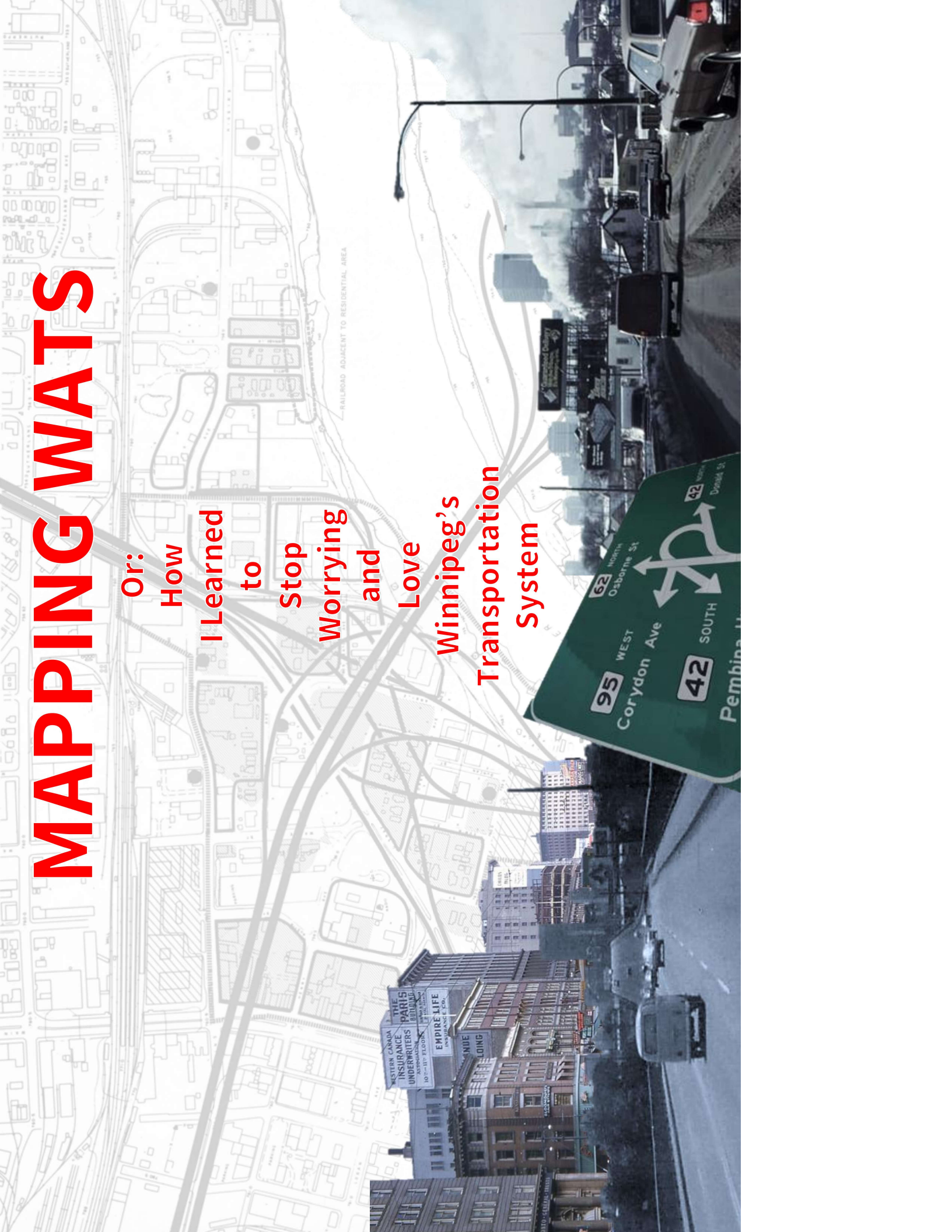


# MAPPING WATS

Or:  
How  
I Learned  
to  
Stop  
Worrying  
and  
Love  
Winnipeg's  
Transportation  
System





**Evan Allan, RPP, MCIP**

Senior Planner, Urban Planning & Design  
City of Winnipeg

**Anna McKinnon, MCP**

Planner 2, Urban Planning & Design  
City of Winnipeg

**Andrew Condon, P.Eng.**

Manager of Engineering, Public Works  
City of Winnipeg

**Keenan Patmore, M.Sc., P.Eng.**

Facilities Planning Engineer, Public Works  
City of Winnipeg

# Winnipeg's Transportation Planning

**Capacity and  
Mobility**

**1940 to 1970**

**Maintenance**

**1970 to 2000**

**Accessibility  
Multi-Modal Travel**

**2000 - 2025**

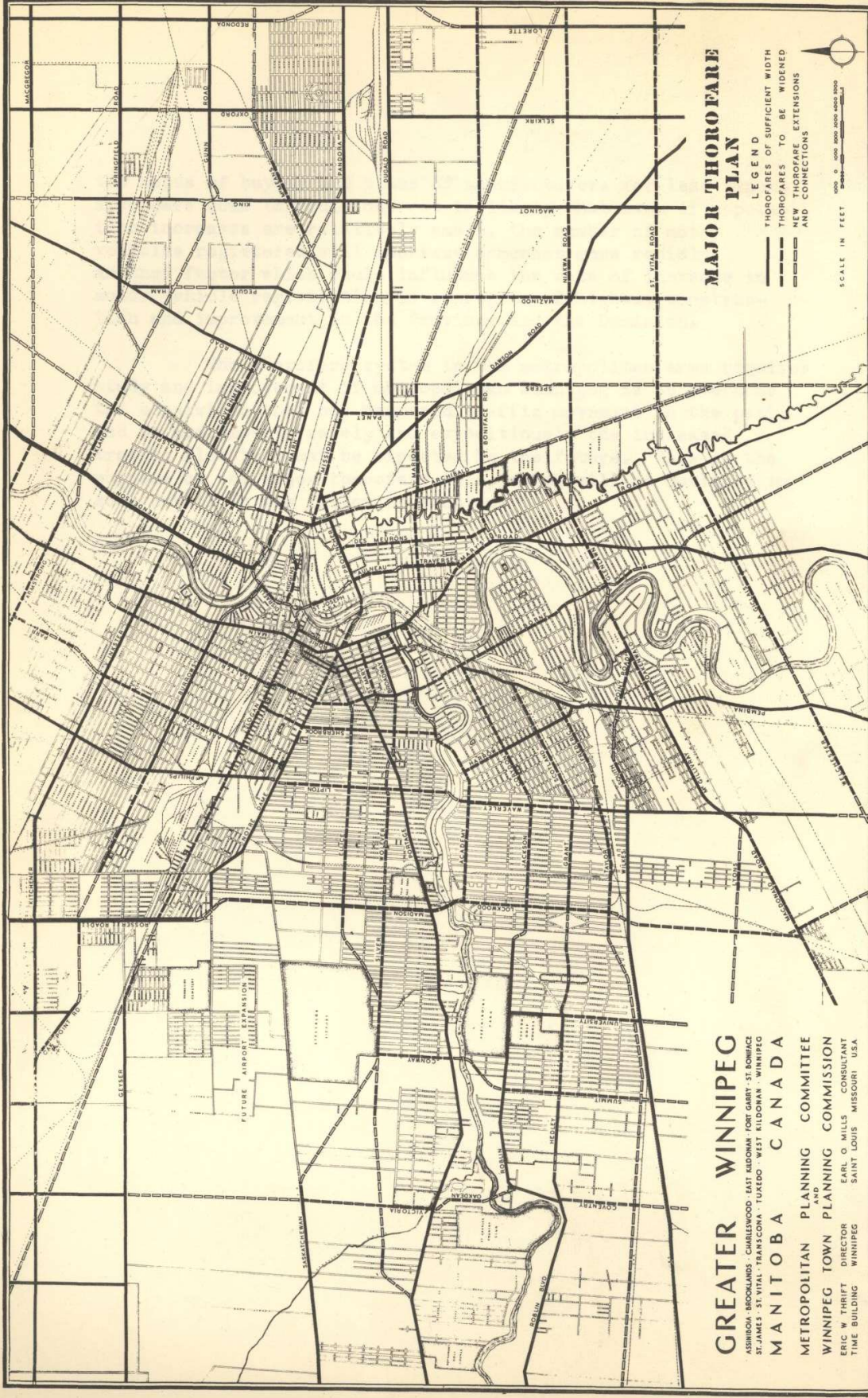
**Today**





# A Brief History

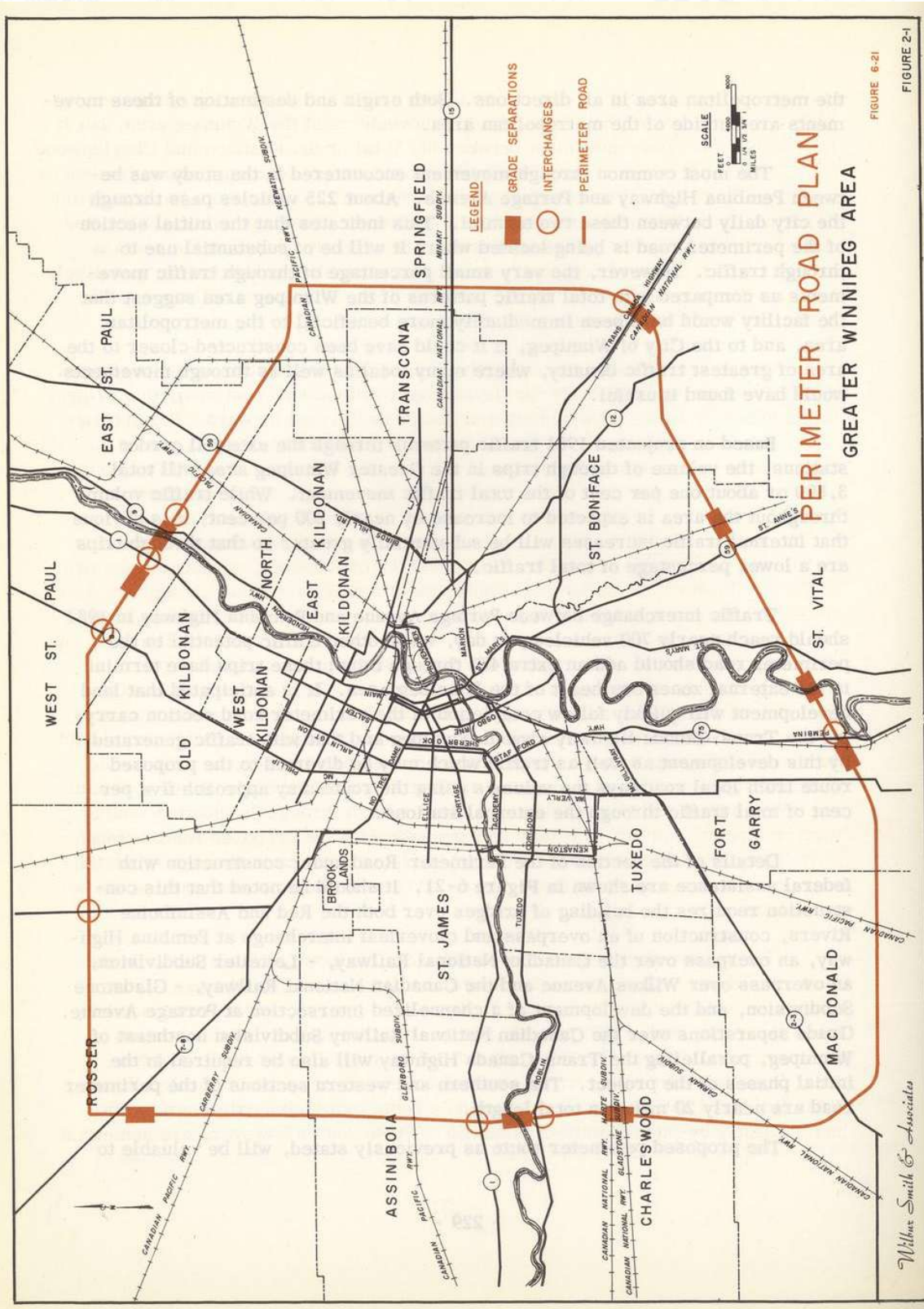
*Transportation Planning 1946-1971*

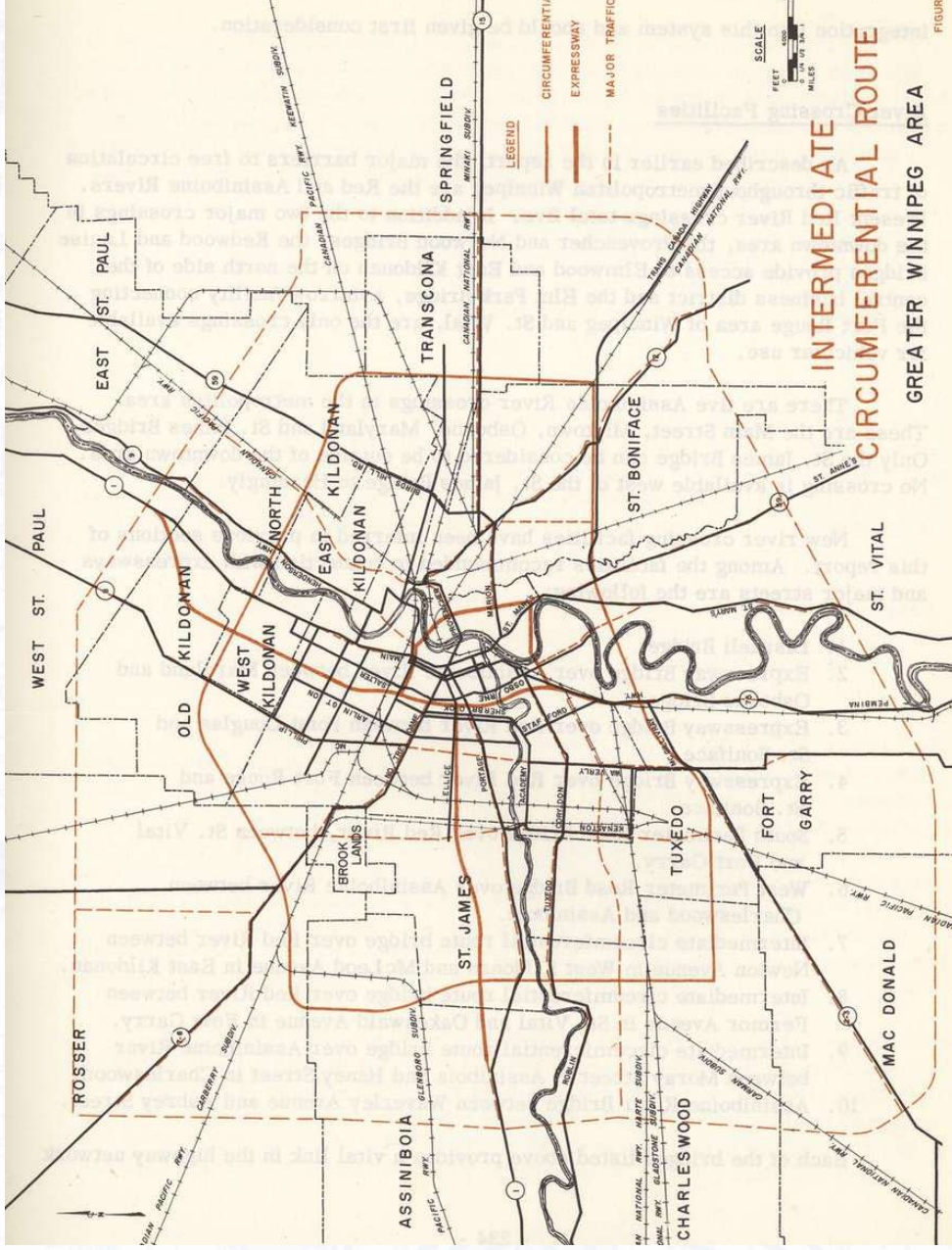
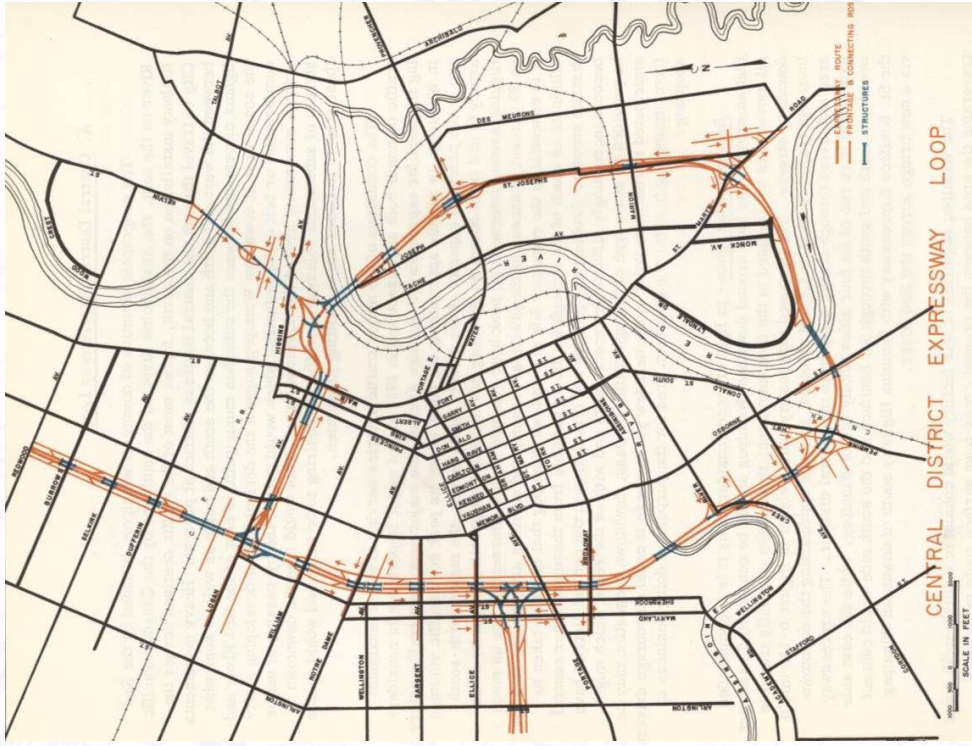


**GREATER WINNIPEG**  
 ASSINIBOINE, BUCKLEWOOD, CHALLENGER, EAST KILDONAN, FORT GARRY, ST. BONNICK,  
 ST. JAMES, ST. VITAL, TRANKSOMA, TUXTEDO, WEST KILDONAN, WINNIPEG

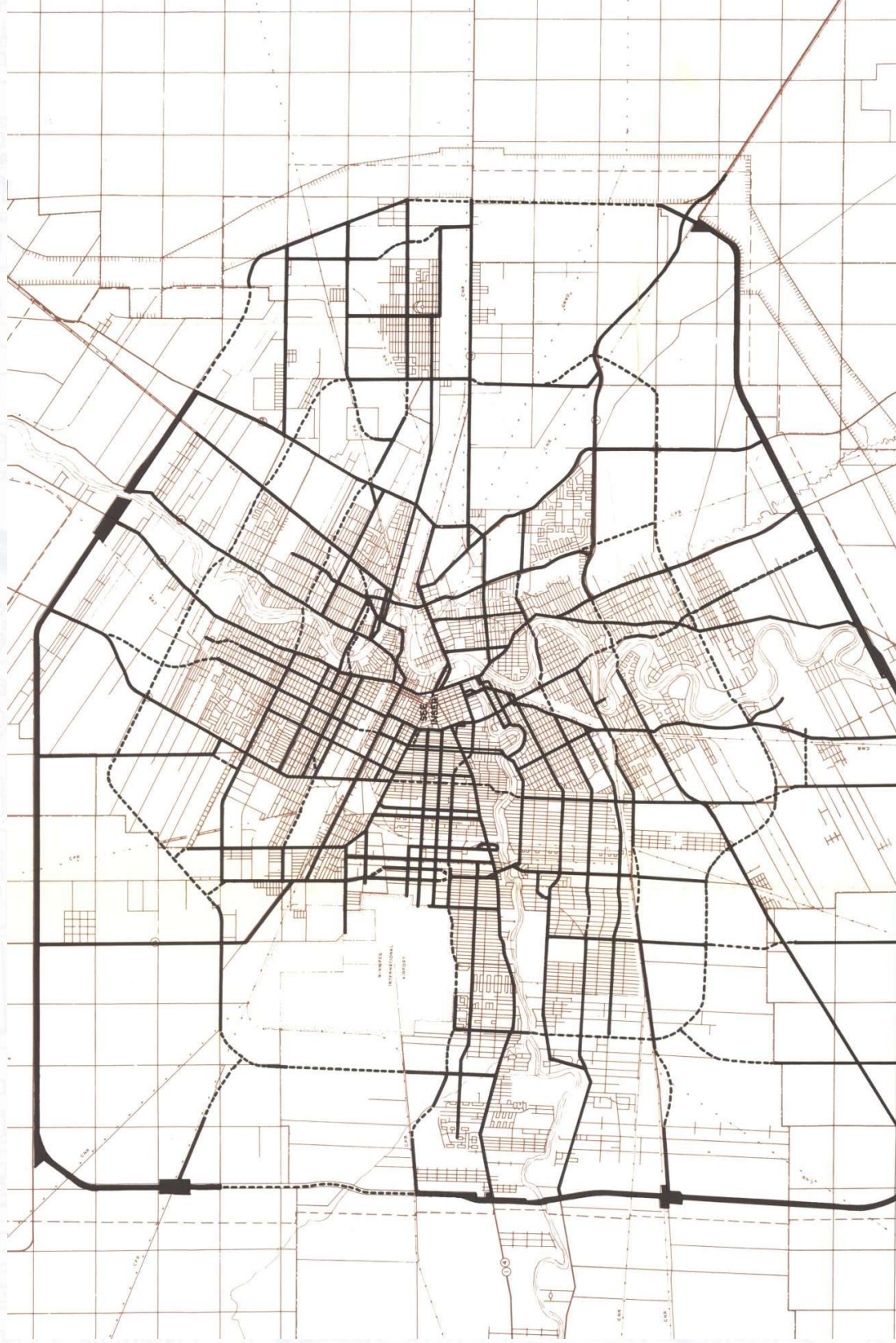
**MANITOBA CANADA**

**METROPOLITAN PLANNING COMMITTEE**  
 AND  
**WINNIPEG TOWN PLANNING COMMISSION**  
 ERIC W. THRIFT, DIRECTOR, WINNIPEG  
 EARL O. MILLS, CONSULTANT, SAINT LOUIS, MISSOURI, USA





1957



1966

VOLUME THREE

**PROJECTIONS  
AND  
RECOMMENDATIONS  
1968 TO 1991**

**WINNIPEG  
AREA  
TRANSPORTATION  
STUDY**

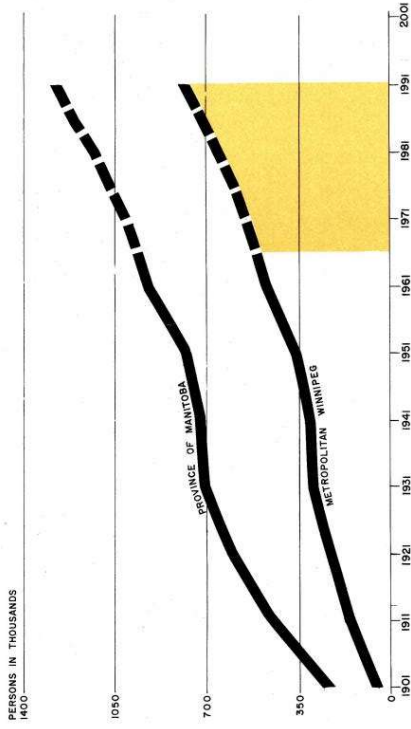
CITY OF WINNIPEG  
NEIGHBOURHOOD IMPROVEMENT BOARD  
100 MAIN STREET  
WINNIPEG, MANITOBA

**THE METROPOLITAN CORPORATION  
OF GREATER WINNIPEG**  
STREETS AND TRANSIT DIVISION  
STREETS AND TRAFFIC DEPARTMENT

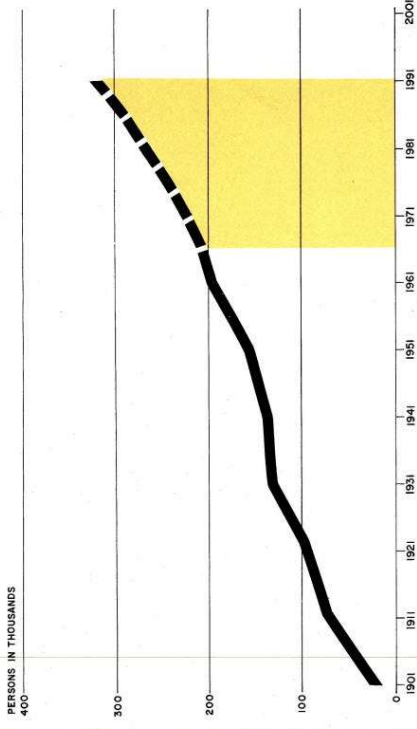
SEPTEMBER, 1968

Volume 3.pdf

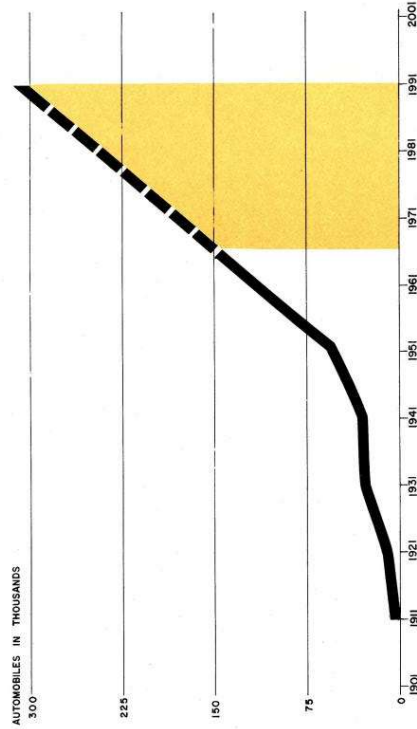
### POPULATION



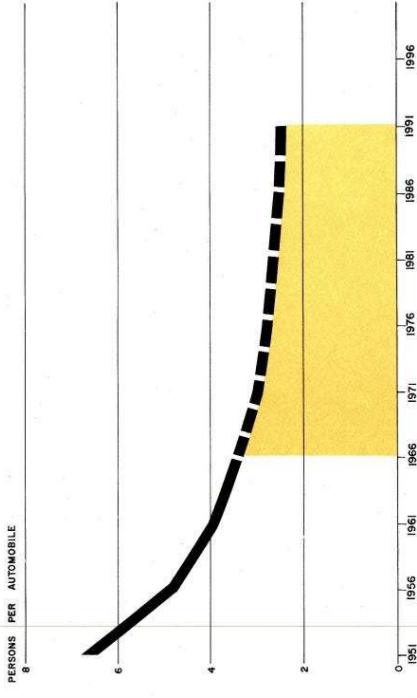
### LABOR FORCE

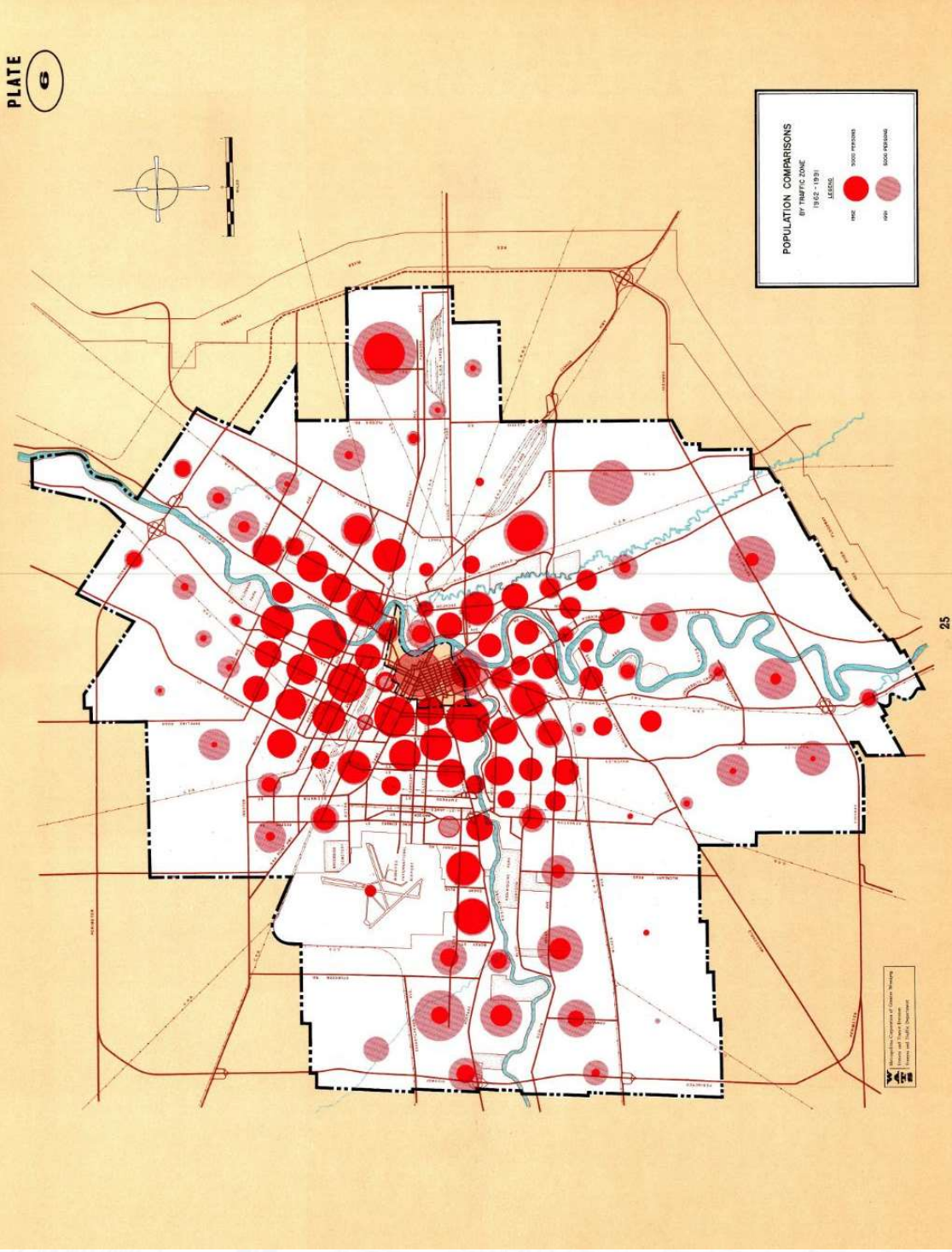


### AUTOMOBILE REGISTRATION



### PERSONS PER AUTOMOBILE



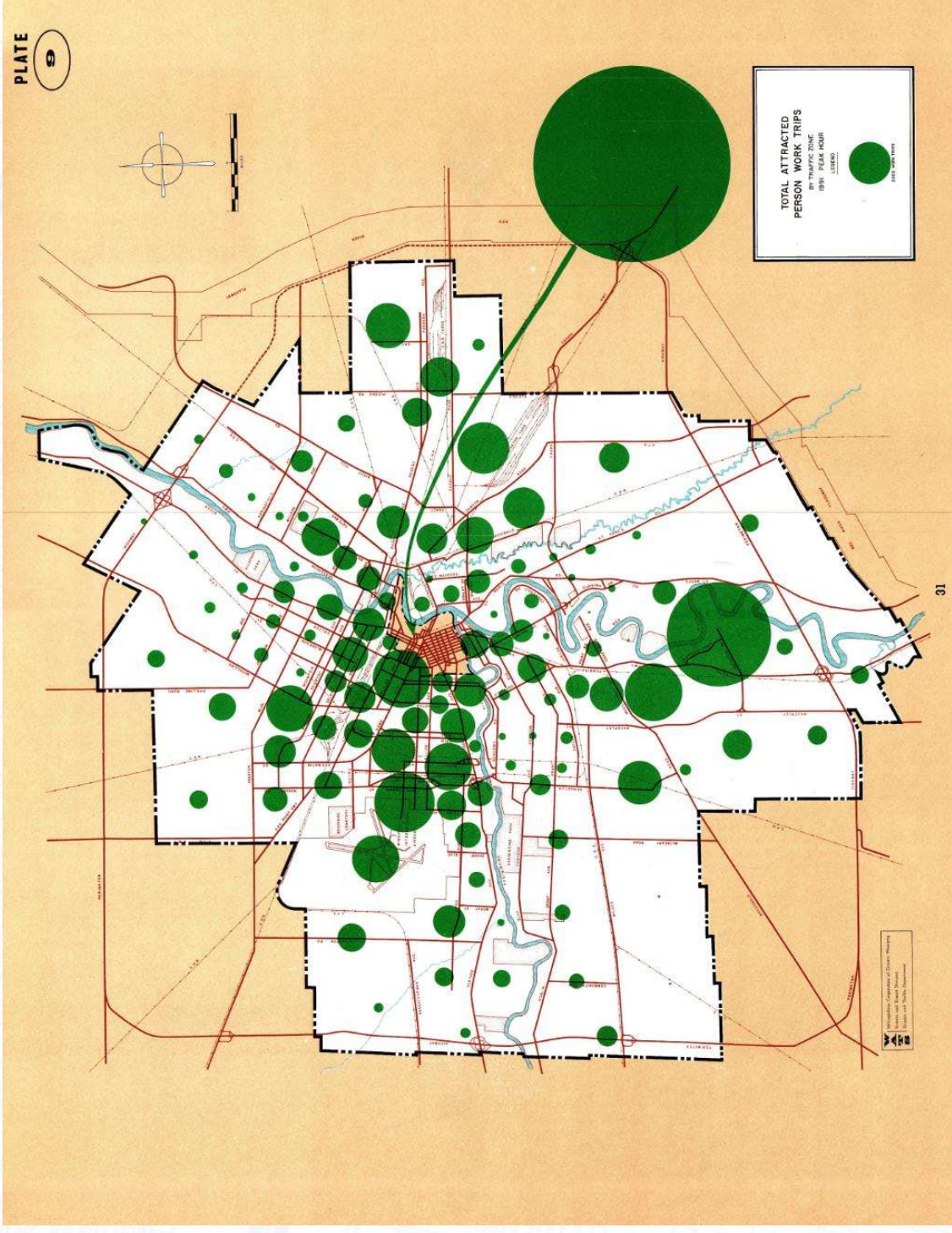


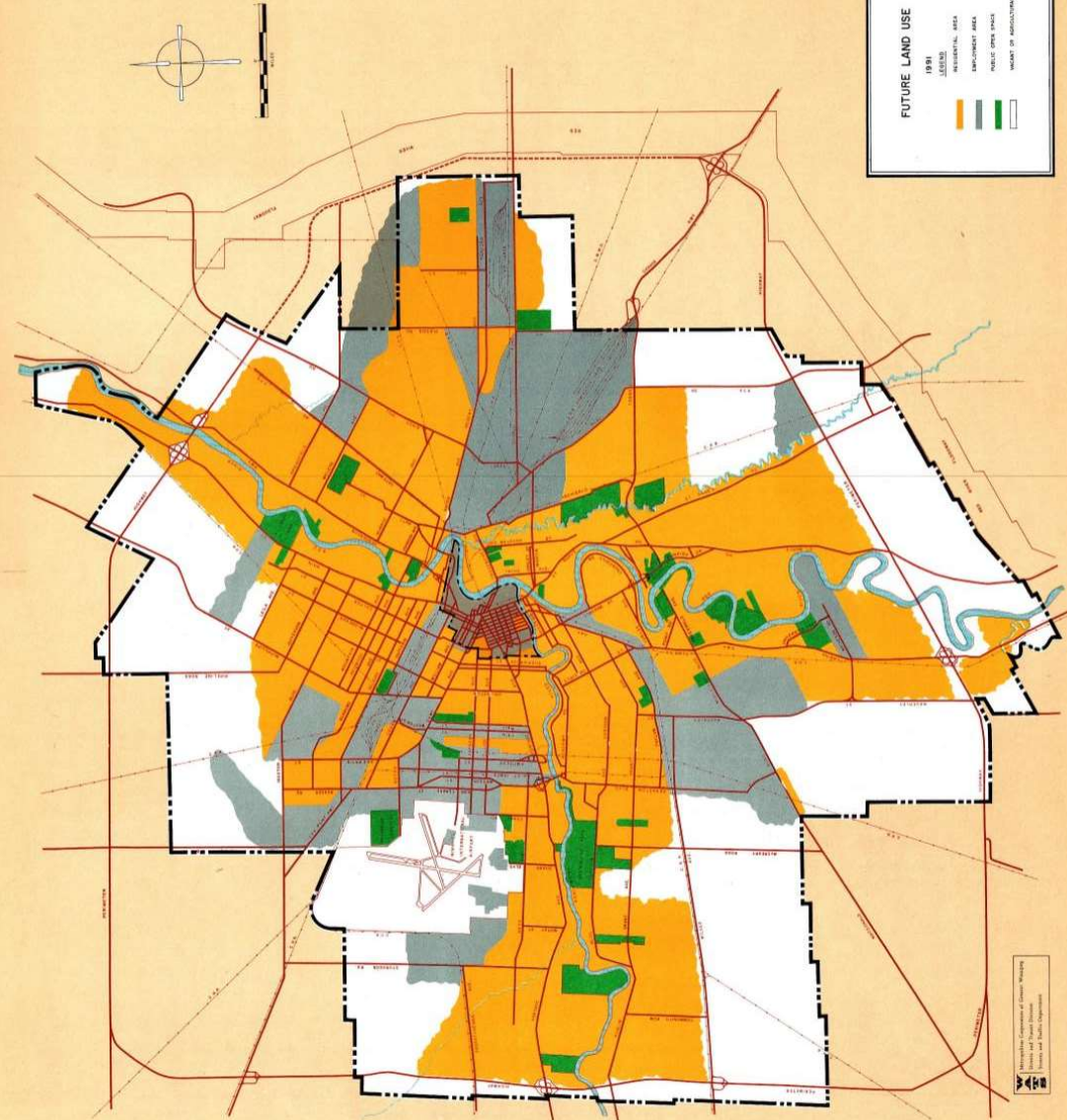
## Population

- Substantial increases in population in the suburbs were expected

## Work Trips

- Anticipated that the total number of persons arriving at their place of employment will increase by 76%
- The Downtown will still be the dominant destination for work trips



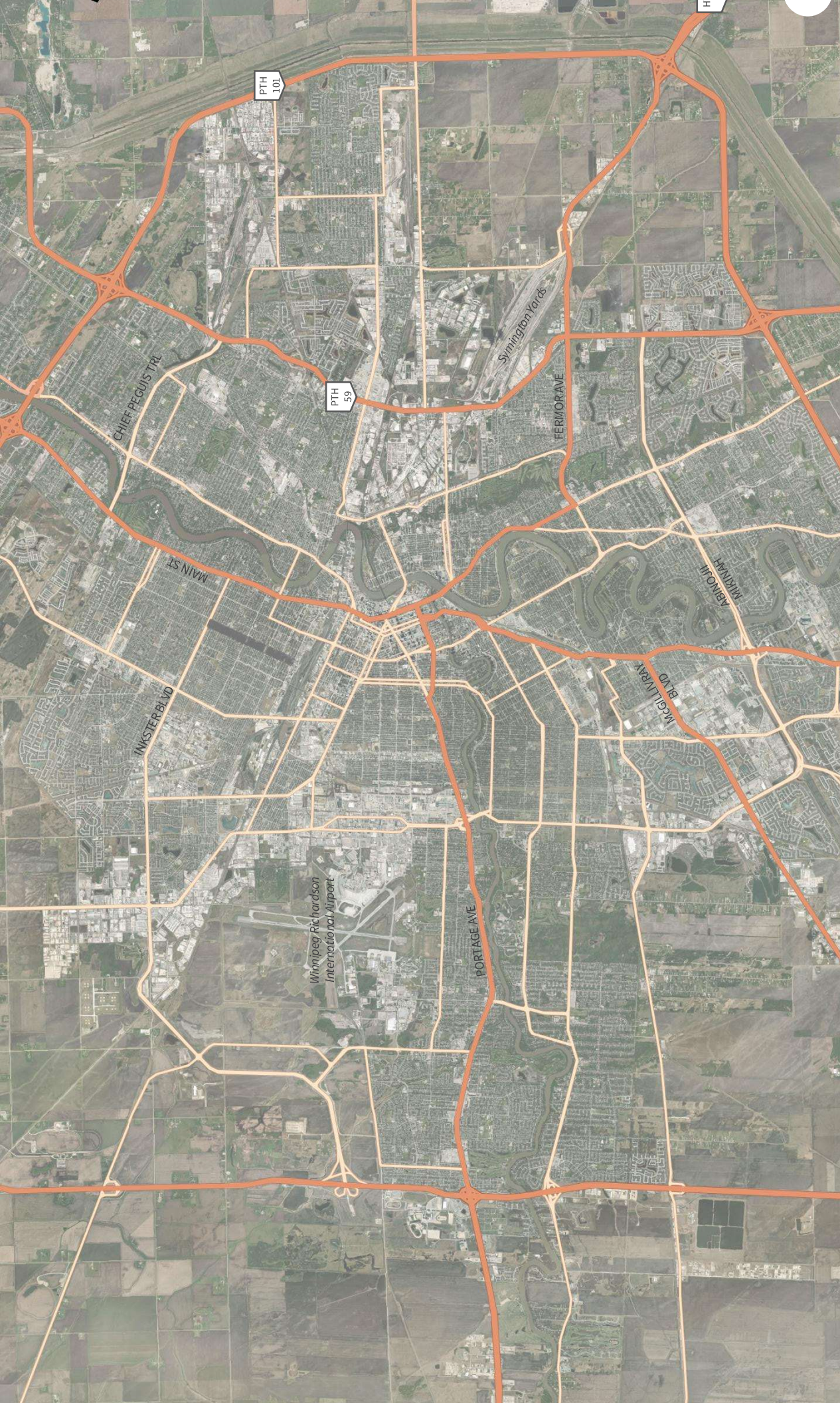


### W.A.T.S Projections

- 88.5% increase in urban developed land
- 65% increase in metro population
- City of Winnipeg's population relative to Metro area declining from 54.5% in 1962, to 37.3% in 1991



# WATS Today...



PTH 101

PTH 59

CHIEF PEGUIS TRL

INKSTER BLVD

MAIN ST

Winnipeg Richardson  
International Airport

PORTAGE AVE

St. James Sports Centre

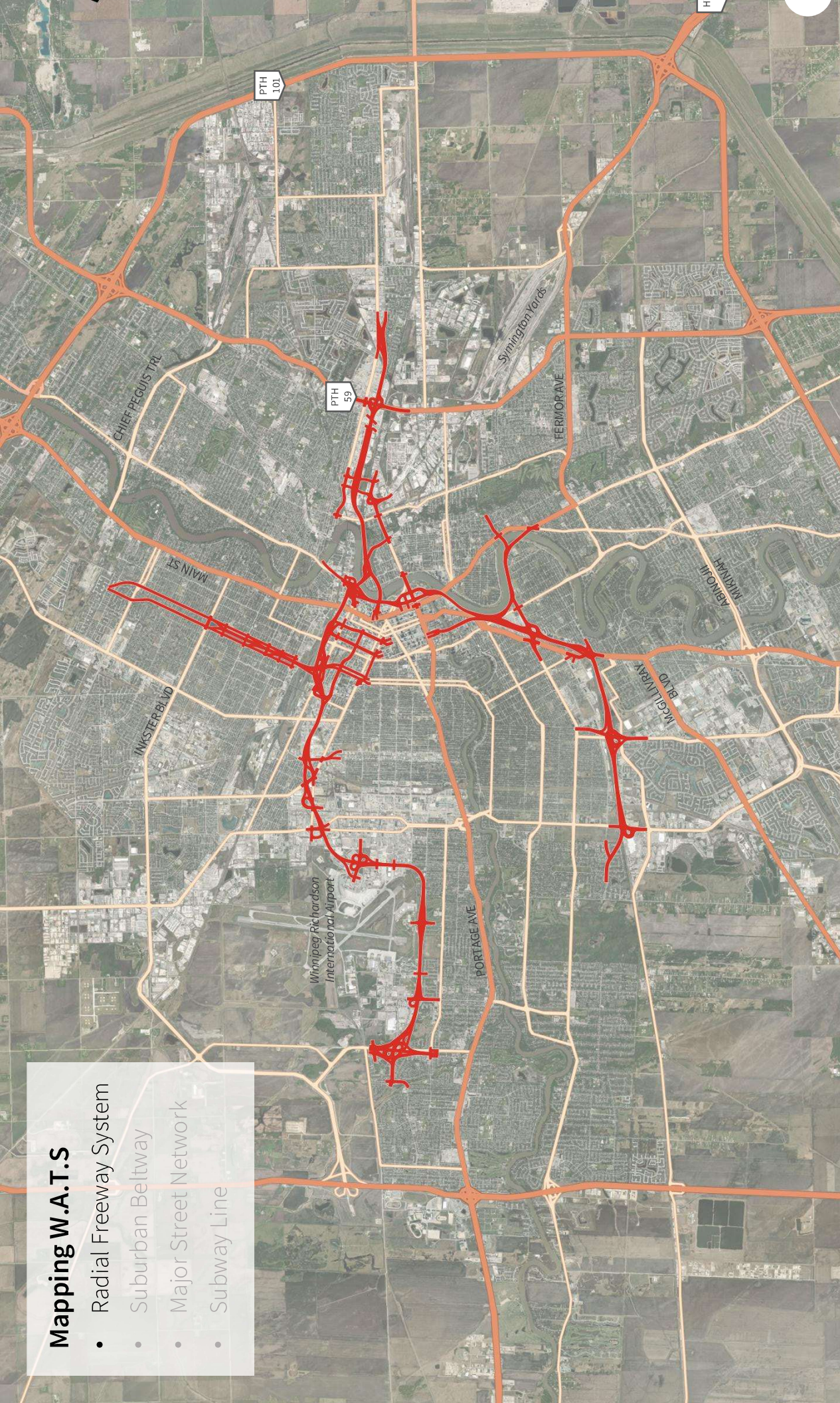
FERRIS AVE

MCGILL BLVD

ST. JAMES ST

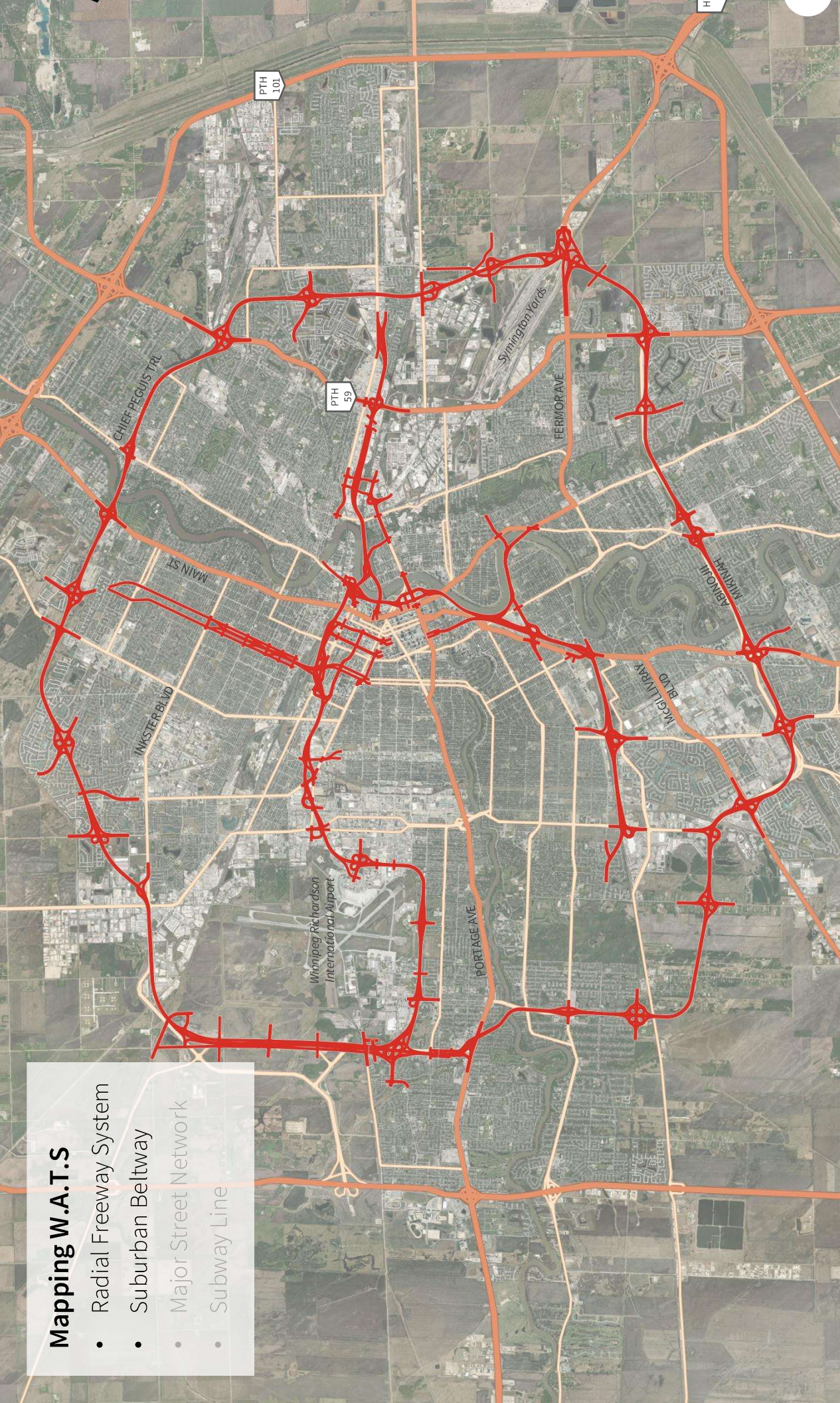
## Mapping W.A.T.S

- Radial Freeway System
- Suburban Beltway
- Major Street Network
- Subway Line



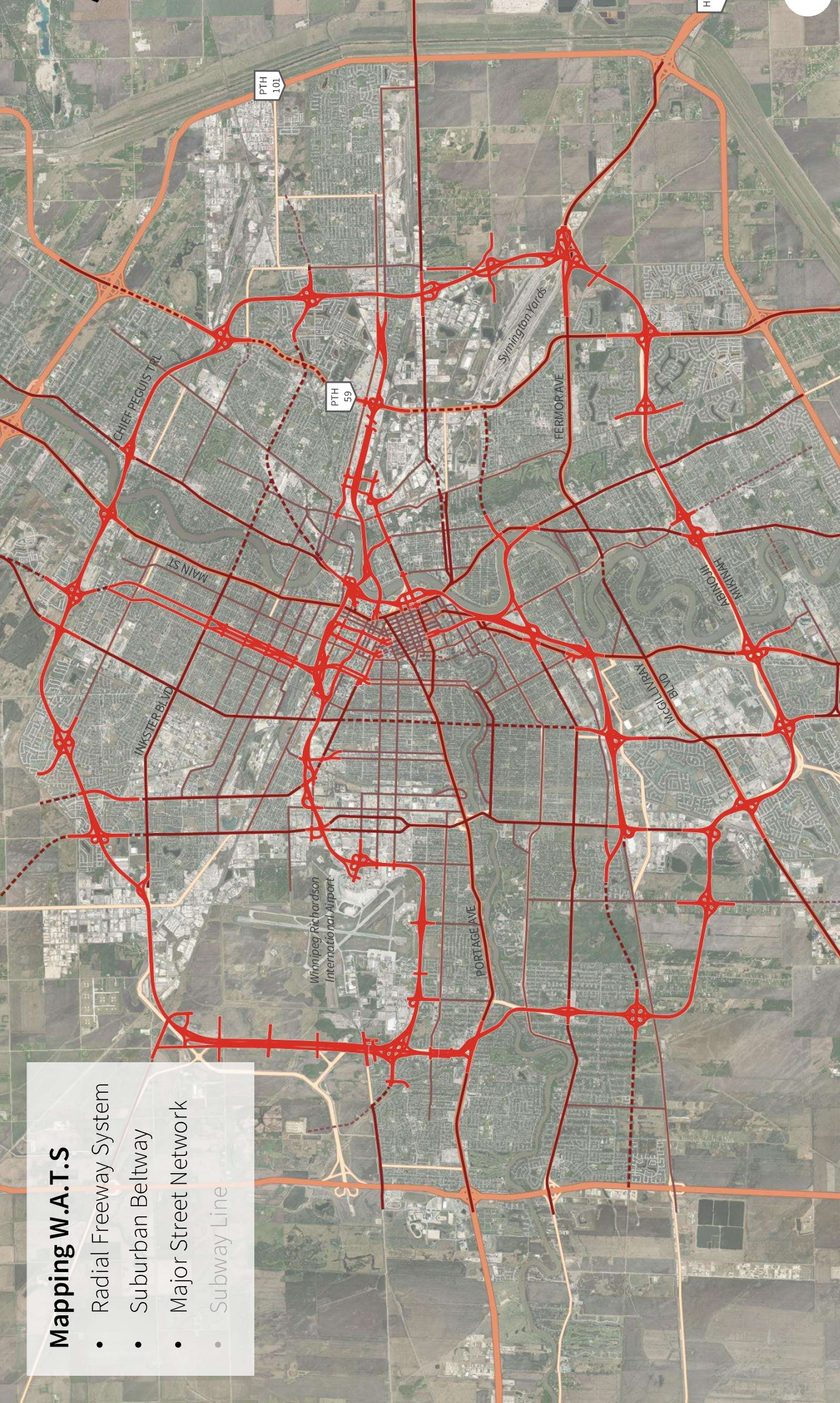
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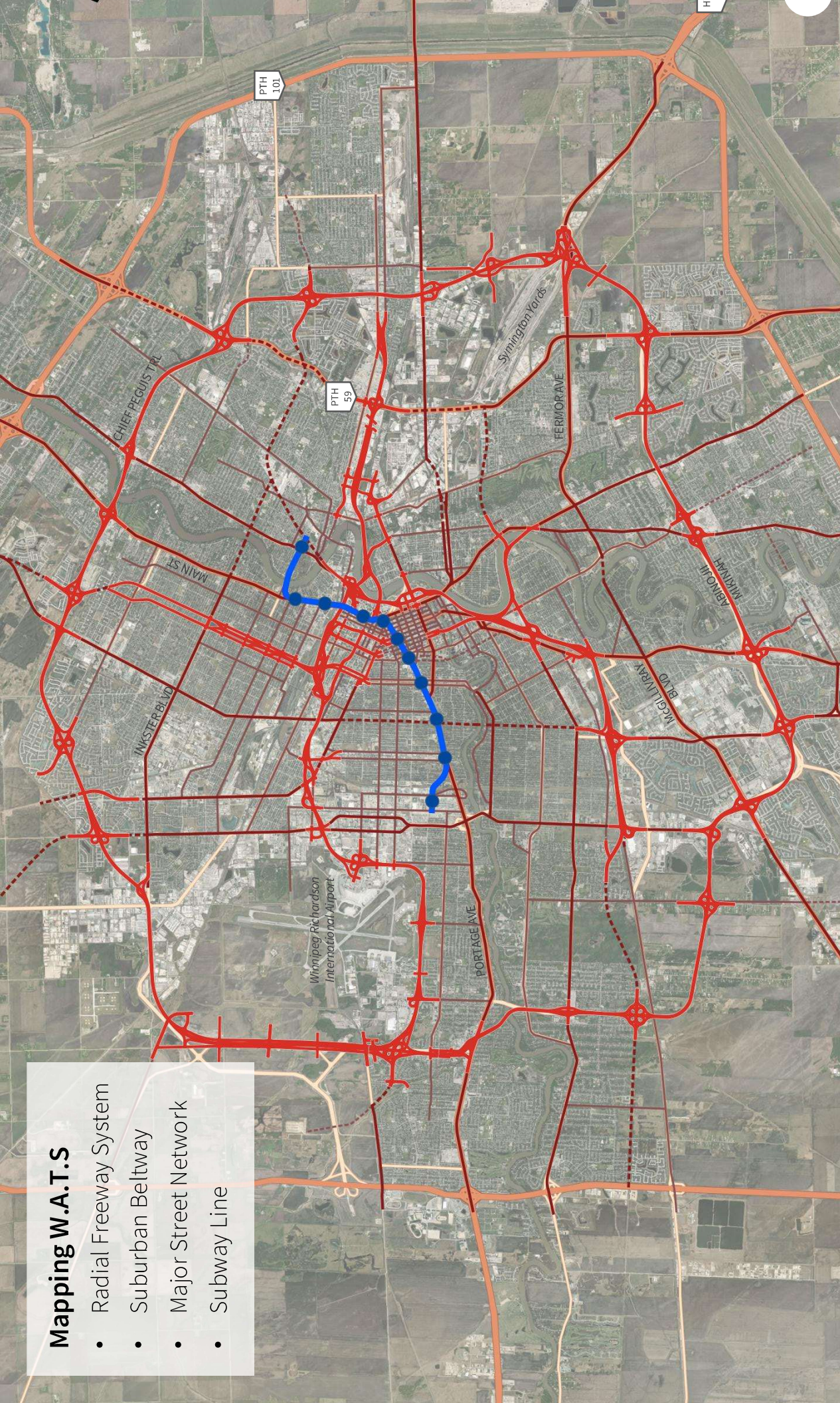
## Mapping W.A.T.S

- Radial Freeway System
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- Major Street Network
- Subway Line



## Mapping W.A.T.S

- Radial Freeway System
- Suburban Beltway
- Major Street Network
- Subway Line





- █ Freeways & Suburban Beltway
- █ Major Thoroughfares
- █ Arterials & Collectors



NORTHERN  
FREEWAY

CPAC Winnipeg  
Yard

McPHILLIPS ST

NOTRE DAME AVE

WELLINGTON AVE

BANNING ST

PORTAGE AVE

KING EDWARD ST

Brookside Cemetery

Winnipeg Richardson  
International Airport

ROUTE 90

SILVER AVE

Pala  
Park

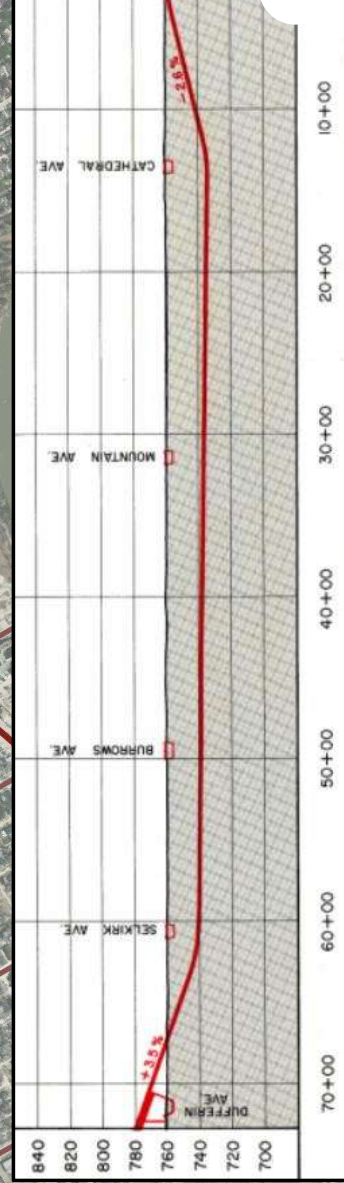
WESTERN FREEWAY

Assiniboine  
Golf Club

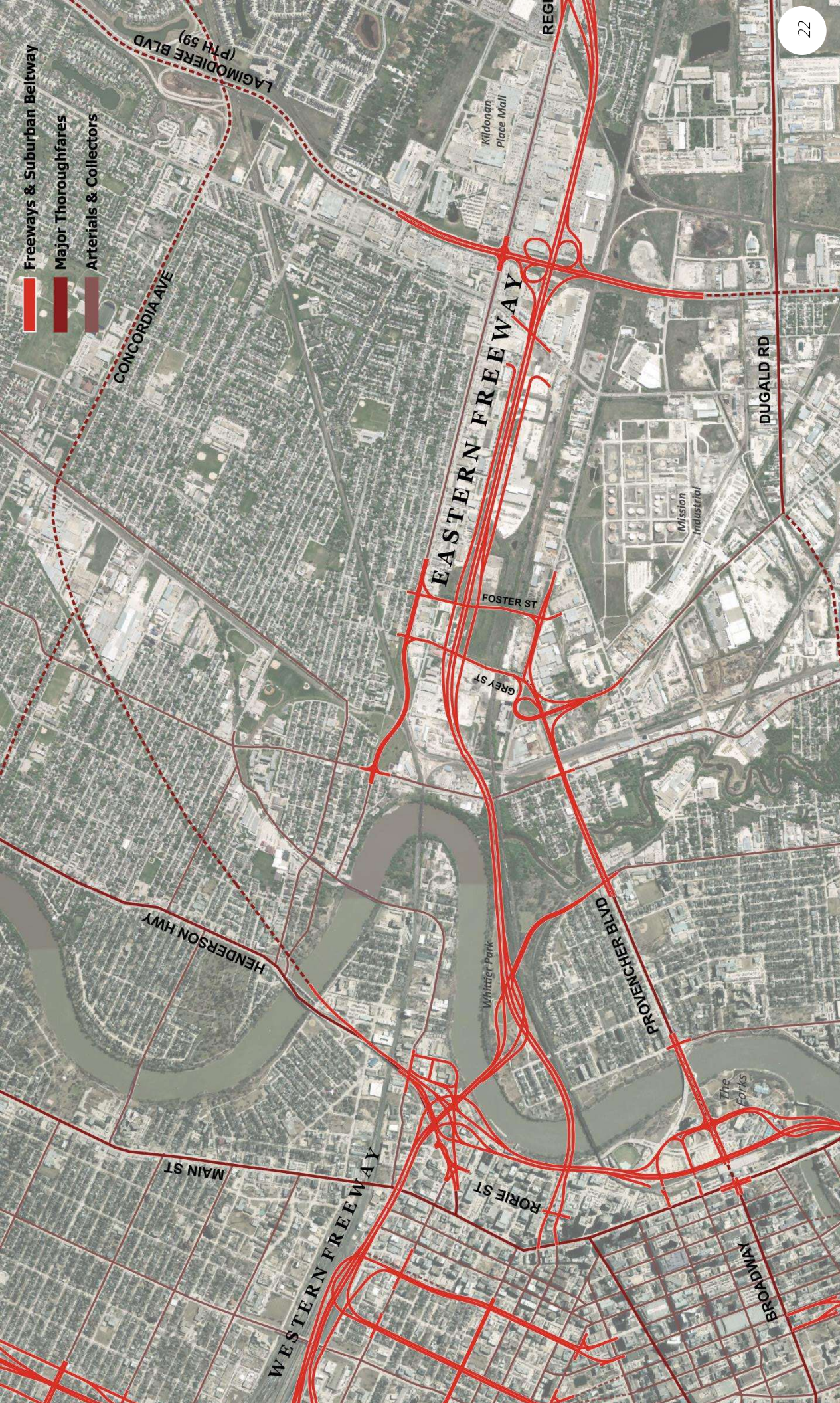
NESS AVE

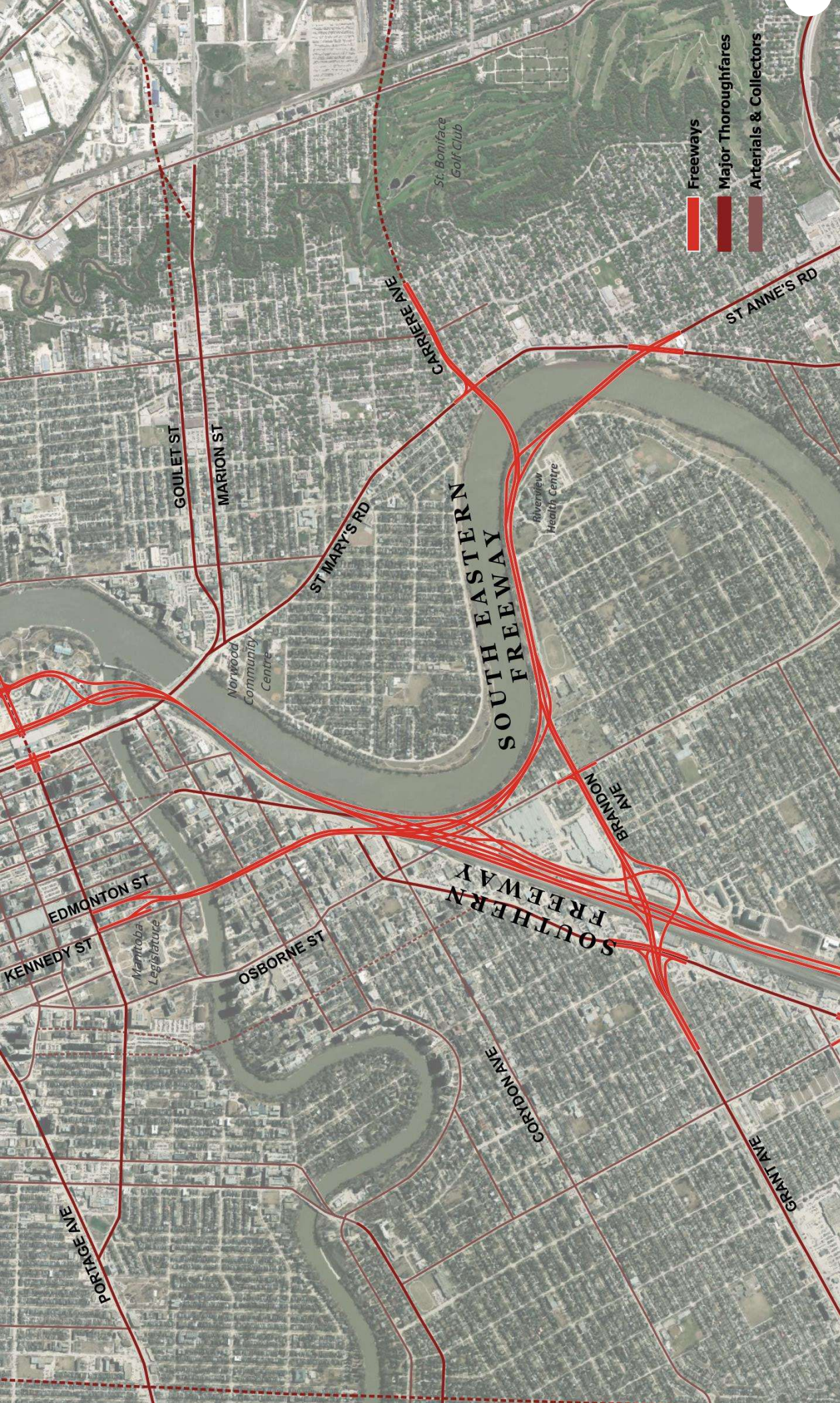
Murray Industrial  
Park

SUBURBAN BELTWAY



- Freeways & Suburban Beltway
- Major Thoroughfares
- Arterials & Collectors





Freeways

Major Thoroughfares

Arterials & Collectors

**SOUTH EASTERN  
FREEWAY**

**SOUTHERN  
FREEWAY**

GOULET ST

MARION ST

ST MARY'S RD

CARRIERE AVE

ST ANNE'S RD

BRANDON AVE

EDMONTON ST

KENNEDY ST

Manitoba  
Legislature

OSBORNE ST

GARRYON AVE

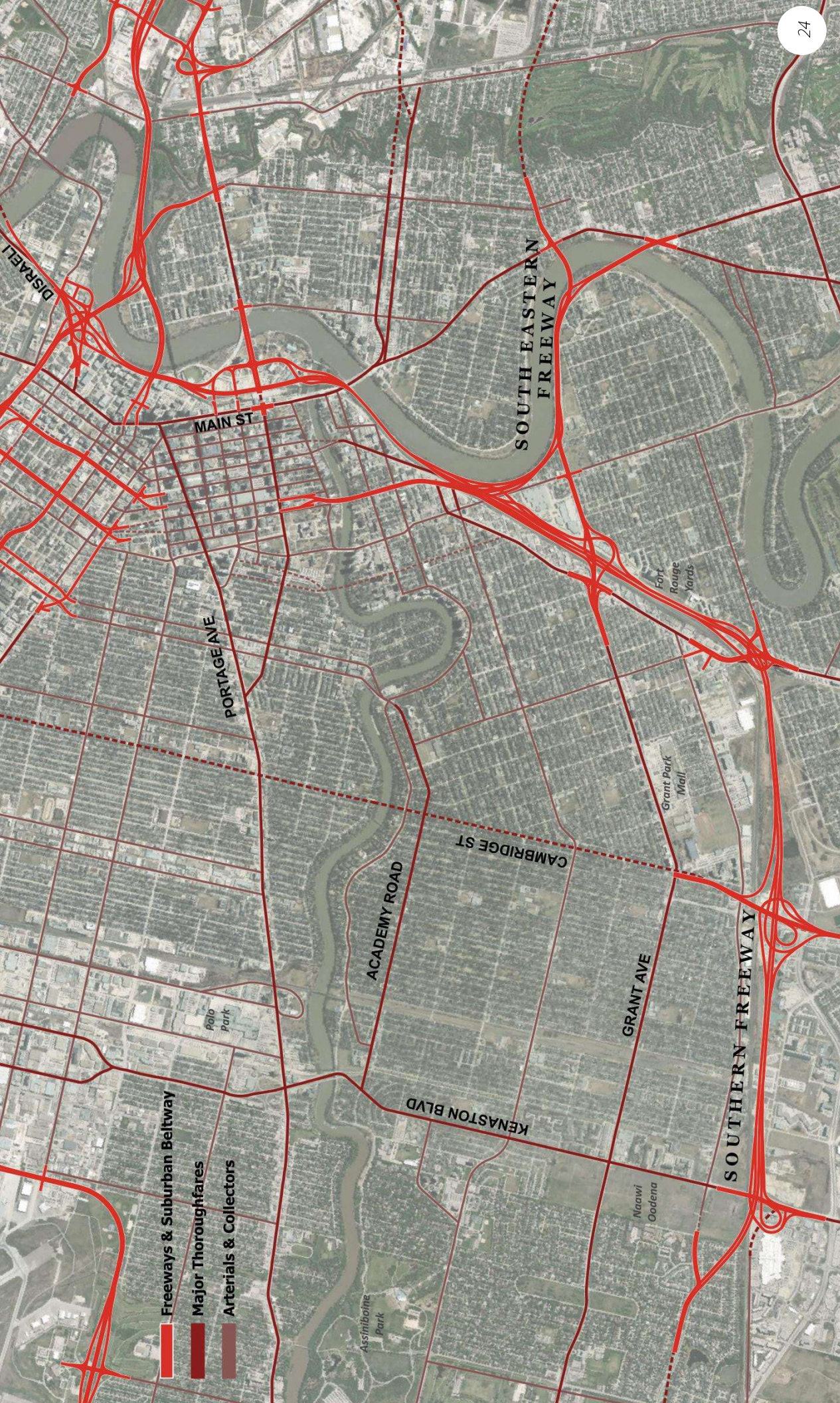
GRANT AVE

PORTAGE AVE

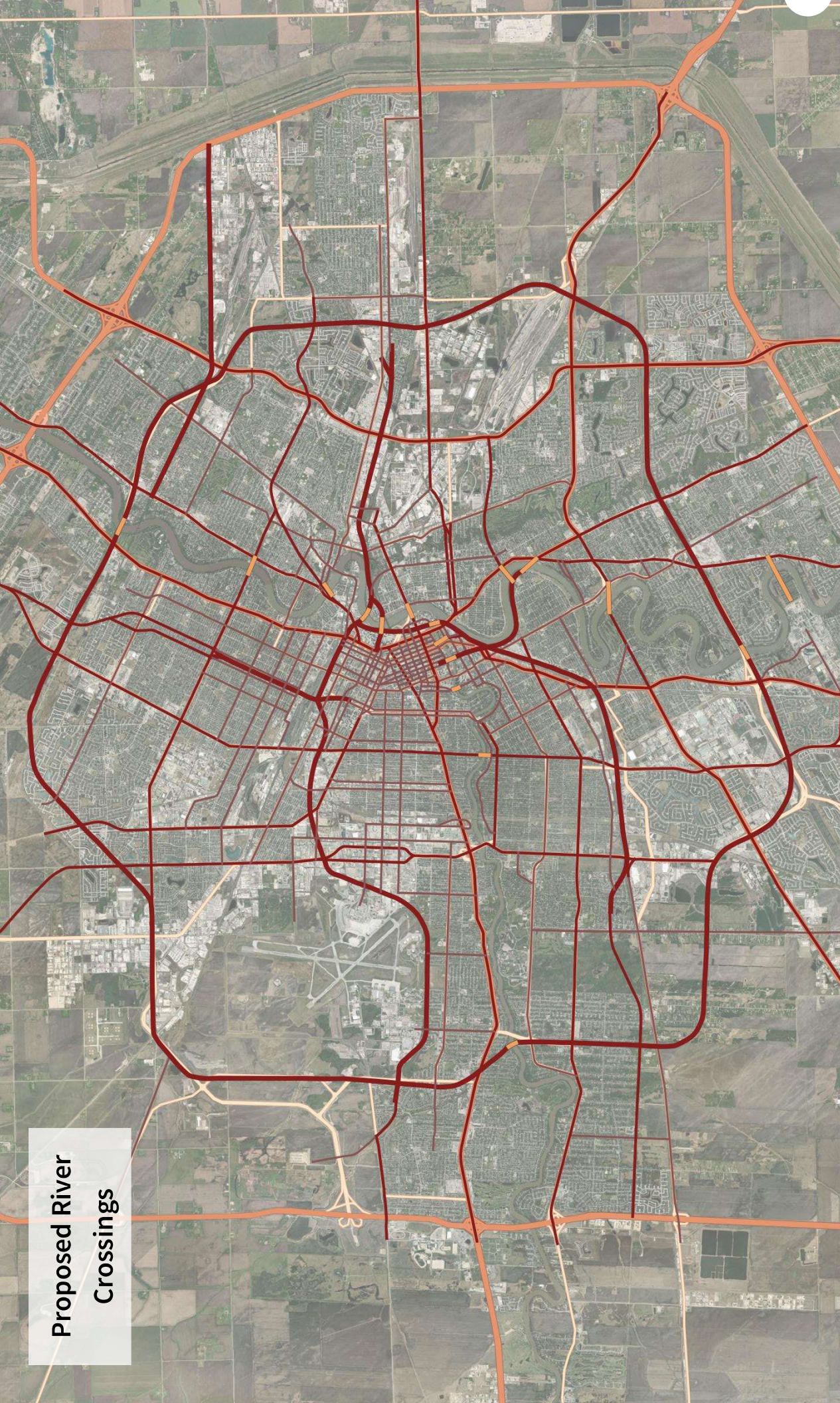
St. Boniface  
Golf Club

Riverview  
Health Centre

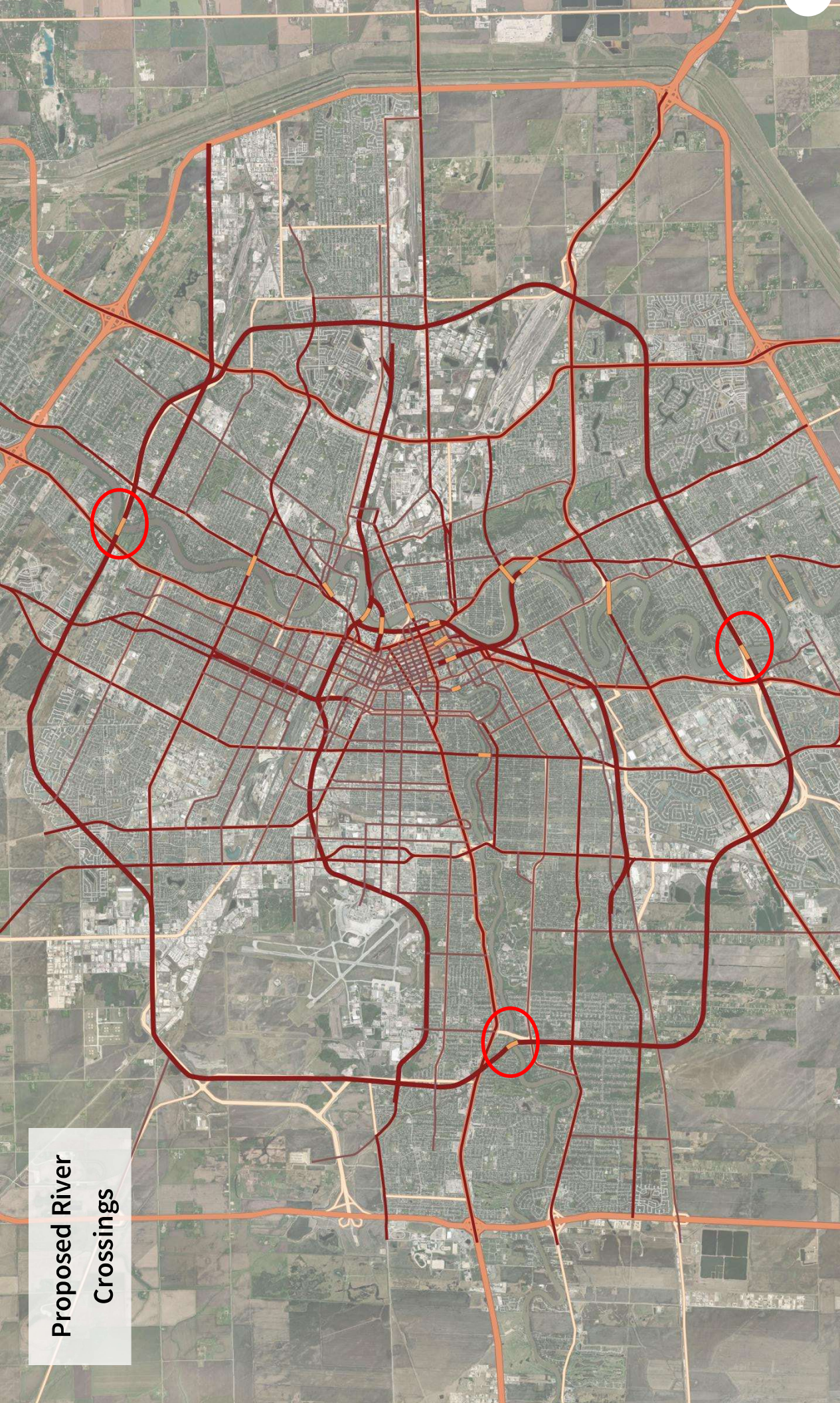
Norwood  
Community  
Centre



- Freeways & Suburban Beltway
- Major Thoroughfares
- Arterials & Collectors



**Proposed River  
Crossings**



Proposed River  
Crossings

# Proposed River Crossings

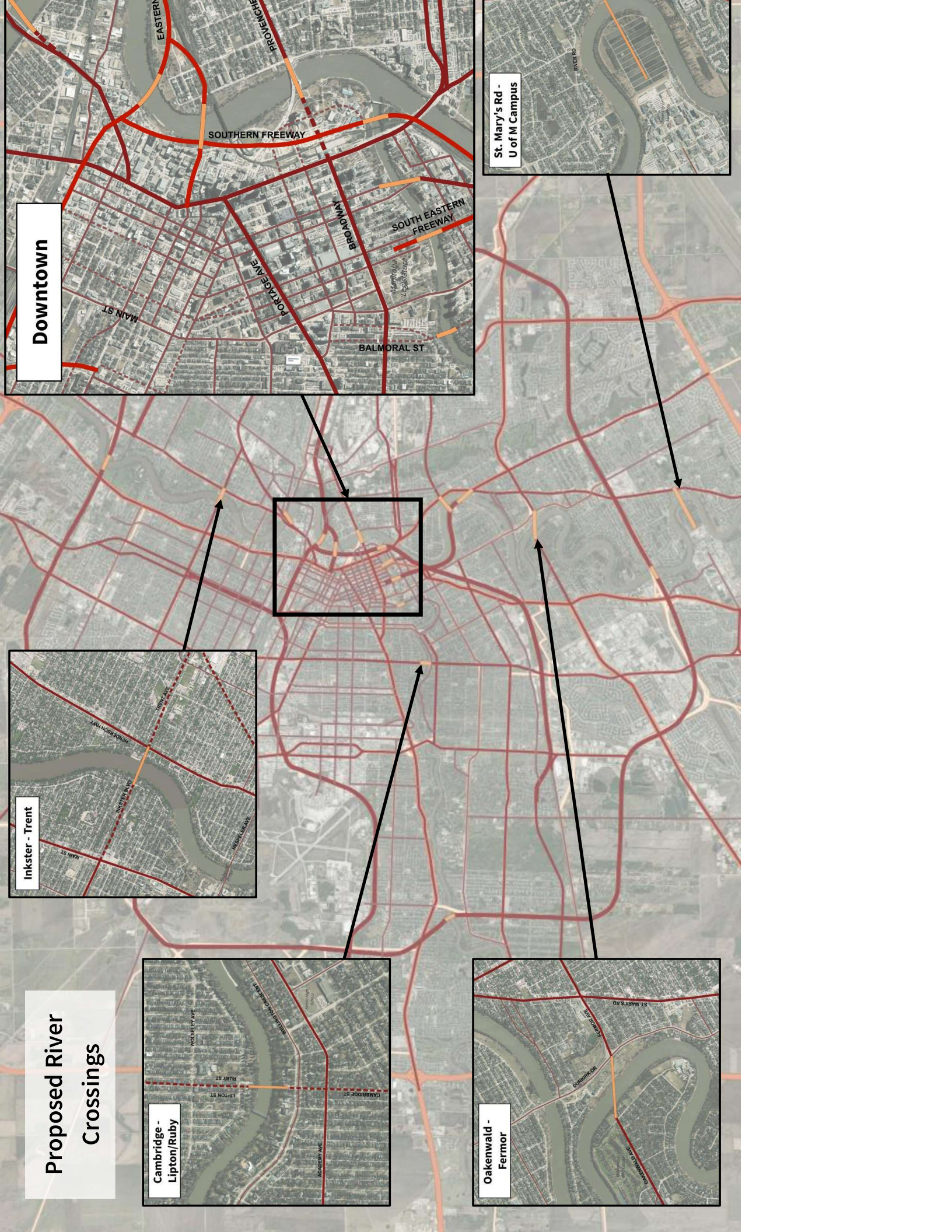
## Downtown

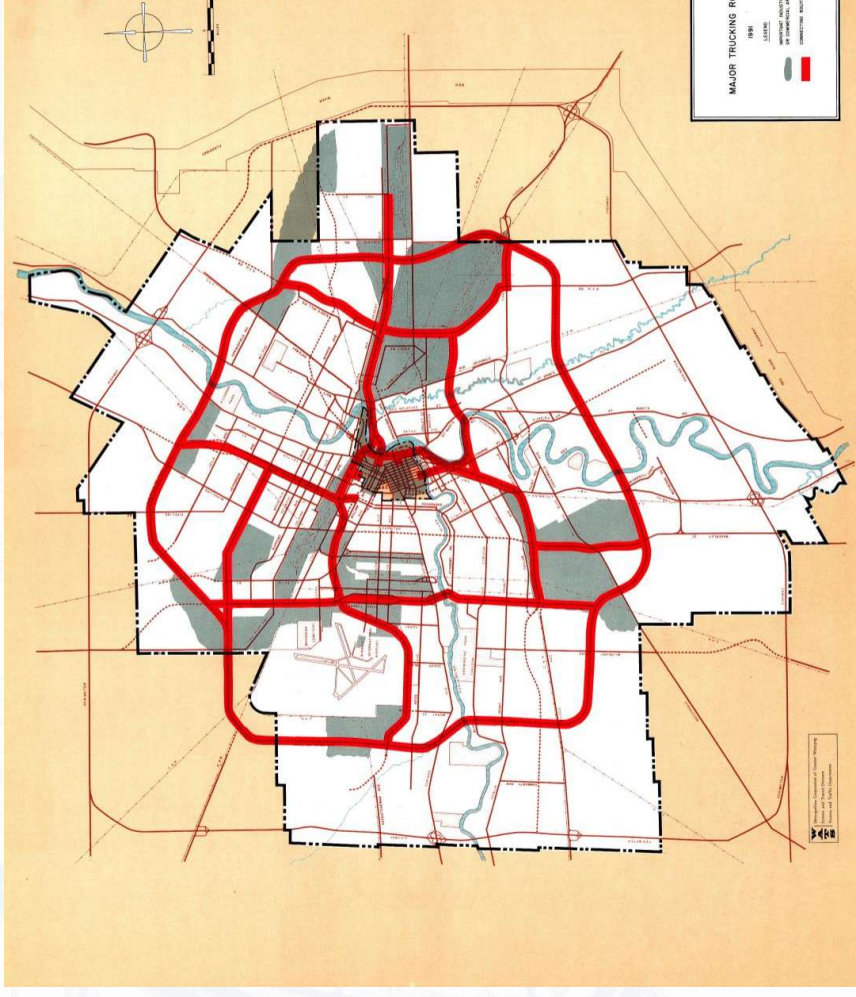
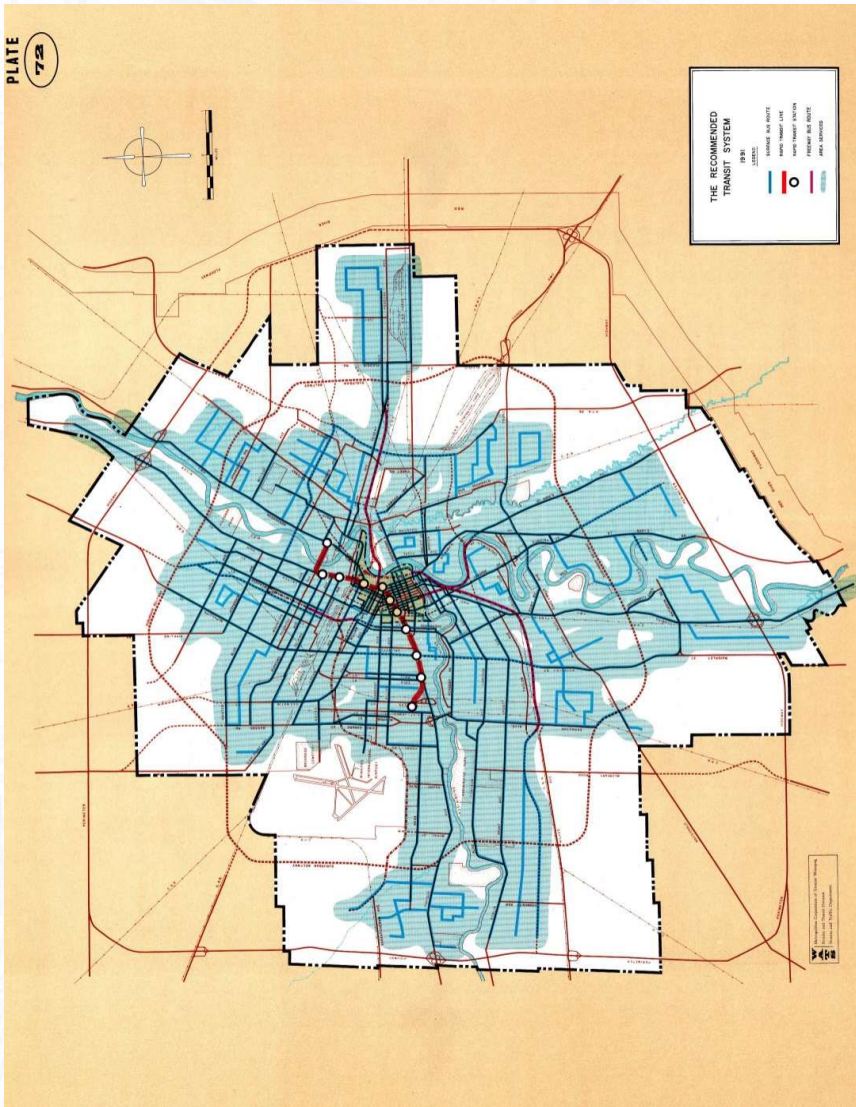
## St. Mary's Rd - U of M Campus

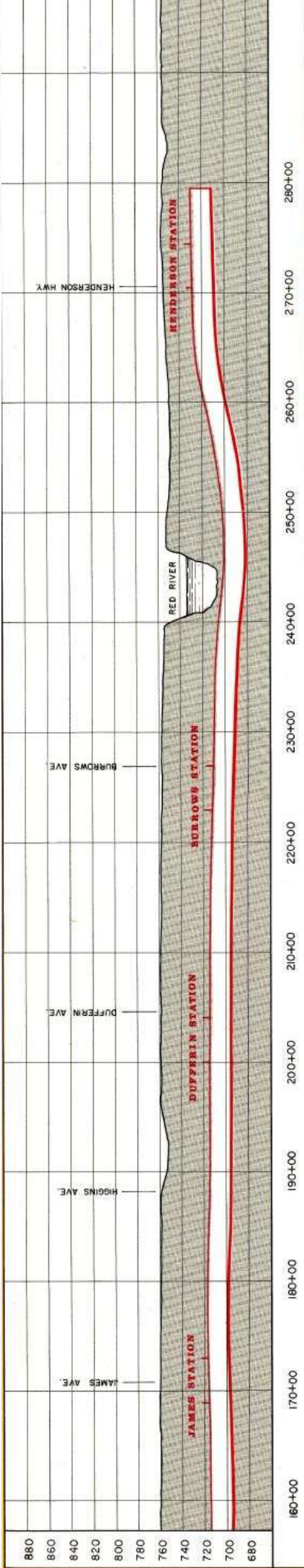
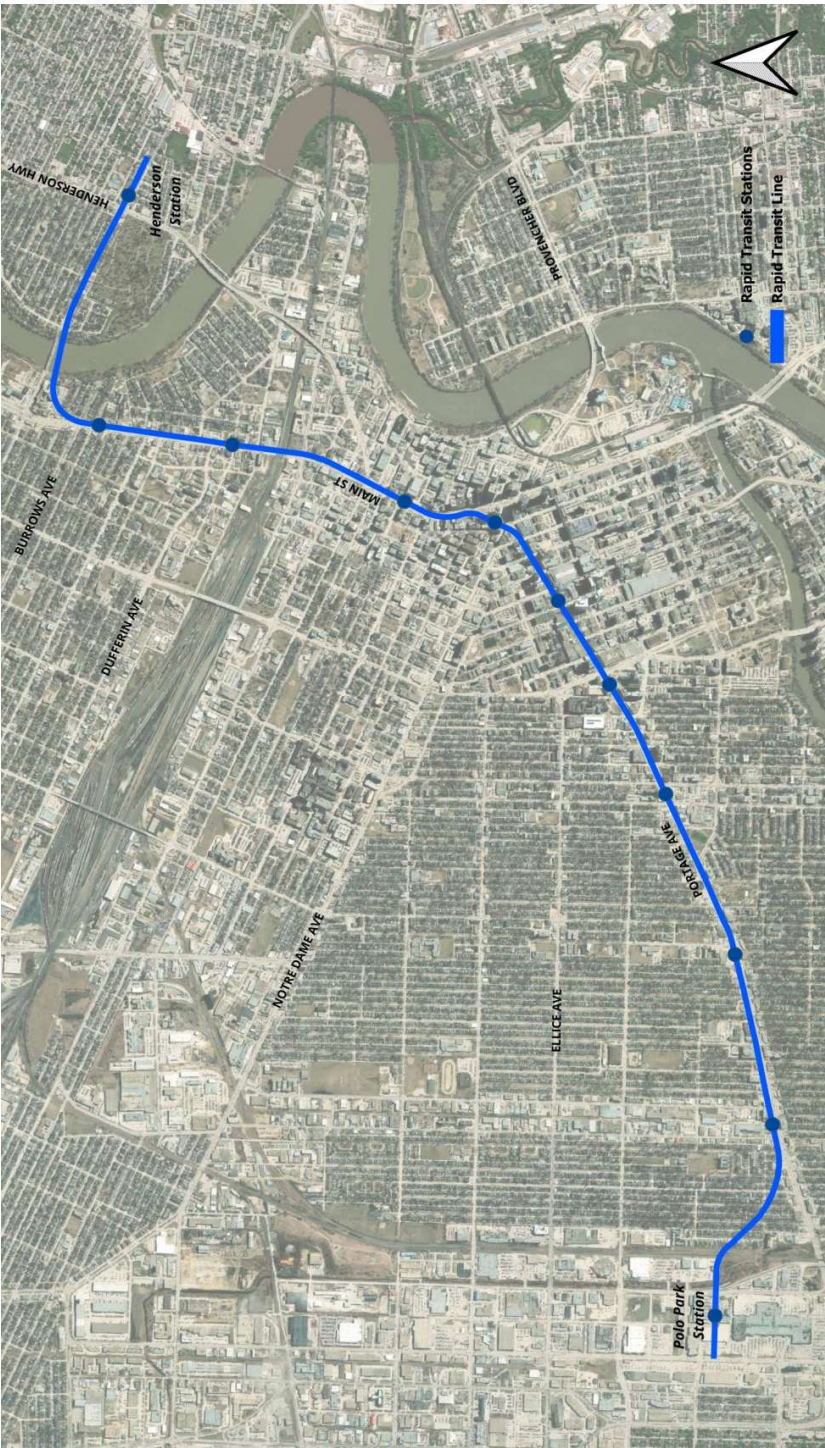
## Inkster - Trent

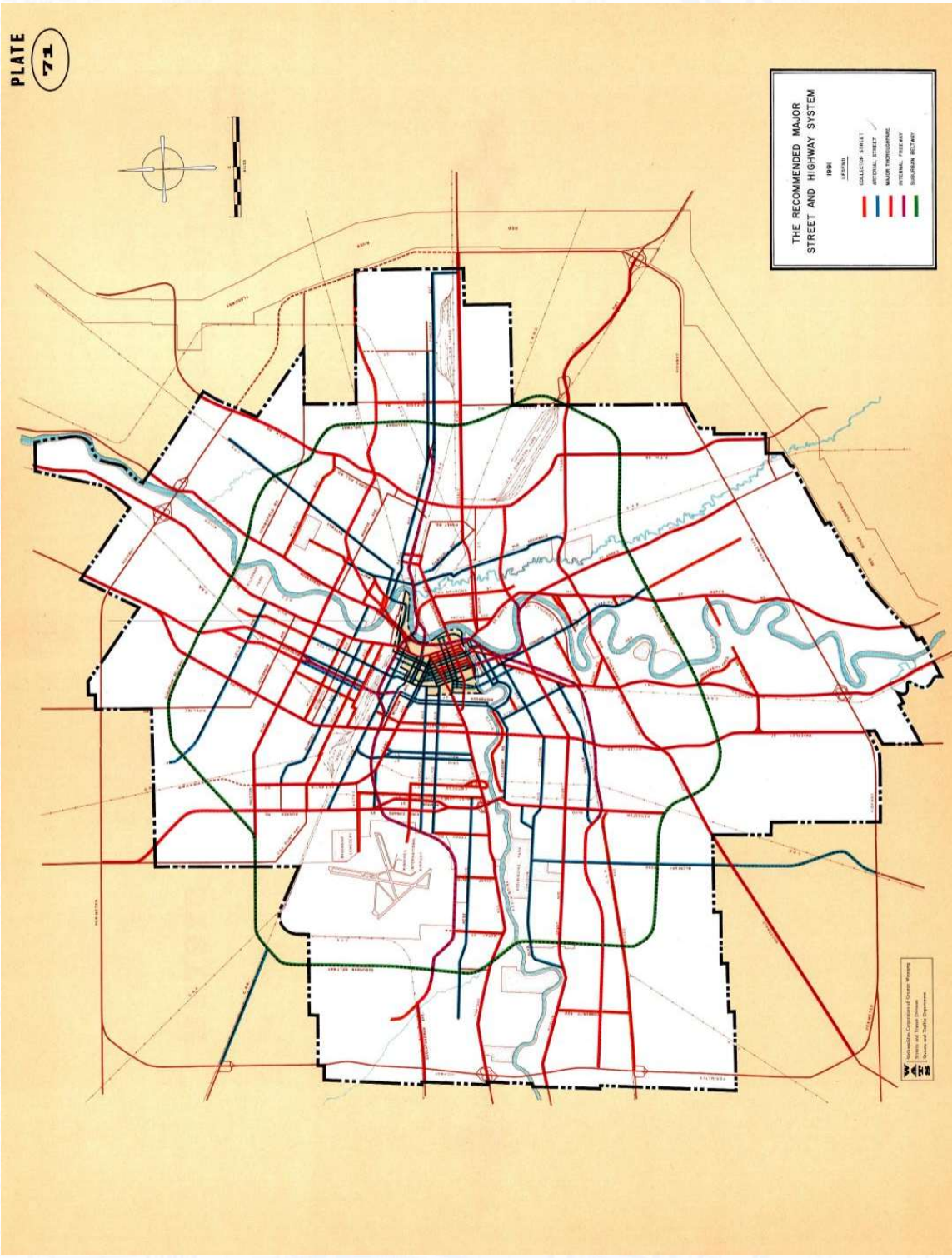
## Cambridge - Lipton/Ruby

## Oakenwald - Fermor









An aerial photograph of a city, likely Winnipeg, Manitoba, showing a dense urban area with numerous buildings and streets. The image is overlaid with a semi-transparent blue filter. The word "Aftermath" is written in a large, white, serif font across the center of the image.

# Aftermath

MAPPING WATS – Manitoba Planning Conference Presentation | May 8, 2026

# Critique of WATS

- Focus on automobile travel
- Assumption on population and movement
- Lack of engagement
- Impacts on communities
- Unicity

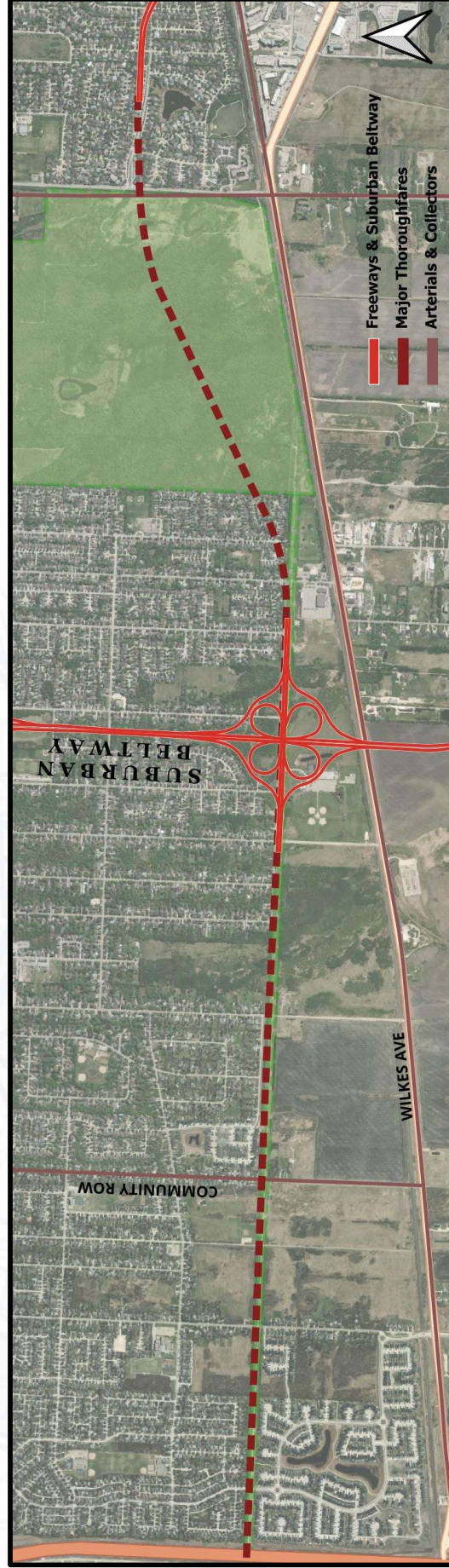
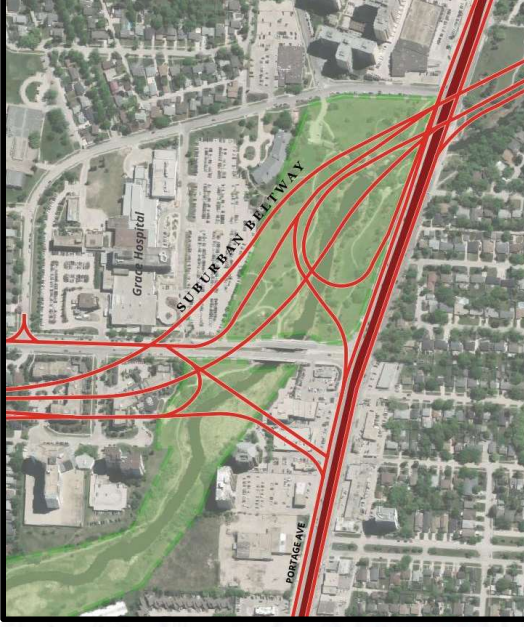
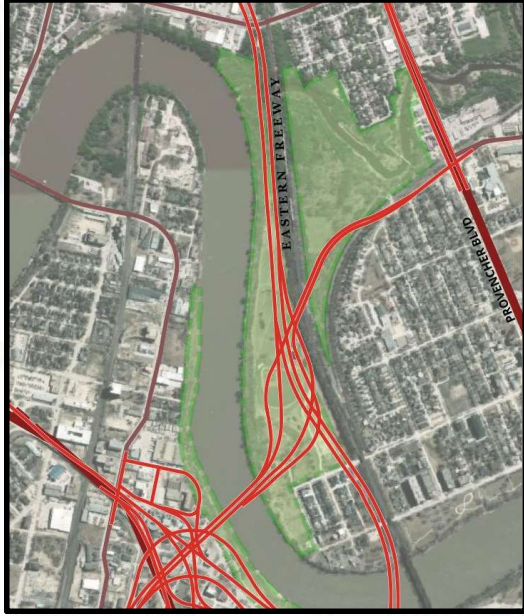
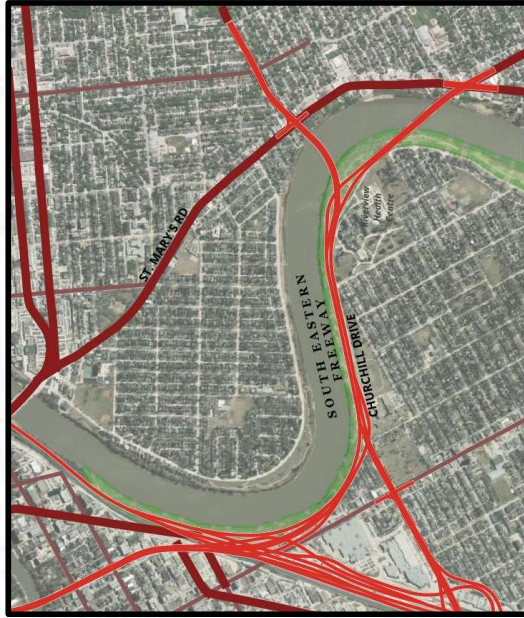
# SUMMARY OF ESTIMATED CAPITAL EXPENDITURES

(IN MILLIONS OF DOLLARS)

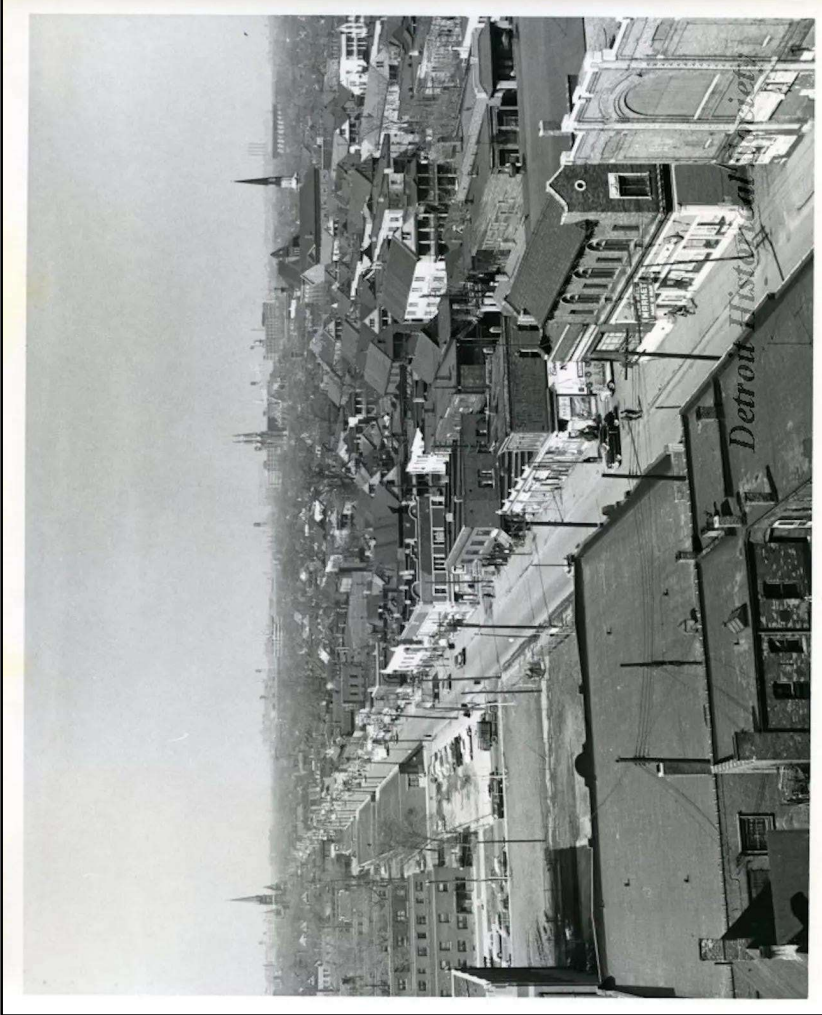
## 1968 TO 1991

	FIRST STAGE 1968-1971	SECOND STAGE 1972-1976	THIRD STAGE 1977-1981	FOURTH STAGE 1982-1991	TOTAL 1968-1991
MAJOR STREET SYSTEM	Construction	33.73	19.05	44.36	145.18
	Property	5.00	9.41	12.47	34.41
	<b>Total</b>	<b>53.04</b>	<b>41.26</b>	<b>28.46</b>	<b>56.83</b>
FREEWAY SYSTEM	Construction	77.20	89.43	159.63	342.64
	Property	5.43	23.73	39.72	86.96
	<b>Total</b>	<b>21.81</b>	<b>100.93</b>	<b>129.15</b>	<b>177.71</b>
TRANSIT SYSTEM	Construction and Property	7.12	1.00	—	113.67
	Rolling Stock	5.17	6.67	8.22	24.48
	<b>Total</b>	<b>12.29</b>	<b>7.67</b>	<b>8.22</b>	<b>130.03</b>
<b>TOTAL CAPITAL EXPENDITURES</b>	<b>87.14</b>	<b>149.86</b>	<b>165.83</b>	<b>364.57</b>	<b>767.40</b>
AVERAGE YEARLY EXPENDITURE	21.79	29.97	33.17	36.46	31.98

**\$6.9B in 2026**



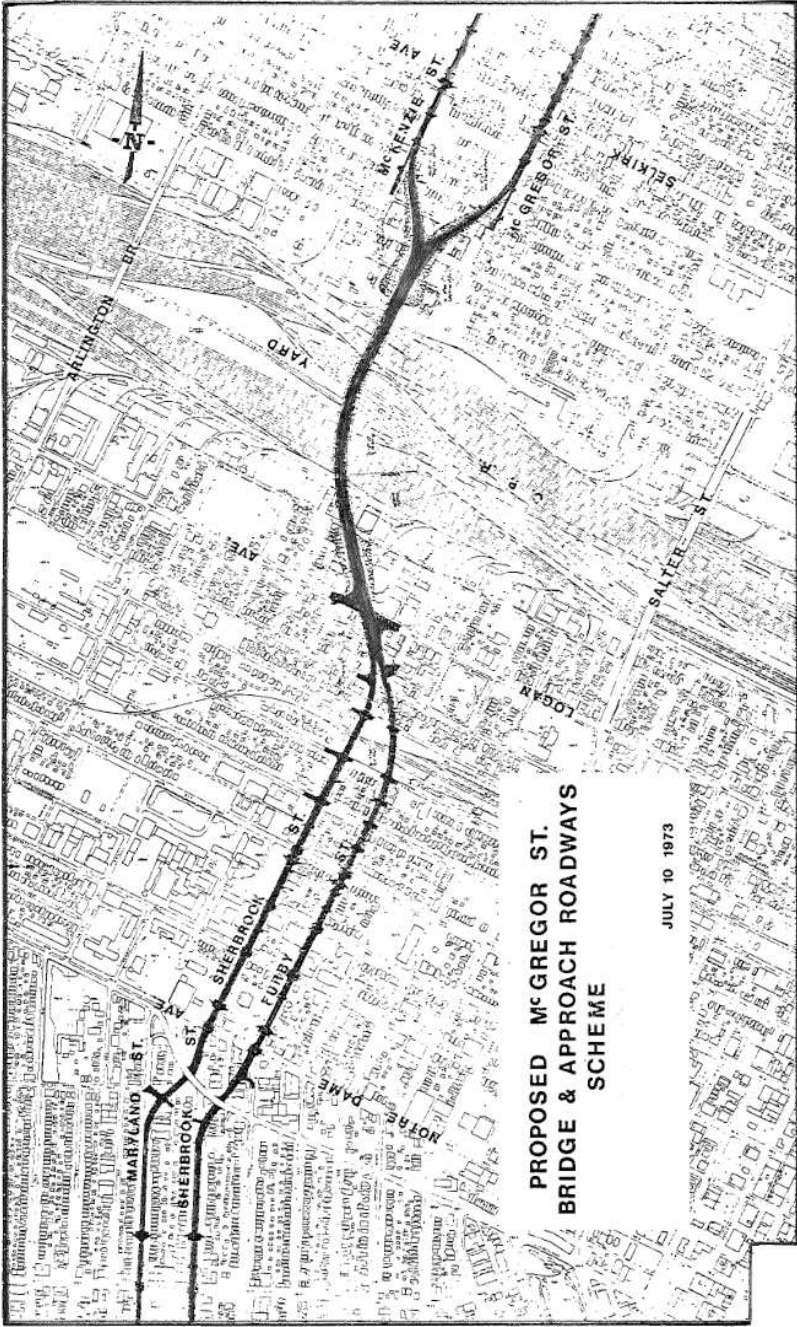




Hastings Street, Detroit, 1959



1961, After construction of I-375

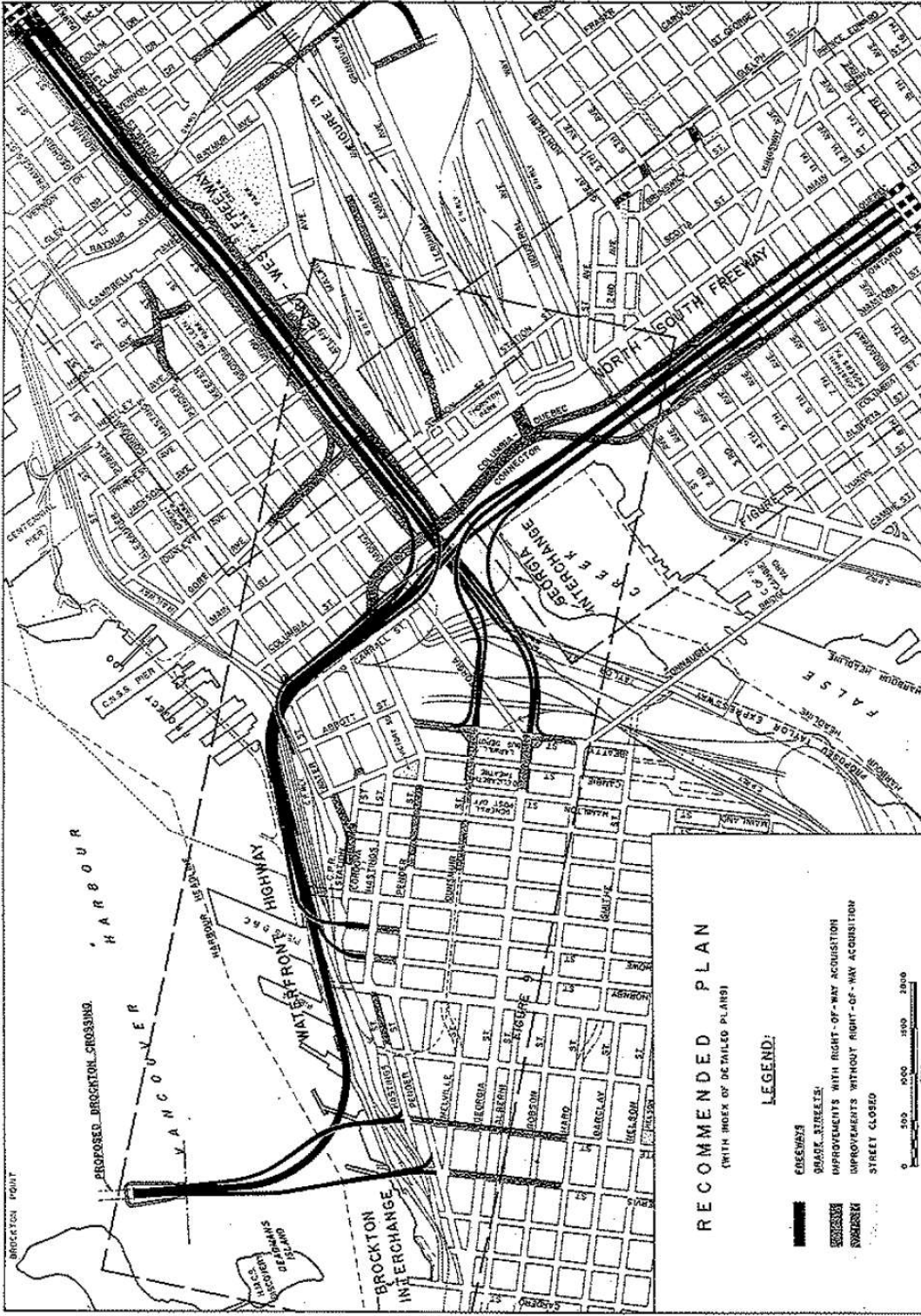


### Sherbrook-McGregor Overpass

- Intended to replace the Arlington Bridge
- Funded by Council in 1978 with community consultation
- Estimated 600 homes that would be lost
- Successful community organization and interest in Rail Relocation led to federal government abandoning the project in 1980

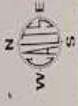
**Edmonton**  
Metro Edmonton Transportation Study  
(METS)  
1969





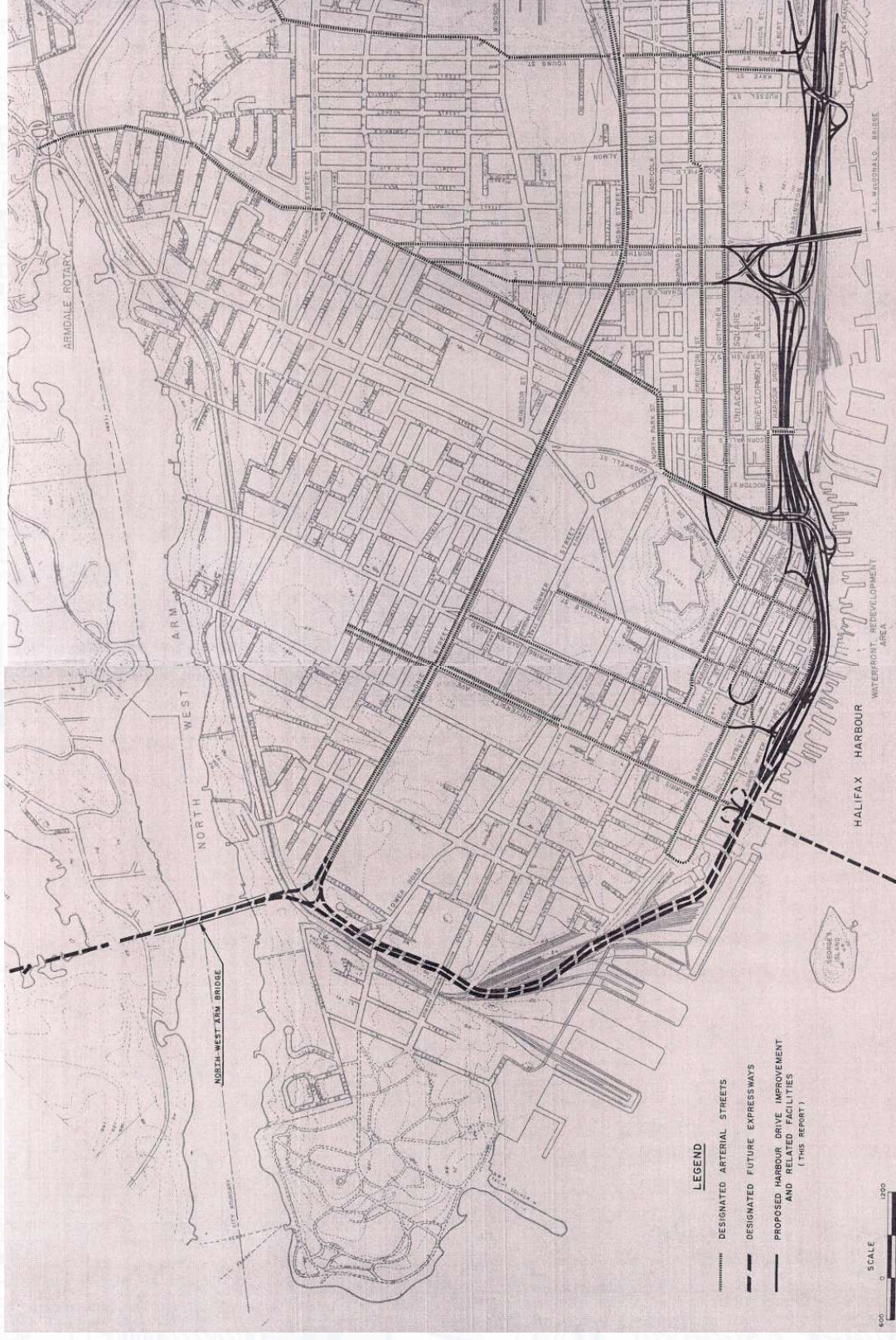
# Calgary

Calgary Transportation Study (CALTS)  
1968



# Halifax

Harbour Drive Functional Design  
(1965)



**Toronto**  
Metropolitan Toronto Official Plan  
(1959)

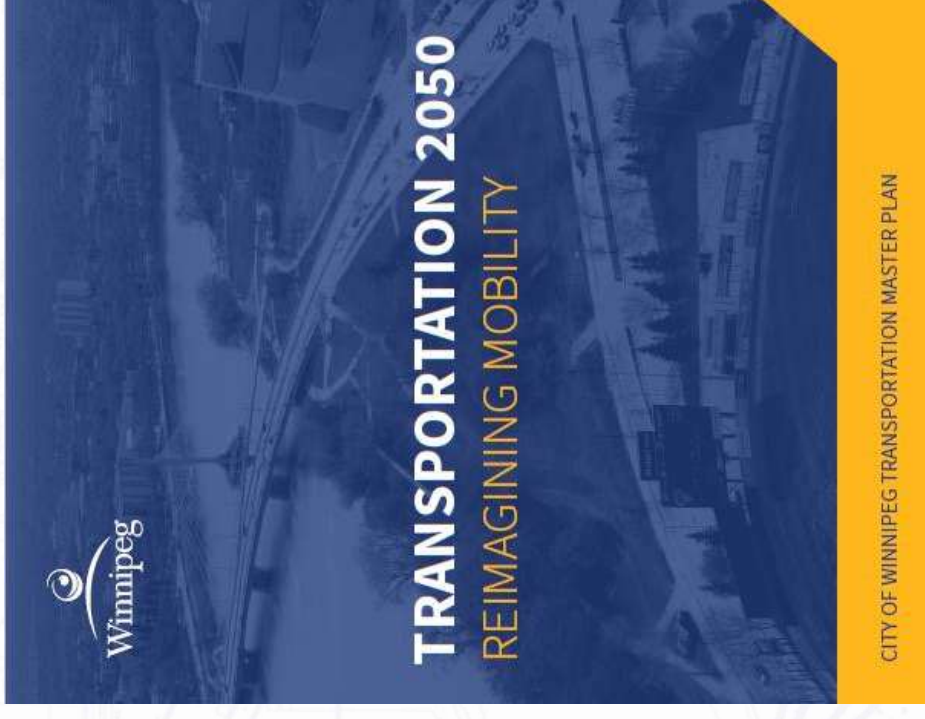


An aerial photograph of a city street grid, overlaid with a semi-transparent blue filter. A prominent feature is a large, curved road that curves from the top right towards the bottom center. The text 'Transportation Planning Today' is written in white, italicized font across the middle of the image.

# *Transportation Planning Today*

# TRANSPORTATION 2050

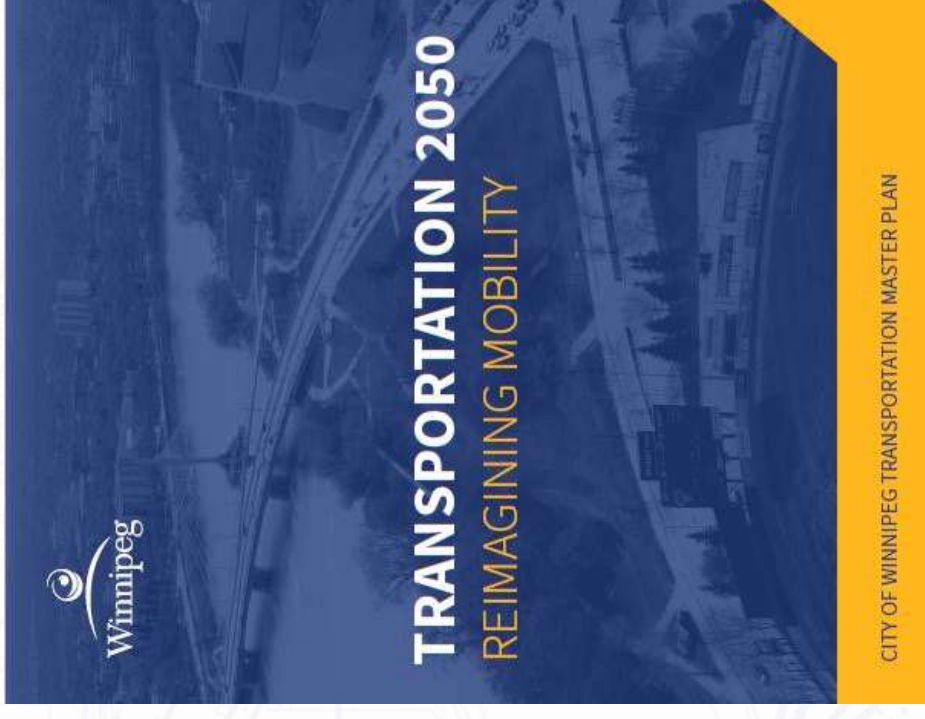
TRANSPORTATION 2050 envisions a transportation system that connects Winnipeg and Winnipeggers, supports quality of life and economic vitality, and provides sustainable infrastructure, mode choice, and safe, efficient, and barrier-free mobility for both people and goods.



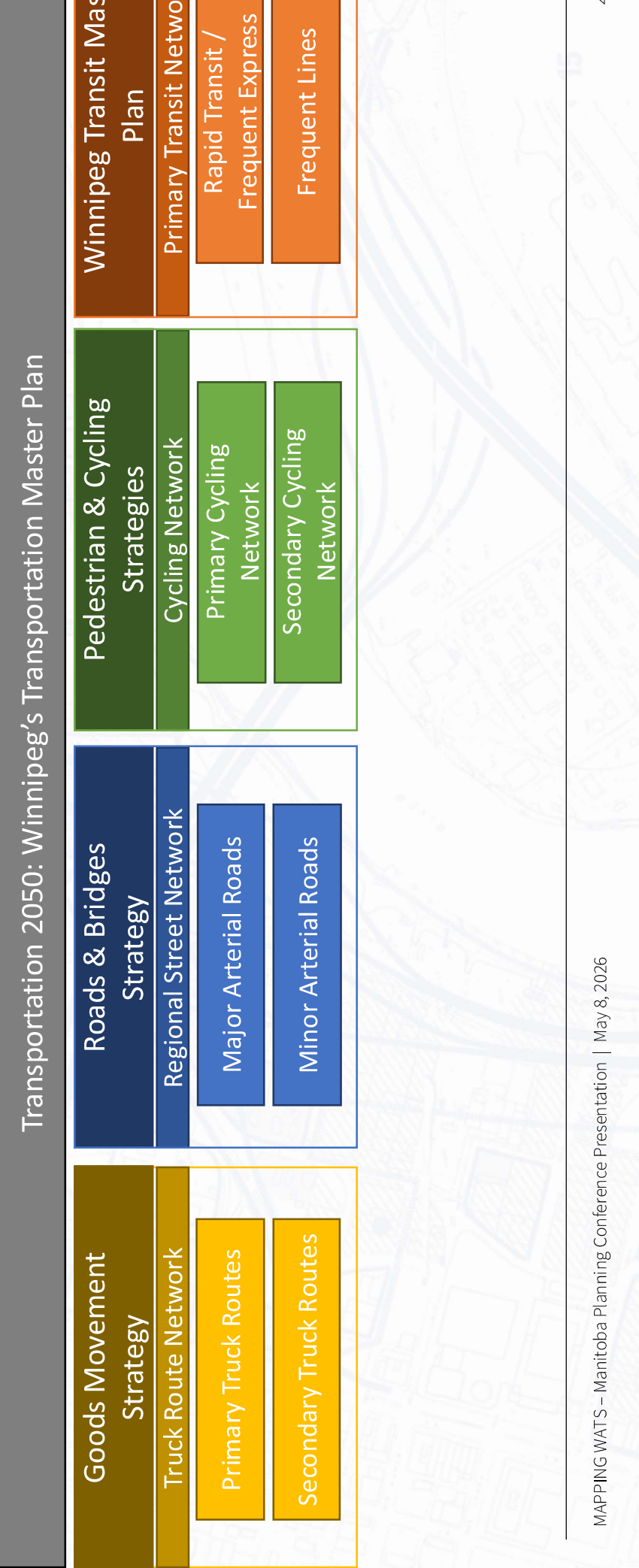
# TRANSPORTATION 2050

TRANSPORTATION 2050 outlines a goal to achieve 50 percent sustainable mode use by 2050.

This means rethinking Winnipeg's streets to make them safer and more attractive for walking, cycling, and taking transit while balancing the needs of people who must drive and providing networks for safe, efficient, and reliable goods movement.

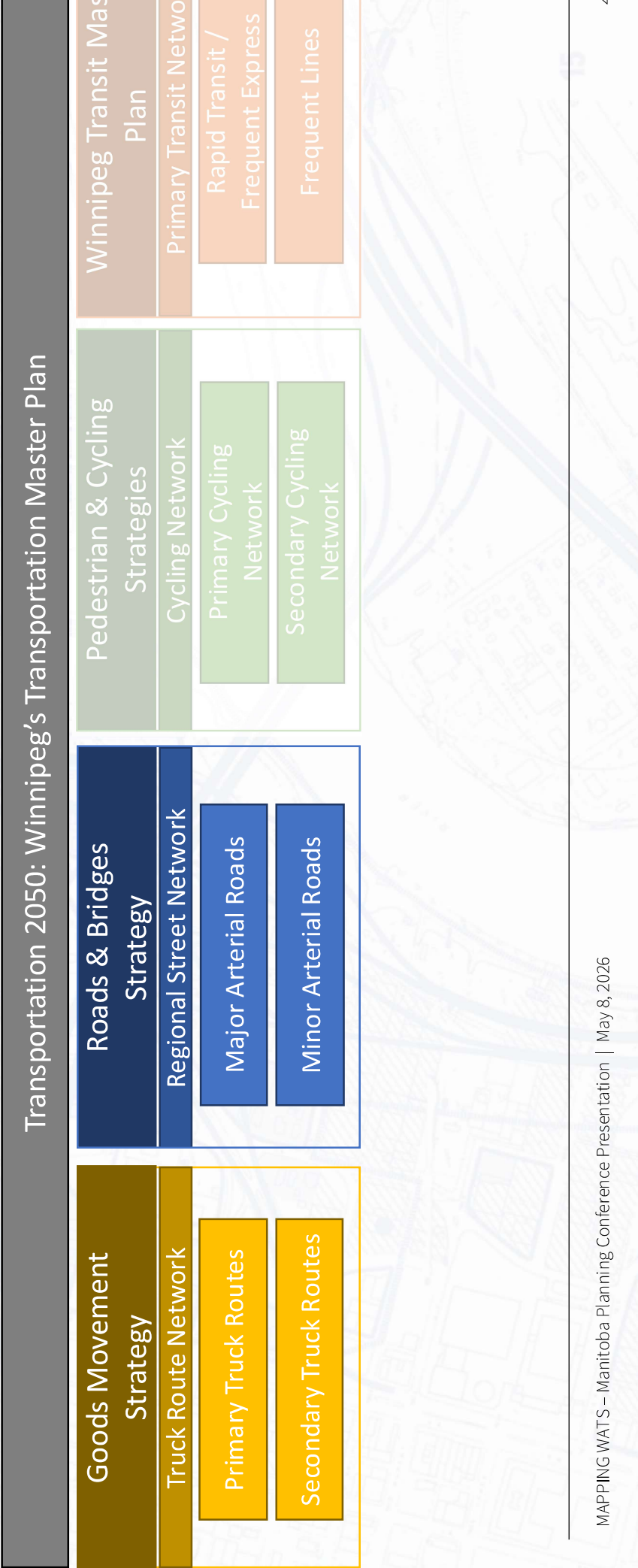


# Corridor Study Programs



# Corridor Study Programs

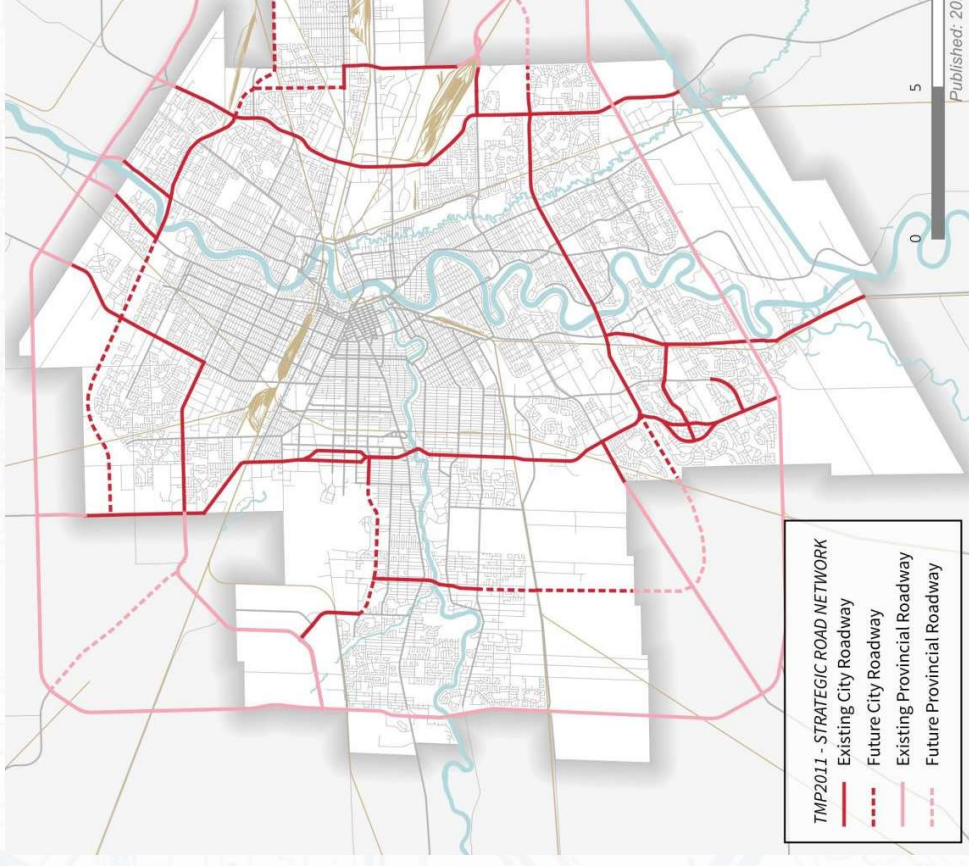
## Strategic Road Network (SRN)



# Corridor Study Programs

## Strategic Road Network (SRN)

A new road classification that will have design and operating standards that are intended to provide a higher level of service for motorized vehicles and goods movement trucks. This network will promote safe, reliable, higher-speed, and limited access travel for regional trips.



# Strategic Road Network

## Purpose

1. Develop a safe and reliable transportation network for regional trips
2. Improve the goods movement throughout the City and Capital Region
3. Provide a reliable route around the Downtown that reduces cut-through traffic and complements investment in sustainable modes on constrained multi-modal corridors radiating from Downtown
4. Respond to growth in existing and future neighbourhoods that cannot be accommodated with sustainable modes.

# Strategic Road Network Program

## Program Overview

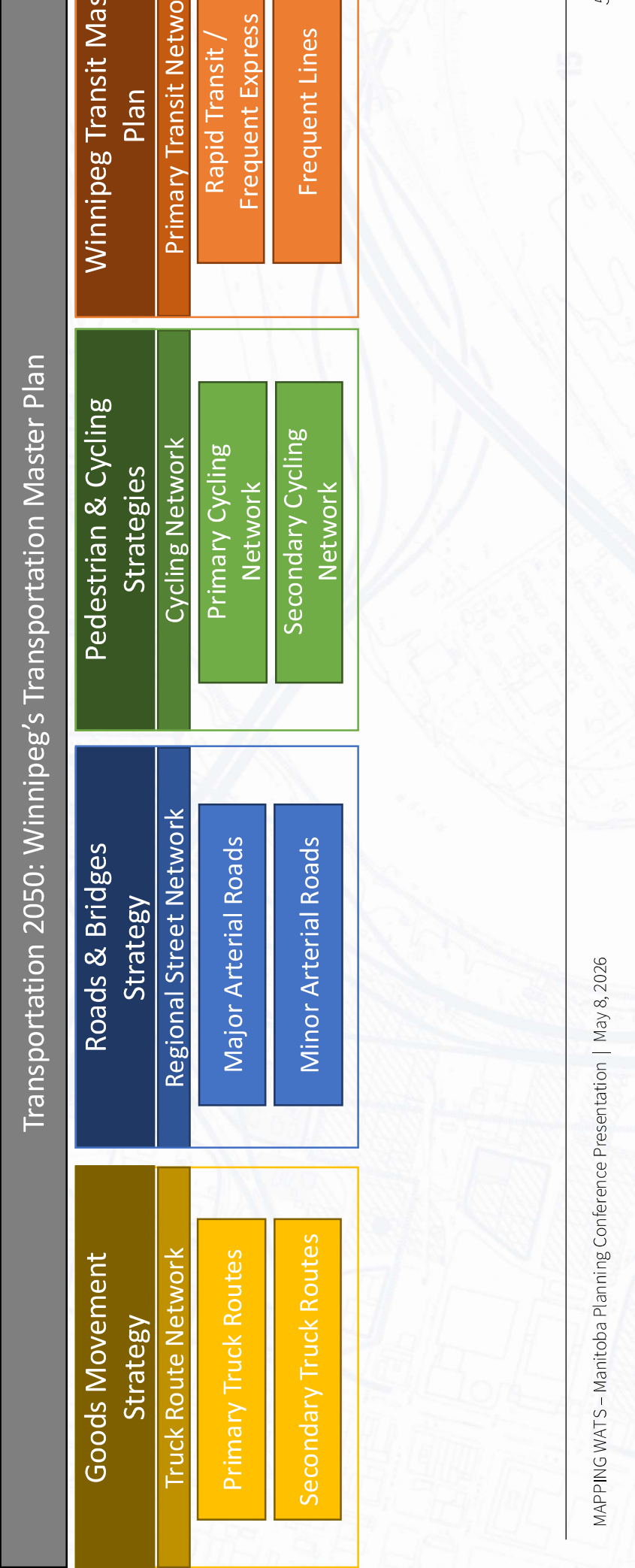
Phase 1: Strategic Road Network Overall Study

Phase 2: Strategic Road Network Corridor Studies

Phase 3: Corridor Improvements

# Corridor Study Programs

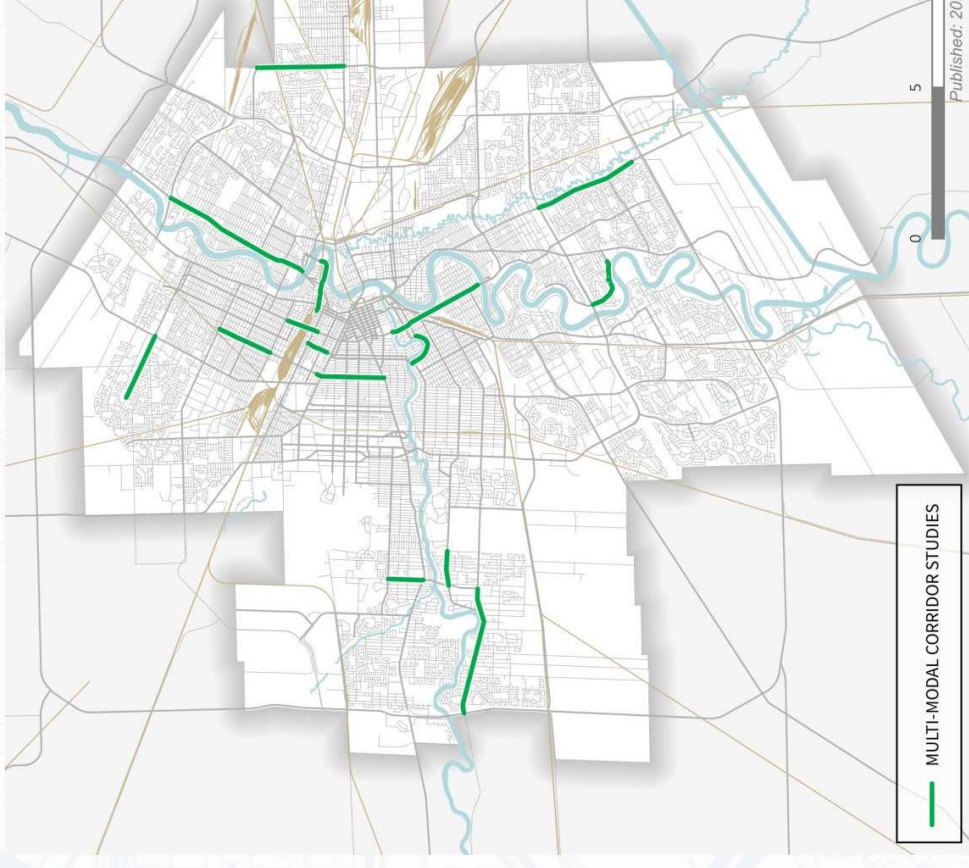
## Multi-Modal Corridors



# Corridor Study Programs

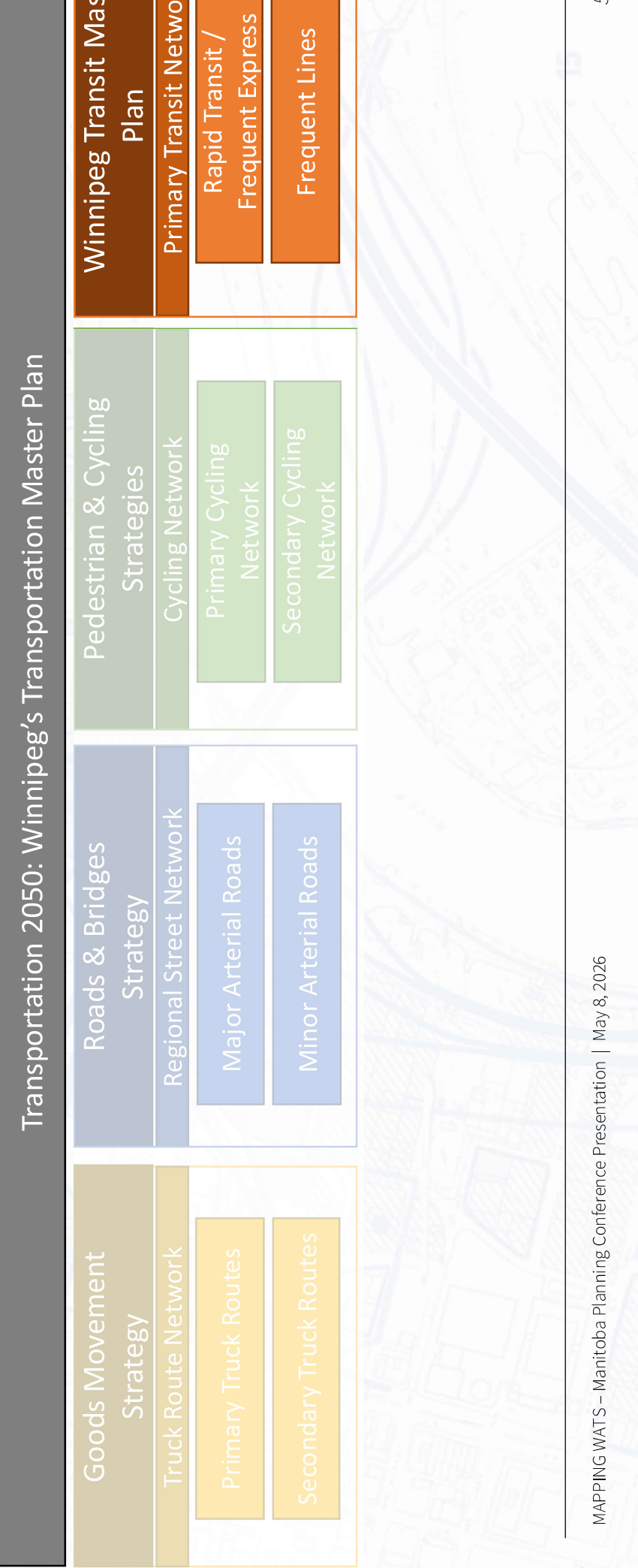
## Multi-Modal Corridors

- Corridors that have multiple modes competing for limited right-of-way space. They are typically constrained corridors in mature and/or dense communities which makes property acquisition undesirable. The focus of these corridor studies will be to determine how to allocate the right-of-way so as to safely and efficiently move increasing numbers of people whilst also balancing goods movement needs.



# Corridor Study Programs

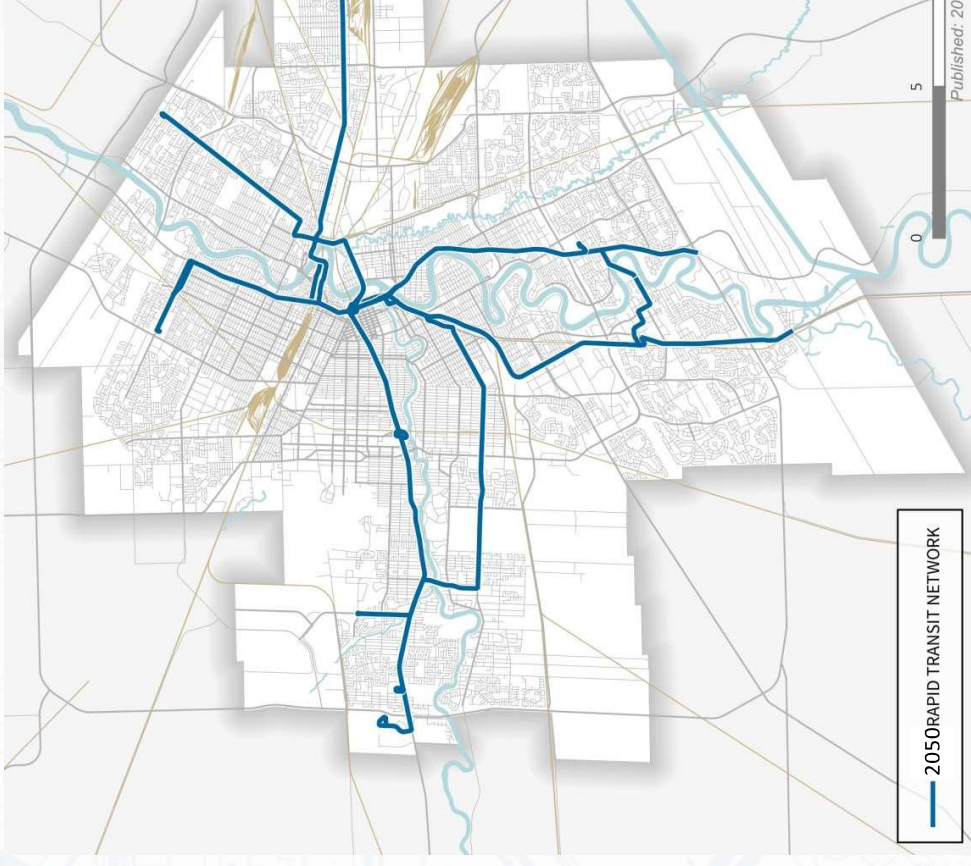
## Rapid Transit Corridors



# Corridor Study Programs

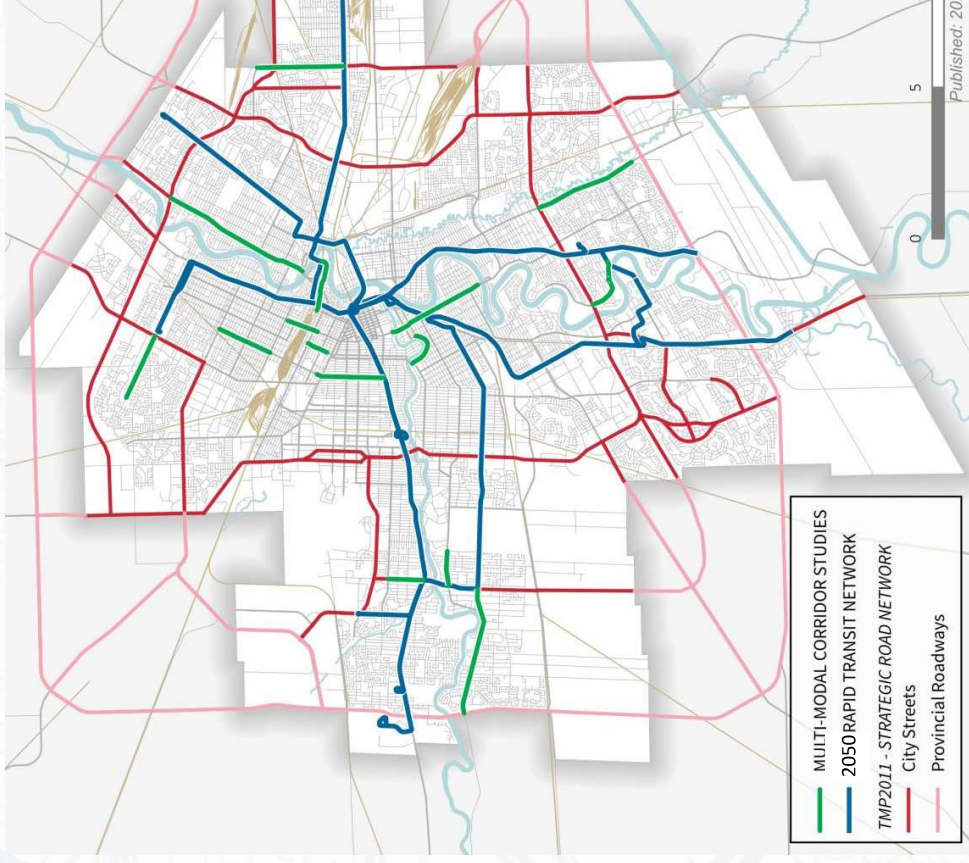
## Rapid Transit Corridors

The corridors that form this network will need to be analyzed to determine what changes to make to them to allow for upgraded (rapid and/or high volume) transit service to be incorporated into the right-of-way, while continuing to permit vehicular travel. Road capacity will likely have to be sacrificed to provide right-of-way for Transit corridors and station infrastructure on these corridors.



# Corridor Study Programs

How they fit together



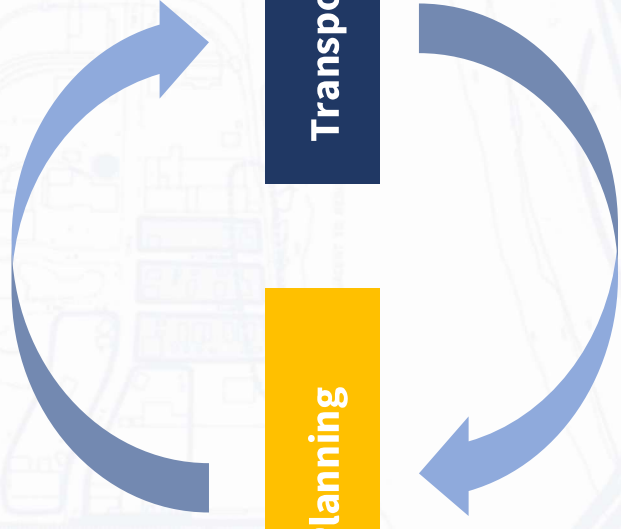


# *Final Thoughts*

**Moving from this.....**



**To this**



# *Discussion / Questions*

*One More Thing...*

*To explore WATS for  
yourself, scan the link  
here →*

