

**Minutes – Standing Policy Committee on Public Works – April 15, 2026**

**REPORTS**

**Item No. 4                      Transportation Master Plan – Progress and Implementation of  
Projects – Winnipeg Area Transportation Study and St. Mary’s  
Road/Downtown Corridor Study**

**STANDING COMMITTEE DECISION:**

The Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and received the report as information.

## **Minutes – Standing Policy Committee on Public Works – April 15, 2026**

### **DECISION MAKING HISTORY:**

Moved by Councillor Eadie,

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

Carried

### **COUNCIL DECISION:**

On June 26, 2025, Council concurred in the recommendation of the Standing Policy Committee on Public Works and adopted the following:

1. That the following documents be adopted as the long-range transportation planning policies for the City of Winnipeg:
  - A. Transportation 2050: Reimagining Mobility – City of Winnipeg Transportation Master Plan (as presented in Appendix A); and,
  - B. The Pedestrian and Cycling Strategies Update (as presented in Appendix B).
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.
3. That the Public Service be directed to report back by March 2026 with a prioritization and funding strategy for implementation of the Goods Movement Study (Appendix D), including the Proposed Truck Route Network.
4. That the Public Service be directed to report back to the Standing Policy Committee on Public Works by April 2026 on the progress and implementation of the following projects:
  - A. Winnipeg Area Transportation Study; and
  - B. St. Mary's Road/Downtown Corridor Study
5. That the Public Service be directed to report back by May 2026 with a funding strategy for development of the Curbside Management Strategy.
6. That the Public Service be directed to report back by December 2026 with a funding strategy for development of the following:
  - A. Complete Streets Implementation Plan
  - B. Multimodal Corridor Studies Guidelines

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### DECISION MAKING HISTORY (continued):

### COUNCIL DECISION (continued):

7. That the Public Service be directed to report back annually to the Standing Policy Committee on Public Works, starting June 2027 on the progress of the Transportation 2050 Plan, as well as the list of prioritized actions to be funded each year.
8. That the Public Service be directed to report back annually to the Standing Policy Committee on Public Works, with the first report to be received no later than June 2027, on the following:
  - A. The status of business cases for the following pilot projects:
    - i. Designated truck lanes pilot
    - ii. Pop-up active transportation infrastructure pilot
    - iii. Secure bike parking pilot
    - iv. Curbside management pilot
    - v. Reduced parking pilot for arterial roads
    - vi. Autonomous vehicle bus testing pilot
9. That the Public Service be directed to report back by December 2027 with a funding strategy for development of the following:
  - A. Transportation Demand Management Strategy
  - B. Transit-Oriented Development Implementation Plan
  - C. Zero-Emission Vehicle Strategy
10. That the Public Service be directed to report back to the Standing Policy Committee on Public Works with a prioritized list and recommended hiring timeline of the following positions:
  - A. 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).

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### DECISION MAKING HISTORY (continued):

### COUNCIL DECISION (continued):

- B. Sustainable Transportation Planners (2.0 FTE; WAPSO 4) to be dedicated to developing mobility hubs (e.g. – Union Station and major transit stations and Park & Rides), engage with public and private sector partners to implement micro-mobility options (e.g. – car share, e-bike and e-scooter vendors), update policies and guidelines related to universal design and accessibility, engage with community members who are economically disadvantaged, underrepresented and/or underserved on all transportation projects, develop the Zero Emission Vehicle Strategy, Complete Streets Implementation Strategy and Guidelines for multimodal corridor studies, and write annual Transportation 2050 progress reports. (\$270,610).
  - C. Bicycle and Pedestrian Design Engineer (1.0 FTE; WAPSO 4) to be dedicated to bikeway design and drafting actions identified in the Pedestrian and Cycling Strategy as part of the Transportation 2050 Plan (\$135,305).
  - D. Bicycle and Pedestrian Education and Outreach Coordinator (1.0 FTE; WAPSO 4) to be dedicated to educational and communication-related actions identified in the Pedestrian and Cycling Strategy as part of the Transportation 2050 Plan (\$135,305).
11. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

## ADMINISTRATIVE REPORT

**Title:** Transportation Master Plan – Progress and Implementation of Projects –  
Winnipeg Area Transportation Study and St. Mary's Road/Downtown Corridor  
Study

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

### AUTHORIZATION

| Author            | Department Head | CFO | CAO        |
|-------------------|-----------------|-----|------------|
| D. Patman, P.Eng. | J. Berezowsky   | N/A | J. Dunford |

### EXECUTIVE SUMMARY

On June 26, 2025, Council adopted *Transportation 2050* – Winnipeg's Transportation Master Plan (TMP2050). This report is the first Council-directed progress report on the Winnipeg Area Transportation Study and St. Mary's Road/Downtown Corridor Study.

#### Winnipeg Area Transportation Study - Household Travel Survey:

This survey will target approximately two to three percent of households (about 9,900) in Winnipeg and surrounding rural municipalities.

Each randomly selected household will be asked to provide details on:

- Every trip made by each member during a single weekday
- Demographic and household information

The results will provide:

- Critical insights into how and why people travel
- Track progress toward TMP2050 goals
- Guide future planning for all modes of transportation

The survey is scheduled for September to December 2027. This provides residents with time to adapt to transit service changes implemented between 2025 and 2026.

#### St. Mary's Road – Study of Potential Traffic Flow Improvements

This study will identify potential traffic flow and road safety improvements that can be implemented:

- In the short-to-medium term
- At a lower cost
- Without substantial changes to the St. Mary's Road cross-section and right-of-way

More significant corridor changes may be considered as part of the future Rapid Transit corridor study. Project scoping is underway and work will begin once a consultant is selected through the Request For Proposal process.

## 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 and adopted the following:

That the Public Service be directed to report back to the Standing Policy Committee on Public Works by April 2026 on the progress and implementation of the following projects:

- A. Winnipeg Area Transportation Study; and
- B. St. Mary's Road/Downtown Corridor 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* (Transportation2050) 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. When Transportation2050 was approved, the Public Service was directed to report back to the Standing Policy Committee on Public Works on the progress and implementation of several projects. This report provides an update on the two projects described below.

### Winnipeg Area Transportation Study (WATS)

**Winnipeg Area Transportation Study (WATS)** is intended to provide the critical data needed to understand current travel behaviours and to track changes over time toward this goal.

Winnipeg has experienced significant growth in housing and development, particularly in suburban areas and nearby rural municipalities. These areas are increasingly connected and feature multimodal infrastructure that supports walking, cycling, transit, and other travel options. The [last comprehensive household travel survey](#) was conducted in 2007, revealing that approximately 80 percent of trips were by car (driver or passenger) and 20 percent by transit or active transportation. Since then, travel patterns have evolved significantly, including shifts following the COVID-19 pandemic.

This new survey will provide an updated picture of how and why people travel today and inform

future planning. It will also support updates to the City's travel demand forecasting model, which predicts future travel patterns based on population growth, land use changes, and transportation network improvements. Public Works has completed its initial consultations with internal stakeholders across multiple departments, and internal working groups have been established with representatives from Public Works, Transit, and the Public Engagement Office.

Project scoping is currently in progress, including defining the survey area coverage, developing the sample design approach, and engaging with other jurisdictions to learn from their household survey projects. The project will be delivered through a competitive RFP process to secure a qualified survey vendor with proven experience in conducting large-scale Canadian household travel surveys and performing advanced data analysis. Below are the key milestones and planned schedule for the project:

**Table 1: Timeline for Winnipeg Area Transportation Study**

| Milestones                                    | Timeline    |
|-----------------------------------------------|-------------|
| Project scoping                               | In progress |
| RFP Issue                                     | Summer 2026 |
| Contract award                                | Fall 2026   |
| Survey design                                 | Winter 2026 |
| Privacy review and Public Engagement Planning | Spring 2027 |
| Promotion and outreach                        | Fall 2027   |
| Full survey administration                    | Fall 2027   |
| Survey data review and analysis               | Spring 2028 |
| Result presentation and release               | Summer 2028 |

#### St. Mary's Road / Downtown Corridor Study

Transportation2050 identified that 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:

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

The St. Mary's corridor (Downtown to the Perimeter) is identified as a Rapid Transit dependent corridor (Transportation2050 Map 4). This corridor will eventually have a study led by Winnipeg Transit to determine corridor changes to allow for upgraded (rapid and/or high volume) transit service to be incorporated into the right-of-way, while continuing to permit vehicular travel. However, Winnipeg Transit is currently focusing on the Downtown Corridors (Portage Avenue and Main Street) and the Northern Corridor (Main Street from Sutherland Avenue to Inkster Boulevard).

Transportation2050 identifies this segment of St. Mary's Road as a short-term road improvement need (2024-2033) with the footnote "*St. Mary's Road was advanced to the short term to undertake a corridor analysis study*" (Transportation2050 Map 9). Subsequently, funding was identified in the Supplement to the 2025 Adopted Budget for the *St. Mary's Road (St. Anne's Rd to Tache Ave) – Study of Potential Traffic Flow Improvements*.

The purpose of the *St. Mary's Road (St. Anne's Rd to Tache Ave) – Study of Potential Traffic Flow Improvements* is to identify potential traffic flow and road safety improvements that can be implemented in the short to medium term at lower cost and without substantial changes to the St. Mary's Road right-of-way. Significant changes to the roadway cross-section and right-of-way are not the goal of the study. More significant scale corridor changes may be considered as part of the future Rapid Transit corridor study.

Below are the key milestones and planned schedule for the study:

**Table 2: Timeline for St. Mary's Road – Study of Potential Traffic Flow Improvements**

| Milestones      | Timeline    |
|-----------------|-------------|
| Project scoping | In progress |
| RFP Issue       | Spring 2026 |
| Contract award  | Spring 2026 |

|                         |
|-------------------------|
| <b>FINANCIAL IMPACT</b> |
|-------------------------|

**Financial Impact Statement Date:** February 12, 2026

**Project Name:**

**Transportation Master Plan – Progress and Implementation of Projects-  
Winnipeg Area Transportation Study and St. Mary’s Road/Downtown  
Corridor Study**

**COMMENTS:**

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

J. Ruby, 2026-02-13

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 1.5 Evidence-Informed Decisions**  
Invest in data and technology in order to support objective, evidence-informed decision making; support open government and open data principles for collection and sharing; help coordinate records and information management; and improve process efficiency, results-based service delivery and accountability.
- **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.

## WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

Data collected from this project will support the performance monitoring of WCAP as per Directions:

- 3.1 Increase Use and Efficiency of Public Transit Systems
- 3.4 Increase Active Transportation Rates
- 3.4 Increase the Use of Electric Vehicles

## 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: David Tang, M.Sc., P.Eng., Systems Planning Engineer  
Keenan Patmore, M.Sc., P.Eng., Facilities Planning Engineer  
Date: February 17, 2026