



Re-configuring Transportation & Infrastructure

BOLD Winnipeg is ... transportation & infrastructure re-configured

Sometimes the road chosen is as important as the destination sought. As advances in urban public transportation globally have shown, successful communities are redefining how people and goods get from Point A to Point B. A reconstructed transportation and infrastructure approach, which capitalizes upon Winnipeg's home-grown advantages and opportunities, is needed to keep Winnipeg's growth and prosperity on the right path.

BOLD Winnipeg agrees action is needed now on pressing infrastructure challenges. But there is a risk to fixing a long term infrastructure deficit with 'patchwork' policy that focuses on better roads for now at the expense of tomorrow. Bold thinking allows us to construct a transportation system with purpose for the long haul.

Think BOLD

How can Winnipeg become an active transportation leader in Canada? How can Winnipeg embrace transit-oriented development? How does transportation extend beyond modes of transport, beyond concrete and asphalt? How do we marry the model of transportation as the movement of people and as the linkage of communities? What can we do to plan transportation better in Winnipeg?

BOLD Winnipeg aims to:

- Set Winnipeg as Canada's pace-setter in active transportation policy and practice
- Position Winnipeg's infrastructure (roads, sewers, water mains, bridges) as a global leader in sustainability among four-season cities

By 2018:

- Proportion of workers commuting to work by active transportation methods has increased to 25% [Statistics Canada National Household Survey 2011 for Winnipeg – Public Transit (13.4%); Walking (5.1%); and Bicycle (2.0%)]
- Reduce congestion along ten most congested traffic areas by 20% (as measured using Average Commute Time and Congestion Costs)
- Winnipeg's active transportation network size is among the top five in Canada (as of 2013, on-street bike lanes: 35 km; Multi-use pathways: 181 km; Bike paths: 4km; Bicycle track: 2km; Sharrows: 37km; Bike boulevards: 56km)

By 2022:

- Reduce annual number of water main breaks by 33% (City averages between 400-800 breaks a year, or about 1 or 2 breaks a day) Source: City of Winnipeg 311
- Shrink Winnipeg's average commute time by 25% (average commute time 20 minutes, Economic Development Winnipeg 2014)



- Proportion of workers commuting to work by active transportation methods has increased to 35% [Statistics Canada National Household Survey 2011 for Winnipeg – Public Transit (13.4%); Walking (5.1%); and Bicycle (2.0%)]
- Reduce congestion along ten most congested traffic areas by 40% (as measured using Average Commute Time and Congestion Costs)

By 2026:

- Reduce the number of combined sewer overflows from current average of 18 to a target of 3 during the recreation season (May 1 to September 30). Source: City of Winnipeg 311
- Winnipeg's per capita capital spending is among the top three in Canada
- Winnipeg active transportation network size is among the top three in Canada

By 2038:

- Winnipeg has eliminated the municipal infrastructure deficit (in 2011, Winnipeg's infrastructure deficit estimated at \$3.8 billion in order to bring current infrastructure up to acceptable standards)

Be BOLD

Active Transportation

- Require that all urban development, beyond municipal roadways, consider and, where applicable, incorporate active transportation planning and investment, as part of approval process
- Create an online Active Transportation planner, based on Winnipeg Transit's Navigo, where individuals can enter a starting point and destination to map out an active transportation route
- Expand interconnectivity of active transportation methods, notably more cycling racks on transit buses to encourage use of both modes
- Implement a Bike Share program in which bicycles are made available for shared use to individuals on a very short term basis, in order to go from point A to B without ownership concerns
- Create covered bicycle paths along major Priority 1 routes to promote year-round cycling option; designate these routes as Priority 1 for snow clearing as well

See BOLD

Over the last several years, Whitehorse has transformed its civic identity from a car-dependent community to one that values active transportation. With strong leadership, promotion, participatory events like the Urban Transportation Showcase Program's Wheel 2 Work campaign, and the addition of high-profile bike facilities, Whitehorse's car dependent mindset has been changed.

Infrastructure

- Increase municipal per capita capital spending up from \$525 to a seven-city average of \$1,078 (Edmonton, Calgary, Saskatoon, Regina, Hamilton, Toronto and Ottawa, 2014)

- Ensure that best value for the citizens of Winnipeg is achieved through embracing (where appropriate) alternate delivery models for construction and infrastructure projects
- Create baseline evaluation criteria for construction proposals that provides a consistent approach for achieving best long-term value versus low initial price in the procurement of construction services
- Complete the inner ring road to redirect truck traffic in the most efficient means possible, utilizing grade separations rather than controlled intersections
- Place a priority on traffic signal synchronization in downtown Winnipeg to improve mobility; commit to a plan and timeline for synchronization of all traffic lights along Winnipeg's major traffic arteries
- Advocate at the provincial level that the 1% PST revenue be dedicated entirely to municipal infrastructure, allocated as follows – 1/3 new economic development infrastructure, 1/3 refurbishment, 1/3 transportation specific infrastructure

Planning

- Establish an arms-length Winnipeg Transportation Authority, the mission and mandate of which would be formed through extensive public engagement

- Establish a protocol that requires annual public reporting and five-year public reviews to measure progress against a 10-20 year infrastructure plan

Public Transit

- Plan to expand bus rapid transit to all areas of the City in a manner that links to economic development opportunities and the creation of community hubs
- Design community transit hubs to be multi-use commercial centers, featuring mixed small scale retail
- Undertake a design competition for strategically located Transit shelters, modelled after the Forks warming hut competition, to promote more aesthetically pleasing shelters that reflect the neighbourhoods in which they are located
- Assess rapid transit between James Richardson International Airport and downtown to move both people and goods effectively and efficiently
- Commit to create measurable service standards and annual reporting, to be publically available on Winnipeg Transit's website