Minutes – Standing Policy Committee on Public Works – March 4, 2026

REPORTS

Item No. 2 Proposed Transit Changes for June 2026 Implementation

STANDING COMMITTEE DECISION:

The Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and approved the following:

1. That the changes to transit service on routes D16, D18, and D19 be implemented as shown in Appendix A effective when the June 2026 schedule goes into effect, tentatively scheduled for Sunday, June 24, 2026.

2. That the Proper Officers of the City be authorized to implement the intent of the foregoing.

DECISION MAKING HISTORY:

Moved by Councillor Eadie,

That the recommendation of the Winnipeg Public Service be concurred in.

Carried

The following persons submitted communications:

- Gavin Johnston, in support of the matter
- Cyril Li, in opposition to the matter
- David Grant, in opposition to the matter

ADMINISTRATIVE REPORT

Title: Proposed Transit Changes for June 2026 Implementation

Critical Path: Standing Policy Committee on Public Works

AUTHORIZATION

Author	Department Head	CFO	CAO
A. Budowski	G. Ewankiw	T. Graham	J. Dunford

EXECUTIVE SUMMARY

The Primary Transit Network (PTN) launched on June 29, 2025. In its first year, Winnipeg Transit didn't plan major route changes. This allowed staff to gather data and feedback. Smaller service changes were made to improve the system.

In December 2025, Winnipeg Transit added more trips on busy routes. More trips on busy routes will also be added in April 2026. Schedules were adjusted to improve on-time performance in December; this will also happen again in April. Late-night service was extended in 10 of 12 On-Request Zones in December 2025. In April 2026, service until after midnight will be added on 10 routes. Some routes were modified to better match traffic and ridership levels.

Winnipeg Transit has been listening to rider feedback and analyzing system performance. Based on feedback through 311 and Councillors' offices, Winnipeg Transit is planning initial route changes for June 2026. This is in addition to all the other schedule improvements. Route D16 will split into two routes for simpler, more reliable downtown service. The D19 terminal will move closer to the Winnipeg Clinic and Graham Avenue (see Appendix A). This change is based on discussions with the Downtown BIZ and other stakeholders, as well as rider feedback.

Winnipeg Transit will keep monitoring the system. They will provide an update before the September schedule change. This will include future service plans and a summary of network performance.

The financial impact from the recommendations is small. It only involves minor signage changes and is not expected to exceed $10,000. The costs will be covered by existing budget.

RECOMMENDATIONS

1. That the changes to transit service on routes D16, D18, and D19 be implemented as shown in Appendix A effective when the June 2026 schedule goes into effect, tentatively scheduled for Sunday, June 24, 2026.

2. That the Proper Officers of the City be authorized to implement the intent of the foregoing.

REASON FOR THE REPORT

Changes to transit routings require the approval of the Standing Policy Committee on Public Works.

IMPLICATIONS OF THE RECOMMENDATIONS

The financial impact from the recommendations are not expected to exceed $10,000 and will be funded through the Bus Shelters, Stops and On-Street Infrastructure Program capital budget.

HISTORY/DISCUSSION

The Primary Transit Network (PTN) launched on June 29, 2025. While major routing changes were not planned during the first year of operation, Winnipeg Transit has continued to monitor system performance and implement minor service adjustments through seasonal schedule changes (which take place annually in December, April, June, and September). The changes to schedules are routes are based on Winnipeg Transit's own analysis of system performance, as well as by listening to feedback received from the public through 311 and City Councillors' offices.

These changes are intended to improve reliability, respond to ridership demand, and address operational challenges while allowing sufficient time to collect data and public feedback to inform longer-term decisions.

For the December schedule change, which took place on December 14, 2025, the following service changes were implemented;

- Trips added to route F8 which serves Pembina Highway and Henderson Highway;
- Trips added to six school-serving routes (442, 557, 649, 678, 694, and 885);
- On-Request service extended from 7 p.m. to 2 a.m. in 10 zones;
- Schedule revisions made to Routes D12, D13, and D16 to improve on-time performance; and
- Broader schedule adjustments across multiple routes to reflect observed operating conditions.

For the April schedule change, which will take place on April 12, 2026, the following service changes will be implemented;

- Trips added to route F5, which serves Notre Dame Avenue and McPhillips Street;
- Trips added to route F8, which serves Pembina Highway and Henderson Highway (in addition to the trips added for the December schedule change);
- Trips added to route 74, from Polo Park Mall and Old Commonwealth Path only;
- Trips added to route 557, which serves South Osborne, Southdale, Island Lakes, and Sage Creek;

- Trips added to route 676, from St. Vital Centre to Bridgwater Center, and from St. Vital Centre to Creek Bend Road
- Fixed route service extended to after 12 a.m. on weekdays on 10 routes (D10, D14, D16, D17, 28, 38, 43, 70, 74, and 680);
- Route FX3 service east of Kildonan Place Mall adjusted to reflect lower ridership at some times of the day, and to help reduce the number of buses using Victoria Avenue East;
- Route FX4 service north of McLeod adjusted due to low ridership; and
- Additional schedule refinements across the network, including further revisions to Route D16.

General changes to the PTN route alignments have not been made. This is so Winnipeg Transit can collect one year of feedback and data. However, ongoing performance monitoring and customer feedback, as well as feedback from key stakeholders such as the Downtown Winnipeg BIZ and others, have identified the need for targeted routing modifications on three Primary Transit Network routes for the June schedule change (currently scheduled for June 21, 2026). The table below summarizes the recommended changes;

Current Route	**New Route**	**Proposed Change**	**Rationale for Change**
D16	D16	Split D16 into two routes (D16 and D18); route D16 will now travel from Polo Park to Downtown (Pacific Avenue), via Academy Road, River/Stradbrook Avenue, Tache Avenue, and Main Street.	Complex routing Downtown is hard to navigate and has resulted in poor on-time performance. Schedule re-writes have not been able to improve the on-time performance.
	D18	Split D16 into two routes (D16 and D18); route D18 will now travel from Red River College (Notre Dame) to Downtown (William Avenue), via Notre Dame Avenue and William Avenue.	Complex routing Downtown is hard to navigate and has resulted in poor on-time performance. Schedule re-writes have not been able to improve the on-time performance as much as needed.
D19	D19	Change terminal of D19 to SB Kennedy, south of Portage Avenue.	Changing the terminal will allow route D19 to serve stops closer to the Winnipeg Clinic and Graham Avenue.

Detailed maps showing each routing change are in Appendix A.

Winnipeg Transit will continue to monitor system performance and refine service delivery. Prior to the September schedule Winnipeg Transit will bring forward;

1. An update on service changes that will be implemented in September;
2. Recommendations related to implementing future routing changes; and
3. An update on larger-scale routing changes that will be reviewed in the future.
4. A summary of the overall performance of the Primary Transit Network and its Feeder Routes.

Through ongoing monitoring, incremental improvements, and data-driven decision-making, Winnipeg Transit remains committed to enhancing the reliability, accessibility, and effectiveness of the Primary Transit Network.

FINANCIAL IMPACT

Financial Impact Statement **Date:** January 30, 2026

Project Name: **First Year of Program** **2026**

Proposed Transit Changes for June 2026 Implementation

	2026	2027	2028	2029	2030
Capital					
Capital Expenditures Required	$ 10,000	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	10,000	-	-	-	-
Additional Capital Budget Required	$ -	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal	$ -	$ -	$ -	$ -	$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	$ -	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ -				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ -	$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	-	-	-	-	-
Net Cost/(Benefit)	$ -	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	-	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: The capital expenditures required reflect the estimated total capital cost for bus stop signs and related installation. The costs will be funded through the 2025 Bus Shelters, Stops and On Street Infrastructure Program capital project. The funding sources for the 2025 project include the Canada Community Building Fund and retained earnings.

M. Kray acting for Laurie Fisher
January 30, 2026
Laurie Fisher, CPA, CA
Manager of Finance and Administration

CONSULTATION

This Report has been prepared in consultation with:

n/a

OURWINNIPEG POLICY ALIGNMENT

OurWinnipeg 2045

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 (2021)

Network Goals:

1. Enhance Customer Experience
   Increase Ridership
   Improve Downtown Mobility
   Complement Land-Use Development
   Improve Multi-modal Mobility
   Ensure Transit is Inclusive
   Continuously Innovate
   Empower Healthy Communities
   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(a) Transportation System Equity is Enhanced – the affordability and accessibility of transportation and transit service is increased

Goal 5(b) Transportation System Equity is Enhanced – improvements to transportation and transit infrastructure and services prioritize areas of higher poverty, and increased interconnectivity to employment and affordable goods and services

SUBMITTED BY

Department: Transit
Division: Service Development
Prepared by: Adam Budowski, Senior Transit Planner, Service Development Division
Date: January 30, 2026

Attachment:

Appendix A – Proposed Route Changes June 2026