

Getting Around in the City

OURWINNIPEG REVIEW – STARTING THE CONVERSATION

City services related to this topic could include:

Road network planning,
construction and maintenance

Public transportation

Active transportation and
trails

Land use and development

City planning

Snow clearing

Overview

According to the City's most recent [Community Trends and Performance Report](#), Winnipeg's 2016 municipal residential property taxes (based on average house values) are the lowest compared to other large Canadian cities. In 1997, Winnipeg's property taxes were third highest compared to other large Canadian Cities.

Road condition is the number one suggestion for quality of life improvement among citizens.

There are also important considerations with respect to environmental, social and fiscal responsibility:

- Current policy emphasizes the need to increase travel options: providing greater access and options for walking, cycling, and transit will lead to improved health, increased personal mobility, more livable, affordable, and socially active communities and will reduce impacts on the environment and our climate;
- Vehicle-related emissions are among the top two primary causes of Greenhouse Gas (GHG) in Winnipeg (the other is natural gas for buildings);
- A number of individual health indicators are now linked to a lack of physical activity; and
- According to 2017 data, using current funding sources, a significant additional amount of tax-support would be required to fully absorb the projected transportation-related infrastructure deficit over the next 10 years.

Therefore, moving forward, the City faces a number of critical decisions with respect to the ongoing transportation needs, choices, and costs for a growing population.

Considering this topic area, picture your ideal Winnipeg 25 years from today.

What is it like?

How close are we to this vision?

To further achieve your vision, what are the most important things the city and/or the community needs to:

Start doing?

Stop doing?

Keep doing?

Do Differently?

What do you know that would help us understand this topic better?

City Context and Initiatives

- The City established a [Transportation Management Centre](#) to monitor and adjust traffic signal time and to respond in real time to problems in the transportation system.
- In 2015, Council approved the [Pedestrian and Cycling Strategies](#), which supports initiatives like the expansion of pedestrian countdown signals and expansion of active transportation routes throughout the city.
- Winnipeg Transit collaborates on an [electric bus demonstration](#) project.
- Phase 1 of the Southwest [Rapid Transit](#) Corridor is complete, and Phase 2 is now underway. The City has started a planning and engagement process for the Eastern Rapid Transit Corridor.
- Since 2011, the number of reconstructed or rehabilitated lanes of road has increased from 57.3 to 160.8 kilometres.
- In 2015, a less costly method of rehabilitating roadways known as "mill and fill" was introduced and has increased the amount of regional streets in good condition.
- Winnipeg's population has historically grown at a faster rate than Transit service expansions.
- The City faces difficult transportation-related choices in balancing the operating and capital budgets, staying below allowable debt limits, prioritizing projects, and determining what additional revenue may be available.

Emerging Trends

- In the City's most recent [Citizen Survey](#), the most common suggestion for quality of life improvement continues to be "Roads / Infrastructure", representing 41 per cent of all responses. The next highest is "Crime / Policing" at 15 per cent.
- A majority of Winnipeggers use motor vehicles rather than Transit, walking, or cycling as the primary mode of travel for work purposes. Winnipeg also has the lowest per capita Transit ridership among comparator cities.
- Other than emergency response services, transportation (Public Transit and Street Maintenance) represents the highest portion of the City's tax-supported operating budget.
- Winnipeg uses more concrete pavement than other Canadian cities. Where appropriate, the use of more cost-effective asphalt paving materials is encouraged.
- Roadway snow and ice removal costs are guided by Council policy, which determines how the City responds to and addresses snow clearing. The amount of money spent is affected by snowfall, frequency and severity of events, winter temperatures, freeze-thaw cycles, and fuel prices.