Minutes – Standing Policy Committee on Public Works – June 12, 2025

REPORTS

Item No. 4 Transit By-law No. 89/2914, Map Update

STANDING COMMITTEE RECOMMENDATION:

The Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and recommended to Council:

1. That a By-law to amend the Public Transit By-law No. 89/2014, a draft of which is attached as Schedule A to this report, be enacted.

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

DECISION MAKING HISTORY:

Moved by Councillor Chambers,

That the recommendation of the Winnipeg Public Service be concurred in and forwarded to the Executive Policy Committee and Council.

Carried

ADMINISTRATIVE REPORT

Title: Transit By-law No. 89/2914, Map Update

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

AUTHORIZATION

Author	Department Head	CFO	CAO
R. Young	G. Ewankiw	T. Graham	T. Graham, Acting Interim CAO

EXECUTIVE SUMMARY

On July 16, 2014, Council approved a new Transit By-law as part of an enhancement to existing security and enforcement practices.

The boundaries of the Transitway have expanded with the addition of Phase 2 and an update to the map of the Transitway is required. This report proposes an amendment to the Public Transit By-law No. 89/2014.

RECOMMENDATIONS

1. That a By-law to amend the Public Transit By-law No. 89/2014, a draft of which is attached as Schedule A to this report, be enacted.

2. 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

On December 17, 2013, Council approved as part of the 2014 Operating Budget Process a report on “Strategies of Canadian Cities to Enhance Public Safety on Transit”. The report included a recommendation that as part of an enhancement to current security and enforcement practices, a comprehensive Transit By-law be developed for adoption by Council.

With the expansion of the Transitway, the updated boundaries need to be reflected in the Public Transit By-law, and any change to the By-law must be approved by Council.

IMPLICATIONS OF THE RECOMMENDATIONS

There are no financial implications with this change.

The updated boundary delineation will allow for an accurate reflection of the Transitway and associated impacts.

HISTORY/DISCUSSION

Background

On December 17, 2013, Council approved as part of the 2014 Operating Budget Process a report on "Strategies of Canadian Cities to Enhance Public Safety on Transit." The report included a recommendation that, as part of an enhancement to current security and enforcement practices, a comprehensive Transit By-law be developed for adoption by Council.

On July 16, 2024, Council approved the new Transit By-law No. 89/2014.

With the expansion of the Transitway, the updated boundaries need to be reflected in the Public Transit By-law, and any change to the By-law must be approved by Council.

The By-law outlined fines for a number of offenses related to conduct on the Rapid Transit Corridor and access to the transitway and transit stations.

The By-law included the following features, as referenced from the Council Transit By-law administrative report from July 16, 2014:

Incorporated key elements of the Rapid Transit Corridor By-law as follows:

a) Restricts use of a transitway to public transit vehicles, supervisory and maintenance vehicles operated by the City, emergency vehicles operated by the Winnipeg Fire and Paramedic Service, and vehicles operated by officers of the Winnipeg Police Service.
b) Prohibits any person from walking; running; cycling; travelling on a skateboard or rollerblades; riding an animal or non-motorized vehicle; driving, riding, or being a passenger in a motorized vehicle; or travelling in any other way within a transitway.
c) Permits pedestrians to cross a transitway only at designated pedestrian crosswalks in stations.

Delegated authority to the Director of Transit to:

- Authorize other individuals and vehicles to enter and remain on transit property and a transitway in order to effect repairs, service, and maintain a rapid transit corridor.
- Authorize vehicles used to transport passengers for a fee and operated by other transportation operators to enter transit property and a transitway for the purpose of integrating the services provided by these operators with the public transit property offered by the City of Winnipeg.
- Make rules respecting:
    - The operation, parking, standing and stopping of vehicles within transit property and a rapid transit corridor.

- The activity and behavior of individuals within transit property and a rapid transit corridor.
- Signage within transit property and a rapid transit corridor.
- Other matters respecting the operation of the public transit system and a rapid transit corridor.

With completion of Stage 2, the Rapid Transit Corridor map is being updated to include the Southwest Rapid Transit Corridor.

The By-law attached as Schedule A updates this, and ensures that the applicable regulations under the By-law extend to all portions of the Rapid Transit Corridor, along with the associated transitway and transit stations.

FINANCIAL IMPACT

Financial Impact Statement **Date:** April 16, 2025

Project Name:

Transit By-Law No. 89/2914, Map Update

COMMENTS:

There is no financial impact from the recommendation in this report.

Laurie Fisher April 16, 2025
Laurie Fisher, CPA, Ca
Manager of Finance & Administration

CONSULTATION

This Report has been prepared in consultation with:

- Legal Services Department

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 Directions 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(c) Transportation System Equity is Enhanced – Increase collaboration with community partners improves access to safe and secure transportation by all residents.

SUBMITTED BY

Department: Transit
Division: Operations
Prepared by: Lionel Barkman, Operations Planner
Date: April 25, 2025
File No: N/A

Attachments:

Schedule A: Draft By-law