

TRANSPORTATION MASTER PLAN: 2050

Phase 2 Public Engagement Report

Prepared by the City of Winnipeg
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Table of Contents

1.0	Executive Summary	4
2.0	Background	4
2.1	OBJECTIVES	5
2.2	STAKEHOLDER-SPECIFIC PROGRAM	5
2.3	INTEREST-SPECIFIC STAKEHOLDERS	5
2.4	NEIGHBOURHOOD ADVISORY GROUPS	6
2.5	STAKEHOLDER NOTIFICATION	6
3.0	Engagement Activities	6
3.1	ONLINE SURVEY	100
3.2	STAKEHOLDER WORKSHOPS	100
3.2.1	WORKSHOP GOALS	100
3.2.2	WORKSHOP OBJECTIVES.....	111
3.2.3	INVITATIONS.....	111
3.2.4	WORKSHOP FORMAT AND MATERIALS.....	111
3.2.5	STAKEHOLDER PARTICIPATION.....	123
3.3	TELEPHONE TOWN HALL.....	123
3.4	PUBLIC WORKSHOPS	134
3.4.1	WORKSHOP GOAL	144
3.4.2	WORKSHOP OBJECTIVES.....	144
3.4.3	WORKSHOP FORMAT AND MATERIALS.....	144
3.4.4	WORKSHOP PARTICIPATION	156
3.4.5	WORKSHOP IMAGES.....	166
4.0	Analysis.....	177
5.0	Results.....	178
5.1	GENERAL FEEDBACK ON PROJECT DIRECTION	17
5.1.1	ALIGNMENT WITH KEY ISSUES.....	178
5.1.2	NOTABLE CONCERNS WITH BROAD DIRECTION.....	19
5.2	KEY FINDINGS ON SPECIFIC KEY DIRECTIONS	190
5.2.1	KEY DIRECTION 1: INTEGRATE LAND USE AND TRANSPORTATION.....	Error! Bookmark not defined.0
5.2.2	KEY DIRECTION 2: PROVIDING SAFE AND SUSTAINABLE MOBILITY OPTIONS FOR ALL	255
5.2.3	KEY DIRECTION 3: TRANSFORM AND OPTIMIZE TRANSPORTATION CORRIDORS.....	29

5.2.4	KEY DIRECTION 4: REVITALIZE THE AUTOMOBILE NETWORK AND BRIDGES	323
5.2.5	KEY DIRECTION 5: SUPPORT GOODS MOVEMENT AND ECONOMIC PROSPERITY	345
5.2.6	KEY DIRECTION 6: ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES	38
5.2.7	KEY DIRECTION 7: CONNECT THE CITY WITH FREQUENT AND RAPID TRANSIT	502
5.3	OVERALL FEEDBACK ON THE ENGAGEMENT PROGRAM.....	536
6.0	Conclusions and Next Steps	58

List of Appendices

Appendix A – Stakeholder Index
 Appendix B – Communication Log
 Appendix C – Key Directions and Strategies Booklet
 Appendix D – Phase 2 Promotion
 Appendix E – Workshop Invitations
 Appendix F – Workshop Presentations
 Appendix G – Workshop Meeting Notes
 Appendix H – Exit Survey Report – Interest Specific Groups
 Appendix I – Exit Survey Report – Neighbourhood Advisory Groups
 Appendix J – Exit Survey Report – Public
 Appendix K – Telephone Town Hall Script
 Appendix L – Telephone Town Hall Questions
 Appendix M – Online Survey Report
 Appendix N – Online Survey Data Tables
 Appendix O – Online Survey Questions

1.0 Executive Summary

In TMP2050 Phase 2, we asked if the plan fits with residents' vision for Winnipeg's future transportation network. We presented the seven key directions and draft strategies and asked for feedback from the public and stakeholders. Overall, we heard support for the key directions and strategies along with meaningful feedback on the challenges to implementation.

Due to continuing public health restrictions through Fall 2021, we engaged virtually. Feedback was collected through:

- 14 virtual workshops with 186 online workshop participants (32 attended more than one workshop);
- Telephone town hall with over 9,000 Winnipeggers;
- An online survey with more than 1,500 participants.

In Phase 2, we talked about encouraging residents to shift to sustainable transportation options. Most participants agreed that we need to make this shift. Many also noted the challenge ahead as the car remains the most convenient and reliable mode of travel in Winnipeg. Residents told us they need safe, efficient and reliable ways to travel by foot, wheelchair, bike, scooter and transit.

Participants told us they do not use active modes for a few key reasons, including:

- including lack of connectivity in the network
- unsatisfactory winter maintenance
- real or perceived lack of safety.

We heard that for long-term and sustained change to occur, TMP2050 needs to address these challenges.

Most participants (58 percent) agreed that expanding roads should only be for:

- trucking
- improving cycling, transit or pedestrian options.
- connecting new developments to the existing network.

In particular, we heard from stakeholder groups and neighbourhood advisory groups that they would like to see all future road renewal projects include active transportation improvements. However, a portion of survey participants (27 percent) opposed this direction and questioned if the City can afford to build or expand roads at all.

As we move on to Phase 3, feedback from stakeholders and the public along with technical research and data will develop the draft TMP2050.

2.0 Background

The Transportation Master Plan: 2050 (TMP2050) engagement plan defined the engagement process for Phase 2 and included objectives, communication tools, and events. It fulfilled the

project goals by successfully communicating and engaging with both the public and stakeholders.

2.1 OBJECTIVES

Objectives were set for the broad TMP2050 public engagement program; some may not be applicable in all phases. These project-wide engagement objectives are as follows:

1. Winnipeggers are aware of opportunities to get involved.
2. Winnipeggers have access to empirical evidence on the root causes of congestion in the transportation network. Example: The last decade of population growth.
3. Winnipeggers understand the 30-year vision for the transportation network (established through other planning documents).
4. Winnipeggers recognize the need to strategically plan the future of transportation in our city, and that future strategies must balance the needs of many types of road users.
5. Winnipeggers understand that different approaches and strategies will be required for different areas of the city. Example: Road widening in dense areas is not feasible.
6. Participants' opinions, experiences, desires, and perceptions play a role in identifying the current state and future goals of transportation in Winnipeg.
7. Participants' feedback on draft strategies is incorporated when developing the final document.
8. Participants understand how their input was considered and incorporated into the final document.

Phase 2 engagement activities targeted objectives 1-7 above and reviewed key findings from Phase 1, presented the project's key directions and strategies and collected feedback on the draft options and opportunities.

2.2 STAKEHOLDER-SPECIFIC PROGRAM

At the onset of the TMP2050 project, the project team identified two groups to engage through stakeholder-specific activities: interest-specific stakeholders and neighbourhood advisory groups. For a full list of interest-specific stakeholders contacted for this project please see Appendix A.

2.3 INTEREST-SPECIFIC STAKEHOLDERS

The interest-specific stakeholders represented a wide range of interests and organizations from across the city. These groups focused on city-wide transportation topics and broader transportation issues. For Phase 2 engagement, interest-specific stakeholders were invited to join one or several thematic stakeholder workshops based on their interests or areas of expertise. Based on gaps identified in Phase 1, additional stakeholders were included in Phase 2 to ensure additional representation from marginalized persons and organizations that represent them.

2.4 NEIGHBOURHOOD ADVISORY GROUPS

The five neighbourhood advisory groups were based on geographic boundaries that mark the City's existing Community Committees: City Centre (central), Assiniboia (southwest), Lord Selkirk – West Kildonan (northwest), East Kildonan – Transcona (northeast), and Riel (southeast).

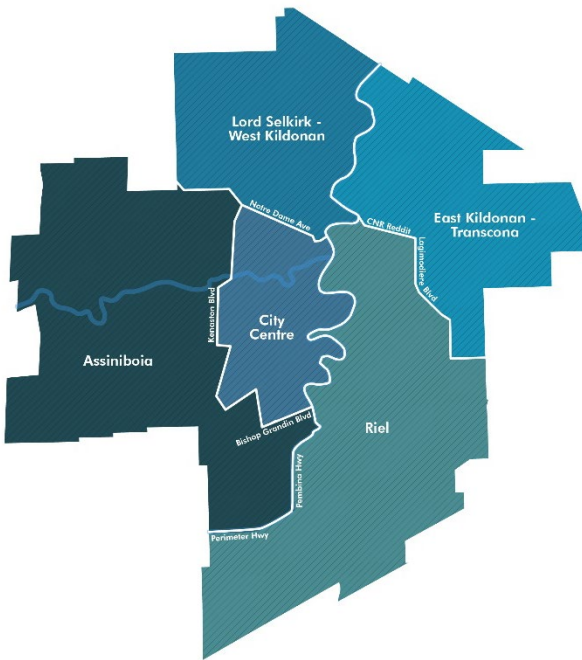


Figure 1: Winnipeg Geographic Boundaries

Participants were recruited in Phase 1 and were invited to participate again in Phase 2. Neighbourhood advisory groups participated in a series of workshops focused on neighbourhood transportation themes and neighbourhood-specific concerns and interests brought forward by residents and the groups that represent them. They also secondarily focused on how their neighbourhood connects with the city-wide system. All 124 neighbourhood advisory group members from Phase 1 were invited to their respective workshops via an email on November 10, 2021.

2.5 STAKEHOLDER NOTIFICATION

All stakeholders were invited to meetings via direct email invitations. All invitations can be found in Appendix E. All follow-up correspondence regarding the project is noted in the communication log (Appendix B).

3.0 Engagement Activities

Phase 2 engagement focused on determining whether a series of key directions and related draft strategies could fulfil the vision and strategic priorities set out by TMP2050. A Key Directions and Strategies book helped guide Phase 2 discussions. The booklet was uploaded

to the project webpage on November 17, 2021. Stakeholders who registered for a workshop were emailed a digital copy prior to their respective meetings.

The key directions and strategies booklet aimed to:

- Confirm the vision for TMP2050
- Convey key directions, strategies, and options of TMP2050
- Provide easily understandable infographics
- Use creativity to help generate enthusiasm for the project

Pages from the book are outlined below; the complete booklet can be found in Appendix C.



Figure 2: Sample Pages from Key Directions and Strategies Booklet

Building on the content of the book, engagement activities were designed to achieve TMP2050's Phase 2 engagement objectives as outlined in Table 1.

Table 1: Engagement Opportunities

Activity	Participation	Phase 2 Engagement Objective	Objective Alignment
Online Survey	1,511 respondents (1,502 in English and nine in French).	- Participants' opinions, experiences and desires and perceptions play a role in identifying the current state and future goals of transportation in Winnipeg. - Participant feedback on draft strategies is incorporated when developing the final document.	Participants shared their feedback on key directions and corresponding strategies, trade-offs, and evaluation of success.
Stakeholder Workshops	88 participants joined the interest-specific group. Of these, 18 attended multiple workshops.	- Winnipeggers understand the 30-year vision for the transportation network (established through other planning documents). - Winnipeggers recognize the need to strategically plan the future of transportation in our city, and that future strategies must balance the needs of many types of road users.	Participants were provided the key directions and strategies booklet to learn about how the broad vision for TMP2050 fits within other planning documents and provided an overview of all key directions, corresponding strategies, and draft options and opportunities.
	23 participants joined the neighbourhood advisory group workshops.	- Winnipeggers understand that different approaches and strategies will be required for different areas of the city. Example: Road widening in dense areas is not feasible. - Participants feedback on draft strategies is incorporated when developing the final document.	Participants shared their feedback on the draft opportunities and their interest in a shift to other transportation modes.
Telephone Town Hall	9,032 participants.	- Winnipeggers are aware of opportunities to get involved. - Winnipeggers recognize the need to strategically plan the future of transportation in our city, and that future strategies must balance the needs of many types of road users. - Winnipeggers understand the 30-year vision for the transportation network (established through other planning documents).	An automated call to 100,000 Winnipeggers went out prior to the town hall to broadly invite residents to the event. Participants received an overview of the TMP2050 process. During the question-and-answer period, seventeen participants were able to ask their question and all participants heard from other Winnipeggers to better

		Winnipeggers understand that different approaches and strategies will be required for different areas of the city. Example: Road widening in dense areas is not feasible.	understand their transportation needs and concerns.
Public Workshops	75 participants joined the public workshops and of those participants, 15 people attended multiple workshops.	- Winnipeggers understand the 30-year vision for the transportation network (established through other planning documents). - Winnipeggers recognize the need to strategically plan the future of transportation in our city, and that future strategies must balance the needs of many types of road users. - Winnipeggers understand that different approaches and strategies will be required for different areas of the city. Example: Road widening in dense areas is not feasible. - Participants feedback on draft strategies is incorporated when developing the final document.	The workshop started with a thorough presentation from the project team on the process to date, including how TMP2050 aligns with other City planning documents. Following the presentation of specific potential options and opportunities, participants broke out into discussion groups to discuss the feasibility of it and how it would work in Winnipeg or their neighbourhood. Participants shared their feedback on the draft opportunities and their interest in a shift to other transportation modes.

3.1 ONLINE SURVEY

The online survey launched on November 17, 2021, and was live and open for public input until December 17, 2021. The survey included a core survey to gather input on key questions under consideration by the project team, followed by an option to review and submit additional feedback on the proposed strategies. The online survey data was analyzed directly in the online survey tool and is presented in **Section 5**. Answers to open-ended questions were grouped according to similar ideas. Each group was assigned a theme, which captures the main ideas shared among all comments in that group. The online survey results are not statistically representative of the population of Winnipeg. A statistically representative survey was conducted in Phase 1.

3.2 STAKEHOLDER WORKSHOPS

Table 2: Stakeholder Workshop Schedule 1

Date	Interest-Specific Groups
Wednesday, November 17, 2021	Transportation, land use, and supporting all modes – <i>how do we build a connected city?</i>
Thursday, November 18, 2021	Improving transportation access – <i>how do we provide safe and sustainable mobility options for all?</i>
Friday, November 19, 2021	Revitalizing roads and bridges – <i>how do we enhance the network?</i>
Monday, November 22, 2021	Safe and efficient goods movement – <i>how do we support business and industry?</i>
Tuesday, November 23, 2021	Enhancing active transportation – <i>how do we update the Pedestrian and Cycling Strategies?</i>

Table 3: Stakeholder Workshop Schedule 2

Date	Neighbourhood Advisory Groups
Wednesday, November 17, 2021	Lord Selkirk – West Kildonan
Thursday, November 18, 2021	City Centre
Monday, November 22, 2021	Assiniboia
Tuesday, November 23, 2021	East Kildonan – Transcona
Wednesday, November 24, 2021	Riel

3.2.1 WORKSHOP GOALS

- Review the key findings from Phase 1
- Present the direction for TMP2050
- Test and review the draft ‘opportunities and options’ concepts
- Gather feedback

3.2.2 WORKSHOP OBJECTIVES

- Report back on all city-wide and stakeholder engagement activities and what we heard
- Report back on the component studies
- Gather feedback on the draft strategies
- Discuss, gather feedback, and evaluate the options presented
- Use the stakeholder priorities to evaluate potential scenarios to inform the direction of TMP2050

3.2.3 INVITATIONS

On November 10, 2021, email invitations were sent to interest-specific group stakeholders and neighbourhood advisory group members to join the Phase 2 workshops. Interest-specific group stakeholders were invited to join one or more of the five topic-based workshops and to register via Zoom to receive the meeting link(s). Neighbourhood advisory group members were invited to their specific group meeting. See Appendix E for stakeholder invitations.

The key directions and Strategies Booklet was emailed to all registered participants on November 16, 2021. Any participants who registered after November 16 were emailed the booklet as their registration was received.

Reminder emails were also sent to all neighbourhood advisory group members the day of their workshop to encourage them to register for the upcoming workshop. All registered participants were reminded about their upcoming workshop with an email and meeting link the day of the workshop.

3.2.4 WORKSHOP FORMAT AND MATERIALS

A virtual workshop was facilitated on Zoom, which began with a presentation by the project team. The presentations began with a project recap, public & stakeholder engagement summaries, and an introduction to the seven key directions for TMP2050.

Presentation slides and neighbourhood advisory group presentation slides can be found in Appendix F.

For interest-specific group workshops, a detailed presentation of strategies, options, and opportunities related to the workshop topic followed the overview presentation. Specific strategies and options were discussed further gather participants' feedback, input, and opinions about the draft opportunities.

Participants in the neighbourhood advisory group workshops were able to vote in real time on the key directions they wanted to discuss further. The most popular directions were presented in more detail and discussed accordingly.

All discussions were facilitated using Google Jamboards. Groups with more than eight participants were split into smaller discussion groups. Participants in each room engaged in similar roundtable discussions and exercises; the Jamboard provided a virtual whiteboard for participants to view during the discussion and was populated with participants' comments by the facilitators. An example of two blank Jamboards is included below. All Jamboards can be found with their corresponding meeting notes in Appendix G.

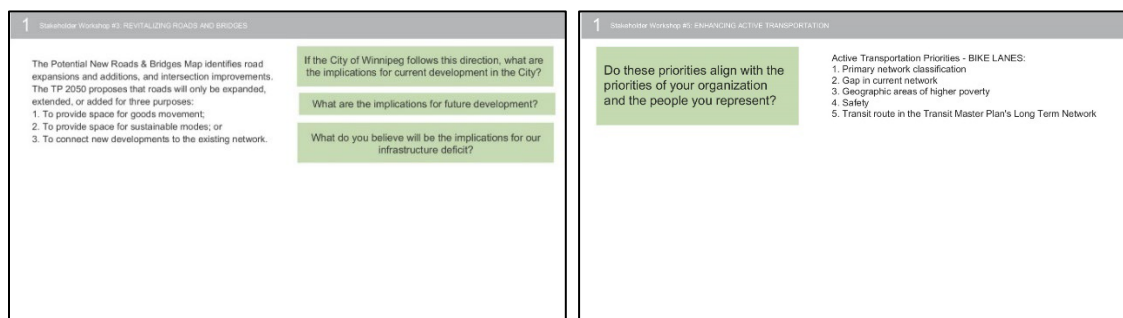


Figure 3: Sample Blank Jamboard Slides

In all workshops, polls were used to quickly gather feedback. Multiple choice polls allowed participants to give input about their current transportation habits, general opinions about the direction of TMP2050, and feedback on the workshop. Ranking polls were used to rank priorities as they related to particular strategies. Results of the polls can be found throughout **Section 5**.

After each meeting, participants were provided a link to an online exit survey and encouraged to complete the comprehensive online survey. Those results can also be found throughout **Section 5**. Full reports of exit surveys for interest-specific group workshops and neighbourhood advisory group workshops can be found in Appendices H and I.

3.2.5 STAKEHOLDER PARTICIPATION

In total, there were 23 participants at five neighbourhood advisory group workshops and 88 participants at the five interest-specific stakeholder workshops. Stakeholders were invited to join one or more workshops and 18 people attended multiple workshops.

3.3 TELEPHONE TOWN HALL

A 60-minute telephone town hall provided Winnipeggers the opportunity to learn more about the project and participate in a facilitated question-and-answer period. A [full audio transcript](#) of the event was posted to the project website.

Objectives of the telephone town hall were to:

- Foster broad public understanding of TMP2050
- Develop public understanding of the planning documents that inform the direction of TMP2050
- Encourage further participation in the Phase 2 engagement program and upcoming public workshops
- Gather input from the public about the direction of the City's future transportation network

During the event, the project team provided listeners with a brief presentation about the project context, what we learned and accomplished in Phase 1, and a high-level overview of the seven key directions, then opened the floor for questions.

Prior to the question-and-answer period, participants were asked three poll questions to gather high-level feedback on the seven key directions.

The poll questions were:

1. Do you think the key directions could address the issues of reliability in the transportation network?
2. Do you think the key directions could address the issue of safety in the transportation network?
3. Do you think the key directions could address the issue of environmental sustainability as it relates to transportation?

Nearly 100,000 automated calls went out to Winnipeggers to join the telephone town hall, 9,019 attended the event and an additional 123 joined the town hall via an online stream. Listeners were encouraged to submit their questions at any time throughout the town hall and we received 169 questions (43 online, 104 by phone, and 22 by voice mail). The script from the telephone town hall can be found in Appendix K. All questions that were asked during the town hall can be found in Appendix L and remain anonymous.

3.4 PUBLIC WORKSHOPS

Table 4: Public Workshop Schedule 1

Date	Interest-Specific Groups
Monday, November 29, 2021	The Connected City: Building a transportation network that supports people, communities, and growth
Tuesday November 30, 2021	The Safe & Sustainable City: Supporting transportation equity

Wednesday, December 1, 2021	The Reliable City: Revitalizing the road and bridges network
Thursday, December 2, 2021	The Active City: Updating the Pedestrian & Cycling Strategies

3.4.1 WORKSHOP GOAL

Review the key findings from Phase 1, present the direction for TMP2050, test and review the draft opportunities and options concepts, and gather feedback.

3.4.2 WORKSHOP OBJECTIVES

- Present the vision for TMP2050, seven key directions, and what we heard in Phase 1
- Report back on all engagement activities and results to date
- Report back on the component studies
- Gather feedback on the draft strategies
- Discuss, gather feedback on and evaluate the options presented

3.4.3 WORKSHOP FORMAT AND MATERIALS

A virtual workshop included an overview presentation on the project overview, Phase 1 public and stakeholder engagement summaries, and an introduction to the seven key directions.

Presentation slides were also posted publicly on the project website. Complete sets of all public workshop presentation slides can be found in Appendix F. A sample of the presentation slides is included below.



Figure 4: Sample of Presentation Slides



Figure 5: Sample of Presentation Slides

All discussions were facilitated using Google Jamboards. Groups with more than eight participants were split into smaller discussion groups. Participants in each room engaged in similar roundtable discussions and exercises; the Jamboard provided a virtual whiteboard for participants to view during the discussion and was populated with participants' comments by the facilitators. An example of two blank Jamboards is included below. All Jamboards can be found with their corresponding meeting notes in Appendix G.

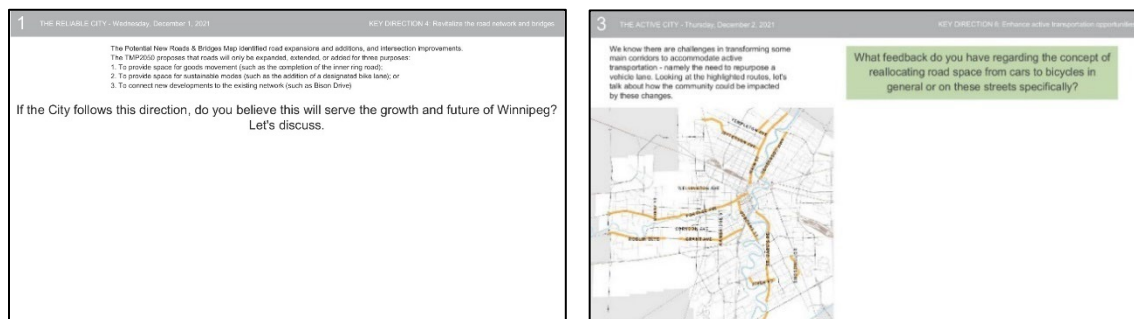


Figure 6: Sample Blank Jamboard Slides

In all workshops, polls were used to quickly gather feedback. Multiple choice polls allowed participants to give input about their current transportation habits, general opinions about the direction of TMP2050, and feedback on the workshop. Ranking poll questions were used to rank priorities as they related to particular strategies. Results of the polls can be found throughout **Section 5**.

After each meeting, participants were provided a link to an online exit survey and link to the comprehensive online survey. Those results can also be found throughout **Section 5**. Full report of the exit survey for the public workshops can be found in Appendix J.

3.4.4 WORKSHOP PARTICIPATION

A total of 57 people attended one or more of the four topic-based public workshops. As attendees could join multiple sessions, 15 people attended several workshops.

3.4.5 WORKSHOP IMAGES

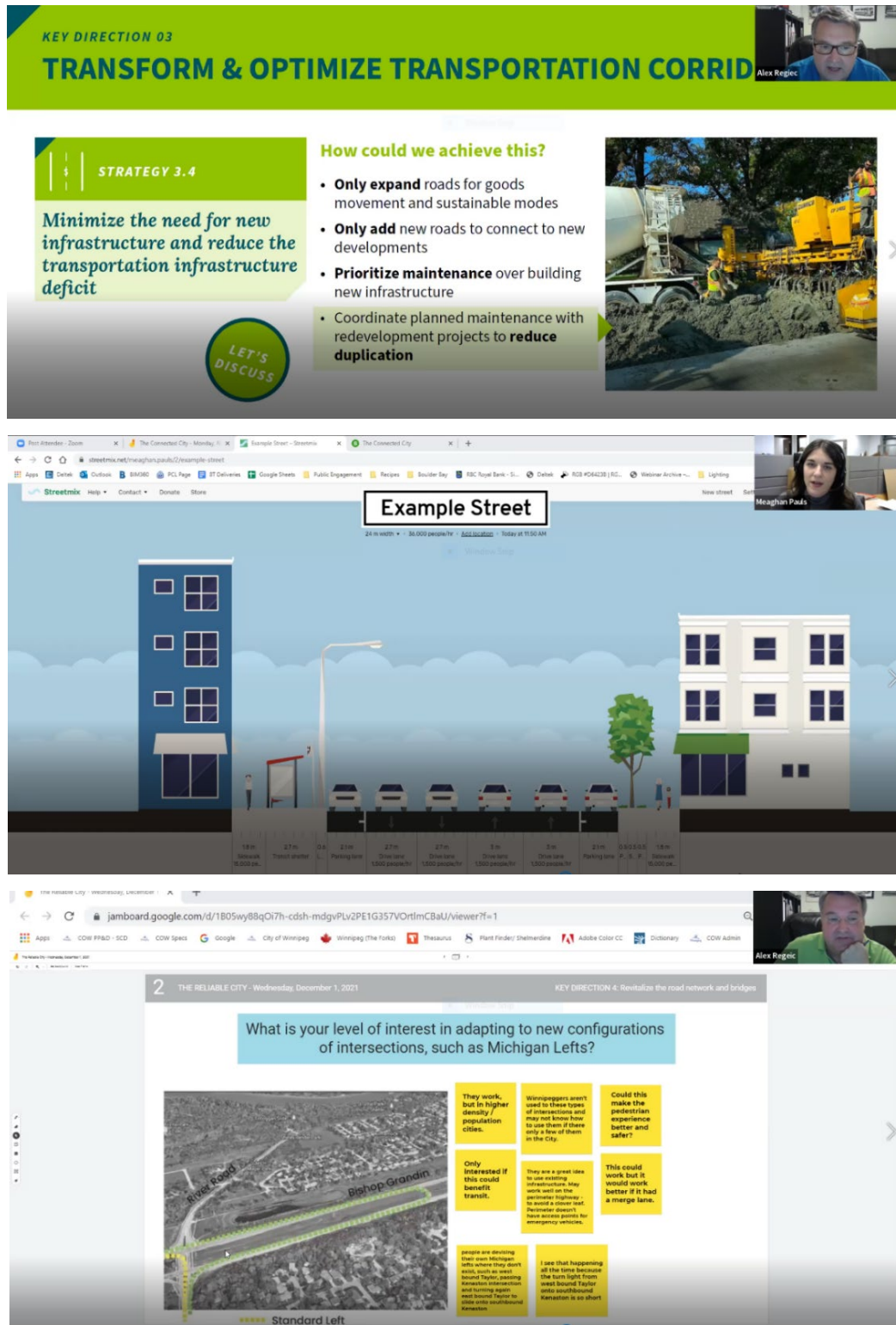


Figure 7: Screen Captures from Online Workshop

4.0 Analysis

All data and feedback received from the online survey, stakeholder workshops, and public workshops was analyzed based on three categories:

1. General feedback on the project direction
2. Key findings on specific key directions, corresponding strategies, and options and opportunities
3. General feedback on the engagement program

Feedback about the general direction of TMP2050 was summarized; main themes are presented in **Section 5.1**.

Feedback on the key directions, strategies, options, and opportunities was analysed as a whole, summarized, and coded based the key direction to which it related. Key themes and highlights are provided in **Section 5.2** and categorized by each key direction.

Feedback on the program itself was gathered at select points throughout the stakeholder and public workshops and can be reviewed in **Section 5.3**.

5.0 Results

5.1 GENERAL FEEDBACK ON PROJECT DIRECTION

Most workshop participants (84 percent, 67 of 80) feel that, based on the key directions and strategies, the purpose of the TMP2050 project is clear.

Table 5: General Feedback on Project Direction

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
13 (16%)	54 (68%)	8 (10%)	5 (6%)	0 (0%)

5.1.1 ALIGNMENT WITH KEY ISSUES

All participants were asked whether they believe the key directions and strategies could help address each of four key issues identified by OurWinnipeg and Phase 1 engagement: climate change; traffic congestion; limited city finances; and safety.

Workshop participants indicated the key directions and draft strategies would have the most impact on climate change and safety; the majority also said the direction of TMP2050 would partially address existing traffic congestion issues but may not do enough to fully address this problem.

Most online survey respondents (81-94 percent) indicated the issues align with what they believe to be the primary transportation-related issues. Those who disagreed were given the

opportunity to explain why; these comments were grouped into common themes by each key issue.

- Online survey respondents who disagreed that climate change is a key transportation issue (19 percent of respondents) indicated: they aren't concerned with climate change in general (82 comments); they feel there are more important issues for the City to address (55 comments); and they don't feel there is enough traffic in Winnipeg to impact climate change (34 comments).
- Online survey respondents who disagreed that traffic congestion is a key transportation issue (18 percent of respondents) indicated: more transportation alternatives to cars (e.g., public transportation options) would alleviate traffic congestion (92 comments); they aren't concerned with traffic congestion in Winnipeg (72 comments); and improvement to the active transportation network would reduce congestion (47 comments).
- Online survey respondents who disagreed that city finances are a key transportation issue (16 percent of respondents), indicated: spending to improve Winnipeg's transportation network is a top priority (88 comments); transportation needs to be affordable for everyone (50 comments); and investment should be made in public transit (31 comments).
- Finally, online survey respondents who disagreed that safety is a key transportation issue (6 percent of respondents), indicated: safety is an issue for all road users (not just cars), including active transportation (28 comments); that safety should be a higher priority than the other key issues (19 comments); and that improved road construction and maintenance is needed for safety (10 comments). See Appendix N for the full list of themes.

Workshop participants were asked via an online exit survey to share their level of support for TMP2050's broad direction: to only expand, extend, or add roads for the purposes of providing space for goods movement or sustainable mobility options, or for connecting new developments to the existing network. Most respondents supported the statement (58 percent), however, there was over a quarter of respondents (27 percent) that opposed this direction.

Table 6: Support for TMP2050's Broad Direction

Strongly Support	Support	Neutral	Oppose	Strongly Oppose
15 (21%)	26 (37%)	11 (15%)	15 (21%)	4 (6%)

5.1.2 NOTABLE CONCERNS WITH BROAD DIRECTION

Participants in both stakeholder and public engagement streams expressed high-level support for the seven key directions overall. However, there were concerns with several key

themes that emerged in multiple workshops. We heard from nearly all participants that driving is currently the most popular mode of transportation because it is convenient, reliable in all seasons, and is generally considered safe. Most participants said that while they are interested in a broad mode shift and want to see residents change to more sustainable and active modes, the City should expect opposition because of the widespread reliance on the personal vehicle. While the majority expressed support for a shift to more active and sustainable modes, some expressed strong feelings that Winnipeg should continue to be a car-centric city due to our cold climate and want to see the efficient movement of goods and people in vehicles, including the completion of the inner ring road to increase efficiency.

We heard that, in order to encourage broad change, the City needs to disincentivize driving a single occupant vehicle and prioritize infrastructure for active modes and transit, while also ensuring these modes are safe, efficient, and reliable. Participants pointed to a lack of connectivity in the network, lack of winter maintenance, and real or perceived lack of safety as major barriers for utilizing active transportation modes. Participants indicated that a collective mode shift to sustainable modes will not occur if these challenges are not addressed. Some participants want to see active transportation integrated into all future roadway projects, whether they are new roads or the rehabilitation of existing infrastructure, and space for vehicles reduced if necessary to accommodate active transportation modes.

Participants also expressed that the shift in thinking proposed by TMP2050 needs to be integrated into all City departments, affect City budget, and be supported by other levels of government.

Many exit survey responses indicated participants are concerned about the budget required to execute the strategies and questioned the feasibility of the key directions because of the high cost required. Specifically, many workshop participants expressed a concern about the high cost to build new roads and bridges and believe the City should focus on maintaining existing infrastructure only.

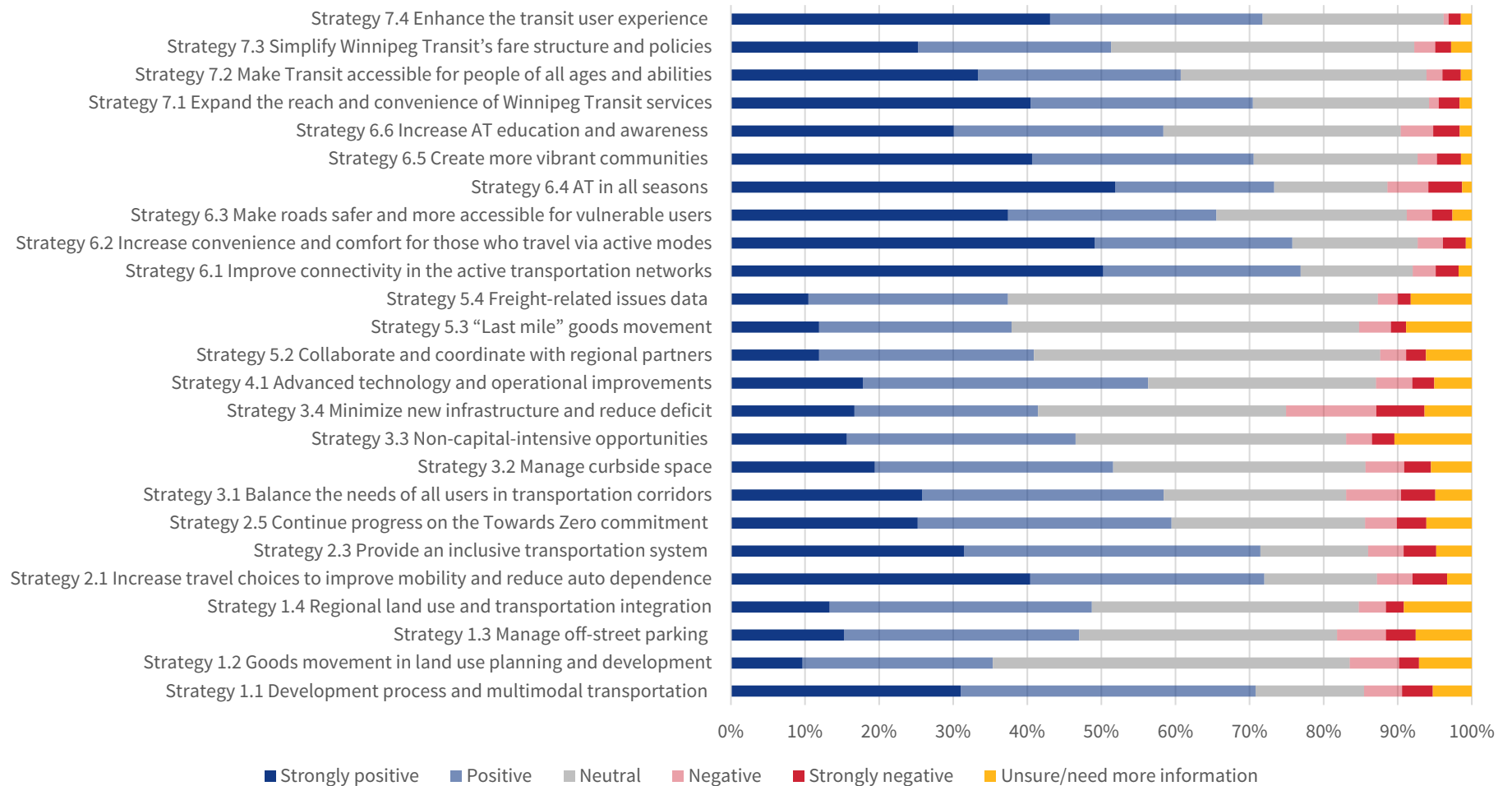
Overall, some participants expressed that the key directions and strategies do not go far enough to reduce greenhouse gases and affect climate change. Stakeholders and the public want to see measurable solutions and clear targets to ensure change occurs and climate change goals are met.

5.2 KEY FINDINGS ON SPECIFIC KEY DIRECTIONS

Below, we outline what we heard when discussing each key direction with stakeholders and the public at their respective workshops and highlight how online survey respondents felt a key set of draft strategies could address the identified key issues and fulfill the respective key direction. Graph 1 shows how online survey respondents felt the strategies would impact their lives.

Graph 1: What impact would this proposed change have on your life?

*Online survey response



Note: Some labels have been shortened to fit the chart format. The strategy descriptions as they appeared to participants are presented in-full throughout the rest of the report.

* The total response number from each question is available in the online survey insight charts for each question.

5.2.1 KEY DIRECTION 1: INTEGRATE LAND USE AND TRANSPORTATION

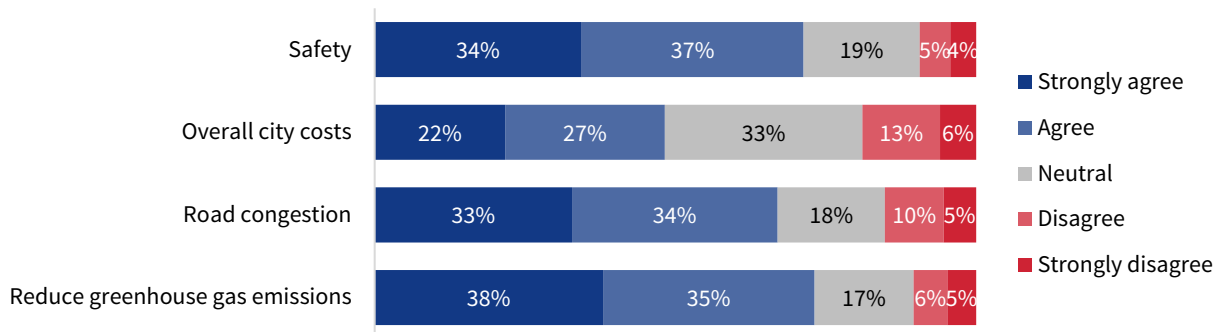
Workshop participants (both stakeholders and public) noted the challenges of the sprawling nature of our city and expressed that the City needs to better integrate land use, planning, and transportation. Participants want to see increased density, more mixed-use development on major corridors, parking minimums eliminated, and a more people-oriented Winnipeg. Ultimately, we heard the convenience of the car is preventing many people from switching to more sustainable mode options in the short term. However, stakeholders and the public alike expressed widespread interest in long-term change by reducing parking and increasing density, which could reduce vehicle usage by making driving less convenient and other modes, like walking, cycling, and using, more convenient.

Online Survey Insight

Online survey respondents were prompted to think about incorporating mechanisms into the development process to ensure multimodal transportation options are viable, planned for, and provided. They were asked whether this strategy could support improvements to the four key issues facing the City's transportation network:

Graph 1: Strategy 1.1 Incorporate mechanisms into the development process to ensure multimodal transportation options are viable, planned for, and provided - Do you believe this strategy will support improvements to...

819 responses



With that in mind, survey respondents were also asked whether implementation of this strategic approach would have a positive impact on their own lives. Most respondents (71 percent) feel such a strategy would either have a strongly positive or positive impact on their life. Fifteen percent of respondents feel this would have a neutral impact on their life, nine percent feel it would have a negative or strongly negative impact on their life and five percent are unsure (Appendix M).

5.2.1.1 PARKING AND DOWNTOWN DEVELOPMENT

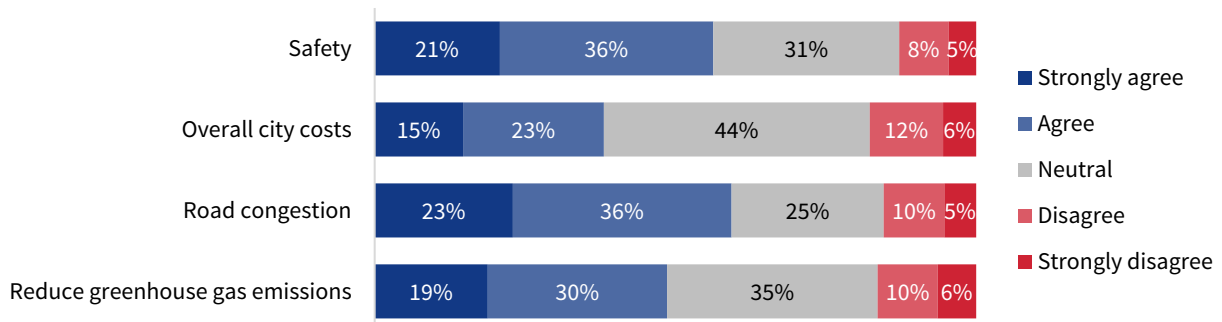
When talking about whether reducing parking Downtown could affect behaviour, we heard a common belief that Winnipeggers may choose to avoid Downtown altogether rather than choose a mode other than personal vehicle to get there. Participants noted an abundance of inexpensive parking all over the city and suggested people would choose to go elsewhere rather than change their mode of transportation.

Instead of only decreasing availability of parking downtown, neighbourhood advisory group members indicated that improvements to transit, pedestrian and cycling networks, and winter maintenance could encourage mode shift. Walking, cycling, and transit networks must be thoughtfully integrated and fully accessible to compete with driving. In particular, a more easily acceptable shift for those who typically drive could be to take taxis, Ubers, or carpool instead.

Online Survey Insight

Online survey respondents were asked if they believe managing off-street parking to support multimodal transportation could support improvements to the four key issues facing the City's transportation network:

Graph 2: Strategy 1.3 Manage off-street parking to support Complete Communities and multimodal transportation - Do you believe this strategy will support improvements to...
819 responses



With that in mind, the survey also asked whether implementation of this strategic approach would have a positive impact on their own lives. Forty-seven percent of respondents feel this proposed strategy would either have a strongly positive or positive impact on their life. Thirty-five percent of respondents feel this would have a neutral impact on their life, 11 percent feel it would have a negative or strongly negative impact on their life and seven percent are unsure (Appendix M).

5.2.1.2 LAND USE AND MODE SHIFT

We heard that, while people may shift to regularly taking transit to and from Downtown, trips to and from other destinations carry many barriers. Participants noted widespread shift to more sustainable and active modes such as transit will not happen without reliable solutions to mobility barriers experienced in winter, such as snow clearing of sidewalks.

Other barriers include:

- Safety concerns
- Weather conditions
- Distribution of stops
- Poor quality/unreliable service
- Cost
- Difficult to schedule around many commitments (challenging for families)
- Lack of convenience vs. personal vehicles
- Lack of incentive when inexpensive parking is available for personal vehicles
- COVID-specific health and safety concerns

5.2.1.3 TRANSIT-ORIENTED DEVELOPMENT

Participants were also asked what would encourage transit usage and transit-oriented development. To incentivize transit use, stakeholders indicated that more frequent transit, safer pedestrian crossings of major roadways, and workplace promotion would encourage more use.

The following requirements were identified by stakeholders and the public as important elements to ensure the success of future transit-oriented development in the City:

- Frequent, rapid, convenient, consistent, and reliable transit service
- Safe and comfortable buses
- Reliable and accessible connections between transit and the walking and cycling network
- Incentives for developers such as fee reduction, accelerated permits, parking reductions, and density bonuses

5.2.1.4 LAND DEVELOPMENT

To encourage more development Downtown, along corridors and at regional mixed-use centres, stakeholders identified the following barriers and want the following incentives.

Barriers:

- Cost of infrastructure upgrades
- Incompatible land use and character on adjacent land

- Site access
- Pricing and affordability

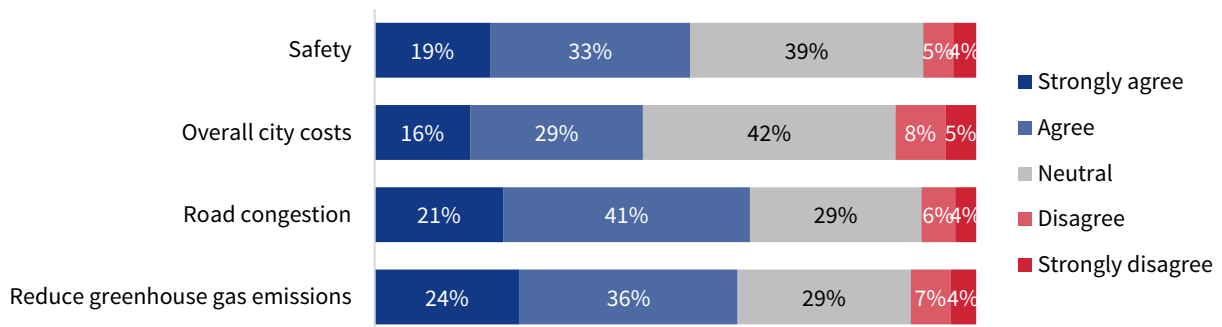
Incentives:

- Flexibility in permitted uses in zoning by-law
- Reduce or remove parking minimums (and create parking maximums)
- Increase tax on surface parking lots

Online Survey Insight

Online survey respondents were asked if they believe collaborating with partners to support regional land use and transportation integration could support improvements to the four key issues facing the City's transportation network:

Graph 3: Strategy 1.4 Collaborate with partners to support regional land use and transportation integration - Do you believe this strategy will support improvements to...
819 responses



With that in mind, the survey also asked whether implementation of this strategic approach would have a positive impact on their own lives. Forty-nine percent of respondents feel this proposed strategy would either have a strongly positive or positive impact. Thirty-six percent of respondents feel this would have a neutral change on their life, six percent feel it would have a negative or strongly negative impact on their life and nine percent are unsure (Appendix M).

5.2.1.5 PARK AND RIDE

Most stakeholders – all of whom identified as Winnipeg residents – expressed a lack of strong interest in park and ride locations or transit hubs and did not believe integrating this type of infrastructure would significantly impact mode shift. They did note, however, that such infrastructure may be beneficial for non-residents driving into the city to work from the

greater Metro Region. Once again, stakeholders noted the availability of free parking throughout the city makes driving more convenient than transit, discouraging drivers to switch to transit.

5.2.2 KEY DIRECTION 2: PROVIDING SAFE AND SUSTAINABLE MOBILITY OPTIONS FOR ALL

In multiple workshops, participants repeatedly shared that safety, cost, physical accessibility, and seasonal limitations are the top three barriers to providing safe and sustainable mobility options for all. Most acknowledged the need for systemic and behavioural change, to stop designing for cars, to make driving less convenient, and to shift how Winnipeggers think about sustainable transportation modes.

At the public workshop in particular, participants indicated improved safety should look like a combination of the following:

- Improved visibility at crosswalks
- Reduced residential speed limits
- Separated bike lanes
- Added speed tables in residential areas
- Reduced speeds at intersections
- More pedestrian crossings at major corridors
- Fewer right-turn-on-red intersections
- Longer crossing times for pedestrians

Participants noted that, to improve transportation access for all users, significant improvements to the active transportation network are required. This should include connecting gaps, providing secure bike parking, and creating a more reliable, frequent, and affordable transit service that links to the network. Some workshop participants would like to see a neighbourhood-based system added to the larger transit system wherein buses would come more frequently and travel only within a smaller area.

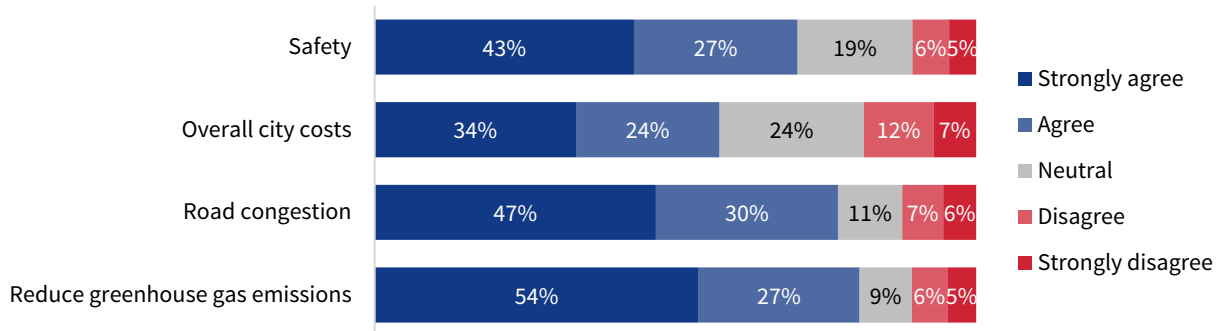
Stakeholders indicated that for transportation modes to be equitable, they need to consider upfront costs, ongoing costs, access to technology, and access to a driver's license. In addition, stakeholders and the public were critical of programming-focused solutions to create access to transportation and believe equity can only be achieved through government support and subsidized provision of services.

Online Survey Insight

Online survey participants were asked to consider whether increasing travel choices available to all residents could improve mobility and reduce auto dependence and, in turn, address the four key issues facing the City's transportation network:

Graph 4: Strategy 2.1 Increase travel choices available to all residents to improve mobility and reduce auto dependence - Do you believe this strategy will support improvements to...

750 responses



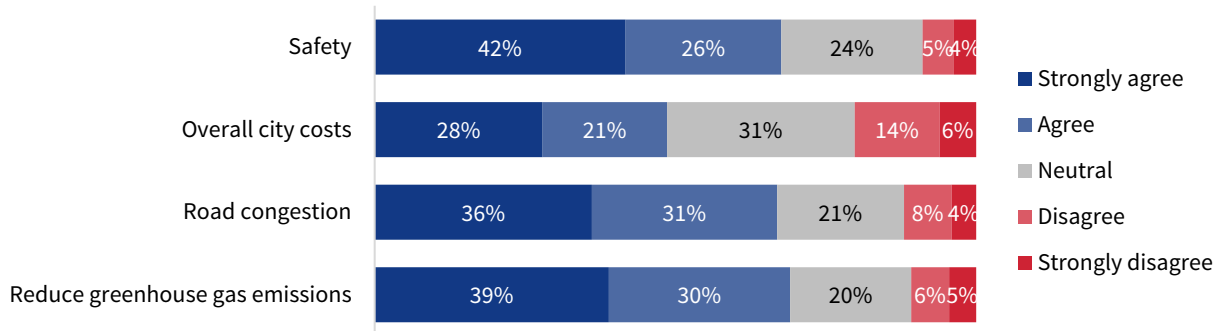
With that in mind, the survey also asked whether implementation of this strategic approach would have a positive impact on their own lives. Most respondents (59 percent) feel this proposed strategy would either have a strongly positive or positive impact on their life. 30 percent of respondents feel this would have a neutral impact on their life, seven percent feel it would have a negative or strongly negative impact on their life and four percent are unsure (Appendix M).

Online Survey Insight

Survey respondents were also asked whether they agree that providing an inclusive transportation system that offers all Winnipeggers access to opportunities would address the four key issues:

Graph 5: Strategy 2.3 Provide an inclusive transportation system that offers access to opportunities to all Winnipeg residents - Do you believe this strategy will support improvements to...

750 responses



With that in mind, the survey also asked whether implementation of this strategic approach would have a positive impact on their own lives. Most respondents (59 percent) feel this proposed strategy would either lead to strongly positive or positive change in their life. Thirty percent of respondents feel this would have a neutral impact on their life, seven percent feel it would have a negative or strongly negative impact on their life and four percent are unsure (Appendix M).

Workshop participants additionally discussed a few potential programs that the City could introduce or enhance to increase transportation access for all. These included bike sharing programs, car sharing programs, and online carpool matching programs.

5.2.2.1 BIKE SHARE PROGRAM

Participants had mixed opinions about bike share programs. Some indicated a bike share program could be a great way to share resources and could work well for short trips Downtown, while others were also skeptical of whether it could be successful in Winnipeg.

The following were identified as concerns about a bike share program:

- The feeling that the city may not have enough population density to support a bike share program
- Cost and inequitable access to credit cards required to utilize standard bike share programs
- Current network challenges, like secure and available bike parking, network connectivity, and safe routes, limit cycling use, regardless of bike share program
- Winter weather

- The potential that bike share docking stations on sidewalks could become an obstacle for sidewalk users with mobility challenges

Participants expressed a need for any bike share program to be well-integrated with other modes of transportation (like walking and transit) and also to include e-bikes and cargo bikes as part of a bike fleet.

5.2.2.2 CAR SHARE PROGRAM

While many participants indicated that a car share program could reduce the need for a second vehicle in a given household and create access to a variety of vehicles based on user needs (car, van, or truck), the majority feel barriers to access outweigh the potential benefits and, as such, that a program could not be expected to create substantively more opportunities for accessible transportation in Winnipeg.

We heard that while car sharing can reduce the reliance on a personal vehicle, it also caters more to the middle class who are able use car sharing as a lifestyle choice. Additional barriers included:

- The requirement to book online (vs. accessibility of reliable internet)
- The upfront and ongoing user costs
- Requirement for users to pay via a credit card (vs. accessibility of credit cards for those with already limited access to transportation)
- Potential for the fleet to be too small
- Challenges of having fixed pick-up and drop-off locations

5.2.2.3 CARPOOL MATCHING

Stakeholders did not think online carpool matching would be successful or appealing in Winnipeg. Informal carpool matching already exists within local Facebook groups, universities, or with friends and family.

5.2.3 KEY DIRECTION 3: TRANSFORM AND OPTIMIZE TRANSPORTATION CORRIDORS

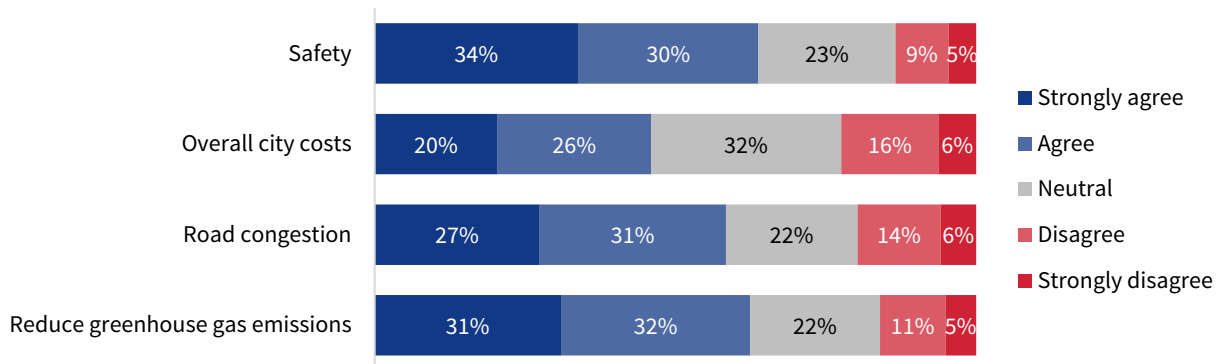
Workshop participants were asked to discuss the long-term shift from predominantly driving single-occupant vehicles to more sustainable and active modes of transportation and recognize that to promote this, two things should occur: road space should be converted for active and sustainable modes of transportation, driving a car should be made to be less convenient.

Online Survey Insight

Online survey respondents were asked if they believe a strategic approach that balances the needs of all users in all transportation corridors – also known as Complete Streets – could support improvements to the four key issues facing the City’s transportation network:

Graph 6: Strategy 3.1 Balance the needs of all users in transportation corridors - Do you believe this strategy will support improvements to...

690 responses



Workshop participants who completed the exit survey (99 percent) also support such an approach and believe the trade-off of losing street space for cars is a reasonable exchange for increased safety and improved efficiency for all road users.

5.2.3.1 COMPLETE STREETS APPROACH AND TRADE-OFFS

Sixty-four percent of stakeholders who completed an exit survey indicated they would like to see all Winnipeg streets transformed into Complete Streets while 35 percent believe the concept is important on certain streets, but that some roadways need to continue to prioritize the automobile.

Both workshop participants and online survey respondents were asked to look at a fictional roadway without adequate space to accommodate all road users in its current state and prioritize elements to remain. Combined, roadway elements were ranked in the following order from most important to least important:

1. Bike lane capacity
2. Diamond vehicle lane capacity – spaces for carpool use, taxis, and buses
3. Sidewalk width
4. Vehicle lane capacity – spaces for single-use cars, trucks, buses, and motorcycles
5. Boulevard and median greenery
6. Loading zones
7. On-street parking

A few anomalies occurred in this ranking exercise, particularly among specific neighbourhood advisory groups. While the majority of workshop participants ranked on-street parking, loading zones, and vehicle lane capacity as the lowest priorities, participants from the Assiniboia neighbourhood advisory group ranked vehicle lane capacity as the second priority, indicating less of an appetite to shift to active modes of transportation like biking and walking in this area of the city. As well, participants of the Riel neighbourhood advisory group indicated that loading zones should be the third most important priority, which may indicate a higher value on deliveries and vehicle-for-hire pick-ups and drop-offs. While most participants did not prioritize on-street parking many noted that parking needs of local businesses should be considered through a neighbourhood-wide lens rather than street-by-street.

5.2.3.2 TRAFFIC CALMING ON COMPLETE STREETS

When asked to consider whether traffic calming measures could better support safe travel of all modes along Complete Streets-designated routes, workshop participants supported the use of street-specific and context-specific traffic calming measures. Participants said they want to see traffic calming discourage vehicles from cutting through residential areas, as long as these measures do not cause congestion elsewhere, impede access for emergency vehicles, or make travel more difficult for active modes of transportation. (For example, we heard that it can be difficult for cyclists to traverse speed bumps.)

Participants ranked suggested traffic calming measures according to preference and perceived impact as follows:

1. Narrow vehicle lanes
2. Planters separating bike lanes from vehicle lanes
3. Speed bumps
4. Continuous sidewalks at intersections
5. Alternate location of on-street parking (i.e., shift parking to opposite side of street on different blocks)
6. Roundabouts
7. Lower residential speed limit to 30km/hr
8. Curb bump outs
9. Speed tables
10. Street trees

5.2.3.3 TECHNIQUES FOR COMPLETE STREETS

Participants also offered feedback on specific roadway design techniques that would facilitate multiple users sharing road space with multiple users and create Complete Streets.

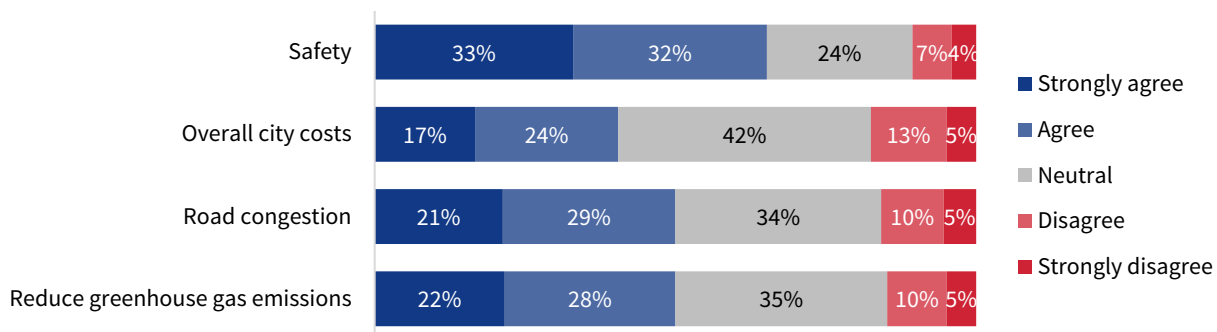
Workshop participants expressed broad support for reversible lanes on the appropriate streets. Some 67 percent of participants expressed support for an additional tax for surface

parking lots to better manage off-street parking and reflect the true cost of surface parking lots. A vehicle parking reservation system had mixed support from participants, with 42 percent supporting and 42 percent opposing it. The remaining 16 percent were neutral on the topic.

Online Survey Insight

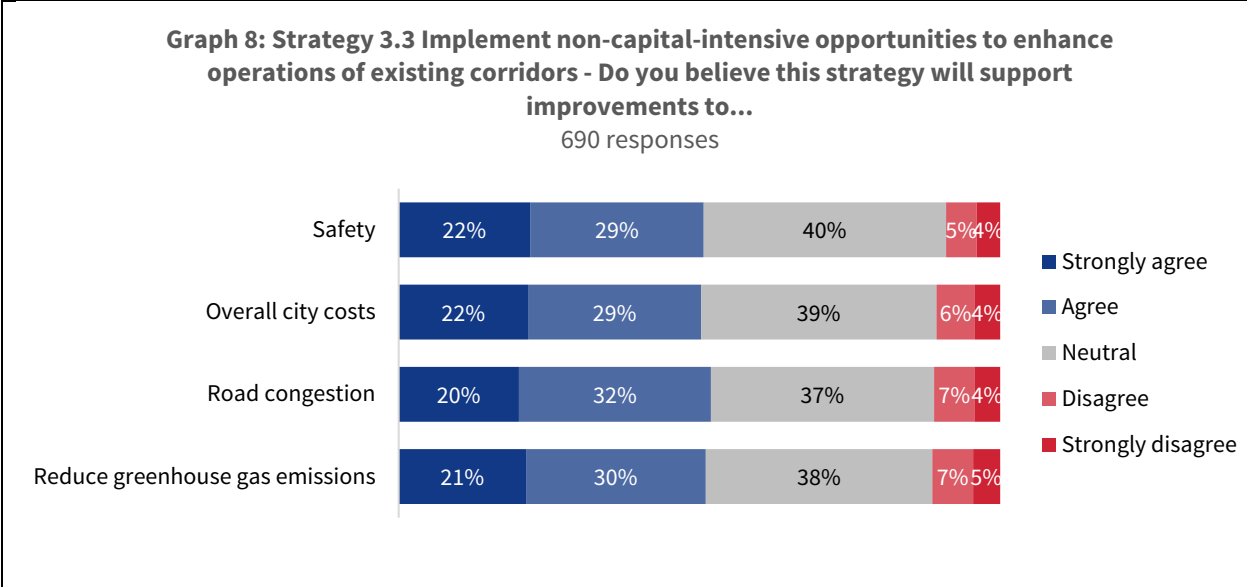
Online survey respondents in particular were asked to consider whether they agree that managing curbside space to accommodate appropriate uses while supporting access and mobility could support improvements to the four key issues facing the City’s transportation network:

Graph 7: Strategy 3.2 Manage curbside space to accommodate appropriate uses while supporting access and mobility - Do you believe this strategy will support improvements to...
690 responses



Online Survey Insight

The online survey also asked whether implementing lower-cost (non-capital-intensive) infrastructure solutions could enhance operations of existing corridors, and – in turn – support improvements to the four key issues facing the City’s transportation network:



5.2.4 KEY DIRECTION 4: REVITALIZE THE AUTOMOBILE NETWORK AND BRIDGES

Discussion on this topic focused on the strategy that roads only be expanded, extended, or added for three purposes:

1. To provide space for goods movement
2. To provide space for sustainable modes
3. To connect new developments to the existing network

It is critical to note that workshop participants did not come to a consensus on this key direction.

Many participants expressed concerns about the continued expansion of, addition to, and improvements to the road network and bridges as it will only continue to prioritize and encourage personal vehicle use. We heard mixed opinions about the future of the car in Winnipeg and many felt this key direction does not align with the overall mode shift goals of the project. Some participants shared that this key direction and corresponding draft strategies do not work hard enough to shift people away from driving and towards other modes, while others shared that the car will always be part of the city’s transportation future.

In general, we heard concerns about the high cost to implement the potential road and bridge improvements, and the effects doing so would have on the City’s budget. When discussing who should pay the cost for expansion, participants suggested alternative revenue streams such as tolls and contributions from trucking companies.

Most workshop participants noted goods movement is an important part of our economy and that routes that are designed for trucks also benefit buses and emergency vehicles. However,

participants cautioned that roadways built to benefit goods movement – though they do also benefit buses – could be perceived as also benefiting single-occupant vehicles thus perhaps leading to more resistance to mode shift.

There was a clear consensus that any and all roadways expanded, extended, or added must incorporate space for more sustainable modes, including walking, cycling, and transit. On certain roadways, this may mean removing space for personal-use vehicles rather than expanding the infrastructure.

5.2.4.1 TECHNIQUES TO ENHANCE FLOW AND SAFETY

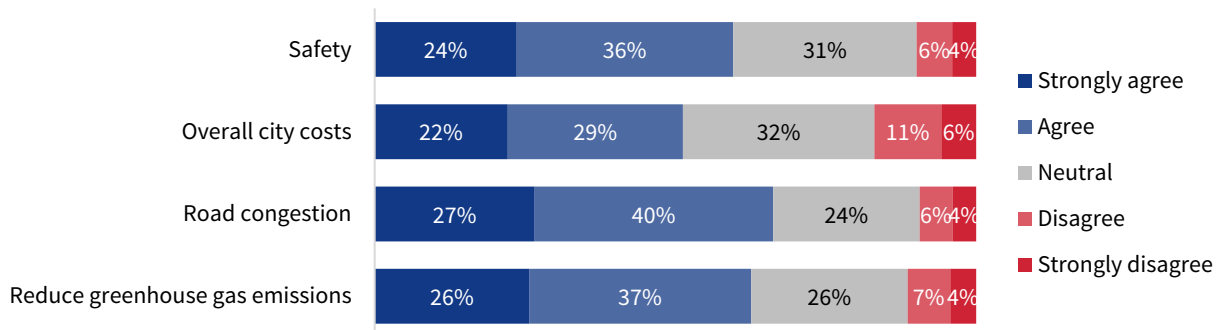
During the workshops, we heard feedback on specific techniques to enhance traffic flow and safety. Overall, there was interest in techniques such as the Michigan Left (a right turn followed by a U-turn replaces a left turn at an at grade intersection between a divided roadway and a secondary roadway), Continuous Green “T” Intersection (a type of 3-leg intersection where one direction of mainline traffic, opposite to the side street approach, does not have to stop), and digital message boards with real-time information on traffic updates on certain streets, but participants were cautious to accept these techniques without fully understanding the impacts to pedestrian and cycling safety and flow. Concerns were also flagged that unconventional intersection types are challenging for people with visual impairments to navigate.

Online Survey Insight

Online survey participants were asked to consider whether using advanced technology and operational improvements to maximize the use and efficiency of the existing road network could support improvements to the four key issues TMP2050 is trying to address:

Graph 9: Strategy 4.1 Maximize the use and efficiency of the existing road network through advanced technology and operational improvements - Do you believe this strategy will support improvements to...

679 responses



Most respondents (56 percent) feel implementing this strategic approach would either have a strongly positive or positive impact on their life. 31 percent of respondents feel this

would have a neutral impact on their life, eight percent feel it would have a negative or strongly negative impact on their life and five percent are unsure (Appendix M).

5.2.4.2 PRIORITIES FOR THE ROAD NETWORK AND BRIDGES

Workshop participants were asked to prioritize a set of criteria that could be used to evaluate future road and bridge projects. They ranked the criteria as follows:

1. Replacing existing infrastructure before building new infrastructure
2. Building projects that integrate active transportation and sustainable modes of travel
3. Building projects that encourage and enable mode shift
4. Building projects that prioritize transit over personal-use vehicles

In addition to the above criteria, participants also identified the following priorities for roads and bridges:

- Completing the inner ring road
- Repurposing rail lines for transit
- Repurposing aging infrastructure solely for active transportation modes (e.g., converting an over-capacity bridge to a walking and cycling bridge)
- Using development agreements to build active transportation infrastructure and transit hubs in new developments.

5.2.5 KEY DIRECTION 5: SUPPORT GOODS MOVEMENT AND ECONOMIC PROSPERITY

In general, the potential changes to the goods movement network were well-received. New routes identified in the updated truck route map appeared to improve efficiency to move goods throughout the city.

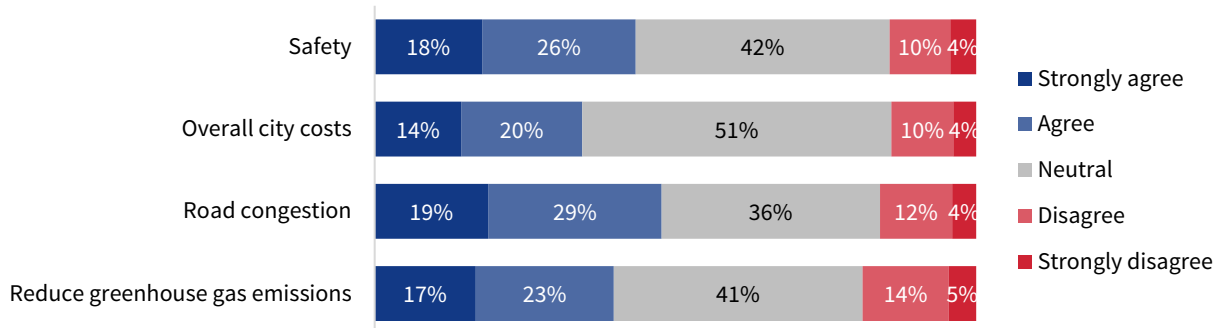
However, participants noted two major goods movement-related challenges TMP2050 must address: the integration of transportation and land use (including integrating CentrePort into the overall network) and increasing the perceived value of goods movement to the overall function of the City. Specific to the latter, participants suggested TMP2050 should focus some efforts on educating Winnipeggers on the importance of goods movement and, specifically, how integral it is to each of our lives.

Online Survey Insight

Online survey respondents were asked if they believe one such strategy – protecting the viability of goods movement in land use planning and development could – support improvements to the four key issues facing the City’s transportation network:

Graph 10: Strategy 1.2 Protect the viability of goods movement in land use planning and development - Do you believe this strategy will support improvements to...

631 responses

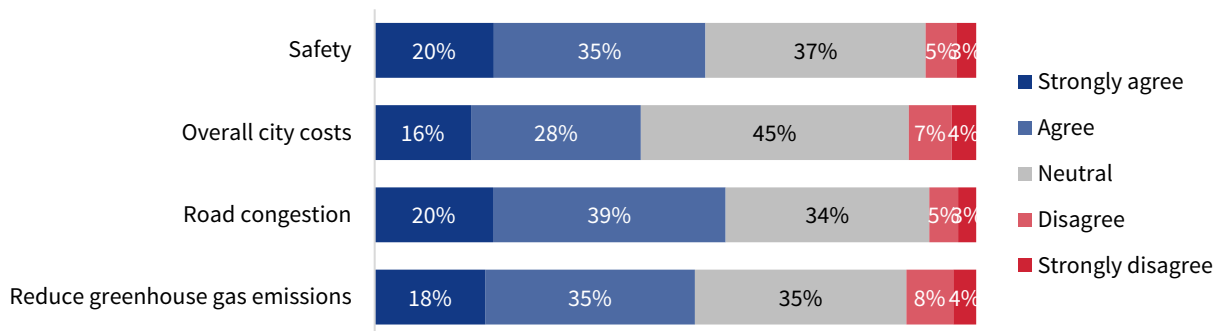


Online Survey Insight

Related but not exclusive to CentrePort, online survey respondents were also asked if they believe collaborating and coordinating with regional partners could increase safety, efficiency, reliability, and planning in goods movement, and – in turn – support improvements to the four key issues facing the City’s transportation network:

Graph 11: Strategy 5.2 Collaborate and coordinate with regional partners to increase goods movement safety, efficiency, reliability, and planning - Do you believe this strategy will support improvements to...

631 responses



5.2.5.1 FEEDBACK ON SPECIFIC SOLUTIONS

When asked to weigh in on truck-only lanes on high truck volume corridors, workshop participants – particularly stakeholders with a vested interest in trucking and/or business –

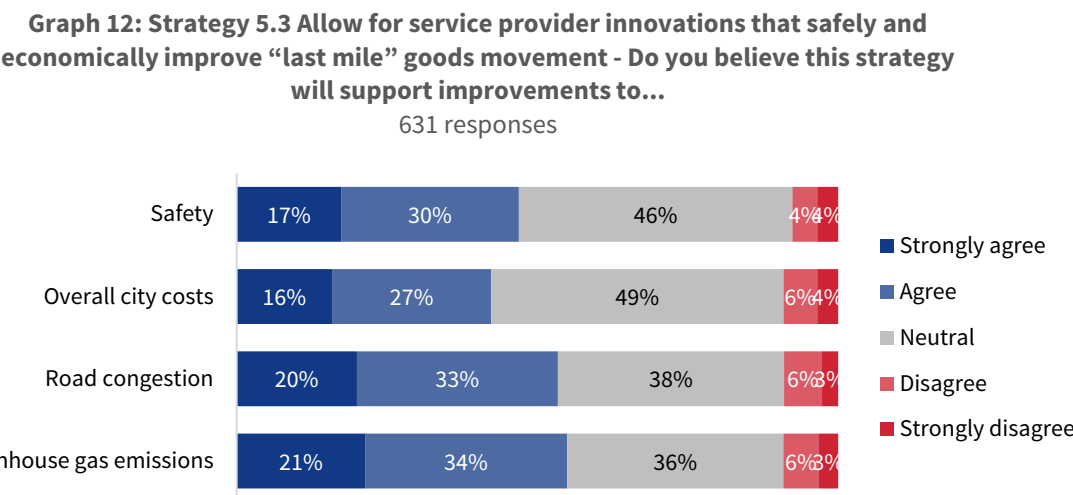
indicated this strategy could help move goods more safely and efficiently and suggested a pilot program in collaboration with the Manitoba Trucking Association would be the key to successful implementation and evaluation. Participants singled out three streets as ideal candidates for such a pilot – Portage Avenue, Main Street, and Kenaston Boulevard – and noted that any other multi-lane corridors with an available third lane would also be appropriate.

Participants, including those from within the trucking sector, did not particularly support a vehicle loading reservation system within Downtown and other high loading demand areas. People making quick deliveries would not benefit from this service, but it would be more helpful in situations that require longer loading times.

Respondents gave feedback and commented on a few additional potential strategic approaches and solutions.

Online Survey Insight

When asked whether allowing service provider innovations that safely and economically improve “last mile” goods movement could support improvements to the four key issues facing the City’s transportation network, survey respondents had the following to say:

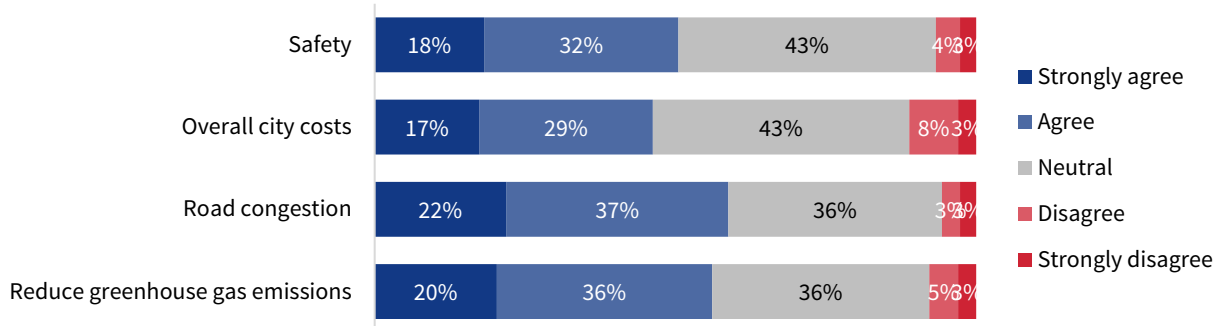


Online Survey Insight

Respondents were also asked to consider whether the four key issues could be impacted by prioritizing data collection on freight-related issues to help with decision-making and, going forward, support the development of improved analytical tools:

Graph 13: 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 - Do you believe this strategy will support improvements to...

631 responses



5.2.6 KEY DIRECTION 6: ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES

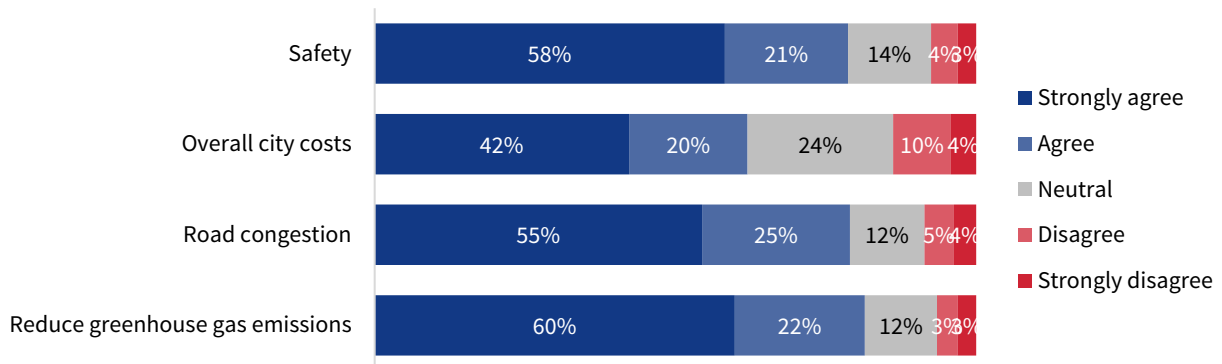
Workshop participants expressed mixed feelings about the strategies and proposed opportunities to enhance the active transportation network. While most feel the plan has potential intention to improve the active transportation network, we heard some believe it can only be implemented if the City's overall budget and priorities shift to align with the Pedestrian and Cycling Strategies.

Online Survey Insight

To help gauge Winnipeggers' overall thoughts on active transportation, online survey participants were asked to consider improving connectivity in active transportation networks as a strategic approach. Specifically, they were asked whether they believe actions related to this strategy could support improvements to the four key issues facing the City's transportation network:

Graph 14: Strategy 6.1 Improve connectivity in the active transportation networks
- Do you believe this strategy will support improvements to...

615 responses



With that in mind, the survey also asked whether implementation of this strategic approach would have a positive impact on their own lives. Most respondents (77 percent) feel such an approach would have either a strongly positive or positive change on their life. 15 percent of respondents feel this would have a neutral change on their life, 6 percent feel it would have a negative or strongly negative impact on their life and 2 percent are unsure (Appendix M).

5.2.6.1 COMMON THEMES

Some common themes emerged throughout the stakeholder and public workshops, including participants desire for the City to:

- Better connect the active transportation network (cycling routes in particular) as Winnipeggers will not use it if it has gaps
- Enhance winter maintenance as it is key to achieving year-round mode shift
- Anticipate and strategize ways to overcome resistance from Winnipeggers if road space is reallocated away from cars to active modes (recognizing this is necessary to meet active transportation and climate goals)

Participants also agreed widespread mode shift is being held up by a few key barriers, namely:

- Illumination – better lighting would create a sense of personal safety and help with visibility of obstacles and hazards
- Secure bike parking – more long-term and short-term parking is required throughout the city, at transit hubs, and at park and ride locations.
- Some suggested the City should consider partnering with businesses to implement bike parking programs
- Vehicle speeds – pedestrians and cyclists may feel safer with lower speed limits on residential streets or traffic calming measures that would otherwise lower speeds

All participants – both workshop attendees and online survey respondents – were asked what would encourage them to walk and bike more than they currently do. Results are broken down by public workshops and online survey, as the questions differed slightly.

5.2.6.1.1 Walking

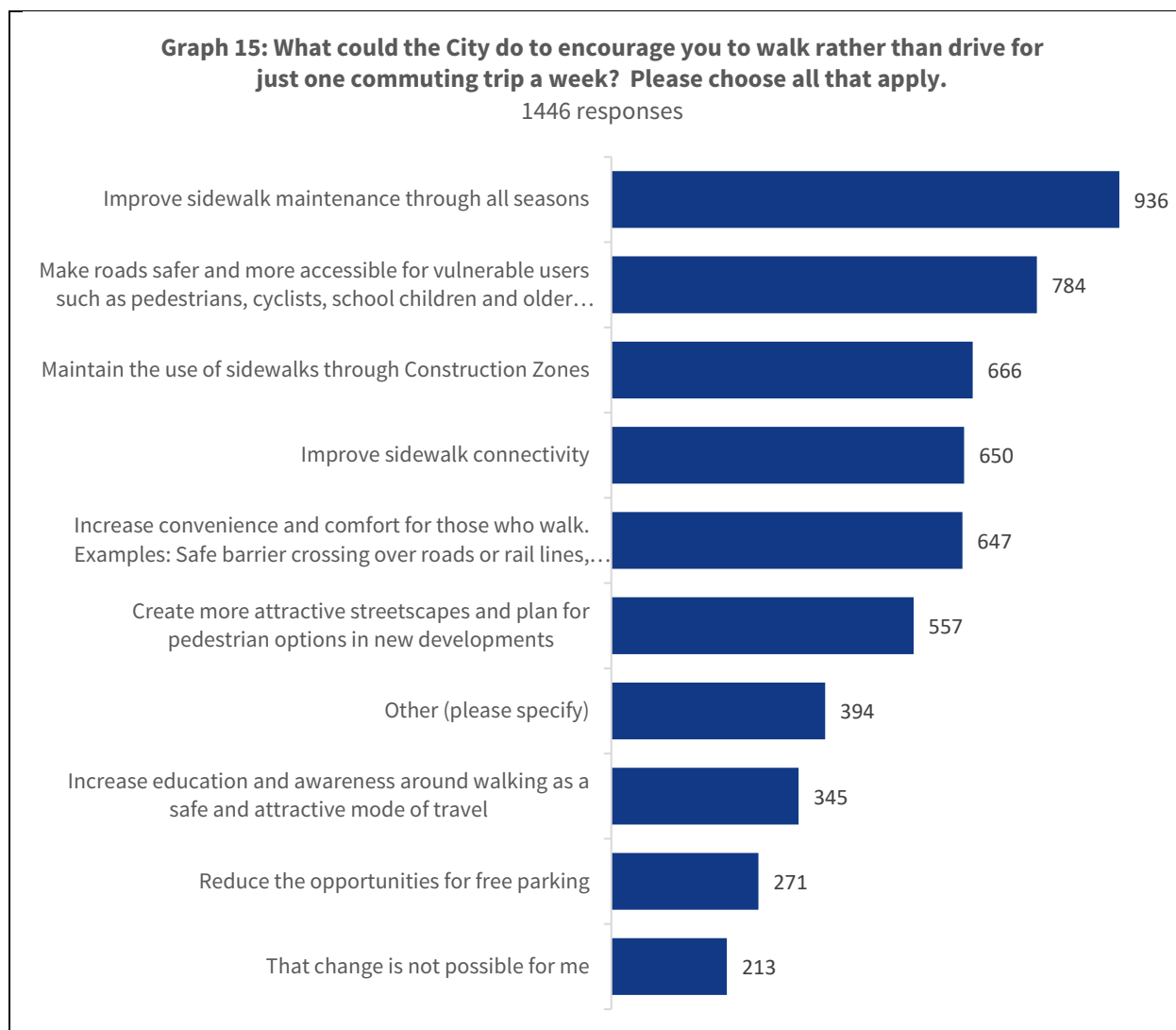
At the public workshops, participants ranked what the City could do to encourage them to walk more than they currently do. They ranked answers in order of impact, from most impactful, to least impactful, as follows:

1. Improve sidewalk maintenance through all seasons
2. Make roads safer and more accessible for vulnerable users such as pedestrians, cyclists, school children, and older adults
3. Increase convenience for those who walk
4. Improve sidewalk connectivity
5. Maintain the use of sidewalks through construction zones
6. Create more attractive streetscapes and plan for pedestrian options in new developments
7. Reduce the opportunities for free parking
8. Increase education and awareness around walking as a safe and attractive mode of travel

Online Survey Insight

Online survey respondents were asked a slightly different question: what the City could do to encourage them to walk rather than drive for just one commuting trip a week.

They ranked answers in order of impact, from most impactful to least impactful, as follows (1,446 responses, multiple answers could be selected):



In addition to ranking responses, participants (both workshops and online survey) indicated they may walk more often if:

- The City were to make real-time information available online about the progress of pathway and sidewalk snow clearing
- The City added more sidewalks to the network
- They had an increased perception of safety
- Sidewalks were better illuminated
- Intersection crossings were better/safer
- More streets had more trees
- Policies/bylaws were changed
- Neighbourhoods were densified
- More bridges were crossable by active modes
- Sidewalk conditions were improved
- There was less noise pollution

- Large parking lots were more accessible and/or connected to the network
- Routes were cleaner

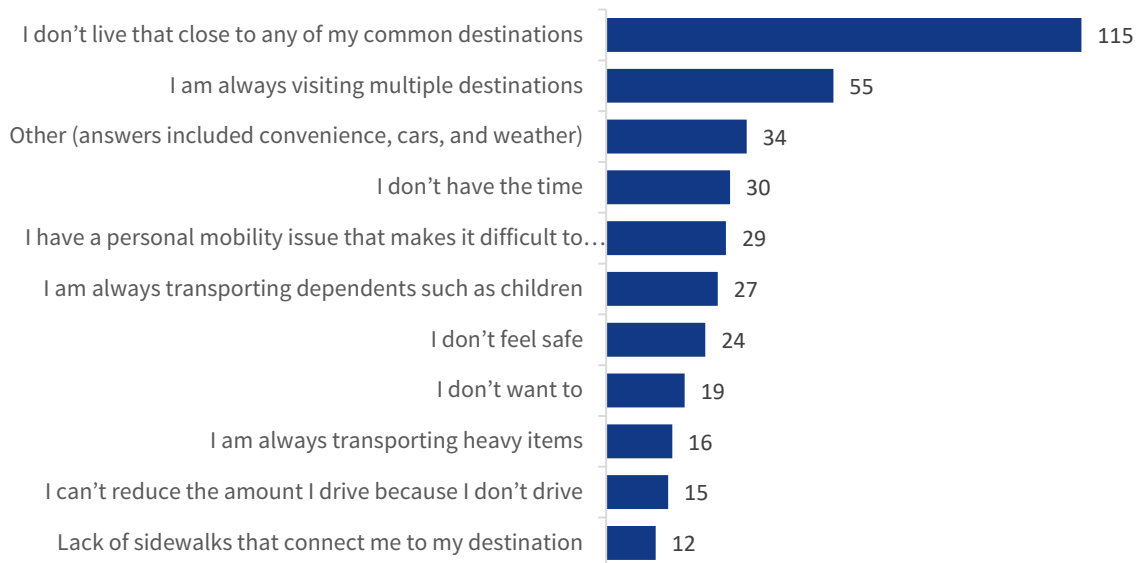
Online Survey Insight

Online survey respondents who indicated walking more is not an option for them were asked to provide more details (multiple answers could be selected):

Graph 16: You indicated that a shift to walking more is not an option for you.

Please tell us if any of these reasons apply:

173 responses



5.2.6.1.2 Cycling

Workshop participants also ranked what the City could do to encourage them to bike more than they currently do. They ranked answers in order of impact, from most impactful, to least impactful, as follows:

1. Improve bike lane connectivity to the network
2. Make roads safer and more accessible for vulnerable users such as pedestrians, cyclists, school children, and older adults
3. Improve bike lane maintenance through all seasons
4. Increase convenience and comfort for those who bike
5. Maintain the use of bike lanes through construction zones
6. Increase education and awareness around biking as a safe and attractive mode of travel

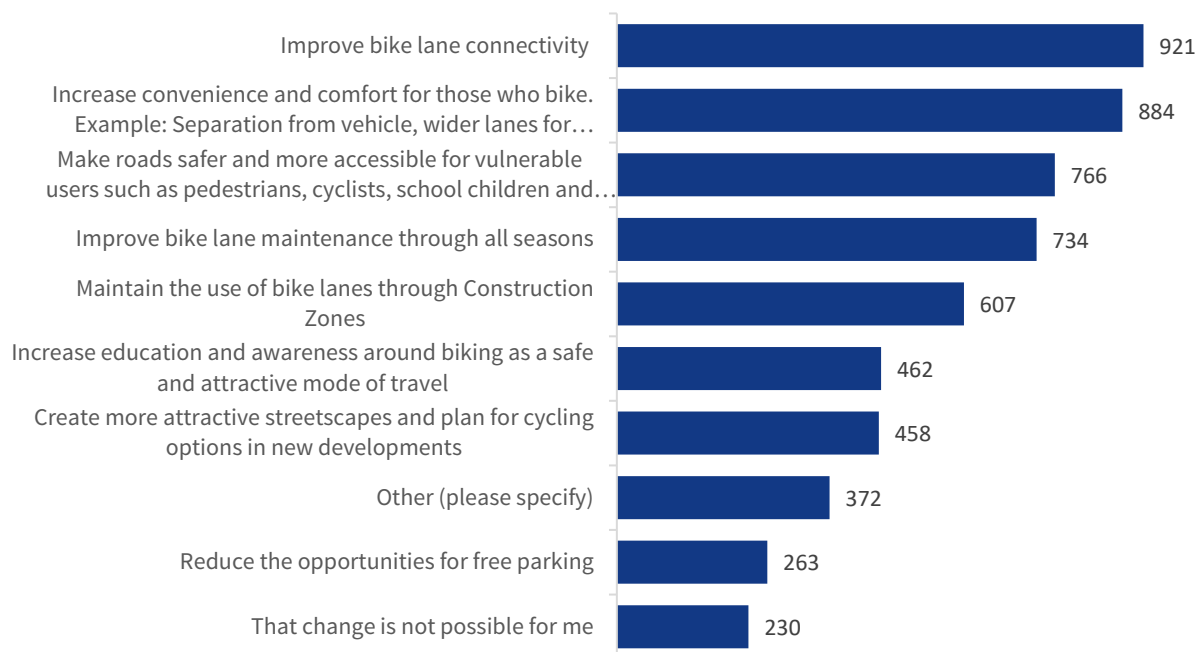
7. Create more attractive streetscapes and plan for cycling options in new developments
8. Reduce the opportunities for free parking

Online Survey Insight

Online survey respondents were once again asked a slightly different question: what the City could do to encourage them to bike rather than drive for just one commuting trip a week. They ranked answers in order of impact, from most impactful to least impactful, as follows (1,416 responses, multiple answers could be selected):

Graph 17: What could the City do to encourage you to cycle rather than drive for just one commuting trip a week?

1416 responses



In addition to ranking responses, participants (workshops and online survey) indicated they may bike more often if:

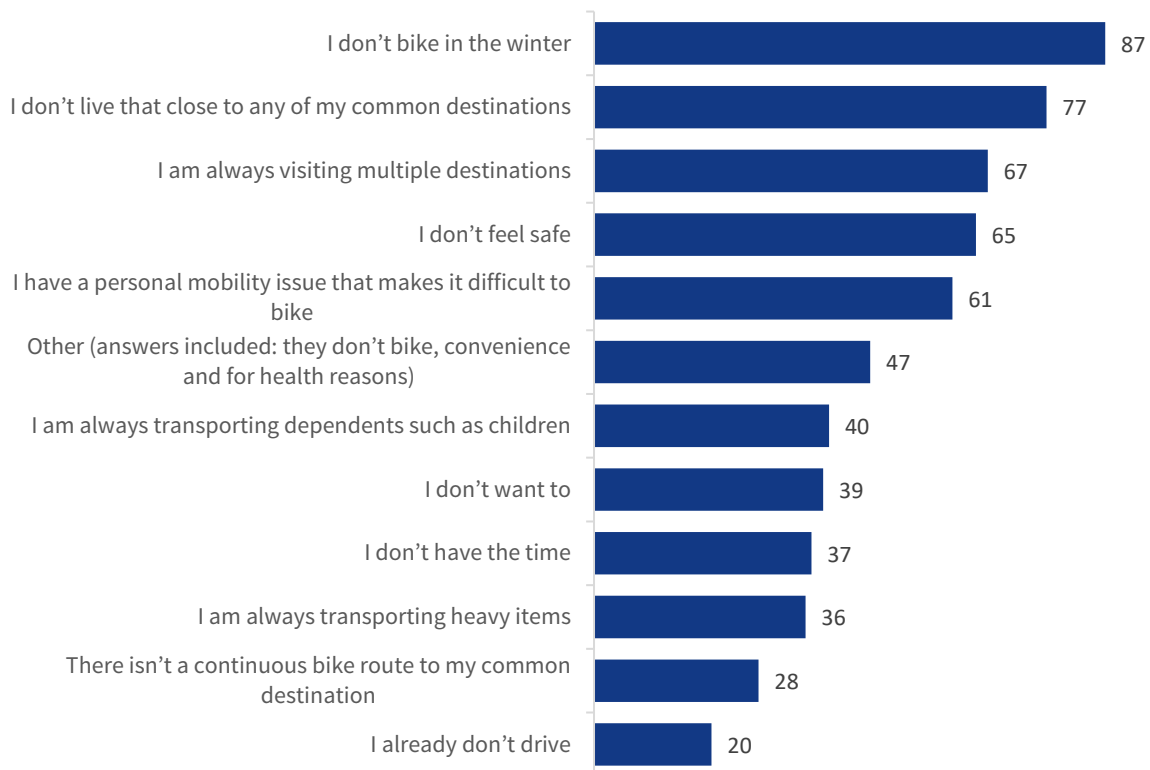
- The City was to provide more secure bike parking
- They felt safer
- Bike lanes were separated from vehicle traffic
- Crossings and intersections were easier/safer to navigate
- Vehicle lanes were narrowed to slow traffic
- More active transportation bridges were built

- Bike lanes and/or streets were better lit
- Railway crossings were improved
- Wayfinding was better
- The road and path surface were improved (reduced potholes, uneven paving, etc.)

Online Survey Insight

Online survey respondents who indicated biking more often is not an option for them were asked to provide more details (multiple answers could be selected):

**Graph 18: You indicated that a shift to biking more is not an option for you.
Please tell us if any of these reasons apply:**
207 responses

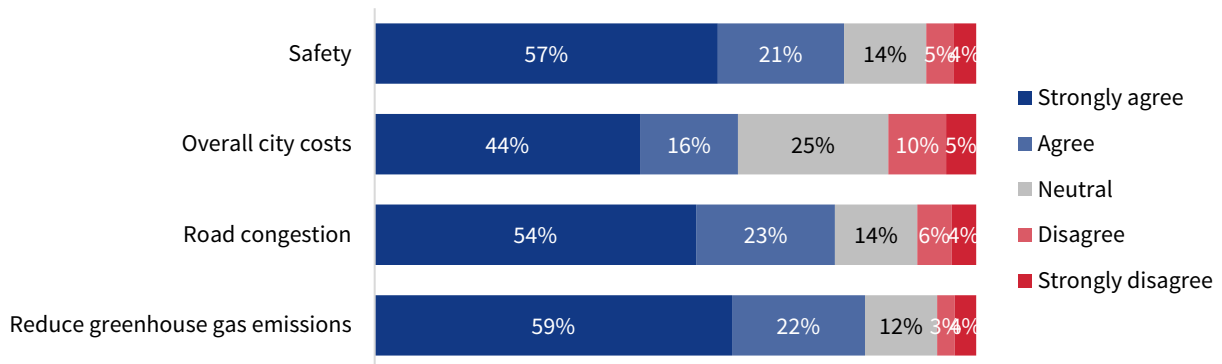


Online Survey Insight

Online survey respondents were asked if they believe increasing convenience and comfort for those who travel via active modes could make progress on the four key issues facing the City's transportation network:

Graph 19: Strategy 6.2 Increase convenience and comfort for those who travel via active modes - Do you believe this strategy will support improvements to...

615 responses



The majority of respondents (76 percent) feel this proposed strategy would either have a strongly positive or positive change on their life. 17 percent of respondents feel this would have a neutral change on their life, 7 percent feel it would have a negative or strongly negative impact on their life and 1 percent are unsure (Appendix M).

5.2.6.2 PRIORITIZATION OF IMPLEMENTATION OF NEW BIKE LANES

Workshop participants indicated the following additional priorities for new bike lanes:

- Safety – eliminate dangerous locations before a collision occurs
- Prioritize infrastructure near major trip generators and major destinations

5.2.6.3 PRIORITIZATION OF IMPLEMENTATION OF NEW SIDEWALKS

Stakeholders indicated the following additional priorities for new sidewalks:

- Prioritize building sidewalks adjacent to high-speed roadways (50 km/h or faster) where none currently exist
- Connect new sidewalks to schools, seniors' centres, major destinations, and commercial areas

5.2.6.4 PEDESTRIAN AND CYCLING STRATEGIES: ACTION ITEMS

All participants were asked their opinions on key action items proposed in the draft Pedestrian and Cycling Strategies.

At the public workshop, participants were asked to rank eight key action items in order of importance. They were ranked in the following order, from most important to least important:

1. Improve winter maintenance

2. TIE: Repurpose hydro and rail right-of-way and surplus road rights-of-way for active transportation
TIE Implement the Road Safety Strategic Action Plan
3. Adapt and calibrate the Transportation Association of Canada's guidance for bike facilities
4. Better lighting
5. Include sidewalks on local streets in new developments
6. Introduce a bike share program
7. Connect to areas outside city limits

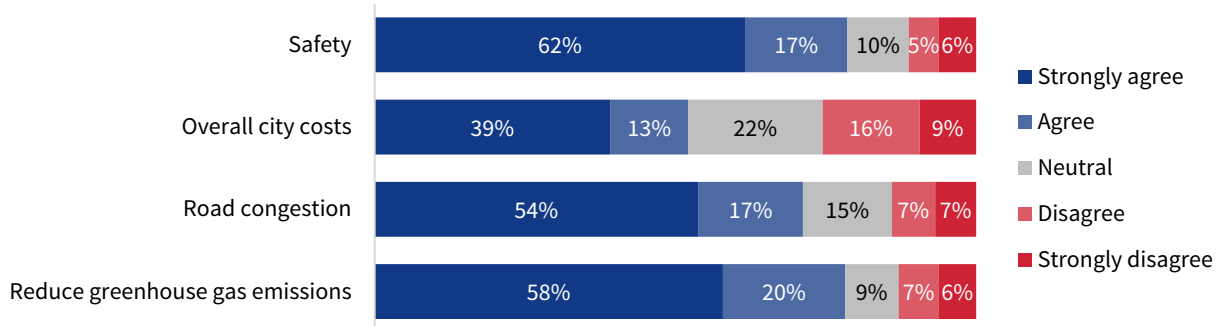
A key theme among all participants was that improved winter maintenance is key to achieve year-round shift to more active and sustainable modes of transportations. Workshop participants would like to see clearing of bike lanes prioritized over vehicular lanes and would like the City to more carefully consider details such as removal of small ridges and ensuring sidewalks are not blocked with piles of snow. Participants indicated Winnipeggers won't fully commit to active transportation unless they are able to do so year-round. Unsatisfactory winter maintenance of paths, sidewalks, and bike lanes incentivizes Winnipeggers to depend on driving.

Online Survey Insight

Online survey respondents were asked if they believe a strategic approach that improves operations and maintenance to enable walking and cycling in all seasons could improve each of the four key issues facing the City's transportation network:

Graph 20: Strategy 6.4 Enable walking and cycling in all seasons through improved operations and maintenance - Do you believe this strategy will support improvements to...

615 responses



Further to this, respondents were asked how such a strategy may impact their own lives. The majority of respondents (73 percent) feel this proposed strategy would either have a strongly positive or positive change on their life. 15 percent of respondents feel this would have a neutral change on their life, 10 percent feel it would have a negative or strongly negative impact on their life and 1 percent are unsure (Appendix M).

Many stakeholders were supportive of repurposing hydro and rail right-of-way, but cautioned these assets should only be converted to multi-use pathways for active modes of transportation if they enhance the overall network.

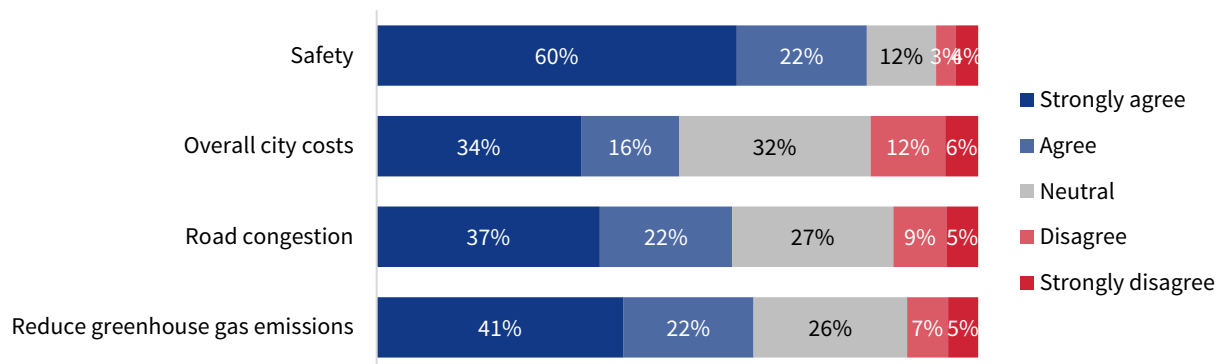
Stakeholders also indicated that improved and consistent lighting will help create physical and personal safety, thus encouraging more people to cycle.

Online Survey Insight

Related to safety, online survey respondents were asked to consider the strategic approach of making roads safer and more accessible for vulnerable users and whether they feel the strategy could advance progress on the four key issues facing the City's transportation network:

**Graph 21: Strategy 6.3 Make roads safer and more accessible for vulnerable users -
Do you believe this strategy will support improvements to...**

615 responses



The majority of respondents (65 percent) feel this proposed strategy would either have a strongly positive or positive change on their life. 26 percent of respondents feel this would have a neutral change on their life, 6 percent feel it would have a negative or strongly negative impact on their life and 3 percent are unsure (Appendix M).

When asked about the potential implementation of a bike share program and its benefits and challenges, many indicated such a program would not be a high priority, but conceded it could be successful as it would eliminate the need for secure bike parking.

We heard the Perimeter Highway is a major physical barrier to a regional cycling network, but participants were clear that they would like to see the cycling network developed within the City before beyond its borders.

5.2.6.5 CORRIDORS

Participants were provided a list of select corridors identified as challenging for active transportation users. Many agreed the corridors are in fact challenging places to cycle and walk, and indicated they feel many Winnipeggers currently avoid using active modes on these routes because they are unsafe and uncomfortable.

Participants noted the following routes as missing from the map:

- Roblin Boulevard / Grant Avenue
- Disraeli Freeway
- Route to Transcona
- Graham Avenue
- Corydon Avenue

Throughout their respective workshops, participants were presented with potential solutions to address known issues on the pre-identified corridors and were asked to consider how they may affect nearby neighbourhoods.

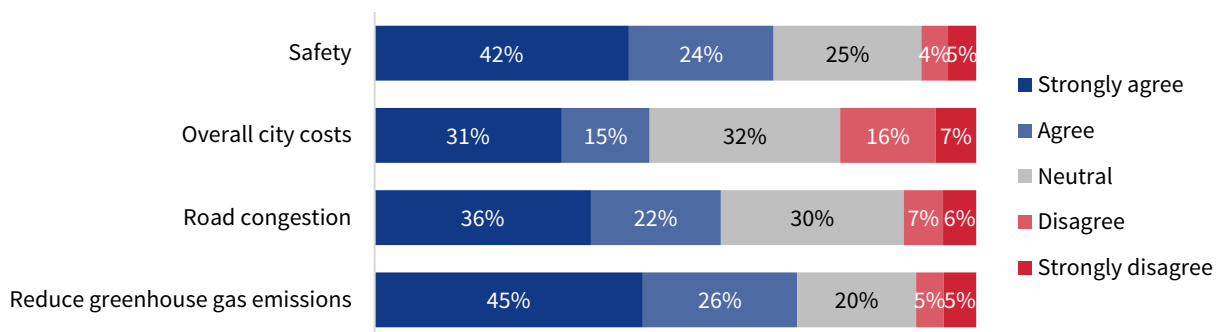
Participants generally supported reallocating road space from cars to bicycles. Most supported reallocation on the identified corridors with some noting the associated parking removal could negatively affect businesses along the corridors and suggested any changes should ensure business access. Neighbourhood advisory group members prioritized integrating active transportation on the corridors despite anticipated public opposition as they feel doing so would reduce traffic congestion in the long-term and have a positive environmental impact.

Online Survey Insight

Online survey respondents were asked to consider whether a strategic approach that creates more vibrant communities through attractive streetscapes and healthy built environments could support action on the four key issues facing the City's transportation network:

Graph 22: Strategy 6.5 Create more vibrant communities through attractive streetscapes and healthy built environments - Do you believe this strategy will support improvements to...

615 responses



Further to this, respondents were asked to consider what impact such a strategy would have on their own lives. The majority of respondents (71 percent) feel this proposed strategy would either have a strongly positive or positive change on their life. 22 percent of respondents feel this would have a neutral change on their life, 6 percent feel it would have a negative or strongly negative impact on their life and 1 percent are unsure (Appendix M).

5.2.6.6 PREFERRED INFRASTRUCTURE

There was no consistently preferred cycling infrastructure. Some prefer to cycle on a quieter parallel route, even if it means taking a longer route, but noted that if parallel routes are chosen as formal network routes, safe crossings would be required at major roadways. Other participants indicated that they prefer to cycle on the most direct and convenient route and want to do that safely.

5.2.6.7 EDUCATION AND OUTREACH

Participants across methods discussed what type of education and promotion would be needed to support a widespread shift to more active modes of transportation. Identified potential education opportunities included:

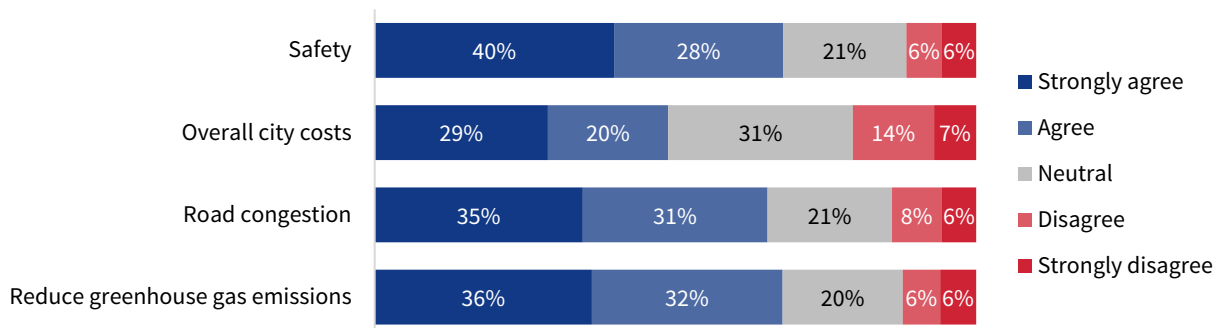
- Creating awareness about existing and new active transportation routes including through wayfinding information
- Educating on why a widespread shift to active modes is key for environmental sustainability
- Working with workplaces and schools to encourage switch to active transportation modes
- Informing Winnipeggers where secure bike parking is located
- Teaching cycling skills in schools (B.E.S.T. program).

Online Survey Insight

Online survey respondents were asked to consider a strategic approach that increased education and awareness around walking and cycling as safe, attractive modes of travel, and whether such a strategy could support improvements to the four key issues facing the City's transportation network:

Graph 23: Strategy 6.6 Increase education and awareness around walking and cycling as safe, attractive modes of travel - Do you believe this strategy will support improvements to...

615 responses



Further to this, respondents were asked whether such a shift would have an impact on their own lives. The majority of respondents (58 percent) feel this proposed strategy would either have a strongly positive or positive change on their life. 32 percent of respondents feel this would have a neutral change on their life, 8 percent feel it would have a negative or strongly negative impact on their life and 2 percent are unsure (Appendix M).

5.2.7 KEY DIRECTION 7: CONNECT THE CITY WITH FREQUENT AND RAPID TRANSIT

This key direction was not directly engaged upon due to the vast public engagement undertaken as part of the recent Council-approved Transit Master Plan and the integration of transit themes into other key directions' discussions.

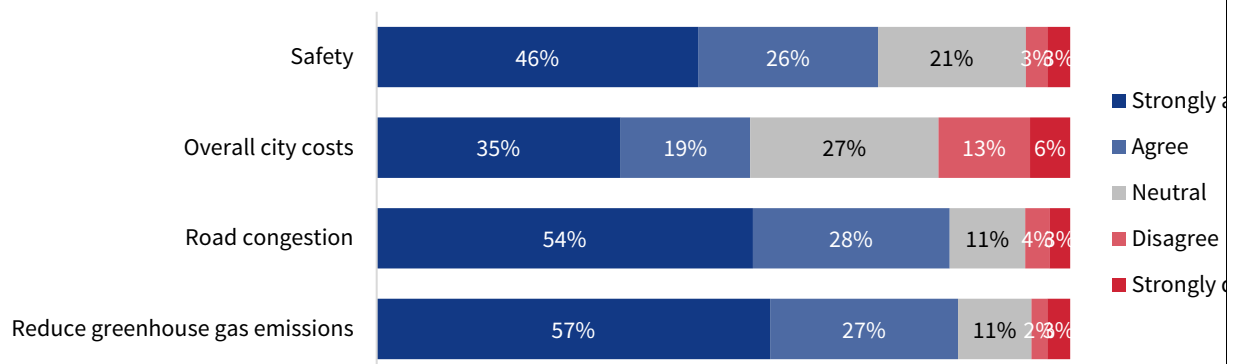
That said, online survey respondents gave feedback and commented on three specific strategies related to transit service:

5.2.7.1 STRATEGY 7.1: EXPAND THE REACH AND CONVENIENCE OF WINNIPEG TRANSIT SERVICES

Online Survey Insight

Online survey respondents were asked if they believe such a strategy could support improvements to the four key issues facing the City's transportation network:

Graph 24: Strategy 7.1 Expand the reach and convenience of Winnipeg Transit services - Do you believe this strategy will support improvements to...
606 responses



When asked to consider the impact such a strategy would have on their personal quality of life, most respondents (70 percent) said it would lead to either a strongly positive or positive change in their life. 24 percent of respondents feel this would have a neutral

impact, four percent feel it would have a negative or strongly negative impact on their life and two percent are unsure (Appendix M).

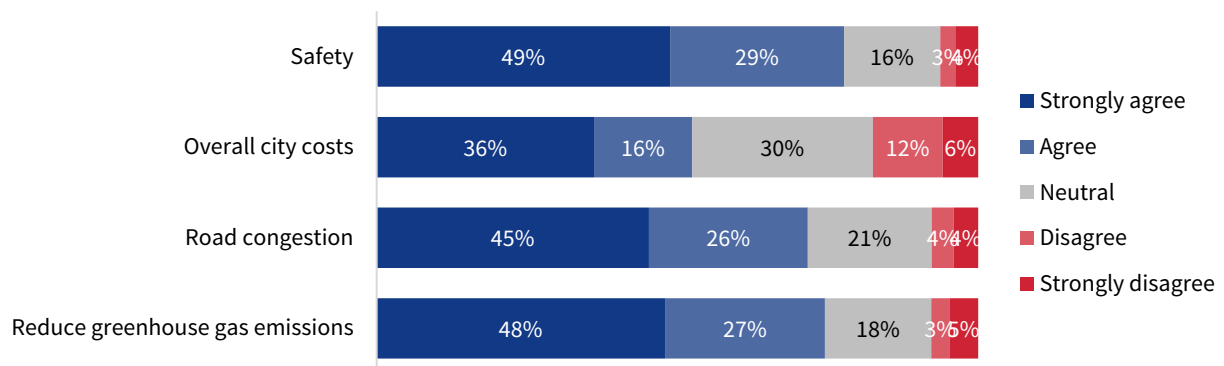
5.2.7.2 STRATEGY 7.2: MAKE TRANSIT ACCESSIBLE FOR PEOPLE OF ALL AGES AND ABILITIES

Online Survey Insight

Online survey respondents were asked if they believe this strategy could support improvements to the four key issues facing the City's transportation network:

Graph 25: Strategy 7.2 Make Transit accessible for people of all ages and abilities - Do you believe this strategy will support improvements to...

606 responses



When asked to consider the impact such a strategy would have on their personal quality of life, most respondents (61 percent) indicated the change would be either strongly positive or positive. 33 percent of respondents feel the change would be neutral, five percent feel it would be negative or strongly negative and one percent are unsure (Appendix M).

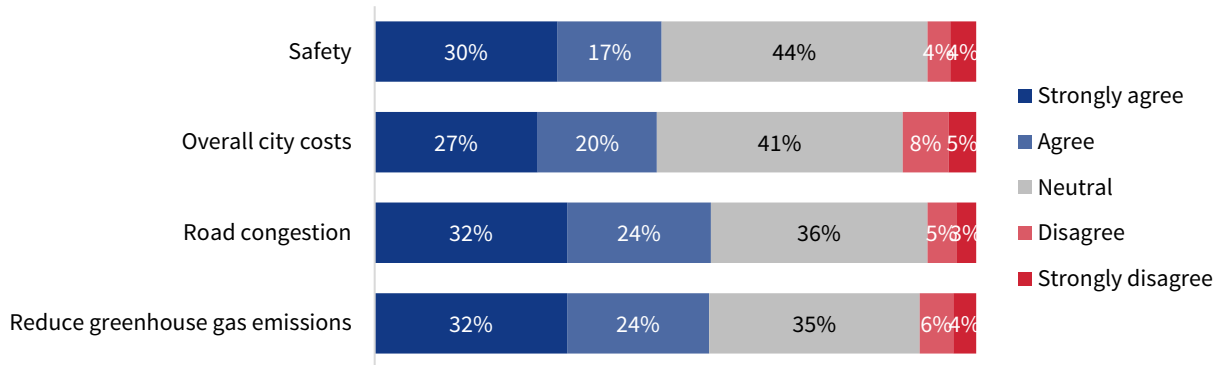
5.2.7.3 STRATEGY 7.3: SIMPLIFY WINNIPEG TRANSIT'S FARE STRUCTURE AND POLICIES

Online Survey Insight

Online survey respondents were asked if they believe this strategy could support improvements to the four key issues facing the City's transportation network:

Graph 26: Strategy 7.3 Simplify Winnipeg Transit's fare structure and policies - Do you believe this strategy will support improvements to...

606 responses



When asked to consider the impact such a strategy would have on their personal quality of life most respondents (51 percent) feel it would have either a strongly positive or positive impact. 41 percent feel the change would be neutral, five percent feel it be negative or strongly negative and three percent are unsure (Appendix M).

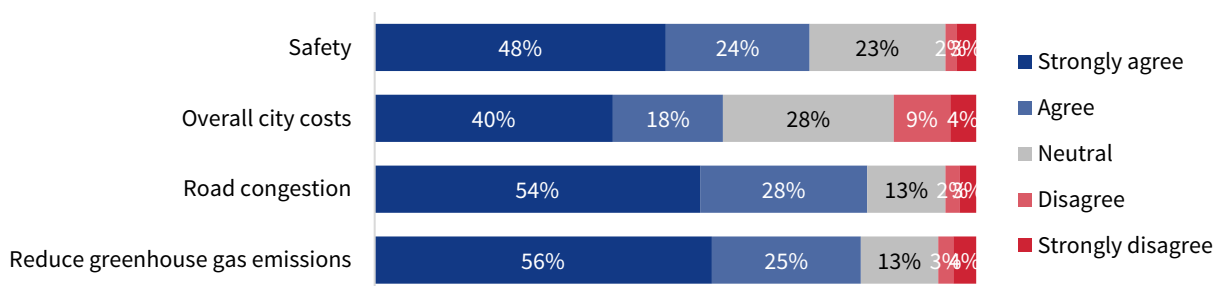
5.2.7.4 STRATEGY 7.4: ENHANCE THE TRANSIT USER EXPERIENCE BY IMPROVING PREDICTABILITY, RELIABILITY, AND COMFORT

Online Survey Insight

Online survey respondents were asked if they believe this strategy could support improvements to the four key issues facing the City's transportation network:

Graph 27: Strategy 7.4 Enhance the transit user experience by improving predictability, reliability, and comfort - Do you believe this strategy will support improvements to...

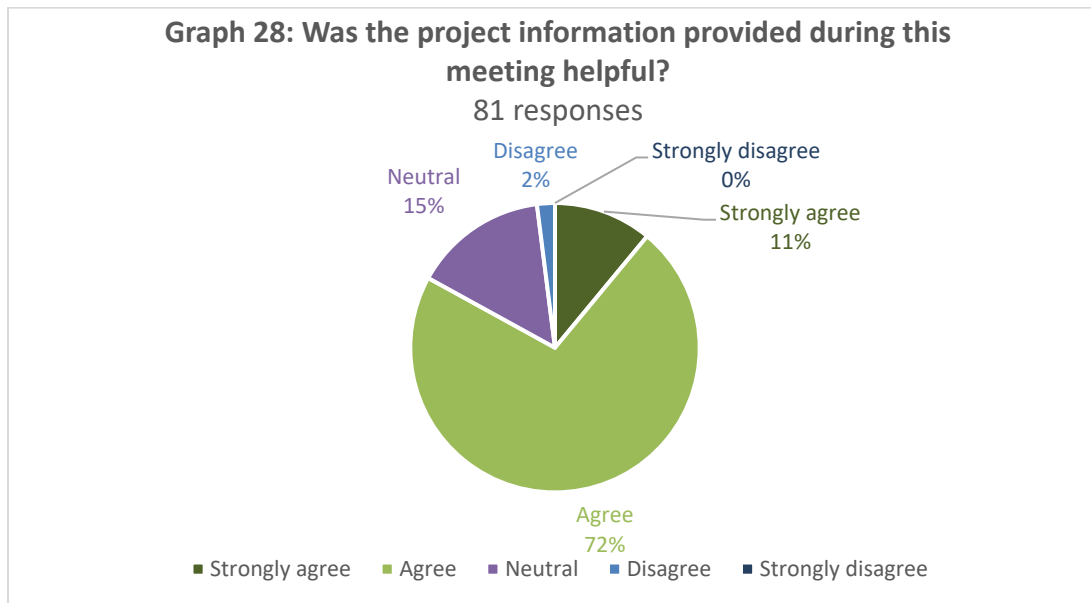
606 responses



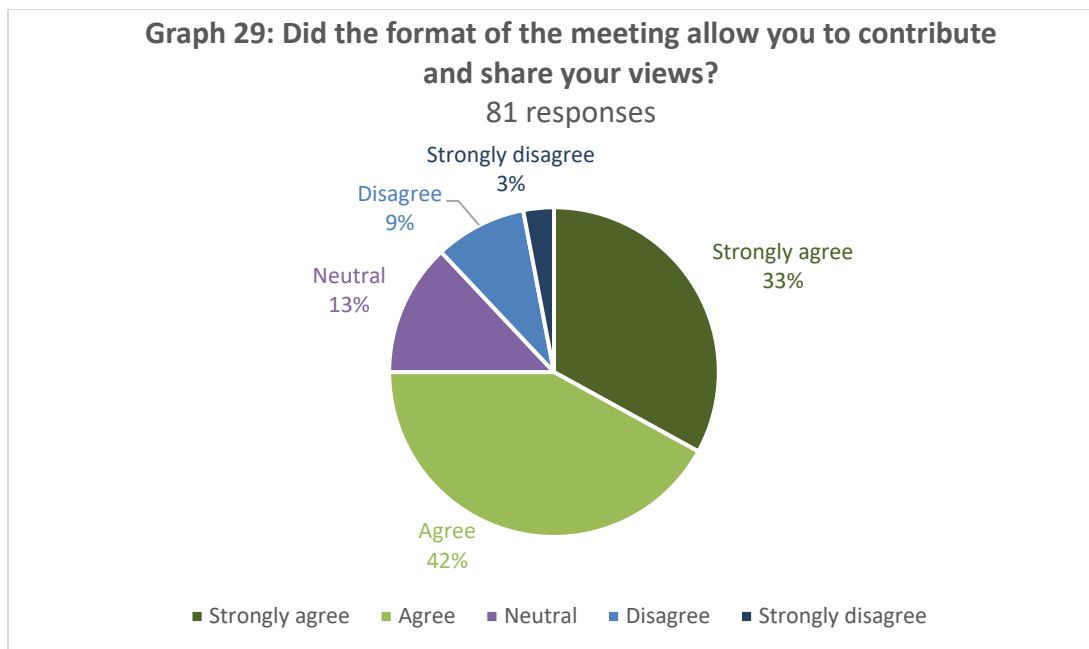
When asked to consider the impact such a strategy would have on their personal quality of life, most respondents (72 percent) feel the change would be strongly positive or positive. 24 percent feel the change would be neutral, two percent feel it have a negative or strongly negative impact, and one percent are unsure (Appendix M).

5.3 OVERALL FEEDBACK ON THE ENGAGEMENT PROGRAM

Of 81 exit survey respondents, 83 percent (including stakeholders and public), indicated that the information provided during the meeting was helpful.



The majority of participants (75 percent) indicated they were able to contribute to the meeting and share their perspectives and options. However, of the interest-specific stakeholders, there was a group of participants (27 percent) who felt they were unable to share their perspective and give feedback, due to limited time for certain topic discussions and some group sizes were too large.



Most respondents felt the meeting format was good, well structured, easy to follow and very informative. There was a general sentiment that people are experiencing virtual meeting fatigue and that it does not replace an in-person meeting and is not quite as effective. However, several respondents said the virtual meeting format is accessible for them in a way an in-person meeting would not be due to physical challenges.

Participants appreciated smaller group discussions but offered some critical feedback for future meetings. Some participants felt:

- Presentation slides were hard to read and would appreciate receiving presentation material prior to workshop
- Time was too limited on certain group discussions
- Group sizes were too large for some discussions and needed more breakout rooms
- Discussions were occasionally taken over by single-issue activists and lobbyists that pushed their agenda and detracted from the broader discussion
- Issues and topics for discussion were limited and very structured
- Participants should have been able to add content to the Jamboards for more productive discussions
- That technical experts and City planners should have been at the meetings to listen, respond to feedback, and participate

6.0 Conclusions and Next Steps

This report has been shared with the project team to use in the refinement of the draft Transportation Master Plan: 2050. Further information on how what we heard was considered will be included in our report to Council in mid 2024.

Table 13: What We Heard and How it Was Considered

What We Heard	How it Was Considered
There is support for long-term mode shift from predominantly single-occupant vehicles to more sustainable and active modes of transportation.	Mode shift to 50% sustainable transportation is a central focus of TMP2050 and its policy recommendations.
TMP2050 should make it less convenient to drive a car and disincentivize single-occupant vehicles.	Before disincentivizing single-occupant vehicles, TMP2050 must first focus on developing reliable alternatives to single-occupant vehicles such as improved transit and provision of bike lanes and sidewalks. We will review measures and policies to ensure language reflects that disincentivizing single-occupant vehicle use is a potential next step.
Land use planning and transportation needs to be better integrated to increase density, create more mixed-use development, and create a more people-oriented city.	TMP2050 will contain policies that promote and foster cooperation between the City and developers. We hope the plan encourages sustainable land use as well as green and inclusive development while also planning for alternative and sustainable modes. The final document will support better transit and robust active transportation, creating a balance between economic growth, environmental stewardship, and a livable city.
Upfront and ongoing cost and access to technology are major barriers to create a more equitable transportation system for all Winnipeggers.	TMP2050 will recommend strategic enhancements to the citywide transportation system that includes reviewing the needs of all users and focusing on equitable transportation.

There is a desire for complete streets that balance the needs, safety, and efficiency of all modes of transportation.	TMP2050 supports the recommendations of the City's Road Safety Strategic Action Plan. This plan focuses on safe mobility for people of all ages and abilities. TMP2050 is also guided by OurWinnipeg 2045 and Complete Communities, which take into account the Complete Streets approach. This means considering the needs of all users in the planning and design stages. There is no one-size fits all design solution for streets; however, in the context of corridor analysis, a complete streets approach may mean accommodating certain modes on parallel routes to achieve equity and accommodation.
All future roadway projects (new or existing) should incorporate and accommodate space for all active transportation modes, even it if means reducing space for vehicles.	TMP2050 is guided by OurWinnipeg 2045 and Complete Communities, which take into account the Complete Streets approach. This means considering the needs of all users in the planning and design stages. There is no one-size fits all design solution for streets; however, in the context of corridor analysis, a complete streets approach may mean accommodating certain modes on parallel routes to achieve equity and accommodation
TMP2050 needs to help Winnipeggers understand the importance of goods movement to the overall function of the city.	Commercial trucks and emergency vehicles are critical parts of the City's transportation system. Goods movement is important to the economy and for economic growth; TMP2050

	and its policies recognize the importance of planning for and managing truck movements as well as increasing public education and awareness around goods movement.
The City should prioritize maintenance of existing roadways before expanding, extending, and adding new roads and bridges.	Managing the infrastructure deficit, prioritizing existing infrastructure and strategic capital investment for the future are key elements of TMP2050.
Enhanced, reliable, and prioritized winter maintenance of sidewalks, paths, and bike lanes is key to achieve year-round mode shift to sustainable and active modes of transportation.	Winter maintenance is governed by the Council-approved snow clearing and ice control policy. TMP2050 will make recommendations for policies and strategies that support year-round use of infrastructure while also considering Winnipeg's subarctic climate and past lessons learned.
Real or perceived safety issues are a major barrier for many Winnipeggers to shift to transit use.	Efficient, safe, and reliable public transit is a key component of mode shift. TMP2050 supports the Council-approved Transit Master Plan and will recommend that Transit and Public Works work cooperatively on developing future high-capacity transit infrastructure as part of the transportation network.

Phase 2 public engagement helped the project team understand how Winnipeggers view the strategies, options, and opportunities presented in the draft TMP2050. The project team gained an understanding of the public and stakeholder interest in these strategies, learned about potential challenges the City may face in implementing them, and gathered input from residents on their desire to shift to more sustainable and active modes of transportation.

What we heard will be combined with technical findings and analysis to develop the draft Transportation Master Plan: 2050.

This draft plan will be presented during Phase 3 public engagement.