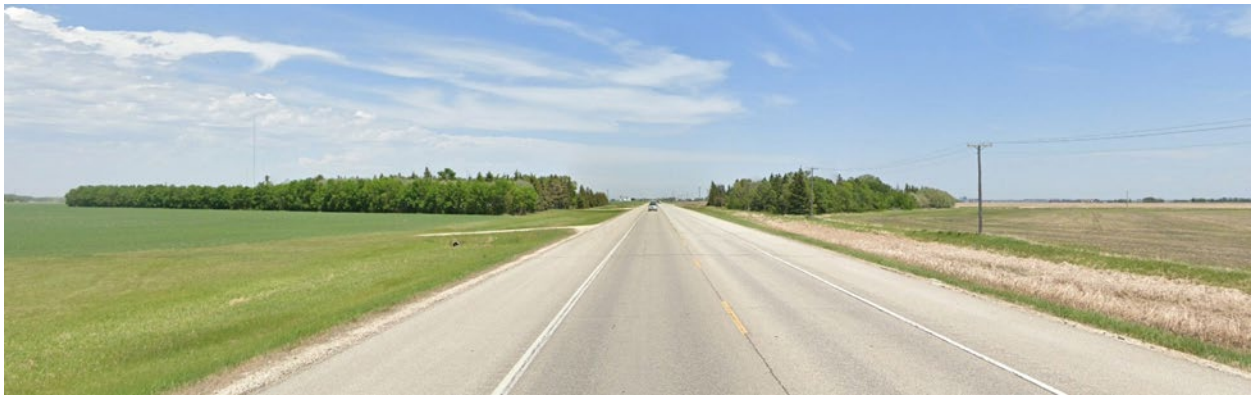


MANITOBA TRANSPORTATION AND INFRASTRUCTURE
REPORT NUMBER: CA-WSP-231-00717-00

PTH 3 FUNCTIONAL DESIGN STUDY PHASE 3 ENGAGEMENT SUMMARY

APRIL 10, 2025

CONFIDENTIAL





PTH 3 FUNCTIONAL DESIGN STUDY PHASE 3 ENGAGEMENT SUMMARY

MANITOBA TRANSPORTATION AND
INFRASTRUCTURE

CONFIDENTIAL

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

DATE: APRIL 10, 2025

WSP
1600 BUFFALO PLACE
WINNIPEG, MB R3T 6B8
T: +1 204-477-6650
WSP.COM

TABLE OF CONTENTS

1	INTRODUCTION.....	1
2	PUBLIC AND STAKEHOLDER ENGAGEMENT PROCESS	2
3	PHASE 3 ENGAGEMENT.....	3
3.1	Phase 3 – RM of Macdonald Stakeholder Meeting.....	3
3.2	Phase 3 – Group Stakeholder Meeting.....	3
3.3	Phase 3 – Directly Impacted Landowner Meetings....	4
3.4	Phase 3 - City of Winnipeg Stakeholder Meeting.....	4
3.5	Phase 3 – Provincial Departments Stakeholder Meeting	4
3.6	Phase 3 – EngageMB and Survey Results.....	4
4	SUMMARY AND NEXT STEPS	8

FIGURES

FIGURE 1.1: STUDY AREA.....	1
FIGURE 3.1: PARTICIPANT RELATIONSHIP TO STUDY AREA.....	5
FIGURE 3.2: FREQUENCY OF TRAVEL ON PTH 3	5
FIGURE 3.3: RANKED EFFECT OF SHORT-TERM PREFERRED DESIGN ON ACCESS, TRAFFIC MOVEMENT AND PERSONAL PROPERTY OR BUSINESS.....	6
FIGURE 3.4: RANKED EFFECT OF LONG-TERM PREFERRED DESIGN ON ACCESS, TRAFFIC MOVEMENT AND PERSONAL PROPERTY OR BUSINESS.....	6

APPENDICES

APPENDIX A	PHASE 3 - SURVEY RESULTS
------------	--------------------------

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 (Brady Road) (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 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.

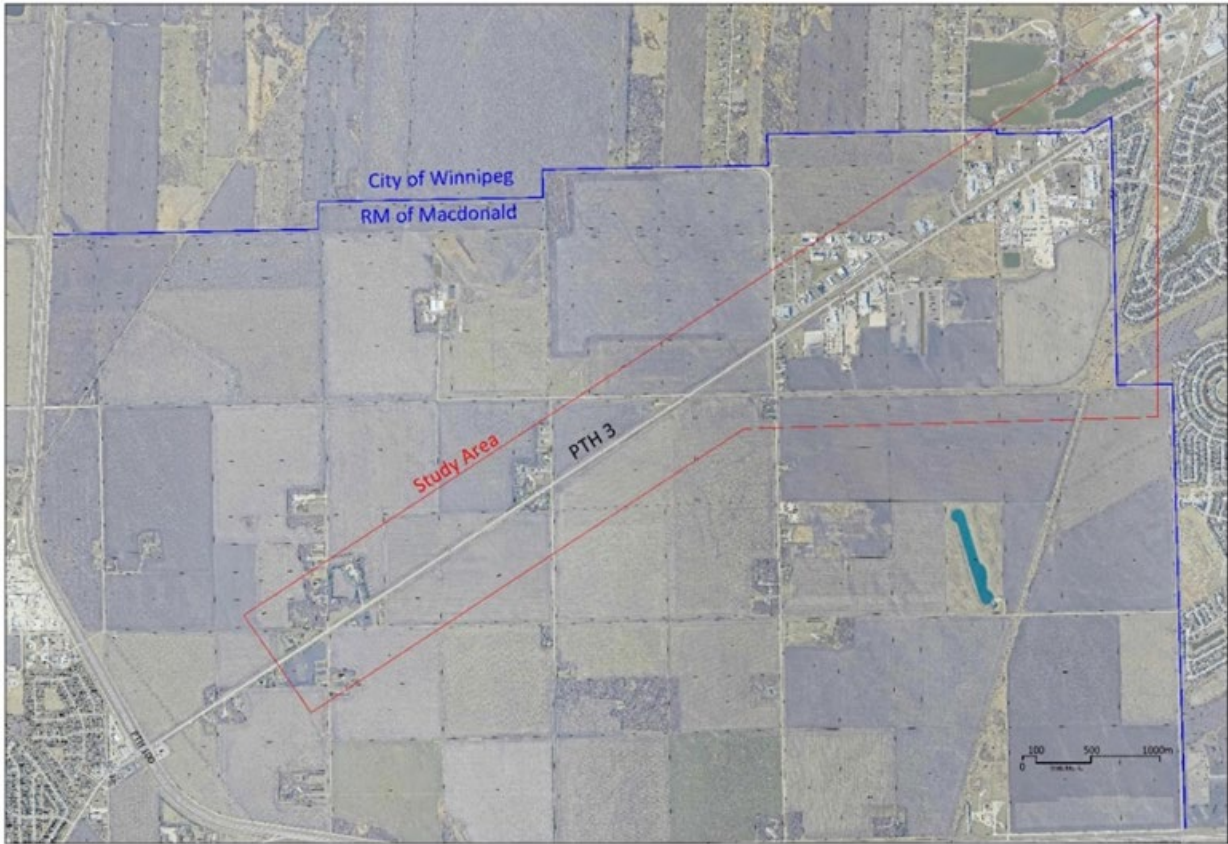


Figure 1.1: Study Area

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

Phase 3 consisted of one in-person group stakeholder meeting, an in-person meeting with the RM of Macdonald, a virtual meeting with the City of Winnipeg, a virtual meeting with applicable provincial departments, and three in-person directly impacted landowner meetings. As in Phase 2, the presentation boards were also made publicly accessible as part of public engagement hosted on the EngageMB website.

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

PHASE 3 ENGAGEMENT

The following stakeholder meetings were held as part of **Phase 3**:

- September 13, 2024 – in-person meeting with the RM of Macdonald;
- September 17, 2024 – in-person group stakeholder meeting;
- September 19, 2024 – virtual meeting with the City of Winnipeg;
- September 19, 2024 – virtual meeting with applicable provincial departments; and
- September 18, 2024, and September 24, 2024 – three in-person directly impacted landowner meetings.

The intent of these stakeholder meetings was:

- To inform participants of the purpose and scope of the study;
- To present the feedback from engagement in Phase 1 and 2; and
- To present the preferred option and gather final feedback.

Each meeting was guided by presentation boards, which were subsequently made available on the EngageMB website with minor changes.

PHASE 3 – RM OF MACDONALD STAKEHOLDER MEETING

This in-person stakeholder meeting took place on September 13, 2024, with administration and elected officials from the RM of Macdonald, along with representatives from MTI and WSP. Feedback received during the meeting is summarized as follows:

- The RM asked for clarification on maintenance responsibility for new internal roads and service roads;
- The RM asked about impact to future development and requested that the preferred design be refined to accommodate a recently developed area; and
- The RM described financial strain on municipalities associated with costs to move municipal infrastructure and asked that the Province budget for this cost as part of project.

PHASE 3 – GROUP STAKEHOLDER MEETING

One in-person stakeholder meeting took place on September 17, 2024, held in a come-and-go format at the Whyte Ridge Community Centre. A meeting invitation was sent by email to all stakeholders not invited to the other Phase 3 meetings, and to directly impacted landowners as an alternate option to landowner specific meetings. A total of 72 individuals signed in at the meeting. The session was also attended by representatives from MTI and WSP.

The meeting was two hours in length using a drop-in format. Participants 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 other stakeholder meetings. In addition to the presentation boards, table maps illustrating the preferred design were also available and attendees were encouraged to annotate these with comments. The importance of access points for businesses and agriculture vehicles, and general impact to properties were key issues identified during these meetings.

Following the meeting, participants were invited to complete a survey made available via paper copies. The paper survey provided was similar to the one available to the general public and posted on EngageMB.

PHASE 3 – DIRECTLY IMPACTED LANDOWNER MEETINGS

Three in-person come and go meetings were held for directly impacted landowners. The first meeting took place on September 18, 2024, and two meetings – one in the afternoon and one evening – on September 24, 2024, at the Whyte Ridge Community Centre. The meetings were invitation only and invites were sent to a total of 98 landowners (39 from the RM of Macdonald and 59 from the City of Winnipeg) identified as directly impacted by the preferred short- or long-term design.

Landowners were invited to attend one of the three meeting times. The sessions were also attended by representatives from MTI and WSP. A total of 16 individuals signed in, with 8, 5, and 3 individuals signing into the three meetings respectively. Of note, directly impacted landowners also received invitations to attend the group stakeholder meeting time on September 17, 2024, which had a total of 72 individuals who signed in. Providing this date as an alternate meeting option likely contributed to the high number of attendees at the group stakeholder meeting compared to the lower number of attendees at the landowner specific meetings.

These meetings had the same come-and-go format as the group stakeholder meeting, with presentation boards and printed table maps illustrating the preferred design, which participants were encouraged to annotate. As with the group stakeholder meeting, the importance of access points for businesses and agriculture vehicles, and general impact to properties were key issues identified during these meetings.

Following each meeting, participants were invited to complete a survey made available via paper copies. The paper survey provided was similar to the one available to the general public and posted on EngageMB.

PHASE 3 - CITY OF WINNIPEG STAKEHOLDER MEETING

This virtual meeting took place on September 19, 2024, with City of Winnipeg administration, along with representatives from MTI and WSP. Feedback received during the meeting is summarized as follows:

- The City requested more details regarding right-of-way width, design speed, and connection to Brady Road;
- The City inquired about the timing for the short-term preferred design, and whether land along the planned location of corridors will be protected from future development; and
- The City indicated that they are limited in right of way for transition approaching Brady Road and described the importance of having flexibility in design details for this area.

PHASE 3 – PROVINCIAL DEPARTMENTS STAKEHOLDER MEETING

The final meeting of Phase 3 took place virtually on September 19, 2024, with applicable provincial departments, along with representatives from MTI and WSP. MTI advised the provincial departments that an expropriation plan is not included in the project's scope of work.

PHASE 3 – ENGAGEMB AND SURVEY RESULTS

Presentation materials and the online survey were made available to the general public through the EngageMB website on January 9, 2025. There were 113 users who opened the survey link. The survey closed January 17, 2025. A total of 24 responses were received through the EngageMB survey. The lower response rate when compared to the number of people who visited the survey link may be due to the fact that respondents are required to create an EngageMB account to respond to the survey.

A total of 31 responses were received to the survey, including 7 paper responses (from the landowner and stakeholder meetings), and 24 online through EngageMB. Complete survey results are found in **Appendix A**, and a summary of the results is provided below.

The survey included nine questions and was organized based on the short- and long-term preferred designs. The short-term preferred design included a presentation of access management with signalized intersections.

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, 21 percent indicated they were residents of the study area. Of the 34 percent that selected "other", the majority indicated that they regularly travelled through the area (see **Figure 3.1**).

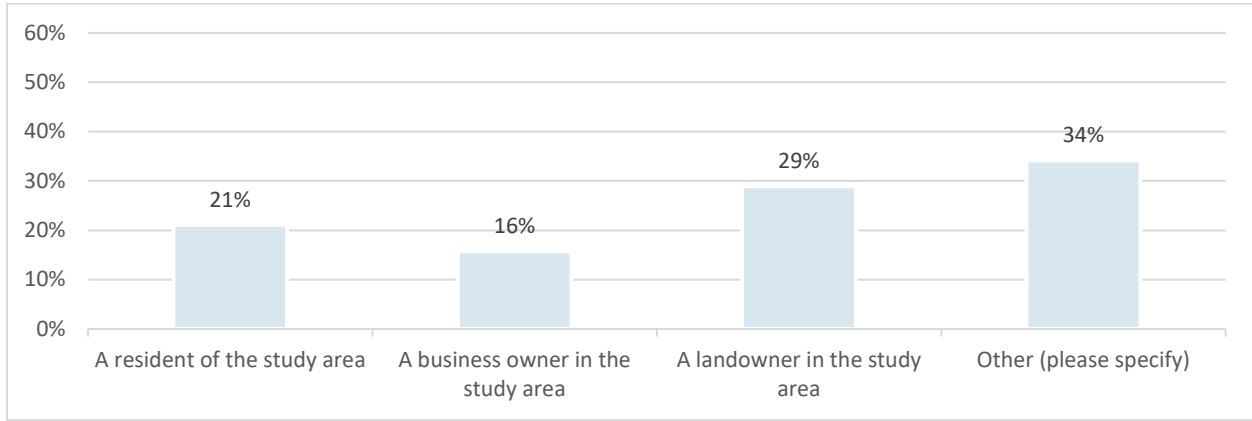


Figure 3.1: Participant Relationship to Study Area

When asked how often they travel on PTH 3 anywhere from Road 7E to Brady Road, distribution was fairly even among those who travel weekly (32 percent) and monthly (36 percent). A smaller proportion (26 percent) of respondents indicated they travelled in this area daily (see **Figure 3.2**).

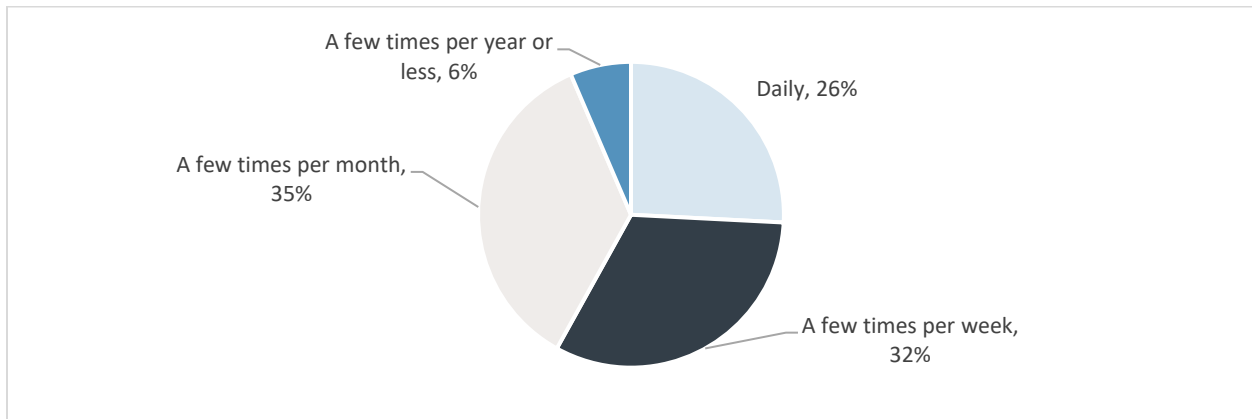


Figure 3.2: Frequency of Travel on PTH 3

Survey respondents were then asked to rank the perceived effect of the short- and long-term preferred design on a scale of 'very positive' to 'very negative' for the following criteria:

- Access;
- Traffic movement; and
- Personal property or business.

Results for all of the criteria are presented together below for both the short- and long-term preferred design.

Short Term Preferred Design

Approximately half of respondents indicated that the short-term preferred design – including access management with signalized intersections – would have a very positive or positive impact on access (62 percent), traffic movement (52 percent), and personal property or business (48 percent). About a quarter of respondents identified negative or very negative effect for each of the three criteria.

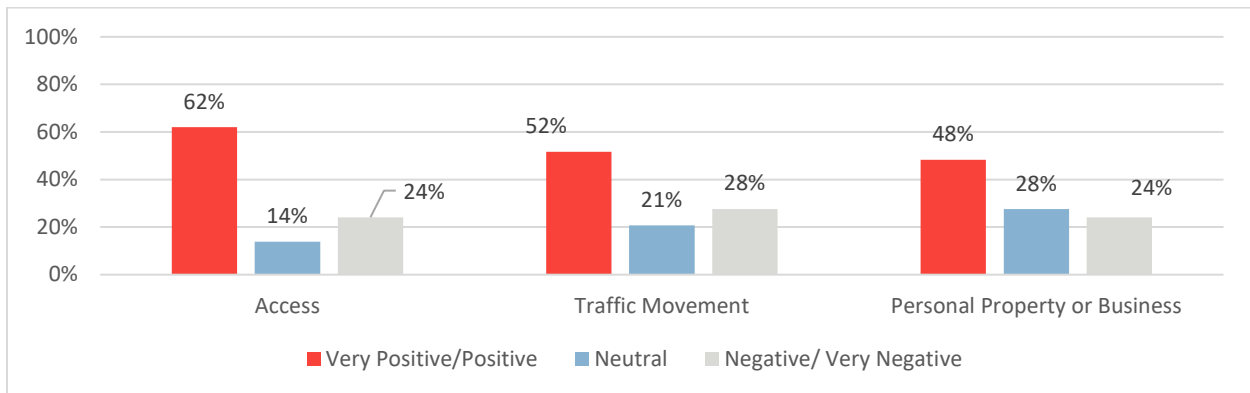


Figure 3.3: Ranked Effect of Short-Term Preferred Design on Access, Traffic Movement and Personal Property or Business

Long-Term Preferred Design

Respondents ranked the effect of the long-term preferred design similarly to that of the short-term preferred design. More than half of respondents indicated that the long-term preferred design would have a very positive or positive impact on access (66 percent) and traffic movement (59 percent). Just under half of respondents (48 percent) ranked the effect on personal property or business as very positive or positive.

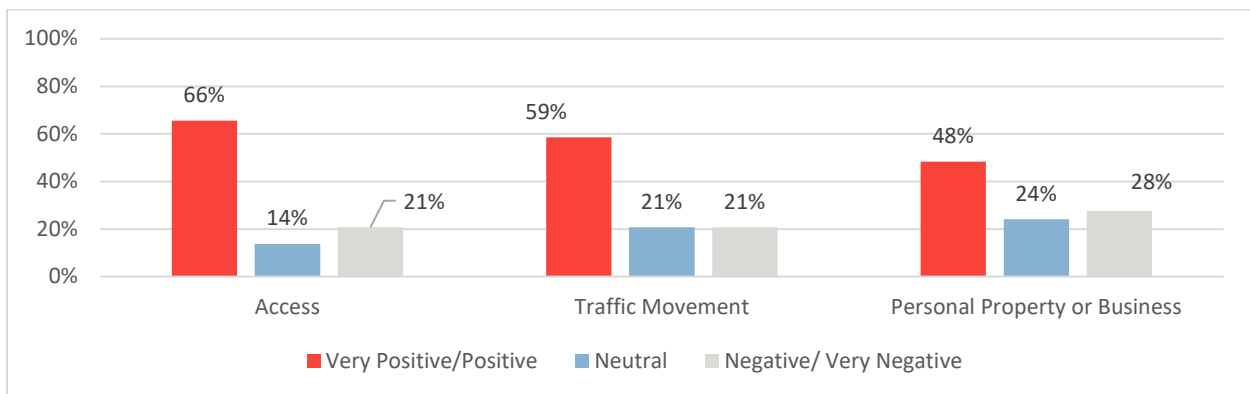


Figure 3.4: Ranked Effect of Long-Term Preferred Design on Access, Traffic Movement and Personal Property or Business

Additional Comments

Respondents were provided the opportunity to include additional comments regarding the short and the long-term preferred design, and the overall study. The additional feedback received is summarized as follows:

- Respondents described concern that traffic lights added at multiple intersections will impact traffic flow;
- Respondents described issues with access to their properties being removed, and associated impact to business operations and overall viability;
- Some respondents expressed interest in the inclusion of active transportation connections along the corridor;
- Some respondents described preferred connections, including connecting PTH 3 from Brady Road to Abinojii Mikanah instead of McGillivray Boulevard; and
- Some respondents described feeling that the consultation process was not seeking feedback but rather informing them of pre-made decisions.

SUMMARY AND NEXT STEPS

The third phase of engagement included a combination of virtual and in-person meetings that took place in September 2024. Presentation boards and an online survey, accessible to the general public, followed in January of 2025. 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 impacts to future development.

The survey indicated general support for the short- and long-term preferred design, based on the perceived effect on personal property or business, traffic movement, and access. Concerns were expressed regarding land impact, lack of active transportation infrastructure included as part of the design, and the number of additional light-controlled intersections.

The feedback received during Phase 3 will be considered when finalizing the Functional Design Study.

APPENDIX

A

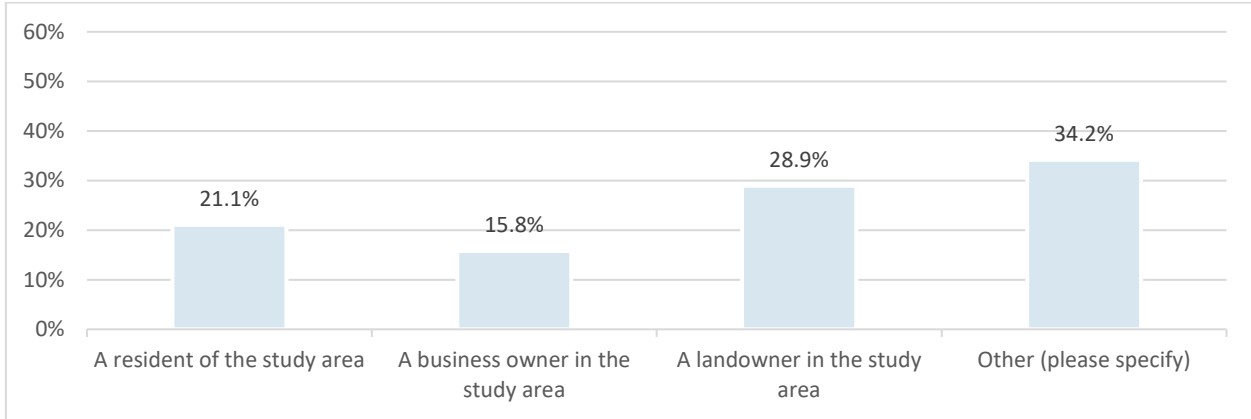
PHASE 3 – SURVEY
RESULTS



PTH 3 FUNCTIONAL DESIGN STUDY SURVEY RESULTS

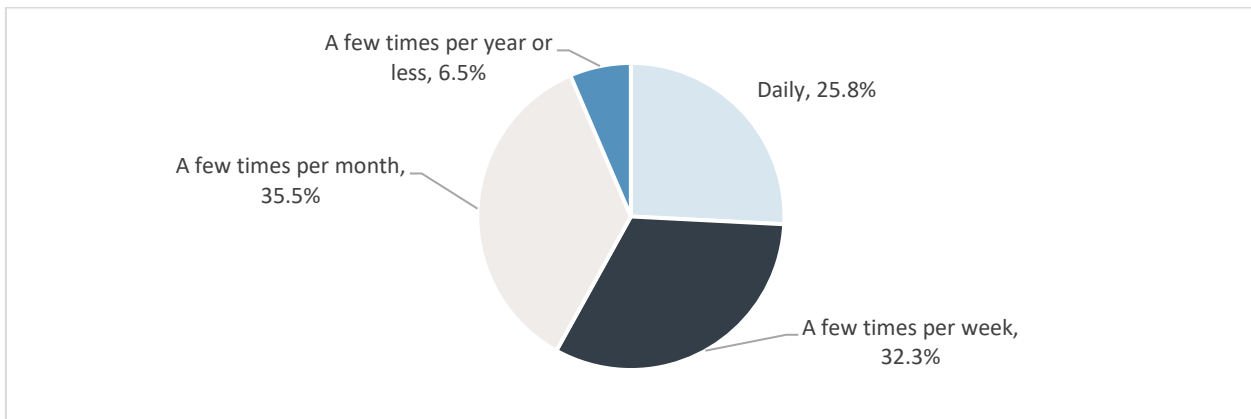
Total Participants: 31 total (24 EngageMB, and 7 paper copies)

Question 1 - Are you (check all that apply):

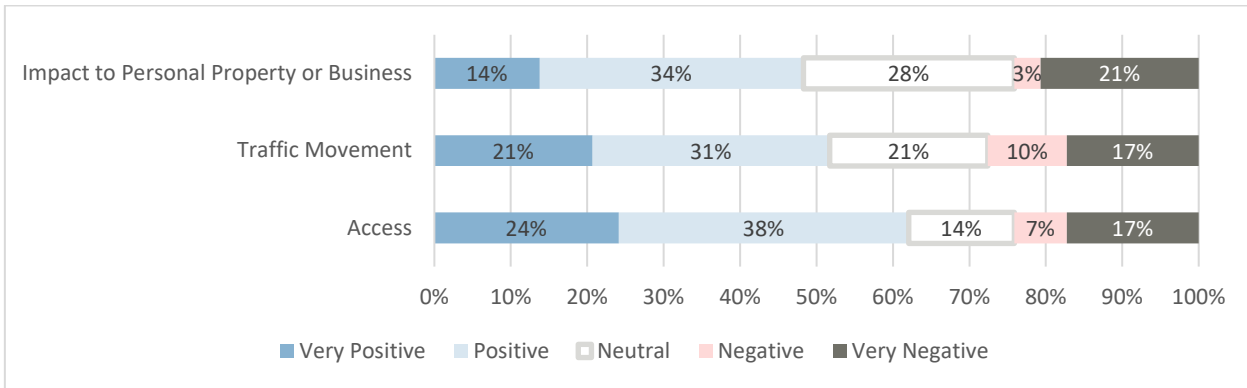


Other: [redacted]

Question 2 - How often do you travel PTH 3 anywhere from Road 7E to Brady Road?



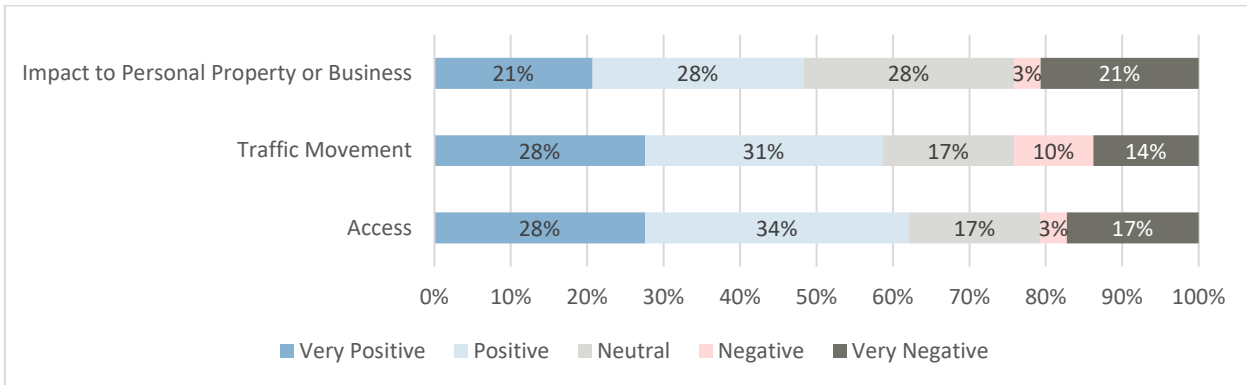
Question 3 - Following the review of the boards on pages 8-11 (referring to preferred design: cross section, short term and access management with signalized intersections), how would you describe the effect that the preferred design would have on the following?



Question 4 - Following the review of the boards on pages 8-11 (referring to preferred design: cross section, short term and access management with signalized intersections), do you have any other comments about the preferred design?

[redacted]

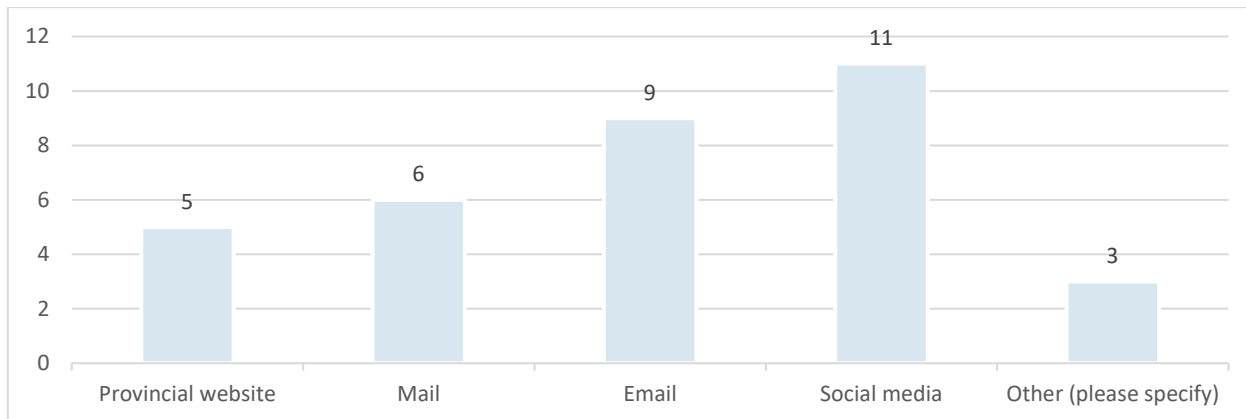
Question 5 - Following the review of the board on page 12 (referring to preferred design: long term), how would you describe the effect that the preferred design would have on the following?



Question 6 - Following the review of the boards on page 12 (referring to preferred design: long term), do you have any other comments about the preferred design?

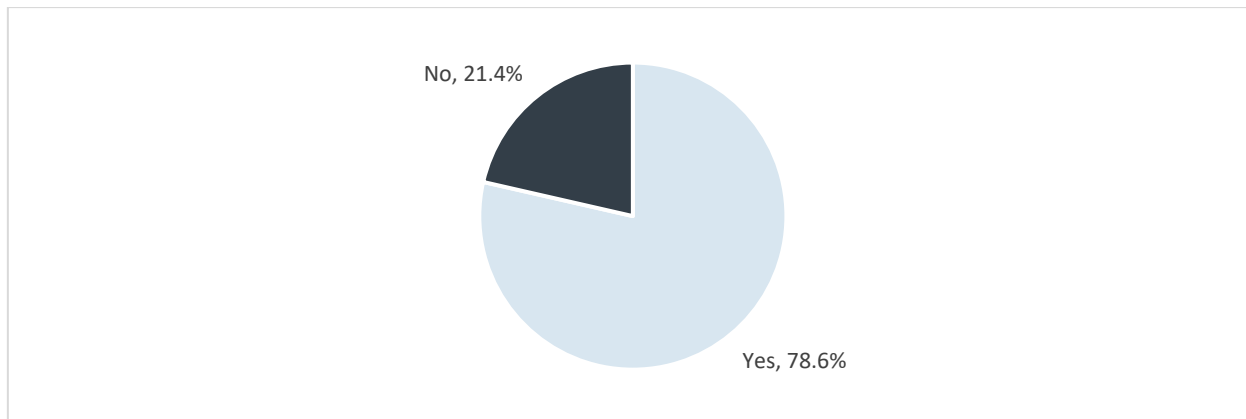
[redacted]

Question 7 - How did you learn about the study (check all that apply)?



Other: [redacted]

Question 8 - Did the engagement materials provide adequate information on the purpose of this study and the preferred design?



Question 9 - Do you have any other comments regarding the PTH 3 Functional Design Study? Please provide them below:

[redacted]