



City of Winnipeg

TRANSPORTATION MASTER PLAN: 2050

KEY DIRECTIONS & STRATEGIES

NOVEMBER 2021

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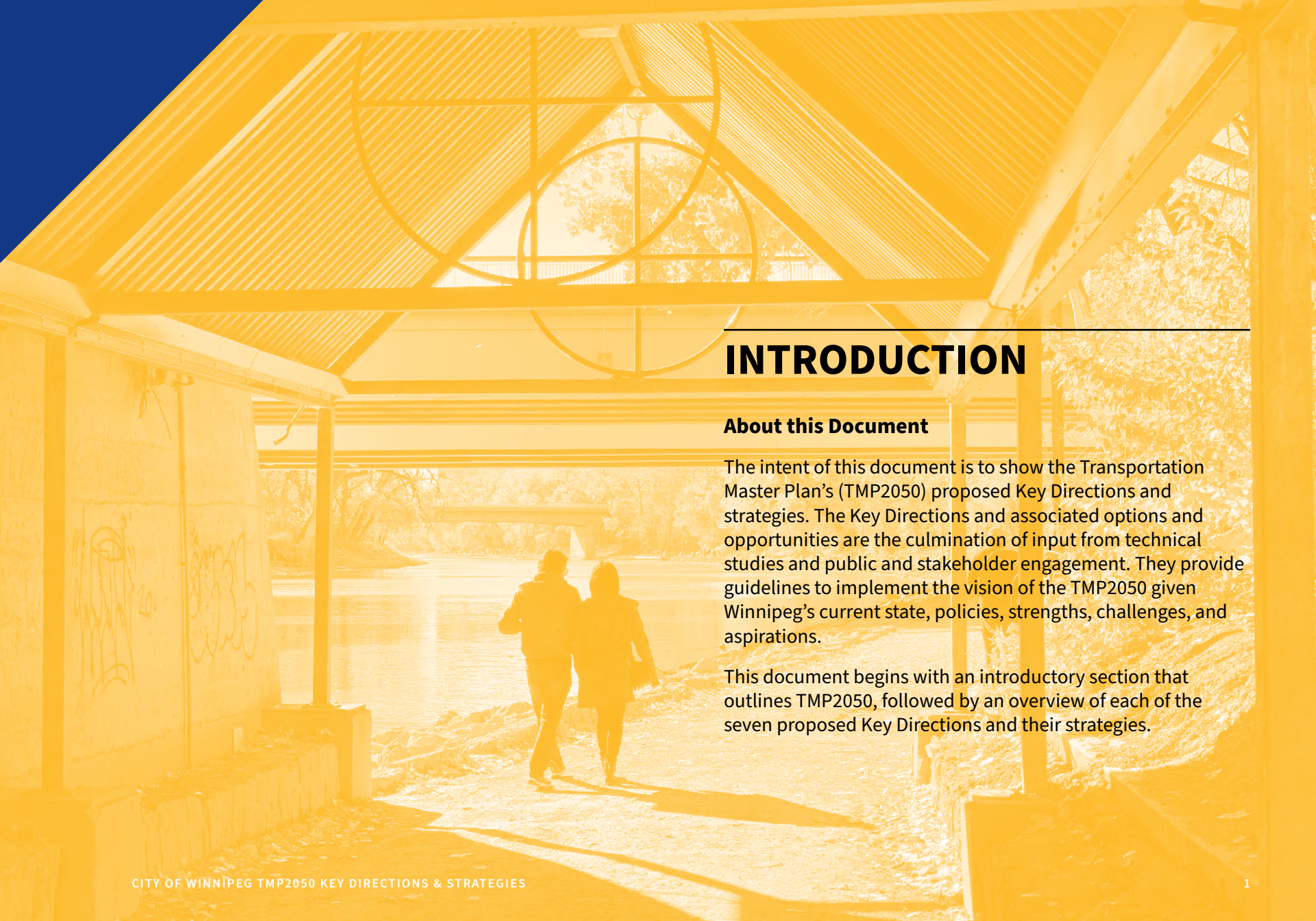
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The background image is a photograph of a bridge with a large, circular window in its structure. Two people are walking away from the camera on a path that leads towards the water. The image is overlaid with a semi-transparent orange filter. A solid blue rectangle is in the top-left corner.

INTRODUCTION

About this Document

The intent of this document is to show the Transportation Master Plan's (TMP2050) proposed Key Directions and strategies. The Key Directions and associated options and opportunities are the culmination of input from technical studies and public and stakeholder engagement. They provide guidelines to implement the vision of the TMP2050 given Winnipeg's current state, policies, strengths, challenges, and aspirations.

This document begins with an introductory section that outlines TMP2050, followed by an overview of each of the seven proposed Key Directions and their strategies.

What is TMP2050?

The Transportation Master Plan (TMP2050) will be the City's blueprint for planning, developing, investing in, and operating its transportation networks for the next three decades.

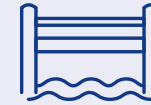
TMP2050 vision

Ensure the transportation system supports quality of life and economic vitality through safe, efficient, connected, and barrier-free movement of people and goods using a choice of modes and sustainable infrastructure.

Winnipeg's transportation network includes:



ROADS



BRIDGES



SIDEWALKS



ACTIVE
TRANSPORTATION
& BIKE PATHS



RIVERS &
WATERWAYS



GOODS
MOVEMENT



PUBLIC
TRANSPORTATION

What topics will TMP2050 discuss?

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

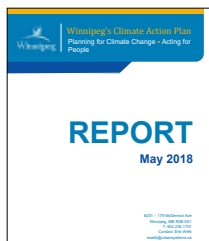


How will TMP2050 fit with other policies?

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

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.



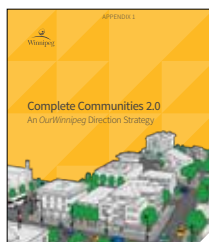
**CLIMATE ACTION
PLAN**

The Climate Action Plan outlines the City of Winnipeg and the broader community's commitment to work together. The Plan provides a framework to proactively, meaningfully, and effectively mitigate climate change by reducing greenhouse gas emissions.



**OURWINNIPEG
2045**

OurWinnipeg 2045 articulates the City's goals and aspirations for physical, social, environmental, and economic development of our city.



**COMPLETE
COMMUNITIES 2.0**

Complete Communities Direction Strategy 2.0 is a citywide plan that guides growth, development, and land use in the city of Winnipeg.

Here are some key ways in which TMP2050 aligns with OurWinnipeg:

OurWinnipeg 2045 Goals	What this means for TMP2050
Environmental Resilience	A transportation system that reduces its greenhouse gas emissions and meets or surpasses climate change and emissions reduction goals set by the City and the Province.
Economic Prosperity	An efficient, reliable and financially sustainable transportation system for human mobility and goods movement.
Good Health and Well-Being	A safe transportation system that supports active, accessible, and healthy lifestyle options.
Social Equity	A transportation system that provides access and mobility for all in a manner that recognizes the historic and systemic disadvantages of certain groups of people.
City Building	A transportation system that provides a variety of mobility options, supported by well-integrated land use and transportation planning.
Leadership and Good Governance	Leadership that reflects listening, building relationships, and taking the lead from the community to envision and build a healthy and inclusive city that offers all members a high quality of life.

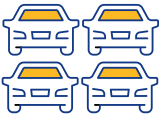
What are the key issues in Winnipeg?

The City’s policy documents work together to explain how the City of Winnipeg can and must transform itself, including its transportation network, to address four key issues:



CLIMATE CHANGE

The City’s Climate Action Plan established targets to reduce greenhouse gas emissions by 20% by 2030 relative to 2011 levels, and to reduce greenhouse gas emissions by 80% by 2050 relative to 2011 levels. As such, Strategic Opportunity 3 in the Climate Action Plan aims to shift residents out of single occupancy vehicles and into sustainable transportation options with lower or no emissions (walking, cycling, public transit, and carpooling).



TRAFFIC CONGESTION

While there is generally enough road capacity to meet current demand, congestion occurs due to limited bridge and underpass crossings, as well as a lack of alternatives to major routes. In addition to building more infrastructure, another way to reduce congestion is to enable people to choose walking, cycling, public transit, car-share, or carpooling instead of driving alone, which in turn will reduce the amount of physical space each traveler takes up on the road.



CITY FINANCES

From 1971 to 2019, Winnipeg’s physical size nearly doubled (an increase of 92%), while its population only grew by 37%. This left Winnipeg with more infrastructure growth than people to help pay for it. With its budgets for both the maintenance and construction of new infrastructure stretched increasingly thin, Winnipeg is struggling to keep up with the needs of a growing city. The 2018 State of the Infrastructure Report estimated its 2018-2027 infrastructure deficit at \$6.9 billion.



SAFETY

Safety issues in the transportation network can result in stress, physical injuries, and even deaths, as well as affect how people choose to move around the city. When people feel unsafe using a particular transportation mode (e.g., walking or cycling) or on a particular route, they may choose a different option. However, not everyone has the same ability to choose different options, resulting in a less equitable network.

TMP2050’s seven Key Directions, outlined on the following pages, aim to address these key issues and work to fulfill the goals of OurWinnipeg 2045 and the Climate Action Plan.

Key Directions

TMP2050 is structured around seven transportation Key Directions which are the guiding statements for the development of the plan, supporting strategies, policy options, and transportation networks.

Integrate land use & transportation

Provide safe & sustainable mobility options for all

Transform & optimize transportation corridors

Revitalize the road network & bridges

Support goods movement & economic prosperity

Enhance active transportation opportunities

Connect the city with frequent & rapid transit

KEY DIRECTION 01

INTEGRATE LAND USE & TRANSPORTATION

This direction guides us in building a connected city.

Focuses on:

The relationship between transportation planning, development and growth, and mobility for all modes.

Asks:

How do we plan transportation in a way that aligns with OurWinnipeg and other guiding documents?

How do we design and build the network to help Winnipeggers get where they're going in a way that makes sense for them, their lifestyle, and their destination?

What does this mean?

A key part of growing the city is to plan how land will be used and how people will move around. Where we locate our homes, businesses, services, and jobs impacts how we travel around the city. In turn, where we provide transportation services, like rapid transit lines or new roadways, influences where we choose to locate new homes, businesses, services, and jobs.

Sustainable city planning can result in dense, complete communities where we do everything we need for daily life near our homes. This shortens the distance of our frequently made trips, making walking and cycling more realistic and attractive. This is especially true when more communities are served by efficient, safe, and reliable transportation options like sidewalks, cycling lanes, and quality public transit.

What did Winnipeggers say?

In public engagement sessions during Phase 1 of the TMP2050 process, Winnipeggers said that living close to work, family, friends, affordable and healthy food options, and recreation facilities were all top considerations.



What does this Key Direction look like in action?

A number of strategies are proposed to support this key direction. They include:

STRATEGY 1.1



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

Integrating existing City plans and policies into transportation planning will ensure that new infrastructure and updates to existing network components aligns with overarching, city-wide priorities.

Strategy 1.2 is being explored through the goods movement lens and is grouped with Key Direction 5.





STRATEGY 1.3

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

Parking is a necessary amenity for automobile travel, but large surface lots require large amounts of land, detract from the city's image, and increase pedestrian travel times. A more effective use of this land would accommodate housing, businesses, and/or local amenities.

Strategy in reality:

Providing parking space has historically been a challenge for Winnipeg: in the Downtown alone, 20 percent of land is used for surface parking lots – and similar challenges exist outside of Downtown where large parking lots surround big box stores.

The True North Square site is a prime example of balancing parking needs and development. This site was formerly a 69,700 square foot surface parking lot and is now home to over 365,000 square feet of office space, 194 apartments, over 50,000 square feet of retail space, a public plaza, and over 200 parking spaces. A second surface parking lot on Carlton Street is also being redeveloped and will be home to a hotel.

TRUE NORTH SQUARE SITE: BEFORE

IMAGE: GOOGLE EARTH



TRUE NORTH SQUARE SITE: AFTER

IMAGE: MIKAELA MACKENZIE /
WINNIPEG FREE PRESS





STRATEGY 1.4

Collaborate with partners to support regional land use and transportation integration

With the population of the city and surrounding region projected to grow significantly in the coming decades, it's critical to ensure land use and the regional transportation system work together to both enable people to meet their daily needs close to home and support prosperity of the Winnipeg Metropolitan Region as a whole with sustainable transportation options.

Actions to support Key Direction 1 could include:

- Developing policies related to balancing off-street parking and land use requirements
- Implementing strategic park-and-ride systems
- Developing of a robust parking strategy
- Providing options like suburban park-and-ride or transit hubs that allow commuters from both suburbs and bedroom communities to drive a shorter distance by car and travel the rest of their trip using public transit, a ride-sharing service, or bike



KEY DIRECTION 02

PROVIDE SAFE & SUSTAINABLE MOBILITY OPTIONS FOR ALL

This direction guides us in supporting transportation equity.

Focuses on:

Providing safe and accessible transportation options for all Winnipeggers.

Asks:

How can we make it easier for all Winnipeggers to move around the city?

How can we better support mode choice?

How can we remove barriers to transportation?

What does this mean?

Sustainable mobility options are transportation options that have less impact on the environment and move more people using less space. These are alternatives to single-occupancy vehicles such as public transit, carpooling, walking, cycling, e-bikes, e-scooters, running, or even paddling.



These options are healthier for people, and can reduce traffic congestion, collisions, greenhouse gas emissions, and air pollution.

What did Winnipeggers say?

In public engagement sessions during Phase 1 of the TMP2050 process, about two thirds of Winnipeggers said they would like to shift towards more active and sustainable transportation options.



What does this key direction look like in action?

A number of strategies are proposed to support this key direction. They include:

STRATEGY 2.1



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

To avoid increased congestion as Winnipeg grows, the share of trips made using sustainable modes must increase by about 20 percent.

STRATEGY 2.3



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

Ensuring all Winnipeggers can access jobs, services, and other daily needs is critical to build a more socially equitable city. To support the quality of life of all Winnipeggers, it is important to consider how equitable the transportation system is for vulnerable groups such as the elderly and people experiencing poverty.

Strategy in reality:

Ikwe Safe Rides ride share collective was founded by Jackie Traverse in 2016. The initiative provides safe rides for women and children and boasts 10,000 members delivering 75,000 rides as of 2019. Ikwe has fifty-four volunteer drivers. 80% of the membership are from Winnipeg's Indigenous, Inuit and Metis communities.

This represents an opportunity to partner with or support other community-based organizations who wish to provide safe and economical transportation to their communities.





STRATEGY 2.5

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

The Towards Zero philosophy seeks to eliminate all injuries and fatalities on the transportation network by changing how roads are planned, constructed, and used. Key factors that affect the likelihood and seriousness of collisions include road design, vehicle speed, human behaviour, and vehicle design.

Actions to support Key Direction 2 could include:

- Increasing access to and availability of existing options such as cycling, walking, transit, and car-sharing
- Adding and incentivizing use of new mobility options such as e-bikes and scooters
- Expanding or supporting school outreach programs that engage youth in transportation discussions and promote sustainable modes of transportation
- Identifying immediate-term opportunities to improve access to sustainable travel choices in geographic areas of higher poverty
- Reviewing safety and security issues on Winnipeg Transit (both at bus stop waiting areas and on transit buses)

KEY DIRECTION 03

TRANSFORM & OPTIMIZE TRANSPORTATION CORRIDORS

This direction further guides us in building a connected city.

► **Focuses on:**

Creating Complete Streets.

► **Asks:**

How do we plan and design vibrant streets that support thriving communities and also accommodate safe and efficient movement of people and goods?

What does this mean?

As a product of OurWinnipeg 2045, the Complete Communities Direction Strategy prioritizes the concept of Complete Streets when planning transportation and land use.

Complete streets offer and support opportunities for people of all ages and abilities to safely live, work, shop, learn, and recreate. They are designed, operated, and maintained with the safety of all road users in mind. This means that streets should provide safe spaces for people who walk, bike, take transit, use mobility aids, move goods, and drive.

What did Winnipeggers say?

During public engagement in Phase 1, many Winnipeggers indicated that while they want better maintained roads, expressways, and a complete inner ring road. They also desire more and better bicycle infrastructure and improved transit services.



What does this key direction look like in action?

To accommodate population growth and achieve Winnipeg's Climate Action Plan, we need to optimize the existing infrastructure – using Winnipeg's roadways more efficiently to move more people and goods while using the same amount of space. This, combined with the need to accommodate more sustainable mobility options will require TMP2050 to identify ways to transform Winnipeg's transportation corridors to place less emphasis on the movement of cars and more emphasis on movement of people and goods. This does not mean that every street must accommodate every transportation mode, but rather that all road users' needs are considered and that the network as a whole accommodates all transportation modes.

A number of strategies are proposed to support this key direction. They include:

**STRATEGY 3.1**
Balance the needs of all users in transportation corridors

The goal of Complete Streets is to provide safe spaces for people who walk, bike, take transit, use mobility aids, and drive while also allowing for safe and efficient movement of goods.

Strategy in reality:

In 2014 the City upgraded Sherbrook Street with Complete Streets in mind. The upgrades included:

- 1 Sidewalks, ramps, tactile paving
- 2 Protected bike lane
- 3 Bus stops on concrete islands
- 4 1 lane of on-street parking
- 5 2 vehicle travel lanes
- 6 1 flex lane - travel lane at rush hour, parking lane off peak hours



STRATEGY 3.2



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

The curbside has become one of the most valuable and important public spaces in cities today, as they are or could be used for:

- Pick up and drop off for ridesharing services and autonomous vehicles
- Bike lanes
- Freight movement and deliveries
- Parking

As a limited public resource, it is important for the City to identify priority uses and users to better manage curbside space.

STRATEGY 3.3



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

Non-capital-intensive opportunities are improvements to transportation corridors that require minimal financial investment. This includes both physical changes to infrastructure as well as program and policies. These low-cost opportunities would primarily seek to reduce reliance on personal automobiles and increase the convenience of more sustainable modes of transportation.

STRATEGY 3.4

Minimize the need for new infrastructure and reduce the transportation infrastructure deficit

Once infrastructure is built, it requires ongoing maintenance, and the more infrastructure Winnipeg has, the more infrastructure the City needs to maintain. As a result, Winnipeg is experiencing the financial challenge of expanding the transportation system while maintaining existing assets. By maximizing the use of existing infrastructure, we minimize the need for new infrastructure, thereby reducing future maintenance costs. This also means that more financial resources can be put towards rehabilitating existing assets, helping to shrink Winnipeg's infrastructure deficit.

Actions to support Key Direction 3 could include:

- Developing a Complete Street decision-making framework to determine the optimal street configuration (roadway, AT, streetscaping) on a corridor by corridor basis
- Developing a curbside management pilot project that would test a vehicle parking reservation system within Downtown
- Identifying locations where priority vehicles (such as transit, goods movement, and emergency vehicles) experience challenges, then developing a strategy to reserve lanes or pre-empt traffic signals in these locations
- Executing a pilot project testing High-Occupancy Vehicle lanes for use by transit, taxis, and private vehicles with a minimum of 3 occupants on Bishop Grandin Boulevard and Lagimodiere Boulevard
- Developing a parking strategy
- Developing an electric vehicle strategy
- Evaluating the feasibility of a reversible lane on corridors with strong directional flow differences to improve traffic flow (i.e. on an eventually new Arlington Bridge)



KEY DIRECTION 04

REVITALIZE THE ROAD NETWORK & BRIDGES

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

► **Focuses on:**

Enhancing the network.

► **Asks:**

How do we revitalize our road network and bridges to ensure network infrastructure both supports growth and will serve Winnipeg well into the future?

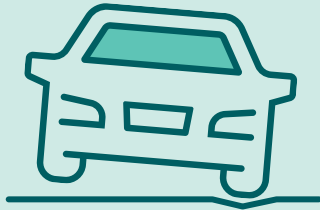
What does this mean?

Winnipeg's existing automobile network needs improvement to increase auto mobility and create better connections across the city. The Red and Assiniboine Rivers act as natural barriers when traveling across the city, with seven crossings over the Assiniboine River and nine over the Red River. These crossings are vital to mobility in Winnipeg as they are key connection points that provide connectivity across the city. As a result, it is imperative to maintain Winnipeg's existing bridges and roadways in a state of good repair and enable their continued operations.

What did Winnipeggers say?

In Phase 1 engagement, Winnipeggers expressed a common concern for reliability on Winnipeg's transportation system. Priorities identified included:

- Better maintained roads
- Building expressways
- Completing the inner ring road
- Fewer potholes
- Better bike infrastructure
- Better bus service



What does this key direction look like in action?

Winnipeg's transportation corridors need to transform from primarily serving automobiles to serving people and goods across many modes of transportation. To do this, TMP2050 proposes only expanding, extending, or adding roads to provide space for goods movement, sustainable mobility options, or to connect new developments to the existing network.

The following strategy is proposed to support this key direction.



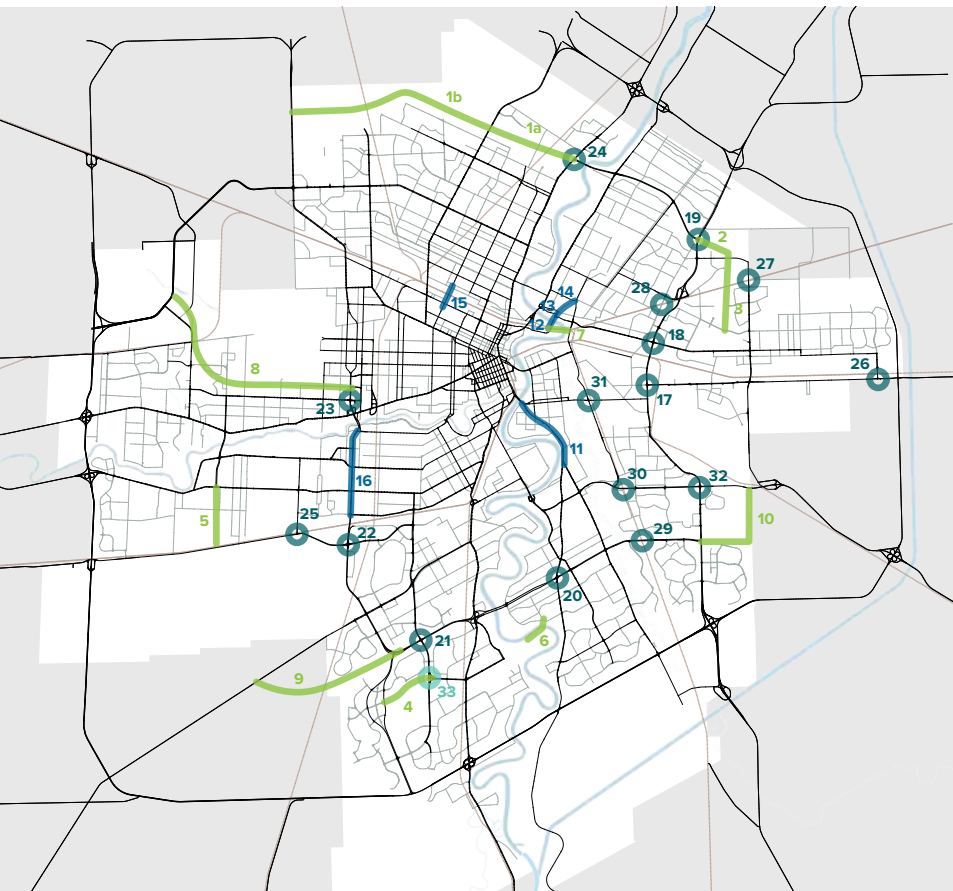
STRATEGY 4.1

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

To ensure long-term infrastructure viability and a sustainable road network, it is imperative for the City to limit addition of infrastructure and focus instead on maximizing and maintaining its current infrastructure and network.

Additionally, TMP2050 is considering options for roadway network improvements included on the following map.

MAP: POTENTIAL ROAD & BRIDGE IMPROVEMENTS



Potential New Roads & Bridges

- 1a Chief Peguis Trail extension
- 1b Chief Peguis Trail extension
- 2 Edward Schreyer Parkway
- 3 Edward Schreyer Parkway
- 4 Bison Drive extension
- 5 Charleswood Parkway extension
- 6 Transit Bridge: St. Vital to U of M
- 7 Bridge: Archibald Street to Point Douglas (goods movement / emergency services only)
- 8 Silver Avenue extension
- 9 Bishop Grandin Boulevard extension
- 10 Bishop Grandin Boulevard extension

Potential Upgrades to Existing Roads & Bridges

- 11 St. Mary's Road - widening
- 12 Higgins Avenue - widening
- 13 Louise Bridge - replacement
- 14 Stadacona Street and Lewis Street - widening
- 15 Arlington Bridge - replacement
- 16 Kenaston Boulevard - truck priority measures



Potential Grade Separations at Intersections

- 17 Lagimodiere Boulevard & Dugald Road
- 18 Lagimodiere Boulevard & Regent Avenue West
- 19 Lagimodiere Boulevard & Chief Peguis Trail
- 20 Bishop Grandin Boulevard & St. Mary's Road
- 21 Bishop Grandin Boulevard & Waverley Street
- 22 Kenaston Boulevard & Sterling Lyon Parkway
- 23 Century Street & Ness Avenue
- 24 Chief Peguis Trail & Main Street
- 25 CN Rail Mainline & Shaftesbury Boulevard
- 26 CN Rail Mainline & Ravenhurst Street
- 27 CP Rail Mainline & Plessis Road
- 28 CP Rail Mainline & Panet Road
- 29 CP Rail Mainline & Bishop Grandin Boulevard
- 30 CP Rail Mainline & Fermor Avenue
- 31 CP Rail Mainline & Marion Street
- 32 Lagimodiere Boulevard & Fermor Avenue



Potential Upgrades at Intersections

- 33 Waverley Street & Bison Drive

Actions to support Key Direction 4 could include:

- Implementing a policy that guides maintenance, life-cycle, and replacement of existing infrastructure as well as integrating maintenance with new or redevelopment projects
- Prioritizing expansion and extension of existing roads and addition of new roads based on the needs of linking new developments to existing infrastructure, making space for goods movement, and providing for sustainable mobility options
- Implementing technologies such as digital message boards to provide drivers with real-time information on traffic conditions (for example along Kenaston Boulevard, Chief Peguis Trail, and Bishop Grandin Boulevard)
- Installing traffic control measures to improve current experience (for example adding Michigan Lefts along Bishop Grandin Boulevard or Lagimodiere Boulevard or replacing existing intersections with roundabouts to improve safety and traffic flow)

Strategy in reality:

An existing Michigan Left intersection along Bishop Grandin Boulevard at River Road.



KEY DIRECTION 05

SUPPORT GOODS MOVEMENT & ECONOMIC PROSPERITY

This direction guides us in updating the city-wide trucking map, and making goods movement safer and more efficient.

Focuses on:

Supporting business and industry through improved goods movement.

Asks:

How do we create a safe, efficient, and reliable transportation system that supports business and industry in terms of both people movement and goods movement?

What does this mean?

In Winnipeg, trucks move most goods; however, with its mid-continental location, Winnipeg is also a key node in transcontinental goods movement networks, connecting roads, rail, and air transportation. This means there is considerable interaction between the urban, regional, and long-haul transportation of goods on the city's streets. It also means there is a lot of land used to move goods within Winnipeg and the surrounding area, including roads, rail yards, and the airport. In 2017, 10 percent of all jobs in Winnipeg and the surrounding region were in the transportation and logistics sector, making goods movement a key to the region's economic prosperity.

What did Winnipeggers say?

During Phase 1 engagement, Winnipeggers shared their concerns over the safe operation of large trucks on city streets. As well, about two thirds indicated they changed their shopping habits in 2020 due to the COVID-19 pandemic, with a third indicating that they expect to continue deliveries to their homes or work into the future.



What does this key direction look like in action?

With goods movement projected to remain a prominent part of Winnipeg's economy, the transportation network must continue to facilitate and improve the movement of goods. Trucks are projected to remain the primary means of goods movement into the future, with other modes such as air, rail, small truck, bike, and potentially drones also being part of the goods movement system.

A number of strategies are proposed to support this key direction. They include:



STRATEGY 1.2

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

Though this strategy falls under Key Direction 1, it is being explored through the goods movement lens. Goods movement is an essential part of any city, contributing to the employment of many people, and moving the goods that we all rely on each day. Planning for safe and efficient accommodation of goods movement vehicles on city streets will help reduce conflicts for all road users.

STRATEGY 5.2



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

Goods movement in Winnipeg often involves shipping or receiving points that are outside the City's municipal boundaries, including locations within the neighbouring municipalities of the Winnipeg Metropolitan Region. The continuing movement of goods in the region uses roadways owned and maintained by those municipalities, the Province, and Winnipeg. As the economy and the population of the city and the region continue to grow, greater coordination among jurisdictions is required to ensure the safety, efficiency, and reliability of the combined road network.

STRATEGY 5.3



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

The last mile of urban goods movement refers to the delivery of goods from a warehouse to their respective final destinations. This can be the most challenging component of the trip due to the complex logistics required to deliver goods to a wide array of urban, suburban, and rural settings with various road, stopping, and parking regulations. As such, introducing opportunities to improve the last mile for deliveries could significantly improve the efficiency of overall goods movement.

STRATEGY 5.4



Prioritize data collection on freight-related issues to help with decision making and, going forward, support the development of improved analytical tools

While some data collection currently takes place to understand the value of goods moved by each mode and the locations of goods movement, data collection efforts could be expanded to better inform improvements to the goods movement network.

Actions to support Key Direction 5 could include:

- Reviewing and updating signal timing plans to enhance the flow of goods on inner ring road corridors while maintaining a safe environment for other users
- Developing a truck-only lane pilot project on a high truck volume corridor
- Investigating opportunities to promote and expand bicycle and e-bike delivery systems

KEY DIRECTION 06

ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES

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

► **Focuses on:**

Supporting active mobility.

► **Asks:**

How do we ensure long-term planning focuses on environmental sustainability and the need to shift away from our collective reliance on cars?

What does this mean?

Active mobility refers to any mode of travel that relies primarily on human power. Walking, cycling, and using a wheelchair or mobility device are the most common forms of active mobility, but it can also include roller blading, running, jogging, skateboarding, scootering, paddling, and skating. Enabling people to use active transportation can result in a more balanced and equitable transportation system that contributes to sustainability, cost-effective infrastructure investments, quality of life and health, and economic development.

What did Winnipeggers say?

In Phase 1 engagement, many Winnipeggers flagged gaps in the network as the most common reason they had difficulty getting around the city by bicycle. Safety was identified as another major factor in choosing not to cycle, with many indicating a preference for cycling facilities that are separated from roadway traffic.



What does this key direction look like in action?

Winnipeg's Climate Action Plan set a target of a minimum of 14 percent of all trips being made by active transportation by 2030. Currently, most trips under five kilometres are made with personal automobiles, so there is a big opportunity to shift more trips to use active transportation.

A number of strategies are proposed to support this key direction. They include:



STRATEGY 6.1

Improve connectivity in the active transportation networks

Expanding and enhancing the sidewalk and cycling network is an integral part of making active transportation a more attractive, comfortable, and safe travel option in Winnipeg. This includes connecting existing pathways with new linkages, providing accessibility features, and upgrading crossings at physical barriers such as rivers, rail lines, and major roadways.



STRATEGY 6.2

Increase convenience and comfort for those who travel via active modes

For active mobility to be an attractive option, it needs to be as convenient as possible. One way to work toward this is to improve multimodal connections to ensure seamless transitions between active transportation modes and transit. Examples of these connections include short- and long-term bicycle parking, maintenance stations, and bike-sharing at major destinations to extend the reach of transit.



STRATEGY 6.3

Make roads safer and more accessible for vulnerable users

Safety and security are two of the biggest barriers that discourage people from choosing walking and cycling as their modes of travel. To improve road safety and reduce traffic-related fatalities at a systemic level, vulnerable users need to be prioritized during the planning, design, and construction of infrastructure by way of pedestrian and cycling safety studies, road safety audits, and research programs to help identify and understand safety concerns and mitigation measures at specific locations.



STRATEGY 6.4

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

Proper year-round maintenance of sidewalks, bicycle routes, and active transportation facilities enables pedestrians and cyclists to safely access their destinations in all seasons.



STRATEGY 6.5

Create more vibrant communities through attractive streetscapes and healthy built environments

Winnipeg has historically been an auto-centric city, with suburban development patterns that are not conducive to active mobility. However, introducing measures that support walking and cycling could increase the vibrancy and liveability of streets to enable healthy, active lifestyles for all residents. This could be achieved with policies that encourage sustainable design for new developments, as well as with physical improvements to existing streetscapes.



STRATEGY 6.6

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

Education and awareness ensures all residents have a shared understanding of the transportation network. A range of initiatives could be used to increase awareness of active transportation initiatives, increase safety of vulnerable road users, and educate road users.

Actions that could support Key Direction 6 include:

- Expanding upon existing public education programs on cycling
- Reconsidering criteria for prioritizing routes for improvement in the active transportation network
- Adding infrastructure to reduce pedestrian exposure on streets (median islands, bump outs, traffic signal timing) and improve comfort (adding trees, shade, benches, etc.)
- Expanding improvements to lighting along pedestrian and cycling facilities in existing underpasses
- Continuing to refine and update the Enhanced Winter Maintenance of Priority Active Transportation Routes initiative as part of the Council-approved Snow Clearing and Ice Control Policy
- Expanding upon short-term and long-term public bicycle parking at key destinations in mixed-use centres and corridors

KEY DIRECTION 07

CONNECT THE CITY WITH FREQUENT & RAPID TRANSIT

*This direction guides us in ensuring all
Winnipeggers are well-served by public transit.*

Focuses on:

Integrating the Winnipeg Transit Master Plan with larger transportation network planning.

Asks:

How do we improve the links between areas of the city with frequent, reliable, and rapid transit service?

What does this mean?

Winnipeg Transit plays a vital role in the city’s transportation system. Growing transit ridership will need to be a key component of moving more people as Winnipeg’s population continues to grow. Additionally, since it is more affordable than owning a personal vehicle, transit plays a key role in providing a more equitable transportation system

What did Winnipeggers say?

In Phase 1 engagement, we heard that the current challenges to transit are that buses are unreliable, increase travel time, do not come frequently enough, and do not allow for travel to their desired destination.

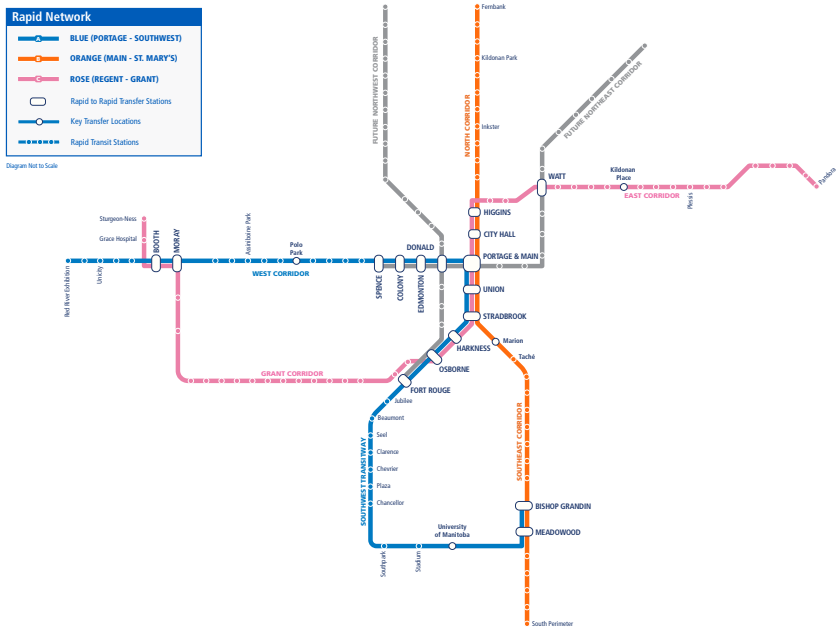


What does this key direction look like in action?

The Transit Master Plan envisions a simpler transit network that provides faster, more reliable, and more frequent transit service that is useful for riders. This is compatible with regional and provincial policy direction that aims to reduce reliance on single-occupancy vehicles, with a target for 55 percent of all trips to be made by sustainable modes by 2050.

TMP2050 is integrating the Transit Master Plan into broader transportation planning.

MAP: LONG TERM RAPID TRANSIT NETWORK PLAN



Additionally, a number of strategies are proposed to support this key direction. They include:



STRATEGY 7.1
Expand the reach and convenience of Winnipeg Transit services

In Winnipeg, the places with access to frequent transit service are primarily along urban and regional corridors converging Downtown. However, in 2021 only 15 percent of the population and 31 percent of jobs are located close to a frequent-service transit stop, limiting the convenience of Transit services for many Winnipeggers. Further, there are few transit options, such as regional transit or park-and-rides, for people living outside of the city looking to commute into Winnipeg. With the regional population continuing to grow, providing transit services will be important to reducing single-occupancy vehicle use on Winnipeg’s roads.



STRATEGY 7.2
Make Transit accessible for people of all ages and abilities

The ability to move around the city freely, to satisfy daily travel needs is essential for every person in Winnipeg. What could be seen as a straightforward task to many, such as going to the grocery store or visiting the doctor, may not be as simple for many members of our community such as seniors or people with disabilities. Accessible public transit services are vital to an equitable transportation system that provides everyone with the ability to access opportunities.





STRATEGY 7.3

Simplify Winnipeg Transit's fare structure and policies

Winnipeg Transit currently offers a variety of fares for different users such as for youth, seniors, post-secondary students, or low-income individuals and for various lengths of time including 24 hours, 3 days, 5 days, and more. This has resulted in a complex fare system that can be confusing for riders and is challenging to administer. Simplifying the fare structure could reduce a barrier for riders and reduce administrative costs.



STRATEGY 7.4

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

Improvements to Transit's predictability, reliability, and comfort can make transit a more attractive option. From having the information you need to accurately plan your trip, to making it easier to get on and off the bus, these features can lead to an easier experience and increased ridership as a result.

Actions that could support Key Direction 7 include:

- Supporting implementation of a simplified and straighter network of routes operating more directly between destinations providing a high frequency of service
- Identifying locations near the city boundary where a significant number of regional commuters enter the city and implementing corresponding park-and-ride infrastructure
- Expanding Winnipeg Transit Plus's service boundaries to include the entire city
- Introducing a mobile application to enable users to access Transit information more easily



