

MANITOBA TRANSPORTATION AND INFRASTRUCTURE

PTH 101 Functional Design Study

PHASE 1 ENGAGEMENT



MAY 30, 2023





PTH 101 Functional Design Study

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MANITOBA TRANSPORTATION AND
INFRASTRUCTURE

PROJECT NO.: 221-08250-00

DATE: MAY 2023

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Executive Summary

PTH 101 is part of the ring road originally constructed in the 1950s and 1960s as a bypass route around the City of Winnipeg, together with PTH 100, it is known as the Perimeter Highway.

The purpose of this project is to develop a study that will accommodate the future development of the north Perimeter Highway into a fully grade-separated freeway that can ultimately accommodate six lanes.

This functional design study will take approximately two 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 / feedback throughout the process.

Public Engagement

A public engagement process has been integrated into the study and has been divided into three phases:

- The first phase, Preliminary Stakeholder Engagement, is to introduce the project, communicate the project's scope and timing, and gather initial feedback on the project. This phase includes group stakeholder meetings, website content through the MTI website, and a newsletter.
- The second phase, Present Roadway and Interchange Alternatives, is to present draft content and seek stakeholder feedback on the roadway and interchange alternatives for PTH 101. This phase includes group stakeholder meetings, open houses, online engagement through EngageMB, and a newsletter.
- The third phase, Present Study Recommendations to Stakeholders, involves presenting the Study Recommendations to stakeholders. This phase includes group stakeholder meetings, open houses, online engagement through EngageMB, a newsletter, and meetings with property and business owners.

Phase 1 Public Engagement Summary

This Public Engagement Summary – Phase 1 report includes a detailed summary of the engagement activities facilitated during the study's Phase 1 engagement process, and a summary of the feedback collected.

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

- Group stakeholder meetings with associated municipalities (six meetings in total);
- Group stakeholder meetings with a variety of stakeholder groups (six meetings in total);
- Virtual engagement on MTI's website; and

- A project newsletter (distributed via Canada Post walking routes to approximately 21,793 residences in the City of Winnipeg, Rural Municipality (RM) of West St. Paul and RM of East St. Paul, as well as via direct mail to approximately 800 residences in the RMs of Headingley, Rosser and Springfield).

Overall, the feedback collected during Phase 1 from the stakeholders was positive. The prominent themes derived from the stakeholder events are as follows:

- That active transportation (AT) be considered in the design of PTH 101 at strategic locations;
- That coordination occur between this study and other projects in the area such as the Headingley Bypass, Oakbank Corridor, Chief Peguis Extension, and the Capital Region Plan;
- That noise attenuation be incorporated to reduce the noise experienced by nearby developments;
- That consideration be made for maintaining access to existing businesses located directly on the highway;
- That an interchange at Pipeline and PTH 101 be prioritized due to safety concerns; and
- That traffic impacts from CentrePort be incorporated into the design.



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1 Introduction

WSP Canada Inc. (WSP), was retained by the Manitoba government to develop a design for the reconstruction of the North Perimeter Highway (PTH 101). Once constructed, the PTH 101 design will create a modern freeway facility. The final design will provide highway access via grade separated interchanges with service roads at certain locations to accommodate access to fronting developments. The study is estimated to be completed by 2024.

Once the North Perimeter Highway Design Study is complete, these recommended designs will be used as the basis for department decisions, such as:

- Protecting and acquiring land that will be needed for right-of-way purposes;
- Identification and protection of property for required local internal roads and service roads to provide adjacent land access locations and guide adjacent development;
- Construction planning, prioritization, and budgeting;
- Environmental approvals and licensing;
- Interactions with railway crossings and active transportation facilities;
- Utility placement and relocation; and
- Discussions with land owners, stakeholders, and the public.

A public and stakeholder engagement program has been built into the study's process. The engagement program has been divided into three phases. At the time of this report's drafting, Phase 1 of the engagement has been completed. This report, Phase 1 Engagement Summary summarizes the engagement strategies and feedback obtained during the Phase 1 engagement process.

1.1 Background

As a separate project, Manitoba Transportation and Infrastructure (MTI) has been conducting a Safety Plan Review for the Perimeter Highway with a focus on addressing the access points and intersections where there is the greatest risk of severe collisions. The review was divided into two phases:

- Phase 1 South Perimeter – the Safety Plan was completed between 2018 to 2019, with the South Perimeter Design Study being completed in 2020; and
- Phase 2 North Perimeter – the Safety Plan was completed in 2021, and the PTH 101 Functional Design Study commenced in 2022.

The Perimeter Safety Review resulted in several at-grade or level accesses and crossings being closed and service road modifications identified on both the South and North Perimeter. This study, as well as the South Perimeter Design Study, takes the Safety Review a step further by developing the plan to get the Perimeter to a fully access-controlled, grade-separated freeway that can ultimately accommodate six lanes.

1.2 Study Area

The PTH 101 study area extends along PT 101 from just north of Portage Avenue (in the west) to just north of Fermor Avenue (Trans Canada Highway) (in the east), as outlined in **Figure 1-1**.

As part of the PTH 101 Study, 23 of the intersections, water course crossings and rail crossings along PTH 101 within the study area will be reviewed. **Figure 1-1** illustrates the 23 intersections / crossings that require review and analysis.

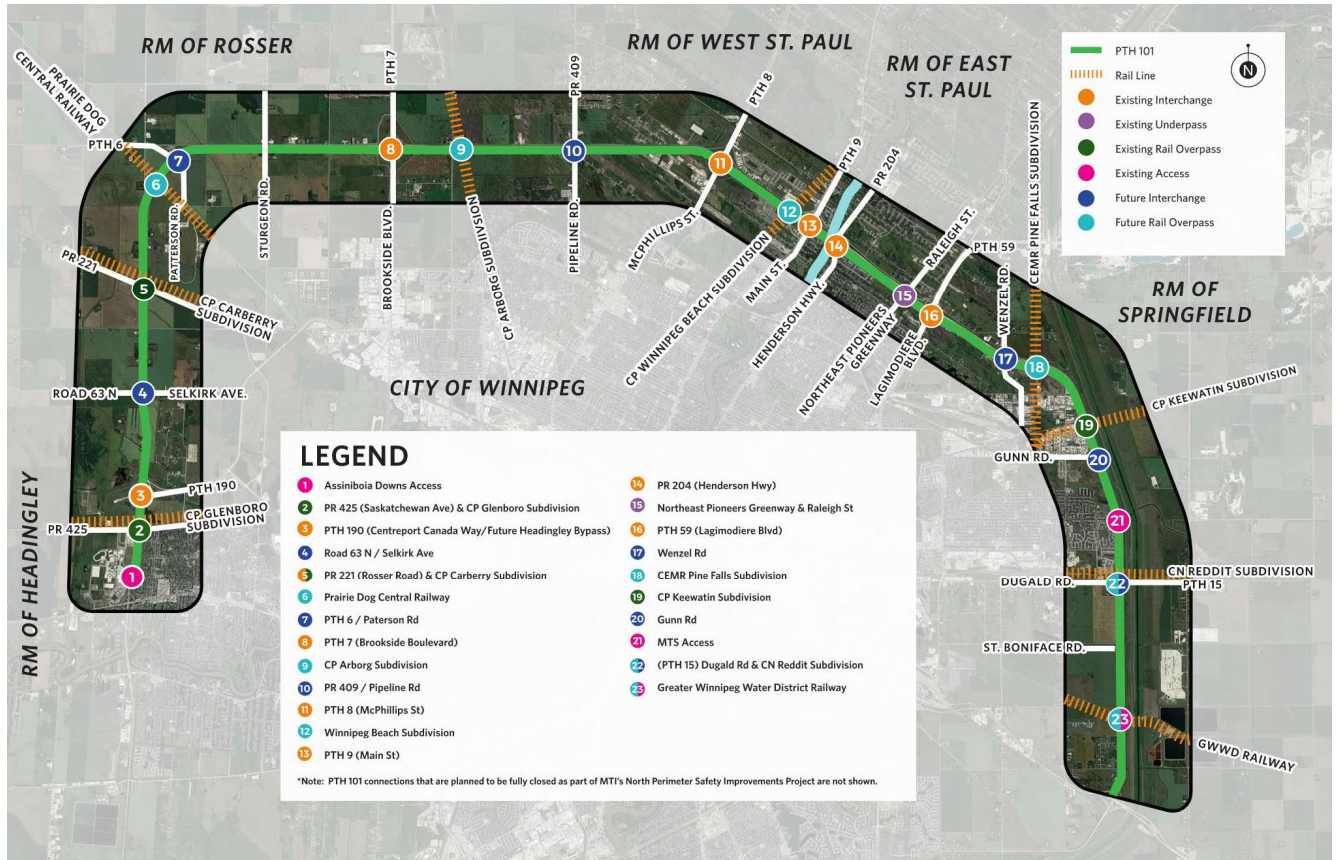


Figure 1-1: Study Area

1.3 Public and Stakeholder Engagement Strategy

A Public and Stakeholder Engagement Plan (PSEP) was developed to guide the engagement process for the PTH 101 Functional Design Study. The development of the PSEP was based on the International Association of Public Participation's (IAP2) public participation spectrum. This spectrum includes five levels of public participation. Its purpose is to help clarify the role of the public and stakeholders in planning and decision-making, and how much influence the community should have over planning or decision-making processes, based on the study, its intent, and the impacts of the decisions made throughout the study's process.

Figure 1-2 illustrates the five levels of IAP2’s public participation spectrum.

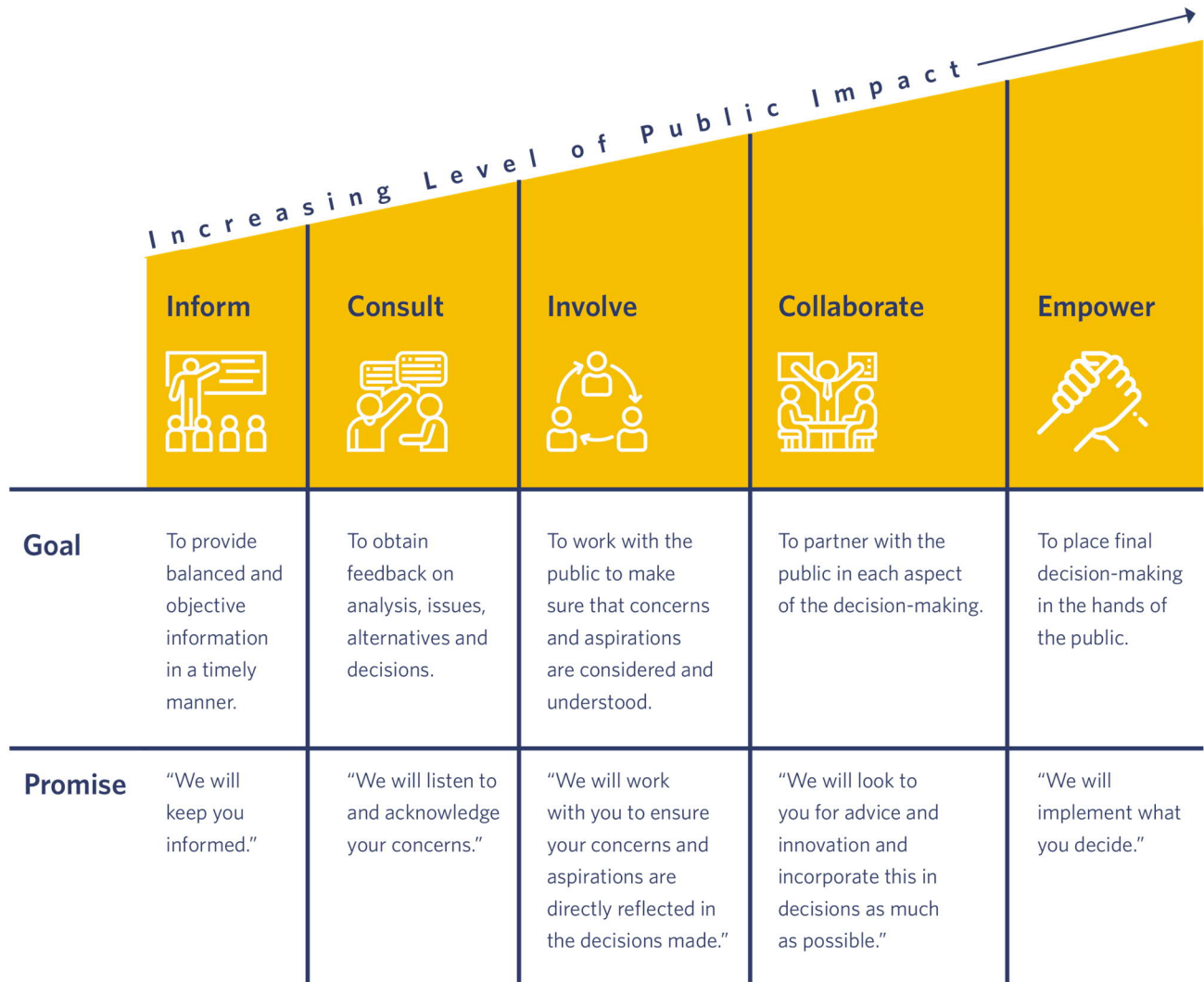


Figure 1-2: IAP2's Spectrum of Public Participation

The PTH 101 Functional Design Study falls within the Inform, Consult and Involve levels of the spectrum. Thus, the techniques, events, communication channels, deliverables, and general timing of the public engagement phases of the project are based on these three components of the spectrum.

The PSEP divides the study’s public engagement efforts into three phases. This report identifies the public engagement methods and techniques, and summarizes the comments and feedback collected from the public and stakeholders during Phase 1 of engagement, which included stakeholder group meetings, a website, a newsletter, and virtual engagement.

2 Phase 1: Summary of Engagement Activities

The PSEP includes three phases of public and stakeholder engagement for the PTH 101 Functional Design Study. At the time of this report’s writing, Phase 1 of the PSEP had been completed, which occurred from February 2023 through to March 2023.

The intent of Phase 1 was to present background information, including the study purpose, scope and timing, a review of the public and stakeholder engagement processes, and a review the future crossing locations and access modifications of PTH 101. The public and stakeholders were also provided with the opportunity to provide the project team with any additional information pertaining to issues, opportunities, existing, and future development plans that may impact, or be impacted by the study.

Table 2-1 and **Table 2-2** outlines the tasks that were completed as part of Phase 1 of the PSEP.

Table 2-1: Summary of Public and Stakeholder Engagement Activities

EVENT	DATE	TIME	LOCATION	NO. OF ATTENDEES
Group stakeholder meeting with active transportation, environmental and recreational groups	February 6, 2023	14:30	WSP, 1600 Buffalo Place, Winnipeg	4
Meeting with the RM of Headingley Council and CAO	February 7, 2023	17:30	RM of Headingley Municipal Office, 1 – 126 Bridge Road, Headingley	6
Group stakeholder meeting with the City of Winnipeg staff	February 8, 2023	11:00	WSP, 1600 Buffalo Place, Winnipeg	9
Group stakeholder meeting with school divisions	February 8, 2023	13:00	WSP, 1600 Buffalo Place, Winnipeg	3

EVENT	DATE	TIME	LOCATION	NO. OF ATTENDEES
Group stakeholder meeting with business owners and landowners	February 9, 2023	09:00	WSP, 1600 Buffalo Place, Winnipeg	22
Group stakeholder meeting with utility companies, railway companies, and emergency services	February 9, 2023	10:30	WSP, 1600 Buffalo Place, Winnipeg	15
Group stakeholder meeting with developer groups, community associations and others	February 9, 2023	14:00	WSP, 1600 Buffalo Place, Winnipeg	4
Group stakeholder meeting with federal departments, provincial departments and MLA's	February 10, 2023	14:00	WSP, 1600 Buffalo Place, Winnipeg	3
Meeting with the RM of Rosser Council	February 15, 2023	15:00	Microsoft Teams	5
Meeting with the RM of Springfield Council and Administration	February 21, 2023	14:30	RM of Springfield Municipal Office, 100 Springfield Centre Drive, Oakbank	6
Meeting with the RM of East St. Paul Council, Administration, and Red River Planning District (RRPD)	February 23, 2023	09:30	RM of East St. Paul Council Chambers, 1-3021 Birds Hill Road, East St. Paul	6
Meeting with the RM of West St. Paul Council and CAO	February 27, 2023	18:00	RM of West St. Paul Council Chambers,	6

EVENT	DATE	TIME	LOCATION	NO. OF ATTENDEES
			3550 Main Street, West St. Paul	
Virtual Engagement	n/a	n/a	MTI's website	n/a

Table 2-2: Summary of Indigenous Rights Holders Engagement Activities

EVENT	DATE	TIME	LOCATION	NO. OF ATTENDEES
Meeting with MMF	November 17, 2022	15:30	Microsoft Teams	4

3 Promotion

The public, stakeholder, and Indigenous Rights Holder engagement activities were advertised using the methods outlined in **Table 3-1** and **Table 3-2**. Samples of these advertisements can be found in **Appendix A**.

Table 3-1: Summary of Engagement and Stakeholder Event Promotion

EVENT	PROMOTION METHOD	DATE	DISTRIBUTION
Stakeholder Meetings	Microsoft Outlook Calendar invitation	Invitations sent January 23 and 24, 2023	<p>The calendar invitations were sent to 24 individuals representing various City of Winnipeg departments such as: Public Works; Water and Waste; Planning Property and Development; Community Services; Transit; Parks and Open Space; and Transportation.</p> <p>The calendar invitations were sent to 11 of representatives from active transportation, environmental and recreational groups.</p> <p>The calendar invitations were sent to 13 of representatives from school divisions.</p> <p>The calendar invitations were sent to 27 of representatives from various business owners and landowners.</p> <p>The calendar invitations were sent to 37 of representatives from utility companies, railway companies, and emergency services.</p> <p>The calendar invitations were sent to 19 of representatives from developer groups, community associations and others.</p> <p>The calendar invitations were sent to 32 of representatives from federal departments, provincial departments and MLA's.</p>
	Email invitations	Request for availability sent	An email requesting the availability of staff and Council was sent to the

EVENT	PROMOTION METHOD	DATE	DISTRIBUTION
		January 13, 2023	<p>following municipalities CAOs, members of Council, and Planning Districts:</p> <ul style="list-style-type: none"> – RM of Headingley; – RM of Rosser; – RM of Springfield; – RM of East St. Paul; – RM of West St. Paul; and – City of Winnipeg*. <p>* City of Winnipeg staff were also included in this email. However, through discussions it was agreed upon that WSP would meet with staff as part of the group stakeholder meetings and Council would be updated on the project by staff and through the project newsletter.</p>
Virtual Engagement	Newsletter	Sent to Canada Post on March 10 and 17, 2023	<p>Direct Mailers to residents within the RM's of Headingley, Rosser and Springfield</p> <p>Canada Post walking routes for the City of Winnipeg, and RMs of East and West St. Pauls</p>
	Project Website	Notifications about the project were posted online on March 7, 2023	n/a
	Direct Email	Sent March 8, 2023	Sent to 243 representatives on the Study's stakeholder list.

Table 3-2: Summary of Indigenous Rights Holders Event Promotion

EVENT	PROMOTION METHOD	DATE	DISTRIBUTION
Preliminary Indigenous Engagement	Letter Invitation	September 2022	Sent by MTI to Manitoba Metis Federation (MMF), Brokenhead Ojibway Nation, Treaty 1, Sagkeeng First Nation, Swan Lake First Nation, Assembly of Manitoba Chiefs, Roseau River Anishinabe First Nation, Long Plain First Nation, Peguis First Nation, and Sandy Bay Ojibway First Nation.
Virtual Engagement	Direct Email	Sent March 8, 2023	Sent to 5 Indigenous Rights Holders on the Study's stakeholder list: MMF, Brokenhead Ojibway First Nation, Treaty 1, Sagkeeng First Nation, and Swan Lake First Nation.
	Website Communication	Sent March 8, 2023	Submitted contact inquiries to 5 of the Indigenous Rights Holder websites: Assembly of Manitoba Chiefs, Roseau River Anishinabe First Nation (via Land Advisory Board), Long Plain First Nation, Peguis First Nation, and Sandy Bay Ojibway First Nation.

4 Engagement Activities

The study team engaged with stakeholders and the public, in-person and online to communicate preliminary information about the study, such as scope, timing, and intent. The engagement activities also provided the opportunity for stakeholders to provide their thoughts and feedback, and potential opportunities and constraints, to the project team.

Key aspects that were addressed within the Phase 1 engagement materials included:

- Preliminary project information, such as the study scope and timing;
- Study background information;
- The study area and the land-use designations;
- An overview of the public engagement process;
- The study existing conditions; and
- The study technical evaluation criteria.

All public engagement materials were provided in English only.

Feedback from the stakeholders was collected through meeting notes, comment sheets, online surveys, and through mark-ups on the study area table maps. All feedback has been collected and summarized in this report. This report will be reviewed and considered by the project team in the development of the design options.

A description of each stakeholder engagement event and summary of the input received from that event are included in the following sections.

4.1 Meetings with Municipalities

A group meeting was held with each municipality that is located (or partially located) within the study area. These municipalities are as follows:

- The RM of Headingley;
- The RM of Rosser;
- The RM of West St. Paul;
- The RM of East St. Paul;
- The RM of Springfield; and
- The City of Winnipeg.

Representatives from the municipality's Council and senior administration were invited to attend. In the case of the City of Winnipeg, City staff contacted WSP and it was agreed upon that WSP would meet with staff as part of the group stakeholder meetings and Council would be updated on the project by staff and through the project newsletter.

Each of these municipal meetings commenced with a presentation outlining preliminary details of the study, followed by a group discussion. Each meeting lasted approximately 60 minutes. See **Appendix B** for a copy of the group meeting presentation.

Each meeting was attended by at least two WSP staff¹ and by two to three representatives from MTI. **Table 4-1** indicates the total number of people who attended each of the municipal meetings.

Table 4-1: Municipal Meeting Attendance

DATE	MUNICIPALITY	MEMBERS OF COUNCIL & SENIOR ADMINISTRATION
February 7, 2023	RM of Headingley	6
February 8, 2023	City of Winnipeg	9
February 15, 2023	RM of Rosser	5
February 21, 2023	RM of Springfield	6
February 23, 2023	RM of East St. Paul	6
February 27, 2023	RM of West St. Paul	6

Notes were recorded at each of the meetings and are included in **Appendix C**. The following is a general summary of the frequently asked questions posed, as well as the other issues and considerations raised during these meetings regarding this project:

RM of Headingley

- In general the RM of Headingley had no concerns or issues for the PTH 101 study.

City of Winnipeg

- City staff indicated that study should maintain connectivity across the perimeter at strategic locations for active modes of transportation.

¹ Headingley: Engagement Lead, Engagement Planner and Transportation Lead.

Winnipeg: Engagement Lead, Engagement Planner, Transportation Lead, and Land Drainage and Utilities.

Rosser: Project Manager, Transportation Lead, and Engagement Planner.

Springfield: Engagement Lead, Engagement Planner, and Transportation.

East St. Paul: Engagement Lead, Engagement Planner and Transportation Lead.

West St. Paul: Transportation Lead and Engagement Planner.

- City staff identified concerns about the implications of this study on developable land, specifically for areas such as Pipeline and PTH 101.
- City staff indicated concerns about traffic distribution due to school bus shifts, specifically at Pipeline and Templeton.
- City staff will confirm if they own any land within the study area.

RM of Rosser

- The primary concern for the RM of Rosser is with CentrePort. For instance:
 - CentrePort traffic will impact traffic on PTH 101; and
 - the rapid growth of CentrePort is closing in on the RM boundaries.
- Other concerns raised are as follows:
 - Businesses within their municipal boundary such as Lawson Sales and the quarry are experiencing access issues. They would like to see coordination occur with the province and these businesses.

RM of Springfield

- The RM of Springfield identified the following items for consideration:
 - Coordination between this project and the Capital Region Plan / Master Plan, most specifically the Oakbank Corridor and Chief Peguis extension;
 - Minimization of access roads as these will be increased road maintenance for municipalities;
 - Heating options for bridge structures as icy conditions lead to increased accidents;
 - Proper lighting for intersections; and
 - Fire Department uses Gunn Rd to access PTH 101 as they have a fire station located in the industrial development south of Springfield Rd.

RM of East St. Paul

- The RM of East St. Paul identified the following items for consideration:
 - Improvements to the drainage, specifically at Henderson and Sperring, and Hwy 59 and PTH 101;
 - Not closing Sperring as this would increase traffic on Wallace;
 - Reducing noise impacts from the highway on adjacent land uses;
 - The Meadows development has a high growth potential and they would like to see this project consider the impacts on adjacent roads leading to this development;
 - Recent developments have come forward to the Planning District and these may have impacts to PTH 101 or this project may impact these developments;

- Coordination between provincial departments reviewing development applications and the plans for this project; and
- Brokenhead’s commercial development plans near PTH 101.

RM of West St. Paul

- The RM of West St. Paul identified the following items for consideration:
 - A highway commercial development was recently approved at Pipeline and PTH 101, as part of this development a portion of land was sectioned off for future PTH 101 widening;
 - Businesses within the RM are concerned about losing their access and the alternative access points, for instance Paintball Paradise and Canotech Consultants;
 - Safety concerns at PTH 101 and Pipeline; and
 - AT connections over PTH 101 for the Meadowlands development / school to the Sunova Centre.

4.2 Group Stakeholder Meetings

Six group stakeholder meetings were held the week of February 6, 2023. The meetings were invitation only, and included a variety of community stakeholder groups who may have an interest in the study. The stakeholder group representatives who were invited to the meetings were grouped based on their similar interest / area of expertise as illustrated in **Table 4-2** below.

If a stakeholder could not attend the meeting that they were invited to, they were offered to attend one of other stakeholder group meetings or wait for the materials to be posted online.

Each of the group stakeholder meetings were 60 minutes in length, and began with a brief presentation that outlined preliminary details of the study, which was then followed by a group discussion; this was the same presentation shown at the municipal group meetings (see **Appendix B**). Table maps of the study area were utilized to guide the discussions.

Each meeting was attended by at least three WSP staff² and by two representatives from MTI. Stakeholders were invited to the meetings via direct email.

² Meeting 1: Engagement Lead, Engagement Planner and Transportation Lead.

Meeting 2: Engagement Lead, Engagement Planner and Transportation Lead.

Meeting 3: Transportation Lead, Transportation, and Land Use.

Meeting 4: Transportation Lead, Transportation, Land Use, and Land Drainage and Utilities.

Meeting 5: Engagement Lead, Transportation Lead, and Transportation.

Meeting 6: Engagement Lead, and Transportation Lead.

Table 4-2 indicates the number of individuals who were invited to each meeting, and the number of individuals who attended.

Table 4-2: Group Stakeholder Meeting Attendance

MEETING NO.	DATE	STAKEHOLDER GROUP(S)	NO. OF INDIVIDUALS INVITED	NO. OF INDIVIDUALS WHO ATTENDED
1	February 6, 2023	Active transportation, environmental and recreational groups	11	4
2	February 8, 2023	School divisions	13	3
3	February 9, 2023	Business owners and landowners	27	22
4	February 9, 2023	Utility companies, railway companies, and emergency services	37	15
5	February 9, 2023	Developer groups, community associations and others	19	4
6	February 10, 2023	Federal departments, provincial departments and MLA's	32	3

Notes were recorded at each of the meetings and are included in **Appendix C**. The following is a summary of the frequently asked questions posed, as well as the issues and considerations raised during these meetings regarding this project:

Meeting 1, Active transportation, environmental and recreational groups

- The stakeholders advised for future pathway connections in the following areas:

- East Transcona Trail;
 - Duff Roblin pathway connection;
 - Henderson Highway complete connection under PTH 101;
 - Trail to boat launch West St. Paul under Red River bridge;
 - West to East St. Paul connection over the river;
 - Winnipeg Beach Rail Line to Precinct G;
 - NW Hydro Corridor – Precinct B West to McPhillips;
 - Saskatchewan to Assiniboia Downs;
 - Hamilton to Assiniboia Downs;
 - St. Francois Xavier;
 - Pipeline Road;
 - Winnipeg Beach Trail;
 - Dugald Road;
 - Prairie Dog Central; and
 - Little Mountain Park.
- Greater Winnipeg Water District (GWWD) Railway indicated that it would be preferred to remove the inner city track and run a track along the floodway (east of PTH 101) from the water treatment facility north past Dugald Rd, as well as to eventually remove their yard from inside the city to be north of Dugald Rd.

Meeting 2, School divisions

- Seven Oaks School Division indicated the following considerations:
 - They have a bus garage on Grassmere and a school on Main;
 - Their busses predominately use McPhillips and Main;
 - The busses use Pipeline to access the new Maple development and indicated that this road is in poor condition and is increasingly becoming a commuter route. The school division believes it would be safer for the children if this road was closed;
 - West St. Paul is growing rapidly and traffic controls are needed as one enters the city, most notable at Templeton; and
 - Pedestrian / active transportation connections to West St. Paul Community Centre.
- Sunrise School Division indicated the following considerations:
 - Busses travel on Dugald to transport children between Winnipeg and Oakbank for K-8 and there is a lot of bottleneaking on Dugald;

- Garven (PR 213) (via Highway 59) is used by staff for commuting; and
- Concerned about traffic impacts on PR 207 as it is a route that is used to avoid PTH 101.
- Interlake School Division indicated the following considerations:
 - School bus pick-ups exist at all four quadrants of PTH 101 and Brookside. With this there are issues during peak hours and trying to cross Brookside; and
 - The school bus routes in Rosser have experienced difficulties with planning their routes due to the closed accesses along PTH 101.

Meeting 3, Business owners and landowners

- Landowners indicated concerns regarding how the landowners were contacted about the meeting as some received an email directly and others from a neighbour.
- Landowners indicated concerns for the use of agricultural equipment.
- Businesses, such as Paintball Paradise interested in the amount of land required to expand the highway.

Meeting 4, Utility companies, railway companies, and emergency services

- Manitoba Hydro requested a copy of the AutoCAD file for the project study area so they can advise of the location of their above and below ground utilities.
 - Manitoba Hydro also noted that they no longer provide street lighting for AT paths.
- Winnipeg Police provided RCMP contacts as the RCMP has indicated issues with the South Perimeter median closures and access to some areas.
 - Winnipeg Police inquired about technology for education such as speed feedback signs. Given this is outside the scope of the functional design, MTI advised they would take this feedback back for consideration outside of the functional design.

Meeting 5, Developer groups, community associations and others

- Manitoba Trucking indicated the following considerations:
 - PTH 101 is initial priority for Manitoba Trucking, followed by the Headingley Bypass;
 - Biggest truck movement is from the south (United States) to the west;
 - Trucks from the east use PTH 101 to Route 90; and
 - Spacing out construction projects so that they don't occur simultaneously as it would have implications on their trucking routes.
- CentrePort Canada indicated the overall transportation network in CentrePort is an important study, and that the safety of Route 90 is the biggest concern for them.
- This group identified concerns with safety, specifically the following:

- The mixing of truck and passenger vehicles; and
- Stops, starts and merges.
- This group also inquired about the impact on PTH 101 with other projects in the area, such as:
 - Chief Peguis Trail extension on PTH 101; and
 - Headingley By-pass.
- This group raised noise concerns for the adjacent lands and were therefore interested to know about the noise attenuation plans for the project.
- This group also raised the following considerations:
 - There are a lot of on/off ramps by Red River Bridge;
 - Coordination of this project and the Capital Region plan; and
 - Traffic safety on Brookside between PTH 101 and Inkster due to the increased development.

Meeting 6, Federal departments, provincial departments and MLA's

- This group indicated that minimizing property requirements is important and that once the alternatives have been prepared they will be able to offer more feedback.

4.3 Comment Sheet Results

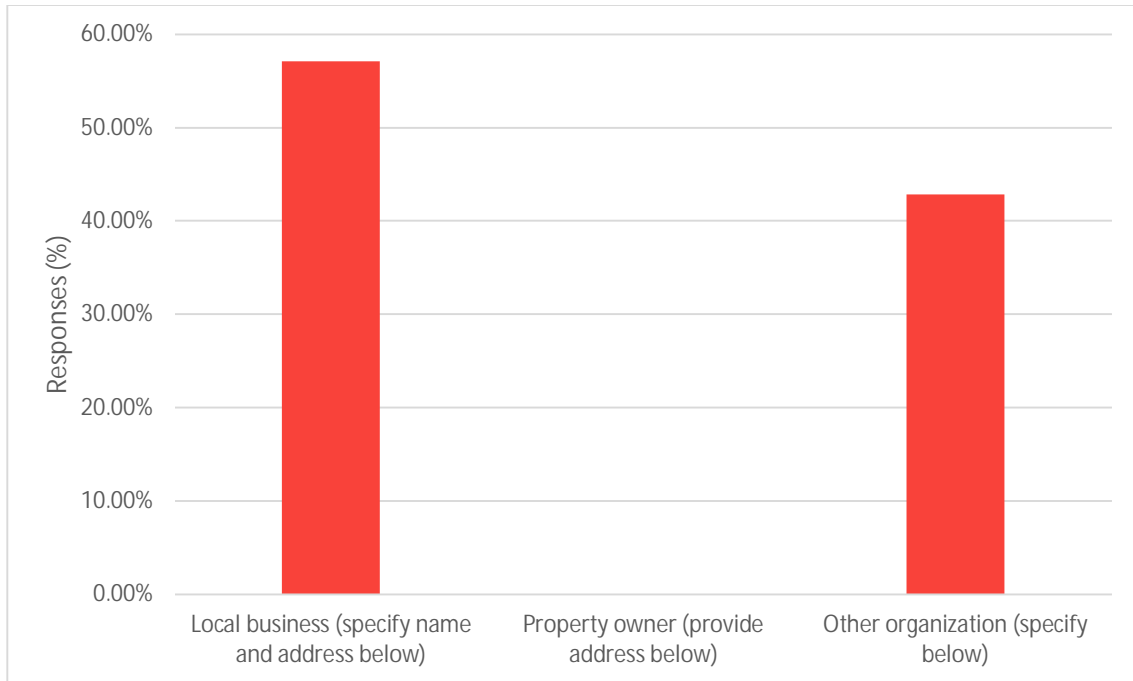
Following the meeting, participants from the group stakeholder meetings were asked to complete a comment sheet online (using Survey Monkey) or a physical copy. Out of the 47 participants who attended, a total of 9 of comment sheets were completed online and 7 of physical copies were received. The physical copies were manually entered into Survey Monkey. All comments are found in **Appendix D**.

Below is a summary of the comment sheet results collected.

1 Who do you represent?

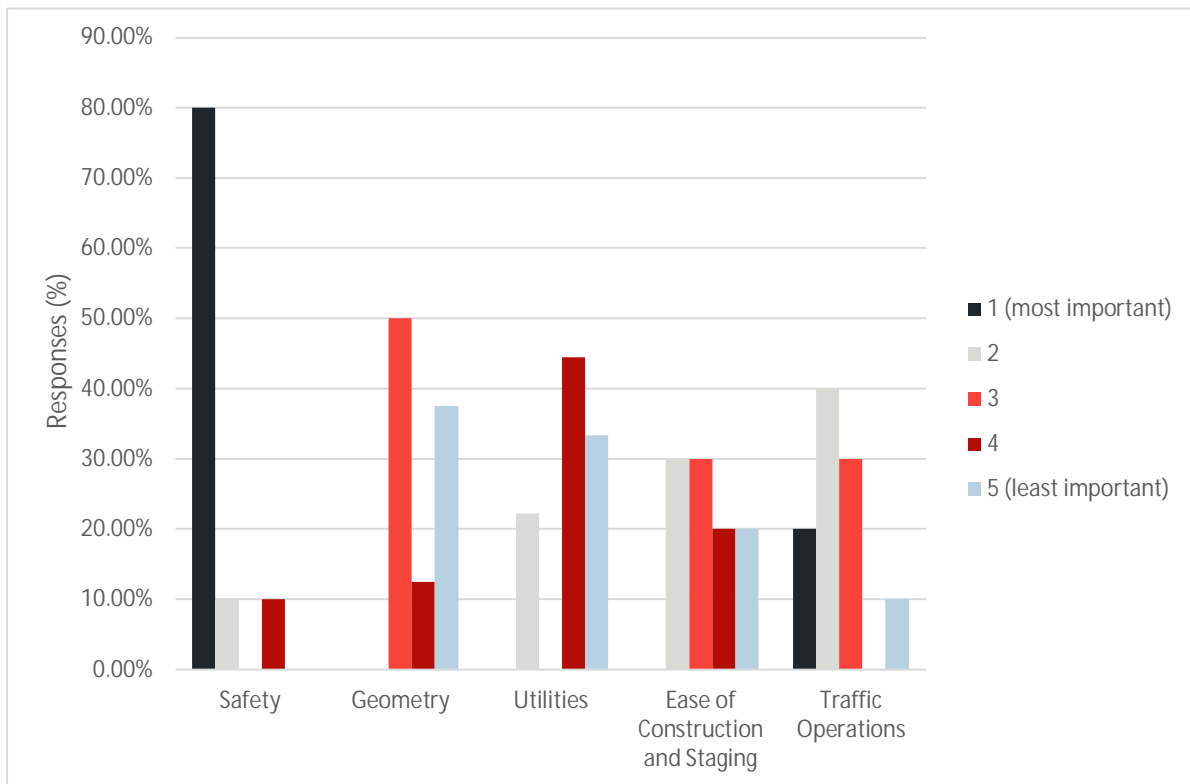
This question received a total of 14 of responses from 14 of respondents. The majority of respondents were local businesses (8) and the rest were another organization (6). The others include representatives for the following:

- Rosser Homeowners;
- CentrePort Canada Inc. and Focus Equities;
- Trucking Association;
- Travel Manitoba;
- Bike Winnipeg; and
- RM of West St. Paul.



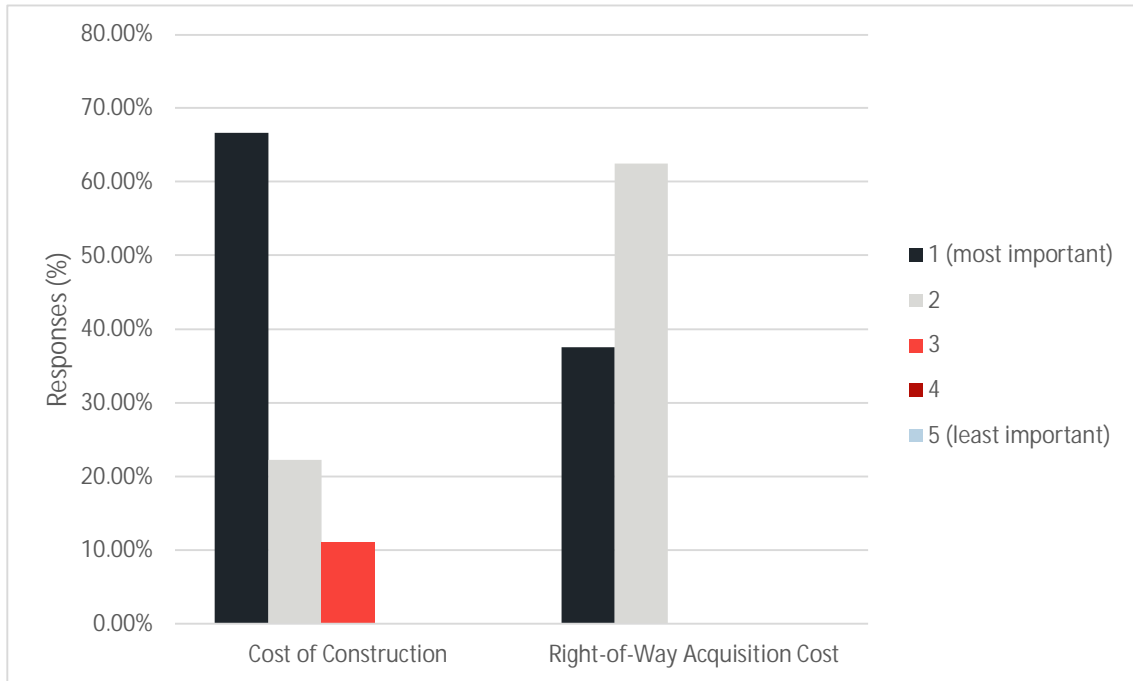
2 Please rank the following Engineering and Transportation criteria, from most important to least important.

This question received a total of 10 of responses from 14 of respondents. The majority of respondents (80%) voted Safety being the most important criteria, followed by Traffic Operations, Geometry, Utilities, and Ease of Construction and Staging.



3 Please rank the following Community / Social Economic Impacts³, from most important to least important.

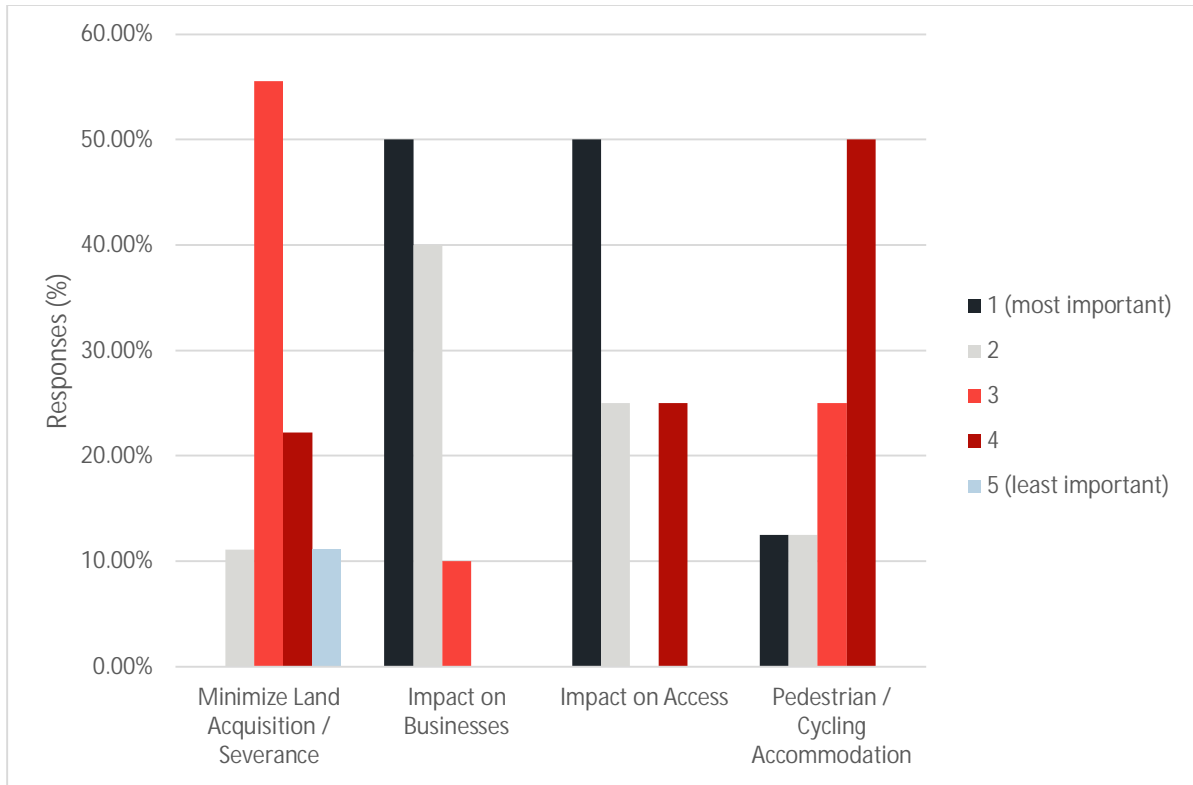
This question received a total of 9 of responses from 14 of respondents. The majority of respondents (67%) voted Cost of Construction being the most important criteria, followed by Right-of-Way Acquisition Cost.



4 Please rank the following Cost Factors¹, from most important to least important.

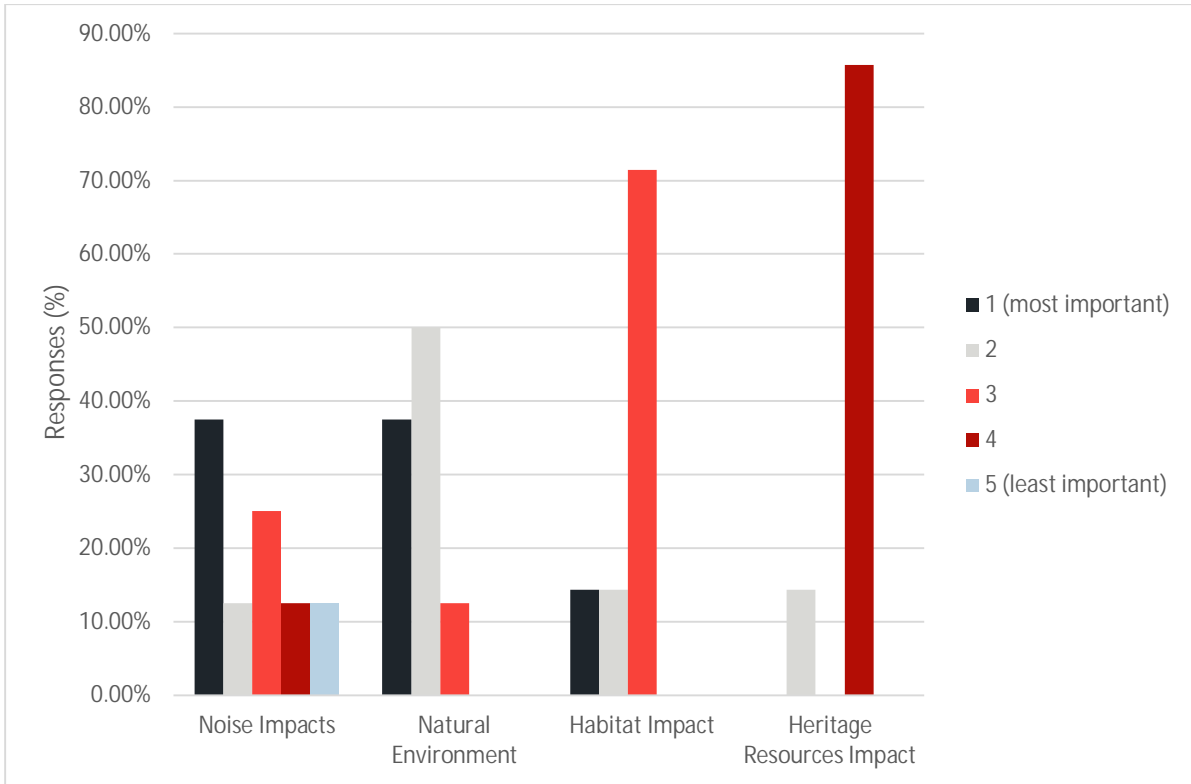
This question received a total of 10 of responses from 14 of respondents. The majority of respondents (50%) voted both Impact on Businesses and Impact on Access as being the most important criteria, followed by Minimize Land Acquisition / Severance, and Pedestrian/Cycling Accommodation.

³ It was observed after the online survey was closed that the titles for Question 3 and 4 were mixed up; the same was true for the hard copy surveys. Question 3 should have been titled 'Cost Factors' and Question 4 'Community / Social Economic Impacts'. The results of the survey would not be impacted as the questions were specific to the correct topic.



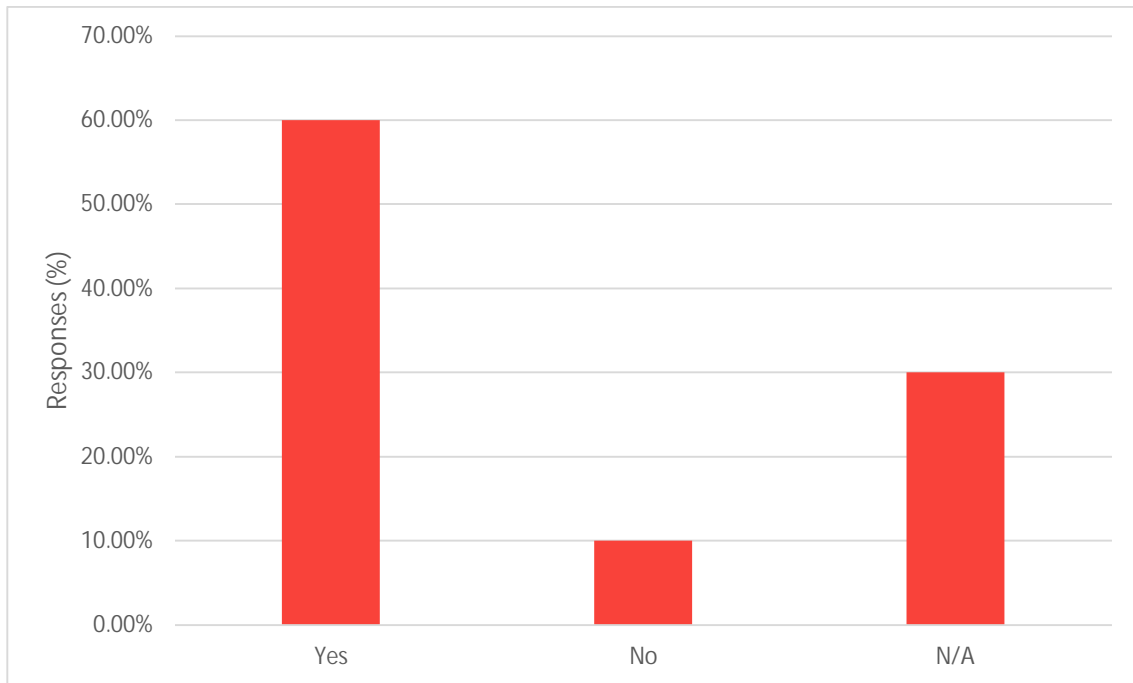
5 Please rank the following Environmental Impacts, from most important to least important.

This question received a total of 8 of responses from 14 of respondents. The majority of respondents (38%) voted that both Noise Impacts and Natural Environment being the most important criterion, followed by Habitat Impact, and Heritage Resources Impact.



6 Are there any criteria that you believe should be considered?

This question received a total of 10 responses from 14 respondents. The majority of respondents (6) voted Yes.

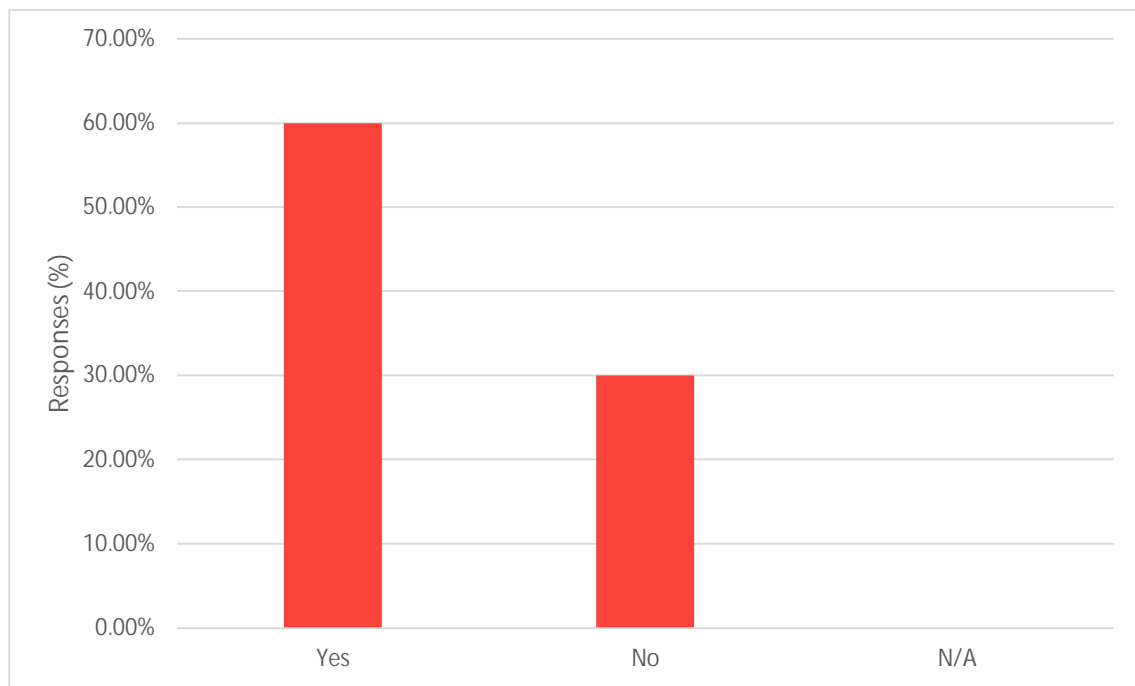


Below is a summary of the additional criterion/criteria suggested in the responses:

- Impact to business and residents along perimeter highway.

- Impact on transportation demand and climate impacts of adding additional roadways.
 - Further to the ‘impact on access’ criterion, interchanges should be developed before closing additional access points.
- 7 Do you foresee the fully access-controlled, grade-separated freeway with an ultimate of six lanes causing any issues for your business, organization, or property?**

This question received a total of 9 responses from 14 respondents. The majority of respondents (6) voted Yes.



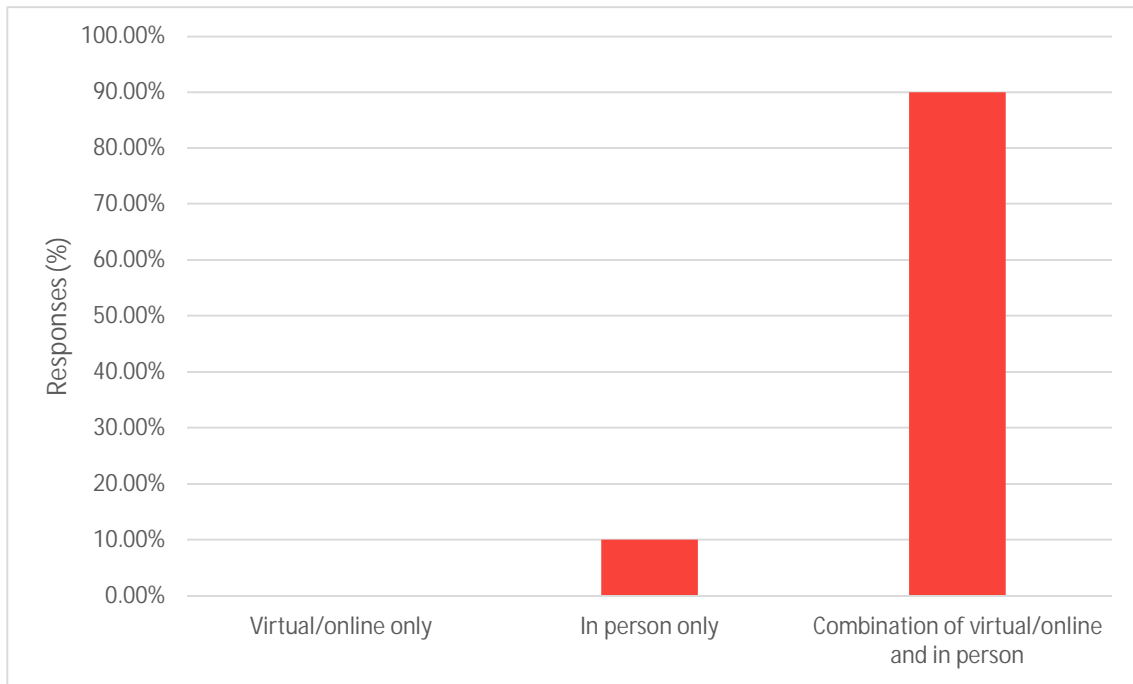
Below is a summary of how the project will impact them (note some of these responses were made in Question 6 above but are more relevant to this question and have been summarized here):

- Access to residence and business by land owners and customers.
- Regarding the Assiniboia Downs right-in/right-out closure: There will be a lot of traffic pressure placed on a single Portage Ave entrance for those wishing to access Pointe West Automall, Hockey for all Iceplex, the future Shindico property, etc. This would not be a feasible strategy without upgrades to a highly used undeveloped north-south road off of Saskatchewan Ave between the Red River Ex property and the Assiniboia Downs. Adding proper asphalt and ditching will at least add an additional access and exit point to take pressure off of Portage Ave which will be overwhelmed upon closing the right-in/right-out access on the perimeter.
- Need Service Rd access of perimeter at Pipeline Rd to Hwy #7 (1219 Holmes Rd), do not remove without proper planning to accommodate traffic.

- Safe farm access is needed to approximately 1,000 acres of land inside the perimeter. Whichever access is proposed, whether it be on the #7 over pass or the #6 & perimeter interchange, make it accessible and designed for large agriculture equipment to travel on it.
- Financial loses for Lawsons and other businesses on the Perimeter.
- Removal of median access to our business has resulted in complete loss of walk-in traffic and a loss of 30% of our business. Currently access to our dealership is via gravel road south of the intersection of #6 & #236. North bound traffic must turn left off of #6 & cross the #6 southbound traffic. Collisions have already occurred here. The back gravel road needs to be upgraded to RTAC to accommodate the semi-traffic volume which is required at our location.
- The potential for increased traffic entering and exiting from Rte 90 and CentrePort Canada Way and the proposed new interchanges at CentrePort boundary could have a significant impact to how business operate within the footprint.
- Our recreation facility is located off of a service road along the North Perimeter. Depending on how much space is required for 6 lanes, this may impact our recreation site.

8 How would you like to be engaged in the North Perimeter Design Study in subsequent phases?

This question received a total of 10 responses from 14 respondents. The majority of respondents (9) voted 'Combination of virtual/online and in person.



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

This question received a total of 5 responses from 14 respondents. Below is a summary of the comments:

- Maps and traffic volume studies do not tell the whole story. Engage with people that live and work along the north perimeter.
- Direct contact is additionally required which affect stakeholders at Pointe West Automall, Hockey for All Centre, Peguis First Nation and likely Shindico. Massive amounts of their customers utilize the perimeter entrance and exit to access these large volume businesses in addition to Assiniboia Downs.
- Please listen to business concerns before closing service rd access.
- There is a desire to connect the Pandora pathway to the Duff Roblin pathway.

5 Next Steps

The feedback provided by the stakeholders will be reviewed by the project team and considered within the draft functional designs.

Phase 2 will present some draft functional design options for PTH 101 and its crossings. These design options will be presented to stakeholders, landowners, and the public. Phase 2 will consist of a series of group stakeholder meetings, open houses, online engagement through EngageMB, and a newsletter. Much like the feedback gathered during Phase 1, feedback from Phase 2 will be collected and summarized, and provided to the project team for consideration in the final, recommended functional / preliminary design of PTH 101 and its associated structures.