

Statement in Support of Extending the FX2 Route to Normand Park and River Park South

I am writing in strong support of the motion before the Standing Policy Committee on Public Works regarding the extension of the FX2 route southward to Aldgate, as outlined in the June 10, 2026 agenda. The motion correctly identifies the significant service gap created by the Primary Transit Network (PTN) overhaul, which removed direct, reliable transit access for residents of Normand Park and River Park South. As the report states, “the FX2’s southern terminus no longer adequately serves the River Park South community, leaving a significant gap in coverage” and “residents have expressed clear demand for reliable, frequent transit access to employment centres, schools, and amenities north of the neighborhood.”

This gap is not theoretical — it is lived daily by residents.

1. The 676 is not a viable replacement for the former FX2 service

The PTN communications state that Route 676 operates every 10 minutes during peak periods and every 35 mins during evenings - this is inaccurate. The 676 runs on a fixed 30-minute schedule with no ability to increase frequency during peak times. Riders cannot rely on a bus that is guaranteed to be half an hour apart, especially when the previous network provided a high-frequency connection via the FX2 equivalent (Bus 54, Bus 14-Paddington, Bus 14-Dakota). The last bus is at 6:30pm and there is no evening service as stated in the map (see item 2 and map below)

This is a design flaw in the PTN rollout: a feeder route with 30-minute headways cannot support a high-frequency spine. It forces riders into long waits, missed connections, and unpredictable travel times — all of which discourage transit use.

2. The early end-of-service time severely limits mobility

Another major barrier is that the 676 stops running at 6:30 p.m. This is not a minor inconvenience — it cuts off an entire community from evening mobility. Many residents work late, attend classes, participate in extracurriculars, or simply want to stay downtown or elsewhere in the city past early evening.

I have personally been affected by this. After attending a retirement event downtown, I left at 6:00 pm to catch the last 676 of the day and missed the connection as my bus arrived late to the St Vital Centre terminal. This is not reasonable for a city of our size, nor does it align with the PTN’s stated goal of improving access and reliability.

My neighbor, a University of Manitoba student, faces the same issue. They cannot stay on campus to complete assignments or participate in group work because the 676 ends so

early. Their only option is to walk 40 minutes to Normand Park to reach home — a completely unacceptable burden for a student relying on transit.

3. “On Request” is not an adequate substitute for scheduled service

Transit’s suggestion that riders use On Request service does not address the problem. On Request may work for predictable, appointment-based travel, but it is not suitable for everyday life. Riders cannot be expected to pre-book their return from work events, classes, or social activities when they do not know the exact time they will be leaving.

Transit should not require residents to plan their lives around a booking system simply to access their own neighbourhood.

4. Extending the FX2 will restore ridership and align with city planning decisions

The motion notes that ridership has declined since the PTN transition, including among River Park South residents who “have largely stopped using the service due to reduced geographic reach.” Extending the FX2 to Aldgate — and by extension restoring direct service to Normand Park and River Park South — will reverse this decline.

This extension also aligns with the city’s own planning decisions. Development along St. Mary’s Road between Britannica and Warde was approved with low parking ratios because it was designated a transit corridor. The current service levels do not reflect that commitment.

Conclusion

The FX2 extension is not simply a route adjustment — it is a necessary correction to ensure equitable access, restore ridership, and uphold the principles of the PTN. Residents of Normand Park deserve reliable, frequent, all-day transit service that supports work, education, and community life.

I strongly urge the Standing Policy Committee on Public Works to adopt this motion and move forward with the feasibility study, public consultation, and implementation of the FX2 extension.



- Rush hour service is every 30 minutes, not every 10 minutes (see item 1).
- Evening service ends at 6:30 pm, so the statement that service runs until 10 pm is incorrect (see item 2).

Thanks for looking into this matter,

From a concerned citizen in Normand Park