Agenda – Standing Policy Committee on Public Works – January 8, 2026

REPORTS

Item No. 3 Progress and Implementation of the Strategic Road Network Study

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

1. That this report be received as information.

Agenda – Standing Policy Committee on Public Works – January 8, 2026

DECISION MAKING HISTORY:

COUNCIL DECISION:

On June 26, 2025, Council concurred in the recommendation of the Standing Policy Committee on Public Works for the report Transportation Master Plan (Transportation 2050) and adopted the following:

2. That the Public Service be directed to report back to the Standing Policy Committee on Public Works by January 2026 on the progress and implementation of the Strategic Road Network Study.

ADMINISTRATIVE REPORT

Title: Progress and Implementation of the Strategic Road Network Study

Critical Path: Standing Policy Committee on Public Works

AUTHORIZATION

Author	Department Head	CFO	CAO
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EXECUTIVE SUMMARY

When Council adopted *Transportation 2050* – Winnipeg's Transportation Master Plan – earlier this year, the Public Service was directed to report back on several items.

This report is the first progress report on the Strategic Road Network Study.

The Strategic Road Network Study is one of the highest priority action items from Transportation 2050.

It is meant to plan for creating two networks:

- One to better serve both personal vehicles and goods movement (the Strategic Road Network); and
- One that prioritizes goods movement (the Strategic Goods Movement Network).

The **Strategic Road Network** would promote safe, higher-speed, reliable, and limited-access travel for regional trips.

The **Strategic Goods Movement Network** would include all roads within the Strategic Road Network and additional roads to provide "last mile" connections to major industrial and manufacturing areas.

The Strategic Road Network Study will:

- Define the roadways included in the networks;
- Develop policies and design criteria;
- Define individual corridors limits; and,
- Establish criteria to prioritize future corridor studies.

This will be a consultant-led study and is planned to start early 2026. Funds for it are already approved in the 2025 Capital Budget.

RECOMMENDATIONS

1. That this report be received as information.

REASON FOR THE REPORT

On June 26, 2025, Council concurred in the recommendation of the Standing Policy Committee on Public Works for the report *Transportation Master Plan (Transportation 2050)* and adopted the following:

1. That the Public Service be directed to report back to the Standing Policy Committee on Public Works by January 2026 on the progress and implementation of the Strategic Road Network Study.

IMPLICATIONS OF THE RECOMMENDATIONS

As this report is for information purposes only, there are no implications.

HISTORY/DISCUSSION

CITY OF WINNIPEG TRANSPORTATION MASTER PLAN

Transportation 2050 – City of Winnipeg Transportation Master Plan (Transportation 2050) promotes a more sustainable and integrated transportation system with the goal of achieving 50 percent of daily trips made using sustainable mobility options by 2050.

Some transportation corridors will need to change to take on new roles and new demands within the network, whereas other corridors will require some level of infrastructure upgrades to accommodate increased traffic, even with the impending shift to greater use of sustainable modes such as transit and active transportation. Consequently, several new, distinct corridor programs have been identified. These programs are:

- Strategic Road Network (SRN) Program
- Rapid Transit Corridors Program
- Multi-modal Corridors Program

The 2011 Transportation Master Plan first introduced the concept of the Strategic Road Network and Strategic Goods Movement Network. *Transportation 2050 – City of Winnipeg Transportation Master Plan* (Transportation 2050) identified completing the Strategic Road Network Study to update this previous work as a high priority action item.

The **Strategic Road Network (SRN)** is a road classification that will have design and operating standards that are intended to provide a higher level of service for motorized vehicles and goods movement trucks. This network will promote safe, higher-speed, reliable, and limited-access travel for regional trips.

This network will be critical for addressing the following four needs:

1. **Develop a safe and reliable transportation network for regional trips**

   As Winnipeg grows, increased demand on major streets will lead to greater volatility in travel times as the network becomes increasingly sensitive to factors that impact vehicle capacity, such as incidents, lane closures, and adverse weather conditions. Road safety will also be a growing concern as more people compete for the same road space and the number of conflicts between road users increases, particularly vulnerable road users.

2. **Provide a reliable route around the Downtown that reduces Downtown cut-through traffic and complements investment in sustainable modes on constrained corridors leading to the Downtown.**

   Travel demand to, from, and through Downtown is expected to increase significantly in response to infill and greenfield development as Winnipeg grows. The existing rights-of-way leading to the Downtown are constrained and sustainable modes should be the highest priority for increasing people movement into the downtown. One of the main goals of the SRN is to help divert vehicle traffic around Downtown.

3. **Improve goods movement throughout the City and Capital Region**

   Winnipeg's economy relies on goods flowing between manufacturing sites, multi-modal terminals, storage facilities, businesses, and neighbouring regions. This flow of goods must be maintained as Winnipeg grows and road users compete for limited space within the right-of-way.

4. **Respond to growth in existing and future neighborhoods that cannot be accommodated with sustainable modes.**

   The City's traffic models predict that neighbourhoods on the periphery of Winnipeg, as well as neighbouring municipalities, will continue to have high vehicle mode share for the foreseeable future despite large investments in sustainable modes. It is difficult to provide a level of service for sustainable modes that is competitive with vehicles in these areas because they are farther from key destinations, have relatively low population density, and have higher rates of car ownership. As stated in Bullet 2 above, there will be increased reliance on sustainable modes such as transit to increase people moving capacity into the Downtown.

The **Strategic Goods Movement Network (SGMN)** is a road classification that will provide a higher level of service for goods movement trucks. It will include all roads that are part of the SRN, and also additional roads that are critical for providing "last mile" connections to major

industrial and manufacturing areas. The SGMN will have less focus on higher-speed and access control.

Defining and studying these networks is important because improvements on these corridors have the potential to be property intensive, require a high degree of coordination between various stakeholders, and require exploration of various funding strategies to address potential significant capital investment.

Even if improvements are not warranted within a short/medium planning horizon, establishing the right-of-way requirements and access control will ensure land use planning occurs proactively to mitigate stakeholder impacts and to develop future plans that are financially sustainable to implement.

The SRN and SGMN will be studied simultaneously/in tandem with one another. During the process of studying corridors, there may be connections/links to the corridor that serve industrial areas that the Public Service would identify as specifically SGMN, while the primary corridor itself would be both part of SRN and SGMN.

STRATEGIC ROAD NETWORK STUDY (PHASE 1 OF THE SRN PROGRAM)

The Public Service has already completed substantial work to develop a draft network selection criteria and applied it to produce a draft SRN and SGMN. This work, along with the networks identified in the 2011 Transportation Master Plan will be used as a starting point. The overall project and objectives have been discussed with other key internal departments. The study will comprise the following tasks:

Task 1. Finalize the Networks
The study will undertake a peer review of the Public Service draft network selection criteria, and consult with key stakeholders before finalizing both the SRN and SGMN.

Task 2. Develop Policies and Design Domain Criteria
The study will develop policies such as setback requirements, access management, and intersection spacing. It will also define design domain criteria such as right-of-way width, lane widths, typical right-turn channel design and design vehicles.

Task 3. Segment the Networks into Corridors and Prioritize the Corridors for Future Studies
Future studies will complete functional designs for the individual corridors. Prioritization criteria will consider factors such as road safety, congestion (current and future), roadway condition, and specific triggers for initiating study (e.g. development of major nearby precincts). It is likely that corridors with existing operational and safety concerns will be prioritized first, and later corridor studies will focus on preserving right-of-way and identifying alignments.

NEXT STEPS – THE STRATEGIC ROAD NETWORK PROGRAM

It is envisioned that the Strategic Road Network Study will be Phase 1 of the Strategic Road Network Program. Figure 1 illustrates the overall program and future phases of the program are described below.

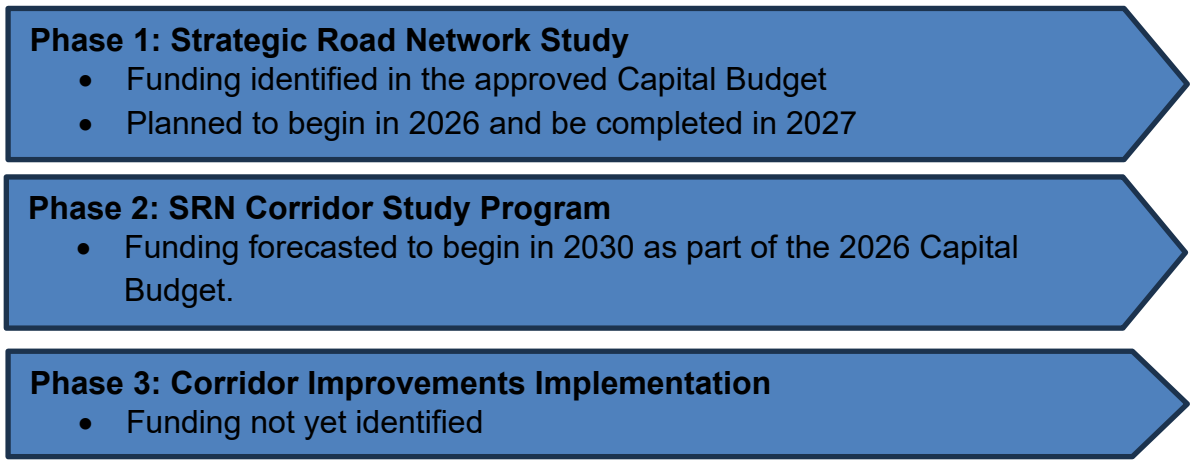

Figure 1: Strategic Road Network Program Phases

Phase 2: SRN Corridor Study Program

For each corridor, a functional design study will be completed. This program has been prioritized through the investment planning process, with funding forecasted to begin in 2030 as

part of the 2026 Capital Budget. The corridor studies will provide both short/medium term and longer term recommendations.

Short/medium term recommendations:

- Identify improvements to address network performance issues related to traffic operations, and road safety
- Prepare business case submission to incorporate into the investment planning process

Longer term recommendations:

- Preserve lands for future projects
- Align land use planning
- Set expectations for the public
- Position the city to appropriately evaluate development plans
- Identify future funding needs

Even if improvements are not warranted within a short/medium planning horizon, establishing the right-of-way requirements and access control will ensure land use planning occurs proactively to mitigate stakeholder impacts. It is critical to develop long term plans for corridor improvements as it enables the City to minimize constraints and preserve the necessary land required to undertake these improvements. In addition, this will enable the city to promote compatible land uses adjacent to these future corridors to more readily support development in these areas.

These functional design studies will be used to develop business cases for the design and construction of corridor improvements, to be incorporated into the annual investment planning processes for future prioritization.

Phase 3: Corridor Improvements Implementation

Funding has not yet been assigned for any corridor improvements. Identified improvements may be completed either through the Regional Street Renewal Program when a corridor is programmed for renewal or, upon funding approval, as a standalone Capital Project.

FINANCIAL IMPACT

Financial Impact Statement Date: November 14, 2025

Project Name:

Progress and Implementation of the Strategic Road Network Study

COMMENTS:

As this report is for information purposes, there are no financial impacts.

J. Ruby, 2015-11-17
J. Ruby CPA, CA
Manager of Finance & Administration

CONSULTATION

This Report has been prepared in consultation with: N/A

OURWINNIPEG POLICY ALIGNMENT

This report is in accordance with OurWinnipeg2045 as per:

- ***Policy 2.5 Climate Resilient Growth:*** Actively explore innovative approaches to city building, an integrated and sustainable transportation system and related infrastructure capacity enhancements that mitigate the impact of climate risk on infrastructure; leverage targeted densities as detailed in Complete Communities; and minimize conflict between different street functions and users.
- ***Policy 2.6 Integrated Regional Planning:*** Enable a collaborative and integrated solution to sustainable transportation system connectivity and efficiency on a regional scale, in a manner that addresses infrastructure costs, promotes public health benefits, and reduces greenhouse gas emissions.
- ***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.
- ***Policy 4.10 Transportation Safety:*** Design, construct, maintain, and regulate an integrated and sustainable transportation system and related infrastructure that optimize safe, connected and reliable mobility, and minimize severe injuries and fatalities for all road users.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

The Strategic Road Network will provide a reliable route around the Downtown that reduces Downtown cut-through traffic. This complements reduced vehicle traffic and investment in sustainable modes on constrained corridors leading to the Downtown which is in accordance with the Winnipeg Climate Action Plan (WCAP) as per Directions 3.1 Increase Use and Efficiency of Public Transit Systems and Direction 3.2 Increase the Density of Urban Development Along Key Transit Corridors.

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Consideration was given as to whether this report connects to the Winnipeg Poverty Reduction Strategy (PRS) and its Goals and Objectives, and it was determined that the PRS is not applicable to this specific report.

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: K. Patmore, M.Sc., P.Eng., Regional Traffic Engineer
Date: November 13, 2025