**Minutes – Executive Policy Committee – March 17, 2026**

**Report – Standing Policy Committee on Public Works – March 4, 2026**

**Item No. 1 Transit Route Speed Reduction**

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Public Works and submitted the following to Council:

1. That this report be received the report as information.

**Minutes – Executive Policy Committee – March 17, 2026**

**Report – Standing Policy Committee on Public Works – March 4, 2026**

DECISION MAKING HISTORY:

Moved by Councillor Lukes,

That the recommendation of the Standing Policy Committee on Public Works be concurred in and forwarded to Council.

Carried

David Grant submitted a communication in opposition to the matter.

STANDING COMMITTEE RECOMMENDATION:

On March 4, 2026, the Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the matter to the Executive Policy Committee and Council.

The following persons submitted communications:

- Margerit Roger, in support of the matter
- David Grant, in opposition to the matter

COUNCIL DECISION:

On December 18, 2025, Council concurred in the recommendation of the Standing Policy Committee on Public Works and adopted the following:

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.

# ADMINISTRATIVE REPORT

**Title:** Transit Route Speed Reduction

**Critical Path:** Standing Policy Committee on Public Works

## AUTHORIZATION

| Author | Department Head | CFO | CAO |
|---|---|---|---|
| B. Radstrom | G. Ewankiw | N/A | J. Dunford |

## EXECUTIVE SUMMARY

Winnipeg Transit analyzed bus speeds on the following streets:

- Arlington Street (Portage Avenue to Wolseley Avenue)
- Carriere Avenue (St. Mary's Road to Rue des Meurons)
- John Forsyth Road (from Ashworth Street to Aldgate Road)
- Valour Road (Wellington Avenue to Portage Avenue)
- Victoria Avenue East (Regent Avenue to Redonda Street)

Winnipeg Transit buses also operate on these streets that are less than 10 metres wide:

- Ferndale Avenue (Walmer Street to Coniston Street)
- Lemay Avenue (Rue St. Pierre to Pembina Highway)
- Red Maple Road (from Vince Leah Drive to Fernbank)
- Taché Avenue (St. Mary's Road to Coniston Street)
- Vince Leah Drive (from Red River Boulevard to Red Maple Road)

Transit Inspectors used radar to check bus speeds. They found that buses intermittently go over 30 km/h on these streets, and sometimes, they exceed the 50 km/h speed limit.

Winnipeg Transit and Public Works have agreed to implement 30 km/h slow orders on nine of these ten streets. This decision is based on bus speeds, road width, and pavement conditions. Note that a slow order is already in place on part of Arlington. A slow order is not needed on John Forsyth Road since the pavement width is over 10 metres.

Winnipeg Transit will set a 30 km/h speed limit for buses on residential streets that are under 10 metres wide. These streets typically have low traffic and are lined with homes. Transit will monitor bus speeds using GPS data and on-street inspectors. Winnipeg Transit will also work with the Public Works Department to add advisory signs at bus stops on these streets. This will remind bus operators of the speed limit.

## RECOMMENDATIONS

1. That this report be received as information.

## REASON FOR THE REPORT

On December 18, 2025, Council concurred in the recommendation of the Standing Policy Committee on Public Works and adopted the following:

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.

## IMPLICATIONS OF THE RECOMMENDATIONS

There are no implications associated with receiving this report as information.

## HISTORY/DISCUSSION

In addition to the direction of Council, the Public Service also received feedback regarding transit speeds via 311 and Councillors' offices. It was clear that an assessment of bus operating speeds on some narrower streets was needed.

Winnipeg Transit sometimes implements a slow-order on streets where operating conditions are less than ideal for buses. A slow-order is not a change to the legal speed limit, but is rather an internal policy that requires bus operators to operate at a lower maximum speed than the actual speed limit.

An analysis of operating speeds of transit buses was conducted on the following five streets using GPS logs from the buses' onboard computers, and pavement condition data was obtained from the Public Works Department:

- Arlington Street (Portage to Wolseley)
- Carriere Avenue (St. Mary's to Des Meurons)
- John Forsyth Road (Aldgate to Ashworth)
- Valour Road (Wellington to Portage)
- Victoria Avenue East (Regent to Redonda)

Through radar verification by Transit Inspectors, it was observed that buses are intermittently exceeding 30 km/h on these streets, and occasionally exceeding the posted speed limit of 50 km/h

The segments of these streets are short enough that a 30 km/h slow-order would not significantly impact Winnipeg Transit's operations, and there would be no additional resources or funding required to implement a 30 km/h slow-order for buses only.

Periodic reviews of bus speed data on streets with slow-orders will be conducted, and bus operators not following the slow-orders will be met with by a Transit Operations Supervisor.

As far as Winnipeg Transit and Public Works are aware, the following streets are the only ones with a substandard pavement width (i.e. less than 10 metres) where buses operate:

- Arlington Street (Portage Avenue to Wolseley Avenue)
- Carriere Avenue (St. Mary's Road to Rue des Meurons)
- Ferndale Avenue (Walmer Street to Coniston Street)
- Lemay Avenue (Rue St. Pierre to Pembina Highway)
- Red Maple Road (from Vince Leah Drive to Fernbank)
- Taché Avenue (St. Mary's Road to Coniston Street)
- Valour Road (Wellington Avenue to Portage Avenue)
- Victoria Avenue East (Regent Avenue to Redonda Street)
- Vince Leah Drive (from Red River Boulevard to Red Maple Road)

Based on bus speeds, road width, and pavement conditions, Winnipeg Transit and Public Works have agreed that 30 km/h slow orders should be implemented on the streets listed above (note that there is already a slow order on this part of Arlington). A slow order is not recommended on John Forsyth Road, as the pavement width is not less than 10 metres.

Regardless of pavement condition, two-way residential streets on which transit service is operated that have a pavement width of less than 10 metres should have a slow-order of 30 km/h. Winnipeg Transit will adopt a practice that any two-way residential streets with a pavement width of less than 10 metres should have a bus slow-order of 30 km/h due to the nature of the street, i.e. narrower pavement, lower traffic volumes, fronted by residential properties, unless an exception is required.

**FINANCIAL IMPACT**

## Financial Impact Statement Date: January 16, 2026

## Project Name:

## Transit Route Speed Reduction

**COMMENTS:**

There are no financial implications from the recommendations in this report.

Laurie Fisher January 16, 2026
Laurie Fisher, CPA, CA
Manager of Finance & Administration

## CONSULTATION

This Report has been prepared in consultation with:

- Public Works Department

## 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**

Network Goals:

> Enhance Customer Experience
> Increase Ridership
> Improve Downtown Mobility
> Complement Land-Use Development
> Improve Multi-modal Mobility
> Ensure Transit is Inclusive
> Continuously Innovate
> Balance Investment with Affordability

## WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

This report is in accordance with the Winnipeg Climate Action Plan (WCAP) as per Direction 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: Bjorn Radstrom, Manager of Service Development
Date: January 16, 2026