Agenda – Council – October 28, 2021

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – October 12, 2021

Item No. 9 Updating the Transportation Master Plan to Achieve 50% Mode Shift

STANDING COMMITTEE RECOMMENDATION:

On October 20, 2021, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works, as amended, and submitted the following to Council:

1. That the Winnipeg Public Service be directed to include a plan within the Transportation Master Plan for modal share/shift using the Winnipeg Areas Travel Study (WATS), to achieve the following:

    A. A plan to achieve 50% mode shift for cars by 2030, as approved in the Winnipeg Climate Action Plan, including a reference to the following concepts:

        i. A comparison between the climate impact of transportation (considering the changes to mode splits and likely changes from gasoline to electric propulsion for motorized vehicles), relative to community and corporate greenhouse gas emissions, taking into account induced demand.

        ii. Consideration of the "inverted mobility triangle" and similar concepts as mentioned in other transportation master plans.

2. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – October 12, 2021

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On October 20, 2021, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works with the following amendments:

- Delete Recommendation 1 and replace it with the following:

  "1. That the Winnipeg Public Service be directed to include a plan within the Transportation Master Plan for modal share/shift using the Winnipeg Areas Travel Study (WATS), to achieve the following:"

- In Recommendation 1.A. add the words "for cars" after the words "mode shift"

and submitted the matter to Council.

The following persons submitted communications in support of the matter:

- Kathrin Moncaster submitted a communication dated October 18, 2021
- S. Snyder submitted a communication dated October 19, 2021
- Ian Walker submitted a communication dated October 19, 2021
- Mark Cohoe, Executive Director, Bike Winnipeg, submitted a communication
- Michael Hamm submitted a communication
- Theo Jerrett-Enns submitted a communication dated October 19, 2021

STANDING COMMITTEE RECOMMENDATION:

On October 12, 2021, the Standing Policy Committee on Infrastructure Renewal and Public Works considered the Council Motion of September 29, 2021, and recommended to the Executive Policy Committee and Council:

1. That the Winnipeg Public Service be directed to include the following in its update of the Transportation Master Plan:

   A. A plan to achieve 50% mode shift by 2030, as approved in the Winnipeg Climate Action Plan, including a reference to the following concepts:

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – October 12, 2021

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION (continued):

i. A comparison between the climate impact of transportation (considering the changes to mode splits and likely changes from gasoline to electric propulsion for motorized vehicles), relative to community and corporate greenhouse gas emissions, taking into account induced demand.

ii. Consideration of the "inverted mobility triangle" and similar concepts as mentioned in other transportation master plans.

2. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

The following persons submitted communications in support of the matter:

- Adam Johnston submitted a communication dated October 8, 2021
- David Alper submitted a communication dated October 7, 2021
- Kathrin Moncaster submitted a communication dated October 7, 2021
- Ray Grewal submitted a communication dated October 8, 2021
- Thomas Novak submitted a communication dated October 7, 2021
- Phanie Nixon submitted a communication dated October 8, 2021
- Monique Olivier submitted a communication dated October 8, 2021
- Ian Walker submitted a communication dated October 8, 2021
- Kevin Miller submitted a communication dated October 8, 2021
- Pat Fortier submitted a communication dated October 8, 2021
- Warren Livingstone submitted a communication dated October 8, 2021
- Karla Braun submitted a communication dated October 8, 2021
- Ashley Challinor submitted a communication dated October 8, 2021
- Sarah Phillips submitted a communication dated October 8, 2021
- Steve West submitted a communication dated October 8, 2021
- Charles Feaver submitted a communication dated October 8, 2021
- Benjamin Meek submitted a communication dated October 8, 2021
- Dave Elmore submitted a communication dated October 8, 2021
- Emma Durand-Wood submitted a communication dated October 8, 2021
- Julia Schroeder submitted a communication dated October 8, 2021
- Marie-Anne Beaudette submitted a communication dated October 8, 2021
- Mark Cohoe, Executive Director, Bike Winnipeg, submitted a communication dated October 12, 2021

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – October 12, 2021

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION (continued):

The following persons submitted communications in support of the matter (continued):

- Magaly Paquet, on behalf of Mères au Front, submitted a communication dated October 8, 2021
- Patrice Wilken submitted a communication dated October 8, 2021
- Mel Marginet, Green Action Centre, submitted a presentation dated October 12, 2021
- Julian Nedohin-Macek submitted a communication dated October 9, 2021
- Louella Lester submitted a communication dated October 9, 2021
- Margaret Yole submitted a communication dated October 8, 2021

COUNCIL DECISION:

On September 29, 2021, Council ruled automatic referral of the following motion to the Standing Policy Committee on Infrastructure Renewal and Public Works:

Moved by Councillor Allard,
Seconded by Councillor Gilroy,

WHEREAS winning the fight against climate change is vital to the survival of future generations, and the City has committed to a Winnipeg Climate Action Plan;

AND WHEREAS the climate action committee had previously recommended to the Mayor that the Office of Sustainability report through the Chief Administrative Office because of the importance of the role, and the cross departmental aspect of community greenhouse and corporate gas emissions;

AND WHEREAS mode shift is a major component of the climate action plan, which aims to shift the mode of transportation within the City to 50% by 2030;

AND WHEREAS despite being the policy of Council to build active transportation during road renewals in a line with the City's pedestrian and cycling strategies using road renewal dollars, there have been many cases in which this policy has not been achieved;

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – October 12, 2021

DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

AND WHEREAS the outcome of this practice is that road renewals dollars that would normally have been assigned to active transportation are not spent on active transportation and less active transportation facilities are built than could have been with road renewal dollars;

AND WHEREAS green house gases from private vehicle travel currently accounts for approximately 50% of community emissions;

AND WHEREAS the construction of active transportation amenities is one of the best ways to encourage mode shift in citizens and reduce the dependence on the automobiles, which in turn contributes to the reduction of green house gas emissions in line with the Climate Action Plan which aims to achieve mode shift of 50% by 2030;

THEREFORE BE IT RESOLVED THAT the Transportation Master Plan be updated to include a plan to achieve 50% mode shift by 2030 as approved in the Winnipeg Climate Action Plan, and include a comparison between the climate impact of induced demand for transit and active transportation relative to community and corporate greenhouse gas emissions.