



TRANSPORTATION 2050:

Reimagining Mobility

What is TRANSPORTATION 2050?

1



TRANSPORTATION 2050 is our master plan for moving Winnipeg's transportation system forward.

The plan:

✓ **Contextualizes the current state** of transportation

✓ **Defines a strategic framework** to guide decision-making

✓ **Sets policies and actions** that will help achieve the targets



Scan here for more information, or visit:
winnipeg.ca/tmp2050

Why do we need a plan?

2

We are in an environment of shifting dynamics and competing priorities.

Many people require the **daily convenience** of a personal vehicle.

Many others want to **bike** and **walk** more, and drive less.



Everyone wants **safe and efficient** transportation.

The plan needs to:

- *Make using active transportation modes easier*
- *Identify the legislative and policy changes needed to support mode choice*
- *Direct where to prioritize investments*
- *Ensure new infrastructure aligns with targets*

Why do we need a plan?

3

Though Winnipeg is one of the most affordable cities in Canada, one in eight Winnipeggers lives below the poverty line.

The plan needs to:

- *Recognize that walking, biking, and transit make daily tasks possible for many Winnipeggers*

People living in poverty often **travel daily to access basic service needs**, such as:

Phones	Showers	Food
Computers	Laundry	



Why do we need a plan?

4

The transportation network allows people to get to work, move goods, and provide services.



OUR ECONOMY

depends on an efficient transportation network



OUR ENVIRONMENT

demands we reduce the impact of travel

The plan needs to:

- *Recognize the wide variety of roles the transportation system performs*
- *Consider the relationship between land use and transportation*
- *Ensure the protection of:*
 - *air*
 - *land*
 - *water*
 - *biodiversity**when planning, designing, operating, and maintaining*

Why do we need a plan?

5

By 2050, we expect Winnipeg's population to grow by more than 200,000 people.

Many streets and intersections are already at capacity.

They are not able to move more people, goods, or services without major investments.

\$ *Investments include improved infrastructure to serve transit and active transportation modes.*

The plan needs to:

- *Map a course to strategically rebuilding and investing in a transportation network that works for all future users*



The plan's **vision**

6

Is an
aspiration for
the future



Guides the
document's policies
and actions



Helps assess the
plan's long-term
effectiveness

TRANSPORTATION 2050 envisions a transportation system that:



- Connects
Winnipeg and
Winnipeggers

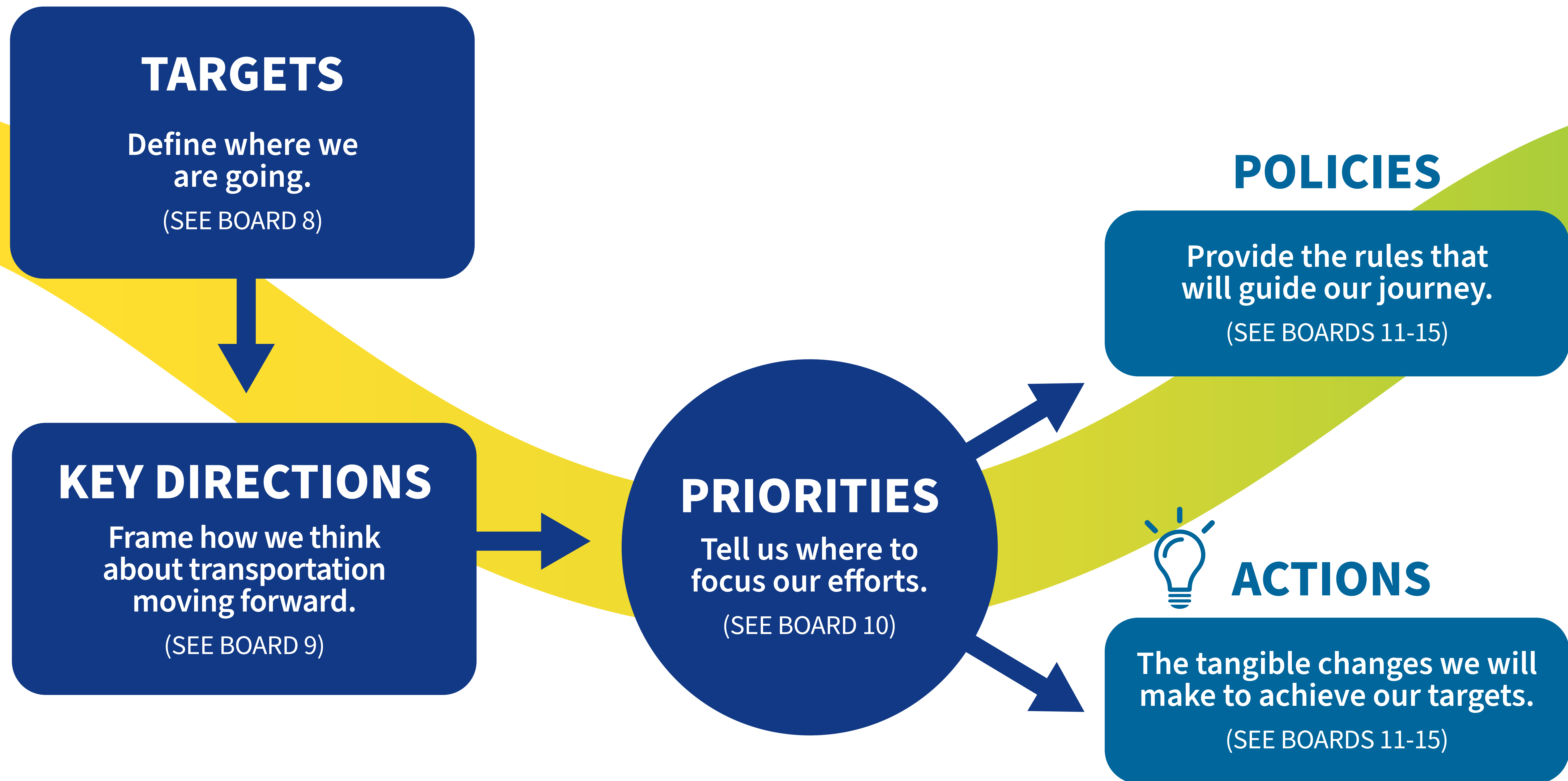


- Provides sustainable infrastructure,
mode choice, and safe, efficient,
barrier-free mobility for both
people and goods



- Supports quality
of life and
economic vitality

TRANSPORTATION 2050 **reimagines mobility** through: 7



Where reimagined mobility will take us

8

2050 Targets:

1 Economic prosperity

Goods can move efficiently by air, rail, and truck, ensuring support for economic growth.

2 Mode share

By 2050, 50 percent of trips will be taken by transit, bike, foot, carpool, and ride-share.

3 Road safety

By 2026, achieve 20 percent reduction in fatal and serious injury collisions.

4 Accessibility and equity

The transportation system is designed and built to be accessible and affordable to all Winnipeggers.

To achieve a 50 percent mode share targets, Winnipeggers will need to:

- increase transit trips by 100 percent
- carpool 40 percent more
- cycle and walk two or three times as often

Winnipeg's Climate Action Plan called for us to reach this 50 percent mode share by 2030. Our analysis indicates 2050 is a much more realistic target. Want to learn more about why? Scan the QR below.



Scan here to view Appendix A in our policy and strategies document, or visit:
winnipeg.ca/tmp2050

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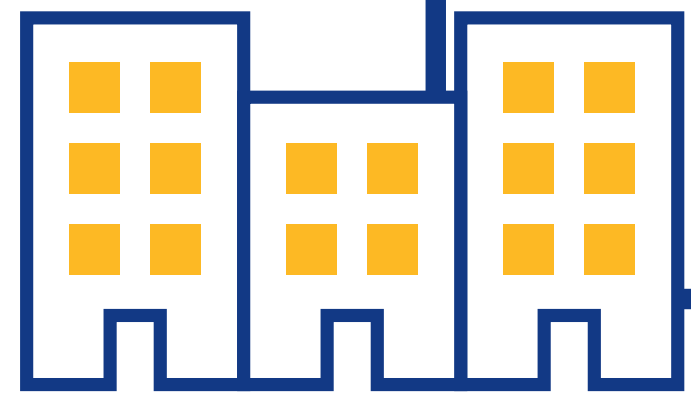
A roadmap to reimagined mobility

9

The key directions:

Integrate land use and transportation planning.

This might look like high-density housing near major transit stops.



Optimize the network to consider future demand and encourage active and alternative mode use.

This might look like maximizing the capacity of our existing roads and bridges.



Provide infrastructure that ensures connected transit service.

This might look like placing transit hubs at the edge of the City to promote mode shift.



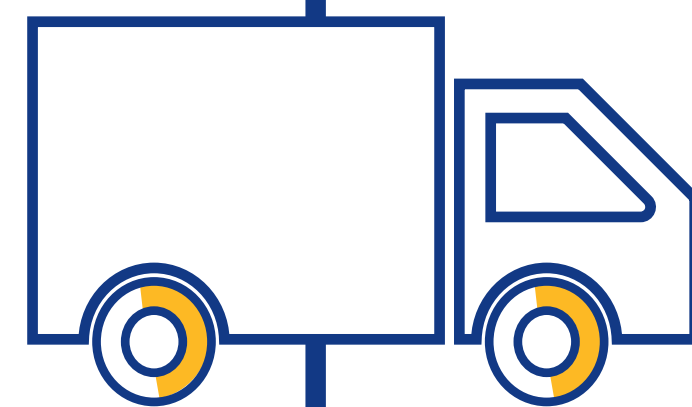
Provide safe and sustainable mobility options for all.

This might look like more streets with cycling, transit, and cars together.



Improve reliability of goods movement.

This might look like truck-only lanes on key roads.



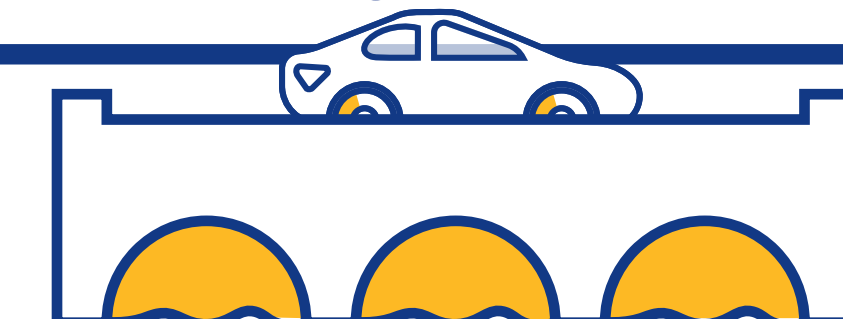
Make active transportation a more viable choice for more Winnipeggers.

This might look like better maintenance of sidewalks and bike lanes during winter.



Prioritize sustainability and maintenance of roads and bridges.

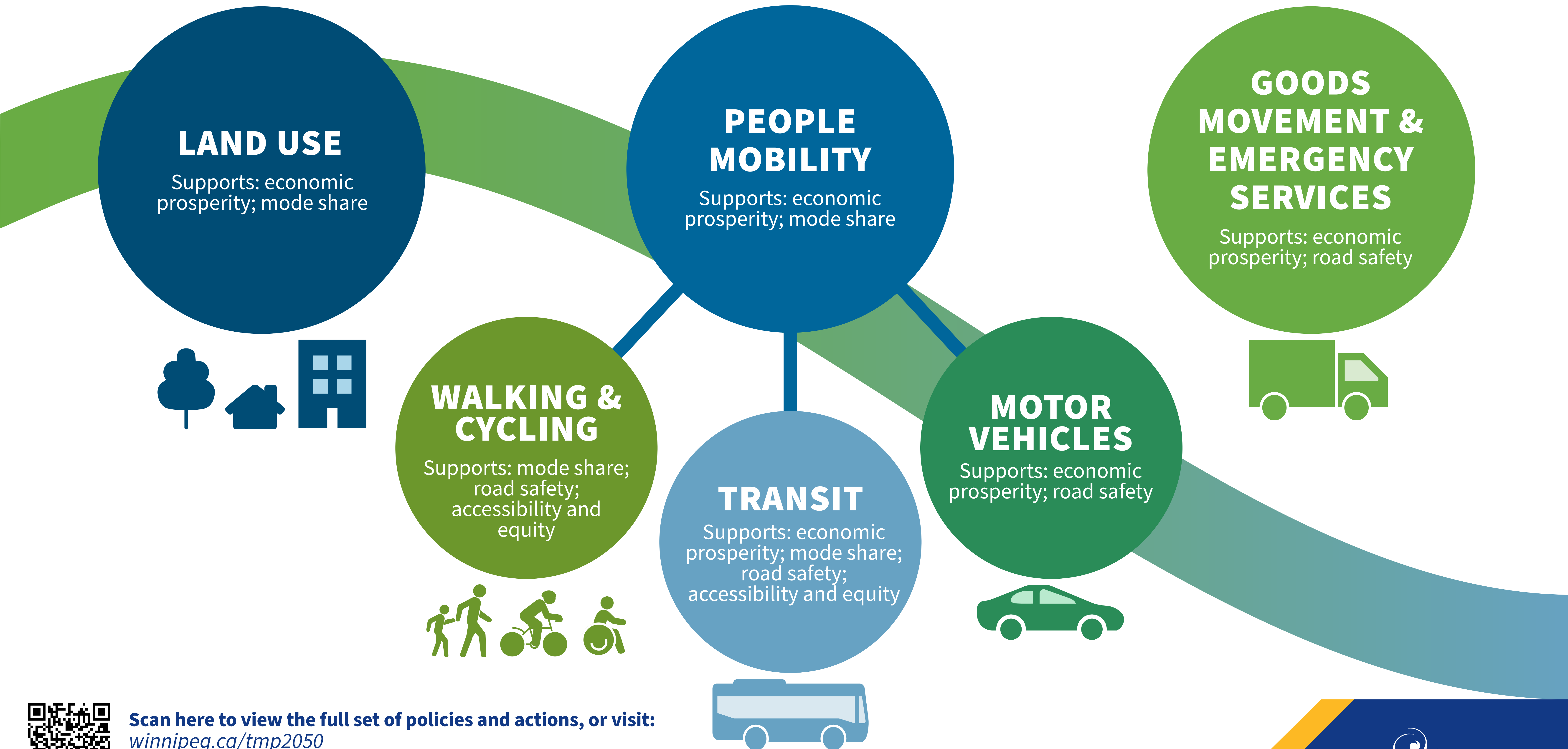
This might look like fixing existing bridges before building new ones.



A roadmap to reimagined mobility

10

The priorities:



Scan here to view the full set of policies and actions, or visit:
winnipeg.ca/tmp2050

TRANSPORTATION 2050: Reimagining Mobility

The policies will...

- Position the transportation network to support economic growth
- Enhance the utility and attractiveness of our streetscapes.
- Build places where people want to live and businesses want to invest.
- Ensure people are able to move by bus, bike, or foot more often.
- Help businesses efficiently deliver and receive goods.



Highlights & key actions

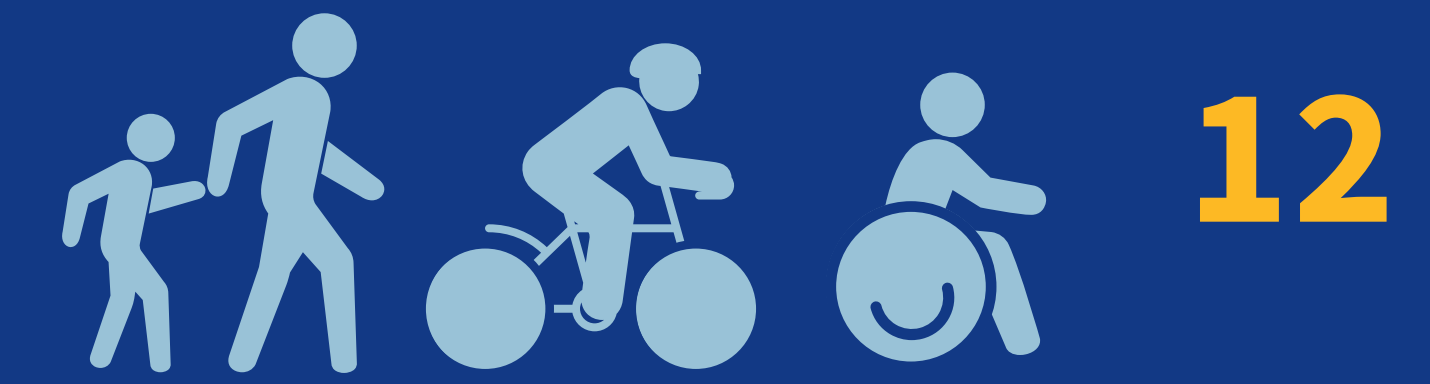
- Invest in key infrastructure and plan for new technology
- Improve emergency vehicle access at key locations
- Update Winnipeg's truck route network
- Work with our neighbours to move goods smoothly and safely
- Use data and analytics to solve problems that arise
- Update zoning rules along key transit routes
- Require contractors to provide safe access during construction:
 - ▶ for road users
 - ▶ to sidewalks
- Reduce off-street parking
- Encourage intensive downtown land use with incentives
- Connect new neighbourhoods outside the city to Winnipeg's networks

Josie rides the bus to work every day using her wheelchair. She is often stuck at the curb when construction reroutes sidewalks. After implementing this key action, Josie could rest assured contractors would have more clear direction and guidance for maintaining a path from the bus stop to all nearby properties.



People mobility: walking & cycling

Supports: mode share; road safety; accessibility and equity



The policies will...

- Provide affordable mobility and universal access for all Winnipeggers.
- Help more people use sustainable modes.
- Make walking and cycling easier, safer, and convenient.
- Increase usability for active modes all year long, including during winter.
- Make these changes without reducing the movement of cars and trucks.



Highlights & key actions

- Close gaps in walking and cycling networks
- Make walking and cycling more convenient
- Improve year-round maintenance of bike lanes and sidewalks
- Educate the public about active modes

Sam is a newcomer to Canada. While they love riding their bike, they are nervous about having to share the road with cars.

Learning more about Winnipeg's active transportation network could show Sam that they can bike to many of their daily needs using only multi-modal streets.



Scan here to read the full Pedestrian and Cycling Strategies framework, or visit:
winnipeg.ca/tmp2050

TRANSPORTATION 2050: Reimagining Mobility

People mobility: transit

Supports: economic prosperity; mode share; road safety; accessibility and equity



13

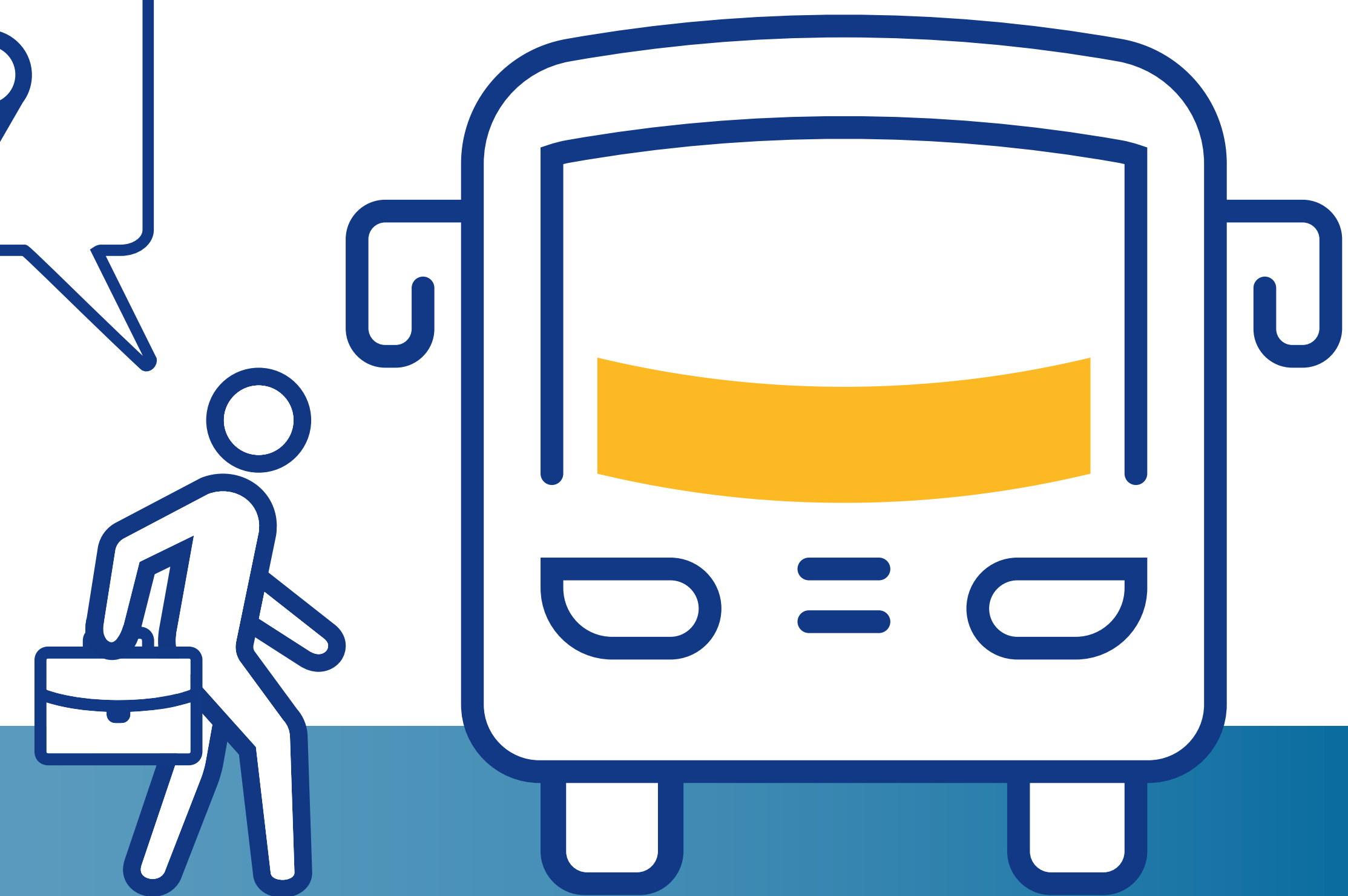
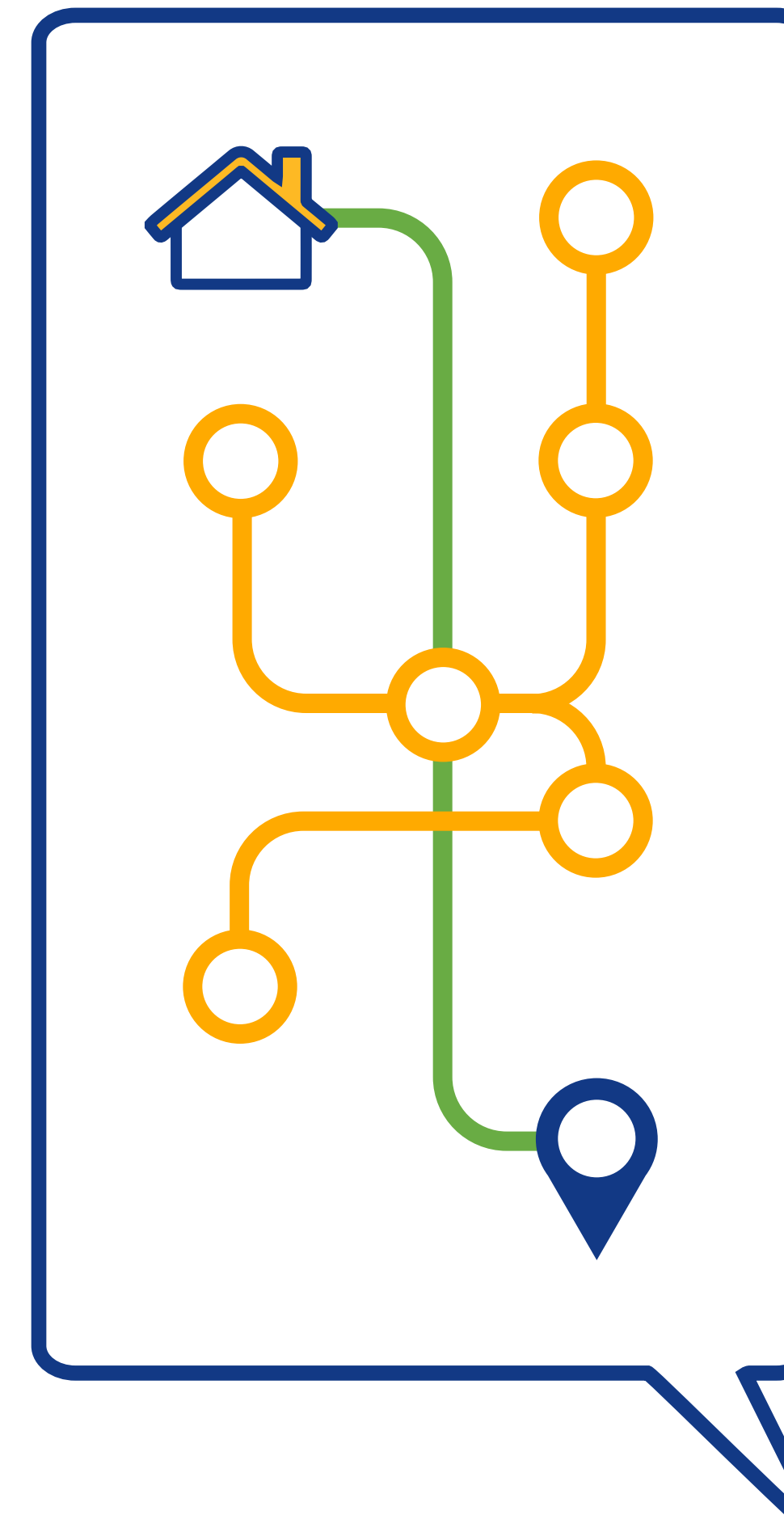
The policies will...

- Make transit central to Winnipeg's sustainable and multi-modal transportation system.
- Provide transit access for all Winnipeggers.
- Promote public transit as a viable alternative to car use.



Highlights & key actions

- Increase the number of people taking transit
- Improve transit mobility Downtown
- Make sure transit is inclusive and safe
- Provide transit that is comfortable, consistent, and reliable
- Balance investment and prices for users



Scan here to view the Winnipeg Transit Master Plan, or visit:
winnipeg.ca/transitmasterplan

TRANSPORTATION 2050: Reimagining Mobility

People mobility: motor vehicles

Supports: economic prosperity; road safety



14

The policies will...

- Make motor vehicle travel safer.
- Ensure that roads and bridges are safe, reliable, and accessible.
- Guide the City to repair to its assets, keeping them in good conditions for longer.
- Prepare us for more electric vehicle usage and mode shift.

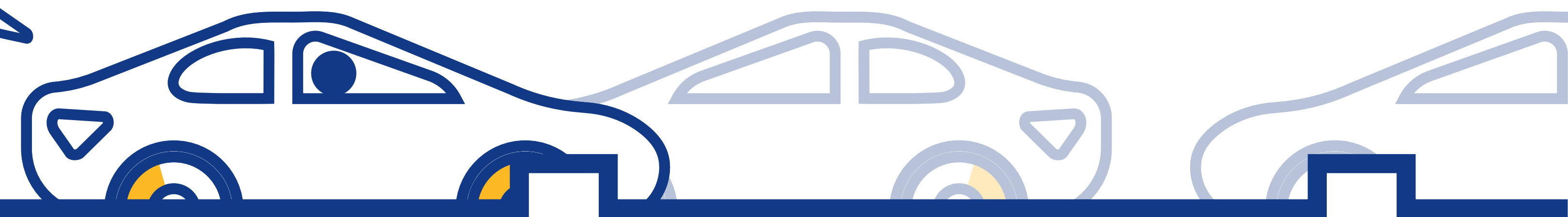


Highlights & key actions

- Reduce the infrastructure deficit by repairing existing roads and bridges
- Reduce greenhouse gas emissions
- Embed equity and inclusion in decision making
- Advance Winnipeg's Towards Zero road safety target
- Improve the experience of driving Downtown
- Enact forward-thinking parking policies
- Limit the expansion, extension, or addition of roads
- Coordinate road upkeep to avoid duplicating work
- Continue support for an online carpool matching program
- Engage with disadvantaged, underrepresented, and/or underserved people on all projects
- Increase safety and efficiency for all users
- Replace street parking with transit, walking, and/or cycling where possible
- Find ways to use technology to provide real time data for parking availability, cost, etc.

Nicole uses the same aging bridge to take her kids to daycare every day. She's concerned that one day it won't be there for her if money keeps being invested in new roads and infrastructure.

By strategically planning for maintenance over expansion, the City can ensure funds are available to keep the bridge usable for years to come.



Goods movement & emergency services

Supports: economic prosperity; road safety



The policies will...

- Promote safe, efficient, and connected goods movement.
- Support the local economy.
- Keep us safe by ensuring fast mobility for emergency services like firefighters, police, and paramedics.



Highlights & key actions

- Invest in key infrastructure and plan for new technology
- Improve emergency vehicle access at key locations
- Update Winnipeg's truck route network
- Work with our neighbours to move goods smoothly and safely
- Use data and analytics to solve problems that arise
- Find ways to safely and efficiently move large trucks in the City
- Improve speed and avoid delays for emergency vehicles
- Design streets with emergency vehicles in mind
- Keep up to date with new technologies and trends in goods movement, such as automation
- Explore new options for goods movement with private industry
- Use loading zones more creatively

Josh works for a transport company that moves building materials from one area of the city to another. He worries every day about the risks of driving in nearby areas where kids play and walk to school. Optimizing truck routes could make his job easier, make moving his goods more efficient, and ensure he doesn't have to travel through pedestrian-heavy areas.



Scan here to view the Goods Movement Study, or visit:
winnipeg.ca/tmp2050

TRANSPORTATION 2050: Reimagining Mobility

Roadmap to reimagined mobility: network recommendations

16

In addition to identifying initiatives and projects that will help us achieve our targets, **TRANSPORTATION 2050** makes network recommendations for the future of



**Multimodal
corridors**



**Bike
infrastructure**



Transit



**Goods
movement**



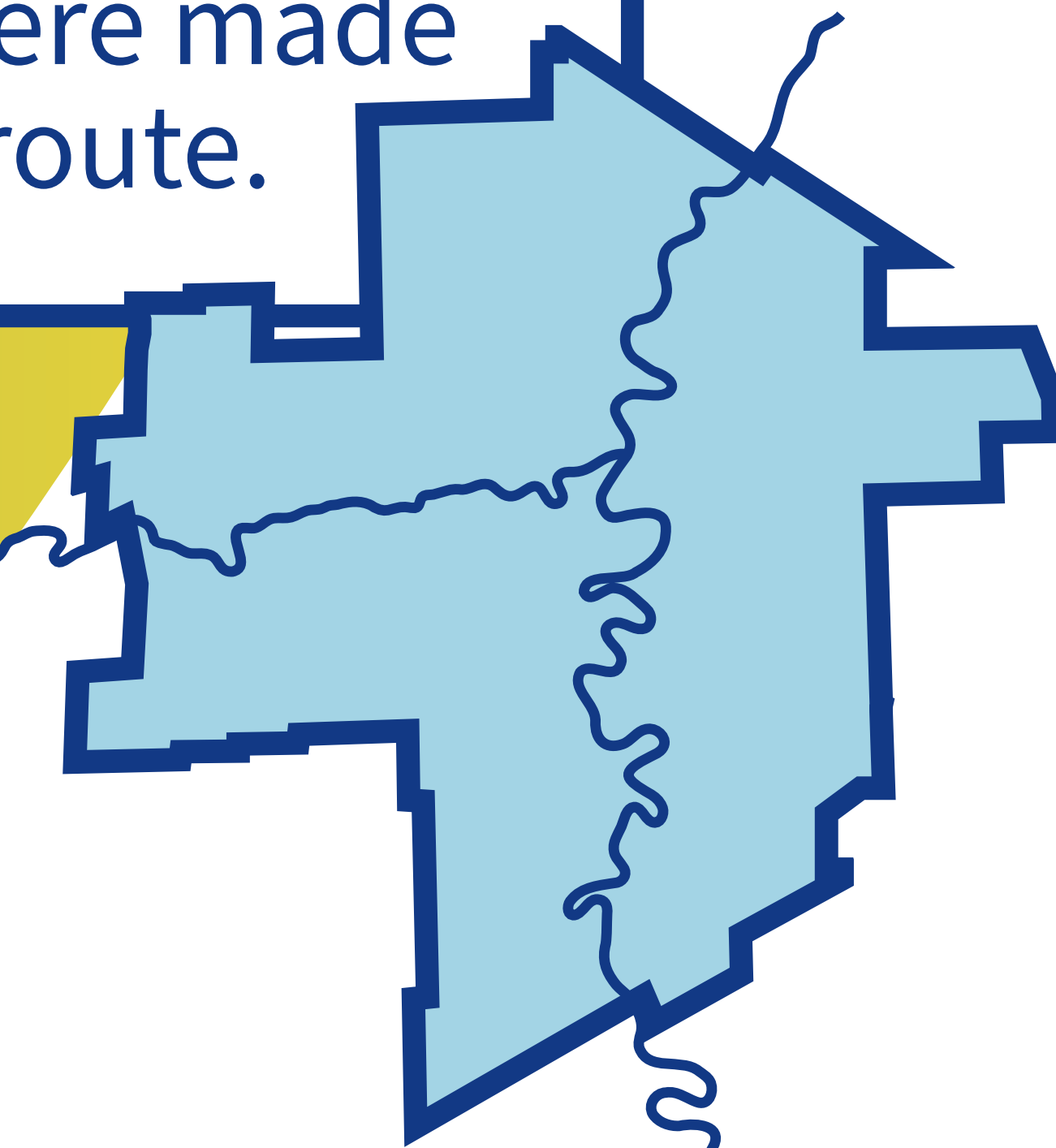
Sidewalks



**Roads and
bridges**

The maps on boards 17-22 show what an ideal network could look like, not what necessarily will happen in the end.

They're conceptual and would require further study before changes were made to any individual route.



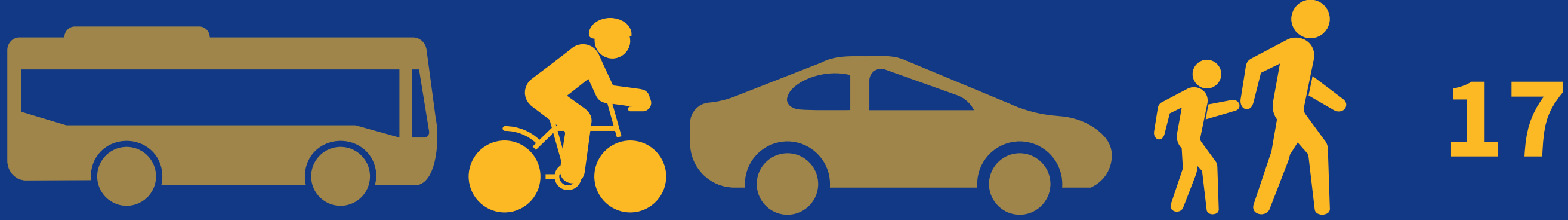
*The revised transit network was approved by Council in June 2024.
TRANSPORTATION 2050 is not recommending changes to this network.*



Scan here to view the Winnipeg Transit Master Plan, or visit:
winnipeg.ca/transitmasterplan

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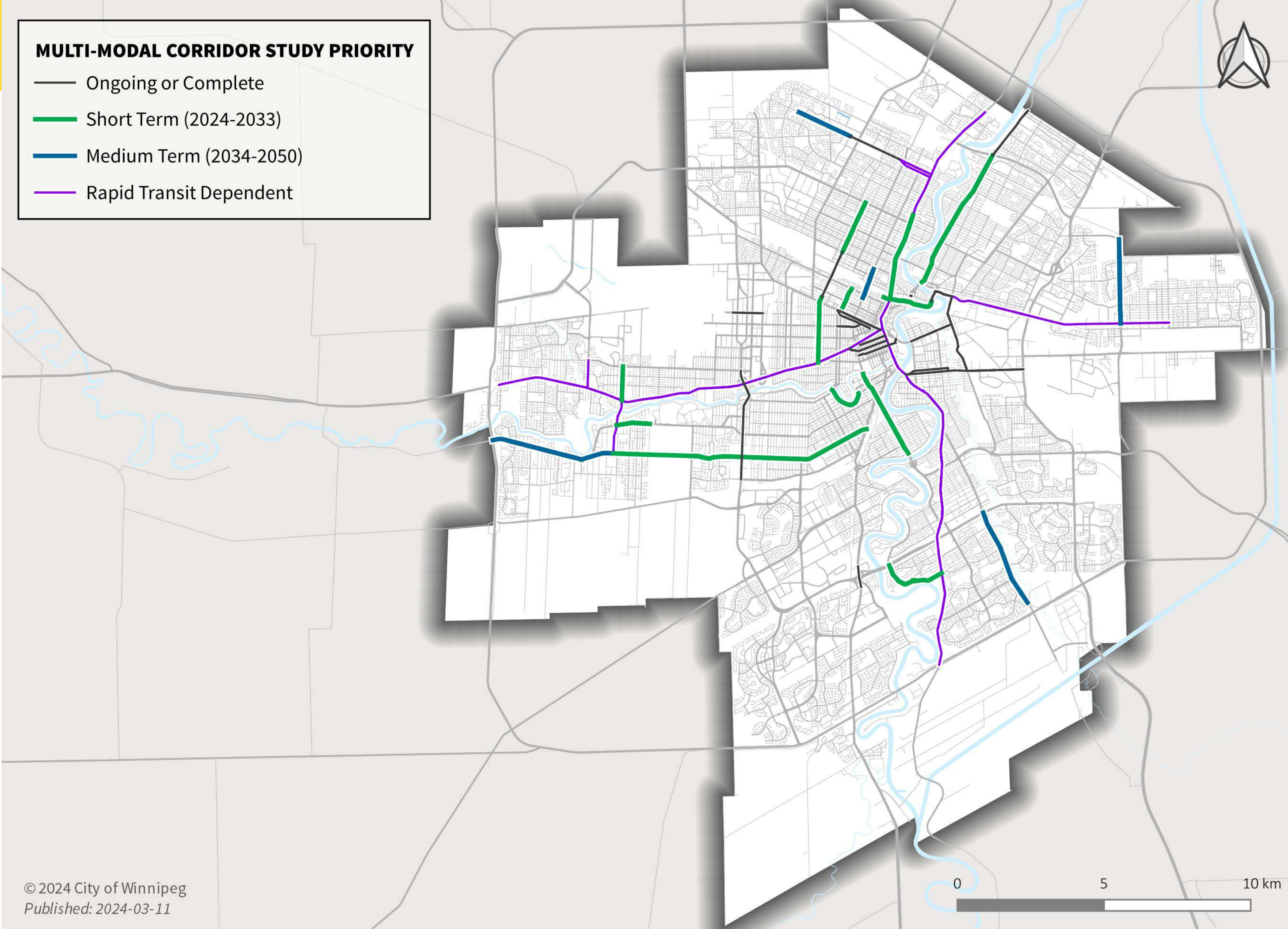
Network recommendations: key multimodal corridors



Transforming and optimizing our existing street network will help us meet our targets.

We're recommending improvements to these key corridors.

Further study will determine how best to support both economic growth and mode choice. Implementing recommendations that result from those studies will increase safety for all road users and improve accessibility and equity.



Scan here, or visit:
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Network recommendations: sidewalks

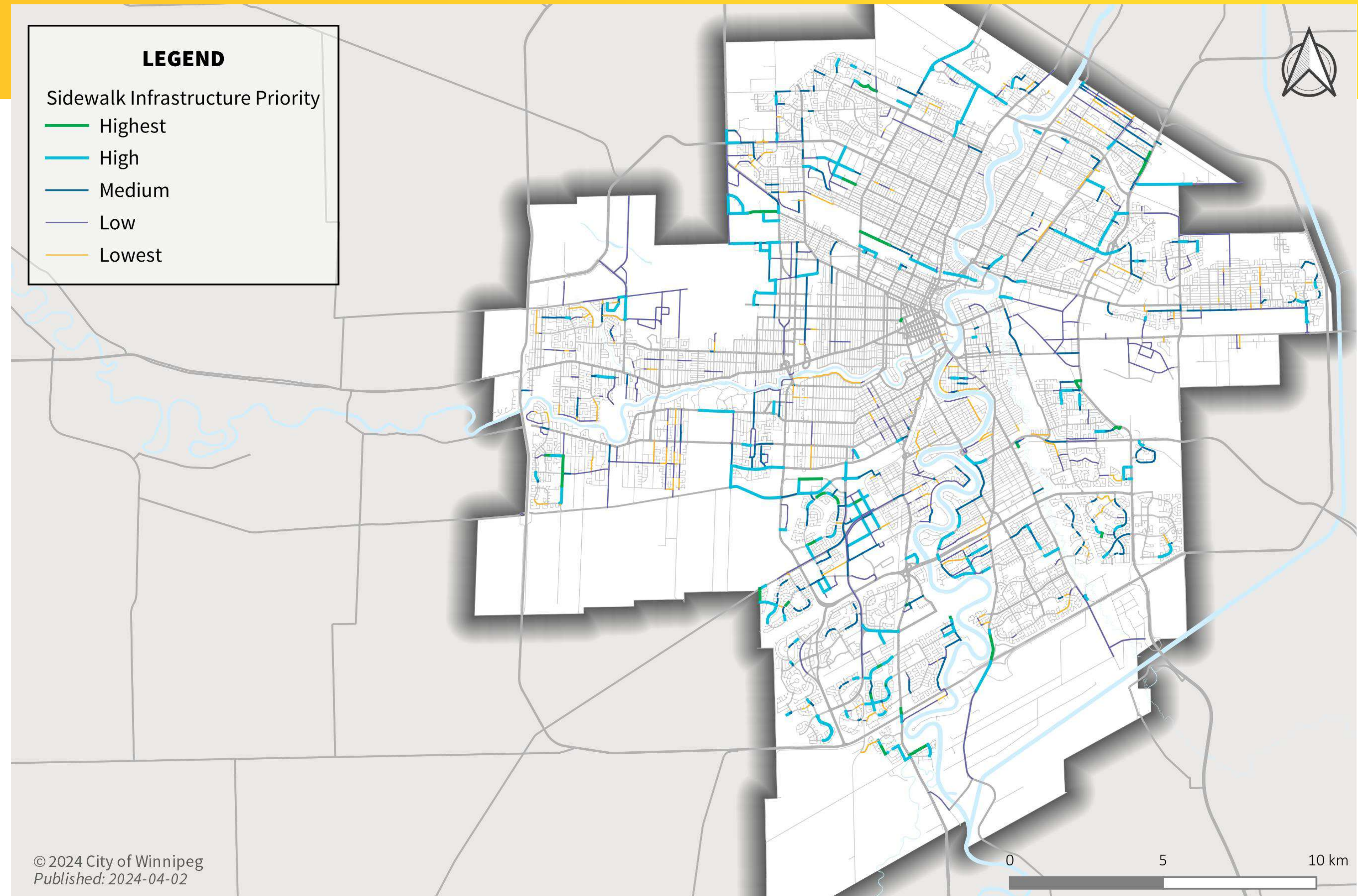


Improving accessibility and transportation options for pedestrians will help us meet our targets related to **mode share, road safety, and accessibility and equity**.

We're recommending this new sidewalk network for collector and arterial streets. It prioritizes putting sidewalks where none exist and filling gaps in the network.

It's important to note that these are conceptual desire lines that identify gaps and areas where more or better sidewalks are needed. The exact location of infrastructure would be determined based on further study of each route.

This network does not include residential streets. Determining how best to prioritize local sidewalks is an action of the Pedestrian and Cycling Strategies.



Scan here to view the Pedestrian and Cycling Strategies framework, or visit:
winnipeg.ca/tmp2050

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Network recommendations: **bikes**

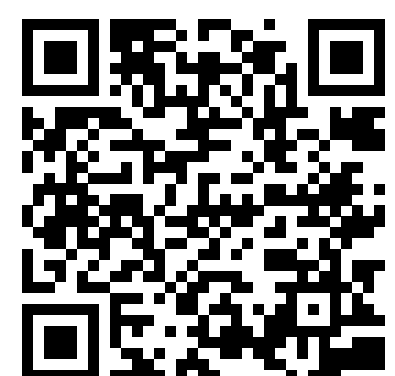
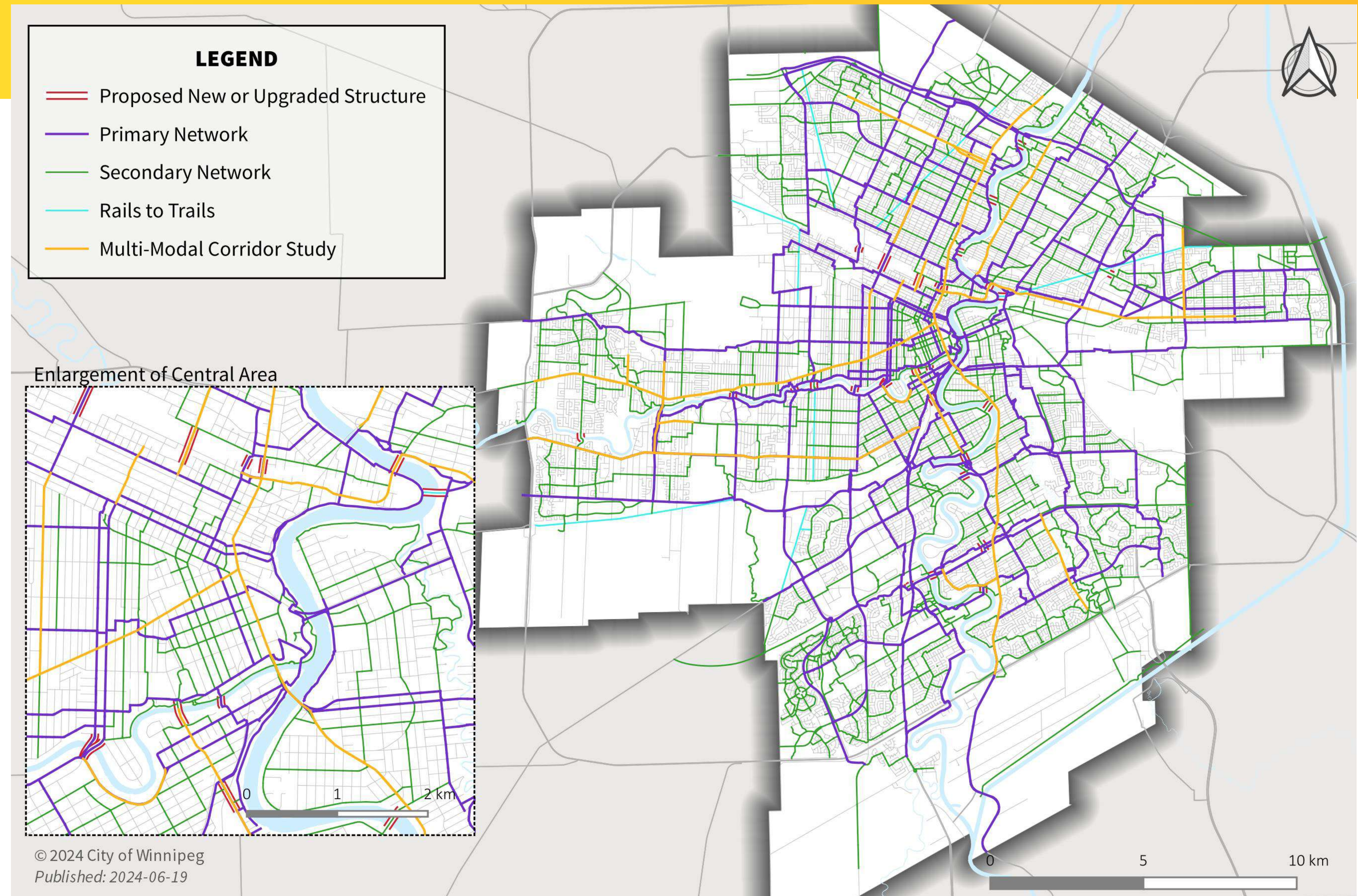


19

Improving accessibility and transportation options for cyclists will help us meet our targets related to **mode share**, **road safety**, and **accessibility** and **equity**.

This new bike network aims to connect all of Winnipeg with accessible, safe cycling infrastructure.

It's important to note that these are conceptual desire lines that identify gaps and areas where more or better bike lanes are needed. The exact location of bike infrastructure would be determined based on further study of each route.



Scan here to view the Pedestrian and Cycling Strategies, or visit:
winnipeg.ca/tmp2050

TRANSPORTATION 2050: Reimagining Mobility

Winnipeg Transit: approved network



Transit is a key factor in our ability to achieve our **50 percent sustainable mode share target**.

The Council-approved Primary Transit Network is designed to be more accessible, frequent, efficient, and reliable.

This will help improve how Winnipeggers move around the city and peoples' ability to rely on public transportation as their daily transportation choice.



Scan here to view the Winnipeg Transit Master Plan, or visit:
winnipeg.ca/transitmasterplan

TRANSPORTATION 2050: Reimagining Mobility



Network recommendations: roads and bridges

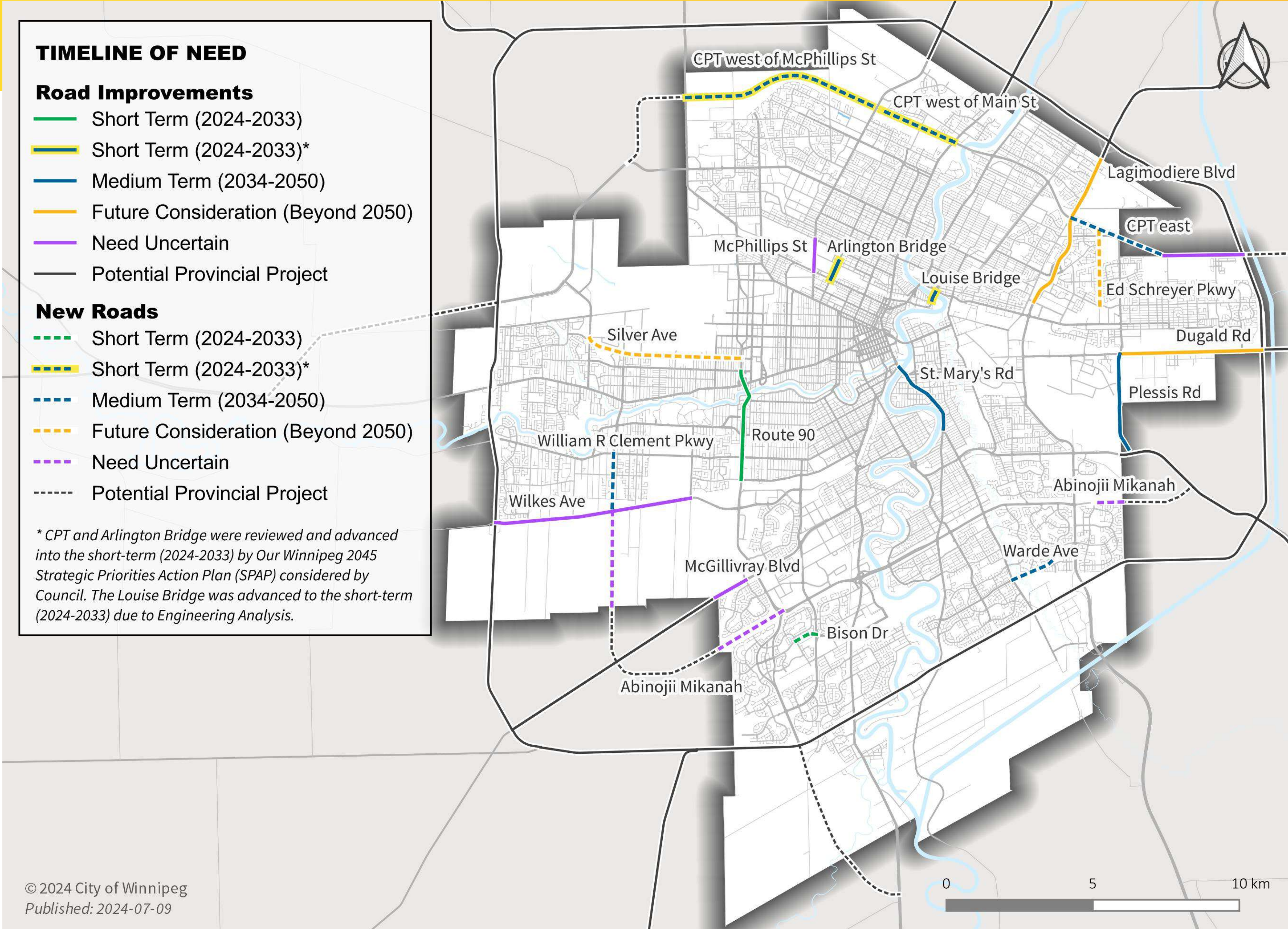


Strategically adding capacity to our road network will help us reach our targets related to **economic growth**, **road safety**, and **accessibility** and **equity**.

We are recommending these improvements and expansions to our roads and bridges.

They would help complete the transportation system, ensure regional connections, connect the City to promote economic sustainability and growth, and help maintain the existing network.

It's important to note that these routes and priorities are conceptual in nature and subject to change. Implementation would be determined based on further study of each route.



Network recommendations: **truck route**



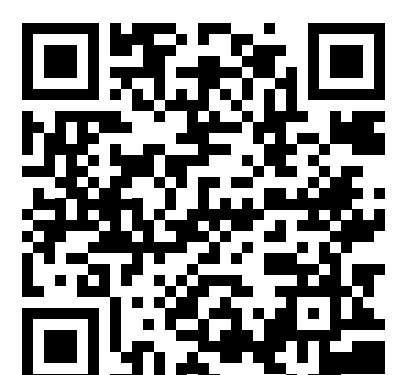
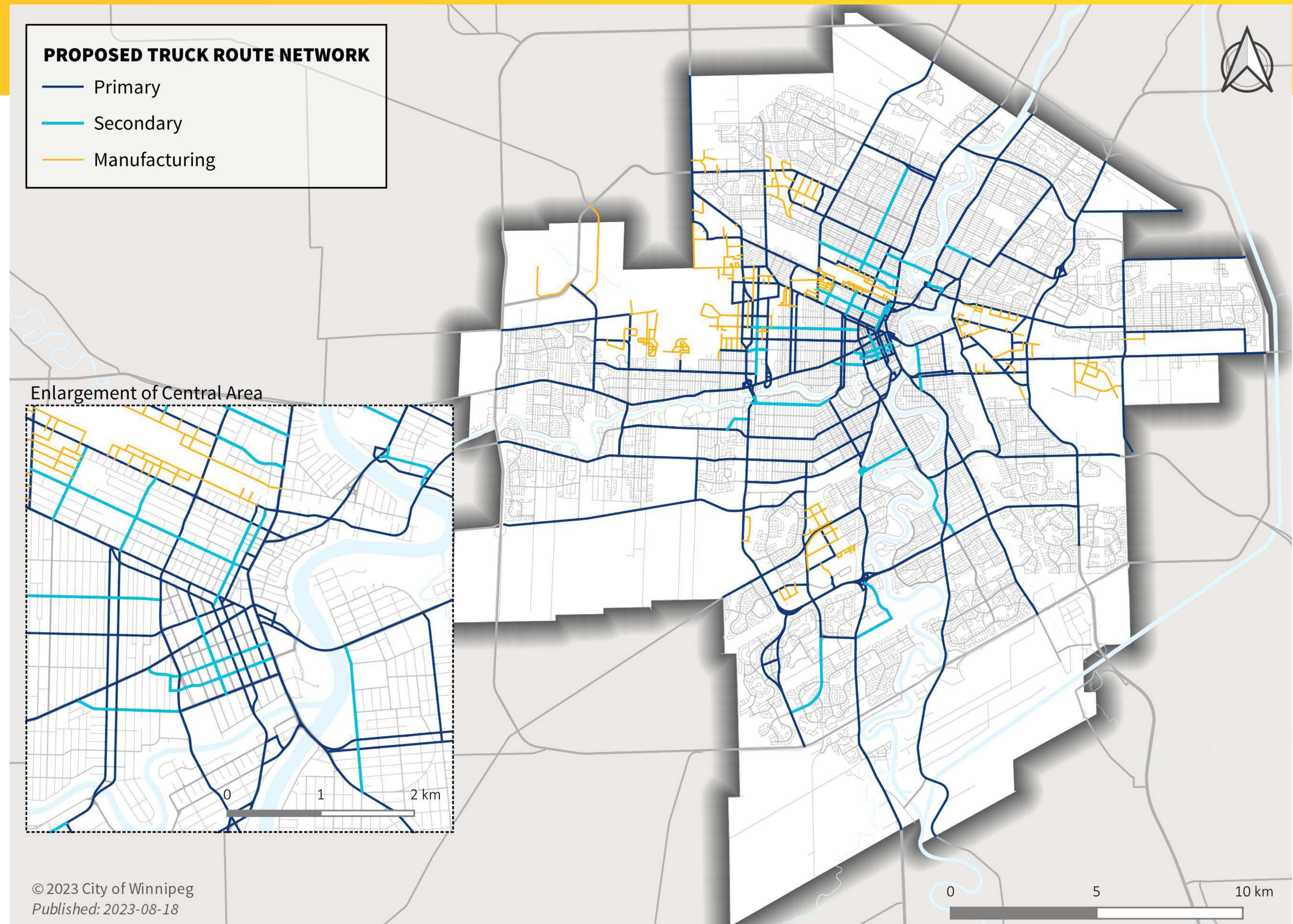
22

Investing in and prioritizing vehicle travel on key routes will ensure goods movement continues to support **economic growth** and **vitality**.

We're recommending changes to how and where trucks move through our city.

The Goods Movement Study identifies ideal locations for truck routes.

Further study will update and adapt the network as required.



Scan here to view the Goods Movement Study, or visit:
winnipeg.ca/tmp2050

TRANSPORTATION 2050: Reimagining Mobility

The immediate next step for **TRANSPORTATION 2050** is to go before Council for consideration in late 2024.



This plan includes actions like:

- Developing a strategic road network implementation plan / updating the WATS study to replace the previous Inner Ring Road Study.
- Developing a number of implementation strategies including for:
 - *Transit-oriented development*
 - *Zero-emission vehicles*
 - *Complete Streets*
 - *Curbside management*
- Creating a working group on transportation and equity.
- Developing guidelines for multimodal corridor studies.
- Setting best practice guidelines for cycling infrastructure.



We will also set into motion a series of quick-win pilot projects to determine long-term plans for innovation.

Upon adoption, we will dive into **implementing the immediate action plan** designed to give us a head start on achieving our targets.

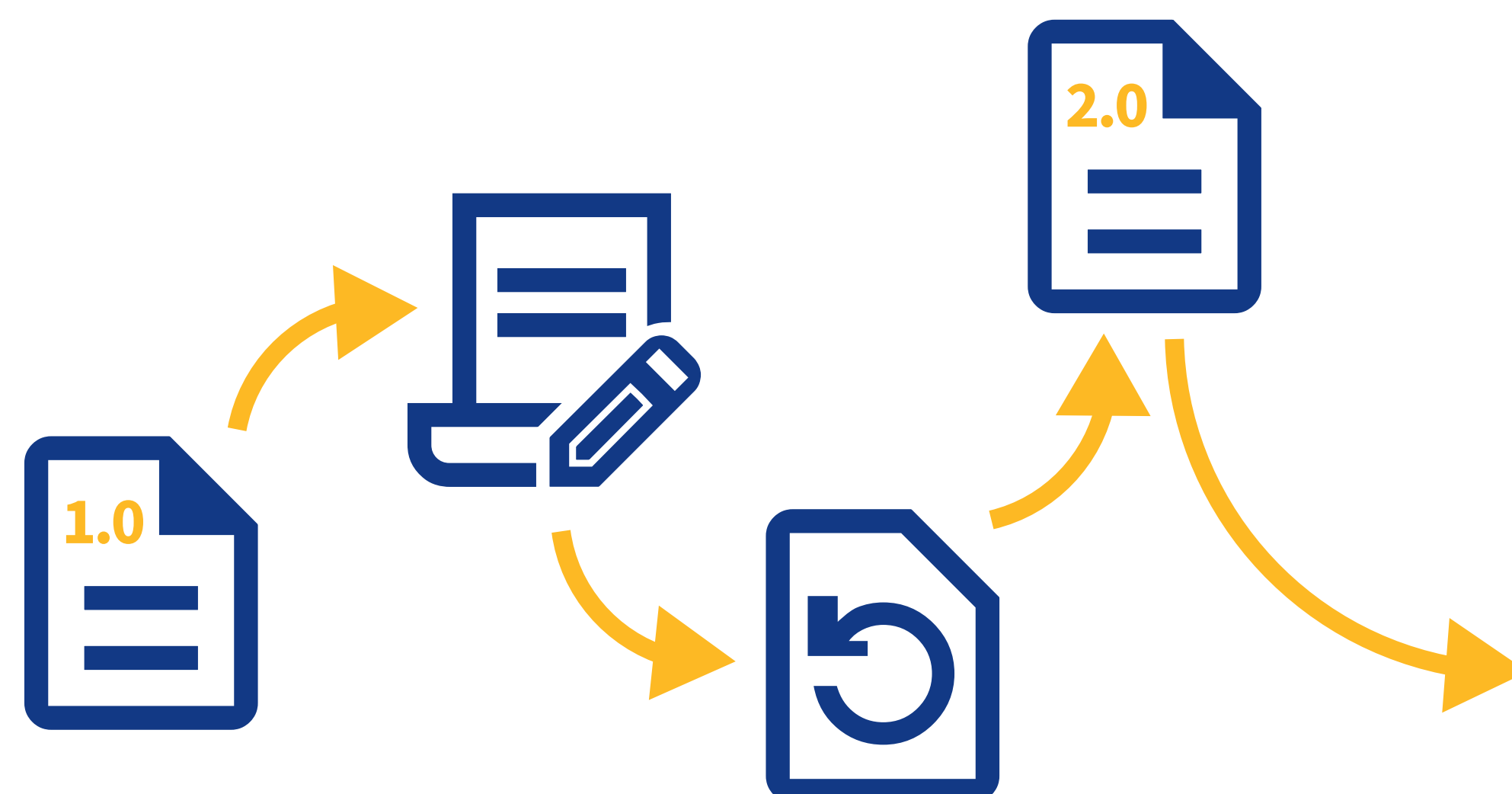
TRANSPORTATION 2050 doesn't end with adoption or immediate action. We will continue to monitor and adapt the plan as Winnipeg changes and grows.

We will look at success in relation to **OurWinnipeg goals / our transportation outcomes** and:

- *Mode share*
- *Resident satisfaction with ease of mobility*
- *Car ownership percentages*
- *Collision statistics*
- *Number of Transit trips*
- *Transit revenues*

- *Distance between residents and their jobs, and Transit stops*
- *Percent of people in geographic areas of higher poverty with access to transit service and cycling facilities*
- *Electric vehicle update*

- *Goods movement travel time reliability*
- *Pedestrian and cycling project funding per capita*
- *Transit project funding per capita*
- *Road project funding per capita*



It's important to remember that TRANSPORTATION 2050 is a living document.

Reimagined mobility and **you**

25



Questions?

Talk to a member of our team.



Scan here for more information
on the **project website.**

winnipeg.ca/tmp2050



Scan here to sign up for our
July 24 telephone town hall



Call or email us:

204-986-4243

tmp2050@winnipeg.ca

