Minutes – Standing Policy Committee on Public Works – September 10, 2026

REPORTS

Item No. 7 Transportation Master Plan – Goods Movement Study and FTE request

STANDING COMMITTEE RECOMMENDATION:

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

1. That an extension of time of up to 30 days be granted to the Winnipeg Public Service to report back on the following:

    A. Prioritization and funding strategy for implementation of the Goods Movement Study (Appendix D), including the Proposed Truck Route Network.

    B. 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.

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DECISION MAKING HISTORY:

Moved by Councillor Chambers,
That the recommendation of the Winnipeg Public Service be concurred in.

Carried

COUNCIL DECISION:

On March 26, 2026, Council concurred in the recommendation of the Standing Policy Committee on Public Works, and adopted the following:

1. That an extension of time of up to 150 days be granted for the Winnipeg Public Service to report back on the following:

    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.

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.

DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

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

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:

DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

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).

    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.

NOTICE OF EXTENSION REQUEST

Title: Transportation Master Plan – Goods Movement Study and FTE request

Critical Path: Standing Policy Committee on Public Works

AUTHORIZATION

Author	Department Head
D. Patman	J. Berezowsky

RECOMMENDATION

The Public Service requests that an extension of up to 30 days be granted to report back on the following:

1. Prioritization and funding strategy for implementation of the Goods Movement Study (Appendix D), including the Proposed Truck Route Network.
2. 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).

REASON FOR THE EXTENSION

The Winnipeg Public Service requires additional time to finalize the report in alignment with submission with the annual budget process. This recommendation will be incorporated into one report with the Transportation Master Plan recommendation 5; funding strategy for development of the Curbside Management Strategy.

DECISION MAKING HISTORY

Minutes – Council – June 26, 2025

Minute No. 376
Report – Standing Policy Committee on Public works – June 12, 2025

Item No. 3 Transportation Master Plan (Transportation 2050)

COUNCIL DECISION

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.

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).