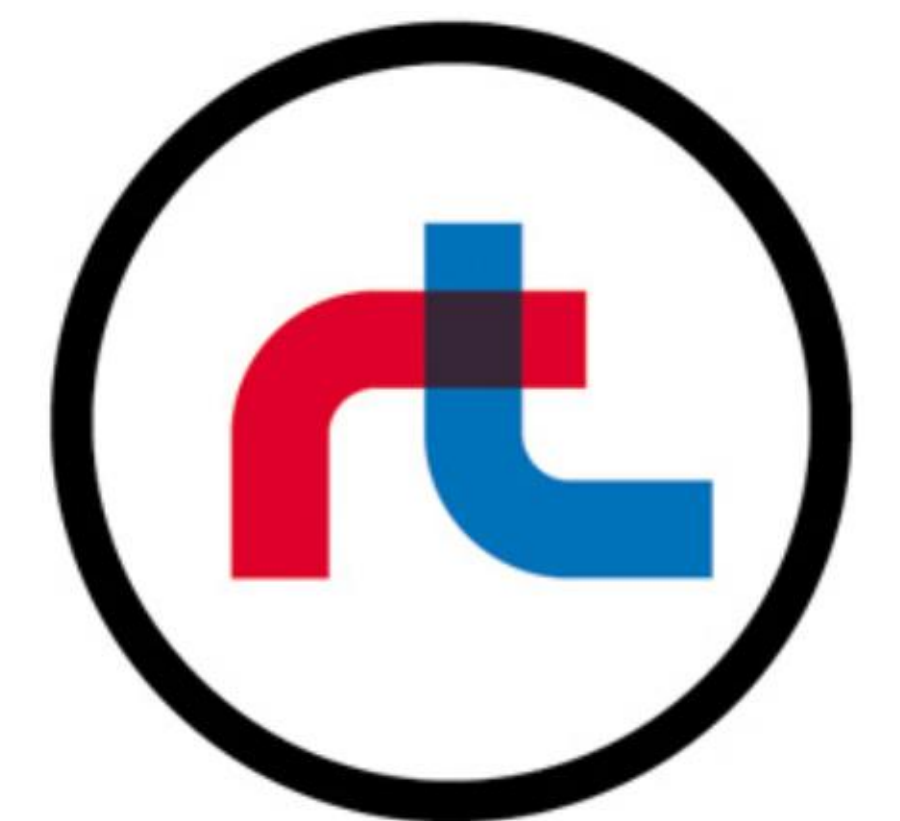




Rapid Transit Downtown Preliminary Design

Early Stakeholder Outreach

June 2026



Welcome!

Land Acknowledgement

Winnipeg is located in Treaty One Territory, the home and traditional lands of the Anishinaabe (Ojibwe), Ininew (Cree), and Dakota peoples, and in the National Homeland of the Red River Métis. Our drinking water comes from Shoal Lake 40 First Nation, in Treaty Three Territory.

We're taking the next step towards new rapid transit infrastructure in downtown Winnipeg. We're here today to:

1. **Introduce** the project.
2. Share **goals, scope, study area**, and **timelines**.
3. Explain the **types of infrastructure** which will be considered.
4. Gather **early input** that you feel should be **considered** before we look at design options

What is rapid transit?

- Rapid transit provides **dedicated roadways or lanes (corridors)** for Transit vehicles.
- **Off-street** rapid transit is a dedicated roadway, like Winnipeg's existing **Southwest Rapid Transitway**.
- **On-street** rapid transit is dedicated lanes that make sure buses don't get held up with other traffic.



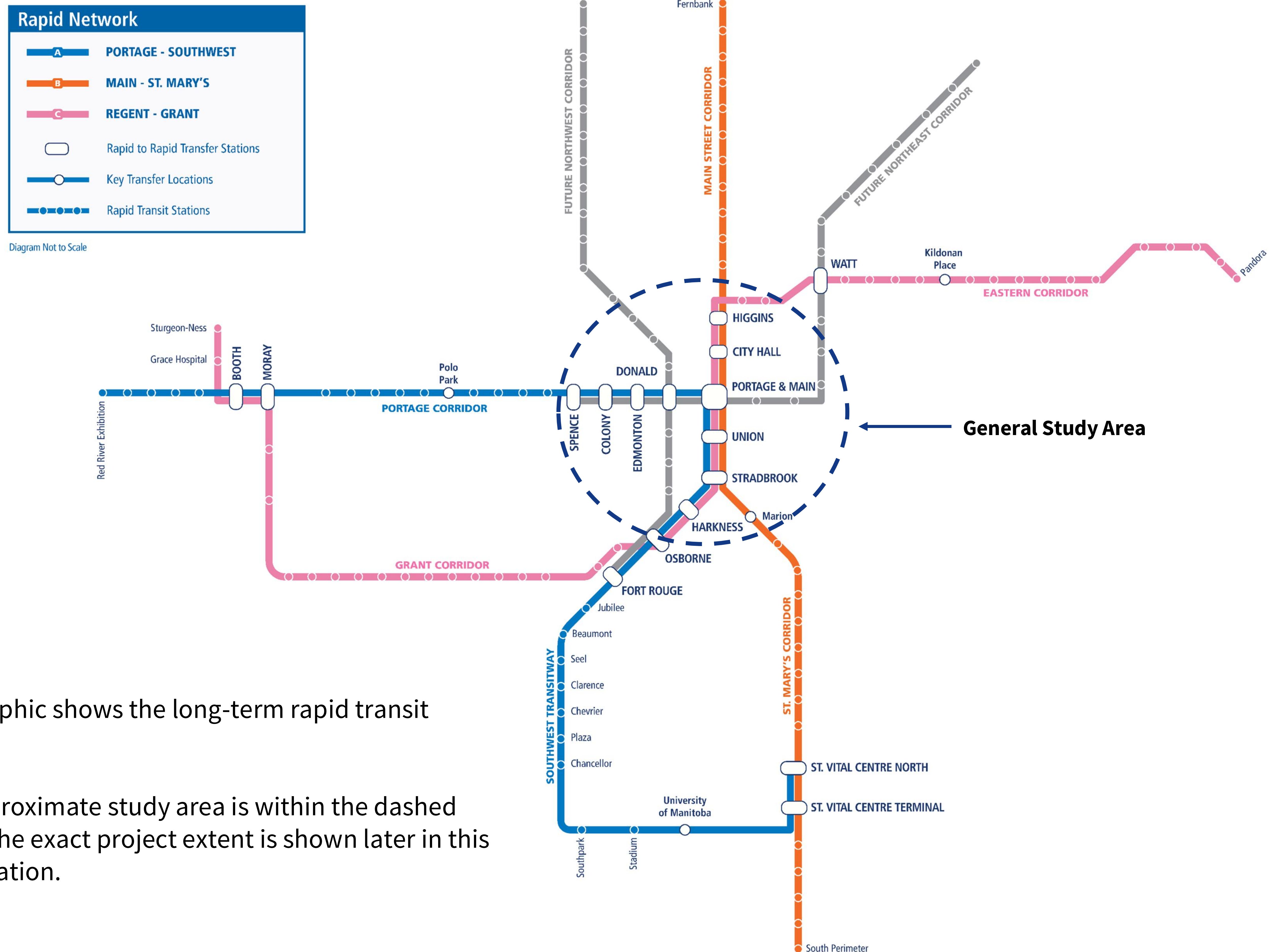
Sources: Ian Borsuk, Landmark Planning & Design, Dillon Consulting

What is the Rapid Transit Downtown Project?

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- Many frequent transit routes travel **Downtown** and mix with other traffic. This creates a **bottleneck** and makes transit less reliable across the city.
- **Rapid transit** provides space for transit vehicles to pass by other traffic. This improves **speed** and keeps buses **on-time**.
- The Council-approved **Winnipeg Transit Master Plan** (WTMP) identifies the Downtown corridors as the **highest priority** rapid transit investment.
- The rapid transit routes on Downtown streets are already set in the WTMP. This project will explore what **rapid transit Downtown** could look like and give a cost estimate for construction.
- Rapid transit routes Downtown will help ensure our system works the way people expect it to across the City. **Simple, reliable, and easy to use.**

Long-Term Rapid Transit Plan



- This graphic shows the long-term rapid transit plan.
- The approximate study area is within the dashed circle. The exact project extent is shown later in this presentation.

Project team

To complete a project of this scale, a large team is required:



The City of Winnipeg, through **Winnipeg Transit**, is managing the project.



Dillon Consulting Limited is leading a team of engineers, architects, designers, and other specialists. Dillon is a Canadian consulting firm that provides planning, engineering, environmental science and management services.



Landmark Planning & Design Inc. is a Manitoba-based planning firm leading the stakeholder and public engagement process. Landmark and Dillon have worked together on similar projects in the past.

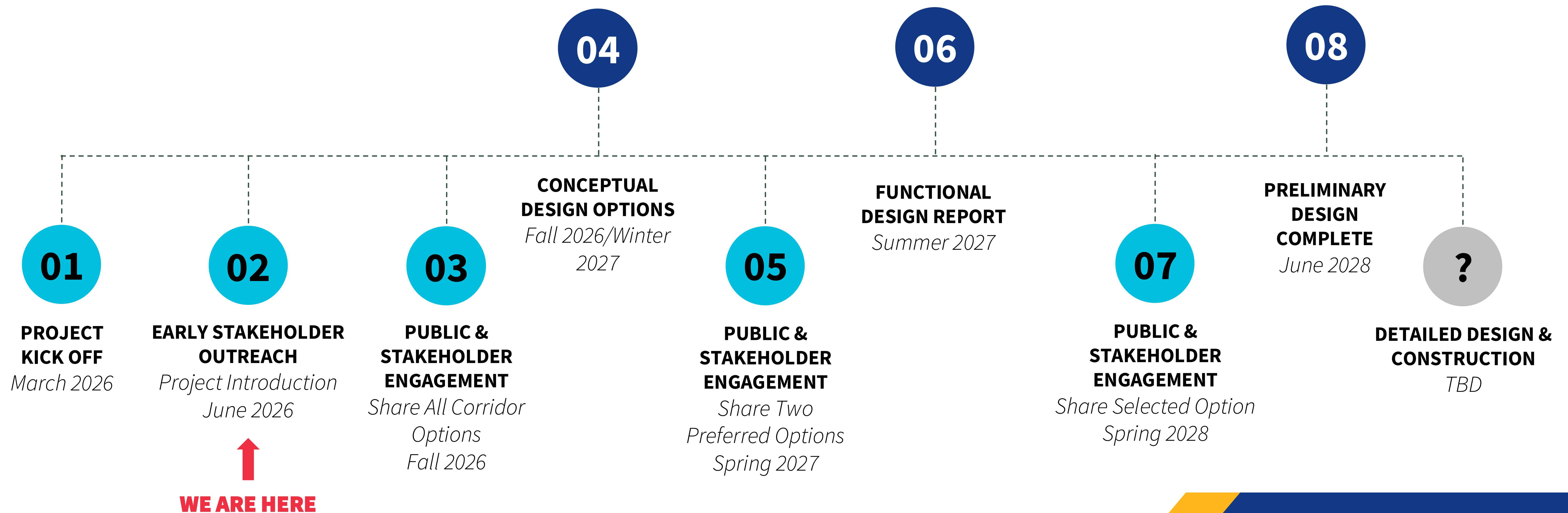


Other **consultants** working on the project are: McGowan Russell Group, KGS Group, Urban Systems Ltd., Crosier Kilgour, Jarrett Walker + Associates, Fireseeds North Infrastructure, Number TEN Architectural Group, BW Ferguson & Associates Ltd, and North Roots Research.

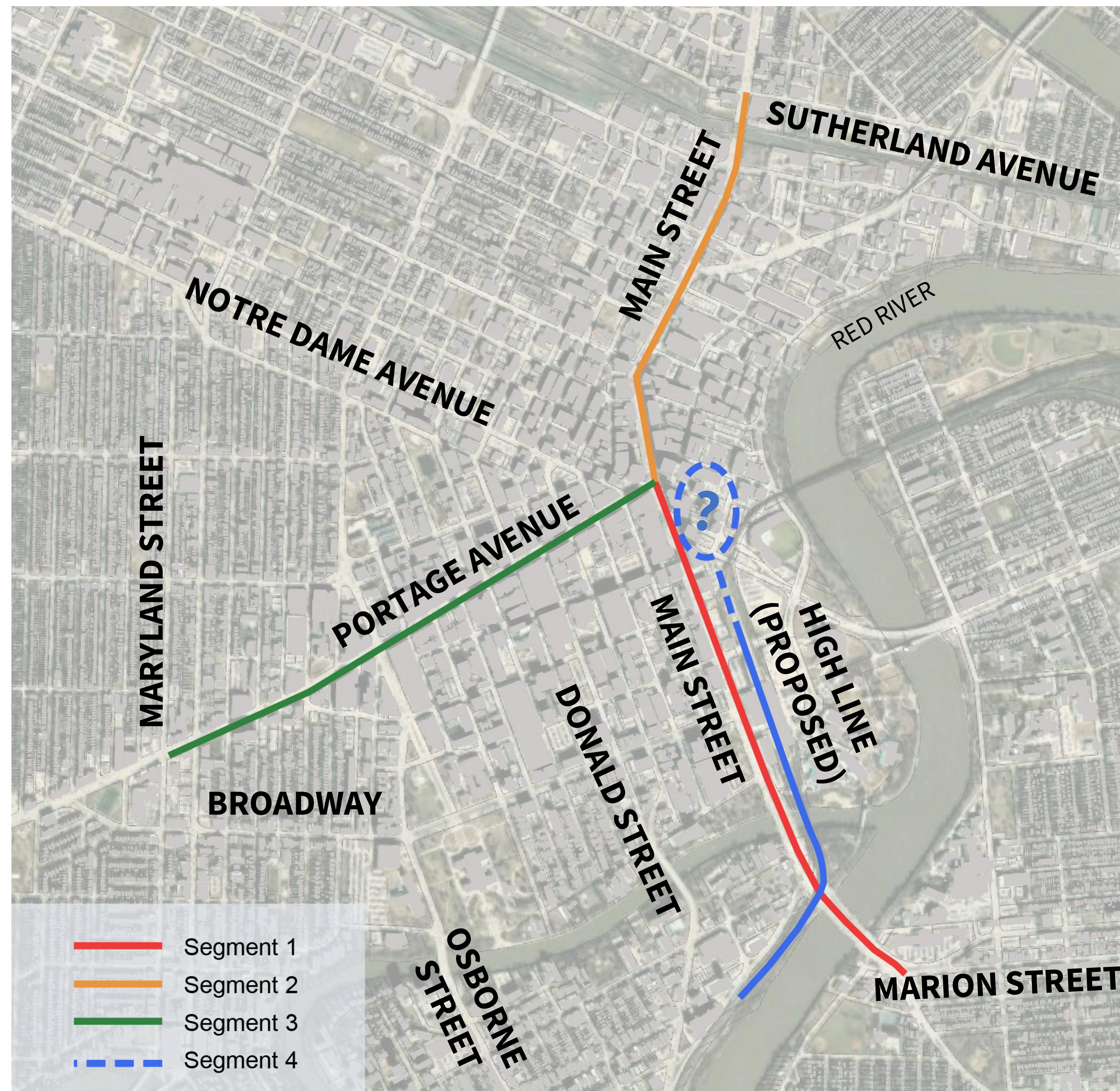
Project timeline

The project is expected to take approximately **two years**.

- Engagement milestones are shown in light blue
- Engineering milestones are shown in dark blue
- We expect to have a preliminary design by June 2028



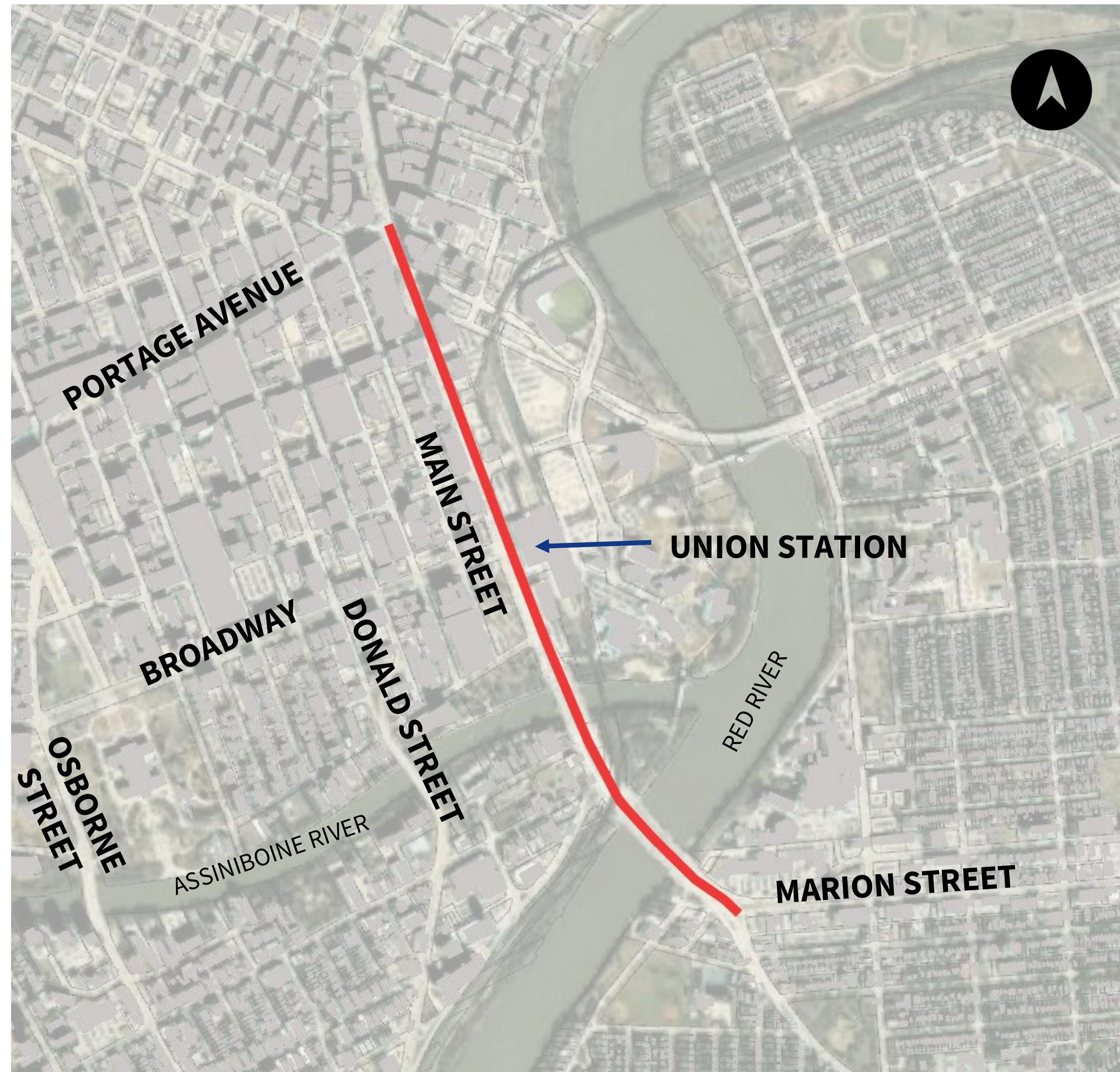
Project study area



The Rapid Transit Downtown project considers four new segments of rapid transit infrastructure:

1. **On-street** rapid transit on **Main Street** from **Marion Street** to **Portage Avenue**.
2. **On-street** rapid transit on **Main Street** from **Portage Avenue** to **Sutherland Avenue**.
3. **On-street** rapid transit on **Portage Avenue** from **Maryland Street** to **Main Street**.
4. Elevated **transit-only** infrastructure between **Harkness Station** and **Portage Avenue**.

Segment 1 – Main Street South



This on-street rapid transit route would:

- Run from **Marion Street** to **Portage Avenue**
- Use the existing **Norwood** and **Main Street** bridges
- Pass in front of **Union Station**

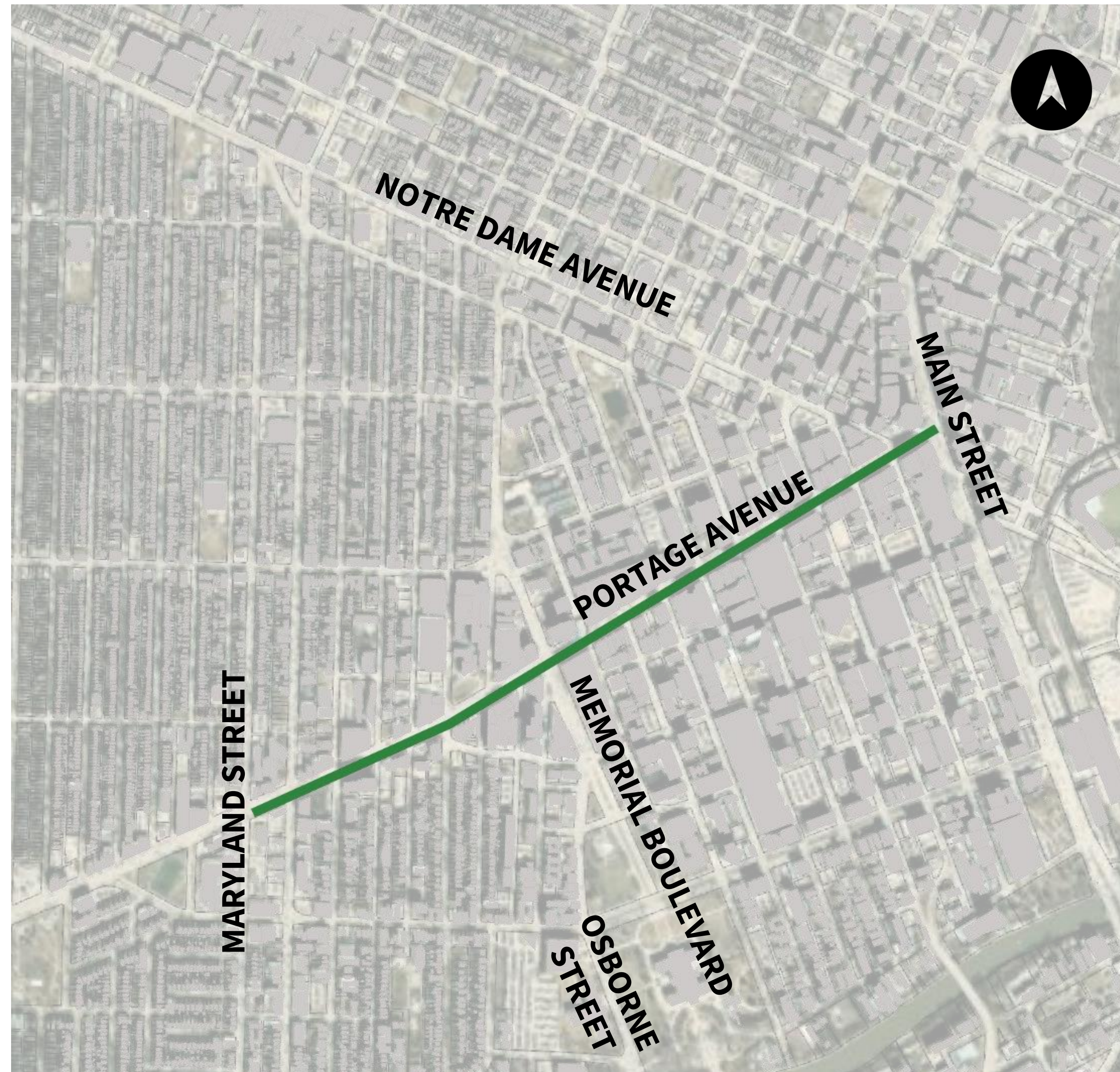
Segment 2 – Main Street North



This on-street rapid transit route would:

- Run from **Portage Avenue** to **Sutherland Avenue**
- Pass through the **Exchange District**
- Run under the existing **CPKC rail overpass**

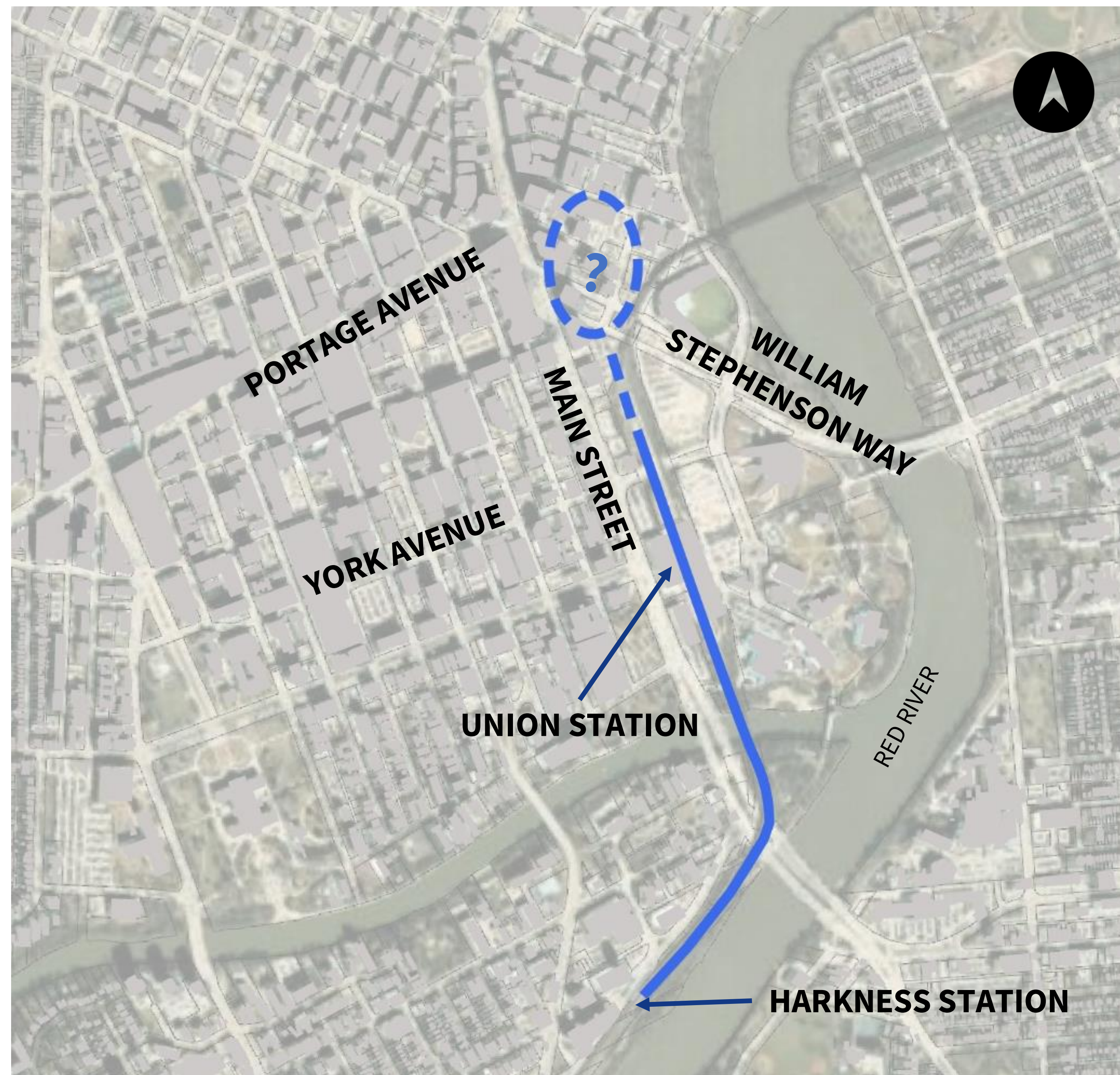
Segment 3 – Portage Avenue



This on-street rapid transit route would:

- Run from **Maryland Street** to **Main Street**
- Pass by major destinations such as **Canada Life Centre** and the **University of Winnipeg**

Segment 4 – The High Line



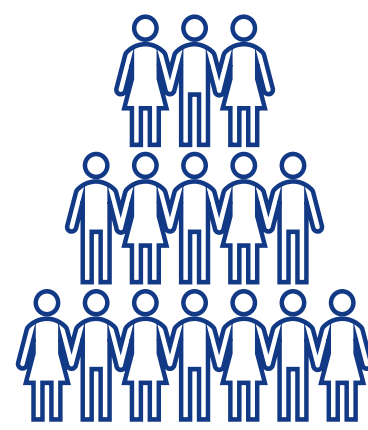
This **elevated** transitway would:

- Operate **above street level**
- Run along the **CN rail corridor** from **Harkness Station** to **Portage Avenue**, passing through **Union Station**
- Connect to the existing **Southwest Rapid Transitway**
- May require **new bridges** over Main Street at Stradbroke, the Assiniboine River, and York Avenue

Key stakeholders

Properties touching or nearby each segment could **benefit** or be **impacted** by any proposed changes.

Other people and groups who may be interested in or affected by the project include:



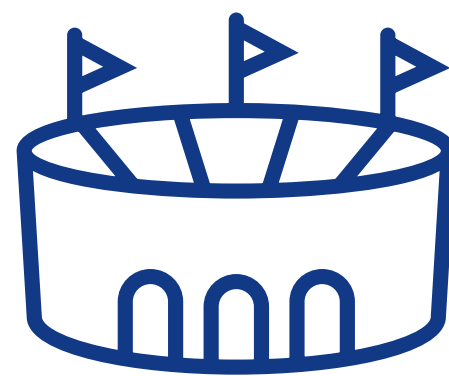
**Area residents and
landowners**



**Transit users, commuters, and
active transportation groups**



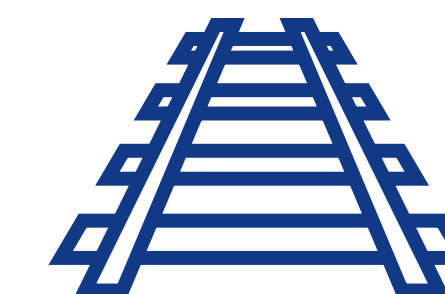
**Businesses and business
organizations**



**Downtown destinations and
institutions**



City of Winnipeg departments



Utilities and rail operators

Considerations

We will consider a number of factors as part of the transitway design, including:

- Traffic and parking
- Road and bridge safety
- Private property access
- Land acquisition
- Potential conversion to LRT (Light Rail Transit – i.e., trains)
- Underground Infrastructure and utilities
- Transit operations
- Heritage resources
- Aesthetics
- Active transportation opportunities and connections
- Construction impacts
- Cost
- Space constraints
- Other items raised by stakeholders

Transitway types

A **transitway** is rapid transit infrastructure that provides **physically separated lanes** for transit vehicles.

Four possible transitway designs will be considered for the Rapid Transit Downtown project.

For routes running along Main Street and Portage Avenue, we are considering three on-street options:

- **Curbside:** Transit lanes located next to the sidewalk.
- **Centre:** Transit lanes running down the middle of the road.
- **Same-Side:** Both directions of transit running together on one side of the street

The fourth option, proposed for the **High Line (Segment 4)**, is an **Elevated Transitway**. Between Harkness Station and William Stephenson Way, this segment would be built above ground, keeping transit completely separate from street-level traffic.

Depending on the area, some sections of the project may use a combination of these designs.

Curbside transitways

A curbside transitway is a dedicated rapid transit corridor located in each **curb lane** of a street. Buses run **parallel** to the flow of traffic.



Source: Ian Borsuk (Ottawa)

Centre running transitways

A centre running transitway is a dedicated rapid transit corridor located at the **centre of the street**. Buses run in both directions.



Source: Landmark Planning & Design

Same-side transitways

A “same-side” transitway is a dedicated rapid transit corridor located on only **one side** of a street. Buses run in both directions on that side.



Source: NACTO

Elevated transitways

An elevated transitway is **removed from general traffic**, following an alignment that is separate from any existing streets. This allows the large volumes of buses to reliably bypass congested areas.



Source: PEQ Consult (Kuala Lumpur, Malaysia)

Rapid Transit Stations

- As part of this project, we are also planning for new **rapid transit stations** in the Downtown.
- Rapid transit stations have more distance between them than standard transit stops. This supports **faster travel times** along the corridors.
- New stations will **be strategically located** to connect multiple transit routes.
- The Winnipeg Transit Master Plan proposes that **Union Station** becomes the flagship rapid transit station Downtown.



Source: Winnipeg Architecture Foundation

Key questions

Before we start designing route options, we want to understand how you use the streets, and any concerns you have.

Help shape the future of rapid transit in Downtown Winnipeg:

- From your perspective, what do you feel the project team should be thinking about as the project begins?
- Are there any other items you would like the team to consider at this early stage?
- Do you have any concerns that the project team should be aware of?



Your input will help inform transitway design as the project team develops and evaluates options for each segment.

Next steps

Once we've gathered and reviewed your feedback, we will:

- Develop variety of **design options** for each segment;
- Return to stakeholders and the public to **share** these options (late 2026)
- At this stage, you will be able to provide **feedback** on all potential design options.

Thank you

Tell us your thoughts:

Learn more at: winnipeg.ca/rapidtransitdowntown

Email: rapidtransitdowntown@winnipeg.ca

Phone: 204-453-8008

