

PTH 101 Functional Design Study

Project Overview

Provincial Trunk Highway (PTH) 101 is part of the ring road originally constructed in the 1950s and 1960s as a bypass route around the City of Winnipeg, and together with PTH 100, is known as the Perimeter Highway – North (PTH 101) and South (PTH 100). Portage Avenue (on the west) and Fermor Avenue (on the east) form the boundaries between PTH 100 and PTH 101.

A functional design study was initiated to develop a plan that will accommodate the future development of the North Perimeter Highway into a fully grade-separated freeway that can ultimately accommodate six lanes. 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 and feedback throughout the process.

The PTH 101 study area is divided into the following five separate segments:

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

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. 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 February 2023.
- The intent of the second phase was to present and seek 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 will involve presenting the preferred options. 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.

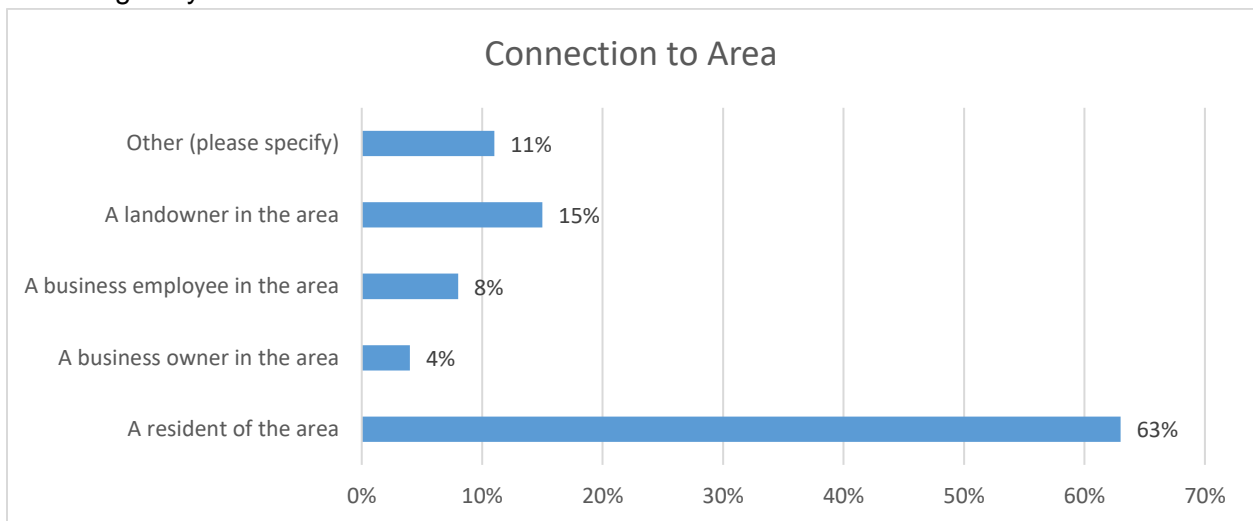
Part of the second phase of public engagement through EngageMB consisted of a questionnaire, which was open for feedback from January 8, 2024, to January 24, 2024. Advertising included direct email notification to individuals who previously participated in stakeholder engagement. The Manitoba government provided a link on their website to direct people to the public online engagement.

The questionnaire requested feedback from the public on the road alignment and interchange options presented for the five separate segments along PTH 101. The results of the questionnaire will be considered in the evaluation of the options.

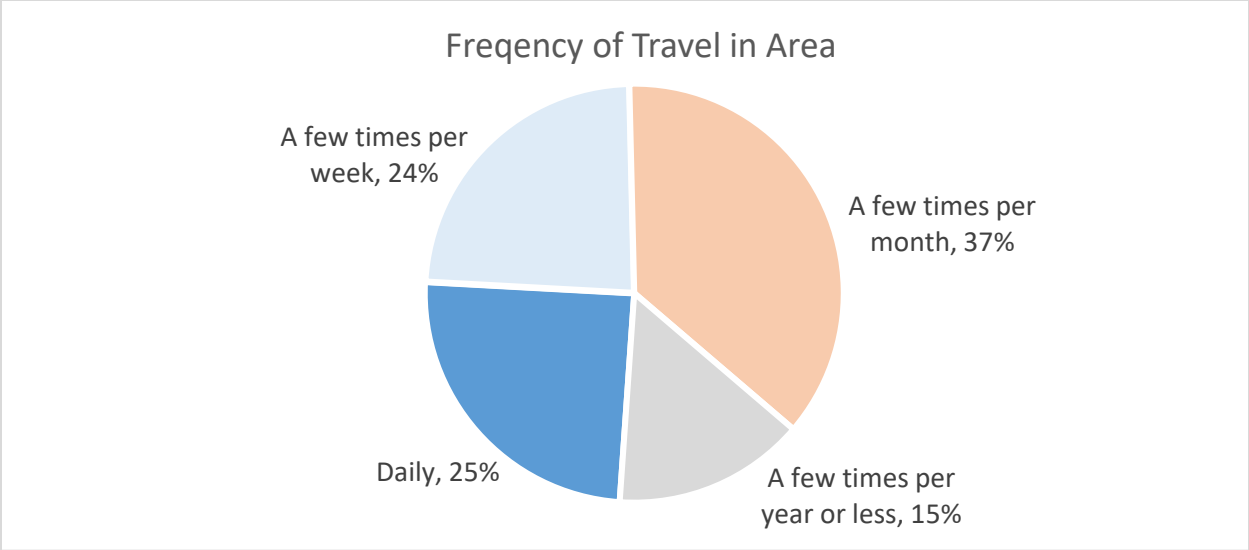
What We Heard

A total of 123 responses were received to the questionnaire.

Respondents were asked about their connection to the area as either residents, business employees or owners, or landowners. Respondents could select more than one option to describe their connection to the area. Of the responses received, 63 percent indicated they are a resident of the area, 15 percent said they were landowners in the area, 8 percent said they were business employees and 4 percent said they were business owners. Of the 11 percent that selected “other”, the majority indicated that they travel on the North Perimeter Highway either regularly or on occasion.

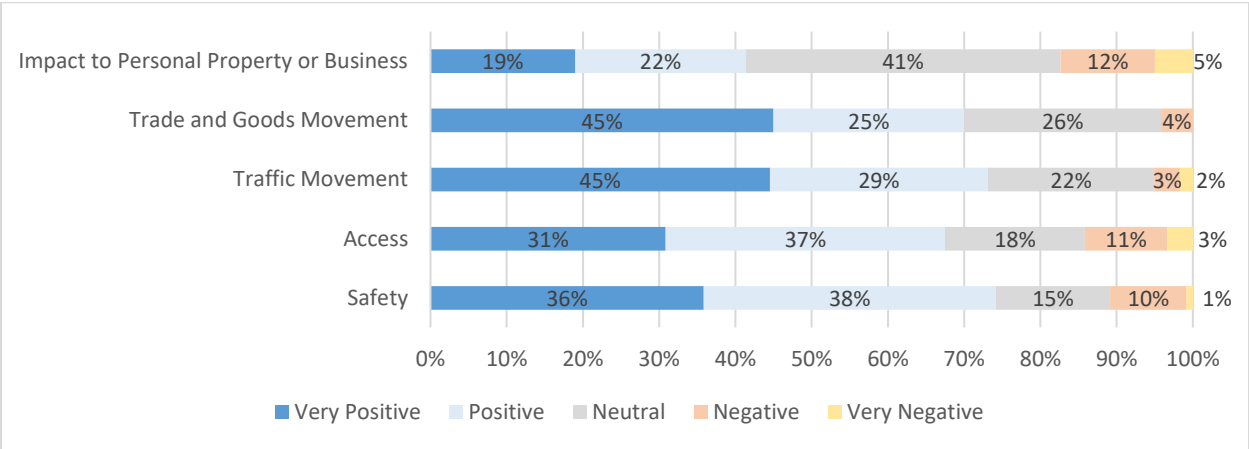


About half of the respondents travel daily (25 percent) or a few times per week (24 percent) on the North Perimeter Highway anywhere from Portage Avenue to Fermor Avenue. The remaining participants travel through this area less frequently.



Personal Impact of Overall Project Plans Presented

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, including 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.



Participants were then asked to rank each option by segment proposed using the same criteria.

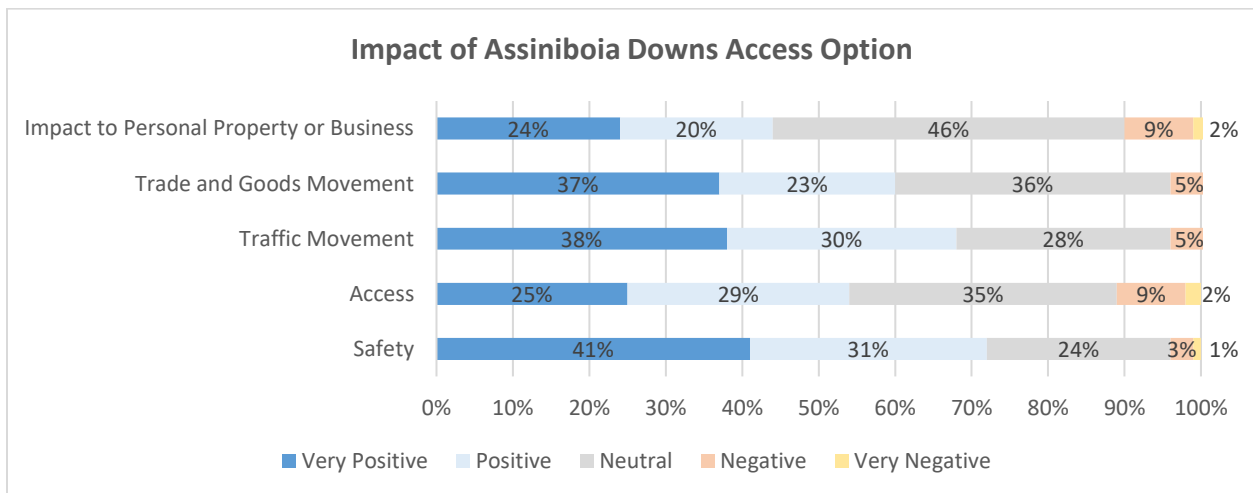
Segment 1: PTH 1 West (Portage Avenue) to PTH 190 (CentrePort Canada Way)

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. Respondents were asked about the personal impact of this access change.

Overall, respondents ranked the design positively except when identifying impact to personal property or business. 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, including for safety (72 percent), access (54 percent), traffic movement (67 percent), and 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



Segment 2: PTH 190 (CentrePort Canada Way) to PTH 6

Respondents were asked about the personal impact of the following interchange options at Road 63N (Selkirk Avenue) and PR 221 (Rosser Road):

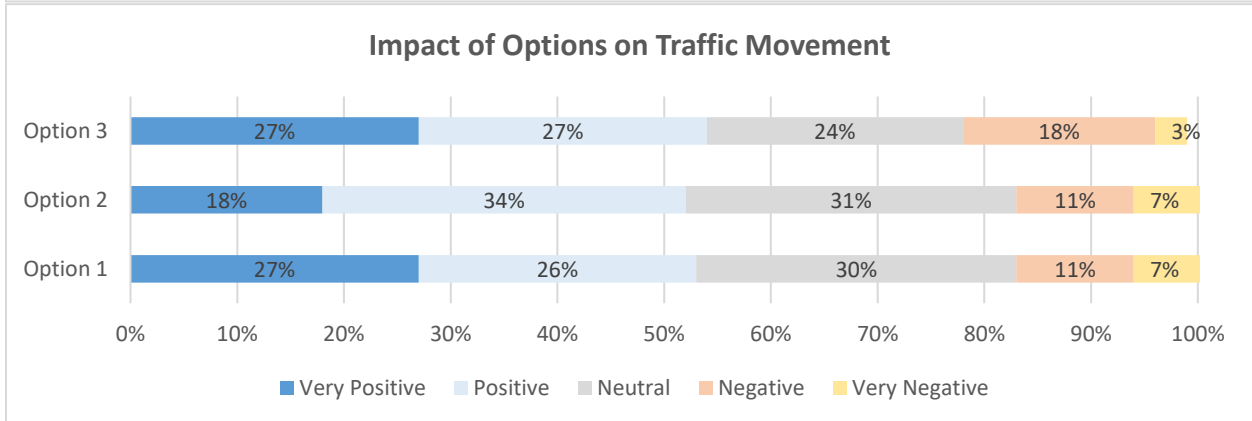
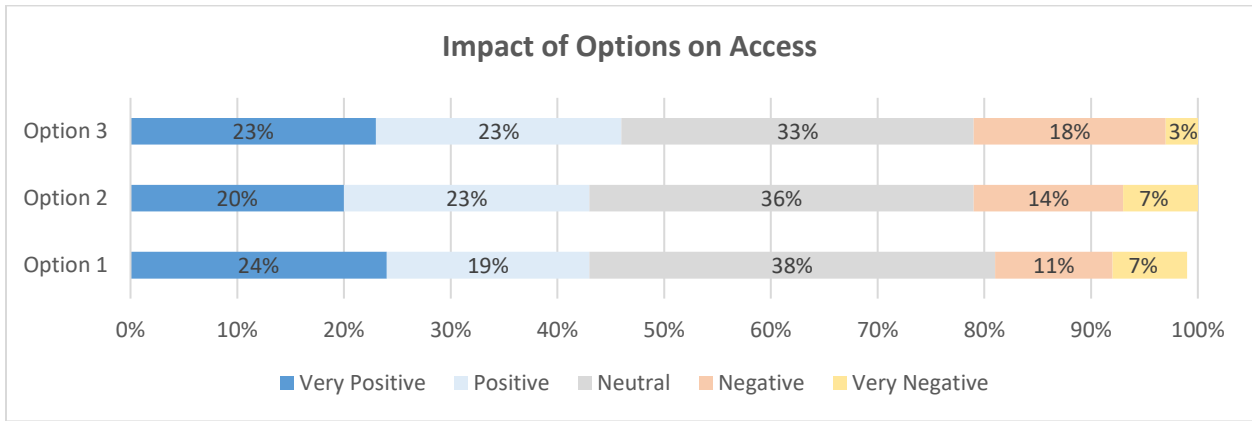
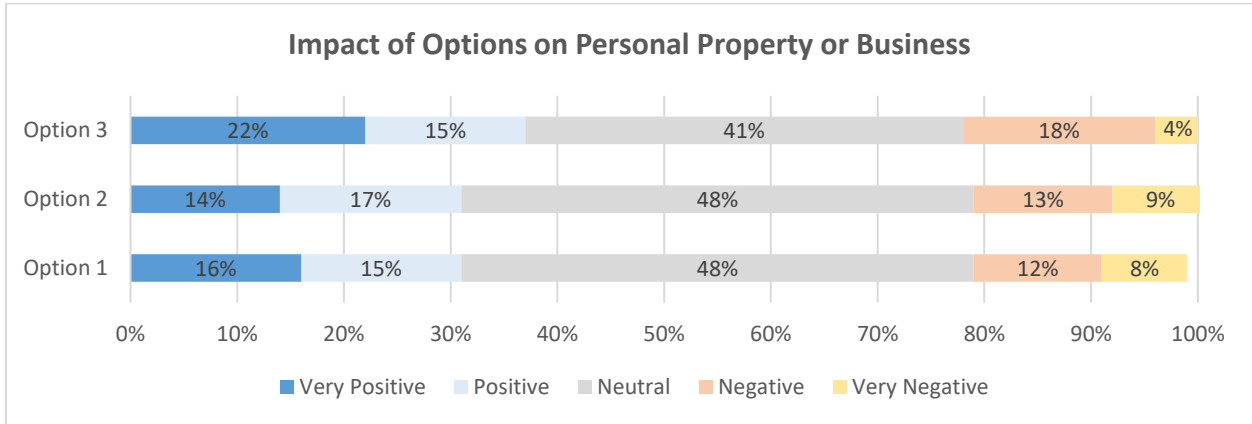
- **Option 1** is to construct a diamond interchange at Road 63N combined with an overpass at PR 221
- **Option 2** is to construct a partial cloverleaf at Road 63N combined with an overpass at PR 221
- **Option 3** is to close Road 63N and construct a partial cloverleaf at PR 221

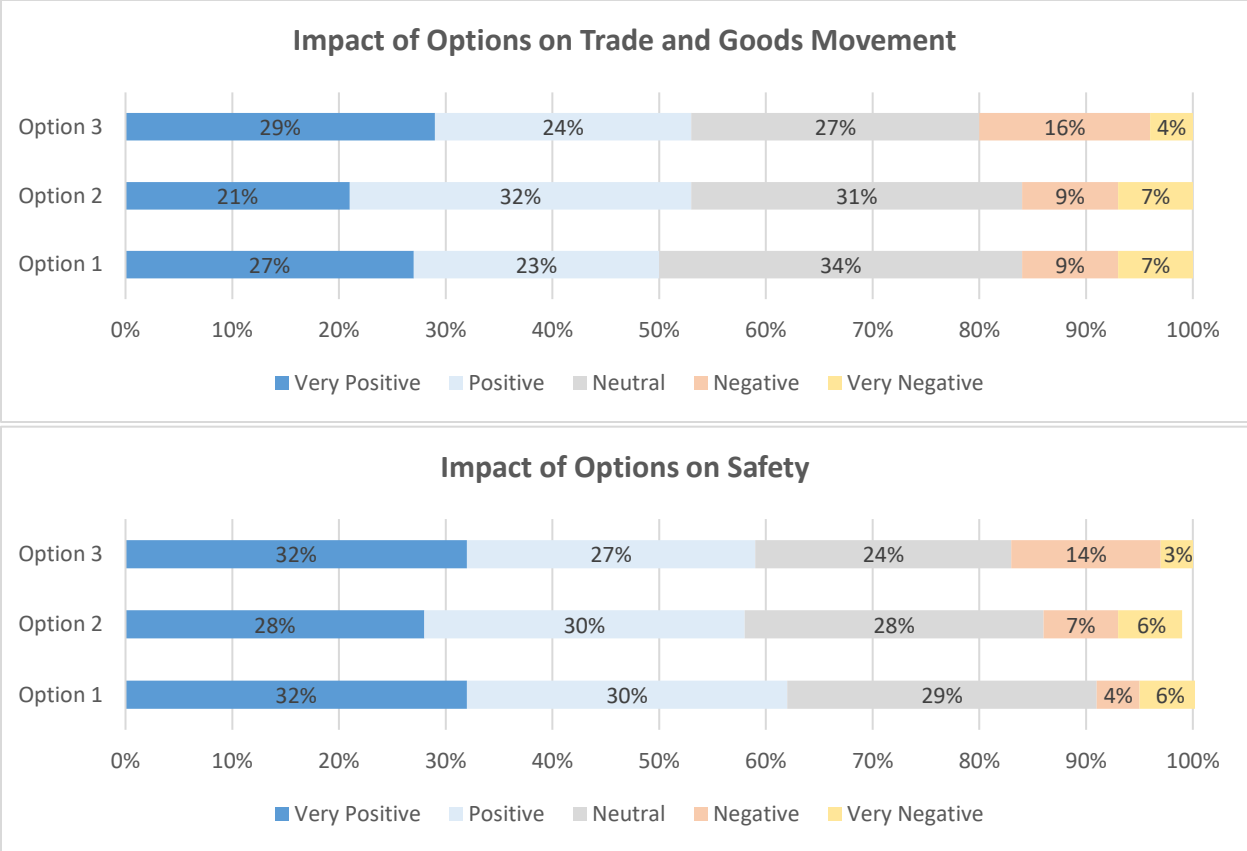
Very positive or positive impact rankings by respondents were highest for Option 3 when identifying impact to personal property or business (37 percent), access (46 percent), and impact to traffic movement (55 percent). Option 3 was ranked equal to Option 2 for very positive or positive impact to trades and goods movement (53 percent) and ranked second to Option 1 in very positive or positive impact to safety (59 percent).

Additional feedback from respondents about the options at Road 63N and PR 221 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
- The 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





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

The third segment encompasses PTH 6 to PR 409 (Pipeline Road), and includes four options for PTH 6 and Sturgeon Road, one option for PTH 7 (Brookside Boulevard), and one option for PR 409 (Pipeline Road). Respondents were asked about the personal impact of interchange options at PTH 6 and Sturgeon Road, PTH 7 and PR 409.

Personal Impact of PTH 6 and Sturgeon Road Options

For PTH 6 and Sturgeon Road, the Options are as follows:

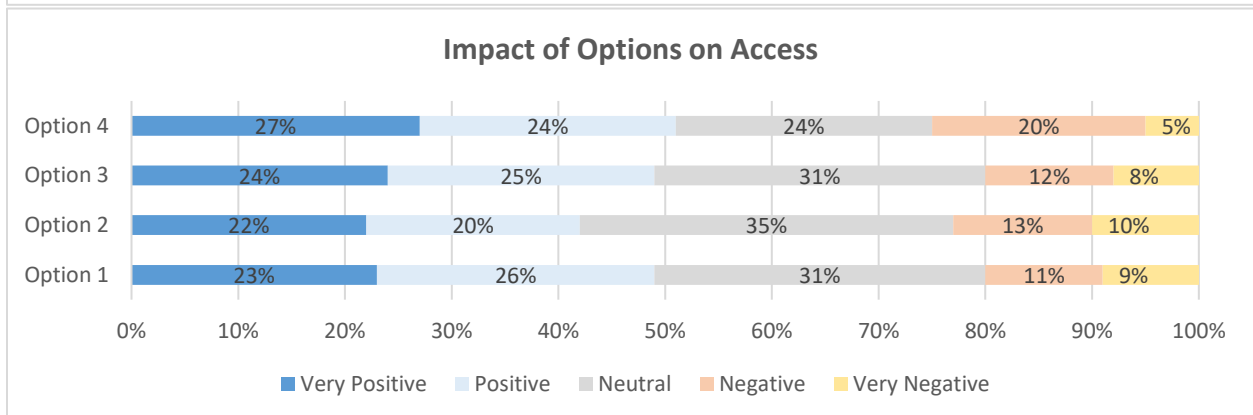
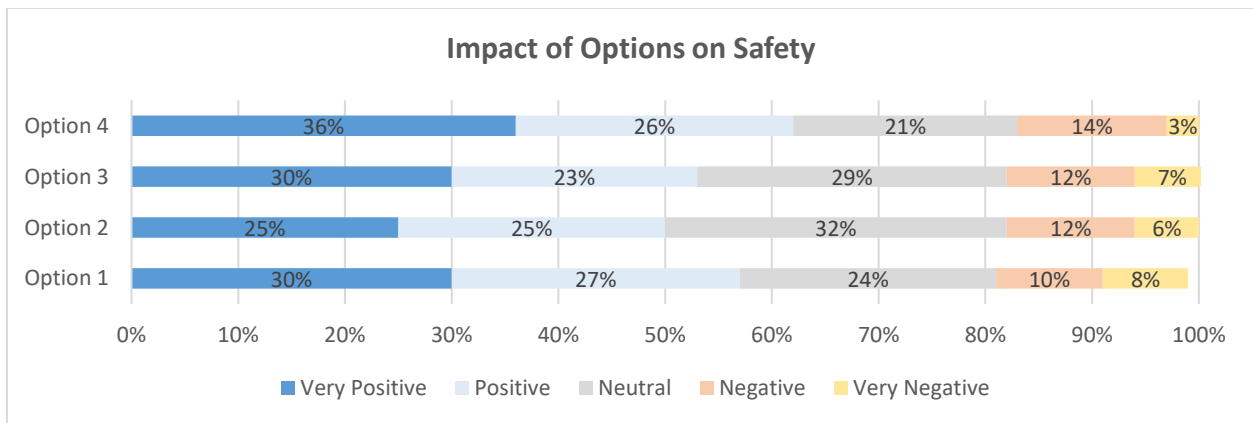
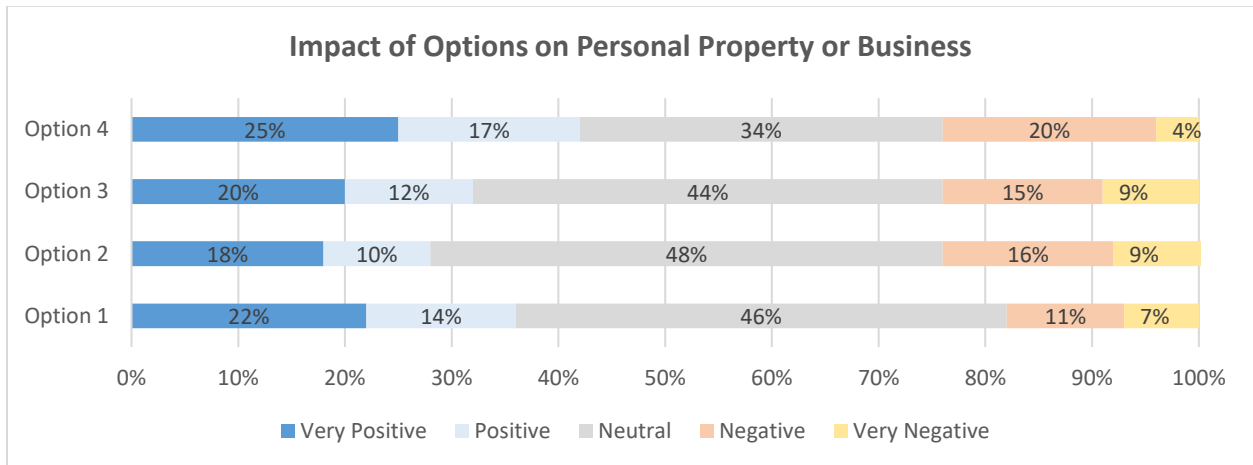
- **Option 1** is to construct a single diamond interchange located between PTH 6 and Sturgeon Road connecting to a roundabout with a rail overpass at the Prairie Dog Central rail line
- **Option 2** is to construct a diamond interchange located west of Sturgeon Road combined with a partial cloverleaf 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

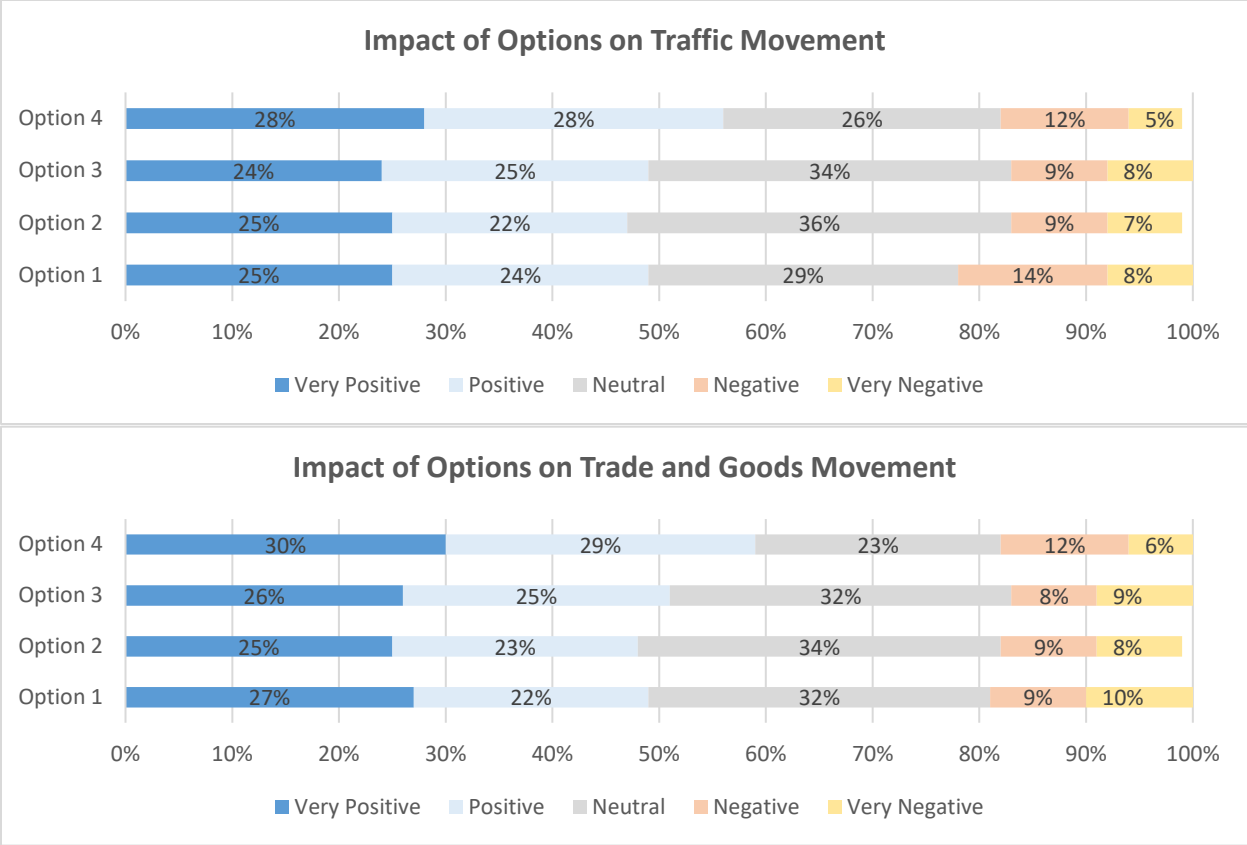
Although all the options were rated highly, the design for Option 4 had the greatest positive or very positive impact rankings by respondents across all criteria for the PTH 6 and Sturgeon Road location. Specifically, Option 4 received very positive or positive ratings by

42 percent of respondents for impact to personal property or business, 62 percent for impact to safety, 51 percent for impact to access, 57 percent for impact to traffic movement, and 59 percent for impact to trades and goods movement.

Additional feedback from respondents about the options for PTH 6 and Sturgeon Road can be summarized as follows:

- Option 4 for PTH 6 and 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

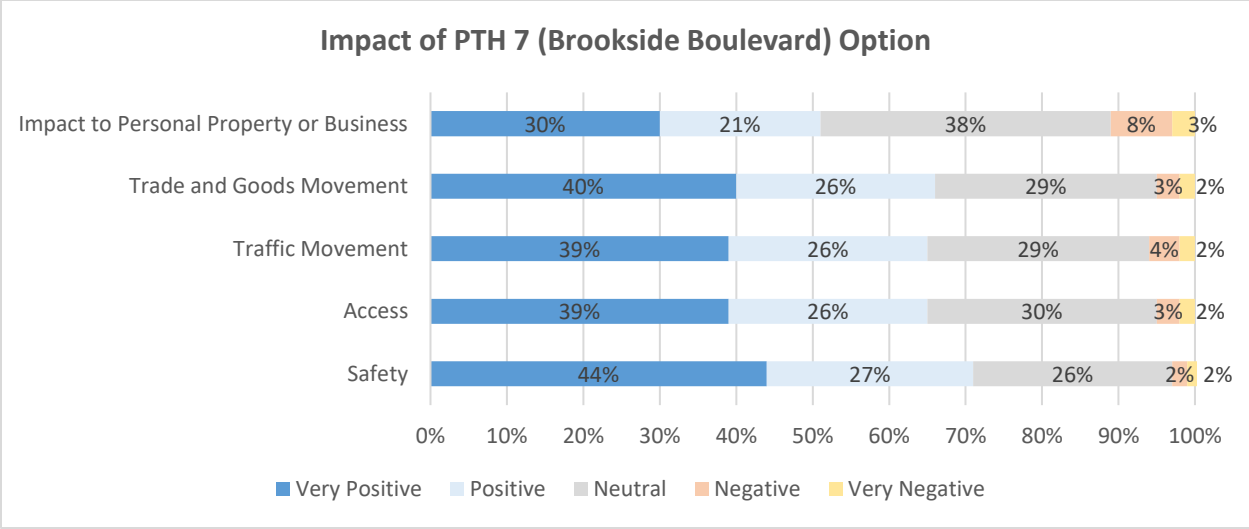




Personal Impact of PTH 7 (Brookside Boulevard) Option

At PTH 7 (Brookside Boulevard) the plan is to construct a semi-direct interchange. Overall, respondents ranked the impact as very positive or positively in all criteria, including for impact to safety (72 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.



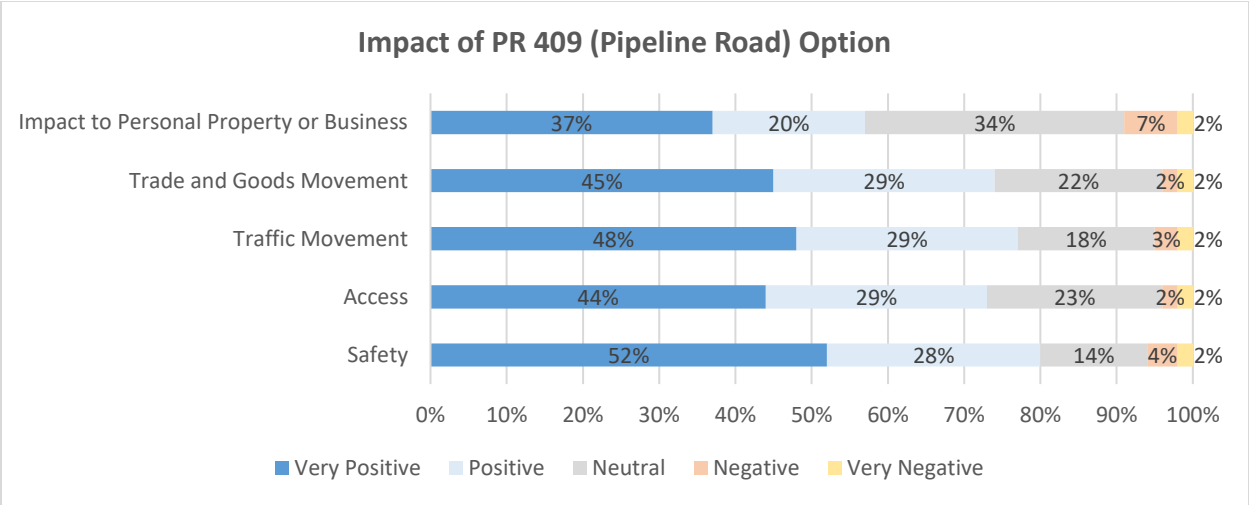
Personal Impact of PR 409 (Pipeline Road) Option

At PR 409 (Pipeline Road) the plan is to construct a diamond interchange.

Overall, respondents ranked the impact as very positive or positively in all criteria, including 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) can be 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



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

The fourth segment encompasses PTH 8 (McPhillips Street) to PTH 59 (Lagimodiere Boulevard) and includes three options for PTH 8 (McPhillips Street) and two options for PTH 9 (Main Street) and PR 204 (Henderson Highway). Respondents were asked about the personal impact of interchange options at PTH 8 (McPhillips Street) and the combined location of PTH 9 (Main Street) and PR 204 (Henderson Highway).

Personal Impact of PTH 8 (McPhillips Street) Options

For PTH 8 (McPhillips Street) the Options are as follows:

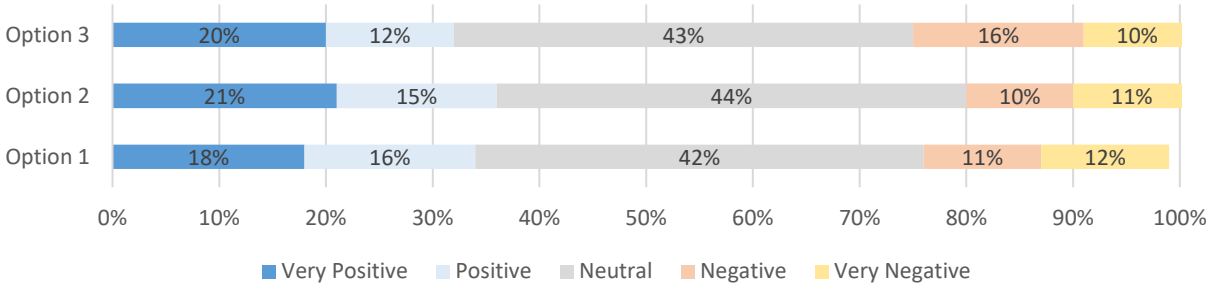
- **Option 1** is to construct a diamond interchange
- **Option 2** is to construct a partial cloverleaf
- **Option 3** is to construct a diverging diamond interchange

The three options were ranked similarly by respondents 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).

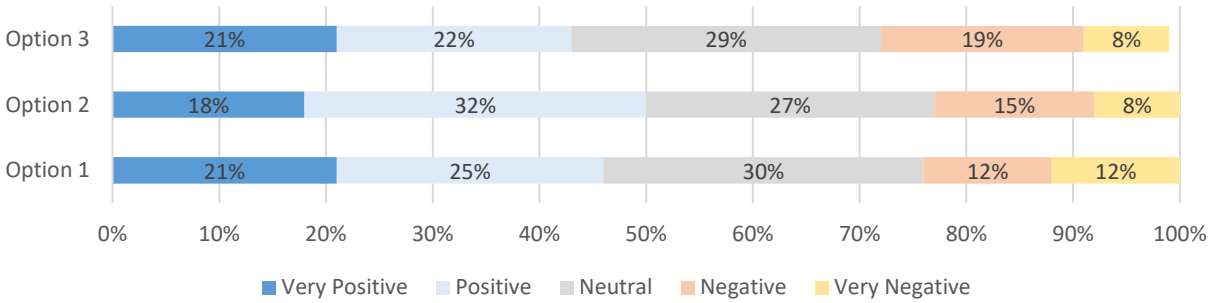
Additional feedback from respondents about the three options for PTH 8 (McPhillips Street) can be summarized as follows:

- 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)

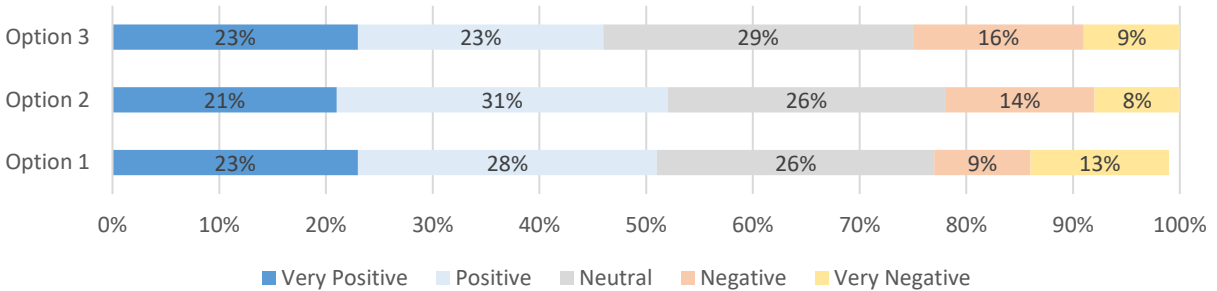
Impact of Options on Personal Property or Business



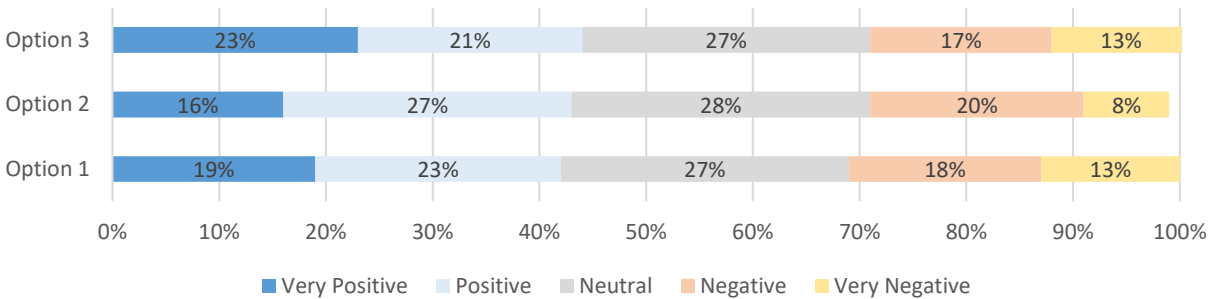
Impact of Options on Access

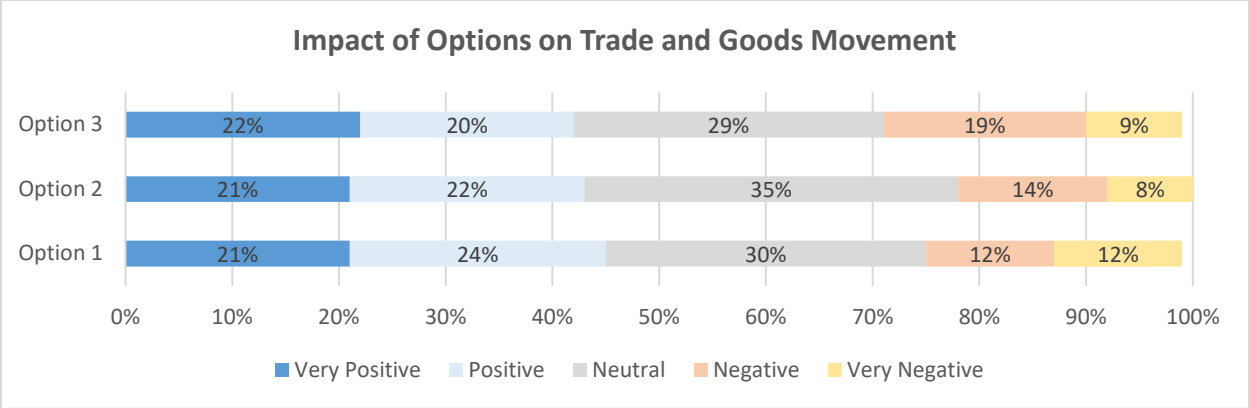


Impact of Options on Safety



Impact of Options on Traffic Movement





Personal Impact of PTH 9 (Main Street) and PR 204 (Henderson Highway) Options

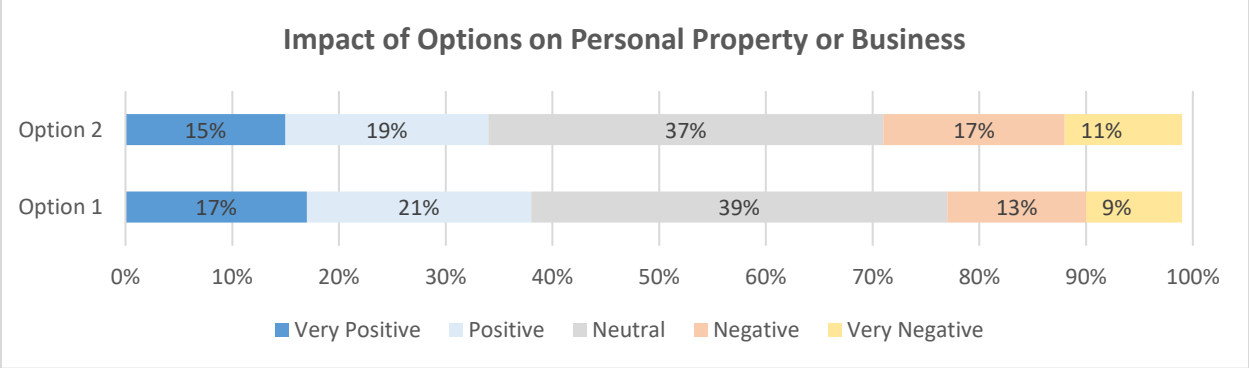
For the combined location of PTH 9 (Main Street) and PR 204 (Henderson Highway):

- **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

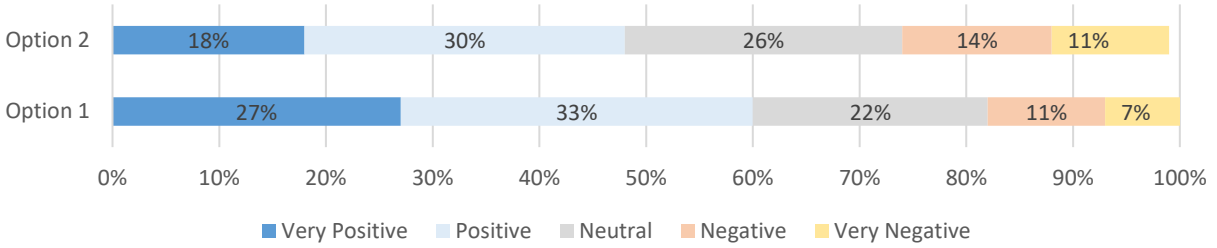
Overall, Option 1 received the most very positive or positive rankings from respondents across all criteria, including for impact to personal property or business (38 percent), safety (61 percent), access (57 percent), traffic movement (57 percent), and trades and goods movement (58 percent).

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

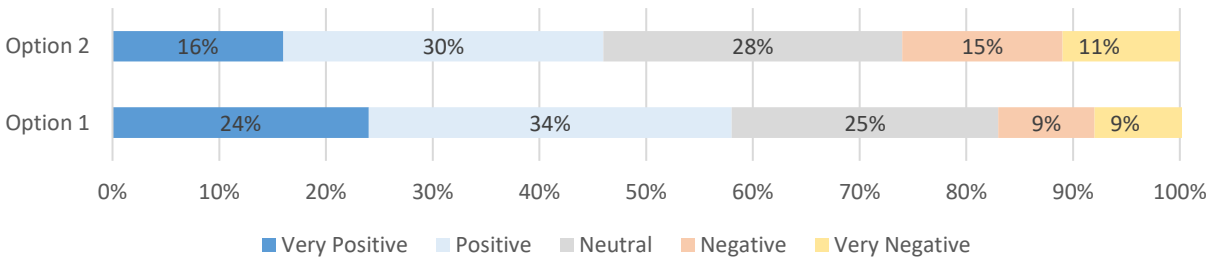
- Sound barriers are desired for residential areas around PTH 9
- The desire to provide adequate active transportation connections over the river and on PTH 9 as the surrounding land use is predominantly residential
- The closure of Sperring Road will have a significant impact to adjacent local roads 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



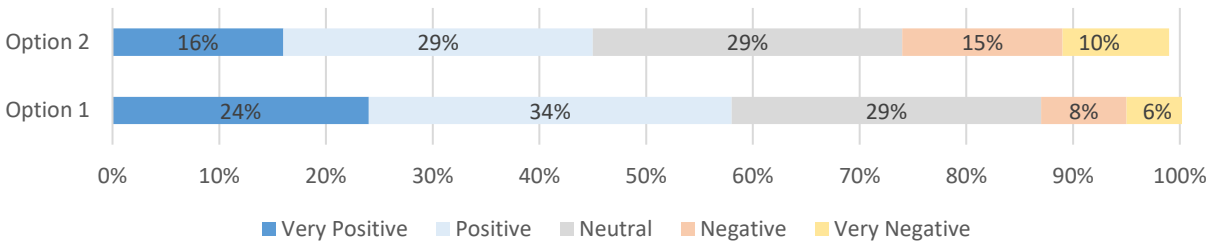
Impact of Options on Safety



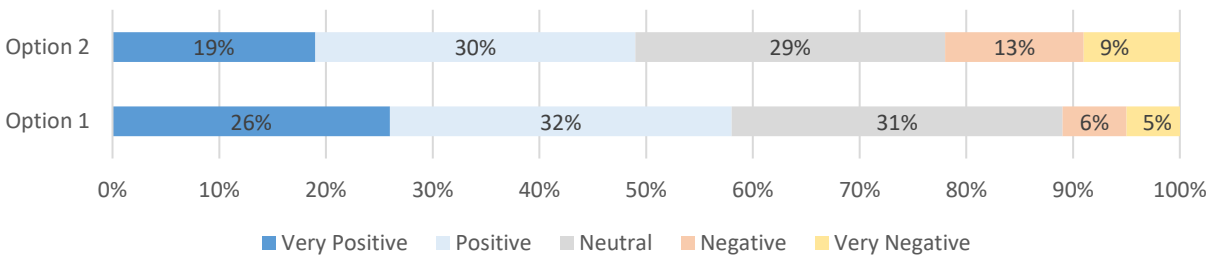
Impact of Options on Access



Impact of Options on Traffic Movement



Impact of Options on Trade and Goods Movement



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

Segment five extends from east of PTH 59 (Lagimodiere Boulevard) to PTH 1E (Fermor Avenue) and includes two options for Wenzel Road, two options for Gunn Road and three options for PTH 15 (Dugald Road). Respondents were asked about the personal impact of interchange options at Wenzel Road, Gunn Road and PTH 15 (Dugald Road).

Personal Impact of Wenzel Road Options

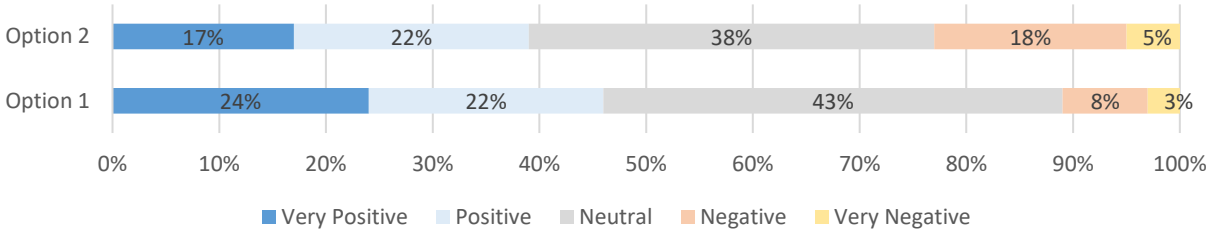
The Options for Wenzel Road are as follows:

- **Option 1** is to construct a diamond interchange
- **Option 2** is to construct a partial cloverleaf

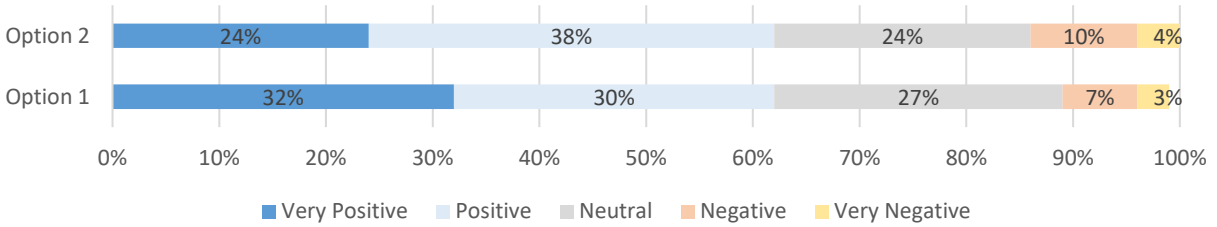
Overall, Option 1 received the most very positive or positive rankings from respondents across all criteria, including for impact to personal property or business (46 percent), safety (63 percent), access (64 percent), traffic movement (66 percent), and trades and goods movement (64 percent).

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.

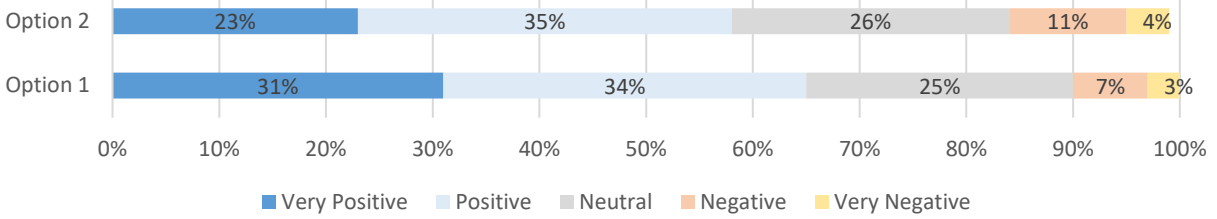
Impact of Options on Personal Property or Business

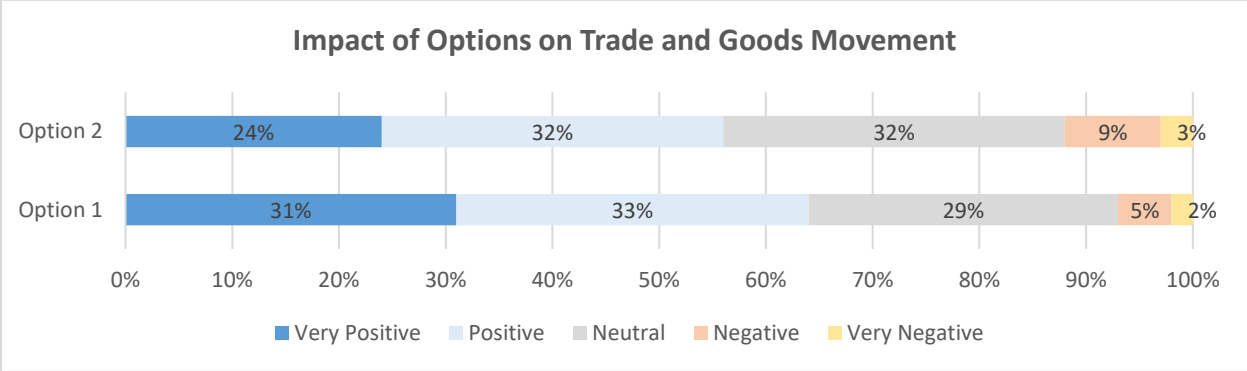
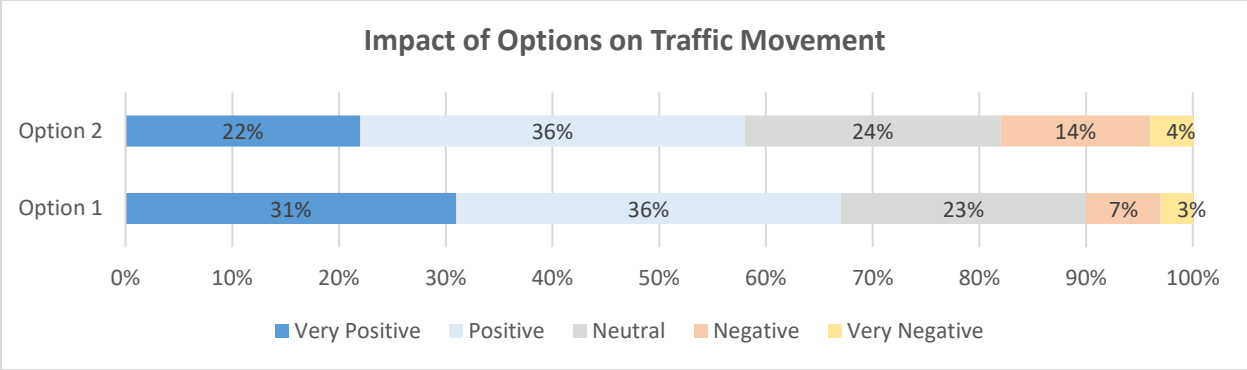


Impact of Options on Safety



Impact of Options on Access





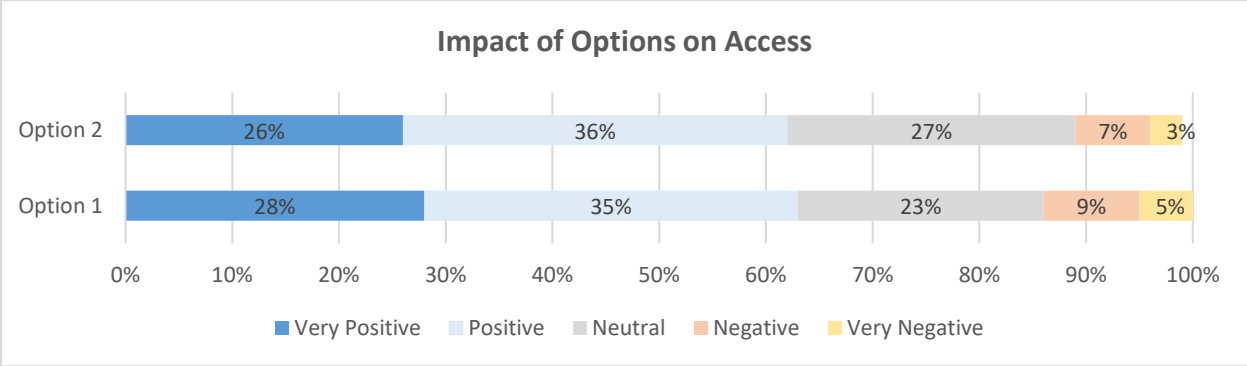
Personal Impact of Gunn Road Options

The Options for Gunn Road are as follows:

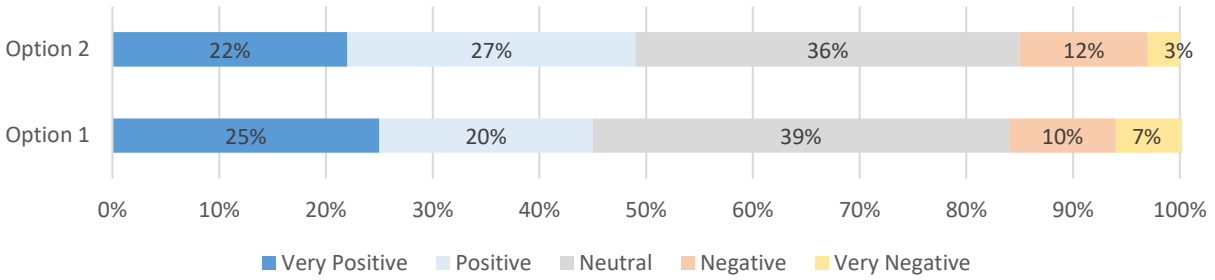
- **Option 1** is to construct a diamond interchange
- **Option 2** is to construct a partial cloverleaf

Overall, Option 2 received the most very positive or positive rankings from respondents, except for impact to access (62 percent) which was slightly lower than Option 1 (63 percent). For all other criteria, Option 2 ranked highest, including for impact to personal property or business (49 percent), safety (65 percent), traffic movement (65 percent), and trades and goods movement (63 percent).

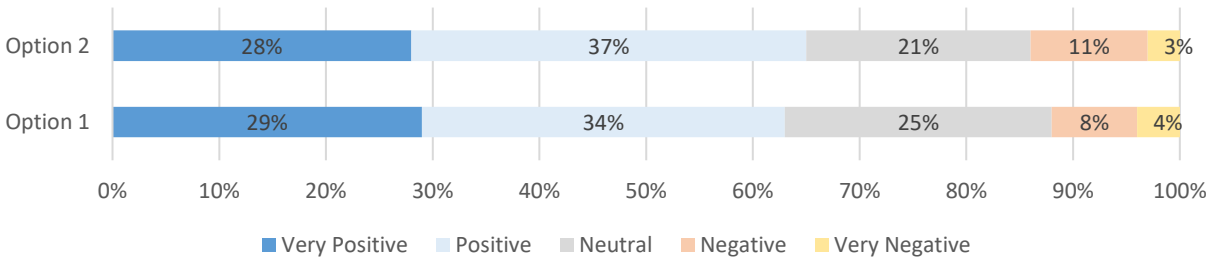
Additional feedback from respondents about the two options for Gunn Road included that an active transportation connection over PTH 101 to the Duff Roblin Trailhead should be provided.



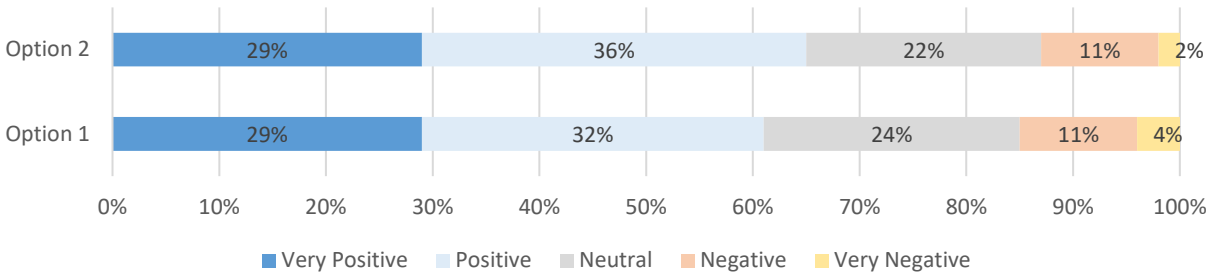
Impact of Options on Personal Property or Business



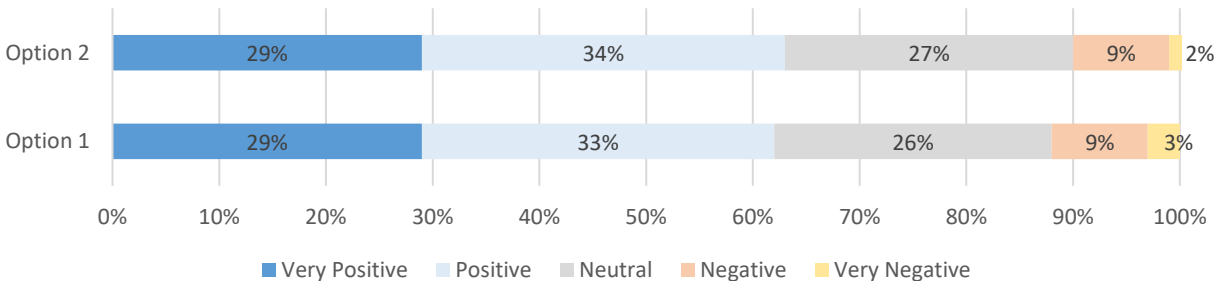
Impact of Options on Safety



Impact of Options on Traffic Movement



Impact of Options on Trade and Goods Movement



Personal Impact of PTH 15 (Dugald Road) Options

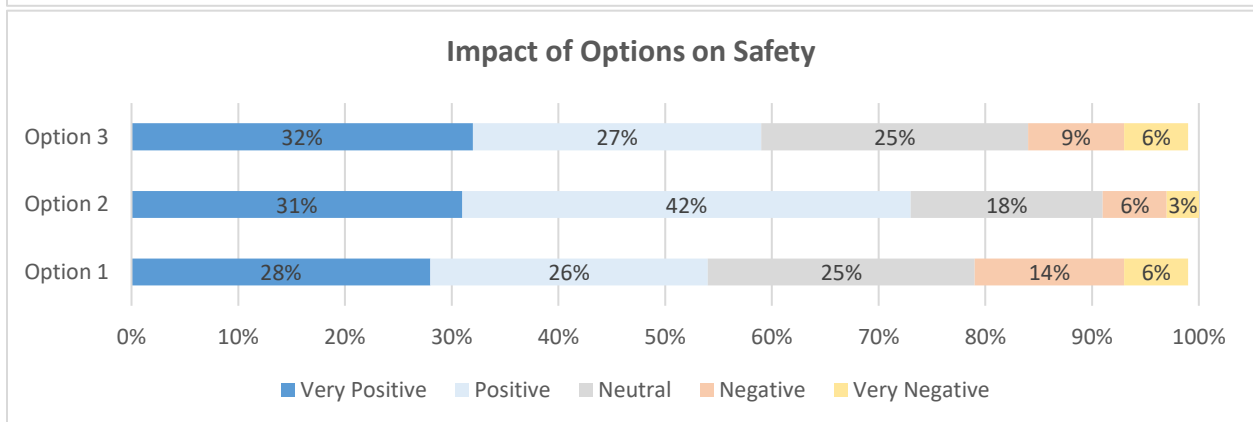
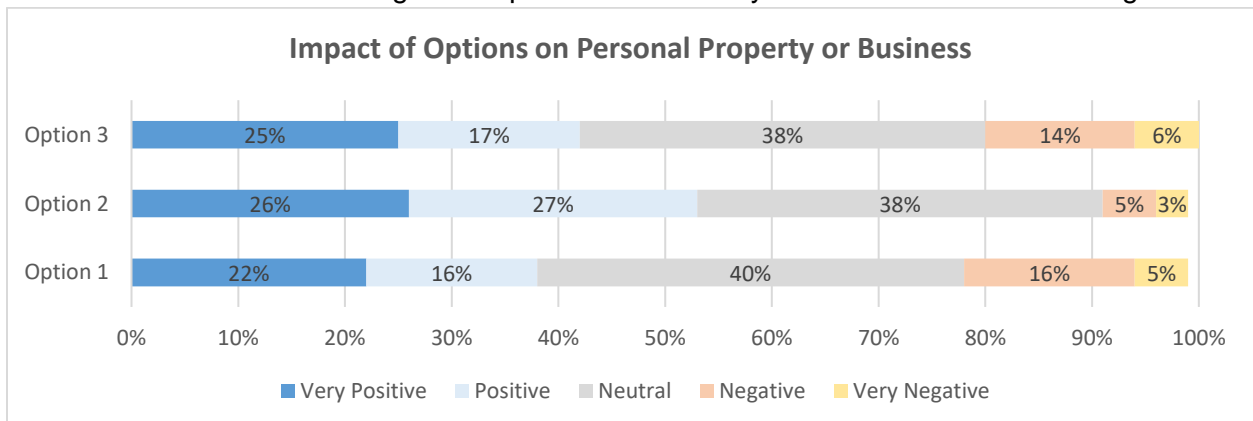
The Options for PTH 15 (Dugald Road) are as follows:

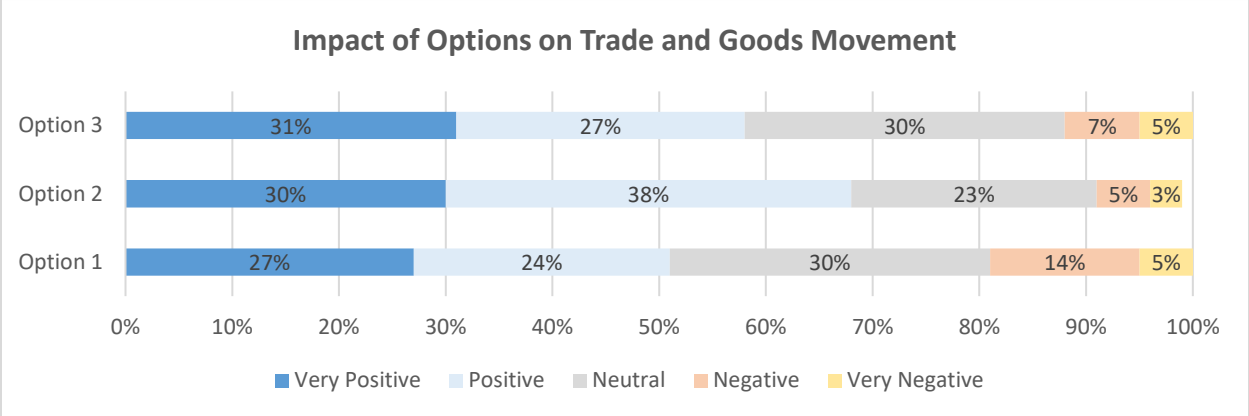
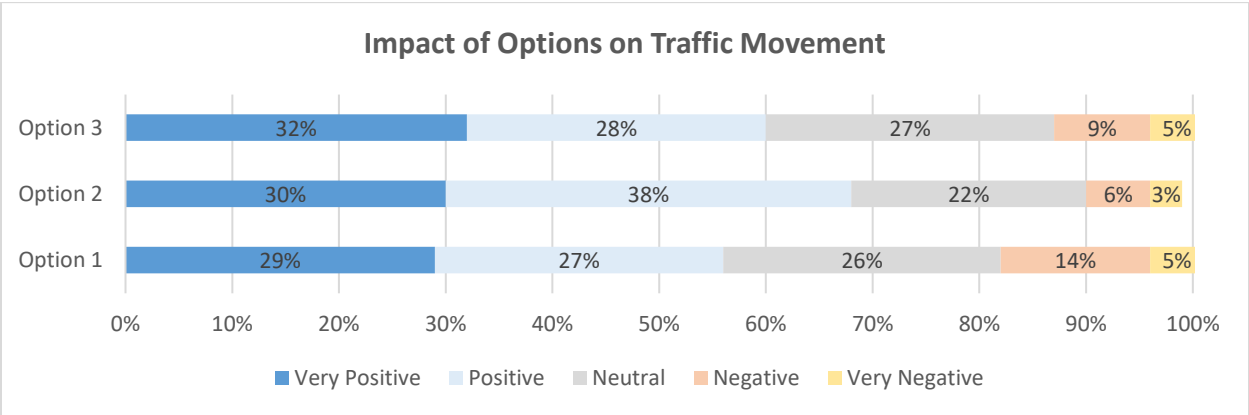
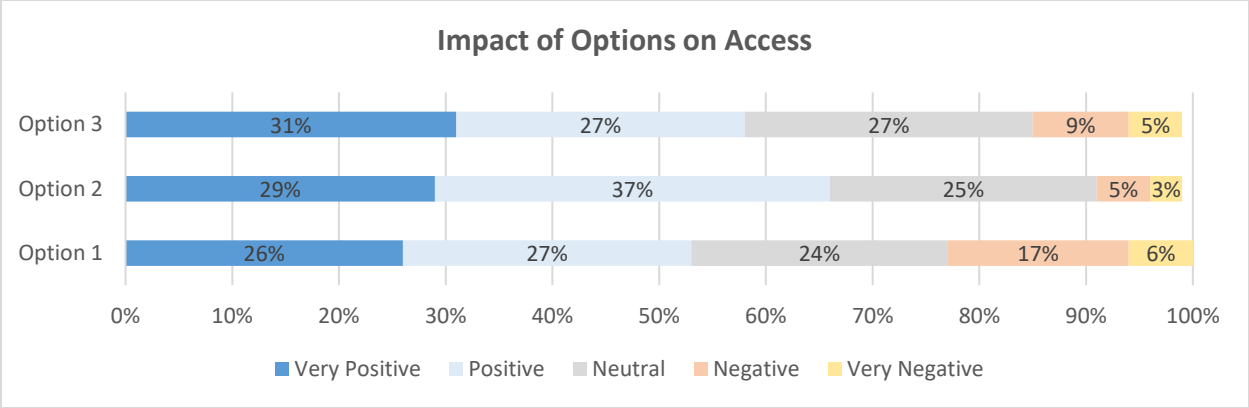
- **Option 1** is to construct a partial cloverleaf combined with a rail underpass
- **Option 2** is to construct a partial cloverleaf combined with a rail overpass
- **Option 3** is to construct a diamond interchange to the south combined with a rail overpass

Overall, Option 2 received the most very positive or positive rankings from respondents across all criteria, including 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 Road) can be 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





Overall Project - Additional Comments

All respondents were provided the opportunity to supply additional comments about the overall project. The comments can be 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 as part of the project.

- 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

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 interchange location. The preferred options selected 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

Questions?

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