

A blue-tinted photograph of a cable-stayed bridge over a river, with a yellow wave-shaped graphic at the bottom.

Reimagining Mobility:
*How **TRANSPORTATION 2050**
can move Winnipeg and
Winnipeggers into the future*



TRANSPORTATION 2050: Reimagining Mobility 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 and sets policies and actions that will help achieve the targets. You could say it provides a deep-dive into where we are, where we are going, and how we will get there.

This book, on the other hand, stays in the shallow end.

It provides a high-level view of TRANSPORTATION 2050, highlighting key ideas and illustrating the big picture of how the plan, if implemented, could affect Winnipeggers.

It will walk you through:

- Why the plan is important
- Where we’re going
- And how we’ll get there



If you want the full picture, **scan the QR code** or visit winnipeg.ca/TMP2050. It will take you to the project webpage with background information, process and timelines, and documents.

Why TRANSPORTATION 2050

Put simply, Winnipeg is changing.

Our population is expected to grow by more than 200,000 people by 2050. As our numbers grow, our demographics change. So do our priorities and the way we want and need to move around our city.



Many people require the convenience of a personal vehicle for daily trips. Many others want to bike and walk more and drive less. Some want the best of both worlds.

Everyone wants safe and convenient travel options.

▶ Winnipeg needs a transportation plan that:

- Makes using active modes easier
- Identifies the legislative and policy changes needed to support mode choice
- Directs where to prioritize investments to ensure infrastructure aligns with targets

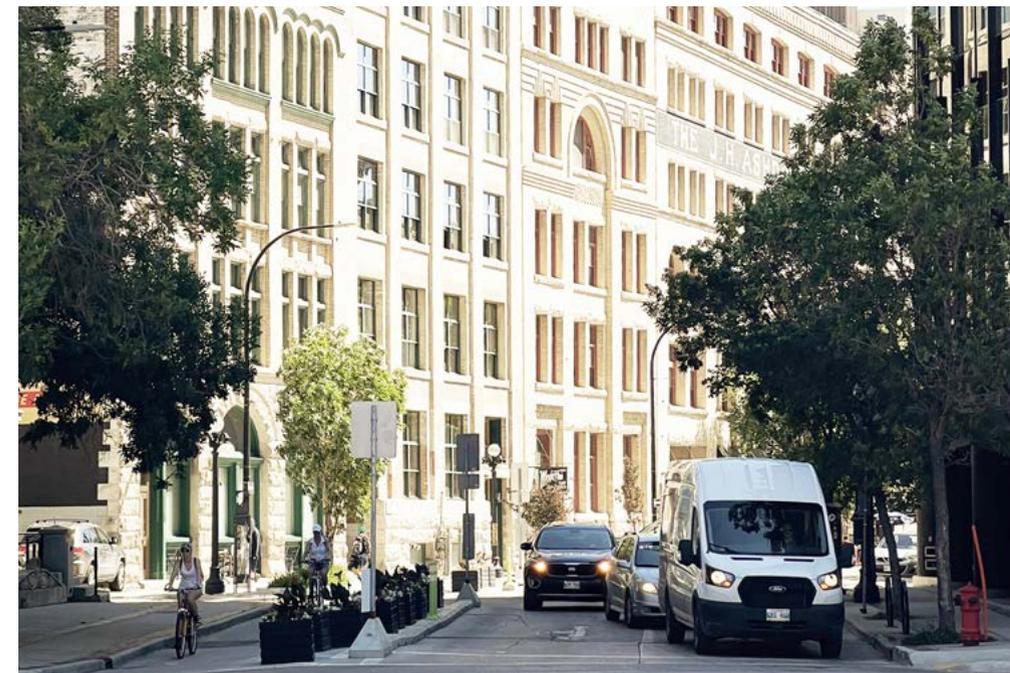


Though Winnipeg is one of the most affordable cities in Canada based on the cost of housing versus household income, one in eight Winnipeggers lives below the poverty line. Many others live just above it. People living in poverty often travel daily to various locations to access services that help meet their basic needs like access to phones, computers, showers, laundry, and food.

- ▶ Winnipeg needs a transportation plan that recognizes walking, biking, and transit make daily tasks possible for many Winnipeggers.

Our economy depends on an efficient transportation network to get people to work, move goods, and provide services. At the same time, our environment demands we reduce the impact travel has on it.

- ▶ Winnipeg needs a transportation plan that:
 - Recognizes the transportation system performs a wide variety of roles
 - Considers the relationship between land use and transportation
 - And ensures transportation planning, design, operation, and maintenance minimizes impact to the air, land, water, and biodiversity



Many streets and intersections are at capacity today. They won't be able to move more people, goods, or services without major investments. They also won't be able to serve Transit or active modes without new or improved infrastructure.

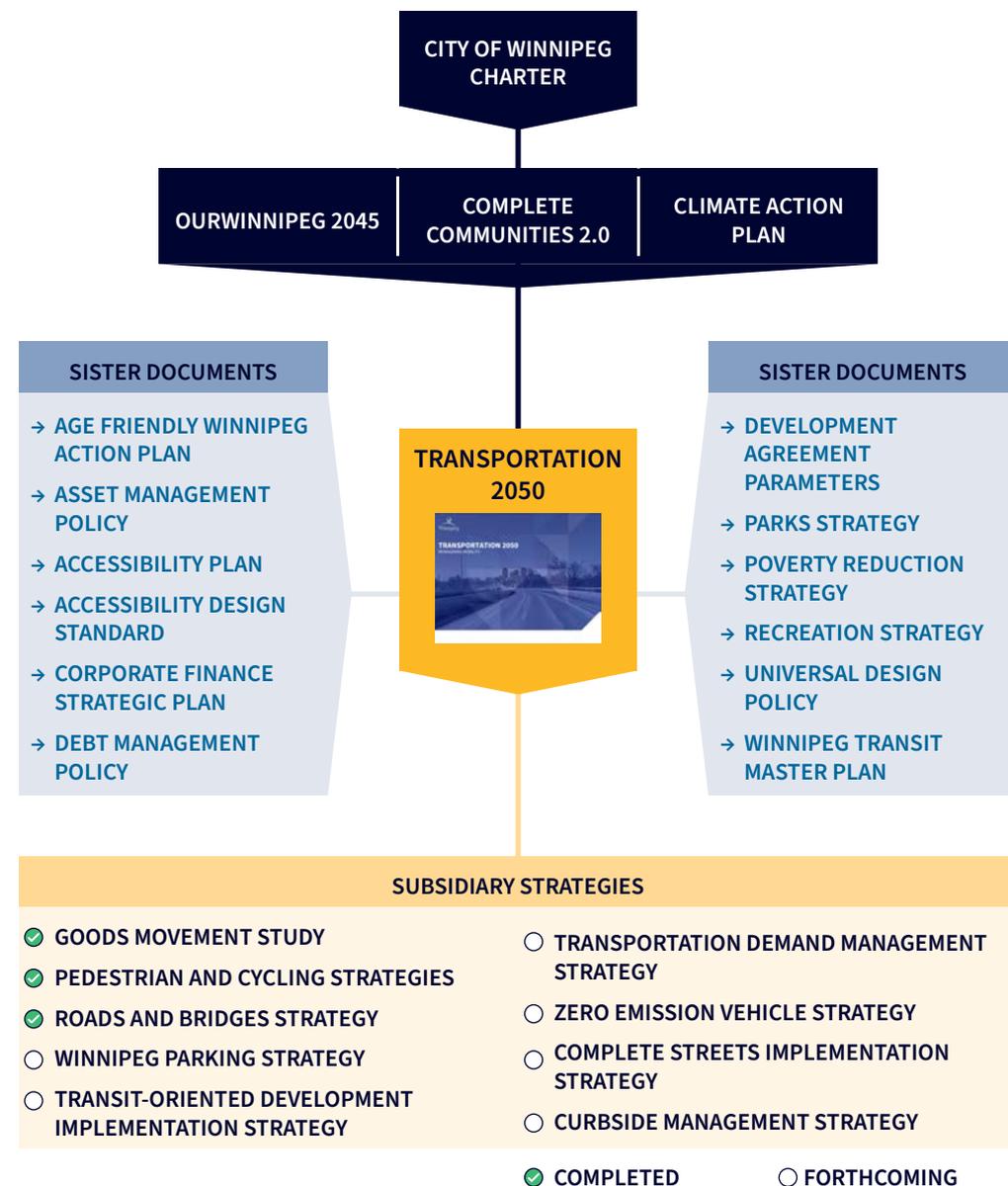
But these projects are expensive to build and maintain ... and Winnipeg is in a lean financial position.

- ▶ Winnipeg needs a transportation plan that maps a course to strategically rebuilding and investing in a transportation network that works for all future users.

It is also important to consider that transportation is just one piece of a much larger strategic puzzle.

The City of Winnipeg Charter outlines what we are responsible for as a city. OurWinnipeg 2045 provides direction for all city planning. Many other plans and documents direct various aspects of land use, sustainability, and transportation planning and design.

- ▶ Winnipeg needs a plan that considers and aligns with plans and directions that came before it and exist around it.



To boil it down, we are in an environment of shifting dynamics and competing priorities.

These changes mean Winnipeg needs something big to ensure transportation needs are met both today and into the future.

- ▶ Winnipeg needs a plan that **reimagines mobility**.

Where reimagined mobility will take us

TRANSPORTATION 2050 defines **reimagined mobility** as a transportation system where:

- Half of trips are made using sustainable mobility options
- Sustainable transportation is a desirable option for everyday travel
- An efficient network provides access and mobility to both people and goods
- People of all ages and abilities can safely move around without experiencing death or serious injury

To put this reimagination into practice, the plan sets four targets:

1. **Economic prosperity:** Goods can move efficiently by air, rail, and truck, ensuring support for economic growth
2. **Mode share:** Winnipeggers make 50 percent of trips by walking, cycling, transit and ride sharing by 2050
3. **Road safety:** Achieve a 20 percent reduction in fatal and serious injury collisions by 2026
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, Winnipeggers will collectively need to:

- Increase Transit trips by 100 percent
- Carpool 40 percent more
- Cycle and walk two or three times more 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? View our position paper on sustainability and transportation in the Appendix A of the Plan by **scanning the QR code** or visiting winnipeg.ca/TMP2050.



To reach these targets, TRANSPORTATION 2050 provides a roadmap that will allow us to:

- Prioritize maintaining existing infrastructure over building new infrastructure
- Make strategic investments to move more people and goods using the roads we have
- Support development of complete communities where people can access their daily needs within a short distance
- And empower people to travel by their preferred mode

Ultimately, TRANSPORTATION 2050 aims to solve Winnipeg's biggest transportation problems. And that will make all transportation safe and efficient for all of us, regardless of how we move or where we're going. Pedestrians, cyclists, goods movement, emergency vehicles, and cars will all benefit together.

TRANSPORTATION 2050 uses seven key directions to guide its policies and actions. These directions also link each separate piece of the plan to the broader vision.



Integrate land use and transportation planning

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



Provide safe and sustainable mobility options for all

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



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.



Prioritize sustainability and maintenance of roads and bridges

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



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.



Provide infrastructure that ensures connected transit service

▶ This might look like more transit service to areas near the edge of the City.

The roadmap to reimagined mobility

TRANSPORTATION 2050 lays out a plan to achieve reimagined mobility.

TRANSPORTATION 2050 emphasizes moving people using sustainable modes of transportation. It aims to provide convenient, accessible, and realistic transportation choices while making the network safer for all users.

Although walking, cycling, and transit are more sustainable modes of transportation and an important component of our system, we still expect people to make many daily trips by car.

With these things in mind, TRANSPORTATION 2050 identifies policies and actions that:

- Take a balanced approach
- Mitigate conflict between users and land uses
- And ensure people can get where they're going, receive the goods and services they need, and have choices when doing so

The plan organizes policies and actions to align with the plan's three priorities:



land use



people mobility



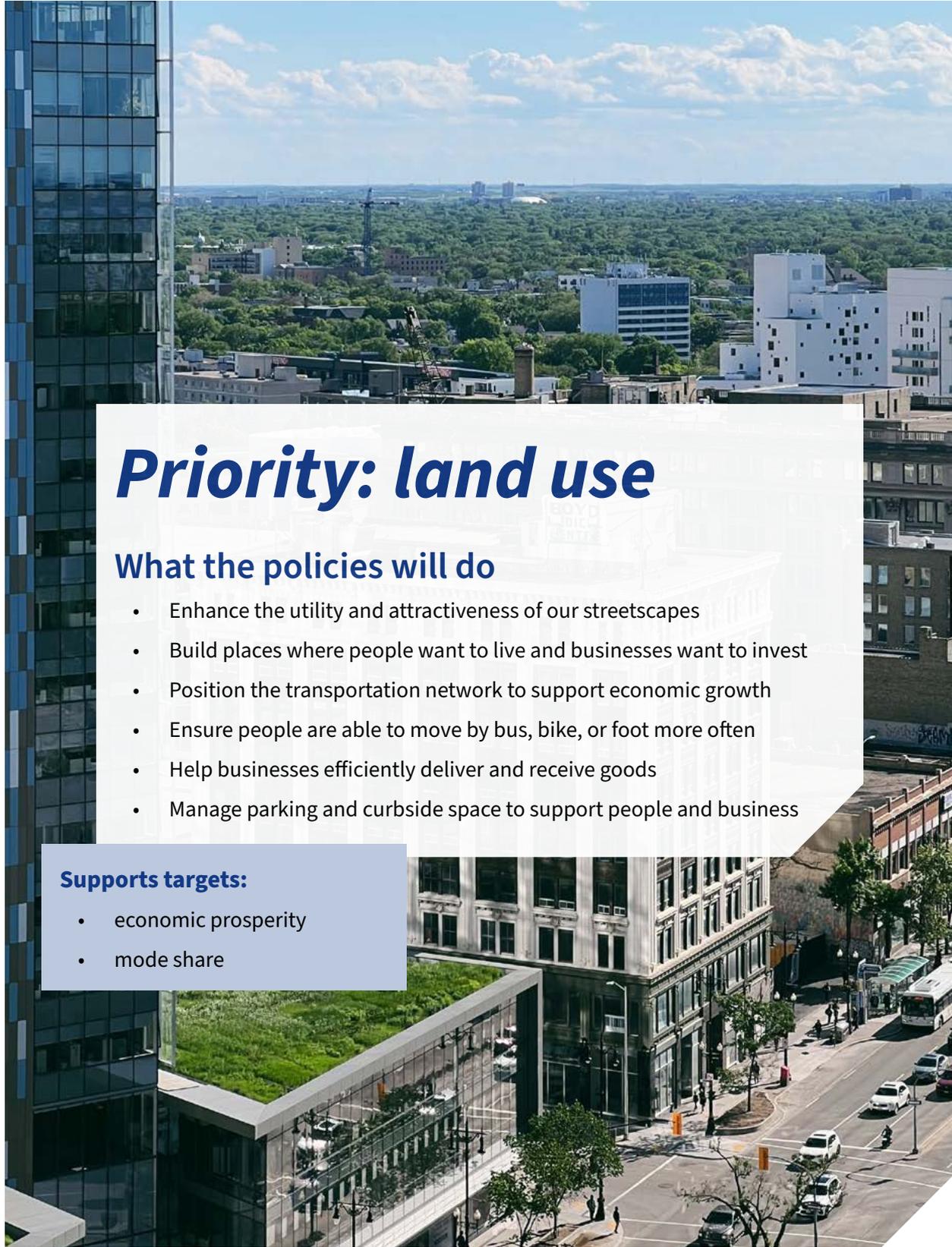
goods movement and emergency services



You can see the full set of policies and actions by **scanning the QR code** or visiting winnipeg.ca/TMP2050. It will take you to the full planning document.

For now, we'll outline the policy direction at a high level and explain what some of the policies and actions could look like in reality.

We've included examples of what we're calling **innovations for implementation**. These are pilot projects that can be implemented quickly to address needs and opportunities the short-term. This includes initiatives that are low-cost and easy to implement but could lead to large benefits. Meanwhile, the **action in action** boxes show how TRANSPORTATION 2050 could impact the daily lives of Winnipeggers.



Priority: land use

What the policies will do

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

Supports targets:

- economic prosperity
- mode share

Policy highlights

- Provide multi-modal transportation options for people and goods
- Work with other levels of government to connect regional land use and transportation
- Manage off-street parking to support movement of people and goods
- Account for the needs of all road users in transportation decision-making

Key actions snapshot

- Update zoning rules along key transit routes. This will enable higher density through infill development. It will also support high quality urban design at the sidewalk level.
- Require contractors to provide the safe access for all road users during construction.
- Revise rules to reduce off-street parking.
- Use incentives to encourage more intensive use of land downtown.
- Connect new neighbourhoods just outside the city to our networks.
- Keep access to sidewalks or create short term work-arounds during construction projects.

What We Heard

Stakeholders told us that land use planning and transportation decision-making needs to be more connected. This will lead to a denser, more people-oriented city.

➔ Action in action

Josie uses a wheelchair and rides the bus to work every day. When there is construction around her office, Josie is often stuck at the curb when she gets off the bus because of the way sidewalks are rerouted. With the implementation of 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.





Priority: people mobility walking and cycling

What the policies will do

- 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

Supports targets:

- mode share
- road safety
- accessibility and equity

What We Heard

Winnipeggers support using sustainable and active transportation instead of cars.

Policy highlights and key actions snapshot

- Close gaps in walking and cycling networks.

🔧 Innovation for implementation

Pop-up active transportation infrastructure - We could test items like planters, paint, and temporary barricades to help designate bicycle routes. Former enhanced summer bike routes could be used to judge the potential of this idea.

- Make walking and cycling more convenient.

🔧 Innovation for implementation

Secure bike parking – Through a pilot, we could test a full-serve bicycle parking station at a major cycling destination. If results are positive, the program could be expanded.

- Improve year-round maintenance of bike lanes and sidewalks.
- Educate the public about active modes.

➡ Action in action

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.



Pedestrian and Cycling Strategies framework

Winnipeg is committed to providing better transportation options to support better quality of life, attractive neighbourhoods, and vibrant city streets.

In 2015, Council approved the Pedestrian and Cycling Strategies (PCS) – an active-transportation-focused policy and action plan. We updated the PCS as part of TRANSPORTATION 2050, guided by direction set out by it as well as OurWinnipeg 2024, Complete Communities, and the Climate Action Plan.

The update pushes us towards our goals of ensuring travel options and creating a sustainable transportation system to meet the needs of all residents and visitors. The updated PCS ultimately aim to maximize transportation options by ensuring walking and cycling in Winnipeg is accessible, comfortable, and safe.

The PCS framework sets direction for walking and cycling policies, infrastructure, and programs over the next 25 years and beyond. It also provides a detailed implementation plan with short, medium, and long-term priorities for walking and cycling improvements throughout the city.

A core principle of the PCS is developing active transportation infrastructure that is comfortable for people of all ages and abilities (AAA) with a particular focus on children, women, and seniors.

This infrastructure includes multi-use pathways, bike lanes that are physically separated from traffic, and routes like neighbourhood greenways that have low traffic volumes and speeds.

We updated the PCS to modernize the walking and cycling network, ensuring:

- The network spacing of 800m (400m in the downtown) is achieved as much as possible.
- Neighbourhoods and key destinations such as grocery stores, pharmacies, employment hubs, Downtown, Universities, Hospitals, Schools, City Services (parks, libraries etc) are linked to the network.
- The City's areas of higher poverty are connected.
- The Primary Bike Network is not over-reliant on the regional arterial road network.

We have organized the PCS framework into six sections that guide the expansion, promotion and maintenance of the active transportation network. The directions are implemented through a series of actions. Put simply, to achieve AAA status across Winnipeg, we must:

1. **Improve Connectivity**
 - a. Expand the Bicycle Network
 - b. Expand and Enhance the Sidewalk Network
 - c. Address Barriers
2. **Improve Convenience**
 - a. Provide Bicycle Parking and End-of-Trip Infrastructure
 - b. Increase and Improve Multi-Modal Connections
3. **Improve Safety & Accessibility**
 - a. Provide Accessible Infrastructure
 - b. Improve Pedestrian and Cyclist Safety
 - c. Provide Pedestrian and Cyclist Crossing Treatments
 - d. Provide Well Lit and Visible Pedestrian and Cyclist Infrastructure
 - e. Develop Safe Routes to School
4. **Improve Maintenance**
 - a. Maintain the Sidewalk Network
 - b. Maintain the Bikeway Network
5. **Improve Vibrancy**
 - a. Enhance Streetscapes and the Public Realm
 - b. Land Development and Site Design
6. **Increase Awareness**
 - a. Enhance Wayfinding, Signage, and Trip Planning
 - b. Improve Education and Awareness
 - c. Increase Marketing and Communication



You can see the updated PCS and its full set of actions by **scanning the QR code** or visiting winnipeg.ca/TMP2050.

Priority: people mobility transit

What the policies will do

- Make transit central to Winnipeg’s sustainable and multi-modal transportation system

Innovation for implementation

Autonomous vehicle bus testing - Winnipeg’s Southwest Transitway is perfect for testing self-driving buses. It is separated from other traffic, and experiences all four seasons. These buses could be tested outside of normal service hours

- Provide transit access for all Winnipeggers
- Promote public transit as a viable alternative to car use

Supports targets:

- economic prosperity
- mode share
- road safety
- accessibility and equity

Winnipeg Transit Master Plan

In 2021, Council approved the Winnipeg Transit Master Plan. It identified changes and improvements to our transit service and infrastructure.

It includes a detailed path for the first five years and a more broad, conceptual vision of the next 25 years.

TRANSPORTATION 2050 ties in with the Transit Master Plan to set the course for public transit policy. New transit policies are not included in TRANSPORTATION 2050. Instead, our key actions support the directions of the Transit Master Plan.

Policy highlights and key actions snapshot (from 2021 Transit Master Plan)

- Increase the number of people taking transit.
- Provide transit that is comfortable, consistent, and reliable.

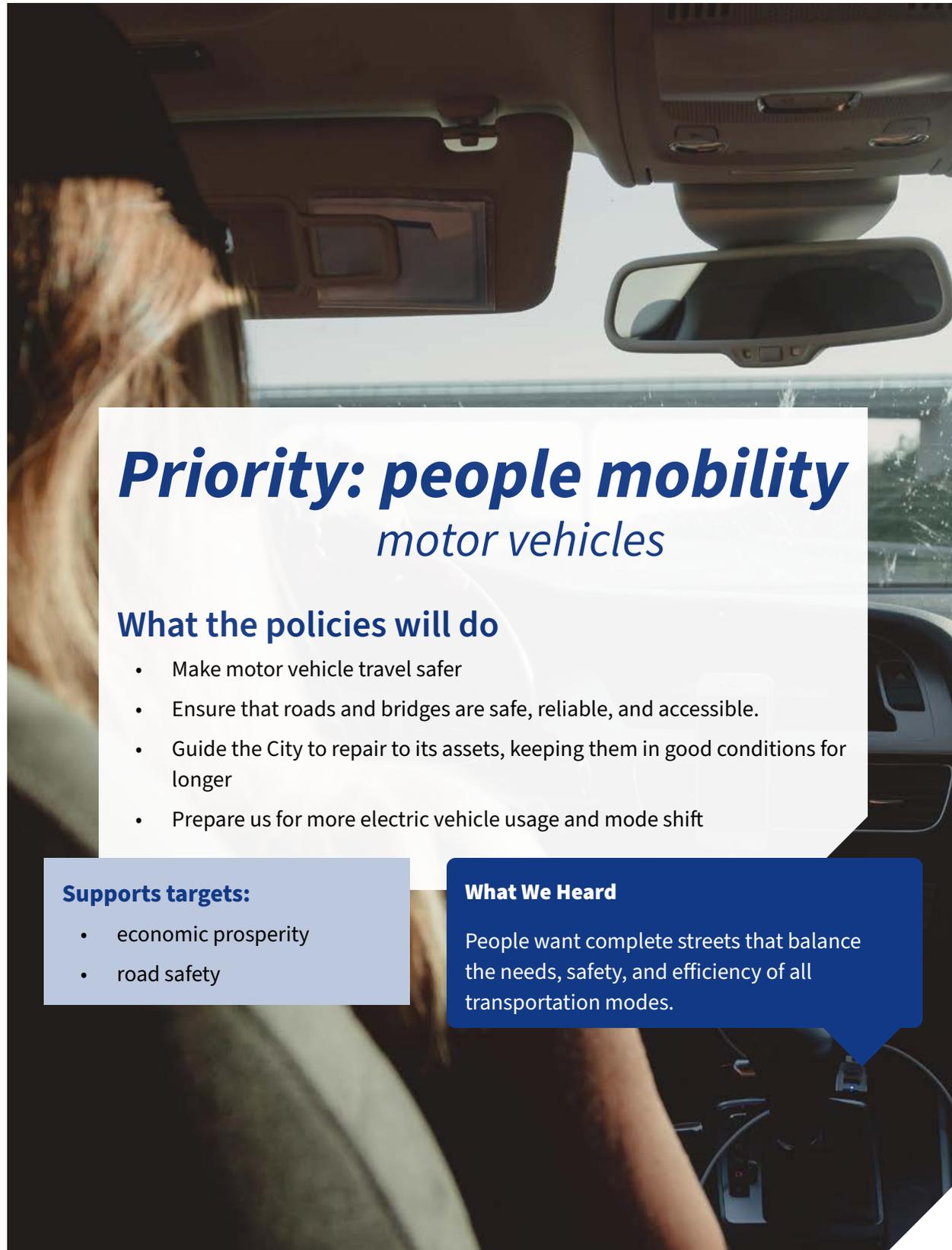
Innovation for implementation

LRT - Many Winnipeggers are curious about light rail transit (LRT). Transportation 2050 directs the City to study when and where LRT might be needed in the future. High capacity transit will be critical to increasing sustainable trips.

- Improve transit mobility Downtown.
- Make sure transit is inclusive.
- Balance investment and prices for users.

What We Heard

Many Winnipeggers told us that real or perceived safety issues are stopping them from using transit.



Priority: people mobility motor vehicles

What the policies will do

- 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

Supports targets:

- economic prosperity
- road safety

What We Heard

People want complete streets that balance the needs, safety, and efficiency of all transportation modes.

Policy highlights

- 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

Key actions snapshot

- Limit the expansion, extension, or addition of roads.

➡ Action in action

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.



- Coordinate road upkeep to avoid duplicating work.
- Continue support for an online carpool matching program.
- Center equity and focus efforts on those who systematically experience barriers to getting involved.
- Increase safety and efficiency for all users.
- Replace street parking with transit, walking, and/or cycling where possible.

🔧 Innovation for implementation

Reduce parking on arterial roads - Arterial roads are primarily meant to move people and goods. Parking spaces on these streets aren't always needed, especially when there are parking lots close by. Limiting on-street parking could help move people and goods faster.

- Find ways to use technology to provide real time data for parking availability, cost, etc.

Priority: goods movement and emergency services

What the policies will do

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

Supports targets:

- economic prosperity
- road safety

What We Heard

Winnipeggers are changing their shopping habits, with a third indicating they expect to receive an increased number of deliveries to their homes or work.

Policy highlights

- 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

Key actions snapshot

- Find ways to optimize routes for timely and efficient truck travel.

➡ Action in action

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.



- 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.

💡 Innovation for implementation

Designated truck lanes - Test a truck-only lane on a road with high truck volume. A 12-month pilot is recommended to account for a full year of traffic and weather conditions.

💡 Innovation for implementation

Downtown Winnipeg has many loading zones; is it time to think about new ways to use them? Making loading zones more convenient and open to use can improve access to destinations at peak times.

Goods Movement Study

Sustainable transportation and land use planning are central to TRANSPORTATION 2050. The Goods Movement Study builds on the policies in the plan, adding more detail and direction.

Winnipeg (and its metropolitan region) plays a vital role in the provincial and national economies. The volume of goods and services vehicles that move through our city will only increase as our population continues to grow.

It's our job to define an efficient truck route network, manage on- and off-street loading spaces and design for the safety of all. That's where the Goods Movement Study comes in.

Here are some key actions from the Study:

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

We will continue to provide a robust grid of truck routes that supports reliability, efficiency, and the distribution of truck traffic across multiple streets without compromising safety of pedestrians and other road users. We will also ensure access to destinations by continuing to provide and efficiently manage loading zones. We will work with stakeholders in planning for future accommodation of long combination vehicles in industrial developments.

2. **Promote seamless intermodal connectivity**

We support the James A. Richardson Winnipeg International Airport's role as the primary air gateway for passengers and cargo in Manitoba. We will also cooperate with Metropolitan Region municipalities to support the development of CentrePort and ensure cross-boundary coordination of both rail, truck and cycling access for effective goods movement.

3. **Collaborate with regional partners to increase goods movement safety, efficiency, and reliability and ensure inter-jurisdictional coordination of plans and policies**

We will advocate for the establishment of a regional goods movement advisory council to advise on matters involving freight project priorities and policy considerations that affect the movement of freight into, around and out of Winnipeg and its metropolitan region.

4. **Invest in transportation infrastructure and operational improvements to improve the movement of goods and anticipate new technologies**

We have an opportunity to review and update signal timing plans to enhance the flow of goods on the Strategic Road Network while maintaining a safe environment for all other users. We will also investigate the feasibility of piloting a truck-only lane on a high truck volume corridor such as Route 90.

5. **Improve the services provided for goods movement in the last mile**

We will continue to support adoption of low-/zero-carbon emission freight vehicles. We will also encourage stakeholders to consider active transportation such as electric assist cargo bikes for the job of small parcel deliveries in dense residential urban neighbourhoods.

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

We will ask the Province of Manitoba to reinstate the Manitoba Highway Traffic Information System in the Metropolitan region to provide essential data needed to make informed decisions about planning, design and operation for trucks on the transportation road system.

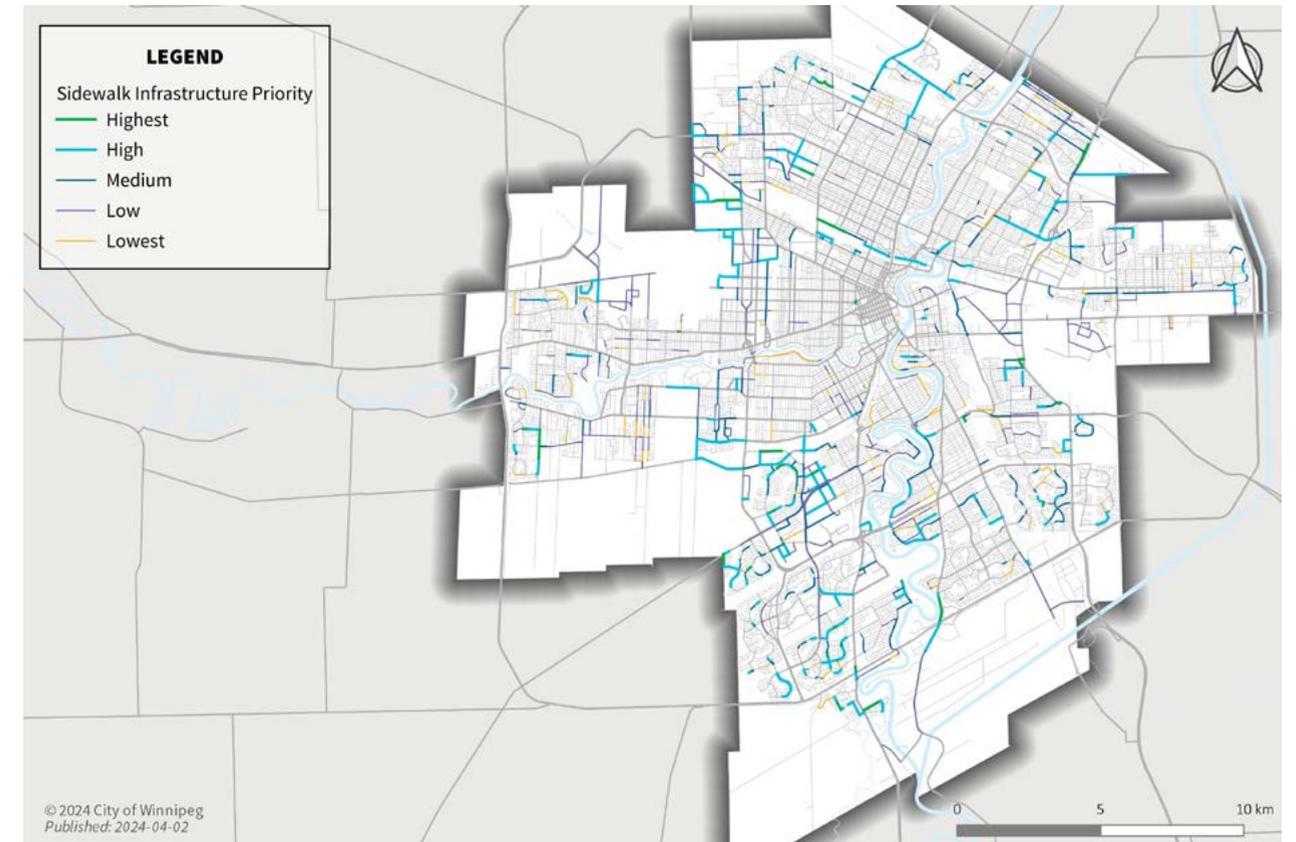
Network recommendations

TRANSPORTATION 2050 uses maps to illustrate its network recommendations. These maps show what the network would have to look like for half of all trips to be made sustainably without compromising the needs of all users.

We've included the full set of maps here as we know people want to see what TRANSPORTATION 2050 could mean for the roads they travel every day.

It's important to note the maps are conceptual in nature and illustrate an ideal network scenario.

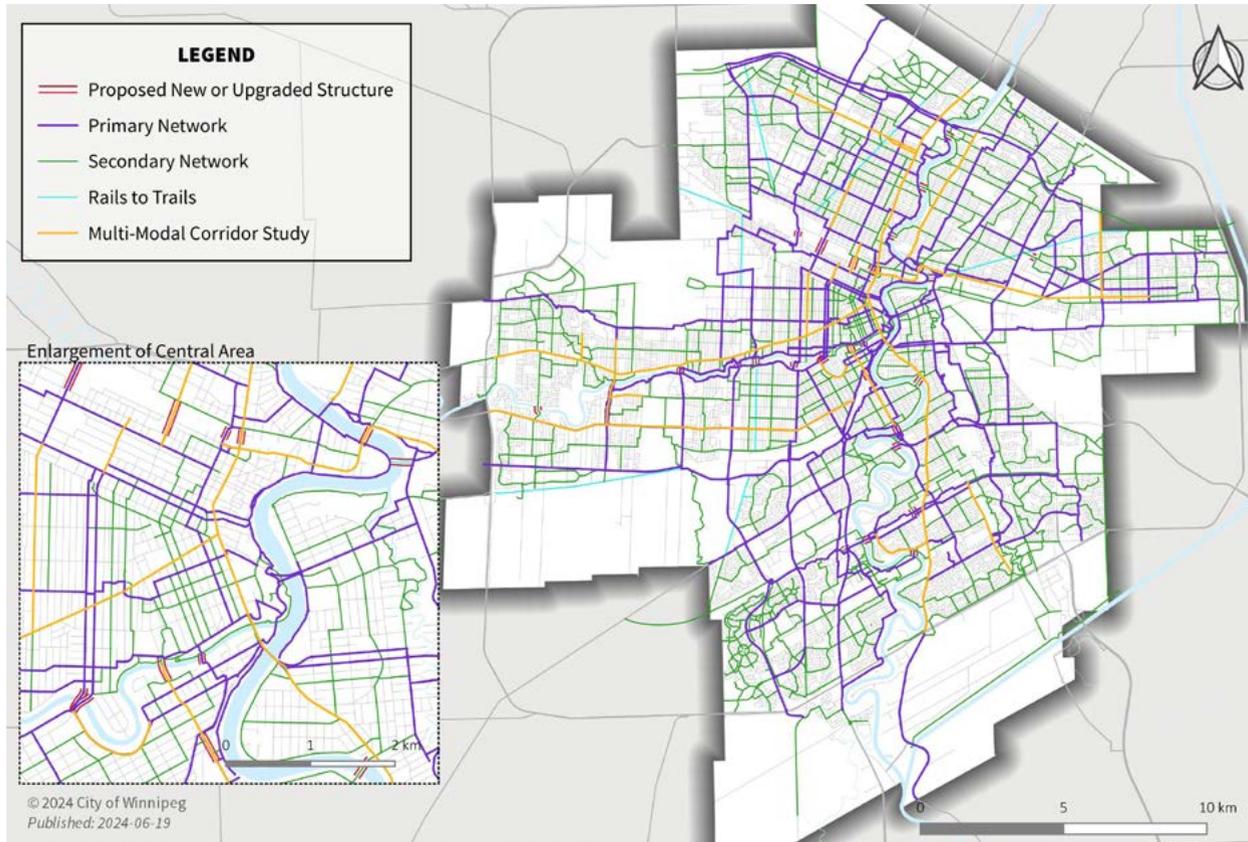
Network recommendations: sidewalks



► 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.

Network recommendations: bikes



► 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.

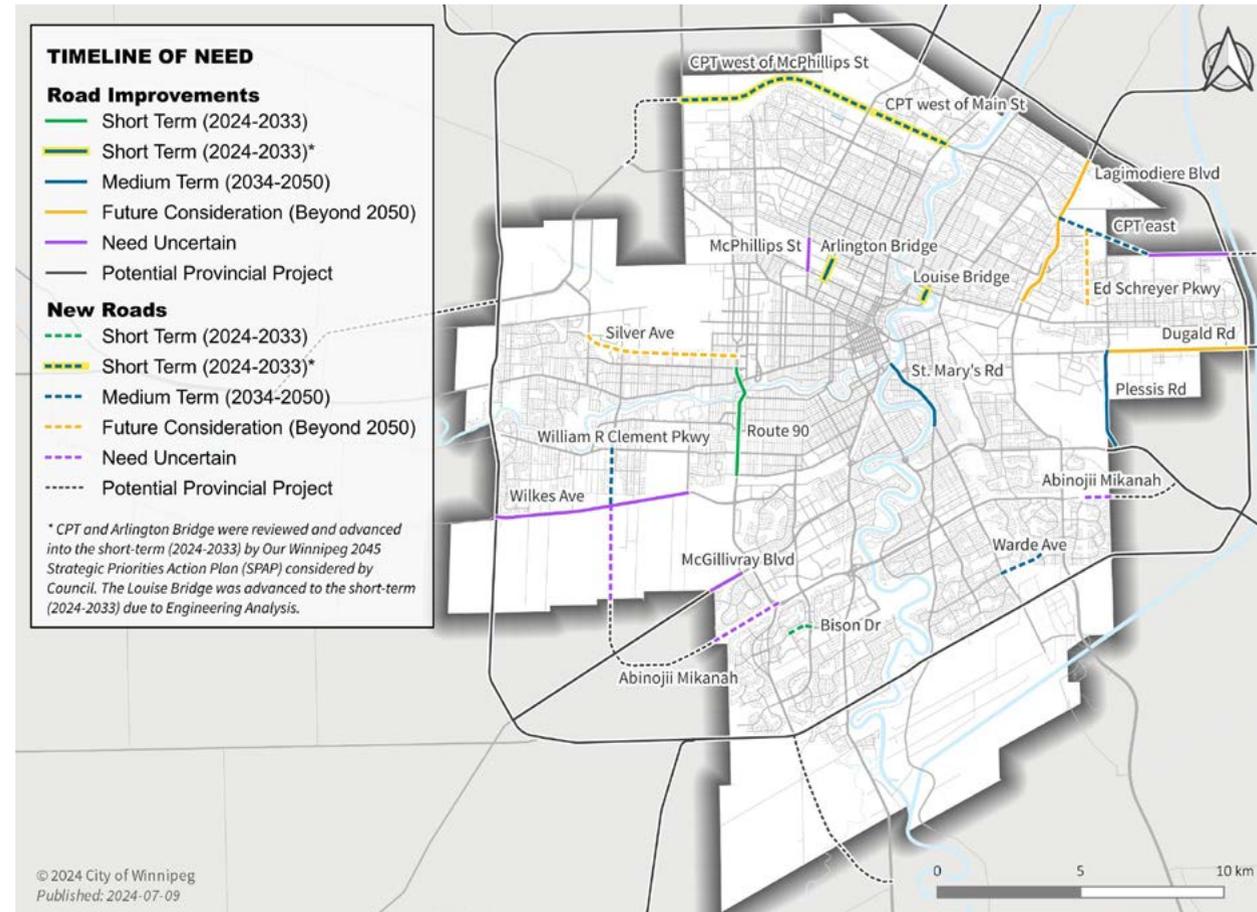
Winnipeg Transit: long term network plan



► Transit is a key factor in our ability to achieve our 50% 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.

Network recommendations: roads and bridges

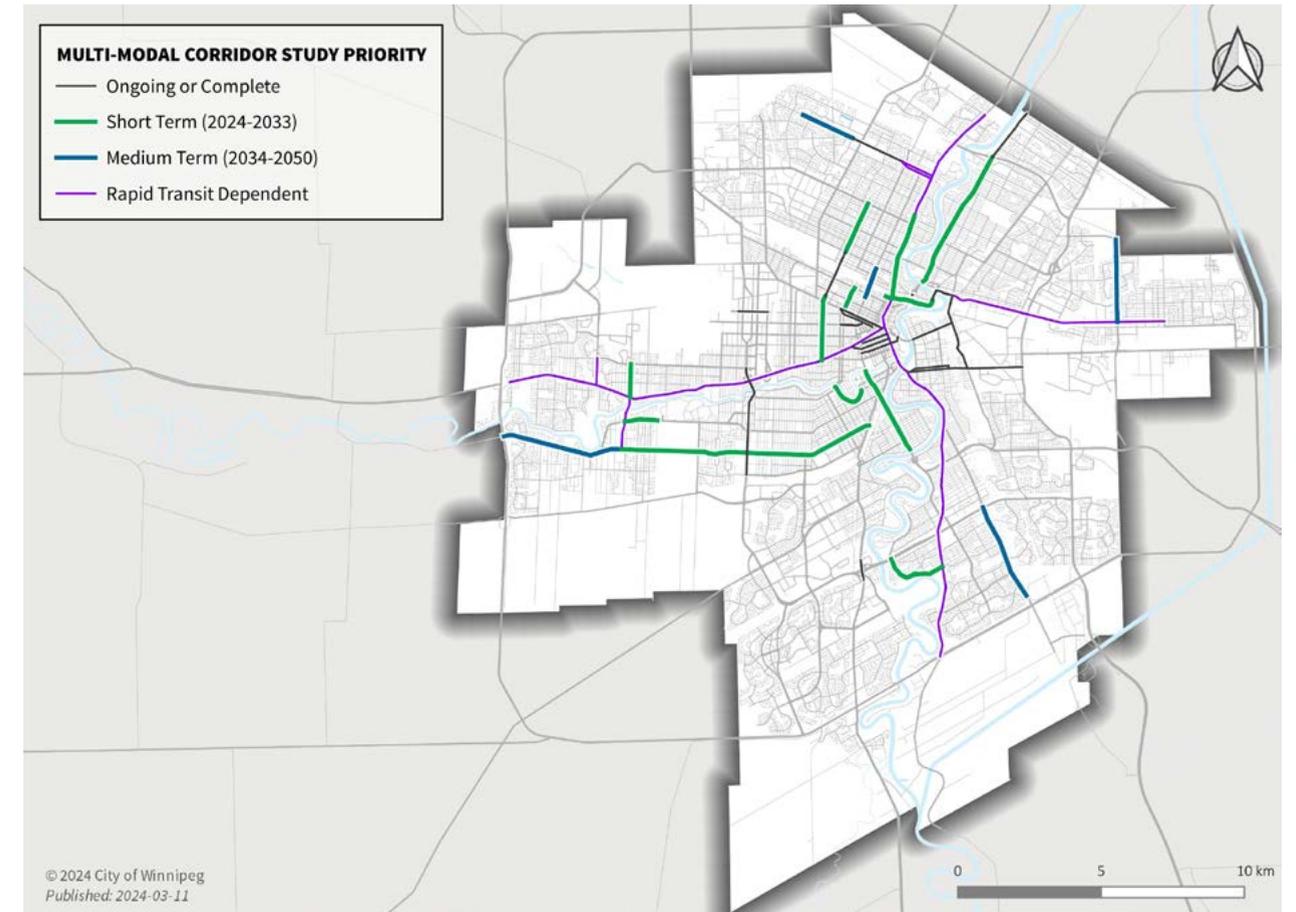


► Strategically adding capacity to our road network will help us reach our targets related to economic growth, road safety, and accessibility and equity. We are recommending these improvements and expansions to our roads and bridges.

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.

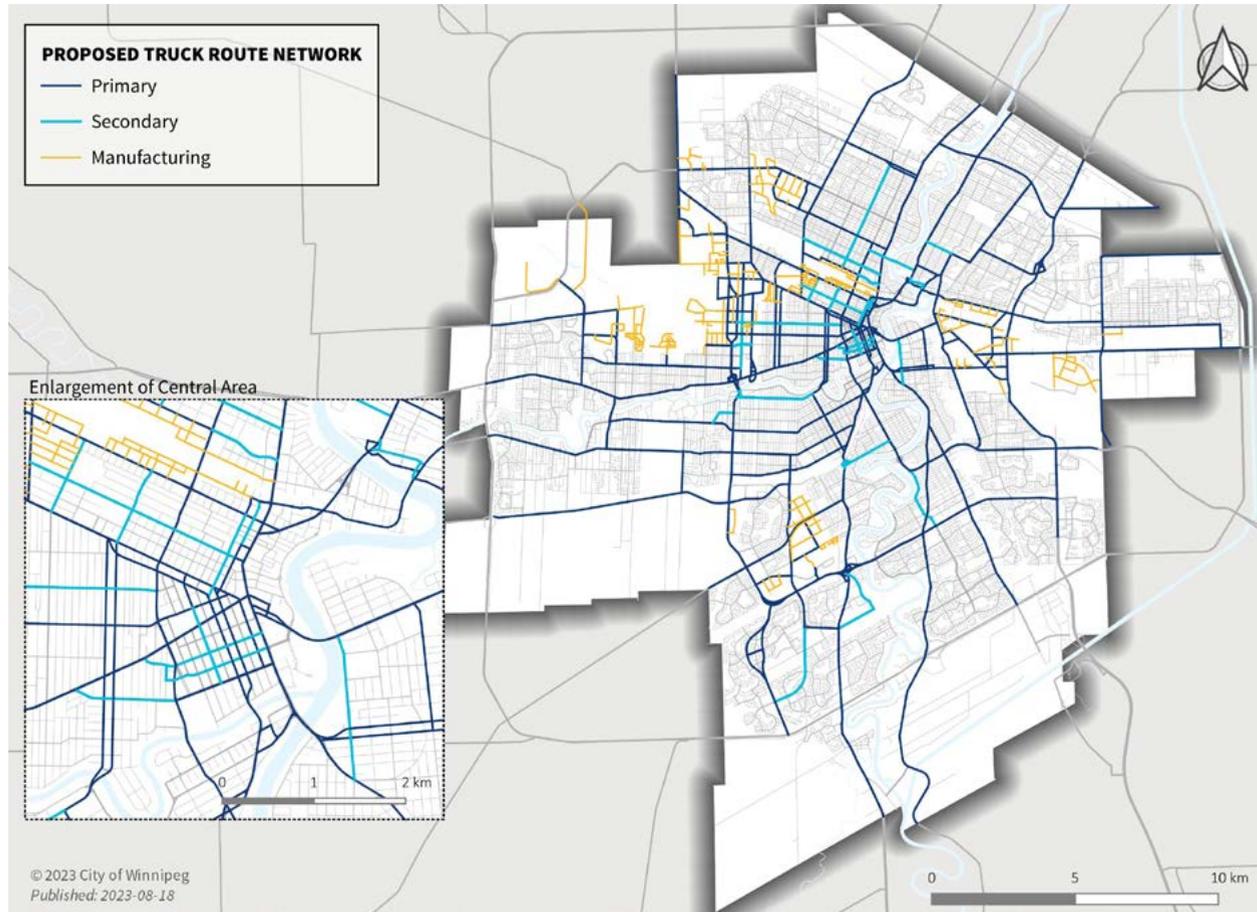
Network recommendations: key multimodal corridors



► 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.

Network recommendations: truck route



- ▶ 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.

Next steps

The most immediate next step is presenting TRANSPORTATION 2050 for Council consideration. This will happen later in 2024.

If Council adopts the plan, we will need to develop a funding strategy with them to ensure we can implement the actions including:

- 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

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
- Transit project funding per capita
- Pedestrian and cycling project funding per capita
- Road project funding per capita



