Minutes – Standing Policy Committee on Public Works – May 5, 2026

REPORTS

Item No. 1 Proposed Transit Changes for September, 2026 Implementation

STANDING COMMITTEE RECOMMENDATION:

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 changes to transit service for On-Request 106 be implemented as shown in Updated Revised Appendix A effective when the Summer schedule goes into effect, tentatively scheduled for Sunday, June 21, 2026.

2. That the changes to transit service on routes FX4, D18, 48, 649, 650, 678, and 679 be implemented as shown in Appendix A effective when the Fall schedule goes into effect, tentatively scheduled for Sunday, September 6, 2026.

3. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

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DECISION MAKING HISTORY:

Moved by Councillor Sharma,

That the recommendation of the Winnipeg Public Service be concurred in, with the following amendment:

- In Recommendation 1, add the words "Updated Revised" immediately preceding "Appendix A"

and forwarded to the Executive Policy Committee and Council.

Carried

Andrew Sinclair submitted a communication in opposition to the matter.

ADMINISTRATIVE REPORT

Title: Proposed Transit Changes for September, 2026 Implementation

Critical Path: Standing Policy Committee on Public Works – Executive Policy Committee – Council

AUTHORIZATION

Author	Department Head	CFO	CAO
B. Radstrom	G. Ewankiw	T. Graham	J. Dunford

EXECUTIVE SUMMARY

Winnipeg Transit plans to change some routes for the Fall transit schedule, set for September 6, 2026. The affected routes are:

- FX4
- D18
- 48
- 649
- 650
- 678
- 679

Additionally, there are proposed changes to the zone boundary for On-Request 106. This change will happen in June 2026 since On-Request zones can be adjusted quickly without detailed scheduling work.

The financial impact involves minor signage changes and is not expected to exceed $10,000. The costs will be covered by the Bus Shelters, Stops, and On-Street Infrastructure Program Capital Budget.

Winnipeg Transit will keep watching how the system is working and make changes when needed. By tracking results, making small improvements, and using data to guide decisions, Winnipeg Transit is committed to making the Primary Transit Network more reliable, accessible, and effective.

RECOMMENDATIONS

1. That the changes to transit service for On-Request 106 be implemented as shown in Appendix A effective when the Summer schedule goes into effect, tentatively scheduled for Sunday, June 21, 2026.

2. That the changes to transit service on routes FX4, D18, 48, 649, 650, 678, and 679 be implemented as shown in Appendix A effective when the Fall schedule goes into effect, tentatively scheduled for Sunday, September 6, 2026.

3. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

REASON FOR THE REPORT

As per the Council decision of June 27, 2024, Council approval is required to change one or more transit routes in such a manner that would eliminate Primary Transit service from any street or street segment; approval of the Standing Policy Committee on Public Works is required to approve any other route change.

IMPLICATIONS OF THE RECOMMENDATIONS

The financial impact from the recommendations is not expected to exceed $10,000 and will be funded through Transit's Bus Shelters, Stops and On-Street Infrastructure Program capital budget. No new funding is required for the recommended changes.

HISTORY/DISCUSSION

Background

The Primary Transit Network (PTN) launched on June 29, 2025. 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). 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 Winter 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 Spring schedule change, which took 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 Mall 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.

The first changes to PTN route alignments were approved by the Standing Policy Committee on Public Works on February 4, 2026, and will be implemented on June 21, 2026.

Recommended Changes

These changes were brought forward after reviewing ongoing performance and customer feedback. In addition to these changes, Winnipeg Transit is proposing additional routing changes that will be implemented for the Fall schedule change, tentatively scheduled for September 6, 2026.

The Table 1 (next page) summarizes the recommended changes;

Detailed maps showing each routing change are in Appendix A.

In addition to the routing changes detailed above, Winnipeg Transit will also be making additional frequency and span of service changes that will be implemented for the Fall (September) schedule. These changes are not yet finalized and will be announced by Winnipeg Transit prior to the Fall (September) schedule.

Winnipeg Transit will continue to monitor system performance and refine service delivery. 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.

Table 1: Summary of Recommended Route Changes

New Route	Proposed Change	Rationale for Change
FX4	Change terminal of route from Polo Park West (access via St. James), to Polo Park Main Terminal (access via Portage Avenue).	New construction at Polo Park terminal will allow the FX4 to turn “southbound left” out of Polo Park Terminal (currently not possible).
D18	Change routing to use Arlington in both directions (will not use Tecumseh).	Routing has been in place due to construction re-route. Bus Operators identified that the re-route is simpler to navigate, and will help reduce passenger confusion.
48	Extend route from Kildonan Place to Crossroads Station (Walmart)	On-Request data shows a high volume of trips made between Kildonan Place Mall, and Walmart. Extending route 48 will allow for these shorter trips to be made on fixed route service. This is because route 48 has a longer span of service than On-Request.
649	Extend route in Whyte Ridge.	Route extension provides additional transit access to Whyte Ridge residents, as well as new higher density development. Route extension funded using savings from Route 650 proposed changes.
650	Reduce route length in Whyte Ridge	Route change due to lower service usage (route reduction). Savings from reduction to be put into extending Route 649.
678	Change terminal of route from Markham Station to University Crescent, south of Department of Fisheries and Oceans Office (will not travel on Dafoe Road). Route will travel along University Crescent.	Terminals changed due to capacity/congestion issues at main terminal. Keeping 678 and 679 at same terminal due to similar routing along University Crescent, and through Waverley Heights. New turn movement at University Crescent/Pembina Highway makes routing possible. Routes both have lower ridership, and routing through Waverley West will help alleviate pressure on Blue Line by providing additional options for those living in Waverley Heights.
679	Change terminal to University Crescent, south of Department of Fisheries and Oceans Office (will not travel on Dafoe Road). Change route to use Chancellor Drive through Waverley West instead of Abinojii Mikanah.	
OR 106	Extend zone boundary at the south limit from Edison to Kimberley, as well as the east limit, as shown in Appendix A	Extends OR service, especially on evenings (community route 330 and 442 are not in service), and weekends (community route 442 is not in service).

FINANCIAL IMPACT

Financial Impact Statement **Date:** March 31, 2026

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

Proposed Transit Changes for September, 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 funding needed for bus stop signage changes and the related installation costs. The costs will be funded through Transit's capital budget for the Bus Shelters, Stops and On-Street Infrastructure Program.

Laurie Fisher March 31, 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, P.Eng., Senior Transit Planner
Date: April 17, 2026

Attachment:

Appendix A – Proposed Route Changes September, 2026