

Minute No. 25

Minutes – Council – November 27, 2025

Standing Policy Committee on Public Works – Motions

Item No. 1 Transit Routes on Local Residential Streets

Moved by Councillor Gilroy,
Seconded by Councillor Durand-Wood,

WHEREAS the City of Winnipeg is experiencing increasing demand for street maintenance and service requests related to road conditions on local residential streets currently used by transit and many of these local streets were not originally designed or built to accommodate the weight, width, or operational needs of transit vehicles;

AND WHEREAS there is a demonstrated correlation between transit buses operating on streets not designed for transit use and an increase in road deterioration, vibration-related complaints, and impacts to nearby homes and a bus traveling at 50 km/h generates significantly more vibration and noise than at 30 km/h, and this impact is more noticeable than passenger vehicle traffic;

AND WHEREAS bus operators on narrow local streets must also navigate parked vehicles and other obstacles, which can further contribute to noise, vibrations, and safety concerns and reducing speeds to 30 km/h on these specific transit-impacted local streets may reduce wear and tear on the roadway, lower service-related costs, improve safety, and lessen impacts on neighbourhood properties and residents;

AND WHEREAS studies consistently show that reducing vehicle speeds significantly decreases the likelihood and severity of injuries, especially for pedestrians, with lower speeds meaning drivers have more time to react and pedestrians have a much higher chance of surviving a collision and many of these local streets run through high-pedestrian areas, including parks, community centres, and neighbourhood destinations, where residents especially children, seniors, and people with mobility challenges are at greater risk when vehicle speeds are high; and

THEREFORE BE IT RESOLVED:

1. That the Winnipeg Public Service be directed to conduct a review of local residential streets currently used as transit routes that were not designed to support transit operations, and report back to Council in 90 days with the following:
 - A. An analysis of the impacts of reducing transit operating speeds to 30 km/h on these streets.

Minutes – Council – November 27, 2025

Standing Policy Committee on Public Works – Motions (continued):

- B. Potential cost savings associated with reduced street deterioration and service requests.
- C. Options and recommendations for a policy framework that would guide how these streets are assessed, designated, or modified for transit use.
- D. Recommendations for Council consideration on next steps.

The Speaker ruled automatic referral of the motion to the Standing Policy Committee on Public Works in accordance with Rule 16(1) of the Procedure By-law No. 50/2007.