Agenda – Council – June 27, 2024

Report – Standing Policy Committee on Public Works – June 11, 2024

Item No. 1 Primary Transit Network Service Implementation Plan

STANDING COMMITTEE RECOMMENDATION:

On June 18, 2024, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Public Works, as amended, and submitted the following to Council:

1. That the Primary Transit Network Service Implementation Plan, attached as Appendix A, be approved as a supplement to the Winnipeg Transit Master Plan, and that the transit network plan described therein be approved as the Short-Term Network Plan for Winnipeg Transit.

2. That, subject to approval of Recommendation 1, the transit route network described in Appendix A, and detailed in Appendix B, be approved to begin service on June 29, 2025, replacing the current transit route network following the end of regular service on June 28, 2025.

    A. That the Winnipeg Public Service be directed to provide an updated and revised Appendix B to the Standing Policy Committee on Public Works, for information, at its meeting on September 12, 2024.

3. That, subject to approval of Recommendation 1, effective June 29, 2025, Council approval be required to change one or more transit routes in such a manner that would eliminate Primary Transit service from any street or street segment, and approval of the Standing Policy Committee on Public Works be required to approve any other route change.

4. That the Winnipeg Public Service be directed to undertake a formal review of the new transit routes in September to November of 2026, when peak ridership is traditionally at its highest in the year, and bring forward the findings of their review and any recommendations for modifications to Council for consideration in Q1 of 2027.

5. That the Public Service be directed to report to Council at or before its November 2024 meeting on a communication plan for educating riders on how to use the new components of the system independently, developed in consultation with Councillors, drivers, and stakeholders (that can also be identified by area councillors working in consultation with Winnipeg Transit) as identified from the disability community, after multiple meetings with each group.

Report – Standing Policy Committee on Public Works – June 11, 2024

STANDING COMMITTEE RECOMMENDATION (continued):

6. That subject to approval of Recommendation 1, the installation of new traffic control signals be approved at the intersections of:

   A. St Mary's Road and Carriere Avenue
   B. Main Street and Sutherland Avenue
   C. Sutherland Avenue and Higgins Avenue

7. That the list of ancillary road network changes described in Appendix C be received as information.

8. That the Winnipeg Public Service be directed to report back to the Standing Policy Committee on Public Works at its meeting on November 29, 2024, with a proposal for an Annual Service Plan process that will outline how the Winnipeg Public Service will consider, evaluate, review, and prioritize requests for changes to the transit route network and service levels that arise from internal staff review, suggestions from the public, motions from Council and Council Committees, and other sources.

9. That the Winnipeg Public Service be directed to report back to the Standing Policy Committee on Public Works at its March 2025 meeting with upgrades that have been completed as part of the $20.4 million Primary Transit Network Infrastructure Project, and other unfunded and outstanding infrastructure upgrades related to ensure the maximum convenience and comfort of transit users.

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

Agenda – Council – June 27, 2024

Report – Standing Policy Committee on Public Works – June 11, 2024

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On June 18, 2024, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Public Works, with the following amendment:

- In Recommendation 2, add the words ", and detailed in Appendix B," immediately after "Appendix A"

and submitted the matter to Council.

The following persons submitted communications with respect to the matter:

- Debi Ellement
- Angela Chotka Clark
- Margerit Roger
- Amanda Le Rougetel
- David Grant
- Dhiwya Attawar and Greg Tonn
- Lacey Forbes
- A Doerksen
- Ann McConkey

STANDING COMMITTEE RECOMMENDATION:

On June 11, 2024, the Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service, with the following amendments:

- In Recommendation 2, delete "and detailed in Appendix B,"

- Add the following new Recommendation 2.A.:

  "2.A. That the Winnipeg Public Service be directed to provide an updated and revised Appendix B to the Standing Policy Committee on Public Works, for information, at its meeting on September 12, 2024."

- In Recommendation 4:

  - add "Councillors, drivers, and" immediately after "in consultation with"

  - add "(that can also be identified by area councillors working in consultation with Winnipeg Transit)" immediately after "stakeholders"

Report – Standing Policy Committee on Public Works – June 11, 2024

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION (continued):

- add ", after multiple meetings with each group" immediately after "the disability community"

- Add the following new recommendations 4., 8., 9., and renumber the remaining Recommendations accordingly:

  "4. That the Winnipeg Public Service be directed to undertake a formal review of the new transit routes in September to November of 2026, when peak ridership is traditionally at its highest in the year, and bring forward the findings of their review and any recommendations for modifications to Council for consideration in Q1 of 2027."

  "8. That the Winnipeg Public Service be directed to report back to the Standing Policy Committee on Public Works at its meeting on November 29, 2024, with a proposal for an Annual Service Plan process that will outline how the Winnipeg Public Service will consider, evaluate, review, and prioritize requests for changes to the transit route network and service levels that arise from internal staff review, suggestions from the public, motions from Council and Council Committees, and other sources."

  "9. That the Winnipeg Public Service be directed to report back to the Standing Policy Committee on Public Works at its March 2025 meeting with upgrades that have been completed as part of the $20.4 million Primary Transit Network Infrastructure Project, and other unfunded and outstanding infrastructure upgrades related to ensure the maximum convenience and comfort of transit users."

and submitted the matter to the Executive Policy Committee and Council.

The following persons submitted communications with respect to the matter:

- Robert Shaw
- Blair and Val Bingeman
- Doris Guillas
- Brenda Ferraton
- Sandra Klowak
- Catherine Parnetta
- Margaret Zellis-Skiba
- Lisa Jennings
- Brittany Fox
- Brandon Johnston
- Susan/John Lussier
- Darren Saunders
- Margerit Roger
- Lacey Forbes
- Derek Koop
- Alison Doerksen
- Ann McConkey
- Kelly Ryback
- Dhiwya Attawa

ADMINISTRATIVE REPORT

Title: Primary Transit Network Service Implementation Plan

Critical Path: Standing Policy Committee on Public Works – Executive Policy Committee – Council

AUTHORIZATION

Author	Department Head	CFO	CAO
K. Sturgeon B. Radstrom	G. Ewankiw	C. Kloepfer	M. Jack

EXECUTIVE SUMMARY

The Winnipeg Transit Master Plan (WTMP) was approved by Council in April 2021. It presented a vision for transit service and infrastructure in Winnipeg for the next 25 years. The WTMP proposed an entirely new transit network, designed to be resilient and adaptable as the city grows. The WTMP also introduced a service classification system. The system was based on a proposed Primary Transit Network and Feeder Network (also known as a spine-feeder model), and is described in detail in the 2021 report.

Since 2021, the Public Service has received feedback and undertaken more analysis. It is now presenting the recommended new transit network. Should Council approve this network, it will launch on June 29, 2025. There are a few routes in southwest Winnipeg that will not change. In that part of the city, Transit has operated a spine-feeder model network since 2020.

To strengthen the permanence of the Primary Transit Network, the Public Service recommends removing the delegated authority to eliminate or move Primary Transit service from a street. The authority would then rest with Council as a whole rather than the Standing Policy Committee on Public Works. All other route change types would remain delegated to the Standing Policy Committee on Public Works, as is current practice.

Capital funding for this network transition is funded through the Investing in Canada Infrastructure Program – Primary Transit Network Infrastructure project. Bus stops, shelters, accessibility improvements, traffic signals, and other infrastructure would be added after the service is implemented.

To launch the new network, traffic signals are required at three specific intersections:

- St Mary’s Road and Carriere Avenue;
- Main Street and Sutherland Avenue;
- Sutherland Avenue and Higgins Avenue.

A comprehensive communications and marketing campaign will roll out in the months leading up to the service launch. Details on the communications and marketing plan will be reported on separately in the fall of 2024.

RECOMMENDATIONS

1. That the Primary Transit Network Service Implementation Plan, attached as Appendix A, be approved as a supplement to the Winnipeg Transit Master Plan, and that the transit network plan described therein be approved as the Short-Term Network Plan for Winnipeg Transit.

2. That, subject to approval of Recommendation 1, the transit route network described in Appendix A, and detailed in Appendix B, be approved to begin service on June 29, 2025, replacing the current transit route network following the end of regular service on June 28, 2025.

3. That, subject to approval of Recommendation 1, effective June 29, 2025, Council approval be required to change one or more transit routes in such a manner that would eliminate Primary Transit service from any street or street segment, and approval of the Standing Policy Committee on Public Works be required to approve any other route change.

4. That the Public Service be directed to report to Council at or before its November 2024 meeting on a communication plan for educating riders on how to use the new components of the system independently, developed in consultation with stakeholders from the disability community.

5. That subject to approval of Recommendation 1, the installation of new traffic control signals be approved at the intersections of:

    A. St Mary's Road and Carriere Avenue

    B. Main Street and Sutherland Avenue

    C. Sutherland Avenue and Higgins Avenue

6. That the list of ancillary road network changes described in Appendix C be received as information.

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

REASON FOR THE REPORT

At its April 29, 2021, meeting, Council concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works, as amended by the Executive Policy Committee, and adopted the following:

1. That in order to outline a 25-year vision and plan for the future of transit service in Winnipeg, and the infrastructure needed to implement that vision, the Winnipeg Transit Master Plan (attached [to the 2021 report] as Appendix 1) be adopted as the long-range strategic plan for public transit in the City of Winnipeg.

12. That as the Winnipeg Public Service develops a detailed implementation plan for transitioning to the Short-Term Network shown in Appendix 2 [of the 2021 report], priority be given to neighbourhoods that are not currently serviced by Winnipeg Transit, where possible, while maintaining a service-hour neutral implementation.

14. That, as part of the preparation of a detailed implementation plan for the proposed unapproved Short-Term Network Plan shown in Appendix 2 [of the 2021 report], the Winnipeg Public Service be directed to consult with area residents, including residents directly affected by route changes, before bringing the implementation plan to Council for approval.

15. That the Public Service update the Winnipeg Transit Master Plan, including the rapid transit capital investment priorities, approximately every five years (aligned with updates to OurWinnipeg), and submit the updated plans to Council to review, consider, debate and ultimately prioritize the rapid transit corridors in the plan;

18. That when implementation plans are created for Appendix 1 Section 8.2 Transit Accessibility, Appendix 2 Short Term Network Plan and Appendix 3 Long Term Network Plan [appendices refer to the 2021 report], the Public Service be directed to include the following:

    A. Higher standards for clearing snow and ice around all route junction bus stops and pedestrian pathways from one route to another, including a funding source for associated costs to meet those standards;

    B. A communication plan for educating riders on how to use the new components of the system independently, developed in consultation with stakeholders from the disability community.

At its June 26, 2023, meeting, the Standing Policy Committee on Public Works considered the recommendation of the East Kildonan-Transcona Community Committee and directed the Winnipeg Public Service to:

1. Refer the following to the public engagement process for the Winnipeg Transit Master Plan:

    A. Consultation with industry stakeholders within the St. Boniface Industrial Park to explore opportunities for the redesign of transit routes 47 and 89 in order to establish service past 9:00 p.m. on weekdays, and extended service on Saturdays.

2. Report back to the Standing Committee at its September 11, 2023, meeting on accelerating the implementation of the Winnipeg Transit Master Plan, in accordance with the Strategic Priorities Action Plan.

At its November 21, 2023 meeting, the Standing Policy Committee on Public Works directed the Winnipeg Public Service to refer the recommendation of the East Kildonan-Transcona Community Committee to the Winnipeg Transit Master Plan implementation process, namely:

1. Increase Transit service into east and north Transcona by:

A. Improving service along McMeans Avenue East and its connectivity to other routes.

B. Expanding service to the new Summerlea Development.

As the City's Traffic Authority, the Standing Policy Committee on Public Works must approve installation of traffic control signals and activated pedestrian crossing control treatments.

IMPLICATIONS OF THE RECOMMENDATIONS

The transit network outlined in the Primary Transit Network Service Implementation Plan will become Winnipeg's new transit network on June 29, 2025.

There is no financial impact from the proposed route changes as the new network will utilize the same number of service hours as the existing network. There is funding available in the Primary Transit Network Infrastructure Capital Budget for the installation of new traffic signals as described in Recommendation 5.

HISTORY/DISCUSSION

In 2018, the Public Service began the process of developing the Winnipeg Transit Master Plan (WTMP), as a combination of two projects: a Strategic Service Plan and a Rapid Transit Master Plan.

The WTMP laid out a vision for transit service in Winnipeg for the next 25 years. It proposed a redesign of the transit route network, along with the Rapid Transit and other infrastructure needed to make the new network safe, convenient, efficient, flexible, and universally accessible. The plan also proposed changes to the Winnipeg Transit Plus service delivery model.

Transitioning to the newly-redesigned transit system, known as the Primary Transit Network and feeder routes, is the first major step in implementing the WTMP.

Public Engagement

During the WTMP process, a comprehensive public engagement program was carried out in three phases, with each phase seeking specific input from citizens and other stakeholders. Feedback from the public engagement phases was used to develop and refine the proposals in the WTMP. Support for the plan was generally very high, with 75% of respondents indicating they either strongly supported or somewhat supported the proposed new transit network.

A short-term transit network plan was developed. The intention at the time, and the direction received from Council, was for the Public Service to continue to refine it as the plan progressed towards implementation. Many refinements have been made: much of the feeder route network has been redesigned, and several changes have been made to the Primary Transit Network. This revised version follows the same concepts and principles as described in the WTMP but is more fine-tuned to serve Winnipeggers.

The final draft version of the new transit network was presented to the public through information sessions and online from mid-February to mid-March 2024. Residents living on

streets with proposed new transit service were sent letters or postcards advising of the change and extending an invitation to in-person meeting opportunities. Three general themes emerged from the feedback received:

- Suggestions for alternative bus route connections to specific destinations.
- Dissatisfaction with proposed new bus routes on certain streets.
- Questions about the priority and reliability of Rapid and Frequent Express services running in mixed traffic.

Winnipeg Transit staff made many changes to the recommended network based on the feedback received. In some cases, suggestions were not able to be accommodated due to budget, infrastructure, or policy constraints. Changes made following the recent public input are highlighted in Appendix A.

The route network described in Appendix A is the recommended network for implementation in June 2025. Appendix B describes each individual route in detail, including route maps and turn-by-turn descriptions.

Ongoing Evolution of the Network

The Primary Transit Network is intended to be a permanent feature of the city. It may expand to new streets and service may evolve over time, but the streets served by the Primary Transit Network are intended to remain served by the Primary Transit Network for many generations.

By contrast, the feeder network is intended to be flexible. Routes will change with the growth and change of neighbourhoods. As evidenced by the experience in Southwest Winnipeg since the launch of the Blue Line and feeder network there in 2020, the new network model lends itself better to continual improvement and adjustment than the legacy transit network.

The Public Service is creating a framework for an annual service planning process, as described in the WTMP. This framework will establish an annual cycle for analyzing, prioritizing, planning, engaging, and reporting. This will work in sync with the annual and four-year budget cycles, and the periodic updates to OurWinnipeg.

The Public Service recognizes that the transit network implemented in 2025 will continue to need refining. This annual cycle will enable continuous improvement and responsiveness to changing needs, in an organized and predictable fashion.

The Primary Transit Network plays a foundational role for several City-wide plans and policies, like OurWinnipeg, the Complete Communities Direction Strategy, the Transportation Master Plan, and the Climate Action Plan. It is also intended to play a foundational role for the private sector: guiding investment decisions on development and site-selection for commercial or industrial leaders looking for access to transit service.

The Public Service recommends that Council strengthen the permanence of the Primary Transit Network by removing the delegated authority to change a route, if that route change would remove Primary Transit service from a street. The authority would then rest with Council as a whole rather than the Standing Policy Committee on Public Works. It is also recommended that other route changes remain delegated to the Standing Policy Committee on Public Works, as is current practice.

Traffic Signals and Road Network Changes

To launch the recommended service network, several infrastructure elements will be constructed around the city under the Primary Transit Network Infrastructure (PTNI) project. This project is funded under the Investing in Canada Infrastructure Program – Public Transit Infrastructure Stream (ICIP-PTIS). This project runs from 2024 to 2028 and includes bus stops, shelters, passenger amenities, accessibility improvements, and traffic signals.

Traffic control signal at the intersection of St Mary's Road and Carriere Avenue

The first and most critical traffic signal is located at the intersection of St Mary's Road and Carriere Avenue. Without this traffic signal, Primary Transit Line F7 would not be able to safely turn onto St Mary's Road from Carriere Avenue. Primary Transit Line F7 links Provencher Blvd with Des Meurons Street, St Mary's Road, and St Anne's Road. Geographically, any street between Carriere Avenue and Harrowby Avenue would be suitable for the connection between Des Meurons Street and St Mary's Road; however, Carriere Avenue is the only one of the options that is built to a standard suitable for bus traffic. It is wider than the other options and has a concrete surface.

This traffic signal would replace the existing pedestrian corridor at the same intersection. Adjustments to the curb radius and changes to permitted parking areas are also required. No private property is required.

There is currently a restriction prohibiting northbound drivers from turning right onto Carriere Avenue from 7 a.m. to 9 a.m., Monday to Friday. This restriction will be amended to "except buses and cyclists". This restriction serves to limit traffic demand on Carriere Avenue in the morning peak period. The new traffic signal may induce more drivers to choose Carriere Avenue to access St. Mary's Road from Norwood East and Glenwood. The Public Service will monitor traffic volumes and conflicts. The need for a "No left turn except buses and cyclists" for westbound traffic would be evaluated after installation of the traffic signal.

Traffic Signals on Sutherland Avenue

In April 2021, the Public Service reported to Council that the "recommended general alignment [of the Eastern Rapid Transit Corridor] is through Point Douglas via Sutherland Avenue, across a new Louise Bridge, and then east along Nairn Avenue."

Establishing the routing on Sutherland Avenue is contingent on the installation of traffic signals at two intersections: Main Street and Sutherland Avenue, and Sutherland Avenue and Higgins Avenue (just south of the Louise Bridge). At each of these intersections today, left turns are restricted. These signals, along with an amended restriction "Right turns only except buses and cyclists" would enable buses to turn left from Sutherland Avenue onto Main Street when headed downtown, and from Sutherland Avenue onto Higgins Avenue when headed toward the Louise Bridge. The signals would also introduce new controlled pedestrian crossings across Main Street and Higgins Avenue. The new left turns would also be available for emergency vehicles, since the concrete medians would be removed. Private vehicle traffic would continue to be prohibited from turning left at each intersection, or going straight across at Main Street.

These signals on Sutherland Avenue would be prioritized after those on Carriere Avenue and may not be installed before June 29, 2025. If they are not installed, Winnipeg Transit would temporarily re-route along Higgins Avenue.

The installation of these three traffic signals will be funded from the approved Primary Transit Network Infrastructure project, with costs for these three traffic signals and associated roadway improvements estimated to be $1.05 million.

Certain other road network changes are also required for this service plan:

No Right Turn (except buses and cyclists) from southbound Main Street to westbound Graham Avenue.

Graham Avenue meets Main Street at a tee-intersection. The northbound left turn is already restricted to transit vehicles. The proposed change would remove private vehicle traffic from westbound Graham Avenue between Main Street and Fort Street. This change is necessary to accommodate a new major westbound bus stop on this block, which will be one of nine bus stops in the vicinity of Main Street and Pioneer Avenue. These nine bus stops combined will form what is expected to be the busiest transit junction in the city, handling tens of thousands of passengers boarding, alighting, and transferring each weekday. Currently, in the legacy transit network, buses on Graham Avenue continue westbound through the intersection of Fort Street. No buses stop on this block or turn right onto Fort Street. This leaves the right-hand curb lane available for passenger vehicles to turn right, without interfering with buses. In the new network, there will be a new bus stop on this block, and all buses will turn right onto Fort Street. With the volume of buses expected in the right-hand curb lane, passenger vehicle traffic can no longer be accommodated in the same space.

The rest of Graham Avenue, west of Garry Street, would no longer have transit service. The future function and design of that street is being studied as part of the CentrePlan 2050 study, which is expected to be brought to Council for consideration in the future. Bicycles would continue to be permitted on all of Graham Avenue.

No Right Turn (except buses and cyclists) from westbound Broadway to eastbound Portage Avenue

Broadway and Portage Avenue meet at a sharp skew angle just west of Maryland Street. Left turns from westbound Portage Avenue to eastbound Broadway are not permitted, but right turns from westbound Broadway to eastbound Portage Avenue are permitted. This turn is accommodated with a short one-lane roadway, sometimes referred to as a “slip lane”. A traffic count from 2021 showed that this short roadway is underutilized, only 52 vehicles used this slip lane over an eight-hour period to make this right turn. The same movement is available one block to the east via Borrowman Place, or three blocks to the east via Sherbrook Street. There are no driveways or accesses onto westbound Broadway between Borrowman Place and Portage Avenue.

Winnipeg Transit proposes to use the existing slip lane as a layover terminal for Primary Transit Line F7. In earlier network plans, the terminal for this route was further east, on Furby Street. The modest extension 500 metres further west to Broadway enables connections between Line F7 and four additional routes, including three Primary Transit Lines. Notably, it enables a transfer for onward travel eastward on Portage Avenue for passengers from the two Primary Transit Lines that diverge onto Broadway, and this transfer would be onto buses that are frequent and would always be empty at this point, meaning there is no risk of being passed-up. The grassy island adjacent to the slip lane may also be a suitable location for a bus operator comfort station, a desirable feature at route terminals.

Because of its function as a route terminal, buses would often lay over for several minutes. With a service frequency of every 10 minutes or better in peak periods, the lane would be blocked by a bus a significant portion of the time. For this reason, the Public Service plans to prohibit private vehicle traffic on this slip lane by prohibiting the right turn.

FINANCIAL IMPACT

Financial Impact Statement

Date: May 3, 2024

Project Name: Primary Transit Network Service Implementation Plan

First Year of Program **2024**

	2024	2025	2026	2027	2028
Capital					
Capital Expenditures Required	$ 1,050,000	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	1,050,000	-	-	-	-
Additional Capital Budget Required	$ -	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal	$ -	$ -	$ -	$ -	$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	$ -	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ -				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ 10,546	$ 15,560	$ 15,560	$ 15,560	$ 15,560
Less: Incremental Revenue/Recovery	8,532	-	-	-	-
Net Cost/(Benefit)	$ 2,014	$ 15,560	$ 15,560	$ 15,560	$ 15,560
Less: Existing Budget Amounts	2,014	15,560	15,560	15,560	15,560
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: The capital expenditures required reflect the estimated total capital cost for the installation of traffic control signals as identified in Recommendation 5. There are sufficient funds in the Primary Transit Network Infrastructure capital project. A first call on 2025 capital budget for this project was approved by Council as part of the 2024 Adopted Budget. The funding sources include the Province of Manitoba and the Federal Government through the ICIP program. The city contribution amount will be funded through external debt.

The Operating Budget impact includes interest and debenture issue expenses from external borrowing (Direct Costs). The incremental revenue/recovery includes Corporate Interest and Corporate Administration overheads being charged to the capital project. These amounts are included in Transit's annual Operating Budget submission.

Laurie Fisher May 3, 2024

Laurie Fisher, CPA, CA
Manager of Finance and Administration

CONSULTATION

This Report has been prepared in consultation with:

- Public Works Department – Transportation Division, regarding Traffic Signals and Road Network Changes

OURWINNIPEG POLICY ALIGNMENT

OurWinnipeg 2045

Goal: Environmental Resilience, Objective 2: Prioritize sustainable transportation as the mobility options of choice.

> Prioritize sustainable transportation as the mobility options of choice. Transition to a sustainable transportation system that safely and efficiently moves people, goods and services, increases access to a variety of affordable mobility choices, encourages less reliance on personal vehicle travel, reduces travel time, mitigates congestion and related greenhouse gas emissions, and supports the development of denser, better-connected, healthy and complete communities.

Policy 2.9: Reduce Road Congestion

> Increase the efficiency, convenience and usage of the active and public transportation system, to improve air quality, provide a viable alternative to the automobile, and reduce current and future road congestion.

Winnipeg Transit Master Plan

Network Goals:

> Enhance Customer Experience
> Increase Ridership
> Improve Downtown Mobility
> Complement Land-Use Development
> Improve Multi-modal Mobility
> Ensure Transit is Inclusive
> Continuously Innovate
> Balance Investment with Affordability

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

This report is in accordance with the Winnipeg Climate Action Plan (WCAP) as per Direction 3.1 Increase Use and Efficiency of Public Transit Systems (p.46).

Relevant actions include: Deliver continuous improvement in transit service with a focus on customer service, reliability, and route connectivity, and public education (found on page 46 of the WCAP).

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Goal 5(a) Transportation System Equity is Enhanced – the affordability and accessibility of transportation and transit service is increased.
Goal 5(b) Transportation System Equity is Enhanced – improvements to transportation and transit infrastructure and services prioritize areas of higher poverty, and increased interconnectivity to employment and affordable goods and services.

SUBMITTED BY

Department: Transit
Division: Service Development
Prepared by: Kevin Sturgeon, Senior Transit Planner
Bjorn Radstrom, Manager of Service Development
Date: May 3, 2024

Attachments:

Appendix A: Service Implementation Plan

Appendix B: Individual Routes

Appendix C: List of Ancillary Road Network Changes