will use the roadway

Too much unsafe interaction between bicycles and autos due to lack of identified and dedicated lanes. Need to integrated between residential as well as industrial and commercial uses

Snow clearing improvements needed!

Not well integrated into the city - is an afterthought

What are the biggest barriers to encouraging greener transportation options in Winnipeg?

fuel and do not damage roads like autos. During May to October, we could reduce traffic in city, particularly downtown by permitting motorcycles in bus lanes and free parking for motorcycles so as to utilize small spaces and making more

Connected safe routes. Predictable conditions (reliable) so we can plan ahead.

Cycling with vehicle traffic - need separated lanes.

Single use vehicles are still most efficient form of transportation for most commuters

Accessibility!

Prioritization needed. Incentives needed for more individuals to choose greener transportation options.

Public transportation needs to be more inclusive so folks can give up their reliance on a personal vehicle - allow pets, more frequency

Nothing is faster than a single-occupant vehicle.

What are the existing gaps in the cycling and walking network that prevents people from accessing key parks and recreation facilities?

many routes people who choose to bike use run through a combination of City roads (bike lanes or not) and parks. We are working to make improvements to these through our WalkBike studies - connections between the roads and parks

Condition of park pathways need to be improved.

Need to be parallel to desired paths (i.e. regional streets).

Safe routes for cycling, walking, mobility challenged.

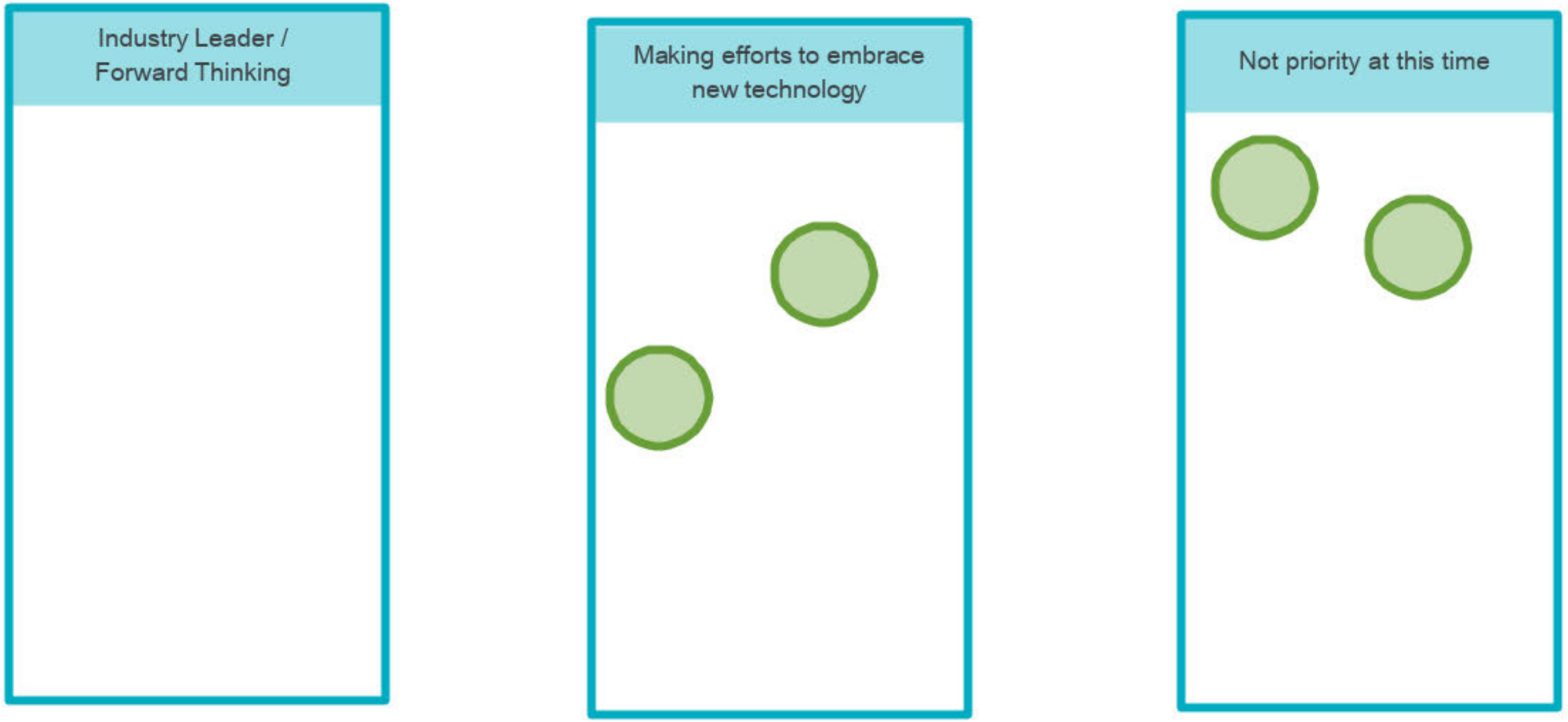
No connectivity or trail system

Connections and wayfinding for cycling routes need to be improved.

Currently one would have to use motorized transportation to get to these facilities. Need linkages from suburban areas

POLL: Rate your organization's approach towards technology:

Click and drag only ONE circle to your answer.



What do you see as the key barriers to adopting Emerging Technologies and Future Mobility options in Winnipeg?

Cost to user.

Infrastructure requirements / costs

Cost, public doubt, and acceptance of something new that is not understood

Need to develop incentives to encourage use of electric vehicles and other non fossil fuel using vehicles. new infrastructure and parking with charging facilities.

What CHALLENGES and OPPORTUNITIES do you see for 'park and ride' or 'cycle and ride' locations in Winnipeg?

CHALLENGES

Park: electrical outlets for car in winter

Cycle and ride locations must have secure lock-up for bikes. or even an indoor parking facility at the Forks the utilizes transit from there. This will benefit commuters and event goers.

Need to have efficient connector transportation to city centre and across city. Currently it would be less of a hassle to drive into the core or downtown than to park and pick of city transportation.

safe bike storage at embarkment/dis-embarkment

OPPORTUNITIES

create amenities around park and ride areas (parks, coffee shops, etc.)

Huge benefit for downtown during events, when parking is a challenge

SCATLIFF + MILLER + MURRAY
visionary urban design + landscapes

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes
Round one current conditions and issues
Interest-specific groups: Development & land use

Date/time of meeting: November 9, 2020, 2:00PM – 4:00PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Cheryl Dixon	Scatliff+Miller+Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff+Miller+Murray, Public Engagement Specialist
Samantha Blatz	Scatliff+Miller+Murray, Public Engagement Specialist
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Julie Dooley	City of Winnipeg, Communication and Engagement Lead
Morgan Vespa	City of Winnipeg, Office of Public Engagement
Michael Pyl	City of Winnipeg, Planner

Advisory group members

In attendance:	Representing:
Susan Russell	Urban Development Institute
Mike Carruthers	Urban Development Institute
Paul Sunderland	Urban Development Institute
Richard Tebinka	Urban Development Institute
Colin Fast	Winnipeg Chamber of Commerce
David Pensato	Exchange District BIZ
Astrid Lichti	North End BIZ
Jennifer Mathieson	Norwood Grove BIZ
Sara Atnikov	West Broadway BIZ
Joseph Kornelsen	West End BIZ

In attendance:	Representing:
Jeff Palmer	Urban Systems
Donovan Toews	Landmark
Matt Galvin	Terracon
Meagan Boles	WSP
Scott Rudman	TACADA Investments
Veronica Eno	Forster Harvard Development
Jino Distasio	University of Winnipeg
Chrystal Adamson	Provencher BIZ
Sara Stasiuk	The Forks
Ryan Kuffner	Economic Development Winnipeg

Distribution:

- CoW project manager + project team

Meeting goals:

- Introduce project, gather input; and foster early involvement to ensure stakeholders are part of the process

Meeting objectives:

- Gather and understand participants' current evaluation and experience with Winnipeg's transportation network (to help create the draft stakeholder priorities)
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1.0 Meeting format

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Breakout rooms

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  - Facilitated jamboard discussion and exercise

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  - Shared video from Ishtiyaq Gull (WSP Canada)
  - Shared video from Diana Emerson (WSP Canada)
  - Facilitated jamboard discussion and exercise

1.3 Conclusion

- Question and answer session with Alex Regiec
- Shared next steps
- Poll questions

2.0 Meeting results

During this meeting, participants noted the importance of convenience in making transportation decisions. They were concerned with choosing the most efficient route to their destination, as well as one that would offer an enjoyable experience and allow them to accomplish errands along the way. Participants also considered how convenient it would be to use a variety of modes, noting that not all routes, destinations, or travel activities were supported by all transportation modes under Winnipeg's current transportation system.

Participants also noted connectivity as a key issue with the current transportation system. The issue of connectivity was cited most often in relation to the pedestrian and cycling network, with

participants noting gaps in the network and challenges with crossing barriers such as rivers and rail.

In discussions regarding the pedestrian and cycling network participants also noted that inconsistencies in infrastructure design resulted in confusion for users and bystanders. Participants also noted design challenges with rail lines creating divisions between neighbourhoods and issues with large trucks failing to stop for yellow lights, either due to driver choices or a lack of adequate roadway to allow for stopping time.

Other issues raised throughout this meeting included:

- Public and political support (through budgeting) for active transportation projects
- Maintenance of roadways and active transportation routes
- Timely and effective snow clearing on active transportation routes
- Congestion resulting from bottlenecks (at bridges and other pinch points)

20 participants took part in these exercises and were split into two breakout rooms. Participants were able to submit unlimited comments on any issue and so the frequency of comments listed below is not indicative of the number of people who mentioned a certain issue. In addition, some comments referred to more than one issue and so were included under several key themes.

2.1 Vision and values

1. What is most important to you when you decide to travel around Winnipeg?

Key themes:	Frequency of comment:
Convenience	11
Safety	2
Quality of Life	2
Environmental Sustainability	1
Affordability	1

2. How can transportation support a better quality of life for you, the community you represent, and your neighbours?

Key themes:	Frequency of comment:
Convenience	6
Multimodal	5
Equity	1
Safety	1
Choice	1
Congestion	1
Funding	1
Maintenance	1
Quality of Life	1
Operations	1
Reliability	1

- Healthy Living.....1
- Delivery..... 1

2.2 Module A - TMP2050 overview: Getting where you are going. (Core framework study)

1. What are the biggest transportation CHALLENGES Winnipeggers experience when moving throughout the City?

Key themes:	Frequency of comment:
Maintenance	8
Transit	6
Congestion	5
Seasonal	5
Design	4
Parking	3
Reliability	3
Communication	2
Connectivity	2
Safety	2
Accessibility	2
Construction	1
Rail	1
Truck Routes	1
Loading Zones	1
Convenience	1
Funding	1
Dependency	1

2.3 Module B – **Non-capital intensive transportation options and goods movement study: How do you get what you need?**

1. POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?

Options:	Results:
2-4 times per week	6 votes
2-4 times per month	2 votes
2-4 times per year	0 votes
Never	0 votes

2. What are the biggest challenges we face in Winnipeg in regards to goods movement?

Key themes:	Frequency of comment:
- Truck Routes	7
- Conflict	4
- Congestion	4
- Loading Zones	4
- Quality of Life	3
- Design	2
- Delivery	1
- Funding	1
- Operations	1
- Safety	1
- Truck size	1
- Communication	1

3. What are your thoughts on COVID's impact on goods movement? How have your habits changed?

Key themes:	Frequency of comment:
- Online Ordering	8
- Decreased travel	6
- Delivery	3
- Remote working	2
- Environmental Sustainability	1

2.4 Module C – **Pedestrian and cycling strategy update: How do you walk and bike through the city?**

1. POLL: How would you rate Winnipeg's implementation of pedestrian and cycling infrastructure?

Options:	Results:
- Very Good	0 votes
- Good	4 votes
- Okay	3 votes
- Satisfactory	1 votes
- Poor	0 votes

2. Describe your experience with the existing pedestrian and cycling network and infrastructure in Winnipeg.

Key themes:	Frequency of comment:
- Connectivity	10
- Design	6
- Safety	5
- Quality of Life	3
- Choice	2
- Maintenance	2
- Seasonal	2
- Traffic laws	2
- Environmental Sustainability	1
- Open Streets	1
- Rail	1
- Convenience	1
- Communication	1
- Healthy Living	1
- Reliability	1

3. What are the biggest barriers to encouraging greener transportation options in Winnipeg?

Key themes:	Frequency of comment:
- Seasonal	5
- Design	3
- Maintenance	3
- Political	3
- Convenience	2
- Funding	2
- Safety	2
- Transit	2
- Communication	2
- Environmental Sustainability	1
- Reliability	1
- Dependency	1
- Choice	1
- Equity	1
- Connectivity	1
- COVID	1

2.5 Module D – **The future, near & far: How will emerging technologies and imminent solutions change our network? (Emerging technologies and future transportation options and regional transportation review)**

1. What do you see as the key barriers to adopting emerging technologies and future mobility options in Winnipeg?

Key themes:	Frequency of comment:
- Political	5
- Funding	4
- Communication	4
- Seasonal	2
- Affordability	1
- Dependency	1
- Design	1
- Reliability	1
- Electric vehicles	1
- Conflict	1
- Autonomous vehicles	1

2. Would you like to see Winnipeg explore emerging technologies through pilot projects? If yes, how?

Key themes:	Frequency of comment:
- Autonomous Vehicles	3
- Technology	3
- Funding	3
- Electric vehicles	2
- Multimodal	2
- Healthy Living	2
- High use areas	2
- Transit	1
- Communication	1
- Micromobility	1
- Trucking	1
- Seasonal	1
- Maintenance	1
- Affordability	1

3. How does Winnipeg's existing transportation network create challenges in regards to economic development for Winnipeg's Metropolitan Region (outside of Winnipeg)?

Key themes: Frequency of comment:

- Metro Region.....8
- Connectivity.....4
- Design..... 4
- Political..... 4
- Funding..... 3
- Multimodal..... 1
- Transit.....1
- Dependency.....1
- Environmental Sustainability.....1

2.6 Poll questions

1. *Have you attended a similar virtual style event before?*

Yes	No	Unsure
7 (88%)	1 (12%)	0 (0%)

2. *How easy did you find attending a Zoom meeting?*

Very Easy	Easy	Neutral	Difficult	Very Difficult
3 (38%)	4 (50%)	1 (12%)	0 (0%)	0 (0%)

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

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
2 (25%)	6 (75%)	0 (0%)	0 (0%)	0 (0%)

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME

November 9, 2020 - Interest-Specific Group - Development

Vision + Values				**1. What is most important to you when you decide to travel around Winnipeg?**
Key Themes				Raw Data
Convenience				Can I ride my bike?
Convenience				Can I get there by bike?
Convenience				Convenient and quick route.
Convenience	Safety	Environmental Sust	Affordability	Value - time, experience, safety, environmental impact, cost.
Convenience	Quality of Life			What's the most convenient and enjoyable route to do multiple things in one trip?
Convenience				How can I get where I need to go most efficiently (time)?
Convenience				Ease of getting to the destination.
Convenience				Traffic and time.
Convenience				What's the quickest way to get there?
Convenience				Most convenient, hassle free route.
Convenience	Safety	Quality of Life		Most comfortable/safe, convenience, most beautiful, quickest, least frustrating.
Vision + Values				**2. How can transportation support a better quality of life for you, the community you represent, and your neighbours?**
Key Themes				Raw Data
Convenience				Make it easier to make the right choice.
Convenience	Choice	Multimodal		Everything I need within a short bus trip, bike ride, or within walking distance (5 minutes).
Convenience	Congestion	Operations	Delivery	Improve efficiency, movement of goods, reduce congestion, timed signalized intersections.
Convenience	Multimodal			Flexible, multiple options, convenience.
Convenience	Multimodal			Provide me with more options so that AT is the most efficient choice.
Equity	Funding			More investment in active transportation modes.
Multimodal	Convenience			More options to use the best mode for the purpose of the trip.
Multimodal	Maintenance	Reliability		If alternatives to the automobile are available. Buses that are not overcrowded and arriving often, sidewalks are cleared of snow, bike routes feel safe.
Safety	Quality of Life	Healthy Living		More safe, comfortable and fun options (thinking about walking, biking, skiing!, and bus).

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 9, 2020 - Interest-Specific Group - Development

Core Framework Study				1. What are the biggest transportation CHALLENGES Winnipeggers experience when moving throughout the City?
Key Themes				Raw Data
Communication	Parking			Perceptions that parking is not available.
Communication	Loading Zones			Taxis stopping in the bike / bus lanes.
Congestion				Bridge bottlenecks.
Congestion				Lack of redundancy, capacity bottlenecks.
Congestion	Convenience	Accessibility	Reliability	Lack of convenient, accessible, reliable options leading to motor vehicle congestion.
Congestion				Congestion.
Congestion				Bottlenecks at peak traffic times.
Connectivity				Missing connections along active transportation routes.
Connectivity				Lack of AT river crossings.
Construction	Maintenance			General city and construction debris on sidewalks.
Design	Funding			Most capital investment and planning maintains the status quo.
Design	Dependency on single-occupant vehicle			Land-use development that favours private vehicle use.
Maintenance				Road conditions, pot holes etc.
Maintenance				Pot holes in the bike lane!
Maintenance	Seasonal			Snowy walk and bikeways.
Maintenance	Seasonal			Lack of snow clearing in residential neighbourhoods makes walking difficult to get to bus routes, walk trips in the neighbourhood.
Maintenance	Seasonal	Accessibility		Snow clearing on sidewalks; meaningful/useful mobility options for many destinations.
Maintenance	Seasonal	Transit	Parking	Reduced and/or sporadic parking. Snowclearing sometimes poor at transit stops and sidewalks.
Parking	Safety	Maintenance	Seasonal	No snow clearing around parking pay stations to be able to safely pay.
Rail				Trains.
Safety	Design			Terrifying intersection crossings.
Transit	Reliability			Infrequent transit.
Transit	Reliability			Overcrowded buses, headways.
Transit				Full buses zooming by on the crappiest of days.
Transit	Design			Lack of density to support transit.
Transit				Long waits at transit route transfer points.
Truck routes				Commercial vehicles being routed through the city.

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 9, 2020 - Interest-Specific Group - Development

Goods Movement Study			POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?
		2-4 times/wk	6
		2-4 times/mo	2
		2-4 times/yr	0
		Never	0

Goods Movement Study			2. What are the biggest challenges we face in Winnipeg in regards to goods movement?
Key Themes			Raw Data
Conflict			Conflict between large trucks and other modes.
Conflict			Conflict between trains and all other modes.
Congestion			Too many crossings.
Congestion			Rail - delays at crossings increasing as train lengths increase.
Congestion			At-grade rail crossings on expressways like the Perimeter.
Congestion	Quality of Life		Rail is very noisy, many rail crossings that delay traffic.
Delivery			Courier / small deliveries need more options.
Funding	Design		Cost of rail underpasses, underutilized rail yards dividing neighbourhoods.
Loading Zones			Underutilized loading spaces
Loading Zones			Couriers / small delivery trucks parking illegally, blocking laneways, etc.
Loading Zones			We have too many loading zones, or not enough loading zones depending on who you ask.
Loading Zones			Sometimes couriers and trucks do not follow rules for parking, loading zones.

Operations			Traffic lights.
Quality of Life	Truck Routes		Truck noise makes residential development along routes undesirable.
Quality of Life			Rail very loud.
Safety	Communication	Design	Trucks can't / don't / won't stop for yellow lights.
Truck Routes	Conflict		Trucks are large and take up a lot of space on the roads, some taking routes that are not truck designated.
Truck Routes			Lack of high speed routes.
Truck Routes	Conflict		Large trucks everywhere.
Truck Routes			Lack of formal road hierarchy.
Truck Routes			Lack of inner ring road.
Truck size	Truck Routes		Mismatch between business delivery needs and what the adjacent road network will allow.

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 9, 2020 - Interest-Specific Group - Development

Pedestrian and Cycling Strategy Update			POLL: How would you rate Winnipeg's implementation of pedestrian and cycling infrastructure?
		Very Good	0
		Good	4
		Okay	3
		Satisfactory	1
		Poor	0

Pedestrian and Cycling Strategy Update			2. Describe your experience with the existing pedestrian and cycling network and infrastructure in Winnipeg.
Key Themes			Raw Data
Choice	Connectivity		Aversion to on-street facilities along commercial routes mean facilities don't provide great direct access to amenities.
Connectivity	Choice		Where it is available, it is really great.
Connectivity	Design		Experience has been more satisfactory in more affluent areas where more infrastructure is concentrated.
Connectivity	Quality of Life		There have been some improvements on my bike route, but my most comfortable/beautiful route is at least 50% farther/longer than the most direct (blg street/car) route.
Connectivity	Design		So vast it is hard to have it available and high quality everywhere.
Connectivity			I have appreciated and used many of the new bike routes. Connections remain a challenge - but the Empress connection to Wolseley was one I have long wanted and I'm happy to see it.
Connectivity	Convenience	Safety	You can *mostly* get where you want to go by bike, but you have to be committed enough to find the safe and convenient route to do so. Even then, there are often spots that are uncomfortable along the way.
Connectivity	Communication		Changing infrastructure approaches along routes causes confusion.
Design			Noticeable improvements have been made over the last decade for sure.
Design			Cycling not ok in older neighbourhoods. Less right of way to build infrastructure. Newer neighbourhoods with bigger rows have more room for cycling routes.
Design			Pedestrian generally ok in older neighbourhoods.
Environmental Sustaina	Connectivity		Significant increase in network but also increases emissions, fuel consumption, etc. with reduced road capacity, banning RTR.
Maintenance			Sidewalks in less affluent areas are obviously less maintained.

Open Streets			Many more cyclists on my commute during open streets.
Quality of Life	Healthy Living		Living in a newer community, with off street pedestrian trails, my experience is pretty good. Mostly use for recreation.
Quality of Life	Design		As a taxpayer and someone who drives most places, I appreciate the investment in the pedestrian and cycling network and the overall benefits it has towards more livable city.
Rail	Connectivity		Crossing rivers, rail often challenging on bike - sidewalk or shoulder.
Safety			There is no safe walking commute option for me.
Safety			My preferred route (the safest) is too riverbanky/hilly for a casual rider.
Safety	Traffic laws		Kids riding on sidewalks is legal for bikes under a certain size.
Safety	Traffic laws		Cycling on sidewalks should be permitted especially for children.
Seasonal			Winter conditions can be questionable especially after snow storms.
Seasonal	Maintenance	Reliability	Sidewalk snow clering on major pedestrian friendly streets can take a week or longer after a major snow storm.
Pedestrian and Cycling Strategy Update			**3. What are the biggest barriers to encouraging greener transportation options in Winnipeg?**
Key Themes			Raw Data
Convenience	Dependency on single-occupant vehicle		People are hesitant to give up the convenience of their cars.
Convenience	Environmental Sustainability		To get more people to use them, the greener option has to be the easiest, most efficient.
Design	Choice		Lack of density/ amenities within walking/biking distance.
Design	Seasonal	Maintenance	Geographical size of the City, winter conditions, protected networks, winter snow clearing.
Design			Winnipeg is spread out so much.
Funding	Equity		AT should be factored into every investment.
Funding	Political		Budget.
Maintenance			Lack of infrastructure.
Political	Connectivity		Lack of political will and city-wide / network focus.
Political			Lack of commitment to a plan.
Reliability	Transit		Undependable transit wait times.
Safety	Communication		Perception / reality of "unsafe" areas (thinking Main street, Salter bridge).
Safety			Some areas are unsafe to walk especially early a.m. or when dark.
Seasonal	Maintenance		Salt and sand in bike lanes.
Seasonal			Weather.
Seasonal			8 months of winter.
Seasonal	Communication		Cultural aversion to winter.
Transit	Covid		COVID = stay off the buses.

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 9, 2020 - Interest-Specific Group - Development

Emerging Technologies			1. What do you see as the key barrier to adopting Emerging Technologies and Future Mobility options in Winnipeg?
Key Themes			Raw Data
Affordability	Communication		Need robust policy to encourage private participation.
Communication	Political		Comfort with making the investment with the technology. Maybe need pilot projects.
Communication	Political		Public support?
Communication			I think we just need time, time for technology to improve, supporting infrastructure to be established.
Dependency on single-occupant vehicle			Focus is still on personal automobile - automation makes more sense as public mass transit.
Design	Electric vehicles		65 charging stations but not all available to anyone who needs it.
Funding			Cost.
Funding	Political		Courage to make the investment.
Funding	Political		Cost sharing / Provincial support.
Funding			Cost to implement.
Political			Political will.
Reliability			Uncertainty about whether they will work at solving the problems they are supposed to.
Seasonal	Conflict	Autonomous vehicl	Auto vehicles would be difficult here as they rely on being able to "see" paint lines, which are often not visible here.
Seasonal			Climate impacts on tech.
			It doesn't exist yet.

Emerging Technologies			2. Would you like to see Winnipeg explore emerging technologies through pilot projects? If yes, how?
Key Themes			Raw Data
Autonomous vehicles			Yes. Driverless shuttle down waterfront drive to the Forks.
Autonomous vehicl	Seasonal	Maintenance	Yes, the idea mentioned in the video to use it for sidewalk snow clearing for example is interesting.
Autonomous vehicles			Driverless shuttle buses in lower density areas.
Communication	Electric vehicles		This is the first time I was aware about 65 charging stations. How is this information getting to the public.
Electric vehicles	Transit		Yes. Great opportunity with New Flyer / Winnipeg Transit.
Funding			Early adopters pay more.
Funding			Sure. But new technologies should be approached with caution - new technologies can distract from problems that actually just need resources to be reallocated.
Healthy Living			Walking and cycling have the greatest health benefits.
Healthy Living	Affordability	Funding	We have existing technologies like walking and cycling that work fine for low cost.
Multimodal	Micromobility		Would like to see some progress on the micromobility (ebike, scooter) pilot that was already announced.
Multimodal			Yes. Incorporate into transit. Also work with local industries, buses, shipping (i.e. trucking, rail, air).
Technology			Yes!
Technology			Pilot projects are a good way to keep feathers unruffled. It's just a pilot.
Technology			Optimized feeder routes using an app / pick up schedule.
Trucking			Connected semis to increase goods capacity.
U of M	The Forks		Well yes! Use distinct areas and districts like U of M, The Forks.

Regional Transportation Review			3. How does Winnipeg's existing transportation network create challenges in regards to economic development for Winnipeg's Metropolitan Region (outside of Winnipeg)?
Key Themes			Raw Data
Connectivity	Dependency on single-occupant vehicle		No connection so each is fully isolated from each other unless there's a car in the picture.
Design			Lack of formal road hierarchy.
Design	Connectivity	Metro Region	Everything funnels in and out through a small number of regional roads.
Design	Connectivity		Winnipeg infrastructure isolated. Bit of a donut hole without connections to outlying rings.
Metro Region	Connectivity	Design	Each municipality develops its own system and does not necessarily consider impact beyond its borders.
Metro Region	Funding	Political	Needs a regional road authority with dedicated funding and authority.
Metro Region	Funding	Political	Provincial funding for regional infrastructure.
Metro Region	Environmental Sustainability		How does the metro region fit into Winnipeg's and the province's climate plan? Creating low carbon connections is needed for economic development over the coming decades.
Multimodal	Metro Region		Let's get to the beaches without driving a car!
Political	Funding		Lack of regional cooperation, cost and revenue sharing.
Political	Metro Region		Differing municipal standards.
Transit	Metro Region		Lack of regional public transit / rapid transit network.

What is MOST important to you when you decide to travel around Winnipeg?

Can I ride my bike?

value - time, experience, safety, environmental impact, cost

How I can get where I need to go most efficiently (time)

traffic and time

most convenient, hassle free route

Can I get there by bike?

What's the quickest way to get there?

Ease of getting to the destination.

Convenient and quick route

What's the most convenient and enjoyable route to do multiple things in one trip?

Most comfortable/safe, Convenience, Most beautiful, Quickest, Least frustrating

How can transportation support a better quality of life for you, the community you represent, and your neighbours?

Make it easier to make the right choice.

improve efficiency, movement of goods, reduce congestion, timed signalized intersections.

flexible, multiple options, convenience

more options to use the best mode for the purpose of the trip

provide me with more options so that AT is the most efficient choice

More investment in active transportation modes.

Everything I need within a short bus trip, bike ride, or within walking distance (5 minutes)

More safe, comfortable and fun options (thinking about walking, biking, skiing!?, and bus)

If alternatives to the automobile are available. Buses that are not overcrowded and arriving often, sidewalks are cleared of snow, bike routes feel safe.

What are the biggest transportation CHALLENGES Winnipeggers experience when moving throughout the city?

bridge bottlenecks

Infrastructure (capacity, route, flow)

terrifying intersection crossings

taxis stopping in the bike/bus lanes

perceptions that parking is not available

City Services (parking, snow clearing, transit)

reduced and/or sporadic parking. snowclearing sometimes poor at transit stops and sidewalks

lack of redundancy, capacity bottlenecks

most capital investment and planning maintains the status quo

road conditions, pot holes ect

snowy walk and bikeways

Land-use development that favours private vehicle use

Lack of convenient, accessible, reliable options leading to motor vehicle congestion

Missing connections along active transportation routes

Commercial vehicles being routed through the city

no snow cleaning around parking pay stations to be able to safely pay

pot holes in the bike lane!

lack of snow cleaning in residential neighbourhoods makes walking difficult to get to bus routes, walk trips in the neighbourhood

full busses zooming by on the crappiest of days

general city and construction debris on sidewalks

Infrequent transit

conjestion

Trains

bottlenecks at peak traffic times

Lack of AT river crossings

overcrowded buses, headways

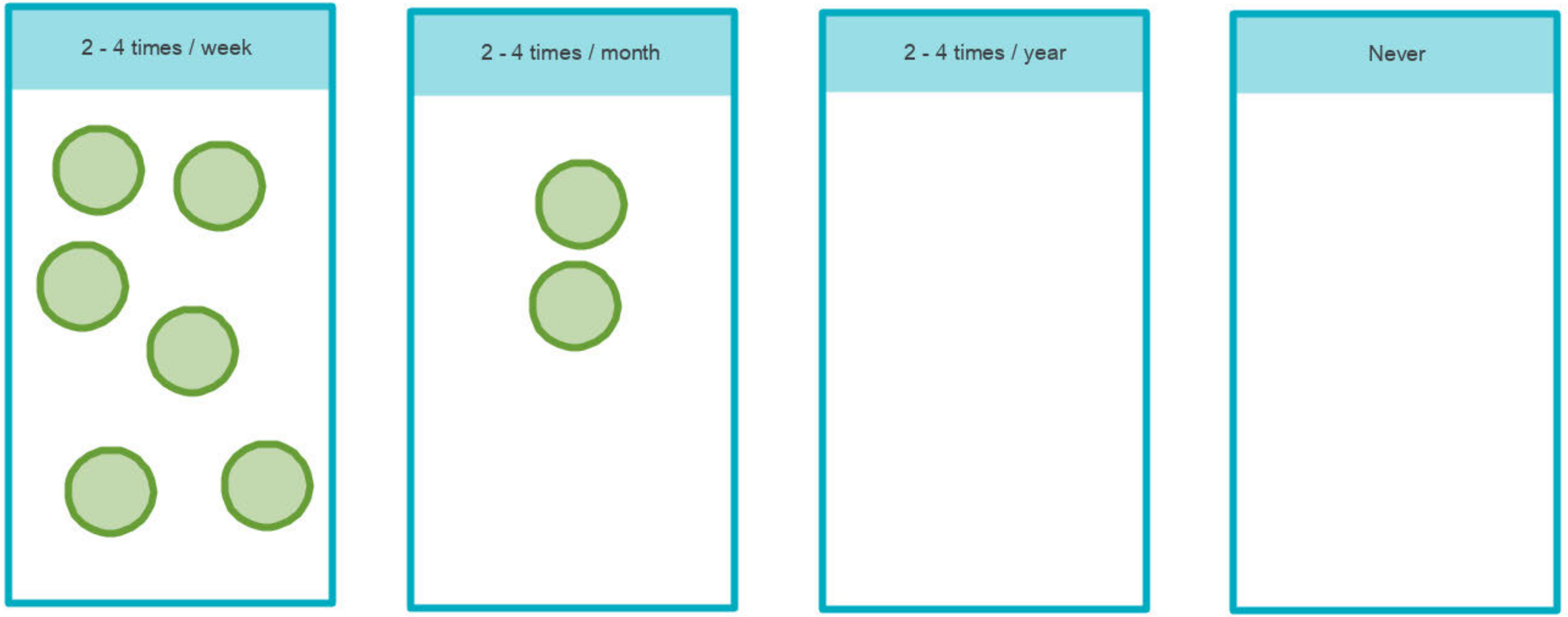
Long waits at transit route transfer points.

Snow clearing on sidewalks; meaningful/useful mobility options for many destinations.

lack of density to support transit

POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?

Click and drag only ONE circle to your answer.



What are the biggest CHALLENGES we face in Winnipeg in regards to goods movement?

Trucks

conflict between large trucks and other modes

truck noise makes residential development along routes undesirable

Large trucks everywhere

Trucks are large and take up a lot of soace on the roads, some taking routes that are not truck designated.

Mismatch between business delivery needs and what the adjacent road network will allow.

trucks can't/don't/won't stop for yellow lights

Couriers & Small Deliveries

Underutilized loading spaces

couriers/small delivery trucks parking illegally, blocking laneways, etc.

courier/small deliveries need more options

We have too many loading zones...or not enough loading zones depending on who you ask.

Sometimes couriers and trucks do no follow rules for parking, loading zones.

Rail

too many crossings.

cost of rail underpasses, underutilized rail yards dividing neighbourhoods

rail very loud

Conflict between trains and all other modes

rail - delays at crossings increasing as train lengths increase

at-grade rail crossings on expressways like the perimeter

Rail is very noisy, many rail crossings that delay traffic

lack of high speed routes

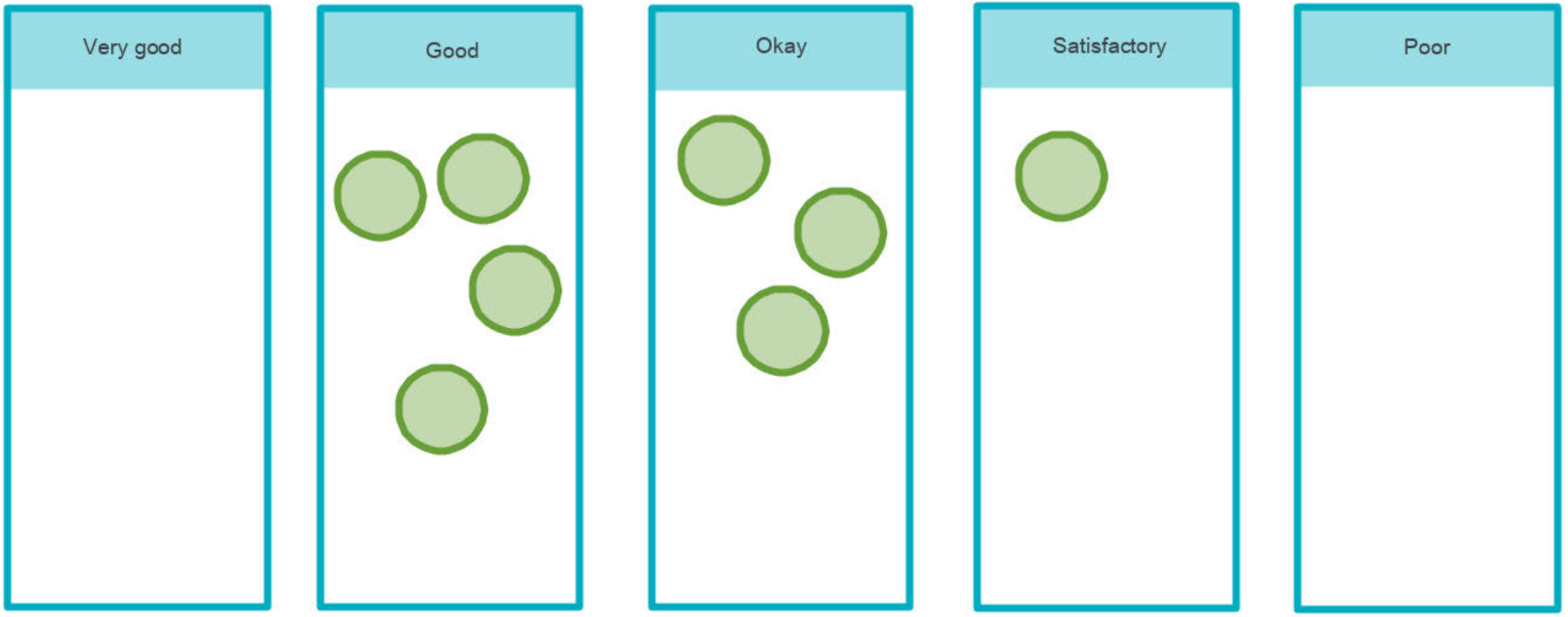
traffic lights

lack of formal road hierarchy

Lack of inner ring road

POLL: How would you rate Winnipeg's implementation of pedestrian and cycling infrastructure?

Click and drag only ONE circle to your answer.



Describe your experience with the existing pedestrian and cycling network and infrastructure in Winnipeg.

where it is available, it is really great

sidewalks in less affluent areas are obviously less maintained.

There have been some improvements on my bike route, but my most comfortable/beautiful route is at least 50% farther/longer than the most direct (big street/car) route

my preferred route (the safest) is too riverbanky/hilly for a casual rider

significant increase in network but also increases emissions, fuel consumption, etc. with reduced road capacity, banning RTR

Pedestrian generally ok in older neighbourhoods.

Sidewalk snow clearing on major pedestrian friendly streets can take a week or longer after a major snow storms.

Living in a newer community, with off street pedestrian trails, my experice is pretty good. Mosty use for recreation.

as a taxpayer and someone who drives most places, I appreciate the investment in the pedestrian and cycling network and the overall benefits it has towards more livable city

so vast it is hard to have it available and high quality everywhere

Changing infrastructure approaches along routes causes confusion

there is no safe walking commute option for me

noticeable improvements have been made over the last decade for sure

Experience has been more satisfactory in more afluent areas where more infrastructure is concentrated.

You can *mostly* get where you want to go by bike, but you have to be committed enough to find the safe and convenient route to do so. Even then, there are often spots that are uncomfortable along the way

Winter conditions can be questionable especially after snow storms.

many more cyclists on my commute during open streets

Aversion to on-street facilities along commercial routes mean facilities don't provide great direct access to amenities

Cycling not ok in older neighbourhoods. Less right of way to build infrastructure. Newer neighbourhoods with bigger ROWs have more room for cycling routes.

I have appreciated and used many of the new bike routes. Connections remain a challenge - but the Empress connection to Wolseley was one I have long wanted and I'm happy to see it.

kids riding on sidewalks is legal for bikes under a certain size

Cycling on sidewalks should be permitted especially for children.

Crossing rivers, rail often challenging on bike– sidewalk or shoulder

What are the biggest barriers to encouraging greener transportation options in Winnipeg?

Lack of density/ amenities within walking/biking distance

Lack of political will and city-wide/network focus.

Some areas are unsafe to walk especially early a.m. or when dark

Salt and sand in bike lanes

perception/reality of 'unsafe' areas (thinking Main street, Salter bridge)

People are hesitant to give up the convenience of their cars.

geographical size of the City, winter conditions, protected networks, winter snow clearing

weather

Lack of infrastructure

undependable transit wait times

Winnipeg is spread out so much.

8 months of winter

COVID = stay off the buses

AT should be factored into every investment.

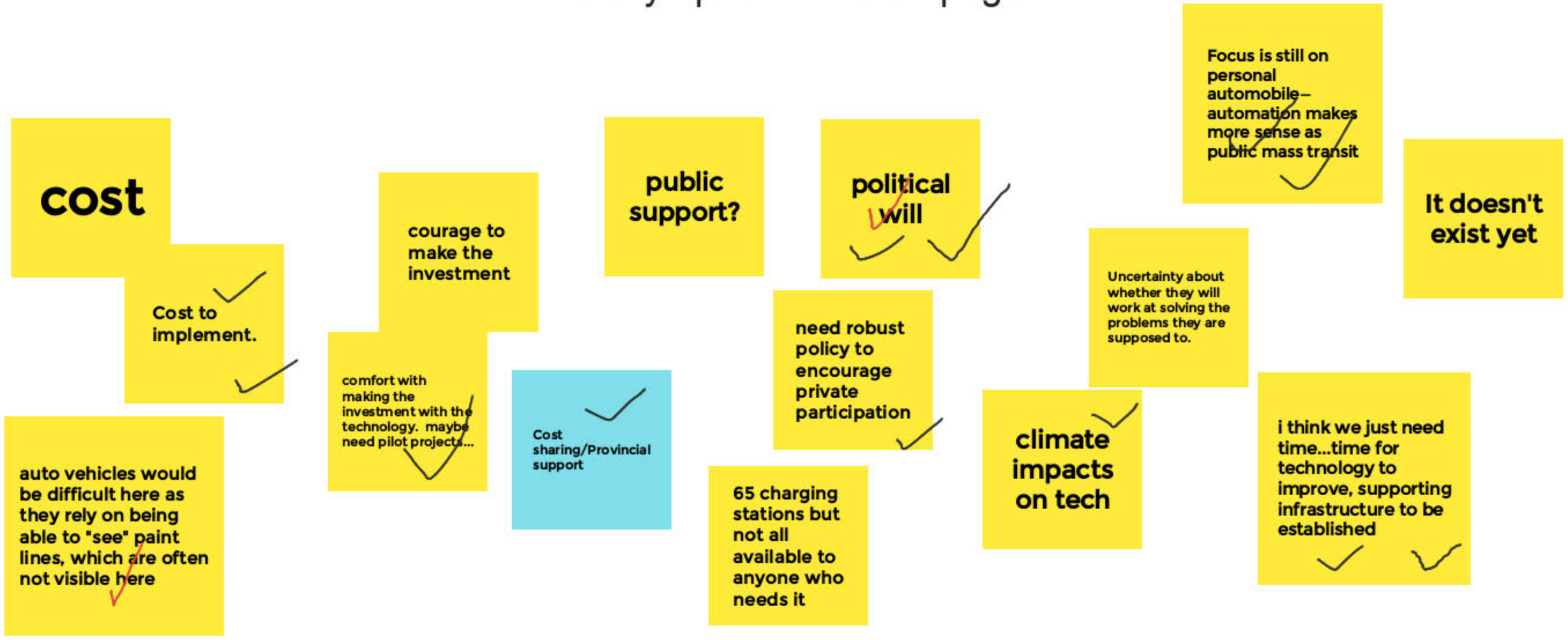
budget

Lack of commitment to a plan.

to get more people to use them, the greener option has to be the easiest, most efficient

Cultural aversion to winter

What do you see as the key barriers to adopting Emerging Technologies and Future Mobility options in Winnipeg?



Would you like to see Winnipeg explore emerging technologies through pilot projects? If yes, how?

yes - driverless shuttle down waterfront drive to the forks

Would like to see some progress on the micromobility (ebike, scooter) pilot that was already announced.

well yes! use distinct areas/districts - like U of M, The Forks

connected semis to increase goods capacity

YES!

Optimized feeder routes using an app/pick-up schedule

Walking and cycling have the greatest health benefits.

We have existing technologies like walking and cycling that work fine for low cost.

Yes. Great opportunity with New Flyer/ Winnipeg Transit

This is the first time i was aware about 65 charging stations. how is this information getting to the public?

yes. incorporate into transit. Also work with local industries. Busses, shipping (i.e. trucking, rail, air)

yes, the idea mentioned in the video to use it for sidewalk snow clearing for example is interesting

driverless shuttle buses in lower density areas

Sure. But new technologies should be approached with caution - new technologies can distract from problems that actually just need resources to be reallocated.

pilot projects are a good way to keep feathers unruffled. it's just a pilot!

Early adopters pay more :)

How does Winnipeg's existing transportation network create CHALLENGES in regards to economic development for Winnipeg's Metropolitan Region (outside of Winnipeg)?

Everything funnels in and out through a small number of regional roads

needs a regional road authority with dedicated funding and authority

Lack of regional public transit/rapid transit network

no connection so each is fully isolated from each other unless there's a car in the picture

let's get to the beaches without driving a car!

lack of formal road hierarchy

each municipality develops its own system and does not necessarily consider impact beyond its borders

Provincial funding for regional infrastructure

Winnipeg infrastructure isolated. bit of a donut whole without connections to outlying rings.

Lack of regional cooperation, cost and revenue sharing

differing municipal standards

How does the metro region fit into Winnipeg's and the province's climate plan? Creating low carbon connections is needed for economic development over the coming decades.

SCATLIFF + MILLER + MURRAY
visionary urban design + landscapes

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes
Round 1 current conditions and issues
Neighbourhood advisory group: Lord Selkirk – West Kildonan

Date/time of meeting: November 2, 2020, 6:30PM – 8:30PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Cheryl Dixon	Scatliff+Miller+Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff+Miller+Murray, Public Engagement Specialist
Samantha Blatz	Scatliff+Miller+Murray, Public Engagement Specialist
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Julie Dooley	City of Winnipeg, Communication and Engagement Lead
Natalie Geddes	City of Winnipeg, Office of Public Engagement

Advisory group members

In attendance:	Representing:
Bonnie Carpenter	Seven Oaks
Barbara Pilozow	Inkster Gardens
Diana Szymanski	The Maples
Eda Korchynski	Burrows Central
John Sullivan	North Point Douglas
Lorrie Rogalka	Garden City
Makhlouf Chabane Chaouche	Tyndall Park
Tracy Ball	Luxton

Distribution:

- CoW project manager + project team

Meeting goals:

- Introduce project, gather input; and foster early involvement to ensure stakeholders are part of the process

Meeting objectives:

- Gather and understand participants' current evaluation and experience with Winnipeg's transportation network (to help create the draft stakeholder priorities)
- Gather and understand participants' current interests, needs, and wants for improvements to the network
- Collect and identify common values from participants through a visioning exercise to help inform the draft stakeholder priorities (gather ideas on how transportation can support a better quality of life)
- Introduce the six component studies, scope, teams, objectives, background review findings, and opportunities for future input
- Communicate what the end goal of the project is and how it relates to other City strategies and policies

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1.0 Meeting format

1.1 Welcome and background (PowerPoint presentation)

- Welcome and team introductions
- Agenda
- Introduce Alex Regiec, TMP project lead
- Overview of engagement process

1.2 Activity and modules

All activity and module exercises focused on current conditions and issues and were facilitated through the use of Google Jamboards. Where groups were too large to easily accommodate discussion, the large group was split into smaller groups using breakout rooms in Zoom. Participants engaged in roundtable discussions and exercises. Each breakout room included the same content and questions. In all breakout rooms, Google Jamboards were used to collect feedback from participants. The jamboard provides a virtual whiteboard for participants to share comments via sticky notes, similar to an in-person workshop.

The content for this section was centred around a vision and values exercise and four modules that each addressed one to two of the project's component studies. During the breakout room sessions, participants were given links to jamboards for each module. In all breakout rooms participants were asked a series of open-ended and poll questions which they responded to through comments and voting using sticky notes and dots.

Breakout rooms

- **Vision and values**
  - Facilitated jamboard discussion and exercise

- **Module A –** TMP2050 overview: How do you get where you're going? **(Core framework study)**
  - Shared video from Bruce Mori & Adam Wenneman (IBI Group – Toronto)
  - Facilitated jamboard discussion and exercise

- **Module B – Non-capital intensive transportation options and goods movement study: How do you get what you need?**
  - Shared video from Adam Lanigan (Dillon Consulting)
  - Shared video from Jeannette Montufar (MORR Consulting)
  - Facilitated jamboard discussion and exercise

- **Module C – Pedestrian and cycling strategy update: How do you walk and bike through the city?**
  - Shared video from Stephen Chapman (MORR Consulting)
  - Facilitated jamboard discussion and exercise

- **Module D – The future, near & far: How will emerging technologies and imminent solutions change our network? (Emerging technologies and future transportation options and regional transportation review)**
  - Shared video from Ishtiyaq Gull (WSP Canada)
  - Shared video from Diana Emerson (WSP Canada)
  - Facilitated jamboard discussion and exercise

1.3 Conclusion

- Question and answer session with Alex Regiec
- Shared next steps
- Poll questions

2.0 Meeting results

The majority of comments brought up during this meeting related to safety concerns. Participants noted safety as one of their top concerns when making transportation decisions. These concerns included cyclists feeling unsafe when sharing the road with cars, a need for more lighting along pedestrian and cycling paths, and increased awareness of crosswalks for drivers.

This group of participants also noted maintenance issues related to seasonal changes as an issue in their area of the city. This included potholes and other roadway maintenance, as well as snow clearing for roads, sidewalks, and cycling lanes in the winter.

Participants also noted convenience as a key factor in contemplating transportation decisions. This included ease of transport as well as time commitments for various mode or route choices.

Other issues raised during this meeting included:

- A need to reduce conflicts between drivers and cyclists, possibly through the implementation of separated/protected cycling infrastructure
- A desire for a transportation network that supports a high quality of life – i.e.
- A desire for a transportation network that connected users with a variety of destinations necessary for daily life

8 participants took part in these exercises in one breakout room. Participants were able to submit unlimited comments on any issue and so the frequency of comments listed below is not indicative of the number of people who mentioned a certain issue. In addition, some comments referred to more than one issue and so were included under several key themes.

2.1 Vision and values

1. What is most important to you when you decide to travel around Winnipeg?

Key themes:	Frequency of comment:
- Convenience	5
- Safety	5
- Maintenance	1
- Communication	1

2. How can transportation support a better quality of life for you, the community you represent, and your neighbours?

Key themes:	Frequency of comment:
- Safety	4
- Transit	4
- Engagement	2
- Congestion	1
- Dependency	1
- Multimodal	1
- Reliability	1
- Equity	1
- Convenience,,,,	1
- Conflict	1

2.2 Module A - TMP2050 overview: Getting where you are going. (Core framework study)

1. Describe your experience with moving from place to place within Lord Selkirk-West Kildonan community.

Key themes:	Frequency of comment:
- Convenience	4
- Seasonal	2
- Delivery	2
- Conflict	1
- Multimodal	1
- Quality of Life	1
- Safety	1
- Security	1

2. Describe your experience with moving from your community to other areas of the city.

Key themes:	Frequency of comment:
- Congestion	2
- Transit	2
- COVID	1
- Maintenance	1
- Multimodal	1
- Convenience	1

3. Think about mobility as it relates to your area of interest. Share your experiences.

Key themes:	Frequency of comment:
- Maintenance	5
- Operations	3
- Seasonal	3
- Transit	2
- Design	1
- Congestion	1
- Safety	1
- Conflict	1
- Accessibility	1

2.3 Module B – **Non-capital intensive transportation options and goods movement study: How do you get what you need?**

1. POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?

Options:	Results:
- 2-4 times per week	2 votes
- 2-4 times per month	4 votes
- 2-4 times per year	1 votes
- Never	0 votes

2. What is the biggest challenge we face in Winnipeg in regards to goods movement?

Key themes:	Frequency of comment:
- Truck Routes	5
- Congestion	5
- Design	3
- Truck size	2
- Seasonal	2
- Conflict	1
- Maintenance	1
- Rail	1

3. Describe your experience with specific types of network users: trucks, couriers, rail.

Key themes:	Frequency of comment:
- Rail	3
- Delivery	3
- Electric vehicles	2
- Congestion	2
- Operations	1
- Safety	1
- Design	1
- Parking	1

4. What are your thoughts on COVID's impact on goods movement? How have your habits changed?

Key themes:	Frequency of comment:
- Decreased travel	6

2.4 Module C – **Pedestrian and cycling strategy update: How do you walk and bike through the city?**

1. POLL: Rate your knowledge of the existing cycling and pedestrian network in Winnipeg.

   Options: Results:

   - Very Good..... 1 votes
   - Good..... 2 votes
   - Okay..... 2 votes
   - Satisfactory..... 0 votes
   - Poor..... 1 votes

2. Why do you use the pedestrian and cycling network in Winnipeg?

   Key themes: Frequency of comment:

   - Commuting 2
   - Healthy Living 4
   - Quality of Life..... 2

3. As a pedestrian, what problems do you currently experience with other modes of transportation? Cyclists? Drivers?

   Key themes: Frequency of comment:

   - Conflict 8
   - Safety 5
   - Operations 2
   - Design..... 1
   - Seasonal..... 1

4. As a cyclist, what problems do you currently experience with other modes of transportation? Vehicles?

   Key themes: Frequency of comment:

   - Conflict 6
   - Maintenance 3
   - Dependency 1
   - Safety 1
   - Design..... 1

5. As a driver, what problems do you experience with other modes of transportation? Pedestrians? Cyclists?

Key themes:	Frequency of comment:
- Conflict	8
- Traffic Laws	7
- Safety	2
- Operations	1

2.5 Module D – **The future, near & far: How will emerging technologies and imminent solutions change our network? (Emerging technologies and future transportation options and regional transportation review)**

1. POLL: Rate your attitude towards technology.

Options:	Results:
- Forward thinker	1 votes
- Proceed with caution	4 votes
- Somewhat slow to change	2 votes
- Keeping it old school	0 votes

2. Do you use any type of technology (phone applications, variable message signs, etc.) to help you travel by public transit or personal vehicle? If yes, please specify.

Key themes:	Frequency of comment:
- Google Maps	7
- Winnipeg Transit	3
- GPS	3
- Ridehail	3
- Waze	1
- Internet	1
- Google Drive	1
- Android Auto	1
- Parking app	1
- Navigo	1

3. What do you see as the key barriers to adoption of emerging technologies and future mobility options in Winnipeg?

Key themes:	Frequency of comment:
- Funding	3

- Seasonal.....3
- Communication.....2
- Political..... 1
- Technology..... 1
- Affordability..... 1
- Maintenance..... 1
- Operations.....1

4. POLL: Are you aware that Winnipeg currently has 11 park and ride locations?

Options:	Results:
Yes.....	2 votes
No.	5 votes
Unsure.....	0 votes

5. What challenges and opportunities do you see for 'park and ride' or 'cycle and ride' locations in Winnipeg?

Key themes:	Frequency of comment:
Transit.....	8
Communication	2
Seasonal.....	2
Security.....	2
Design.....	1
Operations.....	1
Multimodal.....	1
Accessibility.....	1
Safety.....	1

2.6 Poll questions

1. *Have you attended a similar virtual style event before?*

Yes	No	Unsure
4 (57%)	3 43%)	0 (0%)

2. *How easy did you find attending a Zoom meeting?*

Very Easy	Easy	Neutral	Difficult	Very Difficult
4 (58%)	1 (14%)	1 (14%)	1 (14%)	0 (0%)

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

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
3 (43%)	1 (14%)	3 (43%)	0 (0%)	0 (0%)

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 2, 2020 - Neighbourhood Advisory Group - Lord Selkirk - West Kildonan

Vision + Values			1. What is most important to you when you decide to travel around Winnipeg?
Key Themes			Raw Data
Convenience			Ease and efficiency, I would say.
Convenience			How long will it take to travel to destination.
Convenience	Safety		I want to take the most efficient and safest route to arrive at my destination on time.
Convenience	Safety		Time, safety, well being.
Safety	Maintenance		Safety is always first, next is the health of the infrastructure.
Safety			Safety.
Safety	Convenience	Communication	Safety, clear signage, time constraints.
			If it is for work, I often think about how fast I can get there; if it is for leisure, I often think about how to avoid the car (which is quite difficult)

Vision + Values			2. How can transportation support a better quality of life for you, the community you represent, and your neighbours?
Key Themes			Raw Data
Congestion	Safety		Less traffic congestion.. Which likely means safer roads as well.
Dependency on sin	Transit	Technology	Reduce the use of single operated vehicles. Transit being more efficient (shorter travel times) to reach destinations. Promote use of exercise apps.
Engagement			Let's have more of this type of input.
Engagement	Equity		By responding to the need us all. Provide useful opportunities to grow and evolve as a city.
Multimodal	Safety		I would like to see my neighbourhood have easy access to buses, walking and biking trails. Also to have safe roads that suit both the drivers and pedestrians.
Reliability	Transit		Reliable handi transit/transit plus service - allowing everyone to enjoy transportation as they see best.
Safety	Convenience	Transit	Being able to enjoy walking paths that are safe to travel alone, being able to travel to multiple locations within a time line using public transportation, better efficiencies when travelling in a vehicle.
Safety	Transit	Conflict	Allow for more pedestrian traffic, cycling paths - both of which need to be safe from vehicle traffic. Transit that helps to ensure people arrive at their destination safely and on time.
			A local shuttle service to and from shops would help people in my community with daily duties (groceries, payments and such).

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 2, 2020 - Neighbourhood Advisory Group - Lord Selkirk - West Kildonan

Core Framework Study			1. Describe your experience with moving from place to place within the Lord Selkirk-West Kildonan community.
Key Themes			Raw Data
Conflict			I mostly use my vehicle to get around to shopping. I do a fair bit of walking but lately have seen lots of cyclists on the sidewalk so caution must be taken to not get into a collision.
Convenience	Delivery		Using my vehicle is far more efficient both in arriving at a destination on time and being able to move items from place to place. Using transit limits times and ability to purchase items such as groceries. Lots of..
Convenience	Seasonal		Walking our dogs we usually find it quite easy to navigate around the neighbourhood on the sidewalks even in the winter months. However there are no public path to use in our area. Driving is difficult because Leila…
Multimodal			We have a long way to go to accommodate buses, bicycles and pedestrians.
Quality of Life			We all seem to cooperate and do our best. I see that people are generally happy people.
Safety			As a car driver, for my personal transportation, as well as driving a vehicle for a living 10 hours a day. I have found driving in the area less friendly to cars, I find it poorly lit for pedestrians, and I wonder how safe it is for those using transit.
Seasonal	Convenience	Delivery	Mostly I would walk if the destination is within 1/2 hour, weather permitting. Bus if the time is quicker than driving. Ride share if others going to the same place. Drive for longer trips or if purchases are larger.
Security	Convenience		I feel quite positive within my neighbourhood. Errands (mostly by car): ok. Bike: afraid of bike theft so I ride recreationally only. Bus: not very efficient or safe at times. Walking: ok.
			I walk to get some of the groceries and to get coffee (summer, fall, spring) but I take the car for bulk groceries (which brings me outside Luxton) and other duties.

Core Framework Study			2. Describe your experience with moving from your community to other areas of the city.
Key Themes			Raw Data
Congestion			Congested from North Main to downtown, I prefer to use Chief Peguis or the Perimeter as much as possible, for speed, safety, and fuel efficiency.
Congestion	Multimodal		Lots of traffic congestion, I'm thinking pre-Covid here. Other areas seem even worse than ours. Other areas do have much better bike paths.
Covid			I mostly use my car for this purpose as buses take a long time, are often crowded or not on time. I also think it's safer driving these days then bussing.
Maintenance			Generally, the trip is similar, only the people change. City-wide roads are good.
Transit			Frustrating, if using transit. Late buses mean missed connections. Transfers no longer valid by the time the next bus arrives. Too many streets are too narrow for transit but are routes anyways.
Transit	Convenience		Typically drive - transit is not time efficient, sporadic if evenings or weekends.
Core Framework Study			**3. Think about mobility as it relates to your area of interest. Share your experiences.**
Key Themes			Raw Data
Congestion	Construction	Operations	A lack of planning on road work. Too many alternate routes are under construction at the same time. Causes huge backlog of vehicles. Poor planning on the flow of traffic. Better timed lights.
Design	Safety		Our area needs better roads in and out of the Maples and Amber Trails. The area has grown but has small inefficient roads. More crosswalks need as pedestrians are racing across busy streets.
Maintenance	Transit	Seasonal	1. Potholes! :) 2. Transit can be very inefficient and scary. 3. I could never manage without a car, espeically in winter. 4. School lzones really seem to be about nothing more than a cash grab.. Speaking as a teacher. :)
Maintenance	Conflict		Many roads (curb lanes) too dangerous for cyclists either because of maintenance issues or traffic.

Maintenance	Accessibility	Seasonal	Our streets here in the North end are very well maintained, especially in winter. However, we must make our sidewalks accessible. It will help everyone. Winter is tough in the 'Peg.
Maintenance	Seasonal	Transit	Snow clearing, especially on sidewalks, is a relevant challenge for commuters, in addition to endless construction affecting bus routes (Graham Street) and the overall condition of sidewalks. Bus service on Main during rush hours is not adequate to the demand: often I need to wait two or three buses before I can get in. Finally, prices are not very competitive. The cost of 2 monthly bus passes (both my wife and I get to work by bus) is only a few dollars less than a reserved parking spot downtown. (I am starting to question whether I should keep using the bus).
Operations	Maintenance		Lights are not long enough. Maintenance is needed on major routes.
Operations			Not sure if this falls under maintenance, but re: red light cameras.. Some turn red after counting down to zero, others count down to zero, then don't turn red. This leads to complacency, and also unnecessary..

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 2, 2020 - Neighbourhood Advisory Group - Lord Selkirk - West Kildonan

Goods Movement Study			**POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?**
		2-4 times/wk	2
		2-4 times/mn	4
		2-4 times/yr	1
		Never	0

Goods Movement Study			**2. What is the biggest challenge we face in Winnipeg in regards to goods movement?**
Key Themes			Raw Data
Conflict			The safe cooperation of citizens with big trucks in small areas.
Congestion	Design		Congestion, limited space to load/unload on street.
Congestion			Traffic congestion.
Congestion	Truck Routes	Seasonal	Traffic congestion, proper truck routes, winter weather.
Design	Truck Routes		Road ways are too narrow for truck routes.
Design	Truck Routes	Maintenance	Roads are not made to handle the large trucks. Road damage.
Seasonal			Yes, winter too!
Truck Routes	Congestion	Rail	Not big enough direct truck routes north to south. Train issues causing congestion.
Truck Routes	Congestion		Safe and efficient routes for large trucks and semis. They use most of the roads we do, and it causes congestion.
Truck Size			This is one of the easiest cities to drive a truck in. People in the 'Peg understand big trucks more than most cities.
Truck Size			Yes, large trucks.
			Not sure.

Goods Movement Study			3. Describe your experience with specific types of network users: trucks, couriers, rail.
Key Themes			Raw Data
Delivery			The courier cars and trucks stop anywhere, and everywhere to deliver goods and this sometimes causes a safety issue.
Delivery			Couriers don't seem to be an issue.
Design	Parking	Delivery	Delivery trucks and couriers do not have enough space to park while they do deliveries or impede traffic when they do.
Electric vehicles			Issues with charging electric cars. Who pays?
Operations			Previously have been a courier. Efficient dispatching would help greatly with fuel efficiency, safe driving and efficient route planning.
Rail			I'm worried about the decommissioning of the Arlingtin Bridge. (re. rail, indirectly).
Rail	Congestion		Rail creates bottlenecks from north/south.
Rail	Congestion		Rail lines cause long delays in moving traffic.
Safety	Electric vehicles		As electric vehicles become more widely used, citizens must learn to watch for them, not just listen. They are much quieter and it can be a big safety issue.
Goods Movement Study			**4. What are your thoughts on COVID's impact on goods movement? How have your habits changed?**
Key Themes			Raw Data
Decreased travel			Less travel - walking more. Almost no trips to restaurants. Working from home.
Decreased travel			Big change. I have really decreased my movements and I think I've seen this generally.
Decreased travel			I'm sure COVID has increased goods movement. I shop online, or curbside pickup exclusively.
Decreased travel			Some goods are not available due to Covid-19 frenzy buying so I buy more. I also try not to go into stores often, so again buy more for this reason.
Decreased travel			Do larger shops. Fewer trips to stores.
Decreased travel			I've learned a lot of useful things. How to save time, shopping on line, curbside pickup.

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 2, 2020 - Neighbourhood Advisory Group - Lord Selkirk - West Kildonan

Pedestrian and Cycling Strategy Update		POLL: Rate your knowledge of the existing cycling and pedestrian network in Winnipeg.
	Very Good	1
	Good	2
	Okay	2
	Satisfactory	0
	Poor	1
Pedestrian and Cycling Strategy Update		**2. Why do you use the pedestrian and cycling network in Winnipeg?**
Commuting		Commute, shopping, generally instead of the auto.
Healthy Living		Exercise and recreation.
Healthy Living	Commuting	I like to walk for exercise and recreation
Healthy Living	Quality of Life	Health, commute, leisure.
Quality of Life		For leisure.
Quality of Life	Healthy Living	For leisure and exercise.
Quality of Life		Leisure.
		I walk very little but I cycle.

Pedestrian and Cycling Strategy Update		3. As a pedestrian, what problems do you currently experience with other modes of transportation? Cyclists? Drivers?
Conflict		As a pedestrian I have narrowly missed being hit by cyclists on the sidewalk. They feel they have the right of way and want me to move aside.
Conflict		They are on the roads and sidewalks. They don't remember there are pedestrians and bikes force pedestrians off the sidewalks.
Conflict		Some drivers are distracted and do not watch for pedestrians.
Conflict		Cyclists are quiet and often favour the sidewalk. Speeding up behind pedestrians makes us all unsafe.
Conflict		Cyclists go up and down on and off sidewalks and roads to get through traffic instead obeying road rules.
Conflict		People don't stop at crosswalks.
Conflict	Seasonal	Impatient, seniors move slower especially in winter.
Operations	Safety	Pedestrian lights at intersections not long enough. Crosswalks are often not safe, lights are not sufficient.
Operations	Design	Crosswalks signals are not long enough, not enough crosswalks in high pedestrian traffic areas.
Safety		Winnipeg is one of the most unsafe cities to cycle in.. Anywhere.
Safety		When I cycle, I fear for my life. :)
Safety		Cyclists really need to be super cautious.
Safety	Conflict	Poorly lit at night, drivers do not always pay attention.
Safety		I walk or ride my bike on Main Street to go to work: there are no bike lanes and I don't feel safe when I pass through the stretch adjacent to the underpass (where the hotels are).
		Nothing notable.
		I find drivers are courteous most of the time and let you cross safely.

Pedestrian and Cycling Strategy Update		4. As a cyclist, what problems do you currently experience with other modes of transportation? Vehicles?
Conflict	Design	We must somehow separate the street?
Conflict	Maintenance	Drivers are impatient because cyclists travel much slower than the flow of traffic. Pot holes are generally worse in curb lanes where most cyclists ride.
Conflict		Drivers do not share the road, recognizing cyclists have the same rights as vehicles.
Conflict	Maintenance	Vehicles sometimes get way too close to cyclists, especially since I might have to swerve a bit around gravel, potholes.
Dependency on single occupant vehicle		The single use auto is jealous of the space, the room.. On our streets.
Maintenance	Conflict	Streets are not well kept, so trying to navigate on a bike on an unsafe road makes it difficult when also trying to be safe from vehicles.
Safety	Conflict	I do not cycle as I feel it is not safe enough. Years ago I was hit by a car on my bicycle so don't bike now.
Pedestrian and Cycling Strategy Update		**5. As a driver, what problems do you experience with other modes of transportation? Pedestrians? Cyclists?**
Conflict	Operations	Pedestrians do not try to help with traffic flow, example: at a 4-way stop pedestrians should try to walk in the same sequence as the cars. Wait for traffic to stop at crosswalks.
Conflict	Traffic laws	Pedestrians crossing at uncontrolled areas without looking both ways, pedestrians looking at their phones instead of paying attention to their surroundings are hazardous. Panhandlers and folks who stand on..
Conflict	Traffic laws	Walking against the lights, or crossing in the middle of the roadways. Standing in the centre boulevard.
Conflict	Traffic laws	Pedestrians sometimes cross in areas that are not intersections and it is unsafe. Cyclists make their own rules on the road and often don't respect traffic signs and lights.
Conflict		Cyclists squeezing between car and curb. So dangerous!

		Crossing Main Street is always a risk; and it is a concern in the hotels area where pedestrians cross Main Street whenever they feel.
Conflict	Traffic laws	Cyclists, do not follow the rules of the road, as many don't drive I wonder if they know the rules of the road.
Conflict	Traffic laws	Cyclists do not obey the rules of the road as a "motor vehicle". Use crosswalks to cross against the light, travel on wrong side of the road.
Conflict	Traffic laws	Bikes do not follow the rules of the roads. They want to be a hybrid and do what works best for them. Need to be licensed.
Safety	Traffic laws	Lack of respect. Other auto gliding through stop signs, not using indicator lights and speeding. These are important we learn to drive as children, watching our adults, and watching police. Ignoring the law is not good.
Safety		Cyclists wearing black at night. Some cyclists really seem to have no regard for their own safety. Free bikes that have been provided to many people by the Wrench, for example, need to receive reflective vests and headlamps too.

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 2, 2020 - Neighbourhood Advisory Group - Lord Selkirk - West Kildonan

Emerging Technologies			POLL: Rate your attitude towards technology.
		Forward Thinker	1
		Proceed with caution	4
		Somewhat slow to change	2
		Keeping it old school	0

Emerging Technologies			2. Do you use any type of technology (phone applications, variable message signs, etc.) to help you travel by public transit or personal vehicle? If yes, please specify.
Key Themes			Raw Data
Google Maps			Yes I use Google Maps to help me find the locations I need to get to and what the best route is.
Google Maps	Waze		Google maps and sometimes Waze.
Google Maps			Occasionally, Google Maps.
Google Maps			Yes, Google Maps, Internet searching.
Google Maps			Google drive.
Google Maps	GPS, Android Auto, 511 app, Taxi/Uber/Tapp apps		Google Maps, GPS, Android Auto, 511 app, Taxi/Uber/Tapp apps, Parking apps to pay for parking.
Maps			Always use maps/voice directions to travel to places I am unfamiliar with.
Winnipeg Transit			Winnipeg transit.
Winnipeg Transit			Winnipeg trip planner is app for transit.
			I do use the Navigo app, and the transit website. I also use the navigation system in my car and Google Maps.

Emerging Technologies			3. What do you see as the key barriers to adoption of Emerging Technologies and Future Mobility options in Winnipeg?
Key Themes			Raw Data
Funding			Money. Fear of the future.
Funding	Communication		Having funds to put these into use and also convincing the general public it will be a good thing.
Funding	Affordability		Charging stations for vehicles, who is paying for it? We have one at our centre, but no one will pay the cost.
Political			Winnipeg's 3 levels of government tend not to be very future focused or maybe don't prioritize investing in future plans.
Seasonal	Maintenance		Roads. They are often ice or snow covered. Poor maintenance might make autonous cars riskier.
Seasonal	Operations		Weather. Battery life / longevity.
Seasonal	Communication		Our aging baby boomer population is hesitant. Winter months mean electric cars will be a tough sell. Fear of job loss.
Technology			I prefer to have humans doing jobs over robots, or self serve.
Regional Transportation Review			**4. Are you aware that Winnipeg currently has 11 park and ride locations?**
		Yes	2
		No	5
		Unsure	0

Regional Transportation Review			5. What challenges and opportunities do you see for 'park and ride' or 'cycle and ride' locations in Winnipeg?
Key Themes			Raw Data
Communication			Getting people to buy into the fact that it is more cost efficient and will be better for them.
Communication	Seasonal	Accessibility	Advertising to citizens. Weather and various abilities limitations.
Design	Operations	Safety	Parking areas not large enough, no plug ins for winter, lighting late at night.
Seasonal	Security		Cycling challenges: weather, theft risk, impossible to safely lock up a bike in some neighbourhoods.
Security			Challenge: Theft of my bicycle, theft or vandalism of unattended vehicles.
Transit			Transit routes - challenge.
Transit			Would be convenient if transit fares are most cost effective than event parking, monthly parking downtown etc.
Transit			Real rapid transit.
Transit			Free parking is positive.
Transit	Multimodal		Better transit service to special events.
Transit			Bike racks on buses would probably be better used than cycle and ride.
Transit			Rapid Transit from north to south.
Transit			I see the challenge of having a park and ride location paired with a bus service that does not support the demand (both the demand that is created at the park and ride location as well as the regular demand of people along the bus route). I am not sure why would I use my bike to go get a bus, but I would surely welcome a safe area to park my bike when I go downtown (and I would be happy to pay for it). I see an opportunity in connectin gWinnipeg with local amenities (such as lakes, parks, beaches, fishing spots and recreational locations): unless you have a car there is no way you can spend a weekend outside the city.

Transportation Master Plan: 2050

EMAIL FEEDBACK

Neighbourhood Advisory Groups - Lord Selkirk-West Kildonan

PE and signage are tools to target unsafe behaviors. When PE stats point to the harmful effects of missing signs, why not add signs to meet National and international standards?

People who are not familiar with our traffic are at more risk that those who have used our streets for decades. Why is Winnipeg silent on this danger?

Our biking and walking infrastructure includes glaring dangers. Why have these not been identified, and when they are, why do they go unfixed for years?

Why have city staff been afraid to measure pathway utilization?

What is MOST important to you when you decide to travel around Winnipeg?



How can transportation support a better quality of life for you, the community you represent, and your neighbours?

-reliable handi transit/transit plus service - allowing everyone to enjoy transportation as they see best.

less traffic congestion... which likely means safer roads as well

By responding to the need us all. Provide useful opportunities to grow and evolve as a city

Allow for more pedestrian traffic, cycling paths - both of which need to be safe from vehicle traffic. Transit that helps to ensure people arrive at their destination safely and on time

Lets have more of this type of input

I would like to see my neighbourhood have easy access to buses, walking and biking trails. Also to have safe roads that suit both the drivers and pedestrians.

Being able to enjoy walking paths that are safe to travel alone, being able to travel to multiple locations within a time line using public transportation, better efficiencies when travelling in a vehicle

Reduce the use of single operated vehicles. Transit being more efficient (shorter travel times) to reach destinations. Promote use of exercise apps.

Describe your experience with moving from place to place within the Lord Selkirk - West Kildonan community.

I feel quite positive within my neighborhood. Errands (mostly by car): ok. Bike: afraid of bike theft so I ride recreationally only Bus: not very efficient or safe at times. Walking: ok

Mostly I would walk if the destination is within 1/2 hour, weather permitting. Bus if the time is quicker than driving. Ride share if others going to same place. Drive for longer trips or if purchases are larger.

We all seem to cooperate and do our best. I see that people are generally happy people.

As a car driver, for my personal transportation, as well as driving a vehicle for a living 10 hours a day. I have found driving in the area less friendly to cars, I find it poorly lit for pedestrians, and i wonder how safe it is for those using transit

destination on time and being able to move items from place to place. Using transit limits times and ability to purchase items such as groceries. Lots of areas to walk, including the park. Biking is hodgepodge.

We have along way to go to accommodate Buses, bicycles and pedestrians

sidewalks even in the winter months. However there are no public paths to use in our area. Driving is difficult because Leila was not built for the amount of traffic it sees. Kingsbury being used as a primary entrance into the

I mostly use my vehicle to get around to shopping. I do a fair bit of walking but lately have seen lots of cyclists on the sidewalk so caution must be taken to not get into a collision.

Describe your experience with moving from your community to other areas of the city.

Congested from North Main to downtown, I prefer to use Chief Peguis or the Perimeter as much as possible, for speed, safety, and fuel efficiency

I mostly use my car for this purpose as buses take a long time, are often crowded or not on time. I also think its safer driving these days then busing.

Frustrating, if using transit. Late buses mean missed connections. Transfers no longer valid by the time the next bus arrives. Too many streets are too narrow for transit but are routes any ways.

Typically drive - transit is not time efficient, sporatic <sp> if evenings or weekends.

lots of traffic congestion, I'm thinking pre-co-vid here. Other areas seem even worse than ours. Other areas do have much better bike paths...

Generally, the trip is similar, only the people change. City-wide roads are good

Think about mobility as it relates to your area of interest. Share your experiences.

Flow & Routing

Our area needs better roads in and out of the Maples and Amber Trails. The area has grown but has small inefficient roads. More crosswalks need as pedestrians are racing across busy streets.

Lights are not long enough. Maintenance is needed on major routes.

A lack of planning on road work. Too many alternate routes are under construction at the same time. Causes huge backlog of vehicles. Poor planning on the flow of traffic. Better timed lights.

City Services (Transit, Rapid Transit & Transit Plus)

1. potholes! :) 2. Transit can be very inefficient and scary. 3. I could never manage without a car, especially in winter. 4. School zones really seem to be about nothing more than a cash grab... speaking as a teacher :)

Maintenance

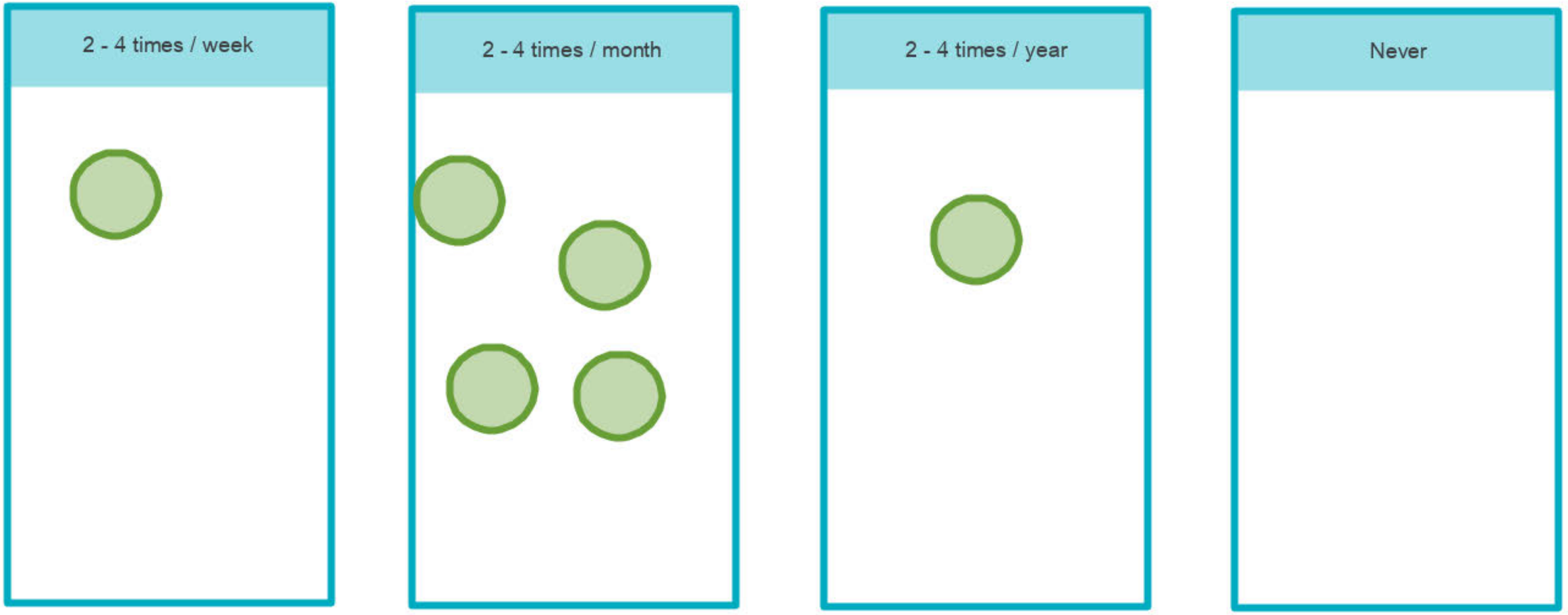
Many roads (curb lanes) too dangerous for cyclists either because of maintenance issues or traffic.

Our streets here in the North end are very well maintained, especially in winter. However, We must make our sidewalks accessible. It will help everyone. Winter is tuff in the peg

Not sure if this falls under maintenance, but re: red light cameras... some turn red after counting down to zero, others count down to zero, then don't turn red. This leads to complacency, and also unnecessary stopping at times.

POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?

Click and drag only ONE circle to your answer.



What is the biggest CHALLENGE we face in Winnipeg in regards to goods movement?

yes, winter too!

This is one of the easiest cities to drive a truck in. People in the peg understand big trucks more than most big cities

traffic congestion

the safe cooperation of citizens with big trucks in small areas

Traffic Congestion, proper truck routes, winter weather

Safe and efficient routes for large trucks and semis. They use most of the roads we do and it causes congestion.

Not big enough direct truck routes north to south. Train issues causing congestion

Road ways are too narrow for truck routes,

Roads are not made to handle the large trucks. Road damage.

yes, large trucks

Congestion, limited space to load/unload on street.

Describe your experience with specific types of network users: trucks, couriers, rail

The courier cars and trucks stop anywhere and everywhere to deliver goods and this sometimes causes a safety issue.

previously have been a courier-efficient dispatching would help greatly with fuel efficiency, safe driving and efficient route planning.

as electric vehicles become more widely used, citizens must learn to watch for them not just listen... they are much quieter and it can be a big safety issue

I'm worried about the decommissioning of the Arlington bridge (re. rail, indirectly)

Rail creates bottlenecks from north/south.

courriers don't seem to be an issue

Delivery trucks and couriers are do not have enough space to park while they do deliveries or impede traffic when they do.

Rail lines cause long delays in moving traffic.

issues with charging electric cars. Who pays?

What are your thoughts on COVID's impact on goods movement? How have your habits changed?

Less travel - walking more. Almost no trips to restaurants. Working from home.

I've learned alot of usefull things. how to save time, shoppping on line, curbiside pick up.

big change. I have really decreased my movements and I think I've seen this generally.

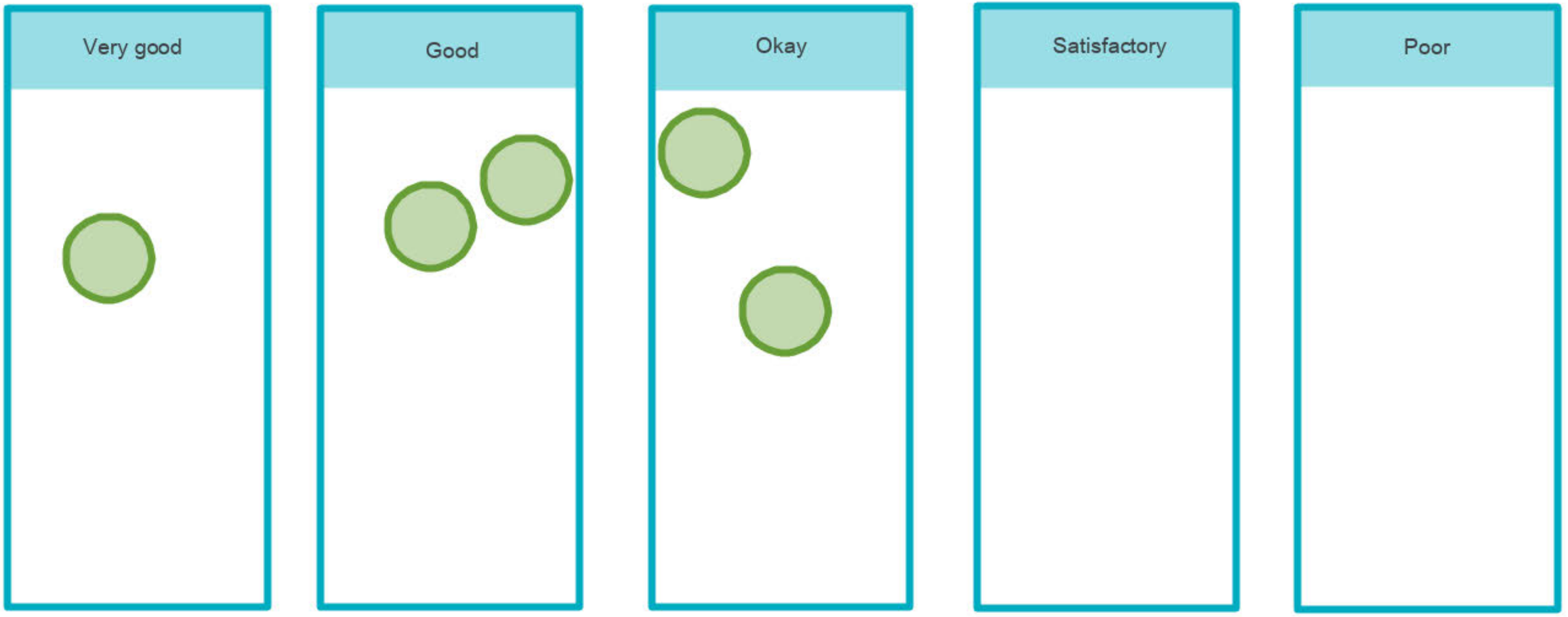
im sure covid has increased goods movement, I shop online, or cubside pickup exclusively.

do larger shops 1, fewer trips to stores.

Some goods are not available due to Covid-19 frenzy buying so I buy more. I also try not to go into stores often so again buy more for this reason.

POLL: Rate your knowledge of the existing cycling and pedestrian network in Winnipeg.

Click and drag only ONE circle to your answer.



Why do you use the pedestrian and cycling network in Winnipeg?

for leisure

leisure.

Health, commute, leisure

Commute, Shopping, generally instead of the auto

exercise and recreation

I like to walk for exercise and recreation.

I walk very little but i cycle

For leisure and exercise

As a pedestrian, what problems do you currently experience with other modes of transportation? Cyclists? Drivers?

nothing notable

some drivers are distracted and do not watch for pedestrians

Cyclists

Drivers

Pedestrian lights at intersections not long enough. Crosswalks are often not safe, lights are not suffecient.

As a pedestrian I have narrowly missed being hit by cyclists on the sidewalk. They feel they have the right of way and want me to move aside.

People don't stop at crosswalks.

cyclists really need to be super cautious

Cyclists are quiet and often favor the sidewalk... Speeding up behind pedestrians makes us all unsafe

Crosswalks signals are not long enough, not enough crosswalks in high pedestrian traffic areas

Impatient, seniors move slower esp in winter

Poorly lit at night, drivers do not always pay attention

Winnipeg is one of the most unsafe cities to cycle in...anywhere

They are on the roads and sidewalks. They don't remember there are pedestrians and bikes force pedestrians off the sidewalks

Cyclists go up and down on and off sidewalks and roads to get through traffic instead obeying road rules.

I find drivers are courteous most of the time and let you cross safely.

when I cycle, I fear for my life :)

As a cyclist, what problems do you currently experience with other modes of transportation? Vehicles?

Vehicles

I do not cycle as I feel it is not safe enough. Years ago I was hit by a car on my bicycle so don't bike now.

Drivers do not share the road, recognizing cyclists have the same rights as vehicles.

We must somehow separate the street

drivers are impatient because cyclists travel much slower than the flow of traffic. Pot holes are generally worse in curb lanes where most cyclists ride

Streets are not well kept, so trying to navigate on a bike on an unsafe road makes it difficult when also trying to be safe from vehicles.

the single use auto is jealous of the space, the room..on our streets...

vehicles sometimes get way too close to cyclists esp. since I might have to swerve a bit around gravel, potholes

As a driver, what problems do you experience with other modes of transportation? Pedestrians? Cyclists?

Pedestrians do not try to help with traffic flow, example: at a 4-way stop pedestrians should try to walk in the same sequence as the cars. Wait for traffic to stop at crosswalks

Pedestrians

Cyclists

cyclists, do not follow the rules of the road, as many don't drive I wonder if they know they rules of the road

Cyclist do not obey the rules of the road as a "motor vehicle" Use crosswalks to cross against the light, travel on wrong side of the road

Walking against the lights, or crossing in the middle of the roadways. Standing in the centre blvd

Cyclists squeezing between car and curb. So dangerous!!

lack of respect... other auto gliding through stop signs, not using indicator lights and speeding ... these are important we learn to drive as children, watching our adults... and watching police ignore the law is not good

at uncontrolled areas without looking both ways, pedestrians looking at their phones instead of paying attention to their surroundings are hazardous. Panhandlers and folks who stand on medians are

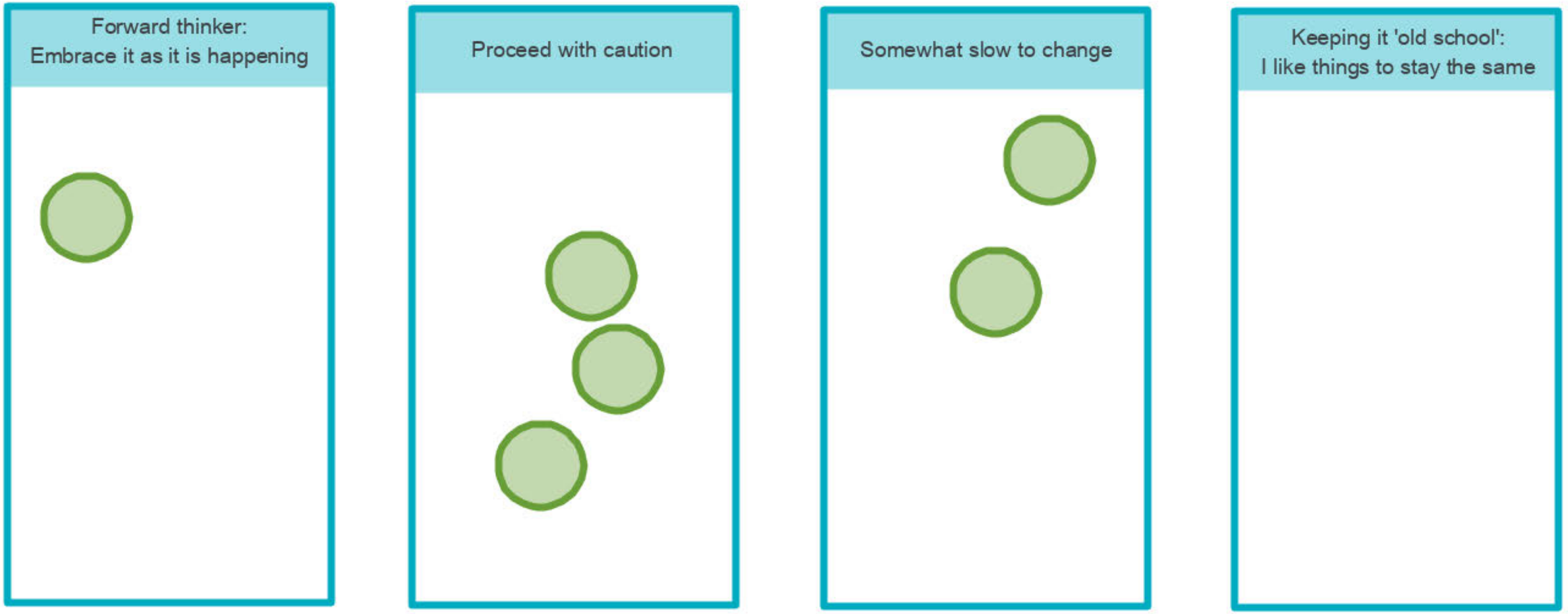
Pedestrians sometimes cross in areas that are not intersections and it is unsafe. Cyclists make their own rules on the road and often don't respect traffic signs and lights.

cyclists wearing black at night. some cyclists really seem to have no regard for their own safety. free bikes that have been provided to many people by the Wrench, for example, need to receive reflective vests and headlamps too

Bikes do not follow the rules of the roads. They want to be a hybrid and do what works best for them. Need to be licensed,

POLL: Rate your attitude towards technology

Click and drag only ONE circle to your answer.



Do you use any type of technology (phone applications, variable message signs, etc.) to help you travel by public transit or personal vehicle? If yes, please specify.

Yes I use Google Maps to help me find the locations I need to get to and what the best route is.

Winnipeg transit

winnipeg trip planner is app for transit

Always use maps/voice directions to travel to places I am unfamiliar with

google maps and sometimes Waze

occasionally, google maps

yes...google maps, internet searching

google drive

Google Maps, GPS, Android Auto, 511 app, Taxi/Uber/Tapp apps, Parking apps to pay for parking

What do you see as the key barriers to adoption of Emerging Technologies and Future Mobility options in Winnipeg?

$, fear of the future,

Having funds to put these into use and also convincing the general public it will be a good things.

Weather - battery life/longevity

I prefer to have humans doing jobs over robots, or self serve

roads. They are often ice or snow covered. Poor maintenance might make autonous cars riskier

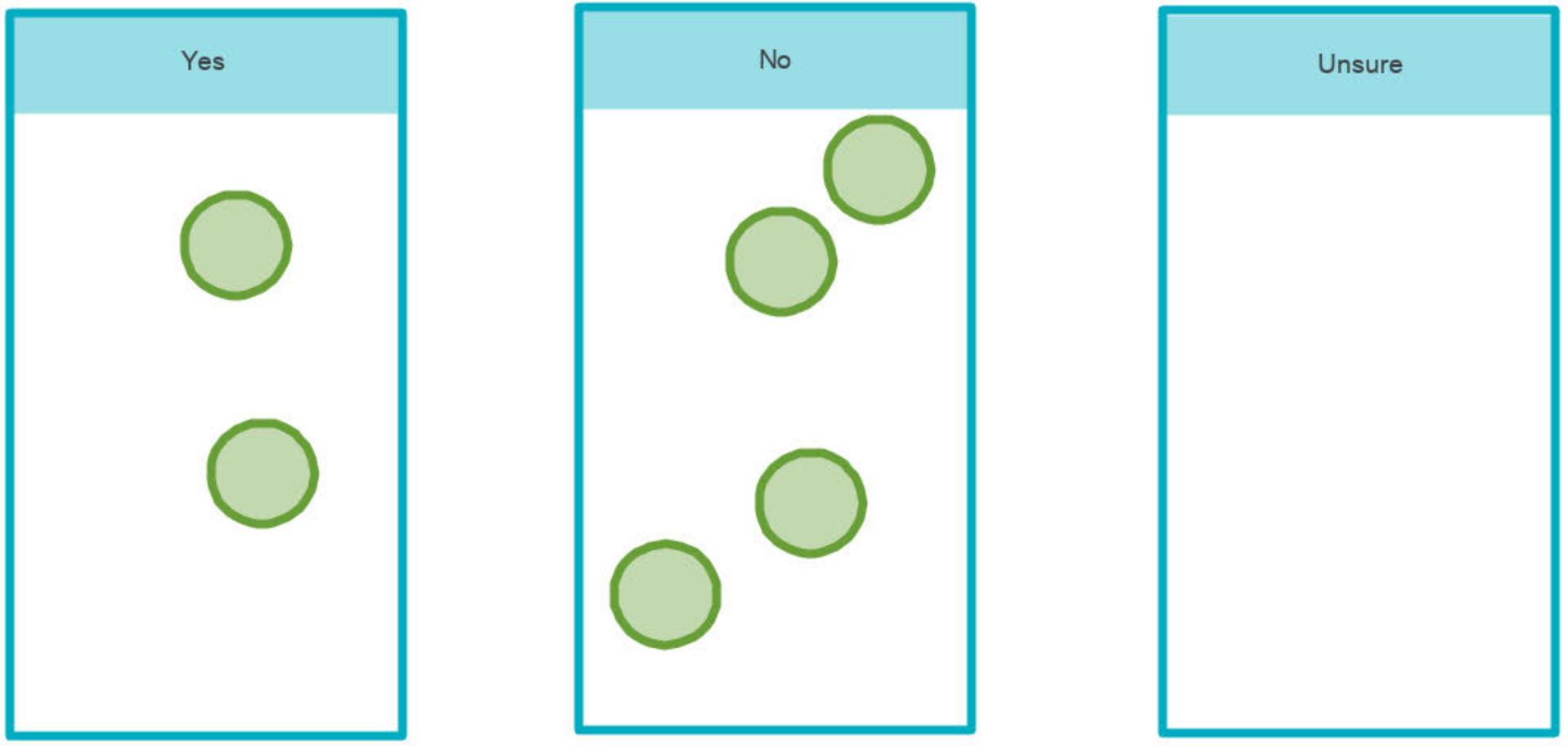
Winnipeg's 3 levels of government tend not to be very future focused or maybe don't prioritize investing in future plans

Charging stations for vehicles, who is paying for it? We have one at our centre. but no one will pay the cost.

Our aging baby boomer population is hesitant. Winter months mean electric cars will be a tough sell. Fear of job loss.

Are you aware that Winnipeg currently has 11 park and ride locations?

Click and drag only ONE circle to your answer.



What CHALLENGES and OPPORTUNITIES do you see for 'park and ride' or 'cycle and ride' locations in Winnipeg?

CHALLENGES

Challenge: Theft of my bicycle, theft or vandalism of unattended vehicles

Getting people to buy into the fact that it is more cost efficient and will be better for them.

Transit routes - challenge

cycling challenges: weather, theft risk, impossible to safely lock up a bike in some neighborhoods

parking areas not large enough, no plug ins for winter, lighting late at night

advertising to citizens...weather and various abilities limitations

OPPORTUNITIES

Would be convenient if transit fares are more cost effective than event parking, monthly parking downtown etc.

free parking is positive

Bike racks on buses would probably be better used that cycle and ride.

Real rapid transit

better transit service to special events.

Rapid Transit from north to south - opportunity

SCATLIFF + MILLER + MURRAY
visionary urban design + landscapes

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes
Round one current conditions and issues
Neighbourhood advisory group: East Kildonan - Transcona

Date/time of meeting: November 4, 2020, 6:30PM – 8:30PM
Location: Zoom meeting

Project staff

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

Advisory group members

In attendance:	Representing:
Anne Mahdi	Transcona South
Emma Durand-Wood	Glenelm
John Harper	River East
Michael Vasconcelos	Rossmere – B
Myles Routly	Transcona South
Nathan Kramer	River East
Orry Thomas Lamb	Kildare-Redonda
R. Brian Walker	Transcona South
Rodney Thompson	Glenelm
Ron Flores	River East
Tracy Schmidt	Kildonan Drive

Distribution:

- CoW project manager + project team

Meeting goals:

- Introduce project, gather input; and foster early involvement to ensure stakeholders are part of the process

Meeting objectives:

- Gather and understand participants' current evaluation and experience with Winnipeg's transportation network (to help create the draft stakeholder priorities)
- Gather and understand participants' current interests, needs, and wants for improvements to the network
- Collect and identify common values from participants through a visioning exercise to help inform the draft stakeholder priorities (gather ideas on how transportation can support a better quality of life)
- Introduce the six component studies, scope, teams, objectives, background review findings, and opportunities for future input
- Communicate what the end goal of the project is and how it relates to other City strategies and policies

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1.0 Meeting format

1.1 Welcome and background (PowerPoint presentation)

- Welcome and team introductions
- Agenda
- Introduce Alex Regiec, TMP project lead
- Overview of engagement process

1.2 Activity and modules

All activity and module exercises focused on current conditions and issues and were facilitated through the use of Google Jamboards. Where groups were too large to easily accommodate discussion, the large group was split into smaller groups using breakout rooms in Zoom. Participants engaged in roundtable discussions and exercises. Each breakout room included the same content and questions. In all breakout rooms, Google Jamboards were used to collect feedback from participants. The jamboard provides a virtual whiteboard for participants to share comments via sticky notes, similar to an in-person workshop.

The content for this section was centred around a vision and values exercise and four modules that each addressed one to two of the project's component studies. During the breakout room sessions, participants were given links to jamboards for each module. In all breakout rooms participants were asked a series of open-ended and poll questions which they responded to through comments and voting using sticky notes and dots.

Breakout rooms

- **Vision and values**
  - Facilitated jamboard discussion and exercise

- **Module A –** TMP2050 overview: How do you get where you're going? **(Core framework study)**
  - Shared video from Bruce Mori & Adam Wenneman (IBI Group – Toronto)
  - Facilitated jamboard discussion and exercise

- **Module B – Non-capital intensive transportation options and goods movement study: How do you get what you need?**
  - Shared video from Adam Lanigan (Dillon Consulting)
  - Shared video from Jeannette Montufar (MORR Consulting)
  - Facilitated jamboard discussion and exercise

- **Module C – Pedestrian and cycling strategy update: How do you walk and bike through the city?**
  - Shared video from Stephen Chapman (MORR Consulting)
  - Facilitated jamboard discussion and exercise

- **Module D – The future, near & far: How will emerging technologies and imminent solutions change our network? (Emerging technologies and future transportation options and regional transportation review)**
  - Shared video from Ishtiyaq Gull (WSP Canada)
  - Shared video from Diana Emerson (WSP Canada)
  - Facilitated jamboard discussion and exercise

1.3 Conclusion

- Question and answer session with Alex Regiec
- Shared next steps
- Poll questions

2.0 Meeting results

The majority of comments put forward throughout this meeting referenced conflicts between users. Some of this conflicts included cyclists riding on sidewalks, cyclists and drivers having to share the road, and a lack of communication between all users.

The issue of conflicts between users was also frequently mentioned alongside safety concerns. These concerns included vehicles passing too close to cyclists on the road, cyclists not yielding to pedestrians on sidewalks, and miscommunication between users at intersections leading to unsafe conditions.

In discussions of conflicts and safety concerns, participants also noted design issues that resulted in conflicts and unsafe conditions. These design issues included a lack of separated infrastructure for different modes and confusion over how infrastructure should be used (i.e. crosswalks).

Other issues raised during this meeting included:

- The consideration of convenience when choosing transportation modes and routes
- The need for better communication as to how the transportation network functions – i.e. use of crosswalks, turning at intersections, and cycling hand signals
- The need for better communication between users
- A desire for a transportation network that supports a high quality of life – i.e. walkable neighbourhoods, room for socializing while en route, and reduced air and noise pollution

11 participants took part in these exercises in one breakout room. Participants were able to submit unlimited comments on any issue and so the frequency of comments listed below is not indicative of the number of people who mentioned a certain issue. In addition, some comments referred to more than one issue and so were included under several key themes.

2.1 Vision and values

1. What is most important to you when you decide to travel around Winnipeg?

Key themes:	Frequency of comment:
- Convenience	8
- Safety	6
- Accessibility	1
- Environmental Sustainability	1
- Multimodal	1
- Connectivity	1

2. How can transportation support a better quality of life for you, the community you represent, and your neighbours?

Key themes:	Frequency of comment:
- Healthy Living	5
- Quality of Life	5
- Convenience	3
- Environmental Sustainability	3
- Multimodal	3
- Safety	3
- Accessibility	2
- Affordability	2
- Reliability	1
- Transit	1

2.2 Module A - TMP2050 overview: Getting where you are going. (Core framework study)

1. Describe your experience with moving from place to place within the East Kildonan – Transcona community.

Key themes:	Frequency of comment:
Multimodal	7
Transit	5
Connectivity	4
Design	4
Commuting	1
Congestion	1
Environmental Sustainability	1
Operations	1
Rail	1
Reliability	1
Traffic laws	1
Healthy Living	1

2. Describe your experience with moving from your community to other areas of the city.

Key themes:	Frequency of comment:
Design	6
Convenience	5
Multimodal	4
Metro Region	4
Connectivity	3
Transit	3
Park and Ride	2
Safety	2
Construction	1
Environmental Sustainability	1
Operations	1
Rail	1
Reliability	1

3. Think about mobility as you move through East Kildonan – Transcona. Share your experiences.

Key themes:	Frequency of comment:
Design	5
Maintenance	4
Transit	3
Congestion	3

- Multimodal.....2
- Accessibility.....1
- Dependency.....1
- Quality of Life.....1
- Metro Region.....1
- Choice.....1
- Seasonal.....1

2.3 Module B – **Non-capital intensive transportation options and goods movement study: How do you get what you need?**

1. POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?

   Options: Results:

   - 2-4 times per week..... 3 votes
   - 2-4 times per month.....4 votes
   - 2-4 times per year..... 3 votes
   - Never ..... 0 votes

2. What is the biggest challenge we face in Winnipeg in regards to goods movement?

   Key themes: Frequency of comment:

   - Rail relocation.....9
   - Rail..... 3
   - Truck Routes.....2
   - Quality of Life.....2
   - Congestion.....1
   - Connectivity.....1
   - Delivery.....1
   - Dependency.....1
   - Operations.....1
   - Design.....1
   - Safety.....1
   - Loading Zones..... 1

3. What are your thoughts on COVID's impact on goods movement? How have your habits changed?

Key themes:	Frequency of comment:
- Decreased travel	6
- Delivery	6
- Online ordering	5
- Congestion	2
- Transit	2
- Truck Routes	1

2.4 Module C – **Pedestrian and cycling strategy update: How do you walk and bike through the city?**

1. POLL: Rate your knowledge of the existing cycling and pedestrian network in Winnipeg.

Options:	Results:
- Very Good	3 votes
- Good	2 votes
- Okay	1 votes
- Satisfactory	1 votes
- Poor	1 votes

2. As a pedestrian, what problems do you currently experience with other modes of transportation? Cyclists? Drivers?

Key themes:	Frequency of comment:
- Safety	10
- Conflict	7
- Quality of Life	4
- Communication	3
- Traffic Laws	2
- Healthy Living	1

3. As a cyclist, what problems do you currently experience with other modes of transportation? Vehicles?

Key themes:	Frequency of comment:
- Conflict	19
- Safety	9
- Communication	4

- Security..... 2
- Multimodal.....2
- Connectivity.....1
- Quality of Life.....1
- Equity..... 1

4. As a driver, what problems do you experience with other modes of transportation? Pedestrians? Cyclists?

Key themes:	Frequency of comment:
Conflict	20
Communication	9
Design	8
Safety	2
Traffic laws	2
Equity	1

2.5 Module D – **The future, near & far: How will emerging technologies and imminent solutions change our network? (Emerging technologies and future transportation options and regional transportation review)**

1. POLL: Rate your attitude towards technology.

Options:	Results:
Forward thinker	7 votes
Proceed with caution	2 votes
Somewhat slow to change	1 votes
Keeping it old school	0 votes

2. Do you use any type of technology (phone applications, variable message signs, etc.) to help you travel by public transit or personal vehicle? If yes, please specify.

Key themes:	Frequency of comment:
Google Maps	8
Navigo	4
Winnipeg Bus Live App	2
Waze	2
Transit App	1
All Trails	1
Roadwarrior	1

- GoManitoba..... 1
- Uber..... 1
- Tappcar..... 1

3. POLL: Are you aware that Winnipeg currently has 11 park and ride locations?

Options: Results:

- Yes..... 6 votes
- No. ..... 4 votes
- Unsure..... 0 votes

4. What challenges and opportunities do you see for 'park and ride' or 'cycle and ride' locations in Winnipeg?

Key themes: Frequency of comment:

- Design..... 9
- Security..... 4
- Congestion..... 3
- Seasonal..... 3
- Choice..... 2
- Dependency..... 2
- Multimodal..... 2
- Transit..... 2
- Affordability..... 1
- Communication..... 1
- Convenience..... 1
- Maintenance..... 1
- Park and Ride..... 1
- Political..... 1
- Quality of life..... 1
- Reliability..... 1

2.6 Poll questions

1. *Have you attended a similar virtual style event before?*

Yes	No	Unsure
7 (64%)	3 (27%)	1 (9%)

2. *How easy did you find attending a Zoom meeting?*

Very Easy	Easy	Neutral	Difficult	Very Difficult
7 (66%)	3 (27%)	0 (0%)	1 (9%)	0 (0%)

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

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
4 (36%)	6 (55%)	0 (0%)	1 (9%)	0 (0%)

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 4, 2020 - Neighbourhood Advisory Group - East Kildonan - Transcona

Vision + Values			1. What is most important to you when you decide to travel around Winnipeg?
Key Themes			Raw Data
Accessibility			Accessibility.
Convenience			Speed and convenience.
Convenience			How long will this take?
Convenience			How long is it going to take me - speed - efficiency.
Convenience	Multimodal		Ease of travelling without a vehicle.
Convenience			Efficiency of getting to my end location.
Convenience			Efficiency in travel.
Convenience	Connectivity		Speed of connection and routes available.
Environmental Sustainability			Is this an environmentally sustainable action?
Safety			Safety in travel.
Safety			Safety of the commuters.
Safety	Convenience		That I can get where I'm going safely and as quickly as possible.
Safety			Safety of the commuters.
Safety			Travelling safely with my children.
Safety			Safe travels, no obstacles.

Vision + Values			2. How can transportation support a better quality of life for you, the community you represent, and your neighbours?
Key Themes			Raw Data
Accessibility	Reliability	Affordability	By being free, accessible and consistent.
Affordability	Transit		I didn't say barrier free, I said free as in no cost transit.
Convenience	Safety		Ease and safety of travel to work, shop, visit family and friends, without affecting the safety of neighbourhoods.
Environmental Sustainabi	Healthy Living		Consider the health of the community, individuals and the environment.
Environmental Sustainabi	Convenience		By being more environmentally responsible while maintaining a high level of efficiency.
Environmental Sustainabi	Multimodal	Safety	More options, safe options, more sustainable options.
Healthy Living	Quality of Life		It can enable us to travel to see family and friends, purchase the goods and services we need and get to work and back. Plus it can get us to exercise or other leisure activity.
Healthy Living	Multimodal		Increase bike lanes - healthier more active lifestyle.
Healthy Living	Quality of Life		Social engagement and better physical health (via Active Transportation).
Multimodal	Healthy Living		Increase active transportation options.
Quality of Life	Safety	Convenience	Reduced travel times means more time with family, friends or accomplishing goals and tasks while reducing the risks associated with being on roadways.
Quality of Life			Social engagement.
Quality of Life	Accessibility		A truly walkable neighbourhood would mean more free time, move money in our pockets, and a vibrant and accessible neighbourhood for everyone!

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 4, 2020 - Neighbourhood Advisory Group - East Kildonan - Transcona

Core Framework Study			1. Describe your experience with moving from place to place within the East Kildonan - Transcona community.
Key Themes			Raw Data
Commuting			Usually by car if I'm travelling from East Kildonan to Transcona or vice-versa.
Congestion			Not that bad, traffic is moderate.
Connectivity			I really enjoy the bike around the neighbourhood - just wish they didn't end at certain points.
Connectivity			Agree with the blue sticky note on vikes! Need our bike routes to connect.
Connectivity			If walking/biking, safe and pleasant routes are disjointed.
Design			Difficulty in getting in and out of my driveway onto roadway. Too many stop signs, significantly interrupts traffic flows. Modifications to roadways/traffic too slow to respond to changing.
Design	Connectivity		Varied. The road patterns in this are change dramatically from highways, busy retail corridors and quiet residential areas. By bike, there are limited pathways and lanes which often start and end with no rhyme or reasoning.
Environmental Sustainability			Not environmentally responsible.
Multimodal			I live near the bike path between Raleigh and Gateway. It's great to get downtown.
Multimodal			Trip-chaining is tough on bike/foot!
Multimodal			It's very easy by car. Not so easy in other modes!
Multimodal	Convenience	Healthy Living	It depends how far I'm going and for what purpose. If I'm shopping or need to carry things or move kids to school, I'm driving. I also ride my bike for exercise or to get to a friends place sometimes and other times I walk, mostly.

Operations			Good thing they added more traffic lights.
Rail			Concern with trains - are they out of scope of this project?
Reliability			Inconsistent.
Traffic Laws	Design		Speed zones are inconsistent.
Transit	Multimodal	Design	Transit bus 11 route is fantastic. Pleasure cycling is great, commuter cycling is a dangerous nightmare. Roadways are well managed but need diversification.
Transit			Transit is lacking in our neighbourhood - only a feeder service during rush hour.
Transit			Pretty happy with the #11 bus route.
Transit	Multimodal		It's much easier/quicker via cycling rather than planning to take the #85. If you're along Henderson and the #11, it's fine, but otherwise transit service around North Kildonan is very infrequent (unless you..).
Transit	Multimodal		Somewhat difficult by car, very challenging with the current level of public transportation.

Core Framework Study			2. Describe your experience with moving from your community to other areas of the city.
Key Themes			Raw Data
Connectivity			Great bike trail down Dugald but then don't have a bike trail until I get downtown.
Construction	Metro Region		Relieved that the roadwork on Hwy #1 is finally complete.
Convenience	Design		Because the city is so spread out, even convenient bus routes sometime make trips across the city needlessly long.
Design			Need significantly improved inner ring road to enhance moving around the City. Chief Peguis through Transcona was cancelled in the last Transportation Plan - need to ensure contingency plans exist when creating a….
Design	Connectivity	Metro Region	Getting outside of Transcona to other areas of the city feels tough. The perimeter highway excluded, there are limited routes getting to downtown, and the ones that exist are inefficient.
Environmental Sustainability			Even more environmentally irresponsible.
Multimodal	Convenience	Design	My family is bilingual and would like to spend more time in St. Boniface, but getting there by transit takes too long, and by bike is a long journey that we can't take all year round. Our only appealing option is a car.
Multimodal	Convenience		Usually by car, in my personal time, but by bus or bike for commuting to work (downtown).
Operations	Design	Metro Region	Scratching my head at the speed zones and lights being put up on the perimeter around Brady landfill.

Park and Ride			I used the fake park and ride too! We need a real park and ride on Henderson.
Park and Ride	Multimodal		I used the (fake but convenient) park and ride at Kimberly and Henderson when I was going to work. On occasion in the summer, I'd bike to work downtown. Otherwise I'd drive.
Rail	Metro Region	Design	Transitioning across the city is often hindered by rail, specifically those around Panet Road when going to the downtown. Access to the perimeter highway should be easy via Dugald road but the rapid growth…
Safety	Multimodal		I enjoy cycling all across the city, and I find often that once I'm out of NE Winnipeg, I have many more bike routes and much safer bike routes. I feel safer biking downtown than I do on Henderson or Regent.
Safety	Connectivity		Between my neighbourhood and downtown, there are decent AT paths - but as a woman, I would never take them by myself at night. Too many "dead zones" with inadequate lighting/eyes on the street.
Transit	Convenience		The #11 takes me downtown so easily. Very convenient.
Transit	Reliability		Difficult to know when you can count on buses.
Transit	Convenience		Surprised about the route change for the 47 bus route - luckily I haven't been going to work so I haven't had to deal with the inconvenience.

Core Framework Study			3. Think about mobility as you move through East Kildonan - Transcona. Share your experiences.
Key Themes			Raw Data
Accessibility			The sidewalks need to be accessible.
Congestion			Rush hour is incredibly congested.
Congestion	Metro Region		I mostly use the perimeter to get to Transcona from North Kildonan. Lag is mostly a nightmare with traffic.
Congestion	Transit		Rush hour plugs up the limited routes in and out of East Kildonan-Transcona. A better Rapid Transit network would relieve a lot of the pressure on these routes and should be given priority. Taking care off the road would…
Dependency on single occupant vehicles			Single occupancy auto vehicles has to go or we face catastrophic climate change.
Design	Choice		I love the NPG bike path, but it doesn't take me to the destinations on Henderson I'm trying to get to.
Design			Look at how many people per hour a piece of infrastructure can move, not how many vehicles.
Maintenance			Road construction maintenance.
Maintenance			Street maintenance in North Kildonan is pretty good compared to other areas of the city.
Maintenance			Road maintenance within East Kildonan and Transcona appears to be generally good and upkept.
Maintenance	Seasonal		Sidewalks are in rough condition. Snow clearance was significantly better this past year than previous, but when sidewalks are uneven the ice is awful!
Multimodal	Design		Chief Peguis expansion has been great, love that it included active transportation path.
Multimodal			Single person auto use is not going to go away. Naïve to think it will. That said, not opposed to supplementing with other transportation means.
Quality of Life			Within the East Kildonan-Transcona area, I love being able to cycle easily through the area. The Northeast Pioneer Greenway and Chief Peguis Trail are wonderful public resources. I agree too!
Transit	Design		Sidewalks need to be considered part of the transit system. We hve to get to our bus stop easily - we don't just teleport there from home!
Transit	Design		I'd like a rapid transit like to North Kildonan either on Henderson or Raleigh / Gateway, but how do we get to those lines from areas in between?

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 4, 2020 - Neighbourhood Advisory Group - East Kildonan - Transcona

Goods Movement Study		**POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?**
	2-4 times/wk	3
	2-4 times/mo	4
	2-4 times/yr	3
	Never	
Goods Movement Study		**2. What is the biggest challenge we face in Winnipeg in regards to goods movement?**
Key Themes		Raw Data
Congestion		Congested and limited corridors across rail lines. North/South between the Kildonans and St. Boniface. Only Archibald, Panet, and Lagimodiere. More connections could help.
Connectivity	Truck Routes	Multiple industrial parks that aren't linked well for trucks.
Delivery	Loading Zones	There are 3 or 4 couriers at a time on my 2 block long street these days.
Dependency on single occupant vehicles		People insisting on using single occupancy automobile.
Operations		Light cycles do not account for slow acceleration of large trucks - Dougald & 59 Dougald & Ravenhurst.
Quality of Life		The air and noise pollution caused by heavy trucks.
Quality of Life	Safety	My issue with rail is less to do with delays, and more to do with noise and the unknown dangerous contents that run straight through neighbourhoods.
Rail		Rail was here first folks.
Rail		Rail crossing at the Perimeter. The rail line that runs with Archibald.
Rail		As a CN employee, rail traffic is only going to get busier. It's something we are going to have to live with and plan for.

Relocation		Get rail out of the city.
Relocation		Definitely move the rails outside the city.
Relocation		Intermodal facilities should be moved to Centre Port. City of Winnipeg gave CN $1million to move their Kenaston Intermodal facility to Transcona to appease the residents of Tuxedo. South Plessis residents are paying..
Relocation		I'd like to get the railways moved outside the city to north side of Centreport. It's expensive, but would be great.
Relocation		Train tracks should be moved outside the city and use the old tracks for cycling/walking paths.
Relocation		Suggesting to move the rail yards out of town is a never-ending loop. Sure, the Weston yard is central, but the CPR North Transcona yard and CN Symington Yard were outside the city, until the city engulfs them again.
Relocation		Railway should be moved out of the city.
Relocation		Rail going through the city. CN & CP have to slow down when going through population centres which is not efficient for them.
Relocation		Rail lines should be moved outside city limits.
Truck Routes	Design	Big trucks should go around the city, not through and there should be so many lights.
		Nah, Indigenous folks were here first.

Goods Movement Study		3. What are your thoughts on COVID's impact on goods movement? How have your habits changed?
Key Themes		Raw Data
Congestion	Truck Routes	Less congestion and more efficient movement for trucks with people working from home, or not working on the roads.
Congestion		Less congestion during "rush hour" when commuting downtown via car and bus currently.
Decreased travel		Less driving on the roads.
Decreased travel		Larger, better planned shopping trips to limit the number of times we need to visit stores.
Delivery		I am a package courier and we do not expect our volumes to return to pre-COVID numbers.
Delivery		Obviously increased use of home delivery of goods, which will only increase as we get closer to Christmas and more people buying presents.
Local Delivery		Happy that local businesses are offering home delivery as well, if it allows them to preserve business. But of course thisis more vehicles on the road, which is bad.
Local Delivery	Decreased travel	Do not dine out at all. Generally go for curbside pickup.
Online ordering		Of course, I'm ordering online more than ever.
Online ordering		Online ordering to keep social distancing.
Online ordering	Local Delivery	More deliveries / couriers - more online shopping and ordering.
Online ordering	Decreased travel	We're ordering ore things to our house and going out less.
Online ordering	Local Delivery	Yes. Ordering from local restos (don't want to use Skip, so doing takeous) and breweries (home delivery) more often.
Transit	Decreased travel	I haven't used Transit since March, but I plan to once I head back to the office.
Transit	Decreased travel	I worry that my transit route will be cancelled since we're using even less.

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 4, 2020 - Neighbourhood Advisory Group - East Kildonan - Transcona

Pedestrian and Cycling Strategy Update			**POLL: Rate your knowledge of the existing cycling and pedestrian network in Winnipeg.**
		Very Good	3
		Good	2
		Okay	1
		Satisfactory	1
		Poor	1
			*one note: great in my neighbourhood and downtown, but not as much elsewhere.
Pedestrian and Cycling Strategy Update			**2. As a pedestrian, what problems do you currently experience with other modes of transportation? Cyclists? Drivers?**
Key Themes			Raw Data
Communication			Mandatory re-testing Drivers Licences would be great! Lack of knowledge of hand-signs or allowing you space.
Communication	Traffic laws		Drivers unaware of intersection laws. Drivers blow through flashing pedestrian corridors.
Communication	Safety		Drivers don't have consistent approaches to cross walks without overhead lights.
Conflict			I don't really have any issues with cyclists. Sometimes they go too fast on mixed-use paths. That's probably my only complaint!
Conflict			Cyclists that use sidewalks rarely yield to pedestrians.
Conflict			Cyclists - mixed routes with bikes and pedestians in too close of contact.
Conflict	Safety		Cyclists without bells can come up fairly quickly on the paths. They should stay off the sidewalks.
Conflict			Cyclists on the sidewalks.
Conflict			There are too many of them.
Conflict	Safety	Traffic laws	Need separate roadway for cyclists and vehicles. Some cyclists disrespectful of drivers and not obey laws.
Healthy Living	Quality of Life		Only do leisure cycling on bike paths. Generally okay conditions between cyclists and pedestrians - respectful of each other.

Quality of Life			Getting splashed by cars.
Quality of Life			Yep, have definitely been splashed by drivers/buses while walking on Henderson.
Quality of Life	Safety		Speeds, too fast, too noisy. Getting splashed in rain.
Safety			Cyclists mix routes to stay alive.
Safety			Cyclists choose what works for them and switch back and forth, example riding on sidewalks, then roads, and then back on sidewalks.
Safety			Cyclists should be encouraged to wear light coloured vest when they are driving in a busy street.
Safety			Too fast, too aggressive.
Safety			Going too fast past me and the kids, or dog.
Safety			Simply crossing the street can be needlessly difficult.
			None.
Pedestrian and Cycling Strategy Update			**3. As a cyclist, what problems do you currently experience with other modes of transportation? Vehicles?**
Key Themes			Raw Data
Communication	Conflict		Multi-use paths don't always have marked/painted lines. And Pedestrians regularly don't "keep to the right" to allow for others to pass easily and unobstructed.
Conflict			Pedestrians don't want you on "their" paths, and drivers don't want you on "their" roads. Better get a helicopter, I guess.
Conflict			I would second the yellow sticky that says bikes not welcome on the sidewalks OR the roads.
Conflict			Pedestrians wearing earbuds and getting startled when passing.
Conflict			Haven't had an issue with pedestrians while sharing active transportation paths in the East Kildonan or Transcona neighbourhood while I'm biking.
Conflict			Vehicles.
Conflict			Being mindful with others to avoid accident.
Conflict	Communication		Drivers do not understand hand signals.
Conflict	Communication		Agree. So many motorists are too lazy to use signals.
Conflict	Communication		Vehicles don't use turn signals.
Conflict	Safety		Sharing bike lanes with buses and taxis is beyond unnerving. It's ridiculous.
Conflict	Safety		Proximity of vehicles passing cyclists.

Conflict	Safety		Aggressive drivers, don't give one meter of space, passing within inches needlessly.
Conflict	Safety		Sharing bike lanes with buses and taxis is unnerving.
Conflict	Safety		Drivers not giving cyclists enough space on the road.
Conflict	Safety		Cars passing too close on the roadways.
Conflict	Safety		Vehicles don't give enough space to cyclists. Although there isn't always enough space…
Conflict	Safety	Equity	"sharing" the road with vehicles, even when they are obeying the speed limit, is life-threatening to me on my bike, yet no big deal for the person inside the vehicle.
Connectivity			I can cycle from North Kildonan to downtown without engaging with much traffic at all. We need to learn the paths that exist.
Quality of Life			I started commuting to work this past summer, and so many people warned me that I shouldn't (I'll get hit by a car)… it really is not that dangerous and I really enjoyed it.
Safety	Conflict		When I ride bikes with my kids, it is very stressful. My own awareness of approaching vehicles is good but my kids are not cognitively mature enough to handle it in the same way. Yet technically their bikes are too big for the…
Security	Multimodal		Nowhere to leave bike when changing to public transit.
Security	Multimodal		Nowhere to leave bike when changing to public transit. I agree with this too.
Pedestrian and Cycling Strategy Update			**4. As a driver, what problems do you experience with other modes of transportation? Pedestrians? Cyclists?**
Key Themes			Raw Data
Conflict			Walking blindly into the street without looking. Sure, you might have the right of way in certain places, but that won't help you in the ICU when I couldn't stop in time.
Conflict	Communication		Some pedestrians hit the light button at a crossing corridor and immediately cross the road without conirming the lights are triggered or traffic has recognized them.
Conflict			Pedestrians walking at night without reflective gear or lights.
Conflict			The earbud wearing, phone watching pedestirans that walk into traffic without looking up.
Conflict			Pedestrians jay walking.

Conflict	Safety	Design	My worst fear behind the wheel is hurting or killing someone on foot/bike because our roads are not designed for their safety.
Conflict	Communication		As a driver, you have to be alert, when you are driving. Just as many motorists don't use signals, many pedestrians cross roadways in an unsafe manner.
Conflict	Communication		Pedestirans not crossing at crosswalks.
Conflict	Communication	Traffic laws	Jay-walking and people crossing at will, even if controlled intersections are available close by.
Conflict	Communication		Always check before crossing the pedestrian.
Conflict	Communication		Cyclists don't use signals.
Conflict	Communication		Cyclists dnot using hand signals do you don't know what their intentions are.
Conflict	Communication		Being unpredictable. Are you on the road or sidewalk? Are you stopping at the sign or not? Turning right or left?
Conflict	Design		Cyclists are inconsistent with their use of cross walks and will often take the approach of what allows them to cross fastest.
Conflict	Design		Curb jumping to get around traffic drives me crazy. Wait your turn.
Conflict	Design		Our road system is designed for the humans we wish we had and relies on perfect behaviour, not the ones we actually have (both pedestrians AND drivers).
Conflict	Communication		Cyclists not clearly visible.
Conflict	Design		Cyclists seem to have an attitude that there should be no vehicles on the road due to philosophical differences. In order to satisfy both factions, roadways for vehicles and cyclists should be separated.
Conflict	Design		Not enough room for cars and cyclists on some roads.
Conflict	Traffic laws		Cyclists skipping through lines of traffic at stop lights and then getting angry when they don't get space from drivers once the light turns green.
Design			They do not have the infrastructure they need.
Design			They do not have the infrastructure they need.
Equity			I believe humans come first and cars come second, always.
Safety			My only issue is keeping them safe and supporting their safety.

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 4, 2020 - Neighbourhood Advisory Group - East Kildonan - Transcona

Emerging Technologies			POLL: Rate your attitude towards technology.
		Forward thinker	7
		Proceed with caution	2
		Slow to change	1
		Keeping it old school	0

Emerging Technologies			2. Do you use any type of technology (phone applications, variable message signs, etc.) to help you travel by public transit or personal vehicle? If yes, please specify.
Key Themes			Raw Data
GoManitoba			Go Manitoba for carpooling.
Google Earth	Navigo		Google Earth, Navigo.
Google Maps	Transit App	AllTrails	Google maps, Transit app (NOT Navigo), AllTrails.
Google Maps	Waze		Google Maps / Waze.
Google Maps			Google maps traffic information (specifically around busy time).
Google Maps			I use Google Maps time when I'm in my car.
Google Maps			Google Maps.
Google Maps			Google Maps.
Google Maps			Google Maps.
Google Maps			Google Maps to determine bike routes.
Navigo			Navigo.
Navigo			Navigo.
Navigo	Winnipeg Bus Live App		Navigo, Winnipeg Bus Live app.
Roadwarrior			Roadwarrior.
Tappcar			Tappcar.
Uber			Uber
Waze			Waze.
Winnipeg Bus Life App			"Winnipeg Bus Live" android application to find out when buses are coming to my favourite bus stops.

Regional Transportation Review			3. POLL: Are you aware that Winnipeg currently has 11 park and ride locations?
		Yes	6
		No	4
		Unsure	0
Regional Transportation Review			**4. What challenges and opportunities do you see for 'park and ride' or 'cycle and ride' locations in Winnipeg?**
Key Themes			Raw Data
Affordability			Saving a penny since you are not paying a parking fee.
Availability			Only Park n Ride in the East Kildonan-Transcona area is at Kildonan Park Shopping Center.
Choice			Easy access going to downtown.
Choice	Multimodal		Allows access for those that don't have immediate access to bus routes.
Communication			Awareness needs to be improved such as mail-outs with out annual MPI mailings.
Congestion			Should encourage to use park and ride to minimize traffic congestion in downtown.
Convenience			Very convenient. I have my own vehicle to run errands after work, but I don't have to deal with downtown traffic or play high parking rates.
Dependency on single occupant vehicle			People are still going to be relying on their cars if we push park & ride too hard.
Dependency on single occupant vehicle			People do not "need to park somewhere". Vehicle ownership is not an imperative.
Design			Lack of parking spaces.
Design			Too few, unrealistic amount of spaces available in my experience.
Design			Parking lots are a horrendous use of land!
Design			Parking lots full of empty cars are an even worse use of land.
Design			The Kimberly parka nd ride was awesome.
Design			Yes, I absolutely loved the park & ride at Kimberly as well.
Design	Congestion	Parking	People need to park somewhere. Better in the suburbs than downtown.
Maintenance	Congestion	Multimodal	Opportunity to reduce wear and tear on our roads, air pollution, heavy traffic out of the city to encouraging transit use.
Park and Ride	Design		That Kimberley Park n Ride was a heacache, as it was the last stop inbound and first stop outbound. People crowding #40/41 when taking an #11 wouldn't be much longer for the same trip.

Political			Doesn't disincentivize people from living in bedroom communities and not paying taxes in Winnipeg.
Quality of Life			Using Park and Ride is great when used for special events like Bomber games.
Seasonal			Leaving the car in winter weather.
Seasonal	Design		Kildonan place parking was pretty far from the bus - cold walk!
Security			Safety of your car since it was in public space.
Security	Seasonal		I don't use it, however, I would expect lack of spaces for vehicles and plugging in your car in the winter would both be issues. Safety might also be an issue when dark.
Security			Secure lock up for the bike.
Security			Secure lockup for a bike would be awesome!
Transit	Reliability		If transit continues to deteriorate, these services will become less and less desirable.
Transit			Henderson & Kimberly - Safeway location closed 4 to 5 years ago and probably 100 people a day used that bus stop as it has #11, #40 and #41 bus routes that go downtown.

What is MOST important to you when you decide to travel around Winnipeg?

Speed and convenience

ease of travelling without a vehicle

Speed of connection and routes available.

Safety in travel

That I can get where I'm going safely and as quickly as possible.

travelling safely with my children

How long will this take?

Efficiency of getting to my end location

Safety of the commuters

Safety of the commuters

Safe travels, no obstacles

how long is it going to take me - speed - efficiency

Efficiency in travel

Is this an environmentally sustainable action?

Accessibility

How can transportation support a better quality of life for you, the community you represent, and your neighbours?

I didn't say barrier free, I said free as in no cost transit

by being free, accessible and consistent

Reduced travel times means more time with family, friends or accomplishing goals and tasks while reducing the risks associated with being on roadways.

More options, safer options, more sustainable options

It can enable us to travel to see family and friends, purchase the goods and services we need and get to work and back. Plus it can get us to exercise or other leisure activity.

Increase active transportation options

Increase bike lanes - healthier more active lifestyle

Social engagement

Consider the health of the community, individuals and the environment

By being more environmentally responsible while maintaining a high level of efficiency

Ease and safety of travel to work, shop, visit family and friends, without affecting the safety of neighbourhoods

a truly walkable neighbourhood would mean more free time, move money in our pockets, and a vibrant and accessible neighbourhood for everyone!

social engagement and better physical health (via Active Transportation)

Describe your experience with moving from place to place within the East Kildonan - Transcona community.

Agree with the blue sticky note on bikes! need our bike routes to connect

I live near the bike path between raleigh and gateway. It's great to get downtown.

I really enjoy the bike around the neighborhood - just wish they didn't end at certain points

if walking/biking, safe & pleasant routes are disjointed.

trip-chaining is tough on bike/foot!

Speed zones are inconsistent.

Good thing they added more traffic lights.

Not that bad traffic is moderate.

it's very easy by car. not so easy in other modes!

stop signs, significantly interrupts traffic flows. Modifications to roadways/traffic too slow to respond to changing developments. Roadway modifications should take place BEFORE

Varied. The road patterns in this are change dramatically from highways, busy retail corridors and quiet residential areas. By bike there are limited pathways and lanes which often start and end with no rhyme or reasoning.

inconsistent

It depends how far I'm going and for what purpose. If I'm shopping or need to carry things or move kids to school, I'm driving. I also ride my bike for exercise or to get to a friends place sometimes and other times I walk, mostly with the dog.

Transit bus 11 route is fantastic. Pleasure cycling is great, commuter cycling is a dangerous nightmare. Roadways are wel managed but nee diversification.

Pretty happy with the #11 bus route

Transit is lacking in our neighborhood - only a feeder service during rush hour

easier/quicker via cycling rather than planning to take the #85. If you're along Henderson and the #11, it's fine, but otherwise transit service around North Kildonan is very infrequent (unless you want to get somewhere 30-45min

Somewhat difficult by car, very challenging with the current level of public transportation

Usually by car if I'm travelling from East Kildonan to Transcona or vice-versa

not environmentally responsible

Concern with trains - are they out of scope of this project?

Describe your experience with moving from your community to other areas of the city.

I used the fake park and ride too!!! We need a real park and ride on henderson

I used the fake park and ride too!!! We need a real park and ride on henderson

hindered by rail, specifically those around Panet Road when going to the down town. Access to the perimeter highway should be easy via Dugald road but the rapid growth around Ravenhurst without upgrading

My family is bilingual and would like to spend more time in St. B - but getting there by transit takes too long, and by bike is a long journey that we can't take all year round. Our only appealing option is car.

difficult to know when you can count on busses

Relieved that the roadwork on Hwy #1 is finally complete

Between my neighbourhood and downtown there are decent AT paths - but as a woman, I would never take them by myself at night. Too many "dead zones" with inadequate lighting/eyes on the street

Because the city is so spread out, even convenient bus routes sometime make trips across the city needlessly long.

I used the (fake but convenient) park and ride at Kimberly and Henderson when I was going to work. On occasion in the summer, I'd bike to work downtown. Otherwise I'd drive.

Scratching my head at the speed zones and lights being put up on the perimeter around Brady landfill

I enjoy cycling all across the city, and I find often that once I out of NE Winnipeg, I have many more bike routes and much safer bike routes. I feel safer biking downtown than I do on Henderson or Regent.

Usually by car in my personal time, but by bus or bike for commuting to work (downtown)

even more environmentally irresponsible

the #11 takes me downtown SO easily. Very convenient.

moving around the City. Chief Peguis through Transcona was cancelled in the last Transportation Plan - need to ensure contingency plans exist when creating a Master Transportation plan and more up front energy to identify

Great bike trail down Dugald but then don't have a bike trail until I get downtown

Surprised about the route change for the 47 bus route - luckily I haven't been going to work so I haven't had to deal with the inconvenience

Getting outside of Transcona to other areas of the city feels tough. The perimeter highway excluded, there are limited routes getting to downtown, and the ones that exist are inefficient.

Think about mobility as you move through East Kildonan - Transcona. Share your experiences.

Flow & Routing

I mostly use the perimeter to get to TCona from NK. Lag is mostly a nightmare with traffic.

Chief Peguis expansion has been great, love that it included active transport path

I love the NPG bike path, but it doesn't take me to the destinations on Henderson I'm trying to get to!

Rush hour is incredibly congested

the city needs to stop investing in highways that are primarily for single occupancy auto vehicle

Flow of slower moving commercial vehicles and light cycles need to be aligned to improve efficiency.

City Services (Transit, Rapid Transit & Transit Plus)

Within the EK-T area, I love being able to cycle easily though the area. The NorthEast Pioneer Greenway and Chief Peguis Trail are wonderful public resources. I agree too!

and out of EK/Transcona. A better Rapid Transit network would relive a lot of the pressure on these routes and should be given priority. Taking cars off the road would appease car drivers and the transit

Sidewalks need to be considered part of the transit system. We have to GET to our bus stop easily - we don't just teleport there from home!

Look at how many people per hour a piece of infrastructure can move not how many vehicles

I'd like a rapid transit line to NK either on Henderson or Raleigh / Gateway, but how do we get to those lines from areas inbetween?

Single person auto use is not going to go away. Naive to think it will. That said, not opposed to supplementing with other transportation means

single occupancy auto vehicles has to go or we face catastrophic climate change

Maintenance

Road construction maitenance

Road maintenance within East K and Transcona appears to be generally good and upkept.

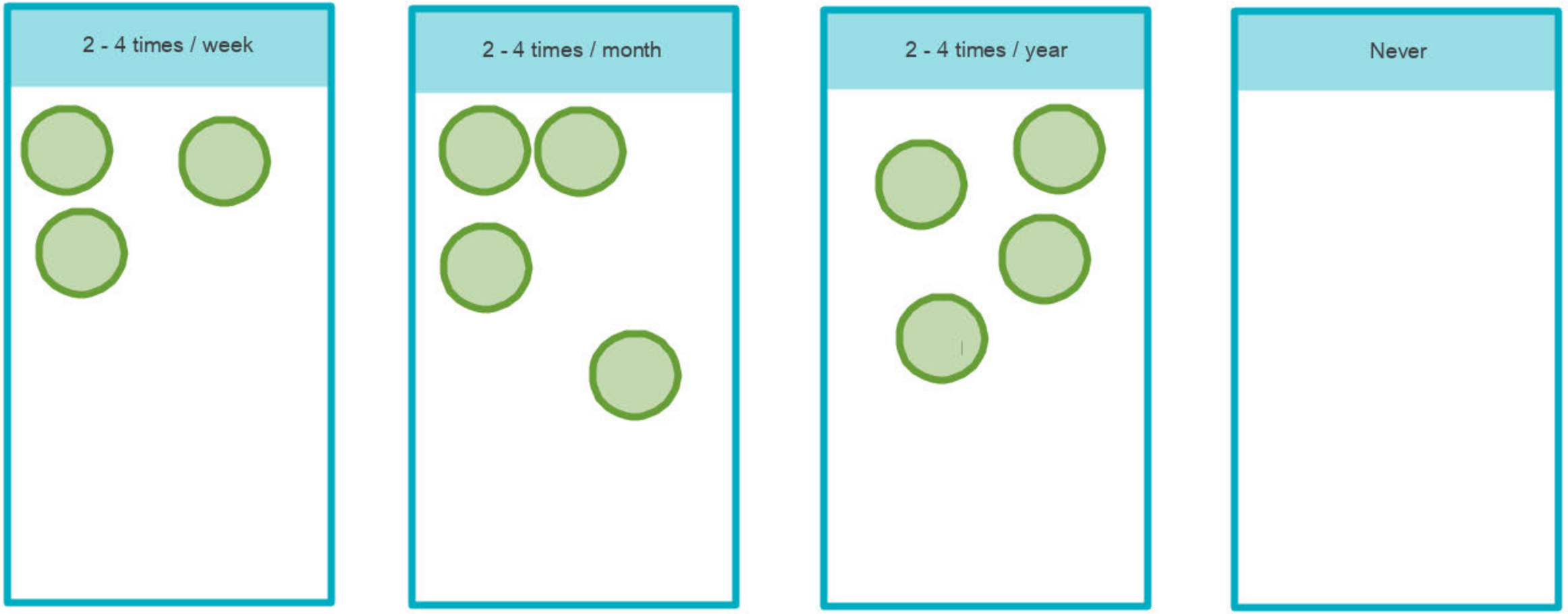
Street maintenance in NK is pretty good compared to other areas of the city

Sidewalks are in rough condition. Snow clearance was significantly better this past year than previous, but when sidewalks are uneven the ice is AWFUL!

The sidewalks need to be accesible

POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?

Click and drag only ONE circle to your answer.



What is the biggest CHALLENGE we face in Winnipeg in regards to goods movement?

trucks

multiple industrial parks that aren't linked well for trucks.

Light cycles do not account for slow acceleration of large trucks - Dougald & 59 Dougald & Ravenhurst

Big trucks should go around the city, not through and there should not be so many lights

the air and noise pollution caused by heavy trucks

People insisting on using single occupancy automobility

couriers and small deliveries

There are 3 or 4 couriers at a time on my 2 block long street these days.

rail

nah indigenous folks were here first

Rail was here first folks. -_(ツ)_/-

DEFINITELY move the rails outside the city.

get rail out of the city

As a CN employee, rail traffic is only going to get busier. It's something we are going to have to live with and plan for.

Centre Port. City of Winnipeg gave CN $1million to move their Kenaston Intermodal facility to Transcona to appease the residents of Tuxedo. South Plessis Residents are paying the price insofar as severe safety issues along this stretch due

Rail crossing at the Perimeter. The rail line that runs with Archibald.

Train tracks should be moved outside the city and use the old tracks for cycling /walking paths

Congested and limited corridors across rail lines. North/south between the Kildonans and St Boniface. Only Archibald, Panet, an Lag. More connections could help

I'd like to get the railways moved outside the city north side of centreport. It's expensive, but would be great.

Rail lines should be moved outside city limits

Rail going through the city. CN & CP have to slow down when going through population centres which is not efficient for them

my issue with rail is less to do with delays and more to do with noise and the unknown dangerous contents that run straight through neighbourhoods.

Suggesting to move the rail yards out of town is a never-ending loop. Sure, the Weston yard is central, but the CPR North Transcona yard and CN Symington Yard were outside the city, until the city engulfs them again.

Railway should be moved out the city

What are your thoughts on COVID's impact on goods movement? How have your habits changed?

I am a package courier and we do not expect our volumes to return to precovid numbers

I haven't used transit since March, but I plan to once I head back to the office.

less congestion and more efficient movement for trucks with people working from home or not working on the roads.

Happy that local businesses are offering home delivery as well, if it allows them to preserve business. But of course this is more vehicles on the road, which is bad.

Of course, I'm ordering online more than ever.

Online ordering to keep social distancing

Less congestion during "rush hour" when commuting downtown via car & bus currently

I worry that my transit route will be cancelled since we're using even less

We're ordering more things to our house and going out less.

Obviously increased use of home delivery of good, which will only increase as we get closer to Christmas and more people buying presents

Do not dine out at all. Generally go for curbside pickup

Larger, better planned shopping trips to limit the number of times we need to visit stores.

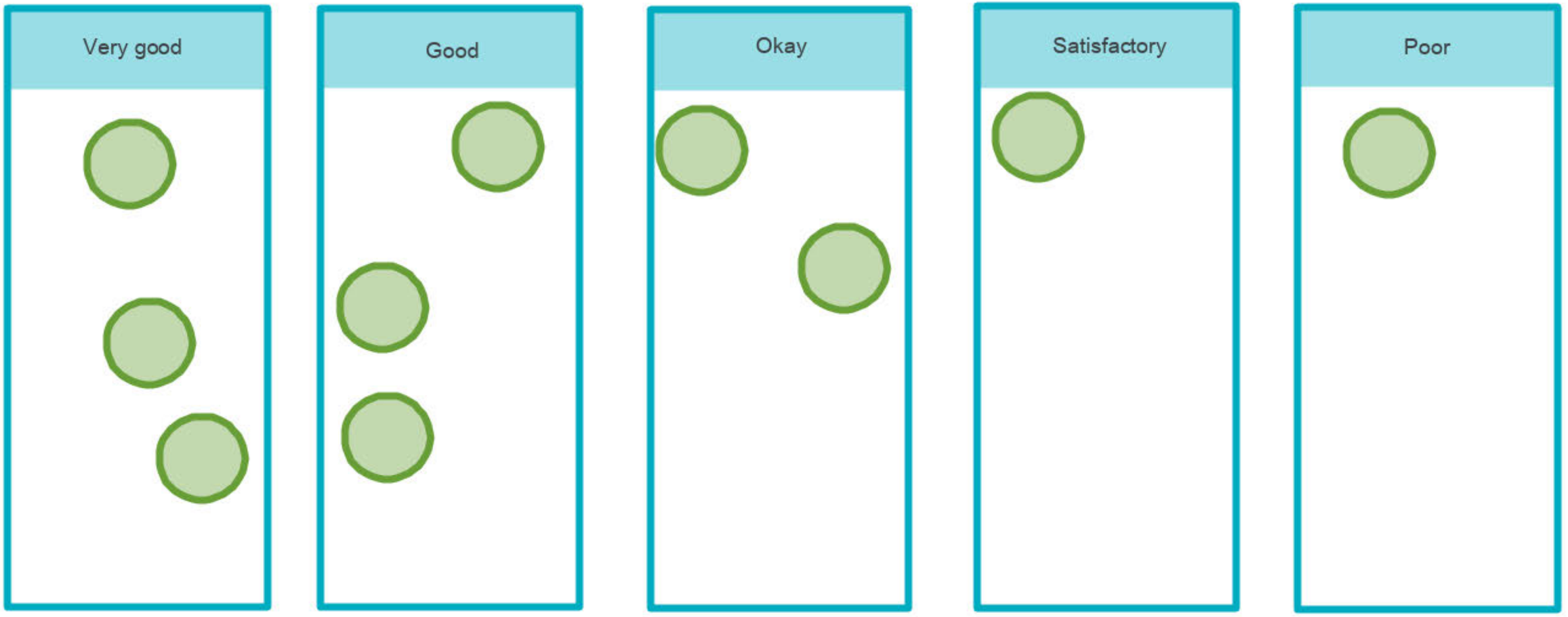
More deliveries/couriers - more online shopping and ordering

Less driving on the roads

Yes. Ordering from local restos (don't want to use Skip, so doing takeout) and breweries (home delivery) more often.

POLL: Rate your knowledge of the existing cycling and pedestrian network in Winnipeg.

Click and drag only ONE circle to your answer.



As a pedestrian, what problems do you currently experience with other modes of transportation? Cyclists? Drivers?

none

I don't really have any issue with cyclists. Sometimes they go too fast on mixed-use paths. That's probably my only complaint!

Cyclists that use sidewalks rarely yield to pedestrians

Only do leisure cycling on bike baths. Generally OK conditions between cyclists and pedestrians - respectful of each other

Cyclists

Cyclists choose what works for them and switch back and forth, example riding on sidewalks, then roads, and then back on sidewalks.

Cyclists - Mixed routes with bikes and pedestrians in too close of contact.

cyclists mix routes to stay alive

Cyclists on the sidewalks

cyclists without bells can come up fairly quickly on the paths. They should stay off the sidewalks.

Cyclist should encourage to wear light coloured vest when they are driving in a busy street.

Drivers

There are too many of them

Need separate roadway for cyclists and vehicles. Some cyclists disrespectful of drivers and not obey laws.

getting splashed by cars

Yep, have definitely been splashed by drivers/buses while walking on Henderson

too fast, too aggressive

going too fast past me and the kids or dog

Mandatory re-testing for Drivers Licences would be great! Lack of knowledge of hand-signs or allowing you space

Simply crossing the street can be needlessly difficult.

Speeds too fast, too noisy. getting splashed in rain.

Drivers unaware of intersection laws. Drivers blow through flashing pedestrian corridors.

Drivers don't have consistent approaches to cross walks without overhead lights

As a cyclist, what problems do you currently experience with other modes of transportation? Vehicles?

I would second the yellow sticky that says bikes not welcome on the sidewalks OR the roads.

I can cycle from NK to downtown without engaging with much traffic at all. We need to learn the paths that exist.

I started commuting to work this past summer, and so many people warned me that I shouldn't (I'll get hit by a car)... it really is not that dangerous and I really enjoyed it.

Pedestrians don't want you on "their" paths, and drivers don't want you on "their" roads. Better get a helicopter, I guess.

pedestrians wearing ear buds and getting startled when passing

Haven't had an issue with pedestrians while sharing active transportation paths in the East K or Transcona neighborhood while I'm biking

nowhere to leave bike when changing to public transit

Multi-use paths dont always have marked/painted lines. And pedestrians regularly dont "keep to the right" to allow for others to pass easily and unobstructed.

nowhere to leave bike when changing to public transit I agree with this too.

Vehicles

Being mindful with others to avoid accident.

Drivers do not understand hand signals

When I ride bikes with my kids, it is very stressful. My own awareness of approaching vehicles is good but my kids are not cognitively mature enough to handle it in the same way. Yet technically their bikes are too big for the sidewalk!

Agree. So many motorists are too lazy to use signals

vehicles don't use turn signals

proximity of vehicles passing cyclists

Drivers not giving cyclists enough space on the road.

aggressive drivers, don't give one meter of space, passing within inches needlessly

Cars passing too close on the roadways

Sharing bike lanes with buses and taxi's is unnerving

Sharing bike lanes with busses and taxis is beyond unnerving its ridiculous

Vehicles don't give enough space to cyclists. Although there isn't always enough space...

"sharing" the road with vehicles, even when they are obeying the speed limit, is life-threatening to me on my bike, yet no big deal for the person inside the vehicle.

As a driver, what problems do you experience with other modes of transportation? Pedestrians? Cyclists?

Walking blindly into the street without looking. Sure, you might have the right of way in certain places, but that won't help you in the ICU when I couldn't stop in time.

The earbud wearing, phone watching pedestrians that walk into traffic without looking up.

They do not have the infrastructure they need

Pedestrians

Cyclists

They do not have the infrastructure they need

our road system is designed for the humans we wish we had and relies on perfect behaviour, not the ones we actually have (both pedestrians AND drivers)

Cyclists seem to have an attitude that there should be no vehicles on the road due to philosophical differences. In order to satisfy both factions, roadways for vehicles and cyclists should be separated.

Not enough room for cars and cyclists on some roads

Some pedestrians will hit the light button at a crossing corridor and immediately cross the road without confirming the lights are triggered or traffic has recognized them.

i believe humans come first and cars come second always

My worst fear behind the wheel is hurting or killing someone on foot/bike because our roads are not designed for their safety.

Pedestrians not crossing at crosswalks

Jay-walking and people crossing at will, even if controlled intersections are available close-by

Cyclists don't use signals

Cyclists not using hand signals so you don't know what their intentions are

Cyclists are inconsistent with their use of cross walks and will often take the approach of what allows them to cross fastest.

my only issue is keeping them safe and supporting their safety

cyclists skipping through lines of traffic at stop lights and then getting angry when they don't get space from drivers once the light turns green.

Pedestrians walking at night without reflective gear or lights

Pedestrians J walking

As a driver, you have to be alert when you are driving. Just as many motorists don't use signals, many pedestrians cross roadways in an unsafe manner.

Always check before crossing the pedestrian

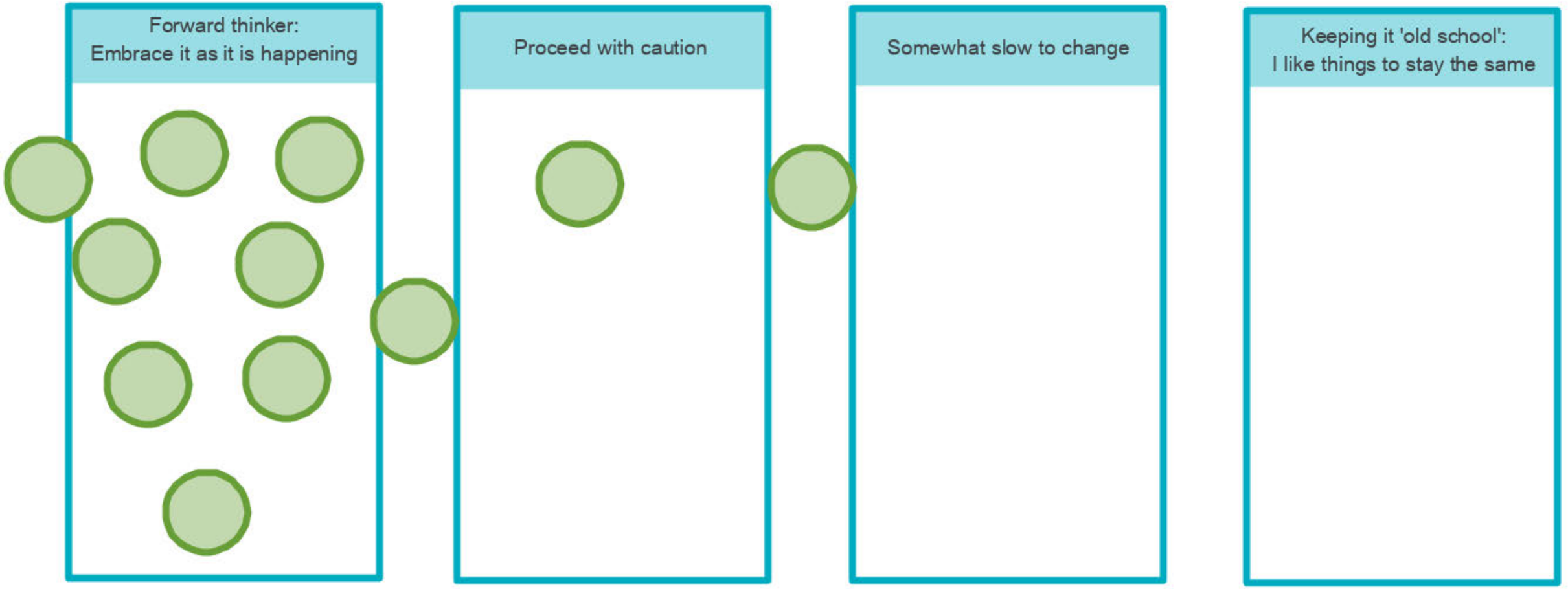
Being unpredictable. Are you on the road or sidewalk? Are you stopping at the sign or not? Turning right or left?

curb jumping to get around traffic drives me crazy. wait your turn.

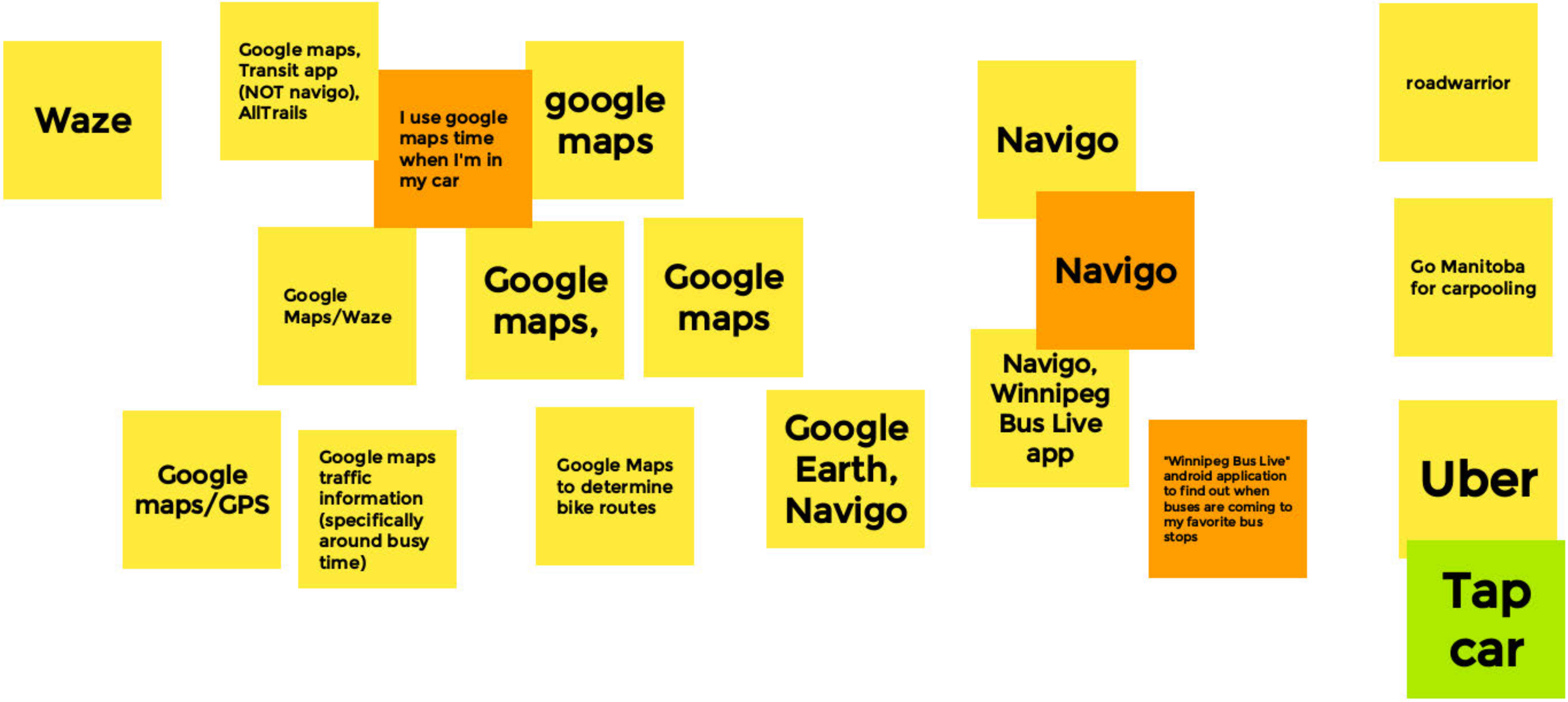
Cyclists not clearly visible

POLL: Rate your attitude towards technology

Click and drag only ONE circle to your answer.

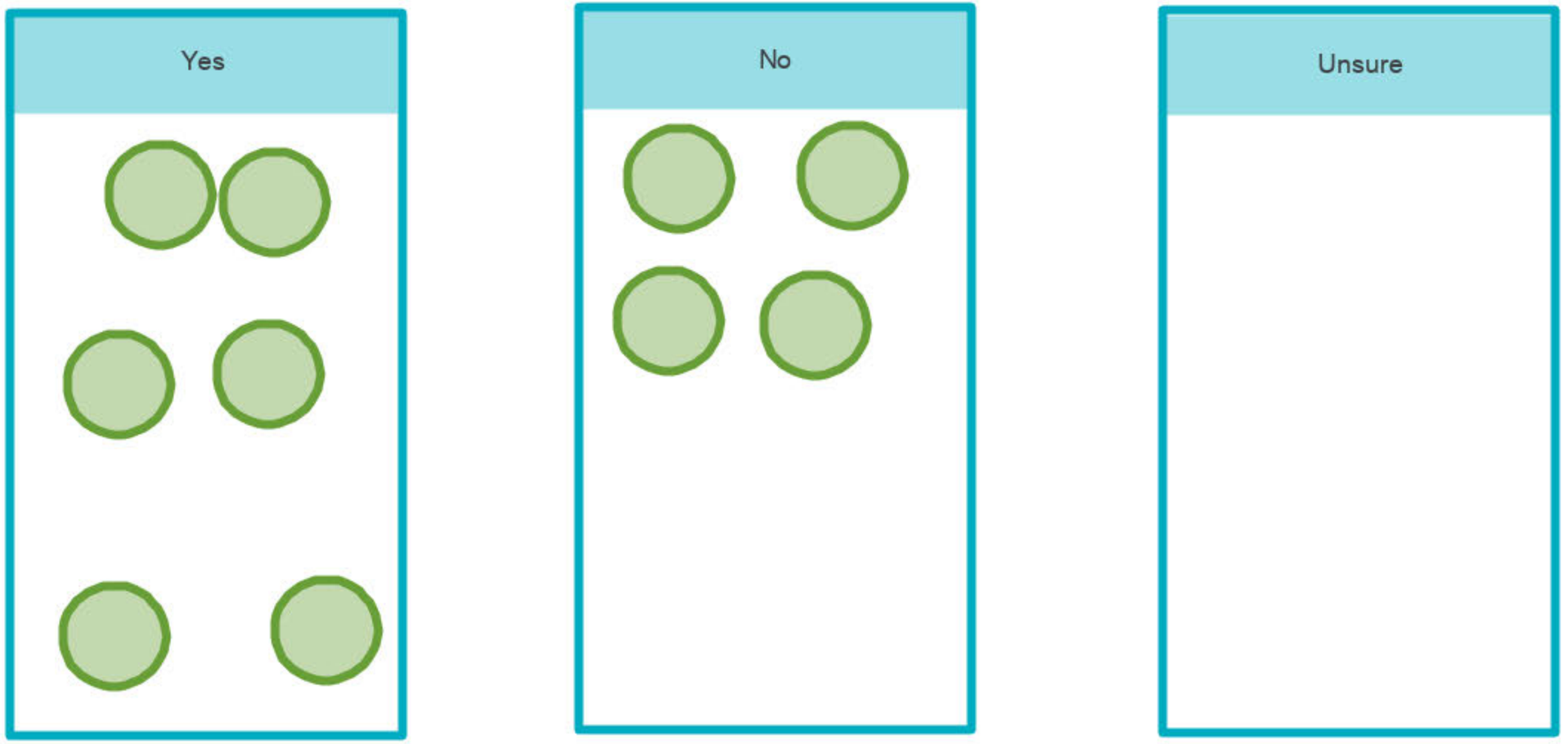


Do you use any type of technology (phone applications, variable message signs, etc.) to help you travel by public transit or personal vehicle? If yes, please specify.



Are you aware that Winnipeg currently has 11 park and ride locations?

Click and drag only ONE circle to your answer.



What CHALLENGES and OPPORTUNITIES do you see for 'park and ride' or 'cycle and ride' locations in Winnipeg?

CHALLENGES

That Kimberley Park n Ride was a headache, as it was the last stop inbound and first stop outbound. People crowding #40/41 when taking an #11 wouldn't much longer for the same trip

Safety of your car since it was in public space.

I don't use it, however, I would expect lack of spaces for vehicles and plugging in your car in the winter would both be issues. Safety might also be an issue when dark

Awareness needs to be improved such as mail-outs with our annual MPI mailings

people are still going to be relying on their cars if we push park & ride too hard

Secure lock up for the bike

Only Park n Ride in the EK-T area is at Kildonan Park Shopping Center. Nothing else within the NorthEast corner of the city

challenge: doesn't disincentivize people from living in bedroom communities & not paying taxes in Winnipeg

Should encourage to use park in ride to minimize traffic congestion in downtown

leaving the car in winter weather

Kildonan place parking was pretty far from the bus - cold walk!

lack of parking spaces

If transit continues to deteriorate, these services will become less and less desirable.

too few, unrealistic amount of spaces available in my experience

parking lots are a horrendous use of land!

parking lots full of empty cars are an even worse use of land

OPPORTUNITIES

People do not "need to park somewhere" Vehicle ownership is not an imperative

Easy access going to downtown

very convenient. I have my own vehicle to run errands after work, but I don't have to deal with downtown traffic or pay high parking rates.

Henderson & Kimberly - Safeway location closed 4-5 years ago and probably 100 people a day used that bus stop as it has 11, 40 & 41 bus routes that go downtown

Yes, I absolutely loved the park & ride @ kimberly as well

secure lockup for a bike would be awesome!

Using Park and Ride is great when used for special events like Bomber games.

Saving a penny since you are not paying a parking fee.

The Kimberly park and ride was awesome!

Allows access for those that don's have immediate access to bus routes

opportunity to reduce wear & tear on our roads, air pollution, heavy traffic out of the city to encouraging transit use

people need to park somewhere. better in the suburbs than downtown

SCATLIFF + MILLER + MURRAY
visionary urban design + landscapes

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes
Round one current conditions and issues
Neighbourhood advisory group: Assiniboia

Date/time of meeting: November 5, 2020, 6:30PM – 8:30PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Cheryl Dixon	Scatliff+Miller+Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff+Miller+Murray, Public Engagement Specialist
Samantha Blatz	Scatliff+Miller+Murray, Public Engagement Specialist
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Julie Dooley	City of Winnipeg, Communication and Engagement Lead
Natalie Geddes	City of Winnipeg, Office of Public Engagement

Advisory group members

In attendance:	Representing:
Jill Naworynski	Heritage Park
Stephen Cumpsty	River Park West
Alicja Szarkiewicz	Tuxedo
Kristin Lauhn-Jensen	Old Tuxedo
Kenneth A Rosin	Elmhurst
Paul Dyck	Tuxedo
Margaret Colledge	St. James
Kurt Hollander	Westwood
Holly Hunter	Deer Lodge
Monique Choiselat	King Edward

In attendance:	Representing:
Darlene Van Ruiten	Westwood
Len Van Roon	Ridgewood South
Leney Richardson	Wilkes South
Robin Sukhan	Whyte Ridge
Michael Sawchuk	Westwood
Graeme Smith	Elmhurst
Jairo Viafara	Old Tuxedo
Fisayo Fatoki	Prairie Pointe
Jennifer Pepneck	Westwood
Dan Henrickson	Crestview

Distribution:

- CoW project manager + project team

Meeting goals:

- Introduce project, gather input; and foster early involvement to ensure stakeholders are part of the process

Meeting objectives:

- Gather and understand participants' current evaluation and experience with Winnipeg's transportation network (to help create the draft stakeholder priorities)
- Gather and understand participants' current interests, needs, and wants for improvements to the network
- Collect and identify common values from participants through a visioning exercise to help inform the draft stakeholder priorities (gather ideas on how transportation can support a better quality of life)
- Introduce the six component studies, scope, teams, objectives, background review findings, and opportunities for future input
- Communicate what the end goal of the project is and how it relates to other City strategies and policies

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1.0 MEETING FORMAT

1.1 Welcome and background (PowerPoint presentation)

- Welcome and team introductions
- Agenda
- Introduce Alex Regiec, TMP project lead
- Overview of engagement process

1.2 Activity and modules

All activity and module exercises focused on current conditions and issues and were facilitated through the use of Google Jamboards. Where groups were too large to easily accommodate discussion, the large group was split into smaller groups using breakout rooms in Zoom. Participants engaged in roundtable discussions and exercises. Each breakout room included the same content and questions. In all breakout rooms, Google Jamboards were used to collect feedback from participants. The jamboard provides a virtual whiteboard for participants to share comments via sticky notes, similar to an in-person workshop.

The content for this section was centred around a vision and values exercise and four modules that each addressed one to two of the project's component studies. During the breakout room sessions, participants were given links to jamboards for each module. In all breakout rooms participants were asked a series of open-ended and poll questions which they responded to through comments and voting using sticky notes and dots.

Breakout rooms

- **Vision and values**
  - Facilitated jamboard discussion and exercise

- **Module A –** TMP2050 overview: How do you get where you're going? **(Core framework study)**
  - Shared video from Bruce Mori & Adam Wenneman (IBI Group – Toronto)
  - Facilitated jamboard discussion and exercise

- **Module B – Non-capital intensive transportation options and goods movement study: How do you get what you need?**
  - Shared video from Adam Lanigan (Dillon Consulting)
  - Shared video from Jeannette Montufar (MORR Consulting)
  - Facilitated jamboard discussion and exercise

- **Module C – Pedestrian and cycling strategy update: How do you walk and bike through the city?**
  - Shared video from Stephen Chapman (MORR Consulting)
  - Facilitated jamboard discussion and exercise

- **Module D – The future, near & far: How will emerging technologies and imminent solutions change our network? (Emerging technologies and future transportation options and regional transportation review)**
  - Shared video from Ishtiyaq Gull (WSP Canada)
  - Shared video from Diana Emerson (WSP Canada)
  - Facilitated jamboard discussion and exercise

1.3 Conclusion

- Question and answer session with Alex Regiec
- Shared next steps
- Poll questions

2.0 Meeting results

The primary concerns brought forward during this meeting were design and congestion. The design issues noted by participants included unsafe intersections and crossings in school zones, inconsistencies in sidewalk infrastructure between routes or neighbourhoods, a desire to replace sharrows with protected cycling infrastructure, as well as numerous location specific issues which can be found in the Feedback Transcripts at the end of this document. Many of the design issues raised also referenced concerns about safety as a result of the design issues.

Participants' comments relating to congestion referred to stop / start traffic flow resulting from poorly timed traffic lights, as well as a general concern over congestion on Route 90. Participants

also raised several location-specific congestion concerns which can be found in the feedback transcripts at the end of this document.

When discussing the pedestrian and cycling network, participants in Assiniboia noted several quality of life reasons for using active transportation modes. These included exercise, dog walking, socializing, and connecting with nature.

Other issues raised during this meeting included:

- Consideration of convenience of route and mode when making transportation decisions
- A desire for transportation options that support healthy living and a higher quality of life
- Conflicts between drivers and cyclists that result from a lack of separated/protected cycling infrastructure

20 participants took part in these exercises and were split into two breakout rooms. Participants were able to submit unlimited comments on any issue and so the frequency of comments listed below is not indicative of the number of people who mentioned a certain issue. In addition, some comments referred to more than one issue and so were included under several key themes.

2.1 Vision and values

1. What is most important to you when you decide to travel around Winnipeg?

Key themes:	Frequency of comment:
Convenience	19
Choice	5
Multimodal	5
Safety	5
Congestion	4
Quality of Life	3
Maintenance	3
Transit	3
Affordability	2
Healthy Living	2
Construction	1
Environmental Sustainability	1
Reliability	1
Seasonal	1
Operations	1
Delivery	1
Security	1

2. How can transportation support a better quality of life for you, the community you represent, and your neighbours?

Key themes:	Frequency of comment:

- Safety 11
- Multimodal 9
- Convenience 7
- Transit 7
- Healthy Living 5
- Land Use 4
- Reliability 4
- Environmental Sustainability 4
- Quality of Life 3
- Connectivity..... 2
- Seasonal..... 2
- Choice..... 1
- Funding..... 1
- Maintenance..... 1
- Tactical Urbanism..... 1
- Carshare..... 1
- Bikeshare..... 1
- Operations.....1

2.2 Module A - TMP2050 overview: How do you get where you're going? (Core framework study)

1. Describe your experience with moving from place to place within Assiniboia.

Key themes: Frequency of comment:

- Congestion 15
- Design 9
- Traffic laws 5
- Transit 5
- Operations.....4
- Reliability..... 4
- Safety..... 4
- Communication.....3
- Connectivity.....3
- Choice..... 2
- Conflict..... 2
- Multimodal.....2
- Affordability..... 2
- Construction..... 1
- Quality of Life..... 1
- Rail..... 1
- Loading Zones..... 1
- Accessibility.....1
- Convenience.....1

- Seasonal..... 1

2. Describe your experience moving across the city.

Key themes:	Frequency of comment:
Congestion	11
Transit	9
Reliability	7
Connectivity	7
Design	6
Communication	3
Operations	3
Seasonal	2
Traffic laws	2
Quality of Life	2
Convenience	2
Conflict	1
Decreased travel	1
Metro Region	1
Multimodal	1
Safety	1

3. Think about mobility as you move through Assiniboia. Share your experiences.

Key themes:	Frequency of comment:
Design	10
Transit	7
Safety	6
Congestion	6
Maintenance	5
Convenience	4
Connectivity	3
Operations	3
Seasonal	3
Reliability	3
Conflict	2
Accessibility	2
Quality of Life	1

2.3 Module B – **Non-capital intensive transportation options and goods movement study: How do you get what you need?**

1. POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?

Options:	Results:
- 2-4 times per week	3 votes
- 2-4 times per month	8 votes
- 2-4 times per year	3 votes
- Never	5 votes

2. What is the biggest challenge we face in Winnipeg in regards to goods movement?

Key themes:	Frequency of comment:
- Congestion	14
- Rail	10
- Truck Routes	9
- Delivery	5
- Design	5
- Metro Region	4
- Safety	3
- Connectivity	2
- Loading Zones	2
- Rail Relocation	2
- Communication	2
- Convenience	1
- Maintenance	1
- Conflict	1
- Reliability	1
- Technology	1
- Operations	1

3. What are your thoughts on COVID's impact on goods movement? How have your habits changed?

Key themes:	Frequency of comment:
- Online ordering	7
- Delivery	5
- Decreased travel	4
- Local Delivery	4
- Quality of Life	1
- Reliability	1
- Safety	1

- Transit..... 1

2.4 Module C – **Pedestrian and cycling strategy update: How do you walk and bike through the city?**

1. POLL: Rate your knowledge of the existing cycling and pedestrian network in Winnipeg.

   Options: Results:

   - Very Good..... 6 votes
   - Good..... 3 votes
   - Okay..... 4 votes
   - Satisfactory..... 1 votes
   - Poor..... 4 votes

2. Why do you use the pedestrian and cycling network in Winnipeg?

   Key themes: Frequency of comment:

   - Quality of Life 29
   - Healthy Living 13
   - Seasonal 4
   - Convenience..... 3
   - Design..... 3
   - Environmental Sustainability..... 3
   - Conflict..... 2
   - Maintenance..... 2
   - Safety..... 2
   - Multimodal..... 2
   - Choice..... 2
   - Affordability..... 1
   - Open Streets.....1
   - Transit..... 1
   - Commuting.....1

3. Describe your experience with the current pedestrian and cycling infrastructure in Winnipeg?

   Key themes: Frequency of comment:

   - Connectivity 9
   - Safety 8
   - Conflict 7
   - Quality of Life 7
   - Design 6
   - Multimodal..... 2

- Communication..... 2
- Maintenance..... 1
- Healthy Living..... 1
- Environmental Sustainability.....1
- Parking..... 1
- Open Streets.....1
- Seasonal..... 1
- Traffic Laws..... 1

4. Where do you think the most problems occur between pedestrians, cyclists, and motorists in Assiniboia? (can be an actual location or type of infrastructure)

Key themes: Frequency of comment:

- Safety 15
- Design 12
- Conflict 10
- Congestion 5
- Traffic laws 4
- Seasonal.....3
- Communication.....2
- Connectivity.....2
- Loading Zones..... 2
- Maintenance..... 2
- Operations..... 2
- Transit..... 1
- Funding..... 1
- Reliability.....1

2.5 Module D – **The future, near & far: How will emerging technologies and imminent solutions change our network? (Emerging technologies and future transportation options and regional transportation review)**

1. POLL: Rate your attitude towards technology.

Options: Results:

- Forward thinker..... 14 votes
- Proceed with caution..... 10 votes
- Somewhat slow to change..... 9 votes
- Keeping it old school.....5 votes

2. Do you use any type of technology (phone applications, variable message signs, etc.) to help you travel by public transit or personal vehicle? If yes, please specify.

Key themes:	Frequency of comment:
- Google Maps	15
- Carshare	4
- Navigo	4
- Parking	4
- Waze	4
- GPS	3
- Pedicabs	3
- Transit	2
- Apps	1
- Peggo Card	2
- Citymapper	2
- Presto	1
- Oyster Card	1
- E-bikes	1
- Winnipeg Bus Live	1

3. POLL: Are you aware that Winnipeg currently has 11 park and ride locations?

Options:	Results:
- Yes	2 votes
- No.	7 votes
- Unsure	2 votes

4. What challenges and opportunities do you see for 'park and ride' or 'cycle and ride' locations in Winnipeg?

Key themes:	Frequency of comment:
- Design	12
- Light Rail	8
- Security	5
- Choice	4
- Affordability	4
- Transit	4
- Congestion	3
- Convenience	3
- Dependency	3
- Multimodal	3
- Communication	2
- Funding	2

- Bikeshare..... 1
- Metro Region..... 1
- Tactical Urbanism..... 1
- Equity..... 1
- Parking..... 1
- Political..... 1
- Reliability..... 1
- Connectivity..... 1

2.6 Poll questions

1. *Have you attended a similar virtual style event before?*

Yes	No	Unsure
9 (60%)	6 (40%)	0 (0%)

2. *How easy did you find attending a Zoom meeting?*

Very Easy	Easy	Neutral	Difficult	Very Difficult
8 (57%)	1 (7%)	4 (29%)	1 (7%)	0 (0%)

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

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
2 (13%)	7 (47%)	3 (20%)	3 (20%)	0 (0%)

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 5, 2020 - Neighbourhood Advisory Group - Assiniboia

Vision + Values			1. What is most important to you when you decide to travel around Winnipeg?
Key Themes			Raw Data
Affordability	Transit		Yes affordable transit usage.
Affordability			Cost.
Choice			What I am carrying to and from my destination.
Choice			Being able to stop along the way to run errands - groceries, hardware.
Choice	Security		Am I stopping / will I need to store my bike.
Congestion			Wilkes is already over capacity so expansion MUST be planned NOW before 60,000 more citizens join the largest new community in all of Winnipeg.
Construction	Convenience		Construction zones.
Convenience	Transit		Ease of connecting multiple buses if necessary.
Convenience			How quickly I can get from A to B.
Convenience			How fast I can get where I'm going.
Convenience	Multimodal		Convenience if I have to connect more than one means of transportation.
Convenience			Expediency to get from one place to another.
Convenience			I select places closer to home to limit travel time.
Convenience	Congestion		Traffic flow.
Convenience	Multimodal		Proximity. First I consider if I can walk, and if too far to walk, then I look at if I can reach the destination by a direct bus route.
Convenience	Congestion	Maintenance	Proximity, areas of congestion, smooth.
Convenience			Am I picking up or dropping off anything.
Convenience			Speed
Convenience	Delivery		Am I transporting items that won't fit in a backpack.
Convenience	Congestion		Traffic flow.
Convenience			Distance to destination.
Convenience			Distance.
Convenience			Time
Convenience			Minimize time driving.
Convenience			Speed
Environmental Sustainability			Environmental impact
Healthy Living			Physical fitness.

Healthy Living	Multimodal		Are active transit routes available.
Multimodal			Differentiate between vehicle/bike/walk.
Multimodal			Non-driving options.
Quality of Life	Choice		Time of day and reason for journey
Quality of Life	Maintenance		Heritage Habitat corridors of nature that are connected NEED to be planned and preserved ie. Harte Trail and Assiniboine Forest and Great Trail and Thundering Bison trail.
Quality of Life	Choice		Leisure or work / appointments.
Reliability	Transit	Maintenance	Reliable public transport and well maintained active transportation options.
Safety	Connectivity		Active Transportation routes that are safe and integrated are THE preferred mode of travel for me.
Safety	Operations		Clear safe roads - traffic light flow.
Safety			Safety.
Safety			Safe.
Safety			Safe.
Seasonal			Weather
Seasonal			Weather
Seasonal			Weather

Vision + Values			2. How can transportation support a better quality of life for you, the community you represent, and your neighbours?
Key Themes			Raw Data
Choice			Access - AT routes.
Connectivity			Offer a continuous path to the destination.
Convenience	Safety	Multimodal	Ease and safety of travel, either by road, walking and or cycling.
Convenience			Knowing that you can get from Point A to B with ease (and quickly) takes away the worries or anxiety involved with commuting.
Convenience	Safety		Good traffic flows provides a smoother travel of cars, bikes and all street paths for safer communities.
Convenience			Allowing for quick and direct travel, with minimal wasted time.
Convenience	Transit		Direct routing (ie. Not riding the bus downtown, then to my destination).
Funding			More monetary support for the City's Traffic Management system.
Healthy Living			AT (Active Transportation) integrates recreation into my commuting needs.
Healthy Living			More support for off road active transportation.
Land Use			Actually following through on planned upgrades in the master plan.
Land Use			Denser mixed communities.
Land Use			Increase density in mature communities.
Maintenance			Better road conditions - preventative maintenance.
Multimodal			Ensure that multiple modes of travel are supported on the same route - cars, bikes, buses.
Multimodal			I want access to light rail or bus lanes in the future that takes us off the roads and into the downtown area.
Multimodal	Environmental Sustainab	Transit	Public transportation has to be top priority - to reduce car travel and thus improve air quality and mitigate climate change. I don't own a car, only car-share when needed, and all communities should be well-served with public trans.
Multimodal	Carshare		Car / truck share options in the suburbs.
Multimodal	Healthy Living		Offering options that reduce vehicle use and promote active transportation.
Multimodal	Land Use		Denser mixed population allowing more cycling and walking.
Multimodal			By reducing vehicle use by offering other options to get around.
Multimodal	Bikeshare		Lime bike! And other tools to support mixed method transport.
Quality of Life			Quality of life for me includes daily access to natural areas… When I integrate this with commuting it is a win win win.
Quality of Life			Leisure, enjoyment, de-stressing etc.

Reliability	Operations	Transit	Better spacing of buses i.e. enabling bus drivers to sit at a stop longer to get the spacing back on track when two buses of the same route end up too close together to be useful.
Reliability	Seasonal		Buses showing up on time and not passing passengers up especially in winter.
Reliability	Transit		Reliable public transit system.
Safety	Healthy Living	Connectivity	Safety is an issue in our area. The major transportation routes are not conducive to active transportation and the existing active transportation corridors are not well connected. Our active transportation corridors don't "go anywhere". They are great for exercise and getting outdoors but the connection to broader places people need to go aren't great. We are a long distance from downtown so I'm not sure how realistic ti is to expect our area to commute downtown via AT, however perhaps many in our areas work in areas closer to home.
Safety	Healthy Living	Quality of Life	Safe and low stress travel. AT - Healthy living, outdoors, engaging the community around us.
Safety	Environmental Sustainability		We need safe driving that also protects our wildlife. We kill so many deer in Charleswood with our cars.
Safety	Environmental Sustainab	Convenience	Allow for ways to get around the city safely and quickly, with the environment and ease in mind.
Safety	Environmental Sustainab	Reliability	Safe, green, reliable transportation is better for everyone.
Safety			A proper, safe bike path on Portage Avenue.
Safety	Design		Managing dangerous intersections and rerouting car traffic away from school-proximate crossings.
Safety			Lighting on active transportation routes.
Safety			Lower speed zones in residential.
Safety			Lower speed zones in residential.
Seasonal	Transit		Bus shelters making riding the bus more pleasant in the winter.
Tactical Urbanism			Low cost projects that can be implemented quickly!
Transit	Design		More transit oriented design.
Transit	Convenience		More buses that go past Polo Park (to Westwood) during rush hour.

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 5, 2020 - Neighbourhood Advisory Group - Assiniboia

Core Framework Study			1. Describe your experience with moving from place to place within Assiniboia.
Key Themes			Raw Data
Choice	Design	Multimodal	Most of the time I use my car. I use it daily to commute to work downtown. I try to walk in my neighbourhood; however not a lot is within close walking distance. 1km to grocery store.
Choice			I will walk on a few short trips in Westwood.
Communication	Traffic laws		Speed along Roblin/Grant is terrible and inconsistent. Changes with minimal signage to alert drivers, seems like a money grab for the photo radar.
Conflict			For cycling, not bad. There are quite a few trails but since they are shared with pedestrians, they can get crowded.
Congestion			Congestion can be bad on St. James Street.
Congestion			I have the luxury of being retired so can avoid rush hour traffic.
Congestion			I typically drive in my car most times. I occasionally walk within the neighbourhood too. I find that the peak times can be busy on the road.
Congestion			Pretty smooth overall. Things get congested after school which is understandable.
Congestion			The new 3 way stop planned for Shaftesbury will create huge traffic snarls.
Congestion	Operations		Portage is frustration. Too many traffic lights.
Congestion	Operations	Design	Sterling Lyon Parkways has become a traffic light hotbed.
Congestion	Loading Zones		Many school zones in St. James are a mess during drop off and pick up times (despite the decreased speed).
Congestion			Kenaston is congested at most times.
Congestion			Robin Sukhan - Kenaston Blvd is congested at most times. It should be expanded ASAP.
Congestion			I always avoid Kenaston Blvd at rush hour.
Congestion			Vehicle movement not bad, except Kenaston.
Congestion			Very easy for th emost part with the exception of Kenaston Blvd.
Connectivity			A lot of weird stops and discontinuous trails.
Connectivity			No good east to west bike route alon gPortage unless the corridor along St. Matthew's works.
Construction			Portage Ave is pretty smooth except during construction.

Dependency on single occupant vehicle			Within Assiniboia, generally have to travel by car unless the trip is recreational.
Dependency on single occupant vehicle			Having lived in other cities I find Winnipeg the most car-centered city I've lived in.
Dependency on single occupant vehicle			A car is a must.
Dependency on single occupant vehicle			A car is a must. - Sad.
Dependency on single occupant vehicle			Car is a must.
Design	Safety		Area in general is not a very pedestrian / bicycle friendly. Too many two lane left turning movements.
Design	Connectivity		Some neighbourhoods have side walks - some do not.
Design			My dad moves all around the community along the Harte Trail on a mobility scooter to Church and Museum, etc. and the roads and trails do NOT accommodate electric scooters that are environmentallly friendly and cheap.
Design	Safety	Accessibility	Are mobility scooters unique, or used by so many in the older demographic and not planned for so that they can be used safely and usefully.
Design			South side of the river is pretty good overall.
Design	Conflict		I typically walk my dog 3 times a day in my neighbourhood. Travel on Roblin is terrible with the bike lanes as part of the road way.
Multimodal			I love walking and cycling as a first choice.
Operations			Traffic lights and flow of traffic do not work together most of the time.
Operations	Congestion		Lots of start and stops, many traffic lights, traffic flow poorish.
Quality of Life			So many beautiful paths if you aren't going anywhere in a hurry.
Rail	Congestion	Traffic laws	I travel exclusively by car. There are significant issues with the safety on Wilkes and McGillvary. Trains are a challenge in a number of areas. Kenaston congestion is a challenge and I avoid that route at all costs. Non peak times are generally efficient. Speed limits are inconsistent.
Reliability	Seasonal	Transit	Buses very infrequent. Often they are cancelled at the last minute, just moments before they are supposed to arrive at the scheduled stop. No heated shelters means it's a very unpleasant experience in winter, real deterrent to getting people out there waiting for a bus, rather than choosing to drive. (I am commenting on taking buses from and through Old Tuxedo).
Reliability	Affordability		Cars are most reliable and cost effective.
Reliability	Convenience	Affordability	Car is the most reliable, time effective and cost effective.
Safety	Traffic laws		80km on the Morey bridge - so many people don't know - can be scary.
Safety	Design		Sharrows painted on Roblin Blvd for bikes are dangerous and terrible and NOT functional as part of an AT system.

Traffic laws	Communication		I agree on speed zone stress and confusion. I find Ness Middle School zone is tough because it goes from 60 km zone from Polo Park all the way to Sturgeon Rd, then down to 50, and then it changes to 30. The zone on Buchanan Blvd is also tough because it's a 4 lane road with a full meridian between north/south lanes.
Traffic laws	Communication		Speed limits depending on location can be confusing.
Transit			Try to use bus if I am going downtown but otherwise drive.
Transit	Reliability		Bus transportation is very difficult at off times due to limited express bus schedules and within th eneighbourhood it is not functional.
Transit			Portage Avenue bus route are decent and connected to lots of other routes.
Transit			Love the bus hub at Polo Park
Core Framework Study			**2. Describe your experience moving across the city.**
Key Themes			Raw Data
Communication	Traffic laws		Speed limits vary - school zones need to be highlighted better for unfamiliar area.
Communication	Seasonal	Transit	Need bus GPS that is communicated to phones so I don't leave a warm building in the winter before I need to.
Conflict	Design		Driving past bicycles on busy routes like Roblin scare me to death when I am driving my car. Again those sharrows need to go.
Congestion	Operations		Some sections work very smoothly, others are consistently congested. Synchronized lights very helpful. Some lights seem to be live adjusted based on time of day. Longer stretches with fewer lights and limited access points improve flow.
Congestion			Traffic flow seems to always be an issue.
Congestion			Slow.
Congestion			Traffic flow.
Congestion	Operations		Every birthday wish I have is for less traffic lights in the city.
Congestion	Connectivity		Lack of cross town route causes major delays for east-west and north-south vehicular travel.
Congestion	Transit		Diamond lanes slow down traffic.
Congestion			Driving is usually okay as I am often traveling in an opposite direction to most others.
Congestion			Issue going south. Kenaston needs to be widened.
Connectivity			Want bike path connecting St. James to the NW corner of the city.

Connectivity			Newer bike paths rae opening up routes right across the city. Tuxedo to Birds Hill Park now possible.
Connectivity			Love that more and more bike paths are popping up.
Connectivity			Need bike path from Westwood going east.
Decreased travel	Covid		In COVID times my bus transportation is now reduced to almost non existent. I was a regular user before.
Design			Using Centre Port to get to the north side of the city is helpful.
Design	Congestion		New developments should have to pay for better traffic flow as they are developed.
Design			Please don't widen Kenaston.
Design			Many different options to get across city.
Design	Operations	Convenience	Closed streets is outrageous. Adds time to trip.
Metro Region	Convenience		Perimeter is a key to gettting across the city quickly.
Multimodal	Quality of Life		When routes are closed to cars we see that bike/walking increases - familiies out in the community - eyes on the street.
Reliability			Moving across the city can be a challenge with buses. Sometimes the connection is not smooth between buses, and cancellations can be a big let down.
Safety	Quality of Life		Favourite AT route is Charleswood and Perimeter Highway all the way to Manitoba Museum, daily, in as little as 46 minutes and safely and beside nature most of the way.
Seasonal	Transit	Reliability	Busing in the winter is cold, espeically when there isn't shelters / when buses run infrequently.

Traffic laws	Communication		Insecure because a new neighbourhood has entrapment lights in unexpected places.
Transit			I wish we could connect with the Mass Transit corridor along Pembina, maybe by light rail in future.
Transit	Reliability	Connectivity	I would like to take a bus, but it takes too long to get from Charleswood to UM with multiple transfers. My kids have to drive to University.
Transit	Reliability	Connectivity	I do like the fact that my #18 bus (when it shows up), gets me to downtown direct. Haing to change buses would be a big hassle. However moving southward (or northward) by bus is impossible. Weekend bus on Kenaston is once per hour.
Transit	Reliability	Congestion	With COVID, commute times are down, but transit service is poor due to lack of connections. Flow can be slow and congested to downtown in the mornings and afternoon.
Transit	Reliability		(transit) Dismal, unless you are going straight downtown, expect it to take an hour.
Transit	Reliability		Don't consider the bus unless my final destination is downtown.
			Not a problem for the most part (car).
Core Framework Study			**3. Think about mobility as you move through Assiniboia. Share your experiences.**
Key Themes			Raw Data
Congestion	Operations	Design	Traffic is driven down Shaftesbury/McCreary to McGilvary to avoid Kenaston. Lights desperately needed at this intersection.
Congestion			Flow is poor in certain locations.
Congestion			Poor blow on Kenaston Blvd at rush hour.
Congestion			Kenaston is a problem all day.
Connectivity			Would like to see better connectivity in the biking/walking trails.
Connectivity			A lot of zig zag to get to location.
Design	Conflict		The new road on Roblin is beautiful, would have been nice to be a little wider for bikes.
Design	Operations	Congestion	Turning arrow from Corydon to Shaftesbury where there is little traffic. No turning arrow from Grant to Shaftesbury where traffic is significant.
Design			Impressed with the new bike/walking route that runs north east of Polo Park.
Design	Operations		No lights at Elmhurst and Wilkes where they are desperately needed immediately. Contrast with the 4 sets of lights to get through the outlet mall area just down the road.

Design	Safety	Congestion	Commuters bypassing main streets making residential streets dangerous.
Design	Conflict		Putting new resurfacing on Roblin with no consideration from bikes is not acceptable and is dangerous. Yes it is a beautiful road, for cars.
Maintenance	Seasonal	Accessibility	As an active walker, very hard to negotiate the sidewalks even a couple blocks to my local gym, as Tuxedo Ave sidewalks can be left uncleared even 1 week or more, and the sidewalks get snow drifts up to 2 feet.
Maintenance	Seasonal		Maintenance on streets and AT routes with snow removal is very poor to negligible on bikes.
Maintenance	Seasonal	Accessibility	Late or irregular snow clearing during winter months impacts mobility in most cases.
Maintenance			Maintenance has to be enhanced.
Maintenance			Better coordinated maintenance wrap projects up quicker.
Safety	Design		Getting onto Wilkes will cause any deaths until corridor is planned and made safer.
Safety	Design		Extension of WRCP is needed but needs to safely intersect with Wilkes.
Safety	Quality of Life		I want a dedicated AT route that is safe and next to nature and not along Roblin Blvd. We have possible routes that are in existence or can be planned ahead to do just this.
Safety	Design		Lighting is important to increase the feeling of safety at night.
Transit	Convenience		Limited bus travel from Charleswood to South Winnipeg that is quick.
Transit	Reliability	Convenience	No bus should run most of the time empty. Routes should be based on usage.
Transit	Convenience		Bus time consuming if you are not on a main line.
Transit	Connectivity		Connections within Assiniboia for transit are lacking.
Transit	Reliability		Too few buses go past Polo Park at rush hour. Pre-pandemic when I took the bus home from work I twould be standing room only all the way to Moray.
Transit	Safety		Bus driver needs to have control over the seats that lift because it is dangerous to stand while moving.
Transit	Convenience	Reliability	Difficult taking the bus. Takes 3 times as long as driving and buses either are no shows or cancelled. AT pathways are well maintained.
			Yes I do move through East Kildonan every Tuesday to play with a chamber music group (cello) but let's get back to Assiniboine.

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 5, 2020 - Neighbourhood Advisory Group - Assiniboia

Goods Movement Study			POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?
		2-4 times/wk	3
		2-4 times/mo	8
		2-4 times/yr	3
		Never	5
Goods Movement Study			**2. What is the biggest challenge we face in Winnipeg in regards to goods movement?**
Key Themes			Raw Data
Congestion	Truck routes		Keeping heavy truck traffic away. Commuter traffic and alternative transportation.
Congestion	Truck routes		Large transport trucks seems to have to travel down congested routes like Portage Avenue.
Connectivity	Truck routes	Congestion	Lack of cross town routes requires trucking to go through the centre of town in many cases.
Convenience	Connectivity		Centre port doesn't efficiently connect to getting around or out of the city. Not complete yet and has its own issues. Not well thought through.
Delivery	Loading Zones	Conflict	What if couriers and small deliveries could safely and easily use AT routes within the community for deliveries?
Delivery			See deliveries moving well around city.
Delivery			Couriers and small deliveries work well.
Delivery	Reliability	Communication	Package delivery is unreliable. Sometimes they want a signature, sometimes shoved in a mail box, sometimes left on doorstep visible to foot traffic.
Delivery	Technology		No automated systems for small delivery, yet.
Design			Increasing sprawl.
Design	Metro Region	Truck routes	Perimeter should be 4 lanes not two - there is room to expand, excellent ring around City for trucks.
Design	Metro Region		Extend WRCP out to Perimeter.
Loading Zones			Delivery people turning on their Four Ways in a non stopping place / time slowing down the flow of traffic.

Maintenance	Truck routes		Our infrastructure doesn't seem built for trucks as it's constantly beat up.
Metro Region	Operations		Perimeter has too many lights and stoppages. You can go from the border to Texas without a light.
Rail	Congestion		Rail crossings during the day are a pain. Like the under or over passes.
Rail	Congestion		Timing of rail is important.
Rail	Congestion		Rail during peak times is unacceptable.
Rail	Congestion		Rail movement effects traffic.
Rail	Congestion		Lots of at-grade rail intersections.
Rail	Congestion		Rail movement.
Rail	Congestion		Trains coming right through the city.
Rail	Congestion		At grade crossings.
Rail	Congestion		Rail crossing during peak periods can be a pain.
Relocation			So inefficient and expensive for infrastructure required like Waverley underpass for major rail lines to travel through the City, so rail relocation plan must be a long time possible plan.
Safety	Metro Region	Design	The Perimeter Highway plan showed such foresight, but we do need to further reduce level intersections for their danger.
Safety	Design		Dangers of high speed rail with possible train derailments right next to small buffer at Ridgewood West and we DID have a derailment where the train cars spilled across Wilkes in the 50s.
Safety	Congestion	Relocation	Dangerous to have rail lines moving through a major city. Also slows traffic. Rail should be diverted around the city.
Truck Routes			Transport trucks are trying to get out of the city to the perimeter and beyond.
Truck Routes	Congestion		Truck one lane only on Kenaston to increase better flow.
Truck routes			Kenaston used to be straight route, now not an efficient truck route. Right through a neighbourhood.
Truck Routes	Communication		Roads not suitable to large trucks, aren't always labelled.
			None.

Goods Movement Study			3. What are your thoughts on COVID's impact on goods movement? How have your habits changed?
Key Themes			Raw Data
Decreased travel			Do better planning and grouping of buying goods.
Decreased travel			You can't change a long term plan for a short term issue. My habits have changed in that I stick closer to home.
Decreased travel			I now do fewer but larger grocery shops. This is probably a long-term change of habit.
Delivery			There were some delays with goods delivery during the early days of COVID-19.
Local Delivery			See many more deliveries in the neighbourhood.
Local Delivery	Online ordering		I order in from restaurants, which I didn't do before.
Local Delivery			Local businesses offering delivery at low/no charge.
Local Delivery			More local delivery from local businesses.
Online ordering			Covid has led to me ordering more online with deliveries at first, but now I've gone back to in person shopping.
Online ordering	Decreased travel		Really limited going into stores. Started ordering goods online, but have gone back to one person going for groceries.
Online ordering			Definitely have ordered or placed more orders to business.
Online ordering			A lot more click and collect (using my car) style shopping.
Online ordering			Ordering more online.
Online ordering			A lot more residential small deliveries. E.g. Amazon.
Quality of Life			People are often rude and unpleasant at the beginning, some still are but some people go extra to make you feel good.
Reliability			Goods missing on shelves.
Safety			Yes I use AT and biking even for shopping because it is safer.
Transit			Bus transportation has changed radically for me so I use car. Much more safety for goods movement and bus not at all, until it is safer.
			Mine haven't changed.

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 5, 2020 - Neighbourhood Advisory Group - Assiniboia

Pedestrian and Cycling Strategy Update			POLL: Rate your knowledge of the existing cycling and pedestrian network in Winnipeg.
		Very Good	6
		Good	3
		Okay	4
		Satisfactory	1
		Poor	4

Pedestrian and Cycling Strategy Update			2. Why do you use the pedestrian and cycling network in Winnipeg?
Key Themes			Raw Data
Affordability			Save money.
Conflict			I interact with bikers along Roblin Blvd - when I have to change lanes to avoid colliding.
Convenience			It will be faster than waiting for a bus.
Convenience	Multimodal		When my car isn't working.
Convenience	Quality of Life		When I plan to have a drink(s) with friends.
Design			Lots of new bike paths to utilize in the last 10-15 years.
Design			Love the update to St. Matthew's Avenue.
Environmental Sustainability			Decrease my carbon footprint.
Environmental Sustainability			Reduce vehicle use - emissions, parking, traffic, …
Environmental Sust	Choice	Quality of Life	I prefer walking and cycling for environmental reasons. I try to access all my work and leisure destinations by walking or cycling. Also for pleasure, Assiniboine Forest, and Harte Trail.
Healthy Living			Exercise.
Healthy Living			I cycle for exercise.
Healthy Living			Active transport is better for health.
Healthy Living	Seasonal	Commuting	I imtegrate recreational and commuting with daily and weekly usage, and when possible, all season and winter cycling as well.
Healthy Living	Quality of Life		Largely for recreation purposes, and it is limited to my neighbourhood.
Healthy Living	Quality of Life		Use the Harte Trail for recreation.

Healthy Living			Exercise.
Healthy Living			Health
Healthy Living			Physical activity.
Maintenance	Seasonal		Volunteers were not allowed to clear the snow from the Harte Trail until last year and I think the City started clearing snow regularly in the winter and it was a huge improvement.
Open Streets	Design	Quality of Life	Loved some some routes were closed to cars during COVID.
Quality of Life			Connect with nature.
Quality of Life			Yellow Ribbon trail is fabulous.
Quality of Life			Take advantage of the short summer season.
Quality of Life			As an example to my son.
Quality of Life			Example to my students.
Quality of Life			Dog walking.
Quality of Life			Great start to a work day.
Quality of Life			Dog walking.
Quality of Life			It's a beautiful city with a lot of places I can bike to.
Quality of Life			Walking the dog in Assiniboine forest.
Quality of Life			When I am not in a hurry to get somewhere.
Quality of Life			Dog walking on the street.
Quality of Life			To enjoy our beautiful trees and parks.
Quality of Life			To walk my Golden Retriever 3 times a day.
Quality of Life	Safety	Conflict	I love the dogs along the Harte Trail, but they are not safe when kids and dogs and fast bikes and runners are all on the same little route.
Quality of Life	Choice		Using bike chariot to collect grandchildren from school. Like to avoid car use for this.
Quality of Life			Walk dog 6 km everyday.
Quality of Life			Cycle with pup too.
Quality of Life	Healthy Living		Use Assiniboine Forest to walk the dog and exercise.
Quality of Life			Enjoy the "informal" river trail on Assiniboine River east of Assiniboine Park.
Quality of Life	Healthy Living		I love walking or cross country skiing on the Assiniboine River in the winter once it is frozen. Great 10km walk/ski.
Quality of Life	Healthy Living		Strictly for recreation. Not for errands or work.
Quality of Life	Healthy Living		Recreation and keeping fit.

Quality of Life			I used the River trail to travel from Wellington Crescent into the City from Corydon Avenue where I parked, but not last year because of the bad ice conditions. It was beautiful.
Safety			Robin Sukhan: I don't cycle or walk to do errands. I am retired and live in Whyte Ridge. When I drive along Pembina Hwy, I have noticed that the new cycling routes are not user friendly.
Seasonal	Maintenance		Winter cycling - there is almost no consistent maintenance to remove snow and ice (Len VR).
Transit	Multimodal	Seasonal	I want to have a mass transit system that will carry bikes when the weather is bad, and that will travel to and from major nodal points. By light rail or bus this would be so possible.
Pedestrian and Cycling Strategy Update			**3. Describe your experience with the current pedestrian and cycling infrastructure in Winnipeg.**
Key Themes			Raw Data
Conflict	Communication		Need more education for drivers. Still too many cars parked in bike paths.
Conflict	Design		Again, Roblin Blvd and its painted sharrows are a dangerous and unacceptable disaster. Let's quit pretending that sharrows are part of a safe and usable Active Transportation system.
Conflict	Safety	Design	Roads crossing the Harte Trail are so dangerous for cyclists, and we must make the usage safer for cyclists because people will be killed.
Conflict	Safety		People who are leary of riding on the roads should be able to ride on the sidewalk. People who are avid cyclists can ride on the road. Forcing people to ride in an uncomfortable space is not working.
Conflict	Communication		New or temporary cycling lanes aren't always very well communicated. Frequently experienced cyclist in the car lane instead of the cycling lane on Broadway.
Conflict	Design	Safety	The current cycling infrastructure needs to consider the need for safety of the cyclists, particularly in winter by separating the vehicular traffic rom cycling.
Conflict	Multimodal		Mixed transportation isn't an option. I.e. Lime bike and bus.
Connectivity			Not enough routes from west Winnipeg with the NW corner of the city.
Connectivity	Safety		Cycling from Westwood going east is awful.
Connectivity			Still choppy. Looking to increase connectivity between routes (cycling).
Connectivity			It has really improved over the past few years with a number of the trail systems being inter-connected.

Connectivity			A lot of paths still end suddenly leaving us stranded or forced to take roads or sidewalks.
Connectivity	Healthy Living	Environmental Sust	Robin Sukhan: Although the city is developing cycling paths, some of the routes are circuitous. Cycling and walking give exercise and reduce the carbon footprint.
Connectivity	Design		Continuity, continuity, continuity. There are some great routes with dangerous and frustrating missing pieces. I think we need to prioritize 2 or 3 routes in the City and make them exceptional, and fully integrated and planned.
Maintenance			Would be used more if maintained better.
Multimodal	Parking		If we want to increase active transportation we need to de-incentivize driving (less parking spots / increased cost to park esp. downtown).
Quality of Life			Like Assiniboine Park to Wellington Crescent route.
Quality of Life	Design		Follows parks and greenways well, transportation routes not so much.
Quality of Life			The trail along the transit corridor is great as well.
Quality of Life	Open Streets		The street closures last summer made it much better.
Quality of Life			My experience is mainly in the Assiniboine Forest and it has been very positive with the exception of the occasional coyote!
Quality of Life	Seasonal		Only experience is really the Welcome Home trail for walking all year round.
Quality of Life	Connectivity		Yes I can ride from the Perimeter Highway all the way to Portage and Main, mostly alon gNature routes so let's develop these AT routes better.
Safety			I would never cycle on Portage Avenue.
Safety	Connectivity		I can't safely cycle outside my neighbourhood and therefore it isn't a useful transportation option.
Safety	Traffic Laws		How about 30km on residential streets ot make them safer for walkers and cyclists and kids?
Safety	Design		Unsafe. Should be separated from vehicle traffic. Use other corridors to create/expand active networks.
			Frustrating.

Pedestrian and Cycling Strategy Update			4. Where do you think the most problems occur between Pedestrians, Cyclists, and Motorists in Assiniboia? (can be an actual location or type of infrastructure)
Key Themes			Raw Data
Communication			Simple usage and rules for cars, pedestrians and cyclists need a public campaign.
Conflict	Congestion		Around parked cars and heavy traffic.
Conflict	Design		On major routes. Do active transport corridors need to be same as vehicle ones? Consider use of River trails, rail right of ways, green belts to develop specific active corridors.
Conflict	Design		Shared bike lanes especially on Roblin and attempting to bike down Portage Ave or Ness Ave.
Conflict	Design		Bikes should be encouraged to use sidewalks if they exist.
Conflict	Safety		People on electric bikes going far too fast on walking trails and along residential streets. Dangerous to children.
Congestion			Rush hour - morning and afternoon.
Congestion			Residential streets that are used as throughways at rush hour - Wellington, etc.
Congestion	Loading Zones		School zones can be tricky with all the buses and parent vehicles.
Congestion	Safety	Design	Primarily that the cycle lanes reduce roads to one lane which makes it almost impossible for emergency vehicles to get by in an emergency, and snarls up traffic, especially at rush hour.
Connectivity			In Westwood - some have sidewalks and wider streets for cyclists - some do not.
Connectivity			There are not enough bike trails around South Pointe / Prairie Pointe and some part of Bridgwater Trails.
Design			Personally, I love the St. Matthews Ave route but I have heard from others that they do not like the design.
Design			Strip malls, coffee shops, fast food, other pit stops.
Design			Along Roblin Blvd, just replaced the road exactly the same with no wider areas for bikes.
Design	Safety		Build up - cars can't always see.
Design	Funding	Maintenance	Rivers and rail lines dissect the city. Can routes along them be developed? Cheaper to pave cycling/pedestrian lanes than try to modify vehicle roadways. Cheaper to maintain as well.
Loading Zones	Safety		Drop off and pick up in front of schools can be a nightmare because of all of the cars. Decreases sense of safety and makes parents afraid to let kids walk / bike to school.

Maintenance	Seasonal		Curbs on bike lanes are hard during snow clearing.
Operations	Design		Anywhere without streetlights.
Operations			Crossing at Assiniboine Forest and Grant is too long and seems to be waiting with no pedestrians.
Safety	Design		Fenced corners or treed / bush corners on residential roads
Safety	Communication		Wellington Crescent is a problem. Many cyclist and pedestrians put their lives in danger by using the inside part of th elane where they are not expected by drivers.
Safety	Conflict	Seasonal	Cyclists on busy streets cause safety issues for both modes due to space availability particularly in winter.
Safety	Traffic laws		Major thoroughfares with higher speed limits.
Safety			Portage Avenue.
Safety	Conflict		Portage is not a safe street for beginner and intermediate cyclists.
Safety	Conflict		There is not occasional cyclist option like they have in Montreal and Calgary.
Safety			Major intersections.
Safety			Intersections.
Safety	Design		There are few places with cycling lanes, so on busy streets I use the sidewalk, which I know is bad, but I don't feel safe on fast street that doesn't have dedicated cycle lanes.
Seasonal	Safety		Remind the consults from afr that Winnipeg winter is a barrier to active transportation for many. Cyclists on major routes significant safety concern even more so in winter.
Traffic laws			Residential roads where niether cars or bikes are stopping at stop signs.
Traffic laws	Conflict		The occasional irresponsible cyclist who doesn't follow the rules of the road (x2).
Traffic laws	Conflict		Cyclists ignoring dismount notices on Assiniboine Park footbridge.
Transit	Reliability		There isn't sufficient or reliable public transit between downtown and Westwood during rush-hour. I haven't been able to take a bus and arrive to work on time.

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 5, 2020 - Neighbourhood Advisory Group - Assiniboia

Emerging Technologies			POLL: Rate your attitude towards technology.
		Forward thinker	5
		Proceed with caution	9
		Slow to change	0
		Keeping it old school	2

Emerging Technologies			2. Do you use any type of technology (phone applications, variable message signs, etc.) to help you travel by public transit or personal vehicle? If yes, please specify.
Key Themes			Raw Data
Apps			Apps.
Carshare			AutoShare (Carsharing).
Citymapper			Citymapper in London UK is fantastic.
E-bikes			Also, electric bikes are a new technology that is so accessible to older demographic for
Google Maps			Google Maps when I'm lost.
Google Maps	Waze		Google Maps, Waze.
Google Maps			Phone maps app when going to an unfamiliar area.
Google Maps			Phone and Map app.
Google Maps			I've used Google Maps for cycling routes.
Google Maps			I have used Google Maps when driving somewhere new.
Google Maps			Google Maps.
Google Maps			Google Maps.
Google Maps	Waze		Waze and Google Maps. (x2)
Google Maps	Uber		I just started using UBER, and the technology is so much more user friendly than taxi
GPS			I periodically use my GPS.
GPS			Take my portable GPS or phone when I travel with rental car.
GPS			In car navigation.
Lyft	Pedicab		Lyft also operators of pedicab apps in some cities.

Navigo			Whenever I use transit (something I seldom do) I use Navigo.
Navigo			Navigo.
Navigo			Use Navigo from computer. Other applications as needed. Presto (Transit card) Montreal.
Navigo	Transit App		Navigo and transit phone app.
Oyster Card			Oyster Card in London, UK. (Transit)
Parking			Yes, pay by phone, very handy.
Parking			Parking apps (all 4 of them).
Parking			For parking, pay by phone.
Parking			Pay by phone for parking.
Pedicabs			Bicycle pulled carriages that use human power and are fun.
Pedicabs			Pedicabs are very environmentally friendly.
Pedicabs			Yes they are emerging technology with pedicabs because they are lithium battery assisted.
Peggo card			Peggo card.
Presto			Presto (Toronto)
Transit			Phone of anticipated public transit times.
Transit			Yes Transit phone app is essential.
Uber			When traveling I use Uber lots.
Uber	Pedicab		I want to see an UBER app for Pedicab usage at nodal points like downtown.
Waze			Waze.
Waze			Waze.
Winnipeg Bus Live			Winnipeg bus Live.

Regional Transportation Review			3. Are you aware that Winnipeg currently has 11 park and ride locations?
		Yes	2
		No	7
		Unsure	2
Regional Transportation Review			**4. What challenges and opportunities do you see for 'park and ride' or 'cycle and ride' locations in Winnipeg?**
Key Themes			Raw Data
Affordability	Convenience		Not cost effective if more than one person from a household is travelling together.
Affordability	Communication		No cost incentive to travellers - paying for a car and a transit pass?
Affordability	Security		Tax or other incenties for employers to offer bike storage to employees.
Affordability			If you use a park and ride, it would be good to get a discount from MPI on insurance.
Bikeshare	Convenience		Bike sharing system would make cycle and ride more realistic and convenient.
Choice			Availability of locations
Choice	Equity		Good compromise for working women needing to get from work to pick up children.
Communication	Dependency on single occupant vehicle		Biggest challenge will be to get people out of their cars.
Congestion	Transit		Could be helpful for non peak times when buses on community routes run less frequently.
Congestion			I know it has been a useful strategy for decreasing cars coming into the downtown core in other cities like Edmonton.
Convenience			Park and ride hasn't yet been more efficient than simply driving the wholel distance to getting me where I need to go.
Dependency on single occupant vehicle			Still requires access to a vehicle.
Dependency on single occupant vehicle			Biggest challenge is overcoming our car culture.
Design	Parking		Have adequte parking for vehicles and have efficient entering and exit routes for the parking lots.
Design			Only one component of what needs to be a much larger strategy.
Design	Choice		Crestview, Westwood, St. James does not have a park and ride. People try ot use Polo Park, but can be ticketed or towed. Not everyone is within walking distance to transit.
Design			Could be a useful strategy for our newer, lower-density suburbs on the periphery of the city.

Design	Congestion		Winnipeg west new community from Wilkes to Oak Bluff will have 60,000 residents and no adequate transportation corridors except Wilkes and McGillvary, so let's get on planning this major expansion area properly.
Design	Choice		It would be good to have a park and ride at Polo Park.
Design			Beaumont Station. Never seen a person getting on or off the bus at that location and I drive by it 4 times a day. Long way from the neighbourhood to walk. Parkerlands development right beside it has been rejected. Small parking lot but if looks like it is supposed to be for the dog park.
Design			New communities. Build smarter.
Design			More parking spaces at the park and ride locations.
Funding	Design		Too expensive to build new routes. Modifying current road for cyclists isn't working well.
Funding			Yes. Park & Ride locations should be given more consideration as they have become expensive to maintain.
Light rail	Multimodal		I would like to see a light rail or bus mass transit plan that can accommodate carrying bicycles, but not just one of two on the fron tof a bus.. Not good enough. We could have park and ride nodal load points.
Light rail			Light rail on major routes like Portage Avenue, maybe to outlet mall?
Light rail			Yes to lightrail!
Light rail			Lightrail to downtown.
Light rail			Light rail to Union Station.
Light rail			Light rail west from Charleswood. Headingly along relocated major rail lines with long term plan and connect it with the Pembina Highway transit corridor.
Light rail			Union Station. Yes, so much potential.
Light rail			Light rail to airport.

Metro Region	Political		Pros for Winnipeggers having people from surrounding communities use park-n-ride but we have to be cognizant they are not paying property taxes to the CoW.
Multimodal			Carrying a bike on a car is difficult - limits access to certain groups.
Security			Need safe bike storage.
Security	Design		Park and Ride sites do not have enough spaces and security is a concern when your car is there all day.
Security			More likely for people to cycle to their destination and stop for food/shopping etc. if there is a safe place to leave their bike.
Security			Theft is a huge problem with cycling at destination points.
Tactical Urbanism			Likely a low-ish cost, easy to implement strategy.
Transit	Design		Poor public transit outside feeder streets.
Transit	Connectivity		Will require great bus connections to downtown.
Transit	Reliability	Multimodal	Buses at rush hour are already packed. Getting a bike on a bus for part of my trip isn't feasible.
			This doesn't really fit with how I live and move through the city.
			Works well for my cousins in Netherlands. I know if planned well, it works.

Transportation Master Plan: 2050

EMAIL FEEDBACK

Neighbourhood Advisory Groups - Assiniboia

A flashing left turn light is required from Kenaston Common to Kenaston Blvd going north. This is a location for an accident to occur. I have contacted the city several times and they said that a traffic count was done and a flashing light is not warranted.

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A flashing left turn light is required from Point Road and Pembina Hwy going south. This is a location for an accident to occur. I have contacted the city and they said that a traffic count was done and a flashing light is not warranted.

A bus route should be extended to the Community Centre in Whyte Ridge for members to attend activities at the centre.

Traffic lights are required at South Landing Drive and McGillivray Blvd to make a safe left turn from South Landing Drive on to McGillivray Blvd going east. This is a location for an accident to occur. It is difficult to make a left turn during busy traffic. I have not contacted the city about this issue.

I was eager to volunteer for this project because making Winnipeg a more liveable city is important to me. The city is getting bigger but is still at a point where it is possible to put things in place that will make a big difference in the future. I have some expertise and life experience that I thought would help in these discussions - 30 years living in large cities (Toronto, Montreal), expertise in shared mobility technology (carsharing), and ride-hailing (UBER).

To be honest, I was very disappointed with the session the other night. I was expecting to get more information about the strategies in the 6 categories being looked into and some specifics within those strategies that we would evaluate and discuss as a group. That did not happen, we received very little information about that. Instead we got details about the process and timeline, and high level overviews of the 6 areas. The explanations provided by the consultant videos provided no insight and bordered on gibberish in some cases. I thought that the exercises we went through using the jam boards covered the topics in a VERY superficial way. That type of feedback would be better to collect using an on-line survey with a larger sample size of residents. There was almost no discussion of any kind about the feedback to organize it in a way that it could be used to gain any insights.

I left the call feeling that this process may be no more than a required "check box" for city projects so they can say that it was done with "extensive public consultation". I provided this same input to the team that ran the meeting. I am happy to contribute my time on this issue if the discussions become more substantive and am interested in speaking to the group to hear their thoughts as well.

I use public transit, and walking/cycling, as my primary means of getting around. I do not own a car, by choice for environmental reasons.

Thus, for the various questions in the group discussion, all of my answers came from the perspective of using public transit. A few times throughout the discussion, the facilitators commented that they didn't want a focus on public transit - they kept saying that there is another public consult taking place on public trans, and thus implied that input on public transit was not appropriate or welcome in this consultation.

I very much had the impression that they only wanted to hear about getting around the city in personal vehicles.

I wanted to convey to the facilitators that while we may be a small minority given that Winnipeg is a car-focused city, there are people in Winnipeg who rely on public transit, some like me by choice, and some people simply can't afford a vehicle. I strongly feel that perspective should be shared not just in a side-study only on public trans, but also included in broader comprehensive transportation consultations, such as this one.

I was hoping we would spend time discussing what type of city we wish to become (or are trying to become) and shape our needs around that.

For instance, how are we in filling old neighbourhoods? What kind of density do we want? Do we want shopping malls and massive strip malls or smaller local shops to service the needs of a community? Are we adding a bike lane to a walking path or trying to wedge bike paths onto streets? I feel that once we know what we want to become commenting a plan is easier.

The number of consultants involved, the majority of whom are from different cities, is of concern to me. Someone asked the question “how will you knit all this together”. Not only will it be necessary to knit together the work of the various transportation pieces, how does any of this get overlaid with the development of Our Winnipeg being completed within Property, Planning & Development department or with Infrastructure planning? Planning needs a blue sky vision and concepts but also actionable steps that can be taken along the way which align with that vision. It makes one wonder if the planning process and this consultation is set up for success.

If we are looking at a plan for 2050 and beyond we must consider 30’to 50’year planning time scales if we are to plan at all. Thee are no right or wrong answers in and of themselves. But general concepts such as designing corridors for mass transit, ecological habitat corridor continuity and connected and safe active transportation MIUST be designed ahead of time in a coordinated fashion. Otherwise we are not planning at all but just reacting! (Just my opinion)

We should have a selection of long term options to consider in planning infrastructure such as mentioned above and then we can select from amongst the alternatives.

An example to study and learn from:

Does our group know that Boulder Colorado set a goal of NO net increase of vehicular traffic from 1995 until 2015, and over the 20 years their total car usage actually declined! They saved billions on Unneeded infrastructure such as freeways and parking garages and larger bridges and they improved active transportation utilization and transit usage and efficiency and they used development zoning to work with all the other factors to achieve a net reduction in car usage over a 20 year period and saved billions not millions. That is what planning he achieved in other jurisdictions!

I hope we can round table ideas for input and examination by our group... I would like to see each idea with merit presented and commented on round table style by all interested participants, similar to the Indigenous sharing style of passing a feather around a sharing circle rather than the high pressure post it note style of generating and recording our group opinions..:

I would just like to add that I am totally in agreement that these think tank groups can not be bogged down in smaller issues for it will hold up the big picture objectives of the TMP2050.

But in having agreed with that statement….If the City can not get the small things correct – acknowledge the mistakes or understand there could be better ways of doing things based on past issues and how it affects traffic flow in the present…there is the potential that unresolved issues and continued mistakes could provide the TMP2050 unrealistic goals for long-term strategy to guide the planning, development, renewal and maintenance of a multi-modal transportation system moving forward.

I think the short term address of smaller issues is important to acknowledge (but not overly focus on) in all areas of our City, to provide public engagement facilitators a starting point of present issues, as well as allowing the focus groups to feel they were heard, as they are reporting to their neighbourhoods.

It is a balance and the pendulum needs to stay centered for all stakeholders.

I would strongly recommend that all of the Group read the 2011 TMP (or at least the Executive Summary) to get an understanding of the need to focus on the “macro” rather than the “micro" in a long range transportation plan. This is necessary in order not to get bogged down in specific issues such as adding a turning movement at a particular intersection. The TMP should be focused on city-wide issues. To quote from the 2011 TMP:

"The purpose of this Transportation Master Plan (TMP) is to present a long-term strategy to guide the planning, development, renewal and maintenance of a multi-modal transportation system in a manner that is consistent with projected needs, and aligned with the City’s growth and the overall vision for a sustainable Winnipeg and region.”

It is difficult to develop a long range transportation plan beyond a 20 year time frame due to the increasing inability to accurately predict the future. Even a 20 year planning horizon is fraught with uncertainty - we are only 9 years into the previous TMP time line and significant issues that have arisen that could not have been anticipated at the time, for example, the short and long term impacts of Covid19 on transit ridership and future mode choice and the continuing deterioration of our transportation infrastructure. I am concerned that a 30 year planning horizon would be much more difficult to accurately reflect the future needs of Winnipeg.

I’m not sure that the TMP2050 process will include consideration of the need to develop a meaningful program of asset management of the transportation system.

Having 5 Neighborhood Advisory Groups provide input into the process means that the public engagement facilitators will need to somehow correlate and summarize what could be 5 different perspectives on the future of transportation in Winnipeg. That could be a challenge!

The City wants to encourage cycling and has invested in some infrastructure but I don’t see a lot of cyclist use. Why is that? I am not a confident cyclist and would never venture onto a major road. I think that if I had grown up doing a lot of cycling around my neighbourhood I may have been more inclined to cycle as an adult. I love the idea of the school route/neighbourhood cycling routes that were in the news a bit this summer. If kids have safe places to ride they may be more likely to continue to do so after they get their drivers licenses. This would suggest current investment in neighbourhood safe cycling routes could be considered.

I suggest we stop pretending that the Harte Trail and other mixed use recreational and AT routes are safe and useful. They could be designed to be safe and useful but there are too many conflicting uses and already too much capacity for them to function safely for all their multiple users at the same time, with high speed cyclists and dog walkers and small

Children and even some electric scooters all jammed into Covid19 unsafe close proximity to each other! With more than 60,000 more residents slated to use these routes how can we possibly have these routes withstand the user numbers to come in the future? What are planning solutions for such corridors to serve multiple users from many different Public user groups with a diversity of safety and user needs?

We have not looked seriously at the use of electric bicycles and rechargeable scooters for Intro community use and how these new technologies might serve the elderly and the mobility impaired. Can we discuss this? We have looked at walking and cycling within neighbourhoods more broadly but technologies such as scooters ans those standing 2 wheel balance electric vehicles can be real safety concerns for road use .

Although I personally enjoy all opportunities to walk and bike, any new overall plans need to remember that 1/3 of the annual year here in Winnipeg, is snow and ice. Those that totally embrace a green culture sometimes fail to remember that only places like Vancouver/Victoria or southern Ontario – Toronto, see more opportunities to use bike and walking paths through out the whole year. Due to nature…Winnipeg can never be as green as other locations across Canada.

Winnipeg must be wise to not swing the pendulum too far when the natural order of our winter will always limit bike and walking traffic during November to April for the average family. Location and weather hurdles for Winnipeg will always be challenging.

Personally my family in the Netherlands always bike and walk far more than Winnipeggers will ever be able to…one of the big reasons other than weather is our communities are stretch out further than communities in the Netherlands, forcing Winnipeggers to use cars, especially in the winter months.

Bike paths that have been made, in some areas, have curbs which can be difficult during ice/snow clearing, they can be difficult to see for cars during high snow falls. The curbs will be expensive to repair if damaged during snow clearing

Can we poll our group as to the idea of removing ALL painted sharrows from the active transportation and cycling networks as they are dangerous and shouldn’t be considered a viable part of our interconnected system, I think... in our group sticky note discussion several participants mentioned the dangerous cycling conditions along Roblin Blvd in our area.

The biggest and cheapest idea, due to possibility of Federal Funding... An Urban National Park extending from Beaudry Provincial park in Headingly along the TransCanada Trail and connecting to Assiniboine Forest/FORTWHYTE Alive natural areas of first and wetland and prairie grassland ecosystems. This is possibly the largest urban natural area in North America and requires planning protection to conserve viable Heritage Habitat Corridors. Planned greenspace with Federal funding... this idea is being forwarded to the Federal Green Party by Nov 30 for possible policy adoption to expand our urban National Park network beyond ONE! Can we explore this concept as a group to save more than 10% of developable land in our Assiniboia Ridgewood South and Headingley areas ? Active transportation corridors and road and mass transit corridors could be planned to augment each other?

Follow on comment from author above… I included the possibility of creation of an urban National park concept along the Great Trail of our TransCanada Trail to protest species diversity and protect wetland, forest and at risk tall grass prairie habitat and ecosystems . With possible Provincial Park divestment of Beaudry Regional ProvincialmPark under possible consideration looking to Federal planning and park creation might be very timely and have a big overall impact on our area between Tuxedo/Linden Woods and through the new district of Ridgewood West and Ridgewood South Precinct and extending to and through Headingley jurisdiction as well. The new community South of Wilkes with a Plan Winnipeg projection of 60,000 residents needs to be planned comprehensively. What do others think?

Pedestrian and Bicycle movements (street crossing) at Kenaston at Sterling Lyons is too difficult. Please consider timing issues for this spot. Would it be possible to add a pedestrian/bicyclist light to this controlled intersection?

More consideration for pedestrian traffic at the intersection of Shaftsbury at Sterling Lyon. It appears too many seniors in residential area unable to go for a walk.

Same for pedestrians living on Lindenwood Drive East from Kenaston to Lindenwood West.

Pavement quality for bike path from Lindenwood to Waverley to Pembina in poor condition.

Transit is all about getting the masses to their designation is a safe manner within green options. It is not about profit but about ridership. I am in favour of multi park & go throughout the City for the following reasons.

1. For parents that need to drop off/pick up children from daycare or schools – they have the convenience of having their car for the initial children drop off before parking in a central location then can use the public transit to complete their ride into work and save on downtown parking and be more green in the daily commute.

2. Less cars in the downtown area is a better green footprint and allows more walking and parks in the core area

Warm or at least wind resistant bus shelters during winter are as important as active transportation routes for walking paths and bikes during the warmer weather, if one is going to maintain or increase bus ridership

Expanded thought in regards to transportation: have public health, infection control and or epidemiologists been contacted to include infection control is considered when improving public transit in this city. As many of us have stopped taking the bus since March due to concerns about COVID-19 infection, what measures will be put in place to ensure people that public transit is not a risky activity when it comes to preventing illness.

Consideration of rail relaxation and the light rail mass transit opportunities this might open up in our Western Assiniboia and Charleswood area. The Green connected habitat corridor implications and Active Transportation route implications of such a Plan could be large. Also note Federal cost sharing opportunities for planning and implementation over time.

High speed and mass transit links will need to be considered from Winnipeg West area of Assiniboia as Wilkes and McGilvray can't possible serve as the only entrance and exit routes for over 100,000 citizens commuting towards downtown and other areas of the City. Yes the William R Clement Parkway could serve some of the transportation needs of the area as an inner Perimeter...). I have suggested serious consideration of both directed development to the WEST of Winnipeg AND RAPID TRANSIT encouraging such higher density development along rapid transit lines as options to consider

A bus route should be extended to the Community Centre in Whyte Ridge for members to attend activities at the centre.

CentrePort Canada is an amazing example of city planning that I hope we can look into as a model of integrated planning success. And it is on the Northern border of Assiniboia district and Rosser Municipality

Follow on comment from author above: the implications of long term development of Our Inland Port on our economy and our infrastructure planning. Very major implications to the Assiniboia area ans to our transportation infrastructure including integrated rail shipping development.

BIG IDEA to ponder - Rail relocation ramifications with double tracks along Wilkes and Sterling Lyon reallocated to light rail transit use (with a directed and controlled higher density development option facilitated towards Headingly West similar to the Go Train routes heading into Toronto Centre)

Follow on comment from author above: Rail relocation - 80 km high speed trains along Wilkes along with insufficient buffer zones for the new suburban developments create dangerous traffic situations for access and egress to the major routes as well as dangers of derailments and toxic spills. It these routes continue to be used we should consider zoning and safety changes to train speed limits and larger residential buffer zones and toxic spill plans. Note the older oil tanker cars ccsrryinf crude can be especially dangerously. Can we lol at ways to mitigate possible catastrophes? If trains were traveling 30 km per hour maximum through our district they would be safer but the railways might WANT TO CONSIDER ReloCated routes AROUND THE CITY rail relocation routes so they could travel more quickly and safely and efficiently? Many jurisdictions have taken this approach.

I would be in favour to have the Perimeter Highway – the ring road around Winnipeg – improved. At one time, it was a much less travelled highway, but with many communities in Winnipeg bordering to the edge of the Perimeter Highway, it is used daily by cars and trucks in high volumes. I would be in favour of having an additional lane in both direction of traffic, one lane specifically for large trucks. This highway could be improved by a toll road fee, as used in many Cities to make necessary road infrastructure improvements. This can be implemented by license tags for easy unmanned collection.

For new communities that are in the future to be built, it should be the developers responsibility to provide proper efficient road service into and leaving the development, which should include yield lanes and/or overpasses to allow communities vehicles easy access to their residents.

Just adding lights and additional intersections, does not help but only disrupts the flow of traffic (cars and buses) from satisfactory traffic patterns. Developers can pay over multi year contracts to create solid road systems.

Speed limits through out Winnipeg can be very confusing. For example, one can drive 80 Km over Morey Bridge leading to Grant Ave. But Grant Ave has parts of the road 50, some at 60, with even a stretch at 70 Km. Slow – fast – keeps changing over a short period of roadway.

Kenaston Blvd leading from Corydon Ave to Bishop Grandin has far too many light intersections which seem to be not synergized. Traffic just gets flowing and then everyone must stop for long lights.

The need for a controlled left turning movement at Kenaston at Lindenwood. Left turning movements are too dangerous as the eastward traffic tend to dart onto the intersection to beat the lights. Traffic on this area has increased substantially and it is about time for the Public Works Department to respond accordingly with a more centralized traffic lights system.

Rail crossing on Wilkes at Community Road is too steep. It creates visibility problems. Would it be possible to consider at grade solutions for this intersection?

Wayfinding or street signalization for Bison Road on the eastern part of the city by Kenaston is confusing. Please consider a review.

Traffic on Wilkes have increased substantially. Would it be possible for the PWD to consider access management treatment for some land uses (specially around car dealerships)?

Wilkes is dangerous and needs to be addressed. Certainly, in the very short term the intersection at Elmhurst needs to be addressed with lights and/or speed limit reduced to 60.

A flashing left turn light is required from Kenaston Common to Kenaston Blvd going north. This is a location for an accident to occur. I have contacted the city several times and they said that a traffic count was done and a flashing light is not warranted.

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Workable transportation links for the largest new community in Wpg from Wilkes south towards McGilvray (60,000 project residents)

If we look SOUTH of Wilkes and the 4 mile Rd we have another huger parcel of new community land to be developed that I think requires comprehensive planning and maybe even an extension of City limits into macDondald Municipality. (Towards Oak Bluff)

Without light rail or mass transit dedicated bus lanes planned I see know way that 60,000 new residents could move towards the rest of the City along Wilkes and MacGilvray Blvd. we MUST PLAN THE TRANSPORTATION CORRIDORS AND GREENSPACE FIRST in a comprehensive manner. I would like our group to ponder and look into the future long term development of this largest new community in Winnipeg as a model for how we might plan well ahead and comprehensively. I think it is a good test case to think about, if some of the group are willing to turn their attention to this area.

As one concrete suggestion for transportation access, could we turn our minds to what Wilkes Ave transportation infrastructure would look like if the route along existing Wilkes Ave was a one way expandable 3 lane route west only directing traffic from the City Centre west towards the new Bill Clement Parkway and Perimeter Hwy and beyond? If this was out in first, a second 3 lane one way road could be added hundreds of meters to the South for safer traffic flow towards Pembina Hwy and Kenaston and downtown?

Note that the existing Wilkes Rd at the Bill Clement Parkway will need to be moved hundreds of meters to the South anyway to Accomodate grade separations over or under Wilkes, according to the Ridgewood South precinct Plan transportation planners...

Business as usual without light rail mass rapid transit or other higher density traffic arterioles to the West to these 60,000+ population density areas of new communities will not work 30 to 50 years into the future. I would like to hear other people's thoughts about this specific transportation conundrum!

I think the greatest challenge and opportunity for our area right now is to try to get the Moray/William R. Clement extension and Wilkes improvements "right" for both now and the future. I hope this group can provide meaningful input to this planning, which has been in progress for many years already and does not seem to have an agreeable end in sight for anyone!. Forgive the long summary below but there are so many moving parts.

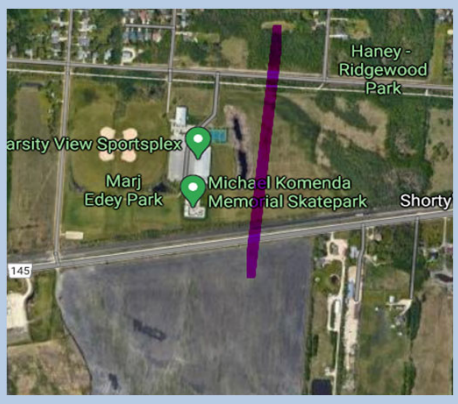
1. <u>Moray Blvd/William R. Clement Parkway Extension</u>

Connects our community of Assiniboia from North to South across the river and ends at Grant. Planning is underway to extend it to Wilkes Avenue and eventually beyond to connect with McGillvary & Bishop Grandin (the inner ring road). Wilkes cannot handle the additional traffic that this expansion will bring and so the improvement of Wilkes needs to be part of the same project.

The extension will run right through a quiet residential neighbourhood, yellow line in the photo below.

Lots of details to sort out on how this will look. Which roads will connect to the parkway? Which will be closed? Are there still safe routes for children to walk to school from either side of the parkway? How about AT networks and public transit routes? What happens at the intersection of the Harte trail? What route does it take through the dog park? How does the new development in Ridgewood get incorporated? What happens with Varsity View Community Club? Does the Harte trail get improved as an active transit route? There are a number of consultations and conversations taking place but overall it seems paralyzed and I don't know how that any conclusion using the current planning framework AND without consideration of the additional implications below.





2. Crossing the Rail Lines

Once through the neighbourhood, WRCP will need to cross the rail lines. Wouldn't it be great if the rail lines didn't dissect our city! Such inconvenience and expense to work around them. In any event, the preferred option is an overpass vs an at grade crossing. An overpass needs to "take off and land" some distance away from the rail lines. Where is the take off point on the north side? Is it before the Harte Trail and Ridgewood leaving these to pass under it and provide safe and efficient local use? If that was the option can Varsity View still be accessed and perhaps expanded to include a school or other facilities that can be accessed by a major artery but also via active transportation by the local community?

Where does it "land" south of Wilkes? It has to be far enough south to allow physical space to return to grade. There needs to be an intersection at that landing point (traffic lights, exchange, traffic circle) which connects to Wilkes. But Wilkes is north of the landing point and will need to be realigned to meet the intersection. But how far south does Wilkes need to move and for what stretch of road? **<u>That depends a lot on the future land use south of Wilkes and the overwhelming support is for it to remain as close to the existing alignment as possible.</u>**

3. Current & Future Land Use South of Wilkes

It is important to understand that the land south of Wilkes is not serviced by sewer and water and has overland drainage complications. Any development in this area requires massive investment in City infrastructure. While it appears to be a large contiguous vacant land mass on a map, there are in fact very distinct groups of owners each with their own vision <u>for future development, albeit at least 20+ years in the future.</u>



South Wilkes – Community Row to Future WRCP intersection (Blue Area)

· Developer owned

· Future full-scale Complete Community subdivision likely and will be required to comply with Our Winnipeg New Communities Framework

· Timing unknown, significant sewer and water infrastructure expansion required to support

· Amenable to the improvement of Wilkes in such a way that provides efficient access to/from the future new community without impeding their ability to design the community.

South Wilkes – Charleswood Road, Community Row, Liberty Street, Loudon Road, McCreary Road (Red Lines)

· Established large lot rural residential neighbourhoods

· Broad support for improvements to Wilkes as close to the existing alignment as possible

· Opposition from some closest to Wilkes who would prefer a more Southerly route

South Wilkes – Loudon Rod to McConnell Road (Purple Area)

· 800 acres controlled by 6 individual owners

· Owners have no intention or desire to further develop their properties in the foreseeable future

· Support the widening/twinning of Wilkes as close to the existing alignment as possible

· Big Picture vision for way in the future is large lot rural residential development with local roads, green space and active living trails throughout connecting into Fort Whyte Alive.



Everything that I have seen thus far on this whole very complex WRCP/Wilkes network is piecemeal. How to we help the City get to something that can be built now to address the safety on Wilkes **NOW** and be prepared for future growth in the are? Can it look like the picture below?

What is MOST important to you when you decide to travel around Winnipeg?

Ease of connecting multiple buses if necessary

Convenience if I have to connect more than one means of transportation.

Clear safe roads - traffic light flow -

Reliable public transport and well maintained active transportation options

How quickly I can get from A to B

expediency to get from one place to another.

I select places closer to home to limit travel time

YES affordable transit usage

Time of day and reason for journey

Proximity. First I consider if I can walk, and if too far to walk, then I look at if I can reach the destination by a direct bus route.

how fast I can get where I'm going

Active Transportation routes that are safe and integrated are THE preferred mode of travel for me

Heritage Habitat corridors of nature that are connected NEED to be planned and preserved ie Harte Trail and Assiniboine Forest and GREAT TRAIL and Thundering Bison trail

Proximity, areas of congestion, smooth

WILKES is already over capacity so expansion MUST be planned NOW before 60,000 more citizens join the largest NEW COMMUNITY in all of Winnipeg

being able to stop along the way to run errands - groceries, hardware

Traffic flow

How can transportation support a better quality of life for you, the community you represent, and your neighbours?

Ensure that multiple modes of travel are supported on the same route - cars, bikes, buses

I want access to light rail or bus lanes in the future that takes us off the roads and into the downtown area

Good Traffic flows provides a smoother travel of cars, bikes and all street paths for safer communities.

allow for ways to get around the city safely and quickly, with the environment and ease in mind.

transportation corridors don't "go anywhere". They are great for exercise and getting outdoors but the connection to broader places people need to go aren't great. We are a long distance from downtown so I'm not

Knowing that you can get from point A to B with ease (and quickly) takes away the worries or anxiety involved with commuting.

Safe and low stress travel. AT - Healthy living, outdoors, engaging the community around us.

AT (Active Transportation) integrates recreation into my commuting needs

Ease and safety of travel, either by road, walking and or cycling

public transportation has to be top priority - to reduce car travel and thus improve air quality and mitigate climate change. I don't own a car, only car-share when needed, and all communities should be well-served with public trans.

allowing for quick and direct travel, with minimal wasted time

WE need safe driving that also protects our wildlife.. we kill SO MANY DEER in Charleswood with our cars

Quality of life for me includes daily access to natural areas... when I integrate this with commuting it is a win win win

Describe your experience with moving from place to place WITHIN Assiniboia.

Try to use bus if I am going downtown but otherwise drive

Traffic lights and flow of traffic do not work together most of the time

Area in general is not a very pedestrian/bicycle friendly. Too many two lane left turning movements.

Within Assiniboia I generally have to travel by car unless the trip is recreational

My Dad moves all around the community along the Harte TRail on a mobility scooter to church and museum, etc and the roads and trails do NOT accommodate electric scooters that are environmentally friendly and cheap]

most of the time I use my car. I use it daily to commute to work downtown. I try to walk in my neighbourhood; however not a lot is within close walking distance. 1km to grocery store

speed along roblin/grant is terrible and inconsistent. changes with minimal signage to alert drivers. seems like a money grab for the photo radar.

3) Congestion can be bad on St James street

80 K on the Morey bridge - so many people don't know - can be scary

Having lived in other cities I find Winnipeg the most car-centered city I've lived in

find Ness Middle School zone is tough because it goes from 60km zone from Polo Park all the way to Sturgeon Rd, then down to 50, and then it changes to 30k. The zone on Buchanan blvd is also tough because it's a 4 lane road with a full

Are mobility scooters unique, or used by SO many in the older demographic and NOT planned for so that they can be used safely and usefully

before they are supposed to arrive at the scheduled stop. no heated shelters mean its a very unpleasant experience in winter, real deterrent to getting people out there waiting for a bus, rather than choosing to drive. (I

I have the luxury of being retired so can avoid rush hour traffic

Some neighbourhoods have side walks - some do not

Sharrows painted on Roblin Blvd for bikes are dangerous and terrible and NOT functional as part of an AT system

I love walking and cycling as a first choice

car. There are significant issues with the safely on Wilkes and McGillvary. Trains are a challenge in a number of areas. Kenaston congestion is a challenge and I avoid that route at all costs. Non peak times are generally efficient. Speed limits are

i typically walk my dog 3x in my neighbourhood. travel on roblin is terrible with the bike lanes as part of the road way.

Very easy for the most part with the exception of Kenaston Blvd

I typically drive in my car most times. I occasionally walk within the neighbourhood too. I find that the peak times can be busy on the road.

Bus transportation is VERY DIFFICULT at off times due to limited express bus schedules and within the neighborhood it is NOT functional

Pretty smooth overall. Things get congested after school which is understandable.

Speed limits depending on location can be confusing

Describe your experience moving across the city.

Moving across the city can be a challenge with Buses. Sometimes the connection is not smooth between buses, and cancelations can be a big let down.

Using Centre Port to get to the north side of the city is helpful.

new developments should have to pay for better traffic flow as they are developed

Favourite AT route is C/harleswood and Perimeter HWYall the way to Manitoba Museum, daily, in as little as 46 minutes and safely and BESIDE nature most of the way

very smoothly, others are consistently congested. Synchronized lights very helpful. Some lights seem to be live adjusted based on time of day. Longer stretches with fewer lights and limited access points improve

I wish we could connect with the Mass Transit Corridor along Pembina... maybe by Light Rail in future...

I would like to take a bus, but it takes too long to get from Charleswood to UM with multiple transfers. My kids have to drive to university.

I do like the fact that my #18 bus (when it shows up), gets me downtown direct. Having to change buses would be a big hassle. However moving southward (or northward) by bus is impossible - weekend bus on kenaston is once per hour.

Driving past bicycles on busy routes like Roblin scare me to death when I am driving my car. Again those sharrows need to go.

Driving is usually okay as i am often traveling in an opposite direction to most others.

In COVID times my bus transportation is now reduced to almost non existent. I WAS a regular user before

with covid, commute times are down, but transit service is poor due to lack of connections. Flow can be slow and congested to downtown in the mornings and afternoon.

Speed limits vary - school zones need to be highlighted better for unfamiliar area

Think about mobility as you move through Assiniboia. Share your experiences.

Flow & Routing

3) Would like to see better connectivity in the biking/walking trails

Traffic is driven down Shaftesbury/McCreary to McGilvary to avoid Kenaston. Lights desperately needed at this intersection.

the new road on roblin is beautiful, would have been nice to be a little wider for bikes.

Getting ONTO Wilkes will cause any deaths until corridor is planned and made safer

Turning arrow from Corydon to Shaftesbury where there is little traffic. No turning arrow from Grant to Shaftesbury where traffic is significant.

Extension of WRCP is needed but needs to safely intersect with Wilkes.

City Services (Transit, Rapid Transit & Transit Plus)

3) Impressed with the new bike/walking route that runs north east of Polo Park

limited bus travel from Charleswood to south winnipeg that is quick

No lights at Elmhurst and Wilkes where they are desperately needed immediately. Contrast with the 4 sets of lights to get through the outlet mall area just down the road.

no bus should run most of the time empty...routes should be based on useage

PUtting new resurfacing on Roblin with NO consideration from bikes is not acceptable and is dangerous. Yes it is a beautiful road... for cars

difficult taking the bus. Takes 3 times as long as driving and buses either are no shows or cancelled. AT pathways are well maintained

as an active walker, very hard to negotiate the sidewalks even a couple blocks to my local gym, as Tuxedo Ave sidewalks can be left uncleared even 1 week or more, and the sidewalks get snow drifts up to 2 feet.

I want a dedicated AT route that is safe and next to nature and NOT along Roblin Blvd.. WE have possible routes that are in existence or can be planned ahead to do just this

Maintenance

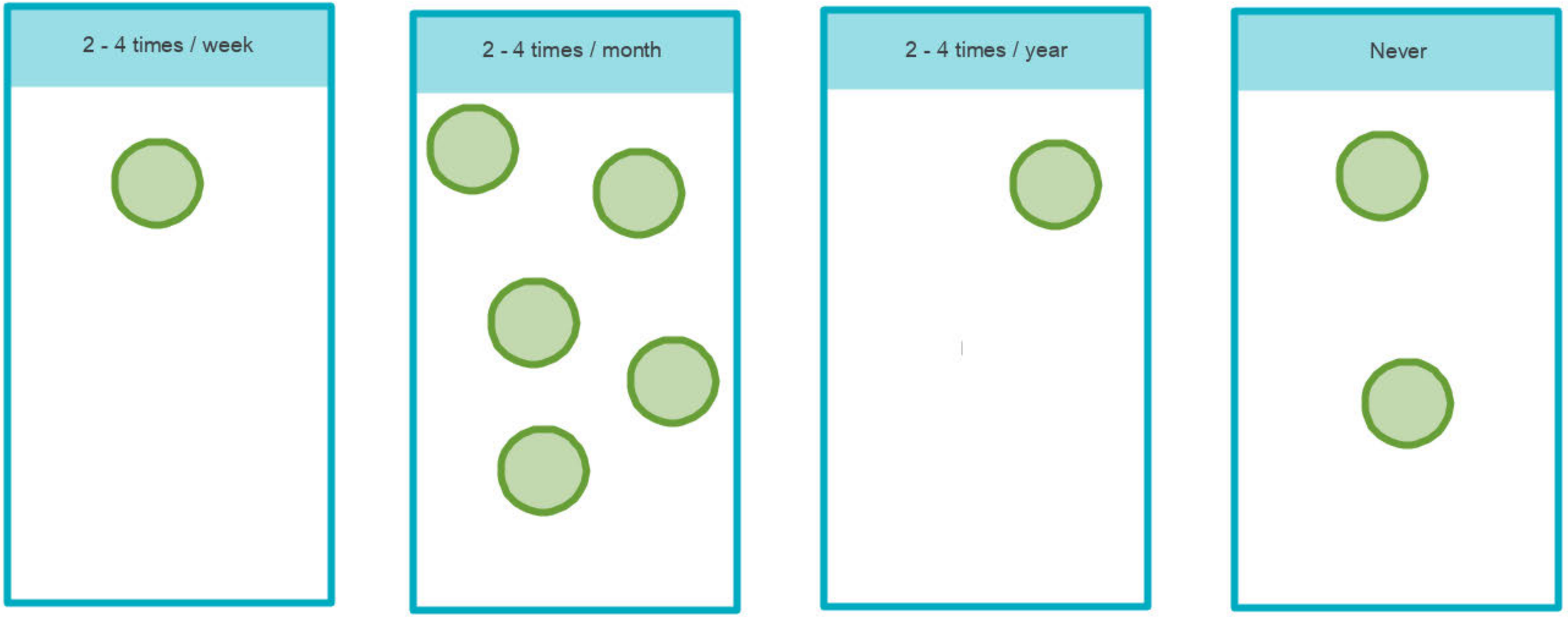
Maintenance on streets and AT routes with snow removal is very poor to negligible on bikes

Late or irregular snow clearing during winter months impacts mobility in most cases.

Yes I DO move through East Kildonan every Tuesday to play with a chamber music group (cello) but let's get back to Assiniboine!!!

POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?

Click and drag only ONE circle to your answer.



What is the biggest CHALLENGE we face in Winnipeg in regards to goods movement?

trucks

Transport trucks are trying to get out of the city to the perimeter and beyond.

Kenaston used to be straight route, now not an efficient truck route. Right through a neighbourhood.

Keeping heavy truck traffic away commuter traffic and alternative transportation

Truck one lane only on Kenaston to increase better flow

Perimeter should be 4 lanes not two - there is room to expand - excellent ring around City for trucks

large transport trucks seems to have to travel down congested routes like Portage Avenue

Extend WRCP out to perimeter.

Centre port doesn't efficiently connect to getting around or out of the city. Not complete yet and has its own issues not well thought through.

The Perimeter HWY plan showed such foresight.. but we do need to further reduce level intersections for their danger

Increasing sprawl

perimeter has too many lights and stoppages. You can go from the border to texas without a light.

couriers and small deliveries

What if couriers and small deliveries could safely and easily use AT routes within the community for deliveries

Couriers and small deliveries work well.

See deliveries moving well around city

INNER PERIMETER route along Bill Clement parkway needs to be proceeded with but safe cyclists and NATURE crossings MUST be designed into the plan

rail

Rail crossing during peak periods can be a pain

rail crossings during the day are a pain. Like the under or over passes.

Dangers of high speed rail with possible train derailments right next to small buffer at Ridgewood WEST and we DID have a derailment where they train cars spilled across Wilkes in the 50's

dangerous to have rail lines moving through a major city. also slows traffic. rail should be diverted around the city.

timing of rail is important

So inefficient and expensive for infrastructure required like Waverley underpass for major rail lines to travel THROUGH the City so Rail RELOCATION plan MUST be a long time possible plan.

Rail during peak times is unacceptable.

What are your thoughts on COVID's impact on goods movement? How have your habits changed?

covid has led to me ordering more online with deliveries at first, but now I've gone back to in person shopping

Yes I use AT and biking even for shopping because it is safer

I now do fewer but larger grocery shops. This is probably a long-term change of habit

I order in from restaurants which I didn;t do before

mine haven't changed.

do better planning and grouping of buying goods

You can't change a long term plan for a short term issue. My habits have changed in that I stick closer to home.

Really limited going into stores. Started ordering goods on line, but have gone back to one person going for groceries.

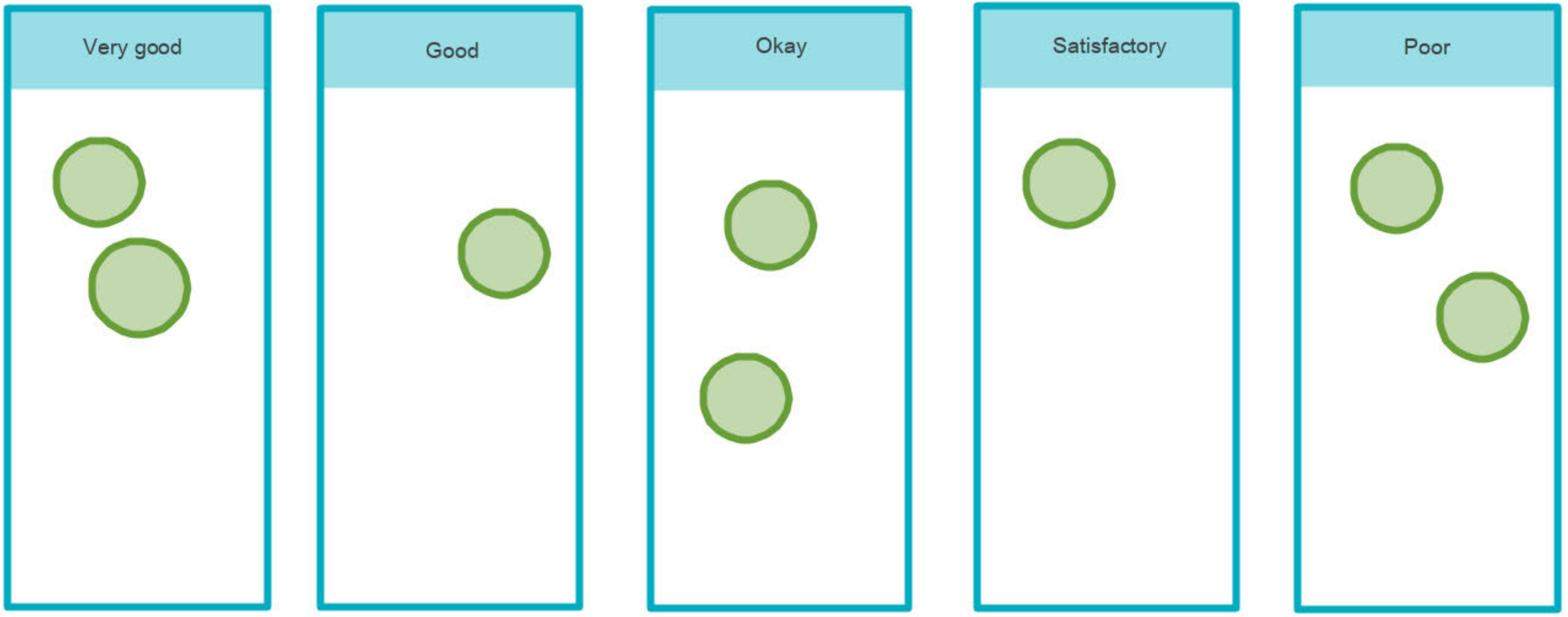
Bus transportation has changed radically for me so I USE car much more safety for goods movement and Bus not at all until it is safer

There were some delays with goods delivery during the early days of COVID-19

see many more deliveries in the neighbourhood

POLL: Rate your knowledge of the existing cycling and pedestrian network in Winnipeg.

Click and drag only ONE circle to your answer.



Why do you use the pedestrian and cycling network in Winnipeg?

I integrate recreational and commuting with daily and weekly usage, and when possible ALL SEASON and winter cycling as well

i interact with bikers along roblin blvd - when i have to change lanes to avoid colliding.

to walk my golden retriever 3 times a day

I LOVE the DOGS along the Harte Trail, but they are NOT SAFE when kids and dogs and fast bikes and runners are ALL on the same little route...

walk dog 6 km everyday

I prefer walking and cycling for environmental reasons. I try to access all my work and leisure destinations by walking or cycling. Also for pleasure, Assin Forest, harte trail.

Volunteers were NOT allowed to clear the snow from the Harte TRail until last year and I think the City started cleaning snow regularly in the winter and it was a HUGE improvement

Recreation and keeping fit

Strictly for recreation. Not for errands or work.

physical activity

Largely for recreation purposes, and it is limited to my neighbourhood

Use the Harte Trail for recreation

Winter Cycling... there is almost no consistent maintenance to remove snow and ice (Len VR)

To enjoy our beautiful trees and parks

cycle with pup too

Enjoy the "informal" river trail on Assiniboine River east of Assiniboine Park

i love walking or xcountry ski on the assiniboine river in the winter once it is frozen. great 10km walk/ski.

I want to have a mass transit system That will carry bikes when the weather is bad, and that will travel to and from major nodal points. By light rail or bus this would be SO POSSIBLE

Using bike chariot to collect grandchildren from school. Like to avoid car use for this

Use Assiniboine forest to walk the dog and exercise.

I USED River trail to travel from Wellington Cresc into the city from Corydon Avenue where I parked, but not last year because of the bad ice conditions. It was beautiful

Describe your experience with the current pedestrian and cycling infrastructure in Winnipeg?

Would be used more if maintained better.

only experience is really the Welcome Home trail for walking all year round

Continuity continuity continuity.. there are some great routes with dangerous and frustrating missing pieces. I think we need to prioritize 2 or 3 routes in the City and make them EXCEPTIONAL and fully integrated and planned

Roads crossing the Harte TRail are SO DANGEROUS for cyclists, and we must make the usage safer for cyclists because people will be killed

Yes I can ride from the Perimiter HWY all the way to Portage and Main, mostly along Nature ROUTES so let's develop these AT routes better

HOw about 30 km residential streets to make them safer for walkers and cyclists and kids???

Again, Roblin Blvd and its painted sharrows are a dangerous and unacceptable disaster. Let's quit pretending that sharrows are part a safe and usable Active Transportation system

Unsafe. Should be separated from vehicle traffic. Use other corridors to create/expand active networks.

Where do you think the most problems occur between PEDESTRIANS, CYCLISTS, AND MOTORISTS in Assiniboia? (can be an actual location or type of infrastructure)

In Westwood - some have sidewalks and wider street for cyclists - some do not

There are not enough bike trails around South Pointe / Prairie Pointe and some part of Bridgwater Trails

crossing at assiniboine forest and Grant is too long and seems to be waiting with no pedestrians.

Cyclists ignoring dismount notices on Assiniboine Park footbridge

Rivers and rail lines dissect the city. Can routes along them be developed? Cheaper to pave cycling/pedestrian lanes than try to modify vehicle roadways. Cheaper to maintain as well.

curbs on bike lanes are hard during snow clearing

There are few places with cycling lanes, so on busy streets I use the sidewalk, which I know is bad, but I don't feel safe on fast street that don't have dedicted cycle lanes.

People on electric bikes going far too fast on walking trails and along residential streets. Dangerous to children

simple usage and rules for cars, peds and cyclists need a public campaign

On major routes. Do active transport corridors need to be same as vehicle ones? Consider Use of river trails, rail right of ways, green belts to develop specific active corridors.

along roblin blvd. just replaced the road exactly the same with no wider area for bikes.

shared bike lanes especially on Roblin and attempting to bike down Portage avenue or Ness avenue

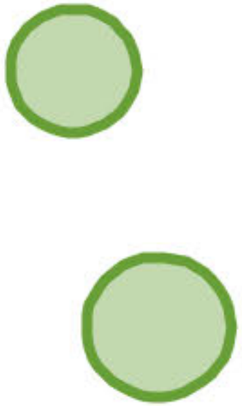
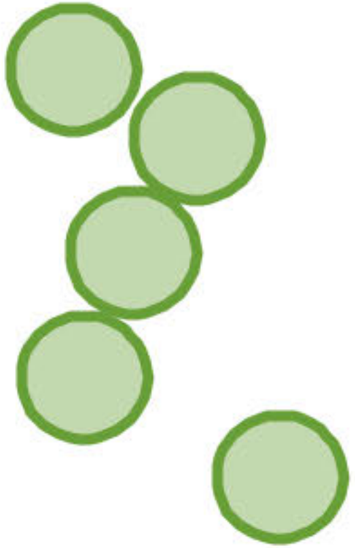
build up - cars cant always see

bikes should be encouraged to use sidewalks if they exist.

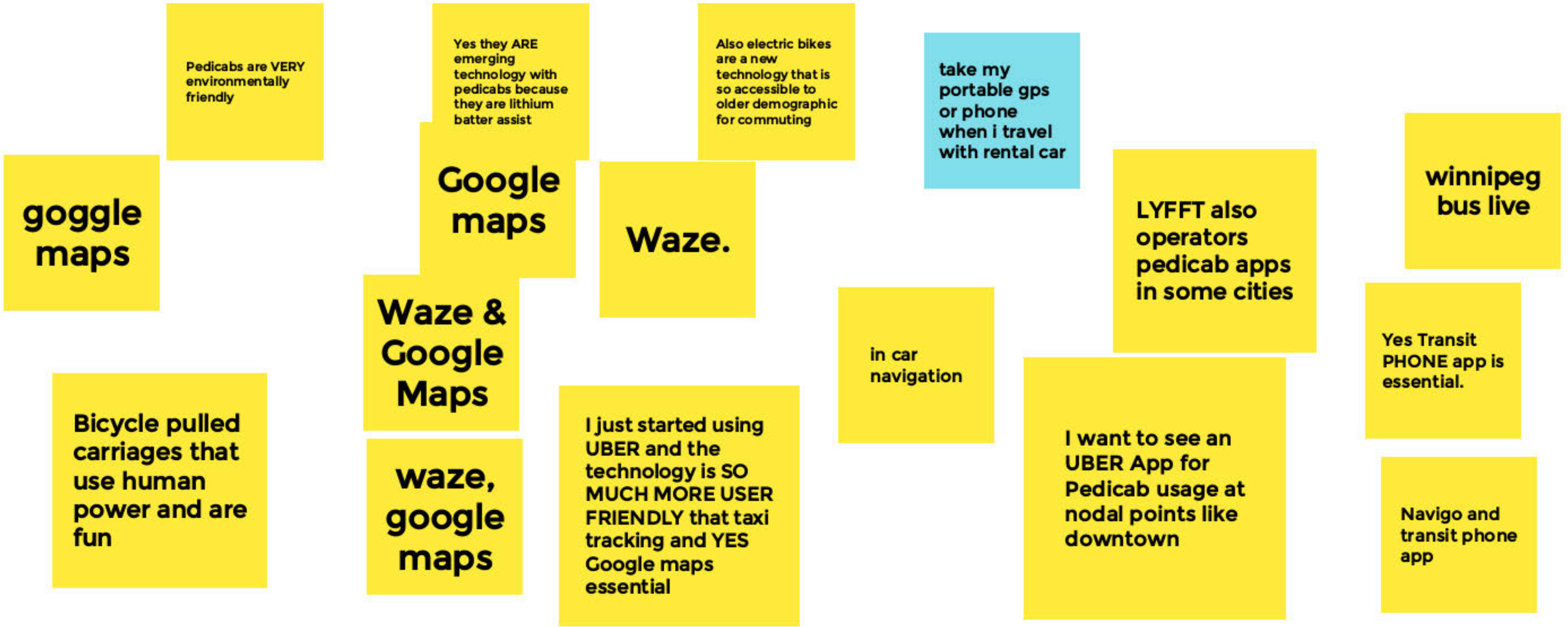
Remind the consults from afar that Winnipeg winter is a barrier to active transportation for many. Cyclists on major routes significant safety concern even more so in winter.

POLL: Rate your attitude towards technology

Click and drag only ONE circle to your answer.

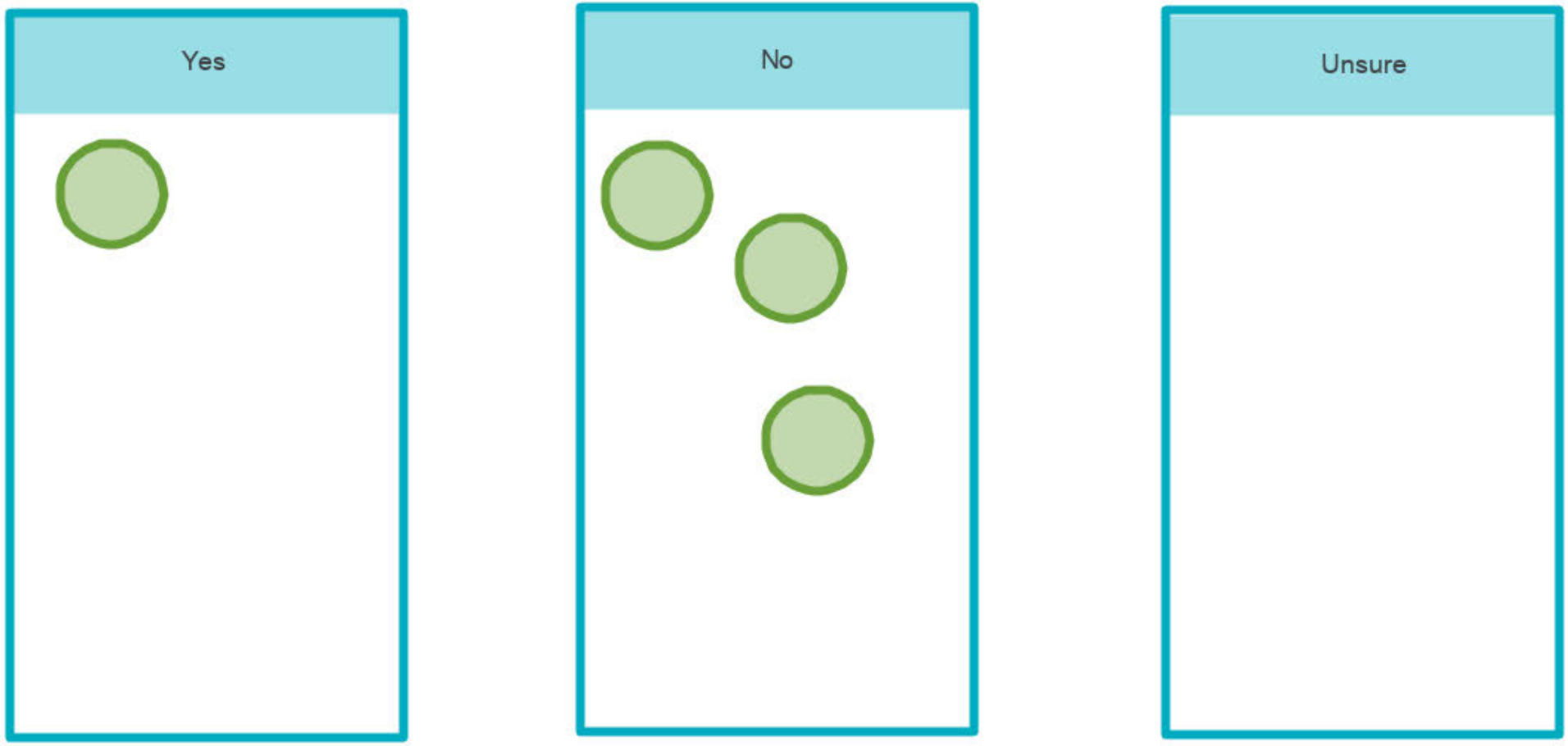
Forward thinker: Embrace it as it is happening	Proceed with caution	Somewhat slow to change	Keeping it 'old school': I like things to stay the same
			

Do you use any type of technology (phone applications, variable message signs, etc.) to help you travel by public transit or personal vehicle? If yes, please specify.



Are you aware that Winnipeg currently has 11 park and ride locations?

Click and drag only ONE circle to your answer.



What CHALLENGES and OPPORTUNITIES do you see for 'park and ride' or 'cycle and ride' locations in Winnipeg?

CHALLENGES

Park and Ride sites to NOT have enough spaces and security is a concern when your car is there all day

getting on or off the bus at that location and I drive by it 4 times a day. Long way from the neighbourhood to walk. Parkerlands developmight right beside it has been rejected. Small parking lot but it looks like it is

Crestview, Westwood, St James does not have a park and ride. People try to use Polo Park, but can be ticketed or towed. Not everyone is within walking distance to transit

Theft is a huge problem with cycling at destination points

Biggest challenge is overcoming our car culture!

OPPORTUNITIES

If you use a park and ride, it would be good to get a discount from MPI on insurance.

More parking spaces at the park and ride locations.

It would be good to have a park and ride at Polo Park.

Union Station. YES.... so much potential

LIght rail WEST from Charleswood Headingley along relocated major rail lines with long term plan and connect it with the Pembina HWY transit corridor

good compromise for working women needing to get from work to pick up children

I would like to see a LIGHT RAIL or BUS MASS TRANSIT plan that can accommodate carrying bicycles, but not just one or two on the front of a bus... not good enough.. We could have park and ride nodal load points

works well for my cousins in Netherlands - I know if planned well - it works

Light rail to Union Station

community from Wilkes to Oak Bluff will have 60,000 residents and NO adequate transportation corridors except Wilkes and McGilvery so lets get on planning this major expansion area

lightrail to downtown

light rail on major routes like Portage avenue, maybe to outlet mall?

yes to lightrail!!

lightrail to airport

What is MOST important to you when you decide to travel around Winnipeg?



How can transportation support a better quality of life for you, the community you represent, and your neighbours?



Describe your experience with moving from place to place WITHIN Assiniboia.

So many beautiful paths if you aren't going anywhere in a hurry

The new 3 way stop planned for shaftsbury will create huge traffic snarls

Portage is frustration too many traffic lights.

Portage Ave is pretty smooth except during construction

Kenaston is congested at most times.

car are most reliable and cost effective.

Robin Sukhan - Kenaston Blvd is congested at most times. It should be expanded ASAP

A car is a must.

A lot of weird stops and discontinuous trails

No good east west bike route along Portage unless the corridor along st matthew's works

Lots of start and stops, many traffic lights, traffic flow poorish

Portage Avenue bus route are decent and connected to lots of other routes

I always avoid Kenaston Blvd at rush hour

a car is a must - SAD

sterling lyon parkway has become a traffic light hot bed

For cycling, not bad. There are quite a few trails but since they are shared with peds they can get crowded

South side of the river is pretty good overall

I will walk on a few short trips in Westwood

Many school zones in St James are a mess during drop off and pick up times (despite the decreased speed)

Love the bus hub at polo park

car is a must

Vehicle movement not bad, except Kenaston

car is the most reliable, time effective and cost effective

Think about mobility as you move through Assiniboia. Share your experiences.

Flow & Routing

flow is poor in certain locations

Poor flow on Kenaston Blvd at rush hour

a lot of zig zag to get to location

Kenaston is a problem all day

Commuters bypassing main streets making residential streets dangerous.

City Services (Transit, Rapid Transit & Transit Plus)

Bus time consuming if you are not on a main line.

Connections within assiniboia for transit are lacking

Too few buses go past Polo Park at rush hour pre-pandemic when I took the bus home from work it would be standing room only all the way to Moray

Bus driver needs to have control over the seats that lift because it is dangerous to stand while moving.

Maintenance

Maintenance has to be enhances

better coordinated maintenance wrap projects up quicker

Lighting is important to increase the feeling of safety at night

Describe your experience moving across the city.

Traffic Flow seems to always be an issue

Slow.

Traffic flow

Perimeter is a key to getting across the city quickly

Every birthday wish I have is for less traffic lights in the city

When routes are closed to cars we see that bike/walking increases - families out in the community - eyes on the street

insecure because a new neighbourhood has entrapment lights in unexpected places.

Not a problem for the most part (car)

Please don't widen Kenaston

many different options to get across city.

Lack of cross town routes causes major delays for east-west and north-south vehicular travel

issue going south. kenaston needs to be widened

Closed streets is outrageous. Adds time to trip.

+1 (transit) Dismal, unless you are going straight downtown expect it to take an hour

Don't consider the bus unless my final destination is downtown

(transit) Dismal, unless you are going straight downtown expect it to take an hour

Diamond lanes slow down traffic.

Busing in the winter is COLD especially when there isn't shelters / when buses run infrequently

need bus gps that is communicated to phones so I don't leave a warm building in the winter before I need too

Want bike path connecting St James to the NW corner of the city

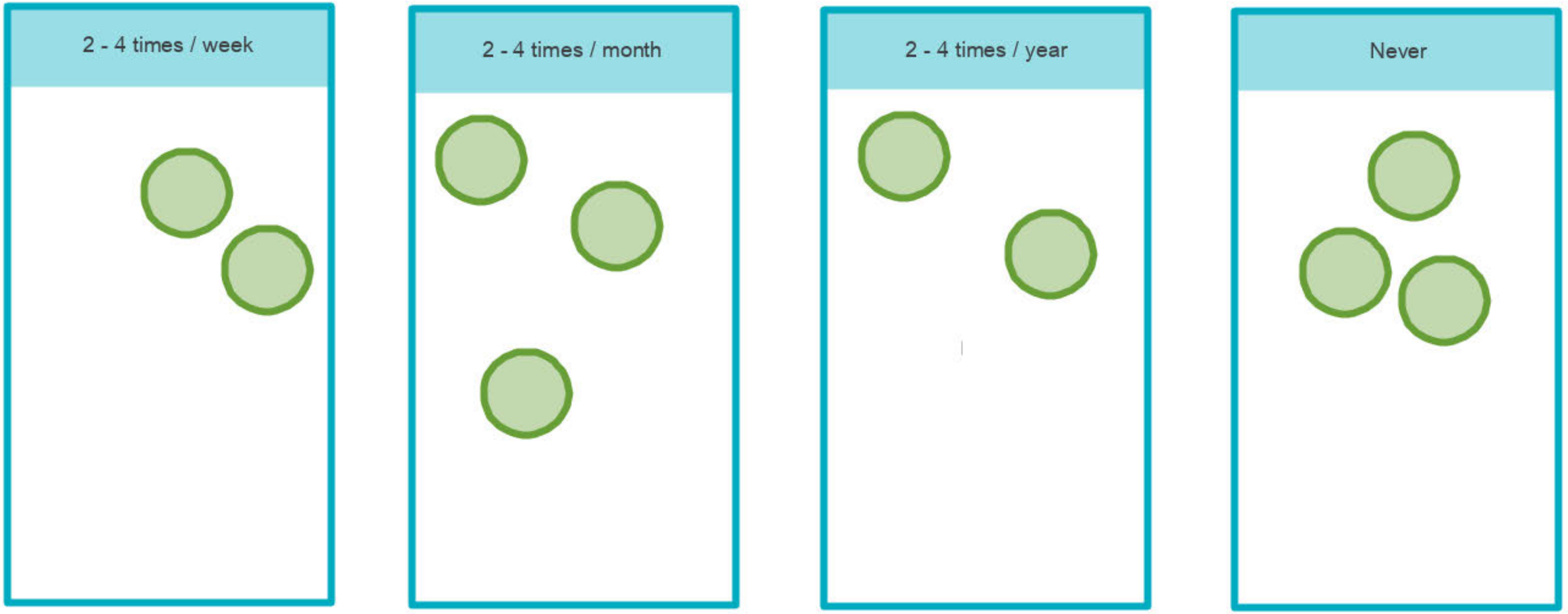
Newer bike paths are opening up routes right across the city. Tuxedo to Birds Hill Park now possible

Love that more and more bike paths are popping up

need bike path from westwood going east

POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?

Click and drag only ONE circle to your answer.



What is the biggest CHALLENGE we face in Winnipeg in regards to goods movement?

trucks

Roads not suitable to large trucks aren't always labelled

Lack of cross town routes requires trucking to go through the centre of town in many cases

our infrastructure doesn't seem built for trucks as it's constantly beat up

couriers and small deliveries

None

package delivery is unreliable. Sometime they want a signature sometimes shoved in a mail box sometimes left on doorstep visible to foot traffic

Delivery people turning on their Four Ways in a non stopping place/time slowing down the flow of traffic

No automated systems for small delivery...yet

rail

Rail movement effects traffic

Lots of at-grade rail intersections

Rail movement

Trains coming right through the city

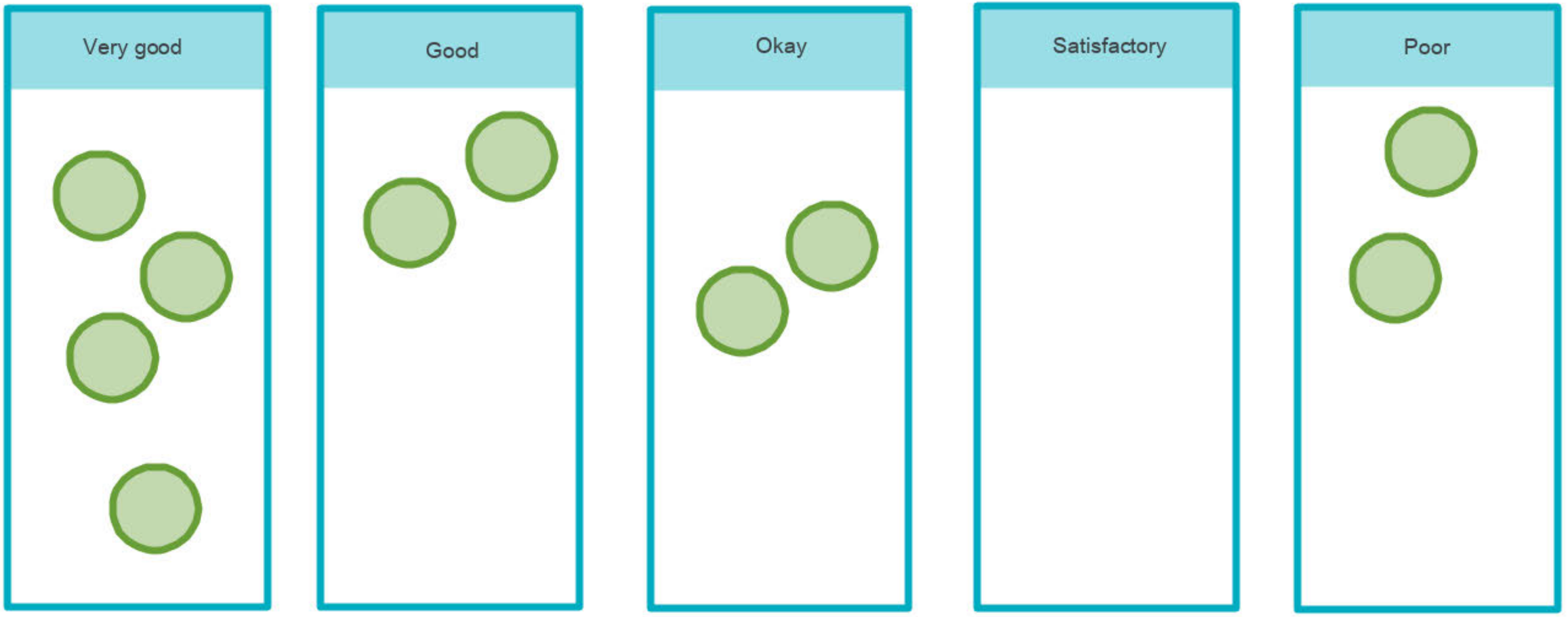
at grade crossings

What are your thoughts on COVID's impact on goods movement? How have your habits changed?



POLL: Rate your knowledge of the existing cycling and pedestrian network in Winnipeg.

Click and drag only ONE circle to your answer.



Why do you use the pedestrian and cycling network in Winnipeg?

Exercise

i cycle for exercise.

Exercise

active transport is better for health

Health

Save money

I don't cycle or walk to do errands. I am retired and live in Whyte Ridge. When I drive along Pembina Hwy, I have noticed that the new cycling routes are not user friendly

Lots of new bike paths to utilize in the last 10-15 years

It will be faster than waiting for a bus

When my car isn't working

As an example to my son

Example to my students

It's a beautiful city with a lot of places I can bike to

Great start to a work day

walking the dog in Assiniboine forest

when I plan to have a drink(s) with friends

Dog walking

When I am not in a hurry to get somewhere

dog walking on the street

Dog walking

Loved when some routes were closed to cars during COVID

Love the update to St. Matthew's Avenue

Decrease my carbon footprint

Reduce vehicle use - emissions, parking, traffic, ...

Connect with nature

Yellow Ribbon Trail is Fabulous

take advantage of the short summer season

Describe your experience with the current pedestrian and cycling infrastructure in Winnipeg?



Where do you think the most problems occur between PEDESTRIANS, CYCLISTS, AND MOTORISTS in Assiniboia? (can be an actual location or type of infrastructure)

Rush hour - morning and afternoon

Personally, I love the St Matthews Ave route but I have heard from others that they do not like the design

Residential roads where neither cars or bikes are stopping at stop signs

Strip malls, coffee shops, fast food, other pit stops

The occasional irresponsible cyclist who doesn't follow the rules of the road

portage avenue

Around parked cars and heavy traffic

fenced corners or treed/bushy corners on residential roads

Residential streets that are used as throughways at rush hour - Wellington, etc.

school zones can be tricky with all the buses and parent vehicles

Robin Sukhan: Driving along Pembina Hwy - the new routes are in and out along the road and are not easy to follow for the novice cyclist

+1 The occasional irresponsible cyclist who doesn't follow the rules of the road

Portage is not a safe street for beginner and intermediate cyclists

Major intersections

cyclists on busy streets cause safety issues for both modes due to space availability particularly in winter

anywhere without streetlights

Major thoroughfares with higher speed limits

Wellington crescent is a problem. Many cyclist and pedestrians put their lives in danger by using the inside part of the lane where they are not expected by drivers.

there isn't sufficient or reliable public transit between downtown and Westwood during rush-hour. I haven't been able to take a bus and arrive to work on time.

Primarily that the cycle lanes reduce roads to one lane which makes it almost impossible for emergency vehicles to get by in an emergency, and snarls up traffic. especially at rush hour.

Drop off and pick up in front of schools can be a NIGHTMARE because of all of the cars. Decreases sense of safety and makes parents afraid to let kids walk/bike to school

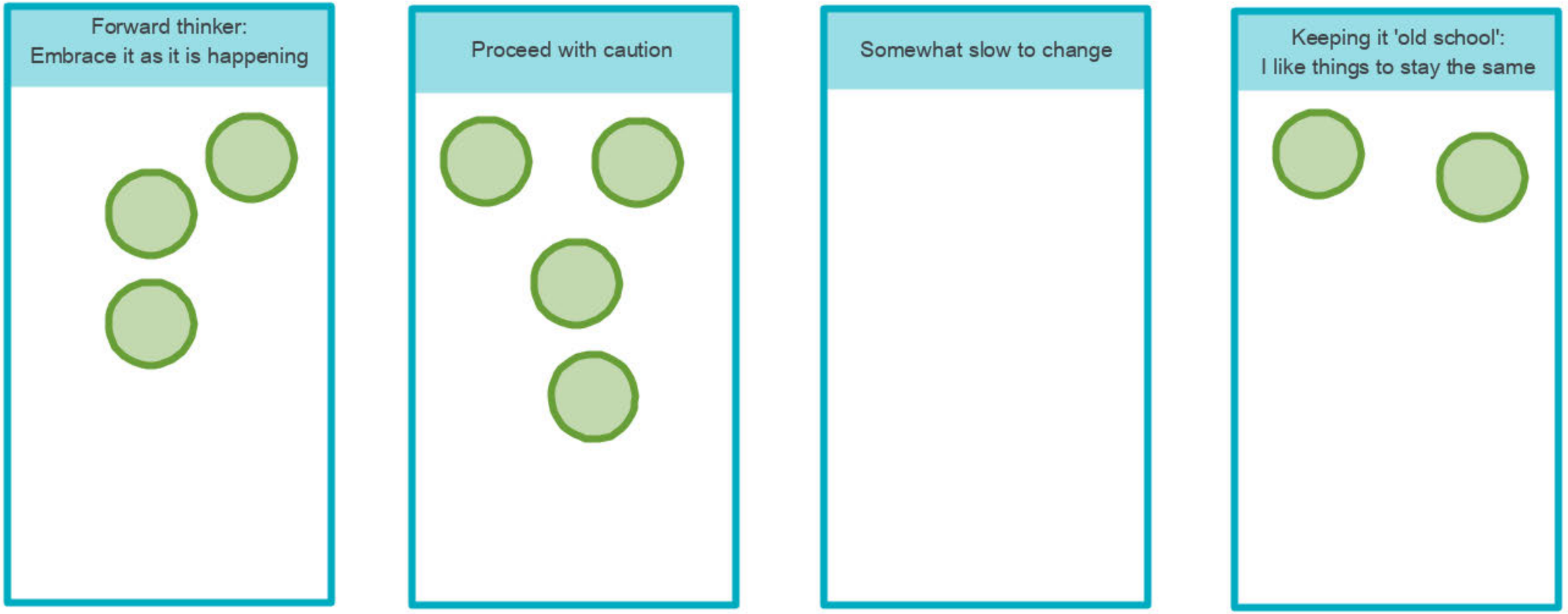
Drop off and pick up in front of schools can be a NIGHTMARE because of all of the cars. Decreases sense of safety and makes parents afraid to let kids walk/bike to school

There is not occasional cyclist option like they have in Montreal and Calgary

Intersections

POLL: Rate your attitude towards technology

Click and drag only ONE circle to your answer.

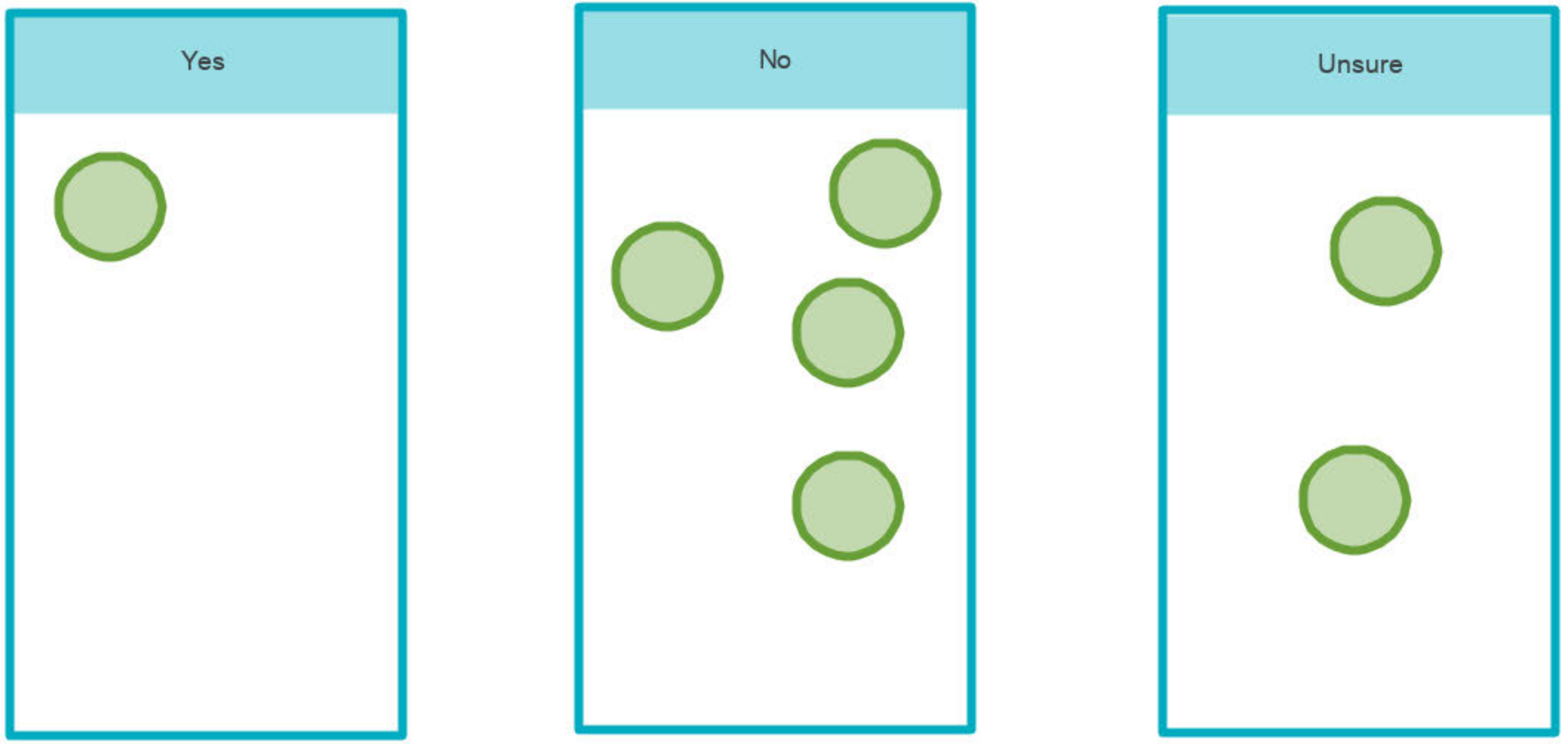


Do you use any type of technology (phone applications, variable message signs, etc.) to help you travel by public transit or personal vehicle? If yes, please specify.



Are you aware that Winnipeg currently has 11 park and ride locations?

Click and drag only ONE circle to your answer.



What CHALLENGES and OPPORTUNITIES do you see for 'park and ride' or 'cycle and ride' locations in Winnipeg?

CHALLENGES

not cost effective if more than one person from a house hold is travelling together

Please see previous comment.

have adequate parking for vehicles and have efficient entering and exit routes for the parking lots

too expensive to build new routes. modifying current road for cyclists isn't working well.

Still requires access to a vehicle

Biggest challenge will be to get people out of their cars.

buses at rush hour are already packed getting a bike on a bus for part of my trip isn't feasible

Carrying a bike on a car is difficult - limits access to certain groups

Only one component of what needs to be a much larger strategy

availability of locations

poor public transit outside feeder streets.

Will require great bus connections to downtown.

Park and ride hasn't yet been more efficient than simply driving the whole distance to getting me where I need to go

no cost incentive to travellers - paying for a car and a transit pass?

Yes. Park & Ride locations shouldbe given more consideration as they have become expensive to maintain.

Pros for Winnipegers having people from surrounding communities use park-n-ride but we have to be cognizant they are not paying property taxes to the CoW...

This doesn't really fit with how I live and move through the city

Need safe bike storage

OPPORTUNITIES

More likely for people to cycle to their destination and stop for food/shopping etc. if there is a safe place to leave their bike.

I know it has been a useful strategy for decreasing cars coming into the downtown core in other cities like Edmonton

bike sharing system would make cycle and ride more realistic and convenient

Could be a useful strategy for our newer, lower-density suburbs on the periphery of the city

new communites. Build smarter.

Tax or other incentives for employers to offer bike storage to employees

Likely a low-ish cost easy to implement strategy

Could be helpful for non peek times when buses on community routes run less frequently

SCATLIFF + MILLER + MURRAY
visionary urban design + landscapes

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes
Round one current conditions and issues
Neighbourhood advisory group: Riel

Date/time of meeting: November 9, 2020, 6:30PM – 8:30PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Cheryl Dixon	Scatliff+Miller+Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff+Miller+Murray, Public Engagement Specialist
Samantha Blatz	Scatliff+Miller+Murray, Public Engagement Specialist
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Julie Dooley	City of Winnipeg, Communication and Engagement Lead
Morgan Vespa	City of Winnipeg, Office of Public Engagement

Advisory group members

In attendance:	Representing:
David Watson	Royalwood
Ira Boulet	Sage Creek
John Whiting	Sage Creek
Kelsey Taylor	Norwood West
Lennard Taylor	Elm Park
Lise Trudeau Balcaen	Royalwood
Matthew Moltschanow	River Park South
Meghan Waters	Glenwood
Patrick Fortier	Norwood West
Sharon Wall	Central St. Boniface
Zach Rostosky	Southdale
Francesco Belgioioso	Luxton

Distribution:

- CoW project manager + project team

Meeting goals:

- Introduce project, gather input; and foster early involvement to ensure stakeholders are part of the process.

Meeting objectives:

- Gather and understand participants' current evaluation and experience with Winnipeg's transportation network (to help create the draft stakeholder priorities)
- Gather and understand participants' current interests, needs, and wants for improvements to the network
- Collect and identify common values from participants through a visioning exercise to help inform the draft stakeholder priorities (gather ideas on how transportation can support a better quality of life)
- Introduce the six component studies, scope, teams, objectives, background review findings, and opportunities for future input
- Communicate what the end goal of the project is and how it relates to other City strategies and policies

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1.0 Meeting format

1.1 Welcome and background (PowerPoint presentation)

- Welcome and team introductions
- Agenda
- Introduce Alex Regiec, TMP project lead
- Overview of engagement process

1.2 Activity and modules

All activity and module exercises focused on current conditions and issues and were facilitated through the use of Google Jamboards. Where groups were too large to easily accommodate discussion, the large group was split into smaller groups using breakout rooms in Zoom. Participants engaged in roundtable discussions and exercises. Each breakout room included the same content and questions. In all breakout rooms, Google Jamboards were used to collect feedback from participants. The jamboard provides a virtual whiteboard for participants to share comments via sticky notes, similar to an in-person workshop.

The content for this section was centred around a vision and values exercise and four modules that each addressed one to two of the project's component studies. During the breakout room sessions, participants were given links to jamboards for each module. In all breakout rooms participants were asked a series of open-ended and poll questions which they responded to through comments and voting using sticky notes and dots.

Breakout rooms

- **Vision and values**
  - Facilitated jamboard discussion and exercise

- **Module A –** TMP2050 overview: How do you get where you're going? **(Core framework study)**
  - Shared video from Bruce Mori & Adam Wenneman (IBI Group – Toronto)
  - Facilitated jamboard discussion and exercise

- **Module B – Non-capital intensive transportation options and goods movement study: How do you get what you need?**
  - Shared video from Adam Lanigan (Dillon Consulting)
  - Shared video from Jeannette Montufar (MORR Consulting)
  - Facilitated jamboard discussion and exercise

- **Module C – Pedestrian and cycling strategy update: How do you walk and bike through the city?**
  - Shared video from Stephen Chapman (MORR Consulting)
  - Facilitated jamboard discussion and exercise

- **Module D – The future, near & far: How will emerging technologies and imminent solutions change our network? (Emerging technologies and future transportation options and regional transportation review)**
  - Shared video from Ishtiyaq Gull (WSP Canada)
  - Shared video from Diana Emerson (WSP Canada)
  - Facilitated jamboard discussion and exercise

1.3 Conclusion

- Question and answer session with Alex Regiec
- Shared next steps
- Poll questions

2.0 Meeting results

During this meeting participants noted design challenges as a key transportation issue. These challenges included infrastructure design for both vehicles and bikes. Vehicle infrastructure challenges focused on improved access and egress points to new developments to help maintain traffic flow, inefficient traffic light placement and timing, and confusion related to communication for turning lanes. Cycling infrastructure challenges focused on the need for separated/protected cycling lanes and improved safety options for bridge crossings. Challenges with cycling infrastructure were also often mentioned alongside references to conflicts between users such as drivers and cyclists.

Participants also discussed connectivity as an issue, noting that the routes within the pedestrian and cycling network have many gaps, resulting in either unsafe conditions for pedestrians and cyclists or users choosing to use a personal vehicle instead. Participants also noted that some routes, while connected, were inefficient, and failed to provide a direct route to major hubs or destinations.

Other issues raised during this meeting included:

- Congestion
- Maintenance
- The consideration of convenience when choosing transportation modes and routes
- A desire for choice between a variety of modes to achieve transportation needs

12 participants took part in these exercises in one breakout room. Participants were able to submit unlimited comments on any issue and so the frequency of comments listed below is not indicative of the number of people who mentioned a certain issue. In addition, some comments referred to more than one issue and so were included under several key themes.

2.1 Vision and values

1. What is most important to you when you decide to travel around Winnipeg?

Key themes:	Frequency of comment:
Convenience	8
Safety	4
Multimodal	3
Reliability	2
Construction	1
Operations	1
Design	1
Accessibility	1
Dependency	1

2. How can transportation support a better quality of life for you, the community you represent, and your neighbours?

Key themes:	Frequency of comment:
Transit	6
Environmental Sustainability	6
Design	5
Choice	4
Multimodal	4
Safety	3
Dependency	2
Equity	2
Reliability	2
Technology	2
Accessibility	1

- Healthy Living.....1
- Quality of Life.....1
- Congestion.....1
- Convenience.....1
- Connectivity.....1

2.2 Module A - TMP2050 overview: Getting where you are going. (Core framework study)

1. Describe your experience with moving from place to place within Riel.

Key themes:	Frequency of comment:
Safety	5
Connectivity	4
Dependency	4
Multimodal	3
Bike Parking	2
Metro Region	2
Transit	2
Conflict	2
Construction	1
Design	1
Seasonal	1
Reliability	1
Traffic laws	1

2. What are the biggest transportation challenges Winnipeggers experience when moving throughout the City?

Key themes:	Frequency of comment:
Design	9
Connectivity	6
Transit	5
Communication	4
Congestion	4
Maintenance	4
Operations	4
Safety	4
Seasonal	4
Conflict	4
Convenience	2
Bike parking	1
Construction	1
Dependency	1

- Political..... 1
- Accessibility..... 1
- Reliability..... 1

2.3 Module B – **Non-capital intensive transportation options and goods movement study: How do you get what you need?**

1. POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?

Options:	Results:
2-4 times per week	5 votes
2-4 times per month	5 votes
2-4 times per year	1 votes
Never	0 votes

2. What is the biggest challenge we face in Winnipeg in regards to goods movement?

Key themes:	Frequency of comment:
Truck Routes	9
Rail	5
Congestion	5
Conflict	4
Delivery	3
Rail relocation	2
Maintenance	2
Loading Zones	1
Quality of Life	1
Safety	1
Operations	1

2.4 Module C – **Pedestrian and cycling strategy update: How do you walk and bike through the city?**

1. POLL: Rate your knowledge of the existing cycling and pedestrian network in Winnipeg.

Options:	Results:
Very Good	1 votes
Good	7 votes
Okay	1 votes
Satisfactory	0 votes
Poor	0 votes

2. Describe your experience with the existing pedestrian and cycling network and infrastructure in Winnipeg?

Key themes:	Frequency of comment:
- Connectivity…	13
- Design	7
- Safety	7
- Conflict	6
- Maintenance	4
- Open Streets	4
- Choice	2
- Accessibility	2
- Operations	2
- Transit	2
- Communication	1
- Convenience	1
- COVID	1
- Seasonal	1
- Dependency	1
- Funding	1
- Political	1
- Traffic laws	1
- Multimodal	1

3. Where do you think the most problems occur between pedestrians, cyclists, and motorists in Riel? (can be an actual location or type of infrastructure)

Key themes:	Frequency of comment:
- Conflict	13
- Design	8
- Safety	7
- Connectivity	4
- Operations	3
- Parking	3
- Communication	2
- Congestion	2
- Loading Zones	2
- Construction	1
- Political	1
- Equity	1

2.5 Module D – **The future, near & far: How will emerging technologies and imminent solutions change our network? (Emerging technologies and future transportation options and regional transportation review)**

1. POLL: Rate your attitude towards technology.

Options:	Results:
- Forward thinker	5 votes
- Proceed with caution	2 votes
- Somewhat slow to change	2 votes
- Keeping it old school	0 votes

2. Do you use any type of technology (phone applications, variable message signs, etc.) to help you travel by public transit or personal vehicle? If yes, please specify.

Key themes:	Frequency of comment:
- Google Maps	15
- Navigo	3
- Waze	3
- Transit app	2
- Phone	1
- Uber	1
- Tappcar	1
- Winnipeg Bus Live	1

3. POLL: Are you aware that Winnipeg currently has 11 park and ride locations?

Options:	Results:
- Yes	3 votes
- No.	5 votes
- Unsure	0 votes

4. What challenges and opportunities do you see for 'park and ride' or 'cycle and ride' locations in Winnipeg?

Key themes:	Frequency of comment:
- Design	7
- Security	5
- Choice	3
- Seasonal	3
- Affordability	2
- Congestion	2
- Connectivity	2
- Dependency	2

- Transit..... 2
- Environmental Sustainability..... 2
- Technology..... 2
- Parking..... 1
- Communication.....1

2.6 Poll questions

1. *Have you attended a similar virtual style event before?*

Yes	No	Unsure
3 (33%)	6 (67%)	0 (0%)

2. *How easy did you find attending a Zoom meeting?*

Very Easy	Easy	Neutral	Difficult	Very Difficult
9 (90%)	1 (10%)	0 (0%)	0 (0%)	0 (0%)

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

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
6 (60%)	4 (40%)	0 (0%)	0 (0%)	0 (0%)

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 9, 2020 - Neighbourhood Advisory Group - Riel

Vision + Values			**1. What is most important to you when you decide to travel around Winnipeg?**
Key Themes			Raw Data
Construction			No construction.
Convenience			Efficiency.
Convenience	Reliability		Convenience and on time.
Convenience			Convenience and ease of movemnt. - Lennard Taylor
Convenience			How much time I have to get there.
Convenience	Safety		Fast and safe.
Convenience			Getting there quickly, efficiently.
Convenience			Ease of navigation.
Multimodal	Dependency on single-occupant vehicl		It has to be possible without a car. - Sharon
Multimodal	Accessibility		Accessibility and mode choice.
Operations	Convenience		Less traffic lights or at least if they are actually timed.
Reliability	Multimodal		Reliability of predicting travel time, regardless of mode.
Safety	Maintenance	Design	Most important.. Clear, safe routes which are practically and intuitively laid out.
Safety			Safety (x2)
Safety			Road safety, i.e. interchanges.
Vision + Values			**2. How can transportation support a better quality of life for you, the community you represent, and your neighbours?**
Key Themes			Raw Data
Accessibility	Equity	Multimodal	By improving and providing accessible and equitable transportation to get through the city.
Choice	Design		Breaking through gravel road and bridge barrier to easy access to suburbia.
Choice	Transit		Need access from our area (Sage Creek) to U of M. 3 buses, 1.5 hours.
Choice	Congestion	Design	Improved access in and out of neighbourhood, to manage increased traffic as development continues.
Dependency on single-occupant vehicle			No options in the area but to take car.
Design			Limit sprawl.

Environmental Sustainability			It has to be *future* oriented and conscious of the climate crisis we are facing. i.e. *active transportation and public transit have to be central.
Environmental Sustainability			Supporting sustainable transitions.
Environmental Sust	Technology		TAAS (Transportation as a service) will rapidly transform our society and it's happening faster than you might think!
Equity			Improving equity of movement through the city.
Healthy Living			Having options for active transportation resulting in healthier and active community members.
Multimodal	Dependency on single-occupant vehicl		Making it easier for folks to get around without a car, essentially make it a viable choice, regardless of where you live in the community.
Multimodal			Better bike and bus routes
Quality of Life			Providing opportunities for neighbours to interact on the move!
Reliability	Convenience		Helping people reliably get to work and move their families.
Safety	Design		Having safer roads in the city, i.e. Bishop Grandin Blvd converted to a controlled access freeway.
Safety	Multimodal		Providing safe opportunities for people to use active transit.
Safety	Connectivity		Safe and connected bike paths.
Transit	Choice		Need public transportation. We have minimal access to it.
Transit	Environmental Sustainability		Electrify public transit.
Transit	Design	Environmental Sust	The bus system doesn't make sense in Winnipeg. Not enough population density! TAAS will improve everyone's life.
Transit	Environmental Sust	Technology	Public transportation will be improved by TAAS.
Transit	Reliability		No buses available on weekends.

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 9, 2020 - Neighbourhood Advisory Group - Riel

Core Framework Study			1. Describe your experience with moving from place to place within Riel.
Key Themes			Raw Data
Bike parking			I walk or cycle where I have to go. Frequently there is no bike parking.
Bike parking			Seconding the bike parking issue!
Connectivity			I move around by bike as much as possible - hard to move on bike paths or quiet streets for a whole trip.
Connectivity	Safety		I ride my bike a lot (just got an e-bike) but my neighbourhood doesn't have a great connections to safe and protected bike infrastructure.
Construction	Safety		Experience includes navigating around a lot of construction vehicles during development underway.
Dependency on single-occupant vehicle			You have to have a car in Riel. Cycling is easy but Riel is a large district.
Dependency on single-occupant vehicle			No options, my kids can't even get to school by transit.
Dependency on single-occupant vehicle			Only option is car.
Design	Safety		Roads are intimidating to cycle on. We need dedicated bike lanes.
Metro Region	Multimodal		The Perimeter is quick, taking my car in the morning (because of COVID) no one is working. Enjoy biking and using the bike paths.
Metro Region	Connectivity		Drive in car. Take Perimeter Highway. No proper north to south controlled high speed corridor through the city.
Multimodal			A mix of driving, biking, and walking.
Multimodal	Seasonal		97% by car - 3% Seine River trail to Southglen Shopping Center when weather is good.

Safety	Conflict		I walk to work. I cross a crosswalk on St. Anne's road 4 times a day and it can be very scary.
Safety	Conflict	Traffic laws	Bicycles should be allowed to cycle on sidewalks. Boom bicycle lanes throughout the city.
Transit	Connectivity		Bus service to / from Sage Creek is extremely limited.
Transit	Reliability	Dependency on sin	During the day, transit is a viable option if the buses are running on schedule (i.e. going to work or school). Evenings tend to be very car dependant as many transit routes stop running after 6:30pm. Because of the way the area functions currently, single occupant vehicle is the quickest.
Core Framework Study			**2. What are the biggest transportation challenges Winnipeggers experience when moving throughout the City?**
Key Themes			Raw Data
Bike Parking			Adding bike parking again.
Communication	Conflict		Create hug left campaign. All cars hug far left which will create bicycle lanes everywhere.
Communication			Please teach drivers how to merge.
Communication			Better education with drivers merging.
Congestion			Going to work downtown is extremely slow during rush hour.
Congestion			Traffic is poor for a city this size.
Congestion			Winnipeg doesn't have traffic, especially with Covid.
Connectivity	Design		Bike lane connectivity. We have some awesome protected lanes, but they are hard to get to!
Connectivity	Design		Many cycling lanes abruptly end making it dangerous to cycle safely; better protected cycling lanes are necessary.
Connectivity	Design		Seconding abrupt endings of bike lanes!
Construction	Connectivity		Poorly coordinated streetworks where alternate paths are impacted concurrently, limiting options.
Convenience	Operations		Too many inefficient roadways, poorly coordinated lights based on live road traffic measure.
Design	Congestion		High and increasing population areas have insufficient exits to move traffic off main roads.
Design	Communication		Sometimes lanes change quickly to turning only lanes. Can be trucky to navigate as a new Winnipegger.

Design	Operations		Outdated road networks with inadequate infrastructure. Too many traffic lights on our road networks that should have been fully controlled freeways years ago. i.e. Bishop Grandin, Lagimodiere, route 90. I would love to see our networks upgraded in the short term to provide safety for all.
Design	Connectivity		Protected bike lane from South-East Winnipeg to downtown.
Design	Dependency on single-occupant vehicle		Winnipeg is too spread out for anything but a car. Winnipeg has too low a population density for public transit. Doesn’t work.
Maintenance	Political		Make residents / businesses responsible for clearing sidewalks.
Maintenance	Seasonal	Accessibility	It's tough walking anywhere in St. Boniface when the snow hasn't been cleared. Makes for some tough slogging, especially those with mobility issues.
Maintenance	Seasonal	Transit	Sidewalks in the Riel area do not get clearaed too often during major snowfalls and impacts walking to transit.
Maintenance	Seasonal		Keeping shoulders clear of slush/ice for winter cycling.
Operations			Too many traffic lights that are not synced.
Operations			Bishop Grandon - St. Anne and St. Mary - never flows. Lagimodiere - same thing - Kenaston, etc. Why are there traffic lights on an 80km Highway?
Safety			It's a challenge traveling from St. Boniface and South St. Vital by bike, doesn't feel safe in many spots.
Safety	Conflict		Pedestrian crossings on high speed roads. Line of sight need to be better and design improved.
Safety	Conflict		Seconding line of sight!
Safety	Conflict		Bicycles should be able to ride on sidewalks.
Seasonal			St. Vital bridge in snowstorm is not good. Osborne a parking lot.
Transit	Connectivity		Transit connectivity and reliability . Transit connections between bus routes are not good.
Transit	Reliability		Transit frequency.
Transit	Convenience		Bus anything from this area is > 50 min. We cannot get to St. Vital mall or any other mall with a bus from our area.
Transit	Design		Bus stops are placed much too close to intersection.

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 9, 2020 - Neighbourhood Advisory Group - Riel

Goods Movement Study		POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?
	2-4 times/wk	5
	2-4 times/mo	5
	2-4 times/yr	1
	Never	0

Goods Movement Study		2. What is the biggest challenge we face in Winnipeg in regards to goods movement?
Key Themes		Raw Data
Delivery		Courier has no standards.
Delivery	Conflict	Couriers (ie. Skip and Amazon) not familiar with neighbourhoods. Someties drive on open streets.
Loading Zones	Delivery	Need more on-line courier purchase drop zones in areas.
Rail	Quality of Life	Rail is too noisy. Seriously, it wreaks havoc with my sleep.
Rail	Congestion	Train disrupting rush hour traffic.
Rail	Safety	Crude oil rail cars on CPR Emerson line.
Rail	Congestion	Lack of bridges to allow for expanded rail schedule without impacting resident traffic.
Rail	Congestion	Trains disrupting traffic flow, especially at rush hour.
Relocation		We need "rail relocation". The movement started in the 70s but was thwarted.
Relocation		Need to being process of rail relocation. Have to start somewhere.

Truck Routes	Conflict	Trucks driving down streets that were not made to handle them - creates conflicts with cars, cyclists, and pedestrians.
Truck Routes	Maintenance	Trucks - no designated area. Destroying our roads.
Truck Routes	Congestion	Trucks - slow down the traffic.
Truck Routes	Maintenance	Trucks are heavy and delete roads.
Truck Routes		Lack of dedicated trucking lanes.
Truck Routes	Congestion	Reducing movement of large trucks in the core, consolidate last mile shipping.
Truck Routes	Conflict	Bikes and HGVs - bicyclists smooshed by turning trucks.
Truck Routes	Operations	Lack of infrastructure on the roads. i.e. interchanges. Trucks and cars have deadlines. Can't afford to wait at traffic lights on our supposed high speed corridors.
Truck Routes	Conflict	Large semi-trailers do not have dedicated routes that flow around the city. This can cause route disruption for multi-mode transportation.

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 9, 2020 - Neighbourhood Advisory Group - Riel

Pedestrian and Cycling Strategy Update			**POLL: Rate your knowledge of the existing cycling and pedestrian network in Winnipeg.**
		Very Good	1
		Good	7
		Okay	1
		Satisfactory	0
		Poor	0
Pedestrian and Cycling Strategy Update			**2. Describe your experience with the existing pedestrian and cycling network and infrastructure in Winnipeg.**
Key Themes			Raw Data
Choice	Maintenance	Seasonal	No access to cycling/walking network at all in our community as City will not plow them. Tried 311 many ties.
Choice	Design		Many services in residential areas are placed at one end of the neighbourhood making it difficult to access as a pedestrian if you're farther away.
Accessibility	Design	Equity	Bike lanes should be designed that children can use them without fear of being crushed. What is the point of pushing for active transportation if your young people cannot take part in it.
Communication	Conflict		Having some sidewalks that are actually multi-use paths super confusing.
Conflict			Lots of animosity with drivers.
Conflict	Design	Safety	Should be separate from busy routes. Dangerous having bikes lanes on high traffic volume routes. Like the new rapid transit active trans corridor.
Conflict			Cyclists and pedestrians still seem as "annoying" minority instead of the pathway forward.
Connectivity	Accessibility		Many of the sidewalks and cycling greenway paths do not have accessible connections to roadways (i.e. raised intersections or low curbs).
Connectivity	Safety	Dependency on sin	It's incomplete so when going with vulnerable road users (like children), we would opt for the car.
Connectivity	Design		Need dedicated lanes everywhere.
Connectivity			Poor connection between the different cycling network.

Connectivity	Safety		Bike paths/lanes are not sufficient meaning one has to take either dangerous roads or long road-about routes.
Connectivity	Funding		As trail builder, takes many years to do a link.
Connectivity			Connectivity is very poor.
Connectivity			It's okay but bicycle lanes end abruptly.
Connectivity	Design		I tind walking arund in and around downtown somewhat piecemeal, whereas the network connected to parks and in my residential area, Sage Creek are better designed.
Connectivity			Generally speaking, there's a lack of connectivity between the different sections of the cycling network.
Connectivity			Lanes ending suddenly leaving you unprotected on a busy day.
Convenience	Connectivity		Inefficient routes from Point A to B.
Covid	Conflict		My gravel road was appropriated by COVID walkers.
Design			New to Winnipeg - this is a big iprovement from my last city but still a ways to go.
Design			New areas have no sidewalks.
Maintenance			Cycling and walking routes are not taken care of.
Maintenance			Shoulders could use a little TLC.
Maintenance	Political		Homeowners should be responsible for clearing snow on their properties.
Open Streets	Safety		Loved living near an open street for bike safety reasons!
Open Streets			Agreed, open street on Lyndale was awesome!
Open Streets			Loved going on Egerton when it was an open stree.
Open Streets			There should be open streets all the tie.
Operations	Safety		Feels very unsafe to make lefthand turns without a traffic light.
Operations			The wait times at intersections are challenging for pedestrians and cyclists (i.e. Marion and St. Mary's Road).
Safety			Often don't feel safe when out cycling with my kids.
Safety	Conflict	Traffic laws	Make bicycles allowed to use sidewalks.
Transit	Connectivity		BRT only serve very small areas of Winnipeg.
Transit	Multimodal		The BRT pathway is a dream.

Pedestrian and Cycling Strategy Update			3. Where do you think the most problems occur between Pedestrians, Cyclists, and Motorists in Riel? (can be an actual location or type of infrastructure)
Key Themes			Raw Data
Communication			Educate people that they should raise their arm while using crosswalk. It allows drivers to know you are crossing.
Communication	Conflict		Why do Dunkirk bicyclists refuse to use AT path?
Conflict	Safety		Des Meurons in the St. Boniface section has a lot of cyclists and motorists using the same space and it's sketchy and dangerous.
Conflict			Lagimodiere and Bishop Grandin - no one pays attention to cyclists.
Congestion			Hgh volumes of traffic on Sage Creek off Lagimodiere as apartments and businesses populate has created dangerous situations.
Congestion			I second the high traffic going into Sage Creek.
Connectivity			Anywhere there is no dedicated bike lanes.
Connectivity			No greenway extension for pedestians/cyclists between Sage Creek Boulevard & Bishop Grandin Boulevard along Lagimodiere.
Connectivity	Conflict		St. Anne's Road / St. Mary's Road from the south Perimeter to downtown. There is no cycling connection; issue between motorists and cyclists.
Construction			Dunkirk bridge east sidewalk has been closed for 2 years.
Design	Conflict		Make St. Anne's and St. Mary's sidewalks bicycle lanes. Paint them different colours.
Design			Transition from Sage Creek from McDonald area to Bishop.
Design			St. Mary's in general.
Design	Parking	Conflict	St. Mary's road! No room for pedestrians to travel let alone drivers. The city should make mandatory no parking on St. Mary's at all hours. Currently one lane of traffic north and south can only travel on that route throughout the day.
Design	Conflict		Des Meurons could be "rid" of the cyclists, if St. Jean Baptiste was traffic calmed and bike friendly.
Design			I second that Marion and Goulet need bike lanes. For north to south perhaps on St. Jean Baptiste?
Design			Turning left anywhere into the Flats off St. Mary's.

Loading Zones	Political		Agreed schools. There is no planning around the school start and end time.
Loading Zones	Conflict		Problems occur at and around schools, creating safety concerns due to insufficient planning which puts pedestrians, cyclists and cars in competition.
Operations			The intersection of Marion and Tache due to the right/left hand turns.
Operations	Equity		Crossing Goulet near the Safeway takes ages. Even though there are large apartment blocks there, cars going west are treated as the only important factor.
Operations			At the intersection of Marion and St. Mary's Road.
Parking	Conflict		Parking lots don't always have designated pedestrian infrastructure (like Southdale Square).
Parking	Conflict		Seconding parking lot infrastructure.
Safety			Lot's of folks use Des Meuron for cycling but the traffic can move quite fast.
Safety	Design	Connectivity	Hard to access bike lanes on the bridge safely if riding on the road on St. Mary's beforehand.
Safety	Conflict		Very dangerous for cyclists going downtown on St. Anne's road.
Safety	Conflict		St. Anne's to Bishop or to downtown by bike. It's very scary and there's no traffic calmed alternative.
Safety	Conflict		Perimeter Highway and Bishop Grandin can be scary to cross.
Safety			Cycling down Marion / Goulet doesn't feel safe.
			Lot's of folks use Des Meuron for cycling but the traffic can move quite fast.

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 9, 2020 - Neighbourhood Advisory Group - Riel

Emerging Technologies				POLL: Rate your attitude towards technology.
			Forward thinker	5
			Proceed with caution	2
			Slow to change	2
			Keeping it old school	0

Emerging Technologies				2. Do you use any type of technology (phone applications, variable message signs, etc.) to help you travel by public transit or personal vehicle? If yes, please specify.
Key Themes				Raw Data
Google Maps				Yes, mostly by phone for traffic - Google Maps.
Google Maps	Multimodal			Google maps for driving, cycling and bus planning.
Google Maps				Google maps just to get routes. Traffic management doesn't work.
Google Maps				Google maps for cycling.
Google Maps				Google maps, mostly for driving.
Google Maps				Google maps.
Google Maps				G maps for car.
Google Maps				Google maps! Very helpful. Use for car getting to and from a specific address. Shows traffic volumes as well!
Google Maps				Google maps always.
Google Maps	Transit app			Google maps, or look at bus schedules on my mobile phone.
Google Maps	Transit app			I use Google Maps before leaving home (walking or bike). Transit app during winter. Since I don't have data on my phone, return trips on the bus are the most difficult thing.
Google Maps				Google maps is good for bike routes and for finding my way in the looping suburbs.
Google Maps	Waze	Winnipeg Bus Live		Google. Waze. Winnipeg Bus Live.
Navigo				Navigo.
Navigo	Waze	Google Maps		Navigo and Waze. Google maps used for cycling route or car.
Phone				Yes mostly by phone. TAAS transportation as a service with rapidly change our society! Manitoba government is forward thinking allowing them to test in our city.
Uber	Tappcar	Google Maps	Navigo	Uber. Tappcar. Google maps. Navigo.
Waze				Waze for cars.

Regional Transportation Review				3. Are you aware that Winnipeg currently has 11 park and ride locations?
			Yes	3
			No	5
			Unsure	0

Regional Transportation Review				4. What challenges and opportunities do you see for 'park and ride' or 'cycle and ride' locations in Winnipeg?
Key Themes				Raw Data
Affordability				Downtown parking is so expensive, park and ride can help financially.
Choice	Seasonal			The park and ride are at inconvenient locations. No winter charging during the winter.
Choice				Stop making these areas so far.
Congestion				Helps alleviate the amount of traffic coming into the city centre.
Connectivity				Park and rides only services buses that go downtown.
Dependency on single-occupant vehicle				Park and ride doesn't remove the need for a vehicle.
Dependency on single-occupant vehicle				Park and ride doesn't help to decrease car usage, as you still need to have a car to get to the park and ride.
Design				Surface parking lots are not the best usage of space.
Design	Environmental Sust	Technology		TAAS will all but eliminate the need for surface parkng lots. These can be rethought for public use.
Design				Park and Ride locations should primarily be shared with other businesses parking lots; this would allow for use of existing lots and could have a positive impact on economic development.
Design	Environmental Sust	Technology		TAAS will eliminate the need for park and ride.
Design	Communication			Park and ride area could be used by people wanting to dropoff one vehicle and then carpool.
Design	Congestion			Reduce car congestion in mature communities being used as through-ways for suburbanites or people who live in bedroom communities.
Design				The bigger opportunity is to stop sprawl that makes park and ride needed.
Parking	Affordability			Reduce demand for parking in the core, drivers could save money.

Seasonal				Winter temps.
Seasonal				Winter temps.
Security				Wayyy to many bicycle thieves in our city.
Security				I would not want my bike stolen.
Security				Cycle and ride, lose my bike.
Security				Better surveillance on these parking pads. Cameras etc.
Security	Choice			Park and ride with overnight bike storage can make cycling accessible for people outside the city.
Transit	Connectivity			Why park and ride, can we just get bus service in our area?
Transit				Park and ride can help those that live in suburban areas access transit when it isn't available.
				Can you explain these? If you don't have a car they're not relevant I suppose.
				I cannot use the park and ride because I don't have a car to get there.

What is MOST important to you when you decide to travel around Winnipeg?

It has to be possible without a car.

no construction

efficiency

Convenience and ease of movement

fast and safe

Safety

convenience and on time

How much time I have to get there.

Accessibility and mode choice

Less traffic lights or at least if they are actually timed

Getting there quickly, efficiently.

Safety

Most important... clear, safe routes which are practically and intuitively laid out.

Reliability of predicting travel time, regardless of mode.

Ease of navigation

Road safety, ie , interchanges

How can transportation support a better quality of life for you, the community you represent, and your neighbours?

Having safer roads in the city, ie, bishop grandin blvd converted to a controlled access freeway

Electrify public transit

braeking through gravel road and bridge barrier to easy access to suburbia

Providing opportunities for neighbours to interact on the move!

Better bike and bus routes.

The bus system doesn't make sense in Winnipeg, not enough population density! TAAS will improve everyone's life

Public transpiration will be improved by TAAS

Improving equity of movement through the city

Providing safe opportunities for people to use active transit

Helping people reliably get to work and move their families

TAAS (Transportation as a service) will rapidly transform our society and it's happening faster than you might think!

Need public transportation. we have minimal access to it.

It has to be *future oriented and conscious of the climate crisis we are facing. i.e. *active* transportation and public transit have to be central.

Need access from our area (Sage Creek) to UofM. 3 buses, 1.5 hrs.

By improving and providing accessible and equitable transportation to get through the City.

Making it easier for folks to get around without a car, essentially make it viable choice, regardless of where you live in the community.

Limit sprawl

No options in the area but to take car

improved access in and out of neighbourhood, to manage increased traffic as development continues

Supporting sustainable transitions

Safe and connected bike paths

Having options for active transportation resulting in healthier and active community members

No buses available on weekends

Describe your experience with moving from place to place WITHIN Riel.

I move around by bike as much as possible - hard to move on bike paths or quiet streets for a whole trip

busses are running on schedule (i.e. going to work or school) Evenings tend to be very car dependant as many transit routes stop running in after 6:30pm. Because of the way the area functions currently, single occupant

Seconding the bike parking issue!

The perimeter is quick taking my car in the morning (because of Covid) no one is working. Enjoy biking and using the bike paths.

You have to have a car In Riel. Cycling is easy but Riel is a large district

only option is car.

Roads are intimidating to cycle on. We need dedicated bike lanes

I ride my bike a lot (just got an e-bike) but my neighbourhood doesn't have great connections to safe and protected bike infrastructure

I walk or cycle where I have to go. Frequently there is no bike parking.

Bicycles should be allowed to cycle on sidewalks. Boom bicycle lanes throughout the city

97% by car - 3% seine river trail to Southglen shopping centre when weather is good

Experience includes navigating around a lot of construction vehicles during development underway

Bus Service to / from Sage Creek is extremely limited

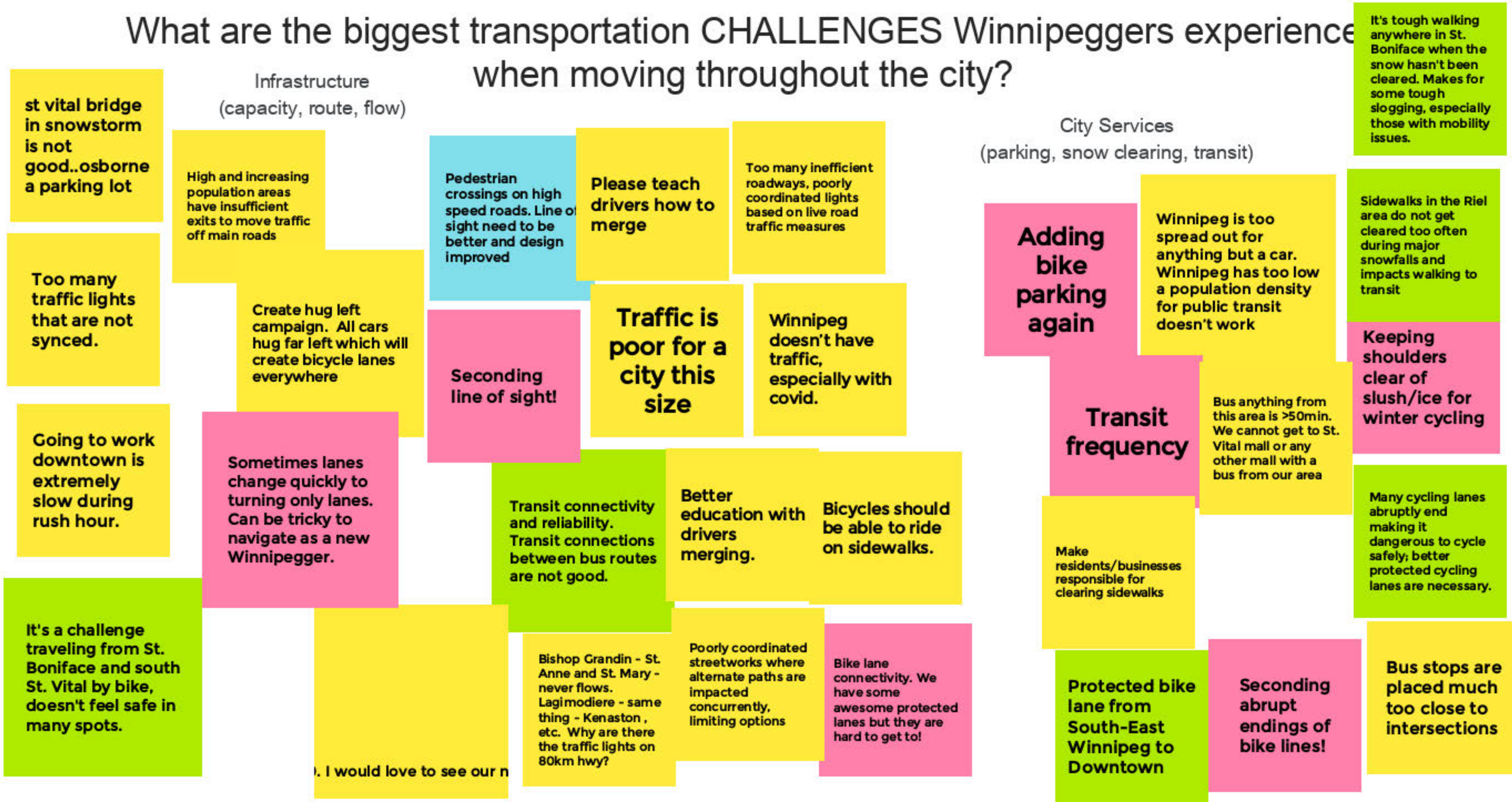
I walk to work. I cross a crosswalk on St Anne's road 4x a day and it can be very scary

A mix of driving, biking, and walking.

Drive in car. Take perimeter hwy, no proper north to south controlled high speed corridor through the city..

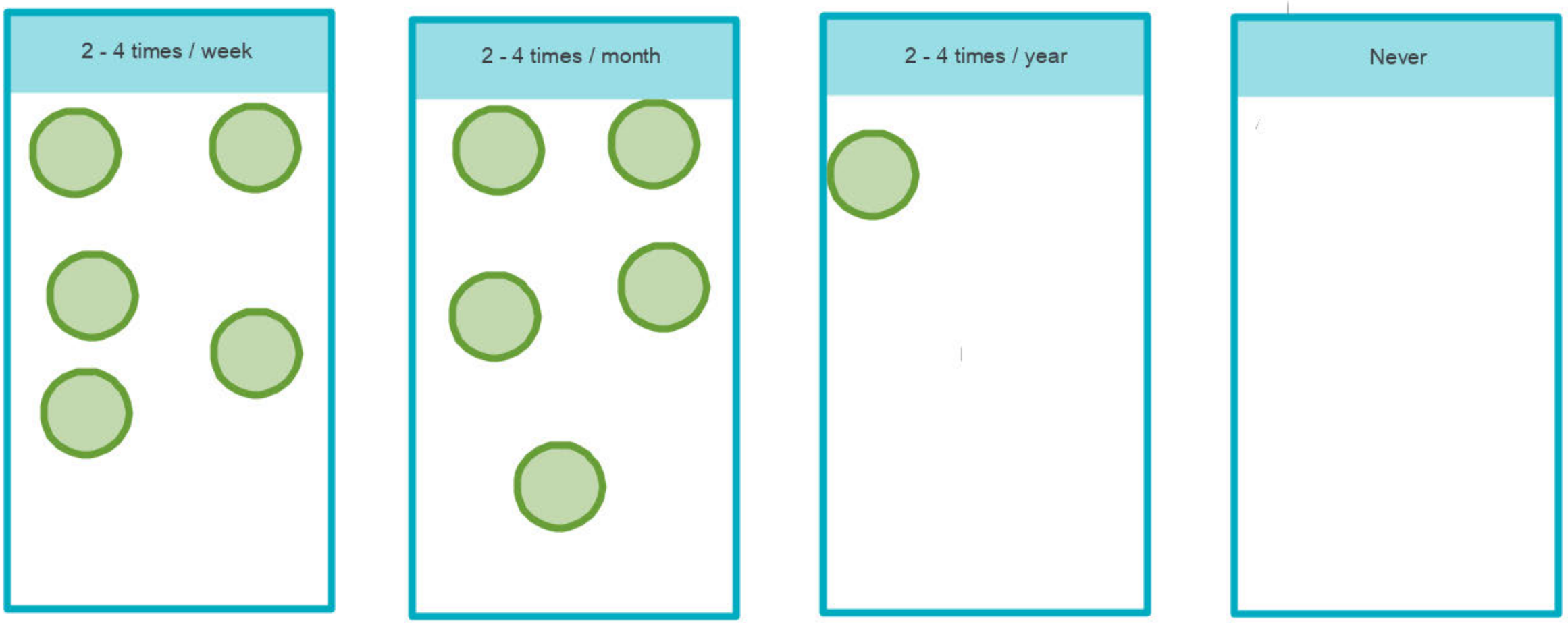
NO options, my kids can't even get to school by transit.

What are the biggest transportation CHALLENGES Winnipeggers experience when moving throughout the city?



POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?

Click and drag only ONE circle to your answer.



What is the biggest CHALLENGE we face in Winnipeg in regards to goods movement?

trucks

Trucks driving down streets that were not made to handle them - creates conflicts with cars, cyclists, pedestrians.

Trucks are heavy and delete roads

lack of dedicated trucking lanes

Lack of infrastructure on the roads. Ie interchanges. Trucks and cars have deadlines. Can't afford to wait at traffic lights on our supposed high speed corridors.

trucks - no designated area. Destroying our roads

Reducing movement of large trucks in the core, consolidate last mile shipping

large semi-trailers do not have dedicated routes the flow around the city. This can cause route disruption for multi-mode transportation.

Trucks - slows down the traffic

bikes and HGVs-bicyclists smooshed by turning trucks

couriers and small deliveries

courier has no standards

courriers (ex skip and amazon) not familiar with neighbourhoods sometimes drive on open streets

need more on-line /courier purchase drop zones in areas

rail

rail is too NOISY. Seriously, it wrecks havoc with my sleep.

Train disrupting rush hour traffic

Need to begin process of rail relocation. Have to start somewhere.

lack of bridges to allow for expanded rail schedule without impacting resident traffic

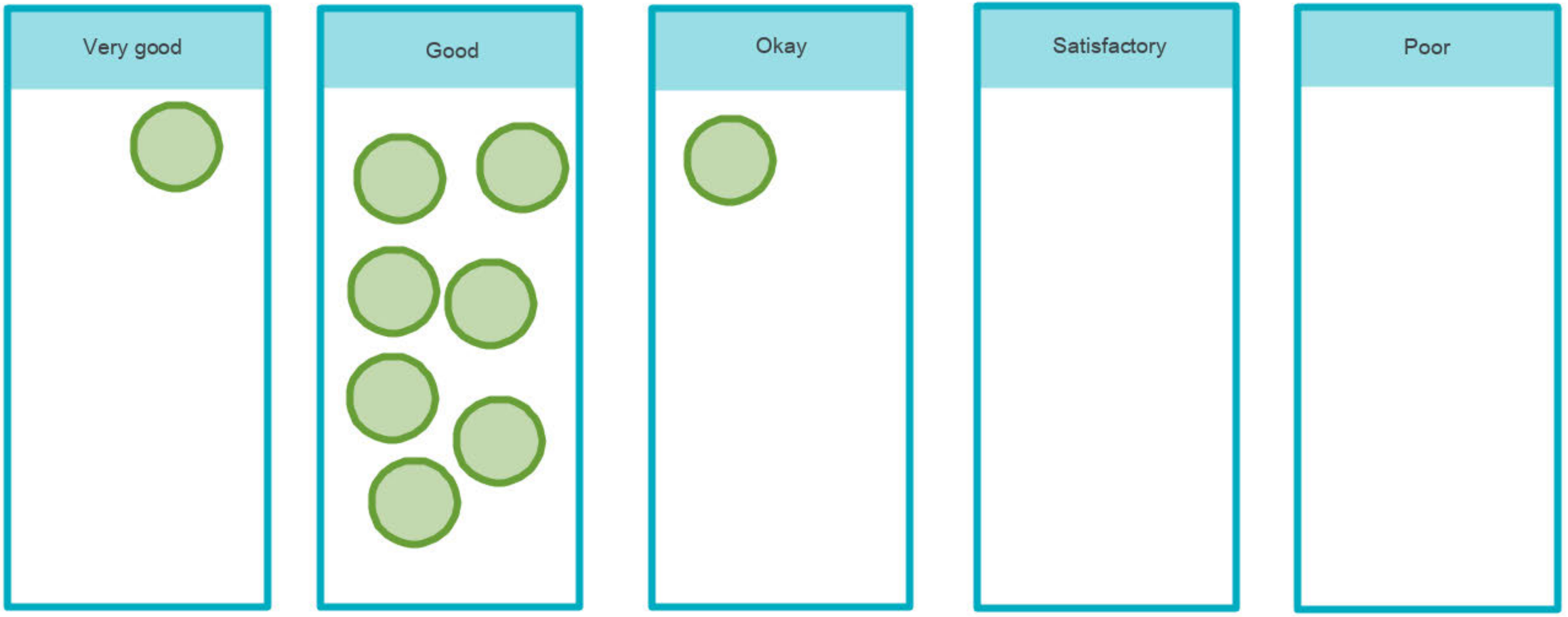
crude oil rail cars on CPR Emerson line

We need *rail relocation*. The movement started in the 70s but was thwarted.

Trains disrupting traffic flow, especially at rush hour.

POLL: Rate your knowledge of the existing cycling and pedestrian network in Winnipeg.

Click and drag only ONE circle to your answer.



Describe your experience with the existing pedestrian and cycling network and infrastructure in Winnipeg.

Loved living near an open street for bike safety reasons!

New to Winnipeg - this is a big improvement from my last city but still a ways to go

Loved going on Egerton when it was an open street.

Feels very unsafe to make lefthand turns without a traffic light

Many of the sidewalks and cycling greenway paths do not have accessible connections to roadways (i.e. raised intersections or low curbs).

It's incomplete so when going with vulnerable road users (like children), we would opt for the car

Many services in residential areas are placed at one end of the neighbourhood making it difficult to access as a pedestrian if you're farther away.

There should be open streets all the time.

Agreed, open street on Lyndale was awesome!!

Lots of animosity with drivers

Cyclists and pedestrians still seen as "annoying' minority instead of the pathway forward

Bike lanes should be designed that children can use them without fear of being crushed. What is the point of pushing for active transportation if your young people cannot take part in it.

Often don't feel safe when out cycling with my kids.

my gravel road was appropriated by COVID walkers

Poor connection between the different cycling network

as trail builder takes many years to do a link

I find walking around in and around downtown somewhat piecemeal, whereas the network connected to parks and in my residential area, Sage Creek are better designed.

BRT only serve very small area of Winnipeg.

New areas have no sidewalks.

Cycling and walking routes are not taken care of.

Homeowners should be responsible for clearing snow on their properties

The wait times at intersections are challenging for pedestrians and cyclists (e.g. Marion and St. Mary's Road).

Inefficient routes from point A to B

Make bicycles allowed to use sidewalks

Connectivity is very poor

Generally speaking, there's a lack of connectivity between the different sections of the cycling network.

The BRT pathway is a DREAM

Should be separate from busy routes. Dangerous having bike lanes on high traffic volume routes. Like the new rapid transit active trans corridor

Shoulders could use a little TLC

no access to cycling/walking network at all in our community as City will not plow them. Tried 311 many times

Need dedicated lanes everywhere

Having some sidewalks that are actually multi-use paths super confusing.

Bike paths/lanes are not sufficient meaning one has to take either dangerous roads or long road-about routes

It's ok but bicycle lanes end abruptly

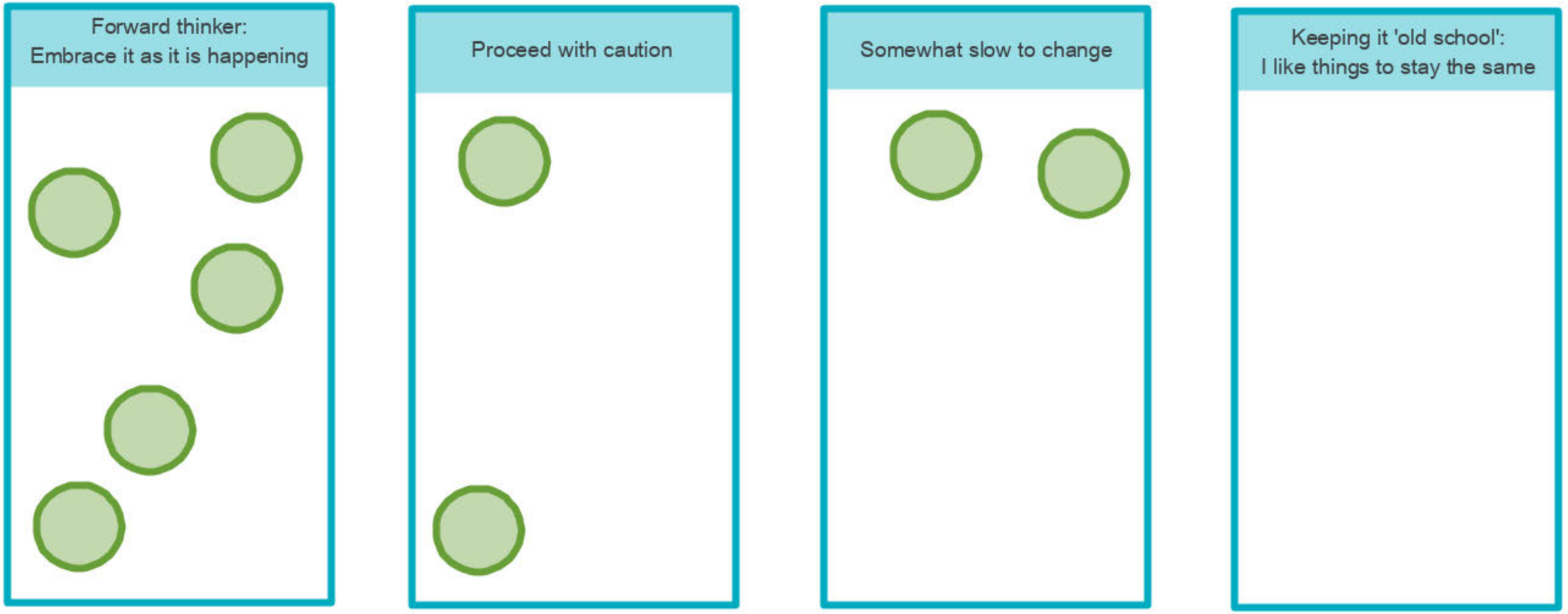
Lanes ending suddenly leaving you unprotected on a busy road

Where do you think the most problems occur between PEDESTRIANS, CYCLISTS, and MOTORISTS in Riel? (can be an actual location or type of infrastructure)



POLL: Rate your attitude towards technology

Click and drag only ONE circle to your answer.

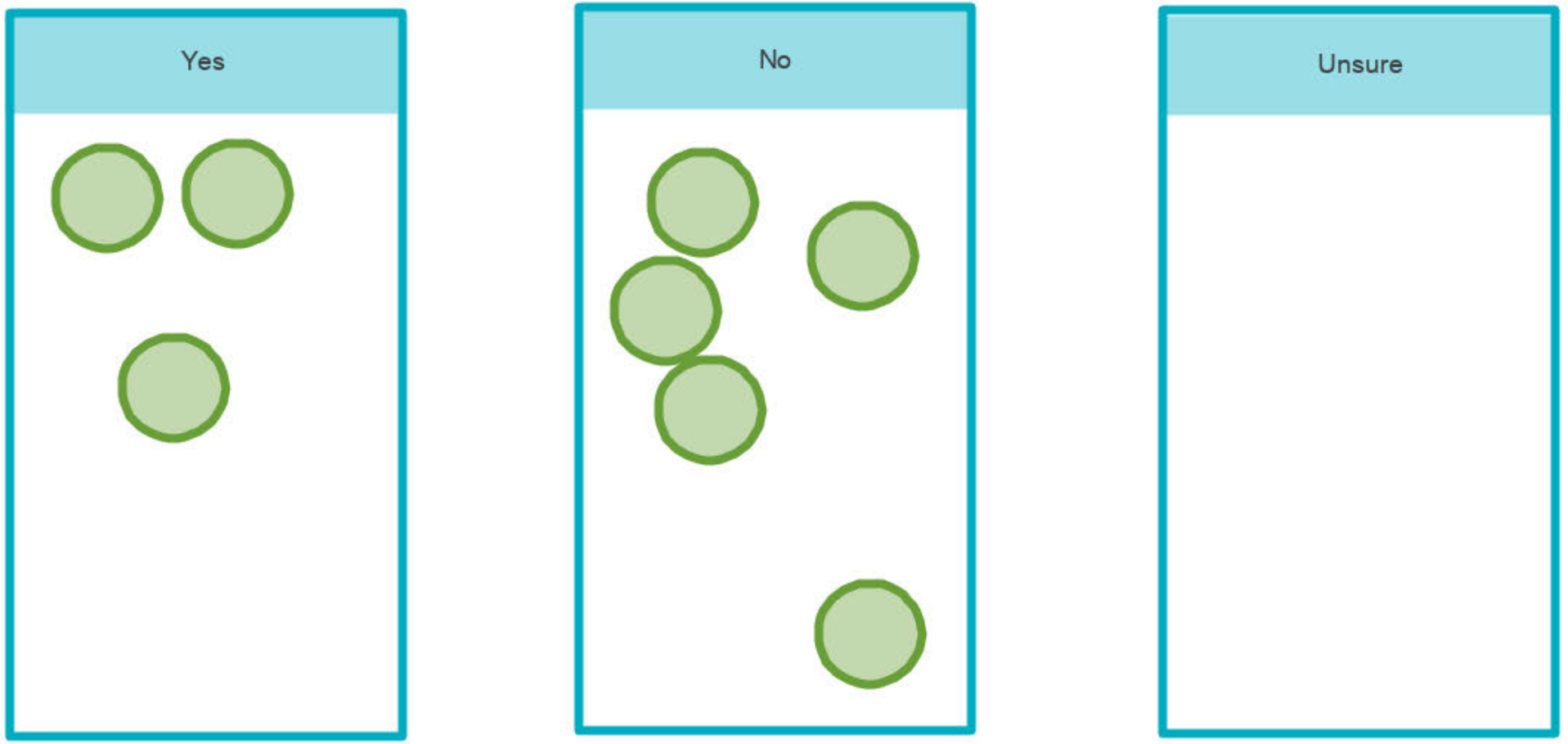


Do you use any type of technology (phone applications, variable message signs, etc.) to help you travel by public transit or personal vehicle? If yes, please specify.



Are you aware that Winnipeg currently has 11 park and ride locations?

Click and drag only ONE circle to your answer.



What CHALLENGES and OPPORTUNITIES do you see for 'park and ride' or 'cycle and ride' locations in Winnipeg?

CHALLENGES

winter temps

I cannot use the park and ride because I don't have a car to get there.

Why park and ride, can we just get bus service in our area?

The park and ride are at inconvenient locations . No winter charging during the winter

Surface parking lots are not the best usage of space

Park and rides only services buses that go downtown

Can you explain these? if you don't have a car they're not relevant I suppose

winter temps

cycle and ride, lose my bike

Stop making these areas so far

park and ride doesn't remove the need for a vehicle

Wayyyy to many bicycle thieves in our city

Better surveillance on these parking pads. Cameras etc.

Park and ride doesn't help to decrease car usage, as you still need to have a car to get to the park and ride

I would not want my bike stolen

OPPORTUNITIES

Downtown parking is so expensive, park and ride can help financially.

TAAS will eliminate the need for public transportation

TAAS will all but eliminate the need for surface parking lots. These can be rethought for public use

TAAS will eliminate the need for park and ride

Park and Ride locations should primarily be shared with other businesses parking lots; this would allow for use of existing lots and could have a positive impact on economic development.

Park and ride area could be used by people wanting to dropoff one vehicle and then carpool

The bigger opportunity is to stop sprawl that makes park and ride needed.

Reduce demand for parking in the core, drivers could save money

Reduce car congestion in mature communities being used as through-ways for suburbanites or people who live in bedroom communities

Helps alleviate the amount of traffic coming into the city centre.

Park and ride with overnight bike storage can making cycling accessible for people outside the city

Park and ride can help those that live in suburban areas access transit when it isn't available.

SCATLIFF + MILLER + MURRAY
visionary urban design + landscapes

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes
Round one current conditions and issues
Neighbourhood advisory group: City Centre

Date/time of meeting: November 10, 2020, 6:30PM – 8:30PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Cheryl Dixon	Scatliff+Miller+Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff+Miller+Murray, Public Engagement Specialist
Samantha Blatz	Scatliff+Miller+Murray, Public Engagement Specialist
Wes Paetkau	Scatliff+Miller+Murray, Senior Planner
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Julie Dooley	City of Winnipeg, Communication and Engagement Lead
Morgan Vespa	City of Winnipeg, Office of Public Engagement

Advisory group members

In attendance:	Representing:
Aurora Debreuil	Exchange District
Cody Gazankas	West Broadway
Denae Penner	St. Matthews
Dylon Reed Martin	West Broadway
Ian Frank	Broadway-Assiniboine
Kyla DeRoo	Sargent Park
Kyle Wiebe	Minto
Mark Campbell	Wolseley
Matthew Exell	St. Matthews
Neil Exell	St. Matthews
Sabrina Harding	McMillan
Andrew Kohan	Crescentwood
Anthony Dolinski	Broadway-Assiniboine
Danielle Prefontaine	Exchange District

In attendance:	Representing:
David Borzykowski	Crescentwood
Heather Sadowy	Crescentwood
Jonathan Epp	Crescentwood
Justin Zarnowski	Osborne Village
Kevin Kehler	West Broadway
Leanne Fernando	S River Heights
Michael Falk	St. Matthews
Paul Mailhot	Point Road
Ronit Kantarzhi	N River Heights
Alan Margolese	S River Heights
Derek Rolstone	Wellington Crescent
Morgan Gregory	S River Heights
Brent Martin	Wolseley
Brian Pincott	West Broadway
Cathy Gervais	Riverview

In attendance:	Representing:
Ian Handford	Lord Roberts
Ian Smith	Wolseley
Katarina Diglisic	Beaumont
Marianne Cerilli	Wolseley
Robert Grabowski	Daniel McIntyre
Doug Parisian	Daniel McIntyre
Jeff Frank	Crescentwood

In attendance:	Representing:
Lionel Steiman	Wolseley
Ray Hignell	Wolseley
Sonja Lundstrom	Central River Heights
Nick Slonosky	Linden Woods
Adrian Challis	West Wolseley
Helle Wilson	

Distribution:

- CoW project manager + project team

Meeting goals:

- Introduce project, gather input; and foster early involvement to ensure stakeholders are part of the process

Meeting objectives:

- Gather and understand participants' current evaluation and experience with Winnipeg's transportation network (to help create the draft stakeholder priorities)
- Gather and understand participants' current interests, needs, and wants for improvements to the network
- Collect and identify common values from participants through a visioning exercise to help inform the draft stakeholder priorities (gather ideas on how transportation can support a better quality of life)
- Introduce the six component studies, scope, teams, objectives, background review findings, and opportunities for future input
- Communicate what the end goal of the project is and how it relates to other City strategies and policies

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1.0 Meeting format

1.1 Welcome and background (PowerPoint presentation)

- Welcome and team introductions
- Agenda
- Introduce Alex Regiec, TMP project lead
- Overview of engagement process

1.2 Activity and modules

All activity and module exercises focused on current conditions and issues and were facilitated through the use of Google Jamboards. Where groups were too large to easily accommodate discussion, the large group was split into smaller groups using breakout rooms in Zoom. Participants engaged in roundtable discussions and exercises. Each breakout room included the same content and questions. In all breakout rooms, Google Jamboards were used to collect feedback from participants. The jamboard provides a virtual whiteboard for participants to share comments via sticky notes, similar to an in-person workshop.

The content for this section was centred around a vision and values exercise and four modules that each addressed one to two of the project's component studies. During the breakout room sessions, participants were given links to jamboards for each module. In all breakout rooms participants were asked a series of open-ended and poll questions which they responded to through comments and voting using sticky notes and dots.

Breakout rooms

- **Vision and values**
  - Facilitated jamboard discussion and exercise

- **Module A –** TMP2050 overview: How do you get where you're going? **(Core framework study)**
  - Shared video from Bruce Mori & Adam Wenneman (IBI Group – Toronto)
  - Facilitated jamboard discussion and exercise

- **Module B – Non-capital intensive transportation options and goods movement study: How do you get what you need?**
  - Shared video from Adam Lanigan (Dillon Consulting)
  - Shared video from Jeannette Montufar (MORR Consulting)
  - Facilitated jamboard discussion and exercise

- **Module C – Pedestrian and cycling strategy update: How do you walk and bike through the city?**
  - Shared video from Stephen Chapman (MORR Consulting)
  - Facilitated jamboard discussion and exercise

- **Module D – The future, near & far: How will emerging technologies and imminent solutions change our network? (Emerging technologies and future transportation options and regional transportation review)**
  - Shared video from Ishtiyaq Gull (WSP Canada)
  - Shared video from Diana Emerson (WSP Canada)
  - Facilitated jamboard discussion and exercise

1.3 Conclusion

- Question and answer session with Alex Regiec
- Shared next steps
- Poll questions

2.0 Meeting results

The primary concern brought forward during this meeting involved the integration of the transportation network with various land use planning decisions/outcomes. In the feedback transcripts these issues have been coded under the key theme of design. Some of the issues brought forward intersect with safety concerns, such as implementing traffic calming measures on residential streets, the need for separated cycling infrastructure, and conflicts between drivers and cyclists at intersections. Other design issues include developing walkable neighbourhoods, efficient use of parking lots for park and ride services, and the barriers created between neighbourhoods by rail lines.

Participants noted connectivity as an issue they frequently faced. This was brought up primarily in reference to the cycling network and gaps created when routes end abruptly or construction zones cut off existing lanes and sidewalks. Participants also noted that separated/protected segments of the network are interspersed with unsafe portions where users are forced to mingle with traffic, this results in many riders opting to drive rather than ride. This is closely related to the issue of convenience, where participants noted that the ease of various modes was considered in their transportation decisions.

Other issues raised during this meeting included:

- A desire for a transportation network that support a high quality of life – offering connection to nature, room for socializing while en route, and enjoyment of the process
- Reduction of conflicts between modes through separating modes or implementing design solutions that allow disparate modes to interact safely
- Timely and efficient maintenance of active transportation routes to facilitate safe, efficient, and accessible transportation for cyclists and pedestrians

42 participants took part in these exercises and were split into three breakout rooms. Participants were able to submit unlimited comments on any issue and so the frequency of comments listed below is not indicative of the number of people who mentioned a certain issue. In addition, some comments referred to more than one issue and so were included under several key themes.

2.1 Vision and values

1. What is most important to you when you decide to travel around Winnipeg?

Key themes:	Frequency of comment:
- Convenience	23
- Safety	13
- Quality of Life	8
- Connectivity	6
- Choice	4
- Healthy Living	4
- Maintenance	4
- Seasonal	4

- Environmental Sustainability.....3
- Multimodal.....3
- Reliability.....3
- Affordability.....2
- Congestion.....2
- Parking.....2
- Accessibility.....2
- Construction.....1
- Security.....1
- Transit.....1
- Bike parking.....1
- Design.....1

2. How can transportation support a better quality of life for you, the community you represent, and your neighbours?

Key themes:	Frequency of comment:

- Design.....17
- Safety.....17
- Quality of Life.....15
- Convenience.....12
- Connectivity.....11
- Environmental Sustainability.....10
- Multimodal.....10
- Dependency.....8
- Healthy Living.....7
- Seasonal.....7
- Transit.....6
- Accessibility.....5
- Maintenance.....5
- Traffic laws.....5
- Congestion.....4
- Open Streets.....4
- Reliability.....4
- Choice.....2
- Affordability.....2
- Conflict.....2
- Communication.....1
- Equity.....1
- Economic Development.....1

2.2 Module A - TMP2050 overview: Getting where you are going. (Core framework study)

1. Describe your experience with moving from place to place within City Centre.

Key themes:	Frequency of comment:
Safety	22
Conflict	13
Connectivity	10
Design	7
Multimodal	6
Quality of Life	6
Congestion	5
Maintenance	5
Seasonal	4
Dependency	3
Reliability	3
Security	3
Transit	3
Construction	2
Convenience	2
Choice	1
Accessibility	1
Equity	1
Healthy Living	1
Operations	1
Parking	1
Communication	1
Affordability	1
Traffic laws	1

2. What are the biggest transportation challenges Winnipeggers experience when moving throughout the City?

Key themes:	Frequency of comment:
Maintenance	23
Connectivity	22
Design	17
Transit	17
Seasonal	14
Reliability	11
Safety	10
Operations	9
Conflict	6
Congestion	6

- Parking..... 5
- Quality of Life..... 5
- Affordability..... 4
- Communication..... 4
- Convenience..... 3
- Dependency..... 3
- Traffic laws..... 3
- Accessibility..... 2
- Multimodal..... 2
- Political..... 2
- Rail..... 2
- Security..... 2
- Construction..... 1
- Loading Zones..... 1
- Rail Relocation..... 1
- Funding..... 1

2.3 Module B – **Non-capital intensive transportation options and goods movement study: How do you get what you need?**

1. POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?

   Options: Results:

   - 2-4 times per week..... 3 votes
   - 2-4 times per month..... 20 votes
   - 2-4 times per year..... 3 votes
   - Never ..... 6 votes

2. What is the biggest challenge we face in Winnipeg in regards to goods movement?

   Key themes: Frequency of comment:

   - Truck Routes..... 21
   - Congestion..... 19
   - Delivery..... 10
   - Loading Zones..... 8
   - Rail Relocation..... 7
   - Safety..... 7
   - Truck Size..... 5
   - Conflict..... 4
   - Design..... 4
   - Rail..... 4
   - Choice..... 3

- Parking..... 2
- Political..... 2
- Quality of Life..... 2
- Security..... 2
- Traffic laws..... 2
- Connectivity..... 1
- Environmental Sustainability..... 1
- Maintenance..... 1
- Operations..... 1
- Passenger Rail..... 1
- Seasonal..... 1

2.4 Module C – **Pedestrian and cycling strategy update: How do you walk and bike through the city?**

1. POLL: Rate your knowledge of the existing cycling and pedestrian network in Winnipeg.

   Options: Results:

   - Very Good..... 11 votes
   - Good..... 12 votes
   - Okay..... 6 votes
   - Satisfactory..... 1 votes
   - Poor..... 2 votes

2. Describe your experience with the existing pedestrian and cycling network and infrastructure in Winnipeg?

   Key themes: Frequency of comment:

   - Design..... 36
   - Connectivity..... 30
   - Safety..... 30
   - Communication..... 21
   - Conflict..... 15
   - Quality of Life..... 13
   - Traffic laws..... 8
   - Maintenance..... 7
   - Operations..... 6
   - Open Streets..... 4
   - Seasonal..... 4
   - Choice..... 3
   - Congestion..... 3
   - Convenience..... 3

- Loading Zones..... 3
- Healthy Living..... 2
- Reliability..... 2
- Security..... 1
- Technology..... 1
- Accessibility..... 1

3. Where do you think the most problems occur between Pedestrians, Cyclists, and Motorists in City Centre? (can be an actual location or type of infrastructure)

Key themes: Frequency of comment:

- Design..... 37
- Conflict 27
- Safety..... 17
- Communication..... 13
- Operations..... 13
- Traffic laws..... 9
- Connectivity..... 8
- Congestion..... 5
- Loading Zones..... 4
- Maintenance..... 2
- Equity..... 1
- Multimodal..... 1
- Parking..... 1
- Quality of Life..... 1
- Open Streets..... 1

2.5 Module D – **The future, near & far: How will emerging technologies and imminent solutions change our network? (Emerging technologies and future transportation options and regional transportation review)**

1. POLL: Rate your attitude towards technology.

Options: Results:

- Forward thinker..... 12 votes
- Proceed with caution..... 10 votes
- Somewhat slow to change..... 0 votes
- Keeping it old school..... 1 votes

2. Do you use any type of technology (phone applications, variable message signs, etc.) to help you travel by public transit or personal vehicle? If yes, please specify.

Key themes:	Frequency of comment:
Google Maps	18
Transit apps	5
Navigo	3
Waze	3
Bus Guide	2
Maps	2
PegCity Car Co-op	2
Transit stop signs	2
Uber	1
RidewithGPS	1
Bike Map (paper)	1
GoManitoba	1
Apple Maps	1
MyBus app	1
Winnipeg Bus Live	1
Transit 360 app	1
Navi	1
Mobile WPG Transit Website	1
Transit texting service	1
Expandable Cycling app	1
Navigo	1
Bus maps	1
Strava	1

3. POLL: Are you aware that Winnipeg currently has 11 park and ride locations?

Options:	Results:
Yes	7 votes
No.	12 votes
Unsure	0 votes

4. What challenges and opportunities do you see for 'park and ride' or 'cycle and ride' locations in Winnipeg?

Key themes:	Frequency of comment:
Choice	15
Convenience	14
Design	8
Affordability	7

- Security..... 6
- Dependency..... 5
- Communication..... 4
- Multimodal..... 4
- Congestion..... 3
- Operations..... 3
- Reliability..... 3
- COVID..... 1
- Environmental Sustainability..... 1
- Transit..... 1
- Safety..... 1
- Bikeshare..... 1

2.6 Poll questions

1. *Have you attended a similar virtual style event before?*

Yes	No	Unsure
14 (50%)	14 (50%)	0 (0%)

2. *How easy did you find attending a Zoom meeting?*

Very Easy	Easy	Neutral	Difficult	Very Difficult
23 (82%)	4 (14%)	1 (4%)	0 (0%)	0 (0%)

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

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
7 (25%)	12 (43%)	5 (18%)	4 (14%)	0 (0%)

Transportation Master Plan 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 10, 2020 - Neighbourhood Advisory Group - City Centre

Vision + Values			1. What is most important to you when you decide to travel around Winnipeg?
Key Themes			Raw Data
Affordability	Environmental Sustainability		Cost - financial and enviromental
Affordability			Price
Choice	Bike parking	Parking	Access to parking (bike or vehicle)
Choice			Location
Congestion	Healthy Living	Convenience	Avoiding congestion (health/time reasons).
Connectivity	Maintenance		Sorry, just got this to work. Good roads, good bike lanes, good sidewalks. In that order.
Connectivity			Connectivity.
Connectivity			Network connections.
Connectivity			Connectivity.
Construction			Avoiding construction.
Convenience			Urgency, what I need to carry.
Convenience	Connectivity		Convenience with connections.
Convenience	Congestion		Being able to get somewhere in reasonable time with minimal traffic delays.
Convenience			Time - duration of trip
Convenience			Time, destination.
Convenience			Distance and cargo
Convenience	Accessibility		Convenience and accessibility.
Convenience			Convenience.
Convenience	Safety		Time and safety.
Convenience			Ease of getting to destination without difficulty in a reasonable time.
Convenience			Speed. Avoidance of traffic lights.
Convenience			Efficiency / logistics
Convenience			Ensuring I avoid school speed (cash grab) zones.
Convenience			Distance (related to time).
Convenience			How quickly can I get there?
Convenience			Efficiency.

Convenience			Efficiency getting from A to B in a timely manner.
Convenience			Convenience.
Convenience			Time.. Am I in a hurry or not?
Convenience			Time of trip.
Environmental Sustainability			How can I have the least environmental impact?
Healthy Living	Safety		Health / safety.
Healthy Living			Exercise.
Healthy Living	Quality of Life	Design	Walkability.
Maintenance			Pothole avoidance.
Maintenance			Streets that are in good condition for both vehicles and cyclists.
Maintenance	Seasonal		Snow clearing.
Multimodal			Hierarchy of preference: 1) walking 2) cycling 3) transit 4) driving.
Multimodal			It really depends on my mode of transport.
Multimodal			Limited car travel when possible.
Quality of Life	Safety		Quality of the journey matters: Is it safe?
Quality of Life			How fun can I make the journey?
Quality of Life			Least amount of stress in route.
Quality of Life			Most enjoyable route!
Quality of Life			Eperience - enjoyable / low stress.
Reliability			Reliability.
Reliability	Connectivity		Service frequency and breadth.
Safety			Safety.
Safety			Safety - are there bike lanes or should I take transit instead?
Safety	Convenience	Accessibility	Safety, convenience, accessibility, efficiency.
Safety	Choice		Safety, availability, expedience.
Safety			Safety!!!
Safety			Safety of active transportation
Safety	Quality of Life	Convenience	Walking : safety (desolate but also speed of driving cars!), variety (being able to get from A to B by different streets), convenience (shops and stops during the walk).
Safety			Can my kids travel with me, outside the car, safely.
Safety			Can my kid walk the distance? If not, how easy to bus?
Safety			Safety (x4)
Seasonal	Quality of Life		Weather, distance, mood.
Seasonal	Environmental Sustainability		Climate impact
Seasonal			Temperature!

Security			Is there somewhere to lock my bike?
Transit	Reliability	Choice	Bus: reliability, accessibility of getting tickets and charging Peggo.
Vision + Values			**2. How can transportation support a better quality of life for you, the community you represent, and your neighbours?**
Key Themes			Raw Data
Accessibility	Design		Direct development to a more accessible walkable transit friendly city.
Accessibility	Multimodal		In my community, West Broadway, active transportation, and in particular, walking, are
Accessibility			From a big picture view, accesibility is key. Is ability or money or location a barrier?
Affordability	Environmental Sustainability		Cheaper ($) in the end and better for environment.
Choice	Convenience		Ease of access, efficiency.
Communication	Safety	Connectivity	Encouraging more active transportation to schools.
Congestion	Environmental Sustainability		With less car congestion, better air quality.
Congestion	Environmental Sust	Healthy Living	Fewer cars = less pollution = healther community, long term.
Congestion	Traffic laws	Safety	Slower traffic and less cars to reduce stress and make people feel safer.
Congestion	Design		Understand and plan acknowledging induced demand.
Connectivity	Multimodal		Increased connectivity to other neighbourhoods by bike, bus, or on foot.
Connectivity	Convenience		Better routes, distance to stops.
Connectivity	Design		Sidewalks. Sidewalks. Sidewalks!!
Connectivity	Seasonal	Accessibility	Improved connections at some intersections for bikes. Cleared sidewalks for winter walking so safe for all ages.
Connectivity	Design		Connecting to other neighbourhood, de-isolate neighbourhoods and share resources.
Connectivity	Safety	Design	More connected and protected cycling and pedestrian infrastructure.
Convenience	Quality of Life		Efficient transport allows for so many things, including city pride (when tourists come to visit).
Convenience			You need to be able to get on the bus easily and get where you need to go easily.
Convenience			Routes that make sense. Can I get from A to B without 3 transfers?
Convenience	Dependency on single-occupant vehicl		Better route planning = less time in car.
Convenience	Quality of Life		Getting ghome from work efficiently for more time with family, hobbies.
Convenience	Open Streets		Make it easy for me to get in and out of Wolseley in my car, no blocked streets.
Dependency on sin	Multimodal		Easy to get around without using my car.
Dependency on single-occupant vehicle			Fewer private vehicles on the road.
Dependency on sin	Environmental Sust	Safety	Alternatives to personal automobile use can make residentail streets safer & improve air quality.

Dependency on sin	Convenience	Safety	I rely on my car because don't feel safe on transit and I find it inconvenient. My car provides me with better time management, convenience and safety.
Dependency on single-occupant vehicle			Road design less for car convenience.
Design	Conflict		Roundabout in Riverview not working, hard for pedestrians to cross etc.
Design	Environmental Sustainability		Less stop signs, more roundabouts, more yields = better for environment.
Design			Main arteries faster, residential areas slower.
Design	Connectivity	Quality of Life	Walkable neighbourhoods need zoning support, for consistent streetscapes, not just traffic planning (integrated).
Design			More consideration to people that are living in the places others drive through.
Design			Raised crosswalks / pedestrian prioritization.
Design			Reducing cut through traffic.
Design	Affordability		Contributing to the incentivizing compact city.
Design	Connectivity		More dedicated cycling lanes.
Environmental Sustainability			Non-GHG emitting options.
Environmental Sust	Healthy Living	Safety	Better options generating less pollution creating safer and healthier communities.
Environmental Sust	Quality of Life	Dependency on sin	It's sustainable and a human way to get around without individual cars.
Equity			Prioritizing people instead of vehicles.
Healthy Living			Cycling/walking (active transport) promotes a healthy lifestyle.
Healthy Living	Convenience	Environmental Sust	Provide exercise, better traffic, getting around, reducing carbon output of above.
Healthy Living	Convenience		Healthy exercise to walk and bike, and ease makes it more appealing to people who normally haven't done this.
Maintenance	Seasonal	Multimodal	Snow clearing - lots of families without cars.
Multimodal	Dependency on single-occupant vehicl		Transportation can provide non-car options so that we can access our destinations without making our city less safe.
Multimodal			Choice of mode.
Multimodal	Safety	Maintenance	Have all modal choices actually be viable (safe bike lanes, plowed sidewalks etc.).
Open Streets			Make open streets permanent! At least all weekend but the 7 days a week was great too.
Open Streets			I second permanent open streets.
Open Streets			Make open streets permanent.
Quality of Life			Access to nature.
Quality of Life			A sense of connection to people and spaces.
Quality of Life	Convenience		Transportation is simply a means to get to a destination. Getting to the destination is not the goal. The destination is the goal. Key is to get to the destination without major headaches.

Quality of Life			Unity and fellowship: public transport isn't always as comfy, but it brings people together. You see faces, you say hi, you interact with environment. That is so important! And even more with COVID…
Quality of Life			Connection to our environment and to other humans and citizens!
Quality of Life			Taking transit - social and community engagement versus being isolated in a car with limited perspectives on the world (the radio).
Quality of Life			Getting to take in, and appreciate, more side paths (the path not taken).
Quality of Life			Encourage outdoor activity, connection with nature.
Quality of Life			Noise is huge. Lowering traffic noise has a direct impact on quality of life / environment.
Quality of Life			Route experience: shade, noise, etc.
Reliability			More reliable.. Can I count on the bus coming when it says it will?
Safety	Healthy Living	Environmental Sust	Safe and healthy (environmental and personal) ways to commute.
Safety	Multimodal	Seasonal	Alternate safe modes of transit depending on the season.
Safety	Multimodal		Safe options for biking and walking.
Safety	Transit		Safer bus stops.
Safety	Traffic laws	Design	Safer speed limits/traffic calming.
Safety	Choice	Healthy Living	Safe and accessible active transit (cycling and walking) allows more access to physical activity in my day.
Safety	Quality of Life		Creating ways to safely and pleasantly use active transportation.
Safety			Safer streets.
Seasonal	Maintenance		Proper snow clearing for sidewalks and bus lanes.
Seasonal	Maintenance	Accessibility	Sidewalks promptly cleared in winter can improve quality of life and ease of transportation for wheelchair users.
Seasonal	Design	Connectivity	As a year-round cyclist, it's all about designated bike routes, safe routes, etc.
Seasonal	Maintenance		Snow clearing that prioritizes active transportation.
Traffic laws	Safety		Lower residential speed limits.
Traffic laws	Safety		Lower speed limits.
Traffic laws	Multimodal	Conflict	Slower traffic allows for more walking and biking.
Transit	Reliability		Increased bus service 24/7.
Transit	Connectivity		Transit that isn't focused on downtown commuting only.
Transit	Design	Economic Developr	Transit lines can revitalize streets and neighbourhood shops.
Transit	Reliability		More frequent and reliable buses.
Transit	Reliability		Bus schedules that are updated in real time based on the location of a bus.

Transportation Master Plan 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 10, 2020 - Neighbourhood Advisory Group - City Centre

Core Framework Study			1. Describe your experience with moving from place to place within City Centre.
Key Themes			Raw Data
Accessibility			Bike routes with limited accessibility.
Choice	Design		Our neighbourhood (Crescentwood) is very walkable. We walk or bike for most things.
Conflict			Frustrating. Driving, cycling, and walking are all frustrating.
Conflict			As a cyclist I have experienced aggression and even violence from some drivers.
Conflict	Design		Cyclists drive too slow. Motor cyclists ignore lanes.
Conflict			I try to avoid driving there at all costs.
Conflict			Bus stops at bike lanes are not properly demarcated to encourage waiting bus pedestrians to not be in the lane.
Conflict			Wish there was a no car zone.
Conflict	Safety		Way too many cyclists on sidewalks.
Conflict	Safety		Shared sidewalks and bike lanes are very difficult without a proper dividing method.
Conflict	Safety		Yes to cyclists on sidewalks!! Too many of them.
Conflict			Lots of driver/pedestrian/cyclist problems occur with right turns on red and curb cuts.
Congestion			Bridge bottlenecks.
Congestion			At times congestion and driving experience varies across City Centre depending on area and time of day.
Congestion	Design		Streets like Wolseley that were never meant to be main commuting streets have as much traffic as streets like Ellice during rush hour.
Congestion			I work in the downtown area and try to travel into downtown during off peak hours, so early in the morning before 7am. I also leave downtown before 4pm.
Connectivity			Active transportation routes with abrupt endings.
Connectivity			Love to see more connections with cycling routes.
Connectivity			Fairly easy from Downtown on direct routes, however once you need to transfer and such, it gets frustrating and long.

Connectivity			I encounter many gaps in the bike network, especially at bridges.
Connectivity			Really positive. The new AT/RT routes have introduced some great connectivity.
Construction			Lots of difficulty with sidewalks shut down for long periods due to construction.
Construction	Communication	Connectivity	Construction companies are terrible with signage and how they place their cones and barriers.
Convenience			Not enough errands can be done from Point A to B.
Dependency on sin	Convenience		Became a two car family, begrudgingly, when our move between neighbourhoods meant one bus commute becamse two.
Dependency on sin	Connectivity		Difficult without a car to get a long way across the city. Routes are disjointed.
Dependency on single-occupant vehicle			It's almost always very easy to get around in a car. Takes 10 minutes to get anywhere in City Centre.
Design	Safety		I use my bike whenever I can, the new separator bike lanes are mostly great.
Design	Quality of Life		More residents would mean more pedestrians. More pedestrians are good for business, tourism, retail. Fewer suburbanites, more downtowners please!
Equity	Multimodal		Cars are priority 1..2 probably 3-10. After that we think of other modes.
Healthy Living			Using bike paths for recreation.
Maintenance	Seasonal		Last winter bike lanes were frequently groomed / cleared (made commute easy).
Maintenance			Poor conditions - sidewalks / AT never cleared.
Multimodal			I mostly walk or bus when downtown.
Multimodal			Walking / biking to library (when not shut down due to COVID).
Multimodal			Easy, multiple routes by bus, car and bike.
Multimodal			Walking is first choice. Biking or busing is second. Drive only if needed.
Multimodal			I walk, bike and take the bus throughout city centre.
Operations			Stop and go, traffic lights not in sync.
Parking	Affordability		Parking should be three times more expensive to discourage it.
Quality of Life	Safety		The experience changes significantly depending on time of day - especially in terms of safety.
Quality of Life			Yes! Not enough street level activity. Feel desolate.
Quality of Life			Pleasant to walk when the route is shady and calm.
Quality of Life			Stressful - loud vehicles and aggressive drivers.
Reliability	Congestion		Reliable buses at rush hour, unreliable at other times.
Reliability			Bus is great when it works. Frustrating when it's late / over crowded.
Safety			Walking kids to school.

Safety	Connectivity	Design	I do not feel safe biking wtihin the core despite being an experienced cyclist. Not enough designated, safe bike lanes.
Safety			Portage is a barrier - feels unsafe.
Safety			Driving my car I find I feel safer but I still don't feel safe at night driving in the City centre.
Safety	Conflict	Security	I walk and cycle mostly. Walking kind of scary, in terms of getting stabbed. Biking is kind of scary in terms of being run over.
Safety			To the downtown from my home on bike = risky.
Safety	Quality of Life		Walking can be ugly and unsafe. Not enough street level activity.
Safety	Conflict		Cars drive fast!
Safety			Sometimes dangerous
Safety			Not always safe :(
Safety	Traffic laws		Avoiding car drivers breaking the law / endangering my life.
Safety			Cycling is dangerous
Safety	Conflict		Can be jarring - feeling under attack from drivers.
Safety			Often nervous if walking, cycling.
Safety			Frightened if biking.
Safety			Enjoyable mostly. Challenging at times to find safe routes by bike or foot.
Safety	Design		Freeing when there are protected route
Seasonal	Maintenance		Primary cycling while there's no snow, combination bus/drive during winter months.
Seasonal	Maintenance		Winter sidewalks are tough with a stroller.
Seasonal	Maintenance		Easier in winter, with the river.
Security			By bike, I find lack of convenient rack locations difficult, but I love the new bike lanes.
Security			Locking up your bike is a crapshoot.
Transit	Connectivity		Should be easier to take a bus from one part to another.. Exchange to Broadway for example.
Transit	Reliability		Some bus routes (e.g. #36 to U of M) are under serviced.
Transit	Connectivity		Have long wanted a bus route that connected downtown neighbourhoods in a loop (the 99 was almost there). Corydon/Osborne/Wolseley/West End/Exchange in 1 route.

Core Framework Study			2. What are the biggest transportation challenges Winnipeggers experience when moving throughout the city?
Key Themes			Raw Data
Accessibility	Political		No enforcement of accessibility standards on construction projects, especially sidewalks.
Accessibility			I can't cross the street at Portage & Main (sorry, had to mention it!)
Affordability	Transit	Dependency on sin	Cheaper to drive and park than take transit from Crescentwood to downtown.
Affordability	Parking		Lack of affordable and free parking downtown.
Communication			Humans identifying as cyclists, pedestrians, and motorists.
Conflict	Design		Large number of drivers don't respect pedestrians / cyclists - not enough separated infrastructure.
Conflict	Safety		Too many cyclists on sidewalks.
Conflict			Aggressive drivers.
Conflict	Communication		Uncooperativeness (bikes/pedestrians/cars).
Congestion	Maintenance	Convenience	1) Congestion 2) Time 3) Quality of roads.
Congestion			River city, always bottlenecks at bridges.
Congestion	Seasonal		Congestion in the downtown. Way too long of wait times, especially during the winter.
Congestion			Clogged traffic.
Connectivity			Bike routes get you most (but not all places).
Connectivity	Safety		Not enough safe designated bike lanes.
Connectivity			Need more pedestiran/cyclist bridges.
Connectivity			Not enough pedestrian crossings on major roads
Connectivity			Cycling / AT routes that are not connected.
Connectivity			The city needs more direct routes and better connectivity between the major thoroughfares.
Connectivity			There are not many long bike paths that are functional enough to get you through multiple neighbourhoods.
Connectivity			Disconnected, one-off bikeways.
Connectivity			Connectivity is super important, where bike lanes don't just… end.
Connectivity			Connection from one neighbourhood to another by car, it's good, but biking and walking is so long.

Connectivity			Not enough bridges connecting neighbourhoods. Such big detours need to be taken because of rivers.
Connectivity			Abrupt stop to bike lanes downtown forcing bikes into traffic abruptly.
Connectivity			Lack of safe routes for cycling / walking.
Connectivity			Lack of connectivity.
Connectivity			Disconnected routes.
Connectivity	Safety		Lack of safe routes.
Construction	Connectivity		Construction that fails ot take AT into account.
Convenience			Inefficient routes.
Dependency on single-occupant vehicle			Too many cars
Dependency on single-occupant vehicle			It's a challenge not to use a car.
Design	Safety		I also love walking, and find major intersections stressful to cross.
Design			Need wider cyclist spaces on bridges.
Design	Communication		Separated bike routes in the downtown are confusing and difficult to use.
Design			Need more pedestrian oases.
Design			Some streets don't have sidewalks (Crescentwood)
Design			Urban sprawl
Design			Unused bike lanes.
Design	Congestion		Impacts of sprawl / induced demand.
Design			Need raised crosswalks.
Design	Quality of Life		Planning to expand streets can hurt what makes them special (Osborne shouldn't be 3 lanes).
Design	Quality of Life	Convenience	Endless "stroads". When driving: a city of streetlights and parking lots. Dysfunctional, inefficient and counterproductive.
Design	Quality of Life		Surface lots are ugly and waste space between services.
Design	Multimodal		With both transit and AT - feel like it's being forced into places to not disrupt traffic rather than being the best infrastructure.
Equity	Operations		Lights prioritize cars and not people.
Loading Zones			High vehicle traffic in school areas druing school start / end.
Maintenance	Operations		Bad road conditions such as potholes, and traffic lights not synchronized
Maintenance			Active transport gets good $ for building new infrastructure but maintenance is a joke.
Maintenance	Seasonal		Plows for roads pushing snow onto sidewalks at corners especially.
Maintenance	Seasonal		Snow piled up on sidewalks.

Maintenance	Seasonal		Sidewalk snow clearing.
Maintenance	Seasonal		Piled snow at entrances to roadways and sidewalks.
Maintenance	Safety		Road condition is terrible, making roads unsafe and damaging vehicles (I love my car!)
Maintenance	Seasonal		Snow clearing of bike lanes, especially now with new lanes.
Maintenance	Seasonal		Bike lanes: great, but if not snow cleared, what is the point?
Maintenance	Seasonal		Snow clearing often seems to happen in suburbs with few pedestrians before denser, pedestrian-heavy neighbourhoods.
Maintenance	Seasonal		Roads cleared of snow before sidewalks & bike paths.
Maintenance	Seasonal		Private lots dump snow and block sidewalks.
Maintenance			Major road surface problems on cycle-heavy routes.
Maintenance			City services: snow, clearing, debris clearing from bike paths.
Maintenance			Insufficient clearing of sidewalks and bikeways.
Maintenance	Seasonal		Snow clearing on sidewalks and security in winter for walking (so icy).
Maintenance	Seasonal		Lack of timely and consistent snow removal.
Maintenance	Seasonal	Design	Snow clearing for walking. Lack of sidewalks.
Maintenance	Equity		Clearing of sidewalks isn't prioritized even on major routes.
Maintenance	Seasonal	Reliability	Snow clearing is poorly done. Not the frequency, the standards are the problem.
Multimodal	Equity		Infrastructure for any mode that isn't a car.
Operations			Too many traffic control devices (lights) and signs, (no turns, depending during various time of day) in certain areas.
Operations			Lights poorly timed.
Operations	Maintenance	Connectivity	Infrastructure: too many stoplights. Not enough pedestrian overpasses. Bike routes not connected. Potholes. No physical separation of modes of transportation.
Operations			Too many lights. See they just added more on Sterling Lyon today.
Operations			Way too long of waiting at lights for cyclists / pedestrians, all the lights seemed to be timed for automobile traffic.
Operations	Safety		Pedestrian crossings on Grand Ave by the schools need to be updated to the modern style that are on Corydon. The modern style has more lights for visibility.
Parking	Communication		Permit parking should be considered in mixed commercial/residential areas- permit parking only or limited parking to encourage people to access tores/restaurants using modes other than cars.
Parking	Design		Too much parking.

Parking	Affordability		Cars get to park for free on residential streets - should have to pay everywhere.
Parking	Affordability		Parking in front of our home, and having guest to our house find parking, because residential streets are used for parking by people accessing stores on Academy.
Political			The city drags its feet, announces a decision and then backtracks because of public pressure after extensive consultation. Nothing happens then.
Quality of Life			The rivers are not used enough, in my opinion.
Quality of Life			Street side experience can make walking/biking unpleasant.
Rail	Congestion		Getting stuck behind a train.
Rail			Trains!
Reliability	Transit		Buses that don't always stick to their schedules. Would be better if schedules could be updated in real time so that people know exactly when the bus is coming.
Reliability			Frequency of bus service.
Relocation			Trains - tracks should be mved outside the city.
Safety	Conflict		Riding bicycles on sidewalks.
Safety	Traffic laws	Conflict	Vehicular speeds make walking and biking stressful.
Safety	Connectivity	Design	Lack of protected and/or safe routes.
Security			Lack of bike racks / bike security options on major routes.
Security			Lack of places to lock bikes up when reaching destination.
Traffic laws	Operations		Speed traps that are just money grabs and don't either help traffic flow or safety.
Traffic laws			Inconsistent speed limites.

Transit	Reliability		Agreed that transit routes don't represent actual flow and need
Transit	Connectivity		Also for transit, not enough connections that don't route through downtown.
Transit	Safety	Maintenance	Bus stops with snow banks, making it difficult to board.
Transit	Reliability		Bus wait times from outside of city centre a long
Transit	Reliability		Transit service should continue at least until most services close, especially on weekends (i.e.: bars close at 2, bus service mostly ends around midnight).
Transit	Reliability		Transit isn't reliable enough.
Transit	Reliability		Low transit service frequency.
Transit	Connectivity		Transit routes don't really reflect where people actually travel to/from.
Transit	Reliability		Under serviced transit routes.
Transit	Funding		Transit shouldn't be revenue neutral or a cash generator, we don't expect streets to generate a profit!
Transit	Connectivity		Routes needing multiple transfers.
Transit	Reliability		Transit that is unreliable or untimely.
Transit	Reliability		Public transit routes not direct or frequent enough.
Transit			Not enough bus
Transit			Transit stops so frequent and closely spaced.
			I love my carl (plus for cars).

Transportation Master Plan 2050

FEEDBACK TRANSCRIPT AND KEY

November 10, 2020 - Neighbourhood Advisory Group - City Centre

Goods Movement Study			**POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?**
		2-4 times/wk	3
		2-4 times/mo	20
		2-4 times/yr	3
		Never	6

Goods Movement Study			**2. What is the biggest challenge we face in Winnipeg in regards to goods movement?**
Key Themes			Raw Data
Choice			Hard to get everything I need downtown (especially with the Bay closing).
Choice			Not enough access to goods on foot.
Conflict	Safety		Poor visibility from so many trucks (miss pedestrians, road signage, etc.).
Conflict	Safety	Delivery	Couriers and ride-share drivers are often distracted - looking for addresses / parking and potentially not aware of pedestrians / cyclists.
Congestion			Traffic.
Congestion			Clogged, overloaded roads.
Congestion	Design		Traffic is a byproduct of city planning; residential, retail, density, walkability, personal / cultural habits.
Congestion	Loading Zones		Couriers: sometimes they take up lanes and create traffic congestion during rush hours.
Congestion	Transit		A rapid transit line down Kenaston would take traffic off the street instead of just adding lanes, which are counter-productive (induced demand).
Congestion			CPR transload facility is too central.
Congestion			RAIL! Too many trains blocking traffic and tracks using prime land in the city.
Congestion			Rail - train lines often cause major traffic delays.
Congestion			Rail: Trains can create jams going through the city.
Congestion	Relocation		Having a CN/CP/BNSF main line in the city.
Connectivity	Delivery		Incomplete bike network makes bike-based delivery impractical in many areas.
Delivery	Truck Routes		The location of origins of goods. Many are in the centre and need to move across the city.

Delivery			I don't know the specifics, but where is the connection of trains to trucks or smaller delivery vehicles?
Delivery			There are too few alternate options.
Design	Relocation		Rail lines can't be crossed to allow greater connectivity between neighbourhoods.
Design	Loading Zones		Require an Amazon/Skip spot for new multi-family developments.
Design	Relocation		Railways divide neighbourhoods and prevent active transportation options.
Environmental Sustainability			Pollution.
Loading Zones	Conflict		Trucks and delivery vehicles blocking bike lanes.
Loading Zones	Truck Routes	Relocation	All of the above. Couriers stop wherever they want. Trucks are driving on non-truck routes and the rails need to be moved or the trains need to have better schedules.
Loading Zones			Dedicated parking spaces downtown for small delivery services.
Loading Zones	Parking		Lack of loading zones and parking turnover.
Loading Zones			They always are stopping in diamond lanes or other, no stopping zones during rush hour.
Local Delivery			Food delivery vehicles - large influx with the pandemic.
Maintenance	Delivery		Roads are in terrible condition, posing problems for small couriers and deliveries.
Operations	Delivery		Signal priority for car traffic makes downtown bike lanes slow for delivery.
Parking	Truck Routes		Parking lanes on nmajor routes through the city.
Passenger Rail			You can't take the train to the lake anymore (including my kayaking "goods").
Political			Industry controls development - from the original railyards to trucking industry now.
Political			We don't really have challenges and I'm not convinced givng the trucking industry more money for roads will lead to local "economic prosperity".
Quality of Life			Noise pollution from trucks and trains.
Rail	Congestion		Rail crossings cause major delays.
Rail			I don't have issues with trains!
Rail	Transit		We don't have HSR!
Relocation			CPR marshaling yards need to move.
Relocation	Congestion		Railyard in the middle of the city.
Relocation			An expensive but transformational vision: move the north end yards north of the airport. Fill it in with 100,000 people in Euro/Asian-scale dense, walkable, rapid-transit-connected neighbourhood.
Safety	Conflict		Large trucks have limited visibility and make me nervous as a cyclist.

Safety			Rail presents challenges for all types of commuters and is extremely dangerous (Lac-Megantic)
Safety			Safe cycling / walking routes with unsafe rail crossings.
Safety			Risk of hazardous materials going through city centre rail lines.
Safety			Oil should be transported via pipelines not on trains through city centres.
Seasonal	Delivery		Difficult to deliver on bike during the winter.
Security			Theft of deliveries left on steps of residences.
Security	Choice		Nowhere to lock a cargo bike - which would allow me to get groceries and bigger items without a car.
Traffic laws	Loading Zones		Not obeying traffic laws (Osborne!).
Truck Routes			Trucks need the Perimeter and other major routes to have much better traffic flow.
Truck Routes	Congestion		Trucks shouldn't drive through downtown. Slows everything down.
Truck Routes			No freeways for moving trucks through the city easily.
Truck Routes			Trans Canada Hwy coming straight through the city.
Truck Routes			Too many trucks using neighbourhood streets = non truck desginated routes esp.
Truck routes			Trucks.
Truck Routes	Traffic laws		Low speed limits on truck routes.
Truck Routes	Congestion		Semis downtown and other thoroughfares.
Truck Routes	Congestion		Truck routes go right thrugh city centre.
Truck Routes	Congestion		Semis traveling through downtown / regular neighbourhoods.
Truck Routes	Congestion		Trucks: There is no reason for large semi trucks going through the downtown / city centre!
Truck routes	Congestion		Truck routes are on some pretty small streets sometimes.
Truck routes	Truck size		We don't need Semi's to deliver everything.
Truck routes			Keep Semi trucks off of Portage & Broadway
Truck Routes	Truck size		We need more corridors like Centre Port way to get big truck out of the centre of the city or out of smaller vehicle traffic.
Truck routes			Truck routes make terrible places for everyone not in a truck.
Truck routes	Congestion		The core acting as a major goods thoroughfare hurts the lived experience.
Truck routes	Quality of Life		High streets double as truck routes = pedestrian / retail vibe killing.
Truck size			Big vehicles delivering small things.
Truck size			Speed and size of delivery vehicles. We do not need Semis to deliver Coke to the local corner store.
Truck size	Delivery		Last mile solutions - smaller vehicles or electric bikes for couer/food delivery.

Transportation Master Plan 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 10, 2020 - Neighbourhood Advisory Group - City Centre

Pedestrian and Cycling Strategy Update			POLL: Rate your knowledge of the existing cycling and pedestrian network in Winnipeg.
		Very Good	11
		Good	12
		Okay	6
		Satisfactory	1
		Poor	2

Pedestrian and Cycling Strategy Update			Describe your experience with the existing pedestrian and cycling network and infrastructure in Winnipeg.
Key Themes			Raw Data
Choice			Retail has been driven to the burbs instead of downtown and walkable.
Communication	Quality of Life		We need to promote the trails better. There are so many beautiful trails.
Communication			Need better wayfinding.
Communication	Connectivity		Poor signage, especially where bike lanes intersect with road lanes or sidewalks/busstops.
Communication	Design		Some of the new infrastructure lanes have confusing lights for people in vehicles, like the "no left on green".
Communication			Downtown walking (Portage & Main) is annoying to navigate.
Communication			Need more maps and website info.
Communication			There should be PSA about sharing roads. Also, no one complains when jogger goes through a stop sign, so why do people on bikes get ragged on?
Communication			Wayfinding not great - hard to know if you're on the right route.
Communication	Connectivity		Hard to figure out where you can actually bike.
Communication			Confusing.
Communication			Cycling map on website doesn't work properly.
Communication			Signage is improving but there's still lots of room for improvement.
Communication	Traffic laws		Crosswalks feel like a suggestion to most drivers.
Communication			Signage is poor - there are places wher eyou'd have no idea a mup existed.

Conflict	Safety		People biking on the 1.5m pedestrian sidewalks are dangerous - Osborne underpass at Rapid transit is TERRIBLE for this. Dangerous to bike on the street or walk on sidewalk.
Conflict	Safety	Design	Curb cuts and right turns on reds make for clunky, sometimes dangerous interactions between pedestrians and cars.
Conflict	Design		2nd Maryland improvements suck - weaving in and out of pedestrian sidewalk.
Conflict	Design		Downtown bike zones put me in conflict with motor vehicles too often - left turns across two-way cycle tracks, etc.
Conflict	Communication		As drivers we are expected to share the road with cyclists, but I don't believe they know the rules of the road.
Conflict	Design		Sometimes they route bike lanes onto sidewalks.
Conflict	Safety		Motorists don't give enough space many times.
Congestion	Connectivity		Bridges remain a problem.
Congestion			Too many cars on roads - should be limit on new cars sales like some countries.
Congestion			It hinders vehicle traffic; ok to an extent but motorists have rights too.
Connectivity			Needs more connections to join up neighbourhoods.
Connectivity	Reliability		Inconsistent.
Connectivity			Poor north-south connections.
Connectivity			Abrupt endings to bike lanes, and dropping you in very scary locations.
Connectivity			Bike lanes end suddenly.
Connectivity			Missing connections - too many abrupt endings.
Connectivity	Design		Sometimes bike lanes are not being used.
Connectivity			I love the new routes / lanes, but there are still so many moments where the lane just suddently ends.
Connectivity			I find a lot of the bikeways to end up dead ends / filled with gaps.
Connectivity			I only bike in my area not through city.
Connectivity	Quality of Life		I always come back to this, but I find the rivers not utilized enough. Pedestrian bridges linking neighbourhoods would make this city amazing! Norwood - South Osborne. Wolseley to River Heights, and I could go on and on..
Connectivity			Exchange District is a poorly thought out mishmashery - cycling lanes have made it worse.
Connectivity			Disjointed.
Connectivity			Lack of connectivity.

Connectivity			It's getting there. There are still connectivity problems but each year things get better.
Connectivity			Incomplete.
Connectivity			Hard to have confidence in a route.
Connectivity	Communication		Hard ot navigate - finding a route is hard.
Connectivity			Great bits -big gaps.
Connectivity			Bike lanes just magically disappear sometimes.
Connectivity	Communication		Inconsistent routes aren't equal (no standardized signage, quality, etc.).
Connectivity	Maintenance	Quality of Life	Pedestrian network: disconnected. Parking lots and uneven streetfronts create unpleasant an inconsistent experience.
Connectivity	Design	Safety	Too many places where walking on the street is required.
Convenience	Healthy Living		For going for leisure bike rides outside of downtown, I find the paths great. For commuting to places like downtown, I don't take bike lanes because they take too long.
Design			Big improvement vs. 10 years ago!
Design	Communication	Safety	Always wishing the sidewalk was bigger, lack of crosswalk signage, and worried that cars are going to hit me whil ei am crossing because eof cars turning right on red.
Design			It's better than 10 years ago.
Design			It's getting better, but there's still more to be done.
Design	Choice	Accessibility	Sidewalks invite walking. Often relatively close places feel inaccessible because of lack of sidewalks or places to cross streets safely.
Design			Open Portage & Main.
Design	Safety		Need more cross walks when traversing the neighbourhood with kids.
Design	Connectivity	Convenience	Usually skip bike lanes since they are too far from major routes (e.g. Portage) and add too much extra time to commutes.
Design	Quality of Life		Portage & Main should have been opened. Sucks for pedestrians.
Design	Choice		Need more infill - walking distances very long, makes walking inaccessible.
Design			New Maryland improvements suck.
Design			Barely used myself but close with those that do, bike lanes have improved but a long way to go.
Design			Find sometimes there is no use of bike lanes.
Design			City does not seem to understand that cyclists propel different from cars. It's much more difficult to stop and then start. Or to change vectors.

Design			Sidewalks in newer neighbourhoods and suburbs sometimes non existent.
Design	Quality of Life		Surface parking is the ultimate vibe kill.
Healthy Living	Connectivity		Trails are good for recreation, but more limited when trying to actually get to a specific destination.
Loading Zones			Bike lanes used as loading zones even by police!
Loading Zones	Conflict		Cycling lanes are often parked in.
Maintenance	Seasonal		Many sidewalks in West Broadway impassible in winter.
Maintenance			Ineffective rehabilitation / resurfacing.
Maintenance	Seasonal	Reliability	Bike lanes are not reliably cleared/maintained in winter.
Maintenance	Safety		The curbside lane has often very broken up surface.
Maintenance	Seasonal		Sidewalks in winter = icy and dangerous.
Maintenance			Maintenance of bike lanes (asphalt repair) are not great.
Open Streets			Closed streets were super this summer.
Open Streets			Open Streets was a game changer in a good way.
Open Streets			Open streets were a vision of a better future.
Open Streets			Greatly appreciate closed streets.
Operations			Pedestrian crossings could use a pedestrian leadoff signal at busy intersections.
Operations	Design	Safety	Drivers ignore no left turn on red in Garry's new bike lanes. Feels like it was designed to not change the way anyone uses the street.
Operations			Need more timed pedestrian signals, less beg buttons.
Operations	Safety		More lighting needed along the river paths.
Operations			Get rid of right turns on red.
Operations			Right turn on red is bad for pedestrians!
Parking	Loading Zones		Parking in bike lanes.
Political	Design		It's a good plan, but poor implementation.
Quality of Life			Pretty happy.
Quality of Life			I commute to work on my bike in nice weather and walk with my dog on many trails throughout the city.
Quality of Life			I take long (2-3 hour) walks regularly around the city. Besides major intersections, the city is great!
Quality of Life			I enjoy walking in Winnipeg. I do it often. Good system.
Quality of Life	Design		My neighbourhood (Crescentwood) is nicely walkable. Make all like this.
Quality of Life	Convenience		Walking: not enough variety. Mostly need to walk on big thoroughfares (boring, inefficient and unsafe).

Quality of Life	Design		Enjoyable where sidewalks are available.
Safety	Design		Broad right turn lanes are danger to pedestrian.
Safety	Design		Some suburbs (I grew up in Crestview) have nice "catwalks" that allow pedestrians to stay away from major routes. These would be great addition to city centre neighbourhoods.
Safety	Conflict	Design	Cycle tracks that share space with sidewalk put all users at risk.
Safety			I do not bike often despite being an experienced cyclist.
Safety	Design		Limited visibility ot drivers at crosswalks (need curb bumpouts).
Safety	Design		Intersection of Wellington and Academy worries me every day.
Safety	Connectivity		Moving in the exchange is great, getting there often feels dangerous.
Safety	Conflict	Design	Many slip lanes make me feel like I will be killed as pedestrian.
Safety	Communication		Pedestrians don't bother looking up from phone while crossing street.
Safety	Conflict	Design	Bikes on sidewalks are an issue, but I get it. Bicycling can be dangerous.
Safety	Conflict		Need total situational awareness or you'll get hit by a car. Pedestrian or not.
Safety	Design		Painted bike lanes not sufficient for protecting children.
Safety			Still dangerous.
Safety	Design		Cycling much more manageable for adults than children.
Safety			St. Matthews is still unsafe.

Safety	Connectivity	Conflict	Rather scary. Cars, pedestrians, cyclists need to be separated from each other. Routes not connected or get dumped into traffic.
Safety			Unsafe.
Safety			Not safe enough for many.
Safety	Conflict		I don't feel safe cylcing on busy streets.
Seasonal	Quality of Life		Extensive route planning depending on weatehr, time of day, who I'm with, etc.
Security			Bikes get stolen.
Technology	Communication		City needs to forward files to Google.
Traffic laws	Conflict	Safety	Bike road rules are different and that's okay, because no one kills other people by riding through a light on a bike.
Traffic laws	Communication		Most drivers don't follow laws - need better training / more frequent testing.
Traffic laws	Safety		Cars drive fast. Speed limits seem high to me.
Traffic laws			Make the Idaho stop legal for people on bike.
Traffic laws			(Human) cyclists don't follow rules of the road.
Traffic laws			IDAHO stop should be implemented.
Traffic laws			Drivers ignoring rules makes it dangerous.
			Limited experience.
			Could you ask all of these questions to tourists / visitors?
			Still D.

Pedestrian and Cycling Strategy Update			3. Where do you think the most problems occur between Pedestrians, Cyclists, and Motorists in City Centre? (can be an actual location or type of infrastructure)
Key Themes			Raw Data
Communication			Pedestrians not paying attention.
Communication			People cross the street when the countdown is at 2 or even finished counting.
Communication			Sidewalks (cars not ledding pedestrians walk / cutting them off).
Communication			Georgina Street and Parker (Beaumont RT) when there is a bike lane that crosses Georgina Street and the cyclists don't stop for the stop sign nor look for cars when crossing. The cyclist has a stop sign on the bike path.
Communication	Traffic laws		New push buttons to activate queue based lights are not clearly marked that the button does anything. People wait and then jaywalk.
Communication			Bad signage behind the ballpark north on Waterfront.
Communication			Pedestrians not aware they are on a mixed use path (Assiniboine between Garry and Main) - Maryland, Pembina too.
Communication			Lack of cycling signage.
Communication	Connectivity		Waterfront and McDermot there are many spots where it looks like you can cross but there is no signage, cars don't know if they should stop, cyclists are trying to cross to get to the bike path.
Conflict	Design		Almost anywhere a pedestrian has to cross the street. Cars don't respect pedestrians.
Conflict	Design		Pedestrians and cyclists in conflict on sidewalk-grade bike lanes at crossings and bus stops.
Conflict	Design		Crosswalks are so dangerous. Cars never stop for them.
Conflict	Design		On bridges where there is a grade (up or down) lane.
Conflict			Main and broadway pedestrian crossings.
Conflict			In places where traffic and bicycles merge.
Conflict	Design		Where vehicles turn across bike lanes.
Conflict			Bike lane infrastructure (between cyclists / drivers).
Conflict	Design		On most sidewalks, between people on bikes and pedestrians.
Conflict	Design		Going north over tracks (McPhillips, Main, Arlington) no safe option forcing bikes to slow traffic to maintain proper space.

Conflict	Design		Anywhere they interact on same road. As I keep saying, all should be separated from each other. Specific locations; Assiniboine and Main crossing, Osborne, Broadway.
Conflict			Portage Avenue downtown - bikes competing with buses and traffic.
Conflict	Safety		Osborne Bridge to Legislature - bikes go fast!
Conflict			Graham and Vaughan, pedestrians and buses.
Conflict			Where bike lanes cross bus stops.
Conflict	Operations		Main and Assiniboine - left turns off northbound Main.
Congestion			Bottleneck locations - bridges!
Congestion	Design		neighbourhood greenways that get clogged with traffic (e.g. Nassau St. N.).
Congestion			Osborne Street in between River Ave and Confusion Corner. Serious delays in rush hour.
Congestion			Increased bike and walkers on weekends. So too congested.
Congestion			Gridlock traffic blocking intersections (e.g. Pembina and Warsaw).
Connectivity			Pembina south of Jubilee, bike lane is on sidewalk and ends abruptly.
Connectivity	Conflict		Portage near UofW - Diamond lane ends and cyclists need to merge.
Connectivity			Southbound Osborne bridge bike lane ends.
Connectivity			Sherbrook bridge bike lane inadequate.
Connectivity	Design		Maryland Bridge bike path leads onto sidewalk.
Connectivity			New bike lane on Maryland ends, and cyclists forced abruptly into traffic.
Connectivity	Conflict		Bike lanes that end into traffic, e.g. Pembina Highway.
Design	Conflict		Main Street at Assiniboine - the worst active transport intersection I have "ever" seen.
Design	Conflict	Safety	Anywhere with a bike lane that is just painted on with no physical barrier.
Design			Some of the new pedestrian crossings are placed incorrectly (Assiniboine at Main, sB on Maryland at St. Matthews).
Design			Example of bad design, Pembina.
Design			Yes about Pembina, bad design.
Design			Example of good design is Sherbrook St., by the way.
Design			North Osborne St. and Portage Avenue is a trick intersection.
Design			Curb cuts. Pedestrian crossings.
Design	Communication		Crosswalks - drivers don't stop.
Design	Traffic laws		Pedestrians jaywalking because crosswalks are too far apart.

Design	Safety		Bike routes that have no protection crossing major streets (e.g. Nassau at Corydon).
Design	Conflict		Where bike infrastructure has been jammed onto a sidewalk (e.g. Northbound Pembina south of Jubilee).
Design	Conflict		Intersection biking north of Garry - drivers aren't expecting cyclists to be coming that way.
Equity	Communication	Conflict	People in cars don't see people not in cars, as equals on road.
Loading Zones	Communication		Assiniboine bikway - parked cars.
Loading Zones	Design		Assiniboine bike lane - cars love parking in the lane.
Loading Zones			Vehicles parking / waiting in bike lanes.
Loading Zones			Near schools during drop off / pickup.
Maintenance			Streets designated as bike routes are in terrible condition (Warsaw, Nassau, Grosvenor, MacMillan)
Maintenance	Design	Safety	Painted bike lanes disappearing in winter and being encroached (e.g. Harrow St.).
Multimodal	Design		Separation of these modes has merits, but learning how to use together is better.
Operations	Design		Vehicles turning at intersections (both right and left turns).
Operations	Design		Lights that don't trigger for cyclists.
Operations	Design	Conflict	Major intersections with signals designed for cars - beg button required for pedestrian signal, right turns on red allowed, left turn signals at same time as pedestrian signal.
Operations			Portage and Banning one way stop and light, light lasts too long for cars even with button pushed.
Operations	Communication		Southbound Garry from Portage to York. There are so many different signs and traffic lights. Hard for everyone to be on the same page and work together and some things that don't make sense.
Operations	Design		Uncontrolled intersections.
Operations	Safety		Where lighting is poor.
Operations	Traffic laws	Safety	Lights increase speeding / motor-driver aggression.
Operations			I like the light at Assiniboine and Main.
Operations			Agreed about buttons.
Operations			Downtown with countdown crosswalks.
Operations	Safety		Enormous intersections (e.g. at IKEA) with fast moving traffic.

Parking	Conflict		At liquor stores, where cars, cyclists and walkers.. Also same problem parking lots like Polo Park.
Quality of Life			Wellington Crescent. I drive and walk on the route often. I love to do both.
Safety	Conflict	Design	Arlington and Portage - unsafe for cars and pedestrians.
Safety			Portage & Broadway - scary when heading downtown from the west.
Safety			Young St. and Westminster - fast cars and wild turns.
Safety	Design		Painting bikes on Grant Ave is ridiculous.
Safety	Design		Wellington - Academy is dangerous for pedestrians and cyclists with all the right turns on red, drivers inching forward, turning lanes.
Safety	Design		Riding on sidewalks.
Safety	Design		Intersections - drivers aren't watching for bikes or people.
Safety	Traffic laws		Wellington Crescent: cars drive too fast (and shouldn't be there at all).
Safety	Design		Osborne underpass deadly for cyclists.
Traffic laws	Open Streets		Wellington - too many cars not following rules when street is closed.
Traffic laws	Conflict	Safety	Jay walking is necessary! Dangerous but so necessary when you're a pedestrian.
Traffic laws	Design		Lots of jaywalking on Portage and Main - many cars don't slow down.
Traffic laws			People not following the rules. Many cyclists ignore the rules, but some pedestirans and motorists do too.
Traffic laws			Cyclists ignoring stop signs when there's other traffic.
			I feel a need to defend cars. I drive a lot. I respect pedestrians and cyclists. We are not all bad.
			Confusion Corner.
			Wellington Crescent and Academy.

Transportation Master Plan 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 10, 2020 - Neighbourhood Advisory Group - City Centre

Emerging Technologies			**POLL: Rate your attitude towards technology.**
		Forward thinker	12
		Proceed with caution	10
		Slow to change	0
		Keeping it old school	1
			*note: very comfortable with tech but skeptical of project of handing our transit over to venture capitalists and ride hailing apps.
Emerging Technologies			**2. Do you use any type of technology (phone applications, variable message signs, etc.) to help you travel by public transit or personal vehicle? If yes, please specify.**
Key Themes			Raw Data
Apple Maps			Apple Maps.
Bike map (paper)			The 2014 City of Winnipeg bike routes pamphlet
Bus Guide			Bus guide.
Bus Guide			I love busguide!
Bus maps			Bus maps with live bus tracking.
Expandable Cycling app			Expandable Cycling app.
GoManitoba			GoManitoba.
Google Maps			Google Maps.
Google Maps	Waze		Google Maps and Waze.
Google Maps			Google Maps - If there is a cycling route (I don't use the city guide..)
Google Maps			Google Maps: walk , bike, even bus.
Google Maps			Google Maps before I leave the house on my laptop or personal GPS I keep in my car.
Google Maps			Google Maps - driving (for what the fastest route is in time). Public Transit to see when
Google Maps			Google Maps.
Google Maps			Yes, Google Maps, Internet for bike routes, biking, driving, walking.
Google Maps			Google Maps for driving mostly but also walking when in a different city so I suspect
Google Maps			Use Google Maps for directions.
Google Maps			Google maps gets me everywhere, I also use the transit app for bus times.

Google Maps			Google maps .. Cycling overlay.
Google Maps			Google maps for public transportation and walking.
Google Maps			Rely on Google Maps.
Google Maps	Strava		Google Maps / Strava for cycle route planning.
Maps			Maps for all methods except Transit.
Maps apps	Transit apps		Maps app, Transit app.
Mobile Winnipeg Transit website			Mobile Winnipeg Transit site - trip planner.
MyBus app	Google Maps		MyBus app and Google Maps.
Navigo			Winnipeg transit website for bus arrival times.
Navigo			Navigo (x2)
Navigo	Google Maps		Navigo and Google Maps.
Navigo			Navigo is awesome.
PegCity Car Co-op			PegCity Car Co-op
PegCity Car Co-op			Website for PegCity Car Co-op.
RideWithGPS			RideWithGPS for bike routes.
Transit 360 app			Transit 360 app for buses.
Transit apps			Various bus apps that I can't seem to master.
Transit apps			Transit app.
Transit apps			Transit App.
Transit apps	Google Maps	Navi	Transit app, Google Maps, Navi in car.
Transit stop signs			Digital bus signs at stops are great.
Transit stop signs			I also love the signs at transit stops.
Transit texting service			I used to use the Wpg transit texting service. Worked quite well.
Uber			Does this include ride sharing? If so, Uber.
Waze			Waze.
Waze			Waze for driving.
Winnipeg Bus Live			Wpg Bus Live.
			No (I'm the dot that prefers "old school")
			Semi-relevant sidebar; increased dependency on GPS has made many people less capable
			Autonomous driving seems insane. There's news of another Tesla crashing in the USA

Regional Transportation Review			3. Are you aware that Winnipeg currently has 11 park and ride locations?
		Yes	7
		No	12
		Unsure	0
			* I put yes, but did not know exactly 11.
			* I'm aware of some, didn't know 11.
			* Agree.. Knew of a few, but not that there are 11. I would be interested in where all these locations are.
Regional Transportation Review			**4. What challenges and opportunities do you see for 'park and ride' or 'cycle and ride' locations in Winnipeg?**
Key Themes			Raw Data
Affordability			Challenge - if already using your car and paying the all purpose insurance, it would be
Affordability			What are incentives for people to use these?
Affordability			Agreed about the incentives.
Affordability			Fare-free transit could make park and ride more attractive.
Choice			Park and ride not in the right location.
Choice			Lots aren't in the right locations.
Choice	Convenience		Challenge is to find a park and ride spot that is convenient. Opportunity is to get community clubs, churches and businesses that don't utilize all their parking spaces.
Choice	Design		Park and rides should be at city limits to encourage ridership from ex-urb commuters.
Choice			Only useful if the ride takes you close enough to your desired location.
Choice	Convenience		Opportunity - bikin gmay be more accessible (i.e. not limited to only certain routes).
Choice	Reliability		Seems very much geared towards normal high-traffic times.. So not interesting for
Choice			I wasn't aboe to put it earlier, but I feel the airport is very isolated. It feels like a version of
Communication			Social norms and stigma.
Communication			If the city really promotes it, migth work well. Not sure on current usage?
Communication			Education about why someone would park and ride.
Communication			Enhanced promotion and communications.
Congestion			Rush hour buses fill up quick downtown.
Congestion			Buses are slower than driving.

Congestion			If well used, won't there be a bottleneck on the way to the park and ride?
Convenience			Park and Ride doesn't cut down commute time in our city, so there's not much benefit to drivers.
Convenience			Can't see the benefit. If you live in the city - hard to time your bus stop if you have traffic delays getting there.
Convenience	Affordability		Challenge - needs to save time and be more economical than driving.
Convenience	Affordability		I'd think it seems to save gas, but time?
Convenience			Impression that park and rides are too far from home so may as well drive versus taking transit.
Convenience	Choice		Not really a thing for a Wolseley resident.
Convenience	Choice		Suburb expansion both a challenge and opportunity.
Convenience			If it get into my car to go somewhere, I will go there by car. There is no value for such service in my opinion.
Convenience			Lovely idea, just not sure how it makes sense if you're already in the car, why not take it all the way?
Convenience	Choice		Park and ride is excellent for those who work downtown.
Convenience	Choice		Good for outlying communities if working downtown.
Covid	Safety		Worry if buses are healthy place to be spending time during a pandemic.
Dependency on single-occupant vehicle			People still love their cars (and that is ok too).
Dependency on sin	Affordability		Driving downtown is still too accessible and affordable.
Dependency on sin	Design		Challenge: Winnipeg has little traffic issues and most RT/AT is being built to minimize disruption to personal automobiles. Need less cars on roads in inner city - less space for cars.
Dependency on single-occupant vehicle			Think there are many who will never use a park and ride option.
Dependency on single-occupant vehicle			Perhaps encouraging suburbanites to only drive a few blocks to the park and ride rather than all the way downtown?
Design			We have a lot of under used parking lots to use.
Design	Convenience		Is there evidence it will work in a city with Winnipeg's travel/density pattern?
Design	Choice		For park and ride, I see the challenge as acquiring valuable land for parking space.
Design	Choice		More Cycle and Ride.
Design	Choice		Informal park and ride activity on side streets filling residential parking for long periods of time, e.g. Point Rd, Windermere Ave, near Jubilee Station.
Environmental Sustainability			Environmental advantages.
Multimodal			Not all buses have bike racks.

Multimodal			I'd rather just have a bike rack on the bus, like some routes do.
Multimodal			"Last mile" transport should be electrified and use alternative methods too (e-bikes, scooters, etc.)
Multimodal	Bikeshare		Last mile of route (for bikes) - ability to bus near work and then get on a bike for final mile(s) (bike share?).
Operations			Transit schedules to match park and ride location.
Operations			Later bus times to the park and ride locations.
Operations	Reliability		Increased frequency of buses later into the day.
Reliability			7 days a week.
Security			People need to know they have a safe place to put their bike wherever they go.
Security			Worry about security of vehicles left taking a part and ride solution.
Security			Security of bicycles.
Security			Need more secure bike parking (lockers).
Security			Impression that locked bikes are not secure.
Security			Bike lock-up. A challenge but if done right would be motivating to use.
Transit	Design		Increased bus ridership is good, but need to increase bus capacity.

Transportation Master Plan: 2050

EMAIL FEEDBACK

Neighbourhood Advisory Groups - City Centre

Where possible, all bus stops should be located in consistent areas, either at the beginning or end of the block.

Priority!!! No snow mountains at bus stops or at controlled intersections; clean down to the cement ASAP and NOT in 3 or more days. If motorists had problems with controlled intersections, the issue would be fixed in hours or more likely minutes.

Blind folks need to know when the bus arrives when it is 90 below and taking shelter inside a bus station is important and necessary. (service dogs and dog Guides don't wear boots. (Just try standing on a cold surface in bare feet at minus 20, or worse.)

Often, the announcements, even on present buses, are difficult to hear sometimes due to low volume, other times to poor speaker placement on some older vehicles. For some passengers, properly functioning announcements can be as crucial as proper brake maintenance. Getting off at the wrong stop could have serious consequences far beyond simple inconvenience.

i have serious concerns about cyclists and pedestrians sharing the same travel space, nothing could be quite as distressing as a treaded spinning front tire between the but cheeks. (actually, I may be more protected from this due to the alertness of my dog guide more so than many sighted folks being hit from behind.)

Better control of traffic lights and patterns. In my area, the signal at portage and Ruby are absolutely miserable; one could order a pizza while waiting, most unpleasant in ugly weather and seriously divisive to folks north and south of portage.

The unfortunate design of the ramped intersections can be a real danger for many blind folks as well as some people with mobility restrictions. Each crossing should have it's own ramp and not one giant angled slop intended to service both directions. When I an in the saddle of the ramp, I would like to know that that saddle directly faces the landing on the opposite side. (here's where a picture would be worth a thousand words and it would then be blatantly obvious.)

It was glaringly evident tonight that there are zero people of colour in this group. Especially when it comes to the city centre neighbourhood, where people of so many different backgrounds live, it would be a real missed opportunity to not have their voices included in this process.

Ian Frank included that in his comments in the chat, a couple of us briefly echo'd it. But if you could take that concern to the larger project management team, that would be great. Fifty white middle class folks aren't going to see all the angles needed, especially on matters such as this.

One item I put into the breakout room, which I think may need a little more explanation, is regarding the new bike infrastructure which crosses Portage Avenue along Garry Street. This also is the case at Broadway along Garry. I've included a picture to illustrate what I mean at the Portage location. Just yesterday was a prime example of why this sort of development needs to be examined with a little more detail by people who use the infrastructure. My reason for sending this example your way is to add to the future planning that goes into the Master Transportation Plan, and how all perspectives (pedestrian, motorist, cyclist) are valuable.

It happens often, but when I experienced and witnessed the issue yesterday, I was prompted to take a picture and send you my thoughts. My picture is facing south along Garry Street. When the incident happened yesterday, I was heading the opposite direction (northbound) on my bike in the dedicated bike lane. A vehicle was heading southbound, and started to enter the intersection to turn left, which would have cut me off or hit me. A pedestrian at the place where I took my picture shouted at the vehicle to stop, because there's a "no left on red" sign next to the traffic light for this specific lane. This happens ALL the time. And the funny thing is that when a vehicle follows the "no left on red" sign (which, in itself is a little confusing, isn't it? I mean, no movement at all should happen on red...but I digress), and waits for the light to turn green, they get honked at from behind, because traffic behind the front vehicle either can't see the light sign or they are frustrated because they want to go straight and they can see the lanes beside them going through, so why is the vehicle in front of them not moving? In either case, traffic is confused and sometimes goes through the red turn light or occasionally goes through.

The signage along the new bike and vehicle infrastructure along Empress is much clearer (sorry, I don't have an example picture to show you). However, so is the signage farther along Garry at driveway crossings. This brings me to my attached picture. The yellow circle is the issue I've described with a slightly unclear sign directing the traffic light. Could it not be a green light with a yield sign, like it is highlighted in my smaller green circle? There are so many of those yield signs along Garry at every driveway access to the street, which I think are very helpful, so to me it would make sense to have consistency with the controlled traffic lights as well.

Then the other confusion is my purple-highlighted circle. The sign indicates that this is a turning lane. Some of the vehicular traffic coming up to this intersection plan to go straight and have no idea. There should be clearer signage as well as an additional sign to that turning lane sign which again adds the yielding to the bike lane, both north and southbound. Adding to this sign would also allow traffic farther behind in the lane to see what's going on. Painted markings on the street would also be an option, I think, or even larger signs above the lanes right where the vehicles stop, which show the distinct lane differences.

I hope this helps clarify some of the issues I had tried to point out surrounding that location. I also hope that the "Interest Specific Groups" meeting is given as equal a voice as the Neighbourhood Advisory Groups. I understand that private interests will have deeper pockets and influence, potentially, but I also have faith that the usage data you've collected about how people use the infrastructure, along with models and other examples from other cities will help bring Winnipeg into forward-thinking, big-city visions with this excellent plan.

As I sort of expected - Think the city centre group has been sort of "highjacked" by the cycling lobby. They represent the views, Im sure, of some..... but we need to remember that the community extends all the way to LindenWoods and Im not sure they views of those folks is being represented!

Car Traffic - frankly there was very little of discussion on that. Despite the fact that 64% of Winnipegers travel by car, there was very little discussion on roadways .....it was almost ALL about bikes and transit!

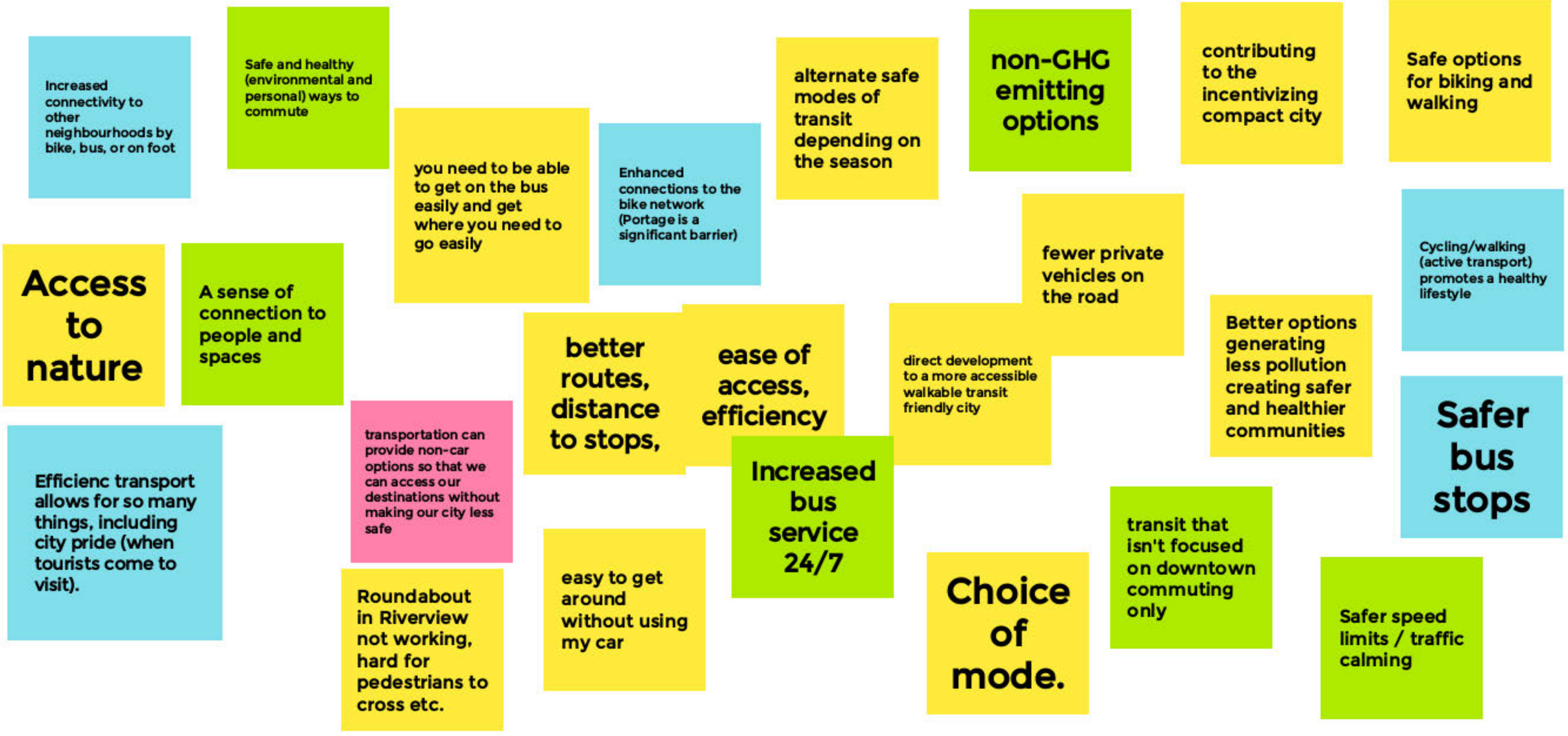
A lot of the cycling lobby are not really concerned with listening or learning ……they seem to be about demanding and rejecting – all based on their “cars are bad” dogma

A bit surprised that there was ABOSULTELY NO discussion on costs. People are demanding more inter neighborhood bussing when in fact most busses (pre pandemic) we mostly empty (from what I can see)

What is MOST important to you when you decide to travel around Winnipeg?



How can transportation support a better quality of life for you, the community you represent, and your neighbours?



Describe your experience with moving from place to place WITHIN City Centre.

Active transportation routes with abrupt endings

I do not feel safe biking within the core despite being an experienced cyclist. Not enough designated, safe bike lanes

our neighborhood (crescentwood) is very walkable. we walk or bike for most things

Primary cycling while there's no snow, combination bus/drive during winter months

Portage is a barrier - feels unsafe

Bridge bottlenecks

Easier in winter, with the river

stop and go, traffic lights not in sync

Walking kids to school

i use my bike whenever i can. the new separate bike lanes ar mostly great

I mostly walk or bus when downtown

Walking/biking to library (when not shut down due to Covid)

Fairly easy from Downtown on direct routes, however once you need to transfer and such it gets frustrating and long

I encounter many gaps in the bike network, especially at bridges

reliable buses at rush hour, unreliable at other times.

lots of difficulty with sidewalks shut down for long periods due to construction

Love to see more connections with cycling routes

Winter sidewalks are tough with a stroller

Last winter bike lanes were frequently groomed/cleared (made commute easy)

The experience changes significantly depending on time of day - especially in terms of safety

construction companies are terrible with signage and how they place their cones and barriers

Using bike paths for recreation

Frustrating. Driving, cycling, and walking are all frustrating.

Bike routes with limited accessibility

asy, multiple oute by bus, car, and bike.

As a cyclist I have experienced aggression and even violence from some drivers

What are the biggest transportation CHALLENGES Winnipeggers experience when moving throughout the city?

I also love walking, and find major intersections stressful to cross.

Infrastructure (capacity, route, flow

Lack of bike racks/bike security options on major routes

no enforcement of accessibility standards on construction projects, especially sidewalks

I love my car! (plug for cars)

City Services (parking, snow clearing, transit)

major road surface problems on cycle-heavy routes

Separated bike routes in the downtown are confusing and difficult to use

Bike routes get you most (but not all places)

The city needs more direct routes and better connectivity between the major thoroughfares

Lack of places to lock bikes up when reaching destination

Plows for roads pushing snow onto sidewalks at corners especially

Snow piled up on sidewalks

piled snow at entrances to roadways and sidewalks

Road condition is terrible, making roads unsafe and damaging vehicles (I love my car!)

not enough pedestrian crossings on major roads

Need more pedestrian oasises

cheaper to drive and park than take transit form crescentwood to downtown

not enough safe designated bike lanes

Too much parking

Bus stops with snow banks, making it difficult to board

Sidewalk snow clearing

not enough bus

Trains - Tracks should be moved outside the city

riding bicycles on sidewalks

Some streets don't have sidewalks (Crescentwood)

There are not many long bike paths that are functional enough to get you through multiple neighbourhoods

Need more pedestrian/cyclist bridges

ycling / A utes that ot onnected.

High vehicle traffic in school areas during school start/end

frequency of bus service

Bus wait times from outside of city centre a long

Transit service should continue at least until most services close, especially on weekends (ie: bars close at 2, bus service mostly ends around midnight)

need wider cyclist spaces on bridges

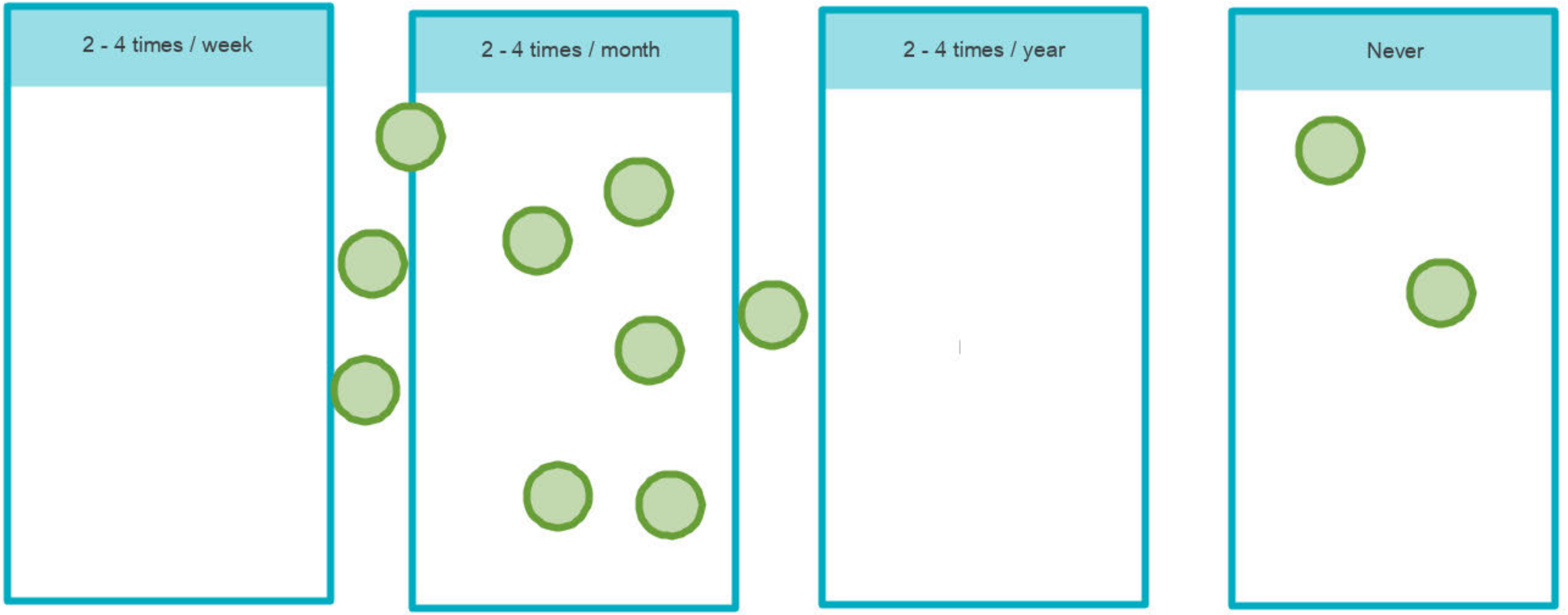
inconsistent speed limits

too many cars

speed traps that are just money grabs and don't either help traffic flow or safety.

POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?

Click and drag only ONE circle to your answer.



What is the biggest CHALLENGE we face in Winnipeg in regards to goods movement?

trucks

- trucks and delivery vehicles blocking bike lanes
- large trucks have limited visibility and make me nervous as a cyclist
- Trans Canada highway coming straight through the city
- trucks shouldn't drive through downtown. Slows everything down
- Too many trucks using neighbourhood streets=non truck designated routes esp.
- the location of origins of goods. many are in the centre and need to move across the city
- no freeways for moving trucks through the city easily
- All of the above...couriers stop wherever they want. Trucks are driving on non-truck routes and the rails need to moved or the trains need to have better schedules
- trucks need the perimeter and other major routes to have much better traffic flow
- Poor visibility from so many trucks (miss pedestrians, road signage, etc.)

couriers and small deliveries

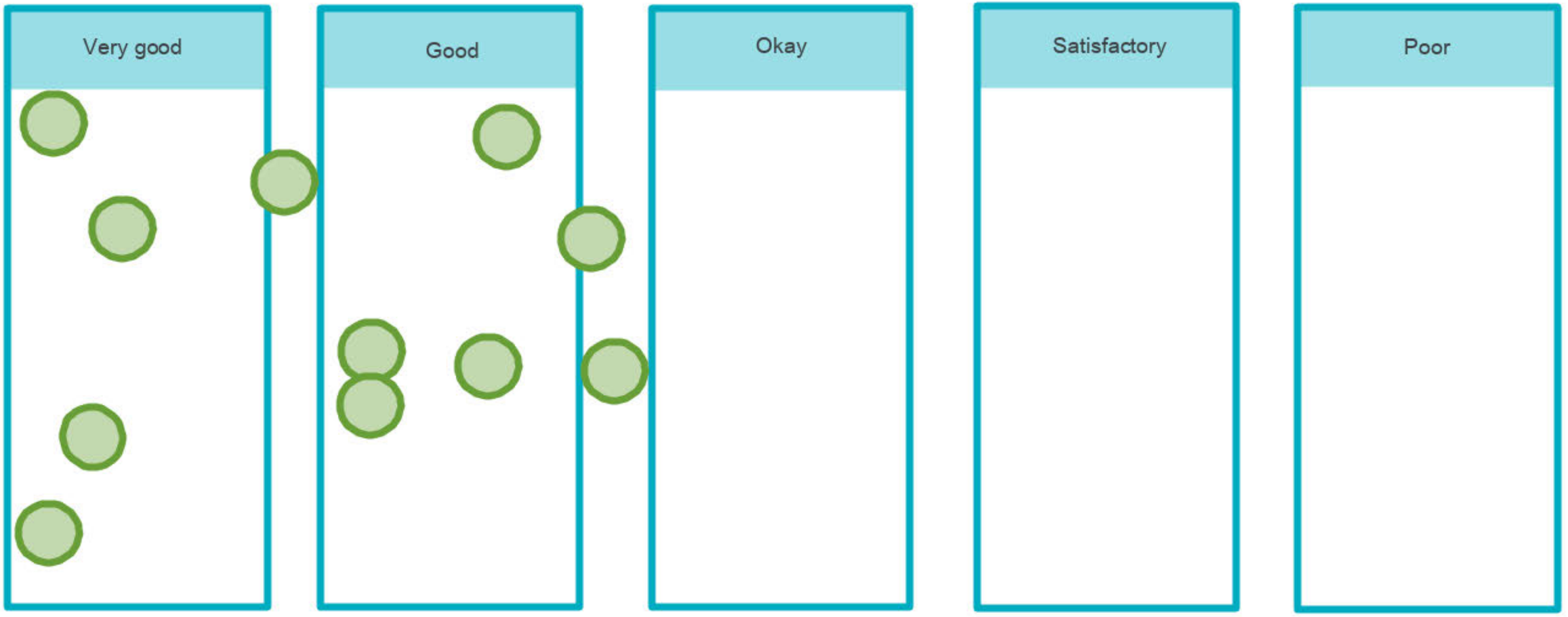
- Food delivery vehicles - large influx with the pandemic.
- Couriers and ride-share drivers are often distracted - looking for addresses / parking and potentially not aware of pedestrians/cyclists.
- Roads are in terrible condition, posing problems for small couriers and deliveries.
- dedicated parking spaces downtown for small delivery services
- incomplete bike network makes bike-based delivery impractical in many areas
- signal priority for car traffic makes downtown bike lanes slow for delivery
- difficult to deliver on bike during the winter

rail

- Rail crossings cause major delays
- Rail presents challenges for all types of commuters and is extremely dangerous (Lac-Mégantic)
- rail - train lines often cause major traffic delays
- CPR transload facility is too central
- CPR marshaling yards need to move
- RAIL! Too many trains blocking traffic and tracks using prime land in the city.
- railyard in the middle of the city
- Safe cycling / walking routes with unsafe rail crossings

POLL: Rate your knowledge of the existing cycling and pedestrian network in Winnipeg.

Click and drag only ONE circle to your answer.



Describe your experience with the existing pedestrian and cycling network and infrastructure in Winnipeg.

pedestrian crossings could use a pedestrian leadoff signal at busy intersections

2nd Maryland improvements suck - weaving in and out of pedestrian sidewalk

my neighbourhood (crescentwood) is nicely walkable. make all like this

Need more infill - walking distances very long, makes walking inaccessible.

inconsistent

Need more timed pedestrian signals, less beg buttons

intersection of wellington and academy worries me every day

closed streets were super this summer

many slip lanes make me feel like i will be killed as pedestrian

pretty happy,

Need more cross walks when traversing the neighbourhood with kids

Usually skip bike lanes since they are too far from major routes (e.g. Portage) and add too much extra time to commutes

many sidewalks in west broadway impassible in winter

Ineffective rehabilitation / resurfacing

cycle tracks that share space with sidewalk put all users at risk

It's a good plan, but poor implementation

Poor north-south connections

St Matthews is still unsafe

new maryland improvements suck

we need to promote the trails better.. there are so many beautiful trails

I enjoy walking in Winnipeg, I do it often. Good system

Trails are good for recreation, but more limited when trying to actually get to a specific destination

Some suburbs (I grew up in Crestview) have nice "catwalks" that allow pedestrians to stay away from major routes. These would be great addition to city centre neighbourhoods.

OPEN PORTAGE AND MAIN

Downtown walking (portage and main) is annoying to navigate

Abrupt endings to bike lanes, and dropping you in VERY scary locations

more lighting needed along the river paths

bridges remain a problem

I commute to work on my bike in nice weather and walk with my dog on many trails throughout the city.

broad right turn lanes are danger to pedstrian

Need better wayfinding

Bike lanes are not reliably cleared / maintained in winter.

maintenance of of bike lanes (asphalt repair) are routes not great

moving in the exchange is great, getting there often feels dangerous

bike lanes used as loading zones even by police!

bike lanes end suddenly

I take long (2-3 hour) walks regularly around the city. Besides major intersections, the city is great!

ıntown bike ıs put me in conflict with motor vehicles too often - left turns across two-way cycle tracks, etc

Portage & main should have been opened. Sucks for pedestrians

needs more connections to join up neighbourhoods.

I do not bike often despite being an experienced cyclist

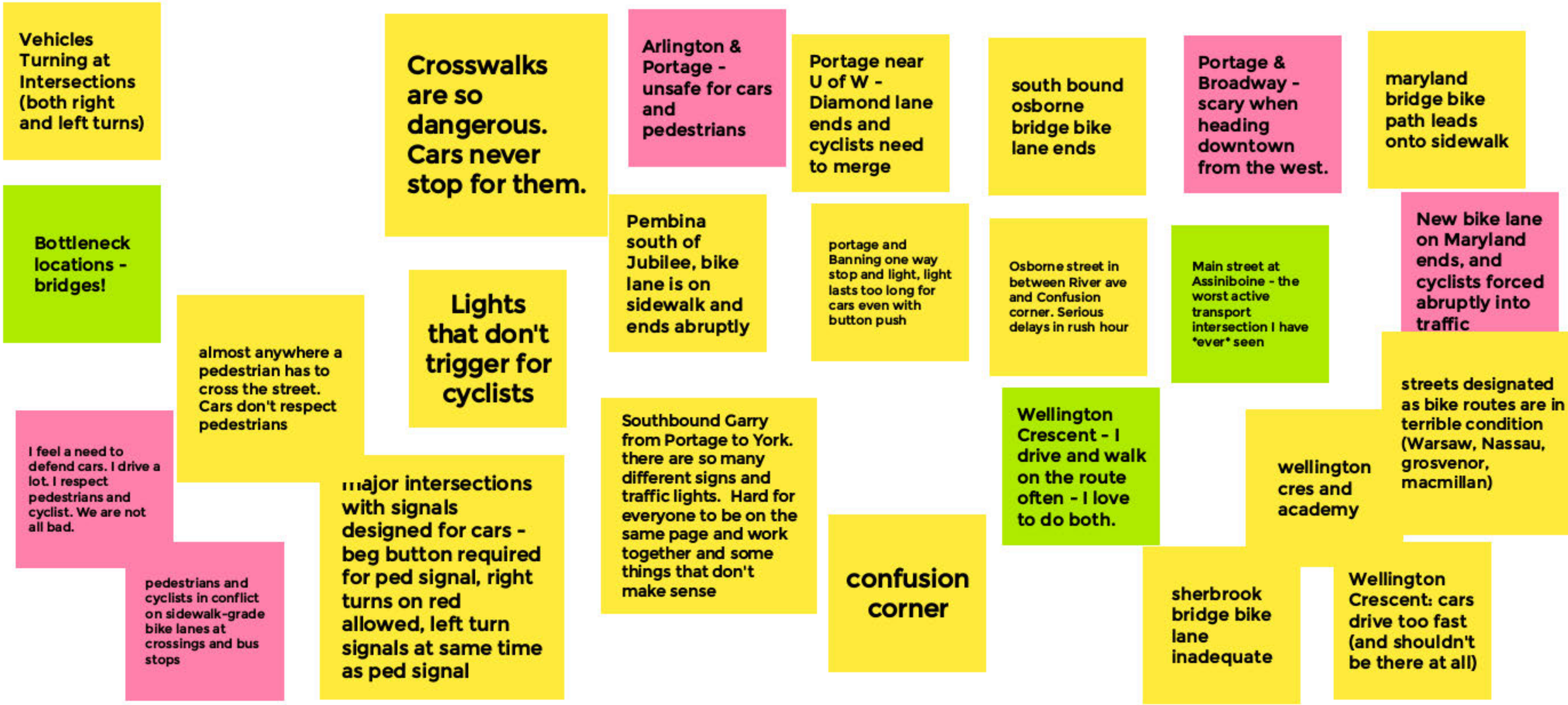
Limited visibility to drivers at crosswalks (need curb bumpouts)

Poor signage, especially where bike lanes intersect with road lanes or sidewalks/bus stops

need more maps and website info

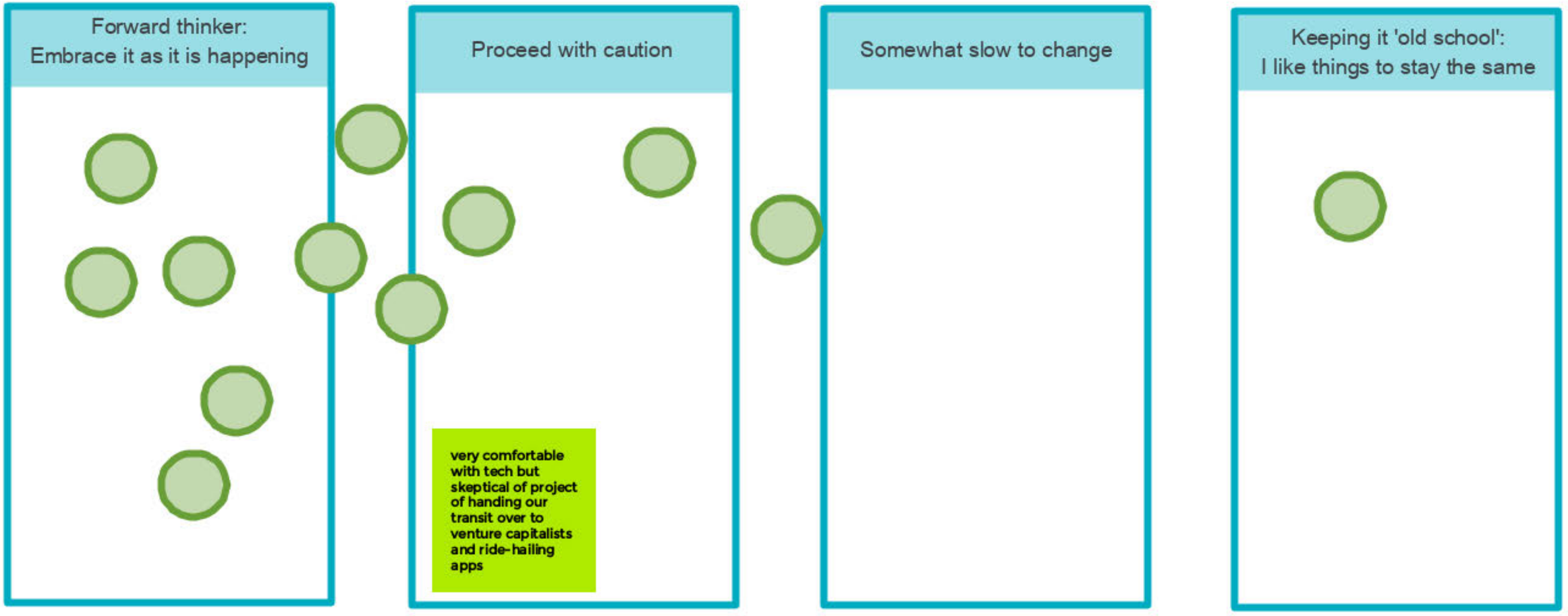
Missing connections - too many abrupt endings

Where do you think the most problems occur between PEDESTRIANS, CYCLISTS, and MOTORISTS in City Centre? (can be an actual location or type of infrastructure)



POLL: Rate your attitude towards technology

Click and drag only ONE circle to your answer.



Do you use any type of technology (phone applications, variable message signs, etc.) to help you travel by public transit or personal vehicle? If yes, please specify.

Does this include ride sharing? if so Uber

Bus guide

Winnipeg transit website for bus arrival times

Navigo

Google maps

Apple Maps

WPG bus live

RideWithGPS for bike routes

various bus apps that i cant seem to master

navigo

google maps & WAZE

MyBus app and Google maps.

No. (I'm the dot that prefers "old school")

The 2014 City of Winnipeg bike routes panflit

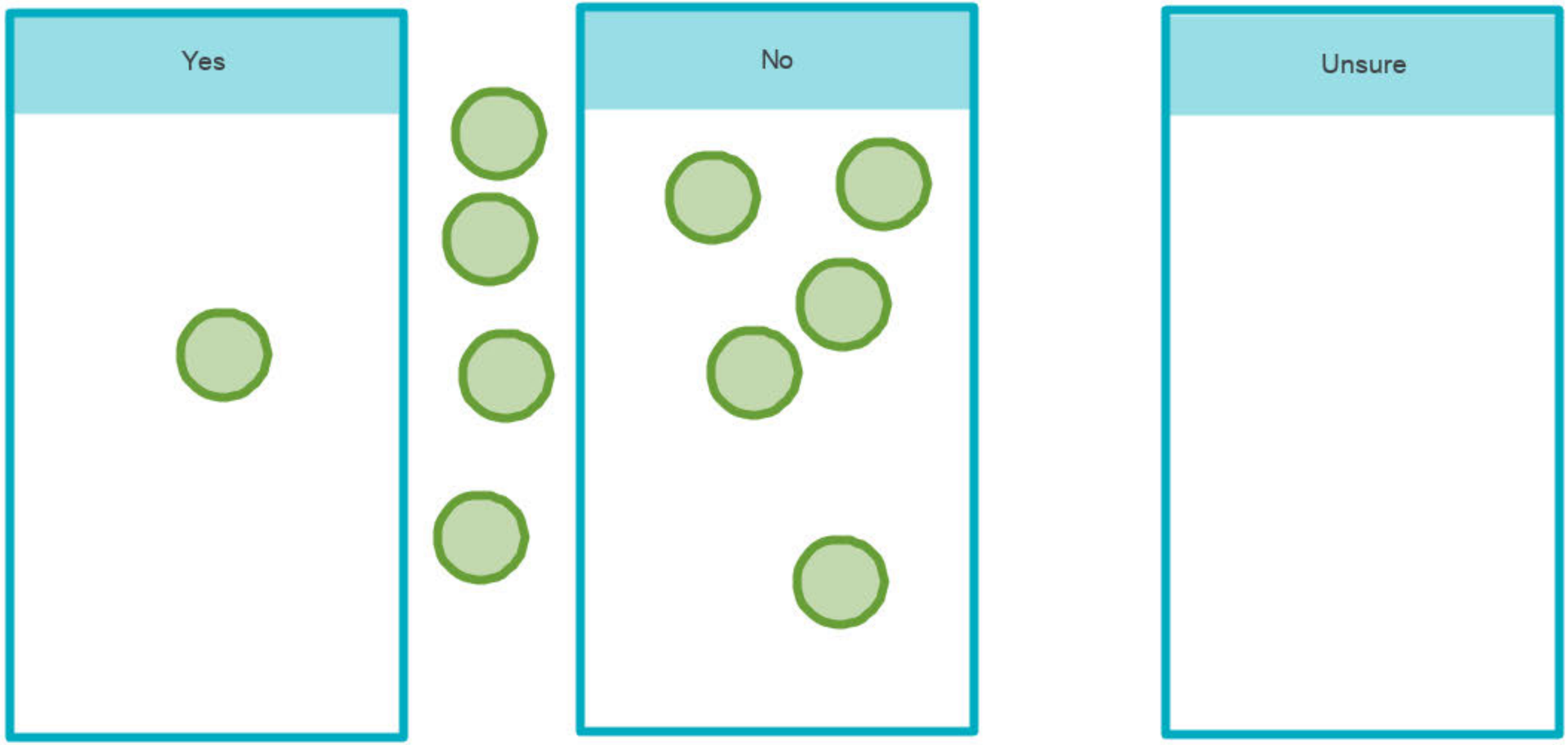
GoManitoba

Waze

Navigo and Google Maps

Are you aware that Winnipeg currently has 11 park and ride locations?

Click and drag only ONE circle to your answer.



What CHALLENGES and OPPORTUNITIES do you see for 'park and ride' or 'cycle and ride' locations in Winnipeg?



What is MOST important to you when you decide to travel around Winnipeg?

Convenience and Accessibility

Safety, convenience, accessibility, efficiency

Convenience

heath/safety

Hierarchy of preference: 1) walking, 2) cycling, 3) transit 4) driving

Time and safety.

Safety of active transportation

Safety, availability, expedience

Quality of the journey matters: Is it safe?

Safety!!!!

walking : safety (desolate but also speed of driving cars!), variety (being able to get form A to B by different streets), convenience (shops and stops during the walk)

avoiding congestion (health/time reasons)

Speed ..... avoidance of traffic lights

Avoiding construction

Ease of getting to destination without difficulty in a reasonable time

Efficiency / logistics

Distance (related to time)

Ensuring I avoid school speed (cash grab) zones

Pothole avoidance :D

Streets that are in good condition for both vehicles and cyclists.

Reliability

Service frequency & breadth

bus: reliability, accessibility of getting tickets and charging peggo

How can transportation support a better quality of life for you, the community you represent, and your neighbours?

More reliable....can I count on the bus coming when it says it will?

Transit lines can revitalize streets and neighbourhood shops.

unity and fellowship: public transport isn't always as comfy but it brings people together. You see faces, you say hi, you interact with evnironment. That is so important!!! And even more with COVID...

I rely on my car because don't feel safe on transit and I find it in convenient. My car provides me with better time management, convenience and safety.

Routes that make sense....can I get from A to B without 3 transfers?

Getting to take in, and appreciate, more side paths (the path not taken)

Improved connections at some intersections for bikes.Cleared sidewalks for winter walking so safe for all ages

Connecting to OTHER neighbourhood, de-isolate neighbourhoods and share resources

Sidewalks promptly cleared in winter can improve quality of life and ease of transportation for wheelchair users.

Less stop signs, more roundabouts, more yields = better for environment

main arteries faster, residential areas slower

Alternatives to personal automobile use can make residential streets safer & improve air quality.

connection to our environment and to other humans and citizens!!!!

Better route planning = less time in car

With less car congestion, better air quality

Provide exercise, better traffic, getting around, reducing carbon output of above

It's sustainable and a HUMAN way to get around without individual cars

Transportation is simply a means to get to a destination. Getting to the destination is not the goal. The destination is the goal. Key is yo get to the destination without major headaches.

Proper snow clearing for sidewalks and bus lanes

Safe and accessible active transit (cycling and walking) allows more access to physical activity in my day

Cheaper ($) in the end and better for environment.

taking transit - social and community engagement versus being isolated in a car with limited perspectives on the world (the radio)

Sidewalks Sidewalks Sidewalks!!

Healthy exercise to walk and bike, and ease makes it more appealing to people who normally haven't done this.

encourage outdoor activity, connection with nature

and in particular walking, are challenging. I am able bodied, but many with mobility challenges are incredibly limited by the transportation infrastructure. Namely, sidewalks. It is not uncommon to see people with

Describe your experience with moving from place to place WITHIN City Centre.

Cyclists drive too slow --- motor cyclists ignore lanes

Driving my car I find I feel safer but I still don't feel safe at night driving in the city centre.

Bus stops at bike lanes are not properly demarcated to encourage waiting bus pedestrians to not be in the lane

walking: can be ugly and unsafe. not enough street level activity

cars drive FAST!

should be easier to take a bus from one part to another...exchange to broadway for example

I walk and cycle mostly. Walking kind of scary, in terms of getting stabbed. Biking is kind of scary in terms of being run over

To the downtown from my home on bike = risky

wish there was a no car zone

Yes! Not enough street-level activity. Feel desolate

Yes to cyclist on sidewalks!!!!!! Too many of them

Sometimes dangerous

I try to avoid driving there at all costs

At times congestion and driving experience varies across City Centre depending on area and time off day

not enough errands can be done from point A to B

poor conditions - sidewalks/AT never cleared

Way too many cyclists on sidewalks

not always safe :-(

By bike, I find lack of CONVENIENT rack locations difficult, but I LOVE the new bike lanes

Shared sidewalks and bike lanes are very difficult without a proper dividing method

avoiding car drivers breaking the law/endangering my life

What are the biggest transportation CHALLENGES Winnipeggers experience when moving throughout the city?

Urban Sprawl

Too many traffic control devices (lights) and signs (no turns, depending during various time of day) in certain areas

Lights poorly timed

Infrastructure: Too many stoplights. Not enough pedestrian overpasses. Bike routes not connected. Potholes. No physical separation of modes of transportation

(1) Congestion (2) Time (3) Quality of roads

Infrastructure
(capacity, route, flow)

agreed that transit routes don't represent actual flow and need

also for transit, not enough connections that DON'T route through downtown..

Disconnected, one-off bikeways

too many lights .....see they just added more on Sterling Lyon today

river city...always bottlenecks at bridges

i can't cross the street at portage & main (sorry....had to mention it!)

Connectivity is super important, where bike lanes don't just... END

the rivers are not used enough, in my opinion

large number of drivers don't respect pedestrians/cyclists - not enough separated infrastructure

connection from one neighbourdhood to another. by car, It's good, but biking and walking is so long!

Congestion in the downtown. Way too long of wait times, especially during the winter.

not enough bridges connecting neighbourhoods. such big detours need to be taken because of rivers

Too many cyclists on sidewalks

Unused bike lanes

way too long of waiting at lights for cyclists/pedestrians - all the lights seemed to be timed for automobile traffic

Abrupt stop to bike lanes downtown forcing bikes into traffic abruptly

Bad road conditions such as potholes and traffic lights not synchronized.

City Services
(parking, snow clearing, transit)

cars get to park for free on residential streets - should have to pay everywhere

transit isn't reliable enough

transit routes don't really reflect where people actually travel to/from

snow clearing on side walks and security in winter for walking (so icy)

City services: Snow, clearing, debris clearing from bike paths.

Surface lots are ugly and waste space between services

Snow clearing of bike lanes, especially now with new lanes

Insufficient clearing of sidewalks & bikeways

Lack of affordable and free parking downtown

Transit stops so frequent and closely spaced

Low transit service frequency

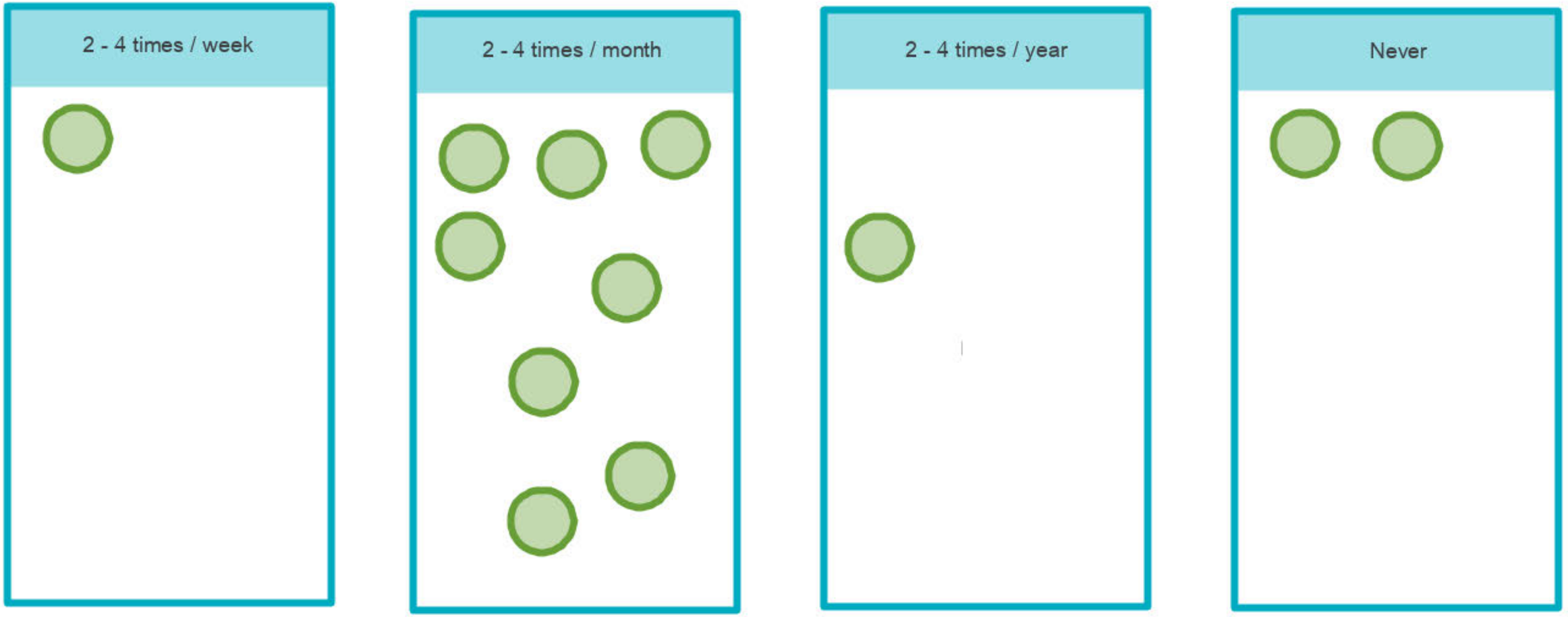
with both transit and AT - feel like its being forced into places to not disrupt traffic rather than being the best infrastructure

bike lanes: great, but if not snow cleared, what is the point?

Humans identifying as cyclists, pedestrians, and motorists...

POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?

Click and drag only ONE circle to your answer.



What is the biggest CHALLENGE we face in Winnipeg in regards to goods movement?

trucks

Trucks

industry controls development - from the original railyards to trucking industry now.

Parking lanes on major routes through the city

Low speed limits on truck routes

truck routes go right through city centre

Trucks: There is no reason for large semi trucks going through the downtown/city center!

semis downtown and other thoroughfares

semis traveling through downtown/neighbourhoods

Truck routes are on some pretty small streets sometimes

couriers and small deliveries

theft of deliveries left on steps of residences

Couriers: sometimes they take up lanes and create traffic congestion during rush hours

we don't really have challenges and I'm not convinced giving the trucking industry more money for roads will lead to local "economic prosperity"

rail

I don't know the specifics, but where is the connection of trains to trucks or smaller delivery vehicles?

I don't have issues with trains...! :-)

Oil should be transported via pipelines not on trains though city centres

Risk of hazardous materials going through city centre rail lines.

we don't have HSR!

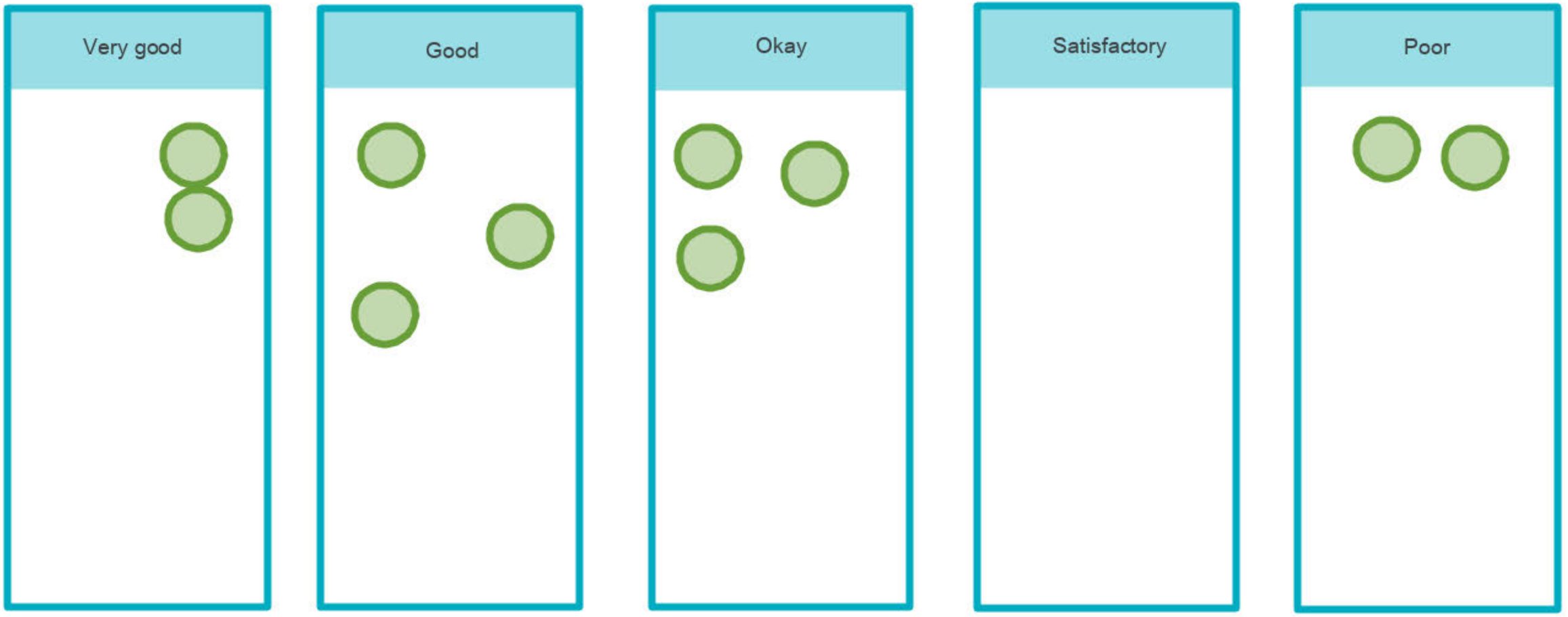
Rail: Trains can create jams going through the city.

There are too few alternate options

you can't take the train to the lake anymore (including my kayaking "goods")

POLL: Rate your knowledge of the existing cycling and pedestrian network in Winnipeg.

Click and drag only ONE circle to your answer.



Describe your experience with the existing pedestrian and cycling network and infrastructure in Winnipeg.

Some of the new infrastructure lanes have confusing lights for people in vehicles, like the "no left on green"

Sometimes bike lanes are not being used

cycling lanes are often parked in

cars drive fast. speed limits seem high to me...

I only bike in my area not through City

walking: not enough variety. mostly need to walk on big thoroughfares (boring, innefficient and unsafe)

Rather scary. Cars, pedestrians, cyclists need to be separated from each other. Routes not connected or get dumped in to traffic.

right turn on red is bad for pedestrians!

There should be PSA about sharing roads. Also, no one complains when a jogger goes through a stop sign, so why do people on bikes get ragged on?

too many cars on roads - should be limit on new cars sales like some countries

I love the new routes/lanes, but there are still so many moments where the lane just suddenly ends

find sometimes there is no use of bike lanes

Pedestrians dont bother looking up from phone while crossing street

For going for leisure bike rides outside of downtown, I find the paths great. For commuting to places like downtown, I don't take bike lanes because they take too long.

drivers ignore no left turn on red on Garry's new bike lanes. feels like it was designed to not change the way anyone uses the street

The curbside lane has often very broken up surface.

As drivers we are expected to share the road with cyclists, but I don't believe they know the rules of the road.

IDAHO stop should be implemented

Limited experience

I find a lot of the bikeways to end up as dead ends/filled with gaps.

Bike road rules are different and that's OK, because no one kills other people by riding through a light on a bike.

Make the Idaho stop legal for people on bike.

I always come back to this, but I find the rivers not utilized enough. Pedestrian bridges linking neighbourhoods would make this city amazing!! Norwood-South Osborne...Wolseley to RH... and I could go on and on...

Exchange District is a poorly thought out mishmashery - cycling lanes have made it worse

(Human) Cyclists dont follow rules of road

sidewalks in winter = icy and dangerous

Motorists don't give enough space many times.

Big improvement vs 10 years ago !!!

Barely used myself but close with those that do, bike lanes have improved but a long way to go

most drivers don't follow laws - need better training/more frequent testing

City does not seem to understand that cyclists propel different from cars, it's much more difficult to stop and then start. Or to change vectors

parking in bike lanes

get rid of right turns on red

bikes on sidewalks are an issue.... but I get it. Bicycling can be dangerous

Sometimes they route bike lanes onto sidewalks

sidewalks in newer neighbourhoods and suburbs sometime non existent

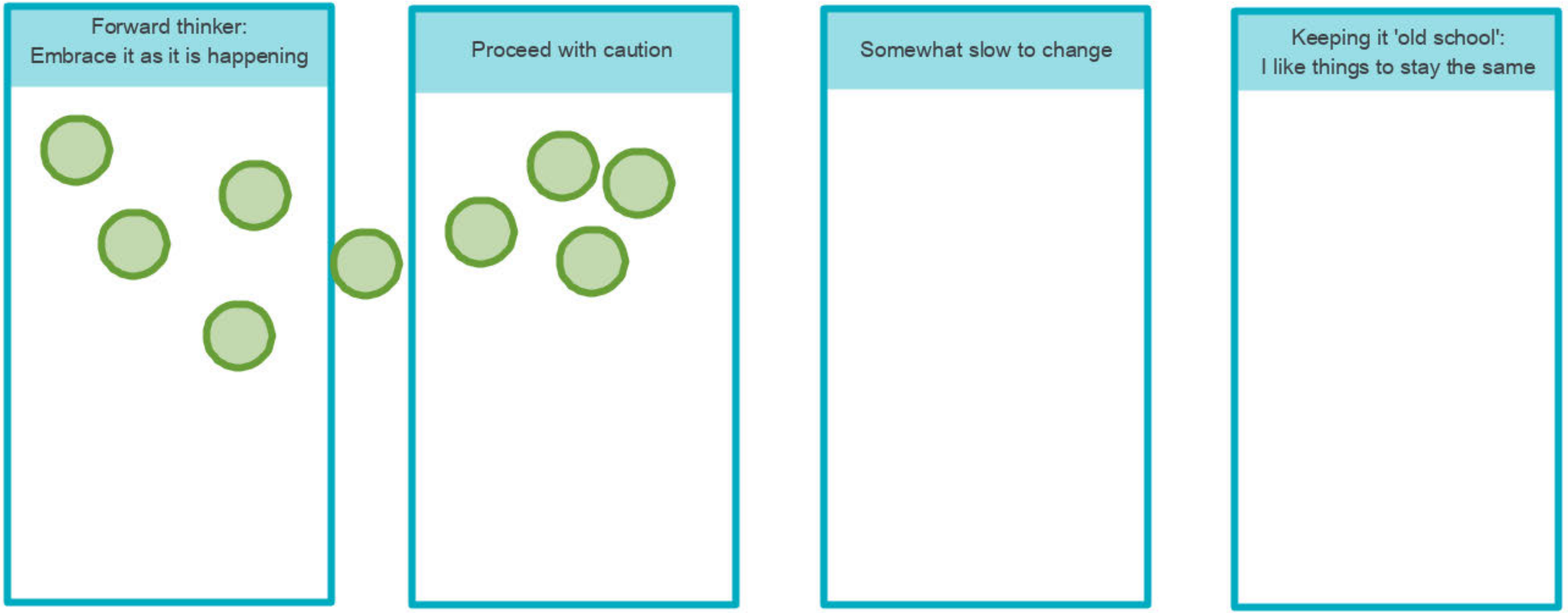
bikes get stolen... :-(

Where do you think the most problems occur between PEDESTRIANS, CYCLISTS, and MOTORISTS in City Centre? (can be an actual location or type of infrastructure)



POLL: Rate your attitude towards technology

Click and drag only ONE circle to your answer.



Do you use any type of technology (phone applications, variable message signs, etc.) to help you travel by public transit or personal vehicle? If yes, please specify.

Transit app

Transit app, Google Maps, Navi in car

google maps- if there is a cycling route (I don't use the city guide...)

Google Maps - driving (for what the fastest route is in time). Public Transit to see when the next bus is coming

Maps for all methods except Transit

Peg City Car Co-Op

Transit App

Mobile Winnipeg Transit site - trip planner

Google Maps : walk, bike, even bus

Google Maps

google maps for driving mostly but also walking when in a different city so I suspect visitors to wpg do the same

website for peg city car co-op

transit 360 app for busses

I used to use the Wpg transit texting service. worked quite well

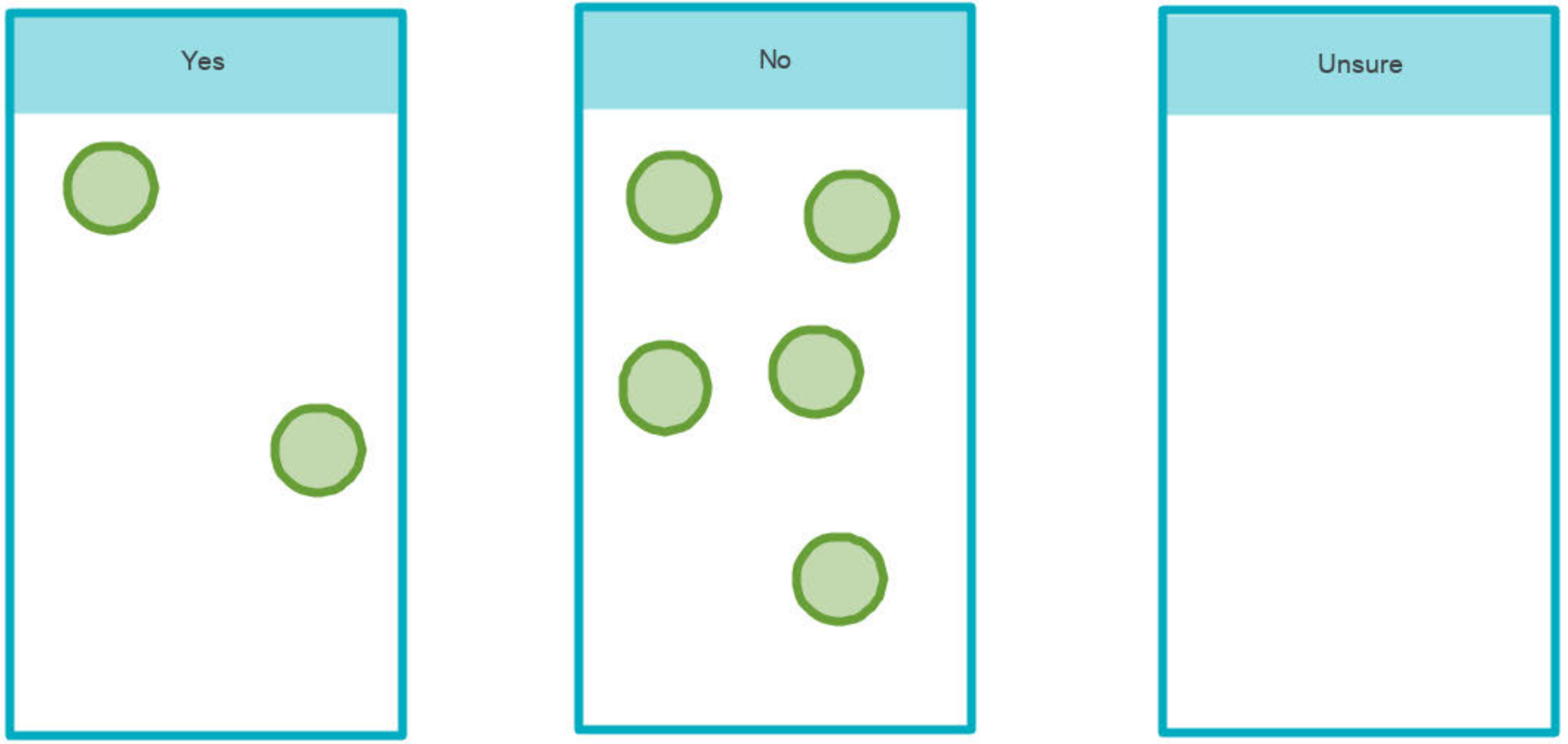
Google maps before I leave the house on my laptop or personal GPS I keep in my car.

Yes, Google maps, Internet for bike routes biking, driving, walking

use Google Maps for directions ....

Are you aware that Winnipeg currently has 11 park and ride locations?

Click and drag only ONE circle to your answer.



What CHALLENGES and OPPORTUNITIES do you see for 'park and ride' or 'cycle and ride' locations in Winnipeg?

CHALLENGES

we have a lot of under used parking lots to use

challenge - winnipeg has little traffic issues and most RT/AT is being built to minimize disruption to personal automobiles. need less cars on roads in inner city - less space for cars

can't see the benefit if you live in the city - hard to time your bus stop if you have traffic delays getting there

is their evidence is will work in a city with winnipeg's travel/density pattern?

I'd think it seems to save gas, but time?

agreed about the incentives...

What are incentives for people to use these?

Challenge is to find a park and ride spot that is convenient. Opportunity is to get community clubs, churches and businesses that don't utilize all their parking spaces.

Worry about security of vehicles left taking a park and ride solution

For park and ride, I see the challenge as acquiring valuable land for parking space.

worry if buses are healthy place to be spending time during a pandemic

If the City really promotes it, might work well. Not sure on current usage...?

If well used, won't there be a bottleneck on the way to the park & ride?

Challenge - needs to save time and be more economical than driving.

challenge - if already using your car and paying the all purpose insurance, it would be tempting to just drive all the way to the destination

Think there are many who will never use a park and ride option

"Last mile" transport should be electrified and use alternative methods too (e-bikes, scooters, etc.)

OPPORTUNITIES

If I get in to my car to go somewhere I will go there by car. There is no value for such service in my opinion

Lovely idea, just not sure how it makes sense... If you're already in the car, why not take it all the way?

good for outlying communities if working downtown

Opportunity - Biking may be more accessible (i.e. not limited to only certain routes)

seem very much geared towards normal high-traffic times... so not interesting for someone holding odd hours or for weekend transportation

Only useful if the ride takes you close enough to your desire location

Park and ride is excellent for those who work downtown.

I wasn't able to put it earlier, but I feel the airport is very isolated... it feels like a version of park and ride could be interesting for the airport (when we can travel again!)

I'd rather just have a bike rack on the bus, like some routes do

opporutnities: environmental advantages

Perhaps encouraging suburbanities to only drive a few blocks to the park and ride rather than all the way downtown?

What is MOST important to you when you decide to travel around Winnipeg?



How can transportation support a better quality of life for you, the community you represent, and your neighbours?

Have all modal choices actually be viable (safe bike lanes, plowed sidewalks etc.)

safer streets

Walkable neighbourhoods need zoning support for consistent streetscapes, not just traffic planning. (Integrated)

Slower traffic and less cars to reduce stress and make people feel safer.

lower residential speed limits

Understand and plan acknowledging induced demand

Make open streets permanent! At least all weekend but the 7 days a week was great too

As a year-round cyclist, it's all about designated bike routes, safe routes, etc.

getting home from work efficiently for more time with family, hobbies

Creating ways to safely and pleasantly use active transportation.

Make it easy for me to get in and out of Wolseley in my car, no blocked streets

More dedicated cycling lanes

More connected and protected cycling and pedestrian infrastructure

Fewer cars = less pollution = healthier community, long term.

Noise is huge. Lowering traffic noise has a direct impact on quality of life/environment

Prioritizing people instead of vehicles

Road design less for car convenience

Raised crosswalks/pedestrian prioritization

Route experience: shade, noise, etc

Lower speed limits

I second permanent open streets

More frequent and reliable buses

Bus schedules that are updated in real time based on the location of a bus

More consideration to people that living in the places others drive through

Make open streets permanent

encouraging more active transportation to schools

reducing cut through traffic

Snow clearing that prioritizes active transportation

from a big picture view, accessibility is key. Is ability or money or location a barrier?

Slower traffic allows for more walking and biking.

snow clearing - lots of families without cars

Describe your experience with moving from place to place WITHIN City Centre.

Parking should be three times more expensive to discourage it.

became a two car family, begrudgingly, when our move b/w neighbourhoods meant one bus commute became two

streets like wolsely that were never meant to be main commuting streets have as much traffic as streets like ellice during rush hour

Pleasant to walk when the route is shady and calm

I work in the downtown area and try to travel into downtown during off peak hours, so early in the morning before 7AM. I also leave downtown before 4PM.

Really positive. The new AT/RT routes have introduced some great connectivity.

Cycling is dangerous.

More residents would mean more pedestrians. More pedestrians are good for business, tourism, retail. Fewer suburbanites, more downtowners please!

Some bus routes (e.g. #36 to Uof M) are under serviced.

I walk, bike and take the bus throughout city centre!

Stressful - loud vehicles and aggressive drivers

Enjoyable mostly. Challenging at times to find safe routes by bike or foot.

Lots of driver/pedestrian/cyclist problems occur with right turns on red and curb cuts.

Can be jarring - feeling under attack from drivers

often nervous if walking, cycling

locking up your bike is a crapshoot

Bus is great when it works. Frustrating when it's late/over crowded

Have long wanted a bus route that connected downtown neighbourhoods in a loop (the 99 was almost there). Corydon/Osborne/Wolsley/West End/Exchange in 1 route

Walking is first choice. Biking or bussing is second. Drive only if needed.

Frightened if biking

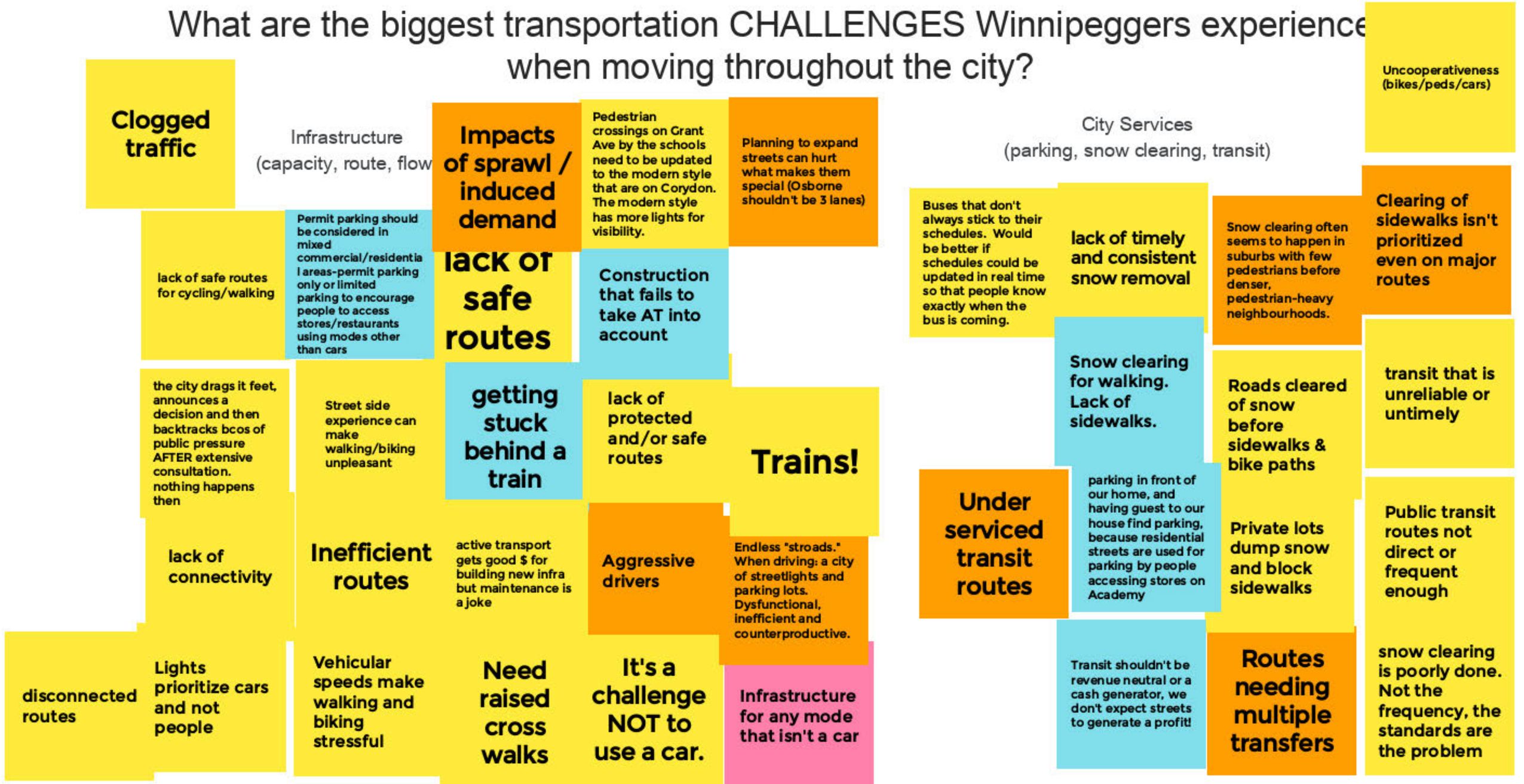
Difficult without a car to get a long way across the city - routes are disjointed

It's almost always very easy to get around in a car. Takes 10 minutes to get anywhere in City Centre

Freeing when there are protected route

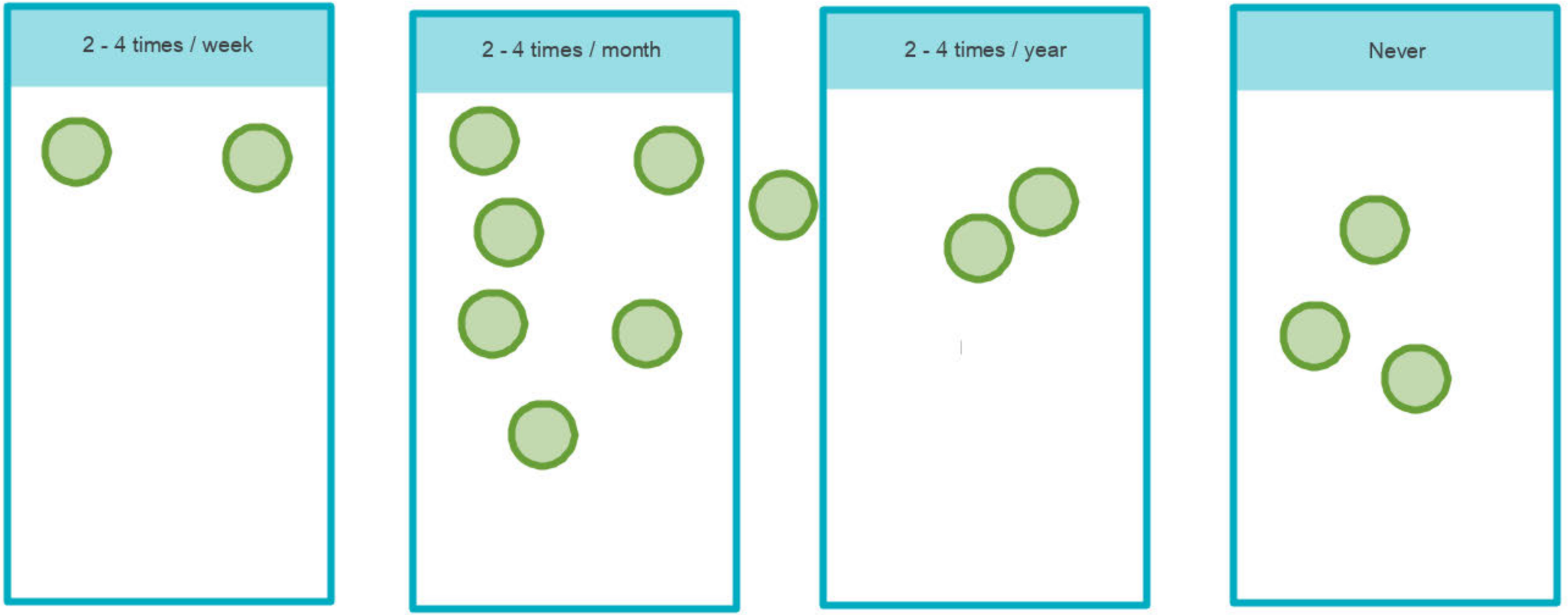
Cars are priority 1...2 probably 3-10. After that we think of other modes

What are the biggest transportation CHALLENGES Winnipeggers experience when moving throughout the city?



POLL: How often do you order goods (including restaurant meals, groceries or other items) online or over the phone to be delivered to your home or place of work?

Click and drag only ONE circle to your answer.



What is the biggest CHALLENGE we face in Winnipeg in regards to goods movement?

trucks

traffic

keep semi trucks off of Portage & Broadway

clogged overloaded roads

Pollution

we need more corridors like Centre Port way to get big truck out of the centre of the city or out of smaller vehicle traffic

The core acting as a major goods thoroughfare hurts the lived experience

congestion, and poor quality of roads

We don't need Semi's to deliver everything

Truck routes make terrible places for everyone not in a truck

Traffic is a by-product of city-planning: residential, retail, density, walkability, personal / cultural habits.

Big vehicles delivering small things

Speed and size of delivery vehicles. We do not need semis to deliver coke to the local corner store.

High streets double as truck routes = pedestrian/retail vibe killing

couriers and small deliveries

Not obeying traffic laws (osborne!)

A rapid transit line down Kenaston would take traffic off the street instead of just adding lanes, which are counter-productive (induced demand).

Hard to get everything i need downtown (especially with the bay closing :(

not enough access to goods on foot

lack of loading zones and parking turnover

They always are stopping in diamond lanes or other no stopping zones during rush hour

Last mile solutions - smaller vehicles or electric bikes for courier/food delivery

Nowhere to lock a cargo bike - which would allow me to get groceries and bigger items without a car

rail

Having a CN/CP/BNSF main line in the city

Rail lines can't be crossed to allow greater connectivity between neighbourhoods

An expensive but transformational vision: move the north end yards north of the airport. Fill it in with 100,000 people in Euro/Asian-scale dense, walkable, rapid-transit-connected neighbourhood.

Require a Amazon/Skip spot for new multi-family developments

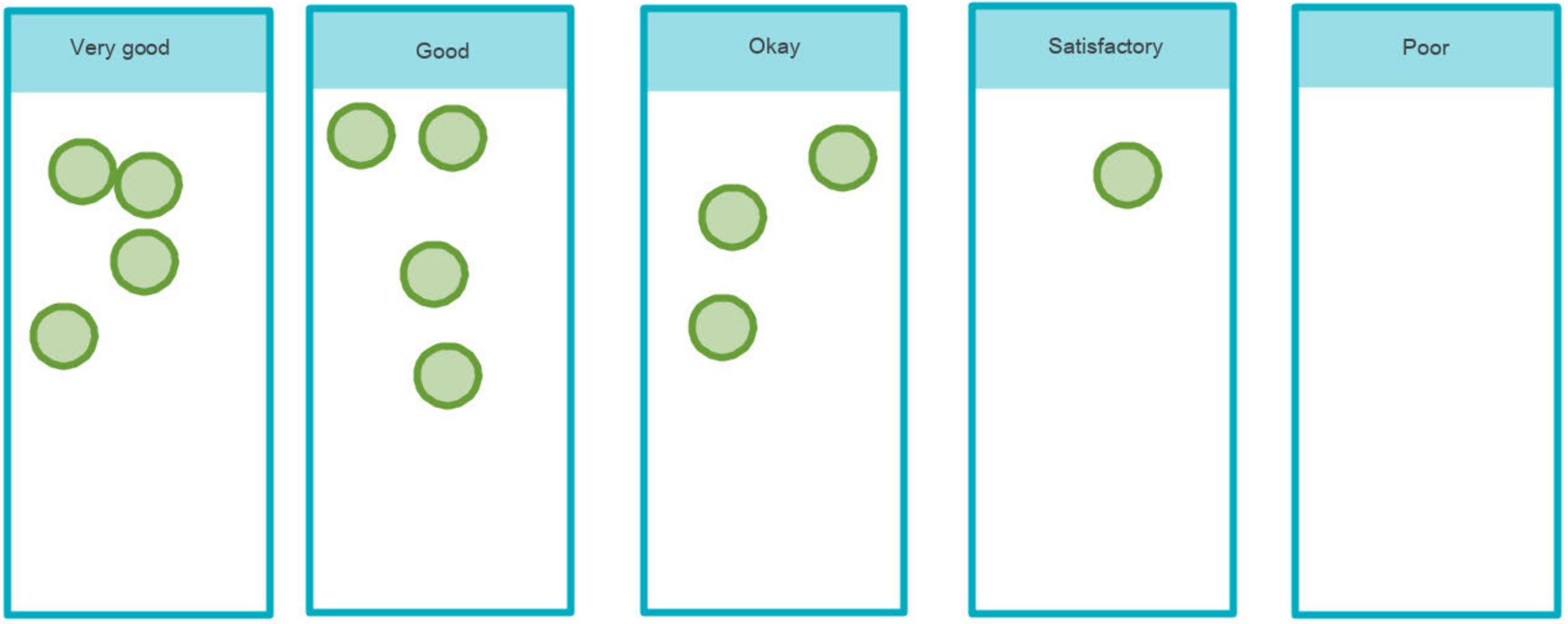
railways divide neighbourhoods and prevent active transportation options

Noise pollution from trucks and trains

Dangerous goods passing through the city (derailing?)

POLL: Rate your knowledge of the existing cycling and pedestrian network in Winnipeg.

Click and drag only ONE circle to your answer.



Describe your experience with the existing pedestrian and cycling network and infrastructure in Winnipeg.

Unsafe

Always wishing the sidewalk was bigger, lack of crosswalk signage, and worried that cars are going to hit me while I am crossing because of cars turning right on red.

retail has been driven to the burbs instead of downtown and walkable

Hard to figure out where you can actually bike

Curb cuts and right-turns-on-reds make for clunky, sometimes dangerous interactions between pedestrians and cars

Painted bike lanes not sufficient for protecting children

Hard to have confidence in a route

Crosswalks feel like a suggestion to most drivers

too many places where walking on the street is required

enjoyable where sidewalks are available

Inconsistent - routes aren't equal (no standardized signage, quality, etc.)

cycling much more manageable for adults than children

Could you ask all of these questions to tourists/visitors?

People biking on the 1.5m pedestrian sidewalks are dangerous - Osborne underpass at Rapid transit is TERRIBLE for this. Dangerous to bike on the street or walk on sidewalk

confusing

Still dangerous

City needs to forward files to Google

Hard to navigate - finding a route is hard

Open streets were a vision of a better future

greatly appreciate closed streets

disjointed

Drivers ignoring rules makes it dangerous

Not safe enough for many

Incomplete

Still D

sidewalks invite walking. often relatively close places feel inaccessible because of lack of sidewalks or places to cross streets safely

It's better than 10 years ago.

Open Streets was a game changer in a good way

lack of connectivity

Surface parking is the ultimate vibe kill

extensive route planning depending on weather, time of day, who i'm with etc.

Great bits - big gaps

I don't feel safe cycling on busy streets

Need total situational awareness or you'll get hit by a car. Pedestrian or not

Wayfinding not great - hard to know if you're on the right route

Cycling map on website doesn't work properly

It's getting there. There are still connectivity problems but each year things get better.

It hinders vehicle traffic; ok to an extent but motorists have rights too

It's getting better, but there's still more to be done.

Signage is improving but there's still lots of room for improvement

Bike lanes just magically disappear sometimes

Pedestrian network: disconnected. Parking lots and uneven streetfronts create unpleasant and inconsistent experience

signage is poor - there are places where you'd have no idea a mup existed.

Where do you think the most problems occur between PEDESTRIANS, CYCLISTS, and MOTORISTS in City Centre? (can be an actual location or type of infrastructure)

in places where traffic and bicycles merge

People not following the rules. Many cyclists ignore the rules, but some pedestrians and motorists do too

bike lanes that end into traffic, e.g. pembina highway.

Pedestrians not aware they are on a mixed use path (Assiniboine between Garry and Main) - Maryland, Pembina too

neighbourhood greenways that get clogged with traffic (e.g. nassau st n)

near schools during drop off/pick up

bike routes that have no protection crossing major streets (e.g. nassau at corydon)

Intersection biking north of Garry - drivers aren't expecting cyclists to be coming that way

Curb cuts

cyclists ignoring stop signs when there's other traffic

Painting bikes on Grant Ave is ridiculous.

where bike lanes cross bus stops

Enormous intersections (e.g. at IKEA) with fast moving traffic

Intersections - drivers aren't watching for bikes or people

painted bike lanes disappearing in winter and being encroached (e.g. harrow st)

Where vehicles turn across bike lanes

Pedestrian crossings

Assiniboine Bike lane - car LOVE parking in the lane

Lack of cycling signage

Wellington + Academy is dangerous for pedestrians and cyclists with all the right turns on red, drivers inching forward, turning lanes

riding on sidewalks

gridlock traffic blocking intersections (e.g. pembina and warsaw)

Cross walks - drivers don't stop

Bad signage behind the ballpark north on Waterfront.

pedestrians j-walking because cross walks are too far apart

Vehicles Parking/waiting in bike lanes

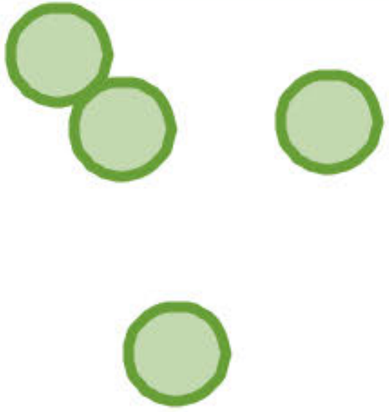
Main and Assiniboine - left turns off northbound main

where bike infrastructure has been jammed onto a sidewalk (e.g. northbound pembina south of Jubilee)

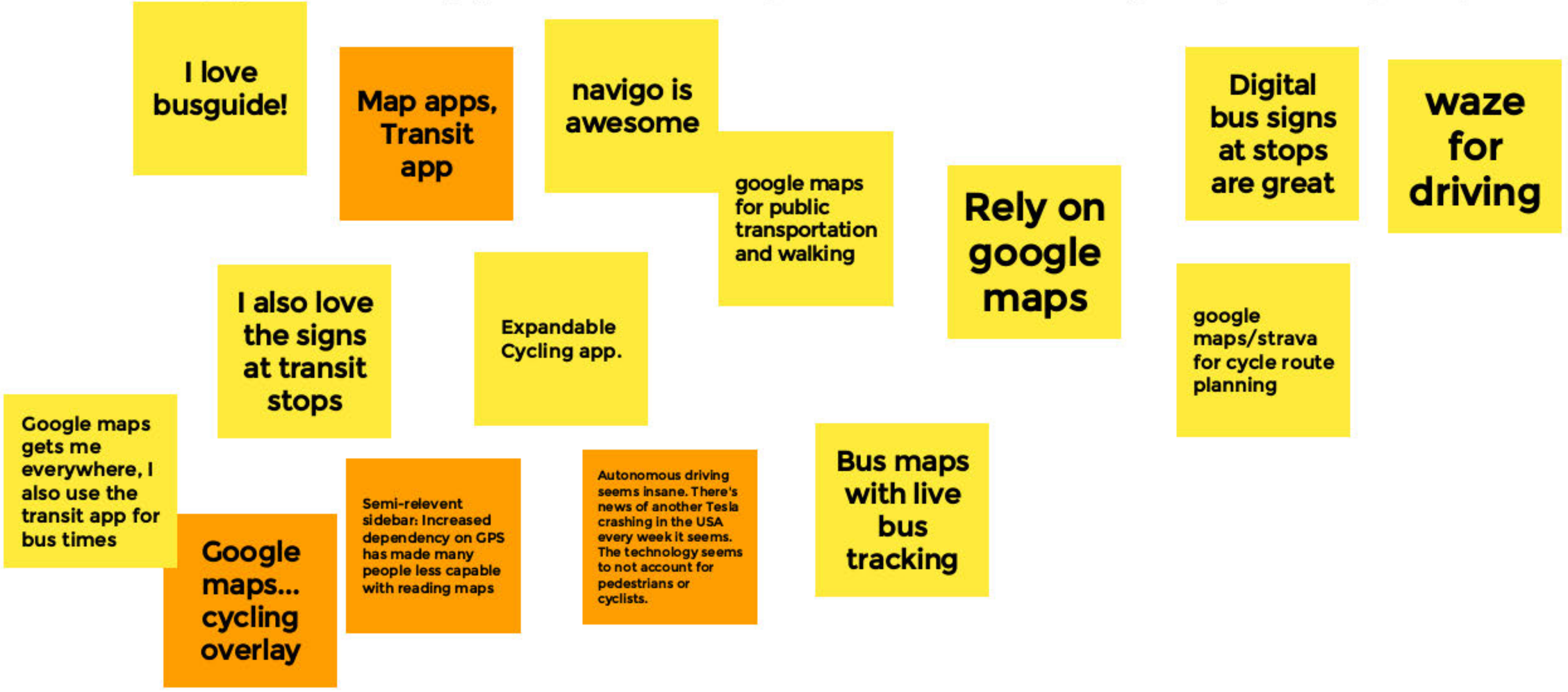
Waterfront & Mcdermot there are many spots where it looks like you can cross but there is no signage, cars dont know if they should stop, cyclists are trying to cross to get to the bike path

POLL: Rate your attitude towards technology

Click and drag only ONE circle to your answer.

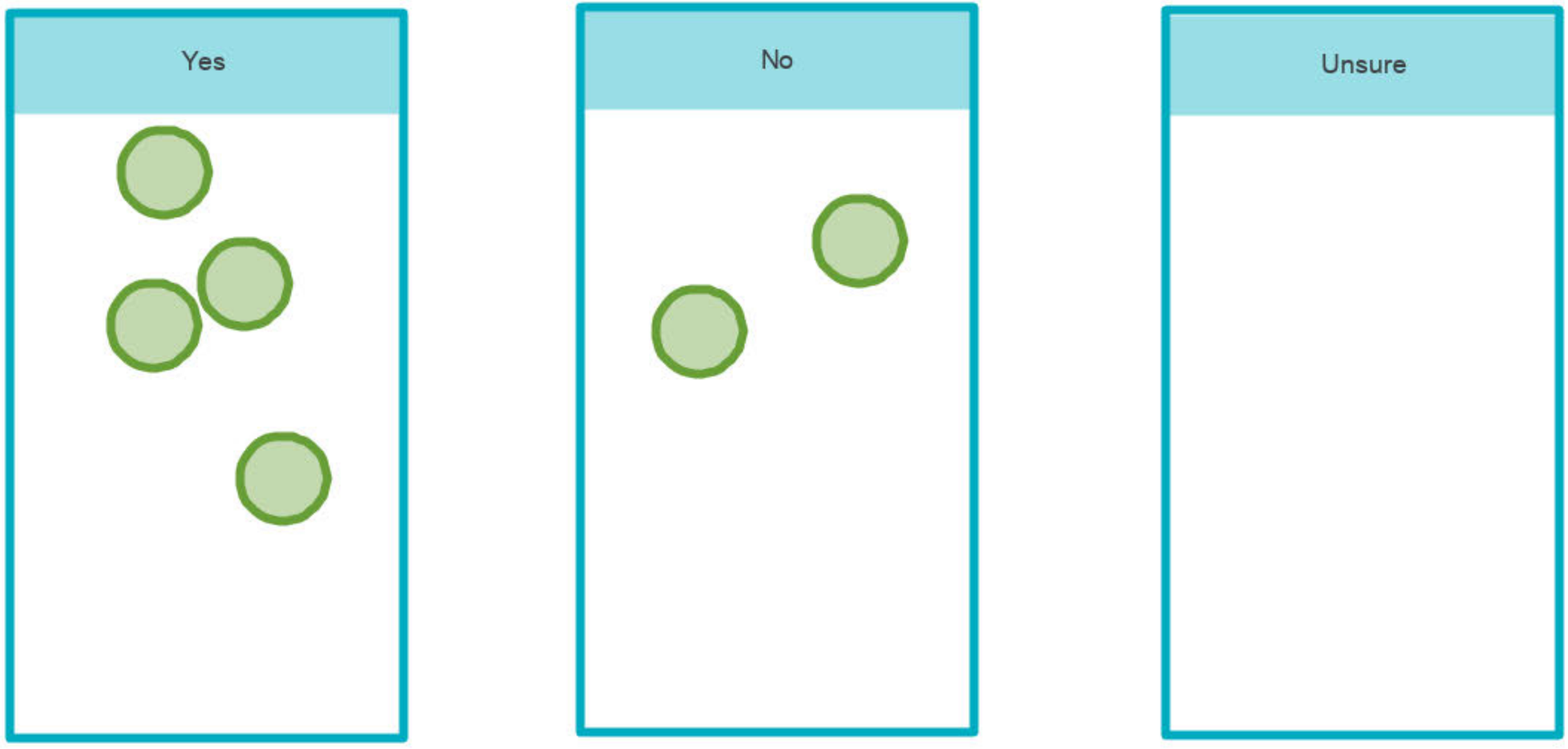
Forward thinker: Embrace it as it is happening	Proceed with caution	Somewhat slow to change	Keeping it 'old school': I like things to stay the same
			

Do you use any type of technology (phone applications, variable message signs, etc.) to help you travel by public transit or personal vehicle? If yes, please specify.



Are you aware that Winnipeg currently has 11 park and ride locations?

Click and drag only ONE circle to your answer.



What CHALLENGES and OPPORTUNITIES do you see for 'park and ride' or 'cycle and ride' locations in Winnipeg?

CHALLENGES

- security of bicycles
- More Cycle and ride
- impression that park and rides are too far from home so may as well drive versus taking transit
- informal park and ride activity on side streets filling residential parking for long periods of time, e.g. point rd, windermere ave, near jubilee station
- idea that park & rides should be free
- Need more secure bike parking (lockers)
- impression that locked bikes are not secure
- not really a thing for a wolsely resident

OPPORTUNITIES

- Last mile of route (for bikes) - ability to bus near work and then get on a bike for final mile(s) (bike share?)

Appendix G

MEETING NOTES – ROUND 2

SCATLIFF + MILLER + MURRAY
visionary urban design + landscapes

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes
Round two future options and opportunities
Interest-specific groups

Date/Time of meeting: November 30, 2020, 2:00PM – 4:00PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Bob Somers	Scatliff+Miller+Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff+Miller+Murray, Public Engagement Specialist
Samantha Blatz	Scatliff+Miller+Murray, Public Engagement Specialist
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Natalie Geddes	City of Winnipeg, Office of Public Engagement

Advisory group members

In attendance:	Representing:
Dana Valente	7 Oaks School Division
Diane Gray	CentrePort
Christine Brouzes	Ikwe Safe Rides
Amal Shire	IRCOM
Roger Mollot	IISD - ELA
Jori Pincock	Downtown BIZ
Beth McKechnie	Green Action Centre
Vanessa Jukes Strutt	MALA
David Grant	Wise Up Winnipeg
Joe Kornelsen	West End BIZ
Michel Durand-Wood	Safe Speeds Winnipeg

Distribution:

- CoW project manager + project team

Meeting goals:

- Introduce project, gather input; and foster early involvement to ensure stakeholders are part of the process
- Report back on round one and gather opportunities

Meeting objectives:

- Review and gather feedback on the draft stakeholder priorities
- Gather and understand participants' ideas for improving Winnipeg's transportation system in the future
- Communicate what the end goal of the project is and how it relates to other city strategies and policies

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1.0 Meeting format

1.1 Welcome and background (PowerPoint presentation)

- Welcome and team introductions
- Agenda
- TMP2050 overview
- Issues and opportunities

1.2 Draft stakeholder priorities discussion

A presentation of the 10 draft stakeholder priorities was followed by a Zoom poll. Participants were asked to rank the priorities and select one to four of the most important priorities, in their opinion. Following the poll, stakeholders were encouraged to have a verbal discussion regarding the ten priorities presented and evaluate how they align with what they heard at the previous meeting. Stakeholders were encouraged to participate by unmuting their microphone and using the chat box to offer their feedback.

1.3 Brainstorming and evaluating opportunities for improvement

- VIDEO – Winnipeg and Transportation Trends: Tyler Markowsky, City Economist at the City of Winnipeg
- Discussion Question: In your opinion, what are three opportunities to improve Winnipeg's transportation system?
- The discussion about opportunities to improve the transportation system was a verbal discussion and stakeholders were encouraged to unmute themselves to share their opinions and ideas. The chat box was also utilized to share additional opportunities and add to the discussion. During the discussion, a Jamboard (a virtual whiteboard) was shared on screen and the facilitators added sticky notes with feedback and opportunities

presented in the discussion. Stakeholders could see their comments populate the Jamboard with all of the feedback heard during the discussion.

1.4 Conclusion

- Shared next steps
- Poll question

2.0 Meeting results

The following section reflects some of the opportunities and ideas put forward by participants to improve Winnipeg's transportation system. The opportunities have been sorted here by their relevance to the component studies, with some opportunities being relevant to more than one study and so listed more than once. For a full account of the opportunities and ideas put forward during this meeting, please refer to the feedback transcripts at the end of this document.

2.1 Goods movement study

Opportunities to improve Winnipeg's transportation network:

- Comments offered by participants during this meeting did not directly pertain to this study

2.2 Pedestrian and cycling strategy update

Opportunities to improve Winnipeg's transportation network:

- Develop better multimodal connections – i.e. bike racks on buses
- Separate cycling lanes from roadway traffic
- Actively manage transportation demand – prioritize biking, walking, and ride and share

2.3 Winnipeg regional transportation review

Opportunities to improve Winnipeg's transportation network:

- Decentralize the end of the commuting run – i.e. more hubs beyond downtown

2.4 Emerging technologies and future transportation study

Opportunities to improve Winnipeg's transportation network:

- Improve electric vehicle infrastructure
- Facilitate use of e-scooters and e-bikes
- Pursue zero net emissions from transportation
- Introduce new snow clearing methods to support active transportation modes

2.5 Non-capital intensive transportation options report

Opportunities to improve Winnipeg's transportation network:

- Actively manage transportation demand – prioritize biking, walking, and ride and share
- Implement pilot projects

2.6 Additional themes

Some comments put forward during this meeting included several themes that are outside the scope of TMP2050. These themes include land use planning, transit operations/routing, and policy decisions. A full account of comments related to these themes can be found in the feedback transcripts at the end of this document.

2.7 Poll questions

1. *Which Stakeholder Priorities are the most important to you? Select one to four.*

Priority	Votes
Mode choice	0 (0%)
Environmental sustainability	6 (17%)
Healthy living	2 (6%)
Safety	7 (19%)
Economic development	5 (14%)
Year-round use	4 (11%)
Equity and inclusiveness	5 (14%)
Quality of life	0 (0%)
Reliability	6 (17%)
Innovation	1 (3%)

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

Strongly agree	Agree	Neutral	Disagree	Strongly disagree
1 (14%)	5 (72%)	1 (14%)	0 (0%)	0 (0%)

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 30, 2020 - Interest Specific Groups

Stakeholder Priorities			What are three opportunities Winnipeg has to improve the City's transportation system?
Opportunities and Ideas			Raw Data
Emerging Tech			Improve EV infrastructure.
Emerging Tech	Ped / Cycling	Policy	Promotion of scooter / e-bike usage.
Emerging Tech			After COVID, we may see reduced strain on roadways as many more people will be working from home. Provides more flexibility in the future.
Emerging Tech	Ped / Cycling	Policy	How does the "serious action required" from the Climate Action Plan push and modify the overall TMP - it is critical that thisplan clearly defines how we get there when vehicle emissions are a huge contributor.
Emerging Tech	Ped / Cycling	Policy	Climate change obligations (Paris Accord aligns with TMP ie. 2050) - how to be net zero emissions.
Emerging Tech	Ped / Cycling	Policy	Snow clearing MUST be prioritized to endorse and promote mode shifting (let alone accessibility) - this is not uncommon to Winipeg alone.
Emerging Tech			What is the city doing to promote ERVs: charging stations, other infrastructure (even for a cost per use)
Land Use			15-minute neighbourhoods.
Land Use			Infill development - residential and mixed use commercial - reduce sprawl and number of trips.
Land Use			Multiple hubs - not just downtown as centre - focus jobs elsewhere in the city.
Land Use			Move to complete communities in Winnipeg; a dense centre is important to the city (more mode choices).
Land Use	Policy		Rebate options for those negatively affected by infill.
Land Use	Emerging Tech	Policy	Why is our construction processes so long.. It increases congestion.
Non-Capital	Ped / Cycling		Actively managing transportation demand; prioritize biking, walking, ride and share.
Non-Capital	Policy		Safe vehicle speeds. WHO recommend no more than 30 km/h wherever vehicles mix with other modes.
Non-Capital			Non-capital intensive study is very valuable and could be implemented quickly. There are lots of opportunities to 'try out' at low cost to make quick changes.

Non-Capital	Land Use		Focus on the "low hanging fruit". The downtown is walkable, so build on that - play to a community's strengths (ie. Elmwood and River Park South may have very different solutions to the same "ends")
Ped / Cycling	Policy		Accessible & Safe - for all, not just physical access, children, strollers
Ped / Cycling	Non-Capital	Transit	Develop better multimodal connections - i.e. bike to bus.
Ped / Cycling	Emerging Tech	Non-Capital	Year round - options vs. consistency (options could change seasonally) build on what we have.
Ped / Cycling			Bike racks on buses - multiple modes - to facilitate last/first mile travel.
Ped / Cycling	Transit		Bikes and buses should have their own lane of traffic.
Ped / Cycling	Transit		Opportunities for people to access multi-modal trips - learn to bike, provide connections to safe paths.
Ped / Cycling	Transit		If going to downtown - it allows for multi modal trips.
Ped / Cycling			Build off of what is working downtown for a walkable neighbourhood, as well as inner-city neighbourhoods; build on where we are already successful.
Ped / Cycling			Ensure AT planning and connectivity is city wide and city holistic not "with exceptions".
Policy			Incentives / taxation to parking and congestion
Policy			Prioritize those preferable modes to support climate action, through narrowing road widths, etc…
Policy			Safety as it relates to individuals using transportation choices that have other personal threats.
Regional	Land Use		Decentralize end of commuting run, want to decongest streets.
Transit			Less congestion - through increased transit use, more efficient construction.
Transit			Invest big in transit.

Stakeholder Priorities: **Safety** | Environmentally Susainable | **Reliable** | **Equitable and Inclusive**

6 Component Studies: Core Framework Study | Goods Movement Study | Pedestrian & Cycling Strategy Update | Winnipeg Regional Transportation Review | Emerging Technologies & Future Transportation Study | Non-Capital Intensive Transportation Options Report

What are three opportunities Winnipeg has to improve the City's transportation system?

Incentives/taxation to parking and congestion

Improve EV infrastructure

Bikes and buses should have their own lane of traffic

Opportunities for people to access multi-modal trips - learn to bike, provide connections to safe paths

actively managing transportation demand; prioritize biking, walking, ride share,

Infill development - residental and mixes use commercial - reduce sprawl and number of trips

Move to complete communities in Winnipeg; a dense centre is important to the city (more mode choices)

Invest big in transit

Rebate options for those negatively affected by infill

Prioritize those preferable modes to support climate action, through narrowing road widths, etc....

Promotion of scooter/e-bike usage

If going to downtown - it allows for multi modal trips

decentralize end of commuting run, want to decongest streets

multiple hubs - not just downtown as centre - focus jobs elsewhere in the city

Ensure AT planning andConnectivity is city wide and city holistic not "with exceptions"

Accessible & Safe - for all, not just physical access, children, strollers

Develop better multimodal connections - i.e. bike to bus

15-minute neighbourhoods

Year round - options vs. consistency (options could change seasonally) build on what we have

Bike racks on buses - multiple modes - to facilitate last/first mile travel

Non-capital intensive study is very valuable and could be implemented quickly. There are lots of opportunities to 'try out' at low cost to make quick changes.

Build off of what is working downtown for a walkable neighbourhood, as well as inner-city neighbourhoods; build on where we are already successful

less congestion - through increased transit use, more efficient construction

After COVID, we may see reduced strain on roadways as many more people will be working from home. provides more flexibility in the future.

Safe vehicle speeds... WHO recommends no more than 30 km/h WHEREVER vehicles mix with other modes.

SCATLIFF + MILLER + MURRAY
visionary urban design + landscapes

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes
Round two future options and opportunities
Interest-specific groups

Date/Time of meeting: December 01, 2020, 2:00PM – 4:00PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Bob Somers	Scatliff+Miller+Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff+Miller+Murray, Public Engagement Specialist
Samantha Blatz	Scatliff+Miller+Murray, Public Engagement Specialist
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Julie Dooley	City of Winnipeg, Communication and Engagement Lead

Advisory group members

In attendance:	Representing:
Brian Timmerman	St. Norbert BIZ
Jelynn Dela Cruz	U of M UMSU
Jesse Turner	U of Winnipeg
Currie Gillespie	Cycle Manitoba
Rene Lambert	Division Scolaire Franco Manitobaine
Heather Hiscock	Manitoba Possible
Jennifer Chapman	Institute of Transportation Engineers

In attendance:	Representing:
Ross Eadie	City Councillor / Selkirk Ave BIZ
Anna Weier	U of M UMSU
Mark Cohoe	Bike Winnipeg
Philip Mikulec	Peg City Car Co-op
Calvin So	Manitoba Eco Network
Mike Carruthers	UDI Board of Directors / Ladco

Distribution:

- CoW project manager + project team

Meeting goals:

- Introduce project, gather input; and foster early involvement to ensure stakeholders are part of the process
- Report back on round one and gather opportunities

Meeting objectives:

- Review and gather feedback on the draft stakeholder priorities
- Gather and understand participants' ideas for improving Winnipeg's transportation system in the future
- Communicate what the end goal of the project is and how it relates to other city strategies and policies

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1.0 Meeting format

1.1 Welcome and background (PowerPoint presentation)

- Welcome and team introductions
- Agenda
- TMP2050 overview
- Issues and opportunities

1.2 Draft stakeholder priorities discussion

A presentation of the 10 draft stakeholder priorities was followed by a Zoom poll. Participants were asked to rank the priorities and select one to four of the most important priorities, in their opinion. Following the poll, stakeholders were encouraged to have a verbal discussion regarding the ten priorities presented and evaluate how they align with what they heard at the previous meeting. Stakeholders were encouraged to participate by unmuting their microphone and using the chat box to offer their feedback.

1.3 Brainstorming and evaluating opportunities for improvement

- VIDEO – Winnipeg and Transportation Trends: Tyler Markowsky, City Economist at the City of Winnipeg
- Discussion Question: In your opinion, what are three opportunities to improve Winnipeg's transportation system?
- The discussion about opportunities to improve the transportation system was a verbal discussion and stakeholders were encouraged to unmute themselves to share their opinions and ideas. The chat box was also utilized to share additional opportunities and add to the discussion. During the discussion, a Jamboard (a virtual whiteboard) was shared on screen and the facilitators added sticky notes with feedback and opportunities

presented in the discussion. Stakeholders could see their comments populate the Jamboard with all of the feedback heard during the discussion.

1.4 Conclusion

- Shared next steps
- Poll question

2.0 Meeting results

The following section reflects some of the opportunities and ideas put forward by participants to improve Winnipeg's transportation system. The opportunities have been sorted here by their relevance to the component studies, with some opportunities being relevant to more than one study and so listed more than once. For a full account of the opportunities and ideas put forward during this meeting, please refer to the feedback transcripts at the end of this document.

2.1 Goods movement study

Opportunities to improve Winnipeg's transportation network:

- Repurpose rail lines for AT routes
- Relocation rail lines outside of the city
- Facilitate better integration of emergency vehicles into dense/compact neighbourhoods

2.2 Pedestrian and cycling strategy update

Opportunities to improve Winnipeg's transportation network:

- Repurpose rail lines for AT routes
- Prioritize At projects in roadway budget
- Avoid using cut out design on Pembina Hwy
- Introduce open data maps as AT routes are cleared in winter
- Explore new technology for snow clearing on active transportation routes
- Improve accessible cycling and walking routes around construction sites
- Extend Northeast Pioneers Greenway to connect to downtown area
- Open more land adjacent to rivers for public multi-use pathways

2.3 Winnipeg regional transportation review

Opportunities to improve Winnipeg's transportation network:

- Comments offered by participants during this meeting did not directly pertain to this study

2.4 Emerging technologies and future transportation study

Opportunities to improve Winnipeg's transportation network:

- Help facilitate expansion of carshare services
- Explore new technology for snow clearing on active transportation routes

2.5 Non-capital intensive transportation options report

Opportunities to improve Winnipeg's transportation network:

- No comments

2.6 Additional themes

Some comments put forward during this meeting included several themes that are outside the scope of TMP2050. These themes include land use planning, transit operations/routing, and policy decisions. A full account of comments related to these themes can be found in the feedback transcripts at the end of this document.

2.7 Poll questions

1. *Which Stakeholder Priorities are the most important to you? Select one to four.*

Priority	Votes
Mode choice	4 (8%)
Environmental sustainability	7 (14%)
Healthy living	1 (2%)
Safety	8 (16%)
Economic development	1 (2%)
Year-round use	6 (12%)
Equity and inclusiveness	8 (16%)
Quality of life	2 (4%)
Reliability	8 (16%)
Innovation	5 (10%)

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

Strongly agree	Agree	Neutral	Disagree	Strongly disagree
1 (11%)	7 (78%)	1 (11%)	0 (0%)	0 (0%)

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

December 01, 2020 - Interest Specific Groups

Stakeholder Priorities		What are three opportunities Winnipeg has to improve the City's transportation system?
Opportunities and Ideas		Raw Data
Emerging Tech		Car sharing - current fleet is 60 vehicles. Good question about 30 years into the future. 150 by 2025.
General		Vision Zero.
General		Focus on spring maintenance.
General		Vision Zero.
General		Improvements to data collection and analysis.
General		Data analysis (for AT) prior to RFP for road renewal projects.
General		Why is our construction processes so long.. It increases congestion.
General		Social equity lens.
General		Monitoring/evaluation of sidewalk conditions - transparency to how we get to maintenance issues.
General		Social equity lens - understand how impacts of potential negative effects of projects hit underprivileged populations. (ie. Road widening)
General	Land Use	Plan for parking requirements to improve the success of businesses - although it must be considered within the existing urban context.
General		Promote partnerships across silos - accessibility, sustainability, economic development.
General		Road engineering culture problem in N America. Design standards are dated, best practices are well beyond. Use short sighted logistical challenges that result in significant infrastructure costs. The costs of parking (ie. Car storage) is not real.
Goods Movement	Ped / Cycling	Rail routes repurposed for AT routes.
Goods Movement		Rail relocation.
Goods Movement	Land Use	Fire / paramedic vehicles don't fit with dense (15-minute) neighbourhood design.
Land Use	Policy	Include priority shift in long-range planning docs (OurWinnipeg, CC, TMP)
Land Use		Allow zoning that increases density.
Ped / Cycling	Policy	Shift the prioritization of transportation modes to more environmentally sustainable modes.

Ped / Cycling	Policy	Prioritize AT projects in roadway budget - could involve a change in language or classification.
Ped / Cycling		Strengthen connections between non-vehicular transportation modes.
Ped / Cycling		Separate infrastructure for vehicles, cyclists, and pedestrians to avoid conflict.
Ped / Cycling		Protected AT route on boulevard of Roblin Blvd.
Ped / Cycling		Consistent AT routes
Ped / Cycling		Best practices for AT design.
Ped / Cycling		Avoid cut outs (on Pembina) - creates danger zones.
Ped / Cycling		AT connectivity between major routes and destinations.
Ped / Cycling		Prioritize AT maintenance.
Ped / Cycling		Priority snow clearing for AT routes.
Ped / Cycling		Open data for AT routes - cleared routes in winter.
Ped / Cycling		Evaluating and monitoring metrics for AT maintenance.
Ped / Cycling		Connectivity between all modes.
Ped / Cycling		Efficient off-road AT infrastructure is ideal.
Ped / Cycling		Clearing for AT routes - all routes, not just priority 1 routes.
Ped / Cycling	Emerging Tech	New technology for better quality clearing on AT routes.
Ped / Cycling		Accessible routes around construction.
Ped / Cycling		Need more direct AT routes to major destinations.
Ped / Cycling		Northeast Pioneers Greenway ends abruptly at south end - doesn't connect to Downtown.
Ped / Cycling	Land Use	Use land along rivers for multi-use paths - open river access to public.
Ped / Cycling		Should consider the low cost of biking and how that reveals greater disposable income for Winnipeger's (Portland Green Dividend) - Look at asset mgmt plan, understand cost of capital investments. Bike lanes should not be considered as an "enhancement" but meeting a minimal demand. As long as we think about "green modes" as "enhancement" we will not see a true shift - make these modes as "required".
Ped / Cycling		Connectivity of cycling routes to schools, employment hubs, commercial hubs, recreation hubs.
Ped / Cycling		It's safer to ride on roads than bike lanes typically - quality of cleaning is critical moreso on bike routes.
Ped / Cycling		Sidewalks are too narrow, in poor shape (from a disability community lens).

Ped / Cycling		Accessible routes around construction NEEd to be considered. (ie. Temporary barriers to mobility must be removed).
Ped / Cycling		Pembina Hwy does not feel like a safe bike route, and is confusing to all users.
Ped / Cycling		Look at the stress tests as they relate to the 4 types of cyclists - this gives you the best approach to looking at who you are designing bike infrastructure for.
Policy		De-incentivize personal automobile use through congestion taxes.
Policy		Invest in priority shift.
Policy		Reduce vehicle speeds.
Policy		Traffic calming for road renewal projects.
Policy		Decrease dependency on personal vehicle use.
Policy		Communicate saving / economic opportunities possible with priority mode shift.
Policy		Road right-of-way prioritization framework.
Policy		Develop parking pricing strategy - consistent across city.
Policy	Transit	Be explicit within the TMP document - Fund a mass public transit option, etc.
Policy		Consideration as a Winter city. Be transparent about operational prioritization (ie. Snow clearing) - Real time plowing of routes information is in the works by the city - make it reliable.
Transit		Accessible transit stops.
Transit		Warm and beautiful transit stops.
Transit		Transit subsidies.
Transit		Transit stop locations - not too far apart (beyond 400m is too far).
Transit		Improve Transit to be more reliable for disability community.
Transit		Increase subsidies to lower income, students, etc. to public transit. The issue is reliability / efficiency.
Transit		Mobility in the winter is reduced to two options for the disability community- Transit plus (under resourced and expensive), and support from others. Independence is key.

Stakeholder Priorities: **Safety** | Equity and Inclusiveness | **Reliability** | Environmental Sustainability | Year-round use

6 Component Studies: Core Framework Study | Goods Movement Study | Pedestrian & Cycling Strategy Update | Winnipeg Regional Transportation Review | Emerging Technologies & Future Transportation Study | Non-Capital Intensive Transportation Options Report

What are three opportunities Winnipeg has to improve the City's transportation system?

shift the prioritization of transportation modes to more environmentally sustainable modes

include priority shift in long-range planning docs (OurWinnipeg, CC, TMP)

Vision Zero

Reduce vehicle speeds

AT connectivity between major routes and destinations

priority snow clearing for AT routes

strengthen connections between non-vehicular transportation modes

focus on spring maintenance

decrease dependency on personal vehicle use

de-incentivize personal automobile use through congestion taxes

prioritize AT maintenance

open data for AT routes - cleared routes in winter

social equity lens

accessible transit stops

prioritize AT projects in roadway budget - could involve a change in language or classification

invest in priority shift

communicate saving / economic opportunities possible with priority mode shift

Warm and beautiful transit stops

Evaluating and monitoring metrics for AT maintenance

connectivity between all modes

Stakeholder Priorities: **Safety** | Equity and Inclusiveness | Reliability | Environmental Sustainability | Year-round use

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What are three opportunities Winnipeg has to improve the City's transportation system?

- transit subsidies
- Vision Zero
- improvements to data collection and analysis
- need more direct AT routes to major destinations
- Rail routes repurposed for AT routes
- Rail relocation
- transit stop locations - not too far apart
- accessible routes around construction
- separate infrastructure for vehicles, cyclists, and pedestrians to avoid conflict
- Northeast Pioneers Greenway ends abruptly at south end - doesn't connect to Downtown
- allow zoning that increases density
- clearing for AT routes - all routes, not just priority 1 routes
- improve Transit to be more reliable for disability community
- traffic calming for road renewal projects
- data analysis (for AT) prior to RFP for road renewal projects
- protected AT route on blvd of Roblin blvd
- consistent AT routes
- efficient, off-road AT infrastructure is ideal
- new technology for better quality clearing on AT routes

Stakeholder Priorities: **Safety** | Equity and Inclusiveness | Reliability | Environmental Sustainability | Year-round use

6 Component Studies: Core Framework Study | Goods Movement Study | Pedestrian & Cycling Strategy Update | Winnipeg Regional Transportation Review | Emerging Technologies & Future Transportation Study | Non-Capital Intensive Transportation Options Report

avoid cut outs (on Pembina) - creates danger zones

best practices for AT design

use land along rivers for multi-use paths - open river access to public

develop parking pricing strategy - consistent across city

Road right-of-way prioritization framework

promote partnerships across silos - accessibility, sustainability, ec dev

fire / paramedic vehicles don't fit with dense (15-minute) nbhood design

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visionary urban design + landscapes

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes
Round two future options and opportunities
Interest-specific groups

Date/Time of meeting: December 02, 2020, 2:00PM – 4:00PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Bob Somers	Scatliff+Miller+Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff+Miller+Murray, Public Engagement Specialist
Samantha Blatz	Scatliff+Miller+Murray, Public Engagement Specialist
Wes Paetkau	Scatliff+Miller+Murray, Public Engagement Specialist
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Julie Dooley	City of Winnipeg, Communication and Engagement Lead
Morgan Vespa	City of Winnipeg, Office of Public Engagement

Advisory group members

In attendance:	Representing:
Cam MacKay	Tapp Car
Samantha Rodeck	Tons Manitoba
Kevin Handkamer	University of Manitoba
Christie Nairn	University of Manitoba
Sara Stasiuk	The Forks
Sara MacArthur	Red River College
Susan Russell	UDI – Board of Directors
Andrew Curwain	Winnipeg Airport Authority
Mile Rendulic	Winnipeg School Division

In attendance:	Representing:
Sheena Pitura	Yes Winnipeg / Economic Development Winnipeg
Tracey Umali	Downtown Winnipeg BIZ
David Linton	Trucking Manitoba
David Pensato	Exchange District BIZ
Amarbeer Bhandari	Louis Riel School Division
Rejeanne Dupuis	University of Manitoba
Jessie Klassen	Canadian National Institute for the Blind

Distribution:

- CoW project manager + project team

Meeting goals:

- Introduce project, gather input; and foster early involvement to ensure stakeholders are part of the process
- Report back on round one and gather opportunities

Meeting objectives:

- Review and gather feedback on the draft stakeholder priorities
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1.0 Meeting format

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- VIDEO – Winnipeg and Transportation Trends: Tyler Markowsky, City Economist at the City of Winnipeg
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presented in the discussion. Stakeholders could see their comments populate the Jamboard with all of the feedback heard during the discussion.

1.4 Conclusion

- Shared next steps
- Poll question

2.0 Meeting results

The following section reflects some of the opportunities and ideas put forward by participants to improve Winnipeg's transportation system. The opportunities have been sorted here by their relevance to the component studies, with some opportunities being relevant to more than one study and so listed more than once. For a full account of the opportunities and ideas put forward during this meeting, please refer to the feedback transcripts at the end of this document.

2.1 Goods movement study

Opportunities to improve Winnipeg's transportation network:

- Union Station as a transit hub, using rail tracks
- Allow adequate space for loading zones
- Improve truck route access to the airport
- Implement a clear operational policy for truck route designation and operation

2.2 Pedestrian and cycling strategy update

Opportunities to improve Winnipeg's transportation network:

- Improve wayfinding along whole of pedestrian and cycling network
- Create ped/cycling connections across waterways – i.e. UofM to St. Vital

2.3 Winnipeg regional transportation review

Opportunities to improve Winnipeg's transportation network:

- Improve bussing regional to local routes
- Move or downsize CPR rail lines from the boundaries of the city
- Focus on regional approach – as opposed to ward preferences

2.4 Emerging technologies and future transportation study

Opportunities to improve Winnipeg's transportation network:

- Adapt regulatory framework to allow for the development and use of new technologies
- Expand infrastructure for electric vehicles – i.e. winter charging stations
- Explore regulations regarding drone use for delivery
- Explore new materials – i.e. self-repairing concrete
- Expand fleet of electric buses, including necessary infrastructure
- Connect public with mobility and transportation apps

2.5 Non-capital intensive transportation options report

Opportunities to improve Winnipeg's transportation network:

- Use pilot projects to test projects before permanence
- Improve dock access for river commuting options
- Encourage use of waterways as transportation routes

2.6 Additional themes

Some comments put forward during this meeting included several themes that are outside the scope of TMP2050. These themes include land use planning, transit operations/routing, and policy decisions. A full account of comments related to these themes can be found in the feedback transcripts at the end of this document.

2.7 Poll questions

1. *Which Stakeholder Priorities are the most important to you? Select one to four.*

Priority	Votes
Mode choice	8 (14%)
Environmental sustainability	6 (11%)
Healthy living	3 (5%)
Safety	6 (11%)
Economic development	6 (11%)
Year-round use	5 (9%)
Equity and inclusiveness	9 (16%)
Quality of life	3 (5%)
Reliability	9 (16%)
Innovation	2 (4%)

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

Strongly agree	Agree	Neutral	Disagree	Strongly disagree
3 (25%)	7 (58%)	2 (17%)	0 (0%)	0 (0%)

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Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

December 02, 2020 Interest Specific Groups

Stakeholder Priorities			What are three opportunities Winnipeg has to improve the City's transportation system?
Opportunities and Ideas			Raw Data
Covid			Efficient and effective use of new infrastructure money from Covid.
Covid			Vehicular traffic is preferred and it seems like we are going in that direction (re. Covid).
Covid			Traffic congestion and road construction will change based on COVID and trends in working from home. No longer a rush hour.
Covid			100 buses that route through the city and parent drop offs in the Winnipeg School Division - affected by COVID and changing habits.
Emerging Tech			Ride-sharing at The Forks.
Emerging Tech	Policy		Changes to regulatory framework to allow new technologies.
Emerging Tech			Hydrogen fuel cells for electric vehicles.
Emerging Tech			Infrastructure for electric vehicles - winter charging.
Emerging Tech	Goods Movement		Demonstration project for electric trucks in MB.
Emerging Tech	Goods Movement		Regulations surrounding drone use for delivery.
Emerging Tech	Transit	Land Use	Want to see TOD around BRT.
Emerging Tech			Embracing new technologies - new mobility apps can offer increased independence.
Emerging Tech			Bluetooth? Access that turns on audio cues at intersections.
Emerging Tech			Blindsquare app - audio for different business in areas and directional / descriptive cues.
Emerging Tech	Regional		Ride hailing or new technologies to connect to outskirts of the city.
Emerging Tech			Self-repairing concrete - lower maintenance.
Emerging Tech	Policy		Because we have depended on the single occupant vehicle, doesn't meant that's where we will be in the future.
Emerging Tech	Transit		Electric buses - increase the number of buses, improve transit ridership, reduce wait times, dedicated routes / lanes.
Emerging Tech	Regional		Use data to make decisions, rather than based on Ward preferences. Focus on a regional transportation plan.

Emerging Tech			How do we support sustainable growth while still being safe, innovative and efficient to our community and to supporting the infrastructure required for community economy?
Emerging Tech			Mobility apps have done so much to assist how people are available to moving around our cities, safely and efficiently, assistance with wayfinding.
Emerging Tech			Autonomous vehicles - drone and drone delivery from a goods movement approach.
Emerging Tech	Policy		Regulatory and licensing issues need to be prepared for innovation and technology - mode choice.
Emerging Tech	Goods Movement		Electric powered trucking is coming - hydrogen fuel cells are being contemplated (Bison Transport).
General			Options with economic benefit will gain more traction.
General			Understanding everyday consequences of transportation.
General			Infrastructure / maintenance improvements.
General			Right tool for the job.
Goods Movement	Transit	Emerging Tech	Union Station as a transit hub - using rail tracks.
Goods Movement			Allow adequate space for loading zones.
Goods Movement			Improve truck route access to airport.
Goods Movement	Policy		Implement clear operational policy for truck route designation and operation.
Goods Movement	Land Use		Recognition of truck routes as a general planning criteria through all planning initiatives
Goods Movement			We shouldn't focus on transporting goods through our city. Portage and Main shouldn't be treated as highways.
Goods Movement			Lack of loading areas for business - they need back lanes downtown.
Goods Movement			Improvements to emergency vehicle access.
Goods Movement			Efficient use of rail yards / lines.
Goods Movement	Regional		Move or downsize CPR rail lines from the boundaries of the city.
Goods Movement			Design rail so it isn't a barrier.
Goods Movement	Land Use		Ensuring adequate space for trucks and goods movement, especially in the case as it relates to mixed use and increased density.
Goods Movement			Understanding the connection of goods movement system works : trucks, rail, flight, etc..
Goods Movement			Emergency vehicle access and improvements (technology, etc..), challenges with rail lines.

Goods Movement	Ped / Cycling		Rivers as transportation corridors and as barriers - UofM to St. Vital (barrier!)
Land Use			Consider transportation matters in land use planning - i.e. entry and egress points on streets.
Land Use	Policy		Prioritize aging in place strategies.
Land Use			Back Alleys + Lanes - do we need them in new neighbourhoods? Opportunities: more room for boulevards, less servicing, room for snow clearing, frees up land for development.
Land Use			Good network of road systems currently.
Land Use			Develop more infill rather instead of greenfield development - doesn't stretch our
Land Use			Aging population and aging in place needs to be considered - operational issues are
Non-Capital			Use Pilot Projects to test projects before permanence.
Non-Capital	Emerging Tech		Park and ride to help encourage transportation to RRC.
Ped / Cycling	Policy		Accessibility of a variety of modes as a first consideration not as an after thought, those that rely on transit plus…
Ped / Cycling			Railside at The Forks - 1500 people living outside of Via Station, reducing car use onto the site. Reduce vehicle access, reduce vehicle storage, etc… (local people movers, electric car share, via as a transit hub)
Ped / Cycling			Cycling - built it and they will come. (Winter cycling infrastructure has had some good strides, but room to expand)
Ped / Cycling	Non-Capital		When transportation serves more than the purpose of transportation itself, its value increases, so wouldn't it be great if I could commute by xc ski along the same riverbank trails I bike in the summer. Or if there were more public docks, and I could kayak to work on summer mornings.
Ped / Cycling			Railside at The Forks as a generator of more traffic - focus on non-vehicle access.
Ped / Cycling	Policy		Economic Hub development - at grade, low speed, pedestrian movement.
Ped / Cycling	Emerging Tech	Non-Capital	Focus on connectivity - between infrastructure, between modes.
Ped / Cycling	Policy		Prioritize transportation for all people (not personal vehicles).
Ped / Cycling	Policy		Prioritize accessibility of a variety of modes.
Ped / Cycling	Goods Movement		Overcome barriers caused by waterways - i.e. UofM to St. Vital.
Ped / Cycling			Connected cycling network.
Ped / Cycling			It is hard for people to find the right bike route, even if they are connected. Need wayfinding. Need to help guide people ot these routes.
Ped / Cycling			Improve winter cycling infrastructure.
Ped / Cycling	Non-Capital		Dock access for river commuting options - kayaking, riverbus, xc skiing, etc.

Ped / Cycling			Open sidewalks to cycling - immediately increases cycling network in smaller cities.
Ped / Cycling			Riding on sidewalks is dangerous.
Ped / Cycling			Bike buddy system to learn the bike routes.
Ped / Cycling			More multi-modal options.
Ped / Cycling	Policy		Universities and employers to create incentives to encourage active transportation - in all seasons.
Ped / Cycling			Look at our history to understand how we can move forward - roads were developed for multi-modes of transportation.
Ped / Cycling			Bike routes through Exchange were designed to move bikes through the Exchange, instead of bringing them to enjoy the Exchange.
Ped / Cycling			6 Biz groups connected the city centre with a 10km walking/cycling loop through these neighbourhoods.
Ped / Cycling	Land Use		Implement recommendations from Go to the Waterfront.
Ped / Cycling	Non-Capital	Emerging Tech	Use of waterways as key transportation routes.
Policy			Paid parking is a challenge for downtown businesses, when there is a lot of free parking available in other areas.
Regional	Covid		university is much more receptive to a working from home model. Advantages to remote learning / working. Will have implications on transportation.
Regional	Transit		Busing- how do we look at other ways of doing it? (regional to local) how do we make this more efficient (car share, or other ways).
Transit			Improve transit operation communication - Transit 101.
Transit			More feeder routes for transit so all users can access.
Transit			N-S and E-W new transit routes should work well in new Transit Master Plan.
Transit			Increase transit outside of rush hour times.
Transit			Bus Rapid Transit - cost efffective and works well.
Transit			Tiered transit passes - so we can have the option ot use multiple modes of transportation.
Transit			Want to see UofM as a transit hub rather than a destination. See transit running through to St. Vital, and encourage student use of transit for everyday use.
Transit			Route 90 is a challenge due to congestion. Transit to RRC needs to be improved (access from south end of city), RRC covers a transit pass with a reduced cost.
Transit			Using buses is really intimidating (non-inclusive) both operationally and which bus to take particularly for new Canadians.

Breakout Room 2

Stakeholder Priorities: Reliability | Equity | Mode Choice | Environment | Economic

6 Component Studies: Core Framework Study | Goods Movement Study | Pedestrian & Cycling Strategy Update | Winnipeg Regional Transportation Review | Emerging Technologies & Future Transportation Study | Non-Capital Intensive Transportation Options Report

What are three opportunities Winnipeg has to improve the City's transportation system?

Connected cycling network

Open sidewalks to cycling - immediately increases cycling network - in smaller cities.

more multi-modal options

Bus Rapid Transit - cost effective and works well

Back Alleys + Lanes - do we need them in new neighbourhoods? Opportunities: more room for boulevards, less servicing, room for snow clearing, frees up land for development

Use data to make decisions, rather than based on Ward preferences. Focus on a regional transportation plan.

Want to see U of M as a transit hub rather than a destination. See transit running through to St. Vital. And encourage student use of transit for everyday use.

Economic Hub development - at grade, low speed, pedestrian movement.

It is hard for people to find the right bike route, even if they are connected. Need wayfinding. Need to help guide people to these routes.

Riding on sidewalks is dangerous.

Universities and employers to creates incentives to encourage active transportation - in all seasons

Vehicular traffic is preferred and it seems like we are going in that direction (re. COVID)

Good network of road systems currently.

University is much more receptive to a working from home model. Advantages to remote learning/working. Will have implications on transportation.

Electric buses - increase the number of buses, improve transit ridership, reduce wait times, dedicated routes/lanes

Want to see TOD around BRT

N-S and E-W new transit routes should work well in new Transit Master Plan

Bike Buddy system to learn the bike routes

Look at our history to understand how we can move forward - roads were developed for multi-modes of transportation

Because we have depended on the single occupant vehicle, doesn't mean that's where we will be in the future

Develop more infill rather instead of greenfield development - doesn't stretch our transportation system

Tiered transit passes - so we can have the option to use multiple modes of transportation

options with economic benefit will gain more traction

Traffic congestion and road construction will change based on COVID and trends in working from home. No longer a rush hour.

Route 90 is a challenge due to congestion. Transit to RRC needs to be improved (access from south end of city). RRC overs a transit pass with a reduced cost.

Right tool for the job.

Bike routes through Exchange were designed to move bikes through the exchange, instead of bringing them to enjoy the exchange.

Park and ride to help encourage transportation to RRC

6 BIZ groups connected the city centre with a 10km walking/cycling loop through these neighbourhoods.

We shouldn't focus on transporting goods through our city. Portage and main shouldn't be treated as highways.

Breakout Room 2

Stakeholder Priorities:

Reliability | Equity | Mode Choice | Environment | Economic

6 Component Studies:

Core Framework Study | Goods Movement Study | Pedestrian & Cycling Strategy Update | Winnipeg Regional Transportation Review | Emerging Technologies & Future Transportation Study | Non-Capital Intensive Transportation Options Report

What are three opportunities Winnipeg has to improve the City's transportation system?

Increase transit outside of rush hour times.

More feeder routes for transit so all users can access.

100 buses that route through the city and parent drop offs in the Winnipeg School Division - affected by COVID and changing habits.

Move or downsize CPR rail lines from the boundaries of the city

Design rail so it isn't a barrier.

Paid parking is a challenge for downtown businesses, when there is a lot of free parking available in other areas.

Lack of loading areas for business - they need back lanes downtown.

Breakout Room 1

Stakeholder Priorities: Reliability | Equity | Mode Choice | Environment | Economic

6 Component Studies: Core Framework Study | Goods Movement Study | Pedestrian & Cycling Strategy Update | Winnipeg Regional Transportation Review | Emerging Technologies & Future Transportation Study | Non-Capital Intensive Transportation Options Report

What are three opportunities Winnipeg has to improve the City's transportation system?

- infrastructure / maintenance improvements
- prioritize accessibility of a variety of modes
- ridehailing or new technologies to connect to outskirts of the city
- improve winter cycling infrastructure
- allow adequate space for loading zones
- Implement clear operational policy for truck route designation and operation
- implement recommendations from Go to the Waterfront
- focus on connectivity - between infrastructure, between modes
- prioritize aging in place strategies
- use pilot projects to test projects before permanence
- Ride-sharing at The Forks
- improve truck route access to airport
- recognition of truck routes as a general planning criteria through all planning initiatives
- use of waterways as key transportation routes
- prioritize transportation for all people (not personal vehicles)
- understanding everyday consequences of transportation
- overcome barriers caused by waterways - i.e. UofM to St. Vital
- Union station as a transit hub - using rail tracks
- efficient and effective use of new infrastructure money from covid
- Railside at The Forks as a generator of more traffic - focus on non-vehicle access
- consider transportation matters in land use planning - i.e. entry and egress points on streets
- improvements to emergency vehicle access
- efficient use of rail yards / lines

Breakout Room 1

Stakeholder Priorities:

Reliability | Equity | Mode Choice | Environment | Economic

6 Component Studies:

Core Framework Study | Goods Movement Study | Pedestrian & Cycling Strategy Update | Winnipeg Regional Transportation Review | Emerging Technologies & Future Transportation Study | Non-Capital Intensive Transportation Options Report

What are three opportunities Winnipeg has to improve the City's transportation system?

embracing new technologies - new mobility apps can offer increased independence

Blindsquare app - audio for different business in area and directional / descriptive cues

bluetooth? access that turns on audio cues at intersections

improve transit operation communication - Transit 101

bluetooth? access that offers touchless interaction with elevators

changes to regulatory framework to allow new technologies

Hydrogen fuel cells for electric vehicles

infrastructure for electric vehicles - winter charging

demonstration project for electric trucks in MB

self-repairing concrete - lower maintenance

regulations surrounding drone use for delivery

dock access for river commuting options - kayaking, riverbus, xc skiing, etc.

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visionary urban design + landscapes

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes
Round two future options and opportunities
Neighbourhood advisory group: East Kildonan - Transcona

Date/Time of meeting: November 30, 2020, 6:30PM – 8:30PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Bob Somers	Scatliff+Miller+Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff+Miller+Murray, Public Engagement Specialist
Samantha Blatz	Scatliff+Miller+Murray, Public Engagement Specialist
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Julie Dooley	City of Winnipeg, Communication and Engagement Lead

Advisory group members

In attendance:	Representing:
Nathan Kramer	River East
John Harper	River East
Ron Flores	River East
Emma Durand-Wood	Glenelm
Orry Lamb	Kildare-Redonda
Michael Vasconcelos	Rossmere
Myles Routly	Transcona South
Anne Mahdi	Transcona South

Distribution:

- CoW project manager + project team

Meeting goals:

- Introduce project, gather input; and foster early involvement to ensure stakeholders are part of the process
- Report back on round one and gather opportunities

Meeting objectives:

- Review and gather feedback on the draft stakeholder priorities
- Gather and understand participants' ideas for improving Winnipeg's transportation system in the future
- Communicate what the end goal of the project is and how it relates to other city strategies and policies

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1.0 Meeting format

1.1 Welcome and background (PowerPoint presentation)

- Welcome and team introductions
- Agenda
- TMP2050 overview
- Issues and opportunities

1.2 Draft stakeholder priorities discussion

A presentation of the 10 draft stakeholder priorities was followed by a Zoom poll. Participants were asked to rank the priorities and select one to four of the most important priorities, in their opinion. Following the poll, stakeholders were encouraged to have a verbal discussion regarding the ten priorities presented and evaluate how they align with what they heard at the previous meeting. Stakeholders were encouraged to participate by unmuting their microphone and using the chat box to offer their feedback.

1.3 Brainstorming and evaluating opportunities for improvement

- VIDEO – Winnipeg and Transportation Trends: Tyler Markowsky, City Economist at the City of Winnipeg
- Discussion Question: In your opinion, what are three opportunities to improve Winnipeg's transportation system?
- The discussion about opportunities to improve the transportation system was a verbal discussion and stakeholders were encouraged to unmute themselves to share their opinions and ideas. The chat box was also utilized to share additional opportunities and add to the discussion. During the discussion, a Jamboard (a virtual whiteboard) was shared on screen and the facilitators added sticky notes with feedback and opportunities

presented in the discussion. Stakeholders could see their comments populate the Jamboard with all of the feedback heard during the discussion.

1.4 Conclusion

- Shared next steps
- Poll question

2.0 Meeting results

The following section reflects some of the opportunities and ideas put forward by participants to improve Winnipeg's transportation system. The opportunities have been sorted here by their relevance to the component studies, with some opportunities being relevant to more than one study and so listed more than once. For a full account of the opportunities and ideas put forward during this meeting, please refer to the feedback transcripts at the end of this document.

2.1 Goods movement study

Opportunities to improve Winnipeg's transportation network:

- Completion of a full ring road
- Relocate rail lines outside of the city
- Reduce traffic lights on "inner ring road"
- Implement an active transportation inner ring road

2.2 Pedestrian and cycling strategy update

Opportunities to improve Winnipeg's transportation network:

- Implement an active transportation inner ring road
- Connect downtown bike network to EK-T bike network
- Extend Chief Peguis Trail
- Focus on safety at crossings – i.e. construction of flyovers
- Connect cycling lane segments to create a fully connected network

2.3 Winnipeg regional transportation review

Opportunities to improve Winnipeg's transportation network:

- Completion of a full ring road
- Ensure direct routes to downtown for all modes

2.4 Emerging technologies and future transportation study

Opportunities to improve Winnipeg's transportation network:

- Combine LRT and BRT to support existing neighbourhoods
- Introduce LRT

2.5 Non-capital intensive transportation options report

Opportunities to improve Winnipeg's transportation network:

- Improve transit routing / infrastructure through pilot projects

2.6 Additional themes

Some comments put forward during this meeting included several themes that are outside the scope of TMP2050. These themes include land use planning, transit operations/routing, and policy decisions. A full account of comments related to these themes can be found in the feedback transcripts at the end of this document.

2.7 Poll questions

1. *Which Stakeholder Priorities are the most important to you? Select one to four.*

Priority	Votes
Mode choice	4 (12%)
Environmental sustainability	4 (12%)
Healthy living	2 (6%)
Safety	4 (12%)
Economic development	4 (12%)
Year-round use	3 (9%)
Equity and inclusiveness	2 (6%)
Quality of life	0 (0%)
Reliability	5 (16%)
Innovation	4 (12%)

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

Strongly agree	Agree	Neutral	Disagree	Strongly disagree
4 (50%)	3 (38%)	1 (12%)	0 (0%)	0 (0%)

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

November 30, 2020 - Neighbourhood Advisory Group - East Kildonan - Transcona

Stakeholder Priorities		What are three opportunities Winnipeg has to improve the City's transportation system?
Opportunities and Ideas		Raw Data
Emerging Tech	Land Use	Combine LRT and BRT in ways that support the existing neighbourhood design of Winnipeg
Emerging Tech		Light rail
General		Reduce opportunities for stop/start traffic.
General		Improve connectivity from Transcona to Downtown - with direct routes
General		Provencher to connect to Dugald.. Would that help? Mission to Higgins?
Goods Movement	Regional	Ring road to connect suburbs.
Goods Movement	Ped / Cycling	Get the trains outside the city, and use the railway lines for paths for connectivity.
Goods Movement		Rail relocation could ease congestion.
Goods Movement		Reduce stop ligths on "inner ring road" - not energy efficient OR safe for all users.
Land Use		Support 15-minute neighbourhoods - with access to amenities.
Land Use		Complete Communities: The 15-minute neighbourhood, many folks can't afford to transport around Winnipeg - make every street a safe street.
Ped / Cycling		Complete walking and cycling paths to create a full network.
Ped / Cycling		Connect downtown bike network to EK-T bike network.
Ped / Cycling		Connect bike paths to destinations / amenities.
Ped / Cycling		Extend Chief Peguis Trail
Ped / Cycling		Separating cycling and vehicle traffic
Ped / Cycling		Focus on safety at crossings - i.e. flyovers.
Ped / Cycling		Bike path systems are specific to neighbourhoods and tend to terminate at neighbourhood boundaries.
Ped / Cycling		Develop cycling routes that support/promote the casual rider that is safe and reliably does not spit you onto a major thoroughfare.
Ped / Cycling		Bike paths tend to be for leisure only, they go to nowhere.
Ped / Cycling	Goods Movement	Active Transportation Inner Ring Road, this could happen even before a vehicular inner ring road.

Policy		Protecting and improving the environment though help sustainable, efficient and energy saving.
Policy		Lower speed limits / traffic calming (residential streets; Henderson)
Policy		Recognizing the funding implications of providing new infrastructure
Policy		Think less of infrastructure being built for carbon-based transportation infrastructure.
Regional		Park and ride at last stop before direct routes leave the neighbourhood and head downtown.
Regional		Ensure direct routes for commuting for all modes.
Regional	Goods Movement	Completion of a rull ring road that moves traffic efficiently.
Transit		Improve reliability (real AND perceived) of public transport.
Transit	Policy	Invest in a good public transit system - making it a viable alternative to driving.
Transit	Policy	Invest in infrastructure that connects people to the transit network.
Transit	Policy	Invest in transit stops to make them safe and comfortable
Transit		BRT ring road with spokes to downtown.
Transit	Non-Capital	Improve transit routing / infrastructure through pilot projects.

Stakeholder Priorities: Reliability | Mode Choice | Environmental Sustainability | Safety | Innovation

6 Component Studies: Core Framework Study | Goods Movement Study | Pedestrian & Cycling Strategy Update | Winnipeg Regional Transportation Review | Emerging Technologies & Future Transportation Study | Non-Capital Intensive Transportation Options Report

What are three opportunities Winnipeg has to improve the City's transportation system?

improve reliability (real AND perceived) of public transport

Invest in transit stops to make them safe and comfortable

Complete walking and cycling paths to create a full network

Separating cycling and vehicle traffic

Completion of a full ring road that moves traffic efficiently

Extend Chief Peguis Trail

protecting and improving the environment though help sustainable, efficient and energy saving.

recognizing the funding implications of providing new infrastructure.

Invest in a good public transit system - making it a viable alternative to driving

Connect downtown bike network to EK-T bike network

Focus on safety at crossings - i.e. flyovers

Lower speed limits / traffic calming (residential streets; Henderson)

Get the trains outside the city and use the railway lines for paths for connectivity

Invest in infrastructure that connects people to the transit network

Park and ride at last stop before direct routes leave the nbhood and head downtown

Reduce opportunities for stop/start traffic

Combine LRT and BRT in ways that support the existing nbhood design of Winnipeg

Light rail

Rail relocation could ease congestion

Improve connectivity from Transcona to Downtown - with direct routes

Lower speed limits consistently - avoid sharp reductions in speed in some zones (i.e. school zones)

Ensure direct routes for commuting for all modes

Connect bike paths to destinations / amenities

Support 15-minute nbhoods - with access to amenities

BRT ring road with spokes to downtown

Improve transit routing / infrastructure through pilot projects

Ring road to connect suburbs

SCATLIFF + MILLER + MURRAY
visionary urban design + landscapes

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes
Round two future options and opportunities
Neighbourhood advisory group: Riel

Date/Time of meeting: December 01, 2020, 6:30PM – 8:30PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Bob Somers	Scatliff+Miller+Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff+Miller+Murray, Public Engagement Specialist
Samantha Blatz	Scatliff+Miller+Murray, Public Engagement Specialist
Wes Paetkau	Scatliff+Miller+Murray, Public Engagement Specialist
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead (Public Works)
Julie Dooley	City of Winnipeg, Communication and Engagement Lead

Advisory group members

In attendance:	Representing:
Ira Boulet	Sage Creek
Meghan Waters	Glenwood
Zach Rostosky	Southdale
Sharon Wall	Central St. Boniface
Laurel Gaspar	Southdale
Kelsey Taylor	Norwood West
John Whiting	Sage Creek
Lise Trudeau-Balcaen	Royalwood
Isabelle Monnin	Norwood East

Distribution:

- CoW project manager + project team

Meeting goals:

- Introduce project, gather input; and foster early involvement to ensure stakeholders are part of the process
- Report back on round one and gather opportunities

Meeting objectives:

- Review and gather feedback on the draft stakeholder priorities
- Gather and understand participants' ideas for improving Winnipeg's transportation system in the future
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- VIDEO – Winnipeg and Transportation Trends: Tyler Markowsky, City Economist at the City of Winnipeg
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presented in the discussion. Stakeholders could see their comments populate the Jamboard with all of the feedback heard during the discussion.

1.4 Conclusion

- Shared next steps
- Poll question

2.0 Meeting results

The following section reflects some of the opportunities and ideas put forward by participants to improve Winnipeg's transportation system. The opportunities have been sorted here by their relevance to the component studies, with some opportunities being relevant to more than one study and so listed more than once. For a full account of the opportunities and ideas put forward during this meeting, please refer to the feedback transcripts at the end of this document.

2.1 Goods movement study

Opportunities to improve Winnipeg's transportation network:

- Repurpose rail lines for AT / LRT / BRT routes
- Facilitate rail relocation outside of the city
- Improve direct route access to the airport
- Facilitate a cycling ring road

2.2 Pedestrian and cycling strategy update

Opportunities to improve Winnipeg's transportation network:

- Repurpose rail lines for AT routes
- Facilitate a cycling ring road
- Expand network of separated/protected cycling lanes
- Use of pedestrian bridges to cross waterways
- Expand wayfinding on cycling routes

2.3 Winnipeg regional transportation review

Opportunities to improve Winnipeg's transportation network:

- Introduce a Perimeter Hwy cycling highway
- Account for metro region expansion and commuting trips

2.4 Emerging technologies and future transportation study

Opportunities to improve Winnipeg's transportation network:

- Introduce LRT
- Work with MB Hydro to provide electric vehicle infrastructure

2.5 Non-capital intensive transportation options report

Opportunities to improve Winnipeg's transportation network:

- Introduce major transportation network changes through phases

2.6 Additional themes

Some comments put forward during this meeting included several themes that are outside the scope of TMP2050. These themes include land use planning, transit operations/routing, and policy decisions. A full account of comments related to these themes can be found in the feedback transcripts at the end of this document.

2.7 Poll questions

1. *Which Stakeholder Priorities are the most important to you? Select one to four.*

Priority	Votes
Mode choice	6 (17%)
Environmental sustainability	3 (9%)
Healthy living	2 (6%)
Safety	5 (14%)
Economic development	2 (6%)
Year-round use	4 (11%)
Equity and inclusiveness	5 (14%)
Quality of life	2 (6%)
Reliability	5 (14%)
Innovation	1 (3%)

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

Strongly agree	Agree	Neutral	Disagree	Strongly disagree
4 (57%)	3 (43%)	0 (0%)	0 (0%)	0 (0%)

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

December 01, 2020 - Neighbourhood Advisory Group - Riel

Stakeholder Priorities			What are three opportunities Winnipeg has to improve the City's transportation system?
Opportunities and Ideas			Raw Data
Emerging Tech	Policy		Wary of ridehailing services - ie. Uber, Lyft - rather keep transportation systems public.
Emerging Tech			Availability of hydro use for EV charging stations , LRT.
Emerging Tech			Happy to hear less and less about Uber/Lyft/Etc. (not "good corporate citizens") - keep it public (especially the innovations).
General			85% percentile rule
General			Understand true costs of personal car use.
General			Synchronization of lights, or minimization of traffic stops to encourage efficiency and encourage off road sidewalk / bikeways.
General			Engineering standards 85th percentile rule as it relates to speed limits. The 15% shatter the perceptions of safety for pedestrians.
General			The High Cost of Free Parking - "Car Storage" is subsidized. - Parking is not a right.
General			Economic benefit of tourism by creating creative connected quality of life modes.
Goods Movement	Ped / Cycling	Emerging Tech	Rail repurposing for AT / LRT / BRT routes.
Goods Movement	Ped / Cycling	Regional	Waterways as barriers and/or opportunities.
Goods Movement	Emerging Tech		Rail repurposing - direct routes for LRT / BRT.
Goods Movement	Ped / Cycling	Lands Use	Rail relocation benefits include reduction of noise pollution, urban air quality, new lands open for residential development, for bike paths, goods moving faster *between* cities.
Goods Movement			Rail relocation.
Goods Movement			Rail relocation may result in relocation of congestion problem - truck traffic.
Goods Movement			Rail services industry throughout the city - key to goods movement.
Goods Movement	Policy		Parking is not a right on a public street.
Goods Movement	Regional		Beware induced demand - parking availability and road widths to address congestion.
Goods Movement			Direct routes to airport.

Goods Movement	Regional		We need to make sure that we still don't forget the car - efficiency is still a critical component throughout all of this (synchronization of lights to be considered).
Goods Movement			Rail relocation - Safety improvement, improved goods movement, efficiency, environmental sustainability, economic development (30 yrs, we won't see returns for a while)
Land Use	Transit		Grid pattern development to facilitate transit movement.
Land Use			Reducing parking minimums for developers.
Non-Capital			Major changes arrived at through phased in changes.
Non-Capital	Ped / Cycling	Emerging Tech	Stages of change to help people adapt over time. Create opportunities for "buy in" (bike, train, ERVs, etc..)
Ped / Cycling	Policy		Prioritize sustainable modes (active transportation).
Ped / Cycling			Make AT modes convenient / reliable.
Ped / Cycling			Dedicated parallel AT paths to reduce conflicts.
Ped / Cycling	Goods Movement		Cycling ring road.
Ped / Cycling			At-grade separations for bike traffic (well connected).
Ped / Cycling			Bike lane and continuous sidewalk on Lyndale drive - possibly to replace Open Street.
Ped / Cycling	Goods Movement		Cycling ring road similar to BRT AT path.
Ped / Cycling			Pedestrian bridges everywhere - Royalwood.
Ped / Cycling	Transit		Capitalize on youth interest in AT and Transit - give them options.
Ped / Cycling	Land Use		Parallel uses such as roadway, frontage roads, AT sidewalks for safeway.
Ped / Cycling			Redesign of pedestrian crossings - curb bump outs.
Ped / Cycling			Need AT crossings at rivers.
Ped / Cycling			Pedestrian bridges.
Ped / Cycling			Free bus service for users under 12.
Ped / Cycling			Include wayfinding on AT routes.
Ped / Cycling			Improve direct AT connections between neighbourhoods.
Ped / Cycling			Target youth directly - form multimodal habits early.
Ped / Cycling			Choice of modes outside of single occupant vehicles.
Ped / Cycling	Goods Movement		Would love to go car free, but Winnipeg doesn't feel set up for that lifestyle.
Ped / Cycling			A bridge across the river at Vivian.
Ped / Cycling			Pedestrian bridges over rivers: support tourism, connect neighbourhoods, Vivian (Norwood and Riverview), Wolseley and River Heights, Exchange and N St. Boniface, etc…

Ped / Cycling			Grade separated AT and make it accessible.
Ped / Cycling			There's lots of river in the Riel end of things - lots of support for pedestrian bridges.
Policy			De-incentivize car travel.
Policy			Implement higher parking rates.
Policy			Traffic calming - speed table.
Policy			Communicate collective quality of life benefits of shifting away from personal vehicle uses - above and beyond simply sustainability benefits.
Policy			Need greater public awareness regarding climate crisis and consequences of transportation choices.
Policy			Set parking rates based on popularity of spot - ie. Downtown is more popular.
Regional			Look beyond the perimeter, or at least TO the perimeter.
Regional			Metro region expansion - how do we address the impact of those residents who don't live in the city to connect.
Regional	Ped / Cycling		Perimeter highway bike lane would be great, the SW transit bike lane is ideal.
Transit			How about a bridge to cross the river at the end of Vivian in St. Vital?
Transit			Increase transit service in off-peak hours (ie. Sundays).
Transit			Sage Creek, no bus service. Royalwood, no bus service.
Transit	Land Use		Improve new development so that transit can best efficiently connect within them.

Stakeholder Priorities: **Mode Choice** | **Safety** | Equity and Inclusiveness | Reliability | **Year Round Use**

6 Component Studies: Core Framework Study | Goods Movement Study | Pedestrian & Cycling Strategy Update | Winnipeg Regional Transportation Review | Emerging Technologies & Future Transportation Study | Non-Capital Intensive Transportation Options Report

What are three opportunities Winnipeg has to improve the City's transportation system?

Prioritize sustainable modes (active transportation)

Waterways as barriers and/or opportunities

increase transit service in off-peak hours (i.e. Sundays)

parallel uses such as roadway, frontage roads, AT sidewalks for safety

Rail relocation

85% percentile rule

Need AT crossings at rivers

Make AT modes convenient / reliable

dedicated parallel AT paths to reduce conflicts

free bus service for users under 12

Rail relocation benefits include reduction of noise pollution, urban air quality, new lands open for residential development, for bike paths, goods moving faster *between* cities

rail relocation may result in relocation of congestion problem - truck traffic

rail services industry throughout the city - key to goods movement

Redesign of pedestrian crossings - curb bump outs

pedestrian bridges

Rail repurposing for AT / LRT / BRT routes

cycling ring road

at-grade separations for bike traffic (well-connected)

Bike lane and continuous sidewalk on Lyndale drive - possibly to replace Open Street

improve direct AT connections between nbhoods

Traffic calming - speed table

grid pattern development to facilitate transit movement

how about a bridge to cross the river at the end of Vivian in St Vital? ;-)

Stakeholder Priorities: **Mode Choice** | **Safety** | **Equity and Inclusiveness** | **Reliability** | **Year-Round Use**

6 Component Studies: Core Framework Study | Goods Movement Study | Pedestrian & Cycling Strategy Update | Winnipeg Regional Transportation Review | Emerging Technologies & Future Transportation Study | Non-Capital Intensive Transportation Options Report

What are three opportunities Winnipeg has to improve the City's transportation system?

cycling ring road similar to BRT AT path

pedestrian bridges everywhere - royalwood

Rail repurposing - direct routes for LRT / BRT

de-incentivize car travel

implement higher parking rates

parking is not a right on a public street

understand true costs of personal car use

include wayfinding on AT routes

wary of ridehailing services - i.e. uber, lyft - rather keep transportation systems public

target youth directly - form multimodal habits early

communicate collective quality of life benefits of shifting away from personal vehicle uses - above and beyond simply sustainability benefits

need greater public awareness regarding climate crisis and consequences of transportation choices

set parking rates based on popularity of spot - i.e. Downtown is more popular

capitalize on youth interest in AT and Transit - give them options

reliable transit routes and infrastructure for off-peak hours, major destinations, youth users

small buses for more service and lower cost

major changes arrived at through phased in changes

availability of hydro use for EV charging stations, LRT

beware induced demand - parking availability and road widths to address congestion

reducing parking minimums for developers

direct routes to airport

SCATLIFF + MILLER + MURRAY
visionary urban design + landscapes

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes
Round two future options and opportunities
Neighbourhood advisory group: Lord Selkirk - West Kildonan

Date/Time of meeting: December 03, 2020, 6:30PM – 8:30PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Bob Somers	Scatliff+Miller+Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff+Miller+Murray, Public Engagement Specialist
Samantha Blatz	Scatliff+Miller+Murray, Public Engagement Specialist
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Natalie Geddes	City of Winnipeg, Office of Public Engagement

Advisory group members

In attendance:	Representing:
Bonnie Carpenter	Seven Oaks
Diana Szymanski	The Maples
Tracy Ball	Luxton
Francesco Belgioioso	
John Sullivan	North Point Douglas
Lorrie Rogalka	Garden City
Barbara Pilozow	Scotia Heights
Amitpal Rakhra	Inkster Gardens
Girlie Ponce	Waterford Green

Distribution:

- CoW project manager + project team

Meeting goals:

- Introduce project, gather input; and foster early involvement to ensure stakeholders are part of the process
- Report back on round one and gather opportunities

Meeting objectives:

- Review and gather feedback on the draft stakeholder priorities
- Gather and understand participants' ideas for improving Winnipeg's transportation system in the future
- Communicate what the end goal of the project is and how it relates to other city strategies and policies

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1.0 Meeting format

1.1 Welcome and background (PowerPoint presentation)

- Welcome and team introductions
- Agenda
- TMP2050 overview
- Issues and opportunities

1.2 Draft stakeholder priorities discussion

A presentation of the 10 draft stakeholder priorities was followed by a Zoom poll. Participants were asked to rank the priorities and select one to four of the most important priorities, in their opinion. Following the poll, stakeholders were encouraged to have a verbal discussion regarding the ten priorities presented and evaluate how they align with what they heard at the previous meeting. Stakeholders were encouraged to participate by unmuting their microphone and using the chat box to offer their feedback.

1.3 Brainstorming and evaluating opportunities for improvement

- VIDEO – Winnipeg and Transportation Trends: Tyler Markowsky, City Economist at the City of Winnipeg
- Discussion Question: In your opinion, what are three opportunities to improve Winnipeg's transportation system?
- The discussion about opportunities to improve the transportation system was a verbal discussion and stakeholders were encouraged to unmute themselves to share their opinions and ideas. The chat box was also utilized to share additional opportunities and add to the discussion. During the discussion, a Jamboard (a virtual whiteboard) was shared on screen and the facilitators added sticky notes with feedback and opportunities

presented in the discussion. Stakeholders could see their comments populate the Jamboard with all of the feedback heard during the discussion.

1.4 Conclusion

- Shared next steps
- Poll question

2.0 Meeting results

The following section reflects some of the opportunities and ideas put forward by participants to improve Winnipeg's transportation system. The opportunities have been sorted here by their relevance to the component studies, with some opportunities being relevant to more than one study and so listed more than once. For a full account of the opportunities and ideas put forward during this meeting, please refer to the feedback transcripts at the end of this document.

2.1 Goods movement study

Opportunities to improve Winnipeg's transportation network:

- Repurpose rail lines for AT and LRT routes
- Facilitate local ownership and operation of rail infrastructure
- Improve traffic flow on Leila – re-route truck traffic away from Leila

2.2 Pedestrian and cycling strategy update

Opportunities to improve Winnipeg's transportation network:

- Eye level signals at crosswalks
- Repurpose rail lines for AT routes
- Work with community groups to formalize existing "goat trails"
- Increase secure bike parking throughout the city and at major hubs/destinations

2.3 Winnipeg regional transportation review

Opportunities to improve Winnipeg's transportation network:

- Reintroduce a quality form of taxpayer supported Greyhound-like bus service

2.4 Emerging technologies and future transportation study

Opportunities to improve Winnipeg's transportation network:

- Eye level signals at crosswalks

2.5 Non-capital intensive transportation options report

Opportunities to improve Winnipeg's transportation network:

- Promote carpool lanes in non-freeway applications
- Improve left-turn access (or alternatives) on Portage Ave. during peak hours

2.6 Additional themes

Some comments put forward during this meeting included several themes that are outside the scope of TMP2050. These themes include land use planning, transit operations/routing, and policy decisions. A full account of comments related to these themes can be found in the feedback transcripts at the end of this document.

2.7 Poll questions

1. *Which Stakeholder Priorities are the most important to you? Select one to four.*

Priority	Votes
Mode choice	4 (13%)
Environmental sustainability	2 (6%)
Healthy living	0 (0%)
Safety	7 (22%)
Economic development	1 (3%)
Year-round use	7 (22%)
Equity and inclusiveness	1 (3%)
Quality of life	3 (9%)
Reliability	7 (22%)
Innovation	0 (0%)

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

Strongly agree	Agree	Neutral	Disagree	Strongly disagree
5 (71%)	1 (14%)	1 (14%)	0 (0%)	0 (0%)

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

December 03, 2020 Neighbourhood Advisory Group - Lord Selkirk - West Kildonan

Stakeholder Priorities			What are three opportunities Winnipeg has to improve the City's transportation system?
Opportunities and Ideas			Raw Data
Emerging Tech			Eye level signals at crosswalks.
Emerging Tech			Promote 60-second driver!
Emerging Tech	Non-Capital		Promote carpool lanes in non-freeway applications.
General			Kiss and ride areas that are big enough to handle a large number of vehicles.
General			MacGregor crosswalks - one has lights, one doesn't.
General			Street cleaning / maintenance.
General	Ped / Cycling		Better lighting in neighbourhoods - for pedestrian realm (i.e. sidewalks, walking paths, transit stops).
General			Plant ditches with low maintenance and/or productive plants.
General	Policy		Snow clearing on sidewalks needs to be mindful/respectful of existing infrastructure.
General	Policy		Year round use and reliability needs to apply to vehicles lanes / use as well.
General			Eliminate curbs wherever possible.
General			Decolonize our system.
General			Eliminate curbs wherever possible. (snow clearing kills curbs anyway!)
General			Stop wasting precious resources mowing the ditches (Pembina & Bishop Grandin).
General			Plant something productive but not $ there.
General			Take bold steps to show Winnipeggers that their city wants change for good reason.
General			Improve the appearance of our transportation networks, make us feel proud.
General			Snow clearing on sidewalks is incredibly irresponsible, there is so much damage from this activity that never gets fixed.
Goods Movement	Non-Capital		No left turns on Portage Ave during rush hour timeframe - difficulty accessing north side of Portage.
Goods Movement	Ped / Cycling	Emerging Tech	Repurpose rail lines for AT/ LRT routes.
Goods Movement	Policy		Locally own and operate rail infrastructure.

Goods Movement			Improve Leila flow to decrease truck routing through Kingsbury.
Goods Movement			Improve traffic flow on Leila.
Goods Movement	Ped / Cycling		Use existing unused rail lines as active transportation routes - Rail to Trail.
Goods Movement	Policy		Can the City do rails ourselves? It is exceedingly difficult to access existing rail infrastructure for local community use/ goods movement. Rail is far cheaper to build and maintain than highway costs. Is it possible we could locally own and operate this system.
Goods Movement			Leila is an overused street, it's functioning beyond its design capacity. Goods movement changes would help this.
Goods Movement	Emerging Tech	Policy	Public education towards how the public doesn't respond to emergency vehicles, and many other hot button issues that may actually assist with efficiency and safety. May be a role for innovation, as most cars communicate with the City's navigation centre.
Land Use	Policy		Use greenway land for interim uses before transportation options - but communicate to public intentions for future use.
Non-Capital			Carpool lane.
Non-Capital	Emerging Tech		Other options for developers may be park and ride or bike and ride lots.
Ped / Cycling			Help communities to formalize and make permanent existing "goat trails"
Ped / Cycling			Build in park and ride / bike and ride into new developments.
Ped / Cycling			The Green Belt should be part of the transportation network, that should come ahead of new developments.
Ped / Cycling			Integrate pedestrian and cycling modes wherever possible.
Ped / Cycling			Increased secure bike parking areas throughout the city and at major hubs/destinations.
Ped / Cycling			design school zones consistently - (Lorrie Rogalka issue with dual crosswalks, only one is lit) - Really like the low level crosswalk lights to come alongside the standard above head lights.
Policy	Land Use		Enforce requirements for developers to meet City's future transportation goals.
Policy	Transit		Incentivize transit travel / de-incentivize car travel.
Policy			Make using the car less attractive.
Policy	Land Use		Enable communities to create their own systems of travel.
Policy	Land Use		Require developers ot buy into the TMP and pay for it. This community corridor has the same import as Hydro and Gas right of ways.
Policy			Public education for new and experienced drivers.

Policy			Make alternative modes more convenient and affordable - de-incentivize use of personal vehicles.
Policy			Consistency in school zones, speeds, crosswalks.
Policy			Tolls for single occupancy vehicles coming into Winnipeg.
Regional	Transit		Reintroduce a quality form of taxpayer supported Greyhound-like bus service.
Transit	Land Use		Expand transit into new developments and new development planning.
Transit			Extending Diamond lanes to all corners of the city, and not allow taxes to use that. (i.e. Keewatin, Notre Dame)
Transit	Land Use		Better Transportation routes and bus services for new and growing subdivisions.
Transit	Land Use		Proactive planning - Plan how transit will supply new subdivisions first - build around transportation options.
Transit	Land Use		Expand transit into new developments and development planning - have transportation systems and their linkages play a larger role in the development of the land.
Transit			Transit is slow, it does not feel safe, it doesn't allow for carrying lots of packages/etc.., seems expensive for the experience.

Stakeholder Priorities: **Safety** | **Year Round Use** | **Reliability** | **Mode Choice** | **Quality of Life**

6 Component Studies: Core Framework Study | Goods Movement Study | Pedestrian & Cycling Strategy Update | Winnipeg Regional Transportation Review | Emerging Technologies & Future Transportation Study | Non-Capital Intensive Transportation Options Report

What are three opportunities Winnipeg has to improve the City's transportation system?

expand transit into new developments and new development planning

Extending Diamond lanes to all corners of the city and not allow taxis to use that. (i.e Keewatin, Notre Dame)

better transportation routes and bus services for new and growing subdivisions

eye level signals at crosswalks

consistency in school zones... speeds, crosswalks

better lighting in nbhoods - for pedestrian realm (i.e. sidewalks, walking paths, transit stops)

Proactive planning - Plan how transit will supply new subdivisions first - build around transportation options

repurpose rail lines for AT / LRT routes

carpool lane

enforce requirements for developers to meet City's future transportation goals

MacGregor crosswalks - one has lights, one doesn't

No left turns on Portage Ave during rush hour timeframe - difficulty accessing north side of Portage

incentivize transit travel / de-incentivize car travel

Make alternative modes more convenient and affordable - de-incentivize use of personal vehicles

Reintroduce a quality form of taxpayer supported Greyhound-like bus service

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integrate pedestrian and cycling modes wherever possible

Other options for developers may be park and ride or bike and ride lots

make using the car less attractive

Tolls for single occupancy vehicles coming into WPG

Require developers to buy into the TMP and pay for it...This community corridor has the same import as Hydro and gas right of ways

use greenway land for interim uses before transportation options - but communicate to public intentions for future use

improve traffic flow on Leila

public education for new and experienced drivers

snowclearing on sidewalks needs to be mindful / respectful of existing infrastructure

eliminate curbs wherever possible

increased secure bike parking areas throughout the city and at major hubs / destinations

Enable communities to create their own systems of travel

locally own and operate rail infrastructure

SCATLIFF + MILLER + MURRAY
visionary urban design + landscapes

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes
Round two future options and opportunities
Neighbourhood advisory group: City Centre

Date/Time of meeting: December 07, 2020, 6:30PM – 8:30PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Bob Somers	Scatliff+Miller+Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff+Miller+Murray, Public Engagement Specialist
Samantha Blatz	Scatliff+Miller+Murray, Public Engagement Specialist
Wes Paetkau	Scatliff+Miller+Murray, Public Engagement Specialist
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Natalie Geddes	City of Winnipeg, Office of Public Engagement

Advisory group members

In attendance:	Representing:
Robert Grabowski	Daniel McIntyre
Adrian Challis	West Wolseley
Ian Handford	Lord Roberts
Cody Gazankas	West Broadway
Alan Margolese	South River Heights
Heather Sadowy	Crescentwood
Alison Norberg	Daniel McIntyre
Ray Hignell	Wolseley
Kevin Kehler	West Broadway
Jeff Frank	Crescentwood
Ian Smith	Wolseley
Kyle Wiebe	Minto
Kyla DeRoo	Sargent Park
Brent Martin	Wolseley

In attendance:	Representing:
Sabrina Harding	McMillan
Andrew Kohan	Crescentwood
Matthew Exell	St. Matthews
Jonathan Epp	Crescentwood
Denae Penner	St. Matthews
Jonathan Klassen	Wolseley
Ian Frank	Broadway-Assiniboine
Paul Mailhot	Point Road
Anthony Dolinski	Broadway-Assiniboine
Marianne Cerilli	Wolseley
Morgan Gregory	South River Heights
Michael Falk	St. Matthews

Distribution:

- CoW project manager + project team

Meeting goals:

- Introduce project, gather input; and foster early involvement to ensure stakeholders are part of the process
- Report back on round one and gather opportunities

Meeting objectives:

- Review and gather feedback on the draft stakeholder priorities
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1.0 Meeting format

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presented in the discussion. Stakeholders could see their comments populate the Jamboard with all of the feedback heard during the discussion.

1.4 Conclusion

- Shared next steps
- Poll Question

2.0 Meeting results

The following section reflects some of the opportunities and ideas put forward by participants to improve Winnipeg's transportation system. The opportunities have been sorted here by their relevance to the component studies, with some opportunities being relevant to more than one study and so listed more than once. For a full account of the opportunities and ideas put forward during this meeting, please refer to the feedback transcripts at the end of this document.

2.1 Goods movement study

Opportunities to improve Winnipeg's transportation network:

- Repurpose rail lines for public transit (i.e. BRT or LRT)

2.2 Pedestrian and cycling strategy update

Opportunities to improve Winnipeg's transportation network:

- Integrate cycling lanes into all BRT construction at the start of a project
- Ensure appropriate length for crosswalk lights/timers
- Expand separated/protected cycling network
- Continue Open Streets program
- Increase bike storage and security options for cycle and ride locations
- Improve connections between bikes and buses (i.e. bike racks on buses)
- Phase out "beg buttons" – they are not accessible and are inefficient
- Facilitate bikeshare use that is not reliant on smartphone ownership

2.3 Winnipeg regional transportation review

Opportunities to improve Winnipeg's transportation network:

- Comments offered by participants during this meeting did not directly pertain to this study

2.4 Emerging technologies and future transportation study

Opportunities to improve Winnipeg's transportation network:

- Emissions testing for older vehicles and business vehicles (i.e. large trucks)
- Improve connections between bikes and buses (i.e. bike racks on buses)
- Case Study: Coventry UK LRT
- Transportation options to facilitate aging-in-place

2.5 Non-capital intensive transportation options report

Opportunities to improve Winnipeg's transportation network:

- Transportation options to facilitate aging-in-place
- Interim / short-term solutions to meet current concerns

2.6 Additional themes

Some comments put forward during this meeting included several themes that are outside the scope of TMP2050. These themes include land use planning, transit operations/routing, and policy decisions. A full account of comments related to these themes can be found in the feedback transcripts at the end of this document.

2.7 Poll questions

1. *Which Stakeholder Priorities are the most important to you? Select one to four.*

Priority	Votes
Mode choice	9 (10%)
Environmental sustainability	16 (19%)
Healthy living	8 (10%)
Safety	16 (19%)
Economic development	1 (1%)
Year-round use	4 (5%)
Equity and inclusiveness	11 (13%)
Quality of life	6 (7%)
Reliability	9 (10%)
Innovation	4 (5%)

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

Strongly agree	Agree	Neutral	Disagree	Strongly disagree
7 (30%)	11(48%)	4 (17%)	1 (4%)	0 (0%)

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

December 07, 2020 - Neighbourhood Advisory Group - City Centre

Stakeholder Priorities			What are three opportunities Winnipeg has to improve the City's transportation system?
Opportunities and Ideas			Raw Data
Covid			Post-Covid, how will our patterns change? People may continue to work from home.
Covid			There is a change in working from home habits. Work places are changing post-Covid.
Emerging Tech	Transit		Certain WIDE streets are barriers between communities. Can we bring public transit into these routes (bring back the streetcar?).
Emerging Tech	Ped / Cycling		Low tech transport should be considered to achieve safe results.
Emerging Tech	Policy		We can't depend on electric vehicle to make a difference in climate change.
Emerging Tech			Emissions testing for older vehicles and business vehicles (large trucks).
Emerging Tech	Ped / Cycling	Land Use	Incorporate climate resiliency and green infrastructure into neighbourhoods - i.e.
Emerging Tech			Coventry, UK has a contract with very light rail transit.
General			Omands Creek bridge needs to be improved as it's WAY too busy.
General			Shift demand from peak hours.
General			Synchornization of lights to reduce stop / start.
General			Everyone here is a well rounded user of all modes!
General			Use street design, narrow streets, roundabouts to slow traffic.
General			Cruise night can not continue to happen in a residential area - we need enforcement.
General			Consider "sustainable" innovation - lifecycle costing in all decision making.
General			Logical Operations / Level of Service.
General			Recognizing the joy of transportation and improved quality of life from walking and biking.
General			The Mode prioritization should consider how much real estate is given to each mode
General			The need for a car is based on our culture - we have busy lives, with many places to go.
General			Safety - doesn't talk about personal or perceived safety and should be included.
General			Needs a gender lens.
General			Defunding roads.
General			"Independent Mobility"

General			Mode choice is often based on privilege.
Goods Movement	Emerging Tech	Transit	Using rail for public transit.
Goods Movement			Why is heavy trucking even moving through the City Centre?
Land Use			Plan City so that all modes can function well together.
Land Use			Land use is the driver of transportation issues. We need smart density and zoning. Ie. Old
Land Use			Cost of infill can be challenging.
Land Use			Transportation networks should be driven by urban planning, housing. We need to
Land Use			Infill bylaws that ensure private / vested / corporate interests can't supersede such laws
Land Use			We need more than 80% of new housing being built to be infill.
Land Use			Mixed use and mixed income development needed.
Land Use			Can walk anywhere in 20 minutes - walkable neighbourhood.
Land Use			Inter vs. Intra neighbourhood movement - is public ROW the best use of public land within
Land Use	Policy		The amount of space given to cars (parking, roads - including materials, repair shop, etc) is too high. Mode shift to get people out of cars, and onto buses, cars, bikes.
Land Use			Integrate transportation plan and policies in all land use planning.
Land Use			15-minute neighbourhoods.
Land Use			Design new developments to integrate with existing city grid - avoid pinch points.
Land Use			Proactive planning in tandem with land use planning.
Non-Capital			Need interim/ short-term solutions to meet current concerns.
Ped / Cycling	Policy		Make sure that mobility is connected and reliable for all modes (discussion about the closure of Wolseley)
Ped / Cycling			Improved bike connectivity (reduce "s" curves)
Ped / Cycling	Policy		Make all streets mode appropriate (Open Streets -is a destination not a day to day mode
Ped / Cycling			Start with a connected Bike City, that limits the "first mile/last mile" connectors. Parallel Streets (prioritize the N-S routes and the E-W dominant routes).
Ped / Cycling			How do the dedicated BRT lanes not accommodate bike lanes in their designs?
Ped / Cycling			Ensure appropriate length for crosswalk lights.
Ped / Cycling			Ensure mode choice that includes the car, to make sure we have mobility for all ages and abilities.
Ped / Cycling	Land Use		We need greenways (ie. Ruby -Banning) - what happened to them? Greenways are very cost effective.
Ped / Cycling			The more we have paths and bike lanes, the more people that will use it. Built it and they will come.

Ped / Cycling	Transit	Policy	We need to get people out of single occupant vehicles and onto buses, bikes, foot.
Ped / Cycling			Cyclists need protected infrastructure to increase use - not just the greenways.
Ped / Cycling	Policy		Let's encourage Open Street Program. How do we encourage bikes on roads with vehicles (i.e. Kenaston).
Ped / Cycling	Non-Capital	Policy	Mix of mode choices on roads. Creative solutions (minimum speed limit) to build better roads.
Ped / Cycling	Policy		Incentivize other forms of transportation other than personal vehicles.
Ped / Cycling			Cycle and ride - increase bike security / storage.
Ped / Cycling			Bike share.
Ped / Cycling			Subscription or app for bike lockers - with fee reduction for membership.
Ped / Cycling	Policy		Safe streets (30km/hr) that include all mode choices.
Ped / Cycling			Separate all modes of transportation (eg. Sherbrook is a good example, Pembina a bad example).
Ped / Cycling	Transit	Emerging Tech	Reduce the connection between bikes and buses, it's uncomfortable to connect the biggest and smallest transport devices.
Ped / Cycling			Fixing the gaps in the cycling network.
Ped / Cycling			Dedicated corridors for pedestrian / cycling access to school zones.
Ped / Cycling			Move drop off areas further down block to facilitate "last mile" walking.
Ped / Cycling	Policy		Snow and ice clearing (Equity / Accessibility) - not just a "roads" first approach, ensure mode choice in all seasons.
Ped / Cycling			"Beg buttons" design them away, they are not accessible and are inefficient.
Ped / Cycling	Emerging Tech	Non-Capital	Transportation options to facilitate aging-in-place.
Ped / Cycling			Facilitate bikeshare use not reliant on smartphone use.
Ped / Cycling			Rivers: 1. Reclaim river banks - restore riverbottom forest, helps with runoff and stabilization. 2. Restore creeks - provides opportunity for recreation (Browns and Colony creek) - daylighting creeks.
Ped / Cycling	Land Use		Replace surface parking and vacant lots with medium density. Encourages situations where we are walking and biking more.
Ped / Cycling			One impediment to cycling is bike theft.
Policy	Land Use		Currently we can get anywhere in Winnipeg in 20 minutes. If roads were reconfigured / designed differently, could we discourage vehicle use?
Policy			A change in mindset is needed to shift modes and patterns. Possible PSA or education?

Policy			Incentivize less travel / reduce transportation demand - i.e. work from home.
Policy			Operations (not just snow) of cleaning transport routes (bike lanes).
Policy			We need to reduce cut throughs on residential streets, and we need drivers to follow speed limits.
Policy			30 km/h speeds.
Policy			We are in a dangerous climate crisis. We need to reduce dependency on single occupant vehicle.
Policy			We need good policy, and we can't have a city that is driven by developers.
Policy			The cultural role of the car - sign of freedom, has challenges attached to it too, separate ourselves. Start talking more honestly how harmful cars are. We need to get more people out of personal vehicles. More arenas, daycares.
Policy			Open Streets more often - holidays, weekends.
Transit			Transit: Improve reliability, remove bottlenecks
Transit			Increase the amount of buses to improve bus reliabiltiy.
Transit			Improve transit apps to offer variety of routing option (not simply time options).
Transit			Hub / spoke model for transit service.
Transit			Fareless transit model.
Transit			Re-assess transit routes / needs.
Transit	Policy		Public transportation is unfortunately de-emphasized in our transport network - invest for the future.
Transit			Transit Fare is too high. Consider lower rates.
Transit			Improve accessibility of transit fleet - i.e. access for walkers, motorized scooters, priority seating.
Transit			Better integration between transit and transit plus.

Breakout Room 1

Stakeholder Priorities:

- Environmental Sustainability
- **Safety**
- Equity & Inclusiveness
- Reliabilty
- **Mode Choice**

6 Component Studies:

- Core Framework Study
- Goods Movement Study
- Pedestrian & Cycling Strategy Update
- Winnipeg Regional Transportation Review
- Emerging Technologies & Future Transportation Study
- Non-Capital Intensive Transportation Options Report

What are three opportunities Winnipeg has to improve the City's transportation system?

Consider "Sustainable" Innovation – lifecycle costing in all decision making

Logical Operations / Level of Service

Safe streets (30km/hr) that include all mode choices

Separate all modes of transportation (eg. Sherbrook is a good example, Pembina a bad example)

Low tech transport should be considered to achieve safe results

Recognizing the joy of transportation and improved quality of life from walking and biking

Integrate transportation plan and policies in all land use planning

Public transportation is unfortunately de-emphasized in our transport network - invest for the future

Snow and Ice Clearing (Equity / Accessibility) - not just a "roads" first approach, ensure mode choice in all seasons

Transit Fare is too high. Consider lower rates

"beg buttons" - design them away, they are not accessible and are inefficient

Make sure that mobility is connected and reliable for all modes (discussion about the closure of Wolseley

Improved bike connectivity (reduce "s" curves)

Make all streets mode appropriate (Open Streets - is a destination not a day to day mode choice for all)

Omands Creek bridge needs to be improved as its WAY too busy

Transit: Improve reliability, remove bottlenecks

Ensure mode choice that includes the car, to make sure we have mobility for all ages and abilities

Everyone here is a well rounded user of all modes!

Breakout Room 1

Stakeholder Priorities:

Environmental Sustainability | **Safety** | Equity & Inclusiveness | Reliability | **Mode Choice**

6 Component Studies:

Core Framework Study | Goods Movement Study | Pedestrian & Cycling Strategy Update | Winnipeg Regional Transportation Review | Emerging Technologies & Future Transportation Study | Non-Capital Intensive Transportation Options Report

What are three opportunities Winnipeg has to improve the City's transportation system?

operations (not just snow) of cleaning transport routes (bike lanes)

Why is heavy trucking even moving through the City Centre

Reduce the connection between bikes and buses, it's uncomfortable to connect the biggest and smallest transport devices

Start with a connected bike City, that limits the "first mile/last mile" connectors. Parallel Streets (prioritize the N-S routes and the E-W dominant routes)

How do the dedicated BRT lanes not accommodate bike lanes in their designs

Increase the amount of buses to improve bus reliability

Certain WIDE streets are barriers between communities. Can we bring public transit into these routes (bring back the streetcar?)

Using rail for public transit

The Mode prioritization should consider how much real estate is given to each mode choice and prioritize accordingly (ie. public transport holds the most people / sq.m.)

Coventry, UK has a contract with very light rail transit

Breakout Room 2

Stakeholder Priorities: Environmental Sustainability | Safety | Equity and Inclusiveness | Reliability | Mode Choice

6 Component Studies: Core Framework Study | Goods Movement Study | Pedestrian & Cycling Strategy Update | Winnipeg Regional Transportation Review | Emerging Technologies & Future Transportation Study | Non-Capital Intensive Transportation Options Report

What are three opportunities Winnipeg has to improve the City's transportation system?

Land use is the driver of transportation issues. We need smart density and zoning. ie. Old Grace Housing is a good example.

Replace surface parking and vacant lots with medium density. Encourages situations where we are walking and biking more.

Cost of infill can be challenging.

Transportation networks should be driven by urban planning, housing. We need to reconsider additional development. We need compact urban form.

Rivers: 1. Reclaim river banks - restore riverbottom forest, helps with runoff and stabilization. 2. Restore creeks - provides opportunity for recreation (Browns and Colony creek) - daylighting creeks

We are in a dangerous climate crisis. We need to reduce dependency on single occupant vehicle.

We can't depend on electric vehicle to make a difference in climate change.

Infill bylaws that ensure private / vested / corporate interests can't supersede such laws (ie. Canada Life / Great West Life)

We need more than 80% of new housing being built to be infill.

We need good policy, and we can't have a city that is driven by developers

Mixed use and mixed income development needed.

Fixing the gaps in the cycling network

We need to reduce cut throughs on residential streets, and we need drivers to follow speed limits

Use street design, narrow streets, roundabouts to slow traffic

30 km/h speeds

The need for a car is based on our culture - we have busy lives, with many places to go.

Cruise night can not continue to happen in a residential area - we need enforcement.

Can walk anywhere in 20 minutes - walkable neighbourhood.

Post - covid, how will our patterns change? People may continue to work from home.

The amount of space given to cars (parking, roads (including materials), repair shop, etc) is too high. Mode shift to get people out of cars, and onto buses, cars, bikes

We need greenways (ie. Ruby - Banning) - what happened to them? Greenways are very cost effective.

The more we have paths and bike lanes, the more people that will use it. Build it and they will come.

Currently we can get anywhere in Winnipeg in 20 minutes. If roads were reconfigured / designed differently, could we discourage vehicle use?

We need to get people out of single occupant vehicles and onto buses, bikes, foot

Breakout Room 2

Stakeholder Priorities:

Environmental Sustainability | **Safety** | Equity and Inclusiveness | Reliability | **Mode Choice**

6 Component Studies:

Core Framework Study | Goods Movement Study | Pedestrian & Cycling Strategy Update | Winnipeg Regional Transportation Review | Emerging Technologies & Future Transportation Study | Non-Capital Intensive Transportation Options Report

What are three opportunities Winnipeg has to improve the City's transportation system?

Cyclists need protected infrastructure to increase use - not just greenways.

There is a change in working from home habits. Work places are changing post-covid.

The cultural role of the car - sign of freedom, has challenges attached to it too, separate ourselves. Start talking more honestly how harmful cars are. We need to get more people out of personal vehicles. More arenas, daycares.

A change in mindset is needed to shift modes and patterns. Possible PSA or education?

Let's encourage open street program. How do we encourage bikes on roads with vehicles (ie. Kenaston)

Mix of mode choices on roads. Creative solutions (minimum speed limit) to build better roads

Breakout Room 3

Stakeholder Priorities:

Environment | Safety | Equity | Mode Choice | Reliability

6 Component Studies:

Core Framework Study | Goods Movement Study | Pedestrian & Cycling Strategy Update | Winnipeg Regional Transportation Review | Emerging Technologies & Future Transportation Study | Non-Capital Intensive Transportation Options Report

What are three opportunities Winnipeg has to improve the City's transportation system?

incentivize other forms of transportation other than personal vehicles

incentivize less travel / reduce transportation demand - i.e. work from home

transportation options to facilitate aging-in-place

dedicated corridors for ped/cycling access to school zones

inter vs intra nbhood movement - is public ROW the best use of public land within nbhoods?

need interim / short-term solutions to meet current concerns

emissions testing for older vehicles and business vehicles (large trucks)

shift demand from peak hours

cycle and ride - increase bike security / storage

subscription or app for bike lockers - with fee reduction for membership

improve accessibility of transit fleet - i.e. access for walkers, motorized scooters, priority seating

move drop off areas further down block to facilitate "last mile" walking

Open streets more often - holidays, weekends

design new developments to integrate with existing city grid - avoid pinch points

incorporate climate resiliency and green infra into nbhoods - i.e. incentivize AT movement for short trips within nbhoods

plan city so that all modes can function well together

fareless transit model

re-asses transit routes / need

better integration between transit and transit plus

15-minute nbhoods

proactive planning in tandem with land use planning

improve transit apps to offer variety of routing options (not simply time options)

hub / spoke model for transit service

bike share

facilitate bikeshare use not reliant on smartphone use

ensure appropriate length for crosswalk lights

synchronization of lights to reduce stop / start

SCATLIFF + MILLER + MURRAY
visionary urban design + landscapes

City of Winnipeg
Transportation Master Plan: 2050

Stakeholder meeting notes
Round two future options and opportunities
Neighbourhood advisory group: Assiniboia

Date/Time of meeting: December 08, 2020, 6:30PM – 8:30PM
Location: Zoom meeting

Project staff

In attendance:	Representing:
Bob Somers	Scatliff+Miller+Murray, Public Engagement Specialist
Meaghan Pauls	Scatliff+Miller+Murray, Public Engagement Specialist
Samantha Blatz	Scatliff+Miller+Murray, Public Engagement Specialist
Wes Paetkau	Scatliff+Miller+Murray, Public Engagement Specialist
Alex Regiec	City of Winnipeg, Transportation Master Plan Lead
Morgan Vespa	City of Winnipeg, Office of Public Engagement

Advisory group members

In attendance:	Representing:
Jairo Viafara	Old Tuxedo
Margaret Colledge	St. James
Ken Rosin	Elmhurst
Kristin Lauhn-Jensen	Old Tuxedo
Darlene Van Ruiten	Westwood
Robin Sukhan	Whyte Ridge
Paul Dyck	Tuxedo
Steve Cumpsty	Rive Park West
Kurt Hollander	Westwood
Monique Choiselat	King Edward
Len Van Roon	Ridgewood South

Distribution:

- CoW project manager + project team

Meeting goals:

- Introduce project, gather input; and foster early involvement to ensure stakeholders are part of the process
- Report back on round one and gather opportunities

Meeting objectives:

- Review and gather feedback on the draft stakeholder priorities
- Gather and understand participants' ideas for improving Winnipeg's transportation system in the future
- Communicate what the end goal of the project is and how it relates to other city strategies and policies

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1.0 Meeting format

1.1 Welcome and background (PowerPoint presentation)

- Welcome, project team introductions, and stakeholder introductions
- Agenda
- TMP2050 overview
- Issues and opportunities

1.2 Draft stakeholder priorities discussion

A presentation of the 10 draft stakeholder priorities was followed by a Zoom poll. Participants were asked to rank the priorities and select one to four of the most important priorities, in their opinion. Following the poll, stakeholders were encouraged to have a verbal discussion regarding the ten priorities presented and evaluate how they align with what they heard at the previous meeting. Stakeholders were encouraged to participate by unmuting their microphone and using the chat box to offer their feedback.

1.3 Brainstorming and evaluating opportunities for improvement

- VIDEO – Winnipeg and Transportation Trends: Tyler Markowsky, City Economist at the City of Winnipeg
- Discussion question: In your opinion, what are three opportunities to improve Winnipeg's transportation system?
- The discussion about opportunities to improve the transportation system was a verbal discussion and stakeholders were encouraged to unmute themselves to share their opinions and ideas. The chat box was also utilized to share additional opportunities and add to the discussion. During the discussion, a Jamboard (a virtual whiteboard) was shared

on screen and the facilitators added sticky notes with feedback and opportunities presented in the discussion. Stakeholders could see their comments populate the Jamboard with all of the feedback heard during the discussion.

1.4 Conclusion

- Shared next steps
- Poll question

2.0 Meeting results

The following section reflects some of the opportunities and ideas put forward by participants to improve Winnipeg's transportation system. The opportunities have been sorted here by their relevance to the component studies, with some opportunities being relevant to more than one study and so listed more than once. For a full account of the opportunities and ideas put forward during this meeting, please refer to the feedback transcripts at the end of this document.

2.1 Goods movement study

Opportunities to improve Winnipeg's transportation network:

- Develop an inner ring road to provide a corridor around the city
- Improve traffic flow along Route 90 through road expansion
- Consider effectiveness of Route 90 expansion based on newer research such as induced demand
- Case study: The Linc (Hamilton, ON) provides a direct vehicle route across the city
- Consider off ramps for new developments to maintain traffic flow

2.2 Pedestrian and cycling strategy update

Opportunities to improve Winnipeg's transportation network:

- Implement a robust evaluation and monitoring system for pilot projects and capital investments
- Improve multimodal nature of Pembina Highway
- Plan AT routes along major traffic corridors and habitat corridors
- Improve connectivity between AT routes to facilitate inter-neighbourhood travel

2.3 Winnipeg regional transportation review

Opportunities to improve Winnipeg's transportation network:

- Introduce LRT to connect Charleswood and RM of Macdonald to city centre

2.4 Emerging technologies and future transportation study

Opportunities to improve Winnipeg's transportation network:

- Facilitate use of new technology (through infrastructure and policy) – i.e. segways, motorized scooters, e-scooters, e-bikes

- Introduce LRT
- Lead development of electric buses

2.5 Non-capital intensive transportation options report

Opportunities to improve Winnipeg's transportation network:

- Implement a robust evaluation and monitoring system for pilot projects and capital investments
- Use pilot projects to test new technologies or styles of infrastructure

2.6 Additional themes

Some comments put forward during this meeting included several themes that are outside the scope of TMP2050. These themes include land use planning, transit operations/routing, and policy decisions. A full account of comments related to these themes can be found in the feedback transcripts at the end of this document.

2.7 Poll questions

1. *Which Stakeholder Priorities are the most important to you? Select one to four.*

Priority	Votes
Mode choice	4 (10%)
Environmental sustainability	8 (20%)
Healthy living	4 (10%)
Safety	5 (12%)
Economic development	3 (7%)
Year-round use	5 (12%)
Equity and inclusiveness	1 (2%)
Quality of life	2 (5%)
Reliability	6 (15%)
Innovation	3 (7%)

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

Strongly agree	Agree	Neutral	Disagree	Strongly disagree
4 (36%)	3 (28%)	4 (36%)	0 (0%)	0 (0%)

Transportation Master Plan: 2050

FEEDBACK TRANSCRIPT AND KEY THEME CODING

December 08, 2020 - Neighbourhood Advisory Group - Assiniboia

Stakeholder Priorities			What are three opportunities Winnipeg has to improve the City's transportation system?
Opportunities and Ideas			Raw Data
Emerging Tech	Policy		(Case study) Boulder, CO - goal to reduce cars to downtown over a 30 year period. - used variety of mechanisms.
Ped / Cycling	Emerging Tech		Encourage use of alternative modes.
Ped / Cycling			Improve multimodal nature of Pembina Hwy.
Emerging Tech	Policy		Abandoned Subway plan.
Emerging Tech	Policy		Facilitate use of new technology (through infrastructure, policy) - i.e. segways, motorized scooters, e-scooters, e-bikes.
Ped / Cycling	Policy		Legalize skateboarding.
Ped / Cycling			Improve Pembina bike lane - safety, reliability, convenience.
General			Facilitate traffic flow - reduce stop / start traffic.
Emerging Tech	Transit		Become leaders in electric buses.
Emerging Tech			Introduce LRT.
Ped / Cycling			Understand AT trip / travel behaviour - origin, destination, purpose.
General			Preserve Assiniboine Forest.
Covid	Transit		Consider impacts of COVID on transit ridership.
Land Use			Connect transportation network to major destinations / hubs / attractions.
General			Remove parking lane on Pembina Hwy to facilitate traffic flow.
Goods Movement			Consider effectiveness of Route 90 expansion based on newer research like induced demand.
Goods Movement			Speed up expansion of Route 90.
Emerging Tech	Land Use		Build for aging-in-place.
Goods Movement			Improve traffic flow on Route 90 to Bishop Grandin.
Land Use			Build complete communities to facilitate day to day living.
Ped / Cycling			Improve connectivity between AT routes to facilitate inter-neighbourhood travel.
Ped / Cycling			Plan AT routes along heritage habitat corridors (connect to Beaudry Park).

Goods Movement			Understanding the historical context of Unicity/Winnipeg development has created a challenge for things like trucking and goods movement and supports the notion of an inner ring road, but is also challenged 1972 decision to build no freeways (that did not support the WATS plan).
Goods Movement			Because of that freeway decision Winnipeg is forced to use its arterial / radials to carry traffic volumes and trucks that does not occur in other cities.
Non-Capital	Ped / Cycling	Policy	Robust evaluation and monitoring processes.
Land Use			Build transportation networks around existing development.
Land Use	Policy		Task developers with covering cost of new access and egress points to facilitate better traffic flow.
Non-Capital	Emerging Tech		Use pilot projects to test new technologies, new styles of infrastructure.
Ped / Cycling			Plan AT corridor adjacent to major routes.
Land Use			15-minute neighbourhoods.
Land Use			Proactive land use planning that integrates transportation planning.
Policy			Seek external funding (i.e. federal gov't).
Goods Movement			Inner ring road / perimeter that provides corridor around the city.
Goods Movement			The Linc (Hamilton, ON) direct route across City.
Goods Movement	Policy		Cost effectiveness is missing (i.e. some "pay for themselves") as some are based on cost recovery - looking at external sources of funding (rail relocation, federal initiatives)
General			Understanding WHY people use a certain mode choice (i.e. cottage ownership). If you own a car for the cottage anyway, might as well use it day to day.
General			The unknown is huge - we need to be mindful of how to navigate the changes over time and as land uses and habits may change.
Emerging Tech	Land Use		We can't use new technologies to solve the underlying issues that have arrived due to disconnected land use planning.
Goods Movement			Unicity's closure of any future "freeway" forced road types to function differently than what their intended use was. Trucking and Urban Goods movement is challenged by this substantially - safety concern.
Goods Movement			Off ramps for new developments like in other Cities to have the ease and reliability of movement.
Covid	Transit		Transit is challenged by Covid to get ridership back up.
General			Remove parking to speed up traffic.

Ped / Cycling	Non-Capital		Bicycle use is WAY up. Covid has created a huge boom to Active Transportation - most of these devices are not allowed on streets (segways, scooters, etc.) Limited to 28km/hr vehicles. - Create a pilot project at this time to expand on this - don't be afraid to throw i tout if it doesn't work (robust evaluation and monitoring processes). The experience of the AT route is praamount - and improves the user experience and quantity of users.
Land Use			Consider the significant residential expansion that will be happening in Assiniboine that does not have the capacity to connect to the City with its current roadways.
Ped / Cycling			Heritage Habitat Corridors - Connect with Active Transportation (connect Beaudry all the way to Pembina Hwy).
Land Use			Build liveable communities so that people are discouraged from large scale commuting.
Land Use			Consider re-Unicity (i.e. a number of solid "15 minute communities" that are connected)
Emerging Tech	Regional		Introduce LRT (can this support the development of the lands between Charleswood and the RM of Macdonald)
Ped / Cycling			It appears that most bicycle users are "recreation" and not task or commuter based - we need to understand this better, find the deterrents, remove them, make it safe, reliable and move beyond recreation.
General			Aging population - we need to plan for them (mobility, accessibility, independence) - Winter is a challenge.
Ped / Cycling			Bike lanes on Pembina are awkward.

Stakeholder Priorities: Environment | Reliability | Safety | Year Round Use | Mode Choice

6 Component Studies: Core Framework Study | Goods Movement Study | Pedestrian & Cycling Strategy Update | Winnipeg Regional Transportation Review | Emerging Technologies & Future Transportation Study | Non-Capital Intensive Transportation Options Report

What are three opportunities Winnipeg has to improve the City's transportation system?

(case study) Boulder, CO - goal to reduce cars to downtown over a 30 yr period - used variety of mechnisms

facilitate traffic flow - reduce stop / start traffic

consider impacts of COVID on transit ridership

become leaders in electric buses

encourage use of alternative modes

facilitate use of new technology (through infrastructure, policy) - i.e. segways, motorized scooters, e-scooters, e-bikes

connect transportation network to major destinations / hubs / attractions

introduce LRT

improve multimodal nature of Pembina Hwy

legalize skateboarding

Remove parking lane on Pembina Hwy to facilitate traffic flow

understand AT trip / travel behaviour - origin, destination, purpose

Abandoned Subway Plan

improve Pembina bike lane - safety, reliability, convenience

speed up expansion of Route 90

preserve Assiniboine Forest

improve traffic flow on Route 90 to Bishop Grandin

build complete communities to facilitate day-to-day living

improve connectivity between AT routes to facilitate inter-nbhood travel

Unicity/winnipeg development has created a challenge for things like trucking and goods movement and supports the notion of a inner ring road, but is also challenged 1972 decision to build no freeways (that did not

Because of that freeway decision winnipeg is forced to use its arterial/radials to carry traffic volumes and trucks that does not occur in other cities.

build transportation networks around existing development

task developers with covering cost of new access and egress points to facilitate better traffic flow

use pilot projects to test new technologies, new styles of infra

plan AT corridors adjacent to major routes

15-minute nbhoods

proactive land use planning that integrates transportation planning

seek external funding (i.e. federal gov)

inner ring road / perimeter that provides corridor around the city

The Linc (Hamilton, ON) - direct route across City

build for aging-in-place

consider effectiveness of Route 90 expansion based on newer research like Induced demand

plan AT routes along heritage habitat corridors (connect to Beaudry Park)

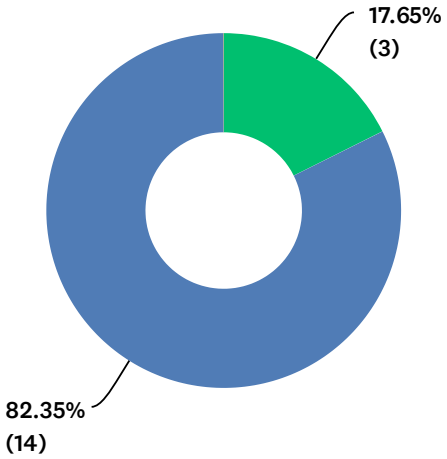
robust evaluation and monitoring processes

Appendix H

EXIT SURVEY REPORT – ROUND 1

Q1 Is the purpose of this project clear?

Answered: 17 Skipped: 0



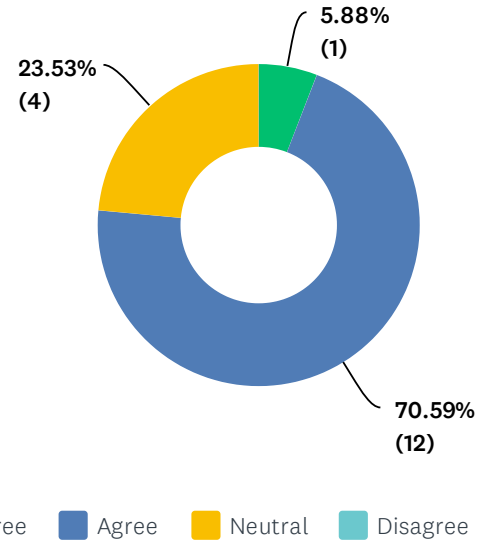
	STRONGLY AGREE (1)	AGREE (2)	NEUTRAL (3)	DISAGREE (4)	STRONGLY DISAGREE (5)	TOTAL	WEIGHTED AVERAGE
(no label)	17.65% 3	82.35% 14	0.00% 0	0.00% 0	0.00% 0	17	1.82

BASIC STATISTICS

Minimum	Maximum	Median	Mean	Standard Deviation
1.00	2.00	2.00	1.82	0.38

Q2 Was the project information provided during this meeting helpful?

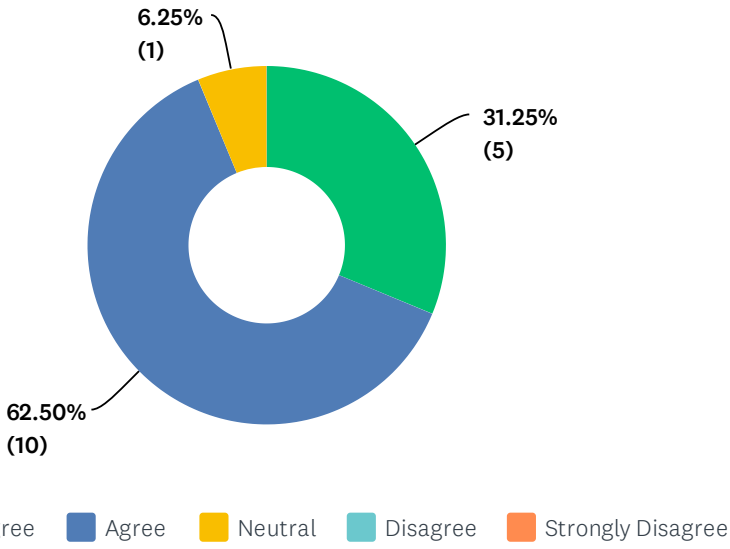
Answered: 17 Skipped: 0



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	5.88% 1	70.59% 12	23.53% 4	0.00% 0	0.00% 0	17	2.18

Q3 Did the format of the meeting allow you to contribute and share your views?

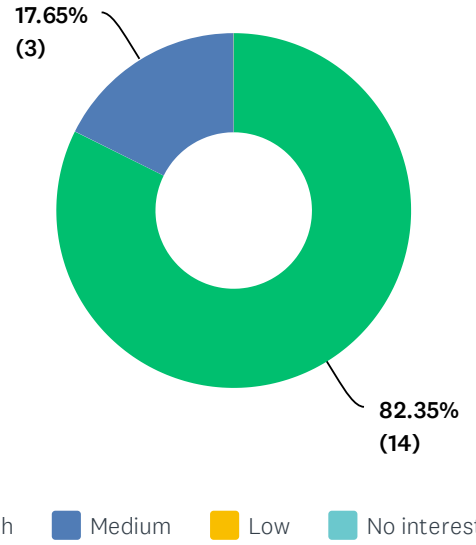
Answered: 16 Skipped: 1



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	31.25% 5	62.50% 10	6.25% 1	0.00% 0	0.00% 0	16	1.75

Q4 Please rate your level of interest regarding this project?

Answered: 17 Skipped: 0



	HIGH	MEDIUM	LOW	NO INTEREST / CONCERN	TOTAL	WEIGHTED AVERAGE
(no label)	82.35% 14	17.65% 3	0.00% 0	0.00% 0	17	1.18

Q5 Describe your interests:

Answered: 17 Skipped: 0

#	RESPONSES	DATE
1	Transit; small business; board games; home renovation	11/12/2020 12:45 PM
2	related to how it will impact land use planning	11/12/2020 8:28 AM
3	Active transportation and it's role in the greater future plan for Winnipeg and surrounding areas. Reducing emissions.	11/11/2020 12:49 PM
4	improving multi-modal connections to and through downtown, specifically cycling infrastructure, public neighbourhood docks, waterbus. getting that transit up on the abandoned rail using the Via station as a hub	11/10/2020 9:09 AM
5	Interested to see what the final plan will look like and what type of initiatives will be included.	11/10/2020 9:06 AM
6	ensuring growth enabling regional transportation infrastruture is in place to support the growth and development of Winnipeg and the province of MB	11/10/2020 9:00 AM
7	Mode shift, connectivity, placemaking, green transportation	11/6/2020 9:33 AM
8	It is fantastic to see a plan that looks at all forms of transportation under one umbrella. My interests focus on improving transportation into and around the city centre.	11/6/2020 8:53 AM
9	Sustainability, active, green transportation planning	11/5/2020 1:18 PM
10	Goods / freight movement primarily	11/5/2020 11:41 AM
11	Consistent, reliable transportation for students (concern with pass bys). Also, multiple modes of transportation, happy to hear about U.Cres. plans - thanks!	11/5/2020 8:23 AM
12	Reversing the transportation priority hierarchy in Winnipeg to focus on sustainable modes and place solo driver vehicles at the bottom (as part of the transportation mix but not the epicentre). The past does not have to predict the future.	11/4/2020 9:08 PM
13	Traffic flow with in City limits, Rail crossings, diamond lanes expansion, left & Right turns in downtown, loading zones with in downtown.	11/4/2020 9:30 AM
14	I am interested to see how the City of Winnipeg proposes how to change and improve traffic flow going forward into the future.	11/4/2020 8:46 AM
15	My interests are in helping the city transition to a sustainable transportation system that is equitable, provides options, and allows the city to meet its climate goals.	11/3/2020 2:40 PM
16	To have a transportation system that is sustainable financially, environmentally. To have a transportation system that is safe for all ages and abilities. To have a transportation system that is equitable for all Winnipeggers.	11/3/2020 10:08 AM
17	Creating a multi model system, improving equity and access within our city	11/3/2020 10:03 AM

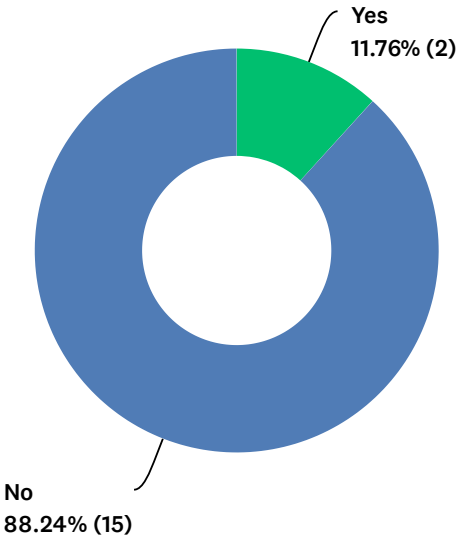
Q6 What are you hoping to get out of your experience as an Interest-Specific stakeholder?

Answered: 17 Skipped: 0

#	RESPONSES	DATE
1	I would like to communicate the importance of diverse transportation mode options. Confronting climate change will mean that energy will become more expensive. In order to confront these changes without large impacts on Winnipeggers and the business community, other lower energy forms of transportation (ie walking, cycling, transit) will need to be made convenient and useful as rapidly as possible.	11/12/2020 12:45 PM
2	information on the process of the project and be informed about the project	11/12/2020 8:28 AM
3	To be heard and comments to be valued from the stakeholders I am representing.	11/11/2020 12:49 PM
4	Hoping to ensure The Forks' priorities and planning is aligned. Specifically, improving connections, not cutting off the Main street access into the Forks with a bus corridor, and increasing focus on our rivers as rec and transportation	11/10/2020 9:09 AM
5	Hear the viewpoint of others, and have an opportunity to put forth my thoughts.	11/10/2020 9:06 AM
6	relay our industries voice and concerns. Planning for growth is imporant and transportation is critical to ensure a heathy and sustainable city and region.	11/10/2020 9:00 AM
7	Contribute to a fully thought out plan that favours brownfield/infield development over greenfield.	11/6/2020 9:33 AM
8	Insight into the City's future plans and priorities. An opportunity to discuss current challenges and opportunities.	11/6/2020 8:53 AM
9	Being able to provide valuable input in Winnipeg's transportation strategy for many years to come.	11/5/2020 1:18 PM
10	Input into the plan to ensure it represents a range of viewpoints.	11/5/2020 11:41 AM
11	Advocate for students who live in all parts of the City, travelling to UofM.	11/5/2020 8:23 AM
12	The opportunity to contribute to the discussion and share applicable knowledge and experience as appropriate.	11/4/2020 9:08 PM
13	diamond lanes expansion, left & Right turns in downtown, loading zones with in downtown.	11/4/2020 9:30 AM
14	See number 5	11/4/2020 8:46 AM
15	I'd like to be able to provide input and ideas while sharing the needs and aspirations of the people I represent.	11/3/2020 2:40 PM
16	Hoping to help shape policy that can be applied to my neighbourhood.	11/3/2020 10:08 AM
17	Information to relay back to the community	11/3/2020 10:03 AM

Q7 Did you have any issues registering for or accessing the Zoom meeting?

Answered: 17 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	11.76%	2
No	88.24%	15
TOTAL		17

Q8 Please provide feedback on the Zoom meeting format:

Answered: 17 Skipped: 0

#	RESPONSES	DATE
1	I thought it worked really well.	11/12/2020 12:45 PM
2	great, easy, intuitive	11/12/2020 8:28 AM
3	I had never participated on Google jam boards before, but the verbal instructions and addition of pointer was helpful. I also had been practicing on Zoom as virtual meetings are becoming the norm and it's moving to be a necessity to be able to function in a virtual format.	11/11/2020 12:49 PM
4	I was on an iphone so couldn't access the jam part on that device. SMM quickly found a solution that worked well but I should have read the instructions that a desktop is best :)	11/10/2020 9:09 AM
5	It's ok, would work better for me if I was at my office with two monitors. some items are small on a laptop.	11/10/2020 9:06 AM
6	worked well, jamboard was a good piece.	11/10/2020 9:00 AM
7	Love the Jamboard! This was probably my most engaging Zoom call to date due to the format.	11/6/2020 9:33 AM
8	Additional time would be helpful to provide more thoughtful comments in the jamboard sessions.	11/6/2020 8:53 AM
9	No issues with the format, it was straight forward.	11/5/2020 1:18 PM
10	Quite a bit of back and forth. I think it would be better to stay in the jam board and do all of the whiteboarding rather than keep going back and forth.	11/5/2020 11:41 AM
11	Fantastic format, great moderators, overall very informative and collaborative process!	11/5/2020 8:23 AM
12	Really enjoyed the jamboards as a virtual version of the sticky note exercise.	11/4/2020 9:08 PM
13	Standard format it works well.	11/4/2020 9:30 AM
14	I thought it was very good I was impressed with the Google board as I had never used that before.	11/4/2020 8:46 AM
15	I had a short connection glitch that I was helped through (my connection timed out and I had to reboot).	11/3/2020 2:40 PM
16	It was good.	11/3/2020 10:08 AM
17	There were a lot of moving parts to the experience. I understand the use of jam boards but I feel like more time was spent trying to explain the use of these tools. I value that everyone is learning to navigate good quality online meetings but sometimes it gets too complicated. I am technology savvy but not everyone will have that.	11/3/2020 10:03 AM

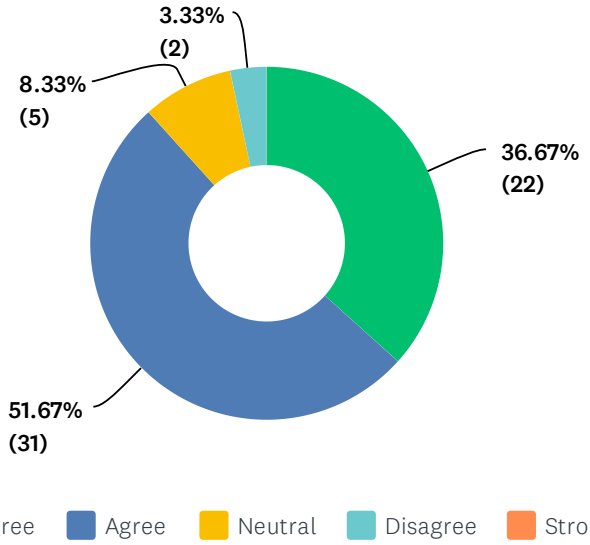
Q9 Are there any additional comments you would like to share about this project?

Answered: 14 Skipped: 3

#	RESPONSES	DATE
1	I appreciated being involved and welcomed the opportunity for feedback.	11/12/2020 12:45 PM
2	Use of JamBoard was great - easy to use and a great way to engage virtually	11/12/2020 8:28 AM
3	I was uncomfortable with people with alias identities (pumpkin.... etc) sporadically attending and providing opinions. What is the purpose of having people register, of knowing whom they represent, of verifying that person's identity, only to allow this other type of participation? When you attend a face to face meeting consultation, it is clear who you are and who you represent, that is the intent and that is that provides the credence for the consultation. I am unsure if this was allowed due to what the moderator may have felt were low participation numbers? However, this should not be encouraged to continue.	11/11/2020 12:49 PM
4	I found the format a little too focused on my personal experience and less on the perspective of my org. It would have been nice to have an opportunity to weigh in on what plans and priorities our orgs have in this realm. (having said that, I know that SMM knows The Forks' plans better than I do ;)	11/10/2020 9:09 AM
5	-	11/10/2020 9:06 AM
6	Would like to see more diverse representation in the interest-specific stakeholder group.	11/6/2020 9:33 AM
7	no	11/6/2020 8:53 AM
8	None for now.	11/5/2020 1:18 PM
9	I would like to see more details as the planning evolves.	11/5/2020 11:41 AM
10	Simply that it's a massive effort! It will be challenging to keep all parts moving in tandem without sacrificing public input at some points to accommodate schedules. Also, it would be great if there were a way to engage safely with harder-to-reach residents to ensure all voices are heard, but that's challenging at the best of times and I certainly don't have any solutions in these days of COVID.	11/4/2020 9:08 PM
11	Not at this stage, thanks.	11/4/2020 9:30 AM
12	I am concerned that too little time will be spent working on ways to balance competing needs/limited resources within the transportation system. I'm not sure how much value there is asking unplanned questions around values of groups that represent many people. I think its better to ask those questions in advance so that you get fuller, more thought out answers, not just what someone can jot down in two minutes.	11/3/2020 2:40 PM
13	Not yet.	11/3/2020 10:08 AM
14	Maybe just keeping the breakout rooms to simple discussions and allowing for more time might have been best	11/3/2020 10:03 AM

Q1 Is the purpose of this project clear?

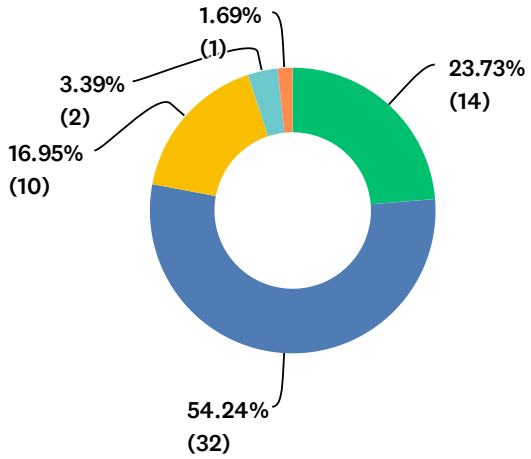
Answered: 60 Skipped: 0



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	36.67% 22	51.67% 31	8.33% 5	3.33% 2	0.00% 0	60	1.78

Q2 Was the project information provided during this meeting helpful?

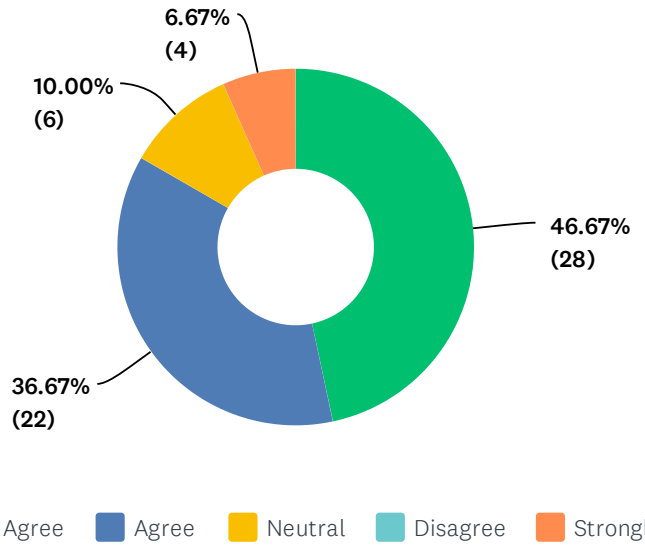
Answered: 59 Skipped: 1



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	23.73% 14	54.24% 32	16.95% 10	3.39% 2	1.69% 1	59	2.05

Q3 Did the format of the meeting allow you to contribute and share your views?

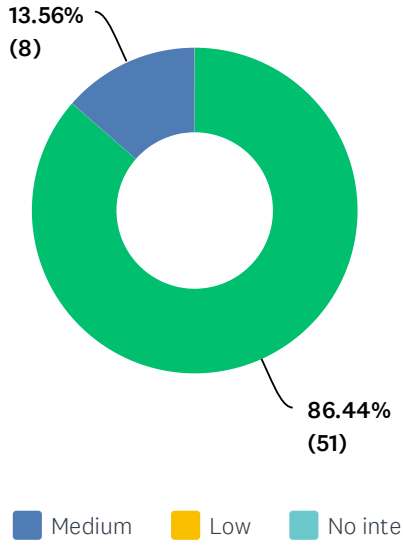
Answered: 60 Skipped: 0



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	46.67% 28	36.67% 22	10.00% 6	0.00% 0	6.67% 4	60	1.83

Q4 Please rate your level of interest regarding this project?

Answered: 59 Skipped: 1



	HIGH	MEDIUM	LOW	NO INTEREST / CONCERN	TOTAL	WEIGHTED AVERAGE
(no label)	86.44% 51	13.56% 8	0.00% 0	0.00% 0	59	1.14

Q5 What are you hoping to get out of your experience as a member of a Neighbourhood Advisory Group?

Answered: 58 Skipped: 2

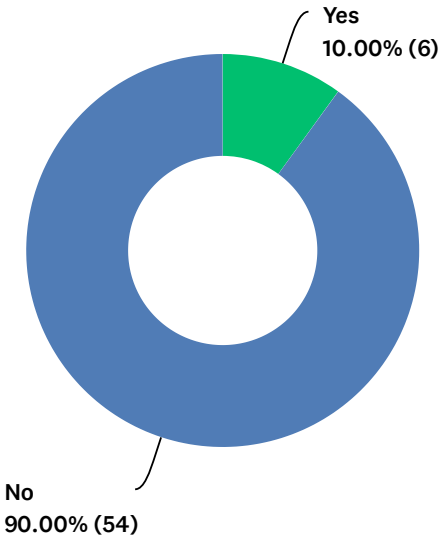
#	RESPONSES	DATE
1	Understand what others want and hopefully having a difference in certain decisions.	11/17/2020 10:02 PM
2	representing the interests of people like me	11/17/2020 3:36 PM
3	A feeling of contribution, exposure to varying perspectives	11/17/2020 12:04 PM
4	Be able to influence city planning to accommodate walking and biking	11/17/2020 10:53 AM
5	put in my pov and hear others	11/16/2020 12:35 PM
6	input into the future of the City	11/15/2020 5:22 PM
7	Hoping to help the community	11/15/2020 2:52 PM
8	Share views on traffic - frankly there was very little of discussion on that. Despite the fact that 64% of Winnipegers travel by car, there was very little discussion on roadways .....it was almost ALL about bikes and transit !	11/15/2020 11:36 AM
9	I am hoping to be a part of meaningful conversations with other citizens and the people developing the plan.	11/14/2020 11:15 PM
10	Contribute to the betterment on our City and learn about its process	11/13/2020 4:55 AM
11	To make my point of view known and to learn others point of view; to engage in real discussion of pros and cons of any proposal.	11/12/2020 10:20 PM
12	At age 72, and not being totally altruistic, I am neutral about the transit situation in 2050; of course I might live until I am 102. My concerns are more immediate, consistent location of bus stops for blind folks whereever possible, indacation of bus arrives inside bus shelters, proper design of ramped curbs (separate ramps for each crossing angle)	11/12/2020 1:49 PM
13	An in depth understanding of the project and its components as well as the ability to present my experience and observations (as well as those of my friends, family, colleagues, neighbours, etc.) as neighbourhood transportation users representing various modes of transportation.	11/12/2020 12:02 PM
14	Express ways to move forward with my lived experiences as an older adult and active caring member of my community and the city of Winnipeg and surrounding area throughout the year.	11/12/2020 11:56 AM
15	Meaningful input	11/12/2020 11:52 AM
16	Have all modes of transportation be supported	11/12/2020 11:35 AM
17	Have my voice heard.	11/12/2020 11:27 AM
18	Engage with others on important issues of our city.	11/12/2020 11:16 AM
19	A voice in future planning decisions by the city.	11/12/2020 11:08 AM
20	Community engagement and new ideas	11/12/2020 11:04 AM
21	I'm hoping to raise items that may not have been thought of to the people who actually make these decisions that impact every Winnipegger. My perspective is quite evenly balanced in terms of what it's like driving a car, being on a bus, walking, and cycling. I believe this gives me a valuable insight into how the various modes can be interconnected and balanced.	11/12/2020 11:02 AM
22	A feeling of having been heard on my thoughts and ideas, as well as those of my friends and community members, for how Winnipeg's transportation will grow in the coming decades.	11/12/2020 10:02 AM
23	Knowledge about future plans, opportunity to hear others, share thoughts and contribute . . . as an interested and engaged citizen	11/12/2020 9:57 AM
24	I’m hoping to help steer the group toward clean, sustainable transportation solutions.	11/12/2020 9:48 AM
25	I am hoping to affect city policy!	11/11/2020 8:44 PM
26	Sharing concerns and experience, and receiving informative on progress of the plan.	11/11/2020 7:40 AM
27	collect info for community Facebook group	11/11/2020 5:50 AM
28	Help ensure that the priorities that affect my neighbourhood are heard.	11/10/2020 10:26 PM

29	Some imput on the future of our city and help steer the direction of the master plan towards more active transportation and public transportation in our city.	11/10/2020 9:06 PM
30	For once, that the City SERIOUSLY take into account input on issues facing City residents, incorporate their input into the Master Plan, and expedite addressing the issues in a timely basis (i.e. not 10 or 20 years from now)	11/10/2020 2:50 PM
31	I am hoping to gain insight into how Winnipegger's feel about the transportation system and plan. I also want to be able to make future connections with other stakeholders that will enable me to building planning relationships.	11/10/2020 11:28 AM
32	Information and engagement	11/10/2020 10:08 AM
33	I would like to see a final master plan taking into consideration my neighbourhood needs	11/10/2020 9:49 AM
34	Opportunity to stay in the loop as the project develops and provide input as it changes direction	11/10/2020 9:24 AM
35	To listen to other views and share my views about this project	11/9/2020 12:41 PM
36	Support the improvement of transporting systems in our city to better serve those who live in my neighborhood.	11/8/2020 9:14 PM
37	I hope to contribute to the City I live in...learn more about what matters to others in this City and educate myself to the process of good practices	11/6/2020 3:37 PM
38	To feel that I am an actively engaged and participating citizen	11/6/2020 3:32 PM
39	to ensure good representation from people of the neighbourhood with varying views	11/6/2020 3:10 PM
40	The opportunity to provide meaningful input to the process which is then seriously considered and implemented to the extent possible. Further I hope to get an inside look into the planning process of the City of Winnipeg and the transportation department specifically.	11/6/2020 10:13 AM
41	I was pleased to be selected to participate in this project and eager to provide input. Winnipeg is at a place in its growth where a strategy is necessary to evolve into a very livable city. I thought that my experience living in larger cities (Toronto, Montreal) and professional expertise in shared mobility technology (car-sharing) and ride-hailing (UBER) would be useful in these discussions. I was expecting to participate in the development of the TMP in a substantive way. The exercises we went through were VERY superficial in regards to community input. This type of input collection is better suited for an online survey that could involve more residents. I was also expecting to get more insight into elements of the TMP in development to provide feedback on that. We only received a bit of information regarding: a) How the TMP was being developed, timeline, etc. b) Overview of elements of the plan. The videos provided by the consultants as an overview of these elements did not shed any light on what was being done. Some were complete gibberish that left me scratching my head as to what they were talking about. There appeared to be some agreement on that at the end of the call yesterday. After the first call, I didn't think that we accomplished much towards the goals of these consultations and was left with a hollow feeling that this exercise may not be more than a "check-box" required for city projects. I don't mind volunteering my time, but only if subsequent meetings are more productive and interactive.	11/6/2020 9:17 AM
42	Have an impact and provide feedback to the city on improvements	11/6/2020 9:05 AM
43	I was hoping to understand the actual plan of how the city planned to shape and improve transportation. I was hoping to understand the goal, I.e. increase density so walking and biking increase etc. Maybe this is coming later but this should be included. What is the vision?	11/6/2020 8:51 AM
44	I am a public admin student and school trustee. I love experiencing first hand different models of public engagement. I also am passionate about the growth and development of our city and want to ensure there are progressive voices during the consultation phase	11/6/2020 8:47 AM
45	More in-depth knowledge as to how the TMP will be implemented and developed, as well as its affect on myself.	11/5/2020 8:08 PM
46	To learn, to share concerns regarding transportation in my community, to contribute to the conversation and share a perspective	11/5/2020 7:23 PM
47	insight into the process executed by the government regarding this type of planning and the opportunity to share my viewpoints and those of neighbours in hopes that they are heard and	11/5/2020 6:09 PM

	regarded in the future of our city.	
48	More insight into the bus rapid transit network, frequent lines and such	11/5/2020 5:48 PM
49	I was hoping to be at least a small part in shaping Winnipeg's plans for the future. I was also looking for insight into the process and being able to share my point of view and hear others in a in-depth fashion.	11/5/2020 1:01 PM
50	A well functioning transportation system that works for me and my friends and family.	11/5/2020 11:34 AM
51	Share my experience and knowledge in helping to guide the City of Winnipeg in their transportation plans for my community and the city as a whole. Because I think that it is important for the City planners to take their citizen's experience under consideration so they see the project from a detailed living view and not just view the project from a higher consultant level. I have lived in Winnipeg my whole and in several different areas. My job also takes me all over the city on a weekly and sometimes daily basis and my family relies on various modes of transportation. I am also very involved in my community and have project work experience, so I hope that I can add to value to this group.	11/5/2020 11:18 AM
52	To shake the notion that Winnipeg must be a car city	11/5/2020 11:14 AM
53	To be more involve and share my experience with the team.	11/5/2020 11:13 AM
54	To learn more about how the city will execute plans that will improve transportation in the city, and to hopefully influence those plans.	11/5/2020 10:53 AM
55	I am hoping to contribute to and reflect my areas need for improvement in the Transportation area. This includes roads, bike paths, sidewalks, bus service and future developments to better suit our growing and developing area.	11/3/2020 1:09 PM
56	Learn, give voice to my neighbors, represent my demographic, use my critical thinking skills, participate	11/3/2020 11:39 AM
57	Contributing to more efficient modes of transportation in Winnipeg	11/3/2020 11:20 AM
58	To listen and offer input gained from age as well. As some front end knowledge of labouring for the city.	11/3/2020 10:37 AM

Q6 Did you have any issues registering for or accessing the Zoom meeting?

Answered: 60 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	10.00%	6
No	90.00%	54
TOTAL		60

Q7 Please provide feedback on the Zoom meeting format:

Answered: 59 Skipped: 1

#	RESPONSES	DATE
1	It was great! Loved the interactive conversations and yet, anonymous. People were not scared to speak up and also share their opinion without judgement.	11/17/2020 10:02 PM
2	it was good. breakout rooms worked great.	11/17/2020 3:36 PM
3	Was great. Liked the jamboards	11/17/2020 12:04 PM
4	Worked great. Really liked the breakout sessions.	11/17/2020 10:53 AM
5	The jamboards made it happen. What a great facilitation tool.	11/16/2020 12:35 PM
6	very good especially the Zoom Board	11/15/2020 5:22 PM
7	Great job	11/15/2020 2:52 PM
8	well done - liked the Jamboards !	11/15/2020 11:36 AM
9	The Zoom format was fine, but honestly I don't think it was necessary. There was essentially no discussion. If all you want to do is show us videos and populate jamboards, you could send me an email full of links. There was no reason for this to have taken as long as it did or for us to have had to complete the boards simultaneously.	11/14/2020 11:15 PM
10	It was a great experience and well facilitated	11/13/2020 4:55 AM
11	It worked very well in my opinion.	11/12/2020 10:20 PM
12	Most of the issues are mine using IO Iphone voiceover. However, when describing Zoom for other participants, providing the actual label name would be helpful.	11/12/2020 1:49 PM
13	I found the breakout rooms and boards to be a great way to have people's views expressed while keeping the meeting flowing.	11/12/2020 12:02 PM
14	Outstanding ways of providing new information and to engage participants	11/12/2020 11:56 AM
15	It took :20 to get connected to the meeting so I missed the introduction. The meeting was not well facilitated	11/12/2020 11:52 AM
16	In person meetings are better but what can you do?	11/12/2020 11:35 AM
17	Seemed to work great. Being able to "upvote" comments made on Jamboard would be interesting.	11/12/2020 11:27 AM
18	Worked well.	11/12/2020 11:16 AM
19	Worked well. Kudos to the leaders for graciously helping those who aren't as experienced with online video meeting technology.	11/12/2020 11:08 AM
20	It was good.	11/12/2020 11:04 AM
21	The initial login was not smooth, but after clicking a different URL link, it then logged me in. The format itself is excellent.	11/12/2020 11:02 AM
22	I thought it worked well and enjoyed the breakout rooms.	11/12/2020 10:02 AM
23	It was fine. Very familiar with Zoom. At same time can understand how it might not be best for everyone especially those with less computer skills or disabilities.	11/12/2020 9:57 AM
24	I had to borrow a laptop to get in, as I only own an iPad, which wouldn’t give me access. Once in, though, it was fantastic.	11/12/2020 9:48 AM
25	I use Zoom in other formats so did not have a problem with that. It was somewhat difficult though, to follow the presenters at time. People need to consider speaking to people off the top of their heads, with some point form notes. Reading slides tends to go to quickly and one misses a lot of what's being said. It would be nice to have access to the Powerpoint that was used for this reason.	11/11/2020 8:44 PM
26	Very effective	11/11/2020 7:40 AM
27	got lost for a while..lost video..found it by accident midstream	11/11/2020 5:50 AM
28	I quite enjoyed the format, especially the jamboard thing.	11/10/2020 10:26 PM

29	I really liked the board allowing us to add sticky notes with our opinions. The videos were also interesting and not too long.	11/10/2020 9:06 PM
30	Having "canned" questions, particularly with being very rushed to respond to the questions, essentially directs the discussion and does NOT provide for meaningful input. Starting the discussion with open-ended questions that allow residents/participants to identify and elaborate on community specific issues is the only way of achieving this. Otherwise, all you achieve is a superficial level of input. Having meaningful discussion and obtaining input into potential solutions will lead to a better end result, and will better serve Winnipeg residents and taxpayers. Questions/discussion topics should also be sent out in advance of the meetings in order for people to adequately prepare and provide better input. The meeting was simply too rushed to achieve this.	11/10/2020 2:50 PM
31	It was really seamless and easy to follow. The whole meeting was very participatory which made me feel comfortable to ask questions.	11/10/2020 11:28 AM
32	Good meeting format. Love the jam board. However the provided session could be longer. There was some difficulty technology delay, which impacted how fast a comment could be posted.	11/10/2020 10:08 AM
33	it is ok	11/10/2020 9:49 AM
34	Great! Loved the use of jamboards.	11/10/2020 9:24 AM
35	I learned about ways to communicate virtually and look forward to the next meeting	11/9/2020 12:41 PM
36	Under the circumstances the Zoom meeting is the best available option at this time.	11/8/2020 9:14 PM
37	I was expressed with the hosts. Unfortunately there was not enough time per question...no one’s fault. Perhaps three groups not two. The overall format was user friendly with very few snags	11/6/2020 3:37 PM
38	Good. I had some technical issues with the post it note questions but that was due to my Google account, not to he way it was set up	11/6/2020 3:32 PM
39	worked well	11/6/2020 3:10 PM
40	Worked very well	11/6/2020 10:13 AM
41	It was fine.	11/6/2020 9:17 AM
42	Great.	11/6/2020 9:05 AM
43	Really good except maybe too much jammed into one session. Sometimes the host wanted clarity but there wasn’t time to expand on a statement or thought.	11/6/2020 8:51 AM
44	You all did fab!	11/6/2020 8:47 AM
45	Worked Well	11/6/2020 8:30 AM
46	I'd much prefer sitting around an actual conference table, but in lieu of Covid, that's just not happening. Zoom, on its own merits, is okay. The virtual, and more "technical", format does leave hurdles for some, but not myself.	11/5/2020 8:08 PM
47	Great, I really liked the sticky note format for the dialogue - allows everyone to have a voice, no one can dominate the conversation, forced our comments to be short and to the point, and I imagine that it allowed some people the comfort to express opinions they might otherwise hesitate to share out loud in front of a group.	11/5/2020 7:23 PM
48	It worked very well. The organizers are clearly well versed in the software making for a smooth presentation.	11/5/2020 6:09 PM
49	Worked fine	11/5/2020 5:48 PM
50	I'd never used Zoom before that meeting, however I found it to be very easy to use and useful format for discussion.	11/5/2020 1:01 PM
51	It went well. Using the sticky notes helped eliminate the bickering that sometimes happens in these types of groups.	11/5/2020 11:34 AM
52	The format was great, easy to navigate. The only thing I think I would have liked was to have	11/5/2020 11:18 AM

	more time to answer questions. I felt very rushed. Because we spent the first 20-30 going over how the meetings would work, how to answer questions, etc and doing introductions, this took away a good chunk of time that we could have used to provide more answers or better explained answers. I would suggest that the first meeting should have been for 2.5 hours just to provide more time to answers questions properly.	
53	I was in the waiting room for 10 minutes and had to reconnect before I was let in but that's probably just a technical glitch	11/5/2020 11:14 AM
54	Excellent	11/5/2020 11:13 AM
55	This was a great format and I really enjoyed it. There was a great balance of listening and active participation, and good tech tools, so kudos to whoever designed it! However, like one participant said, it did feel quite rushed. It was tough to formulate, write down, and post my thoughts to jamboards while also trying to hear what others wrote. For some of the topics I felt we could have had double or triple the time to produce our answers. I also could have used a very short break halfway though (had already been sitting at a computer all day!).	11/5/2020 10:53 AM
56	I liked the presentations and videos provided as well as the input documents and immediate results of comments and suggestions.	11/3/2020 1:09 PM
57	Excellent	11/3/2020 11:39 AM
58	Well done	11/3/2020 11:20 AM
59	Once I invested time/learned a little of zoom, I think this new technology is great. I have already gained a good new tool that I will use to enhance my quality of life. However, if this is your 1st Zoom, good to learn about it first. Turns out it easy, especially with D's instructions. And M as background... Good job all. Videos where good... Chat board what's problematic at times... I used time to search the right link to survey... Number the links next time... Have the ready for us … We used time mostly well over all. M kept watch However, we did use up considerable time waiting for stuff... Also, no one Is allowed in late...comes in after... 15 minutes? Thanks for a job well done... Everyone... Thanks A, I knew you understood right away... Decolonize our thinking everyone. Let's offer what's useful… what the peg will readily, gladly use... Not necessarily what "they should use". We lose time on old thinking... Our brothers and sisters come first now... City admin is the bottom of the pyramids now...we either except this new age, our we will have failed our responsibilities that come with living in our peg. Thanks for this opportunity,	11/3/2020 10:37 AM

Q8 Are there any additional comments you would like to share about this project?

Answered: 46 Skipped: 14

#	RESPONSES	DATE
1	Not at the moment	11/17/2020 10:02 PM
2	the question of transportation to and from "where" is rather difficult to discuss without including the question of land use planning. These processes should be integral not separate.	11/17/2020 3:36 PM
3	I misunderstood the project as being geared towards Wpg Transit specifically. Once the meeting was underway, I realized what the actual scope was which I might not have felt as qualified for if I had realized that from the beginning.	11/17/2020 12:04 PM
4	No	11/15/2020 2:52 PM
5	As I sort of expected - Think the city centre group has been sort of "highjacked" by the cycling lobby. They represent the views, Im sure, of some..... but we need to remember that the community extends all the way to LindenWoods and Im not sure they views of those folks is being represented !	11/15/2020 11:36 AM
6	I hope that there are opportunities for meaningful conversation and not just sticky notes. To be frank the first session felt like a waste of my time, which is a shame because I think this is a meaningful engagement process. But sticky notes are not engagement.	11/14/2020 11:15 PM
7	Not at this time	11/13/2020 4:55 AM
8	40+ people is quite a lot but I do not think it should be reduced. More time is needed to discuss the points in question.	11/12/2020 10:20 PM
9	Planning up to 2050 with the staggering geometric pace of technology seems almost impossible without flexibility in the plan. Buses are less accessible for folks with mobility problems when walkways are not cleared in winter, starting especially with controlled intersections. Driverless vehicles are very much closer than most folks think. I'm thinking of a rogue driverless snow plough with a software glitch!	11/12/2020 1:49 PM
10	not at the moment. I look forward to the next steps.	11/12/2020 12:02 PM
11	I wasn’t fast enough to express my concern that with increased active transportation need to accommodate everyone on present trails. They often get crowded in many areas	11/12/2020 11:56 AM
12	No	11/12/2020 11:52 AM
13	The focus group was entirely white, middle class citizens. (myself included). Winnipeg's centre has large Indigenous, Filipino, Ethiopian and Arab communities. Their voices need to be part of this process or it will not achieve its desired goals. The project leaders may need to exert some effort to bring leaders from those communities into the group, but that effort must be exerted to ensure this group actually speaks for Winnipeg's centre.	11/12/2020 11:08 AM
14	Private industry groups shouldn't be involved.	11/12/2020 11:04 AM
15	Yes, I have a concern about whether the "Interest Specific Groups" will have more sway on design plans than the Neighbourhood Advisory Group. Just like the plebiscite on opening Portage and Main should not have been put to all Winnipeggers (plenty of whom have no idea about how it works to walk or cycle through downtown), I want to ensure that the general public who use multi-modal methods of transportation are valued greater than a private company who may not think of anything but conserving the current status quo of single-passenger car culture. An example of this is the Canada Life (formerly Great West Life) parking lot. They have been exempted from bylaws related to land usage in what should be a much more densely developed neighbourhood. Bylaws on land use, in general, were not discussed, as I think they should be, since Winnipeg's continual lateral growth only further exacerbates the infrastructure and transportation goals of this city. The city should lobby the provincial government to put a moratorium on horizontal growth of Winnipeg and its surrounding municipalities (bedroom/commuter communities). I believe that many of you planners are very forward-minded, and I LOVE what plans have been coming to fruition in Winnipeg, so I am hopeful to see positive gains and growth to make this city as great as it can be.	11/12/2020 11:02 AM
16	N/A	11/12/2020 10:02 AM
17	Not at this time. Look forward to future sessions. Thank you.	11/12/2020 9:57 AM
18	We should be given links to previous studies, such as this: https://winnipeg.ca/PublicWorks/pedestriansCycling/strategiesActionPlan/PDF/strategy.pdf	11/12/2020 9:48 AM

19	I admit I'm not sure how much citizen opinions will be taken into account. For instance, why not distribute the types of questions we would be asked in advance. I have since thought of things - especially around specific locations - that didn't occur to me in the short time we were asked to supply the info.	11/11/2020 8:44 PM
20	took a while to understand metro transit/transportation differences	11/11/2020 5:50 AM
21	Felt maybe a tad rushed.	11/10/2020 9:06 PM
22	In general, the City of Winnipeg Property and Planning Department is SIGNIFICANTLY remiss in obtaining input from the residents' it serves on the impacts on new developments or changes to plans. For example, a recent parcel of land along Plessis Road south was sold to the R.M. of Springfield. This has now paved the way for the R.M. to develop a new industrial park which will generate large volumes of traffic along Plessis Road, exacerbating already dangerous, noise, vibration, speed and other challenges that already exist. Zero discussion, consultation or consideration was done with/for local residents before this decision was made.	11/10/2020 2:50 PM
23	No. Everything worked well.	11/10/2020 11:28 AM
24	Transportation modes need to also account for connectivity /communication availability, especially with the ability to remote connect.	11/10/2020 10:08 AM
25	N/A	11/10/2020 9:24 AM
26	The facilitators were knowledgeable, helpful and personable	11/9/2020 12:41 PM
27	How does this project differ from other transportation plans?	11/8/2020 9:14 PM
28	I had a general feedback comment for the facilitators. I use public transit, and walking/cycling, as my primary means of getting around. I do not own a car, by choice for environmental reasons. Thus, for the various questions in the group discussion, all of my answers came from the perspective of using public transit. A few times throughout the discussion, the facilitators commented that they didn't want a focus on public transit - they kept saying that there is another public consult taking place on public trans, and thus implied that input on public transit was not appropriate or welcome in this consultation. I very much had the impression that they only wanted to hear about getting around the city in personal vehicles. I wanted to convey to the facilitators that while we may be a small minority given that Winnipeg is a car-focused city, there are people in Winnipeg who rely on public transit, some like me by choice, and some people simply can't afford a vehicle. I strongly feel that perspective should be shared not just in a side-study only on public trans, but also included in broader comprehensive transportation consultations, such as this one.	11/7/2020 6:43 PM
29	I look forward to continuing the conversation	11/6/2020 3:37 PM
30	Was pleased that our group wanted to continue the discussion. It will give me an opportunity to think the issues through more thoroughly and have more input	11/6/2020 3:32 PM
31	no thank you	11/6/2020 3:10 PM
32	I am skeptical that any input will ultimately be incorporated and have great concerns over the integration of planning between the departments of transportation, PPD and infrastructure. However very hopeful that this is in fact a meaningful engagement process.	11/6/2020 10:13 AM
33	See response to #5.	11/6/2020 9:17 AM
34	Can we try to park the conversations of some of the attendees? I feel there are a couple men that are trying to push their own agendas vs the good of the community	11/6/2020 9:05 AM
35	Again, what is the transportation Vision? We should be involved in shaping the goal. That should be a big part.	11/6/2020 8:51 AM
36	Great session. First time using Jamboard and I loved it!	11/6/2020 8:47 AM
37	So far so good! Meeting was on the long side however it was engaging throughout	11/5/2020 7:23 PM
38	Didn't feel like this first meeting related too much to giving our feedback specifically to the bus network... Hopefully this is taken up in another future meeting given that this was only the 1st one and maybe setting the stage for it?	11/5/2020 5:48 PM
39	Overall I was a little disappointed with the initial meeting. While the google boards used helped	11/5/2020 1:01 PM

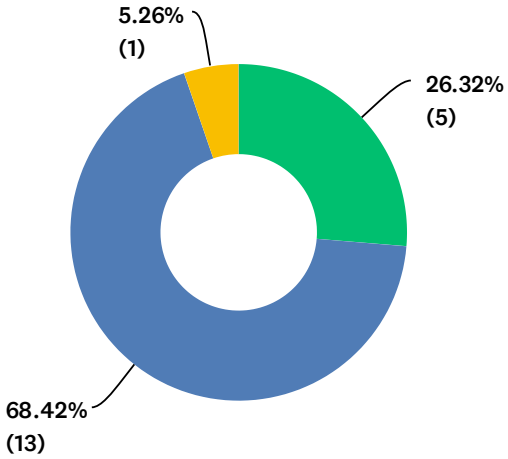
	focus the group, overall it felt I was just part of a facebook chat. The format did not really allow anyone to expand on their ideas, and with the sticky notes being so limiting, I felt the facilitators could have scrapped the meeting entirely, and just posted on any social media and gotten similar results. With the limited number of focused participants and the zoom setup, there was a real opportunity for comprehensive and extended discussion, instead we were reduced to providing one line answers. For a project with such vast and far reaching goals that effect hundreds of thousands of people in the province, this feedback style does a great disservice to them all. I hope in the meetings that follow, more time will be allowed to provide for meaningful discussion and debate.	
40	Please put a park and ride on Henderson somewhere that has both the 11 and the Express busses stopping at it. Also, thanks for your patience and leadership in not allowing the conversation to get into the weeds.	11/5/2020 11:34 AM
41	Uber and ride sharing should not be considered sustainable / environmentally responsible.	11/5/2020 11:14 AM
42	I enjoyed the dashboard activity it allow us to share our thoughts.	11/5/2020 11:13 AM
43	Looking forward to the next meetings. Thanks!	11/5/2020 10:53 AM
44	No, just to say thanks for letting me be a part of this important study.	11/3/2020 1:09 PM
45	No	11/3/2020 11:39 AM
46	I think there has to be consideration that for transit to be more efficient more crosswalks will be required. This may result in traffic moving to less controlled routes as seen with the construction on Main Street in 2019 when traffic increased on Scotia Street (ie no stop lights/signs).	11/3/2020 11:20 AM

Appendix I

EXIT SURVEY REPORT – ROUND 2

Q1 Is the purpose of this project clear?

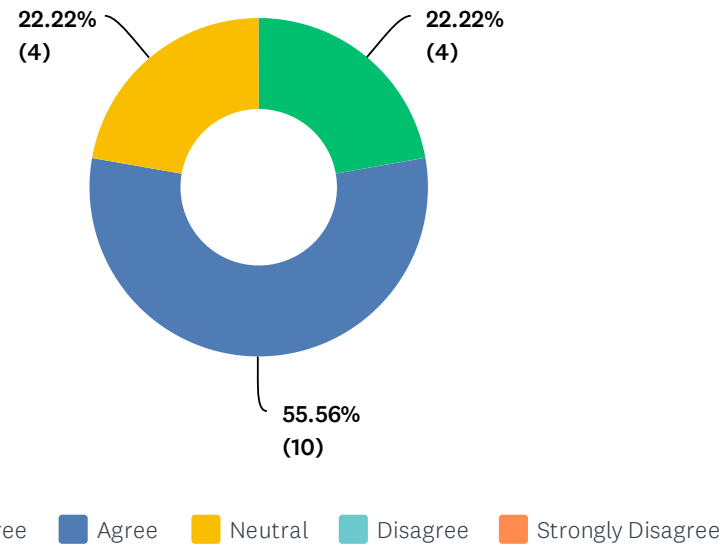
Answered: 19 Skipped: 0



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	26.32% 5	68.42% 13	5.26% 1	0.00% 0	0.00% 0	19	1.79

Q2 Was the project information provided during this meeting helpful?

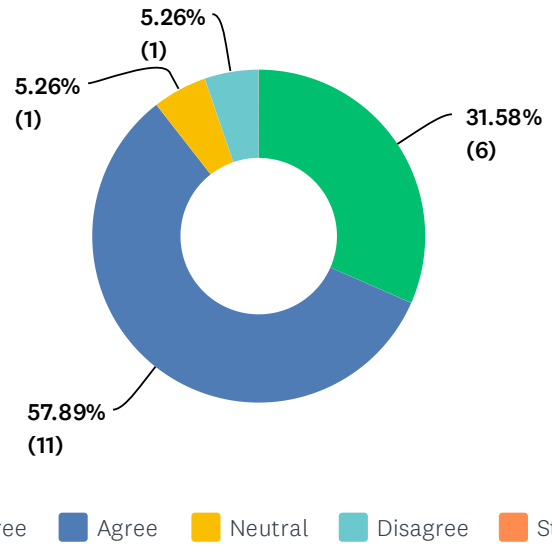
Answered: 18 Skipped: 1



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	22.22% 4	55.56% 10	22.22% 4	0.00% 0	0.00% 0	18	2.00

Q3 Did the format of the meeting allow you to contribute and share your views?

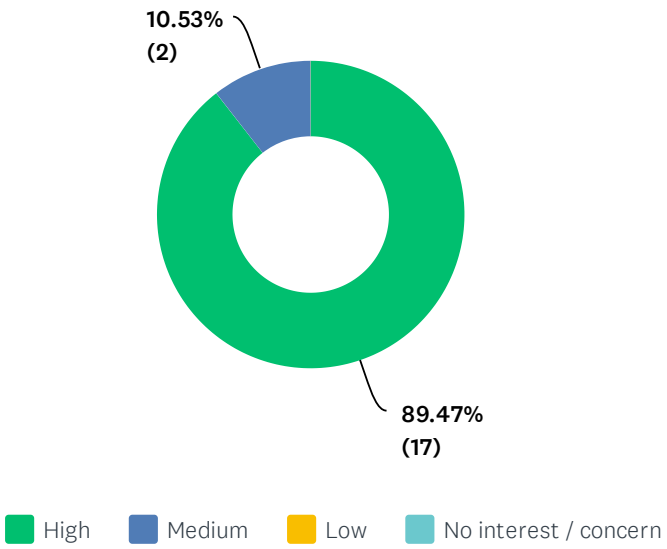
Answered: 19 Skipped: 0



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	31.58% 6	57.89% 11	5.26% 1	5.26% 1	0.00% 0	19	1.84

Q4 Please rate your level of interest regarding this project?

Answered: 19 Skipped: 0



	HIGH	MEDIUM	LOW	NO INTEREST / CONCERN	TOTAL	WEIGHTED AVERAGE
(no label)	89.47% 17	10.53% 2	0.00% 0	0.00% 0	19	1.11

Q5 Describe your interests:

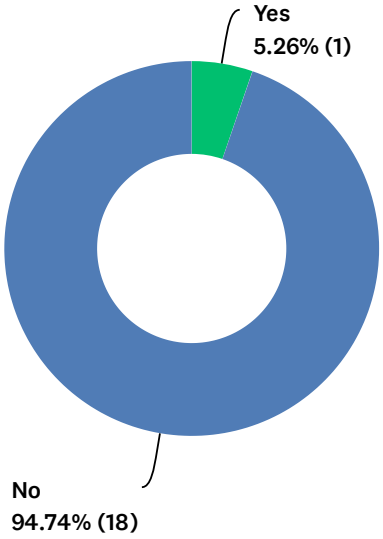
Answered: 18 Skipped: 1

#	RESPONSES	DATE
1	Working for a post-secondary institution and being involved in my community it is important that people have equitable access to sustainable transportation. As it is something I work towards in a campus setting at work, I am excited to see that the city is making efforts to align with other goals within the city to make the necessary advancements.	12/7/2020 7:16 AM
2	Mode combining, active transportation etc.	12/6/2020 8:33 PM
3	Future potential to develop UofM into a transit hub, interested in multimodal options to campus in hopes of reducing car dependency to campus, concerned with some city areas that are less connected to campuses via transit or cycling modes.	12/3/2020 11:03 AM
4	Equitable transportation, multi-modal, inclusiveness	12/3/2020 10:13 AM
5	Access to a variety of transportation modes that are accessible, sustainable, and reliable.	12/3/2020 9:18 AM
6	Smooth flow of traffic; reduce congestion; eliminate wasteful megaprojects, like bus roads which make service worse, and bike roads which are not safe, and which few use.	12/2/2020 11:56 PM
7	Improving Winnipeg's connectivity, opportunity healthy AT, for less car dependence, for better use of Winnipeg's resources.	12/2/2020 9:39 PM
8	Reduction in fatal and injury collisions on the road network; filling in gaps in pedestrian and bike networks and separating facilities as much as possible; making land use decisions to limit vehicle trips and encourage transit and/or walking/cycling trips	12/2/2020 10:38 AM
9	Transportation planning, environmental sustainability	12/2/2020 10:06 AM
10	Active transportation is key to a robust, health, and inclusive city. Winnipeg's infrastructure is terribly outdated and we need to shift focus to creating a system that prioritizes pedestrians and cyclists. Hopefully, the current pandemic has made the general public realize we can rely less on personal vehicles is we have an adequate AT system.	12/2/2020 8:49 AM
11	First and foremost I'm interested in shared mobility (e-scooters, bikesharing, ridesharing, ridehailing), and more specifically carsharing. I want the city develop a policy and regulatory framework that ensures the success of carsharing. I'm also interested in active and mass transit and how shared mobility, cycling/walking, and transit can be integrated together to entice people to shed their private cars. Additionally, interested in how tax policy shapes cities. The elephant in the room is that to solve private auto-dependence you need to start charging people for their use. Parking and road congestion can both be solved by properly pricing roadways. We can then use funds to support sustainable infrastructure. Here's a great video on how properly pricing access to roads can lead to immediate change for the better: https://youtu.be/CX_Krxq5eUI I appreciate that our City's charter puts constraints on what we can do. We still need to fight for it. Properly pricing the use of roads is a big part of us getting out of the mess we're in. Finally, STOP widening roadways, stop building faster roadways, stop building ring roads, etc. It's time to start investing our money in more sustainable and innovate ways of moving goods and people. Fundamentally, the city has a crisis of imagination and priorities. If we don't drastically change the way we think about transportation ten years from now we will be in the same place: mediocre transit system, people doing good things around the edges, but still dominated by the car.	12/2/2020 7:57 AM
12	I'm not sure exactly what this question is getting at with "interests". I am interested in having sustainable modes of transportation with good connectivity within and between systems. I am very interested in accessibility and equity for people with our transportation systems. I am representing the University of Manitoba Students' Union so I am interested in making it easy, affordable and efficient for students to get to university in a sustainable way.	12/1/2020 8:34 PM
13	AT as it applies to Cycling. To help make it more safe and efficient for all forms of people on bikes, Recreation or Transportation.	12/1/2020 5:59 PM
14	1. Regional transportation networks 2. Economic development 3. Safety	12/1/2020 4:19 PM
15	reliable transportation options that reduce our dependency on personal vehicles and fossil fuels. Promoting transit and cycling infrastructure	12/1/2020 11:44 AM
16	Advocating for improved transportation options and infrastructure both in and around the downtown.	12/1/2020 11:18 AM

17	environmental sustainability, healthy living, equity	12/1/2020 11:11 AM
18	Financial viability of city, climate change, equity, and the effects of transportation and planning policy on all of them. Our current policies in transportation and land use are currently leading the city to bankruptcy, an unliveable climate, and further entrench inequities. I want to help ensure we can change course as a city to a sustainable direction.	12/1/2020 10:35 AM

Q6 Did you have any issues registering for or accessing the Zoom meeting?

Answered: 19 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	5.26%	1
No	94.74%	18
TOTAL		19

Q7 Please provide feedback on the Zoom meeting format:

Answered: 18 Skipped: 1

#	RESPONSES	DATE
1	Great!	12/7/2020 7:16 AM
2	N/A	12/6/2020 8:33 PM
3	Great format, works well for engagement. Prefer over traditional methods for efficiency and amount of information covered in a relatively short time.	12/3/2020 11:03 AM
4	Appreciated the larger group format for the breakout session. I also liked that there was a note taker so the conversation didn't have to stop.	12/3/2020 10:13 AM
5	Great!	12/3/2020 9:18 AM
6	Great. Could not find the raise hand button, this time, but putting my hand up on camera worked.	12/2/2020 11:56 PM
7	It worked well.	12/2/2020 9:39 PM
8	Worked well for me.	12/2/2020 10:38 AM
9	Good format with minimal issues.	12/2/2020 10:06 AM
10	Zoom is a great alternative, but in-person meetings always seem to elicit a more lively discussion. Zoom fatigue!	12/2/2020 8:49 AM
11	Every time I try to add the meeting to my calendar zoom boots me out.	12/2/2020 7:57 AM
12	I thought the format was a bit tricky. A lot of people had a lot to say and it may have been easier if we had been in smaller groups or all had access to the ham board. There were also a few people who didn’t participate much at all and that was unfortunate.	12/1/2020 8:34 PM
13	The format is great. My physical limitations make me slow to type a response. I enjoyed the chance to contribute verbally.	12/1/2020 5:59 PM
14	It was fine	12/1/2020 4:19 PM
15	fine	12/1/2020 11:44 AM
16	Meaghan did a fantastic job facilitating this session. The format including Jamboards populated by facilitators worked well.	12/1/2020 11:18 AM
17	All good (I prefer Zoom to Microsoft Team). Only wish we could have upvoted some of the opportunities identified, such as 15-minute neighbourhoods and 30 km/h residential speed zones.	12/1/2020 11:11 AM
18	Good.	12/1/2020 10:35 AM

Q8 Keeping in mind that we will meet with you again in 2021 Phase 2 of this project, is there anything you would like to hear or discuss that was not covered in the first two meetings?

Answered: 16 Skipped: 3

#	RESPONSES	DATE
1	N/A	12/6/2020 8:33 PM
2	The reporting back section was helpful. I look forward to a broader reporting back of these first meetings to understand what topics others covered. (I believe this is already planned.)	12/3/2020 11:03 AM
3	Process towards approvals, implementation strategies.	12/3/2020 10:13 AM
4	I would like to get a better understanding of how the guiding principles will shape the overall TMP2050. Thank you!	12/3/2020 9:18 AM
5	Everything I've got on my list has been touched upon.	12/2/2020 9:39 PM
6	No. Well done so far.	12/2/2020 10:38 AM
7	Everything I'm interested in seems to be covered well. I will email if I have any more questions.	12/2/2020 10:06 AM
8	A clearer idea of how sidewalks, bike lanes and transit stop will be made more cohesive.	12/2/2020 8:49 AM
9	I really think that emerging tech abs shared mobility can be its own focus for a workshop.	12/2/2020 7:57 AM
10	I am glad that there was a land acknowledgment and it was good that the pre-recorded presentation talked about racial diversity in Winnipeg. The group we were in for the session didn't seem racially diverse. It seemed like it was mostly white people. I would be interested in hearing at least a little bit about the overall engagement process and how Black, Indigenous, People of Colour and Newcomers are being represented and valued within the process.	12/1/2020 8:34 PM
11	Connections getting you in and out of Winnipeg by bike. The Pembina infrastructure takes to part way through St Norbert and drops you. Waverly lights and access were removed cutting off safer AT movement into St Nobert. No infrastructure on Gunn Rd taking you east to the DRPT staging area.	12/1/2020 5:59 PM
12	No	12/1/2020 4:19 PM
13	nope	12/1/2020 11:44 AM
14	Discussion focused on moving away from reliance on private vehicles. A long term plan to facilitate this may need to address connectivity beyond the city limits - particularly considering the summer recreation habits of many Winnipeggers. Is there opportunity for this plan to consider regional implications?	12/1/2020 11:18 AM
15	My concern as always (from past experience) is that we have these discussions and provide ideas that are all nixed when the plan is complete. The What We Heard document will simply list all the reasons why these ideas from the community and stakeholders can't be done. I'm trying to be hopeful that this time will be different. It would be encouraging in Phase 2 to hear whether / how it's different this time. I would also appreciate hearing about the underlying assumptions that decisions are based upon, as that was a challenge in the 2011 TMP that ended up watering down much of the plan.	12/1/2020 11:11 AM
16	Financial viability of any proposed direction strategies, including those already in place.	12/1/2020 10:35 AM

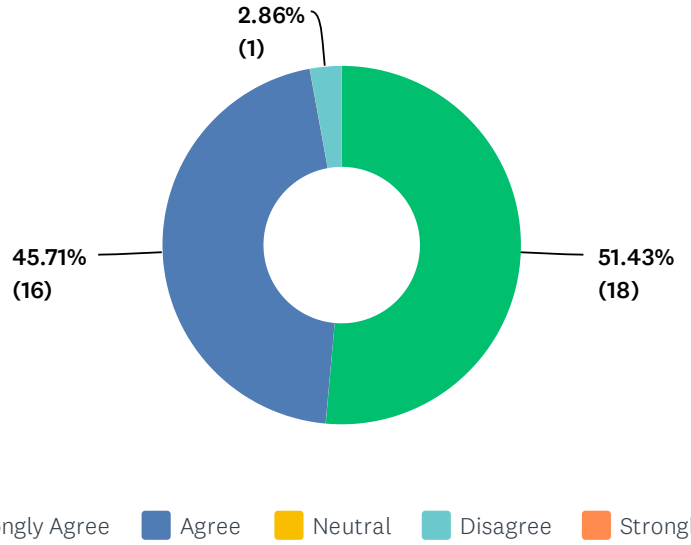
Q9 Please share any additional comments you have about TMP2050.

Answered: 10 Skipped: 9

#	RESPONSES	DATE
1	It seemed as though when individuals were asked to share their perspectives on each of the priority areas presented, the project team seemed to jump down our throats theoretically speaking in attempting to defend the priority title and why they are there. I'm not sure if there is a point to asking the group about their perspectives if the project team already has in mind what they want to put forward. Even during the breakout rooms, it felt that the team lead needed to defend and share points when it was the community groups being asked to share their perspectives on the questions! Just a thought!	12/6/2020 8:33 PM
2	I appreciate being included in the process. Great work everyone!	12/3/2020 11:03 AM
3	Very interesting project. Perhaps you could reach out to other organizations representing persons with disabilities and new Canadians, given our demographic shifts over time.	12/3/2020 9:18 AM
4	None for now, I'll email if I have any more questions.	12/2/2020 10:06 AM
5	I really appreciate the direction the city is taking thus far to develop this long term strategy. AT needs to be a top priority!	12/2/2020 8:49 AM
6	I am hoping that there is a broader representation on the other group sessions. I saw much representation by bike advocates, transit advoactes ect but little in the way of trade, transportation, economy, business, jobs ect. I hope you are balancing your representation elsewhere.	12/2/2020 8:33 AM
7	I noticed in the session that some people didn’t want to take up time talking about transit because there is a transit master plan that sits outside of this planning process. I think it would be good to know how these prices fit together. I would hate for transit to not get its due as a result. A frequent, accessible, affordable, reliable mass transit plan that is attractive to and serves all classes, income brackets and demographics of Winnipeggers is essential to the City’s Transportation Master Plan.	12/1/2020 8:34 PM
8	It is very important that the plan consider economic development and goods movement and not just the movement of people.	12/1/2020 4:19 PM
9	I appreciate the opportunity to participate in engagement on this important project	12/1/2020 11:18 AM
10	Would be great if TMP had "some teeth" so that budgets would be "forced" to align with policy. Otherwise, this plan risks basically sitting on a shelf instead of being implemented, much like the previous version of the TMP.	12/1/2020 10:35 AM

Q1 Is the purpose of this project clear?

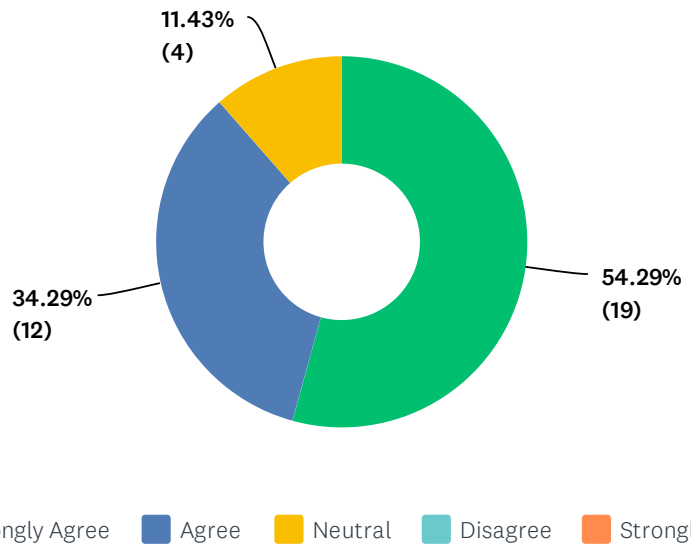
Answered: 35 Skipped: 0



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	51.43% 18	45.71% 16	0.00% 0	2.86% 1	0.00% 0	35	1.54

Q2 Was the project information provided during this meeting helpful?

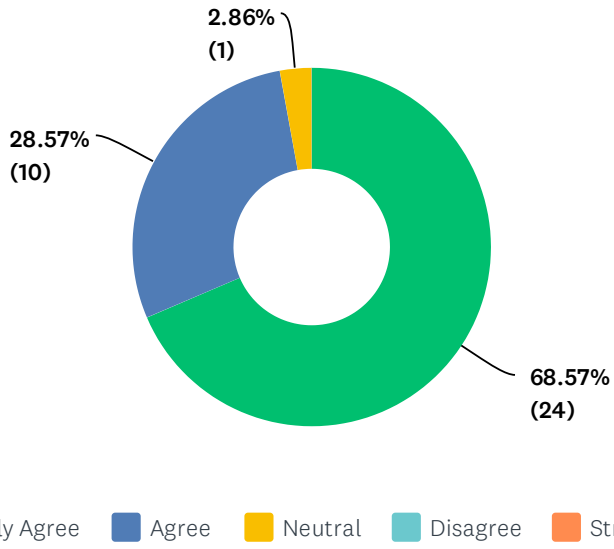
Answered: 35 Skipped: 0



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	54.29% 19	34.29% 12	11.43% 4	0.00% 0	0.00% 0	35	1.57

Q3 Did the format of the meeting allow you to contribute and share your views?

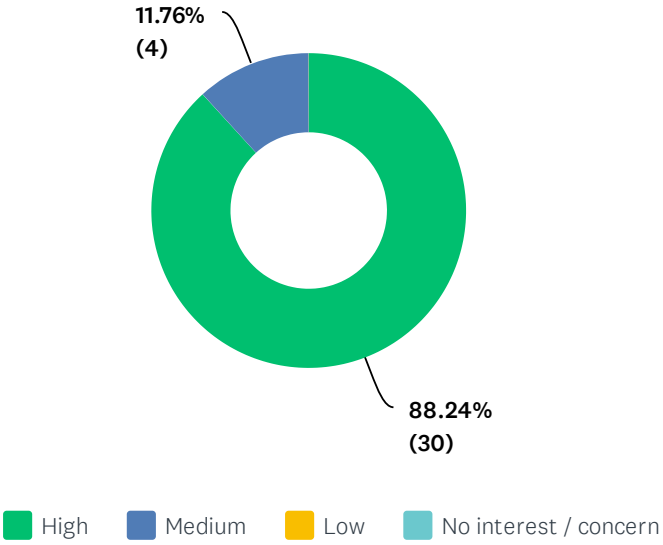
Answered: 35 Skipped: 0



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	68.57% 24	28.57% 10	2.86% 1	0.00% 0	0.00% 0	35	1.34

Q4 Please rate your level of interest regarding this project?

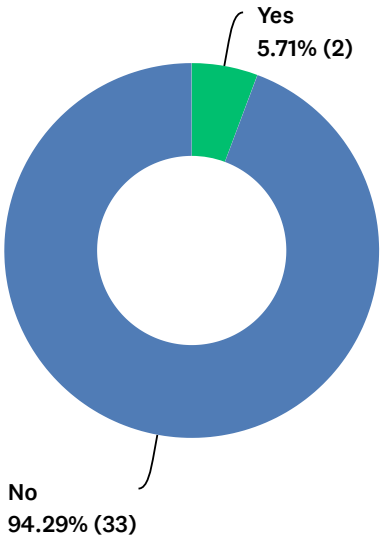
Answered: 34 Skipped: 1



	HIGH	MEDIUM	LOW	NO INTEREST / CONCERN	TOTAL	WEIGHTED AVERAGE
(no label)	88.24% 30	11.76% 4	0.00% 0	0.00% 0	34	1.12

Q5 Did you have any issues registering for or accessing the Zoom meeting?

Answered: 35 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	5.71%	2
No	94.29%	33
TOTAL		35

Q6 Please provide feedback on the Zoom meeting format:

Answered: 32 Skipped: 3

#	RESPONSES	DATE
1	It worked well	12/14/2020 1:28 PM
2	Worked great	12/11/2020 11:40 AM
3	Obviously not the same as an in person session but as good as we can get under the current circumstances	12/9/2020 12:29 PM
4	After my sound issue was resolved, I had no other issues. The format worked for me.	12/9/2020 9:30 AM
5	well done	12/9/2020 8:49 AM
6	Much more focused discussion this round. The first round was too fast and busy. It was also much nicer to a discussion when background and context is given by the city employees or past members of the city. Consulting the public without giving us a background isn't very helpful.	12/9/2020 8:21 AM
7	I enjoyed the format since participants were given a change speak.	12/8/2020 10:11 PM
8	Good. Much smoother for this second meeting	12/8/2020 9:37 PM
9	I think it works great although a little les time on recap of the last meeting would be nice so we have more work time on the current questions.	12/8/2020 5:25 PM
10	works well - especially the jam board breakout rooms	12/8/2020 2:01 PM
11	The breakout groups were great for allowing everyone to share their perspectives.	12/8/2020 10:46 AM
12	I had to click on the invitation link several times before I was able to properly enter the meeting, so I missed the first 30 minutes. I have previously used Zoom without this issue, so I don't understand what the issue was.	12/8/2020 10:19 AM
13	The Zoom meeting format worked very well. The use of the jamboard and the breakout rooms was very effective.	12/8/2020 9:21 AM
14	Needs more engagement from the start. Too much background information provided during the first hour of the meeting.	12/8/2020 8:07 AM
15	Good overall. Reduce the intro time and have the moderator in each discussion room manage the feedback. Some feedback went on and on without a clear pint being made or allow timed feedback and point out additional comments can be made in chat.	12/8/2020 7:54 AM
16	It was fine for the circumstances.	12/7/2020 10:42 PM
17	It worked fine overall. There was not time to check if the whiteboard notes accurately reflected input and discussion.	12/7/2020 10:22 PM
18	Breakout groups and chat function enable one to feel heard.	12/7/2020 10:12 PM
19	Zoom is fine. I have used it many times.	12/7/2020 10:09 PM
20	Breakout rooms might have been just a bit too big. Otherwise, great!	12/7/2020 9:43 PM
21	Well, it's the best format.	12/7/2020 9:21 PM
22	easy to navigate and participate	12/5/2020 9:47 AM
23	Well run, accessible meeting, good time of day, appropriate length	12/4/2020 7:07 AM
24	I had interconnection issues not your fault	12/3/2020 10:15 PM
25	Loved that this round was more of an active discussion	12/2/2020 8:37 PM
26	I like the open discussion in part because it allowed people to build off the comments of other participants. Combining this format with an initial jamboard brainstorming would make sure participants are able to get all of their ideas out and not feel put on the spot.	12/2/2020 8:59 AM
27	It was good. The group was small enough that everyone could contribute and the chat was good for the people who are shy.	12/1/2020 9:17 PM
28	I liked it a lot. Having face to face meetings from my own home was great.	12/1/2020 2:10 PM

29	It works well and is managed very well by the facilitators.	12/1/2020 11:43 AM
30	The format was great. I had no problems connecting or hearing anything.	12/1/2020 10:41 AM
31	Informative	12/1/2020 10:33 AM
32	I enjoyed this meeting a lot more than the 1st. Talking, instead of using the jam boards, was a lot easier to understand what people meant when they elaborated in their ideas. When you try to interpret what someone meant on a jam board, the meaning of what they said is left up to each person's interpretation. It obviously helped that there was about half as many attendees this meeting than the last one.	12/1/2020 10:28 AM

Q7 Keeping in mind that we will meet with you again in 2021 during Phase 2 of this project, is there anything you would like to hear or discuss that was not covered in the first two meetings?

Answered: 29 Skipped: 6

#	RESPONSES	DATE
1	No	12/14/2020 1:28 PM
2	Link between urban planning and transportation planning. Sustainable transport options, and designing an efficient plan for future transport, is not possible if Winnipeg continues allowing sprawling development of new-build residential that has no key services (grocery stores, shops, medical offices, banks, etc), and just puts more demand on creating more roads and forcing people to have to drive more for work, errands, entertainment, etc. This process makes it feel like transport is being considered in isolation from other urban planning.	12/9/2020 10:29 PM
3	I think the issue of the impact of demographics needs more discussion as well as the future of work	12/9/2020 12:29 PM
4	Not at this time	12/9/2020 9:30 AM
5	we spoke about a wish list of good things but I would like to see some discussion on validity or soundness.	12/9/2020 8:49 AM
6	I think we still need a greater understanding of the city zoning and development plans. There were many comments regarding a 15 minute community. Well, if the city has absolutely no plan to allow this then the discussion is null and void. We really need to offer our opinion in the context of what is realistic.	12/9/2020 8:21 AM
7	Not at this time	12/8/2020 10:11 PM
8	More information about the discussions with other groups. We just got two rather general phrases from each	12/8/2020 9:37 PM
9	Would like a clearer update on diverse voices contributing to the consultation. It is all white middle class folks in this city centre group, which doesn't represent the city centre's diverse communities nearly enough. A few of the city reps have also mentioned they want "cheap, quick wins" which leads me to question just how much teeth of long term planning is actually being done here.	12/8/2020 2:01 PM
10	How the plan goes from a plan to long-term implementation. i.e. how potential pitfalls such as budgetary constraints, lack of political will and drawn out public consultations will be managed over time.	12/8/2020 10:46 AM
11	There is a very strong environmental perspective coming out of these meetings, which is great, but I don't see much to do with the legal system which is the backdrop of some of Winnipeg's infrastructure issues. Perhaps we could look into bylaws and codes which have historically been prohibitive in creating a more connected and efficient transportation system. Examples include: outward expansion of suburbs, densification, surface/empty/infill lots (and corporate loopholes to circumvent policies meant to enforce the elimination of said surface lots), incentives/subsidies to foster greater density and public transportation (fossil fuel tax to go directly into public transportation), and PSAs to promote bike paths, bus routes, and incentives to help companies or institutions to pay people to take public transit.	12/8/2020 10:19 AM
12	I'm not sure this is appropriate for the intent of the meetings, but I find there is a lack of evidence offered by participants for their ideas and opinions. For example, there was much discussion of lowering speed limits to improve safety, but all studies done by traffic institutes and universities and insurance companies make it very clear that speed is not a factor in 97% of accidents. Perhaps encouraging participants to bring support for their ideas and opinions would make sure that they are prepared to talk about transportation rather than vent or offer opinions that have no support from evidence.	12/8/2020 9:21 AM
13	No	12/8/2020 7:54 AM
14	I was not part of November meetings. I'd like to see summary of that. How are gender and race and economic status being addressed?? I did not hear that, explicitly, in the content or questions, certainly crucial in considering transit use. (I am also struck by how generally unrepresentative we are collectively as participants and resource people.)	12/7/2020 10:22 PM
15	How is our input weighed vs. the "stakeholder advisory panel"? E.g. We might say there's too many semis delivering Coke to corner stores but if the distributor has a voice on the SAP via the Chamber of Commerce who gets listened to?	12/7/2020 10:12 PM
16	We have only slightly touched on what other cites have done. Tonight Coventry was mentioned	12/7/2020 10:09 PM

	but we should examine what larger cities have done, as Winnipeg will get bigger. I look at cities like Beijing and especially Taipei, a very well run city. They are not being "saved" by the bicycle, quite the opposite. The bicycle is disappearing there as incomes go up. But there is a group of bicycle enthusiasts who think we have to get rid of cars, ride our bikes more and all will be good. I think that is unrealistic Pollyanna thinking. Rather than talking about dreams I think we should talk about the reality of moving greater numbers of people and see how it is done efficiently in other cities. Other cities have freeways, Winnipeg does not.	
17	Interested in land use and TOD. Scope of meeting was good though and needn't be drastically changed.	12/7/2020 9:43 PM
18	I can’t think of anything at this exact moment.	12/7/2020 9:21 PM
19	I would like to learn more about ways in which people can protect their bicycles from theft both out and about and on their own property. Solving this problem would allow many more people the freedom to choose this mode of transportation. For things like local shopping or going to the library.	12/5/2020 9:47 AM
20	Where possible, The Integration of pedestrian/cycling traffic	12/4/2020 7:07 AM
21	Downtown parking spaces	12/3/2020 10:15 PM
22	Would like to see more visuals and possible drafts of plans.	12/2/2020 8:37 PM
23	I was really interested in the discussion around waterways, so it would be great to hear more about what the city has in mind for planning around or working with rivers.	12/2/2020 8:59 AM
24	Nothing really comes to mind.	12/1/2020 9:17 PM
25	I would have liked to see what the city itself was planning for future transportation needs. e.g. expanded public works, new roads, rapid transit plans, planned neighborhood expansion etc.	12/1/2020 2:10 PM
26	Having a city representative share insight into initiatives that guide growth areas of the city would be appreciated. I.E. increased sprawl vs increased density. High rise vs infill, etc. as these factors play a large roll in transportation.	12/1/2020 11:43 AM
27	I'm troubled that we are being asked to make recommendations and give ideas without the critical framing of extremely limited city finances and the imperative for significant mode shift as set forth in our climate action plan. I recognize that these are both complex issues that are difficult for people to quickly grasp, accept, and factor into their suggestions. This has been a city where you really need a car for most people's entire lives. The way the city developed means that a lot of people can't simply stop driving even if they may want to. This is really a huge problem to tackle. But, if these two particular constraints aren't really actively emphasized, I don't think this engagement will produce realistic or achievable ideas for our transportation system. We don't just need to improve mode "choice", we actively need to get people driving (significantly) less, if we are to meet our adopted climate action plan. We can't treat all modes equally because they all have vastly different financial and climate implications. The goal of this plan needs to include strategies to actively dis-incentivize driving and significantly increase uptake of public & active transportation. And I don't really see that as being asked of participants. So I suppose that what might be useful is to apply a rigorous climate and present/future cost lens to every aspect of this plan.	12/1/2020 11:19 AM
28	More details on how the "on request service areas will be served in Winnipeg Transit's long term network plan.	12/1/2020 10:41 AM
29	Just looking forward to what you come back with in Feb 2021. Reviewing the project scope, the intro of this session was boring; however, it started to get more interesting once you let us know what you heard from our association and others in the city which was new information for us. Then, giving our ideas to improve was the best part.	12/1/2020 10:28 AM

Q8 Thinking of the future Public Workshops for this project in 2021, what are the best methods to communicate with your community or neighbourhood about this project in the future?

Answered: 31 Skipped: 4

#	RESPONSES	DATE
1	Social Media	12/14/2020 1:28 PM
2	Using technology	12/9/2020 12:29 PM
3	Put an in the Community News paper such as The Sou'wester in south Winnipeg	12/9/2020 9:30 AM
4	I am a co-chair on the Assiniboine Avenue Neighbourhood Watch group, which would be an excellent platform to address a segment of Westwood homeowners	12/9/2020 8:49 AM
5	For me information through my city councillor worked best.	12/9/2020 8:21 AM
6	Zoom meetings work	12/8/2020 10:11 PM
7	Article in Free Press. Notices in libraries - if they re-open! Neighbourhood Facebook sites	12/8/2020 9:37 PM
8	A choice of Zoom and live events. I think Zoom gives the facilitators more control over the session, everyone gets heard, and some people may feel more comfortable speaking up on Zoom. However, in person events are needed for accessibility.	12/8/2020 5:25 PM
9	Pro-actively and meaningfully engage members from the city's growing non-white communities - Indigenous, Filipino, African, Arabic.	12/8/2020 2:01 PM
10	Online, mailers, signage in key areas.	12/8/2020 10:46 AM
11	I like the current format. Flyers are also helpful to gain greater visibility in neighbourhoods. Perhaps contacting neighbourhood associations to promote the project?	12/8/2020 10:19 AM
12	I'm not sure. This is not an area in which I have any expertise.	12/8/2020 9:21 AM
13	Continue with Zoom while there is a pandemic.	12/8/2020 8:07 AM
14	Links through social media as there are specific neighborhoodsgroups on Facebook as an example. Update on the City Website	12/8/2020 7:54 AM
15	Mail	12/7/2020 10:42 PM
16	For my neighbourhood, it would be primarily through the community based organizations and resources. Go to them for consultations and worships, as we as to recruit individual participants.	12/7/2020 10:22 PM
17	I think it's important to actively search out diverse voices for advocacy. I am a privileged white guy, along with about 95% of this group. I've heard very little from kids, people in poverty, recent immigrants, indigenous folks... Go talk to IRCOM, Siloam, a Seniors centre, The UofW satellite Social Work program on Selkirk. These are the people who need to be heard if you are to achieve your mandate.	12/7/2020 10:12 PM
18	Email	12/7/2020 10:09 PM
19	I almost missed it in the fall. I just happened upon a link when I was searching for something else on the COW website. So...anything would be better.	12/7/2020 9:21 PM
20	Radio, Television, Community Newspapers, Facebook to a degree	12/5/2020 9:47 AM
21	a big colourful billboard in my local park/community centre	12/4/2020 7:07 AM
22	Mail out brochures as not everyone has internet	12/3/2020 10:15 PM
23	Social Media, pamphlets	12/2/2020 8:37 PM
24	Some of my neighbours have expressed disappointment with some of the city's past public engagement methods relying too heavily on community members needing to be proactive and seek out opportunities to participate, and it all being online. Including some paper surveys with pre-stamped envelopes could help secure some feedback from people who may not otherwise participate in a fully online format.	12/2/2020 8:59 AM
25	Social media. Community Facebook groups.	12/1/2020 9:17 PM
26	I think local facebook groups may be the best way to target specific neighborhoods. I feel facebook has a largest diversity of people across different ages, and works well at targeting specific neighborhoods vs other social media platforms.	12/1/2020 2:10 PM

27	Community Social Media pages work well within Transcona as well as the Transcona Biz which publishes a print newsletter.	12/1/2020 11:43 AM
28	social media promotions, infographics, sample newsletter content, posters	12/1/2020 11:19 AM
29	Online until this covid gong show ends. Then perhaps local open houses at some area community centers.	12/1/2020 10:41 AM
30	Email, video conferencing and In person discussion.	12/1/2020 10:33 AM
31	Like I mentioned before, I enjoyed just talking via zoom, with an employee filling out a jam board for us. Easier to understand people's points of view and where they specifically are coming from given their specific neighborhood within our larger neighborhood association and how they live/move around the city.	12/1/2020 10:28 AM

Q9 Please share any additional comments you have about TMP2050.

Answered: 22 Skipped: 13

#	RESPONSES	DATE
1	The challenge of developing a plan that is implementable and financially viable remains	12/9/2020 12:29 PM
2	Nothing else at this time	12/9/2020 9:30 AM
3	I am a biker/walker (6Km everyday) but I understand that Winnipeg has 4 winter months and parents are not going to bike downtown after dropping off children at day care or school in tow before work and then repeat. Covid may have changed things for the immediate future (time will tell) but transit ridership only achieves its goal if people use it. In discussions, plans need to have plan A,B, and C attached, as we move forward not only with TMP2050 but with all the side groups and how transit bike/walk routes will effect the City as a whole. Can not keep piece meal projects for funds will be at an all time low for decades to come.	12/9/2020 8:49 AM
4	Nothing else at this time	12/8/2020 10:11 PM
5	30 years is a very long time to plan ahead when transportation technology and usage is changing rapidly, especially as we don’t yet know whether the experience of covid will have long-term effects on the ways people travel and work	12/8/2020 9:37 PM
6	I hope that a strong document with a clear vision and political teeth comes out of this and the city doesn't just tread water for another 30 years.	12/8/2020 2:01 PM
7	I'm curious to know whether the project will be leveraging other mapping tools, e.g. the public mapping tool used for the Road Safety Study recently. BikeMaps.org, and the Winnipeg Trails Association quick fixes map all come to mind of efforts that cover pedestrian and cycling deficiencies and danger points in the City.	12/8/2020 10:46 AM
8	I love the work that is being done on creating this vision for Winnipeg! Thanks for the work you are doing!	12/8/2020 10:19 AM
9	I believe such a project is vitally important for every city. Development of transportation methods/models/infrastructure based in fact and on evidence, along with citizen involvement, is the best way to move the city forward in smart, innovative ways. That said, I am concerned that fact and evidence are being drowned by agendas that are loud and popular. For example, being environmentally responsible does not mean being anti-car, but a handful of loud participants hold such a position. Also, limiting other peoples' choices because you think you know what is best or "good" is manipulative and controlling. I believe firmly that this initiative should strive to support ALL modes of transportation that Winnipegers like to use - that is true equity and diversity. And with careful planning, based on fact and evidence, all modes can work effectively and efficiently in harmony.	12/8/2020 9:21 AM
10	The plan seems to have many competing interests which I think makes it a bit incoherent on what the priorities are .	12/7/2020 10:42 PM
11	I am very concerned about how TMP2050 will be affected by current proposed 2021 City budget, e.g. proposed 6% service cut in Transit will not enhance ridership. What other budget cuts will impact future, creating a greater active and public transportation infrastructure deficit?	12/7/2020 10:22 PM
12	In tonight's meeting the terms, Mode of Choice, Quality of Life, Sustainability, Accessibility are pliable. E.g. Quality of Life may mean being able to ride a bicycle anywhere easily to a cyclist, while it may mean shorter time in traffic to a motorist. Two differing viewpoints with the same label. You can apply that to the other terms noted	12/7/2020 10:09 PM
13	Nothing right now.	12/7/2020 9:21 PM
14	More planning regarding implementing things, which will make other plans actually work is needed. Solving the problems that have added to the problems in the first place. ie. crime, new neighbourhoods putting the cart before the horse etc.	12/5/2020 9:47 AM
15	Thank you for this opportunity for input	12/4/2020 7:07 AM
16	Nothing at this time	12/3/2020 10:15 PM
17	I'm really enjoying attending these meetings! Thanks for your work.	12/2/2020 8:59 AM
18	Thanks for taking the time to listen to us!	12/1/2020 9:17 PM
19	I enjoyed the meeting and I look forward to the one in 2021. I still think light rail is the best option for a 30 year plan for the future of Winnipeg. I hope discussion isn't bogged down by	12/1/2020 2:10 PM

	relatively minor grievances about simple bike lanes and paths. While they have merit, taking more cars off the road and providing safe and reliable transit options that work for both grandma trying to get to her doctors appointment across the city and the everyday office worker get downtown from the suburbs should be the city's highest priority. Besides, taking cars off the road means less conflict with cyclists and pedestrians, so, win-win. We also need to be realistic with our city and car traffic needs to be addressed as well. Winnipeg is a car city (for now) and before any rapid transit gets built, there needs to be political will for it. After all, this was a city that voted down opening up P+M to pedestrians because it might slow traffic down. Bundling new rapid transit with better routes for drivers is the only way things will get done because of the support from Winnipeg drivers (aka voters).	
20	I've enjoyed being a part of this so far.	12/1/2020 10:41 AM
21	Nothing I can add right now.	12/1/2020 10:33 AM
22	None	12/1/2020 10:28 AM

Appendix J

ATTENDEE PROFILE

Q1 Full Name:

Answered: 59 Skipped: 0

#	RESPONSES	DATE
1	Morgan J. Gregory	12/8/2020 9:07 AM
2	Alison Norberg	12/7/2020 9:46 PM
3	Jonathan Klassen	12/7/2020 9:39 PM
4	Sabrina Harding	12/6/2020 2:37 PM
5	John Sullivan	12/4/2020 7:30 AM
6	Diana Szymanski	12/3/2020 10:20 PM
7	Michael Vasconcelos	12/1/2020 10:31 AM
8	jeff frank	11/17/2020 3:49 PM
9	Heather Sadowy	11/17/2020 12:08 PM
10	Jonathan Epp	11/17/2020 10:51 AM
11	Brent Martin	11/16/2020 12:39 PM
12	Alan Margolese	11/15/2020 5:21 PM
13	Neil Exell	11/14/2020 11:09 PM
14	Danielle Prefontaine	11/13/2020 4:58 AM
15	Ray Hignell	11/12/2020 10:37 PM
16	Doug Parisian	11/12/2020 2:17 PM
17	Paul Mailhot	11/12/2020 12:24 PM
18	Sonja Lundström	11/12/2020 12:01 PM
19	Adrian Challis	11/12/2020 11:59 AM
20	Matthew Exell	11/12/2020 11:29 AM
21	David Borzykowski	11/12/2020 11:21 AM
22	Cody Gazankas	11/12/2020 11:07 AM
23	Kevin Kehler	11/12/2020 10:52 AM
24	Nick Slonosky	11/12/2020 10:04 AM
25	Ian Handford	11/12/2020 9:53 AM
26	Ian Frank	11/12/2020 9:51 AM
27	Justin Zarnowski	11/12/2020 9:46 AM
28	Sharon Wall	11/11/2020 9:15 PM
29	John Whiting	11/11/2020 7:50 AM
30	David Watson	11/11/2020 5:54 AM
31	Patrick Fortier	11/10/2020 10:31 PM
32	Meghan Waters	11/10/2020 9:09 PM
33	Zach Rostosky	11/10/2020 4:12 PM
34	R. Brian Walker	11/10/2020 2:55 PM
35	Kelsey Taylor	11/10/2020 9:27 AM
36	Robin Sukhan	11/9/2020 2:43 PM
37	Jennifer Pepneck	11/8/2020 9:18 PM

38	Kristin Lauhn-Jensen	11/7/2020 6:52 PM
39	Bonnie Carpenter	11/6/2020 4:06 PM
40	Darlene Van Ruiten	11/6/2020 3:42 PM
41	Margaret Colledge	11/6/2020 3:35 PM
42	Leney Richardson	11/6/2020 10:16 AM
43	Paul Dyck	11/6/2020 9:26 AM
44	Kurt Hollander	11/6/2020 8:55 AM
45	Holly Hunter	11/6/2020 8:50 AM
46	Michael Sawchuk	11/6/2020 8:37 AM
47	Nathan Kramer	11/5/2020 8:15 PM
48	Tracy Schmidt	11/5/2020 7:41 PM
49	Myles Routly	11/5/2020 6:12 PM
50	Michael Vasconcelos	11/5/2020 5:53 PM
51	Orry Lamb	11/5/2020 1:11 PM
52	Lorrie Rogalka	11/5/2020 12:15 PM
53	John Harper	11/5/2020 11:42 AM
54	Rodney Thompson	11/5/2020 11:17 AM
55	Emma Durand-Wood	11/5/2020 10:58 AM
56	Diana Szymanski	11/3/2020 1:15 PM
57	Eda korchynski	11/3/2020 11:44 AM
58	Barbara Pilozow	11/3/2020 11:14 AM
59	John Sullivan	11/3/2020 10:45 AM

Q2 Email Address:

Answered: 58 Skipped: 1

#	RESPONSES	DATE
1	morgan59@mymts.net	12/8/2020 9:07 AM
2	alison_norberg@hotmail.com	12/7/2020 9:46 PM
3	jklasse@gmail.com	12/7/2020 9:39 PM
4	Sabrinajharding@gmail.com	12/6/2020 2:37 PM
5	jsullivan37@shaw.ca	12/4/2020 7:30 AM
6	modiglianiart@hotmail.com	12/3/2020 10:20 PM
7	michaeljvasconcelos@gmail.com	12/1/2020 10:31 AM
8	jfrank@mts.net	11/17/2020 3:49 PM
9	heather.sadowy@gmail.com	11/17/2020 12:08 PM
10	jonathan.epp@gmail.com	11/17/2020 10:51 AM
11	cliftone.studios@gmail.com	11/16/2020 12:39 PM
12	margoles@mts.net	11/15/2020 5:21 PM
13	neil.exell@live.ca	11/14/2020 11:09 PM
14	dmp2472@me.com	11/13/2020 4:58 AM
15	rayhig@mts.net	11/12/2020 10:37 PM
16	eggmann@shaw.ca	11/12/2020 2:17 PM
17	paul.mailhot@gmail.com	11/12/2020 12:24 PM
18	Sonjal70@icloud.com	11/12/2020 12:01 PM
19	achallis@mts.net	11/12/2020 11:59 AM
20	matthew.exell@mnp.ca	11/12/2020 11:29 AM
21	davidborzykowski@gmail.com	11/12/2020 11:21 AM
22	codyjgazankas@gmail.com	11/12/2020 11:07 AM
23	kehlerk@hotmail.com	11/12/2020 10:52 AM
24	nick.slonosky@mymts.net	11/12/2020 10:04 AM
25	ianhandford@gmail.com	11/12/2020 9:53 AM
26	ian.david.frank@gmail.com	11/12/2020 9:51 AM
27	justinzarnowski@gmail.com	11/12/2020 9:46 AM
28	s.wall@uwinnipeg.ca	11/11/2020 9:15 PM
29	jwhiting1965@gmail.com	11/11/2020 7:50 AM
30	deejer58@yahoo.com	11/11/2020 5:54 AM
31	patfortier@gmail.com	11/10/2020 10:31 PM
32	mwaters@live.ca	11/10/2020 9:09 PM
33	zachrostosky@hotmail.com	11/10/2020 4:12 PM
34	brianwalkerwinnipeg@gmail.com	11/10/2020 2:55 PM
35	kelsey-taylor-16@hotmail.com	11/10/2020 9:27 AM
36	supermanrobins@hotmail.com	11/9/2020 2:43 PM
37	pepneck@gmail.com	11/8/2020 9:18 PM

38	kllj1@hotmail.com	11/7/2020 6:52 PM
39	boncarpe@gmail.com	11/6/2020 4:06 PM
40	darlenevan@shaw.ca	11/6/2020 3:42 PM
41	Nancolledge@shaw.ca	11/6/2020 3:35 PM
42	leney@jar05.com	11/6/2020 10:16 AM
43	paul.dyck@gmail.com	11/6/2020 9:26 AM
44	hollyhunter@shaw.ca	11/6/2020 8:50 AM
45	mikesaw31@hotmail.com	11/6/2020 8:37 AM
46	nathan_kramer@outlook.com	11/5/2020 8:15 PM
47	schellenbergtracy@gmail.com	11/5/2020 7:41 PM
48	mroutly@hotmail.com	11/5/2020 6:12 PM
49	michaeljvasconcelos@gmail.com	11/5/2020 5:53 PM
50	orrylamb@gmail.com	11/5/2020 1:11 PM
51	lprogalka@gmail.com	11/5/2020 12:15 PM
52	jdharper73@gmail.com	11/5/2020 11:42 AM
53	rodneythomp@gmail.com	11/5/2020 11:17 AM
54	emmadurandwood@gmail.com	11/5/2020 10:58 AM
55	modiglianiart@hotmail.com	11/3/2020 1:15 PM
56	ekorchyn@hotmail.com	11/3/2020 11:44 AM
57	revbarbarap@gmail.com	11/3/2020 11:14 AM
58	Jsullivan37@shaw.ca	11/3/2020 10:45 AM

Q3 Telephone Number:

Answered: 58 Skipped: 1

#	RESPONSES	DATE
1	204-479-8493	12/8/2020 9:07 AM
2	204-226-3272	12/7/2020 9:46 PM
3	2045570378	12/7/2020 9:39 PM
4	2042926592	12/6/2020 2:37 PM
5	2047996863	12/4/2020 7:30 AM
6	204-632-9466	12/3/2020 10:20 PM
7	2042502998	12/1/2020 10:31 AM
8	2044527336	11/17/2020 12:08 PM
9	2047710678	11/17/2020 10:51 AM
10	204-955-6437	11/16/2020 12:39 PM
11	2042286663	11/15/2020 5:21 PM
12	2049950640	11/14/2020 11:09 PM
13	2049952568	11/13/2020 4:58 AM
14	2047862549	11/12/2020 10:37 PM
15	2042278877	11/12/2020 2:17 PM
16	204-226-2196	11/12/2020 12:24 PM
17	204-488-7907	11/12/2020 12:01 PM
18	2047837323	11/12/2020 11:59 AM
19	2042180565	11/12/2020 11:29 AM
20	431.998.1684	11/12/2020 11:21 AM
21	2042187152	11/12/2020 11:07 AM
22	2044513065	11/12/2020 10:52 AM
23	204-229-6891 (Cell)	11/12/2020 10:04 AM
24	204-475-2441	11/12/2020 9:53 AM
25	2048690838	11/12/2020 9:51 AM
26	2048802092	11/12/2020 9:46 AM
27	2045044487	11/11/2020 9:15 PM
28	2042951374	11/11/2020 7:50 AM
29	204.253.7388	11/11/2020 5:54 AM
30	204-770-9250	11/10/2020 10:31 PM
31	2045096347	11/10/2020 9:09 PM
32	2048029992	11/10/2020 4:12 PM
33	(204) 619-2424	11/10/2020 2:55 PM
34	905-439-5763	11/10/2020 9:27 AM
35	204-488-2628	11/9/2020 2:43 PM
36	4038490795	11/8/2020 9:18 PM
37	2044897097	11/7/2020 6:52 PM

38	2048815928	11/6/2020 4:06 PM
39	2042982102	11/6/2020 3:42 PM
40	204-509-8196	11/6/2020 3:35 PM
41	204-479-3365	11/6/2020 10:16 AM
42	2048983445	11/6/2020 9:26 AM
43	2042968001	11/6/2020 8:55 AM
44	(204)232-8202	11/6/2020 8:50 AM
45	2047944055	11/6/2020 8:37 AM
46	204-669-4034	11/5/2020 8:15 PM
47	2049986817	11/5/2020 7:41 PM
48	2047935669	11/5/2020 6:12 PM
49	2042502998	11/5/2020 5:53 PM
50	204-798-9604	11/5/2020 1:11 PM
51	2049952877	11/5/2020 12:15 PM
52	2048891548	11/5/2020 11:42 AM
53	2042903478	11/5/2020 11:17 AM
54	2042194878	11/5/2020 10:58 AM
55	204-451-5055	11/3/2020 1:15 PM
56	2045824910	11/3/2020 11:44 AM
57	2049961507	11/3/2020 11:14 AM
58	799.6863	11/3/2020 10:45 AM

Q4 Postal Code:

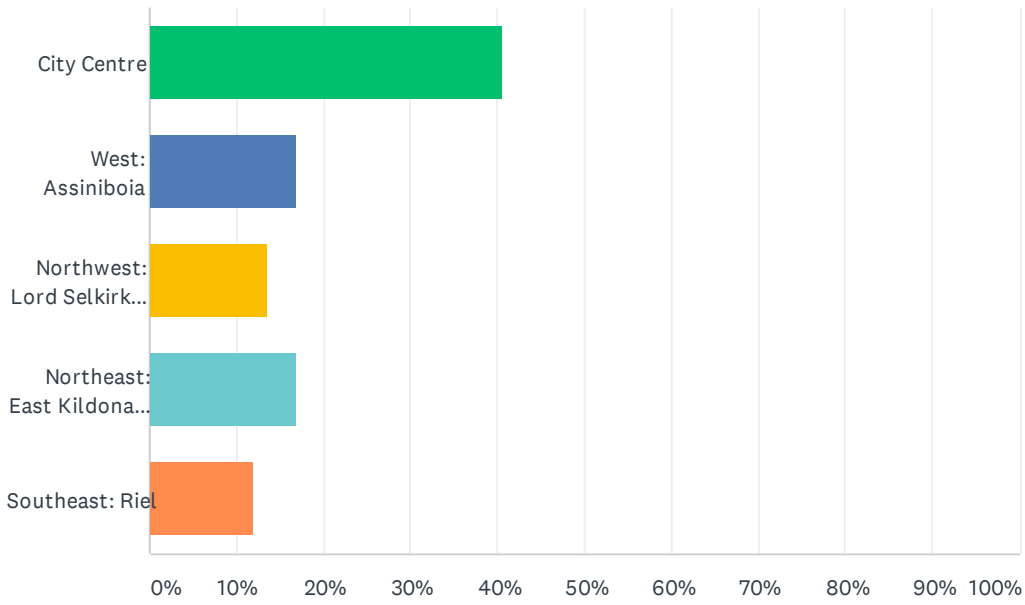
Answered: 59 Skipped: 0

#	RESPONSES	DATE
1	R3N 0Z3	12/8/2020 9:07 AM
2	R3G1X8	12/7/2020 9:46 PM
3	R3G3E4	12/7/2020 9:39 PM
4	R3l2s9	12/6/2020 2:37 PM
5	R2X 1Y7	12/4/2020 7:30 AM
6	R2P0T4	12/3/2020 10:20 PM
7	R2K0M4	12/1/2020 10:31 AM
8	r3m0t4	11/17/2020 3:49 PM
9	R3M 2W1	11/17/2020 12:08 PM
10	R3M 0K7	11/17/2020 10:51 AM
11	R3G 2X2	11/16/2020 12:39 PM
12	r3m2j8	11/15/2020 5:21 PM
13	R3G2J5	11/14/2020 11:09 PM
14	R3B 0N7	11/13/2020 4:58 AM
15	R3G1J9	11/12/2020 10:37 PM
16	R3G1B7	11/12/2020 2:17 PM
17	R3T1E2	11/12/2020 12:24 PM
18	R3M3N2	11/12/2020 12:01 PM
19	R3G1A7	11/12/2020 11:59 AM
20	R3G2H1	11/12/2020 11:29 AM
21	R3M0T1	11/12/2020 11:21 AM
22	R3C1X3	11/12/2020 11:07 AM
23	R3C1X4	11/12/2020 10:52 AM
24	R3P 2E8	11/12/2020 10:04 AM
25	R3M 1K3	11/12/2020 9:53 AM
26	r3c 1s5	11/12/2020 9:51 AM
27	R3L1X5	11/12/2020 9:46 AM
28	R2H 2X6	11/11/2020 9:15 PM
29	R3X0L9	11/11/2020 7:50 AM
30	r3x 1v9	11/11/2020 5:54 AM
31	R2H 1M1	11/10/2020 10:31 PM
32	R2M0M6	11/10/2020 9:09 PM
33	R2J 3H9	11/10/2020 4:12 PM
34	R2C 3C2	11/10/2020 2:55 PM
35	R2H 1V8	11/10/2020 9:27 AM
36	R3Y 1B1	11/9/2020 2:43 PM
37	R3K4K1	11/8/2020 9:18 PM

38	R3P0A3	11/7/2020 6:52 PM
39	R2V 0K6	11/6/2020 4:06 PM
40	R3K 0B1	11/6/2020 3:42 PM
41	R3J 2B8	11/6/2020 3:35 PM
42	R3S1A7	11/6/2020 10:16 AM
43	R3P0J1	11/6/2020 9:26 AM
44	R3k0h6	11/6/2020 8:55 AM
45	R3J2E8	11/6/2020 8:50 AM
46	R3K 0T5	11/6/2020 8:37 AM
47	R2G 3M5	11/5/2020 8:15 PM
48	R2K0L5	11/5/2020 7:41 PM
49	R2C 5H8	11/5/2020 6:12 PM
50	R2K0M4	11/5/2020 5:53 PM
51	R2C 0N4	11/5/2020 1:11 PM
52	R2V2V3	11/5/2020 12:15 PM
53	R2G 2G4	11/5/2020 11:42 AM
54	R2L 1K5	11/5/2020 11:17 AM
55	R2L 0H4	11/5/2020 10:58 AM
56	R2P 0T4	11/3/2020 1:15 PM
57	R2x1k4	11/3/2020 11:44 AM
58	R2V 1W4	11/3/2020 11:14 AM
59	R2X 1Y7	11/3/2020 10:45 AM

Q5 What Neighbourhood Advisory Group did you participate in today?

Answered: 59 Skipped: 0



ANSWER CHOICES	RESPONSES	
City Centre	40.68%	24
West: Assiniboia	16.95%	10
Northwest: Lord Selkirk – West Kildonan	13.56%	8
Northeast: East Kildonan – Transcona	16.95%	10
Southeast: Riel	11.86%	7
TOTAL		59

Q6 What neighbourhood do you live in?

Answered: 59 Skipped: 0

#	RESPONSES	DATE
1	River Heights	12/8/2020 9:07 AM
2	West End (Daniel McIntyre/St Matthews)	12/7/2020 9:46 PM
3	Wolseley	12/7/2020 9:39 PM
4	Osborne Village	12/6/2020 2:37 PM
5	North End	12/4/2020 7:30 AM
6	Maples	12/3/2020 10:20 PM
7	Rossmere B	12/1/2020 10:31 AM
8	crescentwood	11/17/2020 3:49 PM
9	Crescentwood	11/17/2020 12:08 PM
10	Crescentwood	11/17/2020 10:51 AM
11	Wolseley	11/16/2020 12:39 PM
12	River Heights	11/15/2020 5:21 PM
13	St. Matthews	11/14/2020 11:09 PM
14	East exchange	11/13/2020 4:58 AM
15	Wolseley	11/12/2020 10:37 PM
16	Wolsley	11/12/2020 2:17 PM
17	Point Road	11/12/2020 12:24 PM
18	River Heights	11/12/2020 12:01 PM
19	Wolseley	11/12/2020 11:59 AM
20	Daniel McIntyre	11/12/2020 11:29 AM
21	Crescentwood	11/12/2020 11:21 AM
22	West Broadway	11/12/2020 11:07 AM
23	West Broadway	11/12/2020 10:52 AM
24	Linden Woods	11/12/2020 10:04 AM
25	Earl Grey	11/12/2020 9:53 AM
26	Broadway-Assiniboine	11/12/2020 9:51 AM
27	Osborne Village	11/12/2020 9:46 AM
28	Riel - I did not realize I could attend another one!	11/11/2020 9:15 PM
29	Riel	11/11/2020 7:50 AM
30	south Royalwood	11/11/2020 5:54 AM
31	Norwood Flats (aka Norwood West)	11/10/2020 10:31 PM
32	Glenwood	11/10/2020 9:09 PM
33	Southdale	11/10/2020 4:12 PM
34	Transcona	11/10/2020 2:55 PM
35	Norwood Flats	11/10/2020 9:27 AM
36	Whyte Ridge	11/9/2020 2:43 PM
37	Westwood	11/8/2020 9:18 PM

38	Old Tuxedo	11/7/2020 6:52 PM
39	West Kildonan	11/6/2020 4:06 PM
40	Westwood	11/6/2020 3:42 PM
41	Bruce Park	11/6/2020 3:35 PM
42	South Wilkes	11/6/2020 10:16 AM
43	Tuxedo	11/6/2020 9:26 AM
44	Westwood	11/6/2020 8:55 AM
45	Deer Lodge (St. James)	11/6/2020 8:50 AM
46	Westwood	11/6/2020 8:37 AM
47	River East / North Kildonan	11/5/2020 8:15 PM
48	Fraser’s grove, EK	11/5/2020 7:41 PM
49	South Transcona	11/5/2020 6:12 PM
50	Rossmere B	11/5/2020 5:53 PM
51	Kildare-Redonda	11/5/2020 1:11 PM
52	Garden City	11/5/2020 12:15 PM
53	North Kildonan	11/5/2020 11:42 AM
54	Glenelm	11/5/2020 11:17 AM
55	Glenelm	11/5/2020 10:58 AM
56	Maples	11/3/2020 1:15 PM
57	Robertson- mynarski	11/3/2020 11:44 AM
58	Scotia Heights	11/3/2020 11:14 AM
59	Old Point Douglas neighborhood..border change.. I forget new name	11/3/2020 10:45 AM

Q7 For how long?

Answered: 59 Skipped: 0

#	RESPONSES	DATE
1	12 years	12/8/2020 9:07 AM
2	Two and a half years	12/7/2020 9:46 PM
3	10 years	12/7/2020 9:39 PM
4	3 years	12/6/2020 2:37 PM
5	20 yrs	12/4/2020 7:30 AM
6	39 years	12/3/2020 10:20 PM
7	27 years	12/1/2020 10:31 AM
8	40 years	11/17/2020 3:49 PM
9	5 years	11/17/2020 12:08 PM
10	3 years (River Heights 7)	11/17/2020 10:51 AM
11	31 years	11/16/2020 12:39 PM
12	19 years	11/15/2020 5:21 PM
13	3 years	11/14/2020 11:09 PM
14	Five years	11/13/2020 4:58 AM
15	40 years	11/12/2020 10:37 PM
16	12 years	11/12/2020 2:17 PM
17	Since 2019	11/12/2020 12:24 PM
18	60 years	11/12/2020 12:01 PM
19	50 years	11/12/2020 11:59 AM
20	4 years	11/12/2020 11:29 AM
21	4 years	11/12/2020 11:21 AM
22	3 years	11/12/2020 11:07 AM
23	12 years (but been around this neighbourhood for nearly 20 years)	11/12/2020 10:52 AM
24	20+ years	11/12/2020 10:04 AM
25	30 years.	11/12/2020 9:53 AM
26	4.5 years	11/12/2020 9:51 AM
27	8 years	11/12/2020 9:46 AM
28	18 months	11/11/2020 9:15 PM
29	30yrs	11/11/2020 7:50 AM
30	25 years	11/11/2020 5:54 AM
31	5 years	11/10/2020 10:31 PM
32	3 years	11/10/2020 9:09 PM
33	22 years	11/10/2020 4:12 PM
34	60 years	11/10/2020 2:55 PM
35	6 months	11/10/2020 9:27 AM
36	34 years	11/9/2020 2:43 PM
37	3 years	11/8/2020 9:18 PM

38	Grew up here; more recently the last 3 years.	11/7/2020 6:52 PM
39	3.5 years myself, family home has been here since 1950	11/6/2020 4:06 PM
40	22 years	11/6/2020 3:42 PM
41	Three months	11/6/2020 3:35 PM
42	20 Years	11/6/2020 10:16 AM
43	3 years	11/6/2020 9:26 AM
44	14 years	11/6/2020 8:55 AM
45	My whole life, 29 years	11/6/2020 8:50 AM
46	3 Years	11/6/2020 8:37 AM
47	20 years	11/5/2020 8:15 PM
48	37 years	11/5/2020 7:41 PM
49	2 years	11/5/2020 6:12 PM
50	27 years	11/5/2020 5:53 PM
51	4 years	11/5/2020 1:11 PM
52	21.5 years	11/5/2020 12:15 PM
53	12 years	11/5/2020 11:42 AM
54	6 months	11/5/2020 11:17 AM
55	11 years	11/5/2020 10:58 AM
56	40 years	11/3/2020 1:15 PM
57	27 years	11/3/2020 11:44 AM
58	6 years	11/3/2020 11:14 AM
59	20 years	11/3/2020 10:45 AM

Q8 As a community member, are you also involved with a business, group, or organization? If yes, please list the organizations and your role:

Answered: 43 Skipped: 16

ANSWER CHOICES	RESPONSES	
Organization	100.00%	43
Role	95.35%	41
Organization	39.53%	17
Role	39.53%	17
Organization	6.98%	3
Role	6.98%	3

#	ORGANIZATION	DATE
1	Manitoba Teachers' Society	12/8/2020 9:07 AM
2	Young United Church	12/7/2020 9:46 PM
3	Home Street Mennonite Church	12/7/2020 9:39 PM
4	WRHA	12/3/2020 10:20 PM
5	Alter Ego Cycling Club	11/16/2020 12:39 PM
6	Winnipeg police service	11/13/2020 4:58 AM
7	Wolseley Residents Association	11/12/2020 10:37 PM
8	Guide Dog Users Of Canada	11/12/2020 2:17 PM
9	Winnipeg Brew Bombers	11/12/2020 12:24 PM
10	Scandinavian Centre	11/12/2020 12:01 PM
11	MNP	11/12/2020 11:29 AM
12	University of Manitoba	11/12/2020 11:21 AM
13	N/A - member of many organizations but participating as an individual citizen not representing a business, group or organization. Thank you.	11/12/2020 10:04 AM
14	Winnipeg Public Library	11/12/2020 9:53 AM
15	Winnipeg Trails Association	11/12/2020 9:51 AM
16	WCC 898 - 90 Bole Street	11/12/2020 9:46 AM
17	Title: University of Winnipeg	11/11/2020 9:15 PM
18	Wawanesa Insurance	11/11/2020 7:50 AM
19	south Royalwood group	11/11/2020 5:54 AM
20	Norwood Flats Residents' Association	11/10/2020 10:31 PM
21	Friends of King George V Dog Park	11/10/2020 9:09 PM
22	St Amant Centre	11/10/2020 4:12 PM
23	South Plessis Road Residents Association	11/10/2020 2:55 PM
24	University of Manitoba	11/10/2020 9:27 AM
25	Pembina Active Living (55+)	11/9/2020 2:43 PM
26	Westwood Community Advisory	11/8/2020 9:18 PM
27	Green Party of Manitoba	11/7/2020 6:52 PM
28	Winterpeg Events	11/6/2020 4:06 PM
29	Assiniboine Avenue Neighbourhood Watch	11/6/2020 3:42 PM
30	Not currently	11/6/2020 3:35 PM
31	South Wilkes Community Association	11/6/2020 10:16 AM
32	St James Assiniboia School DIvision	11/6/2020 8:50 AM
33	City of Winnipeg	11/6/2020 8:37 AM
34	Manitoba Historical Society	11/5/2020 8:15 PM
35	CN Rail	11/5/2020 1:11 PM
36	Garden City Community Centre	11/5/2020 12:15 PM
37	North Kildonan United Church	11/5/2020 11:42 AM

38	Glenelm Neighbourhood Association	11/5/2020 11:17 AM
39	Glenelm Neighbourhood Association	11/5/2020 10:58 AM
40	Winnipeg Regional Health Authority	11/3/2020 1:15 PM
41	7oaks school division	11/3/2020 11:44 AM
42	Presbyterian Church in Canada	11/3/2020 11:14 AM
43	Me	11/3/2020 10:45 AM

#	ROLE	DATE
1	member (teacher)	12/8/2020 9:07 AM
2	Leadership Team member	12/7/2020 9:46 PM
3	Vice-chair	12/7/2020 9:39 PM
4	Volunteer	12/3/2020 10:20 PM
5	Member	11/16/2020 12:39 PM
6	Police officer	11/13/2020 4:58 AM
7	Member at Large	11/12/2020 10:37 PM
8	member	11/12/2020 2:17 PM
9	Treasurer	11/12/2020 12:24 PM
10	Board of directors	11/12/2020 12:01 PM
11	Manager - Consulting	11/12/2020 11:29 AM
12	Communications Officer	11/12/2020 11:21 AM
13	Information Assistant	11/12/2020 9:53 AM
14	Board Chair	11/12/2020 9:51 AM
15	President	11/12/2020 9:46 AM
16	professor	11/11/2020 9:15 PM
17	Supervisor, Application Delivery	11/11/2020 7:50 AM
18	Facebook admin	11/11/2020 5:54 AM
19	Board member	11/10/2020 10:31 PM
20	Secretary	11/10/2020 9:09 PM
21	Senior Volunteer	11/10/2020 4:12 PM
22	Designated Lead	11/10/2020 2:55 PM
23	Lecturer	11/10/2020 9:27 AM
24	Email Distribution Coordinator	11/9/2020 2:43 PM
25	Advisor	11/8/2020 9:18 PM
26	Fundraising Chair	11/7/2020 6:52 PM
27	owner	11/6/2020 4:06 PM
28	Co-Captain	11/6/2020 3:42 PM
29	member	11/6/2020 10:16 AM
30	School Trustee	11/6/2020 8:50 AM
31	Engineering Technologist - Road Construction Inspector	11/6/2020 8:37 AM
32	Archival Researcher	11/5/2020 8:15 PM
33	Conductor	11/5/2020 1:11 PM
34	Treasurer, Executive Board Member	11/5/2020 12:15 PM
35	Men's breakfast group leader	11/5/2020 11:42 AM
36	Member	11/5/2020 11:17 AM
37	volunteer, newsletter editor, member of trees committee	11/5/2020 10:58 AM

38	Volunteer Member on Local Health Improvement Group	11/3/2020 1:15 PM
39	Substitute	11/3/2020 11:44 AM
40	Clergy	11/3/2020 11:14 AM
41	AKA “Mr.Plow”. I snowblower both sides sidewalk my block and bus top clean bus stop.	11/3/2020 10:45 AM
#	**ORGANIZATION**	**DATE**
1	Winnipeg School Division	12/8/2020 9:07 AM
2	Manitoba Craft Council	12/7/2020 9:46 PM
3	RoyalManitoba Theatre Centre	12/3/2020 10:20 PM
4	Condo board	11/13/2020 4:58 AM
5	Ray Hignell Services Inc.	11/12/2020 10:37 PM
6	St. Andrews River Heights United Church	11/12/2020 12:01 PM
7	MNP	11/12/2020 9:51 AM
8	Shindico Realty Inc.	11/12/2020 9:46 AM
9	save our seine	11/11/2020 5:54 AM
10	Caisse Financial Group	11/10/2020 10:31 PM
11	Louis Riel School Division	11/10/2020 9:09 PM
12	Bunn's Creek Citizens on Patrol Program	11/5/2020 8:15 PM
13	Gateway Recreation Center	11/5/2020 11:42 AM
14	Teamsters 979	11/5/2020 11:17 AM
15	Safe Speeds Winnipeg	11/5/2020 10:58 AM
16	Royal Manitoba Theatre Centre	11/3/2020 1:15 PM
17	Robertson-Mynarski residents association	11/3/2020 11:44 AM

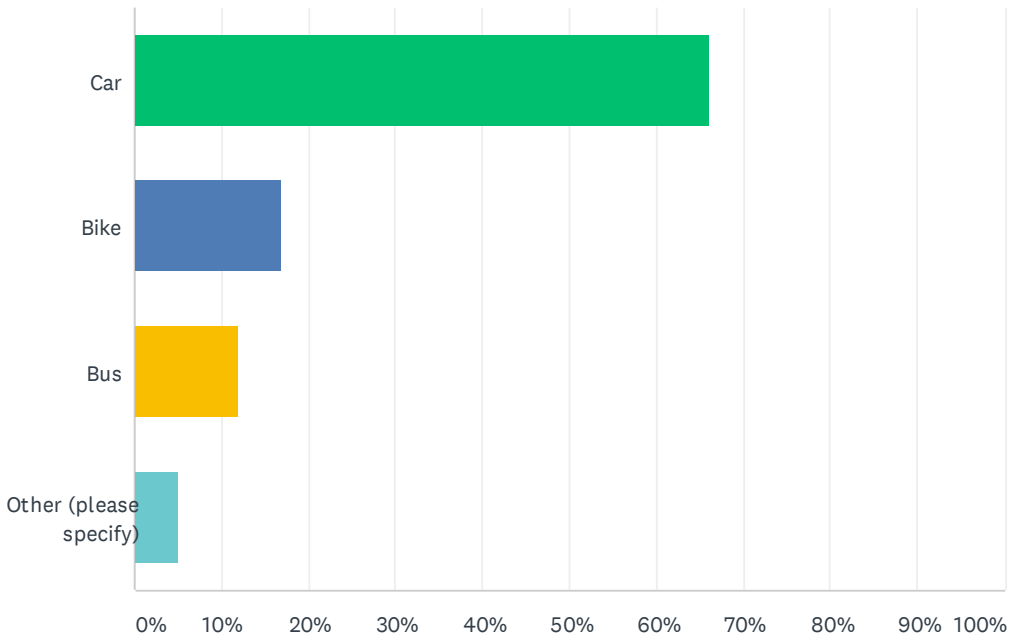
#	ROLE	DATE
1	Teacher	12/8/2020 9:07 AM
2	Member, Past President of Board of Directors	12/7/2020 9:46 PM
3	Volunteer	12/3/2020 10:20 PM
4	Director	11/13/2020 4:58 AM
5	President & owner (has nothing to do with Wolseley)	11/12/2020 10:37 PM
6	Congregant	11/12/2020 12:01 PM
7	Senior Consultant	11/12/2020 9:51 AM
8	General Counsel	11/12/2020 9:46 AM
9	ex-president	11/11/2020 5:54 AM
10	Board member	11/10/2020 10:31 PM
11	Teacher	11/10/2020 9:09 PM
12	Volunteer	11/5/2020 8:15 PM
13	Soccer coach	11/5/2020 11:42 AM
14	Steward	11/5/2020 11:17 AM
15	volunteer	11/5/2020 10:58 AM
16	Volunteer Usher	11/3/2020 1:15 PM
17	President	11/3/2020 11:44 AM

#	ORGANIZATION	DATE
1	Rady Centre	11/12/2020 12:01 PM
2	Les enfants précieux childcare centre	11/10/2020 10:31 PM
3	IWW	11/5/2020 11:17 AM

#	ROLE	DATE
1	Particpant	11/12/2020 12:01 PM
2	Chair of the board	11/10/2020 10:31 PM
3	Delegate	11/5/2020 11:17 AM

Q9 What is your primary method of transportation around Winnipeg?

Answered: 59 Skipped: 0

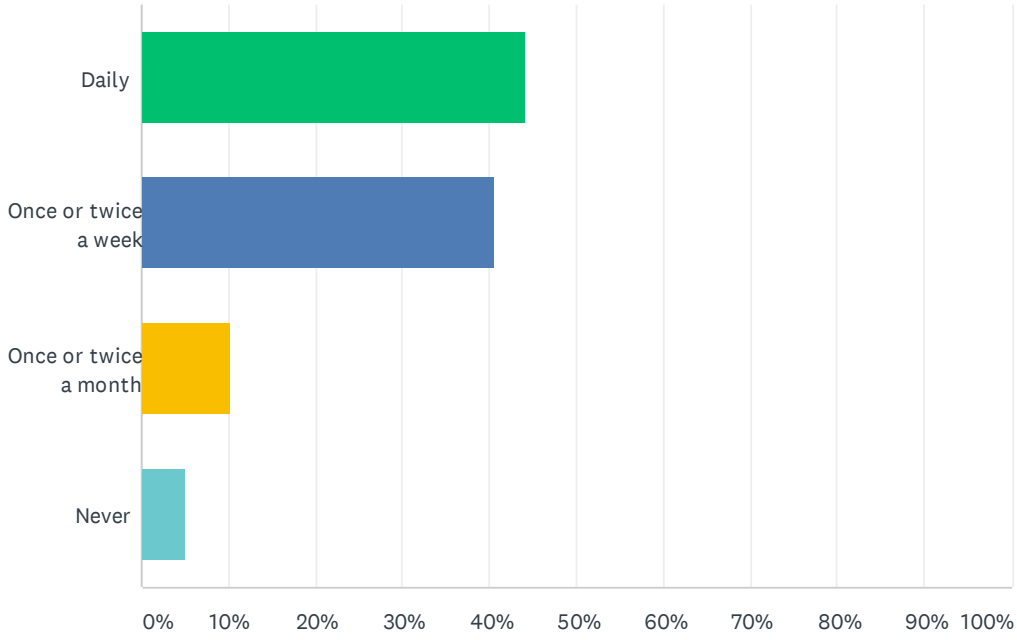


ANSWER CHOICES	RESPONSES	
Car	66.10%	39
Bike	16.95%	10
Bus	11.86%	7
Other (please specify)	5.08%	3
TOTAL		59

#	OTHER (PLEASE SPECIFY)	DATE
1	My mode shifts between walking, cycling and public transit	11/11/2020 9:15 PM
2	Bike (Spring thru Fall) + Bus (Winter & rain days)	11/5/2020 8:15 PM
3	I'd say I equally walk, bike and bus; car/taxi when necessary	11/5/2020 10:58 AM

Q10 How often do you depend on a vehicle?

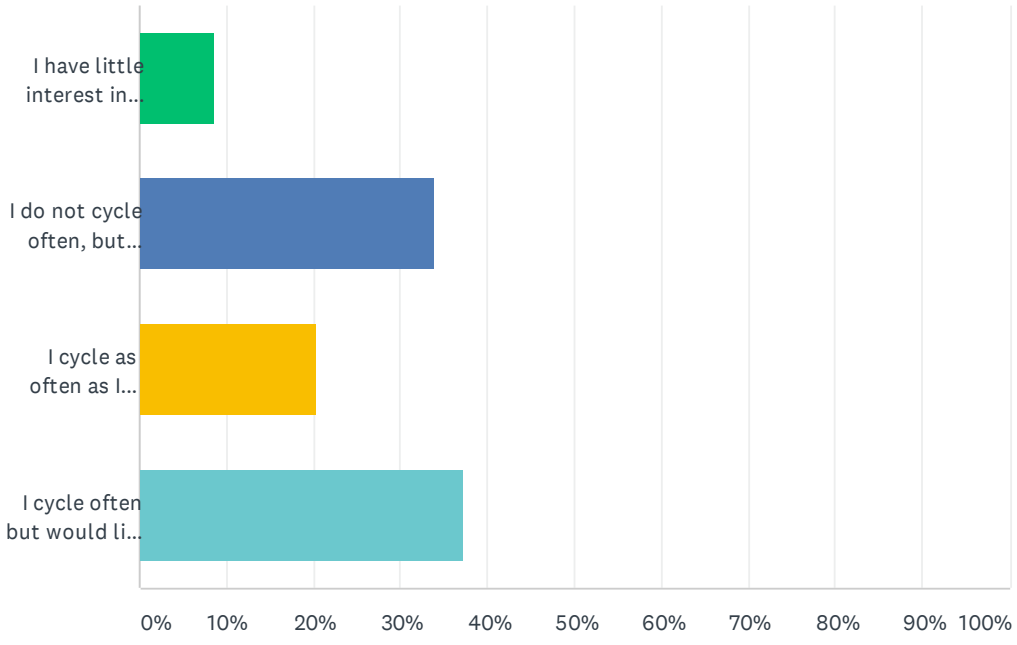
Answered: 59 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily	44.07%	26
Once or twice a week	40.68%	24
Once or twice a month	10.17%	6
Never	5.08%	3
TOTAL		59

Q11 Which of the below statements best describes your interest in cycling in Winnipeg?

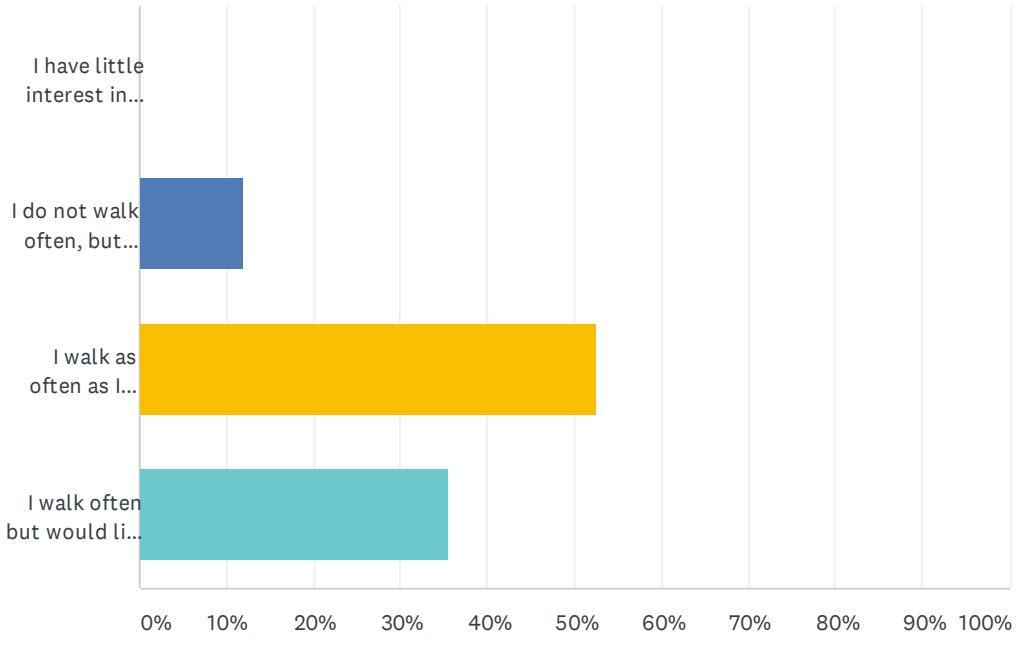
Answered: 59 Skipped: 0



ANSWER CHOICES	RESPONSES	
I have little interest in cycling	8.47%	5
I do not cycle often, but would like to cycle more	33.90%	20
I cycle as often as I would like to	20.34%	12
I cycle often but would like to cycle more	37.29%	22
TOTAL		59

Q12 Which of the below statements best describes your interest in walking in Winnipeg?

Answered: 59 Skipped: 0



ANSWER CHOICES	RESPONSES	
I have little interest in walking	0.00%	0
I do not walk often, but would like to walk more	11.86%	7
I walk as often as I would like to	52.54%	31
I walk often but would like to walk more	35.59%	21
TOTAL		59

Q13 What is your primary interest in the project?

Answered: 59 Skipped: 0

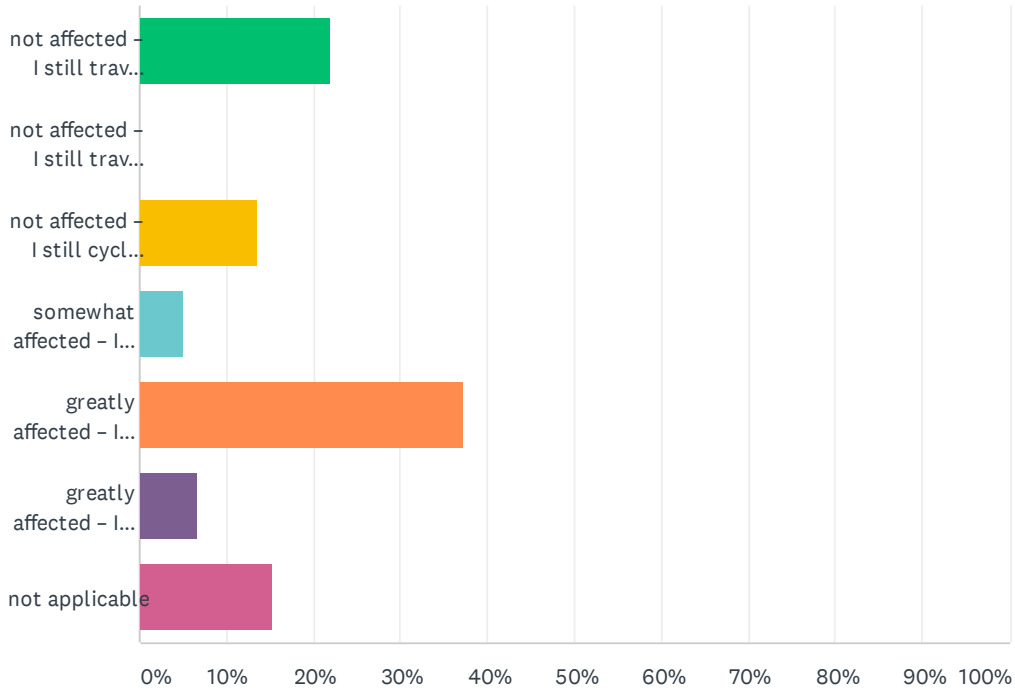
#	RESPONSES	DATE
1	I am an avid walker, and I am an automobile enthusiast. I cycle too, but I do not love it like I love walking and driving. I want to support improving walking, cycling, and driving in the city.	12/8/2020 9:07 AM
2	Growing up in Wolseley, everything was easily accessed by walking, cycling and bus. I continue to live this way, and believe active transportation infrastructure is vital to personal and community health and wellness.	12/7/2020 9:46 PM
3	Improving safety and equity of access for Winnipeggers to all modes of transportation, especially public and active transportation, and making transportation in Winnipeg more environmentally sustainable.	12/7/2020 9:39 PM
4	Making sure my voice is heard in terms of improving cycling paths/conditions.	12/6/2020 2:37 PM
5	Caring about the future	12/4/2020 7:30 AM
6	Future transportation needs of Winnipeg	12/3/2020 10:20 PM
7	Helping improve Winnipeg's transportation modes for the future generations	12/1/2020 10:31 AM
8	enhancing the attractiveness and convenience of transportation mode alternatives to private vehicles (walk, bike, bus, rideshare, ride hailing); complete utilization of pubic rights of way for broader civic benefit beyond moving and parking cars; better integration of long range land use plans with the ambition of lessening reliance on private vehicles as a primary transportation choice; fostering a greener, cleaner and more livable city.	11/17/2020 3:49 PM
9	Improved access to active transportation and accessible options. Infrastructure investment that supports this. Policies that improve AT options for all demographics	11/17/2020 12:08 PM
10	Creating accessible neighbourhoods for all	11/17/2020 10:51 AM
11	To help plan a better approach to transport, one that isn't focused on single family vehicles.	11/16/2020 12:39 PM
12	contributing to the future of ore efficient transportation	11/15/2020 5:21 PM
13	I want Winnipeg to be a city where people can move around safely regardless of their mode of transport. I believe that how we move around the city greatly impacts our connection to place and civic participation.	11/14/2020 11:09 PM
14	Be a part of improving the City	11/13/2020 4:58 AM
15	There are competing interests and I want a balanced solution that is fair as possible for all. I am concerned a small, very vocal group is trying to get its way at the expense of other groups. We need a balanced and fair solution.	11/12/2020 10:37 PM
16	I am more concerned with 3/5 year projections than longterm; I may be long gone by 2050 if I don't get my way for longevity. My issues are: consistent location and identification of bus stops (unique colour and shape of poles so I don't end up waiting for 45 minutes at a stop sign, calibration of traffic lights to show respect and consideration to lowly pedestrians. no snow and ice mountains blocking pedestrian crossings, Sensing auto lights (no push buttons), properly designed curb ramps--not one angled ramp for east/west north/south crossings (graham avenue has excellent examples neglected elsewhere), audio indications inside bus shelters of bus arrivals in time for getting outside to bord and not as the bus arrives.	11/12/2020 2:17 PM
17	Improving transportation throughout Winnipeg to make it more sustainable, especially encouraging mode-shift from single occupancy vehicles.	11/12/2020 12:24 PM
18	Planning for the future for all abilities and ages	11/12/2020 12:01 PM
19	environment and safety as they pertain to transportation	11/12/2020 11:59 AM
20	Advocating for better walking/cycling infrastructure and transit improvements.	11/12/2020 11:29 AM
21	Want to improve how we move around our city. Bus, car, and bike are all important to how our city functions.	11/12/2020 11:21 AM
22	Building a safe community	11/12/2020 11:07 AM
23	Having lived in and travelled to other international cities, I see potential in Winnipeg's infrastructure development and want to help bring positive dreams and planning to fruition.	11/12/2020 10:52 AM

24	Learning what is happening, hearing views of others, sharing my own thoughts, views and perspectives as well as make a contribution to the discussion and outcomes as an interested and engaged citizen.	11/12/2020 10:04 AM
25	To promote safe and sustainable transportation. Namely cycling and Winnipeg Transit.	11/12/2020 9:53 AM
26	I see potential in this city that hasn't been allowed to flourish.	11/12/2020 9:51 AM
27	To have our transportation plan not just be "build roads and hope everyone buys a car"	11/12/2020 9:46 AM
28	I am greatly concerned about the climate crisis and the need for swift and informed action to address it. I would also like to contribute to making Winnipeg a more livable city - with robust public transit, easy opportunities for active transportation (bike lanes, walking paths) and dynamic, multi-functional public spaces.	11/11/2020 9:15 PM
29	Identifying traffic challenges to help improve the plan impacting future major roadways and neighbourhood developments	11/11/2020 7:50 AM
30	data collection	11/11/2020 5:54 AM
31	Ensuring that my neighbourhood perspective is heard as well as those as a cyclist and pedestrian.	11/10/2020 10:31 PM
32	I live near an intersection where a child was killed and I'd like to never have to have another child get killed by a car in our city.	11/10/2020 9:09 PM
33	Cycling and transit network	11/10/2020 4:12 PM
34	Trying to affect change in the City of Winnipeg's planning process to obtain and take seriously the input of residents/taxpayers. In this case, specific to Traffic and Transportation issues that are a SIGNIFICANT safety concern to local area residents that have repeatedly not been taken seriously by City staff.	11/10/2020 2:55 PM
35	Supporting improvements to active and public transit in the city.	11/10/2020 9:27 AM
36	Share ideas to improve transportation for members PAL 55%+)	11/9/2020 2:43 PM
37	The development of more car alternatives that would adequately service residents of Westwood.	11/8/2020 9:18 PM
38	Providing the perspective of a public transit user. Most Winnipegers rely on personal vehicles, and public transit in the city is a signifiant challenge, so I think this an important perspective to share, if the city is to move forward in a progressive and environmentally healhful direction.	11/7/2020 6:52 PM
39	Making our city enjoyable for all, and ensuring all members of the neighbourhood's views are considered	11/6/2020 4:06 PM
40	Be part of the community and contribute where I can	11/6/2020 3:42 PM
41	To participate in the development of my city	11/6/2020 3:35 PM
42	Transportation networks that make sense for this area	11/6/2020 10:16 AM
43	Help Winnipeg develop into a livable city, with complete neighbourhoods, and a vibrant downtown.	11/6/2020 9:26 AM
44	To understand the goal to to help shape the policy. I believe in a more dense community with shopping, trials close by. I live in a giant suburb where you need a car to get out of it. I hate it. I wish we had more of a European design or large North American city where one can live, work shop play in the same community and be able to walk and cycle to events more easily.	11/6/2020 8:55 AM
45	Learning about more about the public engagement process Advocating for more active transportation infrastructure	11/6/2020 8:50 AM
46	I am interested to see how the the TMP2050 will impact my neighborhood for the future.	11/6/2020 8:37 AM
47	To provide input and consideration, from myself and others, into the TMP.	11/5/2020 8:15 PM
48	I think the city could stand to modernize its transportation plans, with a focus on safety, sustainability, walkability, active transportation, and mass public transit. Winnipeg is and always has been built for drivers, and I feel we suffer for it in many ways, including the city’s failure to bring life to our downtown, despite many strategies and investments over the	11/5/2020 7:41 PM

	decades toward that goal. So I’m interested in contributing to the conversation and hearing other perspectives and priorities	
49	Ensuring that future improvements to infrastructure reflect the complete needs of those living in this area including how they tie in to surrounding areas.	11/5/2020 6:12 PM
50	Learning about the bus network, rapid transit, frequent, and community lines as well as active transportation. Would also like to know how it integrates with Portage and main as that's where I work; however, I know that's not within my specific neighborhood geography	11/5/2020 5:53 PM
51	I am interesting in getting some insight into the planning process, and I want to play, at least a small part, in shaping Winnipeg's plan for the future.	11/5/2020 1:11 PM
52	Ensuring that my neighbourhood is included in the planning of this project.	11/5/2020 12:15 PM
53	I work in the economic development field and a well functioning transportation system is important for that kind of work. I'd like to be part of the process.	11/5/2020 11:42 AM
54	Owning a car is always presented as imperative in Winnipeg and I want to work towards a city where that is not the given	11/5/2020 11:17 AM
55	To understand how the city plans to mode shift away from private vehicle use and towards a healthier and more sustainable city where biking, busing and walking are viable and attractive options.	11/5/2020 10:58 AM
56	To suggest improvements to the Transportation system as it pertains to my area. This includes roads, buses, bike paths, side walks and future development.	11/3/2020 1:15 PM
57	Participate in civic issues affecting us all, learn, share ideas.	11/3/2020 11:44 AM
58	Environmental/transit	11/3/2020 11:14 AM
59	To help improve quality of life in the peg	11/3/2020 10:45 AM

Q14 How has Covid-19 affected how you currently travel to work or school?

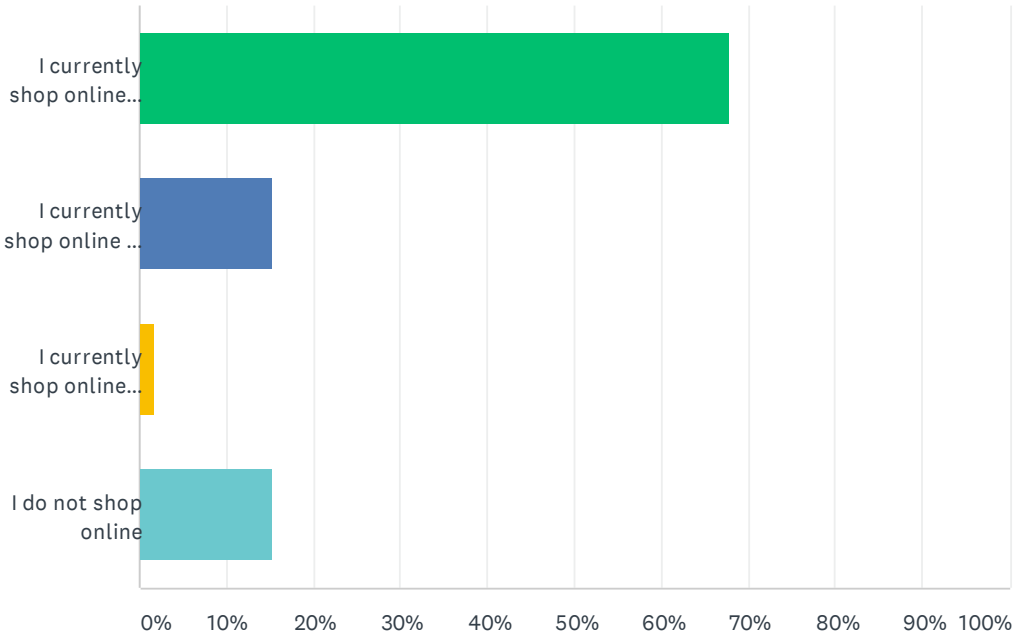
Answered: 59 Skipped: 0



ANSWER CHOICES	RESPONSES	
not affected – I still travel by car	22.03%	13
not affected – I still travel by bus	0.00%	0
not affected – I still cycle, wheel, or walk	13.56%	8
somewhat affected – I now travel some days and work or am schooled from home other days	5.08%	3
greatly affected – I now work or am schooled from home	37.29%	22
greatly affected – I have changed my mode of transportation	6.78%	4
not applicable	15.25%	9
TOTAL		59

Q15 How has the Covid-19 pandemic affected your online shopping habits (with groceries, goods, meals etc. delivered to you):

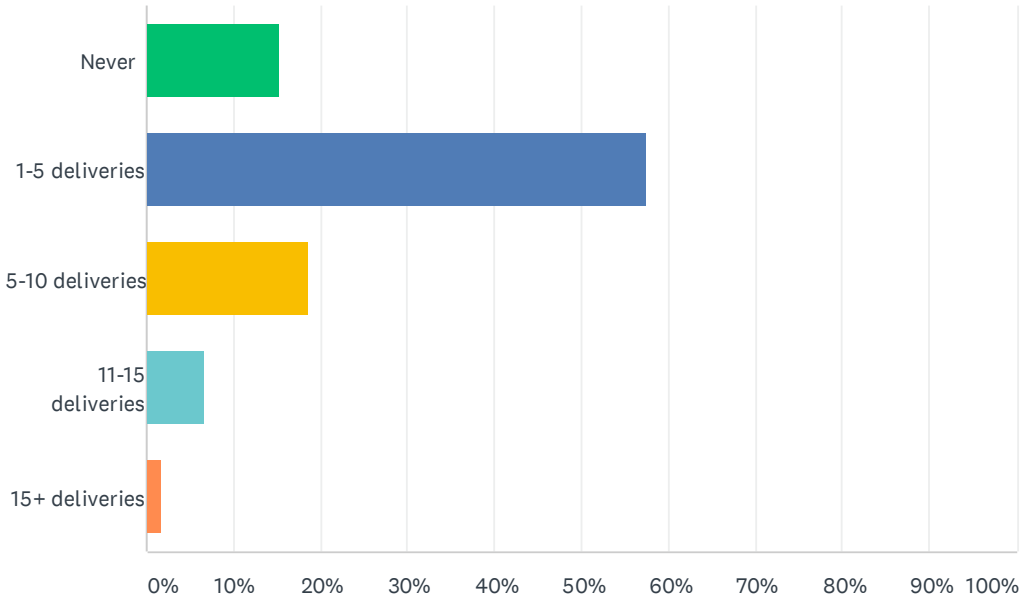
Answered: 59 Skipped: 0



ANSWER CHOICES	RESPONSES	
I currently shop online more than before the Covid-19 pandemic	67.80%	40
I currently shop online the same amount as before the Covid-19 pandemic	15.25%	9
I currently shop online less than before the Covid-19 pandemic	1.69%	1
I do not shop online	15.25%	9
TOTAL		59

Q16 How many deliveries per month do you currently get to your home (including groceries, goods, meals, etc)?

Answered: 59 Skipped: 0



ANSWER CHOICES	RESPONSES	
Never	15.25%	9
1-5 deliveries	57.63%	34
5-10 deliveries	18.64%	11
11-15 deliveries	6.78%	4
15+ deliveries	1.69%	1
TOTAL		59

Appendix K

DEMOGRAPHICS OF NEIGHBOURHOOD ADVISORY GROUPS

MEMO

151-2020 TRANSPORTATION MASTER PLAN – PUBLIC ENGAGEMENT

DATE: December 7, 2020

TO: Alex Regiec, COW
Julie Dooley, COW
Natalie Geddes, OPE
Morgan Vespa, OPE

FROM: Meaghan Pauls, Scatliff + Miller + Murray

DISTRIBUTION: Cheryl Dixon, Samantha Blatz, Bob Somers

RE: **ROUND ONE STAKEHOLDER MEETINGS**
Neighbourhood advisory groups - demographics summary

Following the round one stakeholder meetings held from November 2-10, the following is a brief memo providing an overview of the neighbourhood advisory group participants that both applied and attended the meetings. This does not represent participants who applied but did not attend round one stakeholder meetings.

1.0 NEIGHBOURHOOD REPRESENTATION

1.1 City Centre

- 43 people participated in the City Centre neighbourhood advisory group
- 21 neighbourhoods were represented
- Including: Exchange District, West Broadway, St. Matthews, Broadway-Assiniboine, Sargent Park, Minto, Wolseley, McMillan, Crescentwood, Osborne Village, South River Heights, Point Road, North River Heights, Lord Roberts, Wellington Crescent, Riverview, Beaumont, Central River Heights, Linden Woods, West Wolseley, Daniel McIntyre

1.2 Assiniboia

- 20 people participated in the Assiniboia neighbourhood advisory group
- 14 neighbourhoods were represented

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- Including: Tuxedo, Crestview, Westwood, Prairie Pointe, Elmhurst, Deer Lodge, Old Tuxedo, Heritage Park, Whyte Ridge, Ridgewood South, Wilkes South, St. James, King Edward, and River Park West

1.3 Lord Selkirk – West Kildonan

- 9 people participated in the Lord Selkirk – West Kildonan neighbourhood advisory group
- 8 neighbourhoods were represented
- Including: Scotia Heights, Seven Oaks, The Maples, Burrows Central, North Point Douglas, Garden City, Tyndall Park, Luxton

1.4 East Kildonan - Transcona

- 11 participants applied to the East Kildonan – Transcona neighbourhood advisory group
- 7 neighbourhoods were represented
- Including: Transcona South, Kildare – Redonda, Glenelm, River East, Rossmere – B, Chalmers, Kildonan Drive

1.5 Riel

- 12 participants applied to the Riel neighbourhood advisory group
- 9 neighbourhoods were represented
- Including: Norwood West, Norwood East, Royalwood, Sage Creek, Southdale, Elm Park, River Park South, Glenwood, Central St. Boniface

2.0 AGE

2.1 All neighbourhood advisory groups

- 15 – 24 (1%)
- 25 – 34 (25%)
- 35 – 44 (25%)
- 45 – 54 (14%)
- 55 – 64 (21%)
- 65 + (13%)

2.2 City Centre

- 15 – 24 (2%)
- 25 – 34 (24%)
- 35 – 44 (31%)
- 45 – 54 (7%)
- 55 – 64 (19%)
- 65 + (17%)

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2.3 Assiniboia

- 15 – 24 (0%)
- 25 – 34 (16%)
- 35 – 44 (16%)
- 45 – 54 (26%)
- 55 – 64 (16%)
- 65 + (26%)

2.4 Lork Selkirk – West Kildonan

- 15 – 24 (0%)
- 25 – 34 (0%)
- 35 – 44 (25%)
- 45 – 54 (13%)
- 55 – 64 (63%)
- 65 + (0%)

2.5 East Kildonan - Transcona

- 15 – 24 (0%)
- 25 – 34 (36%)
- 35 – 44 (36%)
- 45 – 54 (18%)
- 55 – 64 (9%)
- 65 + (0%)

2.6 Riel

- 15 – 24 (0%)
- 25 – 34 (55%)
- 35 – 44 (9%)
- 45 – 54 (18%)
- 55 – 64 (18%)
- 65 + (0%)

3.0 DIVERSE REPRESENTATION

We asked neighbourhood advisory group applicants to self-identify in one or more traditionally under-represented groups.

3.1 All neighbourhood advisory groups

- 37% - Women (35 people)
- 7% - Visible Minority (7 people)
- 1% - Indigenous People (1 person)
- 3% - Person with a Disability (3 people)
- 0% - Gender Non-Conforming People

3.2 City Centre

- 28% - Women (12 people)
- 2% - Visible Minority (1 person)
- 0% - Indigenous People
- 2% - Person with a Disability (1 person)
- 0% - Gender Non-Conforming People

3.3 Assiniboia

- 40% - Women (8 people)
- 20% - Visible Minority (4 people)
- 0% - Indigenous People
- 5% - Person with a Disability (1 person)
- 0% - Gender Non-Conforming People

3.4 Lord Selkirk – West Kildonan

- 67% - Women (6 people)
- 11% - Visible Minority (1 person)
- 0% - Indigenous People
- 0% - Person with a Disability
- 0% - Gender Non-Conforming People

3.5 East Kildonon - Transcona

- 27% - Women (3 people)
- 9% - Visible Minority (1 person)
- 0% - Indigenous People
- 9% - Person with a Disability (1 person)
- 0% - Gender Non-Conforming People

3.6 Riel

- 50% - Women (6 people)
- 0% - Visible Minority
- 8% - Indigenous People (1 person)
- 0% - Person with a Disability
- 0% - Gender Non-Conforming People

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Appendix L

KEY THEME DESCRIPTIONS

City of Winnipeg
Transportation Master Plan: 2050

Master list – key theme codes
Round one meetings

The following list provides descriptions for a selection of the key theme codes found in the meeting notes.

Accessibility	universal design issues and physical accessibility
Affordability	ability of user to afford service
Choice	availability of transportation modes and access to amenities and destinations
Communication	communication between City and public, as well as between transportation users
Conflict	situations of conflict between transportation users
Connectivity	connectivity of the roadway, pedestrian, and cycling networks
Convenience	ease of travel
Dependency	dependency on single-occupant vehicle
Design	physical design of infrastructure
Engagement	public engagement
Equity	equitable availability of transportation modes and services
Funding	ability of City or other organization to fund (or find funding for) project or service
Healthy Living	transportation as it relates to exercise and recreation
Land Use	issues related to land use planning
Multimodal	the availability of multiple transportation modes, including the use of more than one transportation mode in a single trip
Operations	traffic operations such as traffic lights
Political	projects or decisions reliant on political approval or support
Quality of Life	transportation as it relates to quality of life indicators such as enjoyment, socialization, and connection to nature
Safety	personal safety
Seasonal	issues arising from weather or seasonal changes
Security	safety of property
Tactical Urbanism	low cost, temporary urban design solutions for transportation issues
Traffic laws	issues arising from insufficient traffic laws or users not following traffic laws
Transit	transit operations

Appendix D – Poverty Reduction Strategy engagement report

POVERTY REDUCTION STRATEGY

Phase II Stakeholder Engagement Summary

January 2021

Background

The Poverty Reduction Strategy will become the foundation for the City of Winnipeg's (City) work in poverty reduction going forward by clarifying the City's role, identifying priority short and long-term actions, and setting out an implementation plan that includes review and renewal.

Municipal governments across Canada are taking steps to reduce poverty as the level of government closest to residents. In spring 2019, the City documented measures that related to poverty reduction. A total of 146 measures that the City was undertaking at the time were documented. The following spring, the City began working with members of the community to develop a Poverty Reduction Strategy.

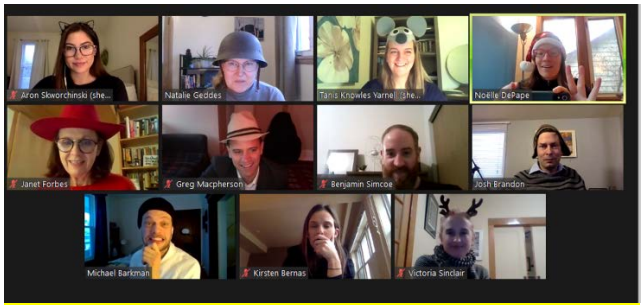


Image 1: Working with the community to develop the Poverty Reduction Strategy

Engagement

The City partnered with Make Poverty History Manitoba and the Winnipeg Poverty Reduction Council (an initiative of United Way Winnipeg) to co-create (create together) the Poverty Reduction Strategy. Representatives from each organization and the City formed a core working team to help to oversee and provide guidance on the project. Phase 1 of stakeholder engagement occurred in fall 2020. A draft strategy was created following Phase 1.

Phase 2 of stakeholder engagement focused on confirming the direction of the draft strategy and the actions to implement each of the key topics from Phase 1 of stakeholder engagement. Stakeholder sessions were held throughout winter 2020 with poverty reduction-related organizations and those with lived experience of poverty and homelessness. The sessions were held virtually to comply with COIVD-19 public health orders and gathered input on draft strategy, including:

- Gaps in the proposed objectives and actions
- Priorities for implementation
- Potential partnerships for implementation

A summary of the Phase 1 stakeholder sessions is in Table 1 below.

Table 1: Stakeholder Sessions

Date	Meeting	Meeting Type	Attendees
November 11, 2020	Province of Manitoba*	Stakeholder organizations	(written submission)
November 17, 2020	Winnipeg Regional Health Authority*	Stakeholder organizations	(written submission)
November 18, 2020	Fearless R2W Youth	Lived experience stakeholders	10
November 24, 2020	Community Well-being Supports	Themed session #1	19
November 25, 2020	Equity in Transportation	Themed session #2	23
November 26, 2020	Affordable Housing	Themed session #3	22
November 30, 2020	Equity in Employment and Income	Themed session #4	19
December 9, 2020	Ka Ni Kanichihk	Lived experience stakeholders	3
December 11, 2020	Make Poverty History Manitoba	Stakeholder organizations	10
December 14, 2020	Indigenous Community Organizations	Stakeholder organizations	5
December 14, 2020	Lived Experience Circle (Peer support group)	Lived experience stakeholders	14

*The Province of Manitoba and the Winnipeg Regional Health Authority provided feedback through a written submission due pandemic-related time constraints.

To learn more about the Poverty Reduction Strategy, please visit winnipeg.ca/povertystrategy

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POVERTY REDUCTION STRATEGY

Phase II Stakeholder Engagement Summary

January 2021

What We Heard: Priorities

The eight thematic areas of the draft Poverty Reduction Strategy were shared with stakeholders. Stakeholders were asked to place up to three stamps beside their most important thematic area to help the project team prioritize the strategy's implementation. Stamps were available using the virtual meeting platform's annotation tool. The number of stamps beside each thematic area was counted and is presented in Figure 1 below.

Stakeholders prioritizes the eight thematic areas in the following order:

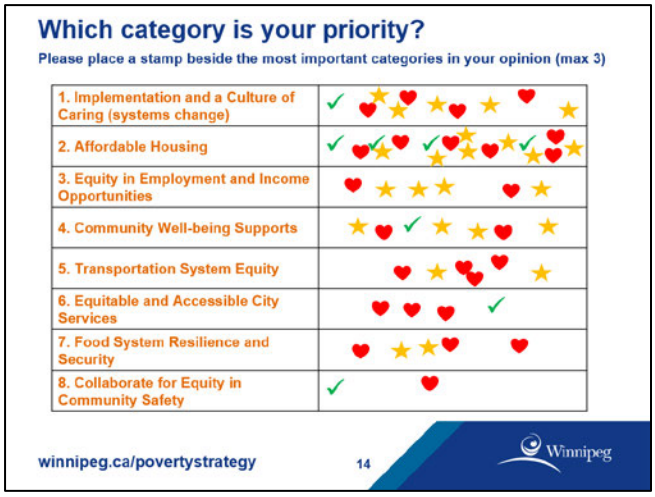


Image 2: Prioritizing Thematic Areas in Zoom

Figure 1: Prioritization of Thematic Areas

1. Affordable Housing (60)

2. Community Well-being Supports (34)

3. Equity in Employment and Income Opportunities (31)

4. Implementation and a Culture of Caring (30)

5. Equity in Transportation (24)

6. Food System Resilience and Security (23)

7. Collaborate for Equity in Community Safety (22)

8. Equitable and Accessible City Services (12)

(xx) refers to the number of stamps stakeholders allotted to each thematic area during the stakeholder sessions.

To learn more about the Poverty Reduction Strategy, please visit winnipeg.ca/povertystrategy

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What We Heard: Priorities (cont'd)

Affordable housing emerged as the highest priority area for stakeholders. Stakeholders described housing as a foundation that would support a lot of the other thematic areas in the Strategy. As one stakeholder noted, access to a housing increases a person's well-being, safety, and employment opportunities. Another stakeholder indicated that rent can take the majority of someone's income. Without affordable housing, there is little money left for food, clothing, and other essentials.

Community well-being supports emerged as the second highest priority area for stakeholders. One stakeholder noted that without proper mental health and social supports other thematic areas would be difficult to achieve. Many people need supports for housing, employment, and safety to be successful.

Equity in employment and income emerged as the third highest priority. One stakeholder noted that without proper employment and income, food security and housing is a challenge. Another stakeholder noted a lack of employment opportunities for youth.

Despite prioritizing the thematic areas in order of importance, one key takeaway from the discussions that followed is that all thematic areas are important because they support each other. Stakeholders pointed out numerous relationships between the different thematic areas and explained how it would be difficult to have success in one thematic area without the support of another thematic area. The strategy needs to consider all areas for success in poverty reduction.

What We Heard: Actions

Following a discussion on implementation priorities, stakeholders where presented with the draft strategy's objectives and potential actions for the thematic areas. Stakeholders were randomly placed in small breakout groups using the virtual meeting platform's breakout tool. Each breakout group was assigned a different topic related to the thematic areas and associated objectives. Groups discussed the potential actions proposed in the draft strategy, identified gaps, and highlighted critical actions. Each breakout group was then asked to report back to everyone at the end of the stakeholder session.

Highlights from these discussions and examples of comments shared by stakeholders can be found in the Summary Sheets on the next pages. The Summary Sheets summarize some key points that stakeholders shared with the project team and are organized by thematic area and objective. The Summary Sheets are not intended to provide a complete account of all that was said during the discussions. Detailed notes from each discussion can be found in Appendix A.

POVERTY REDUCTION STRATEGY

Phase II Stakeholder Engagement Summary

January 2021

Summary Sheet #1 – Affordable Housing

Topics: Homeless supports, partnerships for transitional and affordable housing



Objectives in the Draft Strategy	Example Comments from Stakeholderss

1. Increase the City's capacity and commitment to partnering and planning for affordable housing.	• The not-for-profit sector is best set up to provide affordable housing in a sustainable way.
	  o However, not-for-profit developers need someone to guide them through the City's development process.
	• A partnership where City provides free land and tax incentives while the Province provide capital investment should be investigated.
	  o Manitoba Housing has partnered with City of Brandon on four housing projects.

2. Address the urgent and immediate housing needs of shelterless residents through partnerships.	• Available housing should be prioritized by who is in most need. o This could include seniors, new Canadians, Indigenous families. • A partnership with the Federation of Canadian Municipalities to lobby for change at the provincial and federal level should be explored. • Anti-eviction strategies are needed, as previously unsheltered residents do not always function within the expectations of the housing structure.
3. Utilize tools and resources available to the City to encourage more affordable housing development projects.	• Development permits for affordable housing should be fast-tracked. • Zoning tools could be used to increase affordable housing supply, such as density bonusing and inclusionary zoning. • More communal living options are needed in Winnipeg. • Resources are needed for community housing. o Rent for affordable housing units in for profit developments often increases once government incentives end or the property changes hands.
4. Maintain and improve existing housing stock.	• Winnipeg's affordable housing needs cannot be met only through new builds and must think about improving existing housing stock • The condition of existing housing stock is a challenge • Prevent the loss of rooming houses, o The current quality and condition of rooming houses in an issue • Landlords are an important component to housing • Large rent increase justified by minor renovations is a challenge

> ***If we want to keep housing affordable, resources should go to community housing.*** **(Stakeholder, November 26, 2020)**

To learn more about the Poverty Reduction Strategy, please visit winnipeg.ca/povertystrategy

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POVERTY REDUCTION STRATEGY

Phase II Stakeholder Engagement Summary

January 2021

Summary Sheet #2 - Community Well-being Supports

Topics: Health, mental health, harm reduction, healing, food security

Objectives in the Draft Strategy	Example Comments from Stakeholders
1. Improve the well-being of shelterless residents by addressing their urgent needs through collaboration with community partners and other levels of government.	• Provide garbage bins and fire safety equipment at encampment sites rather than removing encampments. • Oversight and cleaning are essential for public washrooms to be successful. • Recreational facilities could be used as warming facilities for shelterless residents. • Currently all community supports are on Main Street and in the North End. o Collaboration is needed to establish new services in other areas of the City.
2. Ensure front-line City staff have the knowledge, skills and resources to help connect residents to needed supports.	• Provide frontline City staff with a list of resources to help connect residents to supports. • Provide training to City staff on community support skills (e.g. mental health first aid, crisis intervention, how to make referrals, etc.). • AEDs and Naloxone should be available in City buildings. • More City staff need Naloxone training.
3. Develop strategic partnerships to connect people in crisis to supports.	• Many community well-being issues are Provincial jurisdiction, but the City needs to be at the table (e.g. shelter space, isolation spaces, food security, etc.). • Community supports are often preferred by people over police or health care intervention. o Wellness occurs through community supports that help people through tough times.
4. Support harm reduction to save lives and minimize the negative health and community outcomes of substance use.	• Advocate for and support safe supply and substitution therapy. • Often it is not just what the City does but how the City does it. o While the City installed sharps containers for harm reduction, they were unsuccessful because of the locations selected.

> ***It's not just what we do, it's how we do it.***
> **(Stakeholder, November 24, 2020)**

To learn more about the Poverty Reduction Strategy, please visit winnipeg.ca/povertystrategy

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POVERTY REDUCTION STRATEGY

Phase II Stakeholder Engagement Summary

January 2021

Summary Sheet #3 – Equity in Employment and Income Opportunities

Topics: Training, low-barrier jobs, social procurement, living wage



Objectives in the Draft Strategy	Example Comments from Stakeholders
1. Demonstrate a commitment to human rights and equity by decreasing barriers and maximizing employment, training, and mentorship opportunities that focus on equity, diversity, reconciliation and poverty reduction.	• The City needs to focus not only on diversity in hiring but also how many of those new hires are retained. • Many workers need support when they transition from training programs into real jobs. • Credential recognition is a barrier to a lot of newcomers in Canada and is the choice of an organization in many cases to recognize credentials.
2. Leverage City purchasing to achieve social and community benefits.	• The City needs to review purchases and look for products or services that overlap with what social enterprises offer. • A social procurement policy is crucial to supporting community businesses.
3. Support social innovation and social purpose real estate.	• The City could issue a request for proposals to not-for-profit organizations for the use or sale of empty City land and buildings. o Ask proponents to identify what they can pay and what the community benefit will be instead of asking a specific price.
4. Advocate to senior levels of government on increasing opportunities for the social and economic stability of low-income families (i.e. childcare).	• The City should advocate to support the new provincial Bill 41 on credential recognition.
5. Increase income supports (living wage policy, increasing EIA, Basic Income).	• Living wages needs to increase with the cost of living. • Living wages should also apply to contractors and subcontractors. • Some organizations prefer to see low income people obtaining higher paying positions than implementing a living wage.

> ***"Organizations often focus on diversity in hiring but do not focus on how many are retained."***
> **(Stakeholder, November 30, 2020)**

To learn more about the Poverty Reduction Strategy, please visit winnipeg.ca/povertystrategy

Winnipeg

POVERTY REDUCTION STRATEGY

Phase II Stakeholder Engagement Summary

January 2021

Summary Sheet #4 - Implementation and a Culture of Caring



Topics: Accountability for implementation, building trust, considering systemic barriers in decision-making

Objectives in the Draft Strategy	Example Comments from Stakeholders
1. Improve City's capacity to implement strategy.	• Increase the number of staff assigned to the Poverty Reduction Strategy's implementation. • Not allocating any additional funds or resources to poverty reduction is a contradicts the intentions of the strategy. • Commit to spending in the budget each year to carry out its strategic actions to reduce poverty.
2. Establish accountability for implementation and build trust.	• Develop and implement a process to meaningfully engage of people with lived experience in City decision-making. • Transparency in the Poverty Reduction Strategy can be improved by differentiating actions that are already being implemented from new actions. • Use Market Basket Measure (MBM) as an official measure for conformity with national standards and to allow for comparability with other metropolitan areas across Canada.
3. Increase Public Service awareness of systemic barriers related to poverty and social inequity, and factor them into decision making and service delivery.	• Admin reports should have a poverty implication section to increase awareness across the Public Service, similar to the budget implication section. o What does this decision have to do with reduction of poverty? • An Indigenous council would be beneficial for all decisions that impact Indigenous people.
4. Advocate and develop partnerships.	• The equity lens tool could be helpful for advocacy. • Support the Manitoba Poverty Reduction Strategy's key target to reduce the child poverty rate by 25 percent by 2025.

> ***The City says it values poverty reduction but by not allocating any additional funds or resources is a contradiction.***
>
> **(Lived experience stakeholder, December 14, 2020)**

To learn more about the Poverty Reduction Strategy, please visit winnipeg.ca/povertystrategy

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POVERTY REDUCTION STRATEGY

Phase II Stakeholder Engagement Summary

January 2021

Summary Sheet #5 - Equity in Transportation

Topics: Access to affordable transit, transit service to employment opportunities



Objectives in the Draft Strategy	Example Comments from Stakeholders
1. Increase affordability and accessibility of transportation for those who need it most.	• Reduced single fare options are important for low-income transit riders, not just reduced monthly passes. • Free rides for youth under 12 years of age are important. • The City needs to support ride share programs, which are used as alternative for those uncomfortable with taxis. • Bicycle theft in Winnipeg needs to be addressed, as many low-income residents rely on bicycles for transportation. • Transit fare free zones Downtown are important especially with the elimination of the Downtown Spirit.

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

3. Support transportation needs of unsheltered residents (i.e. during extreme cold/hot weather, COVID-19).	• More effort is needed to raise awareness about Winnipeg Transit's cold weather policy among vulnerable residents. o The City should broaden this policy to include other types of weather other than just extreme cold (e.g. snow, wind, etc.). • Cancelling the Downtown Spirit had a large impact on unsheltered residents, as it provided access to shelters and services people relied on.

> ***Transportation is becoming a consistent barrier to accessing services and accessing employment.***
> **(Stakeholder, November 25, 2020)**

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Summary Sheet #6 - Food System Resilience and Security

Topics: Food security, culturally appropriate foods, sustainable foods



Objectives in the Draft Strategy	Example Comments from Stakeholders
1. Work with partners to increase sustainable, culturally appropriate food security for all residents.	• Find partnerships to better utilize City-owned commercial kitchen facilities. • Partner in a food hub model where locally produced food suppliers are supported to go to low income communities and food deserts to sell affordable locally produced foods. o It is not just about access to food, but access to healthy and good quality foods. • The Winnipeg Food Council could support local wholesale distributors.

2. Maximize use of City's tools and resources to increase food security and access for the most vulnerable residents and in areas of higher need.	• Licensing of commercial kitchen facilities is often beyond of capacity of front-line organizations feeding those in need.
	  o Could there be flexibility in kitchen standards for community organizations making meals for the community?
	• Community gardens should be able to produce food for the community but often their primary function ends up being social benefits and community access to green space with providing food being the last purpose.
	  o Community gardens aren't set up to maximize food production.
	  o The City should hire a professional with a PHD in agriculture who has the skills and expertise to monitor and manage soil levels and support community gardens to ensure they are thriving.
	• The City could operate a grocery shuttle that brings Downtown and inner-city residents to the suburbs where food is cheaper.

> ***It is not just about having food but having good quality foods.*** **(Lived experience stakeholder, December 14, 2020)**

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Phase II Stakeholder Engagement Summary

January 2021

Summary Sheet #7 - Collaborate for Equity in Community Safety

Topics: Community-based approaches, safety, security community well-being

Objectives in the Draft Strategy	Example Comments from Stakeholders
1. Increase and resource equity and community-based approaches to safety and security all residents, in particular BIPOC residents.	• Community elders need to be part of the Police and Crisis Team (PACT) model for it to be successful. • A cost-benefit analysis of safety benefits from community services needs to be conducted. o Funding community services may be cheaper and more effective in achieving community safety than policing. • Public spaces should be monitored by organizations trusted by the community, like the Bear Clan, instead of cadets and police.
2. Increase the safety and security of Indigenous women, girls, 2SLGBTQQIA people, and youth through partnerships.	• The PACT model is not preferred by the community. o The presence of police often causes additional distress to those in crisis and can escalate the situation.
3. Address systemic racism and inequity in all City departments and service agencies through community-informed leadership, diversity hiring, and targeted programs and initiatives.	• The City needs to reevaluate who is on the Public Safety Board. • An Indigenous advisory committee would be beneficial to policing.
4. Maximize use of City facilities as neighbourhood hubs for community safety and wellbeing, particularly in areas of higher need.	• Funding safe spaces would achieve community safety objectives with less money than policing.

> ***When there are safety concerns we put more money into police. Can we fund safe spaces to achieve goals with less money?*** **(Stakeholder, December 11, 2020)**

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Summary Sheet #8 - Equitable and Accessible City Services

Topics: Service delivery, equitable access, community development



Objectives in the Draft Strategy	Example Comments from Stakeholders
1. Ensure all residents have equitable access to City services, in particular demographic groups experiencing inequity.	• Barriers exist for persons with a disability when a support worker accompanies them to recreation and leisure activities (e.g. swimming lessons) o City staff need training on support worker responsibilities. • Eliminate library late fees so there is no judgement or penalties when returning overdue books • Provide unsheltered residents with access to showers at City recreation facilities
2. Use community development models for service delivery in areas of higher need.	• Community centre boards can be disconnected from community needs and do not provide evidence-based service delivery. o More consultation with the community is required.
3. Maximize use of City's tools and resources to address and reduce systemic inequities.	• Develop policies to maximize use of City facilities and assets for community benefit. • Not-for-profit organizations require costly insurance for activities on publicly-owned lands and in City facilities. o The City can help not-for-profits provide more services to the community by assisting with the cost of insurance. • The City can wave fees for community spaces.

> ***Access to City services compliments the income you have.***
> **(Stakeholder, November 26, 2020)**

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Next Steps

The draft Poverty Reduction Strategy will be finalized with the help of feedback collected from the Phase 2 stakeholder engagement. Additional stakeholder meetings may occur on an as needed basis as the project team finalizes the strategy and implementation plan. Council will consider the strategy and implementation plan in February 2021. Implementation of the strategy will begin shortly after, pending Council's approval.

Appendices

Appendix A – Stakeholder Session Meeting Notes
Appendix B – Stakeholder Session Presentation