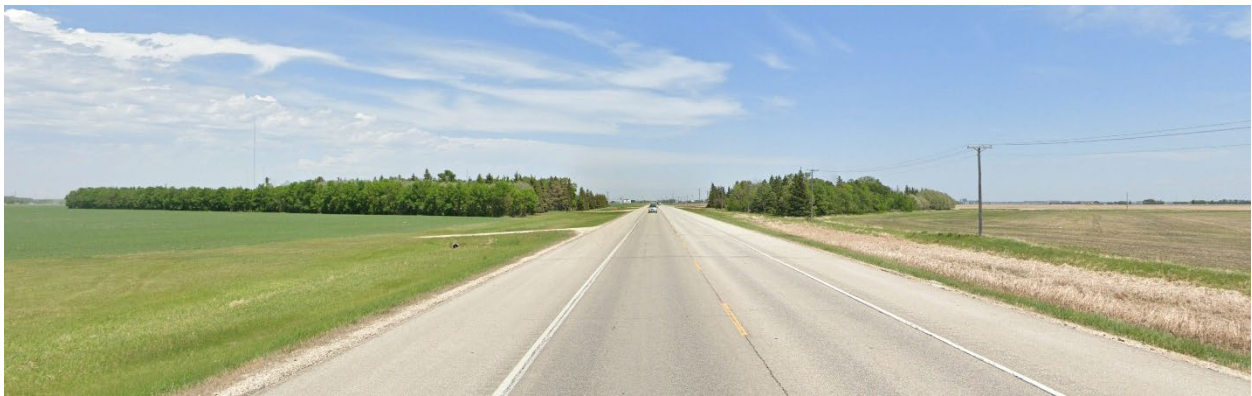


MANITOBA TRANSPORTATION AND INFRASTRUCTURE

PTH 3 FUNCTIONAL DESIGN STUDY PHASE 2 ENGAGEMENT SUMMARY REPORT

APRIL 02, 2024





PTH 3 FUNCTIONAL DESIGN STUDY

PHASE 2 ENGAGEMENT SUMMARY REPORT

MANITOBA TRANSPORTATION AND
INFRASTRUCTURE

REPORT

PROJECT NO.: CA-WSP-231-00717-00

DATE: APRIL 2, 2024

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A PHASE 2 – PRESENTATION MATERIALS

1 INTRODUCTION

Provincial Trunk Highway (PTH) 3 is a two-lane undivided primary arterial located southwest of the City of Winnipeg in the Rural Municipality (RM) of Macdonald. Development along PTH 3 ranges from agricultural to residential to commercial and industrial. Much of the more recent industrial/commercial development has occurred along the east part of the corridor closer to the City of Winnipeg. The adjacent development is served by a range of access types, including indirect access off an intersecting municipal road, private approaches, and access off service roads.

WSP Canada Inc. (WSP), was engaged by Manitoba Transportation and Infrastructure (MTI) to develop a functional design and access management plan for twinning PTH 3 from Road 7E to the Winnipeg City Limit (the study area as shown on **Figure 1.1** also encompasses nearby lands). The plan considers options for two main corridor alignments: (1) the existing alignment to connect directly to McGillivray Boulevard and (2) a realignment to connect directly with the extension of Bishop Grandin Boulevard (Abinojii Mikanah). The study also identifies conceptual plans for three municipal roads that will connect to PTH 3. The study updates a 2006 twinning and access management plan study prepared by WSP, considering development that has occurred since 2006, forecast development, and the latest traffic data and forecasts. WSP was also engaged by MTI to lead the public and stakeholder engagement process for the project.

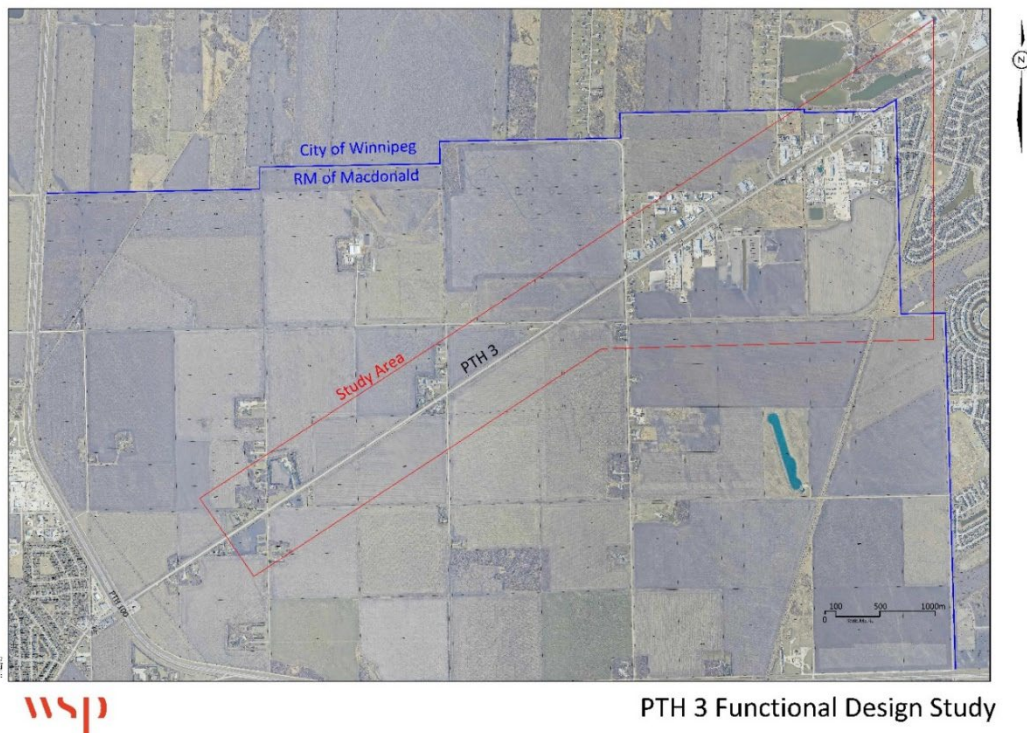


Figure 1-1: Study Area

2 PUBLIC AND STAKEHOLDER ENGAGEMENT PROCESS

Engaging with stakeholders and the public plays an important role in the project. The stakeholder and public engagement strategy includes three phases of engagement with the following objectives:

- **PHASE 1 - Stakeholder Identification and Communication:** Introduce the project to key stakeholders, communicate the project's scope and timing, and gather initial feedback on the project, including specific constraints within the study area. This phase also includes introducing the project to the general public.
- **PHASE 2 – Present Design Alternatives:** Present the design alternatives to stakeholders and the public and obtain feedback on the alternatives.
- **PHASE 3 – Present Preferred Design Alternative:** Present the preferred design alternative to the public and stakeholders and present the rationale for the decision related to the preferred design alternative.

Phase 1 consisted of two in-person group stakeholder meetings, an in-person meeting with the RM of Macdonald, and virtual meetings with the City of Winnipeg and applicable provincial departments. The presentation boards were also made publicly accessible on MTI's website.

Phase 2 consisted of an in-person meeting with the RM of Macdonald, a virtual meeting with the City of Winnipeg, a virtual meeting with applicable provincial departments, three in-person landowner meetings, and two in-person group stakeholder meetings. The presentation boards were also made publicly accessible as part of public engagement hosted on the EngageMB website (see **Appendix A**).

Phase 3 is planned to follow the same format as Phase 2, with additional land acquisition meetings coordinated by the Real Estate Services Branch (RESB).

Overall, the engagement techniques employed for this project include:

- group and individual stakeholder meetings
- landowner meetings
- use of an online survey and EngageMB website to obtain input from the public in Phases 2 and 3

3 PHASE 2 ENGAGEMENT

The following stakeholder meetings were held as part of **Phase 2**:

- November 21, 2023 – in-person meeting with the RM of Macdonald
- November 21, 2023 – virtual meeting with the City of Winnipeg
- November 22, 2023 – virtual meeting with applicable provincial departments
- November 28 and 29, 2023 – three in-person landowner meetings
- November 30, 2023 – two in-person meetings with all other stakeholder groups

The intent of these stakeholder meetings was:

- To inform participants of the purpose and scope of the study.
- To present the roadway and intersection design options (including access management) under consideration.
- To offer an opportunity to provide input and ask questions of the design team and MTI representatives.

Each meeting was guided by presentation boards, which were subsequently made available on the Engage MB website with minor changes (see **Appendix A**).

4 PHASE 2 – RM OF MACDONALD STAKEHOLDER MEETING

This in-person stakeholder meeting took place on November 21, 2023, with administration and elected officials from the RM of Macdonald, along with representatives from MTI and WSP.

Feedback received during the meeting may be summarised as follows:

- There is significant water and sewer infrastructure parallel to PTH 3 on the south side which must be considered, especially with Option 1.
- Maintaining agricultural access via service roads for farmers who may not live adjacent to the land they are farming should be considered.

Additional topics of discussion included questions about road surfacing and clarification on future maintenance responsibilities, potential property impacts and property access.

5 PHASE 2 – CITY OF WINNIPEG STAKEHOLDER MEETING

This virtual meeting took place on November 21, 2023, with City of Winnipeg administration, along with representatives from MTI and WSP. Feedback received during the meeting may be summarised as follows:

- The City indicated that Option 2A and 2B both require future extension of Bishop Grandin Boulevard (proposed Abinojii Mikanah) in order to function long-term.

- The City only owns a small fraction of the land required for the future extension of Bishop Grandin Boulevard (proposed Abinojii Mikanah), as such a significant amount of property acquisition would be necessary.

6 PHASE 2 – PROVINCIAL DEPARTMENTS STAKEHOLDER MEETING

The final meeting of Phase 2 took place virtually on November 22, 2023, with applicable provincial departments, along with representatives from MTI and WSP. The key takeaway from this meeting was the need to coordinate between the provincial government, municipal governments, and major utilities such as Manitoba Hydro regarding the following constraints: a possible future extension of Bishop Grandin Boulevard (proposed Abinojii Mikanah), rail lines, a water drain, and significant Manitoba Hydro work.

7 PHASE 2 – LANDOWNER MEETINGS

Three in-person come and go landowner meetings were held on November 28 and 29, 2023 at the Oak Bluff Recreation Club. The meetings were invitation only and invites were sent to a total of 185 landowners (97 from the RM of Macdonald and 88 from the City of Winnipeg) identified as potentially impacted by at least one of the roadway and intersection design options.

Landowners were invited to attend one of three meeting times, and those who could not attend were invited to participate online. The sessions were also attended by representatives from MTI and WSP. A total of 49 individuals signed-in, the evening session had 19 individuals sign-in, and the two afternoon sessions had 20 and 10 individuals sign-in respectively.

Each of the meetings was two hours in length using a drop-in format. Landowners were invited to read through the presentation boards at their own pace and ask questions of the project team as needed. These were the same presentation boards shown at the stakeholder meetings (see **Appendix A**). In addition to the presentation boards, table maps illustrating the alternatives being proposed were also available and attendees were encouraged to annotate these with comments. The key takeaways from these meetings were the need to consider the number and land area of properties impacted and the importance of protecting farmland and agricultural vehicle access.

Following each meeting, participants were invited to complete a survey made available via paper copies as well as online through the SurveyMonkey platform (accessible via a QR code or website link). The survey provided was substantially similar to the one available to the general public and posted on EngageMB.

8 PHASE 2 – GROUP STAKEHOLDER MEETINGS

Two in-person group stakeholder meetings (one during the day and one in the evening) were held on November 30, 2023 at the Oak Bluff Recreation Club. Meeting invites were sent by email to all stakeholders that were not invited to the other Phase 2 meetings. Invitees were given the option as

to which meeting they would like to attend. A total of 50 individuals signed-in, 29 to the afternoon session, and 21 to the evening session. The sessions were also attended by representatives from MTI and WSP.

These meetings had the same come-and-go format as the landowner meetings, with presentation boards and printed table maps of the alternatives which attendees were encouraged to annotate. As with the landowner meetings, the key takeaways from these meetings were the need to consider the number and land area of properties impacted, with particular attention to farmland.

Following each meeting, participants were invited to complete a survey made available via paper copies as well as online through the SurveyMonkey platform (accessible via a QR code or website link). The survey provided was substantially similar to the one available to the general public and posted on EngageMB.

9 PHASE 2 – ENGAGE MB AND SURVEY RESULTS

Presentation materials and the online survey available to the general public was available on the EngageMB website February 14, 2024. There were 997 website hits on the website for the project, and 281 visited the survey link. The survey closed February 27, 2024. A total of 96 responses were received for the EngageMB survey. The lower response rate when compared to the number of people who visited the survey link may be because respondents must create an EngageMB account to respond to the survey. Presentation boards posted on EngageMB were substantially similar to those at the landowner and stakeholder meetings and were made publicly available on MTI's website.

A total of 110 responses were received to the survey, including 10 online (through SurveyMonkey from the landowner and stakeholder meetings), 4 paper responses (from the landowner and stakeholder meetings), and 96 online through EngageMB. A summary of the survey results is provided below.

The survey had 11 questions and was organized based on the following three options presented:

- Option 1: existing alignment connecting to McGillivray Boulevard with traffic signals
- Option 2A: realignment starting west of Road 8E connecting to Bishop Grandin Boulevard (proposed Abinojii Mikanah)
- Option 2B: realignment starting east of Road 8E connecting to Bishop Grandin Boulevard (proposed Abinojii Mikanah)

Respondents were able to skip a question at any time. The survey started with two initial questions, asking the respondent's relationship to the study area, and how often they travel on PTH 3 between Road 7E and Brady Road.

Respondents could select multiple options to describe their connection to the area. Of the responses received, 45 percent indicated they were residents of the study area. Of the 27 percent that selected "other", the majority indicated that they regularly visited or travelled through the area (see **Figure 3-1**).

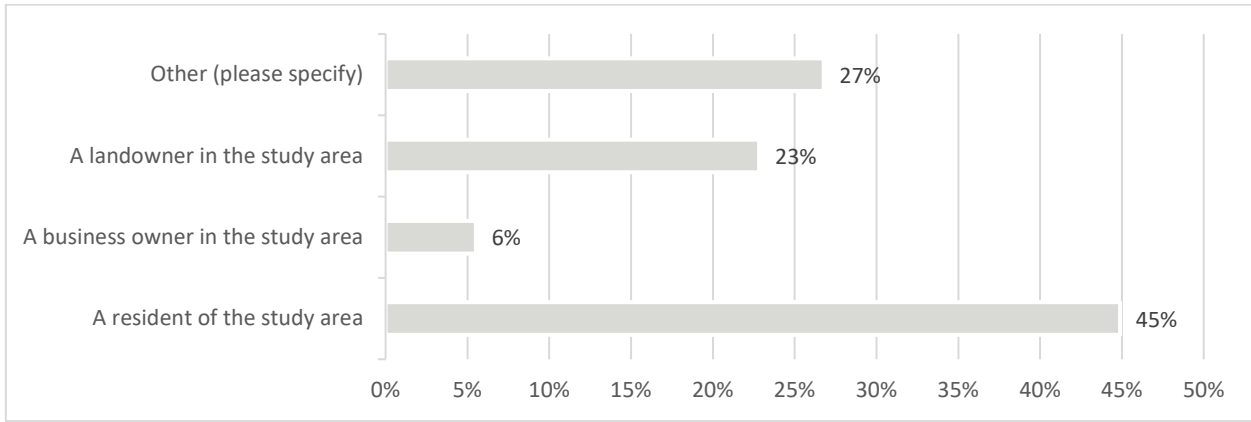


Figure 3-1: Participant Relationship to Study Area

When asked how often they travel on PTH 3 anywhere from Road 7E to Brady Road, distribution was fairly even among those who travel daily (29 percent), weekly (26 percent), and monthly (27 percent) (see **Figure 3-2**).

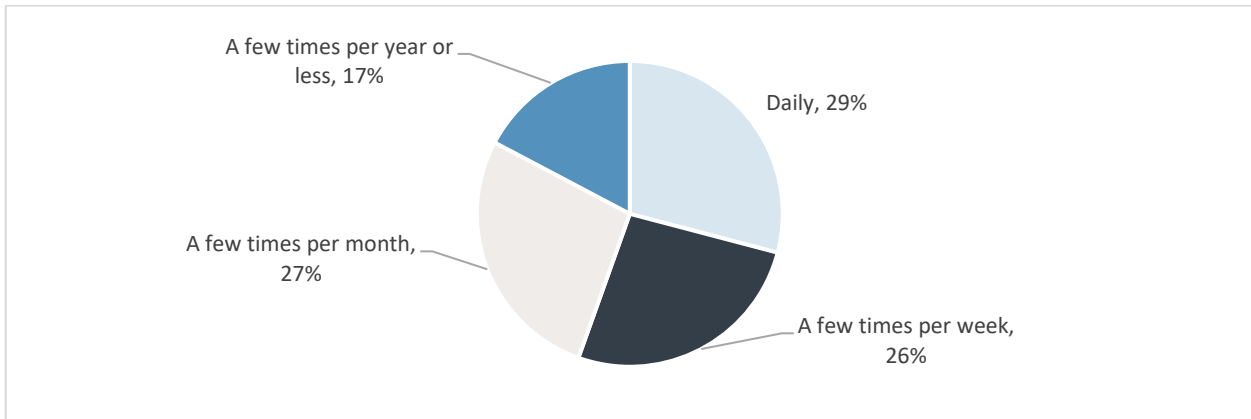


Figure 3-2: Frequency of Travel on PTH 3

Survey respondents were then asked to rank the perceived effect of each option on a scale of 'very positive' to 'very negative' for the following criteria:

- safety
- access
- traffic movement
- personal property or business

Results for the three alignment options are presented together below for each of these criteria.

Access

Generally, respondents indicated that Option 1 would have the highest very positive or positive impact on access (57 percent) when compared to Option 2A (47 percent) and 2B (43 percent) (see **Figure 3-3**). Similarly, only 21 percent of respondents indicated that Option 1 would have a negative or very negative impact on access, a lower proportion than both Option 2A (31 percent)

and 2B (33 percent). A near-equal number of respondents indicated a neutral amount of impact on access with any of the options.

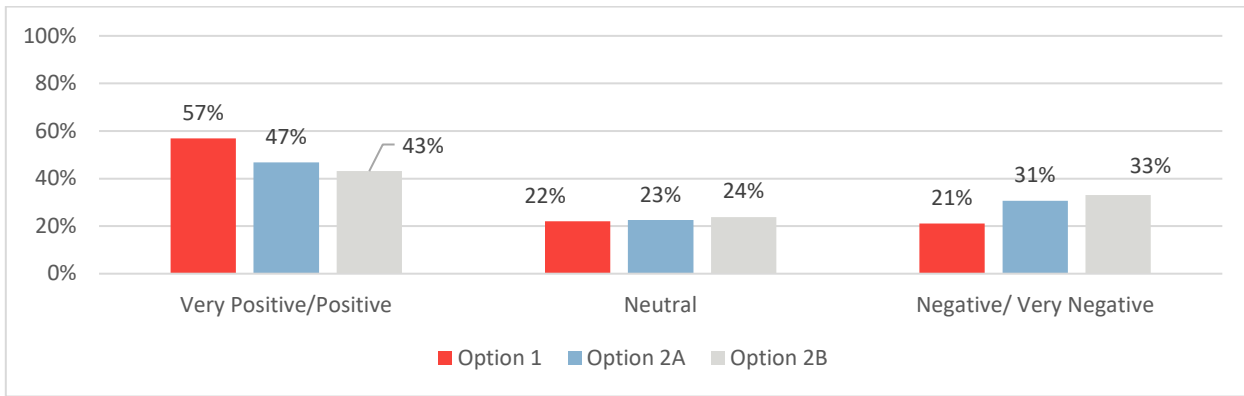


Figure 3-3: Ranked Effect of Options on Access

Traffic Movement

Respondents indicated a very similar impact on traffic movement with each option (see **Figure 3-4**). However, Option 1 was identified as having the greatest combined very positive or positive impact on traffic movement (54 percent) when compared to Option 2A (50 percent) and 2B (45 percent). Similarly, 27 percent of respondents indicated that Option 1 would have a negative or very negative impact on traffic movement, a lower proportion than both Option 2A (30 percent) and 2B (31 percent).

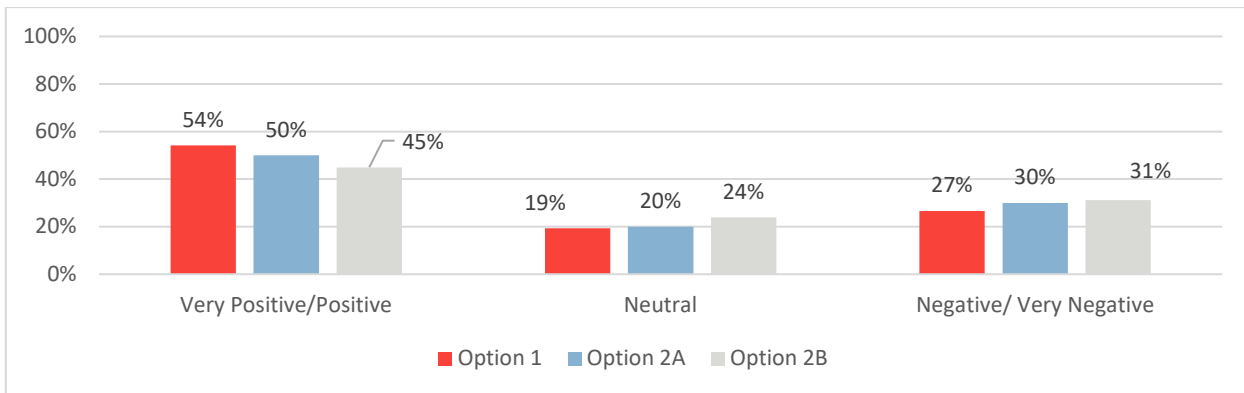


Figure 3-4: Ranked Effect of Options on Traffic Movement

Personal Property or Business

Option 1 was identified as having the most positive or very positive impact (44 percent) and the least negative or very negative impact (21 percent) on personal property or business (see **Figure 3-5**). Almost twice as many respondents felt that both Options 2A and 2B (35 percent and 36 percent, respectively) would have a negative or very negative impact on personal property or business. A significant proportion of respondents identified a neutral impact to personal property or business with any option.

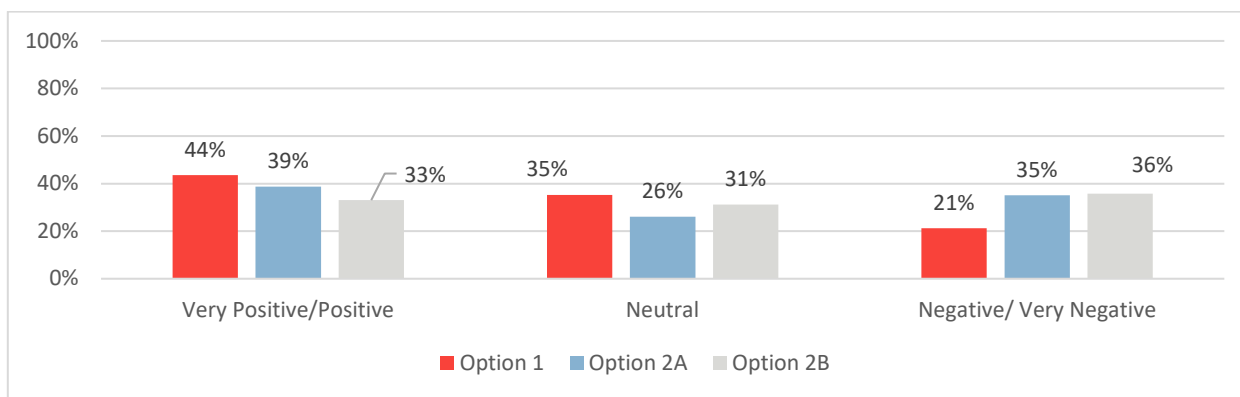


Figure 3-5: Ranked Effect of Options on Personal Property or Business

Additional Comments

Respondents were provided the opportunity to identify additional comments regarding each of the three options and the overall study. Additional feedback can be summarized as follows:

- Cost of proposed changes are too significant and should be directed towards other priorities.
- Twinning the roadway will further encourage urban sprawl and exacerbate high cost of infrastructure.
- Access changes and addition of controlled intersections in all proposed options would improve safety of the existing configuration.
- Concern that traffic lights added at multiple intersections in all proposed options will significantly impact traffic flow.
- Collaboration is needed with the City of Winnipeg to ensure traffic flow is maintained past Brady Road.
- Concern about the volume of land impacted by proposed options, especially Option 2B.
- Concern that Options 2A and 2B are not effectively directing traffic towards downtown Winnipeg, St. James, and Kenaston areas, and instead are directing traffic eastward which can be achieved by using the Perimeter Highway (PTH 100).
- Respondents noted that active transportation needs are not considered in any of the options - as active transportation infrastructure is outside of provincial jurisdiction, it was explained to stakeholders that this is beyond the scope of this project but safe crossing locations of PTH 3 will be identified as part of this project.

10 SUMMARY AND NEXT STEPS

The second phase of engagement included a combination of virtual and in-person meetings that took place in November 2023. Presentation boards and an online survey, accessible to the general public, followed in February of 2024. Feedback was recorded through a combination of meeting notes (for individual meetings that took place with the RM of Macdonald, City of Winnipeg, and provincial departments), as well as annotated table maps (for in-person group stakeholder and landowner meetings), and a survey (available at all meetings and to the public online).

Generally, stakeholders were supportive of improvements to safety and traffic flow. Concerns related to property impacts and agricultural vehicle access were expressed by the RM of Macdonald, landowners, and business owners in particular. The municipality also expressed concern regarding impact to future development. The City of Winnipeg identified that Option 2A and 2B both rely on a future extension of Bishop Grandin Boulevard (proposed Abinojii Mikanah), the timeline of which and associated costs are undetermined. The survey indicated a preference for Option 1 based on the perceived effect on personal property or business, traffic movement, and access. Concerns were expressed regarding the overall project cost, land impacts, lack of active transportation infrastructure, number of additional light-controlled intersections, and the environmental impact of facilitating commuter traffic into the City of Winnipeg.

Feedback received during Phase 2 will be considered in the selection of the preferred design alternatives presented in Phase 3, anticipated to take place in the fall of 2024.

APPENDIX

PTH 3 Functional Design Study

Phase 2 Engagement

Fall 2023



Manitoba 

Welcome

PTH 3
Functional Design Study



Purpose

To **develop a functional design and access management plan for twinning PTH 3 from Road 7E to the Winnipeg City Limit at Brady Road**. The plan will consider options for two main corridor alignments: (1) the existing alignment to connect to McGillivray Boulevard and (2) a realignment to connect to Bishop Grandin Boulevard (proposed Abinojii Mikanah).

The **intent** of phase 2 engagement is to:



Inform you of the **purpose and scope** of the study.



Present the roadway and intersection design options (including access management) under consideration.



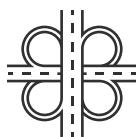
Offer an opportunity to **provide input to and ask questions** of the design team.

3

Manitoba 

Background

WSP Canada Inc. (WSP), a planning and engineering firm, was engaged by the Manitoba government to develop a design for the twinning of PTH 3.



Conceptual alignments of the **William R. Clement Parkway, Road 8E and PR 330 extensions and connections to PTH 3** will be developed.



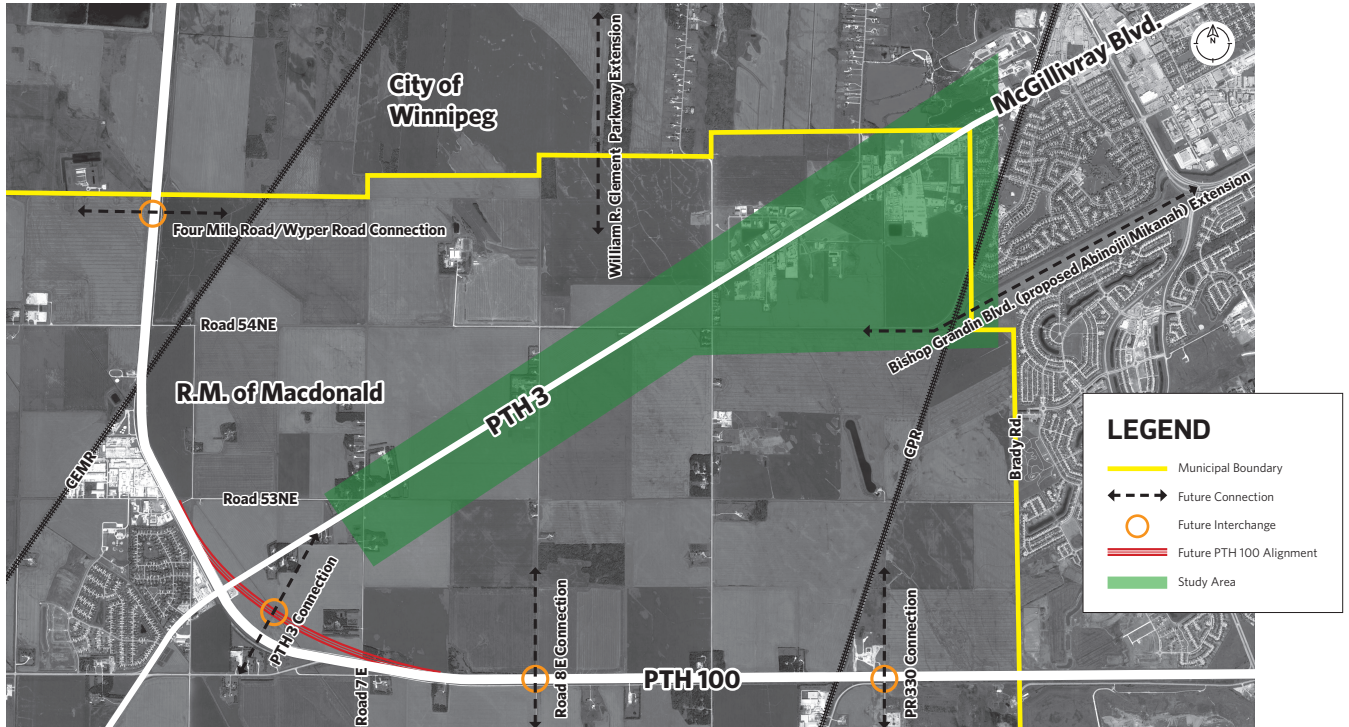
The study will **update a 2006 twinning and access management plan**.



The study will also **guide intersection improvements and land use planning and development**.

4

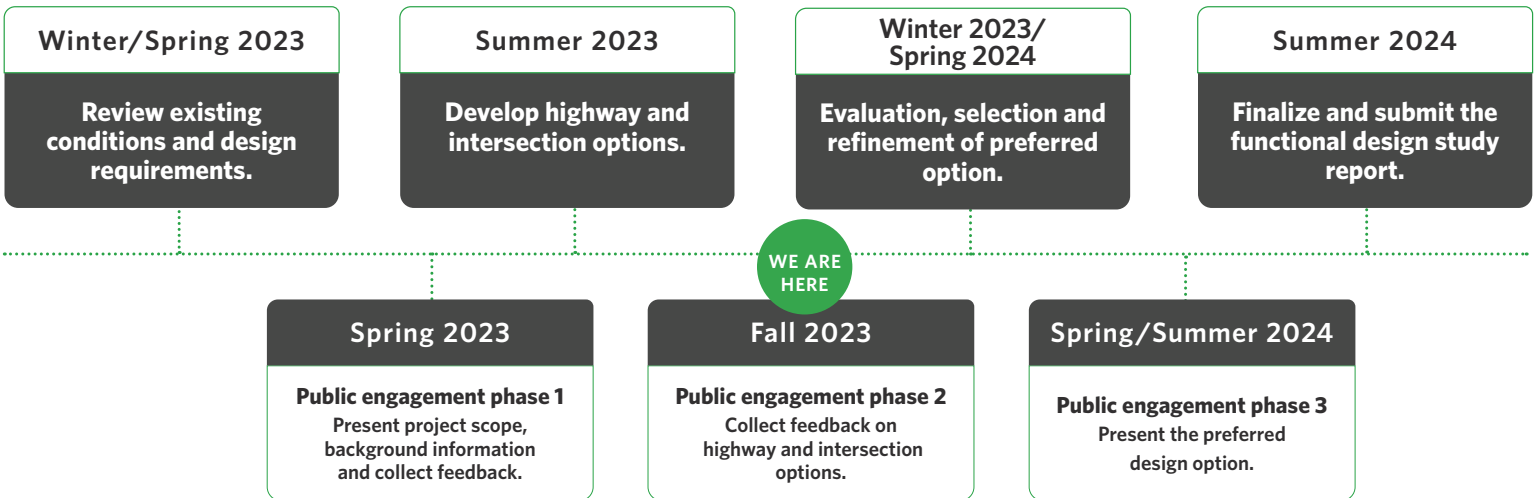
Manitoba 



5



Timeline



The functional design study will take approximately one-and-a-half years to complete.

A functional design study is an early phase of the design process in which the road right-of-way and roadway layout are established based on projected travel patterns and demand. Functional designs are informed by both technical studies and public input and feedback throughout the process.

6



During phase 1 engagement, the **project team met with landowners, business owners, municipalities and other stakeholders** to introduce the project, communicate the project's scope and timing, and gather initial feedback.

The engagement activities facilitated during Phase 1 of public engagement included:



Stakeholder meetings with the **City of Winnipeg, RM of Macdonald, and provincial departments.**



Group stakeholder meetings (held in a come-and-go format) with **landowners, business owners, and other invited stakeholders.**



A **survey** made available both online and in-person.



A **website** with a link to the presentation boards.

Overall, feedback collected during phase 1 from stakeholders was **positive.**



7

Specific themes based on the feedback received include:



That top priorities for stakeholders include improving safety and traffic operations and minimizing land acquisition and impacts on adjacent properties.



That the study be coordinated with planned infrastructure projects and development in both the City of Winnipeg and RM of Macdonald.



That the planned twinning of PTH 3 address existing safety concerns and access challenges.

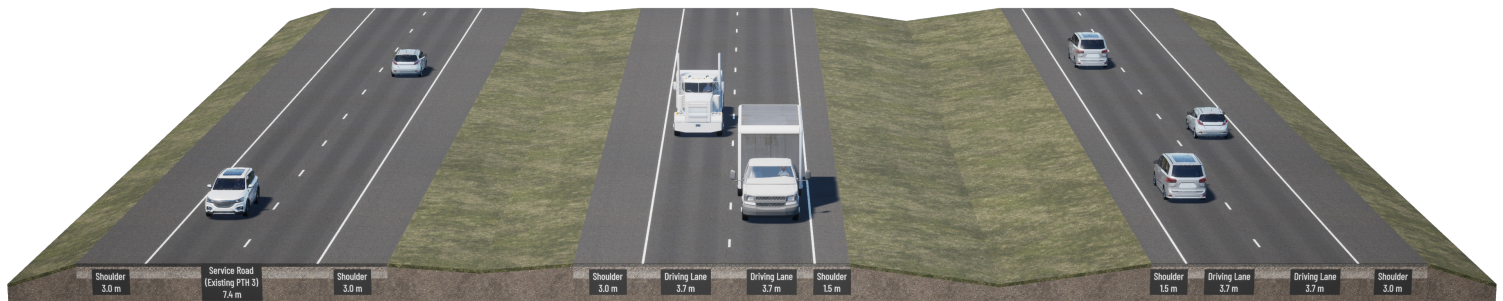


That speed limit adjustments and signage improvements should be considered as part of the study.

8

PTH 3 connecting to McGillivray Boulevard (existing alignment)

Access management for this option is via traffic signals. Although roundabouts were considered, they would not adequately accommodate the type of vehicular traffic on PTH 3.



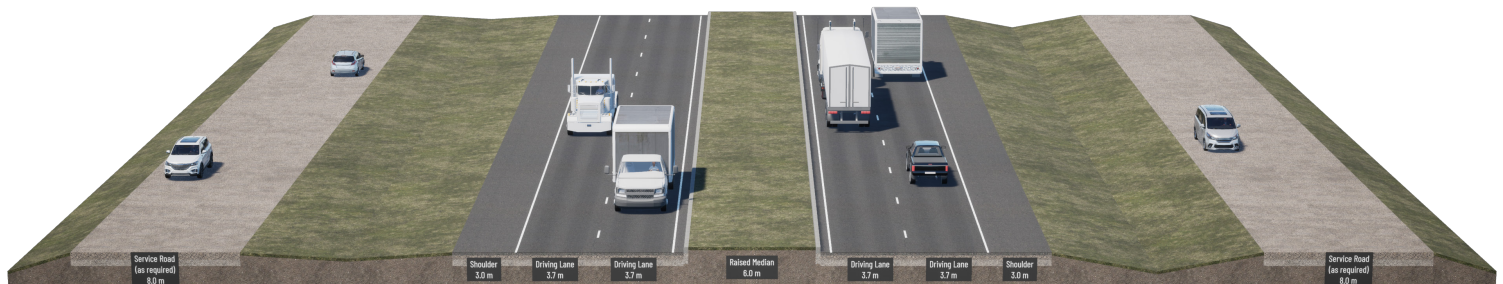
Westbound PTH 3

Eastbound PTH 3

Typical 4-Lane Section Road 7E to Loudoun Rd.

Note: slopes are not drawn to scale.

9



Westbound PTH 3

Eastbound PTH 3

Typical 4-Lane Section Loudoun Rd. to Brady Rd.

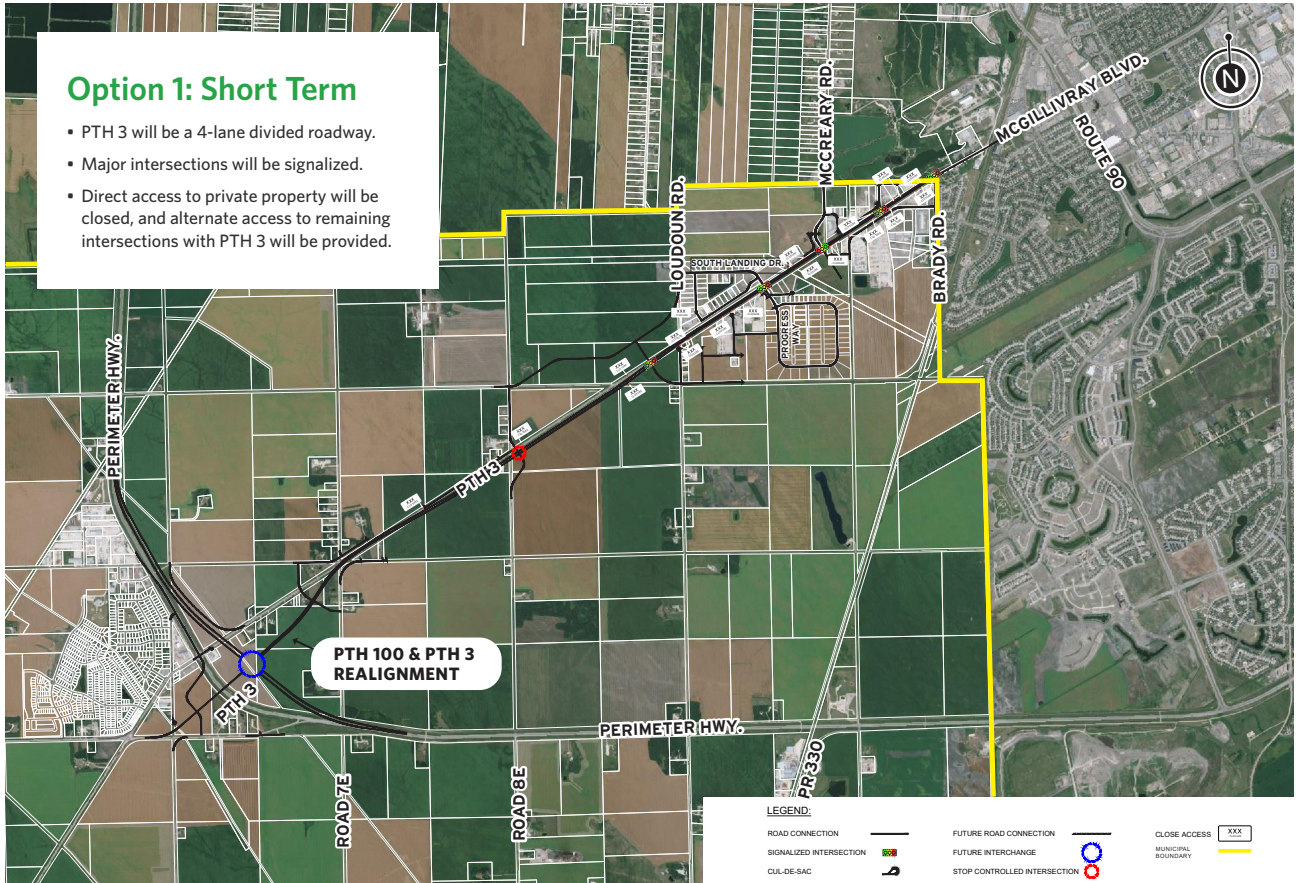
Note: slopes are not drawn to scale.

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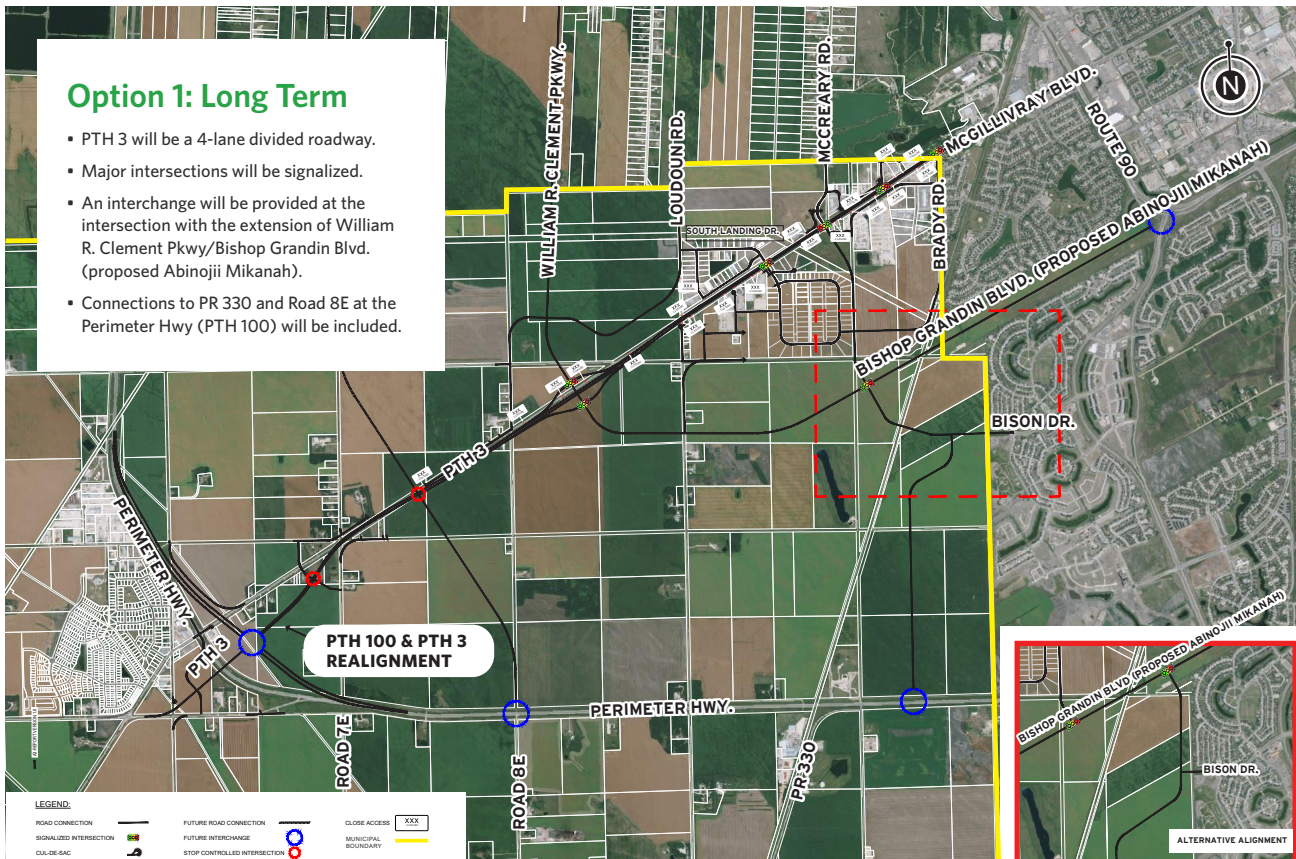
Option 1: Short Term

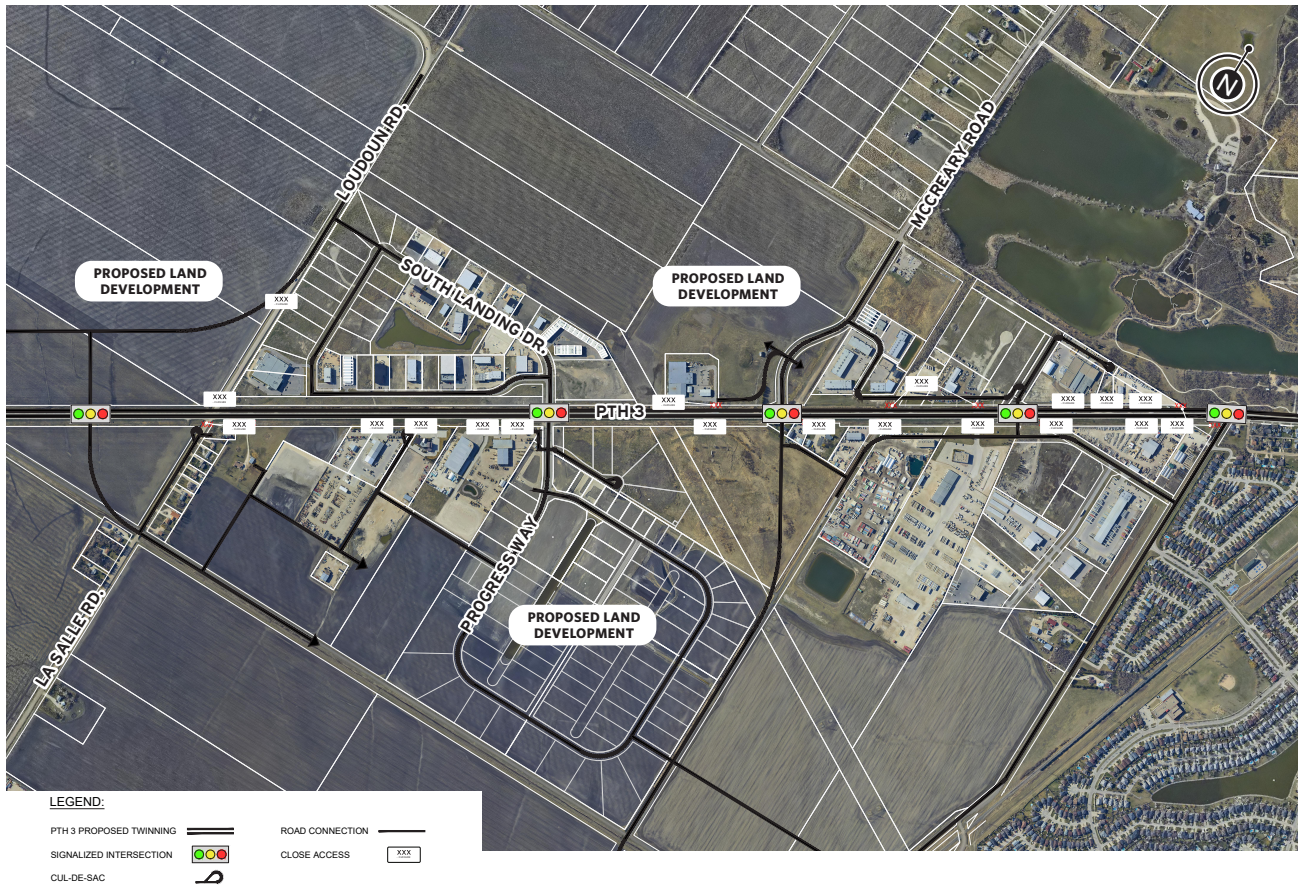
- PTH 3 will be a 4-lane divided roadway.
- Major intersections will be signalized.
- Direct access to private property will be closed, and alternate access to remaining intersections with PTH 3 will be provided.



Option 1: Long Term

- PTH 3 will be a 4-lane divided roadway.
- Major intersections will be signalized.
- An interchange will be provided at the intersection with the extension of William R. Clement Pkwy/Bishop Grandin Blvd. (proposed Abinojii Mikanah).
- Connections to PR 330 and Road 8E at the Perimeter Hwy (PTH 100) will be included.





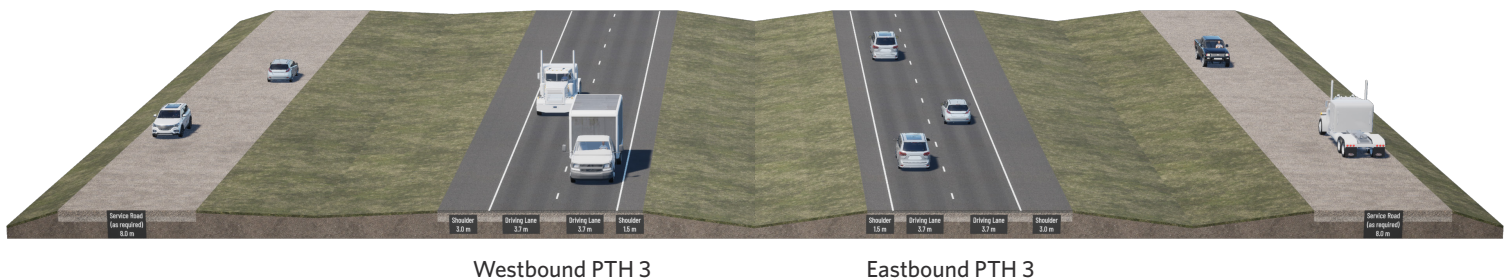
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Alignment Options 2A and 2B

PTH 3 connecting to Bishop Grandin Boulevard (proposed Abinojii Mikanah) realignment

Two alignments are under consideration for this option - realignment starting west of Road 8E (Option 2A) and realignment starting east of Road 8E (Option 2B).



Typical 4-Lane Section

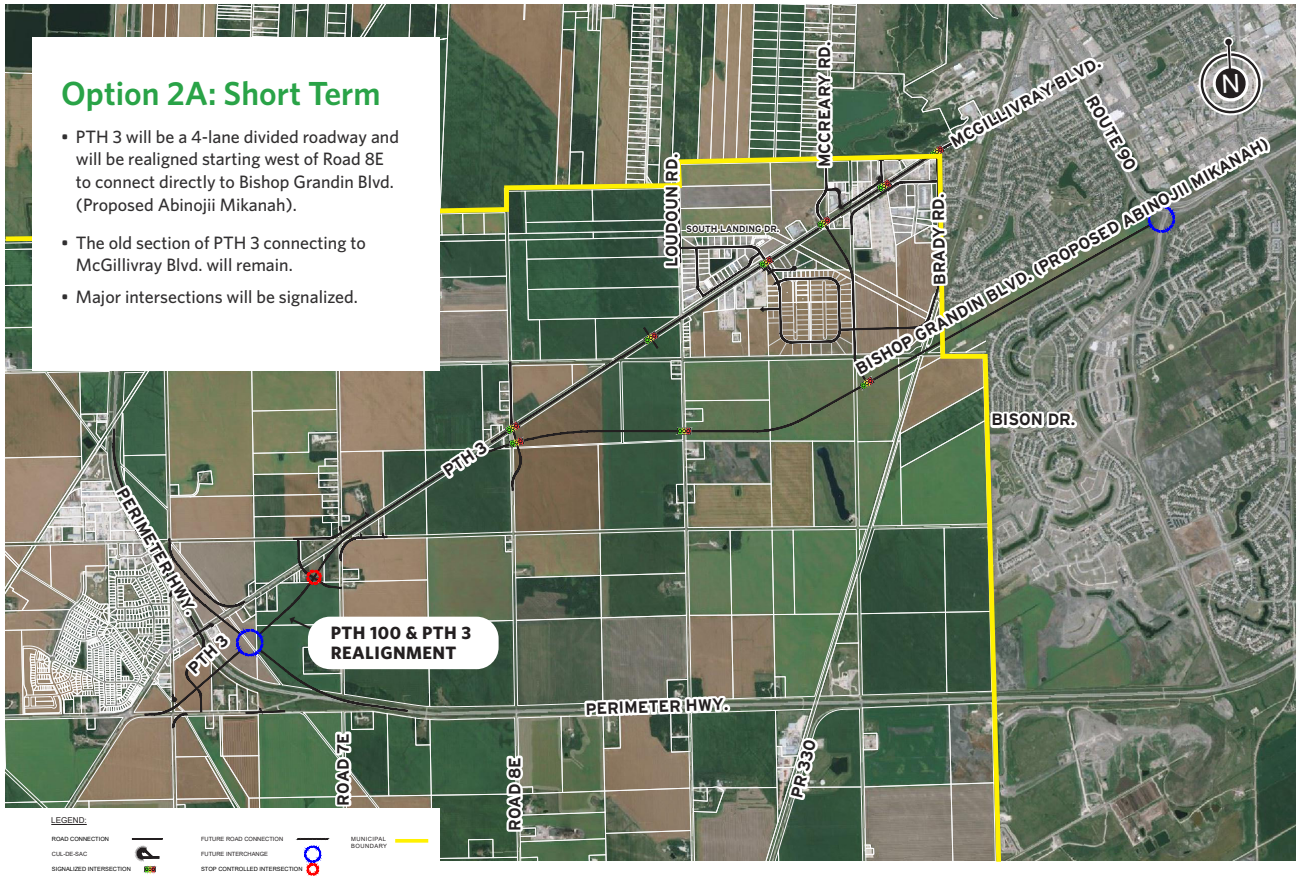
Note: slopes are not drawn to scale.

14



Option 2A: Short Term

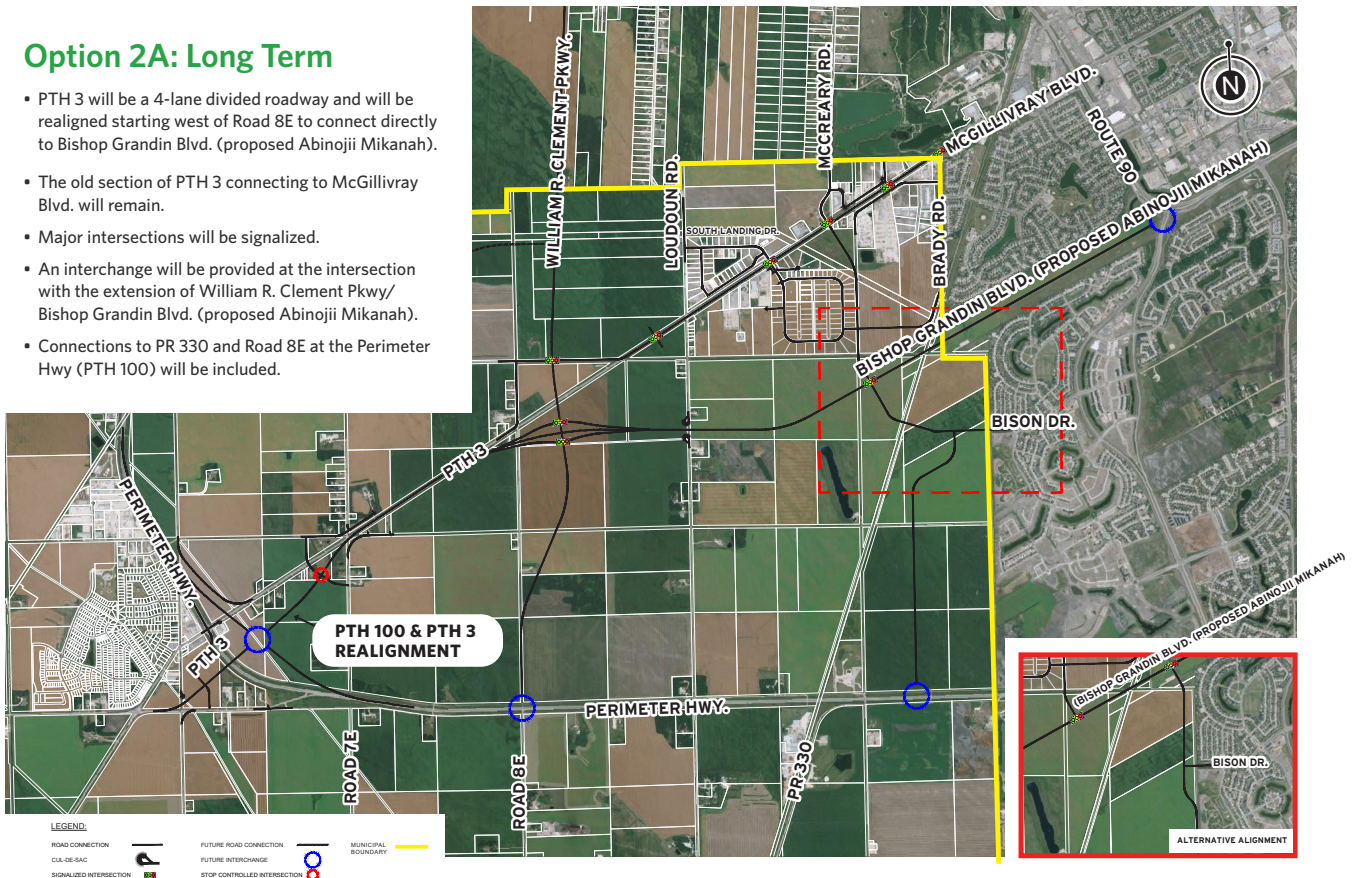
- PTH 3 will be a 4-lane divided roadway and will be realigned starting west of Road 8E to connect directly to Bishop Grandin Blvd. (Proposed Abinojii Mikanah).
- The old section of PTH 3 connecting to McGillivray Blvd. will remain.
- Major intersections will be signalized.



Alignment Option 2A: Long Term

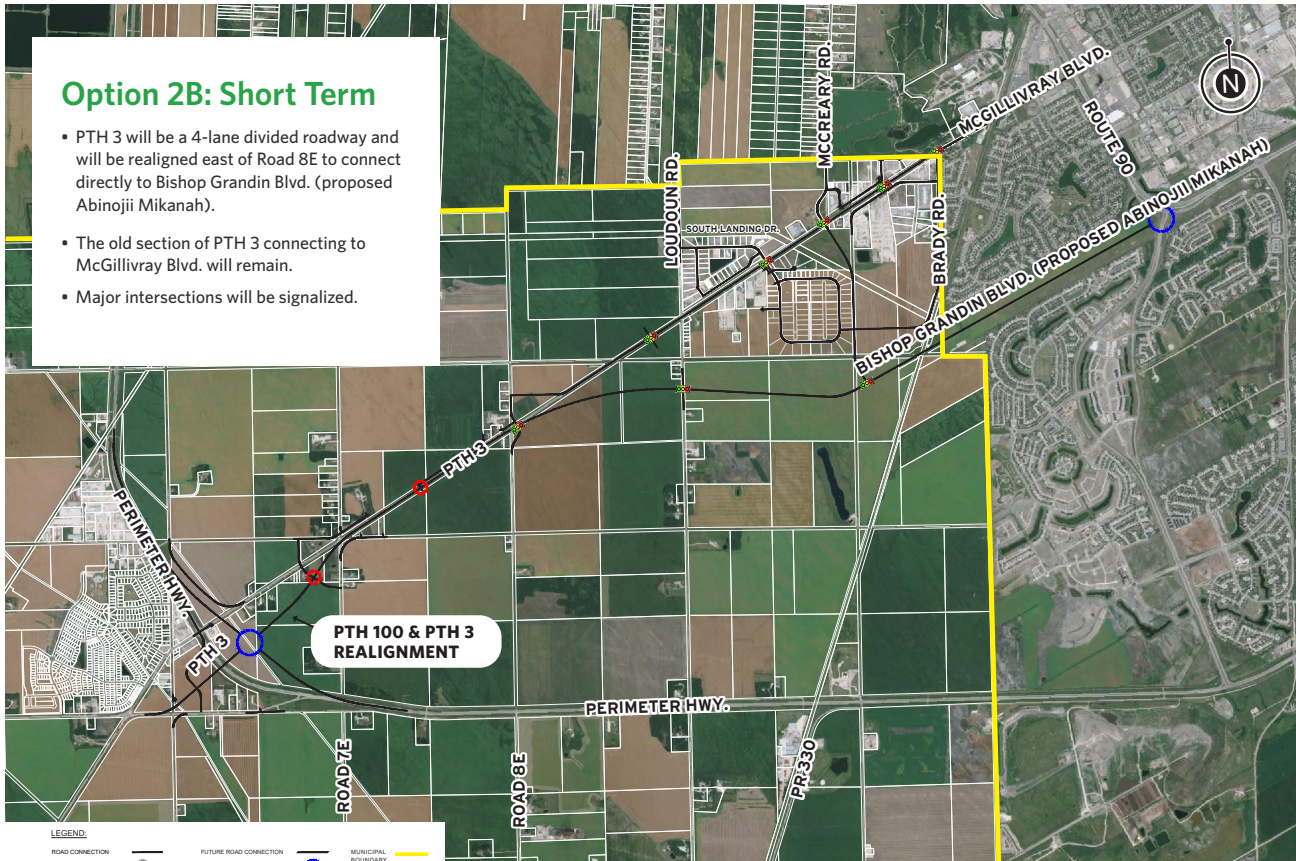
Option 2A: Long Term

- PTH 3 will be a 4-lane divided roadway and will be realigned starting west of Road 8E to connect directly to Bishop Grandin Blvd. (proposed Abinojii Mikanah).
- The old section of PTH 3 connecting to McGillivray Blvd. will remain.
- Major intersections will be signalized.
- An interchange will be provided at the intersection with the extension of William R. Clement Pkwy/ Bishop Grandin Blvd. (proposed Abinojii Mikanah).
- Connections to PR 330 and Road 8E at the Perimeter Hwy (PTH 100) will be included.



Option 2B: Short Term

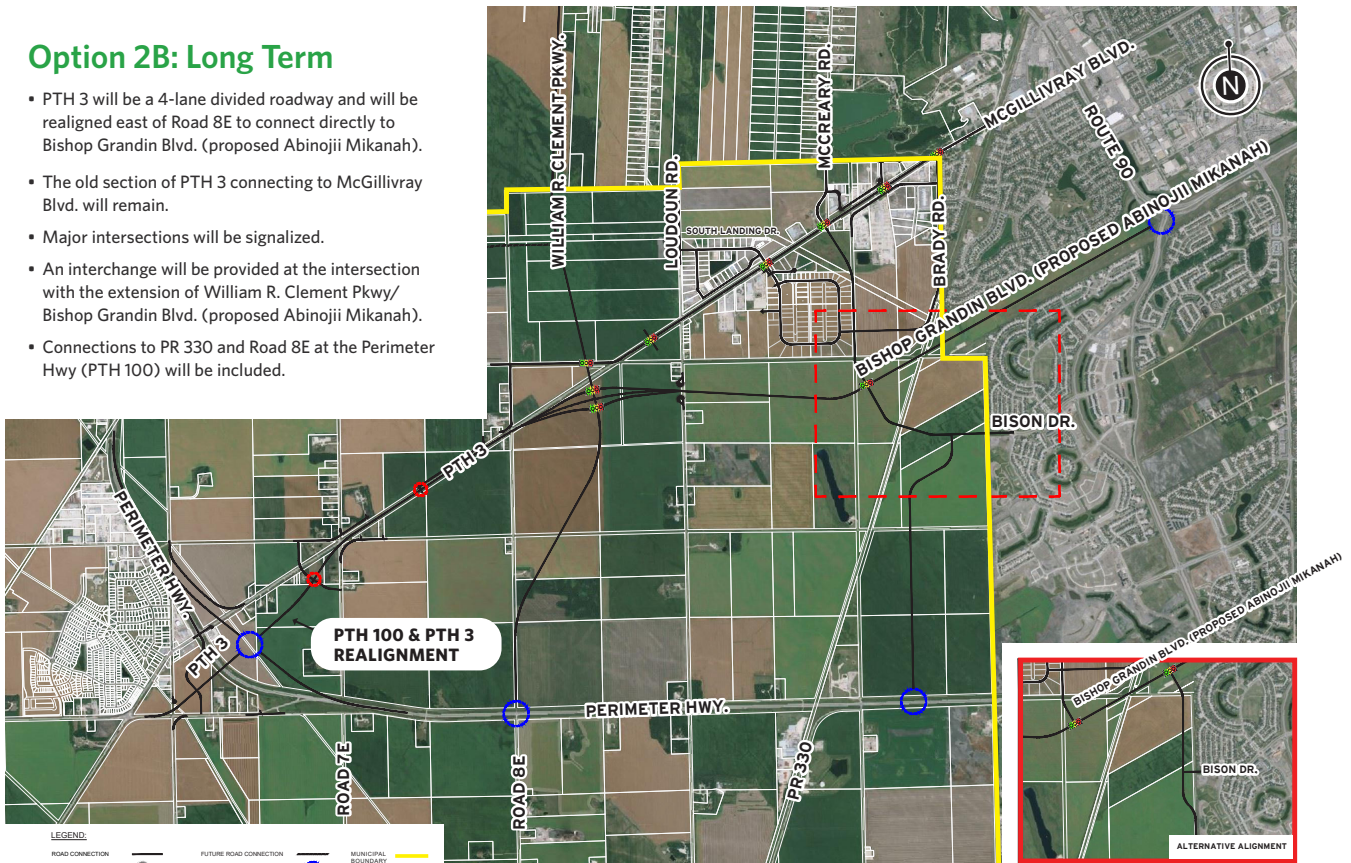
- PTH 3 will be a 4-lane divided roadway and will be realigned east of Road 8E to connect directly to Bishop Grandin Blvd. (proposed Abinojii Mikanah).
- The old section of PTH 3 connecting to McGillivray Blvd. will remain.
- Major intersections will be signalized.



Alignment Option 2B: Long Term

Option 2B: Long Term

- PTH 3 will be a 4-lane divided roadway and will be realigned east of Road 8E to connect directly to Bishop Grandin Blvd. (proposed Abinojii Mikanah).
- The old section of PTH 3 connecting to McGillivray Blvd. will remain.
- Major intersections will be signalized.
- An interchange will be provided at the intersection with the extension of William R. Clement Pkwy/ Bishop Grandin Blvd. (proposed Abinojii Mikanah).
- Connections to PR 330 and Road 8E at the Perimeter Hwy (PTH 100) will be included.



The project team will design and evaluate roadway and intersection options based on the following criteria:



Engineering and Transportation

CRITERIA

- Safety
- Geometry
- Utilities
- Ease of construction and staging
- Traffic operations



Community/Social Economic Impacts

CRITERIA

- Minimize land acquisition/severance
- Impact on businesses and residential neighbourhoods
- Impact on access
- Pedestrian/cycling accommodation



Cost Factors

CRITERIA

- Cost of construction
- Right-of-way acquisition cost

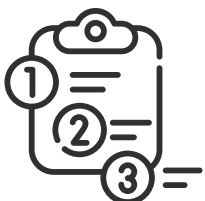
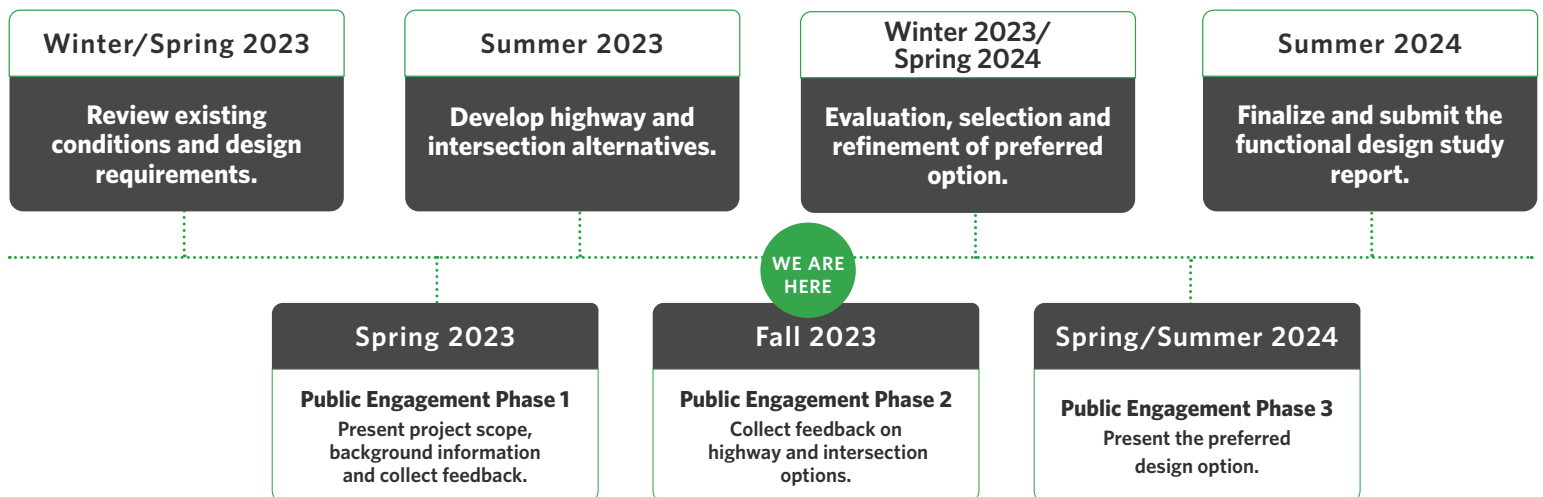


Environmental Impacts

CRITERIA

- Natural environment
- Habitat impact
- Heritage resources impact

Next Steps



After completion of phase 2 engagement, the project team will evaluate the options and select the preferred highway alignment and intersection designs for PTH 3.

Phase 3 engagement will include presentation of the preferred highway alignment and intersection designs.

Thank you

Thanks for participating in phase 2 engagement for the
PTH 3 Functional Design Study.

Scan this QR code or use a paper copy to participate in a survey.



For additional information, please contact:

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