Primary Transit Network

Service Implementation Plan

Winnipeg Transit Master Plan
Revised March 2025

Winnipeg



Primary Transit Network

Service Implementation Plan

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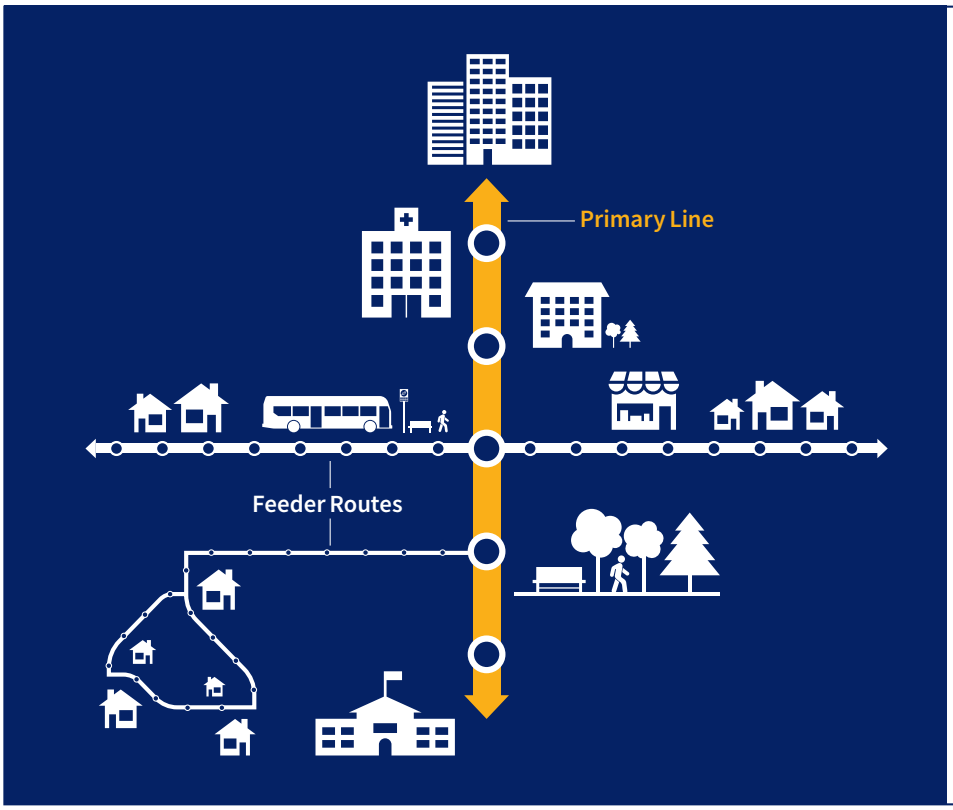
A What is the Primary Transit Network?

The new Primary Transit Network is the first full network redesign of the transit system in Winnipeg's history.

It's based on the Winnipeg Transit Master Plan, a vision to transform bus service in Winnipeg.

The changes will provide Winnipeggers with more frequent and reliable public transportation across the city. The design will also allow passengers to conveniently travel anywhere in Winnipeg, not just downtown and back.



The **Primary Transit Network** is made of:

- **Rapid** — BLUE
- **Frequent Express** — FX2, FX3, FX4
- **Frequent** — F5, F6, F7
- **Direct** — D14, D16, D18

The **feeder network** includes:

- **Connector** — 28, 57, 74
- **Community** — 440, 441, 446
- **Limited** — 889, 887, 894
- **On-Request**

The Primary Transit Network and its feeder routes form a spine and feeder system

This model recognizes that routes that try to do everything often fail at doing any one thing well. Different purposes need different kinds of service.

Lines on the Primary Transit Network are frequent – buses come often and stop less. This is the most effective way to quickly carry passengers further distances, across communities.

Meanwhile, routes on the feeder network stop more and provide service within smaller areas. They connect passengers to community amenities and Primary Transit Network lines. They also avoid downtown, which helps keep them on time.

Winnipeggers have waited a long time for more frequent, reliable service, that improves access to all areas of our great city. The Winnipeg Transit Master Plan provided the vision. This is the first big step to making that vision a reality.

A How does the Primary Transit Network fit into the Winnipeg Transit Master Plan?

The Winnipeg Transit Master Plan is a vision to transform and improve all facets of transit in Winnipeg. It includes recommendations for both service and infrastructure. These recommendations cover both the short- and long-term transit networks.

By launching the Primary Transit Network in 2025, we will be taking the first major step toward the vision set out in the Winnipeg Transit Master Plan. In that document, this was known as the Short-Term Network Plan.

Bringing in this new transit network is the single most important change. It has the greatest potential for immediate improvement for passengers. It will set Winnipeg Transit up to continue down the path of everything else described in the Master Plan. This includes rapid transit expansion, the Family of Services Model integrating Transit Plus, and eventually, the Long-Term Network Plan.



A What you need to know

1. The concept of the Primary Transit Network was approved by City Council with the Winnipeg Transit Master Plan in 2021
2. The detailed version of the Primary Transit Network and its feeder routes in this Service Implementation Plan is our final recommendation
4. It is the result of a rigorous planning process and multiple rounds of public engagement
5. We've listened carefully to feedback and made changes at every stage of the planning process
6. We will share details of our communications plan for the launch of the new transit network with Council this fall
7. We will launch a comprehensive information campaign about the new Primary Transit Network in 2025
8. This will include communications for passengers and our operators
9. We will begin related infrastructure upgrades to support the Primary Transit Network in early 2025
10. This will include bus stop signage and improvements to make transfers easier at key points
11. It will also include upgrades for operators and to allow buses to turn where they need to
12. Detailed schedules will be shared publicly about two months ahead of launch, so passengers can begin planning trips on the new network
13. We are launching the network in the summer, when ridership is lower, so passengers have time to adjust to the change prior to the beginning of the school year when ridership is higher
14. Winnipeggers deserve a more frequent and reliable bus transit network, and that's what the Primary Transit Network will deliver

A Primary Transit Network launch timeline

Below are the milestone dates for the launch of the Primary Transit Network.

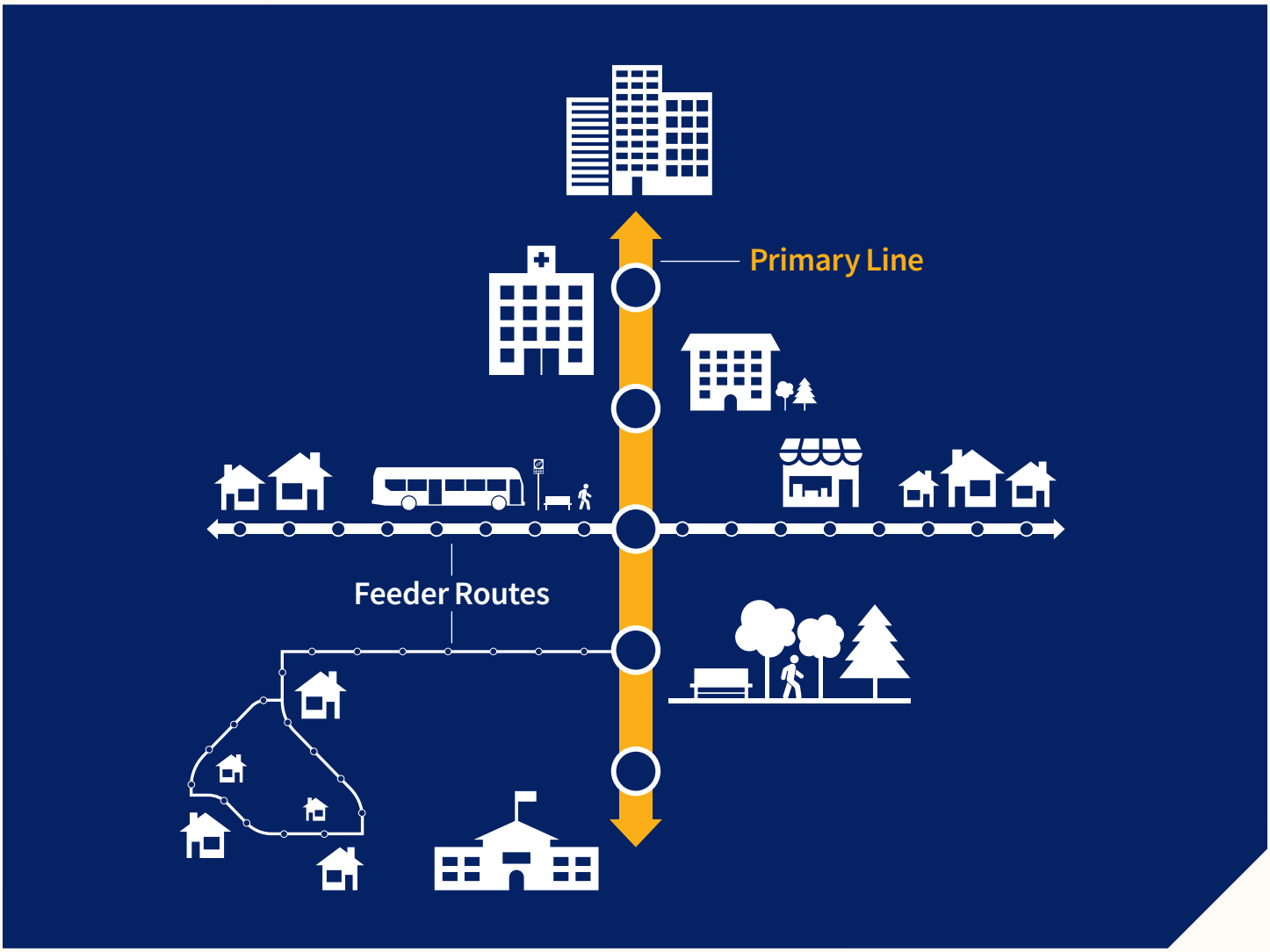
Date	Activity
2021	Approval of the Winnipeg Transit Master Plan
2022–2023	Refinements to the Primary Transit Network and Feeder Routes
2023	Funding approval for WTMP Implementation Planning and Design Approval to accelerate the implementation of the Primary Transit Network with a launch date of June 29, 2025
February 2024	Primary Transit Network Information Sessions and Accessibility Community Engagement
March 2024	Funding approval for the Primary Transit Network Infrastructure
June 2024	Final Primary Transit Network for Council consideration
Fall 2024	Communications and Promotions Plan for the Primary Transit Network Launch
Winter 2025	Commence bus stop signage changes Begin information distribution for the Primary Transit Network
April 2025	Schedules and trip planning information available for the new Primary Transit Network
June 29, 2025	Primary Transit Network Launch
2026–ongoing	Refinements to the Primary Transit Network through an annual service plan process

B What are Primary Lines?

Primary Lines are simpler, straighter, and have fewer bus stops than many current routes.

Simple, straight lines with fewer stops mean transit service can run faster and more frequently, so people wait less and reach their destination faster.

At the busiest times of day, Primary Lines will arrive often enough that you won't need to follow a schedule.



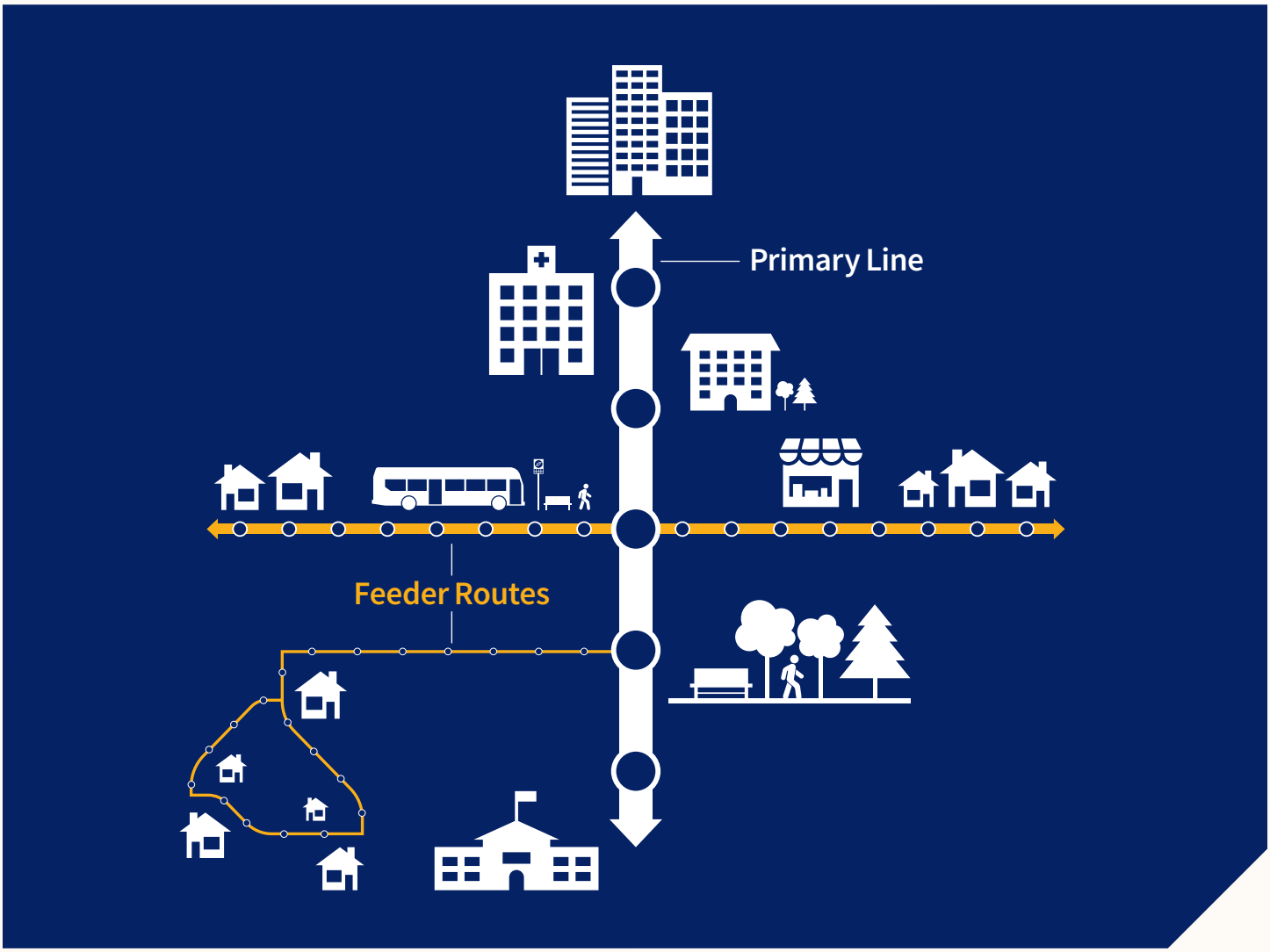
The **Primary Transit Network** is made of:

Rapid BLUE | Frequent Express FX2 FX3 FX4 | Frequent F5 F6 F7 | Direct D14 D16

B What are feeder routes?

Feeder routes connect to the Primary Transit Network.

Feeder routes will avoid congested areas and stay on time more often.



The **feeder network** is made of:

Connector — 28 — 57 — 74

Community — 440 — 441 — 446

Limited - - - 889 - 887 - 894 - - -

On-Request

B Service Classifications

Service type	Line & Badge style	Wait times between buses	Typical space between stops
Primary Network			
Rapid Transit lines	BLUE	Peak: **4-10 minutes** Off-peak: **5-10 minutes** Night/Weekend: **10-30 minutes** *Core frequencies, longer wait times on branches.*	**700-1000 metres** *outside of downtown*
Stop Spacing			
Frequent Express lines	FX2 FX3 FX4	Peak: **5-15 minutes** Off-peak: **10-15 minutes** Night/Weekend: **10-30 minutes**	**700-1000 metres** *in express sections, otherwise* **350-500 metres**
Stop Spacing			
Frequent lines	F5 F6 F7	Peak: **10-15 minutes** Off-peak: **10-15 minutes** Night/Weekend: **10-30 minutes**	**350-500 metres**
Stop Spacing			
Direct lines	D14 D16 D18	Peak: **10-15 minutes** Off-peak: **10-20 minutes** Night/Weekend: **15-30 minutes**	**200-500 metres**
Stop Spacing			
Feeder Network			
Connector routes	28 57 74	Peak: **15-30 minutes** Off-peak: **15-30 minutes** Night/Weekend: **20-60 minutes**	**200-500 metres**
Community routes	440 441 446	Peak: **30-60 minutes** Off-peak: **30-60 minutes** Night/Weekend: **Varies**	**200-500 metres**
Limited routes	889 887 894	**Varies.** Limited-span routes operate only at certain times of day.	**Varies**
On-Request		**Varies.** Generally 5-20 minutes after booking a trip.	**Varies**

Highest Demand

Lowest Demand

B Transit Service Plan — Service Types

Service type

Rapid Transit lines

Wait times between buses

Peak: **4-10 minutes** | Off-peak: **5-10 minutes** | Night/Weekend: **10-30 minutes**

Core frequencies, longer wait times on branches.

Line type

BLUE

Typical space between stops

700-1000 metres *outside of downtown*

Relevant Service Policies

Stop Request program not provided

Vehicle type



B Transit Service Plan — Service Types

Service type **New Service Classification**

Frequent Express

Wait times between buses

Peak: **5-15 minutes** | Off-peak: **10-15 minutes** | Night/Weekend: **10-30 minutes**

Line type

FX2
FX3
FX4

Typical space between stops

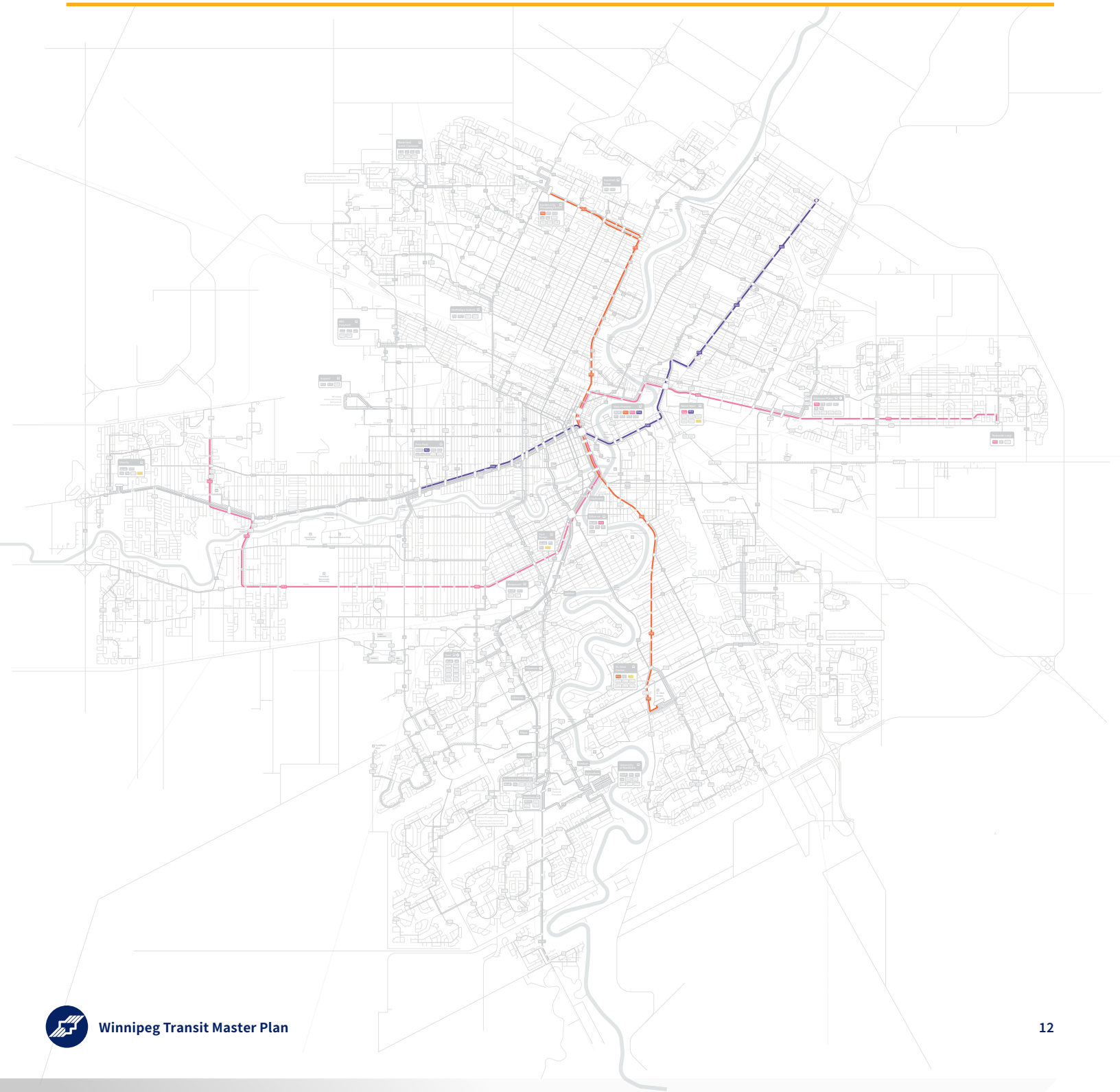
700-1000 metres *in express sections, otherwise* **350-500 metres**

Relevant Service Policies

Stop Request program not provided

Vehicle type





B Transit Service Plan — Service Types

Service type

Frequent

Wait times between buses

Peak: **10-15 minutes** | Off-peak: **10-15 minutes** | Night/Weekend: **10-30 minutes**

Line type

F6 F7 F8

Typical space between stops

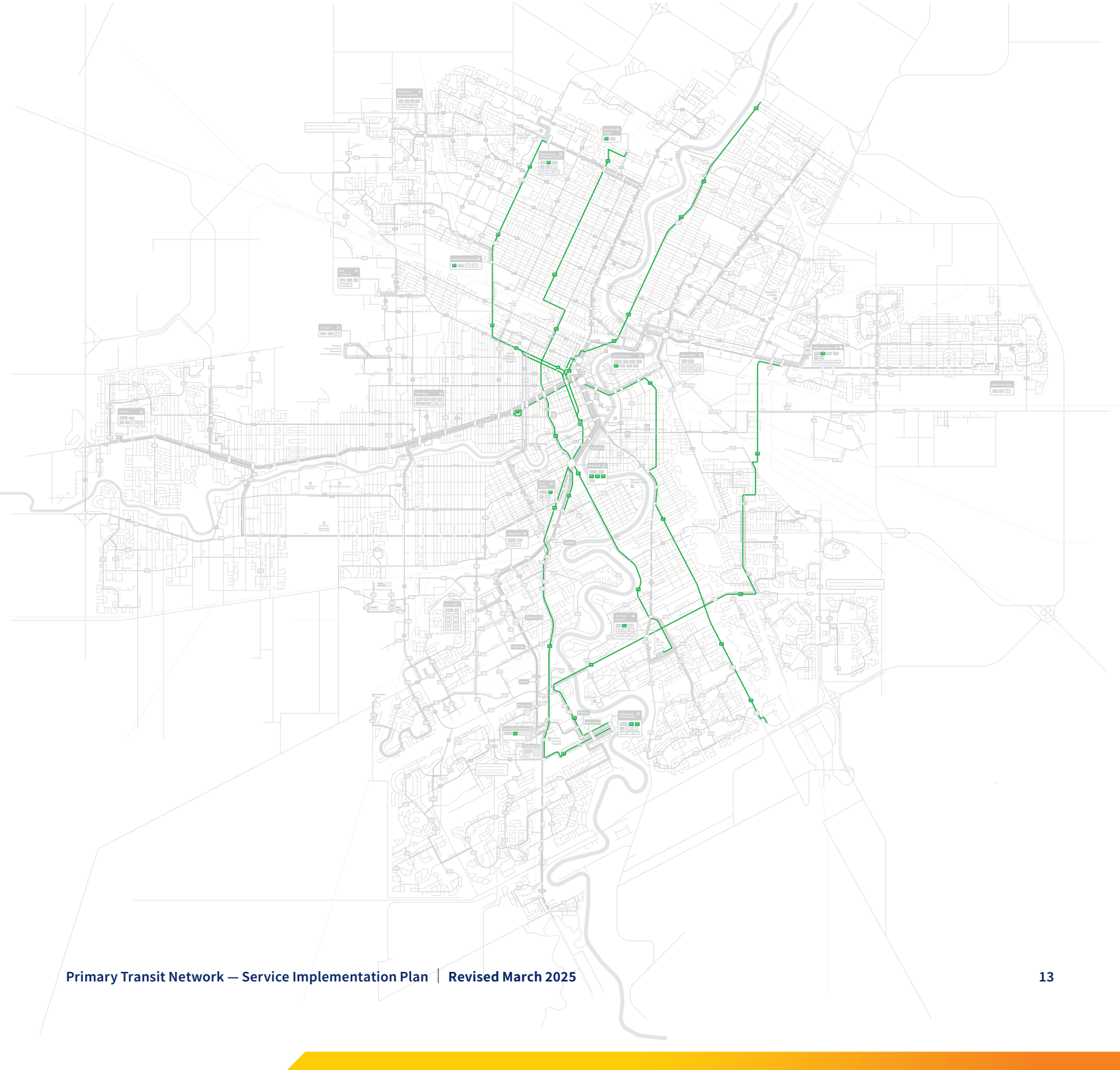
350-500 metres

Relevant Service Policies

Stop Request program is provided

Vehicle type





B Transit Service Plan — Service Types

Service type

Direct

Wait times between buses

Peak: **10-15 minutes** | Off-peak: **10-20 minutes** | Night/Weekend: **15-30 minutes**

Line type

D12 D13 D14

Typical space between stops

200-500 metres

Relevant Service Policies

Stop Request program is provided

Vehicle type





B Transit Service Plan — Service Types

Service type

Connector

Wait times between buses

Peak: **15-30 minutes** | Off-peak: **15-30 minutes** | Night/Weekend: **20-60 minutes**

Line type

28 43 74

Typical space between stops

200-500 metres

Relevant Service Policies

Stop Request program is provided

Vehicle type



B Transit Service Plan — Service Types

Service type

Community

Wait times between buses

Peak: **30-60 minutes** | Off-peak: **30-60 minutes** | Night/Weekend: **Varies**

Line type

332 551 680

Typical space between stops

200-500 metres

Relevant Service Policies

Stop Request program is provided

Vehicle type



B Transit Service Plan — Service Types

Service type

Limited

Wait times between buses

Varies. Limited-span routes operate only at certain times of day.

Line type

833 - 885 - 888

Typical space between stops

Varies.

Relevant Service Policies

Stop Request program is provided

Vehicle type





B Transit Service Plan — Service Types

Service type

On-Request

Wait times between buses

Varies. Walk-on service not available. Stop Request program is provided.

Line type

O·R

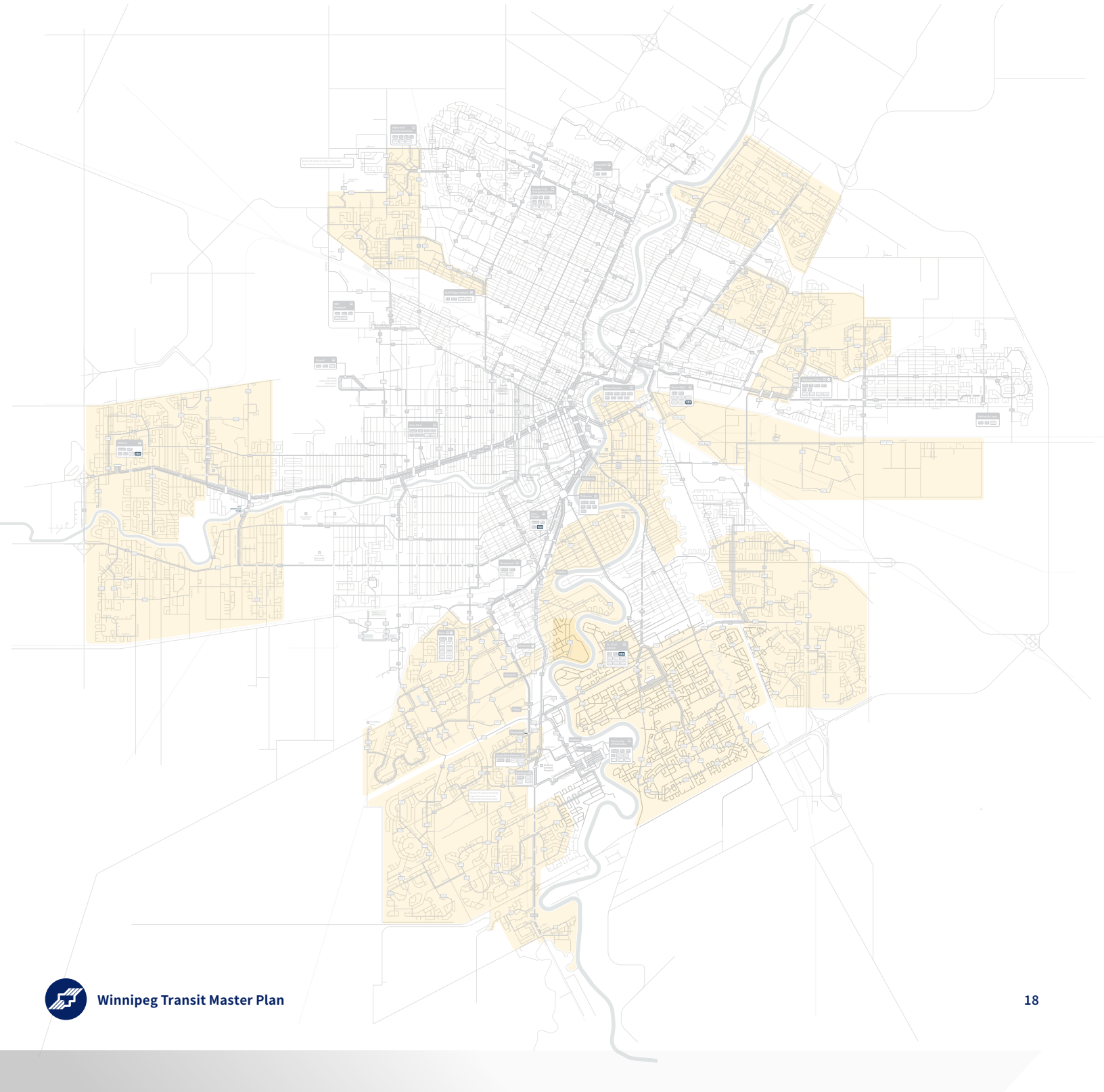
Typical space between stops

Varies.

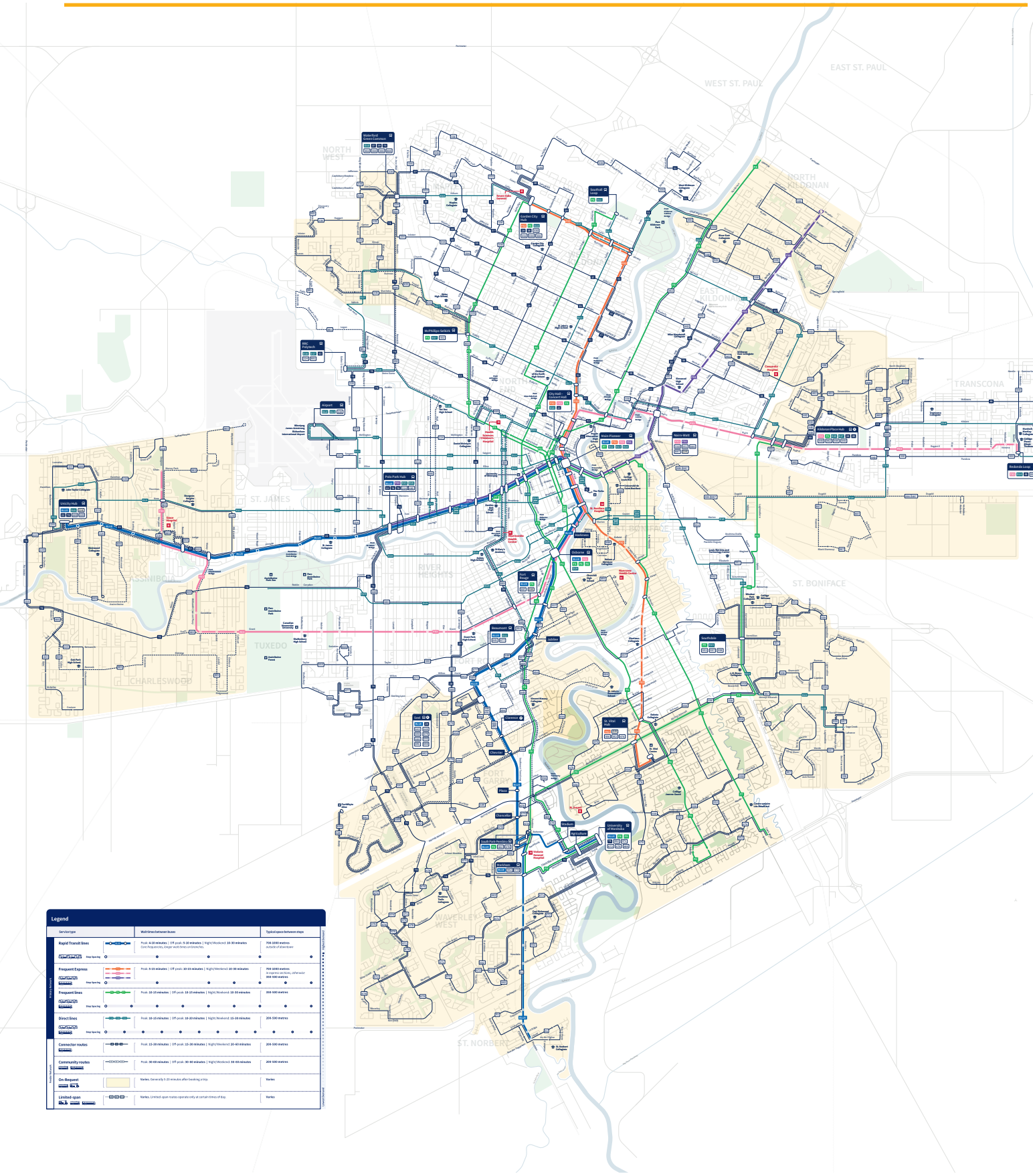
Relevant Service Policies

Stop Request program is provided

Vehicle type

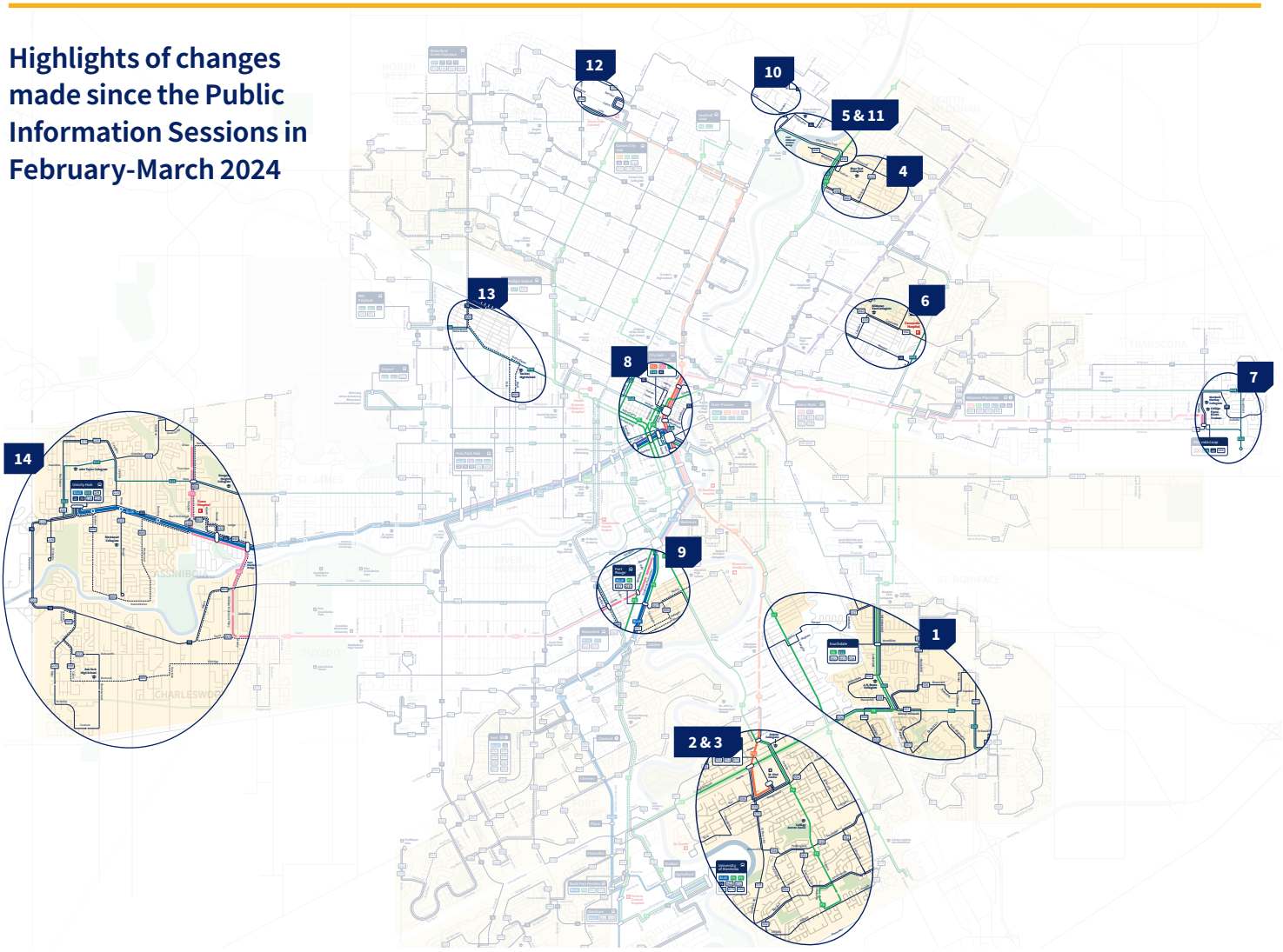


B Transit Service Plan — System Map



B Changes to the recommended route network

Highlights of changes made since the Public Information Sessions in February-March 2024



Southeast Winnipeg

1 Feeder service changed to enable access from Island Lakes to more Primary Transit Lines and more high school options

2 Primary Line extension on Dakota to enable additional downtown connections from South St Vital

3 Feeder service changed to enable access from all South St Vital feeder routes to Primary Transit on Abinojii Mikanah

Northeast Winnipeg

4 Feeder service changed to eliminate service on local-designated Brian Street and extend service on Edison Ave

5 Linked feeder routes to create new connection to west of the Red River

6 Louelda St feeder route changed to serve high school and pool

7 Change to Primary Line D14 for connectivity from Ravenhurst to Line FX3

Central Winnipeg

8 Linked Primary Lines on Academy-Tache and William-RRC Polytech into one route, D16, reducing transfers for access to RRC Polytech from the south

9 New connection from Fort Rouge Station to Sage Creek and Island Lakes

Northwest Winnipeg

10 Feeder routes changed to eliminate service on local-designated Donan Street

11 Linked feeder routes to create new connection to east of the Red River

12 Removed service from the portion of Court Street not yet upgraded to handle bus loads

13 New limited span service linking Keewatin Street with Wall Street

West Winnipeg

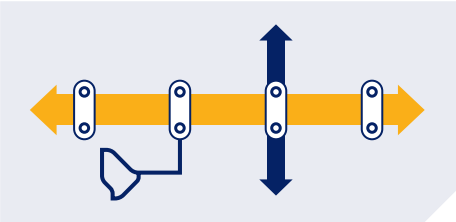
14 Feeder routes changed in Charleswood and West Winnipeg to enable better high school, shopping, and commuting options

C Bus stop placement

Winnipeg Transit selects stop locations for transit service using a two-staged approach:

1 Location of Stops Along the Service Line

The following considerations are reviewed to determine where bus stops should go along the service line.



Pairing

All stops will be placed in pairs with the exception of one-way loops

Spacing

Use appropriate spacing based on service classification

Transfers

Ensure transfer stop is available if routes intersect or overlap

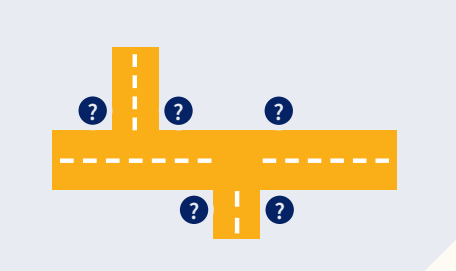
Pedestrian Crossing Opportunities

Select locations that are next to signals or pedestrian corridors

Points of Interest

Stops should be located at key ridership locations (universities & shopping centres)

2 Site Specific Stop Selection (i.e. precise location of stops)



Once stop locations along the service line are selected, Winnipeg Transit looks at site specifications to determine the exact placement of each bus stop.

Availability of Physical Space

Stops need to be large enough to accommodate the length of a bus and allow for passengers to safely get off the bus

Transfer Walk Distance

Minimize by ensuring stops are adjacent to intersections and pedestrian crossing opportunities

Pedestrian Infrastructure

Stops should be connected to the sidewalk network

Existing Stop Infrastructure

Stops with current amenities such as heated shelters and larger signage

Operations & Safety

Stops should be placed in a way that promotes safe driving for bus operators

Adjacent Land-Use & Parking Impacts

Stop locations should consider impacts to land-use and parking

C Bus stop placement

Key terms

Head of Stop

The point along the roadway curb laterally adjacent to the bus stop sign post

Measuring Distance "Between Bus Stops"

Distances between bus stops are measured along the centreline of the Transit Street, between two or more Stop Points.

Measuring Distance "To a Property"

Distances to a property are measured to the nearest point on a property.

Measuring Distance "From Transit"

Distances from transit are measured along Transit Access Routes, from the nearest Stop Point.

Measuring "Walking Distance"

Walking distances are measured from a Stop Point, along Transit Access Routes, to the nearest building entrance available for use by people who wish to access transit. For buildings with public access, this would be the nearest door accessible to the public.

Orphan Stop

A bus stop that provides access to only one direction of travel on a fixed-route transit service, and that does not belong to any Stop Group offering access to the other direction(s) of travel. A bus stop with no pair.

Single or Solo Stop

A bus stop that alone provides access to all directions of travel on a fixed-route transit service, most commonly found on one-way loop routes.

Stop Group

The collection of bus stops that collectively allow travel in all directions on a fixed-route transit service. Most often, a Stop Pair.

Stop Pair

Two bus stops that together provide access to travel in both directions on a fixed-route transit service. The most common type of Stop Group.

Stop Point

A point along the centreline of a Transit Street defining the baseline point from which distance to a Stop Group is measured. Most commonly, this is at the intersection of the centreline of the street for which a Stop Group is named.

Transit Access Paths

Sidewalks, multi-use pathways, recreational pathways, local streets, and lanes. Collector streets without sidewalks, and publicly accessible paths suitable for walking through within private property, such as parking lots, may be included on a case-by-case basis.

Transit Street

Any roadway with fixed-route transit service.

D What will change after launch?

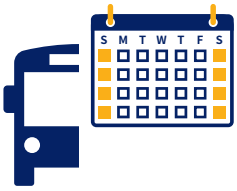
Subject to funding, we will take steps toward our Long Term Network Plan.



Higher Frequencies



New Infrastructure



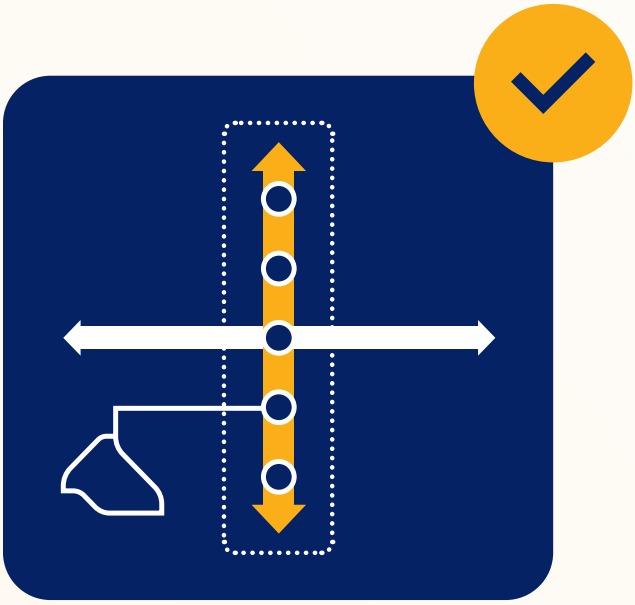
Better Weekend Service



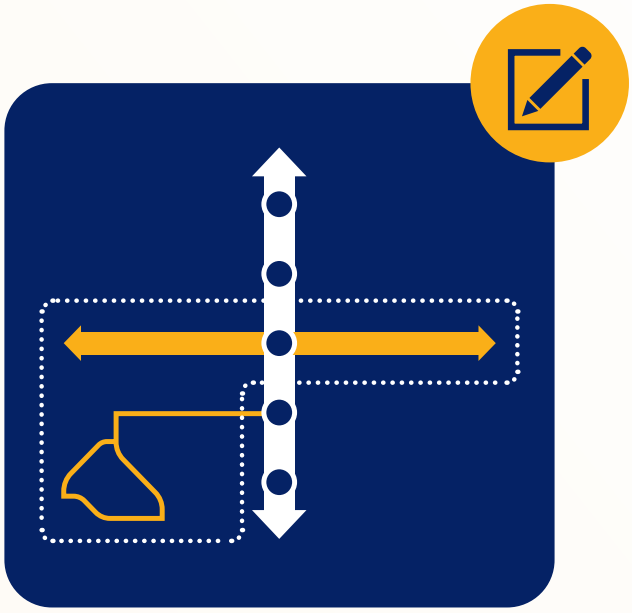
Primary Line Extensions



New Service in Developing Areas



Primary Lines will become a permanent feature of the streets they serve.

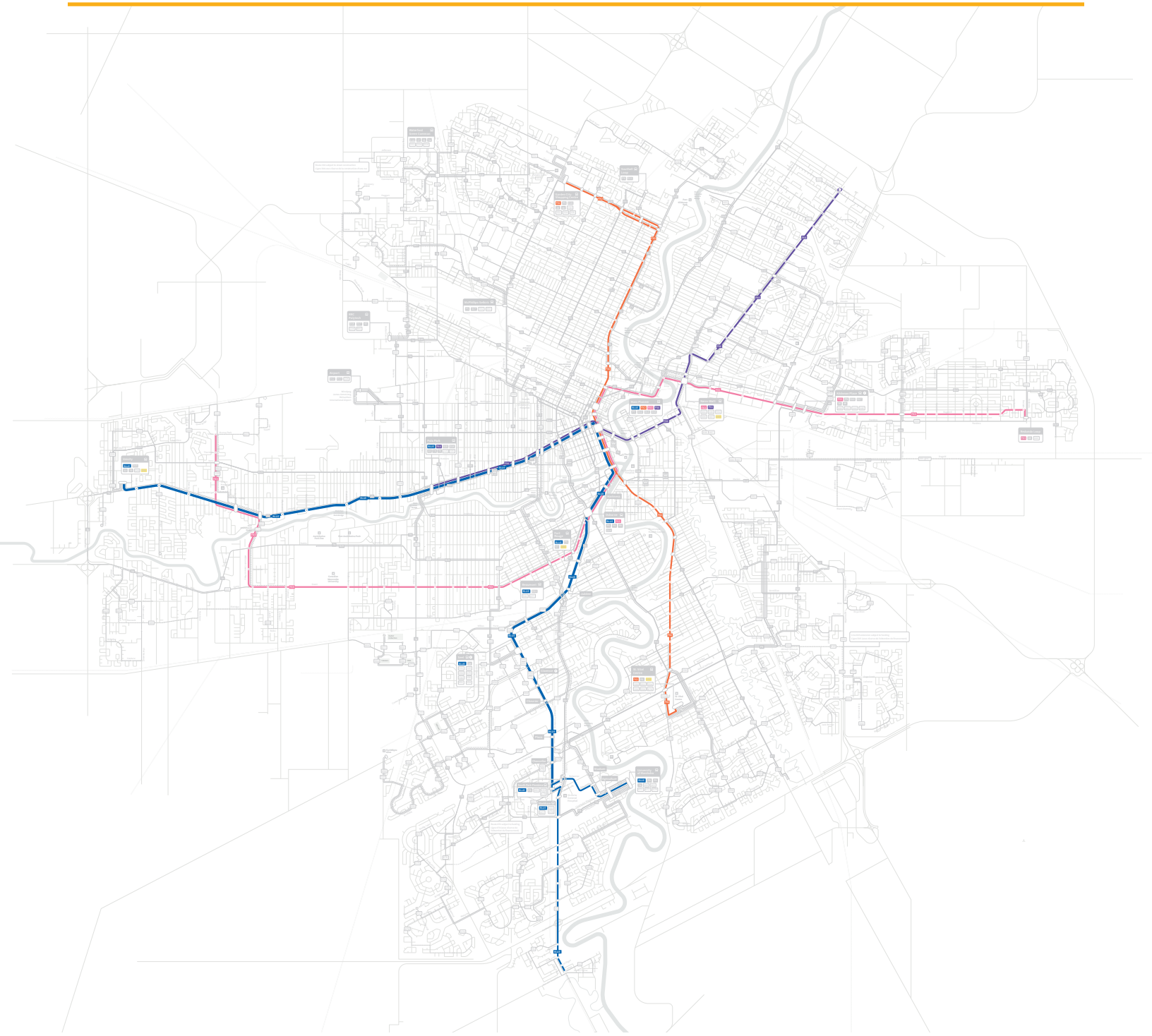


Feeder routes will change along with the changing needs of the communities they serve.

E Moving forward on Rapid Transit

With the launch of the Primary Transit Network, Winnipeg Transit will introduce service where Rapid Transit infrastructure is planned in the future.

Using a service-first approach, Winnipeggers will get used to new, fast and frequent transit service. Infrastructure will be enhanced as funding becomes available.



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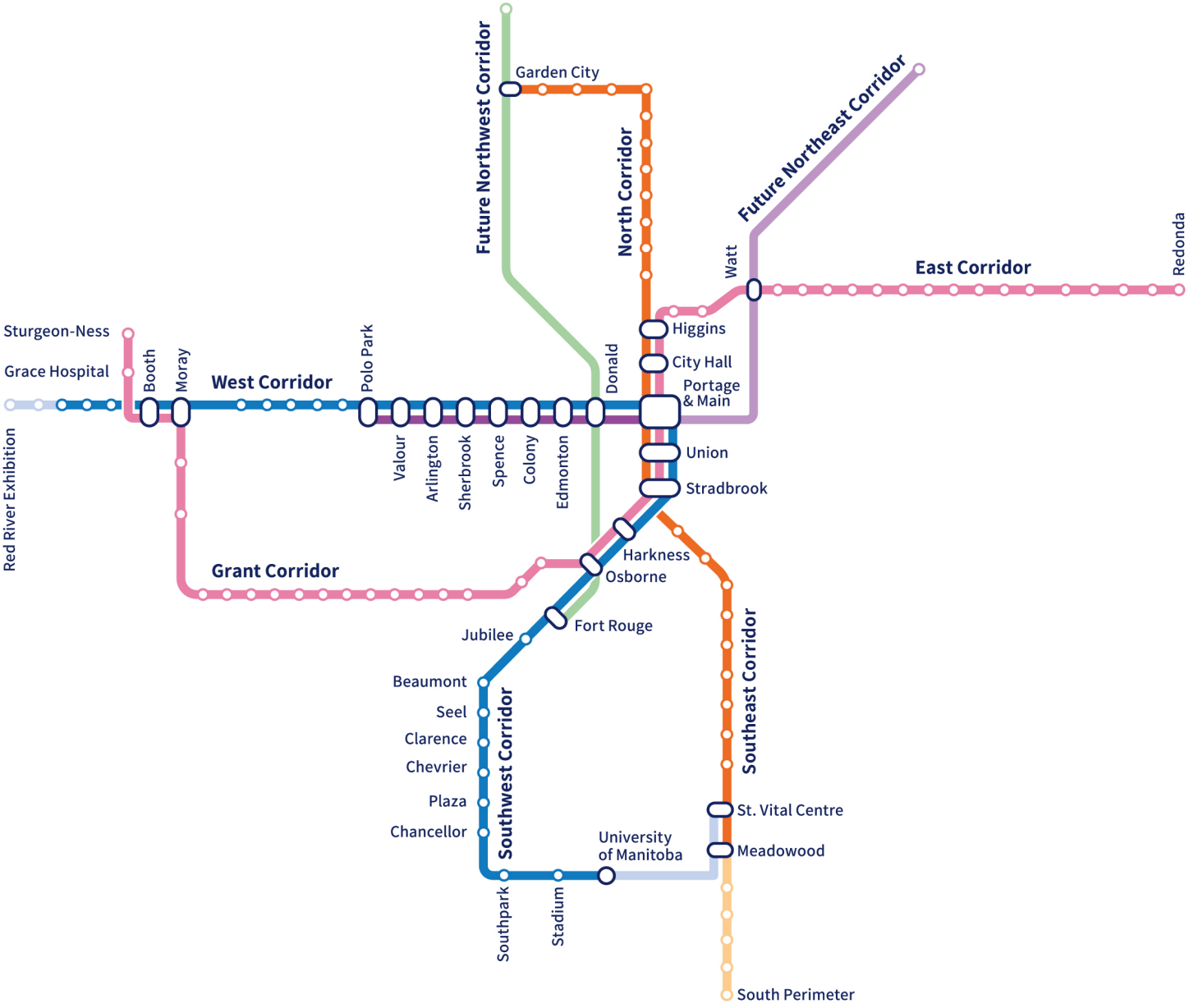

F Key Performance Indicators

Winnipeg Transit will monitor and assess the performance of the new Primary Transit Network.

A new set of Key Performance Indicators focuses on on-time performance, ridership, operations, service area, and accessibility.

KPI Name	Definition	Why it is Important	Reporting Frequency Target
On-Time Performance			
On-Time	Number of trips that adhere to the published schedule at timing points along the route with a range of 1 minute before and 3 minutes after the scheduled time.	Displays the overall service reliability of a route.	Monthly
Bus Bunching	When two or more transit vehicles arrive in the same location at the same time or close to each other, despite being scheduled to be evenly spaced from one another.	Bunching can lead to unreliable service, increased wait times, and overcrowding on vehicles.	New key performance indicator, Weekly
Reliability Scale	The range of travel times observed for a given route, direction, segment, and time of day, defined as the range between the 80th and 20th percentile travel times, by hour of the day.	Monitor the consistency of service.	New key performance indicator, Quarterly
Ridership			
Total Ridership	Total number of passengers who use a route.	Measures how utilized a route is by passengers.	Quarterly
Average Boardings per Service Hour	Average number of passengers who use a route over a single hour. Compares the total service demand to the supply of transit service.	Measures the overall productivity of the service.	Quarterly
Cost per Passenger Trip	Cost of providing transit service for one unlinked passenger trip.	Measures how efficiently service can be provided on a per passenger basis.	Quarterly
Passenger Revenue Kilometres	Total number of passenger trips multiped by the average trip length.	Displays passenger utilization along the route.	Quarterly
Overcrowding	When the number of trips on a transit route meets or exceeds 100% of its designed vehicle capacity.	Trips that are overcrowded often experience longer running times and have passenger pass ups with incur longer trip times. Passenger experience and comfort can be negatively impacted by overcrowding.	Annual

F Key Performance Indicators

Winnipeg Transit will monitor and assess the performance of the new Primary Transit Network.

A new set of Key Performance Indicators focuses on on-time performance, ridership, operations, service area, and accessibility.

KPI Name	Definition	Why it is Important	Reporting Frequency Target
Operations			
Shift Types	Number of operator shifts (splits and straights).	Operator roster utilization throughout the service day.	Quarterly
Weekday & Weekend Portions	Number of operator shifts during weekday and weekend service periods.	Operator utilization on weekdays versus weekends.	Quarterly
Service Area			
Canadian Urban Transit Association Survey 450 metres	Built up urban area receiving transit service within 450 metres walking distance of a fixed-route stop and/or on-request zone.	Determine transit service coverage across the city.	Annually
800 metres to Primary Transit Line	Population within 800 metres walking distance of a primary transit line.	Determine the transit service coverage to the primary transit lines.	Annually
Accessibility			
Number of Accessible Stops	Amount of bus stops that are considered accessible for passengers with different levels of mobility.	Measures overall accessibility in terms of stop level access of a route.	Annually