STANDING POLICY COMMITTEE ON PUBLIC WORKS
DISPOSITION OF ITEMS

MARCH 4, 2026

MEMBERS PRESENT: Councillor Lukes, Chairperson
Councillor Chambers
Councillor Eadie
Councillor Sharma

COMMITTEE CLERK: P. Prinsloo, City Clerk's Department

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Item	Subject/File	Recommendations	Action Required By
		DELEGATIONS	
		REPORTS	
1	Annual Update - Public Transit Service for Large Events in 2025	The Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and received the report as information.	Nil
2	Proposed Transit Changes for June 2026 Implementation	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.	Director of Transit c. Manager of Planning and Schedules
3	Transit Route Speed Reduction	The Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and recommended to Council: 1. That this report be received the report as information.	Executive Policy Committee
4	Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project	The Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service, as amended, and recommended to Council: 1. That the Winnipeg Public Service be directed to develop a permanent bike lane solution on Wellington Crescent between Academy Road and Stradbrook Avenue, engaging an engineering consultant to deliver a detailed design for a permanent bike lane solution, informed by thorough public consultation to include equity groups and those with lived experience, to empower stakeholders through a principle of collaboration, building upon the work completed on the interim concept. 2. That the Winnipeg Public Service be directed to install the initially scheduled 2029 permanent bike lane on Wellington Crescent from Academy Road to Stradbrook Avenue with a construction date of	Executive Policy Committee

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		Spring/Summer of 2027. 3. That $5.47 Million be funded through Interim Financing from the General Capital Fund to be repaid in 2029. 4. Subject to the approval of Recommendations 1, 2, and 3, that the Winnipeg Public Service be directed to do the following: A. Conduct an enhanced public awareness campaign in the subject area to communicate the significant changes that are to be implemented on Wellington Crescent. B. Investigate and if a solution exists, implement a temporary alternate route, including traffic calming if required, and promote the alternate route for active transportation in the spring of 2026 via appropriate signage and any other measures deemed necessary by the Winnipeg Public Service. 5. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.	
5	Reduced-Speed Neighbourhood Pilot and the City's Default Speed Limit	The Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and recommended to Council: 1. That Council request the Province of Manitoba amend the Highway Traffic Act to allow the City of Winnipeg to set the default speed limit through a by-law. 2. That the Public Service report back in 365 days with an update on Recommendation 1 and progress on its preparation plan. 3. That the Proper Officers of the City be authorized to implement the intent of the foregoing.	Executive Policy Committee
6	Transportation Master Plan – Goods Movement Study	The Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the following to Council: 1. That an extension of time of up to 150 days be granted for the Winnipeg Public Service to report back on the following:	Executive Policy Committee

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		A. A prioritization and funding strategy for implementation of the Goods Movement Study (Appendix D), including the Proposed Truck Route Network. B. A prioritized list and recommended hiring timeline of the following positions: i. Goods Movement Engineer (1.0 FTE; WAPSO 4) to focus on planning, design, coordination and regulatory issues associated with the movement of freight in Winnipeg ($135,305). 2. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.	
7	Dugald Road Pedestrian Infrastructure	The Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service, as amended, and granted an extension of time of up to 90 days to report back on the following: 1. The need for pedestrian crossing control to provide connectivity between the residential area on the south side of Dugald Road and the asphalt pathway along the north side of Dugald Road. 2. A review of vehicle access and safety to Dugald Road, including possible signalization at one or more locations. 3. A review of speed limits in the area along the Dugald Road corridor. 4. Investigate making use of surplus funds from the current works underway along Dugald and Plessis Roads to fund said upgrades	Director of Public Works c. Manager of Transportation, Public Works Department
8	Speed Limit - Arlington Street from Portage Avenue to Wolseley Avenue	The Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service, and granted an extension of time of up to 60 days to report back on the following: 1. Reducing the speed limit on Arlington Street, between Portage Avenue to Wolseley Avenue, from 50 km/h to 30 km/h, to improve safety, livability, and consistency with the adjacent Wolseley Avenue Greenway.	Director of Public Works c. Manager of Transportation, Public Works Department
9	Three-way Stop – Pandora Avenue East and Ravenhurst Street	The Standing Policy Committee on Public Works did not concur in the recommendation of the Winnipeg Public Service and directed the following:	Director of Public Works

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		1. That the Winnipeg Public Service be directed to install a three-way stop at the intersection of Ravenhurst Street and Pandora Avenue.	c. Manager of Transportation, Public Works Department
10	Relocating Stop Sign at Elmhurst Road and Ridgewood Avenue / Harte Trail	The Standing Policy Committee on Public Works concurred in the recommendation of the Assiniboia Community Committee and directed the following: 1. That the Winnipeg Public Service be directed to relocate the stop sign for northbound traffic on Elmhurst Road at Ridgewood Avenue to the southern approach of Elmhurst Road at the Harte Trail crossing. 2. That Appendix A be replaced with Revised Appendix A.	Director of Public Works c. Manager of Transportation, Public Works Department
11	Relocating Stop Signs at Harstone Road and Glenbush Street / Harte Trail	The Standing Policy Committee on Public Works concurred in the recommendation of the Assiniboia Community Committee and directed the Winnipeg Public Service to relocate the stop signs for northbound and southbound traffic on Harstone Road at Glenbush Street to the northbound and southbound approaches at the Harte Trail crossing, while maintaining the existing eastbound stop sign at Glenbush Street and Harstone Road.	Director of Public Works c. Manager of Transportation, Public Works Department
12	Verbal Report – Road Safety Program	The Standing Policy Committee on Public Works received the verbal update from the Winnipeg Public Service on the Road Safety Program, as information.	Nil