

MANITOBA TRANSPORTATION AND INFRASTRUCTURE

PTH 101 Functional Design Study

PHASE 2 ENGAGEMENT REPORT



MARCH 15, 2024



PTH 101 FUNCTIONAL DESIGN STUDY

PHASE 2 ENGAGEMENT REPORT

MANITOBA TRANSPORTATION AND
INFRASTRUCTURE

PROJECT NO.: CA-WSP-221-08250-00

DATE: MARCH 15, 2024

WSP
1600 BUFFALO PLACE
WINNIPEG, MB
CANADA R3T 6B8

T: +1 204 477-6650

F: +1 204 474-2864

WSP.COM

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, was to introduce the project, communicate the project's scope and timing, and gather initial feedback on the project. This phase included municipal council meetings, group stakeholder meetings, Indigenous rights holder meetings, website content through the MTI website, and a newsletter. This phase was completed in February 2023.
- The second phase, Present Roadway and Interchange Alternatives, was to present and seek stakeholder feedback on the roadway and interchange alternatives for PTH 101. This phase included municipal council meetings, group stakeholder meetings, Indigenous rights holder meetings, landowner meetings, open houses, online engagement through EngageMB, and a newsletter. This phase was completed in January 2024.
- The third phase, Present Study Recommendations to Stakeholders, will involve presenting the preferred options to stakeholders. This phase will include municipal council meetings, group stakeholder meetings, Indigenous rights holder meetings, open houses, online engagement through EngageMB, a newsletter, and meetings with property and business owners. This phase is anticipated to occur in the fall of 2024.

Phase 2 Public Engagement Summary

This report includes a detailed summary of engagement activities and feedback collected throughout Phase 2 of engagement.

The engagement activities facilitated during Phase 2 of public engagement included:

- group stakeholder meetings with associated municipalities (five meetings in total)
- group stakeholder meetings with a variety of stakeholder groups (four meetings in total)
- group meetings with potentially impacted landowners (four meetings in total)
- Indigenous rights holder meetings as requested (invitations were sent out by MTI)
- public open houses (two meetings, with invites 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)
- virtual engagement on the EngageMB website

Overall, feedback collected from stakeholders during Phase 2 was mixed. The prominent themes derived from the stakeholder events are as follows:

- General support for:
 - improved safety at intersections
 - improved traffic flow throughout the Perimeter
- Concern associated with:
 - Negative impact to landowners in terms of direct property access and acquisition.
 - The closing of access from Sperring Avenue to the loop at PTH 101 and Henderson Highway in the northeast quadrant.
 - The large footprint of proposed design alternatives and farmland severely fragmented as a result.

Overall, the project received positive feedback through the EngageMB survey with respondents rating the project as having a very positive or positive impact to trades and goods movement (70 percent), traffic movement (74 percent), access (68 percent) and safety (74 percent), while recognizing potential impacts to personal property or business. This is a significantly positive response to the project overall from the EngageMB survey.



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A EngageMB Survey Results

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 in 2025.

Once the North Perimeter Highway Design Study is complete, the 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.
- Next stages of preliminary design, detailed design, and construction planning, prioritization, and budgeting.
- Environmental approvals and licensing.
- Interactions with railway crossings and active transportation facilities.
- Utility placement and relocation.
- Discussions with landowners, 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, Phases 1 and 2 of the engagement has been completed. This report summarizes the engagement strategies and feedback obtained during the Phase 2 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 and 2019, with the South Perimeter Highway Design Study completed in 2020.
- 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 Highway Design Study, takes the Safety Review a step further by developing the plan to modify 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 PTH 101 from just north of Portage Avenue (Trans Canada Highway) (in the west) to just north of Fermor Avenue (Trans Canada Highway) (in the east), as outlined in **Figure 1-1**.

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

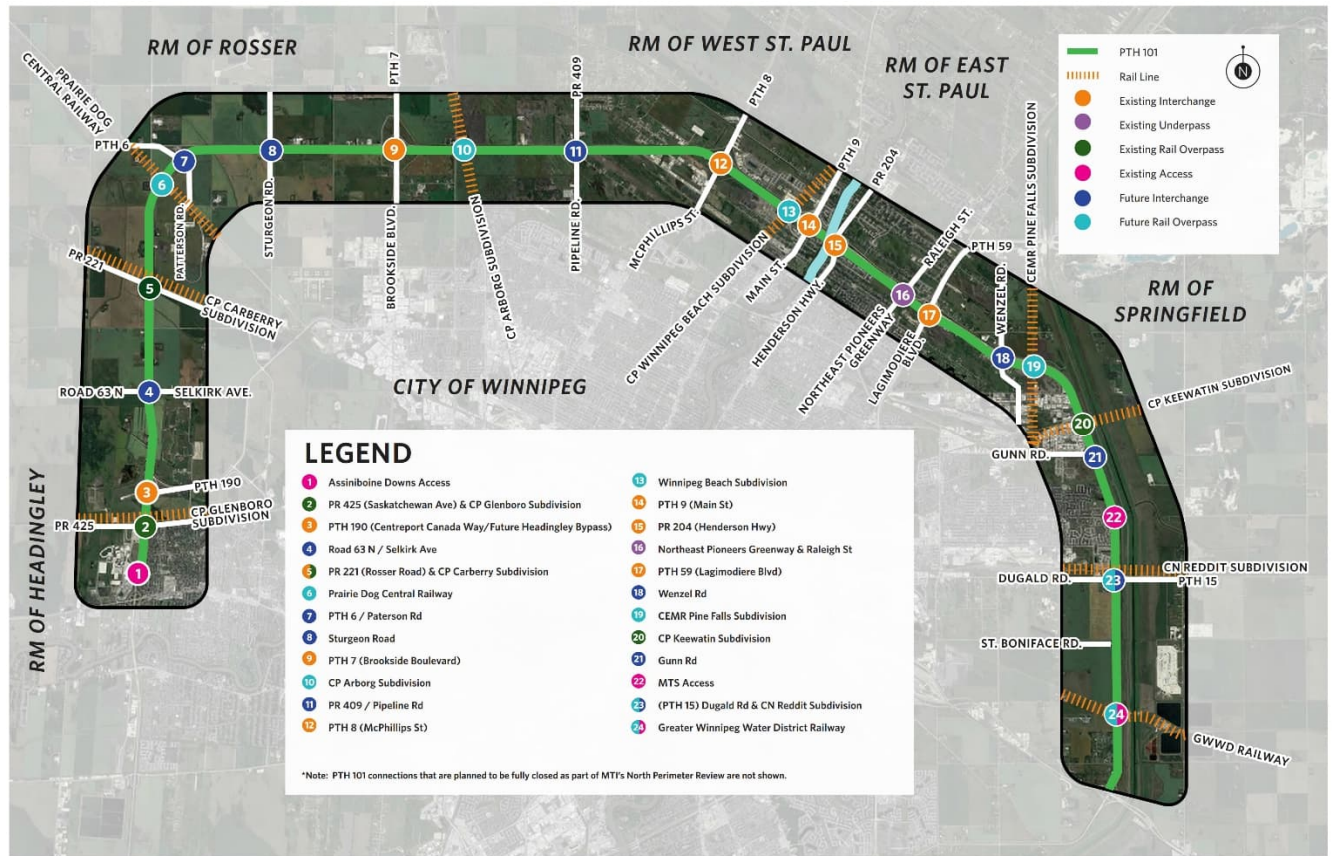


Figure 1-1: Study Area

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 (IAP2)'s 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.

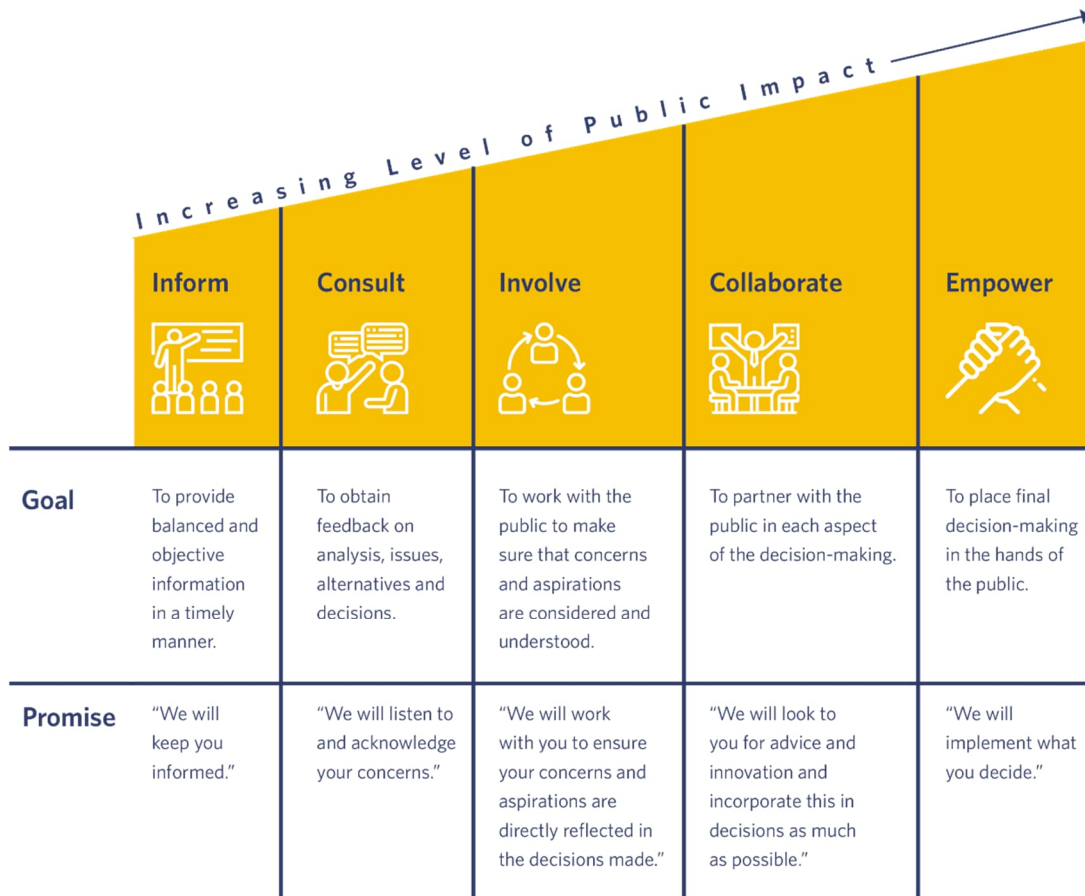


Figure 1-2: IAP2's Spectrum of Public Participation

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 2 of engagement. Phase 2 included municipal council meetings, stakeholder group meetings, Indigenous rights holder meetings, potentially impacted landowner meetings, open houses, online engagement and survey, and a newsletter.

2 Phase 2: 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 2 of the PSEP, which occurred from October 2023 through January 2024, has been completed.

The intent of Phase 2 was to present and receive feedback from stakeholders and the public on potential design alternatives for interchanges and lane widening along PTH 101. This also included presenting background information, including the study purpose, scope, and timing.

Table 2-1 outlines the stakeholder meetings completed as part of Phase 2 of the PSEP.

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

EVENT	DATE	TIME	LOCATION	NO. OF ATTENDEES
Meeting with the RM of West St. Paul Council and CAO	October 23, 2023	6:00 PM - 7:00 PM	RM of West St. Paul Council Chambers, 3550 Main Street, West St. Paul	7
Potentially Affected Landowner Meeting	October 24, 2023	1:00 PM - 3:00 PM	Red River Community Centre, 293 Murray Ave, Winnipeg	12
Potentially Affected Landowner Meeting	October 24, 2023	6:00 PM - 8:00 PM	Red River Community Centre, 293 Murray Ave, Winnipeg	7
Potentially Affected Landowner Meeting	October 25, 2023	1:00 PM - 3:00 PM	Red River Community Centre, 293 Murray Ave, Winnipeg	3

EVENT	DATE	TIME	LOCATION	NO. OF ATTENDEES
Potentially Affected Landowner Meeting	October 25, 2023	6:00 PM - 8:00 PM	Red River Community Centre, 293 Murray Ave, Winnipeg	5
Meeting with the RM of Rosser Council and Administration	October 27, 2023	1:30 PM - 2:30 PM	RM of Rosser Council Chambers, 0077E PR 221, Rosser	7
Group Stakeholder Meeting with School Divisions, Utilities, Railway, Emergency services	November 1, 2023	11:00 AM – 12:00 PM	WSP, 1600 Buffalo Place, Winnipeg	9
Group Stakeholder Meeting with Developer Groups, Community Associations and Recreation	November 1, 2023	1:00 PM- 2:00 PM	WSP, 1600 Buffalo Place, Winnipeg	8
Group Stakeholder Meeting with the City of Winnipeg Staff and Provincial Agencies	November 2, 2023	11:00 AM- 12:00 PM	WSP, 1600 Buffalo Place, Winnipeg	12
Group Stakeholder Meeting with Business Owners	November 2, 2023	1:00 PM – 2:00 PM	WSP, 1600 Buffalo Place, Winnipeg	9
Meeting with the RM of East St. Paul Council and Administration	November 7, 2023	2:00 PM – 3:00 PM	RM of East St. Paul Council Chambers, 1-3021 Birds Hill Road, East St. Paul	5

EVENT	DATE	TIME	LOCATION	NO. OF ATTENDEES
Meeting with the RM of Springfield Council and Administration	November 9, 2023	3:00 PM – 4:00 PM	RM of Springfield Municipal Office, 100 Springfield Centre Drive, Oakbank	9
Public Open House	November 14, 2023	5:00 PM – 8:00 PM	Oxford Heights Community Club, 359 Dowling Ave E, Winnipeg	58
Public Open House	November 16, 2023	5:00 PM – 8:00 PM	Red River Community Centre, 293 Murray Ave, Winnipeg	128
Meeting with the RM of Headingley Council and Administration	November 21, 2023	2:00 PM – 3:00 PM	Microsoft Teams (Virtual)	6
Virtual Engagement	January 8 – 24, 2024	n/a	EngageMB	1590 (website hits) 123 (survey responses)

In addition to the above, in person or virtual meetings were held with Brokenhead Ojibway Nation, Peguis First Nation, Sagkeeng First Nation, and the Manitoba Metis Federation. **Table 2-2** summarizes the meetings with Indigenous rights holders that have occurred since the completion of Phase 1 engagement. Meetings that occurred prior to the start of Phase 2 engagement (October 2023) were presented in the Phase 1 materials.

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

EVENT	DATE	TIME	LOCATION
Meeting with Manitoba Metis Federation	July 5, 2023	2:30 PM – 3:30 PM	Microsoft Teams (Virtual)
Peguis First Nation	July 28, 2023	11:00 AM – 11:30 AM	Microsoft Teams (Virtual)
Brokenhead Ojibway Nation	September 19, 2023	12:00 PM – 1:00 PM	Microsoft Teams (Virtual)
Manitoba Metis Federation	November 17, 2023	11:00 AM – 12:00 PM	Microsoft Teams (Virtual)
Peguis First Nation	December 13, 2023	10:00 AM – 11:00 AM	Microsoft Teams (Virtual)
Sagkeeng First Nation	January 5, 2024	11:30 AM – 12:30 PM	Sagkeeng First Nation (in person)

3 Promotion

The Phase 2 engagement activities were advertised using the methods outlined in **Table 3-1**. Samples of these advertisements can be found on the [MTI website](#).

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

EVENT	Stakeholder Meetings
Promotion Method	Microsoft Outlook Calendar invitation
Date	Invitations sent October 2023
Distribution	<p>The calendar invitations were sent to:</p> <ul style="list-style-type: none"> – 60 individuals representing various City of Winnipeg and provincial departments – 47 representatives from recreation groups, developers, and community associations – 76 representatives from school divisions, utility companies, railway companies, and emergency services – 69 representatives from various businesses within the study area
EVENT	Stakeholder Meetings - Councils
Promotion Method	Email invitations
Date	Request for availability sent September 19, 2023
Distribution	An email requesting the availability of staff and Council was sent to the following municipalities’ CAOs: RM of Headingley; RM of Rosser; RM of Springfield; RM of East St. Paul; and RM of West St. Paul.
EVENT	Potentially Impacted Landowner Meetings
Promotion Method	Direct Mailers
Date	Sent to Canada Post on October 6, 2023
Distribution	Potentially impacted landowners within the study area.

	Approximately 191 direct mailers were delivered to landowners in the study area.
EVENT	Public Open Houses
Promotion Method	Direct Mailers and Project Website
Date	Sent to Canada Post on October 23, 2023 (direct mailers) and October 30, 2023 (walking routes)
Distribution	<p>Approximately 630 direct mailers were delivered to residents within the study area in the RMs of Headingley, Rosser and Springfield.</p> <p>Approximately 23,100 invitations were delivered to properties included in Canada Post walking routes, primarily within the study area in the City of Winnipeg and RMs of East St. Paul and West St. Paul.</p>
EVENT	Virtual Engagement
Promotion Method	Project Website
Date	Project information posted November 9, 2023
Distribution	Website hits unavailable
EVENT	EngageMB Virtual Engagement
Promotion Method	EngageMB Website
Date	Project information and a survey link posted January 8, 2024
Distribution	<p>Email notification for survey automatically sent to individuals with EngageMB accounts.</p> <p>Email with link to survey sent directly to 56 individuals who provided contact information at engagement events.</p> <p>1960 website hits on EngageMB website of which 702 visited the survey</p>

4 Engagement Activities

The study team engaged with stakeholders and the public, in-person and online to communicate information about the study, such as scope, timing, and intent, plus to present the roadway alignment and interchange options. The engagement activities also provided the opportunity for stakeholders to provide their thoughts and feedback on the options to the protect team.

Key aspects that were presented within the Phase 2 engagement materials included:

- Review of project information, such as the study scope and timing.
- Review of study background information, public engagement process, existing conditions, and technical evaluation criteria.
- Presentation of proposed roadway and interchange options along PTH 101.

All public engagement materials were provided in English, although some presentation boards were translated into French for EngageMB.

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 feedback has been considered by the project team in the evaluation and recommendations 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 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

Representatives from each 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 that WSP would meet with City administration as part of the group stakeholder meetings.

Each of these municipal meetings commenced with a presentation reviewing the study background, and the proposed roadway and interchange design options that are within or immediately adjacent to the municipality. The presentations were then followed by a

group discussion. Each meeting lasted approximately 60 minutes. See the [MTI website](#) for a copy of the meeting presentation.

Each meeting was attended by at least four WSP staff¹ and by two to four 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
October 23, 2023	RM of West St. Paul	7
October 27, 2023	RM of Rosser	7
November 7, 2023	RM of East St. Paul	5
November 9, 2023	RM of Springfield	9
November 21, 2023	RM of Headingley	6

The following is a general summary of issues and considerations raised during these meetings:

RM of Headingley

- The RM of Headingley did not identify any concerns or issues.

RM of Rosser

- Emergency access and truck movement, especially to CentrePort, is a critical concern and connectivity through PR 221 should be maintained. Design needs to consider time delays caused by changes in access and service road provision.

¹ West St. Paul: Project Manager, Engagement Lead, Engagement Planner, Transportation Lead, and Transportation Designer.

Rosser: Engagement Lead, Engagement Planner, Transportation Lead, and Transportation Designer.

East St. Paul: Project Manager, Engagement Lead, Engagement Planner, Transportation Lead, and Transportation Designer.

Springfield: Engagement Lead, Engagement Planner, Transportation Lead, and Transportation Designer.

Headingley: Project Manager, Engagement Lead, Engagement Planner, and Transportation Designer.

- A concern was identified with access to certain properties caused by changes to service roads and the presence of rail lines.
- Road network planning for CentrePort should be more transparent and ensure strong connectivity within the existing network.

RM of West St. Paul

- In the area around Pipeline Road, a signalized intersection would be beneficial due to significant existing traffic, and planned residential development in the area.
- There is a desire for improvement to service roads.
- There are safety concerns with the existing Kapelus Drive intersection with PTH 8. The RM would like the Kapelus Drive to Grassmere Road connection completed prior to closing the intersection with PTH 8.
- Councillors expressed a preference for design options that are the least confusing.
- There is a desire for a north-south active transportation connection in the vicinity of PTH 9, west of the rail overpass.

RM of East St. Paul

Feedback for PTH 9 (Main Street) and PR 204 (Henderson Highway):

- There were concerns with changes proposed to Sperring Road in both options creating additional traffic on local roads unprepared to manage increased volume, thus requiring significant cost for road widening.
- Option 1 for the intersections of PTH 101 at Main Street and Henderson Highway appears confusing for drivers.
- RM said they preferred Option 2 as it would preserve more developable land along Sperring Avenue and have the least expropriation overall.

Feedback for PTH 59 (Lagimodiere Boulevard) to PTH 1E (Fermor Avenue) - Wenzel Road:

- The RM indicated they prefer Option 1 at Wenzel Road as it impacts less land; however, they noted both options have impacts to residential and commercial subdivisions currently being developed.
- RM noted that while Wenzel Road is not a trucking route it is currently used as a shortcut to Springfield Road, and there is concern that the more direct route created in both options would increase truck traffic along Wenzel Road.
- The RM noted that a secondary plan will be developed for the area near Wenzel Road.

RM of Springfield

- The RM is concerned by a potential increase in traffic noise as this is an existing issue.
- They would like certain service roads paved to decrease dust safety concerns.
- The RM noted drainage issues with ditches along the roads.
- They identified issues with light synchronization at intersections along the Perimeter Highway.

- They would like clarity and coordination with future plans for the Oakbank Corridor.
- There are concerns with impact to the Duff Roblin Trail parking lot and how it will be replaced.

4.2 Potentially Impacted Landowner Meetings

Four group meetings were held for potentially impacted landowners on October 24th and 25th, 2023. Each meeting was attended by five WSP staff² and representatives from MTI.

The meetings were invitation only and invites were sent to a total of 191 landowners identified as potentially impacted by at least one of the proposed roadway or interchange options. Landowners were invited to attend one of two meeting times. Those on the west side of the Red River were invited to attend on October 24th, and those on the east side were invited to meetings on October 25th.

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

Table 4-2: Potentially Impacted Landowner Meeting Attendance

	OCTOBER 24, 2023		OCTOBER 25, 2023	
	West of Red River		East of Red River	
Meeting Location	Red River Community Centre, 293 Murray Ave, Winnipeg		Red River Community Centre, 293 Murray Ave, Winnipeg	
Number of Invitations Sent	RM of East St. Paul	25	RM of Rosser	80
	RM of Springfield	11	RM of West St. Paul	43

² Meeting 1: Project Manager, Engagement Lead, Engagement Planner, Transportation Lead, and Transportation Designer.

Meeting 2: Project Manager, Engagement Lead, Engagement Planner, Transportation Lead, and Transportation Designer.

Meeting 3: Project Manager, Engagement Lead, Engagement Planner, Transportation Lead, and Transportation Designer.

Meeting 4: Project Manager, Engagement Lead, Engagement Planner, Transportation Lead, and Transportation Designer.

	City of Winnipeg	22	City of Winnipeg	10
Number of Individuals who attended	1:00-3:00 PM	12	1:00-3:00 PM	3
	6:00-8:00 PM	7	6:00-8:00 PM	5

Each of the meetings were two hours in length using a drop-in format. Landowners were invited to read through the presentation materials at their own pace and ask questions of the project team as needed. These were the same presentation materials shown at the municipal meetings (see [MTI website](#)). Landowners were invited to mark-up the boards with feedback. Those who could not attend were invited to participate in the Public Open House events or online.

Attendance was low at these meetings that were meant to focus on potentially directly impacted landowners and provide them with a chance to ask questions and provide feedback specific to those impacts. It is recommended, in Phase 3, to send notifications by registered mail so that mailers are not assumed to be “junk mail” or viewed as unapplicable by the receiver.



Figure 4-1: Photographs of Potentially Impacted Landowners Meetings

4.3 Group Stakeholder Meetings

Four group stakeholder meetings were held on November 1st and 2nd, 2023. Each meeting was attended by at least four WSP staff³ and representatives from MTI.

The meetings were invitation only, and stakeholders were invited to the meetings via direct email. Meetings 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 4-3** below.

Table 4-3: Group Stakeholder Meeting Attendance

MEETING NO.	DATE AND TIME	STAKEHOLDER GROUP(S)	NO. OF INDIVIDUALS INVITED	NO. OF INDIVIDUALS WHO ATTENDED
1	November 1, 2023: 11:00 AM – 12:00 PM	School divisions, utilities, railway, and emergency services	76	9
2	November 1, 2023: 1:00 PM – 2:00 PM	Developer groups, community associations and recreation	47	8
3	November 2, 2023: 11:00 AM – 12:00 PM	City of Winnipeg and provincial agencies	60	12
4	November 2, 2023: 1:00 PM – 2:00 PM	Business owners	69	9

³ Meeting 1: Engagement Lead, Engagement Planner, Transportation Lead, Transportation Designer, Servicing & Utilities Lead, and Rail Planner.
 Meeting 2: Engagement Lead, Engagement Planner, Transportation Lead, and Transportation Designer.
 Meeting 3: Engagement Lead, Engagement Planner, Transportation Lead, and Transportation Designer.
 Meeting 4: Engagement Lead, Engagement Planner, Transportation Lead, and Transportation Designer.

Each of the group stakeholder meetings was around 60 minutes in length and began with a brief presentation that outlined preliminary details of the study. Presentation boards were placed around the room for stakeholders to view and discuss with the project team. This was the same presentation shown at the municipal group meetings (see [MTI website](#)).

Stakeholders were invited to mark-up the boards with feedback. The following is a summary of issues and considerations raised during these meetings:

Meeting 1: School divisions, utilities, railway, and emergency services:

- Manitoba Hydro identified issues with road skew across their right-of-way (ROW), paths and locations where service roads would require clearance from the ROW.
- CentrePort rail layout and road network development were identified as key considerations for PR 221 alignment, potential termination, and future rail crossing locations.
- East St. Paul Emergency Services indicated that either option developed for PR 204 / Main Street would improve emergency access and safety concerns.
- CPKC noted that any service roads with impacted sightlines due to new structures will require active crossing warning systems.

Meeting 2: Developer groups, community associations, and recreation:

- Representatives from CentrePort confirmed their original plan of adding a cul-de-sac to PR 221 due to significant increase in rail crossings.
- West St. Paul Recreation Centre identified a desire for:
 - A north-south active transportation connection to improve access to the community centre.
 - Improved connection between West and East St. Paul in the PTH 9 and PR 204 area.
- Manitoba Trucking noted that:
 - Noise will be an issue; they have been receiving increased complaints in other areas where road expansion has occurred.
 - Maximizing weave length on the collector roads is important if Option 2 is selected for the interchange at PTH 9 and PR 204.

Meeting 3: City of Winnipeg and provincial agencies:

- The City of Winnipeg noted that future traffic cannot be adequately managed only by adding vehicular lanes without exploring other modes of transportation.
- Provincial agencies noted a preference to retain larger pieces of farmland as opposed to creating multiple small lots that would become unusable.
- Provincial agencies noted that oversized agricultural vehicles need to be accommodated in terms of access and service road provision.

Meeting 4: Business owners:

- Businesses, such as Paintball Paradise, are concerned with how property access will be maintained.
- Businesses that use oversized vehicles are concerned with overhead clearance and provision of appropriate service roads.

4.4 Public Open Houses

Two public open houses were held on November 14th and 16th, 2023. Each meeting was attended by at least eight WSP staff⁴ and by representatives from MTI. Invitations to the open houses were sent to representatives (either owners or residents) of each property within the study area and advertised on the MTI website. **Table 4-4** indicates the number of individuals who attended each meeting slot.

Each of the open houses were three hours in length using a drop-in format. Participants were invited to read through the presentation materials at their own pace and ask questions of the project team as needed. These were the same presentation materials shown at the municipal meetings (see [MTI website](#)). Those who could not attend were invited to review the materials on the Project Website.

Table 4-4: Public Open House Attendance

MEETING NO.	DATE AND TIME	LOCATION	NO. OF INDIVIDUALS WHO ATTENDED
1	November 14, 2023: 5:00 PM – 8:00 PM	Oxford Heights Community Club, 359 Dowling Ave E, Winnipeg	58
2	November 16, 2023: 5:00 PM – 8:00 PM	Red River Community Centre, 293 Murray Ave, Winnipeg	128

⁴ Meeting 1: Project Manager, Transportation Lead, four additional members of the Transportation Team, Engagement Lead, and two Engagement Planners

Meeting 2: Project Manager, four members of the Transportation Team, Engagement Lead, and two Engagement Planners

Participants were encouraged to mark-up the table maps with feedback. The following is a summary of the issues and concerns raised during these events:

- Increased noise levels caused by additional traffic and travel lanes.
- The volume of property expropriation required.
- The fragmentation of surrounding farmland.
- Accommodation of oversized vehicles, notably agricultural equipment at overpasses and through provision of service roads.
- Impact to wetland areas used by migratory birds.

A considerable amount of feedback was received regarding the area around PR 204 / Henderson Highway, including the following:

- Concerns with a lack of an active transportation connection.
- Concerns with closure of Sperring Road and increased traffic on surrounding local roads not designed for higher traffic volumes.
- Preference for Option 2 which poses the least impact to residential properties.



Figure 4-2: Photographs of Open House on November 14, 2023



Figure 4-3: Photographs of Open House on November 16, 2023

4.5 EngageMB Survey

Following each meeting and public open house, participants were asked to complete a survey online once it was posted on EngageMB. Materials were delayed in being uploaded to the EngageMB website and were not available for review until January 8, 2024. There were 1960 website hits on the EngageMB website for the project, and 702 visited the survey link. This survey received 123 responses. The lower response rate when compared to the number of people that visited the survey link may be because respondents have to create an EngageMB account in order to respond to the survey. All survey details are found in **Appendix A**, and a summary of results are provided below.

The survey had 33 questions and was organized into five segments:

- segment 1: PTH 1 West (Portage Avenue) to south of PTH 190 (CentrePort Canada Way)
- segment 2: North of PTH 190 (CentrePort Canada Way) to PR 221 (Rosser Road)
- segment 3: PTH 6 to PR 409 (Pipeline Road)
- segment 4: PTH 8 (McPhillips Street) to west of PTH 59 (Lagimodiere Boulevard)
- segment 5: East of PTH 59 (Lagimodiere Boulevard) to PTH 1E (Fermor Avenue)

Respondents were able to skip a segment or question at any time.

The survey started with three initial questions, asking the respondent’s relationship to the study area, how often they travel on the North Perimeter Highway, and the overall impact of the project. Overall, most of the respondents to the first survey question are residents of the area (101) (see **Figure 4-4**). Additionally, 12 participants are employees in the area and six are business owners.

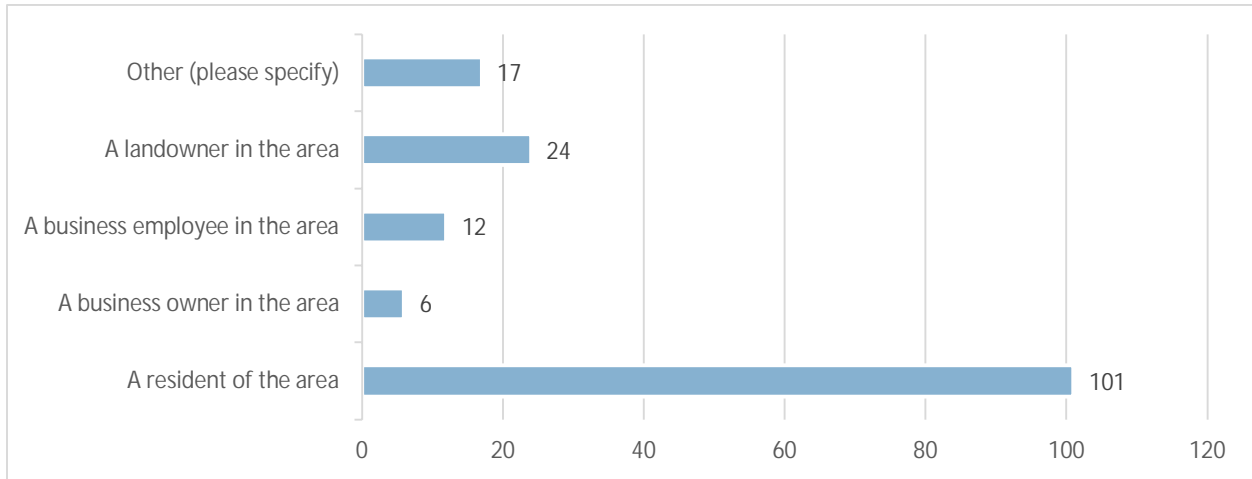


Figure 4-4: Participant Relationship to Study Area

When asked how often they travel on the North Perimeter Highway anywhere from Portage Avenue to Fermor Avenue, 45 said a few times per month (37 percent) and 31 said daily (25 percent). Of the remaining participants, 29 (24 percent) said a few times a week, and 18 (15 percent) said a few times per year or less (See **Figure 4-5**).

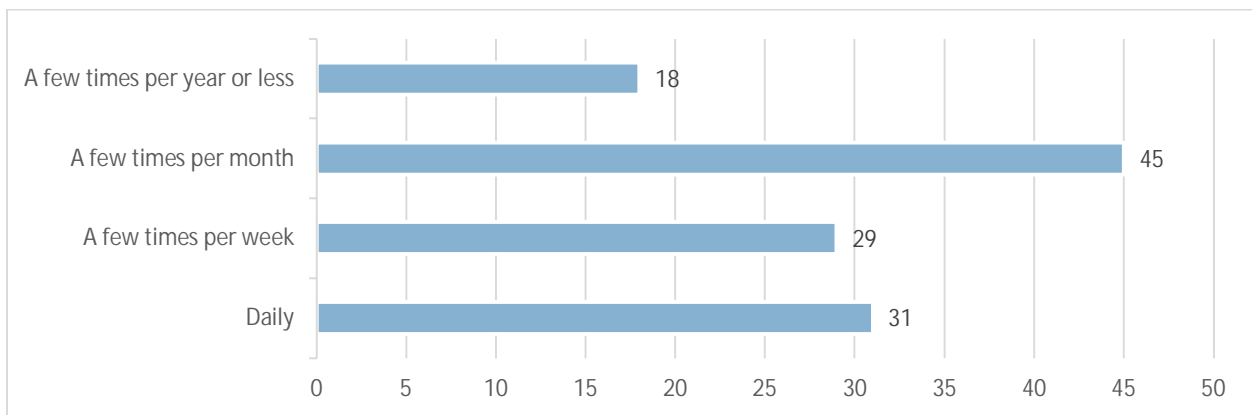


Figure 4-5: Frequency of Travel on North Perimeter (PTH 101)

Survey participants were then asked to rank the perceived effect of the overall project on a scale of ‘very positive’ to ‘very negative’ for the following criteria (see **Figure 4-6**):

- impact to personal property or business
- trade and goods movement
- traffic movement

- access
- safety

Overall, most respondents rated the project as very positive or positive, except when identifying impact to personal property or business. In that case, a higher number of respondents recorded a neutral (41 percent), negative or very negative (17 percent) impact and only 41 percent identified a very positive or positive impact. For all other criteria, respondents indicated a very positive or positive impact – for trades and goods movement (70 percent), traffic movement (74 percent), access (68 percent) and safety (74 percent). This is a significantly positive response to the project overall.

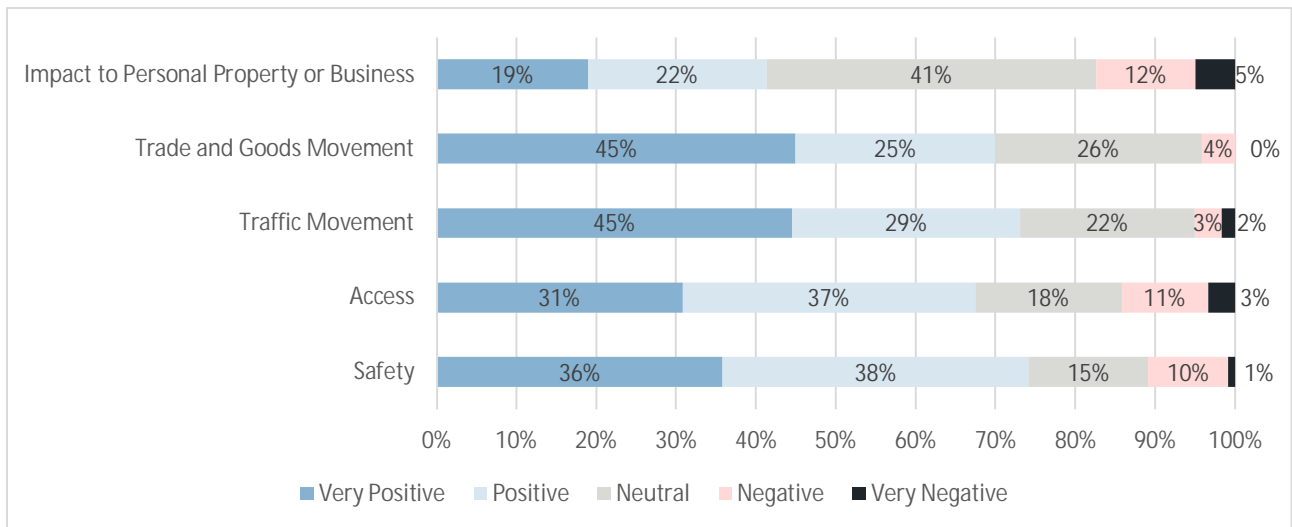


Figure 4-6: Ranked Effect of Project Overall

Participants were then asked to rank each option proposed using the same criteria listed above. The results are presented below for each segment.

Segment 1: PTH 1 West (Portage Avenue) to South of PTH 190 (CentrePort Canada Way)

Assiniboia Downs Access

The long-term plan is to close the existing access to PTH 101 at Assiniboia Downs and replace it with a new upgraded access from Saskatchewan Avenue. Overall, the design was ranked positively except when identifying impact to personal property or business (See **Figure 4-7**). In that case, a higher number of respondents recorded a neutral impact (58 percent). For the remaining criteria, respondents indicated a very positive or positive impact – for safety (72 percent), access (54 percent), traffic movement (67 percent), trades and goods movement (60 percent).

Additional feedback from respondents about this option can be summarized as follows:

- Concern with loss of access to Assiniboia Downs.

- Comments that the current configuration doesn't warrant the cost of modification.
- A preference for maintaining the westbound exit through Headingley to support businesses.

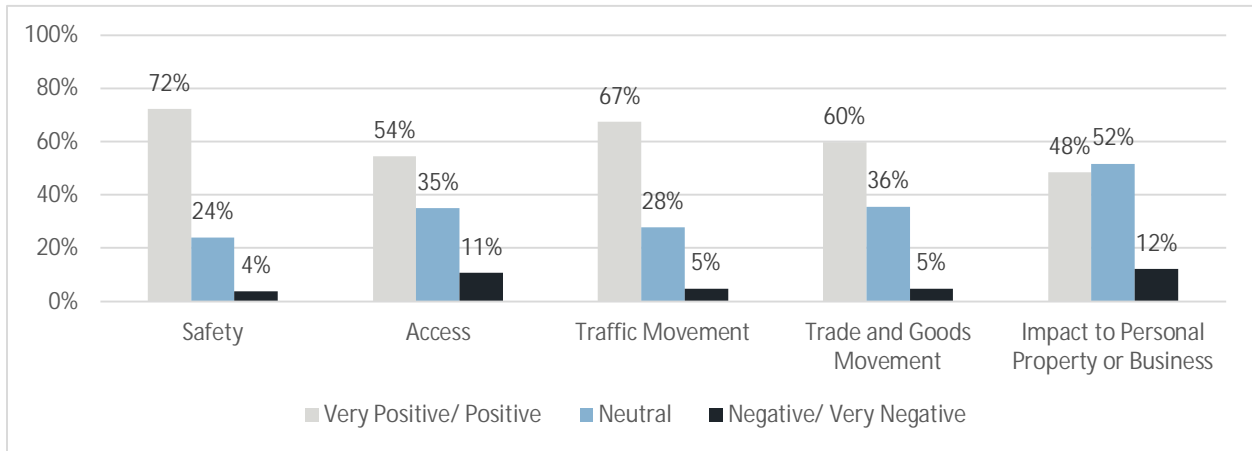


Figure 4-7: Ranked Effect of Option for PTH 101 at Assiniboia Downs

Although it is recognized to have an impact on personal property or business, survey respondents generally agreed that the proposed configuration for Assiniboia Downs access will have a positive impact on safety, overall access, traffic movement, and trades and goods movement.

Segment 2: North of PTH 190 (CentrePort Canada Way) to PR 221 (Rosser Road)

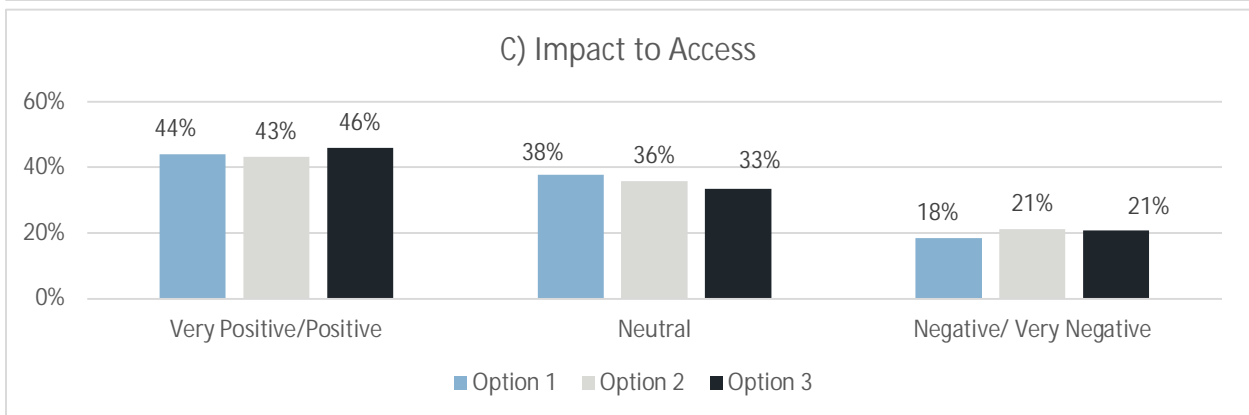
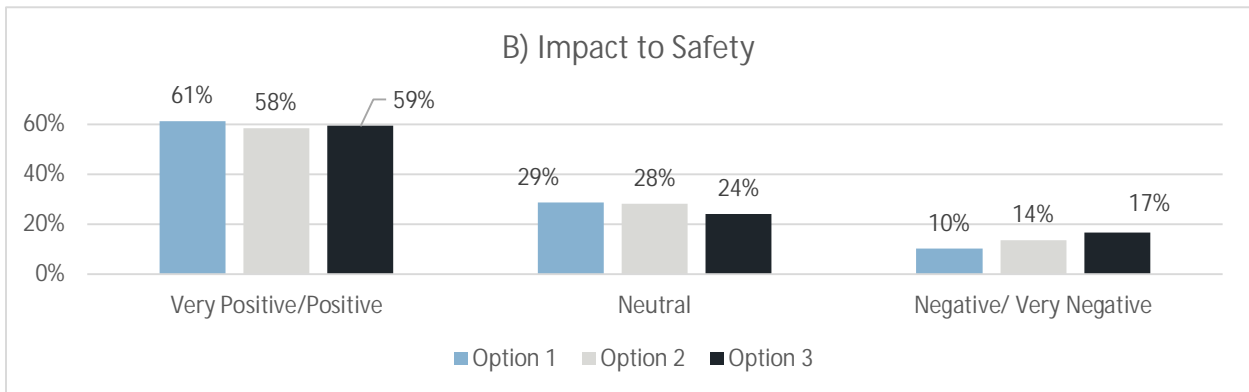
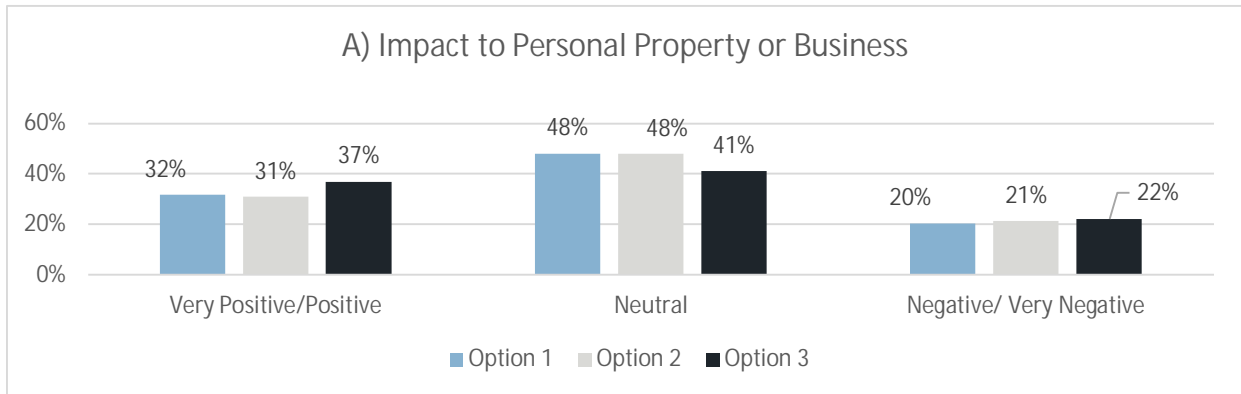
Road 63N (Selkirk Avenue) and PR 221 (Rosser Road)

There were three options presented for Road 63N (Selkirk Avenue) and PR 221 (Rosser Road). Option 1 is to construct a diamond interchange at Road 63N combined with an overpass at PR 221. Option 2 is to construct a partial cloverleaf at Road 63N combined with an overpass at PR 221. Option 3 is to close Road 63N and construct a partial cloverleaf at PR 221. The effect of these options as ranked by participants are presented for each criterion in **Figure 4-8**. The design for Option 3 was ranked highest when identifying impact to personal property or business (37 percent), access (46 percent), and impact to traffic movement (55 percent). Option 3 was ranked equal to Option 2 for positive impact to trades and goods movement (53 percent) and ranked second to Option 1 in positive impact to safety (59 percent).

Additional feedback from respondents about the options can be summarized as follows:

- The safety of the existing configuration could be adequately improved through the addition of acceleration and deceleration lanes and reconstructing crossover access.

- That the existing configuration of PR 221 is adequate, and improvements are not required.
- Road 63N / Selkirk Avenue location is not used enough to warrant an overpass and should be closed entirely.
- Concern about the volume of land impacted by proposed options.
- Concern about how the options will accommodate emergency access and response times.



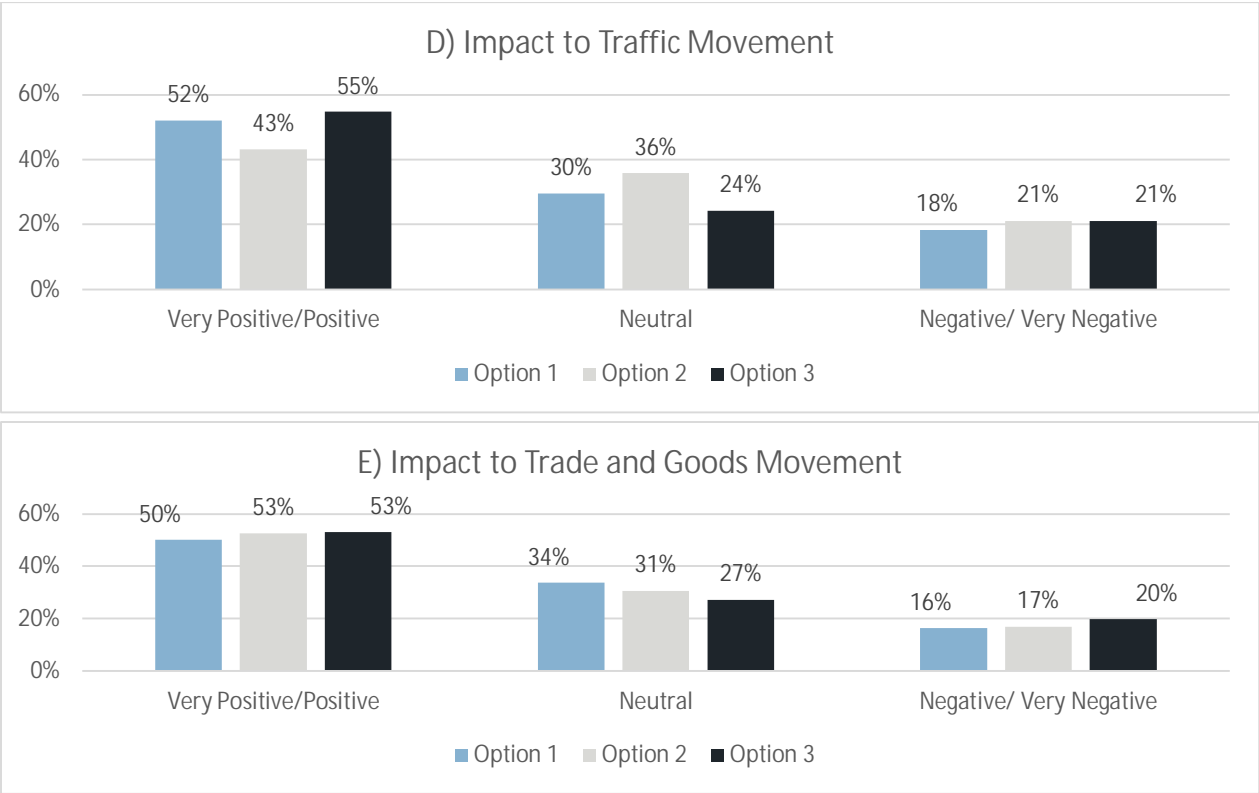


Figure 4-8: Ranked Effect of Options for Road 63N (Selkirk Avenue) and PR 221 (Rosser Road)

There is no clear preference from the respondents to the survey on the preferred option for Road 63N (Selkirk Avenue) and PR 221 (Rosser Road).

Segment 3: PTH 6 to PR 409 (Pipeline Road)

Segment 3 includes the locations for PTH 6 to Sturgeon Road, PTH 7 (Brookside Boulevard), and PR 409 (Pipeline Road). There were four options for PTH 6 to Sturgeon Road, one option for PTH 7 (Brookside Boulevard), and one option for PR 409 (Pipeline Road) presented.

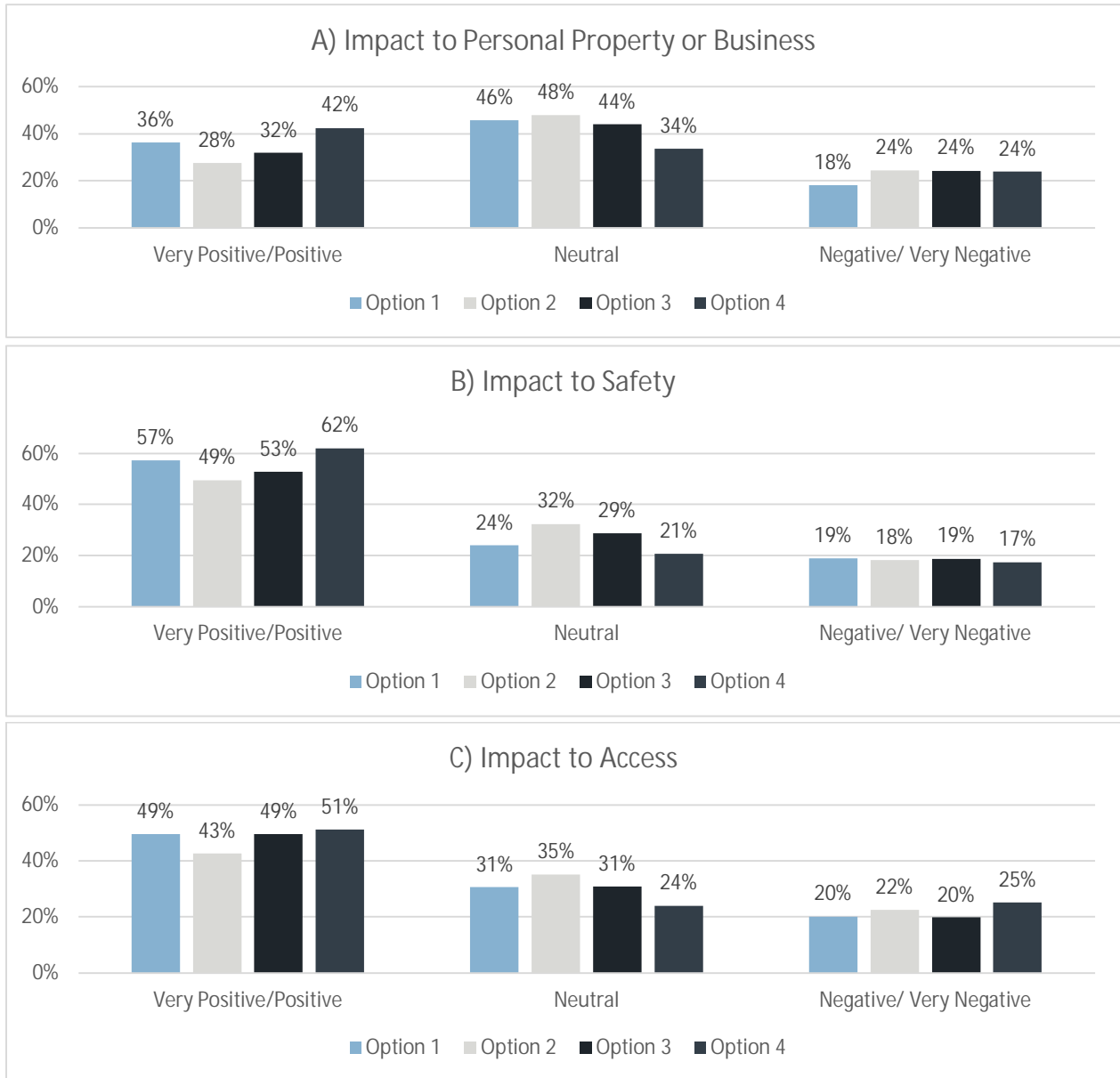
PTH 6 and Sturgeon Road

The first of four options presented for PTH 6 and Sturgeon Road is to construct a single diamond interchange located between PTH 6 and Sturgeon Road connecting to a roundabout with rail overpass at the Prairie Dog Central rail line. Option 2 is to construct a diamond interchange located west of Sturgeon Road combined with a partial cloverleaf with rail overpass south of PTH 6. Option 3 is to construct a partial cloverleaf located west of Sturgeon Road combined with a partial cloverleaf with rail overpass south of PTH 6. Option 4 is to close Sturgeon Road and construct a partial cloverleaf with rail overpass

southeast of PTH 6. The effect of these options as ranked by participants are presented for each criterion in **Figure 4-9**.

Additional feedback from respondents about the options for PTH 6 to Sturgeon Road is summarized as follows:

- Option 4 for PTH 6 to Sturgeon Road is better because it doesn't reroute traffic north of PTH 6.
- Access to PTH 101 from Sturgeon Road is unnecessary and should be removed as there is access from PTH 6 and PTH 7.



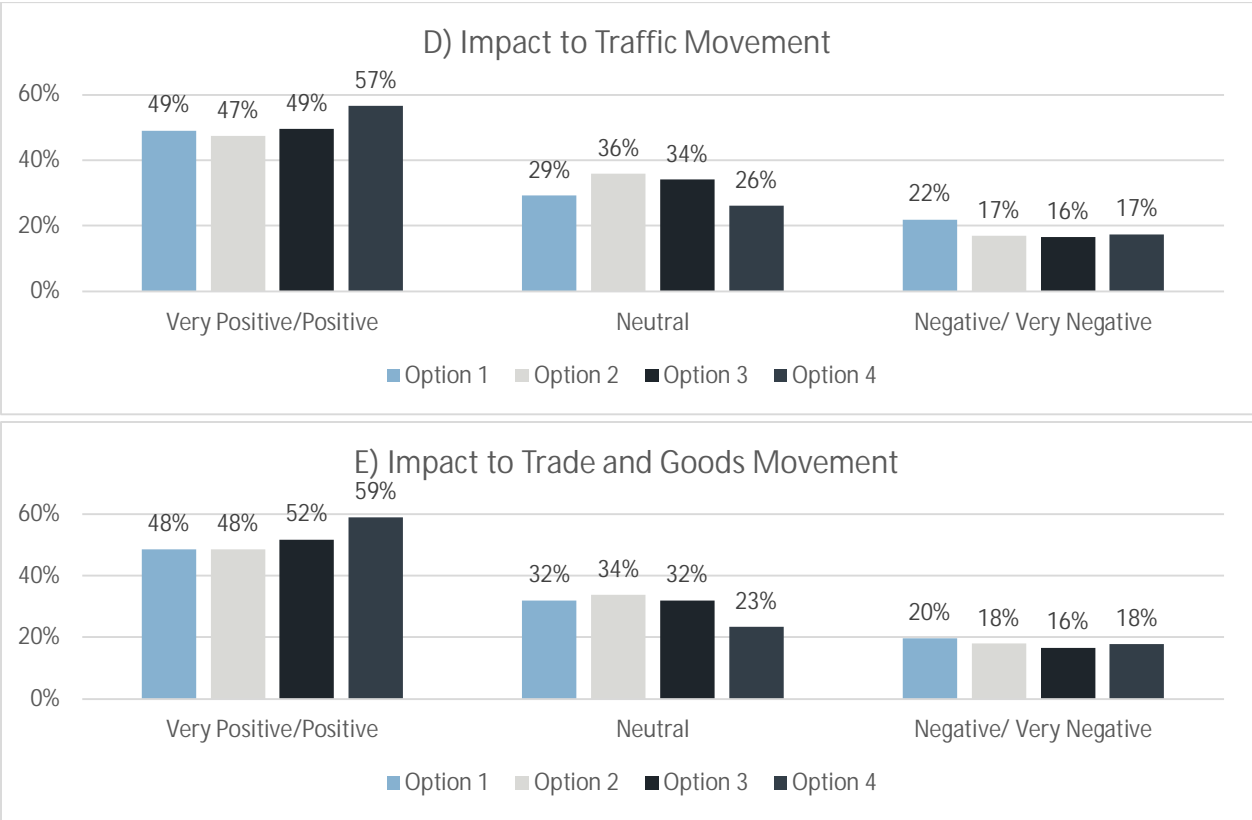


Figure 4-9: Ranked Effect of Options for PTH 6 and Sturgeon Road

Overall, the design for Option 4 had the greatest positive or very positive impact across all criteria for the PTH 6 and Sturgeon Road location, although all of the options were rated highly. Specifically, 42 percent of respondents rated Option 4 as having a very positive or positive impact to personal property or business, 62 percent positive impact to safety, 51 percent positive impact to access, 57 percent positive impact to traffic movement, and 59 percent positive impact to trades and goods movement.

PTH 7 (Brookside Boulevard)

At PTH 7 (Brookside Boulevard) the plan is to construct a semi-direct interchange. The effects of this option as ranked by participants are presented for each criterion in **Figure 4-10**. Overall, the design was ranked positively in all criteria - for impact to safety (71 percent), access (65 percent), traffic movement (65 percent), trades and goods movement (66 percent), and personal property or business (51 percent) for the PTH 7 (Brookside Boulevard) location.

Additional feedback from respondents about the proposed configuration for PTH 7 (Brookside Boulevard) is that it will make it safer and easier for westbound traffic on PTH 101 to access Route 90 and the airport.

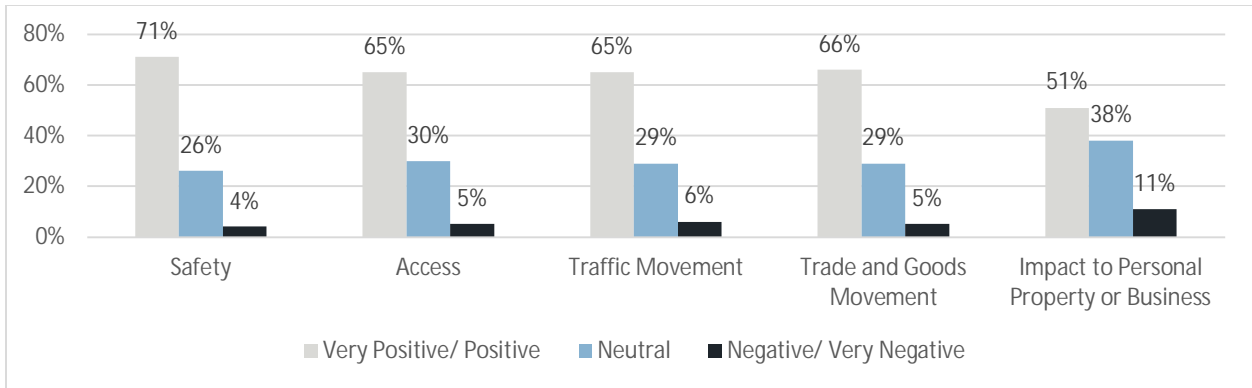


Figure 4-10: Ranked Effect of Design for PTH 7 (Brookside Boulevard)

PR 409 (Pipeline Road)

At PR 409 (Pipeline Road) the plan is to construct a diamond interchange. The effects of this option as ranked by participants are presented for each criterion in **Figure 4-11**.

Overall, the design was ranked positively in all criteria - for impact to safety (80 percent), access (73 percent), traffic movement (77 percent), trades and goods movement (74 percent), and personal property or business (57 percent) for the PR 409 (Pipeline Road) location.

Additional feedback from respondents about the proposed configuration for PR 409 (Pipeline Road) is summarized as follows:

- The existing configuration of Pipeline Road is a safety concern and improvements are needed immediately.
- Closing access to PTH 101 from Pipeline Road and diverting traffic to Brookside Boulevard would be an easier solution.

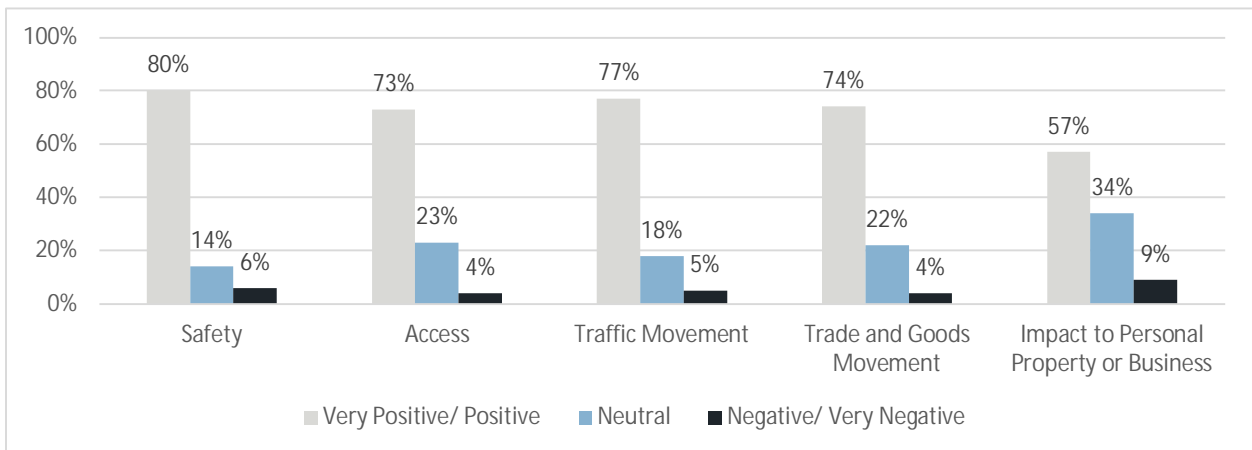


Figure 4-11: Ranked Effect of Design for PR 409 (Pipeline Road)

Segment 4: PTH 8 (McPhillips Street) to west of PTH 59 (Lagimodiere Boulevard)

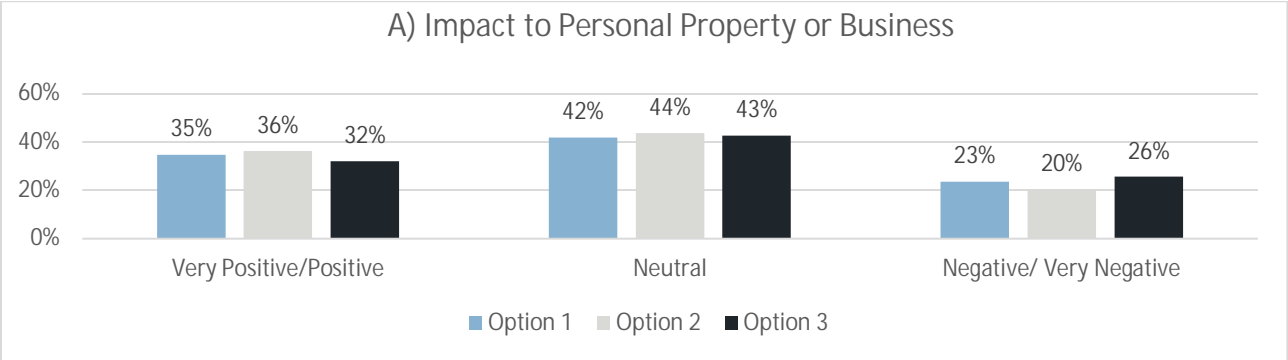
Segment 4 includes the locations for PTH 8 (McPhillips Street) and the combined location of PTH 9 (Main Street) and PR 204 (Henderson Highway). There are three options for PTH 8 (McPhillips) and two options presented for PTH 9 (Main Street) and PR 204 (Henderson Highway).

PTH 8 (McPhillips Street)

Option 1 for PTH 8 (McPhillips Street) is to construct a diamond interchange, Option 2 is to construct a partial cloverleaf, and Option 3 is to construct a diverging diamond interchange. The effects of these options as ranked by participants are presented for each criterion in **Figure 4-12**. The three options were ranked similarly across all criteria, but Option 2 was ranked best overall. Option 2 had the most positive or very positive rankings for impact to personal property or business (36 percent) and access (49 percent); equal to Option 1 in highest ranking for safety (52 percent); second to Option 3 by one percent for impact to traffic movement (43 percent); and second to Option 1 by three percent for impact to trades and goods movement (43 percent).

Additional feedback from respondents about the three options for PTH 8 (McPhillips Street) is summarized as follows:

- The existing configuration at this location is sufficient and replacing it is far too expensive.
- It would be preferred to concentrate traffic flow on PTH 8 rather than PTH 9 which has more pedestrian and cyclist activity.



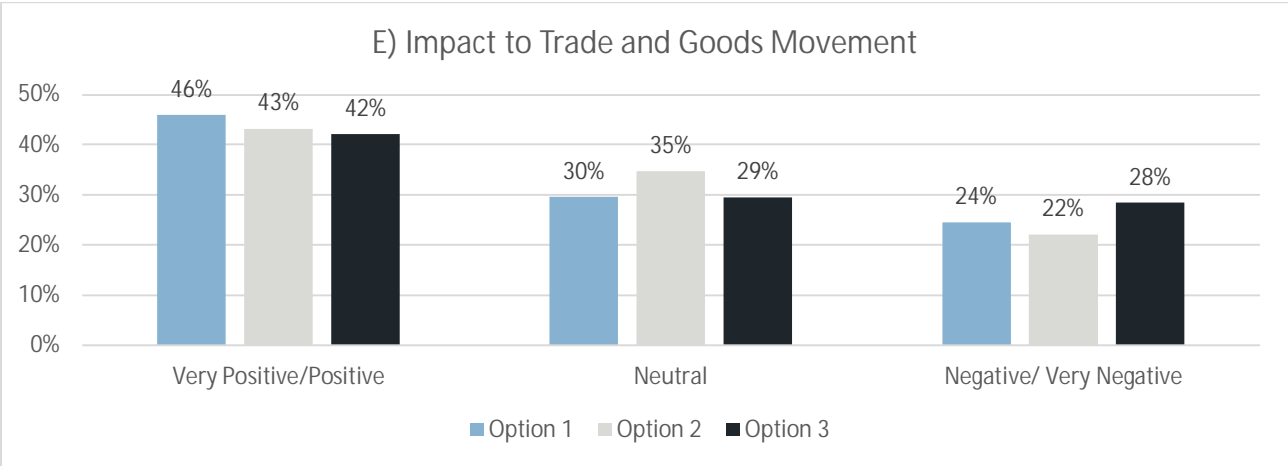
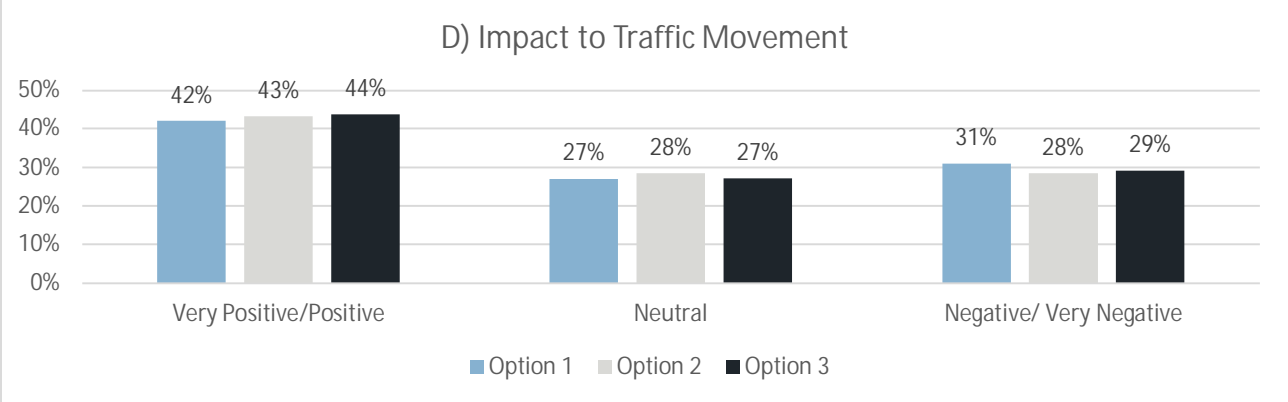
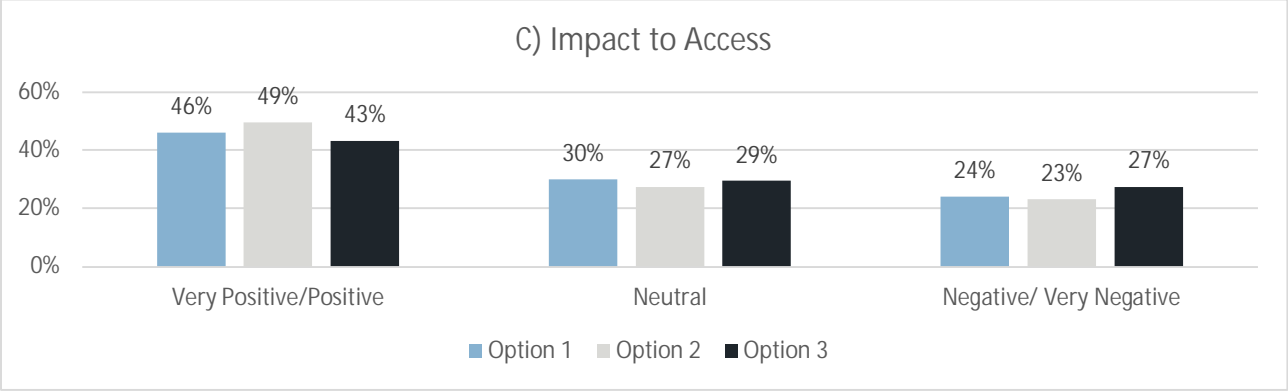
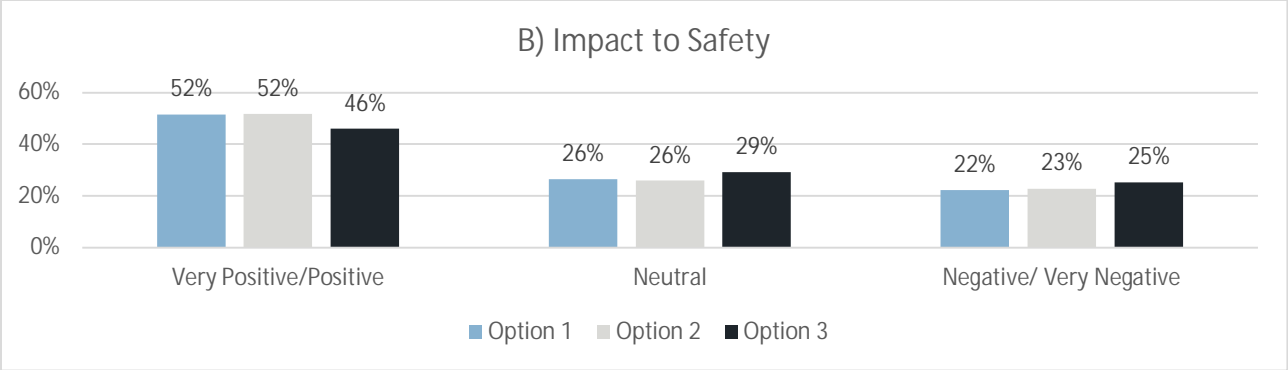


Figure 4-12: Ranked Effect of Options for PTH 8 (McPhillips Street)

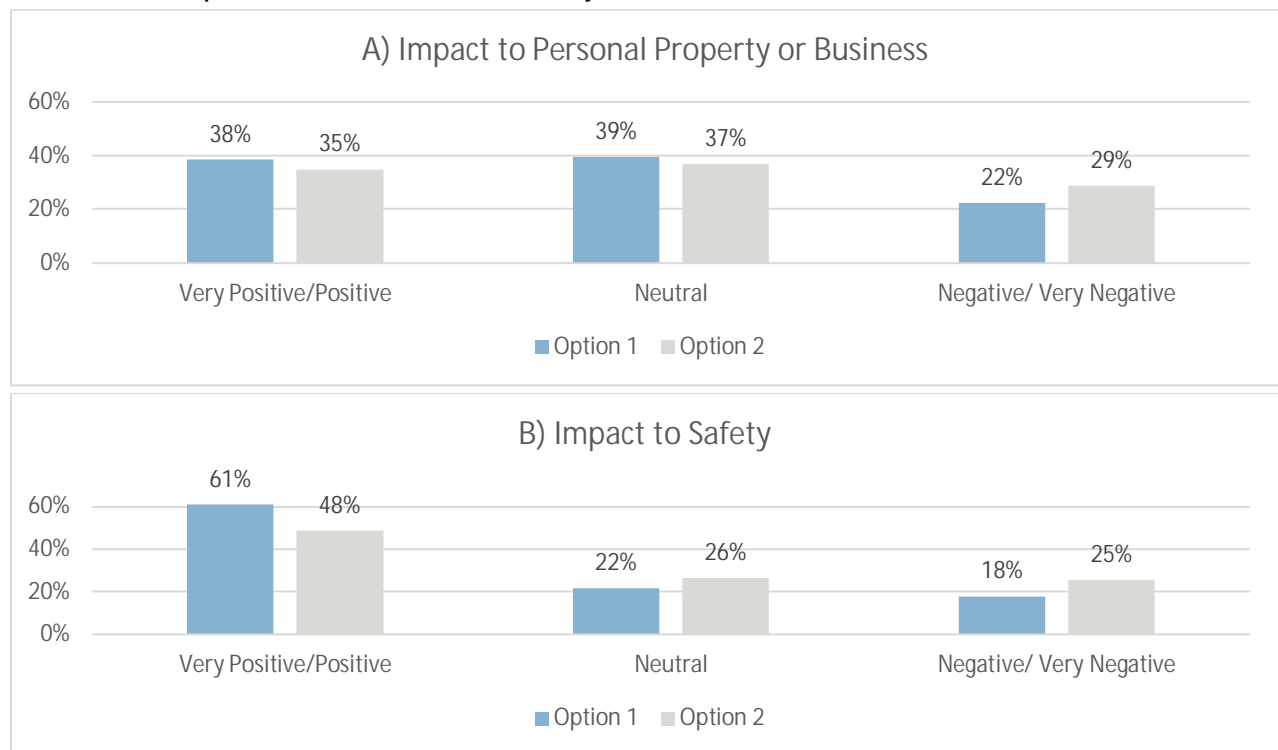
Option 2 ranked best overall, but all options were ranked similarly by respondents based on the criteria presented.

PTH 9 (Main Street) and PR 204 (Henderson Highway)

There were two options presented for the combined location of PTH 9 (Main Street) and PR 204 (Henderson Highway). Option 1 is to construct a cloverleaf at PTH 9 combined with an elongated partial cloverleaf at PR 204. Option 2 is to construct a partial cloverleaf at PTH 9 and a partial cloverleaf at PR 204. The effect of these options as ranked by participants are presented for each criterion in **Figure 4-13**. Overall, Option 1 was ranked most positively across all criteria. For impact to personal property or business (38 percent), safety (61 percent), access (57 percent), traffic movement (57 percent), and trades and goods movement (58 percent).

Additional feedback from respondents about the two options for PTH 9 (Main Street) and PR 204 (Henderson Highway) is summarized as follows:

- Sound barriers are desired for residential areas around PTH 9.
- The desire to provide adequate active transportation connections over the river and on PTH 9 as the surrounding land use is predominantly residential.
- The closure of Sperring Road will have a significant impact to adjacent local roads that have not been designed for higher traffic volumes.
- The options should not be weighed only for cost and driver experience but ensure that impact on the local community is also considered.



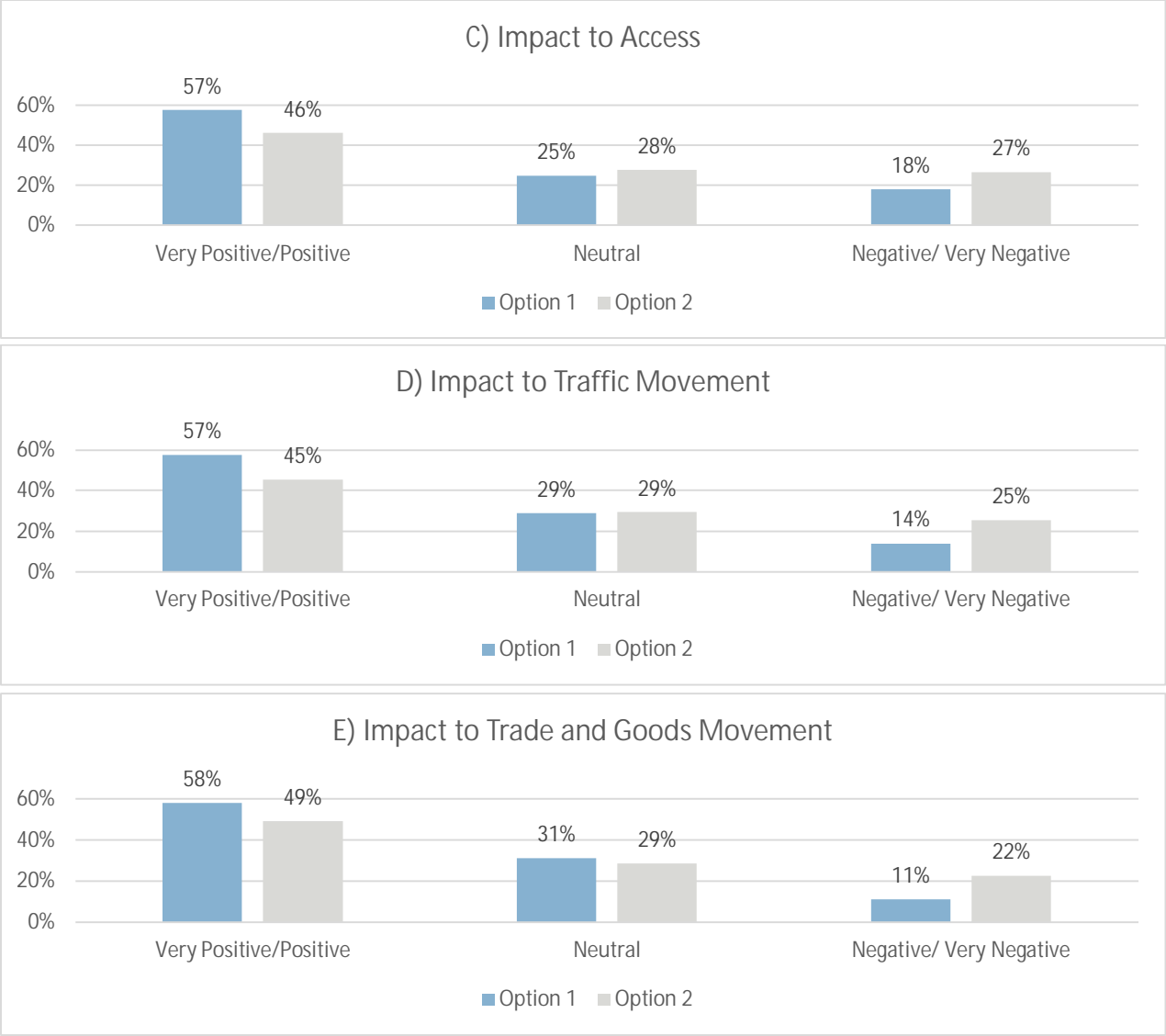


Figure 4-13: Ranked Effect of Options for PTH 9 (Main Street) and PR 204 (Henderson Highway)

Overall, Option 1 was ranked most positively and had the least negative or very negative impact across all criteria.

Segment 5: East of PTH 59 (Lagimodiere Boulevard) to PTH 1E (Fermor Avenue)

Segment 5 includes the locations for Wenzel Road, Gunn Road, and PTH 15 (Dugald Road). There are two options for Wenzel Road, two options for Gunn Road, and three options for PTH 15 (Dugald Road).

Wenzel Road

Option 1 for Wenzel Road is to construct a diamond interchange and Option 2 is to construct a partial cloverleaf. The effect of these options as ranked by participants are presented for each criterion in **Figure 4-14**. Overall, Option 1 was ranked most positively across all criteria. For impact to personal property or business (46 percent), safety (63 percent), access (64 percent), traffic movement (66 percent), and trades and goods movement (64 percent).

Additional feedback from respondents about the two options for Wenzel Road included that Wenzel Road should be left as it is or closed to PTH 101.



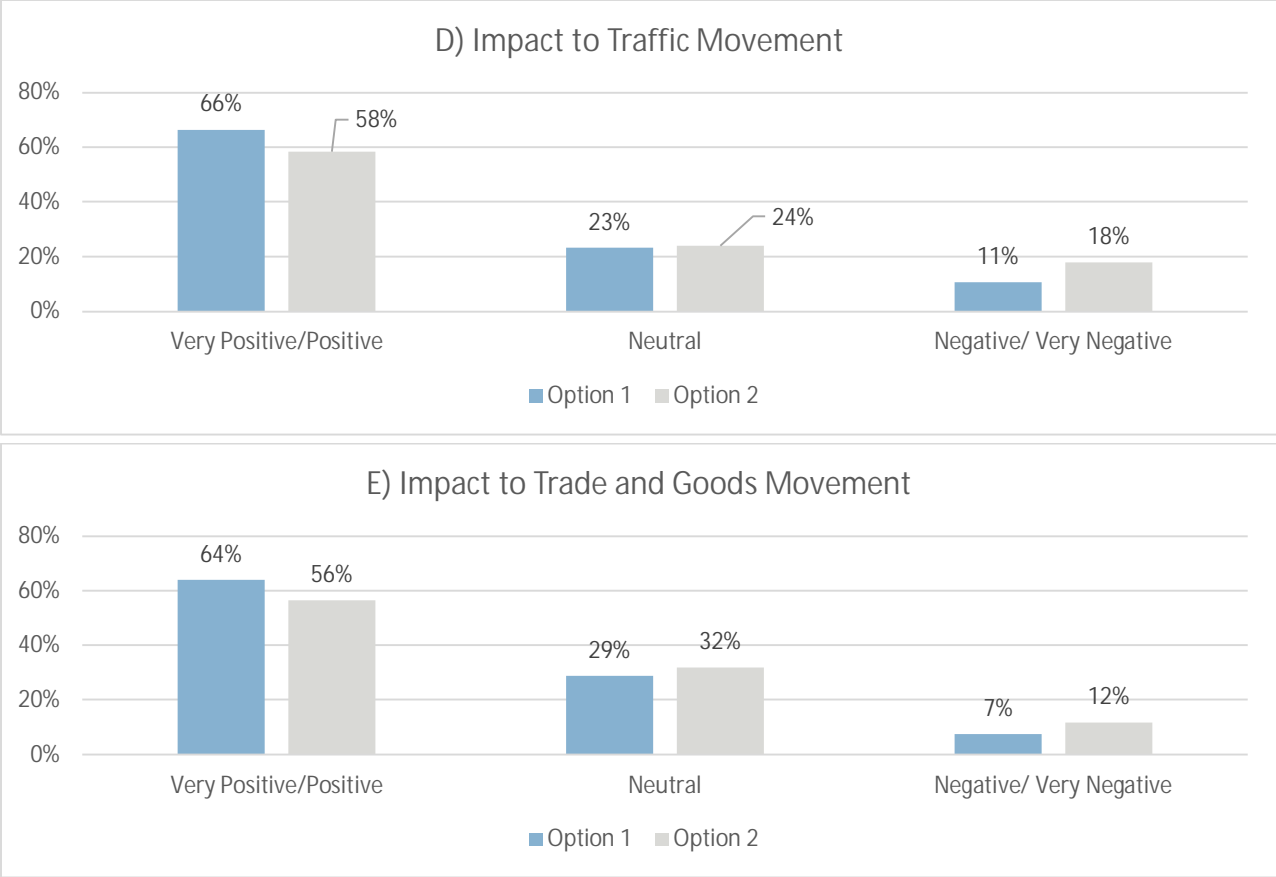


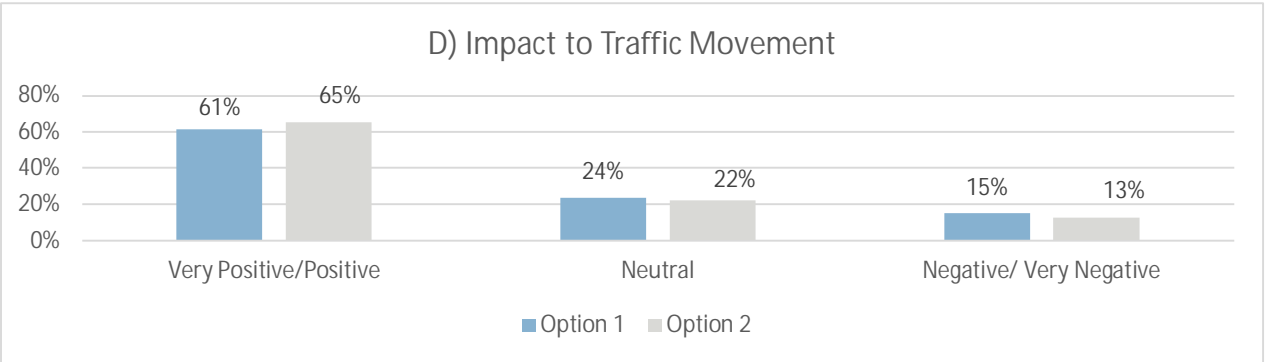
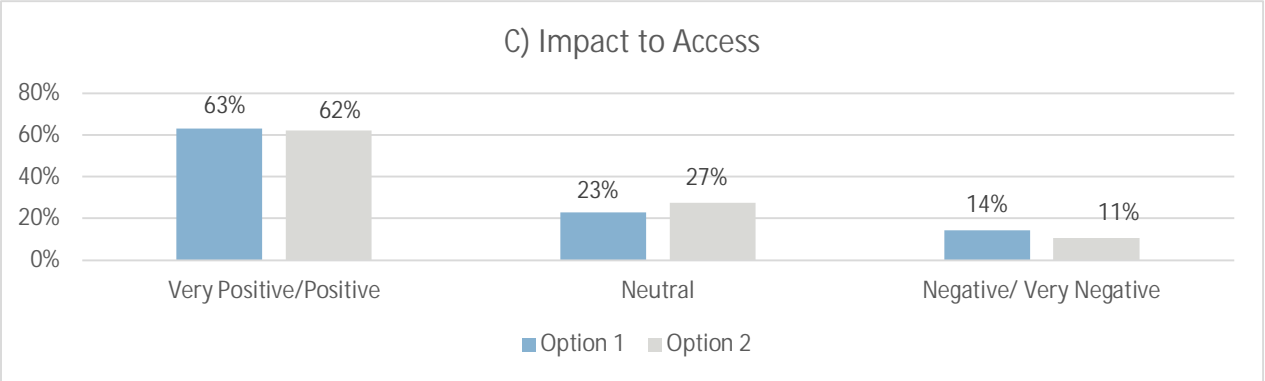
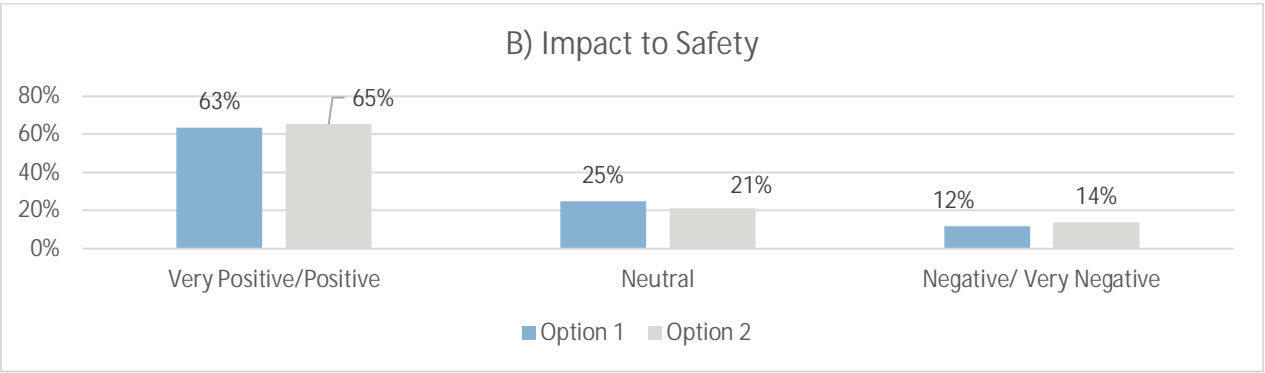
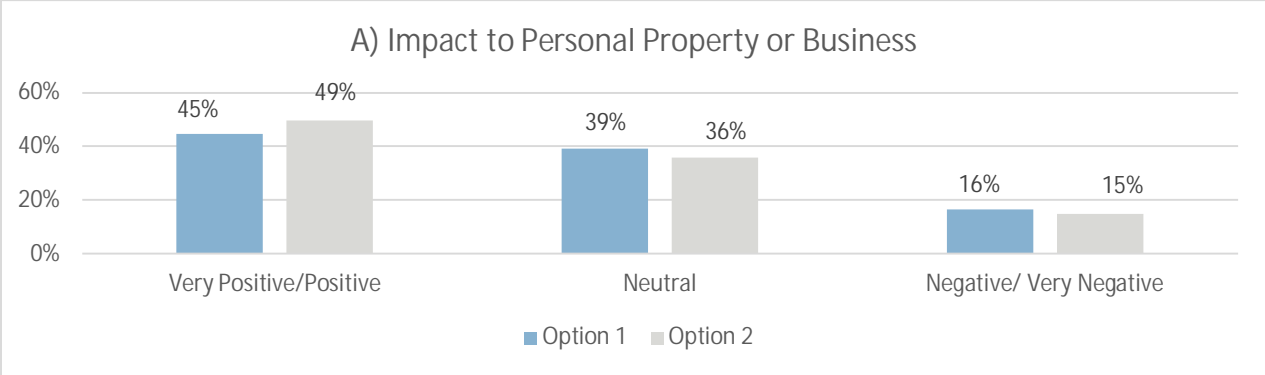
Figure 4-14: Ranked Effect of Options for Wenzel Road

Overall, Option 1 was ranked most positively and had the least negative or very negative impact across all criteria for the Wenzel Road location.

Gunn Road

Option 1 for Gunn Road is to construct a diamond interchange and Option 2 is to construct a partial cloverleaf. The effect of these options as ranked by participants are presented for each criterion in **Figure 4-15**. Overall, Option 2 was ranked as having the most positive or very positive impact, except for impact to access (62 percent) which was slightly lower than Option 1 (63 percent). For all other criteria, Option 2 ranked highest – for impact to personal property or business (49 percent), safety (65 percent), traffic movement (65 percent), and trades and goods movement (63 percent).

Additional feedback from respondents about the two options for Gunn Road included that an active transportation connection over PTH 101 to the Duff Roblin Trailhead should be provided.



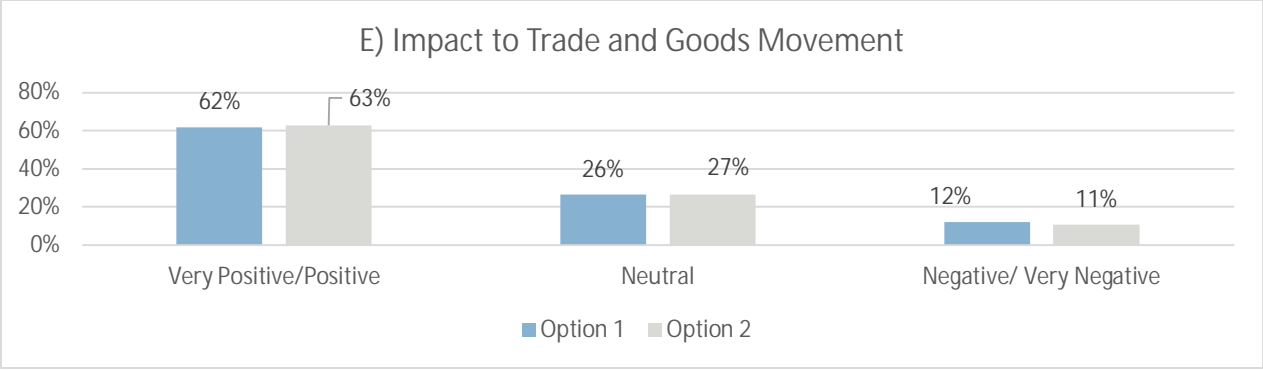


Figure 4-15: Ranked Effect of Options for Gunn Road

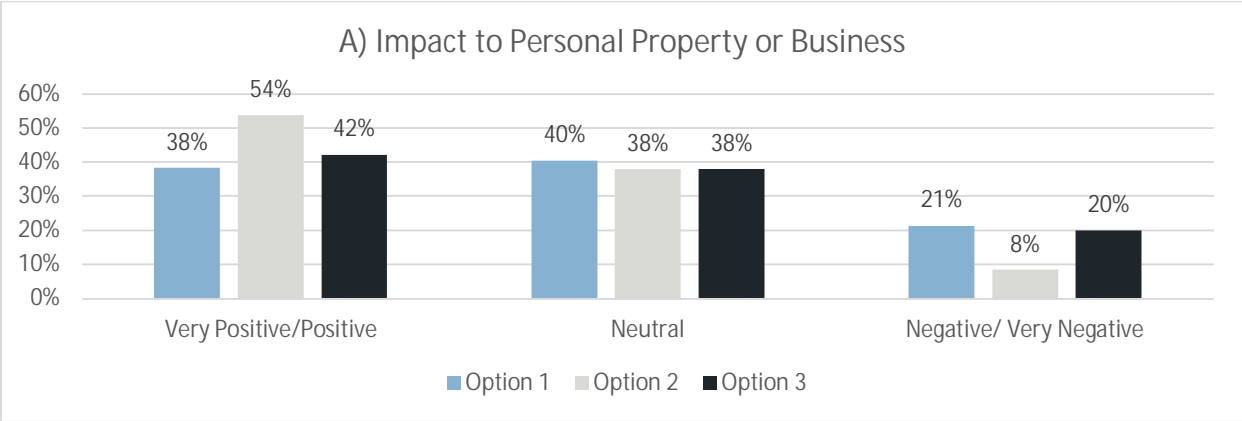
Overall, Option 2 was ranked most positively and had the least negative or very negative impact across most criteria for the Gunn Road location.

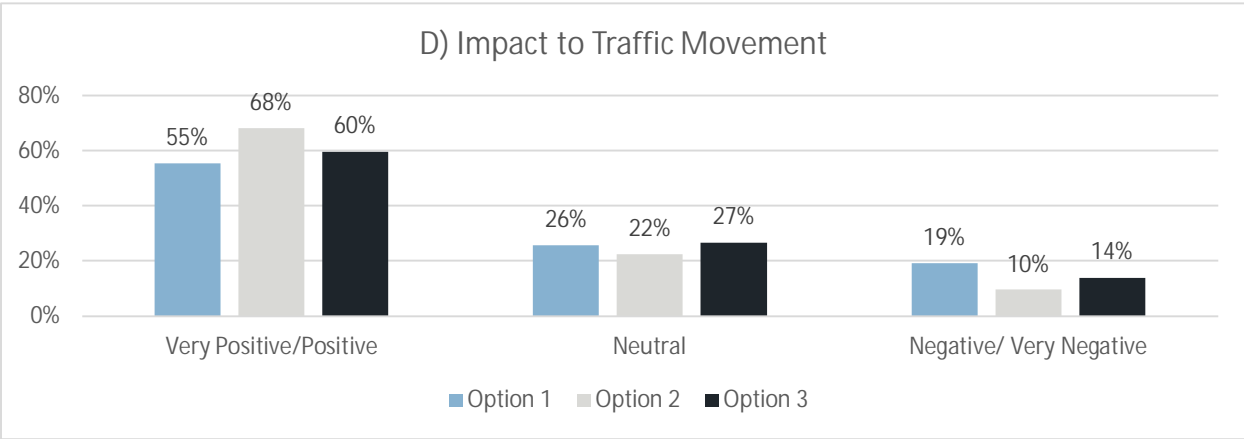
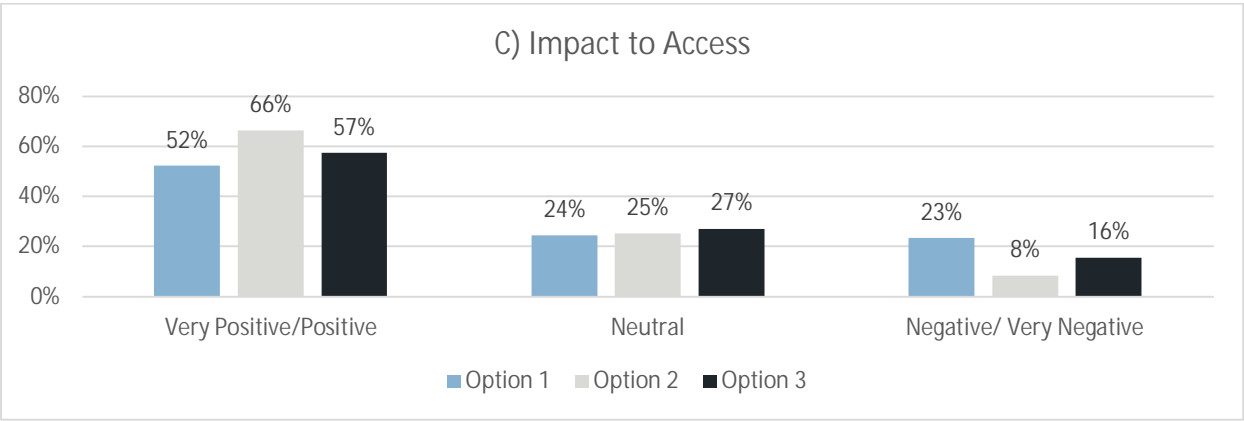
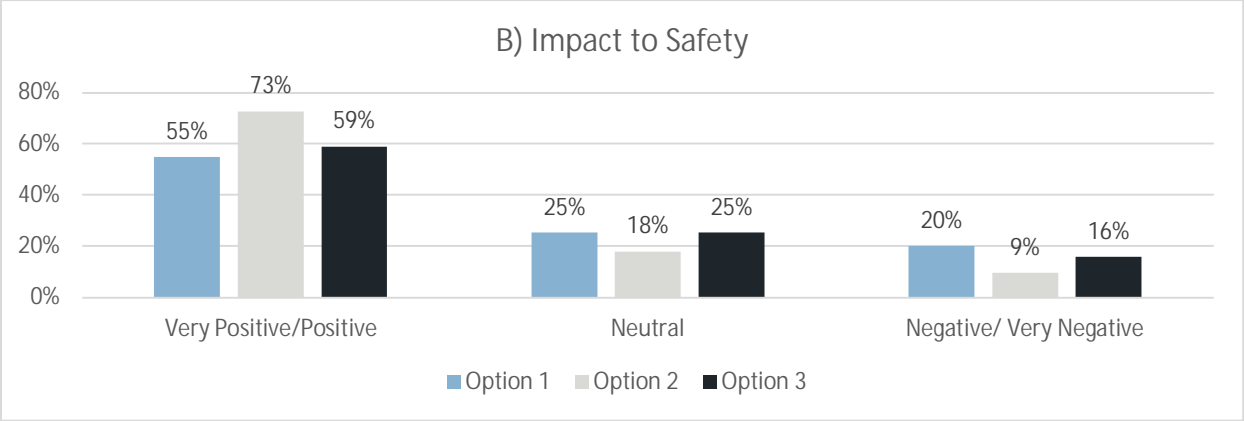
PTH 15 (Dugald Road)

Option 1 for PTH 15 (Dugald Road) is to construct a partial cloverleaf combined with a rail underpass. Option 2 is to construct a partial cloverleaf combined with a rail overpass. Option 3 is to construct a diamond interchange to the south combined with a rail overpass. The effect of these options as ranked by participants are presented for each criterion in **Figure 4-16**. Overall, Option 2 was ranked most positively across all criteria. For impact to personal property or business (54 percent), safety (73 percent), access (66 percent), traffic movement (68 percent), and trades and goods movement (68 percent).

Additional feedback from respondents about the three options for PTH 15 (Dugald) is summarized as follows:

- Option 1 for PTH 15 is not preferred as it seems to have more negative impacts when compared to Options 2 and 3.
- Interchanges to replace existing at grade intersections should be prioritized, especially at PTH 15 (Dugald Road) which crosses the CN main line tracks.
- Comments that the negative impacts to Canterbury Park residential area are significant.





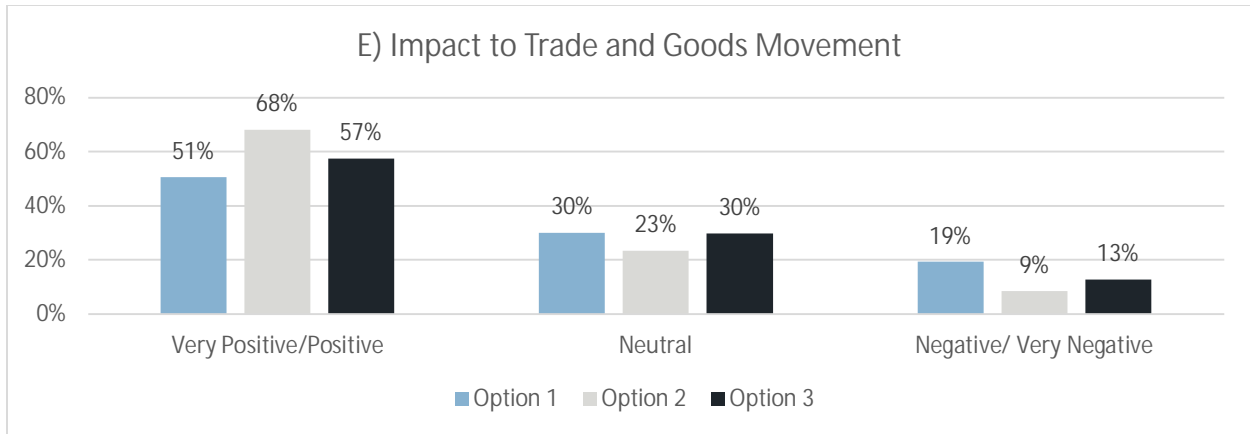


Figure 4-16: Ranked Effect of Options for PTH 15 (Dugald Rd)

Overall, Option 2 was ranked most positively and had the least negative or very negative impact across most criteria for the PTH 15 location.

Additional Feedback

In the final question, respondents were provided the opportunity to identify additional comments regarding the North Perimeter Highway Design Study. Responses are summarized as follows:

- The timing and prioritization of interchange improvements is unclear.
- Areas where safety improvements are required and those with a higher rate of accidents should be prioritized.
- Noise continues to be a significant concern for residential areas.
- The justification for all proposed interchanges is not clear – each of the locations are expensive and, in some cases, require significant land.
- Overall, the design and purpose of the study is in conflict with climate change mitigation efforts – the need to shift travel modes and encourage active transportation is also important.
- Presentation materials were technical and difficult to understand.

5 Summary

Overall, the project received positive feedback throughout Phase 2 engagement. Specifically, respondents from the EngageMB survey rated the project as having a very positive or positive impact to trades and goods movement (70 percent), traffic movement (74 percent), access (68 percent) and safety (74 percent), while recognizing potential impacts to personal property or business. This is a significantly positive response to the project overall.

A summary of the feedback received, by interchange location, is provided below:

Segment 1: PTH 1 West (Portage Avenue) to South of PTH 190 (CentrePort Canada Way)

- The long-term plan is to close the existing access to PTH 101 at Assiniboia Downs and replace it with a new upgraded access from Saskatchewan Avenue.
- Although it is recognized to have an impact on personal property or business, the proposed configuration will have a positive impact on safety, overall access, traffic movement, and trades and goods movement.

Segment 2: North of PTH 190 (CentrePort Canada Way) to PR 221 (Rosser Road)

- There were three options presented for Road 63N (Selkirk Avenue) and PR 221 (Rosser Road). Option 1 is to construct a diamond interchange at Road 63N combined with an overpass at PR 221. Option 2 is to construct a partial cloverleaf at Road 63N combined with an overpass at PR 221. Option 3 is to close Road 63N and construct a partial cloverleaf at PR 221.
- The fact there is an existing interchange at PR 221 makes it logical to be the location for future upgrades.
- The volume of land impacted by the proposed options at Road 63N (Selkirk Avenue) is significant.
- Through the EngageMB online survey, there was no clear preference on the preferred option for Road 63N (Selkirk Avenue) and PR 221 (Rosser Road).
- Emergency access and truck movement, especially to CentrePort, is a critical concern and connectivity through PR 221 should be maintained. Design needs to consider emergency access time delays caused by changes in access and service road provision.
- Road and rail network planning for CentrePort as a whole needs to be better defined to ensure strong connectivity. CentrePort Canada Inc. and the RM of Rosser have expressed a desire to continue to work collaboratively on the plans for this location, as well as others that impact the CentrePort area.
- Focus Equities, the developer of the CentrePort Canada Rail Park, has been meeting with MTI to discuss the future of this location. Continued discussion with CentrePort

Canada Inc., the RM of Rosser and Focus Equities is recommended prior to selecting an option for this location.

Segment 3: PTH 6 to PR 409 (Pipeline Road)

- Segment 3 includes the locations for PTH 6 to Sturgeon Road, PTH 7 (Brookside Boulevard), and PR 409 (Pipeline Road).
- There were four options presented for PTH 6 and Sturgeon Road. Option 1 is to construct a single diamond interchange located between PTH 6 and Sturgeon Road connecting to a roundabout with rail overpass at the Prairie Dog Central rail line. Option 2 is to construct a diamond interchange located west of Sturgeon Road combined with a partial cloverleaf with rail overpass south of PTH 6. Option 3 is to construct a partial cloverleaf located west of Sturgeon Road combined with a partial cloverleaf with rail overpass south of PTH 6. Option 4 is to close Sturgeon Road and construct a partial cloverleaf with rail overpass southeast of PTH 6.
 - All options contribute significantly to the fragmentation of surrounding farmland.
 - Based on the responses to the EngageMB survey, the design for Option 4 had the greatest positive or very positive impact across all criteria for this location, although all of the options were rated highly.
 - Road network planning for CentrePort as a whole needs to be better defined to ensure strong connectivity. CentrePort Canada Inc. and the RM of Rosser have expressed a desire to continue to work collaboratively on the plans for this location, as well as others that impact the CentrePort area.
- At PTH 7 (Brookside Boulevard) the plan is to construct a semi-direct interchange. Overall, feedback from the EngageMB survey was positive for this location, specifically that the proposed design will make it safer and easier for westbound traffic on PTH 101 to access Route 90 and the airport.
- At PR 409 (Pipeline Road) the plan is to construct a diamond interchange. Overall, feedback from the EngageMB survey was positive for this location, specifically that the existing configuration is dangerous, and improvements are needed immediately.

Segment 4: PTH 8 (McPhillips Street) to West of PTH 59 (Lagimodiere Boulevard)

- Segment 4 includes the locations for PTH 8 (McPhillips Street) and the combined location of PTH 9 (Main Street) and PR 204 (Henderson Highway).
- There are three options for PTH 8 (McPhillips Street). Option 1 is to construct a diamond interchange, Option 2 is to construct a partial cloverleaf, and Option 3 is to construct a diverging diamond interchange.
 - Feedback from the EngageMB survey ranked Option 2 the best overall, but all options were ranked similarly by respondents based on the criteria presented. Respondents also noted the existing configuration is sufficient and stated replacing it is too expensive.
 - There are safety concerns with the existing Kapelus Drive intersection with PTH 8. The RM of West St. Paul would like the Kapelus Drive to Grassmere Road connection completed prior to closing the intersection with PTH 8.

- There were two options presented for the combined location of PTH 9 (Main Street) and PR 204 (Henderson Highway). Option 1 is to construct a cloverleaf at PTH 9 combined with an elongated partial cloverleaf at PR 204. Option 2 is to construct a partial cloverleaf at PTH 9 and a partial cloverleaf at PR 204.
 - Either option would improve emergency access and safety concerns.
 - Option 1 was ranked most positively and had the least negative impact across all criteria based on responses from the EngageMB survey.
 - Option 2 was identified as preferred by the RM of East St. Paul as it has the least impact to residential properties, would preserve more developable land along Sperring Avenue and has the least amount of land to be expropriated overall.
 - Noise mitigation was identified as a concern at this location.
 - Closure of Sperring Road (in both options) will create additional traffic on local roads unprepared to manage increased volume and impact travel patterns for residents of the area.
 - Improved connectivity for active transportation between West and East St. Paul is desired in this location, particularly a north-south connection to improve access to the community centre, west of the rail overpass.

Segment 5: East of PTH 59 (Lagimodiere Boulevard) to PTH 1E (Fermor Avenue)

- Segment 5 includes the locations for Wenzel Road, Gunn Road, and PTH 15 (Dugald).
- There are two options for Wenzel Road. Option 1 for Wenzel Road is to construct a diamond interchange, and Option 2 is to construct a partial cloverleaf.
 - Overall, Option 1 was ranked most positively and had the least negative or very negative impact across all criteria based on EngageMB feedback.
 - The RM of East St. Paul indicated they also prefer Option 1 as it impacts less land (although both options were noted as having residential and commercial land impacts). A secondary plan will be developed for the area near Wenzel Road.
- There are two options for Gunn Road. Option 1 is to construct a diamond interchange and Option 2 is to construct a partial cloverleaf.
 - Overall, Option 2 was ranked most positively and had the least negative or very negative impact across most criteria based on EngageMB feedback.
 - The desire for an active transportation connection over PTH 101 to the Duff Roblin Trailhead was expressed.
 - The RM of Springfield expressed concern with impact to the Duff Roblin Trail parking lot.
- There are three options for PTH 15 (Dugald Road). Option 1 is to construct a partial cloverleaf combined with a rail underpass. Option 2 is to construct a partial cloverleaf combined with a rail overpass. Option 3 is to construct a diamond interchange to the south combined with a rail overpass.
 - Overall, Option 2 was ranked most positively and had the least negative or very negative impact across most criteria based on EngageMB feedback.
 - Noise mitigation was identified as a concern at this location.

General Comments (non-location specific)

- Future traffic cannot be adequately managed only by adding vehicular lanes without exploring other modes of transportation. Overall design and purpose of the study is in conflict with climate change mitigation efforts, need to shift travel modes, and encourage active transportation.
- Provincial agencies noted a preference to retain larger pieces of farmland as opposed to creating multiple small lots that would become unusable.
- All designs must accommodate oversized and agricultural vehicles in terms of access and service road provision.
- General concern about the state of service roads and inquiries if service roads would be paved.
- Concerns about increased noise levels caused by additional traffic, interchange construction and travel lanes. This is an existing issue near PTH 59 (Lagimodiere Boulevard) and PTH 101, which is not included in the scope of work for this project, but it was consistently raised as a concern.
- Minimize property expropriation requirements.
- Unclear how timing or prioritization of each interchange will be determined, and that safety improvements in many locations are required and areas with a high rate of accidents should be prioritised.
- Projects proposed in the study are very expensive, require significant land, and justification is not clear for all proposed interchanges.
- Presentation materials are quite technical and hard to understand.

6 Next Steps

The feedback provided by stakeholders, landowners, and the public has been reviewed by the project team and considered within the evaluation of options, and where applicable, will be considered for refinements as part of the functional design for each location.

Phase 3 will present the preferred functional design options for PTH 101 and its crossings. These designs will be presented to stakeholders, landowners, and the public. Phase 3 will consist of a series of group stakeholder meetings, impacted landowner meetings, open houses, online engagement through EngageMB, and a newsletter. Much like the feedback gathered during Phase 2, feedback from Phase 3 will be collected and summarized, and provided to the project team for consideration in the final, recommended functional design of PTH 101 and its associated structures.

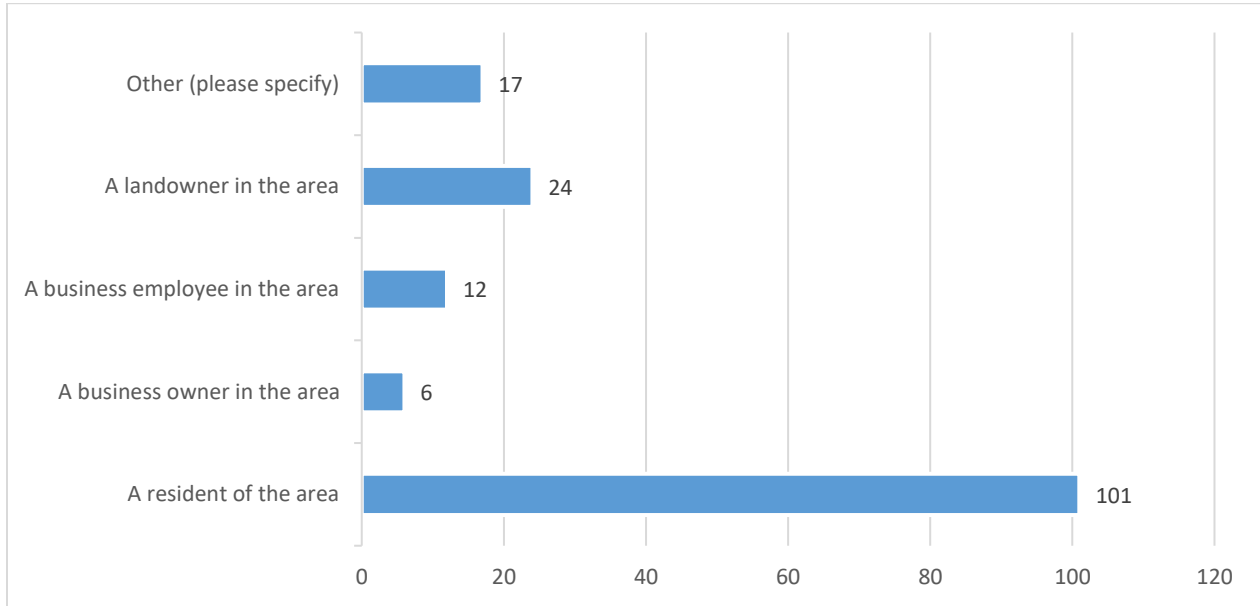
APPENDIX

A ENGAGEMENT SURVEY RESULTS

North Perimeter (PTH 101) Functional Design Study EngageMB Survey Results

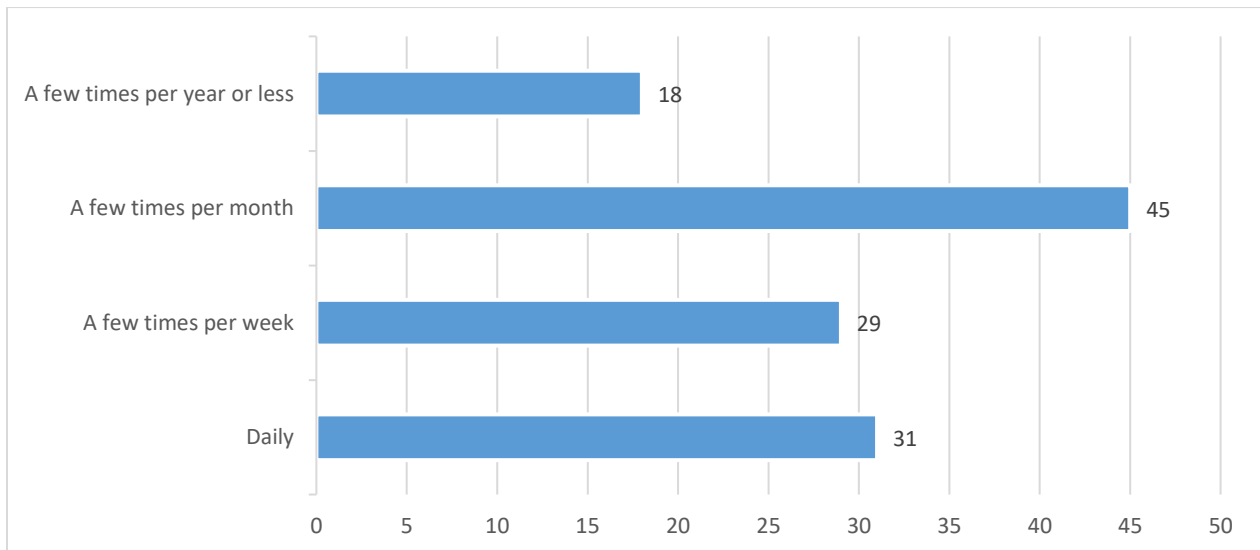
Total Participants: 123

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

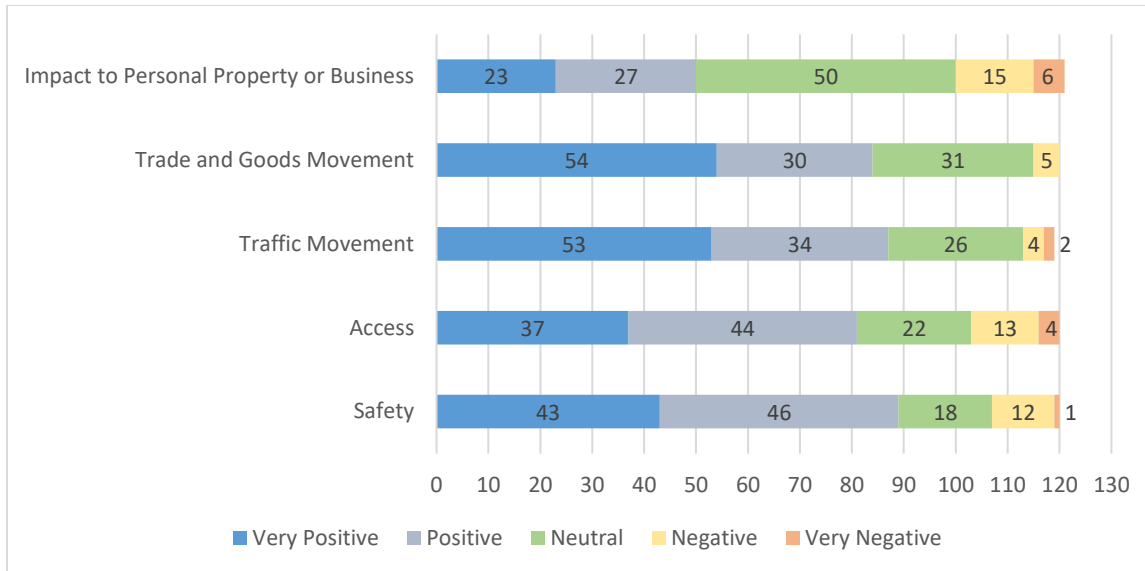


Other: [Redacted]

Question 2: How often do you travel the North Perimeter Highway anywhere from Portage Avenue to Fermor Avenue?

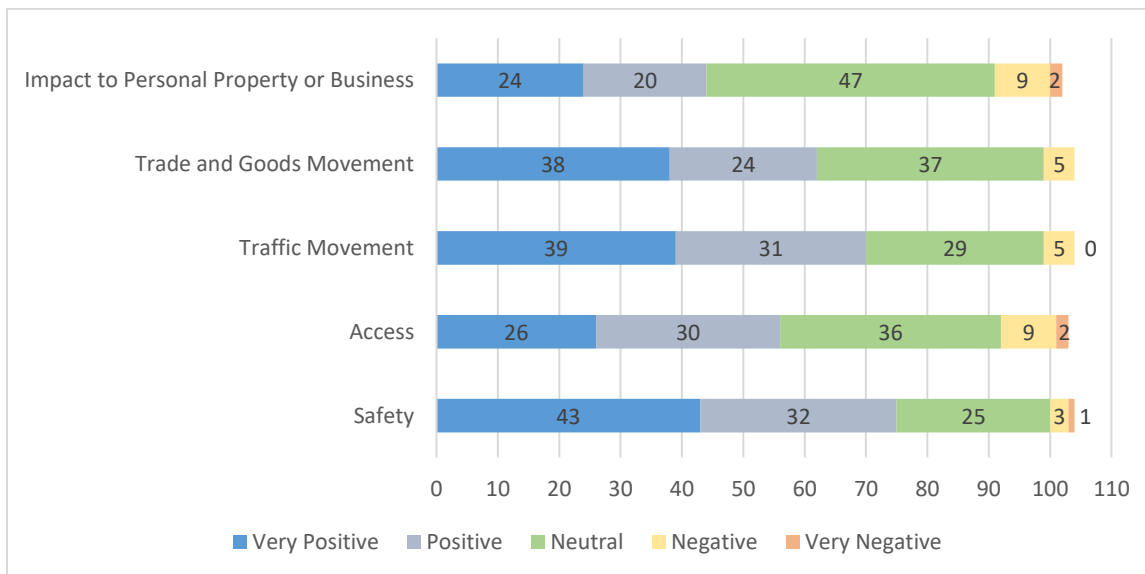


Question 3: Based on the plans presented, how would you describe the effect the project overall would have on the following:



Segment 1: PTH 1 West (Portage Avenue) to south of PTH 190 (CentrePort Canada Way)

Question 4: The long-term plan is to close the existing access to PTH 101 at Assiniboia Downs' and replace it with a new upgraded access from Saskatchewan Avenue. How would you describe the impact of these changes on the following:

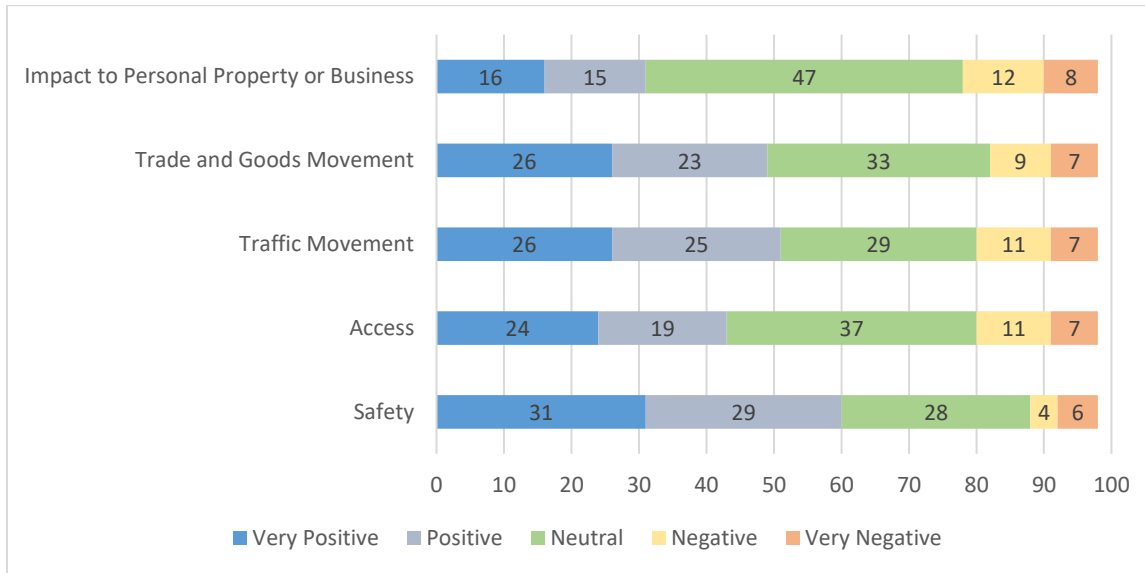


Question 5: Do you have any other comments on Segment 1: PTH 1 West (Portage Avenue) to PTH 190 (CentrePort Canada Way)?

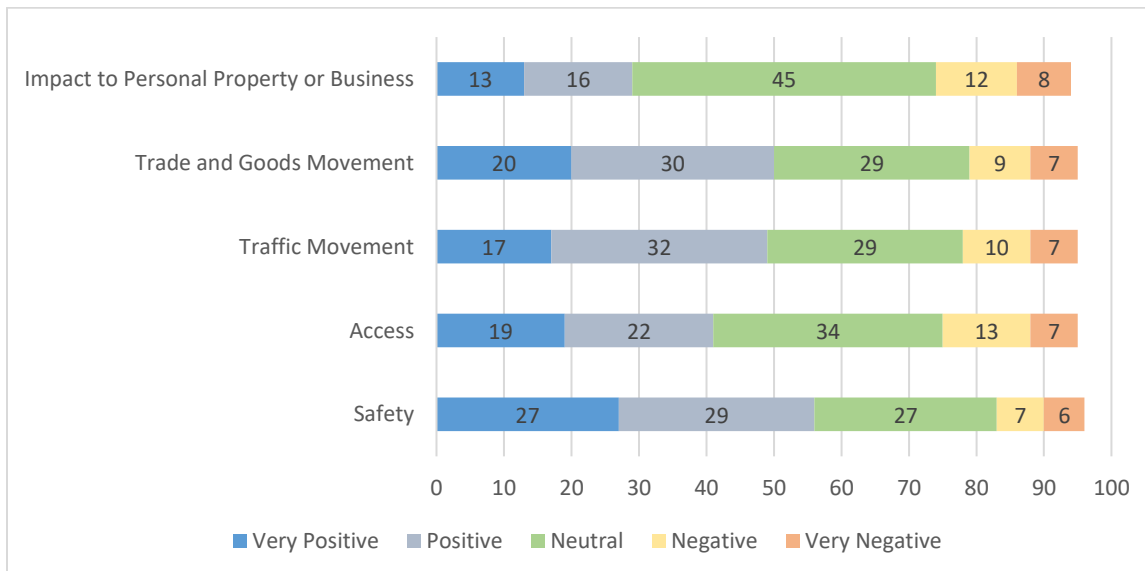
– [Redacted]

Segment 2: North of PTH 190 (CentrePort Canada Way) to PR 221 (Rosser Road)

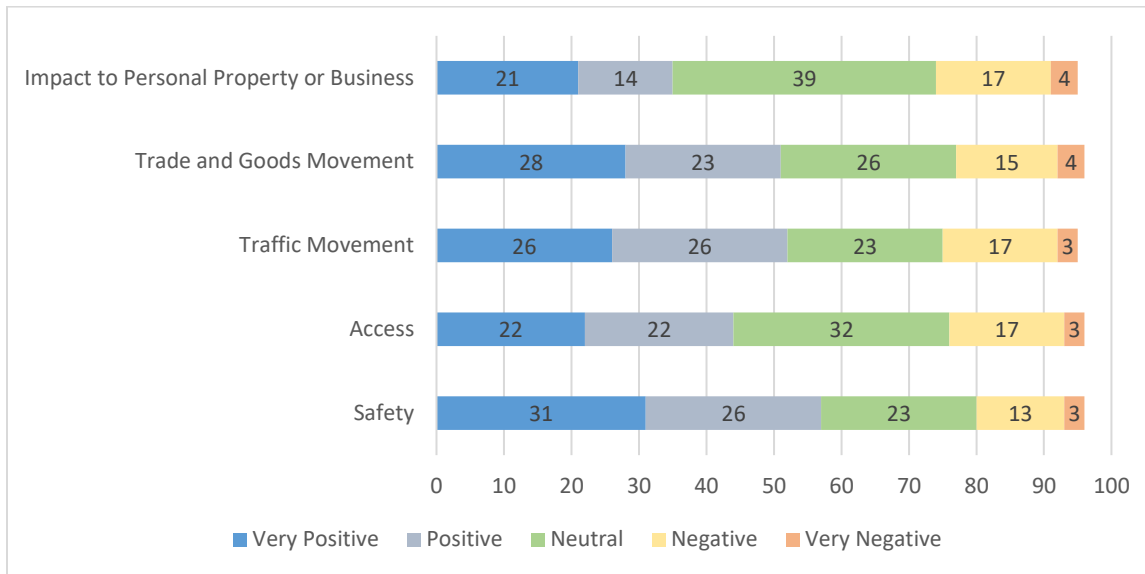
Question 6: At Road 63N (Selkirk Avenue) and PR 221 (Rosser Road), Option 1 is to construct a diamond interchange at Selkirk Avenue combined with an overpass at PR 221. How would you describe the impact of these changes on the following:



Question 7: At Road 63N (Selkirk Avenue) and PR 221 (Rosser Road), Option 2 is to construct a partial cloverleaf at Selkirk Avenue combined with an overpass at PR 221. How would you describe the impact of these changes on the following:



Question 8: At Road 63N (Selkirk Avenue) and PR 221 (Rosser Road), Option 3 is to close Selkirk Avenue and construct a partial cloverleaf at PR 221. How would you describe the impact of these changes on the following:

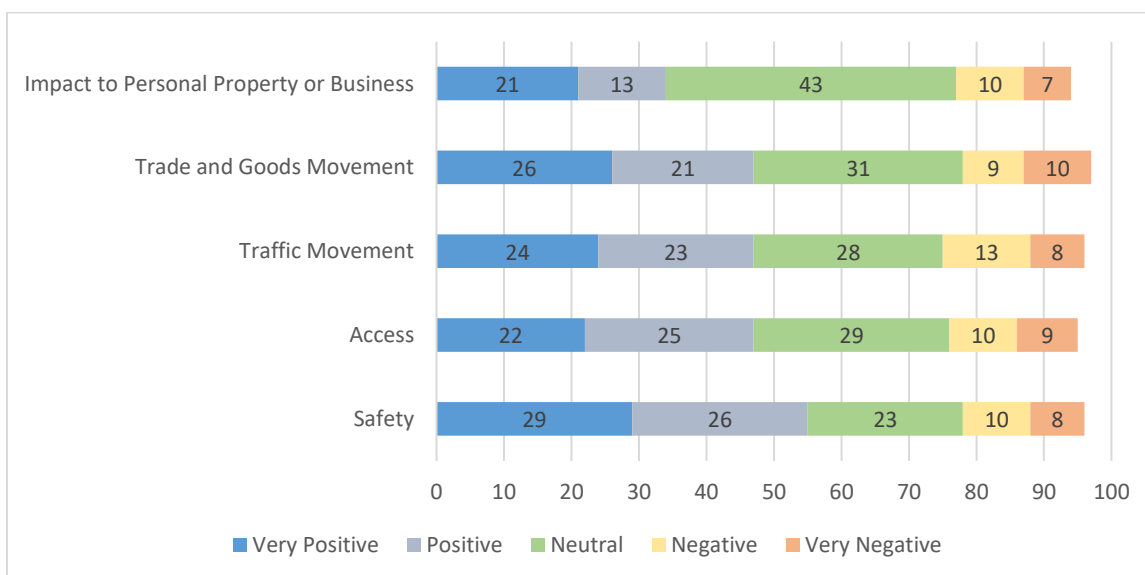


Question 9 Do you have any other comments on Segment 2: PTH 190 (CentrePort Canada Way) to PR 221?

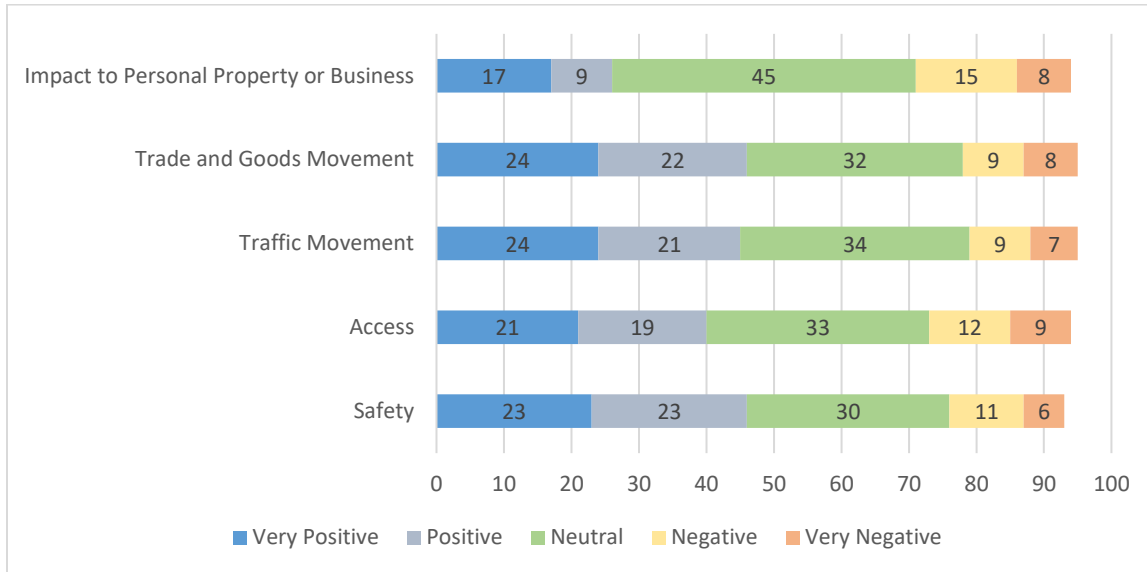
– [Redacted]

Segment 3: PTH 6 to PR 409 (Pipeline Road)

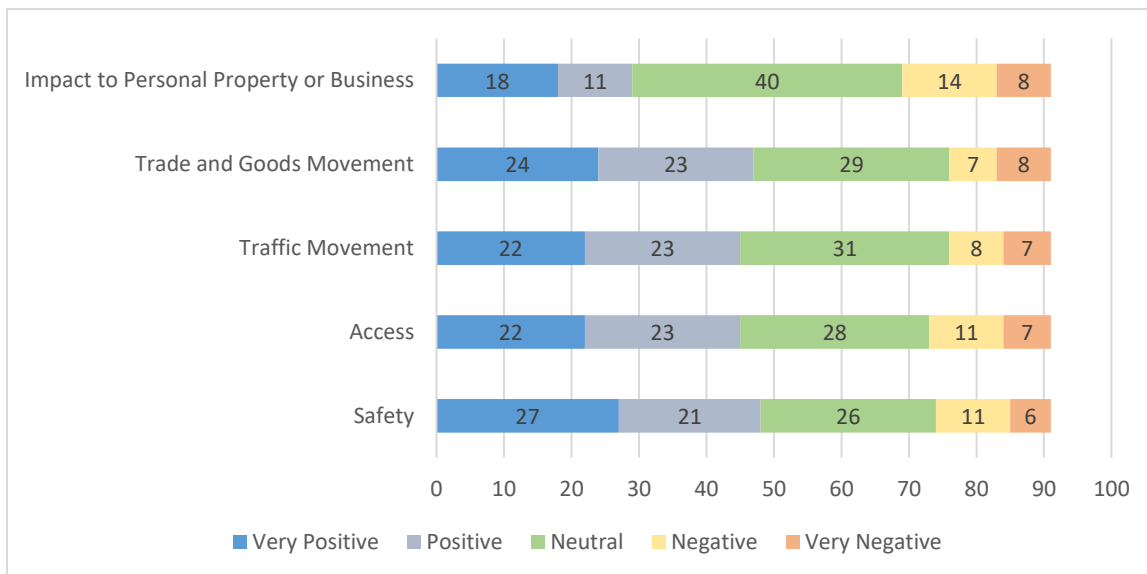
Question 10: At PTH 6 and Sturgeon Road, Option 1 is to construct a single diamond interchange located between PTH 6 and Sturgeon Road connecting to a roundabout with rail overpass at Prairie Dog Central rail line. How would you describe the impact of these changes on the following:



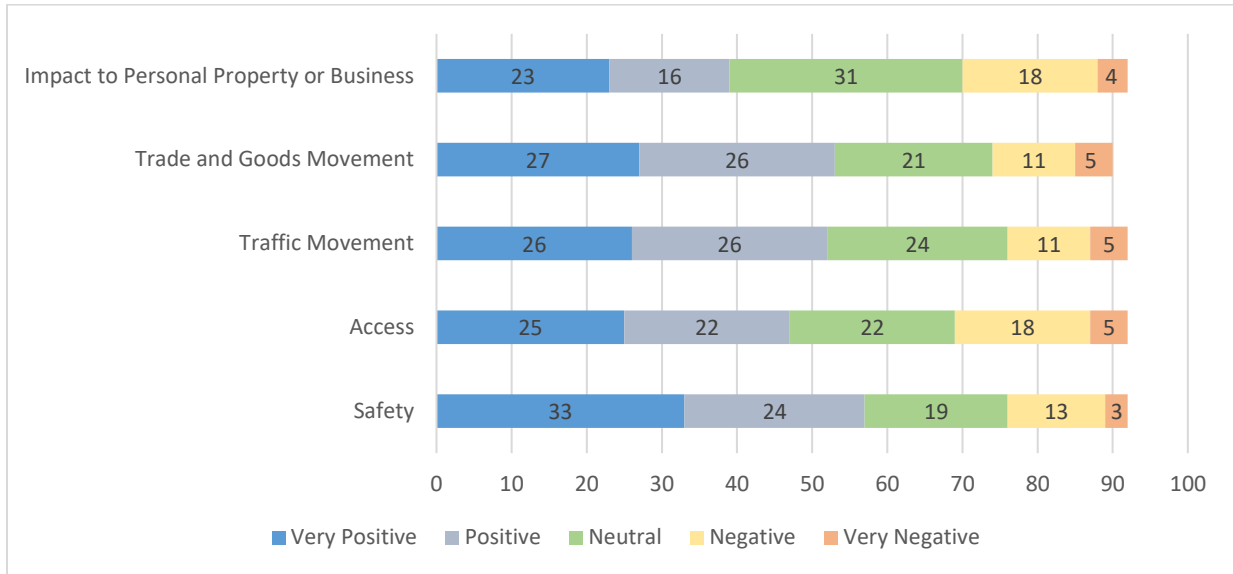
Question 11: At PTH 6 and Sturgeon Road, Option 2 is to construct a diamond interchange located west of Sturgeon Road combined with a partial cloverleaf with rail overpass south of PTH 6. How would you describe the impact of these changes on the following:



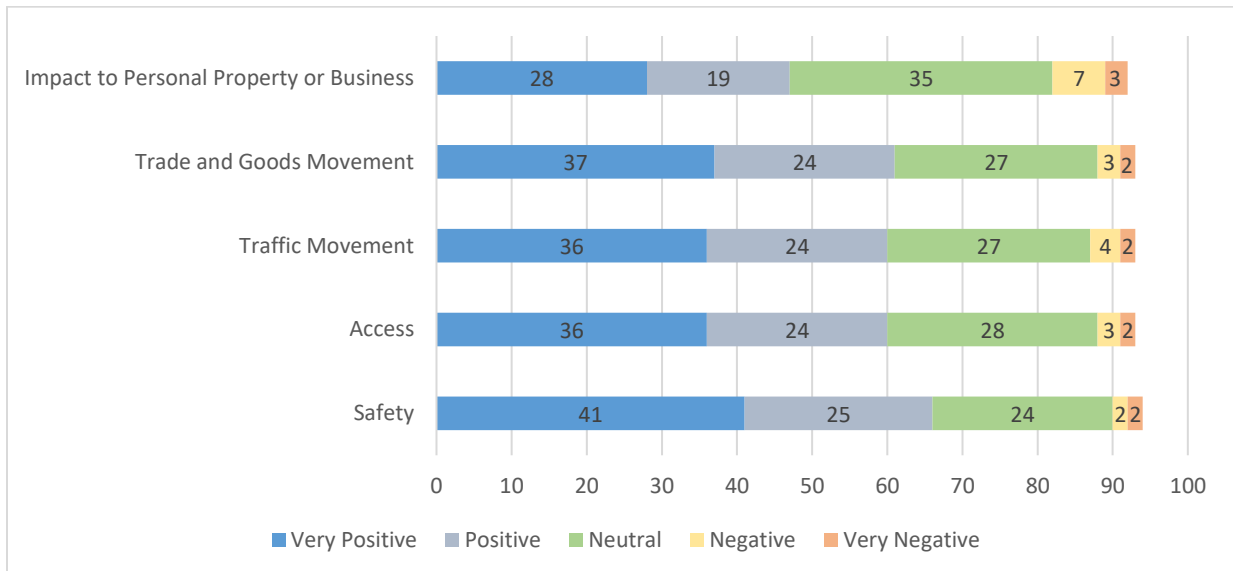
Question 12: At PTH 6 and Sturgeon Road, Option 3 is to construct a partial cloverleaf located west of Sturgeon Road combined with a partial cloverleaf with rail overpass south of PTH 6. How would you describe the impact of these changes on the following:



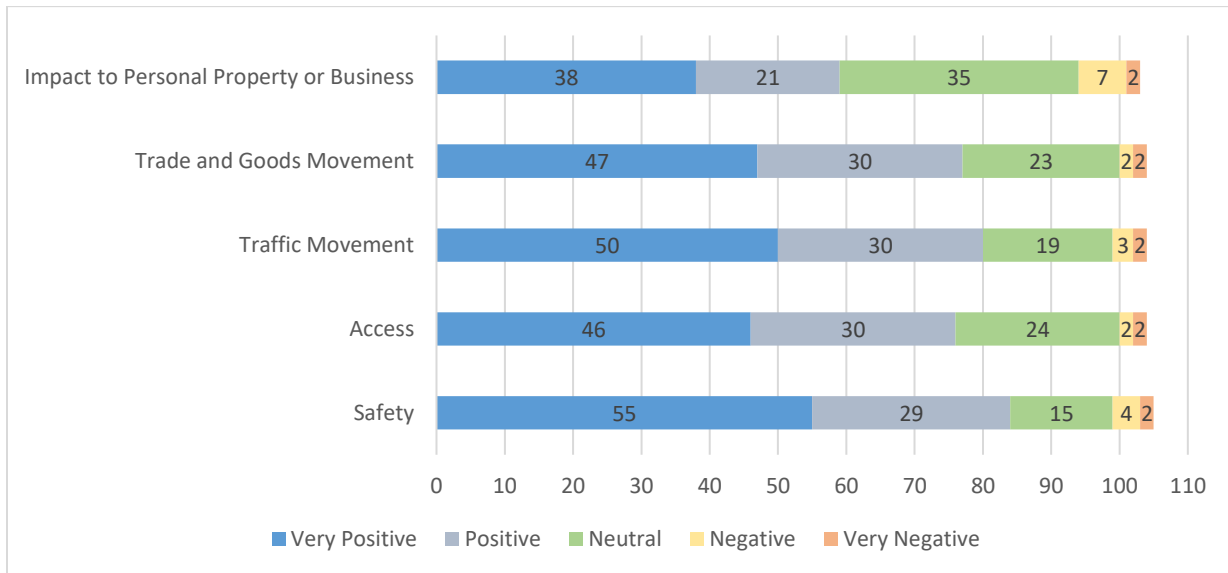
Question 13: At PTH 6 and Sturgeon Road, Option 4 is to close Sturgeon Road and construct a partial cloverleaf with rail overpass southeast of PTH 6. How would you describe the impact of these changes on the following:



Question 14: At PTH 7 (Brookside Boulevard), the plan is to construct a semi-direct interchange. How would you describe the impact of these changes on the following:



Question 15: At PR 409 (Pipeline Road), the plan is to construct a diamond interchange. How would you describe the impact of these changes on the following:

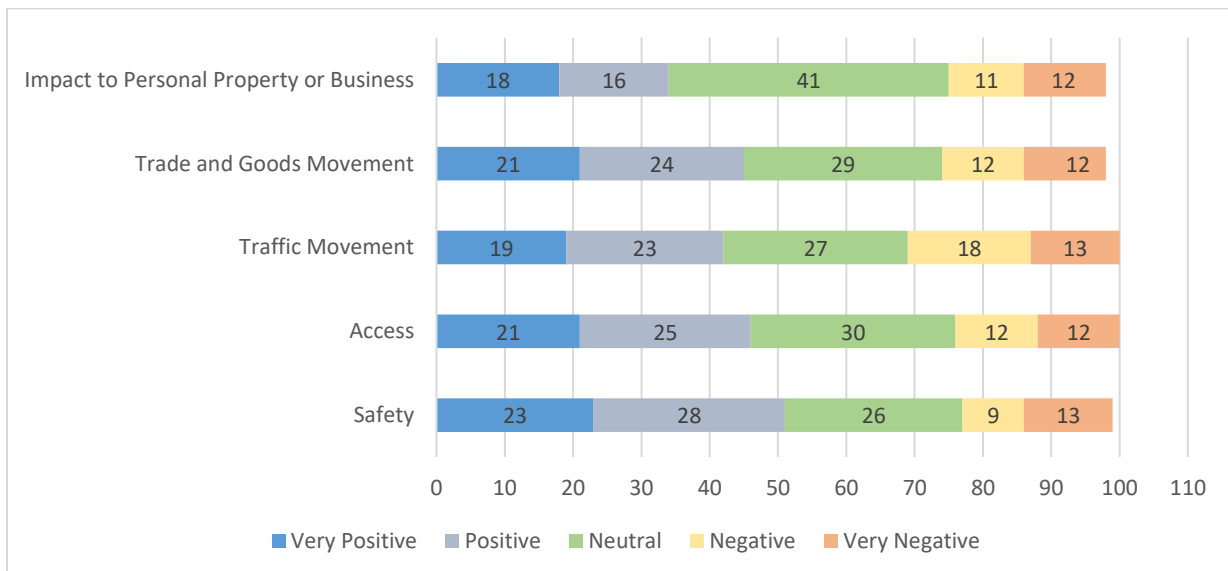


Question 16: Do you have any other comments on Segment 3: PTH 6 to PR 409 (Pipeline Road)?

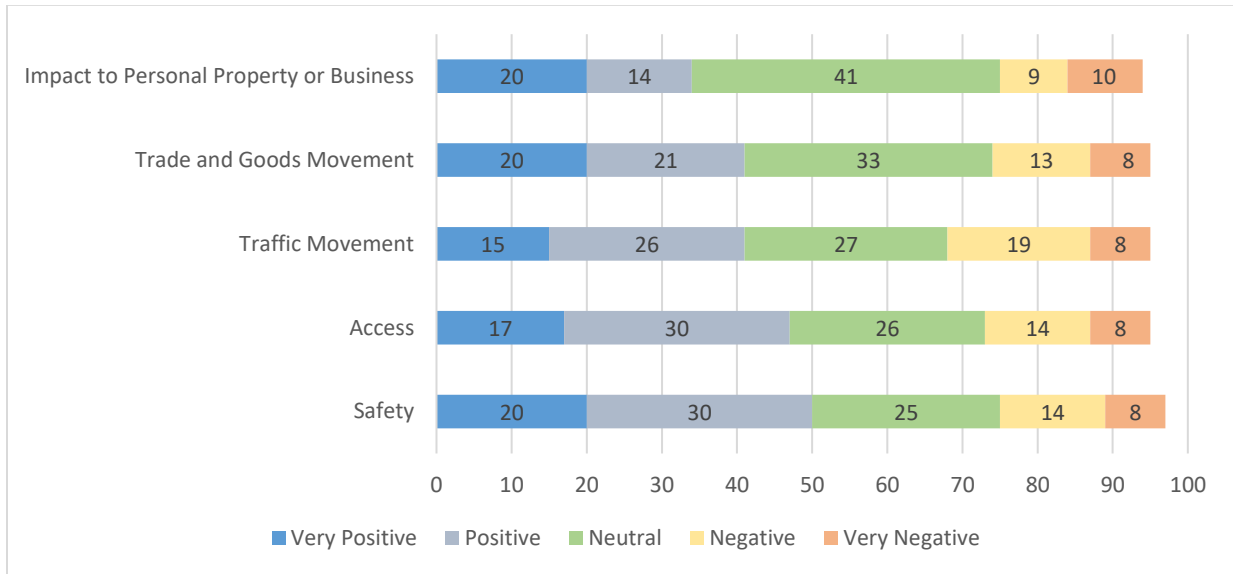
– [Redacted]

Segment 4: PTH 8 (McPhillips Street) to west of PTH 59 (Lagimodiere Boulevard)

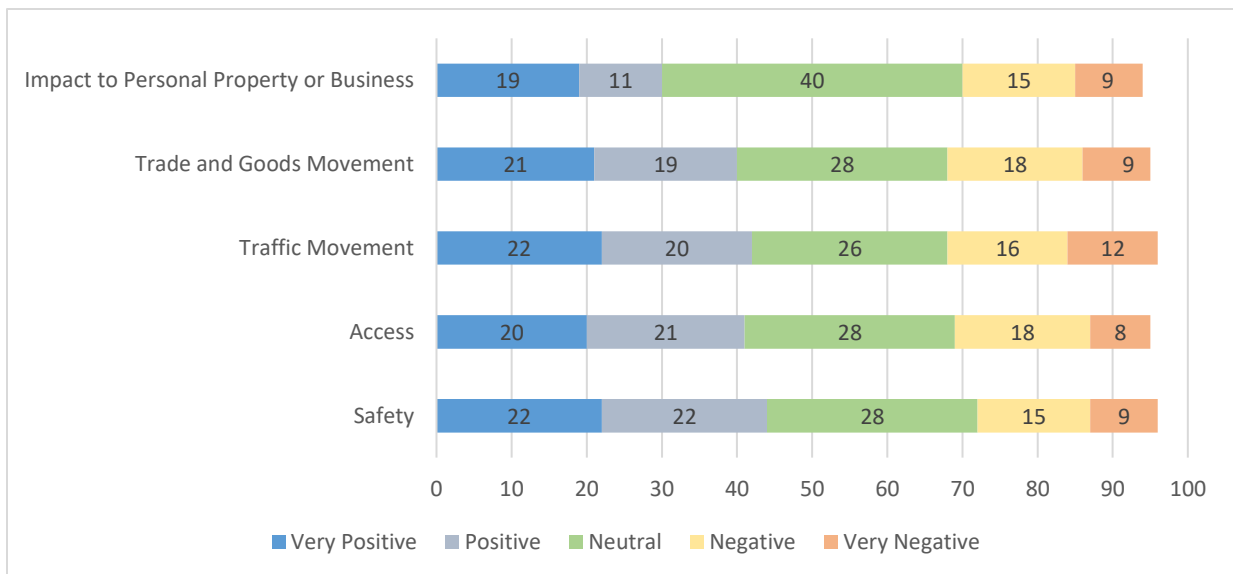
Question 17: At PTH 8 (McPhillips Street), Option 1 is to construct a diamond interchange. How would you describe the impact of these changes on the following:



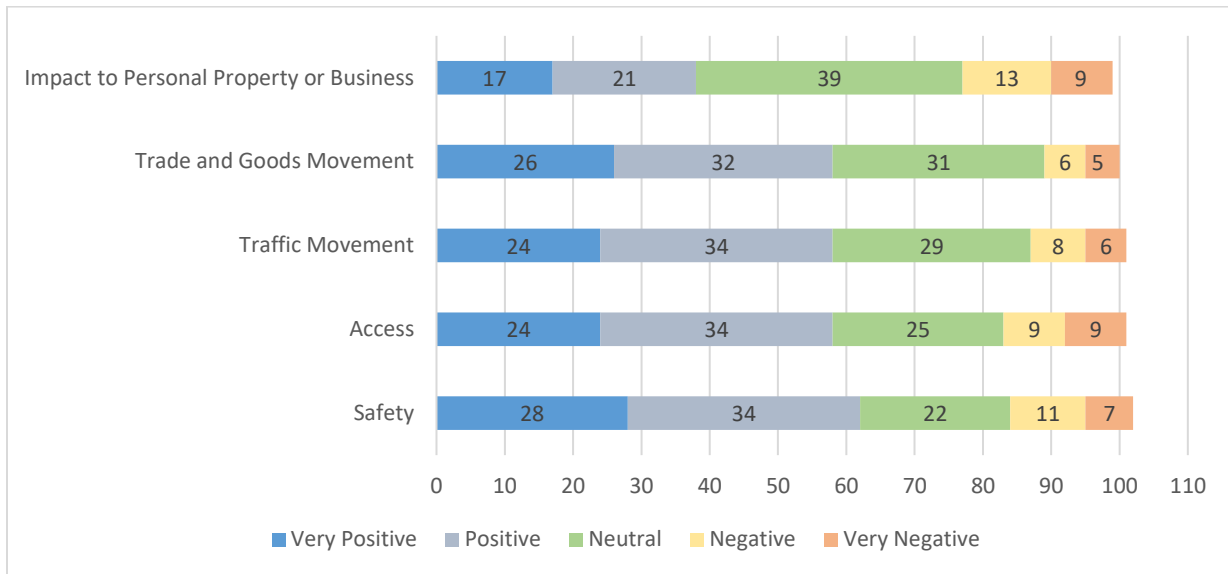
Question 18: At PTH 8 (McPhillips Street), Option 2 is to construct a partial cloverleaf. How would you describe the impact of these changes on the following:



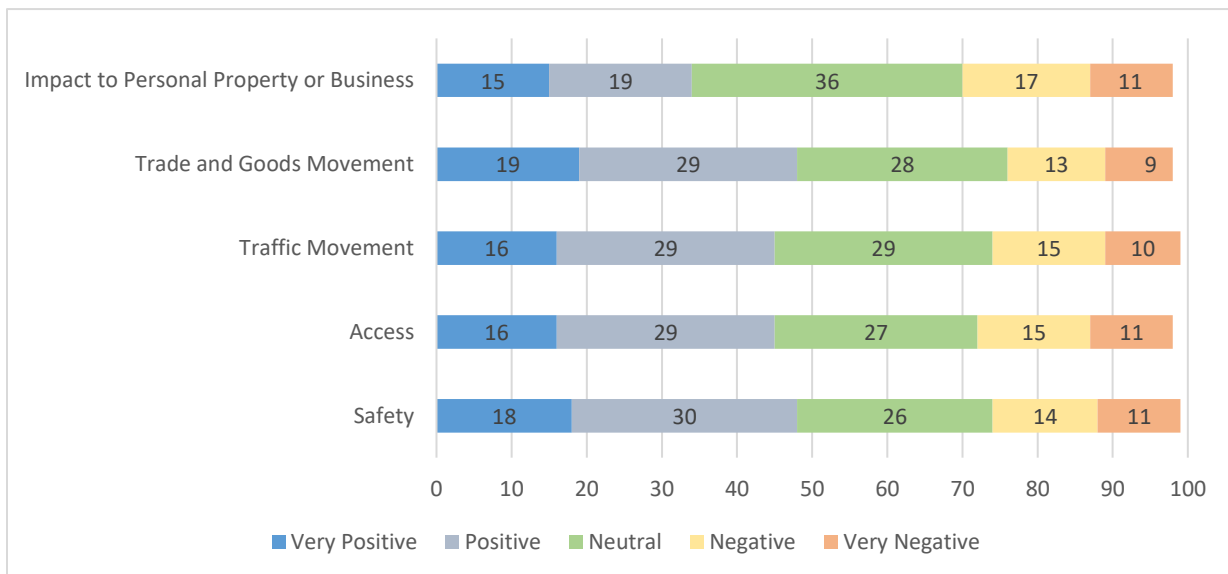
Question 19: At PTH 8 (McPhillips Street), Option 3 is to construct a diverging diamond interchange. How would you describe the impact of these changes on the following:



Question 20: At PTH 9 (Main Street) and PR 204 (Henderson Highway), Option 1 is to construct a cloverleaf at PTH 9 combined with an elongated partial cloverleaf at PR 204. How would you describe the impact of these changes on the following:



Question 21: At PTH 9 (Main Street) and PR 204 (Henderson Highway), Option 2 is to construct a partial cloverleaf at PTH 9 and a partial cloverleaf at PR 204. How would you describe the impact of these changes on the following:

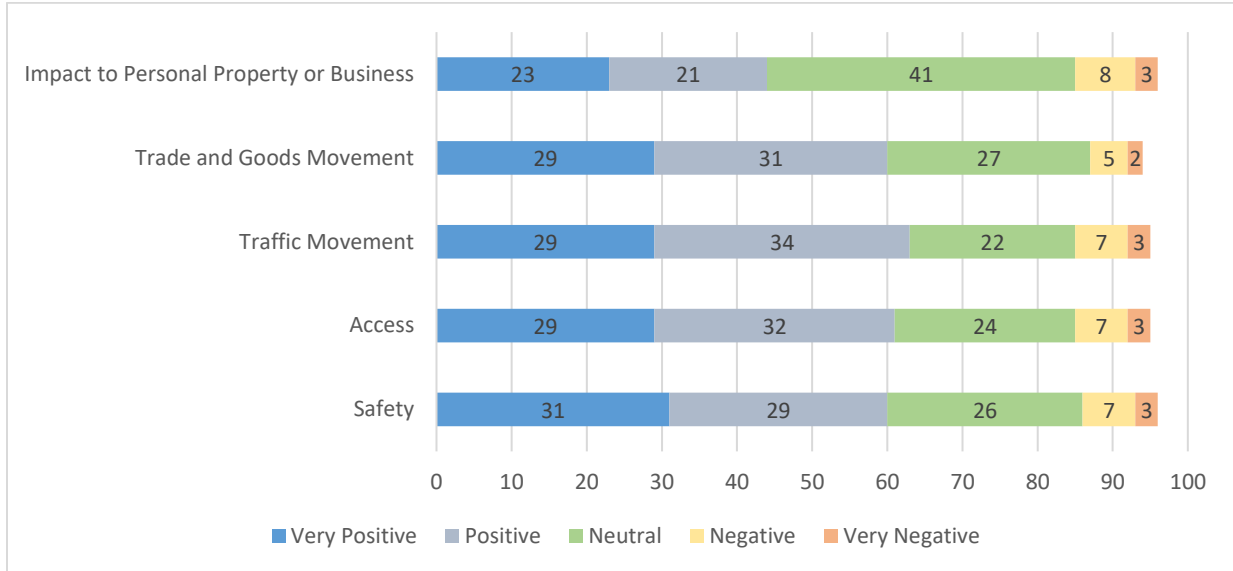


Question 22: Do you have any other comments on Segment 4: PTH 8 (McPhillips Street) to west of PTH 59 (Lagimodiere Boulevard)?

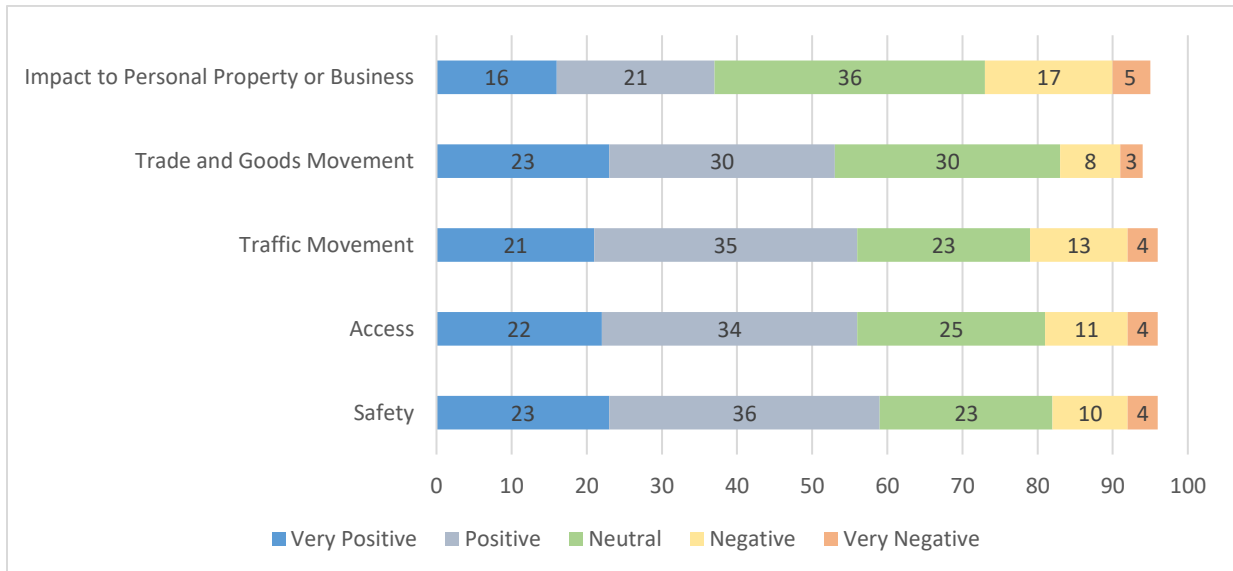
– [Redacted]

Segment 5: East of PTH 59 (Lagimodiere Boulevard) to PTH 1E (Fermor Avenue)

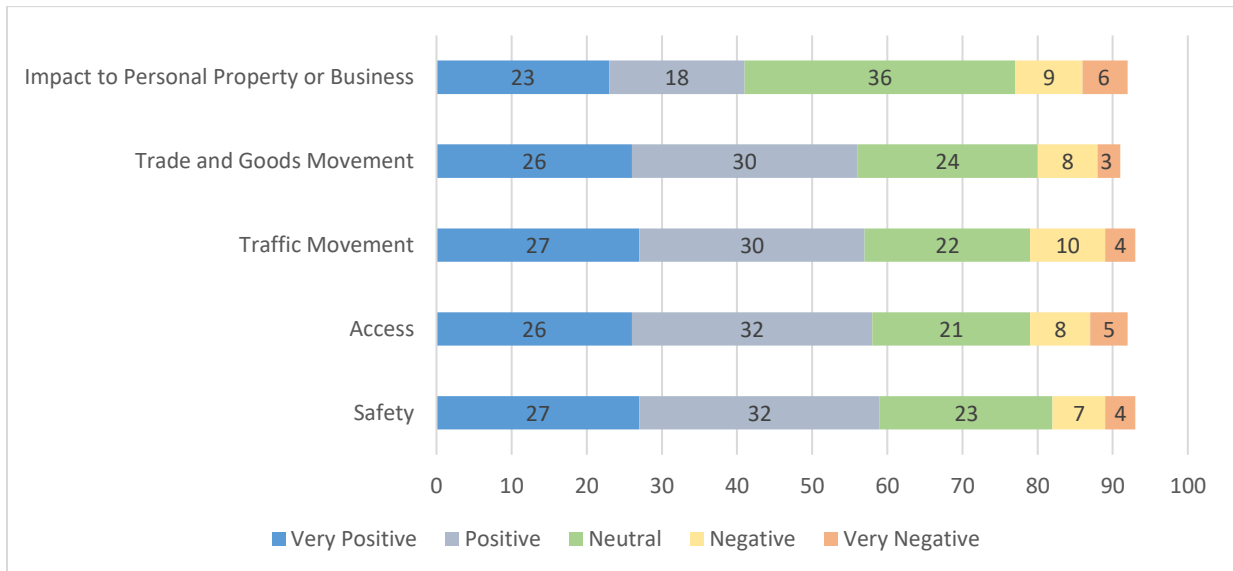
Question 23: At Wenzel Road, Option 1 is to construct a diamond interchange. How would you describe the impact of these changes on the following:



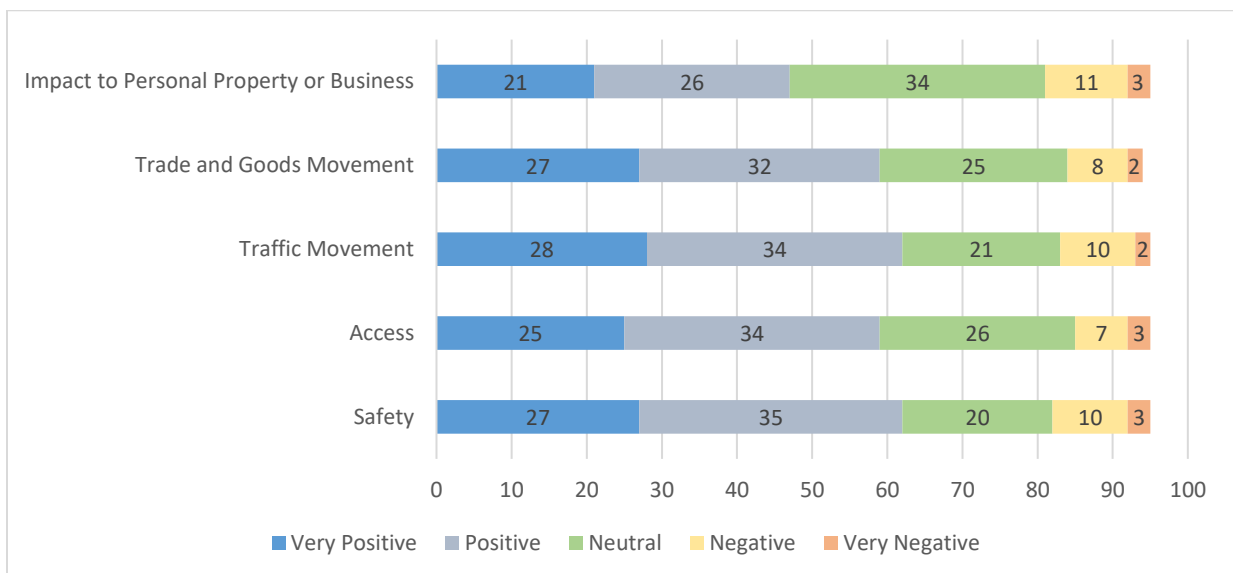
Question 24: At Wenzel Road, Option 2 is to construct a partial cloverleaf. How would you describe the impact of these changes on the following:



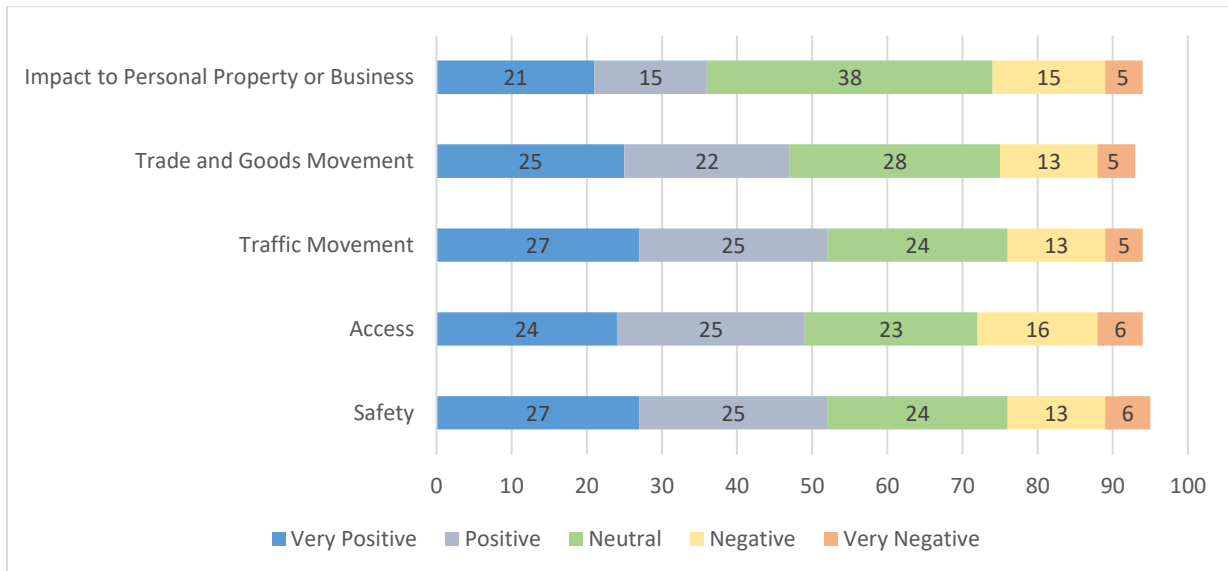
Question 25: At Gunn Road, Option 1 is to construct a diamond interchange. How would you describe the impact of these changes on the following:



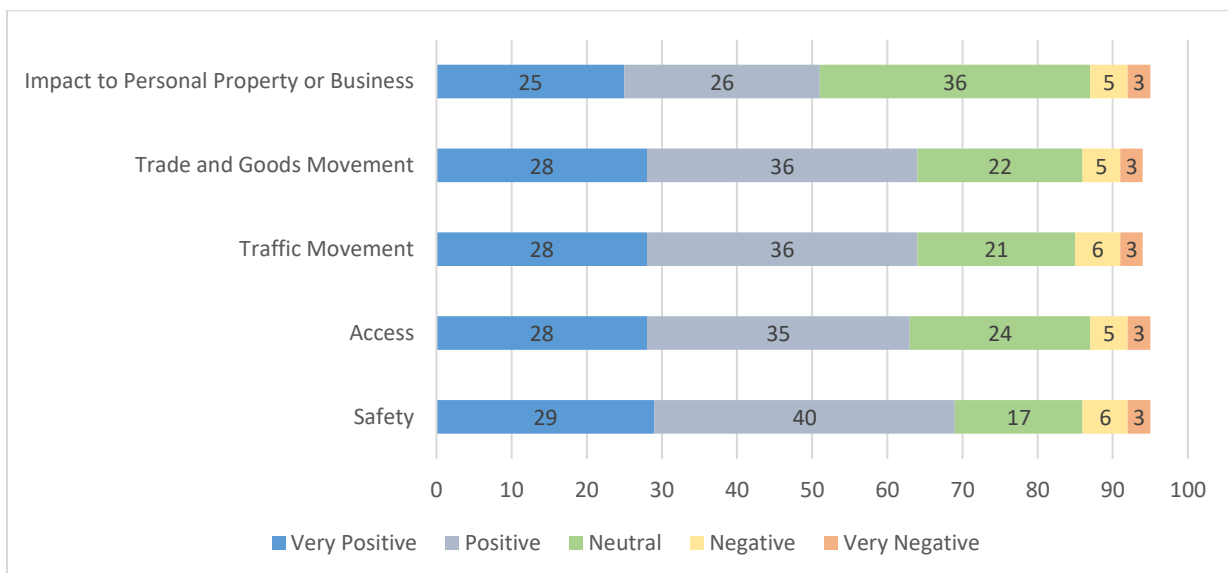
Question 26: At Gunn Road, Option 2 is to construct a partial cloverleaf. How would you describe the impact of these changes on the following:



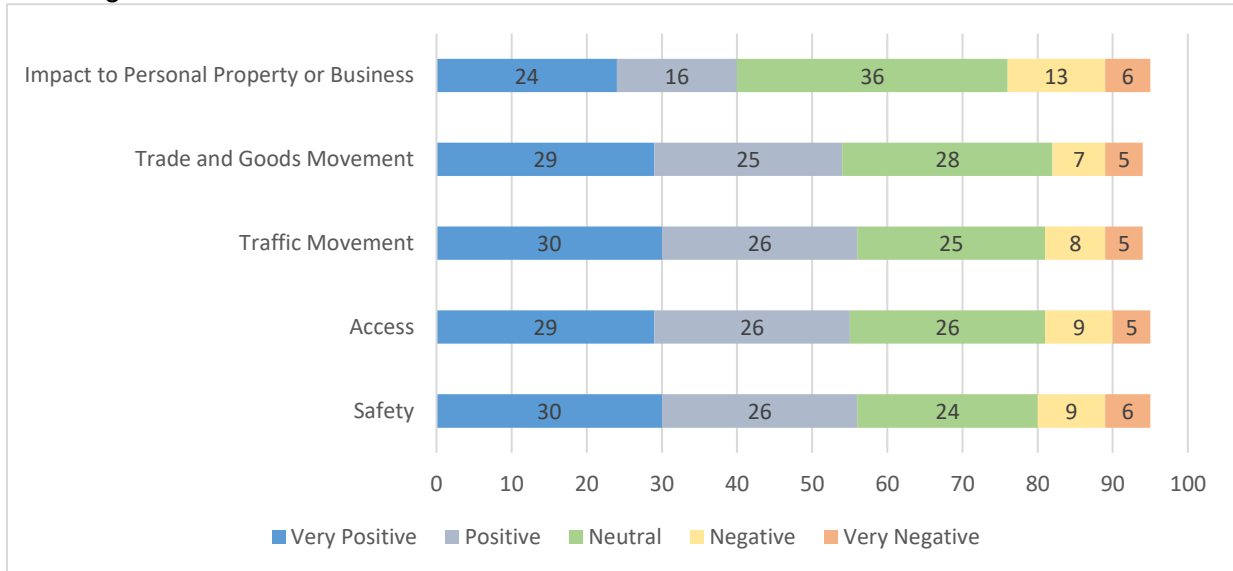
Question 27: At PTH 15 (Dugald Road), Option 1 is to construct a partial cloverleaf combined with a rail underpass. How would you describe the impact of these changes on the following:



Question 28: At PTH 15 (Dugald Road), Option 2 is to construct a partial cloverleaf combined with a rail overpass. How would you describe the impact of these changes on the following:



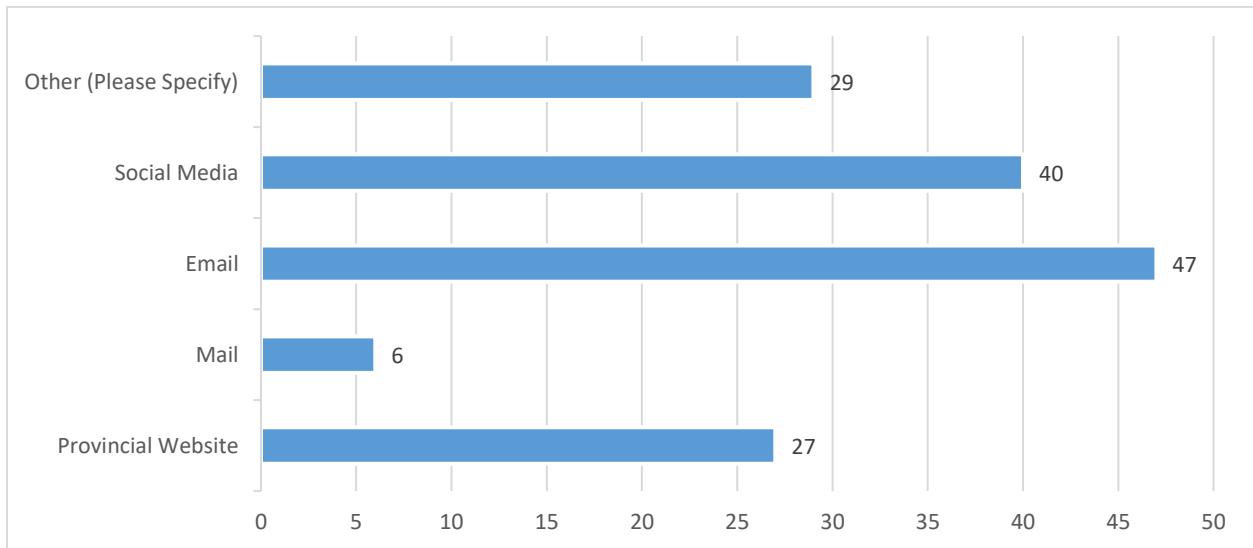
Question 29: At PTH 15 (Dugald Road), Option 3 is to construct a diamond interchange combined with a rail overpass. How would you describe the impact of these changes on the following:



Question 30: Do you have any other comments on Segment 5: East of PTH 59 (Lagimodiere Boulevard) to PTH 1E (Fermor Avenue)?

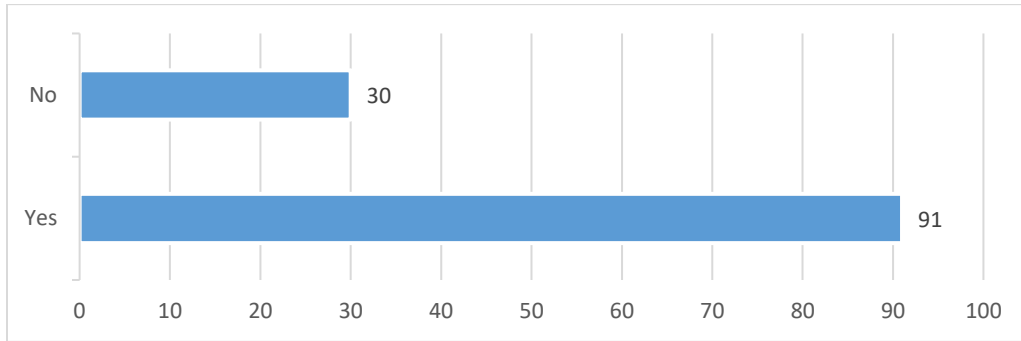
– [Redacted]

Question 31: How did you learn about the study (check all that apply)?



Other (Please Specify): [Redacted]

Question 32: Did the engagement materials provide adequate information on the purpose of this study and the options under consideration?



Question 33: Do you have any other comments regarding the North Perimeter Highway Design Study? Please provide them below:

- [Redacted]