

APPENDIX G
Current Policy Details

Current Policies: Plan Winnipeg and Sustainable Winnipeg

I. Plan Winnipeg 2020 Vision

The key policy statements from Plan Winnipeg 2020 Vision that directly relate to Active Transportation are reprinted below.

1A. PUTTING DOWNTOWN FIRST

1A-01 Promote Downtown Development

The City shall promote downtown development to stimulate revitalization and capitalize on existing infrastructure by:

- v) considering the effects on the downtown in the evaluation of new developments, commercial/retail policies, staff and budget resource allocations, and transportation priorities.

1A-02 Encourage Downtown Living

The City shall encourage downtown living in existing downtown residential neighbourhoods and elsewhere in the downtown by:

- iv) supporting the creation of a pedestrian-friendly downtown environment.

1A-03 Promote a Safe Downtown

The City shall promote a safe downtown by:

- i) encouraging more pedestrian activity on downtown streets through support for mixed land use developments and pedestrian-focused transportation planning

1A-06 Encourage Accessibility To and Within the Downtown

The City shall encourage accessibility to and within the downtown by:

- i) supporting universal access and proper maintenance of outdoor route and indoor public walkways for people of all ages and abilities
- ii) linking adjacent neighbourhoods to the downtown with attractive transportation routes and access points with an emphasis on pedestrian connections;
- iii) using streets and sidewalks, river corridors, pathways, and green spaces as an interconnected network to integrate the downtown and connect it with the whole city;
- iv) supporting cycling and other alternative modes of transportation to and within the downtown;
- vi) maintaining with operational, custodial, and security services a weather-protected pedestrian walkway system linked to public transit

- viii) managing the provision of long-term parking in the downtown in a way which encourages the use of alternative modes of transportation and the reduction of automobile congestion.

1A-07 Integrate Rivers, Parks, and Green Spaces in the Downtown

The City shall integrate rivers, parks, and green spaces in the downtown by:

- i) enhancing year-round access to the Riverwalk system and to the rivers themselves through the provision of boat launches, docks, the winter Rivertrail system, and other conveniences;
- iii) encouraging the private sector to incorporate open space, landscaping, and pedestrian amenities into development projects in the downtown.

1B. CREATING HEALTHY NEIGHBOURHOODS

1B-03 Manage Neighbourhood Traffic

The City shall manage neighbourhood traffic to support the primary function of local streets in providing access to local residents by:

- iii) ensuring that pedestrian comfort and safety are given paramount consideration in the transportation networks of neighbourhoods.

2B. ENSURING RESPONSIBLE GOVERNMENT

2B-01 Commit to Sustainability

The City shall commit to sustainability by:

- i) establishing and adhering to a set of guiding principles for sustainability against which policy decisions and actions can be evaluated;

2B-02 Commit to the Reduction of Greenhouse Gas Emissions

The City shall commit to the reduction of greenhouse gas emissions by:

- i) reducing the need for motorized transport through integrated planning and the promotion of compact urban form and mixed land use;
- ii) providing realistic alternatives to single occupant auto use;

2C. PROVIDING ECONOMIC DIRECTION AND SUPPORT

2C-10 Encourage Activities Beneficial to the Winnipeg Economy

The City shall encourage activities beneficial to the Winnipeg economy in areas of culture, tourism, sport, entertainment, and conventions by:

- iii) enhancing the unique assets, amenities, and attractions owned by the City through high-quality design and maintenance;

3A. PLANNING FOR GROWTH AND CHANGE

3A-02 Promote Compact Urban Form

The City shall promote compact urban form in support of sustainability by:

- iii) meeting transportation demand in ways which reduce reliance on the automobile, improve integration of transportation modes, and improve effectiveness of the existing transportation system;

3A-03 Integrate Land Use, Urban Design, and Transportation Planning

The City shall integrate land use, urban design, and transportation planning in a manner consistent with its commitment to compact urban form by:

- i) encouraging mixed-use development to minimize travel distances for basic needs;
- iii) continuing the development of the weather-protected pedestrian system in the downtown and integrating the entry points to the system with the downtown transit network;
- v) integrating the needs of pedestrians and cyclists into the planning and design of urban transportation facilities for both work trip and recreational use;

3B-02 Guide the Development of New and Existing Residential Areas

The City shall guide the development of new and existing residential areas designated as Neighbourhood on Policy Plate A by:

- i) requiring developments to provide a full range of municipal infrastructure in an environmentally-sound, economical, and timely manner;

3C. INTEGRATING TRANSPORTATION

3C-01 Provide Integrated Transportation Network

The City shall provide an integrated transportation network that supports its commitment to sustainability, compact urban form, and the reduction of greenhouse gas emissions by:

- i) designing public rights-of-way to encourage pedestrian use through adequate lighting for safety and security, aesthetics, and comfort;
- ii) minimizing walking distances to transit in the planning of new developments and making transit connections quick, easy, and weather-protected;
- iii) improving cyclist comfort on the arterial street system through the expansion of curb lands and the establishment of cycle lanes where feasible;

- iv) establishing a city-wide bicycle and pedestrian pathway system which is segregated where practical and feasible from motorized traffic and which creates links between open space and major destinations;
- v) promoting alternative modes of transportation through the inclusion of transit routes and bicycles paths in transportation plans and in the design of new developments;

3C-04 Promote Mobility Through Principles of Universal Access

The City shall promote mobility through principles of universal access by:

- v) providing suitable sidewalk and curb design which meets the needs of all people who use sidewalks;

3D. INVESTING IN INFRASTRUCTURE

3D-01 Commit Foremost to the Maintenance and Renewal of Existing Infrastructure

The City shall commit foremost to the maintenance and renewal of existing infrastructure by:

- i) implementing a program of assessment and timely replacement of infrastructure in order to maintain the capacity of existing roadways, sidewalks, bike paths, underpasses, bridges, public transit systems, water supply system, and wastewater collection and treatment system;

3D-02 Invest Strategically in New Infrastructure

The City shall invest strategically in new infrastructure by:

- i) recognizing that investment in transit improvements, facilities that encourage cycling and other alternative modes, and measures to reduce the reliance on the use of automobiles is most consistent with its commitment to sustainability, compact urban form, and the reduction of greenhouse gas emissions;

4B. PROMOTING SAFETY THROUGH DESIGN

4B-03 Promote Safety on Streets and Sidewalks

The City shall promote safety on streets and sidewalks by:

- i) implementing traffic control measures to minimize traffic accidents and maximize pedestrian safety;
- ii) facilitating safety and accessibility on streets and sidewalks in winter conditions through snow clearing and ice control;
- v) creating pedestrian-oriented streetscapes on neighbourhood main streets and those streets where a high level of transit service operates.

5A. COMMITTING TO ENVIRONMENTAL STEWARDSHIP

5A-04 Encourage Energy Efficiency

The City shall encourage energy efficiency by:

- v) reducing the reliance of the urban transportation system on non-renewable energy sources by providing realistic alternatives to single occupant auto use, by integrating land use and transportation planning, and by promoting compact urban form and mixed land use.

II. Sustainable Winnipeg: A Comprehensive Environmental Strategy

The key policy objectives from *Sustainable Winnipeg: A Comprehensive Environmental Strategy* that directly relate to Active Transportation are reprinted below.

2-1 CLIMATE CHANGE

Policy Objective

“The City of Winnipeg will become a leader in developing clear policies towards reducing greenhouse gas emissions from its own operations while providing the tools to empower citizens and communities to do the same.” (p. 12)

Key Strategies

The City of Winnipeg could make its operation more sustainable by considering the following options:

- a) Ensuring that GHG reductions are integrated into policy and decision making;
- b) Meeting local emissions targets as determined by the Partners for Climate Protection program;
- d) Reducing the GHG emissions in City operations through demand-side management;

The City of Winnipeg could help to foster sustainable behaviour among its citizens and within its communities by considering the following options:

- h) Educating citizens on climate change and policies directed towards reducing community greenhouse gas emissions;
- l) Contributing support to community alternative transportation initiatives.

4-4 TRAILS AND GREENWAYS

Policy Objective

“The City of Winnipeg will strive to create a safe and extensive network of trails and greenways that link sites of ecological, historical, and cultural importance. Trails and greenways will be promoted to improve the connectivity between neighbourhoods. Active commuters, tourists, and citizens engaged in recreation, will use these trail. Therefore, consistency in the trail network will be created and maintained.” (p. 19)

Key Strategies

The City of Winnipeg could make its operation more sustainable by considering the following options:

- e) Integrating cycling and active transportation facilities such as bike racks, lockers, and showers within City workplaces;
- f) Emphasizing the recreational, commuting, and health benefits of trail and greenway systems among City employees;
- g) Studying all potential sites for trail and greenway development; and
- h) Prioritizing opportunities for trail and greenway development and their respective cultural, economic and environmental opportunities.

The City of Winnipeg could help to foster sustainable behaviour among its citizens and within its communities by considering the following options:

- i) Cooperating with the private sector and other levels of government to encourage the donation or use of private land to be used in trail and greenway development;
- j) Undertaking cooperative initiatives with organizations that promote community health and active living in order to encourage the use of Winnipeg’s trails and greenways for both daily commuters and recreational users;
- k) Establishing ways to provide secure and convenient bicycle lock-up and storage facilities throughout the City; and
- l) Encouraging the private sector to integrate cycling and active transportation facilities into the workplace through the development of cost-sharing or tax deductible program applicable to the installation of lock-up, storage, shower and change-room facilities.

5-3 ACTIVE TRANSPORTATION

Policy Objective

The City of Winnipeg will work with citizens, local NGOs, the business community, and other levels of government to increase the degree of participation in active transportation through the expansion and implementation of facilities and infrastructure and towards the development of a comprehensive active transportation strategy for Winnipeg. (p. 24)

Key Strategies

The City of Winnipeg could make its operation more sustainable by considering the following options:

- a) Examining ways to make existing streets more accessible for active transportation, such as cycling and walking;
- b) Continuing support, endorsement, and commitment to the Commuter Challenge;
- c) Promoting active transportation alternatives and benefits to civic employees; and
- d) Providing facilities at public buildings and city offices such as secure bicycle storage, lockers and shower facilities for cyclists.

The City of Winnipeg could help to foster sustainable behaviour among its citizens and within its communities by considering the following options:

- e) Partnering with local NGOs, community groups and other levels of government to support active transportation initiatives;
- f) Working with the Province toward shifting taxes (revenues) away from automobile infrastructure toward environmentally friendly modes of transportation;
- g) Empowering communities to promote and engage in active transportation initiatives;
- h) Examining the economic, social, and health benefits of regenerating and building communities that encourage active transportation;
- i) Providing public education on walking and cycling;
- j) Ensuring the principle of equity by providing safe designated bicycle lanes, active and commuting infrastructure (for example, safe bicycle storage areas), and that streets are walkable and pedestrian friendly; and
- k) Cooperating with private landowners and other levels of government to negotiate access to rail rights of way for use in the development of cycling and pedestrian corridors.