

MANITOBA TRANSPORTATION AND INFRASTRUCTURE

PTH 3 FUNCTIONAL DESIGN STUDY PHASE 1 ENGAGEMENT SUMMARY REPORT

JUNE 01, 2023





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MANITOBA TRANSPORTATION AND
INFRASTRUCTURE

PROJECT NO.: 231-00717-00
DATE: JUNE 1, 2023

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FIGURES

FIGURE 1.1: STUDY AREA..... 1

APPENDICES

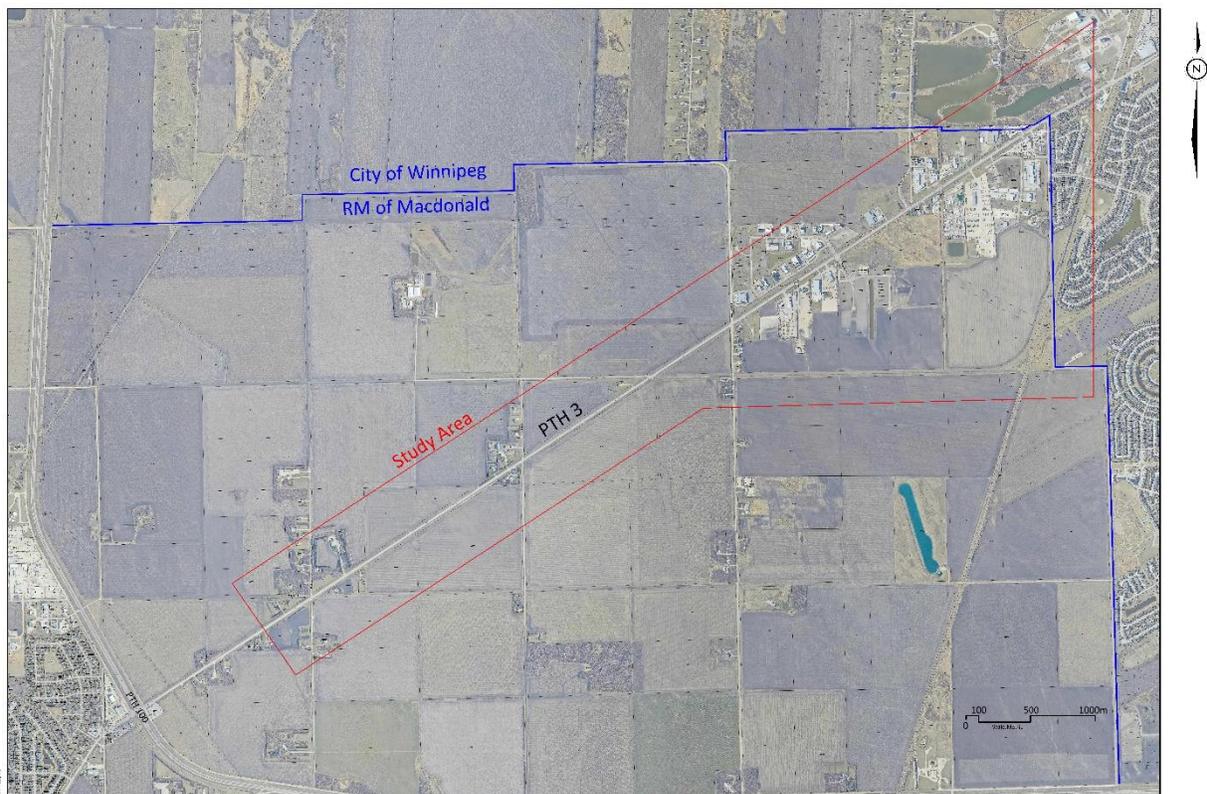
PHASE 1 - SURVEY AND RESULTS

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 at 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 at Brady Road, approximately 6.7 km in total (the study area as shown on **Figure 1.1** also encompasses nearby lands). The plan will consider options for two main corridor alignments: (1) the existing alignment to connect directly to McGillivray Boulevard and (2) a realignment to connect directly with Abinojii Mikanah (Bishop Grandin Boulevard). The study will also identify conceptual plans for three municipal roads that will connect to PTH 3.

The study will update 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.



PTH 3 Functional Design Study

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. It is anticipated that **Phase 2** will consist of the same stakeholder meetings as in Phase 1, with public engagement hosted on the EngageMB website. **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 will include:

- Group and individual stakeholder meetings;
- A project webpage and online surveys; and
- Use of EngageMB website to obtain input from the public in Phases 2 and 3.

3 PHASE 1 – STAKEHOLDER ENGAGEMENT

The following stakeholder meetings were held as part of **Phase 1**:

- May 5, 2023 – virtual meeting with the City of Winnipeg;
- May 9, 2023 – in-person meeting with the RM of Macdonald;
- May 16, 2023 – two in-person meetings with all other stakeholder groups, including landowners; and,
- May 18, 2023 – virtual meeting with applicable provincial departments.

The purpose of these stakeholder meetings was to:

- Inform stakeholders of the purpose and scope of the study;
- Identify constraints to consider when developing the roadway and intersection designs and access management;
- Develop an understanding of future development plans that should be considered in the study; and
- Provide an opportunity for stakeholders to share their input and ask questions of the design team.

Each stakeholder meeting was guided by presentation boards, which are made publicly available on MTI's website.

3.1 PHASE 1 – GROUP STAKEHOLDER MEETINGS

Two in-person group stakeholder meetings were held as come-and-go sessions (one during the day and one in the evening) on May 16, 2023 at the Oak Bluff Recreation Club. Meeting invites were sent by mail to approximately 250 property owners in proximity to the study area, as well as all other stakeholders that were not invited to the other Phase 1 meetings. Invitees were given the option as to which meeting they would like to attend. A total of 26 individuals signed-in to the afternoon session, and 32 individuals signed-in to the evening session. The sessions were also attended by representatives from MTI and WSP.

In addition to the presentation boards, large table maps showing the study area were also printed and made available at the meetings. Attendees were encouraged to annotate these with comments, and the marked-up table maps. Some notable comments left on these table maps include:

- There is an area of concern for school buses at Loudon Road and PTH 3. This was also identified as a possible location for a roundabout, in order to eliminate problems associated with U-turns.
- There is a tight curve on McCreary Road as it approaches PTH 3.
- Landowners near the intersection of Road 8E and PTH 3 would prefer the Bishop Grandin connection to PTH 3 be located south of their lands.
- The speed limits and related signage should be reviewed near PTH 3's intersection with La Verendrye Road.

A survey was made available via paper copy as well as online (accessible via a QR code or website link provided at the meetings). A total of 14 responses were received, including 10 online and 4 paper responses. The following paragraphs describe highlights of the feedback received through the survey.

- The majority of survey respondents were property owners. Local businesses were also well represented, with only one respondent indicating they were from a different organization (the Macdonald-Headingley Recreation District). A number of respondents indicated that they were both property owners *and* represented local businesses.
- Respondents were asked to rank Engineering and Transportation criteria from most to least important. 'Safety' received the most top rankings, though 'Traffic Operations' was equally ranked overall. These were followed by 'Ease of Construction and Staging', 'Geometry', and 'Utilities' (in that order).

- Respondents were asked to rank Cost Factors from most to least important. ‘Right-of-Way Acquisition Cost’ was ranked as slightly more important than ‘Cost of Construction’.
- Respondents were asked to rank Community / Social Economic Impacts from most to least important. ‘Minimize Land Acquisition/Severance’ was ranked as most important, followed by ‘Impact on Businesses’, ‘Impact on Access’, and ‘Pedestrian / Cycling Accommodation’ (in that order).
- Respondents were asked to rank Environmental Impacts from most to least important. ‘Noise Impacts’ and ‘Natural Environment’ were ranked as the most important (‘Noise Impacts’ received more top rankings), followed by ‘Habitat Impact’, and ‘Heritage Resources Impact’ (in that order).
- Several respondents noted additional considerations for the study including lowering the speed limit, speculative timing related to uncertainty surrounding project impacts, and infrastructure both within and outside of the study area. The importance of considering the impact on current residents and landowners was emphasized by multiple respondents.
- The majority of respondents indicated that they have potential concerns with the project causing issues for their business, organization, or property. Access changes (to PTH 3, La Salle Road, and Road 8E) were identified as a concern by multiple respondents. Other concerns identified include property value (including difficulty selling land due to uncertainty regarding the project’s impacts), property acquisition, safety, and speed.

Anecdotally, many attendees had questions regarding an adjacent but separate Provincial infrastructure project (the interchange proposed at PTH 3 and the Perimeter Highway). Consideration should be given to having representatives for this project attend future engagement events with landowners.

4 SUMMARY AND NEXT STEPS

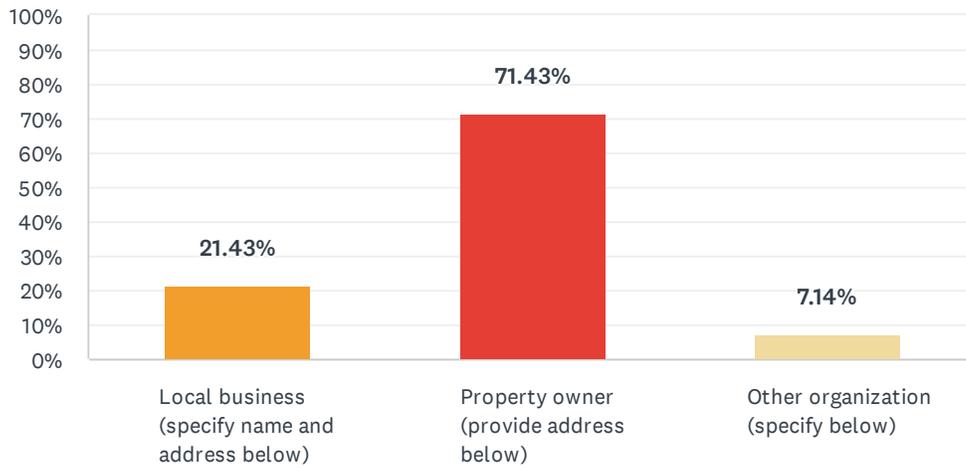
The first phase of engagement included a combination of virtual and in-person meetings that took place in May 2023. Feedback was recorded through a combination of meeting notes (for individual meetings that took place with the RM of Macdonald, City of Winnipeg, and provincial departments), as well as annotated table maps and an exit survey (for in-person group stakeholder meetings). As summarized in the previous sections of this report, feedback was received regarding study priorities and anticipated development (including infrastructure projects) to be considered.

Generally, stakeholders were supportive of the project (and particularly the twinning of PTH 3) given the existing safety concerns and access challenges, the amount of recent and anticipated development in the study area, and nearby ongoing and anticipated infrastructure projects that will impact the study area. However, concerns were expressed (by landowners and business owners in particular) regarding potential impacts to private properties, including property acquisition and changes to access. Consideration should be given to having representatives from the Real Estate Services Branch (as well as representatives from the PTH 3 interchange project) attend future landowner meetings.

Feedback received during Phase 1 will be considered in developing the design alternatives presented in Phase 2, anticipated to take place in the fall of 2023 (following the Provincial election scheduled for October 3, 2023).

Q1 Who do you represent?

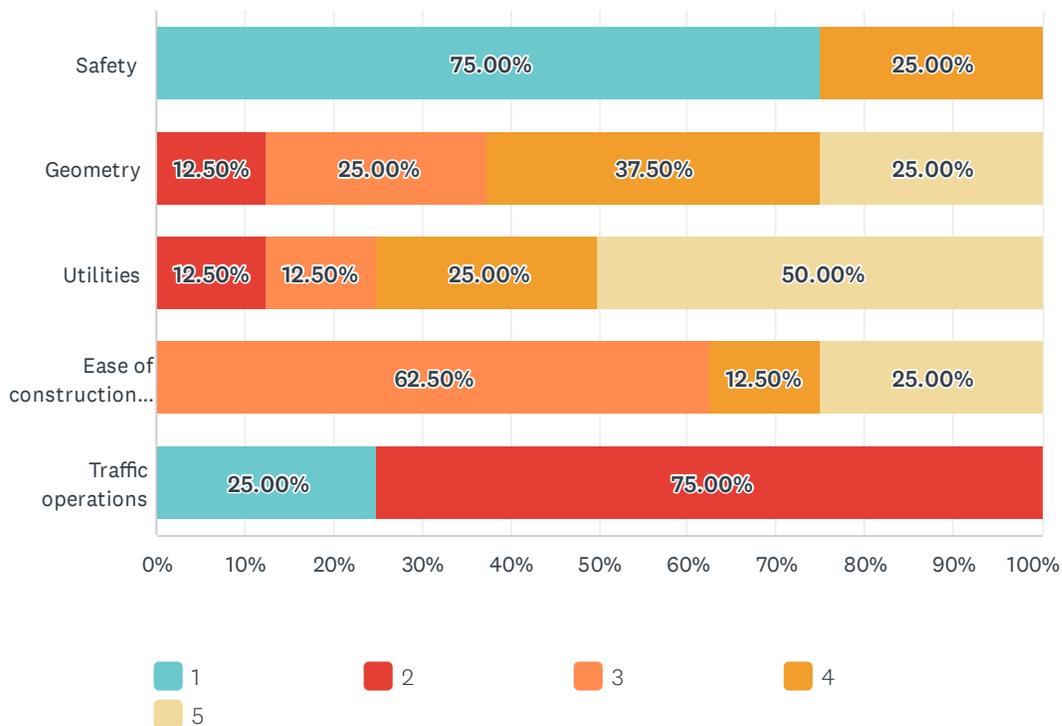
Answered: 14 Skipped: 0



ANSWER CHOICES	RESPONSES	
Local business	21.43%	3
Property owner	71.43%	10
Other organization	7.14%	1
TOTAL		14

Q2 Please rank the following Engineering and Transportation criteria, from most important to least important.

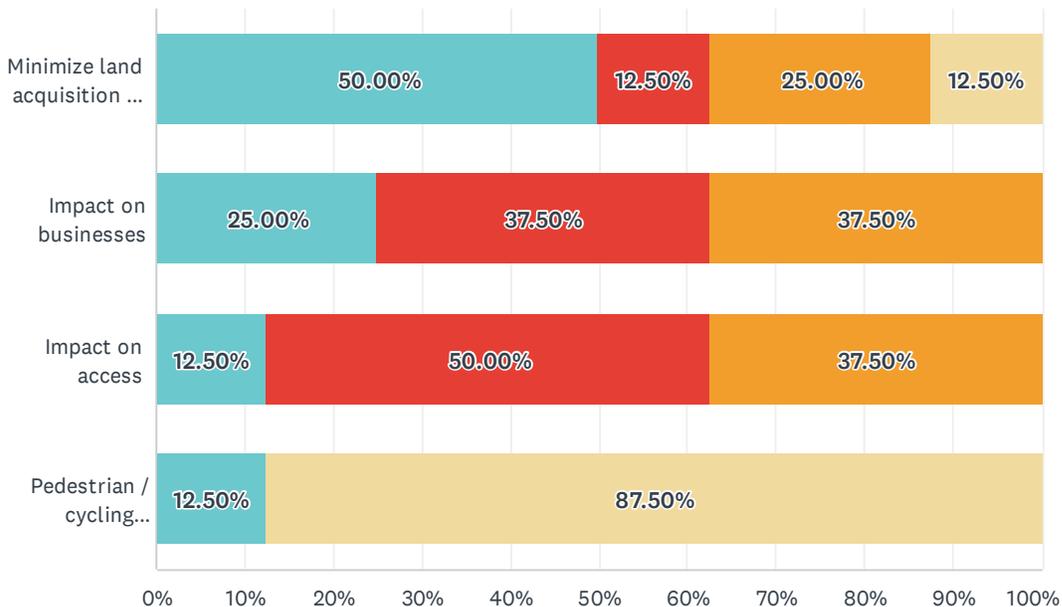
Answered: 8 Skipped: 2



	1	2	3	4	5	TOTAL	SCORE
Safety	75.00% 6	0.00% 0	0.00% 0	25.00% 2	0.00% 0	8	4.25
Geometry	0.00% 0	12.50% 1	25.00% 2	37.50% 3	25.00% 2	8	2.25
Utilities	0.00% 0	12.50% 1	12.50% 1	25.00% 2	50.00% 4	8	1.88
Ease of construction and staging	0.00% 0	0.00% 0	62.50% 5	12.50% 1	25.00% 2	8	2.38
Traffic operations	25.00% 2	75.00% 6	0.00% 0	0.00% 0	0.00% 0	8	4.25

Q4 Please rank the following Community / Social Economic Impacts, from most important to least important.

Answered: 8 Skipped: 2

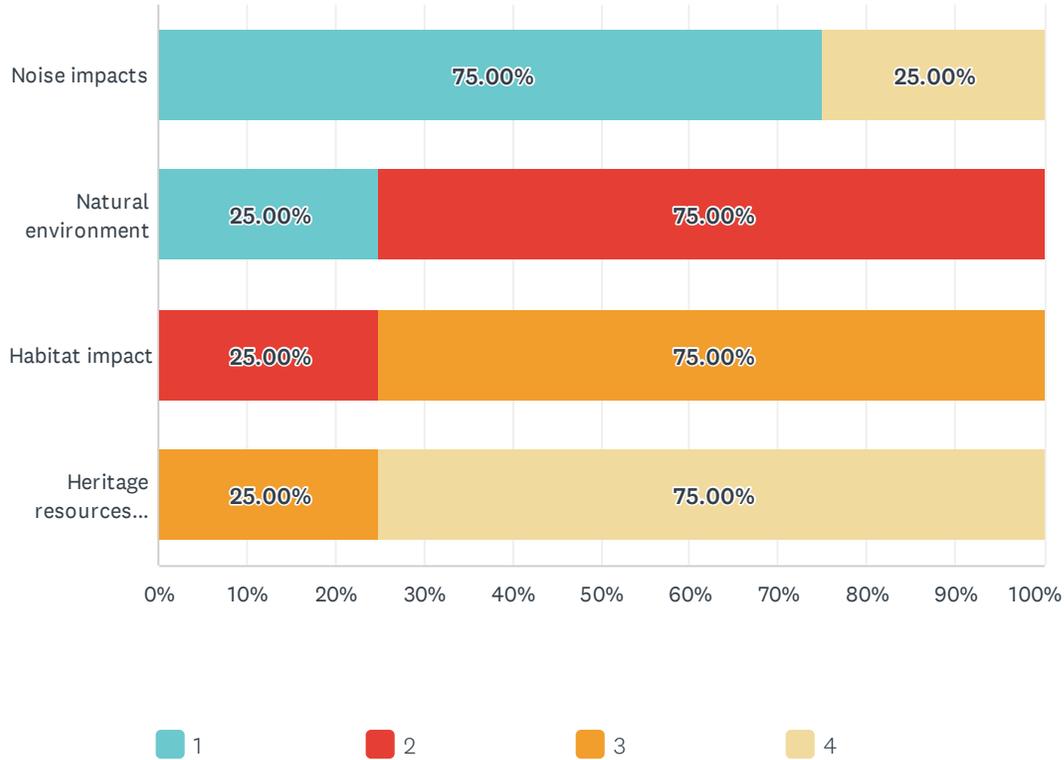


■ 1
 ■ 2
 ■ 3
 ■ 4

	1	2	3	4	TOTAL	SCORE
Minimize land acquisition / severance	50.00% 4	12.50% 1	25.00% 2	12.50% 1	8	3.00
Impact on businesses	25.00% 2	37.50% 3	37.50% 3	0.00% 0	8	2.88
Impact on access	12.50% 1	50.00% 4	37.50% 3	0.00% 0	8	2.75
Pedestrian / cycling accommodation	12.50% 1	0.00% 0	0.00% 0	87.50% 7	8	1.38

Q5 Please rank the following Environmental Impacts, from most important to least important.

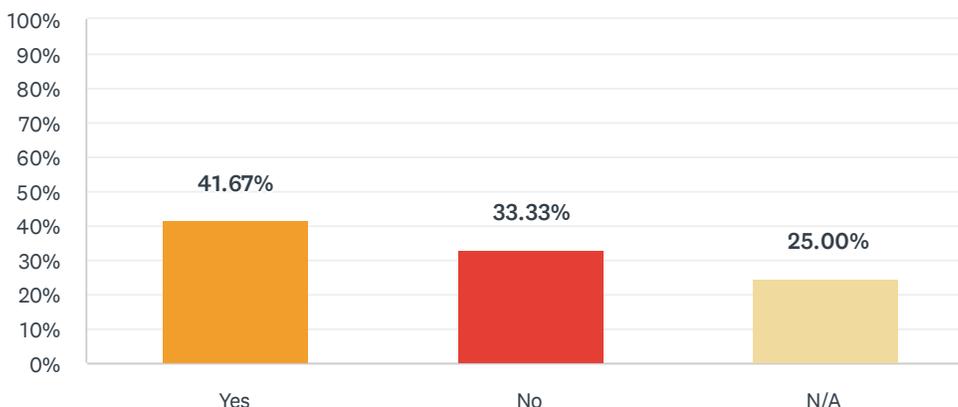
Answered: 4 Skipped: 6



	1	2	3	4	TOTAL	SCORE
Noise impacts	75.00% 3	0.00% 0	0.00% 0	25.00% 1	4	3.25
Natural environment	25.00% 1	75.00% 3	0.00% 0	0.00% 0	4	3.25
Habitat impact	0.00% 0	25.00% 1	75.00% 3	0.00% 0	4	2.25
Heritage resources impact	0.00% 0	0.00% 0	25.00% 1	75.00% 3	4	1.25

Q6 Are there any additional criteria that you believe should be considered?

Answered: 12 Skipped: 2

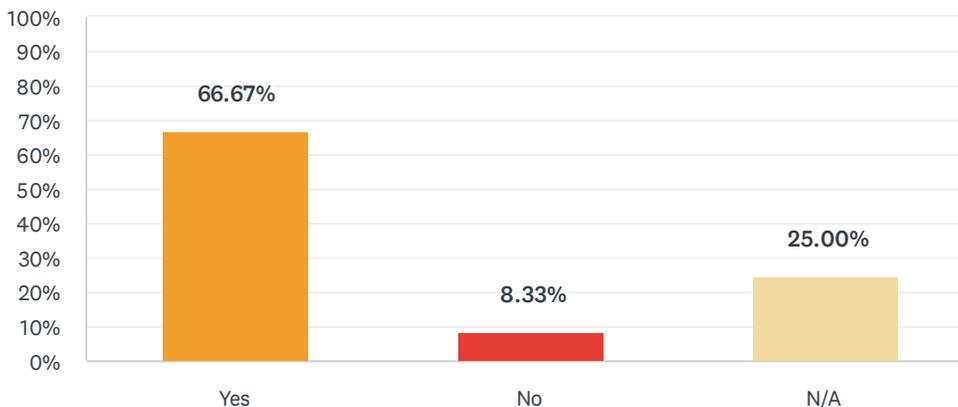


ANSWER CHOICES	RESPONSES	
Yes	41.67%	5
No	33.33%	4
N/A	25.00%	3
TOTAL		12

#	IF YES, PLEASE EXPLAIN.	DATE
1	Development of conceptual plans & speculative timing. Land owners that desire to sell their properties to developers are left without legitimate options in the sale of their properties.	5/23/2023 9:51 AM
2	I am greatly efficient as the highway goes right through my house and business I feel that it has a large impact on my life and my wellbeing and this is forcing me out of my home after being here for 30+ year I feel that it would be better suited to go throw or around on barren vacant fields instead of taking frontage from my Nabor and worst kick me off my land and home	5/19/2023 9:48 PM
3	Speed limit on Macgillvray should be lowered to 80	5/17/2023 5:23 AM
4	How it affects current residents and land owners	5/16/2023 10:23 PM
5	Please lower speed immediately before la salle road to maximum 80 kms and 60-70 kms along the rest of business district to the train tracks	5/16/2023 7:50 PM
6	The infrastructure of the entire area including outside the study area.	5/16/2023 2:05 PM

Q7 Do you have any potential concerns with the project causing any issues for your business, organization or property?

Answered: 12 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	66.67%	8
No	8.33%	1
N/A	25.00%	3
TOTAL		12

#	IF YES, PLEASE EXPLAIN.	DATE
1	Primarily the access to PTH 3	5/30/2023 11:57 AM
2	Landowner clients desire to sell their properties but potential buyers hold off due to the speculation of new roads impacting the properties' values and development potential	5/23/2023 9:53 AM
3	As stated I feel that my business is greatly effected by this as I will be loosing a lot of my property and building	5/19/2023 9:50 PM
4	Property value. Road access	5/17/2023 5:28 AM
5	Access to road 8e off McGillivray and the perimeter	5/16/2023 10:25 PM
6	Customers safety in accessing business and traffic access and slower speeds	5/16/2023 7:52 PM
7	Access to PTH 3	5/16/2023 2:08 PM
8	Access on/off lasalle road and mcgillivray	5/16/2023 2:07 PM

Q8 Do you have any other comments for the project team?

Answered: 6 Skipped: 8

#	RESPONSES	DATE
1	Finish Morray to Bishop Grandon first	5/31/2023 1:43 PM
2	None	5/23/2023 9:53 AM
3	Yes I feel that a sit down meeting is warranted as I said before this is a great impact on my life and home and this should be addressed and somehow correct before shovels hit the ground	5/19/2023 9:50 PM
4	We are local farmers as equipment continues to get bigger. We need access to land with minimal disturbance to traffic. Need to have adequate space on roads including sign placement, turns, turn radius, etc to effectively move equipment through. Since the access road closures off the perimeter we are forced to use the highway to move equipment to fields. Keep that in mind not just small cars when engineering.	5/17/2023 5:28 AM
5	I think lowering the speed limit to 80 km/hr on McGillivray would be much safer. It's very dangerous making left turns onto road 8e due to traffic speed and people passing on the shoulder	5/16/2023 10:25 PM
6	Slower speeds before anything else	5/16/2023 7:52 PM