

## PTH 3 Functional Design Study

### Project Overview

Provincial Trunk Highway (PTH) 3 is a major link between the City of Winnipeg (McGillivray Boulevard) and PTH 100, and destinations south of PTH 100. Increasing traffic volumes, in part intensified by commercial and industrial development along the corridor, means that twinning may need to be considered in the short to medium term. The purpose of this study is to develop a functional design and access management plan for twinning PTH 3 from Road 7E to the Winnipeg City Limit.

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 feedback received through engagement throughout the process.

### Alignment Options

The plan will consider options for two main corridor alignments: (1) the existing alignment to connect to McGillivray Boulevard and (2) a realignment to connect to the extension of Bishop Grandin Boulevard (proposed Abinojii Mikanah). Manitoba Transportation and Infrastructure proposes two alignment options for Option 2 – realignment starting west of Road 8E (Option 2A) and realignment starting east of Road 8E (Option 2B).

The short-term plan for all options will include twinning PTH 3 into a four-lane divided roadway with signalized major intersections. Although roundabouts were considered, they would not adequately accommodate the type of vehicular traffic on PTH 3.

The long-term plan for both options is to include an interchange at the intersection of PTH 3 with the extension of William R. Clement Parkway/Bishop Grandin Boulevard (proposed Abinojii Mikanah), and connections to PR 330 and Road 8E at the Perimeter Highway (PTH 100).

### Engagement Overview

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

- The intent of the first phase was to introduce the project, communicate the project's scope and timing, and gather initial feedback on the project including. This phase included municipal council meetings, group stakeholder meetings, Indigenous rights holders meetings, website content through the Manitoba Transportation and Infrastructure website, and a newsletter. This phase was completed in May 2023.

- The intent of the second phase was to present and seek feedback on the design alternatives. This phase included municipal council meetings, group stakeholder meetings, Indigenous rights holder meetings, landowner meetings, online engagement through EngageMB, and a newsletter. This phase was completed in January 2024.
- The third phase will involve presenting the preferred design alternative. This phase will include municipal council meetings, group stakeholder meetings, Indigenous rights holder meetings, online engagement through EngageMB, a newsletter, and meetings with property and business owners. This phase is anticipated to occur in the fall of 2024.

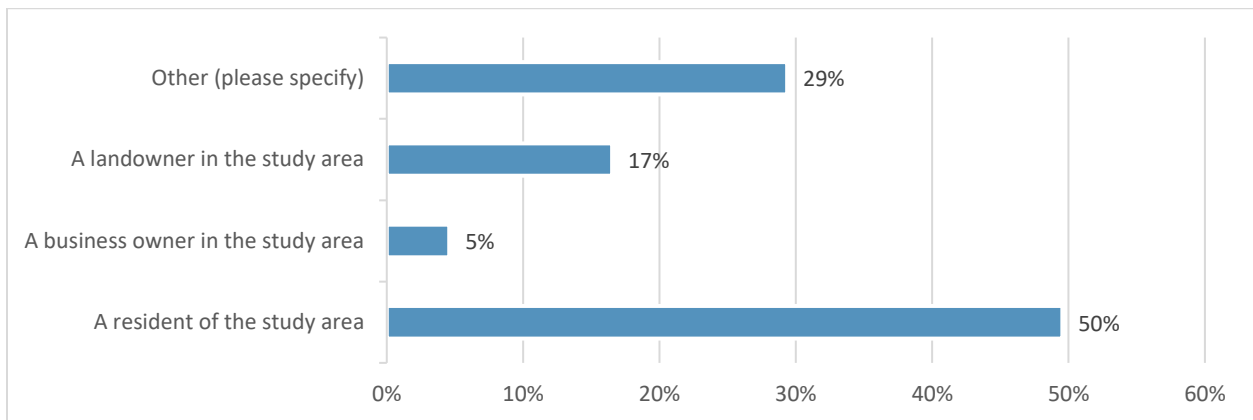
Part of the second phase of public engagement through EngageMB consisted of a questionnaire, which was open for feedback from February 14, 2024 to February 27, 2024. Advertising included direct email notification to individuals who previously participated in stakeholder engagement. The Manitoba government provided a link on their website to direct people to the public online engagement.

The questionnaire requested feedback from the public on the options for the proposed project. The results of the questionnaire will be considered in the evaluation of the options for this project.

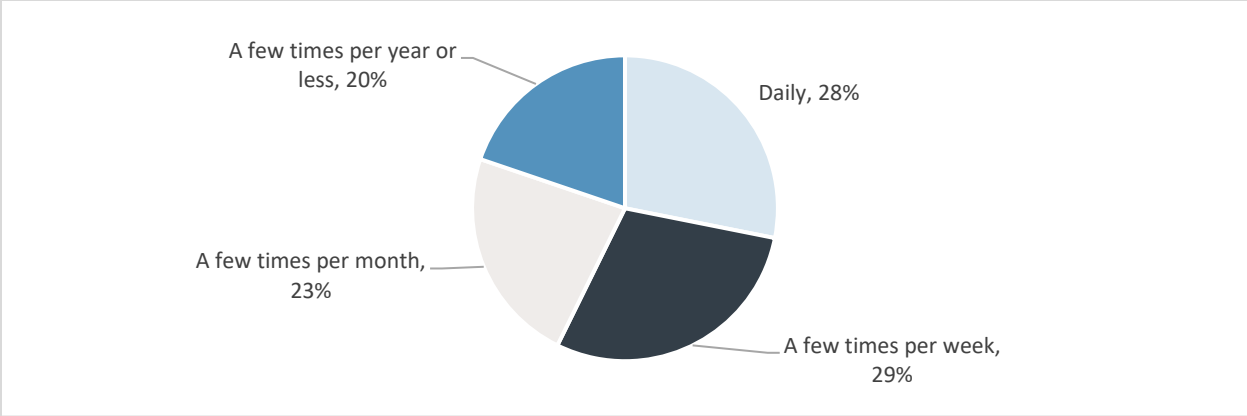
## What We Heard

Manitoba Transportation and Infrastructure received a total of 96 survey responses.

Respondents were asked about their connection to the area as either residents, business owners, or landowners. Of all responses received, 50 per cent indicated they are residents of the study area. Of the 29 percent that selected “other”, the majority responders indicated that they regularly visit or travel through the area.

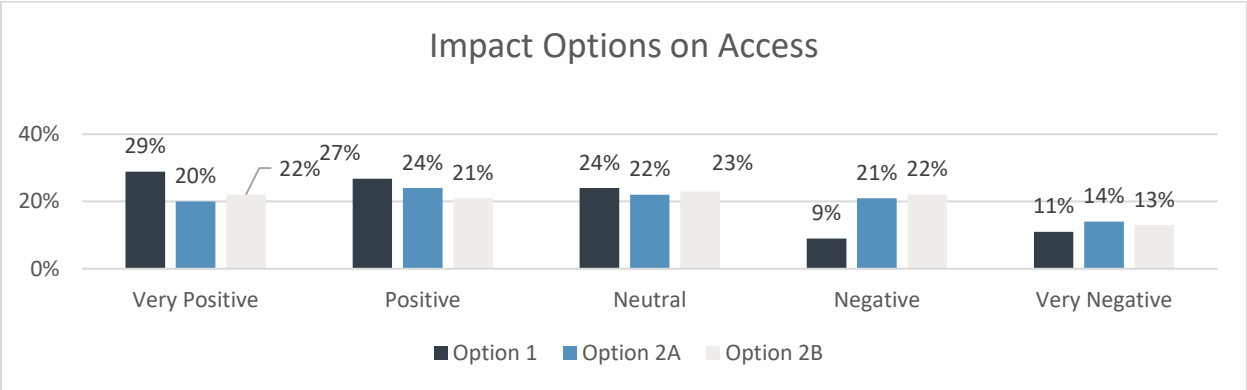


Over a half respondents (57 per cent) travel regularly on PTH 3 anywhere from Road 7E to Brady Road almost every day or a few times per week. The remaining participants travel through the area less frequently.



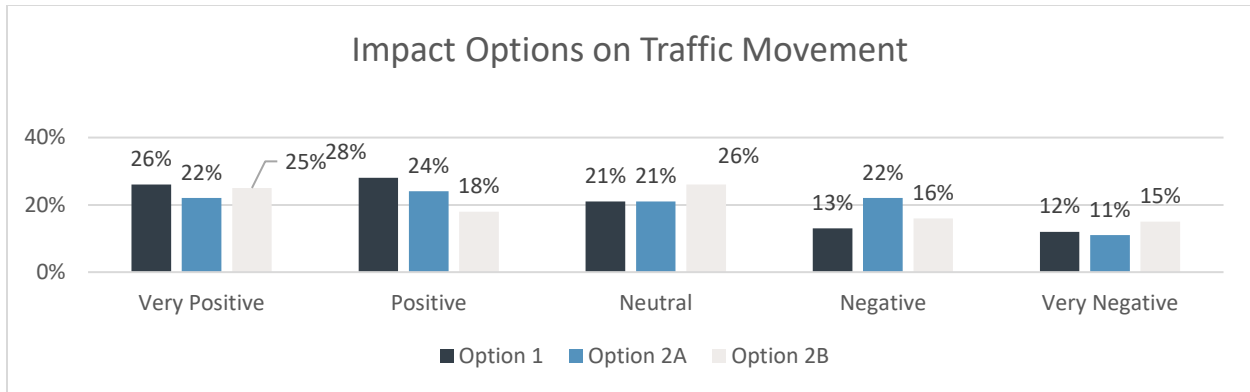
**Impact of Options on Access**

Generally, respondents indicated that Option 1 would have the highest very positive or positive impact on property access (56 per cent) when compared to Option 2A (44 per cent) and 2B (43 per cent). Similarly, only 20 per cent of respondents indicated that Option 1 would have a negative or very negative impact on access, a lower proportion than both Option 2A (35 per cent) and 2B (35 per cent). A near-equal number of respondents indicated a neutral amount of impact on access with any of the options.



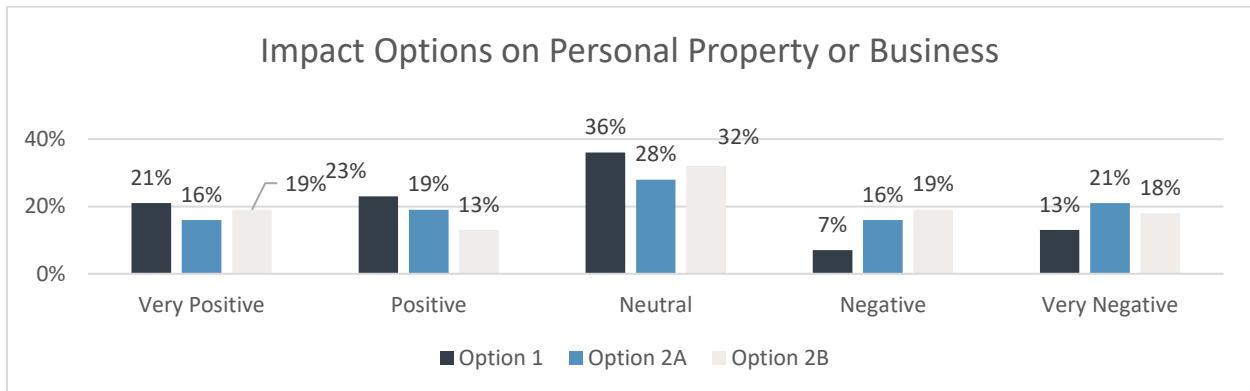
**Impact of Options on Traffic Movement**

Respondents indicated a very similar impact on traffic movement with each option. However, Option 1 was identified as having the greatest combined very positive or positive impact on traffic movement (54 per cent) when compared to Option 2A (46 per cent) and 2B (43 per cent). Similarly, only 25 per cent of respondents indicated that Option 1 would have a negative or very negative impact on traffic movement, a lower proportion than both Option 2A (33 per cent) and 2B (31 per cent).



### Personal Property or Business

Approximately a third of all respondents indicated that there would be a neutral impact on personal property or business with any option. Option 1 was identified as having the most positive or very positive impact (44 per cent) and the least negative or very negative impact (20 per cent) on personal property or business. Almost twice as many respondents (37 per cent) indicated that both Options 2A and 2B would have a negative or very negative impact on personal property or business.



### Overall Project - Additional Comments

In addition, the responders had an opportunity to provide additional comments about each option and the overall project. The comments can be summarized as follows:

- Cost of proposed changes are too significant and should be directed towards other projects/ improvements.
- Twinning the roadway will further encourage urban sprawl and exacerbate high cost of infrastructure.
- Access changes and addition of controlled intersections in all proposed options would improve safety of the existing configuration.
- Concern that traffic lights added at multiple intersections in all proposed options will significantly slow down traffic flow.
- Collaboration is needed with the City of Winnipeg to ensure traffic flow is maintained past Brady Road.
- Concern about the amount of land impacted by proposed options, especially Option 2B.

- Concern that Options 2A and 2B are not effectively directing traffic towards downtown Winnipeg, St. James, and Kenaston areas., Instead both options are directing traffic eastward, which can be achieved by using the Perimeter Highway (PTH 100).
- Respondents noted that active transportation needs are not considered in any of the options - as active transportation infrastructure is outside of provincial jurisdiction, it was explained to stakeholders that this is beyond the scope of this project but safe crossing locations of PTH 3 will be identified as part of this project.

## Next Steps

The information gathered through the EngageMB questionnaire, as well as additional feedback provided by stakeholders, landowners, and the public as part of the overall public engagement process, will be utilized to assist in selecting the preferred option for each corridor alignment. The defined options will be presented to stakeholders and the public in the fall of 2024.

## Active Offer Statement

This information is available in an alternate format on request. Please contact:

[pmb@gov.mb.ca](mailto:pmb@gov.mb.ca)

## Questions?

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