

Phase 2: Perimeter Safety Review

Project Overview

Over the next 10 years, Manitoba will be recognized as a national transportation hub, linking east to west, north to south and enabling strong economic activity within and across our borders to: Enhance transportation mobility and connectivity; ensure safety and reliability across the highway network; enable industry expansion that leverages Manitoba's diverse economy; and build climate resiliency.

Following Phase 1 of the Perimeter Safety Review, which reviewed safety on the South Perimeter Highway (PTH 100) beginning in 2018, the Manitoba government is looking to make safety improvements to the North Perimeter Highway (PTH 101) as part of our vision for a safe, freeway-status Perimeter Highway that serves as an International Trade Hub. Manitoba Infrastructure has been making safety improvements to the South Perimeter Highway over the past several years and is seeking feedback from the public on improvements for the North Perimeter Highway.

The primary goal of the project is to improve safety for users of the highway by removing unsafe median openings and stop sign-controlled accesses while balancing the need for residents to access their homes and local businesses.

Engagement Overview

This engagement is part of the overall engagement plan for the Perimeter Highway. Previous engagement sessions began in 2018 for Phase 1 of the Perimeter Safety Review and the South Perimeter Design Study. In addition to public engagements, the department has consulted with a variety of key stakeholders such as landowners, business owners and local municipal governments, including the City of Winnipeg. Stakeholder consultations are ongoing.

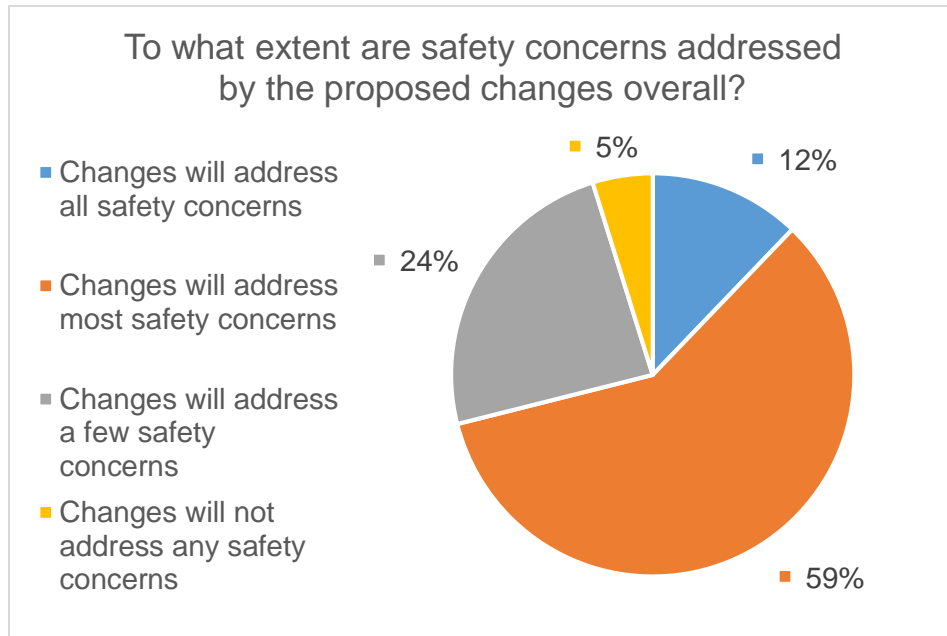
The public was invited to review a presentation for Phase 2: Perimeter Safety Review on EngageMB and then complete a survey, which was open for feedback from March 22 to April 10, 2021. In addition to the March 22, 2021 news release, the engagement was advertised through local government websites and social media.

The presentation outlined why safety improvements are necessary and provided an overview of the recommended improvements. The survey invited feedback on eight segments as well as on the project plan overall.

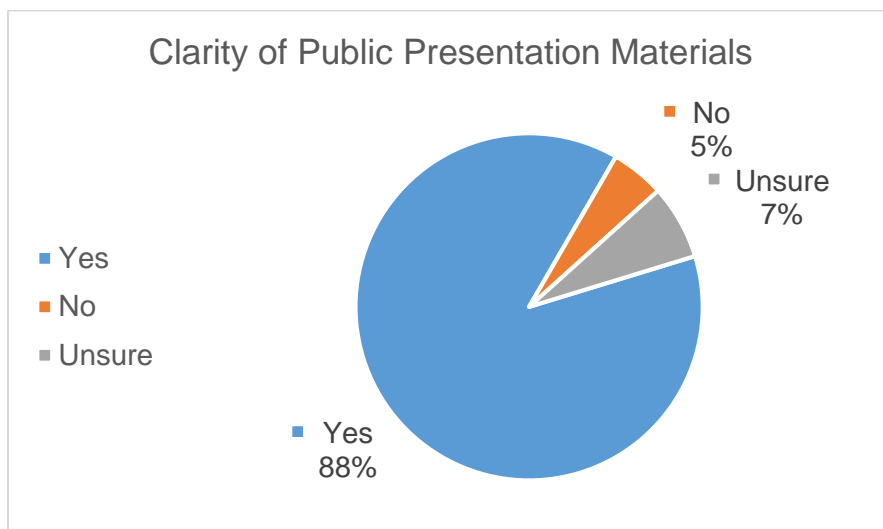
Results

The EngageMB project site was visited by 2,707 people and the survey was completed by 1,224 people.

While the majority of survey participants, 71 per cent, expressed that they believe the proposed safety improvements will address all or most safety concerns on the North Perimeter Highway, a number of comments revealed opportunities for the department to provide better information to the public regarding specific locations and the project overall.



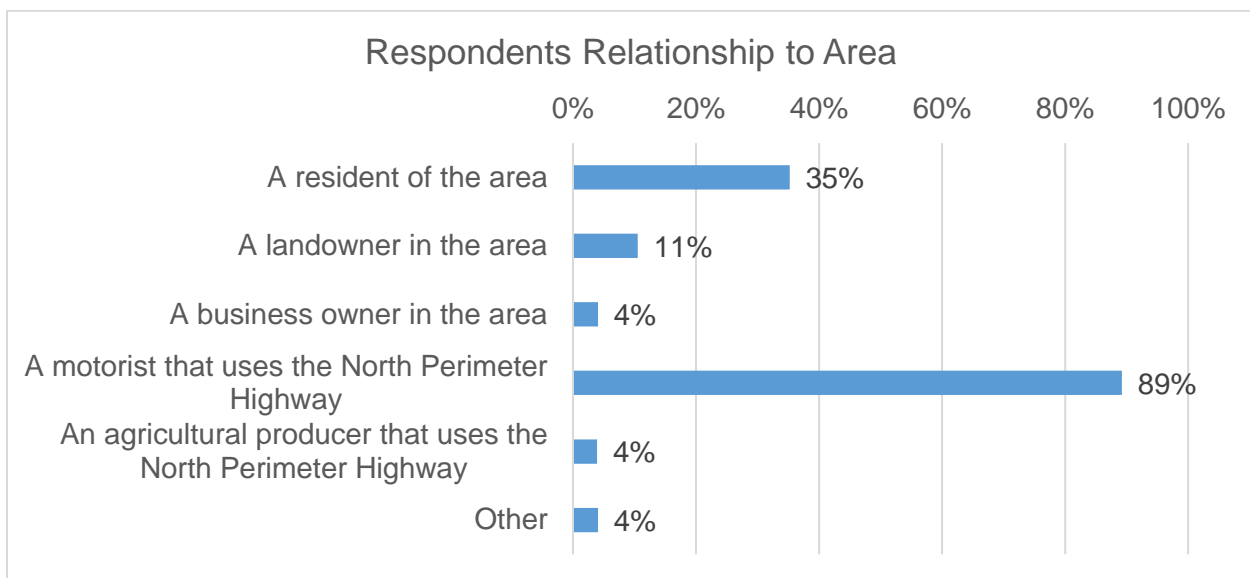
Among respondents, 88 per cent indicated that the public presentation material clearly communicated the purpose of the proposed safety improvements, 5 per cent did not find the materials clear and 7 per cent were unsure.



Some respondents who answered “no” or “unsure” provided further details on why they were unsure or did not feel the materials were clear. Many listed more than one reason, did not provide any feedback, or expressed specific concerns with the project plan. Key themes identified by these 146 respondents were:

- Did not view presentation material (50)
- More details were needed on various project aspects (22)
- Presentation materials were generally confusing (17)
- Graphics were difficult to read or understand (7)
- Better supporting data is required (7)

A majority of respondents, 89 per cent, indicated that they were a motorist that uses the North Perimeter Highway and 35 per cent were residents of the area. Other responses indicated that participants were landowners or business owners in the area, or were agricultural producers that use the highway. Respondents were invited to select as many options as applied.



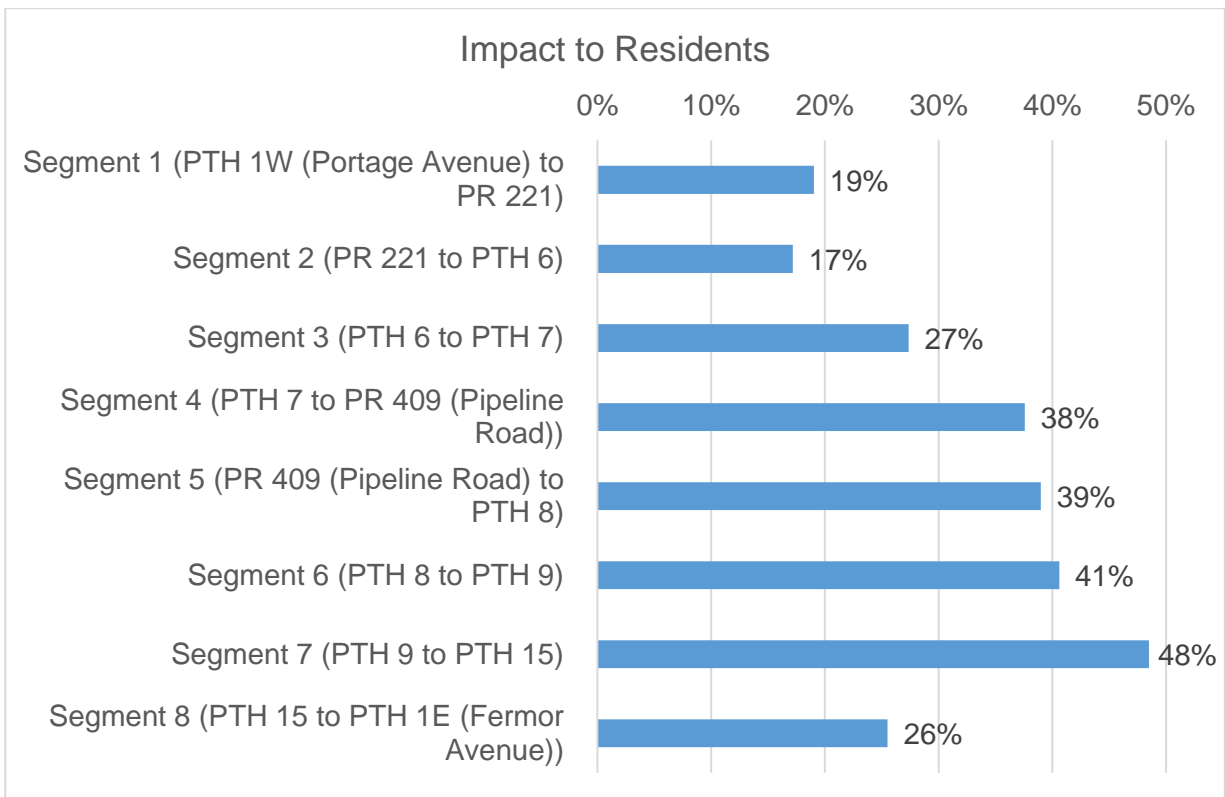
Respondents who indicated “other” (50) were invited to specify their interest in the project area. Responses included:

- motorists or occasional users of the highway (22)
- interested citizens (10)
- government or emergency service providers (5)
- cyclists (6)
- worker in the area (4)

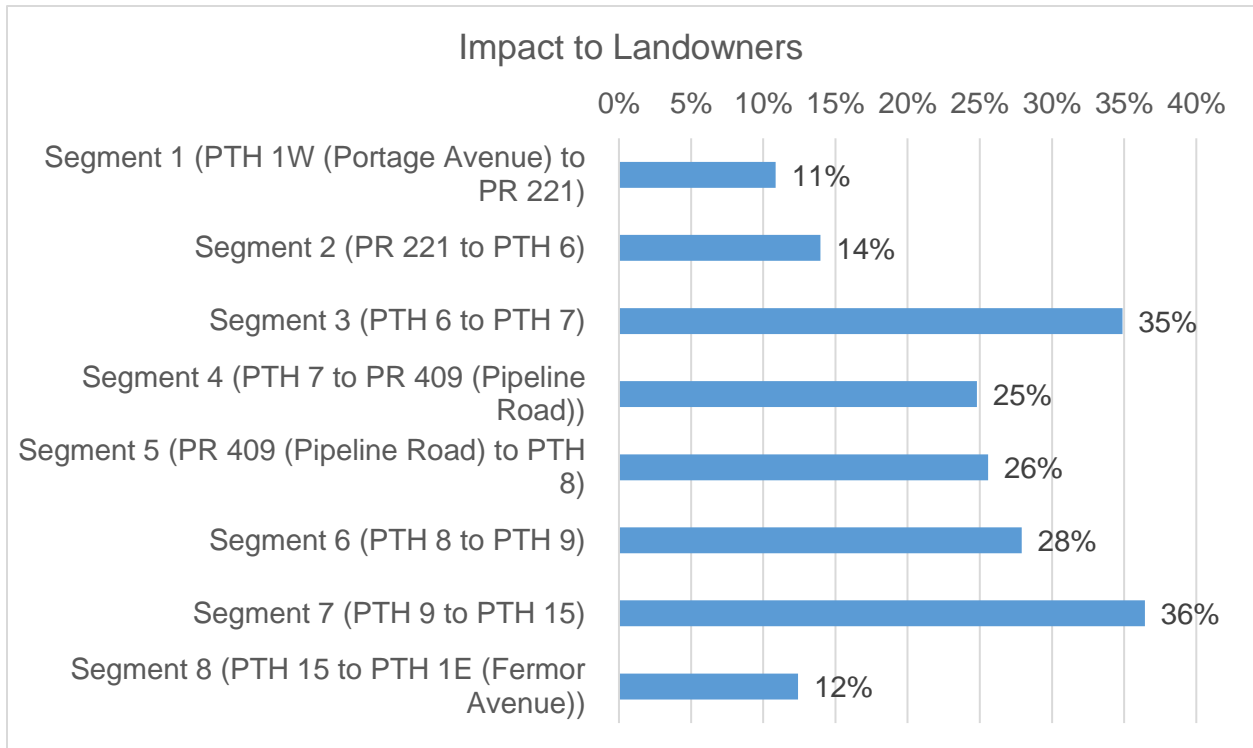
The project area was divided into eight segments.

Respondents who were residents, landowners or business owners were asked to identify which segments of the proposed project area would impact their land access. Respondents were invited to select as many as applied.

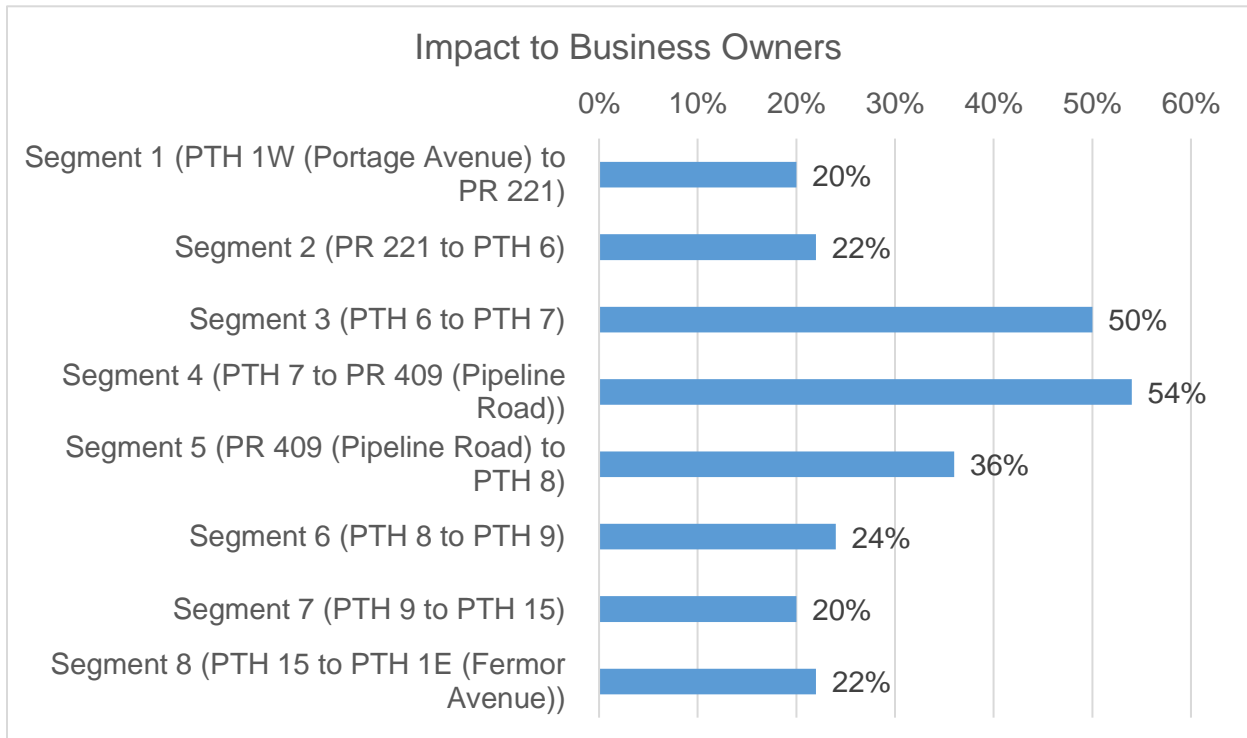
The 431 respondents who indicated they were residents of the area identified that the proposed safety improvements would impact their land access on the following segments:



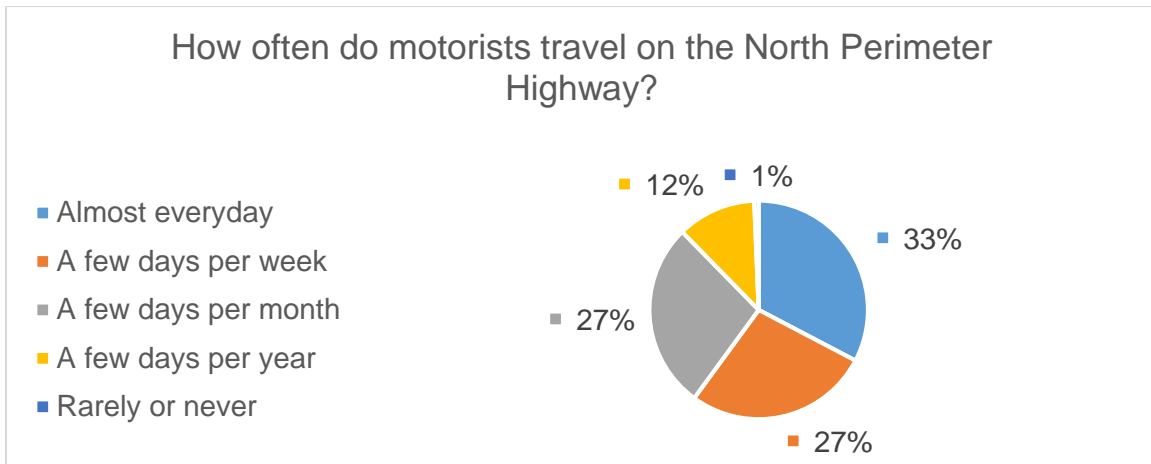
The 129 respondents who indicated they were landowners in the area identified that the proposed safety improvements would impact their land access on the following segments:



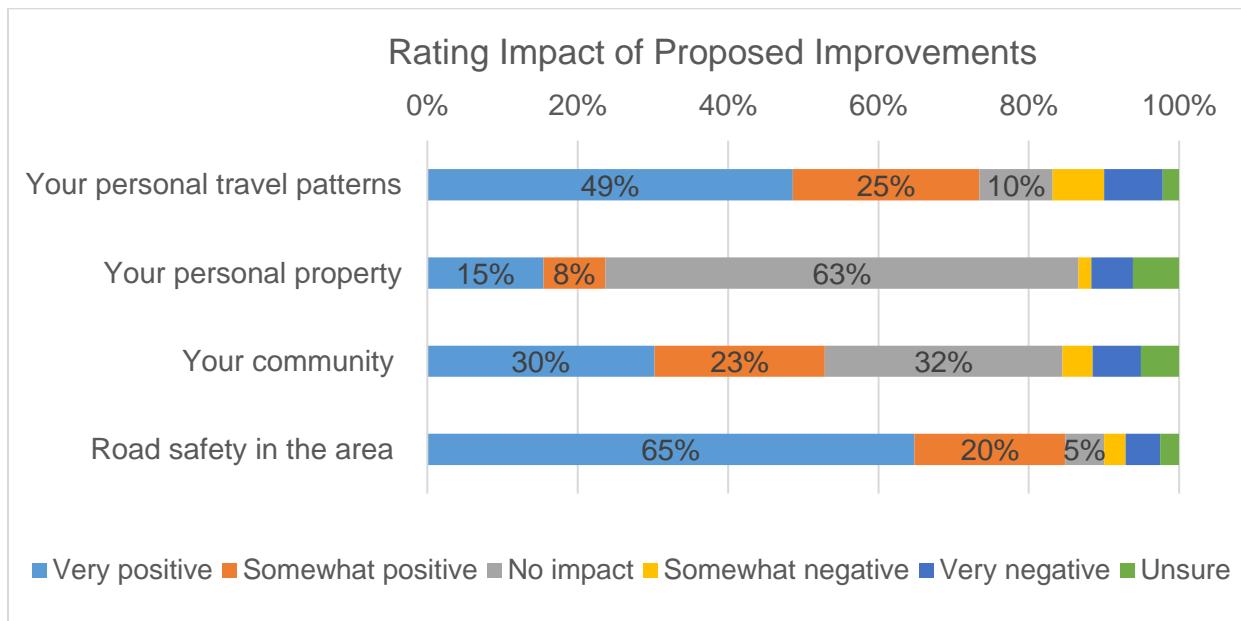
The 50 respondents who indicated they were business owners in the area identified that the proposed safety improvements would impact their land access on the following segments:



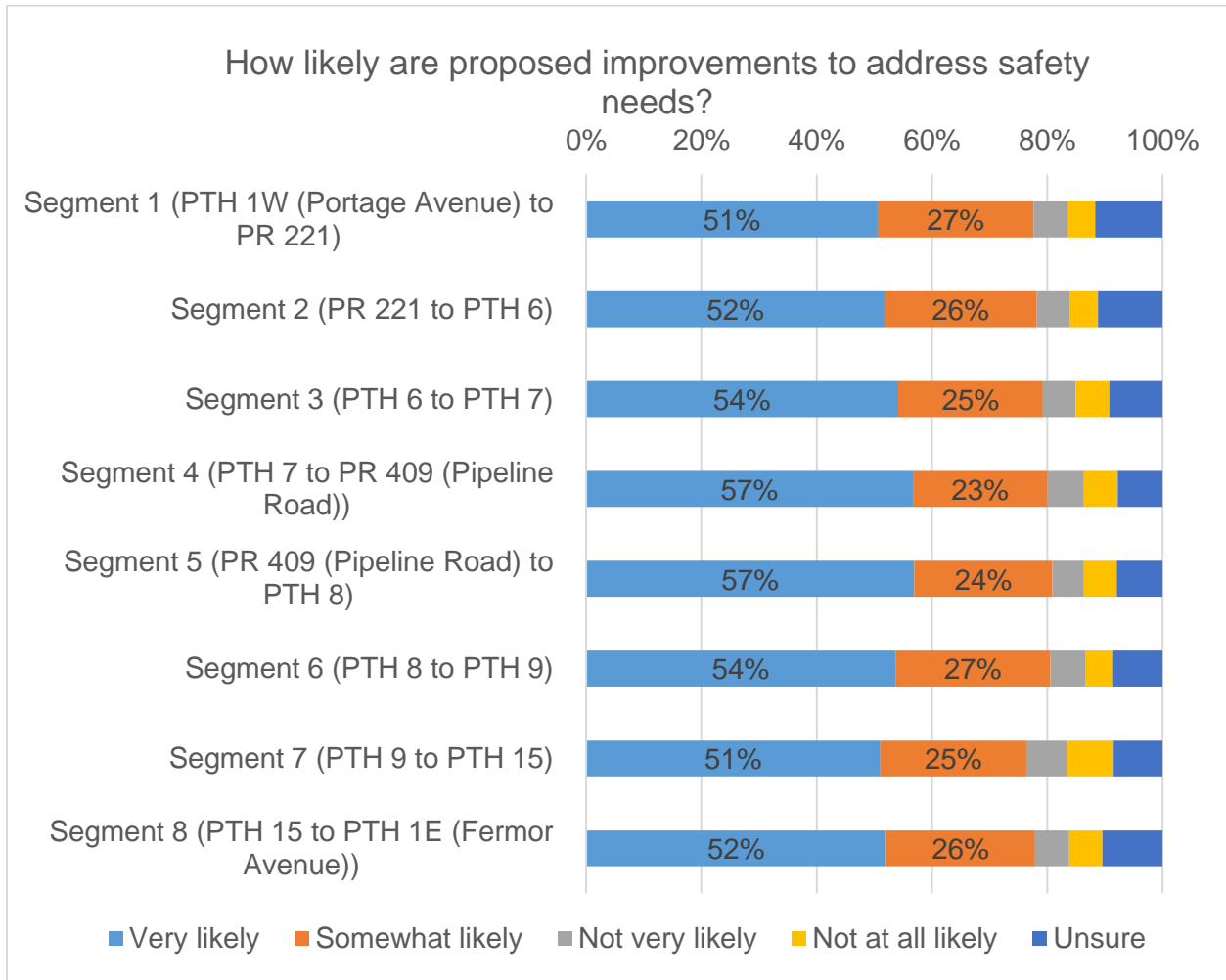
When asked how often they travel on the North Perimeter Highway, 33 per cent of respondents indicated that they use the highway almost every day, 27 per cent indicated they travel on the highway a few days per week, 27 per cent indicated a few days per month, 12 per cent chose a few days per year and the remaining 1 per cent indicating that they rarely or never travel on the North Perimeter Highway.



Respondents were asked to rate what kind of impact the proposed improvements would have on their personal travel patterns, personal property, their community and road safety in the area. A total of 85 per cent of respondents indicated that they felt the proposed improvements would have a very or somewhat positive impact on road safety in the area. Very or somewhat positive impacts were selected by 74 per cent of respondents for impacts on personal travel patterns, 53 per cent for impacts on their community, and 21 per cent for impacts would be very or somewhat positive on their person property.



Respondents were asked to what extent they felt the proposed changes would address safety concerns on each segment of the proposed project area. Respondents indicated that changes were very and somewhat likely to address safety concerns at a rate of between 76 and 81 per cent for all segments.



Respondents were provided the opportunity to provide general comments and feedback. A total of 735 responses were received. Feedback was analyzed and grouped according to key themes that emerged, with many responses including more than one theme. Responses that were mentioned in 5 instances or fewer are not reported.

Instances	Key Themes
257	Advocating for modern freeway standards <ul style="list-style-type: none"> o Including the use of interchanges and/or overpasses o Eliminating at-grade, traffic signal or stop sign controlled intersections
122	Advocating to prioritize specific locations including: <ul style="list-style-type: none"> o Pipeline Road o PTH 15/Dugald Road, in particular the rail crossing o Gunn Road
67	Additional suggestions for improvements: <ul style="list-style-type: none"> o Adding or improving merging/turning lanes - Some of these comments referred to increasing the length of existing merge/turn lanes as a way to keep right in/right out access points to the highway o Increasing number of lanes o Resurfacing the highway and/or paving shoulders
66	Feelings that upgrades are overdue and/or should proceed as soon as possible
43	Support for removing access points and median crossings
39	Adjusting and/or increasing enforcement of speed limits
39	Better consideration of specific user needs including: <ul style="list-style-type: none"> o Cyclists and pedestrians and connections to active transport corridors o Agricultural producer access o Emergency/first responder navigation o Maintaining access to businesses
25	Preference to direct resources to improving other roads or priorities
24	Not in support of project plan (median closings) <ul style="list-style-type: none"> o In general o Specifically at Sturgeon Road
24	Support of the project plan in general
20	Other ways to improve safety: <ul style="list-style-type: none"> o Restrict slow/large vehicle access o Better driver education o Adding median barriers o More illumination at night
15	Advocating to prioritize access closures at King Edward Street, Kapelus Drive, or Wenzel Street
12	Need to upgrade service roads
6	Improving existing intersection configuration/merge lanes at Henderson Highway and/or Main Street

Respondents were also asked if there were any issues or safety concerns with the proposed improvements of the North Perimeter Highway that were not addressed in the public presentation material. A total of 483 responses were received. Feedback was analyzed and grouped according to key themes that emerged, with many responses including more than one theme. Many of the same themes were identified in the previous general comments section.

Instances	Key Themes
75	Advocating for modern freeway standards <ul style="list-style-type: none"> o Including the use of interchanges and/or overpasses o Eliminating at-grade, traffic signal or stop sign controlled intersections
67	Additional suggestions for improvements: <ul style="list-style-type: none"> o Adding or improving merging/turning lanes - Some of these comments referred to increasing the length of existing merge lanes and/or advocated building merge/turn lanes as a way to keep right in/right out access points to the highway o Increasing number of lanes o Resurfacing the highway and/or paving shoulders
38	Adjusting and/or increasing enforcement of speed limits
29	Advocating to prioritize specific locations including: <ul style="list-style-type: none"> o Pipeline Road o PTH 15/Dugald Road, in particular the rail crossing
28	Better consideration of specific user needs including: <ul style="list-style-type: none"> o Cyclists and pedestrians and connections to active transport corridors o Maintaining access to businesses
27	Feelings that upgrades are overdue and/or should proceed as soon as possible
27	Preference to direct resources to improving other roads
27	Other ways to improve safety : <ul style="list-style-type: none"> o Better driver education o More illumination at night o Better signage
22	Support for removing access points and median crossings
12	Not in support of project plan in general
10	Support of the project plan in general

Next Steps

Safety improvements on the Perimeter Highway are focused on addressing the access points and intersections where there is the greatest risk of severe collisions. Manitoba is committed to improving safety on the Perimeter Highway, while balancing the access needs of road users. Safe alternate access routes will be established before closing accesses or median crossings.

The next step in this process is to complete a highway design study (similar to the South Perimeter Design Study completed in 2020) to upgrade the North Perimeter Highway to freeway standard. This study, which will begin this year, will determine locations for future interchanges, grade separations, and access management strategies and will include additional engagement opportunities for directly impacted stakeholders and the public.

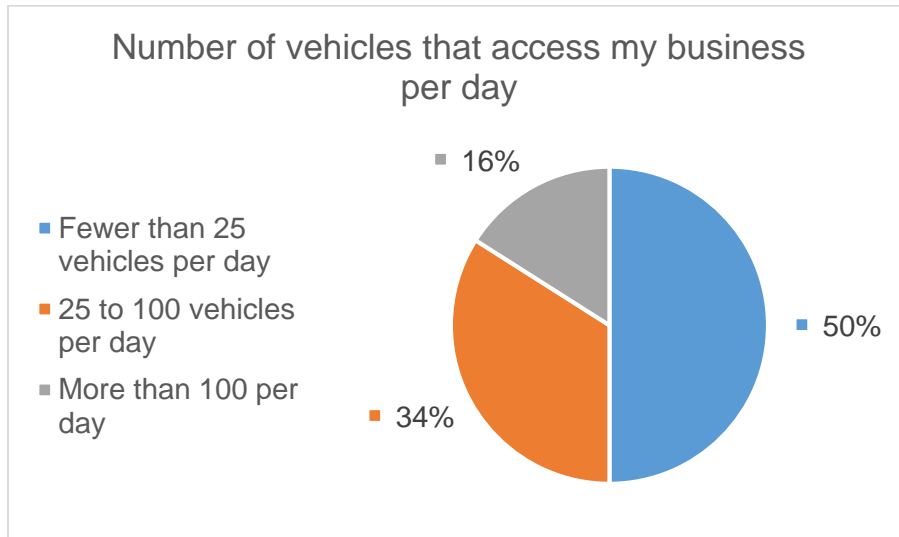
Significant improvements are necessary to realize the vision of a Perimeter Freeway. These improvements will build on our province's twin advantages of location and transportation excellence to support the vision of an international trade hub that connects all of Manitoba's national and international trade corridors and ensures the efficient movement of goods across our borders.

Questions?

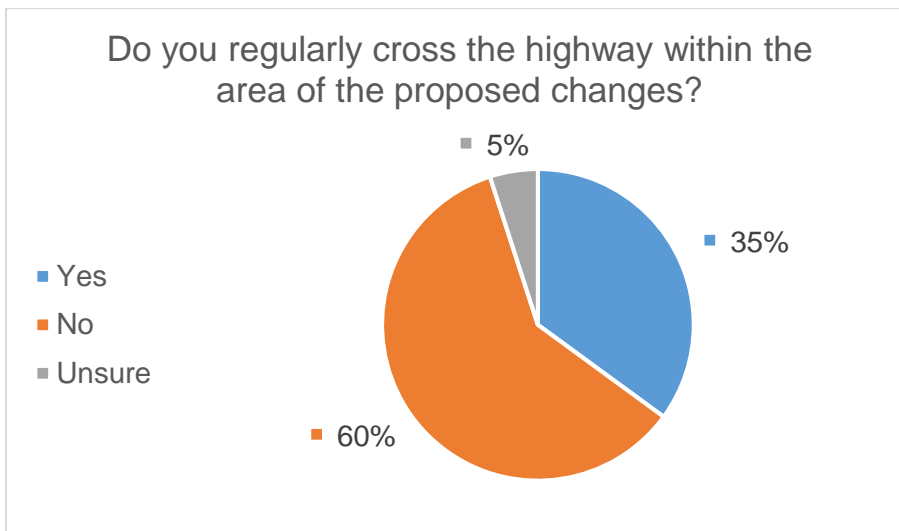
Please contact Perimeter.Engagement@gov.mb.ca.

Additional Results

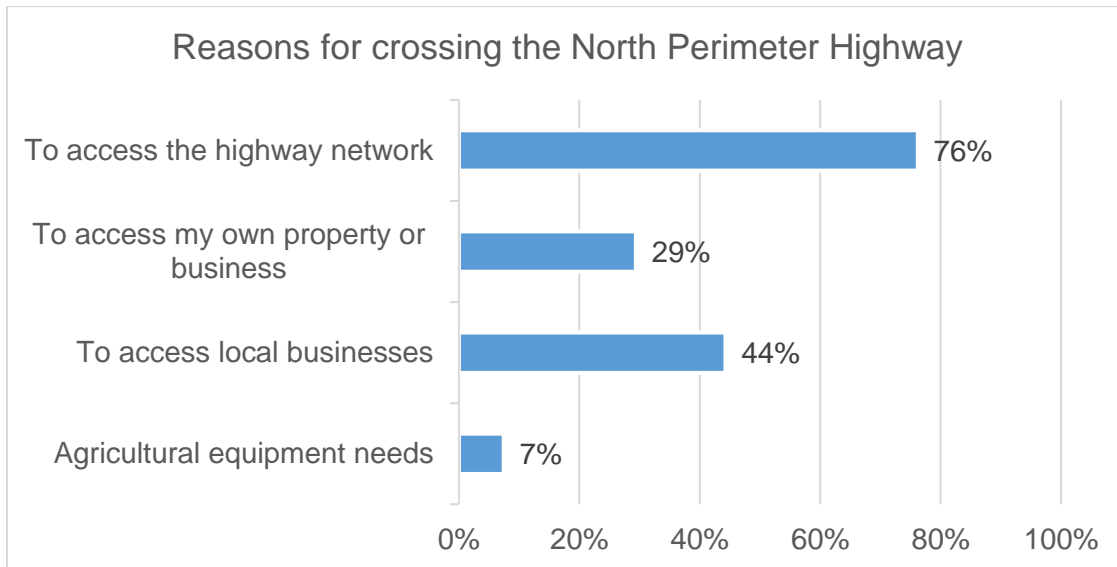
Business owners were asked approximately how many vehicles per day accessed their business. Of the 50 business owners, 16 per cent (8 business owners) said that more than 100 vehicles per day accessed their business, 34 per cent (17 business owners) said that 25 to 100 vehicles per day accessed their business and 50 per cent (25 business owners) said the fewer than 25 vehicles per day accessed their business.



When asked if they crossed the North Perimeter Highway regularly within the area of the proposed changes, 35 per cent of those surveyed said yes, 60 per cent said no and 5 per cent were unsure.



Accessing the highway network was the most common reason selected for crossing the North Perimeter Highway, chosen by 76 per cent of respondents who said they regularly cross the highway. Other reasons for crossing the highway included accessing personal properties or businesses (29 per cent), accessing local businesses (44 per cent) and for agricultural equipment needs (7 per cent). Respondents were invited to select as many options as applied.



The 429 respondents who indicated the need to regularly cross the North Perimeter Highway were asked about three options to address this need. Options included: service road improvements, agricultural equipment crossings and additional turning lanes.

