

Engage

MB

What We Heard

*Functional Design Study – Provincial Trunk Highway (PTH) 8 from
Provincial Road (PR) 220 to PR 230*

Project Overview

Manitoba Transportation and Infrastructure is committed to the ongoing improvement of the provincial highway network. The section of Provincial Trunk Highway (PTH) 8 between Provincial Road (PR) 220 and PR 230 was identified for improvement because the existing configuration and roadway surface of southbound lanes no longer meets the needs of users. Increasing development and growing communities have led to increased traffic volumes as well as heavier loading on the aging highway. The growing number of direct access points onto the highway has created operational and safety concerns as more and more traffic is turning onto or crossing the highway. To address these concerns the department is considering improvements such as:

- upgrading pavement of the existing southbound lanes
- widening shoulders
- stabilizing embankment slopes
- reconfiguring highway access points

The department has initiated a functional design study of PTH 8 from PR 220 to PR 230 to enhance traffic safety and operations. This study includes access management and preliminary designs for the structures at Grassmere Drain and Parks Creek. The study also considers intersection improvements at the following locations:

- Pipeline Road (PR 409)
- Grassmere Road (PR 220)
- Northumberland Road
- Miller Road (PR 321)
- Parkdale Road (PTH 27)
- McPhillips Road (PR 230)

The primary goal of the project is to improve safety for users of PTH 8 by limiting direct access to PTH 8 while balancing the need for residents to access their homes and local businesses.

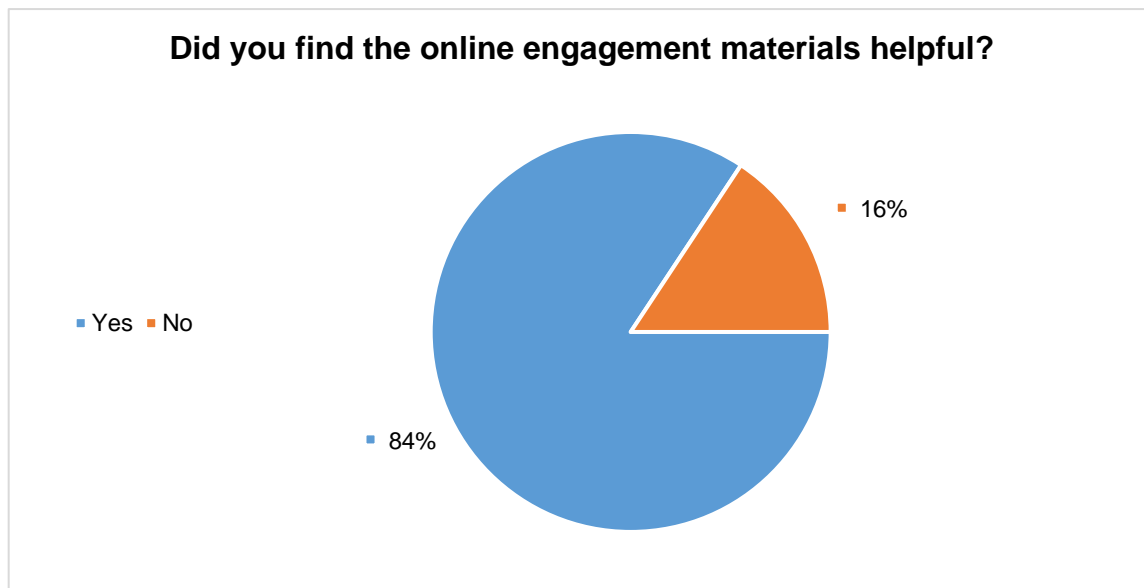
Engagement Overview

The online public engagement is part of the overall engagement process for the functional design study. Prior to the online public engagement session, the department held meetings with directly impacted landowners and representatives from local governments, school districts, water planning districts, utility providers, emergency services, railway companies, trucking industry, and active transport groups.

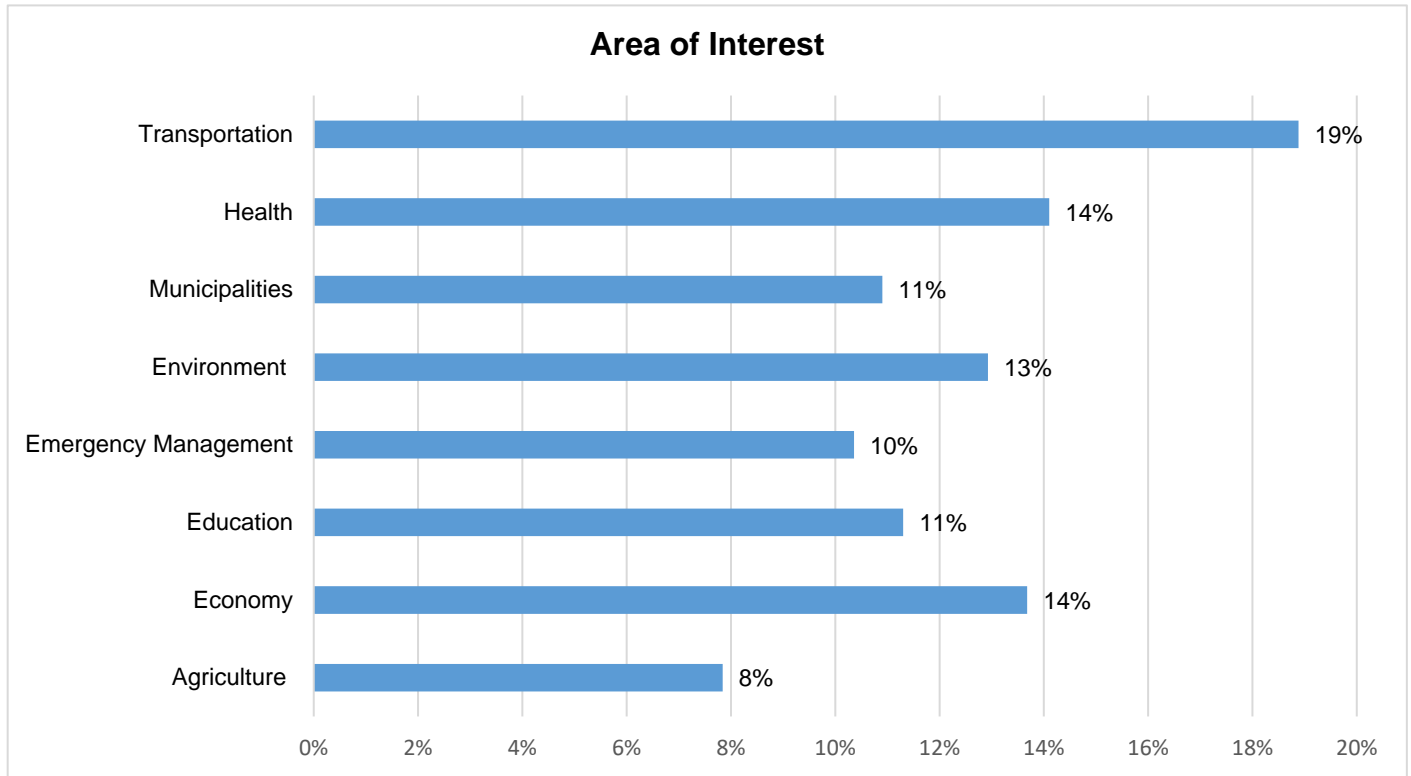
The online public engagement on EngageMB.ca consisted of a presentation with community maps. This was accompanied by an online survey, which ran from September 29, 2022 to October 20, 2022. The presentation outlined why safety improvements are necessary and provided an overview of the proposed improvements. The survey invited feedback on four intersections as well as on the project plan overall. Feedback received through both the stakeholder meetings and the online public engagement will help inform the selection of the preferred alternatives.

What We Heard

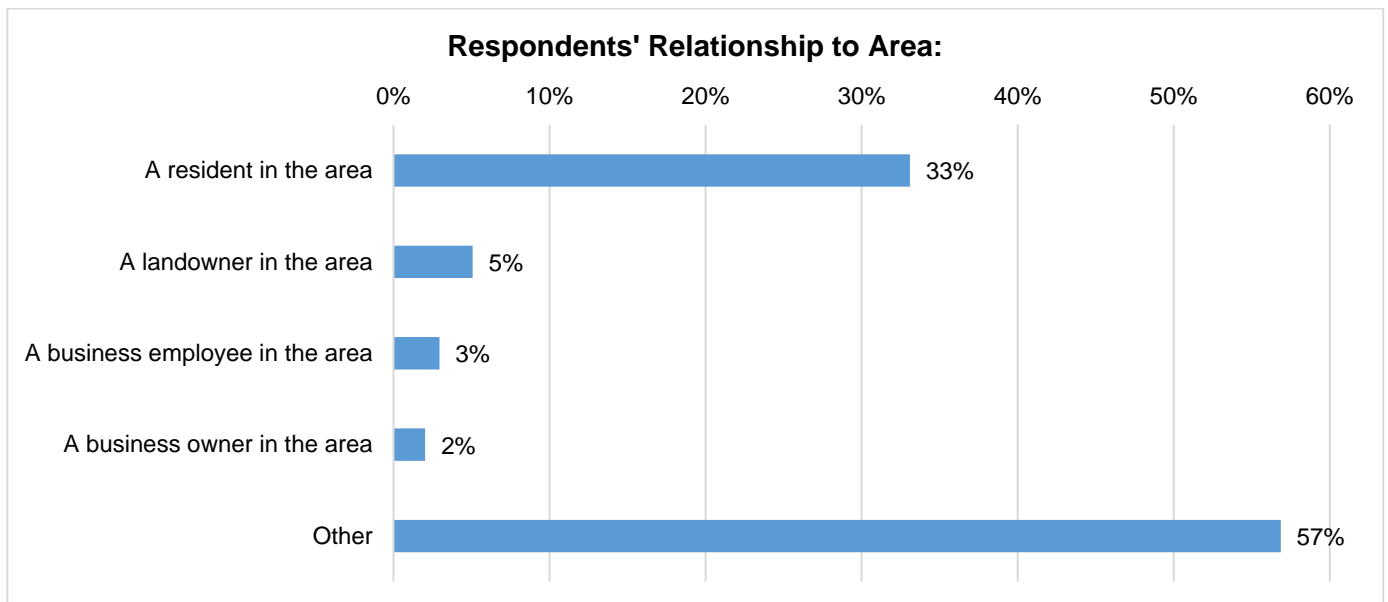
A total of 911 responses were received for the online survey. Of the 911 responses received, a majority of the participants, 84 per cent, indicated that they found the online engagement materials helpful, and 16 per cent had further comments to share with the design team.



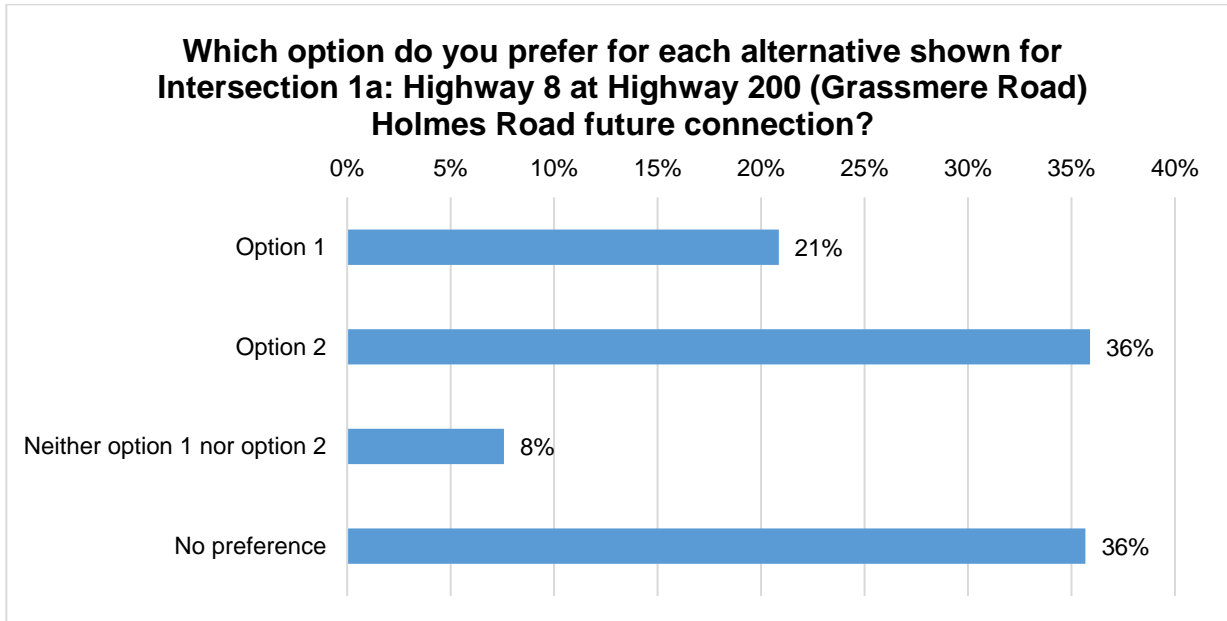
Respondents expressed interest in the study in relation to a variety of sectors as shown below.



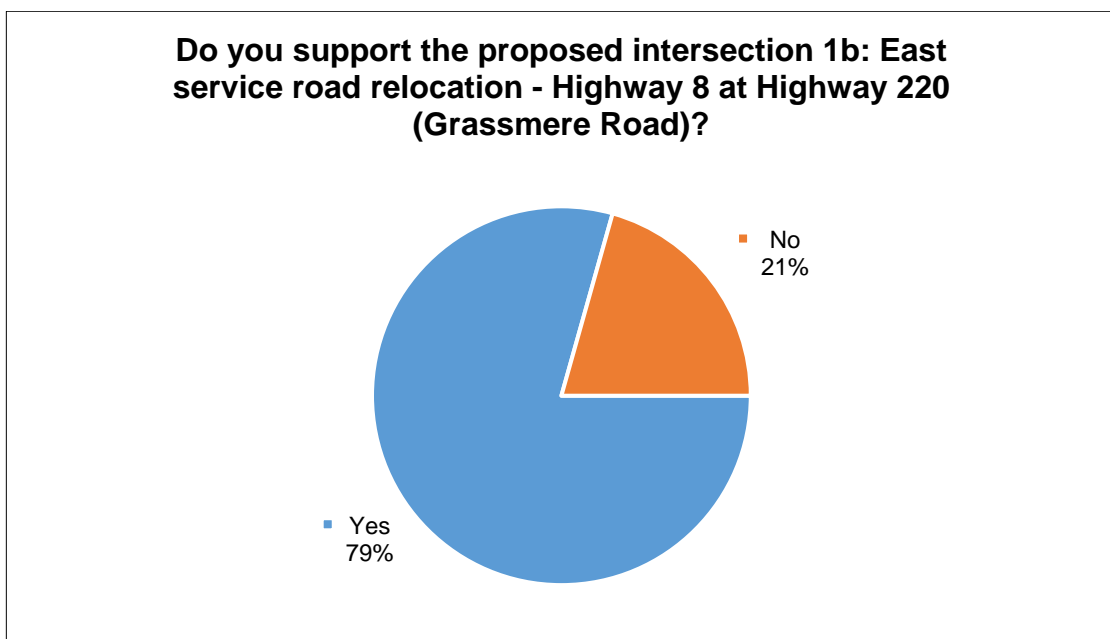
A majority of respondents, 57 per cent, indicated that they were neither a resident, landowner, business employee nor business owner in the area. Thirty-three per cent were residents of the area. Other responses indicated that participants were landowners or business owners in the area or were business employees that use the highway. Respondents were invited to select as many options as applied.



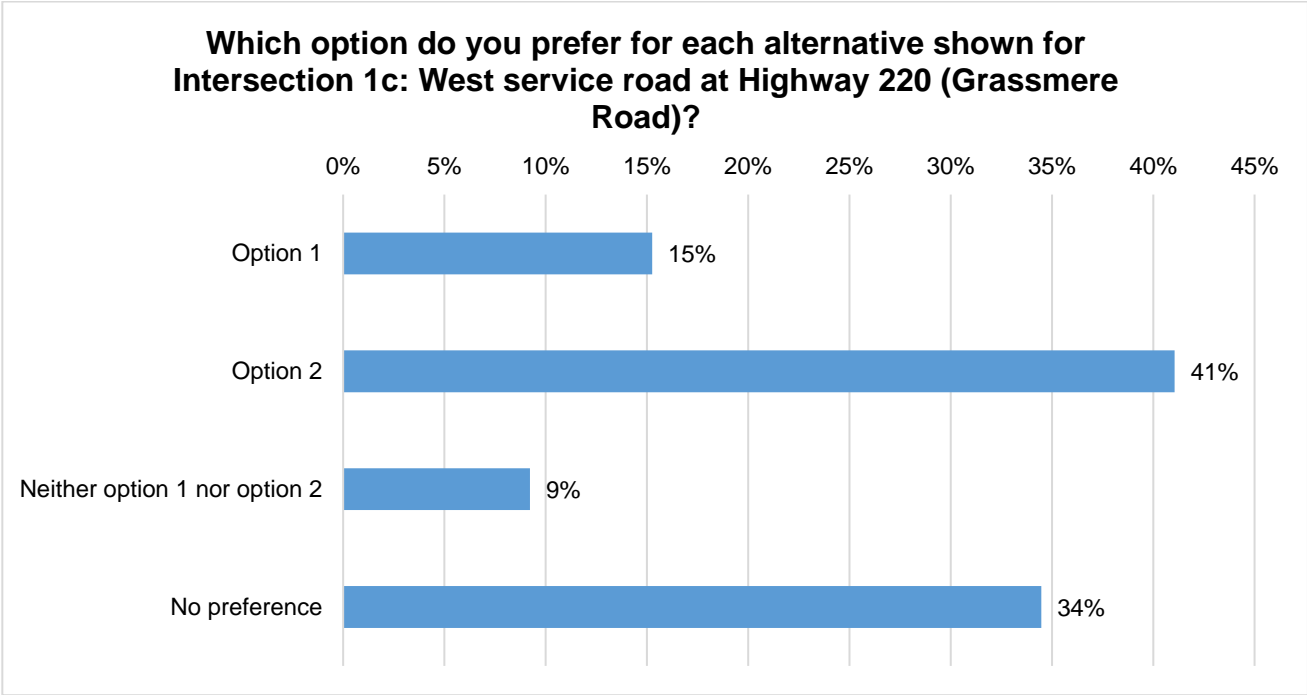
Respondents were asked which alternative they preferred for the proposed improvements at the intersection of PTH 8 and PR 220 (Grassmere Road) to connect Holmes Road (view options [here](#)). Twenty-one per cent indicated that they supported the first option, 36 per cent supported the second option, 8 per cent did not support either option presented and 36 per cent had no preference.



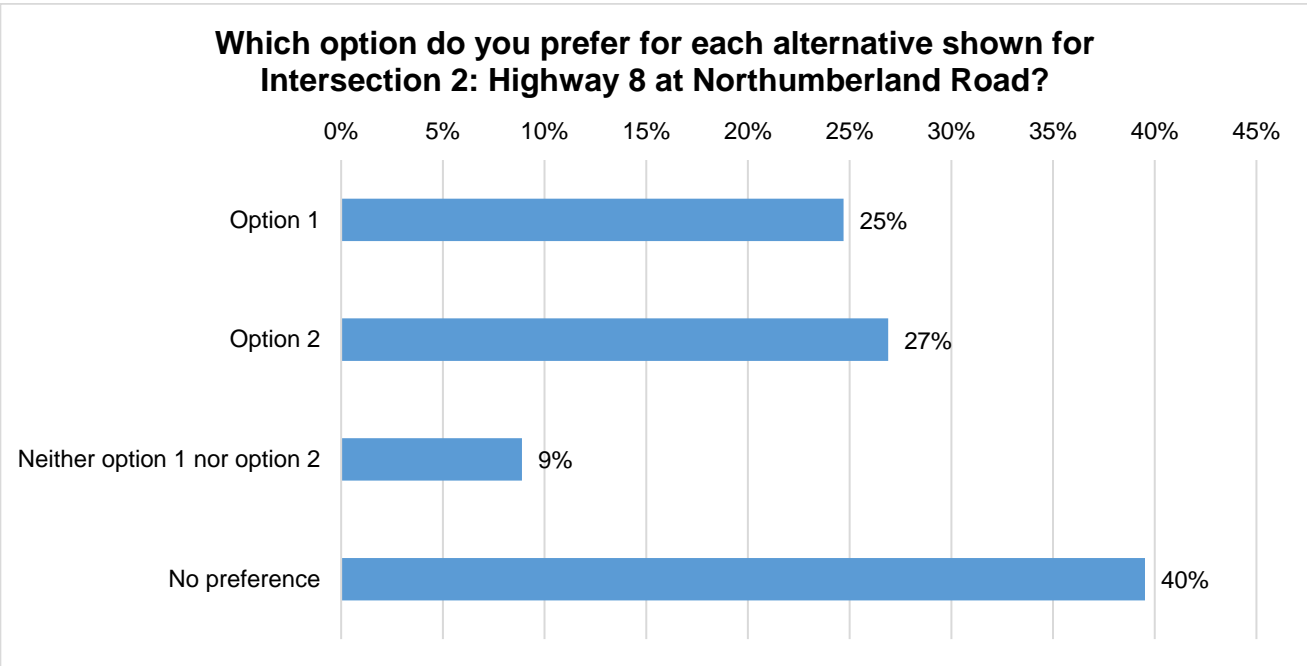
When asked if they supported the proposed east service road relocation at the intersection of PTH 8 and PR 220 (Grassmere Road), 79 per cent indicated that they supported the proposed intersection improvements and 21 per cent did not support the proposed intersection improvements (view proposed relocation [here](#)).



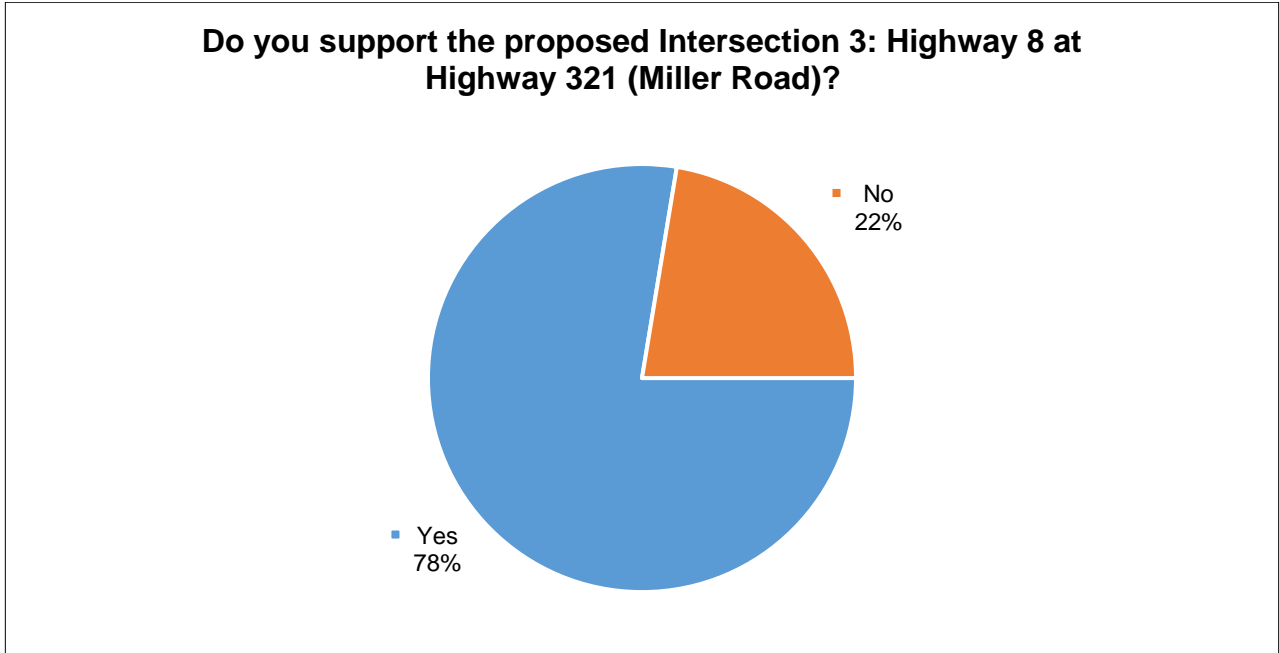
Respondents were asked which alternative they preferred for the proposed west service road at PR 220 (Grassmere Road; view options [here](#)). Fifteen per cent indicated that they supported the first option, 41 per cent supported the second option, nine per cent did not support either option presented and 34 per cent had no preference.



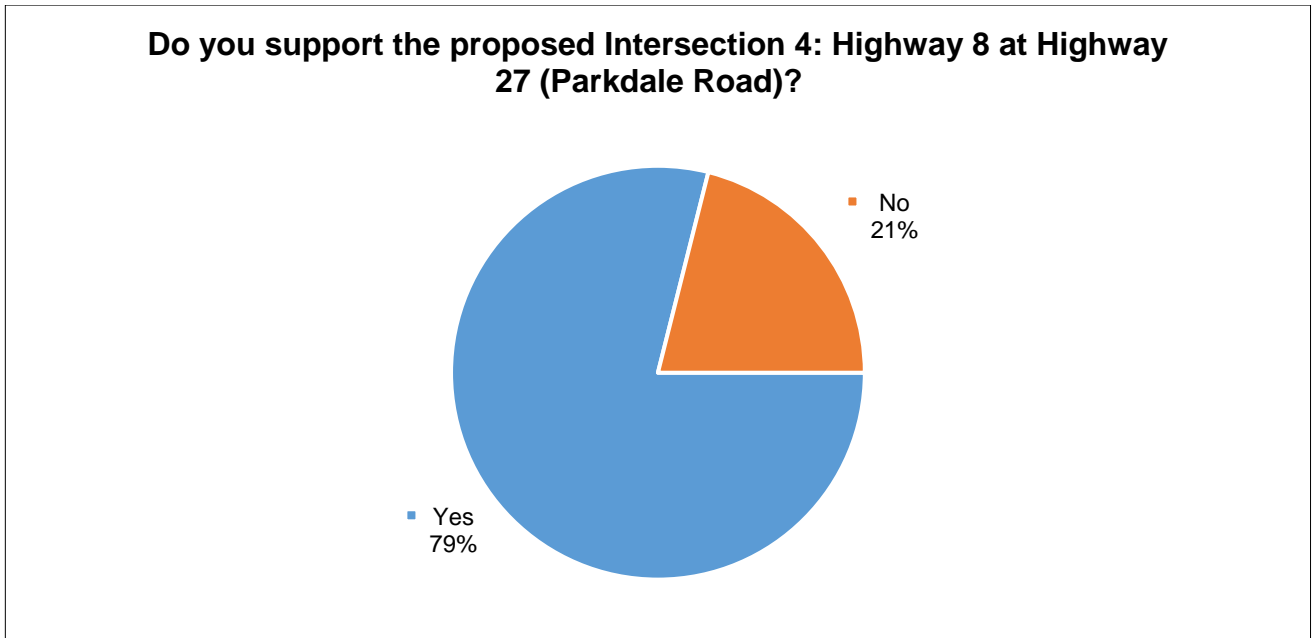
Respondents were asked which alternative they preferred for the proposed improvements at the intersection of PTH 8 and Northumberland Road (view options [here](#)). Twenty-five per cent indicated that they supported the first option, 27 per cent supported the second option, nine per cent did not support either option presented and 40 per cent had no preference.



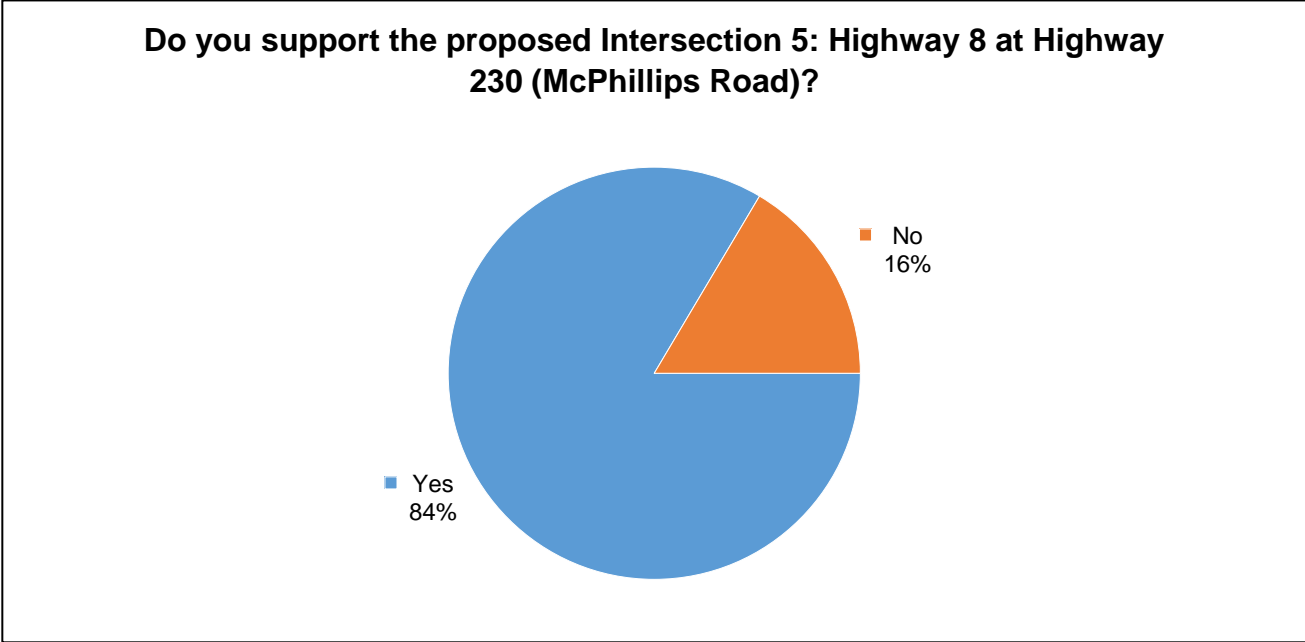
When asked if they support the proposed improvements at the intersection of PTH 8 and PR 321 (Miller Road), 78 per cent indicated that they support the proposed intersection improvements and 22 per cent did not support the proposed intersection improvements (view proposed improvements [here](#)).



When asked if they supported the proposed improvements at the intersection of PTH 8 and PTH 27 (Parkdale Road), 79 per cent indicated that they supported the proposed intersection improvements and 21 per cent did not support the proposed intersection improvements (view proposed improvements [here](#)).



When asked if they supported the proposed improvements at the intersection of PTH 8 and PR 230 (McPhillips Road), 84 per cent indicated that they supported the proposed intersection improvements and 16 per cent did not support the proposed intersection improvements (view proposed improvements [here](#)).



Additional Comments

Respondents were invited to provide additional comments and feedback. Responses were categorized into topics, which included the intersection at PR 230, shoulders and widening (southbound lanes), active transportation, Kapelus Drive, roundabouts, drainage, pedestrian crossing locations and interchanges.

Intersection at PR 230

The most frequent comments received related to the intersection of PTH 8 and PR 230. Comments received strongly suggested improvements be made at this intersection to better channel turning traffic movements. Comments on potential improvements include merge lanes, flashing stop signs, traffic lights and relocating the intersection away from the curve. Manitoba Transportation and Infrastructure will be assessing this intersection to determine the need for upgrades and improvements based on traffic volumes and turning movements.

Shoulders and Widening (Southbound Lanes)

There were numerous comments received regarding the existing shoulder width and embankment slopes of PTH 8 southbound lanes. A strong desire for wider paved shoulders, improved turning radius and embankment slope upgrades (including ditch re-grading) was expressed. As part of the final design for this section of PTH 8, Manitoba Transportation and Infrastructure will be re-assessing the requirements for shoulder widths as well as roadside and ditch grade slopes, which will be modified accordingly as part of the overall project.

Active Transportation

Several comments were received regarding the importance of incorporating active transportation, pedestrian movement plans and crossing locations along PTH 8. Suggested upgrades include bike routes, pedestrian crossing facilities, trails and safe pathways for the school divisions. The need for the addition of bus routes was also expressed. Manitoba Transportation and Infrastructure will be discussing these comments with the Rural Municipality (RM) of West St. Paul and the RM of St. Andrews to determine their future plans for active transportation.

Kapelus Drive

There were a number of comments received related to Kapelus Drive. Some comments were in favour of extending Kapelus Drive to Grassmere Road for improved access and safety; however, questions were raised regarding high traffic flows going through new development and residential areas. Other concerns were raised on the proposed closure of the Kapelus Drive access off PTH 8 and the lack of detail on the proposed connection of Kapelus Drive to Grassmere Road. Manitoba Transportation and Infrastructure will be discussing these comments further as part of considering the intersection of Kapelus Drive for future projects.

Roundabouts

Several comments were received that support roundabouts as intersection improvements. Respondents who provided positive feedback regarding roundabouts noted that they were opposed to new traffic signals in the proposed design.

Drainage

There were a few comments received regarding drainage along PTH 8 southbound lanes. Concerns were raised on excess water during spring thaw events that could potentially flood surrounding crops. Manitoba Transportation and Infrastructure will review current drainage patterns and existing ditch profiles and re-assess the requirements for ditch grades and widths along PTH 8.

Interchange

Some comments were received that support grade-separated interchanges/overpass to keep PTH 8 free flowing. Concerns were raised on having too many traffic lights along the highway network. Manitoba Transportation and Infrastructure will be assessing each intersection to determine the need for interchanges based on traffic volumes and turning movements.

Next Steps

Manitoba Transportation and Infrastructure will share the comments and results collected in the survey with the RM of West St. Paul and the RM of St. Andrews and complete the functional study of PTH 8.

Questions?

Please direct any questions or comments to EORegion1@gov.mb.ca.