



Current State Report Summary

Winnipeg Transportation Master Plan 2050

Transportation network at a glance

Winnipeg’s transportation network is comparable to other mid-sized cities. This network serves the current transportation needs of Winnipeggers adequately, providing generally good coverage and appropriate levels of service across different transportation modes. However, as the population grows, improvements will be required to achieve the vision of a transportation system that supports quality of life and economic vitality through the safe, efficient, connected and barrier-free movement of people and goods using a choice of modes and sustainable infrastructure.

Challenges to achieving that vision include declining transit ridership, gaps in the active transportation network, and competing interests for space on Winnipeg’s roadways. These challenges need to be considered when designing the city’s future transportation network.

Transportation Master Plan 2050 (TMP2050) will be the city’s blueprint for planning, investing in, developing, and operating its walking, cycling, transit, and road networks over the next three decades. The TMP2050 Current State Report is an interim document that will inform recommendations in the Transportation Master Plan 2050.

The Current State Report focuses on contextualizing the four key components of the city’s transportation network components as well as the outside factors that most influence how Winnipeggers use the network. It primarily looks at:

1. Roadways
2. Goods movement
3. Active transportation
4. Transit

It also touches on emerging technologies and future spatial requirements for all roadway users.

This *At a Glance* summary highlights and some of the larger Current State Report’s key observations.

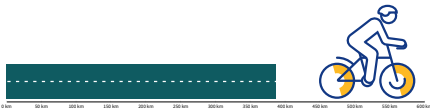
City-wide context:
The graphics below provide a snapshot of Winnipeg and Winnipeggers’ travel patterns.



776,000
people live in
Winnipeg



The city covers
approximately
470 km²



388 km
ACTIVE TRANSPORTATION INFRASTRUCTURE



2,188
TRANSIT ROUTE KILOMETRES



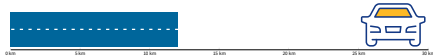
2.8
AVERAGE NUMBER OF DAILY TRIPS PER PERSON



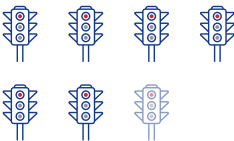
1,686,500
TOTAL AVERAGE KM TRAVELLED ANNUALLY
DURING THE AM PEAK



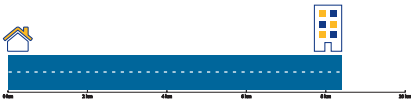
1.3
AVERAGE NUMBER OF PEOPLE PER VEHICLE



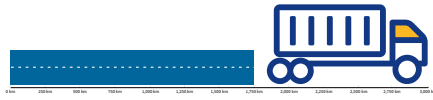
12.8 km
AVERAGE DAILY PERSONAL VEHICLE TRAVEL



657
NUMBER OF SIGNALIZED VEHICLE INTERSECTIONS

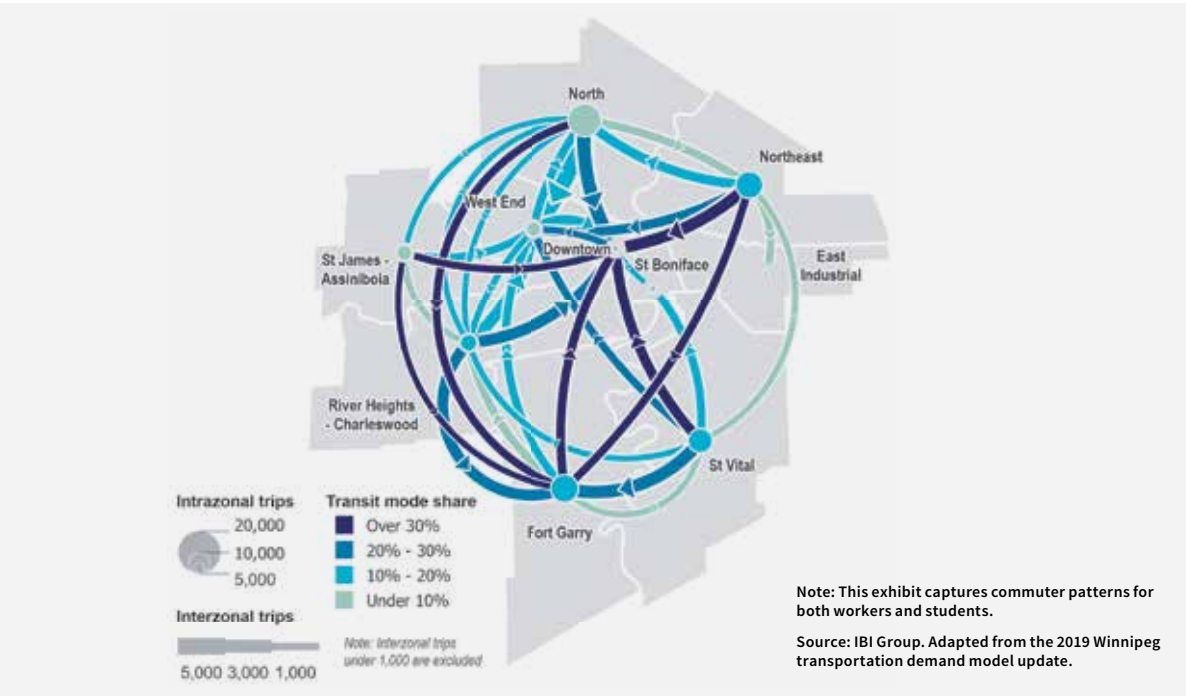


8,300 km
OF ROAD NETWORK



1,750 km
DESIGNATED TRUCK ROUTES

Exhibit 1.2: Morning peak hour origin–destination flows and transit mode share



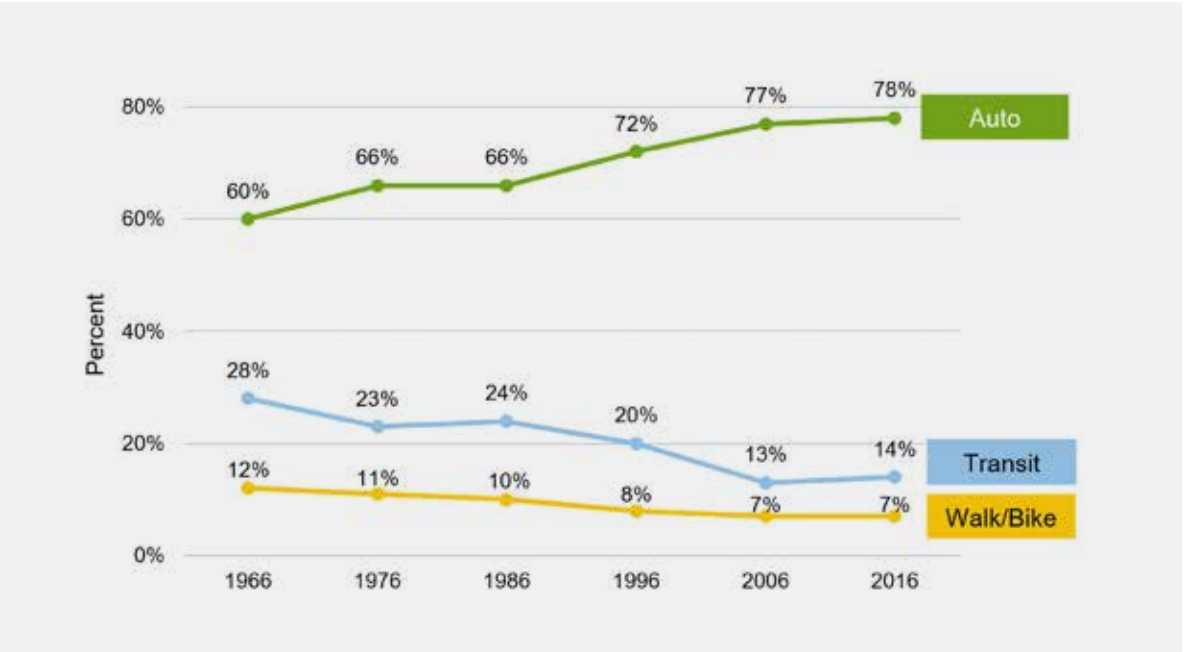
Where people travel

- **Suburb-to-suburb commuting is common:** About 74 percent of commuter trips start and end outside of Downtown or the west end, suggesting most employers are located outside of central Winnipeg.
- **Transit is a popular mode for trips Downtown and to Fort Garry:** Bus routes from all corners of the city tend to converge Downtown and at the University of Manitoba, making public transit a more attractive option for Winnipeggers travelling to these areas.
- **Many people meet their daily needs within their own community:** Residents in the north and northeast areas of the city and in Fort Garry and St. James and Assiniboia make a high volume of trips within the community. While this is due in part to short-distance trips to and from school and other non-work destinations, it also suggests many are able to work within their home community (or choose housing nearby their workplace).
- **Many trips require a river crossing:** About 45 percent of trips taken during the AM peak require a river crossing, highlighting the importance of maintaining a small number of critical links in the transportation network.

How people travel

- **Automobiles remain the dominant mode of transportation in Winnipeg.**
- The proportion of Winnipeggers who travel to work via automobile has significantly increased over the last 50 years, which has caused a subsequent decrease in the proportion of walking, biking and using public transit.
- In the past decade however, these trends have slowed, potentially signaling the beginning of a shift in travel behaviour.

Exhibit 1.3: Work trips by mode, 1966 to 2016



Source: IBI Group. Adapted from Statistics Canada Census data provided by MORR Transportation Consulting.

2.0 Roadways

Context: Winnipeg has approximately 5.17 road-lane km per 1,000 residents – an increase from the 2010 ratio of 4.53 per 1,000. This is lower than peer municipalities such as Calgary and Quebec City, which have predominantly low-density development patterns, but higher than other peer cities such as Edmonton and London, Ontario. The city’s extensive road network is laid out in a primarily radial pattern that moves outward from Downtown. As the population continues to grow, it will be necessary for the road network to move more people and goods efficiently, across all modes of transportation.

Key trends and challenges

- The road network has expanded since the last TMP, with new road segments added to high-growth areas, increasing the capacity of key links.
- The city’s road classification system adequately defines the role of each road type for automobiles, but could be improved in its accommodation of transit and non-motorized road users.
- Traffic congestion is largely concentrated at locations approaching Downtown, mixed-use centres, and river and rail crossings.
- Increasing traffic volumes and speeds on residential streets are a safety concern for residents.
- Congestion is more frequently seen as intersection delay rather than road demand exceeding capacity, suggesting a lack of acute capacity at intersections.
- Though serious-injury and fatal collisions have gradually declined since 2012, total injuries per person and registered vehicle have increased.
- In Winnipeg, collisions involving pedestrians and cyclists are more likely to result in a fatality or major injury compared with passenger vehicles.
- Collisions involving pedestrians and cyclists are generally concentrated Downtown, in the northwest areas of Winnipeg and along mixed-use corridors.

3.0 Goods movement

Context: Located the centre of the country, at the crossroads of railway and highway networks and with a significant manufacturing and industrial sector of its own, Winnipeg generates large volumes of goods movement traffic, with increases expected in the future.

Key trends and challenges

- As Winnipeg is an important multimodal freight hub, its road network must accommodate substantial truck traffic while balancing trucking needs with those of cars and more sustainable modes of transportation.
- The rail network has an extensive footprint across the city, with railway yards and more than 200 at-grade crossings. The rail network in general creates physical barriers and pinch points throughout the city, while at-grade crossings contribute to road network delays.
- As more industrial activity starts to take place outside the city’s boundary, there will be an increased need for cross-jurisdictional coordination of land-use and transportation planning.
- The impacts of COVID-19 on e-commerce may change future demands on commercial vehicles, especially for urban delivery.

4.0 Active transportation

Context: Active transportation refers to any mode of travel that relies primarily on human power. Cycling, walking, and using a wheelchair or mobility device are the most common forms of active transportation. Winnipeg’s active-transportation network includes 2,670 km of sidewalks and 388 km of dedicated cycling lanes. In addition to the walking and cycling network, the Red and Assiniboine rivers provide Winnipeg with more than 50 km of waterway that offers transportation options such as paddling in the summer and skating in the winter.

Key trends and challenges

- The integral role that active transportation plays in healthy and complete communities is recognized by the public and the City of Winnipeg through policy documents and recent investments.
- 167 km of the cycling network has been added since 2015, which is an increase of 75 percent for a 2020 total of 388 km.
- Limited space within road rights-of-way and emerging best practices for well-separated infrastructure accessible to people of all ages and abilities leads to competing interests for space.
- Limited crossings over rivers and rail corridors exist, extending travel distances for people who walk or bike.
- Many outer-suburban residential areas, particularly in new developments, have no sidewalks or have limited sidewalks without amenities.
- Several major north–south routes lack sidewalks, creating challenges for longer-distance walking trips and walking at the start or end of transit trips.
- Mixed-use centres in suburban locations are typically not well-designed for pedestrian or cycling access, often have limited and inconvenient or uncomfortable facilities.
- Cycling facilities (such as bike paths) are concentrated south of Downtown, with limited facilities in other neighbourhoods; notably, only 9 percent of the cycling network is located within higher-poverty areas.

5.0 Transit

Context: Winnipeg’s Transit network is an important part of the transportation system, providing almost 50 million rides per year. Growing Transit ridership will need to be a key component of moving more people as Winnipeg’s population continues to grow.

Key trends and challenges

- Ridership on Winnipeg Transit increased between 2006 and 2014 but has since decreased.
- While Transit service has increased since 2013 in terms of route, service area, and frequency, it has not kept pace with population growth and therefore has experienced a reduction in overall availability of services per person. This leads to an overall decrease in service convenience to customers.
- Service levels in urbanized areas have been thinned to provide service to expanding areas, with increased subsidies needed in outer-suburban locations.
- Development patterns have resulted in widely dispersed trip origins and destinations, often requiring riders to walk longer distances and make more transfers to reach their destination. This has reduced Transit’s ability to compete with personal automobiles.
- Those living in higher-density and higher-poverty areas northwest of Downtown are not served by frequent, all-day Transit and therefore have limited access to travel options.

6.0 The future

Context: Winnipeg’s population is expected to grow significantly by 2050, with an associated increase in employment. This growth will increase travel demand which will need to be managed to support a high quality of life and efficient mobility options for all. The amount of space that each mode of transportation uses to move people is a key consideration when planning how to manage this increased travel demand, particularly in an urban environment where road space is limited.

Key trends and challenges

- Automobiles require the largest amount of space to move people, compared with all other modes.
- On average, each car in Winnipeg carries 1.3 people meaning a large amount of space is needed to move a small number of people.
- The people-moving capacity of streets becomes limited due to the large amount of space each person needs to move through a corridor in an automobile.
- Transit, walking, and cycling, on the other hand, have the ability to move more people using significantly less space with much lower associated maintenance costs.

Looking ahead

In cities, where space is limited, increased travel demand will need to be accommodated by increasing the people and goods-moving capacity of the existing transportation corridors. This can be done by increasing the utilization of space-efficient modes (transit, cycling, and walking) and through effective land-use planning that makes these alternative modes more attractive and viable – all things TMP2050 will explore.

TMP2050 will also look at new technologies and business models (often referred to as new mobility options), which have introduced a variety of travel options to people. New technologies have also aided in the advancement and efficiency of existing modes of transportation.

The City is now working on *TMP2050’s Options and Opportunities*, which will consider this Current State Report as well as what we heard in Phase 1 of public engagement. We will present this information back to Winnipeggers for feedback input via Phase 2 of public engagement, which is expected to begin in September, 2021.