Agenda – Executive Policy Committee – December 9, 2025

Report – Standing Policy Committee on Public Works – December 3, 2025

Moved by Councillor

That Rule 10(3) of The Procedure By-law No. 50/2007 be suspended in order that the following item, which was received less than four business days preceding the committee meeting, be considered by Committee.

Item No. 3 Transit Route Speed Reduction

STANDING COMMITTEE RECOMMENDATION:

On December 3, 2025, the Standing Policy Committee on Public Works concurred in the Council Motion of November 27, 2025, as amended, and submitted the following to Council:

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 Valour Road, Arlington Street, Victoria Avenue East, John Forsyth Road between Aldgate Road and Ashworth Street and Carriere Avenue.

    B. Options and recommendations for a policy framework that would guide how these streets are assessed, designated, or modified for transit use.

    C. Recommendations for Council consideration on next steps.

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

Agenda – Executive Policy Committee – December 9, 2025

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DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On December 3, 2025, the Standing Policy Committee on Public Works concurred in the Council Motion of November 27, 2025, with the following amendments:

- At the end of Recommendation 1.A. delete "these streets" and replace with "Valour Road, Arlington Street, Victoria Avenue East, John Forsyth Road between Aldgate Road and Ashworth Street and Carriere Avenue"

- Delete Recommendation 1.B. in its entirety and renumber the remaining recommendations accordingly

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

COUNCIL DECISION:

On November 27, 2025, Council ruled automatic referral of the following motion to the Standing Policy Committee on Public Works:

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;

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DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

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.

    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.