Contributing Departments

Public Works 94%
Planning, Prop. & Devl. 6%

2007 Budget: $9.0 million

Transportation Planning & Traffic Management

Includes:

- *Transportation Planning & Design*
- *Traffic/Right- of -Way Management*

Service Overview

DESCRIPTION

To plan, design and manage the transportation system and the traffic regulatory environment to provide a safe, environmentally-aware, accessible and sustainable transportation system.

KEY GOALS

1. Provide integrated transportation and land use planning.
2. Provide an accessible transportation system.
3. Invest in equipment and technology that supports a sustainable transportation system.
4. Expand the Active Transportation System network.
5. Support Downtown revitalization initiatives.
6. Maintain or improve service levels on the arterial street system.

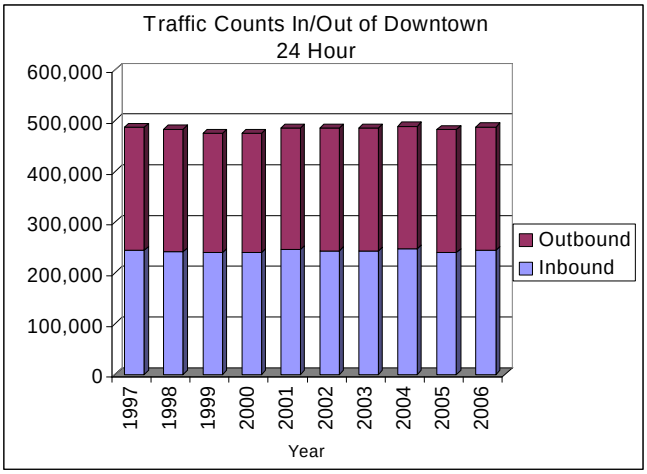
SERVICE LEVEL STATISTICS

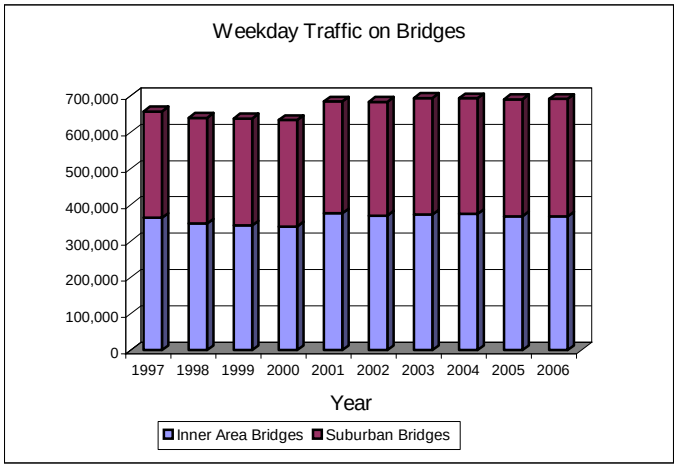
Wpg Users Work Trips by Mode	1996 Census	1996 %	2001 Census	2001 %
Vehicle Driver	188,375	66.7%	207,095	68.5%
Vehicle Passenger	25,710	9.1%	25,825	8.5%
Transit	43,835	15.5%	42,960	14.2%
Walk	18,190	6.4%	19,375	6.4%
Bicycle	4,015	1.4%	4,565	1.5%
Other	2,380	0.8%	2,520	0.8%
Total	282,505	100.0%	302,340	100.0%

Transportation Infrastructure	2005	2006
Lane Kilometeres of Regional Streets	1696	1708
Lane Kilometres of truck routes	1812	1824
Number of Signalized Intersections	604	605
Number of Audible Traffic Signals	86	155
Number of Pedestrian Corridors	147	149
Km of Active Transportation Facilities	9.4	15.5

Transportation System Use Estimates	
Total Person Trips per Year	700 million
Annual Vehicle-Km of Travel	5 billion
Annual Urban Goods Movement Trips	40 million

Traffic volumes on bridges in the City and on routes to and from the downtown have been counted and tracked since 1962. The charts below show the 10-year trend in traffic volumes from 1997 to 2006.





Strategic Direction

Link to Plan Winnipeg

1A-03	Promote a Safe Downtown
1A-06	Encourage Accessibility to and Within the Downtown
1B-03	Manage Neighbourhood Traffic
3A-02	Promote Compact Urban Form
3A-04	Protect Traffic Flows from Significant Increases
3C-01	Provide Integrated Transportation Network
3C-03	Commit to Traffic Operation Improvements
3C-04	Promote Mobility Through Principles of Universal Access
4B-03	Promote Safety on Streets and Sidewalks

Synopsis of Policy Direction

Plan Winnipeg acknowledges the importance of mobility and accessibility for all citizens to allow for the economic and social well-being necessary to remain a vibrant and healthy city. It is important to recognize that the key to achieving this level of mobility is an effective and efficient hierarchy of streets that provide a range of accessibility options from local access for residential neighborhoods to higher speed cross-town access for goods and services. Such a system enables the accommodation of all modes of travel (autos, transit, goods movement, bicycling, etc.) in a manner that maximizes the effectiveness of each. *Plan Winnipeg* recognizes that strategic improvements to the arterial component of this system are necessary to ensure continuation of the level of mobility currently realized and to allow for future economic growth.

Key Factors Influencing Service

While Winnipeg generally experiences low to medium levels of congestion during peak periods, some sections of arterial streets, such as Kenaston Boulevard/Route 90, Bishop Grandin Boulevard, Lagimodiere Boulevard, and Pembina Highway often experience high congestion due to growth in travel, demand for goods, movement, and commuting.

Transit ridership is among the highest in Canada (14% of work trips in 2001). However, trips in private vehicles continue to account for the greatest amount of daily work trip-making (77% of work trips in 2001). Also, automobile ownership levels continue to increase at a greater rate than the population.

Summary of Goals and Strategies

1. Provide integrated transportation and land use planning.

- Improve transportation and land use planning by working with PP&D and Transit to develop an integrated approach.

2. Provide an accessible and equitable transportation system.

- Integrate elements in the transportation system to allow for further implementation of Universal Design principles.

3. Invest in equipment and technology that supports a sustainable transportation system.

- Develop and implement updated traffic signal systems management hardware/software.
- Assess and update traffic counting technology.

4. **Expand the Active Transportation System Network.**

- Systematically incorporate elements of active transportation in each Capital Project.
- Incorporate projects in the Capital Program that specifically encourages active transportation.

5. **Support Downtown revitalization initiatives.**

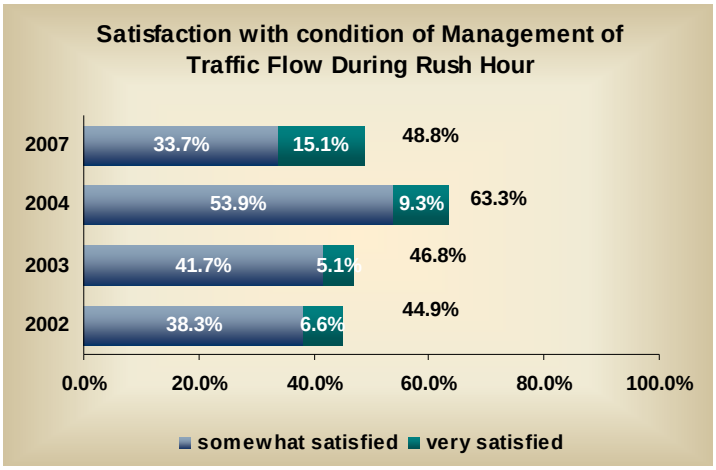
- Complete the assessment of one-way to two-way street conversion.
- Continue to implement the Wayfinding signage initiative.
- Assess the need for Downtown peak hour turning restrictions.
- Assess the need for Downtown peak hour on-street parking restrictions.

6. **Maintain or improve service levels on the arterial street system.**

- Implement strategic additions/improvements to the arterial street system to maintain or improve existing service levels.
- Implement traffic signal system improvements recommended by Delcan Study.
- Undertake a study of active transportation initiatives.
- Undertake a study of transportation demand management measures.

Performance Information

CITIZEN SATISFACTION



Citizen satisfaction with traffic management during rush hour has decreased from 65% in 2004 to 49% in 2007.
Source: City of Winnipeg, CAO Secretariat, August 2007 Survey

The table below was taken from the 2006 Public Works Citizen Satisfaction Survey. Public Works conducts annual surveys in the fall.

The question asked was: How satisfied are you with:

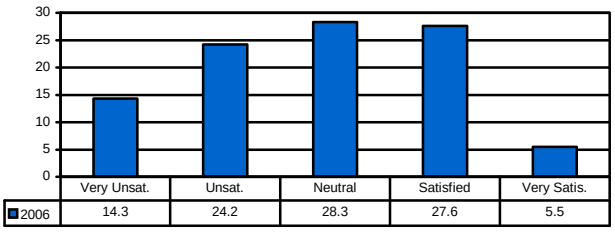
	2002	2003	2004	2005	2006
The overall street system in Winnipeg (layout, not condition)	63%	60.5%	53.6%	42.5%	40%
The time it takes to travel to and from work	82.1%	67.8%	69.1%	64%	71.4%

Citizen satisfaction with the overall street system in the City continues to decrease.

Approximately 71% of citizens are satisfied with travel time to and from work (not specific to rush hour traffic flow).

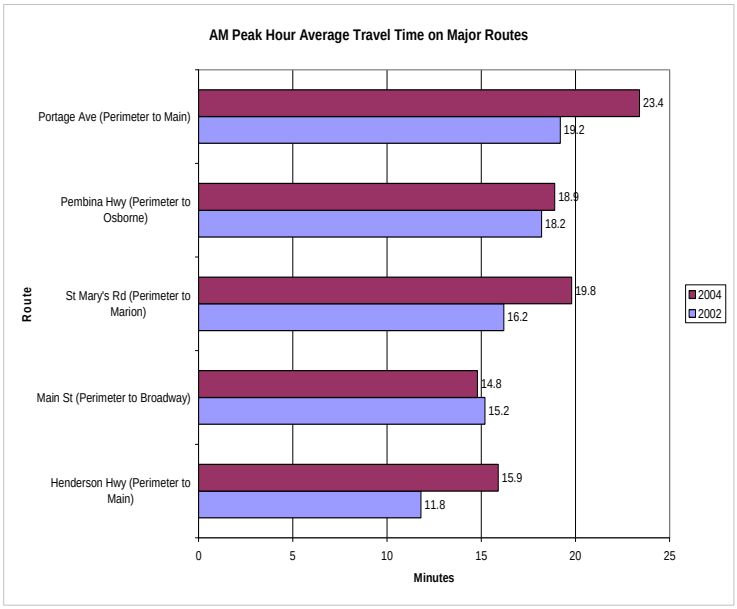
In 2006, Public Works added a new question on the timing of signals.

How satisfied are you generally with the timing of signals on the street system in Winnipeg?



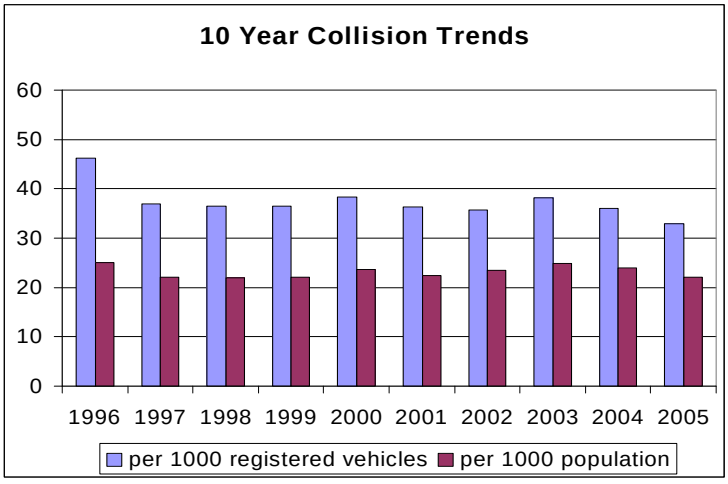
Approximately 38% of citizens feel that the timing of signals needs to be improved on the street system in Winnipeg.

EFFECTIVENESS DATA



The chart shows AM peak hour travel times on some major routes in the City in 2002 and 2004. Travel times have increased on most of the routes.

An extensive set of `Collision' data is collected and reported annually. The chart below relates the total number of reported collisions to the number of registered vehicles and population figures for the 10 yearsperiod from 1996 to 2005. While the number of registered vehicles in the City of Winnipeg has increased by 31% (from 342,000 in 1996 to 447,422 in 2005), there were fewer reported accidents in 2005 than in 1996 per 1000 registered vehicles.



EFFICIENCY MEASURES

Traffic Signals Trouble Reports Summary

The average cost per damage for traffic signal infrastructure has decreased over the past 3 years. The average time to repair damages remains fairly stable at approximately 6 hours.

Year	Trouble Calls Per Year*	Damage to Infrastructure**	Avg Cost Per Damage	Avg Time for Repair
2004	4,249	382	$2,704	5.7 hrs
2005	4,030	367	$2,673	6.5 hrs
2006	4,230	350	$2,553	5.8 hrs

*Trouble Calls refer to all those reports associated with signal malfunction, including wiring problems, burned out light bulbs, power loss (Hydro), pushbutton malfunction, detector problems, damages resulting from collisions or adverse weather conditions.
** Damages are a result of a third party (collision) or environmental event causing damage to traffic signals infrastructure (e.g., hit-and-run collision, weather-related damage)