

# Phase 2 Engagement Summary Report

Functional Design Study PTH 12 at PR 210 Intersection Improvements

Manitoba Transportation and Infrastructure

60713778

October 2024

# Table of Contents

<b>1.</b>	<b>Introduction .....</b>	<b>1</b>
1.1	Project Overview.....	1
<b>2.</b>	<b>Engagement Overview.....</b>	<b>2</b>
2.1	Stakeholders.....	5
<b>3.</b>	<b>Phase 2 Stakeholder Engagement.....</b>	<b>6</b>
3.1	Stakeholder Meetings .....	6
3.1.1	Virtual meeting with Town of Ste. Anne Council.....	6
3.1.2	In-person meeting with RM of Ste Anne Council.....	6
3.1.3	Virtual meeting with RCMP .....	7
3.1.4	Virtual meeting with Manitoba Trucking Association .....	8
3.2	Open House .....	8
3.3	EngageMB and Survey Results .....	9
<b>4.</b>	<b>Lessons Learned.....</b>	<b>15</b>
<b>5.</b>	<b>Summary and Next Steps .....</b>	<b>16</b>
<b>Appendix A.</b>	<b>Phase 2 Engagement Materials.....</b>	<b>17</b>
A.1.1.1	Stakeholder Materials .....	17
A.1.1.2	Open House Materials .....	18
A.1.1.3	EngageMB Materials.....	19

## Tables

Table 1.	Engagement Schedule .....	4
Table 2.	Stakeholder Groups .....	5

## Figures

Figure 1.	Project Site .....	1
Figure 2.	French Language Materials .....	2
Figure 3.	Survey Respondents .....	10
Figure 4.	Frequency of Travel.....	10
Figure 5.	Anticipated Impact on Travel Patterns.....	11
Figure 6.	Anticipated impact on Business.....	11
Figure 7.	How did you learn about the functional design study? .....	13
Figure 8.	Materials provided adequate information on alternatives being considered .....	13

# 1. Introduction

## 1.1 Project Overview

The PTH 12 at PR 210 intersection is located southwest of the Town of Ste. Anne, about 1.5 kilometers south of the PTH 12 and PR 207 interchange. PTH 12 is a four-lane divided highway, with two lanes each for northbound and southbound traffic, and PR 210 is a two-lane paved road with stop signs.

AECOM was engaged by Manitoba Transportation and Infrastructure (MTI) to undertake a Functional Design Study of the PTH 12 and PR 210 intersection to accommodate future traffic volumes and help make the intersection safer as collisions have increased at this location over the past five years. The study will consider how intersection geometry and traffic management may be improved to reduce the number and severity of collisions at this intersection. Through the course of the study, alternatives are developed, evaluated, and refined. MTI also engaged AECOM to lead the public and stakeholder engagement process for the project.

Figure 1. Project Site



## 2. Engagement Overview

Working with MTI, AECOM is undertaking a three-phase engagement program as part of the Functional Design Study, with two of three phases completed to date.

### Phase 1 – Project Introduction

The goal of this phase was to introduce the project to landowners, stakeholders, and local governments to gather initial insights for future consideration. An informational letter with a meeting invitation was sent to the following identified stakeholders: RM of Ste Anne; Town of Ste Anne; Ste Anne Police Service; RCMP - Steinbach Detachment; Canada Post; Manitoba Environment, Climate and Parks; Seine River School Division; MB Trucking Association; Town of Ste Anne Fire Department; Trails Manitoba; the Manitoba Cycling Association; and local landowners.

Four virtual meetings were held with the following stakeholders who expressed an interest in meeting: RM and Town of Ste. Anne Councils (joint meeting); Manitoba Trucking Association; RCMP; and landowners. Feedback was also collected via phone calls and emails from landowners who were unable to attend the meeting. Key discussion themes included potential intersection options, such as traffic lights, roundabouts, turn lanes, and priorities for safety and traffic flow.

### Phase 2 – Presentation of Alternatives

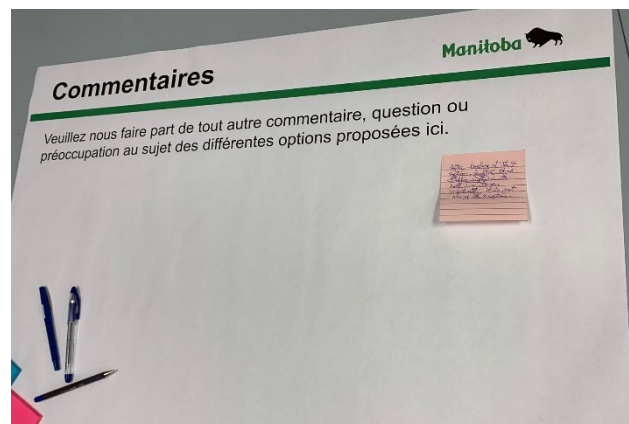
The purpose of Phase 2 was to list the various concepts developed; present the short list of preferred alternatives; and gather feedback from stakeholders and the public. Four alternatives that best address the intersection's safety and operational issues were presented:

- Alternative #1: Median Half-Closure (Option A);
- Alternative #2: Median Half-Closure (Option B – includes a u-turn for eastbound PR 210 vehicles travelling to Ste. Anne or PTH 1);
- Alternative #3: Median Full Closure; and
- Alternative #4: Roundabout.

Four meetings were held with stakeholders who expressed an interest in meeting: Town of Ste. Anne Council (virtual); RM of Ste Anne Council (in person); Manitoba Trucking Association (virtual); and RCMP (virtual). A public Open House was hosted on July 11<sup>th</sup>, 2024, with approximately 35 attendees. Materials were provided in French and English. The open house was promoted via RM and Town webpages, as well as local radio.

A survey was also launched on the EngageMB website (July 12<sup>th</sup> – 26<sup>th</sup>, 2024) and promoted on local RM and Town webpages as well as local radio. MTI received a total of 198 survey responses. Feedback was also collected via phone calls and emails from businesses and landowners unable to attend the public Open House meeting.

Figure 2. French Language Materials



Ninety percent of survey respondents agreed that engagement materials provided adequate information on the alternatives being considered; some commented that the project materials and process were clear and easy to read. Others asked why traffic lights were not considered as one of the preferred alternatives. This was explained as follows:

One of primary objectives of the project is to improve road safety at this intersection. Traffic signals are not as safe as other options being investigated primarily due to the expected increase in collisions, including fatal and serious injury collisions, as well as the reduced operational performance.

Key themes generated from stakeholder and public meetings included:

- interest to explore additional alternatives (i.e., traffic lights, overpass, A flyover intersection, road realignment);
- concern that Alternative #4 (roundabout) may not be used properly by drivers;
- need for broader driver education; and
- need to educate drivers on less familiar road configurations

### **Phase 3 – Present Recommended Design Alternative**

Phase 3 will take place in winter 2024, once the preferred alternative is selected.

In this phase, MTI and AECOM will meet with stakeholders to review the evaluation of the four alternatives presented in Phase 2, discuss the recommended alternative, and provide stakeholders with another opportunity for input. Following stakeholder engagement, an informational newsletter will be developed and posted on the MTI website along with material showing the recommended design alternative, as well as how feedback received during the second round of engagement was considered in the final evaluation process. The feedback gained during the third round of engagement will be used to refine the recommended alternative and completion of the Functional Design.

A report after the third round of engagement will document all stakeholder consultation meeting minutes, public engagement session information presented, attendance records, summary of comments, suggestions and consultation summaries.

Table 1. Engagement Schedule

Phase	Dates	Objective	Activities
<b>Stakeholder Engagement Phase 1</b>	November 2023	To communicate the need for the project and receive feedback on the proposed options from stakeholders. Gather input to consider for alternatives development.	<ul style="list-style-type: none"> <li>■ Letters requesting a meeting mailed out to landowners and stakeholders</li> <li>■ Four (4) meetings with stakeholders (joint meeting with the RM of Ste Anne and Town of Ste Anne Councils; RCMP; Manitoba Trucking Association; landowners)</li> <li>■ Received comments via phone calls and emails</li> </ul>
<b>Stakeholder Engagement Phase 2</b>	July 2024	Present alternatives under consideration and gather feedback to assist design and evaluation of alternatives.	<ul style="list-style-type: none"> <li>■ Letters requesting a meeting mailed out to landowners and stakeholders</li> <li>■ Four (4) meetings with stakeholders (Town of Ste Anne Council; RM of Ste Anne Council; RCMP; Manitoba Trucking Association)</li> <li>■ One (1) Open House at Club Jovial on July 11, 2024</li> <li>■ EngageMB survey</li> <li>■ Received comments via phone calls and emails</li> </ul>
<b>Stakeholder Engagement Phase 3</b>	Winter 2024 (anticipated)	Review the recommended alternative with stakeholders. Communicate how concerns raised during the Phase 2 engagement were considered. Gather additional feedback on the recommended alternative. Consider input to optimize the recommended alternative.	<ul style="list-style-type: none"> <li>■ TBD</li> </ul>

## 2.1 Stakeholders

MTI and AECOM developed a list of stakeholder groups to engage with throughout the project lifecycle, based on anticipated interest in and influence on the project (2). Engagement was planned at the International Association of Public Participation (IAP2) level of “inform” and/or “consult” for all stakeholders, as AECOM and MTI were requesting input and feedback on the project and preferred alternatives. MTI was responsible for Indigenous consultation in accordance with Section 35 of the *Constitution Act, 1982*.

Table 2. Stakeholder Groups

Stakeholder Group	Interest In / Influence on the Topic	Objectives for Engaging with Group	IAP2 Spectrum Level	Supports or Considerations
<b>Rural Municipality (RM) of Ste Anne</b>	Impacts to road network; impacts on property / safety / businesses	Obtain feedback on design considerations and address concerns where possible.	Consult	Hosted one (1) meeting with the RM of Ste Anne Council during each phase of the project.
<b>Town of Ste Anne</b>	Impacts to road network; impacts on property / safety / businesses	Obtain feedback on design considerations and address concerns where possible.	Consult	Hosted one (1) meeting with the Town of Ste Anne Council during each phase of the project.
<b>Adjacent landowners</b> (see Appendix A for list)	Potential impacts to property; potential impacts on vehicle traffic	Obtain feedback on design considerations and address concerns where possible.	Consult	Hosted one (1) meeting during Phase 1. Invited landowners to a meeting in Phase 2 but there was no interest. Invited to Open House in Phase 2.
<b>RCMP</b>	Potential impacts to traffic safety.	Obtain feedback on design considerations and address concerns where possible.	Consult	Hosted one (1) meeting with the RCMP during each phase of the project.
<b>Manitoba Trucking Association</b>	Impacts to road network; traffic safety; movement of goods on the Manitoba highway system	Obtain feedback on design considerations and address concerns where possible.	Consult	Hosted one (1) meeting with the MTA during each phase of the project.
<b>General Public</b>	General interest	Obtain feedback on design considerations and address concerns where possible.	Consult / Inform	Open House and EngageMB Survey in Phase 2.

Phase 1 and Phase 2 informational letter with a meeting invitation were sent to Manitoba Cycling Association, Canada Post, Seine River School Division, MECP, Town of Ste Anne Police Service, Town of Ste Anne Fire Department, and Trails Manitoba. No responses were received.

## 3. Phase 2 Stakeholder Engagement

### 3.1 Stakeholder Meetings

The following Phase 2 stakeholder meetings were held:

- 2024-07-04 Virtual meeting with Town of Ste. Anne Council
- 2024-07-10 In-person meeting with RM of Ste Anne Council
- 2024-07-10 Virtual meeting with RCMP
- 2024-07-10 Virtual meeting with Manitoba Trucking Association

#### 3.1.1 Virtual meeting with Town of Ste. Anne Council

A virtual meeting with the Town of Ste Anne Council was took place on July 4<sup>th</sup>, 2024, with five elected officials and staff, and MTI and AECOM representatives. Key discussion points included:

- Alternative #1 – Median Half-Closure Option A: Presents long, cumbersome detour. Viability questioned; discussion that paving or improving detour route may be considered.
- Alternative #2 – Median Half-Closure Option B: preferred over Option A due to the cumbersome detour for eastbound traffic on PR 210 in Option A, which has significant east-west traffic. The detour's length is noted; drivers would need to make many quick lane changes with Option A.
- Alternative #3 – Median Full Closure: U-turns require careful signage and driver education.
- Alternative #4 – Concerns about impact of increased collisions, and snow removal issues. Preference for roundabouts versus traffic lights expressed by one attendee. Attendees anticipate question about traffic lights at public events.
- Skew Angle: Discussion about the impact of the skew angle on sightlines and safety, and whether skew angle improvements may decrease traffic incidents. Most intersections in the area have corrected the skew to 90 degrees.
- Traffic Volume: PTH 12 traffic volumes are expected to grow; gaps in traffic will reduce. Suggestion to move traffic to the interchange to avoid slowing down highway traffic.
- Equal Consideration: All alternatives are equally considered.

Additional discussion included using the Town website to promote public open house.

#### 3.1.2 In-person meeting with RM of Ste Anne Council

An in-person meeting with the RM of Ste Anne Council took place on July 10<sup>th</sup>, 2024, with seven elected officials and staff, and MTI and AECOM representatives. Key discussion points included:

- Alternative #1 – Median Half-Closure Option A: Concerns about the safety and practicality of the detour route.



- Alternative #2 – Median Half-Closure Option B: Discussion about potential problems with U-turns and the preference for U-turn option over others. Drivers using this option would need to make lots of lane changes in quick succession.
- Alternative #3 – Median Full Closure: Discussed the impact on businesses and residents, and the feasibility of time-of-day restrictions. Participants discussed including a U-turn in this option.
- Alternative #4 – Roundabout: Discussion of prevalence of roundabouts, speed limits, and public opinion. Cost estimated at over \$5-6 million. Discussion on mandatory versus suggested speed reductions within the roundabout. Need for a long-term solution based on 20-year growth projections. Construction estimated to take 1.5 years with detours and multi-stage traffic control.
- Safety and Traffic: Discussions on how each alternative addresses safety and traffic issues.
- Public Input: Emphasis on the importance of public opinion in the decision-making process.
- Equal Consideration: All alternatives are equally considered.
- Future Plans: Mention of long-term plans to replace traffic signals with other alternatives.
- Economic Route: Concerns about roundabouts slowing down semi-trucks, affecting the economic function of PTH 12.
- Disruption: Consideration of how each alternative impacts the highway system, traveling public, and neighboring property owners.
- Evaluation: Currently, no alternative is favored over others. Evaluation includes both engineering and socio-economic factors.
- Consultation: Project team confirmed that outreach to various groups (Town, RM, MTA, RCMP, landowners) was conducted for the Open House and EngageMB survey. Reaching people during the summer an identified challenge. Participants emphasized the importance of public opinion in the decision-making process.
- Team Performance: Positive feedback on the project team's efforts and presentation.

### 3.1.3 Virtual meeting with RCMP

A virtual meeting with one RCMP member and MTI and AECOM representatives on was held on July 10<sup>th</sup>, 2024. Key discussion points included:

- Traffic Count: AECOM has peak hour volumes for eastbound traffic on PR 210, which is relatively low.
- Alternative #1: Allows left and right turns from PTH 12 with PR 210 cross-traffic diverted to the PR 207 interchange. Straightforward but affects people on the west side of PR 210 the most.
- Detour Route: Service road on the west side of PTH 12 is circuitous and confusing; not preferred.
- Safety and Disruptions: All options aim to balance traffic flow and safety while minimizing disruptions.
- Roundabout: Expected to have more low-speed property damage collisions but is generally safer. Likely the highest cost option if detour route costs are excluded.
- Public Reaction: Initial resistance to changes like median closures, but improvements with safety in mind are generally welcomed over time.

### 3.1.4 Virtual meeting with Manitoba Trucking Association

A virtual meeting with one Manitoba Trucking Association representative and MTI and AECOM representatives was held July 10<sup>th</sup>, 2024. Key discussion points included:

- Alternative #1 – Median Half-Closure Option A: Unattractiveness of detour noted.
- Alternative #2 – Median Half-Closure Option B: Consideration for truck turning with median widening viewed positively. Similar to Restricted Crossing U-Turns (RCUTs) and challenges with U-turns for large trucks. Difficulties with multiple lane changes.
- Alternative #3: Median Full Closure: May be the least expensive option. Traffic counts and safety benefits discussed.
- Alternative #4 – Roundabout:
  - Questions regarding connectivity with service roads; project team noted potential need for land acquisition to re-align them.
  - Challenges with two-lane roundabouts and the need for larger diameters.
  - Safety Measures: Suggestions regarding photo radar cameras to ensure appropriate speeds.
  - Mountable Aprons: Concerns about the practicality of mountable aprons for large vehicles.
- Feedback Collection: Project team outlined the ongoing stakeholder/public engagement and feedback collection timeline.
- Development Plans: Discussion about future development plans near the intersection; no detailed plans in place.
- Spatial Conflicts: Concerns about future intersection configurations if development occurs close to the intersection.
- Lessons from Oak Bluff: Unrestricted development near PTH 3 led to expensive highway reconfiguration. Important to consider these lessons for future planning, including ability to accommodate b-trains. MTA to confirm trucks travelling this intersection.
- Session Feedback: Respondent appreciated session and emphasized the importance of safety and efficiency in infrastructure projects.

## 3.2 Open House

A public Open House was hosted on July 11<sup>th</sup>, 2024, with approximately 35 attendees. The open house was promoted via RM and Town webpages, as well as local radio.

Respondents shared various opinions on the proposed traffic alternatives, highlighting common themes such as driver awareness, economic impact, travel disruptions, and challenges for large farming equipment. Opinions were divided, with strong arguments both for and against each alternative.

When it came to speed reduction, opinions were mixed. Some found reducing the speed to 80 km/h unacceptable for a double-lane highway, while others saw it as a minor inconvenience.

Congestion and backups were a major concern, particularly with the potential for U-turns to cause significant delays, especially during peak times. This was closely tied to the divided opinions on installing traffic lights, with some seeing them as a solution and others as a potential cause of further congestion.

There was notable interest in building an overpass to manage traffic more efficiently and safely, reflecting worries about the impact on daily commutes. Many were concerned about how changes would affect their routine travel, particularly those who frequently use the intersection.

Truck traffic and the challenges it faces were also highlighted. Large trucks and farm machinery would struggle with the proposed U-turns and roundabouts, raising concerns about efficiency, especially during winter.

Balancing safety and convenience was another point of contention. While some believed the proposed changes would enhance safety without causing too much disruption, others felt the opposite. This was compounded by worries about the learning curve for drivers adapting to new traffic patterns and the potential for driver behavior issues, particularly with roundabouts.

The potential for traffic flow disruptions was a significant concern, especially for high-speed traffic. Winter safety was also a major issue, with questions about how snow clearing would be managed and the risk of accidents in winter conditions.

The suitability of roundabouts for major highways was debated, with some arguing they are not appropriate for high-speed roads. Additionally, there were concerns about increased emissions from trucks needing to accelerate out of roundabouts.

Despite these concerns, some respondents were proponents of roundabouts, believing they are the safest option and could offer long-term benefits for traffic safety and efficiency. They pointed to positive experiences with roundabouts in other locations as evidence that they could benefit the area.

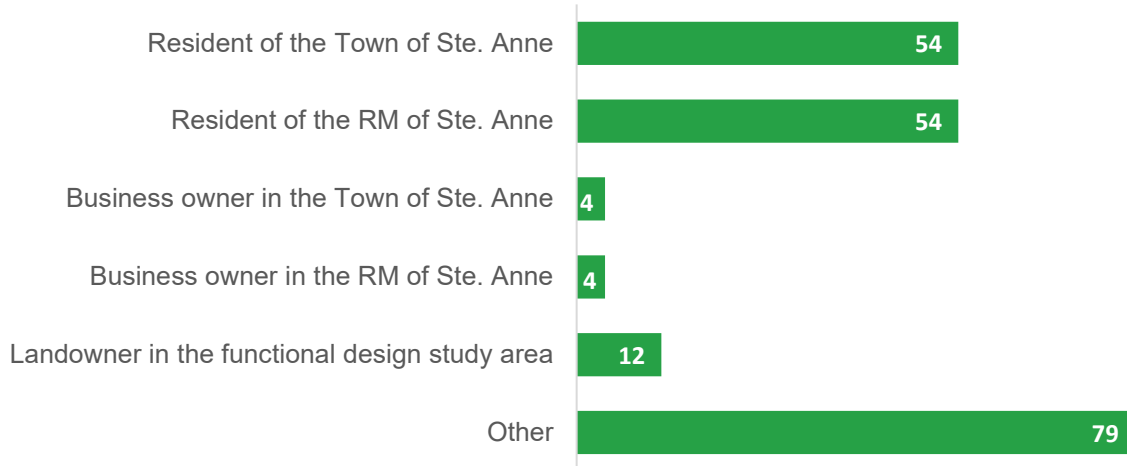
### 3.3 EngageMB and Survey Results

A survey was launched on EngageMB, and promoted on local RM and Town webpages, as well as local radio. MTI received a total of 198 responses to the EngageMB survey.

#### Respondents

Respondents were asked about their connection to the area as either residents, business owners, or landowners (Figure 3). Respondents could select multiple options. An equal number of respondents were residents of the Town of Ste. Anne or the RM of Ste. Anne (n=54). Eight people identified themselves as business owners in the Town or RM (four from each) Seventy-nine respondents selected "other;" no detailed responses were provided.

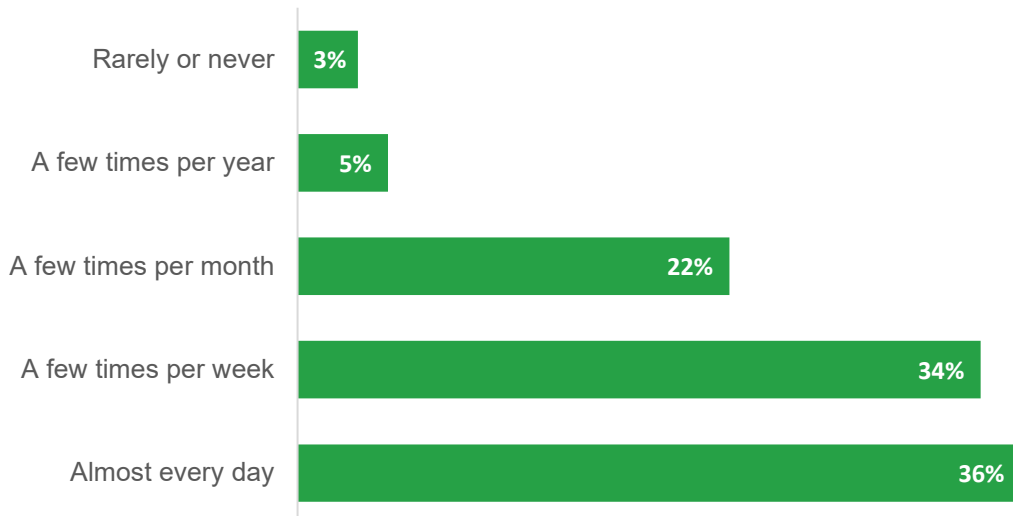
Figure 3. Survey Respondents



**Frequency of travel**

Almost three-quarters of respondents (70%) use the PTH 12 and PR 210 intersection daily or a few times per week (Figure 4). 22% of respondents use the intersection a few times per month, with the remaining 8% travelling through less frequently.

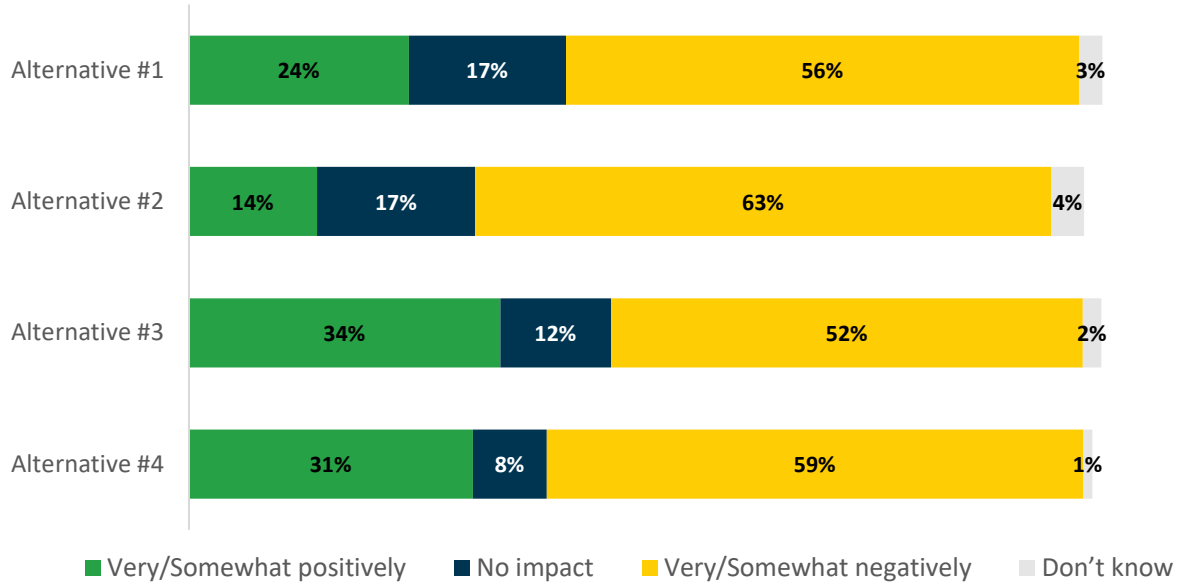
Figure 4. Frequency of Travel



### Travel Patterns

When asked how each alternative would impact travel patterns, all four received over 50% negative responses from participants (Figure 5). Alternative #3 (full median closure) received the highest positive reception (34%) and the lowest negative reception (52%). Fewer than 2% indicated “N/A” responses; these responses are excluded from the figure below.

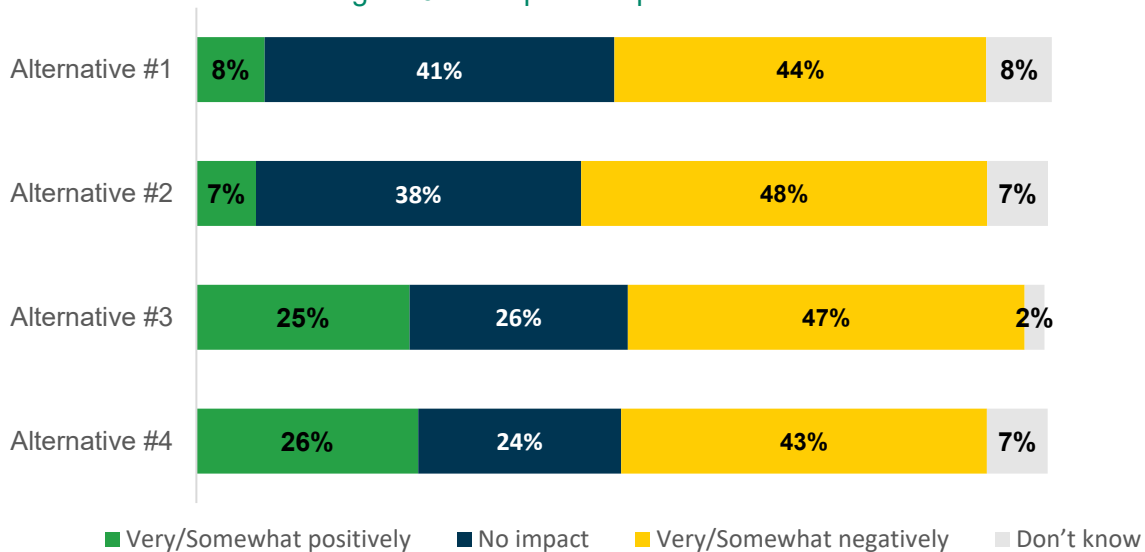
Figure 5. Anticipated Impact on Travel Patterns



### Impact on Business

All four alternatives were negatively received by business owners, with each receiving between 43% to 48% negative responses (Figure 6). Alternatives #3 (full median closure) and #4 (roundabout) were received the most positively; Alternative #3 (25% Very / Somewhat positively) and Alternative 4 (26% very/ Somewhat positively). Alternative #2 received the highest negative response (48%) and the lowest positive response (7%).

Figure 6. Anticipated impact on Business



### Additional Comments on Alternatives 1 – 4

Respondents were invited to provide additional comments on each alternative. Key themes common across all alternatives included: driver awareness; negative economic impact; negative impact on travel (i.e., congestion, back ups); impeding traffic flow; and challenges for large farming equipment to navigate the various turns and / or roundabouts.

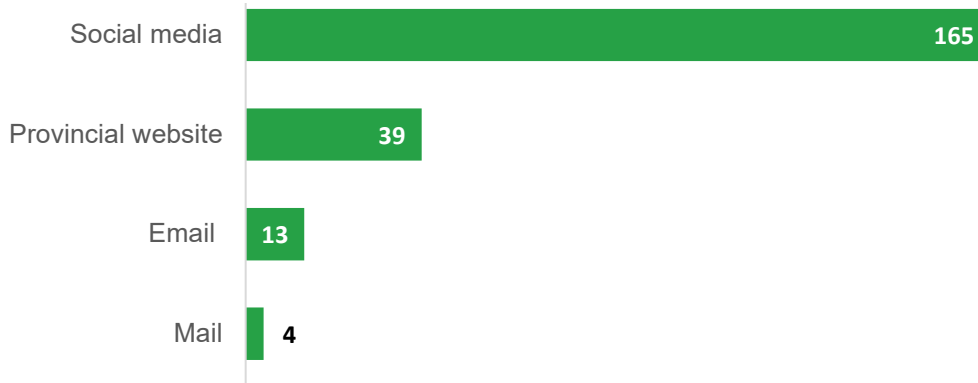
Overall, opinions are divided, with strong arguments both for and against the installation of each. Notably Alternative #4 – Roundabout solicited the most comments (108 responses), followed by Alternative #3 – Median closure (80 responses), Alternative #2 – Median Half-Closure (Option B) (75 responses), and Alternative # 1 – Median Half-Closure (Option A) (60 responses).

- **Speed Reduction:** Opinions vary on reducing speed to 80 km/h, with some respondents finding it unacceptable for a double-lane highway and others seeing speed reduction as a minor inconvenience.
- **Congestion and Backups:** Worries that U-turns would cause congestion and backups, especially during peak times.
- **Traffic Lights:** Strong opinions for and against installing traffic lights.
- **Overpass:** Interest to build an overpass to handle the traffic more efficiently and safely.
- **Impact on Daily Commute:** Concerns about how changes would affect daily commutes, especially for those who use the intersection frequently.
- **Truck Traffic:** Concerns about the impact on large trucks and farm machinery, including difficulties in navigating the U-turn (Alternatives #2).
- **Efficiency:** Concerns that detours will be costly and unsafe in the winter weather. Concerns about added commute time and inconvenience due to detours, with some preferring traffic lights or an overpass.
- **Learning Curve:** Concerns about whether drivers would adapt to any new traffic patterns and / or rules.
- **Driver Behavior:** Many believe drivers may not use the roundabout correctly, leading to confusion and accidents.
- **Traffic Flow:** There are worries about the roundabout option will require a significant slowdown, which could disrupt the flow of high-speed traffic, especially for trucks and farm machinery.
- **Safety in Winter:** Concerns about how snow clearing would be managed for the roundabout and the potential for accidents in winter conditions.
- **Highway Suitability:** Some argue that roundabouts are not suitable for major highways and high-speed roads.
- **Increased Emissions:** The need for trucks to accelerate out of the roundabout could lead to higher emissions.
- **Some proponents argue that roundabouts are the safest option, reducing the severity of accidents. Some have seen positive effects from roundabouts in other locations and believe it could benefit Ste. Anne.**
- **Traffic Management:** Roundabouts can improve traffic flow and reduce the likelihood of severe collisions.
- **Long-Term Benefits:** Some believe that, if used correctly, roundabouts could have a positive long-term impact on traffic safety and efficiency.

### Engagement Materials

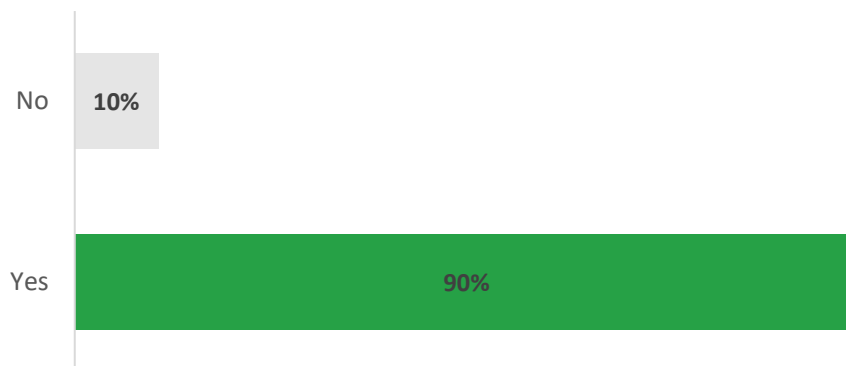
Most respondents heard about the functional design study from social media (165 mentions), followed by the Provincial website (39 mentions) and email (13 mentions). Respondents could select more than one option.

Figure 7. How did you learn about the functional design study?



Engagement materials provided adequate information on the survey purpose (94% yes, 6% no) (Figure 8, 198 responses). Ninety percent of respondents agreed that engagement materials provided adequate information on the alternatives being considered.

Figure 8. Materials provided adequate information on alternatives being considered



### Additional Comments

The EngageMB survey included an open-ended question about each alternative, as well as a question for general comments on the proposed alternatives. Eighty-two respondents provided general comments. Key themes included project need; additional alternatives (i.e., traffic lights, overpass, flyover intersection, road realignment); traffic speed; driver education; and the project materials and process. Quotes that illustrate key themes provide an example of feedback received and are not a representation of all ideas heard.

## Project Need

- Action should be taken to avoid further accidents. Safety and cost efficiency are critical factors in decision making.

*“Full closure and directing all traffic to the interchange at 207 is by far the safest alternative.”*

- Some respondents stated there is no need to change the intersection. It is important instead to focus on driver education. Many drivers do not have adequate driver training, are rushing, or not paying adequate attention to the road.

*“There is no issue with this intersection. There are absolutely no obstructions for miles. Drivers [sic] education should be the focus, not reconstructing the intersection.”*

- Alternatives must be easy to understand for drivers to use safely.
- Alternative #4 (Roundabout) may pose challenges for Manitoba drivers and create more issues.

## Additional alternatives

- Traffic lights are suggested by some respondents, referencing the PTH 12 at PR 311 intersection in Blumenort. Suggestions included on-demand signals, or warning on PR 210 to indicate a stop – proposed as a low-cost intervention. A flyover intersection option was also proposed, and “straightening” the intersection to reduce the skew angle.
- Interventions such as traffic lights, stop signs and reduced speed can be supported by more traffic enforcement.

## Materials and engagement process

- Generally, engagement materials and process were clear, easy to understand, and well received.
- Respondents want supporting video of each option.
- Respondents want information on why traffic lights were not considered, or part of the final four alternatives.
- The ability to rank preferred solutions (Question #15) was desired.

*“Do the safest option use the overpass for what it's intended for. Tax payers dollars will be saved as well.”*



## 4. Lessons Learned

### Limitations of Outreach Methods

- Not everyone is online/has access to a computer; project teams must consider alternative ways to share out information to potential respondents.
- Generally difficult to reach people in the summer, especially if they don't use social media (or follow the Manitoba gov't) or read the paper or online news sources.
- A wider mail-out (mail drop) is one way to promote the open house; however mixed outreach methods may continue to provide best coverage.

### Public Consultation Timing

- Some negative feedback about public consultation taking place in the summer.

### Public Trust

- Strike a balance between providing information in an accessible, easy-to-understand format and having technical data available for those who want it.
- Could have provided more information on why some options (i.e., traffic lights) were not included in the four preferred alternatives.

### Representation

- Reliable, informed technical specialists are critical at well-attended open houses and stakeholder events.

### Alternate formats

- Visualizing design options can be challenging. Consider video simulations for all alternatives to promote understanding.

## 5. Summary and Next Steps

Phase 2 engagement included virtual and in person stakeholder meetings, one public open house, an electronic survey, and feedback gathered via phone calls and emails. Feedback was captured via meeting notes for stakeholder meetings, email correspondence, and “field notes” captured during conversations and annotated table maps at the open house.

The functional design study is important to respondents – stakeholders, community leadership, residents and business owners alike. Survey completion rate was high, with many respondents completing extensive open text answers. Open house attendance was high for a summer event. There is broad acknowledgement that the intersection presents a safety risk, and that thoughtful consideration is needed given the projected growth in the region. A small number of respondents question the project and provincial funds being spent on the functional design project.

Key themes emerged across all alternatives: need for improved driver awareness and education; negative economic impact (e.g, related to large infrastructure projects, diversion of money to maintenance); negative impact on travel (i.e., congestion, back ups); and challenges for large farming equipment to navigate the various turns (Alternatives #1 and #2) and / or roundabouts (Alternative #4).

Among the alternatives there is no clear preferred choice. Alternative #3 (full median closure) was identified as the preferred option in the survey – with the highest positive reception (34%) and the lowest negative reception (52%). Alternative #4 follows closely at 30%. It is important to note that the survey is just one feedback channel of many.

Engagement tools and methods were positively received, and the mix of outreach methods helped to spread awareness of the study. Some respondents call for video visualizations to support understanding of proposed alternatives. Others have asked for background information about how options were reviewed (i.e., traffic lights), and general reference information.

Feedback received during Phase 2 will be considered in the selection of the recommended design alternative. In Phase 3 (anticipated for winter 2024), MTI will share the recommended design with stakeholders and public for final feedback.

# Appendix A. Phase 2 Engagement Materials

---

## A.1.1.1 Stakeholder Materials

- Sample Stakeholder Meeting Invitation Letter
- Stakeholder Meeting Presentation

June 19, 2024

Manitoba Cycling Association  
145 Pacific Avenue  
Winnipeg MB  
R3B 2Z6**PTH 12 at PR 210 Intersection Improvements Functional Design**

Dear Manitoba Cycling Association,

On behalf of Manitoba Transportation and Infrastructure (MTI), AECOM Canada Ltd. (AECOM) is leading a functional design study (FDS) to design improvements for the Provincial Trunk Highway (PTH) 12 and Provincial Road (PR) 210 intersection, located south of the Town of Ste. Anne. The goal of the FDS is to develop a functional design to improve intersection geometry, safety, and traffic operations.

Stakeholder engagement is an important part of this FDS. You have been identified as a stakeholder within the Project area. There are three phases of stakeholder engagement throughout the Project; Phase 1 took place in Fall 2023, and Phase 2 will take place through June and July 2024.

The objectives of the Phase 2 stakeholder engagement are to:

- Present the short list of design alternatives being considered;
- Collect your feedback on the design alternatives to help select the preferred alternative; and
- Describe the next steps in the project.

We will be hosting a public open house on July 11, 2024 from 6 PM to 8 PM at Club Jovial (157 Centrale Avenue, Ste. Anne, Manitoba). The same information will be shared at the stakeholder meetings and open house session.

After Phase 2 engagement, the alternatives will be evaluated, and a final round of stakeholder engagement will be held in Fall 2024 to present the preferred alternative.

**If you would like to learn more about the project or would like to meet with AECOM and MTI, please contact Hannah Surgenor at [hannah.shirtliffsurgenor@aecom.com](mailto:hannah.shirtliffsurgenor@aecom.com) or phone (431) 335-3147. We will work with you to find a time to schedule a meeting.**

We will keep you up to speed on the project in the coming months. Thank you for your assistance in this matter, we look forward to hearing from you.

Yours sincerely,

S. Brad Cook, P.Eng.  
Senior Transportation Engineer  
AECOM Canada Ltd.  
T: 204-955-2461  
E: [brad.cook@aecom.com](mailto:brad.cook@aecom.com)

cc: Manitoba Transportation and Infrastructure

# PTH 12 / PR 210 Intersection Improvements Functional Design Study

## Phase 2 Stakeholder Engagement

July 2024



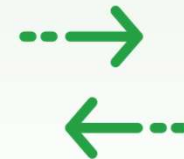
# Purpose of the Study



Manitoba Transportation and Infrastructure (MTI) is conducting a Functional Design Study to help make the intersection safer.

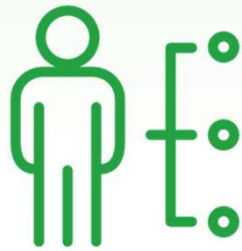


Collisions have increased at PTH 12 and PR 210 intersection over the past five years.



The study will consider intersection geometry and how to manage traffic to reduce collisions.

## The **purpose** of this meeting is to:



Present the alternatives under consideration

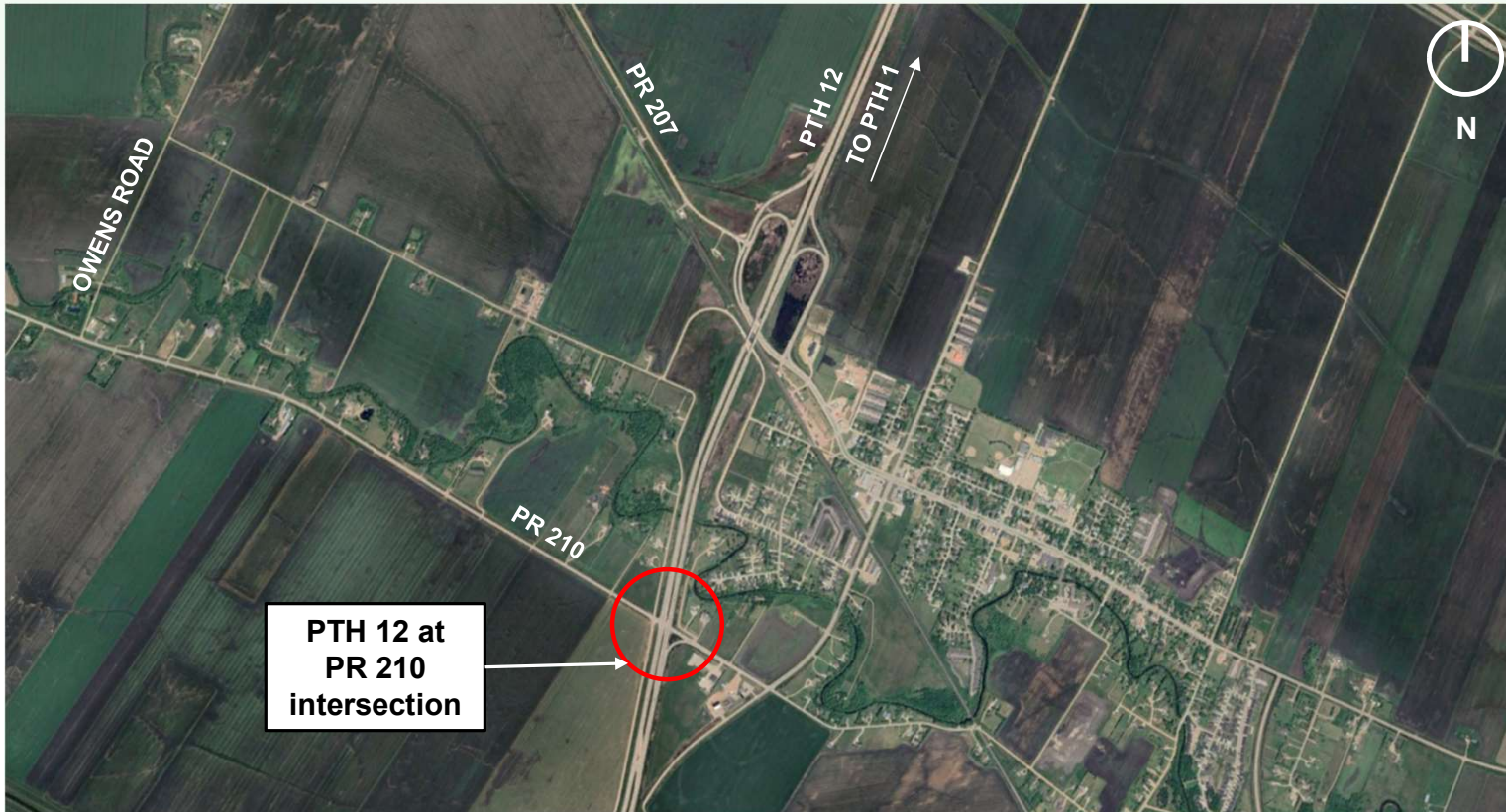


Collect feedback on the alternatives that will help in the evaluation and selection of preferred alternative.



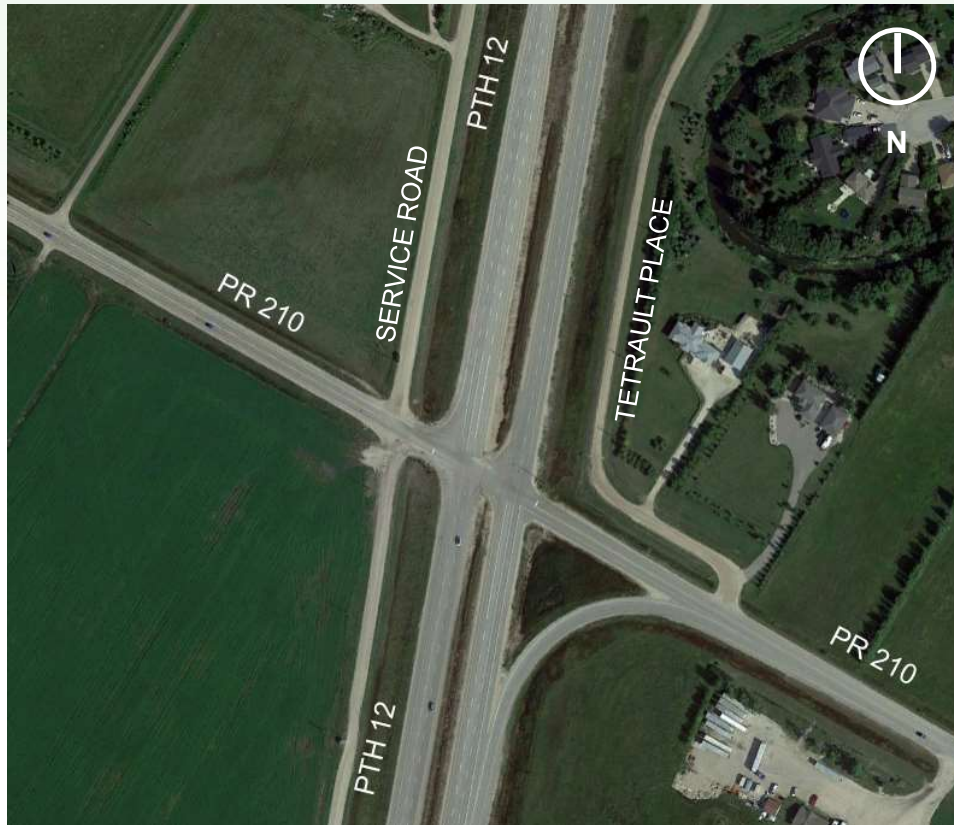
Describe the next steps in the functional design process.

# Study Area



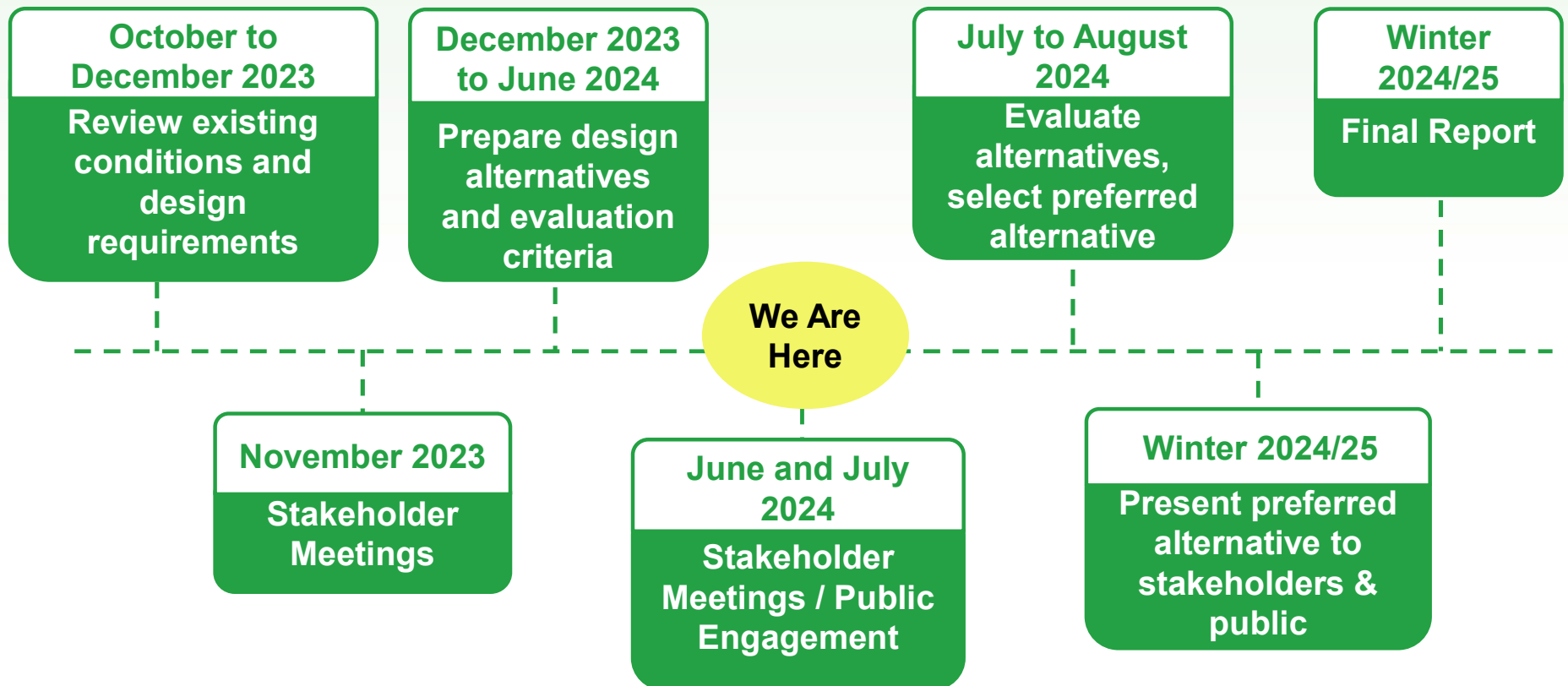


# Existing PTH 12 at PR 210 Intersection



- No acceleration lanes for right turns from PR 210 onto PTH 12
- Northbound and southbound left turn lanes on PTH 12
- Left-turn median acceleration lane provided for westbound PR 210 to southbound PTH 12
- Stop signs at PR 210
- Skewed intersection
- Right-turn lane from northbound PTH 12 to PR 210

# Study Timeline



# Intersection Improvement Concepts



MTI and AECOM considered 11 improvement concepts.

- Geometric improvements to the existing intersection
- Improve intersection skew angle
- Restricted crossing U-turn (RCUT)
- Median Half-Closure (Option A)
- Median Half-Closure (Option B)
- Median Half-Closure (Option C)
- Median Full Closure
- Jug handle
- Roundabout
- Median U-turn (MUT)
- Traffic signals

# Intersection Improvement Alternatives



Four alternatives that addressed most or all the intersection's safety and operational issues.

**Alternative #1**

**Median Half-Closure  
(Option A)**

**Alternative #2**

**Median Half-Closure  
(Option B)**

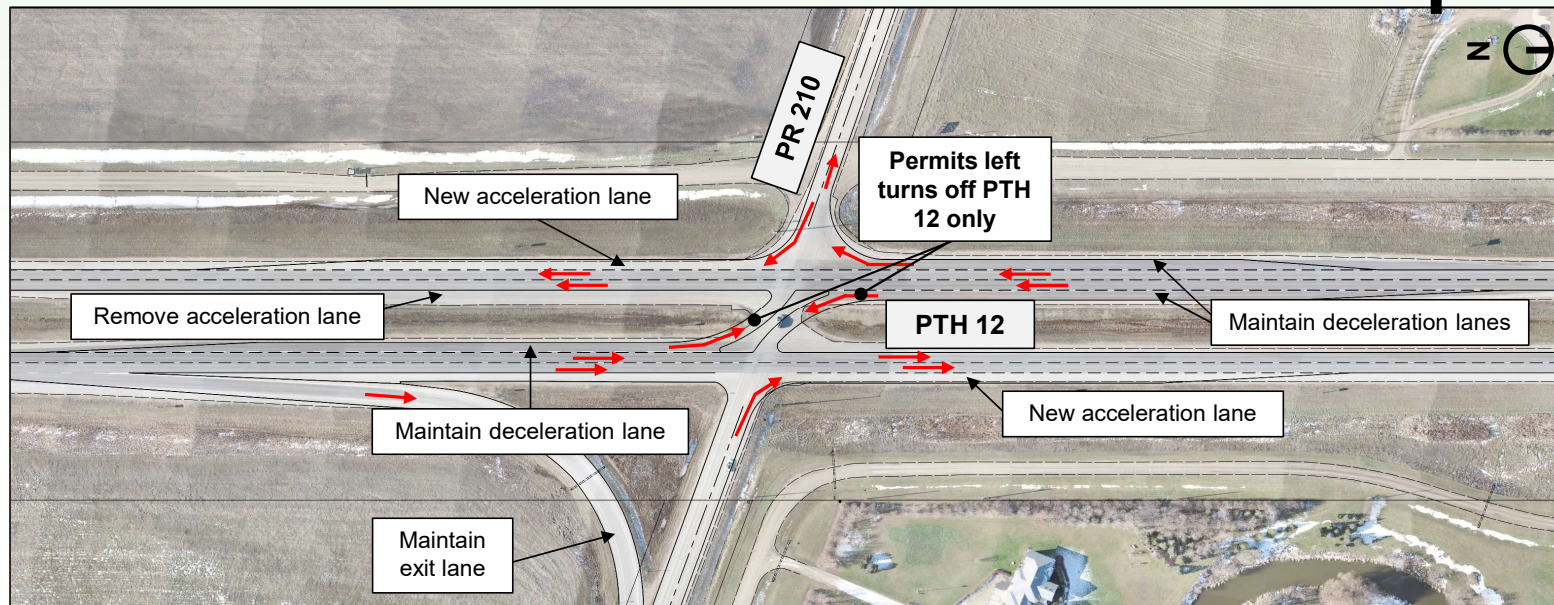
**Alternative #3**

**Median Full  
Closure**

**Alternative #4**

**Roundabout**

# Alternative #1: Median Half-Closure Option A



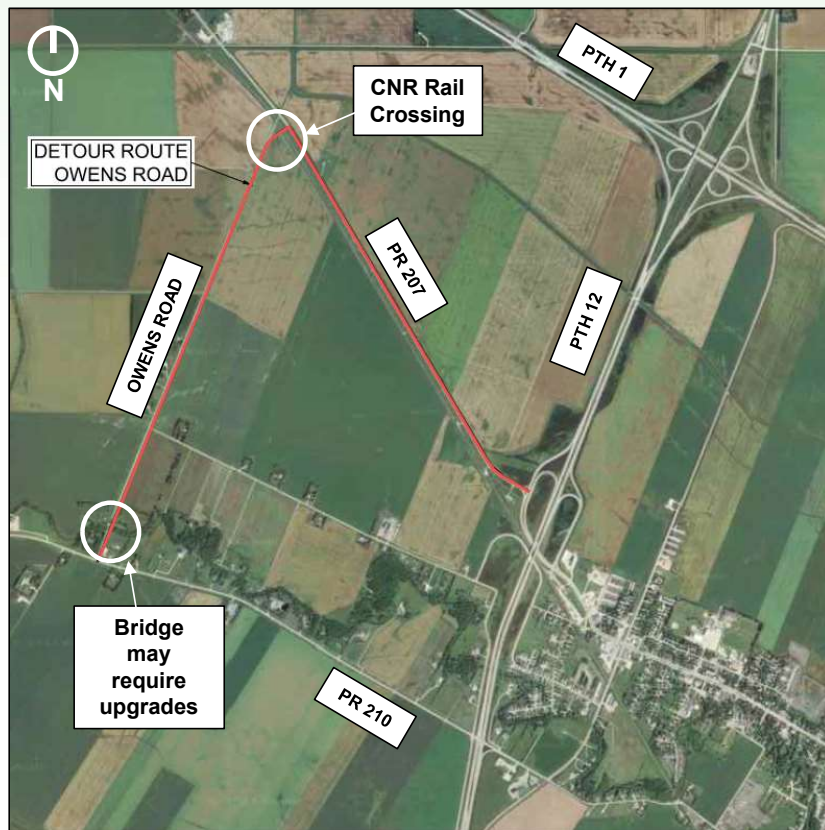
## Pros

- Addresses safety issues, can accommodate 2043 projected traffic volumes
- Speed limit maintained on PTH 12
- Permits left, through, and right turns from PTH 12; permits right turns only from PR 210
- Promotes safer operations and turning movements in the median

## Cons

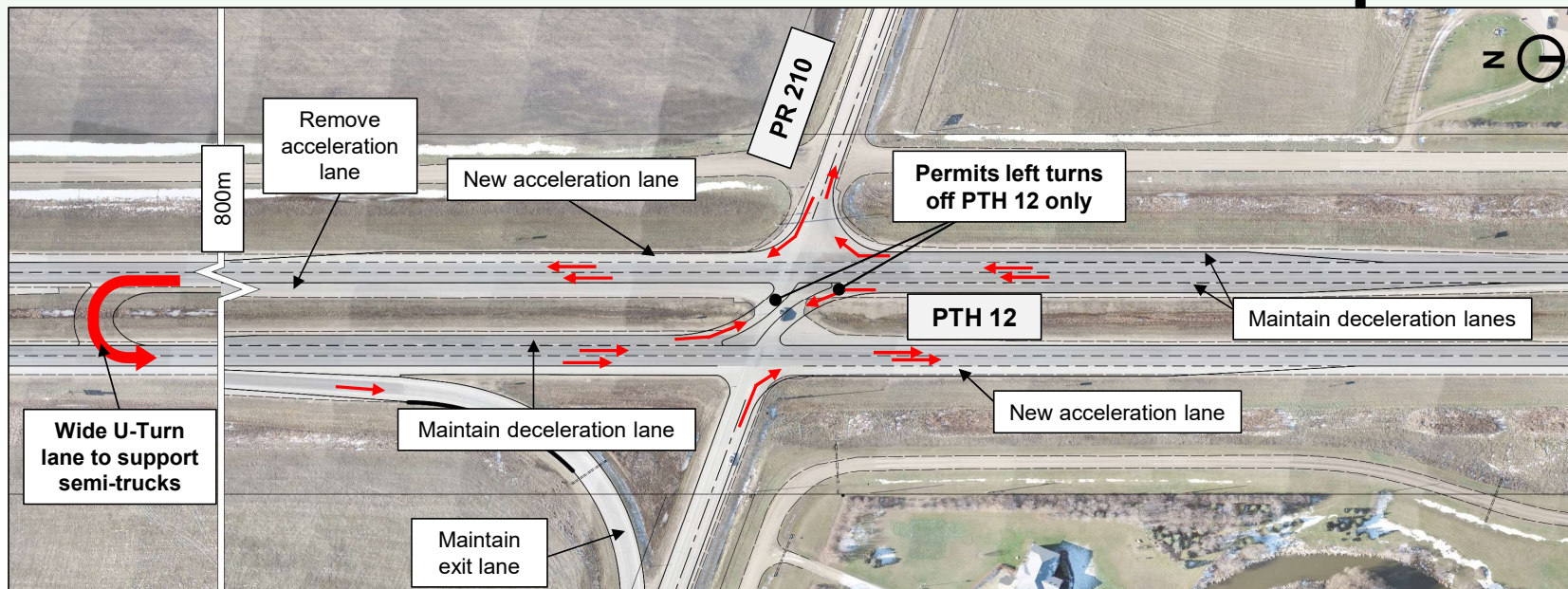
- Does not permit through and left-turn movements from PR 210 which must re-route to the PR 207 interchange
- West side detour route is 6.9 km long, mostly gravel

# West Side Detour



- This detour plan could be implemented if Alternative #1 or #3 is selected
- Vehicles can only turn right from PR 210 to PTH 12
- Vehicles travelling east on PR 210 that wish to travel north on PTH 12 must detour 6.9 km to the PR 207 interchange
- The detour road is mostly gravel
- Bridge upgrade may be required on Owens Road
- May require minor realignment of Owens Road and PR 207 intersection to reduce skew angle

# Alternative #2: Median Half-Closure Option B



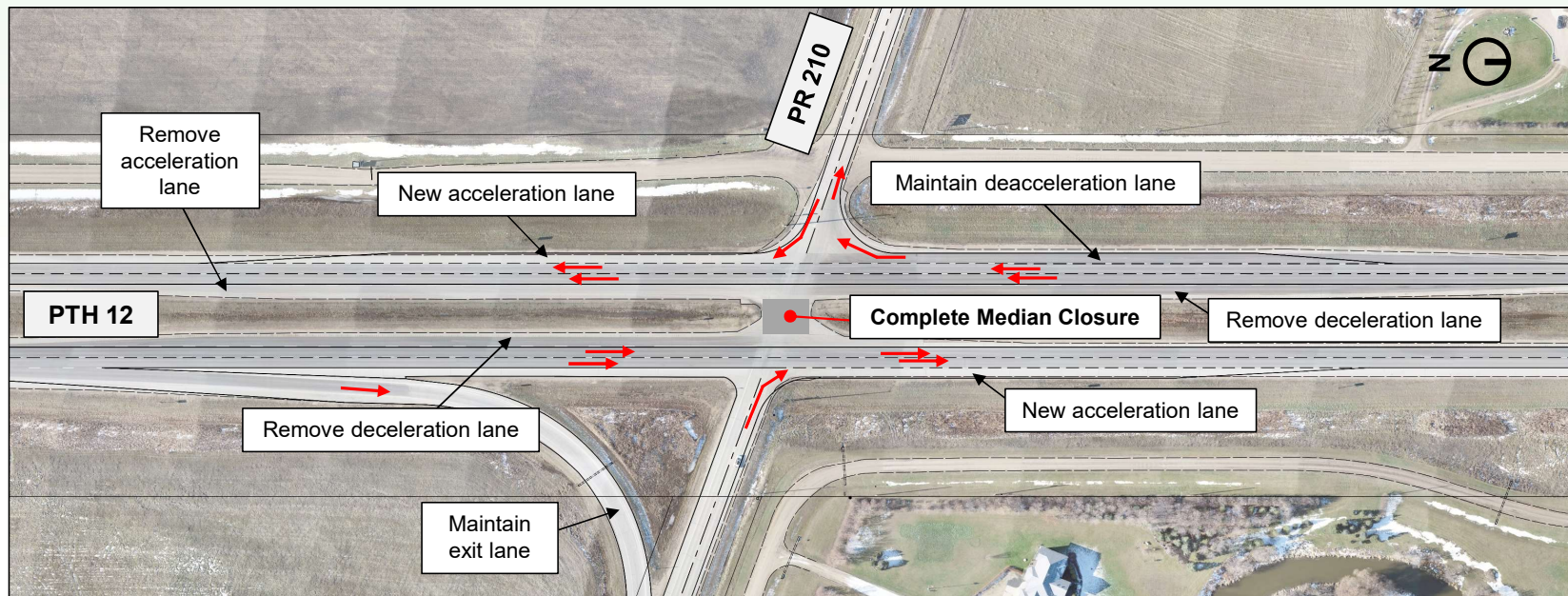
## Pros

- Addresses traffic safety issues, can accommodate 2043 projected traffic volumes
- Avoids 6.9 km detour for eastbound traffic on PR 210 west of PTH 12
- Promotes safer operations and turning movements in the median

## Cons

- Does not permit through and left-turn movements from PR 210
- U-turn may be confusing
- Speed on PTH 12 must be reduced to 80 km/hr due to U-turn movement
- Likely requires minor realignment of PTH 12 to accommodate U-turn movements

# Alternative #3: Median Full Closure



## Pros

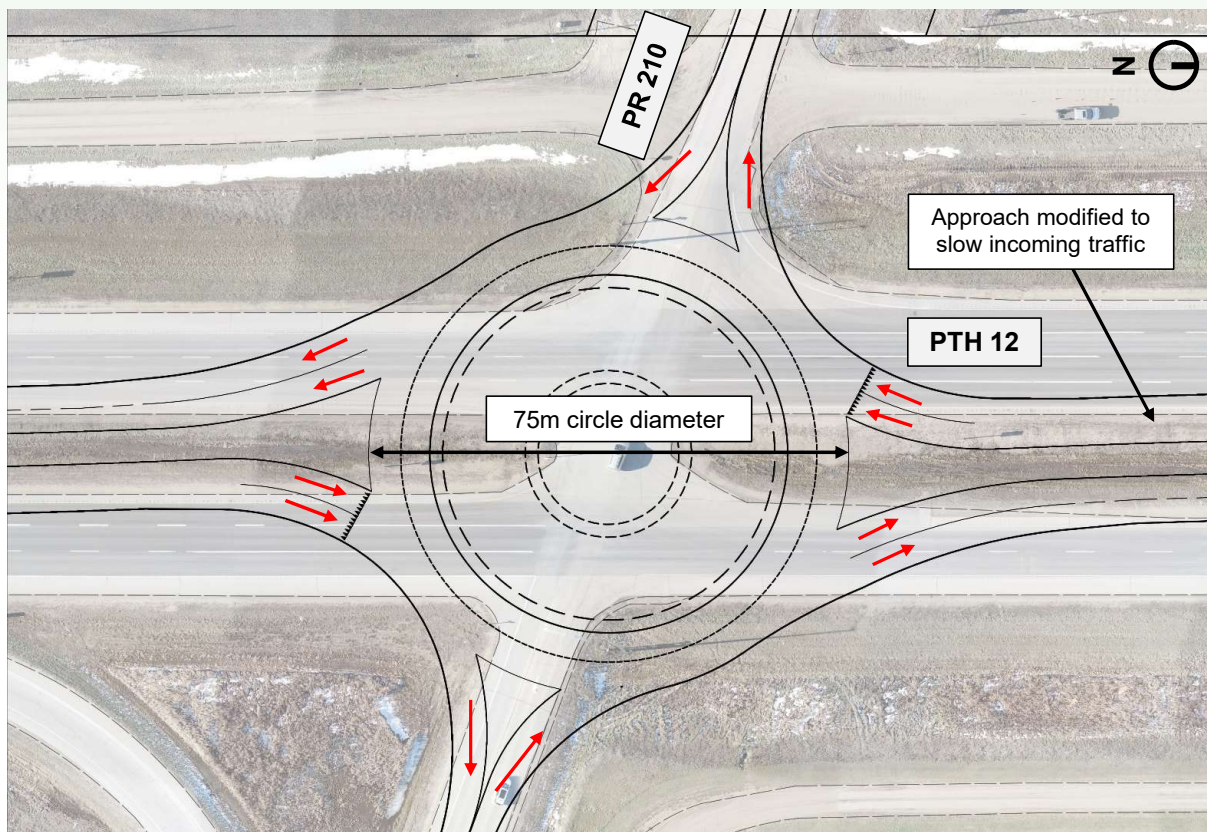
- Addresses traffic safety issues, reduces intersection conflict points, can accommodate 2043 projected traffic volumes
- Maintains speed limit on PTH 12
- Eliminates through and left movements from PR 210 associated with right-angle collisions

## Cons

- All left-turn movements from PTH 12 and through and left movements from PR 210 must re-route to the PR 207 interchange
- West side detour route is 6.9 km long, mostly gravel



# Alternative #4: Roundabout



## Pros

- Addresses traffic safety issues, can accommodate 2043 projected traffic volumes
- All turning movements from PTH 12 and PR 210 are maintained
- Anticipated to reduce injury and fatal collision rates

## Cons

- Approaching roundabout, PTH 12 speed limit reduced from 100 km/hour to 80 km/hour
- Further speed reduction when entering the roundabout, 30 to 40 km/hour
- Large trucks, especially long combination vehicles, will more than likely need to come to a very low speed or complete stop before entering the roundabout
- Anticipated to increase overall collision rate, but collisions expected to be less severe

# Questions & Comments

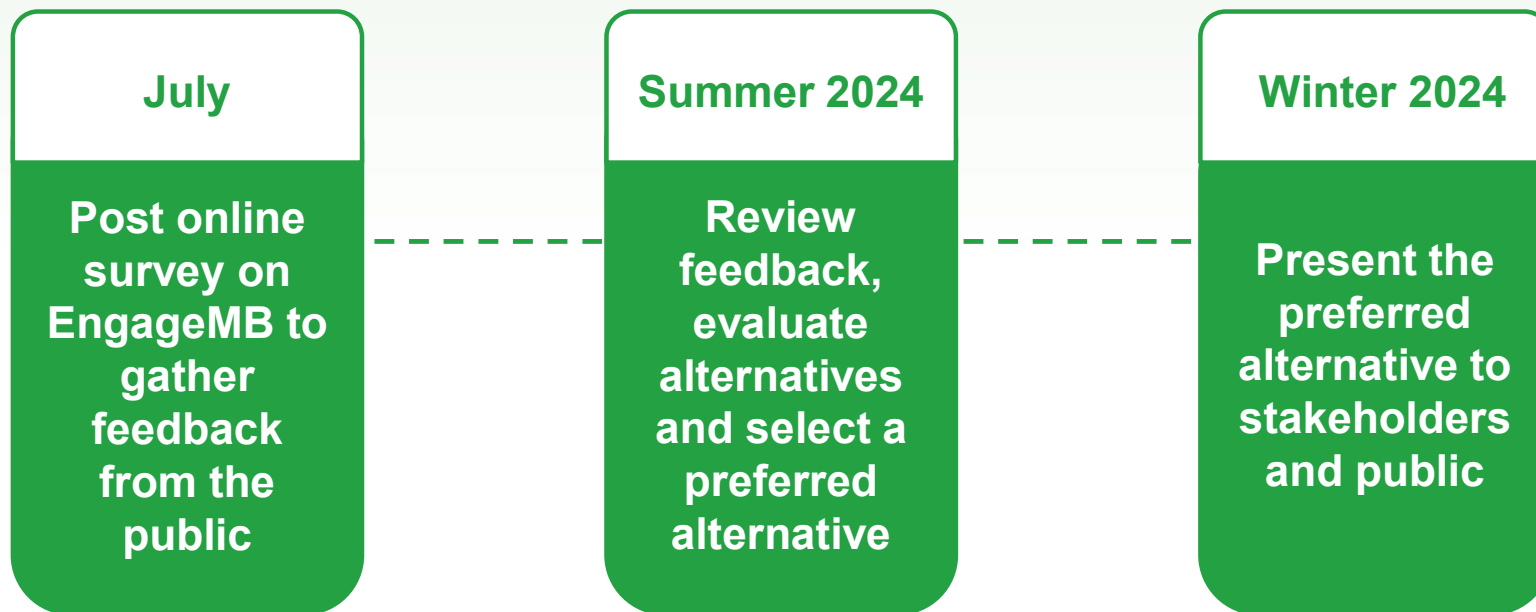


- What should we consider when evaluating options?
- What else should we know about the PTH 12 and PR 210 intersection?

Questions or comments after today's meeting? Please contact:

[Hannah.ShirtliffSurgenor@aecom.com](mailto:Hannah.ShirtliffSurgenor@aecom.com)

# Next Steps



# Thank You

Thank you for taking part in Phase 2 Engagement for the PTH 12 at PR 210 Functional Design Study.

A survey will be published on the EngageMB website in July to gather feedback from the public on the proposed alternatives.

## For more information:

Hannah Surgenor, Engagement Support  
[Hannah.ShirtliffSurgenor@aecom.com](mailto:Hannah.ShirtliffSurgenor@aecom.com)

**A.1.1.2 Open House Materials**

- Open House Storyboards

# PTH 12 / PR 210 Intersection Improvements Functional Design Study

## Open House

July 2024



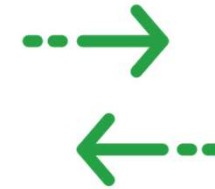
# Purpose of the Study



Collisions have increased at PTH 12 and PR 210 intersection over the past five years.



Manitoba Transportation and Infrastructure (MTI) is conducting a Functional Design Study to help make the intersection safer.

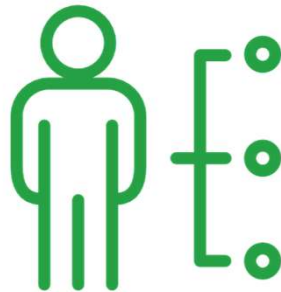


The study will consider intersection geometry and how to manage traffic to reduce collisions.

# The **purpose** of this Open House is to:



Introduce  
the project.



Present the  
alternatives  
under  
consideration.



Collect  
feedback on  
the  
alternatives.



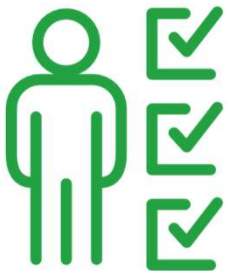
# What is Functional Design?



Functional design is an early design phase which addresses traffic operations and safety issues.

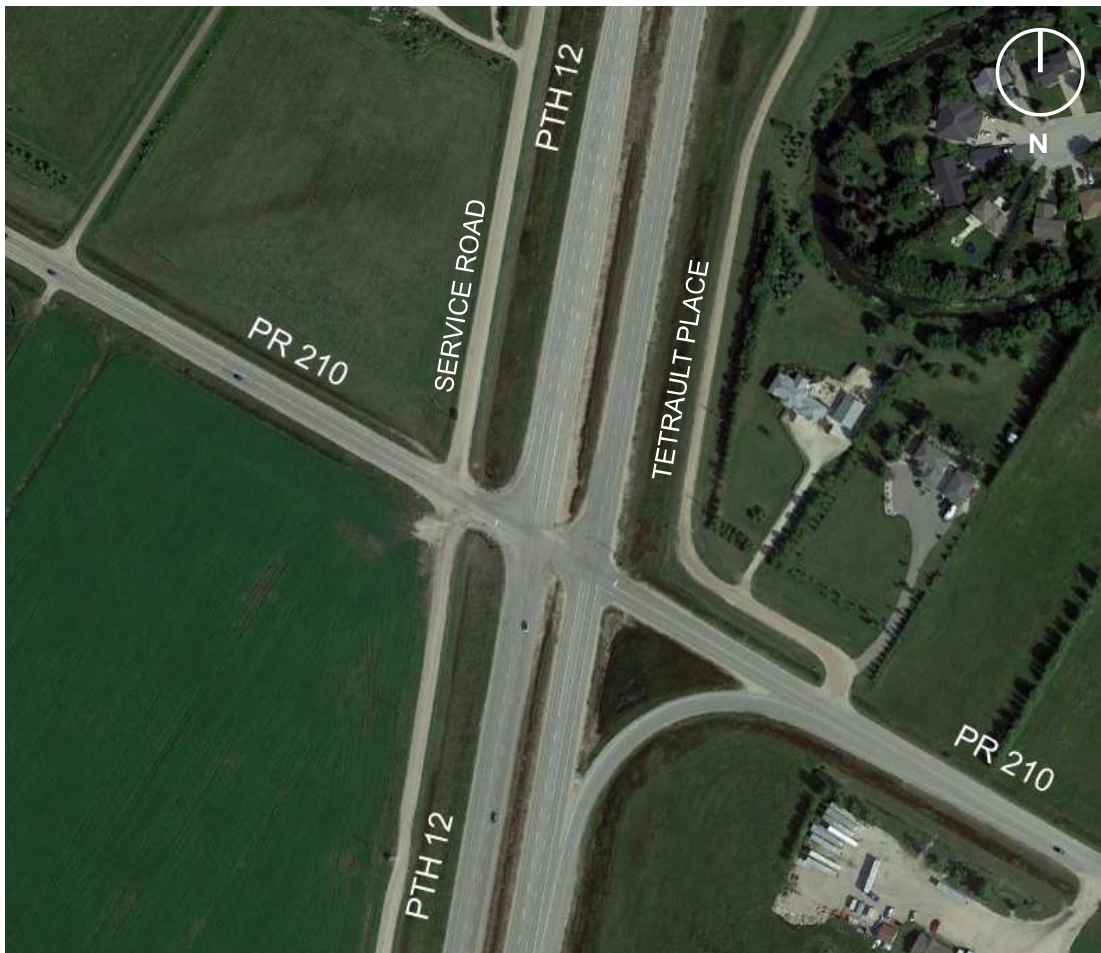


Several design alternatives are developed and evaluated, based on analyses, and public and stakeholder feedback.



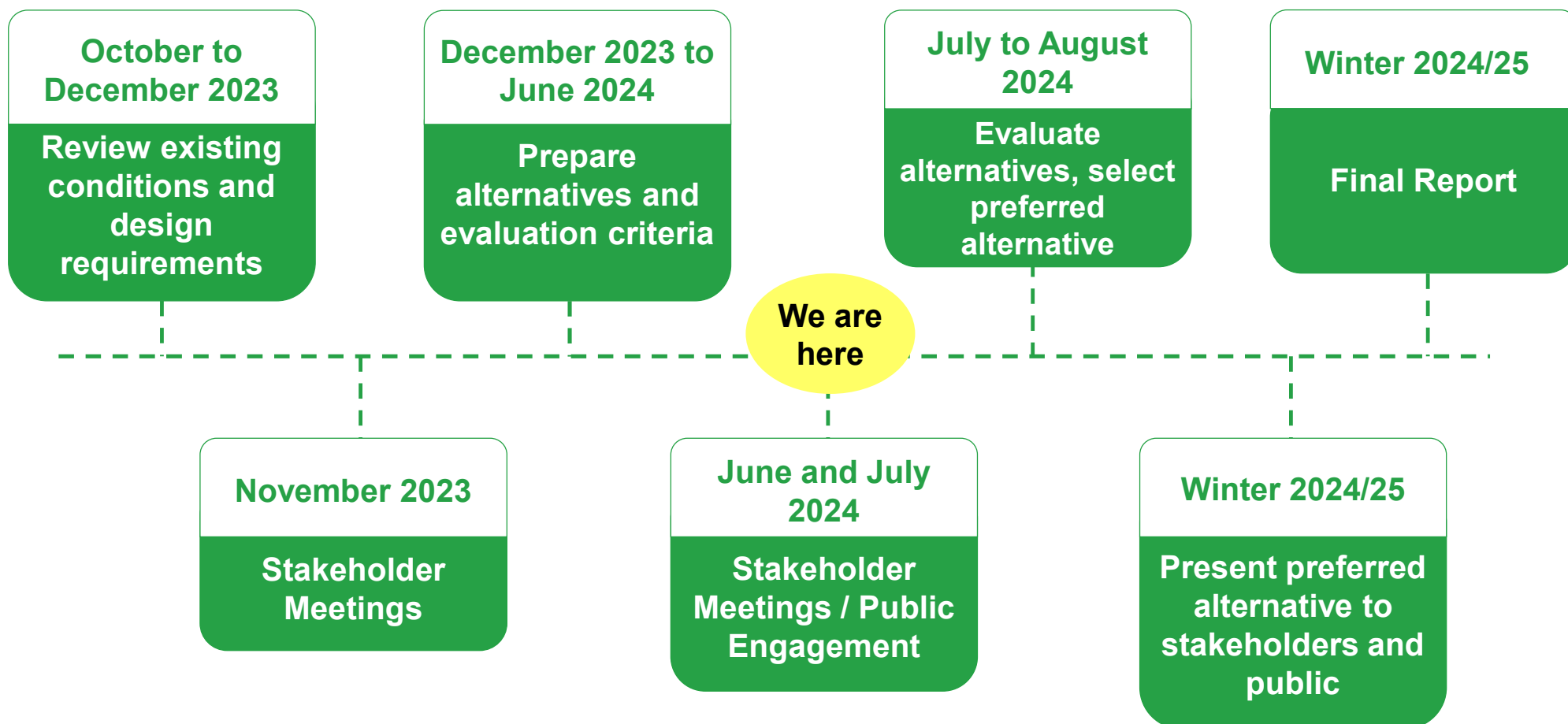
Based on evaluation, Manitoba Transportation and Infrastructure will select a preferred alternative, which will be refined to functional design level.

# Existing PTH 12 at PR 210 Intersection



- No acceleration lanes for right turns from PR 210 onto PTH 12
- Northbound and southbound left turn lanes on PTH 12
- Left-turn median acceleration lane provided for westbound PR 210 to southbound PTH 12
- Stop signs at PR 210
- Skewed intersection
- Right-turn lane from northbound PTH 12 to PR 210

# Study Timeline



# Intersection Improvement Concepts



MTI and AECOM considered 11 improvement concepts.

- Geometric improvements to the existing intersection
- Improve intersection skew angle
- Restricted crossing U-turn (RCUT)
- Median Half-Closure (Option A)
- Median Half-Closure (Option B)
- Median Half-Closure (Option C)
- Median Full Closure
- Jug handle
- Roundabout
- Median U-turn (MUT)
- Traffic signals

# Intersection Improvement Alternatives



Four alternatives that addressed most or all the intersection's safety and operational issues.

**Alternative #1**

**Median Half-Closure  
(Option A)**

**Alternative #2**

**Median Half-Closure  
(Option B)**

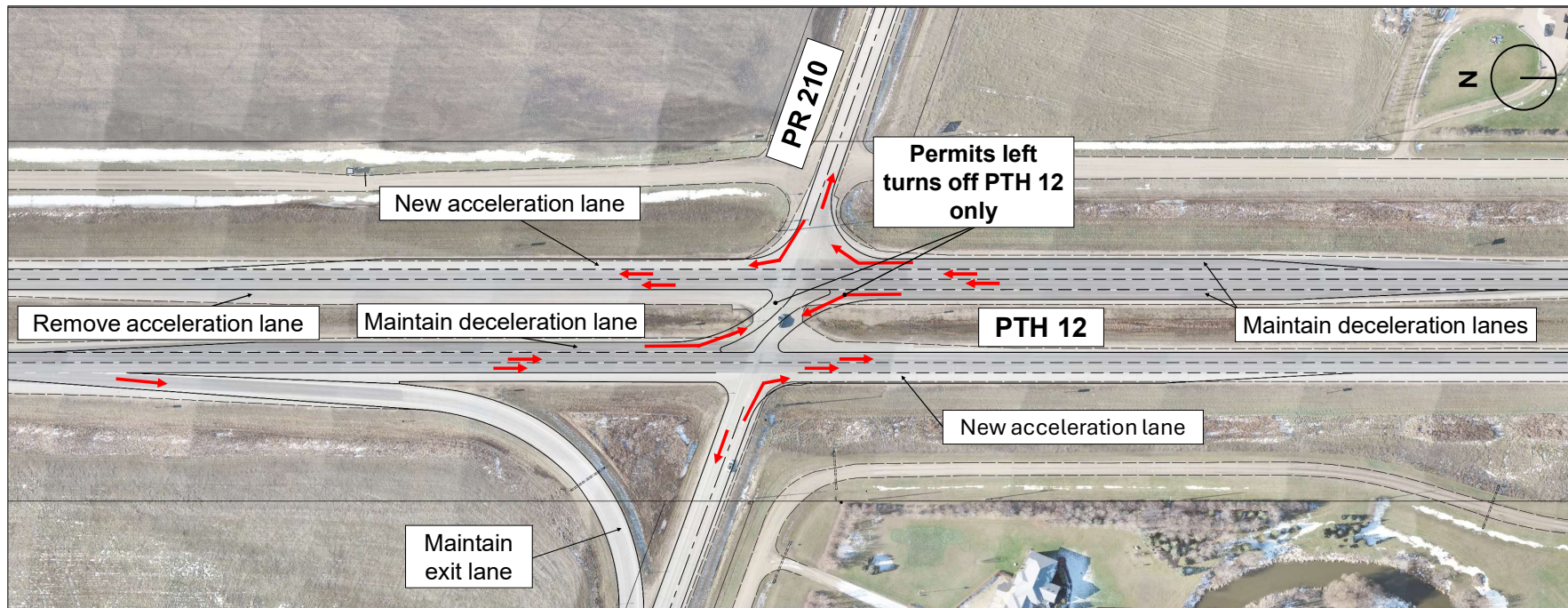
**Alternative #3**

**Median Full  
Closure**

**Alternative #4**

**Roundabout**

# Alternative #1: Median Half-Closure Option A



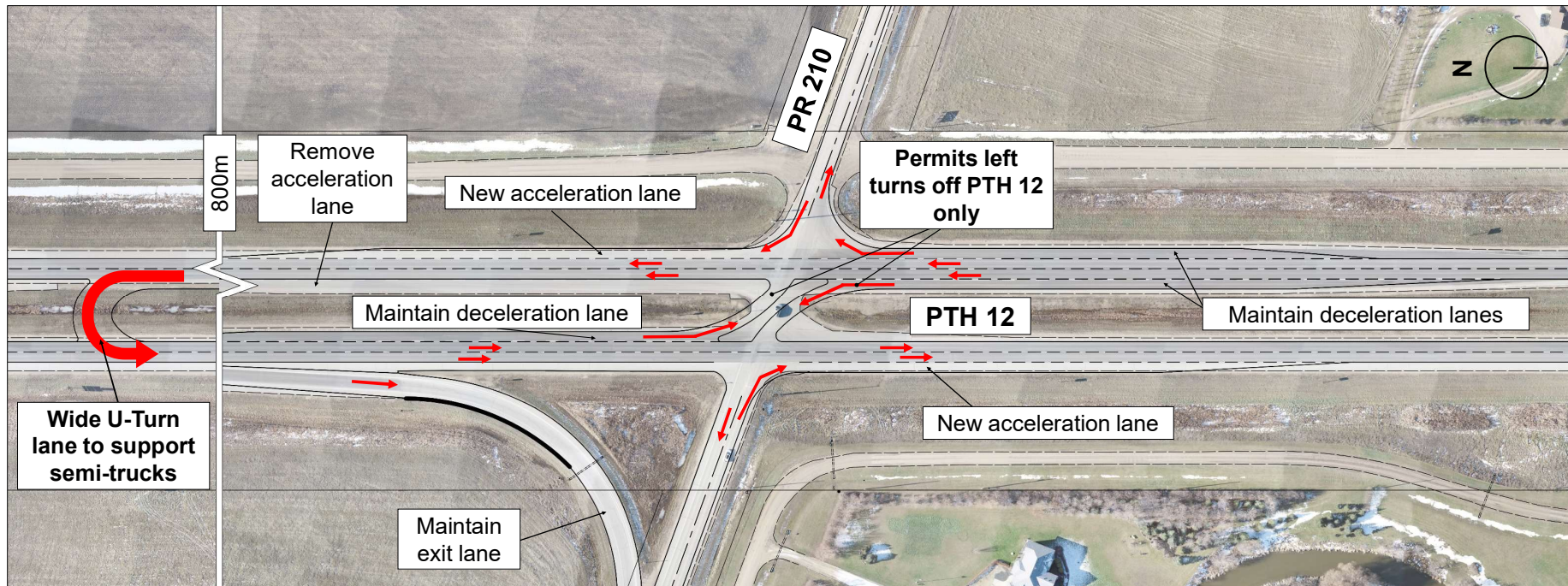
## Pros

- Addresses safety issues, can accommodate 2043 projected traffic volumes
- Speed limit maintained on PTH 12
- Permits left, through, and right turns from PTH 12; permits right turns only from PR 210
- Promotes safer operations and turning movements in the median

## Cons

- Does not permit through and left-turn movements from PR 210 which must re-route to the PR 207 interchange
- West side detour route is 6.9 km long, mostly gravel

# Alternative #2: Median Half-Closure Option B



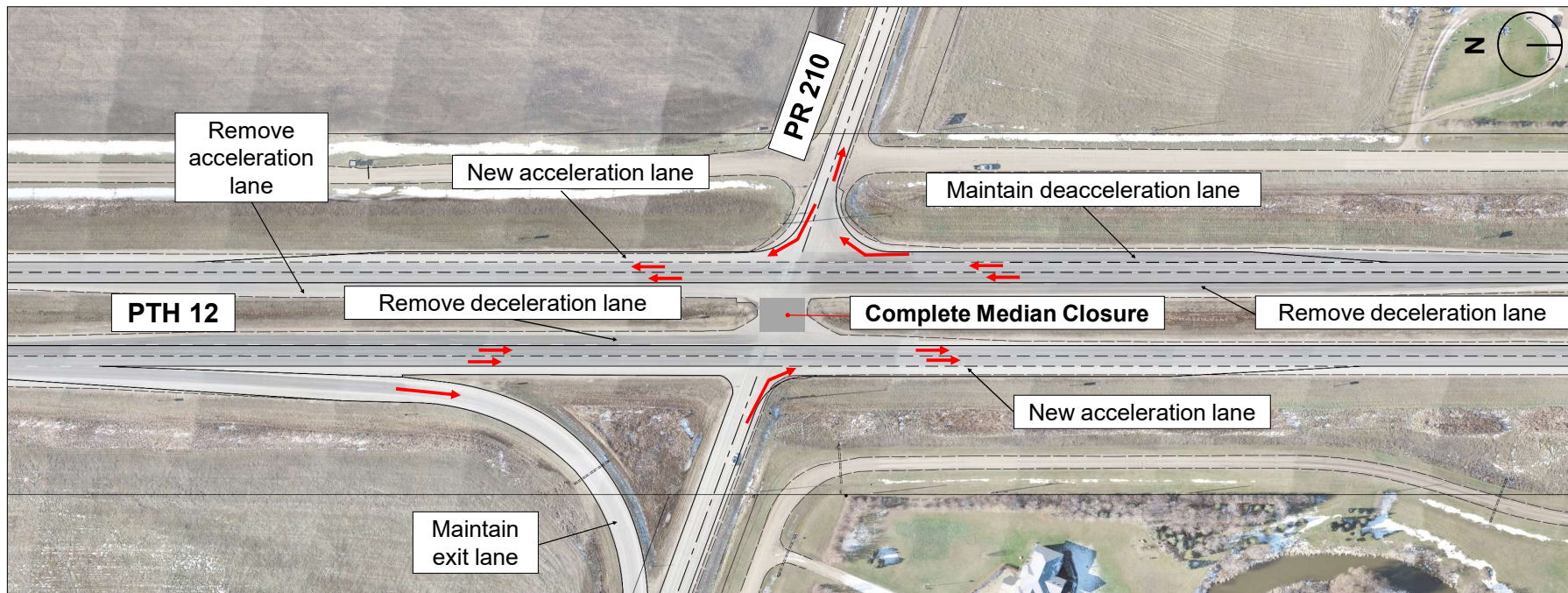
## Pros

- Addresses traffic safety issues, can accommodate 2043 projected traffic volumes
- Avoids 6.9 km detour for eastbound traffic on PR 210 west of PTH 12
- Promotes safer operations and turning movements in the median

## Cons

- Does not permit through and left-turn movements from PR 210
- U-turn may be confusing
- Speed on PTH 12 must be reduced to 80 km/hr due to U-turn movement
- Likely requires minor realignment of PTH 12 to accommodate U-turn movements

# Alternative #3: Median Full Closure



## Pros

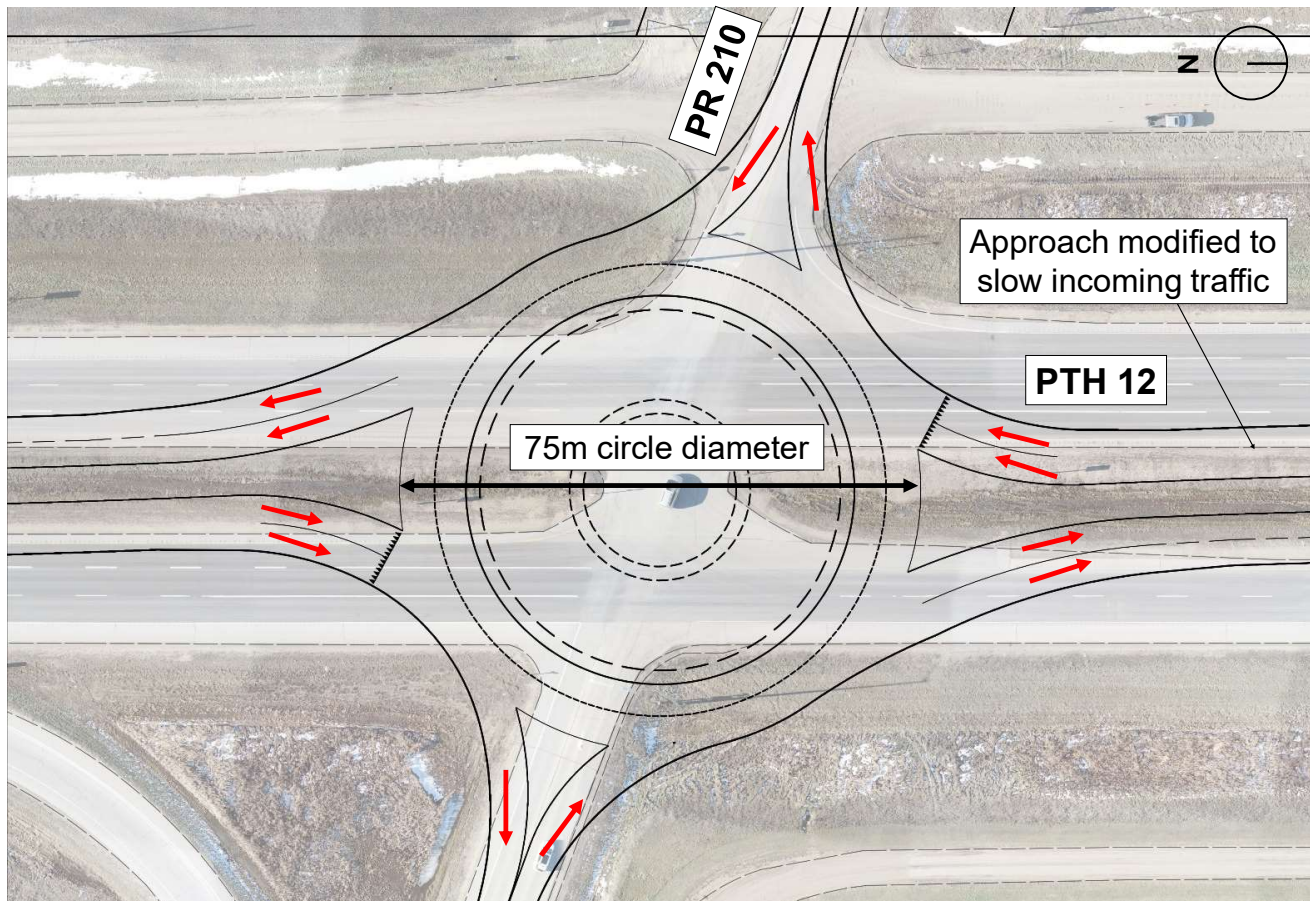
- Addresses traffic safety issues, reduces intersection conflict points, can accommodate 2043 projected traffic volumes
- Maintains speed limit on PTH 12
- Eliminates through and left movements from PR 210 associated with right-angle collisions

## Cons

- All left-turn movements from PTH 12 and through and left movements from PR 210 must re-route to the PR 207 interchange
- West side detour route is 6.9 km long, mostly gravel



# Alternative #4: Roundabout



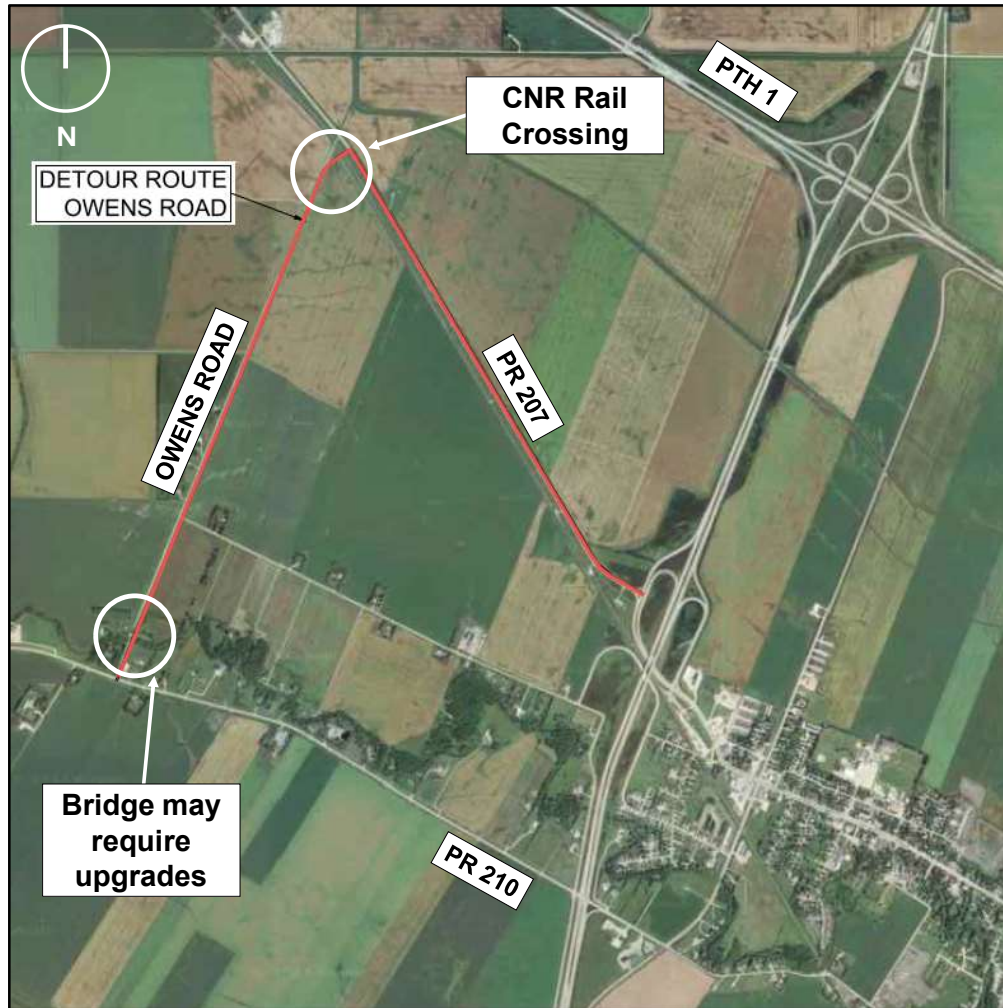
## Pros

- Addresses traffic safety issues, can accommodate 2043 traffic volumes
- All turning movements from PTH 12 and PR 210 are maintained
- Anticipated to reduce injury and fatal collision rates

## Cons

- Approaching roundabout, PTH 12 speed limit reduced from 100 km/hour to 80 km/hour
- Further speed reduction when entering the roundabout, 30 to 40 km/hour
- Large trucks, especially long combination vehicles, will more than likely need to come to a very low speed or complete stop before entering the roundabout
- Anticipated to increase overall collision rate, but collisions expected to be less severe

# West Side Detour



- This detour plan could be implemented if Alternative #1 or #3 is selected
- Vehicles can only turn right from PR 210 to PTH 12
- Vehicles travelling east on PR 210 that wish to travel north on PTH 12 must detour 6.9 km to the PR 207 interchange
- The detour road is mostly gravel
- Bridge upgrade may be required on Owens Road
- May require minor realignment of Owens Road and PR 207 intersection to reduce skew angle

# Comments



Please share any additional comments, questions, or concerns about the proposed alternatives here.

# Next Steps



# Thank You

Thank you for participating in the Phase 2 Engagement for the PTH 12 at PR 210 Functional Design Study.

A survey will be published on the EngageMB website in July to gather feedback from the public on the proposed alternatives.

**For additional information, please contact:**

Hannah Surgenor, Engagement Support  
E: [Hannah.ShirtliffSurgenor@aecom.com](mailto:Hannah.ShirtliffSurgenor@aecom.com)

**A.1.1.3 EngageMB Materials**

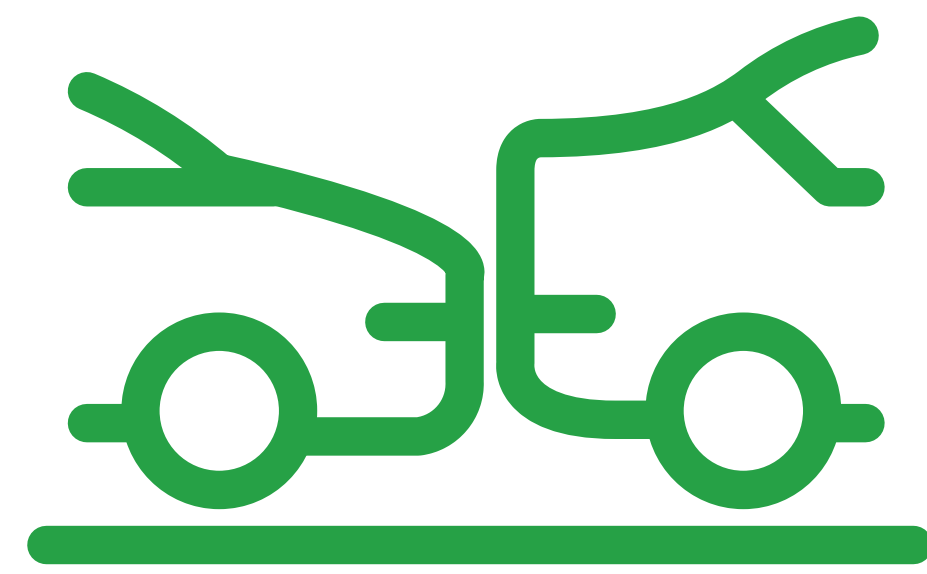
- EngageMB Presentation
- EngageMB Survey

# PTH 12 / PR 210 Intersection Improvements Functional Design Study

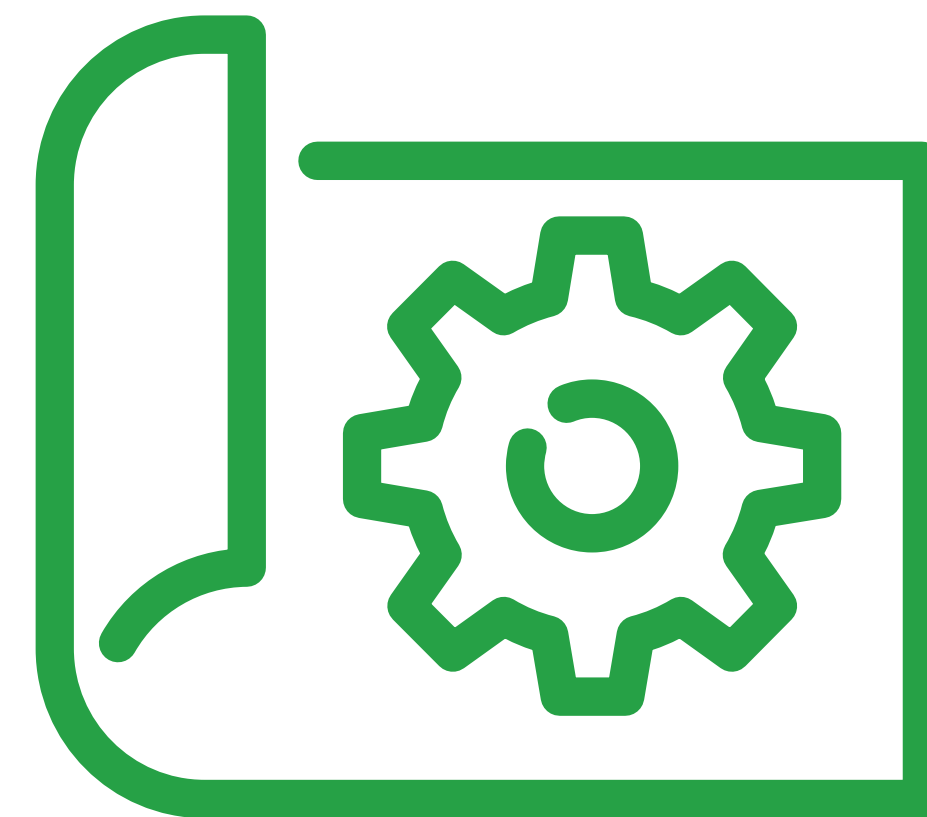
**EngageMB Survey**  
July 2024



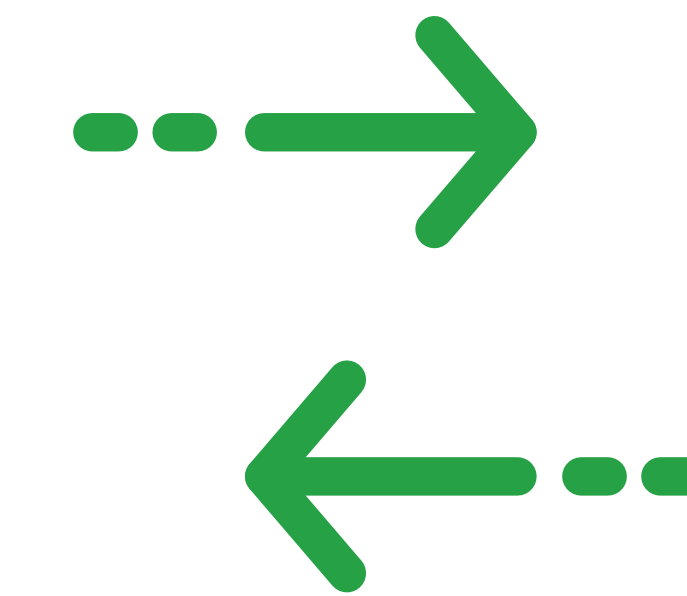
# Purpose of the Study



Collisions have increased at PTH 12 and PR 210 intersection over the past five years.



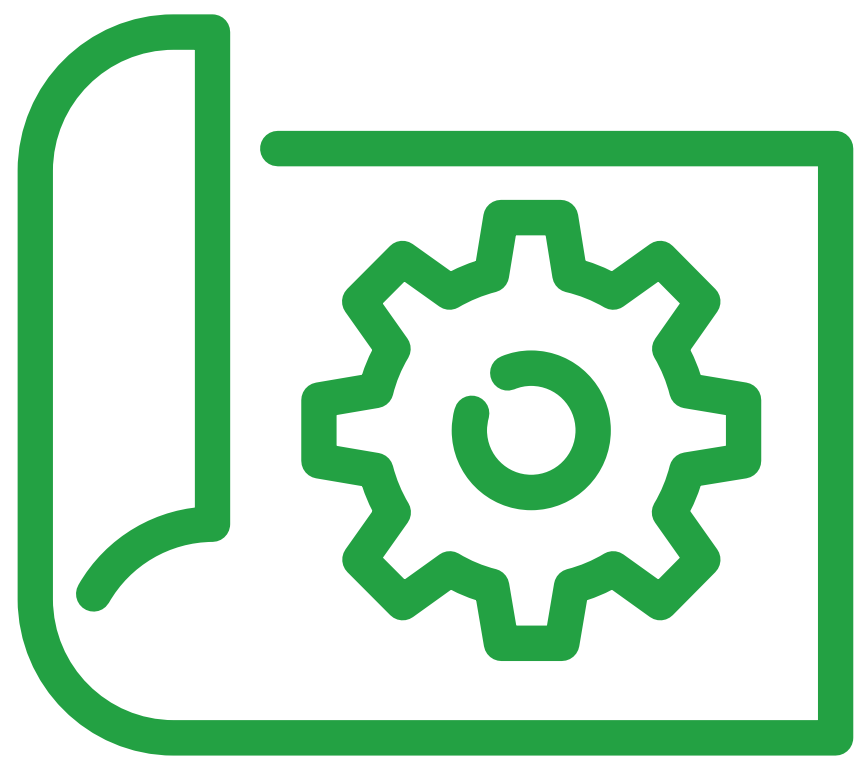
Manitoba Transportation and Infrastructure (MTI) is conducting a Functional Design Study to help make the intersection safer.



The study will consider intersection geometry and how to manage traffic to reduce collisions.



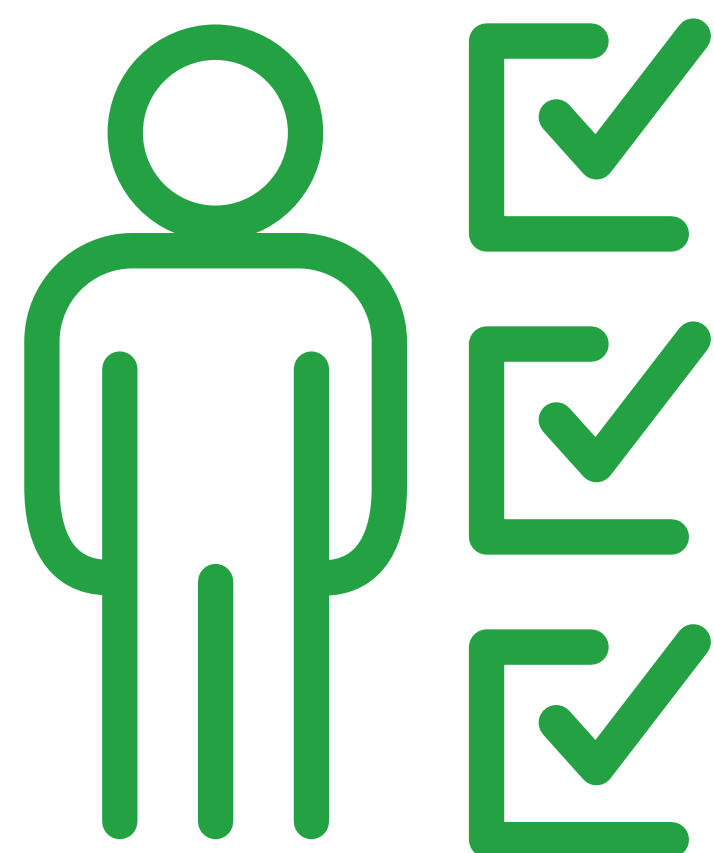
# What is Functional Design?



Functional design is an early phase process where conceptual designs are developed to address traffic operations and safety issues.

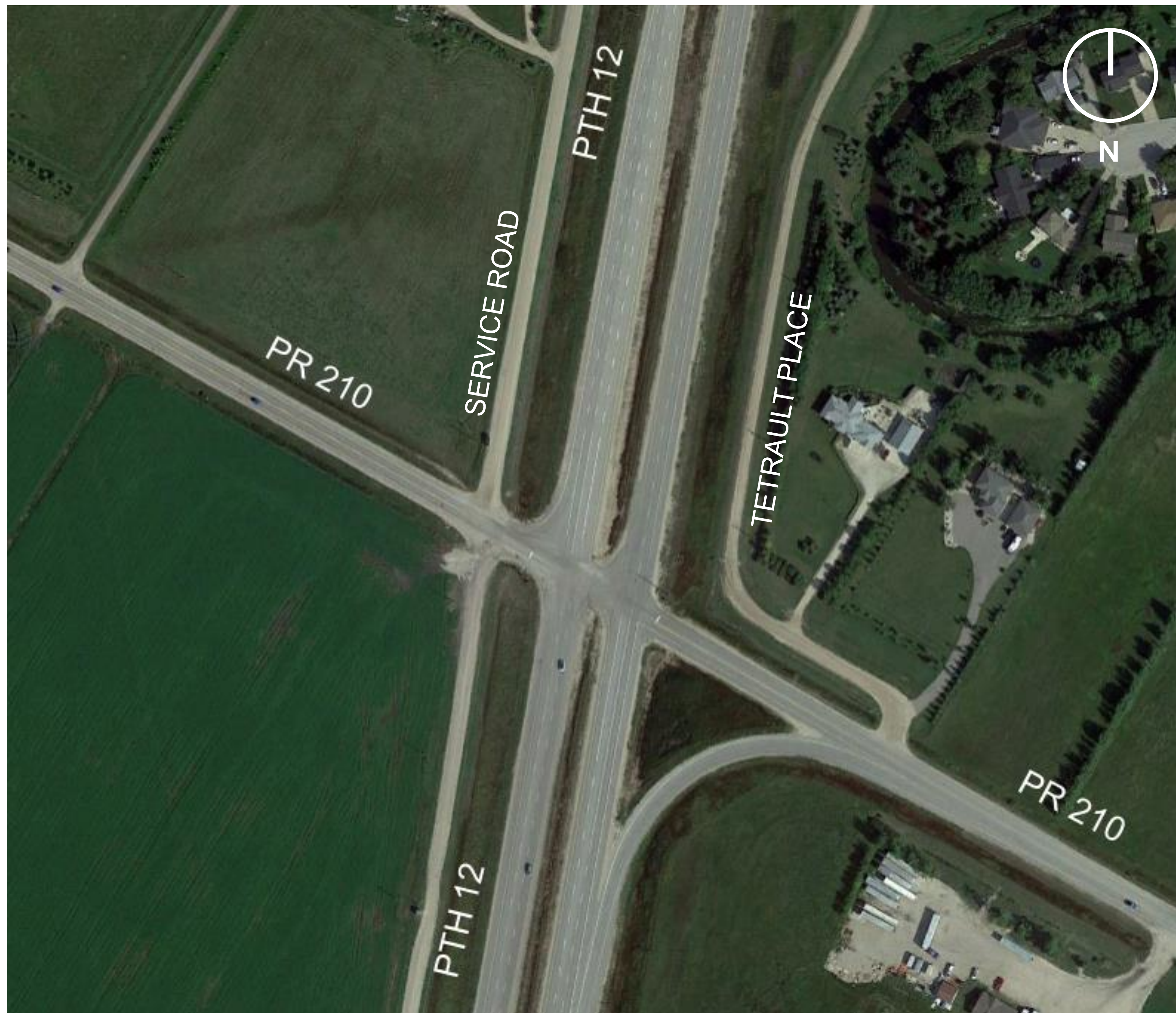


Several design alternatives are developed and evaluated, based on analyses, and public and stakeholder feedback, including the EngageMB survey.



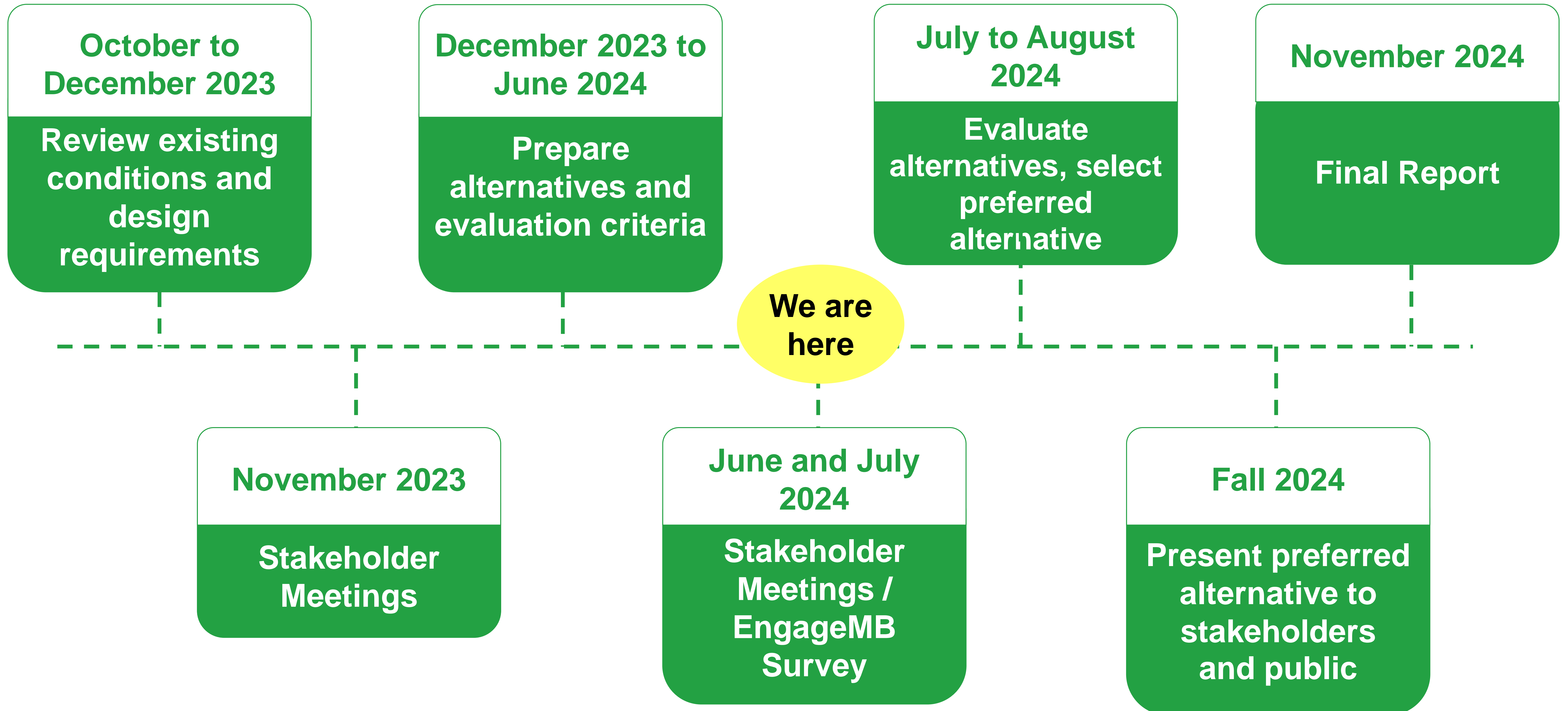
Based on evaluation, Manitoba Transportation and Infrastructure will select a preferred alternative, which will be refined to functional design level.

# Existing PTH 12 at PR 210 Intersection



- No acceleration lanes for right turns from PR 210 onto PTH 12
- Northbound and southbound left turn lanes on PTH 12
- Left-turn median acceleration lane provided for westbound PR 210 to southbound PTH 12
- Stop signs at PR 210
- Skewed intersection
- Right-turn lane from northbound PTH 12 to PR 210

# Study Timeline



# Intersection Improvement Alternatives

Four alternatives that address most or all the intersection's safety and operational issues.

**Alternative #1**

**Median Half-Closure  
(Option A)**

**Alternative #2**

**Median Half-Closure  
(Option B)**

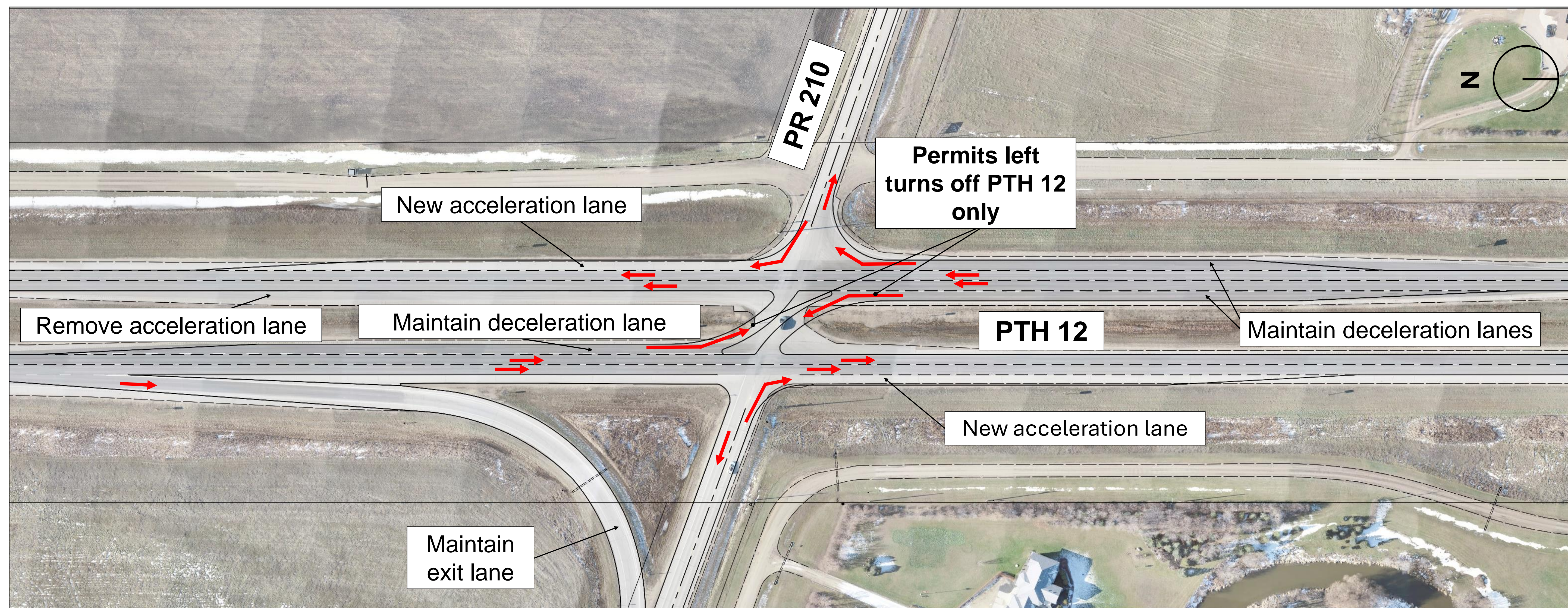
**Alternative #3**

**Median Full  
Closure**

**Alternative #4**

**Roundabout**

# Alternative #1: Median Half-Closure (Option A)



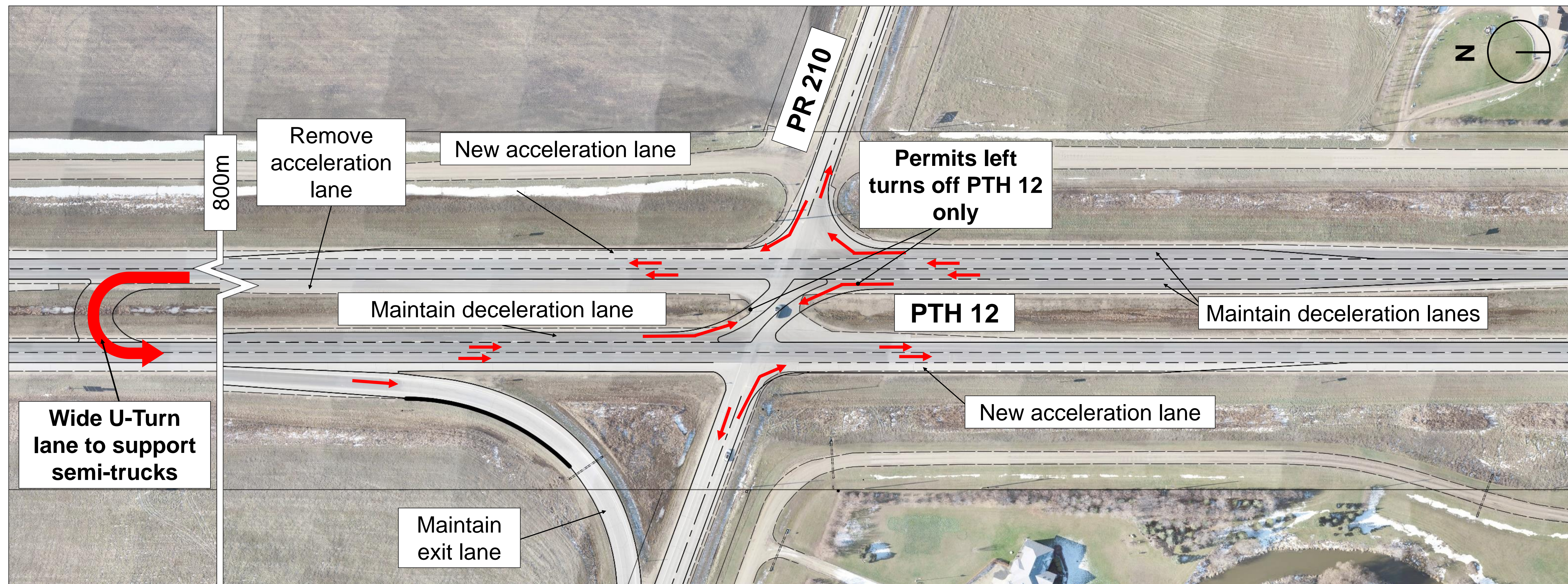
## Pros

- Addresses safety issues, can accommodate 2043 projected traffic volumes
- Speed limit maintained on PTH 12
- Permits left, through, and right turns from PTH 12; permits right turns only from PR 210
- Promotes safer operations and turning movements in the median

## Cons

- Does not permit through and left-turn movements from PR 210 which must re-route to the PR 207 interchange
- West side detour route is 6.9 km long, mostly gravel

# Alternative #2: Median Half-Closure (Option B)



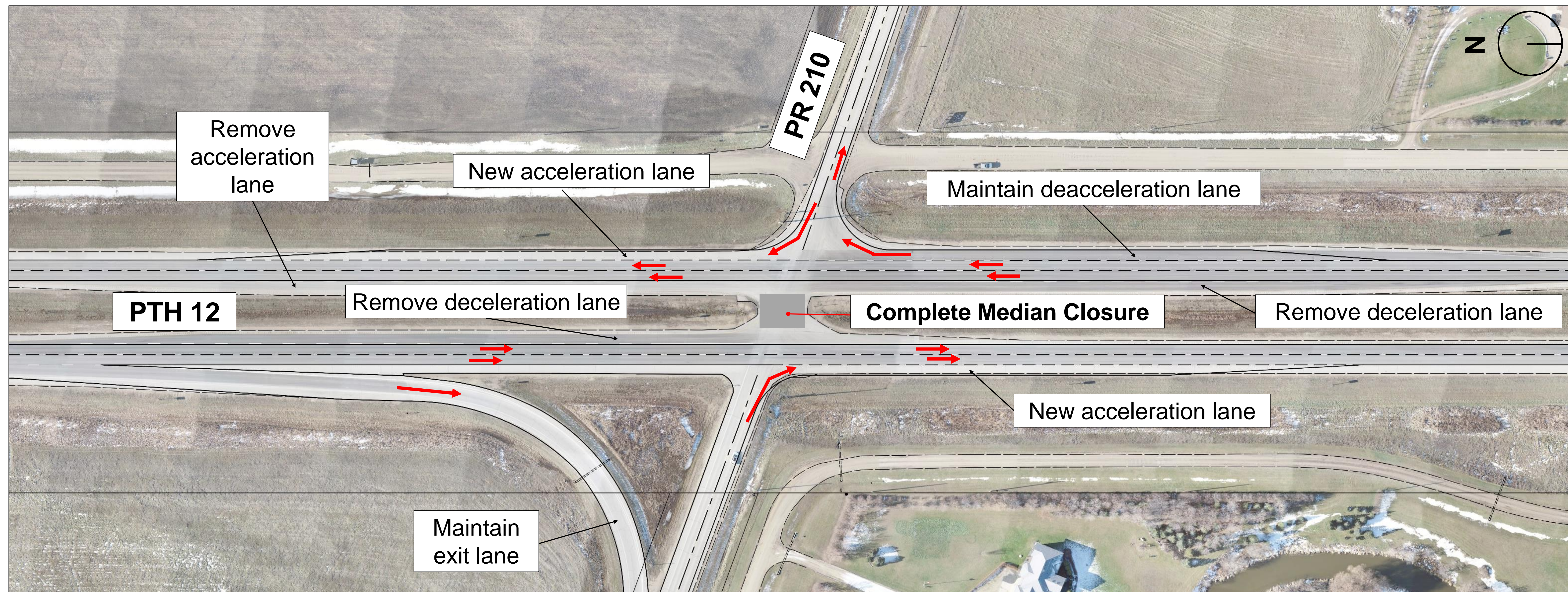
## Pros

- Addresses traffic safety issues, can accommodate 2043 projected traffic volumes
- Avoids 6.9 km detour for eastbound traffic on PR 210 west of PTH 12
- Promotes safer operations and turning movements in the median

## Cons

- Does not permit through and left-turn movements from PR 210
- U-turn may be confusing
- Speed on PTH 12 must be reduced to 80 km/hr due to U-turn movement
- Likely requires minor realignment of PTH 12 to accommodate U-turn movements

# Alternative #3: Median Full Closure



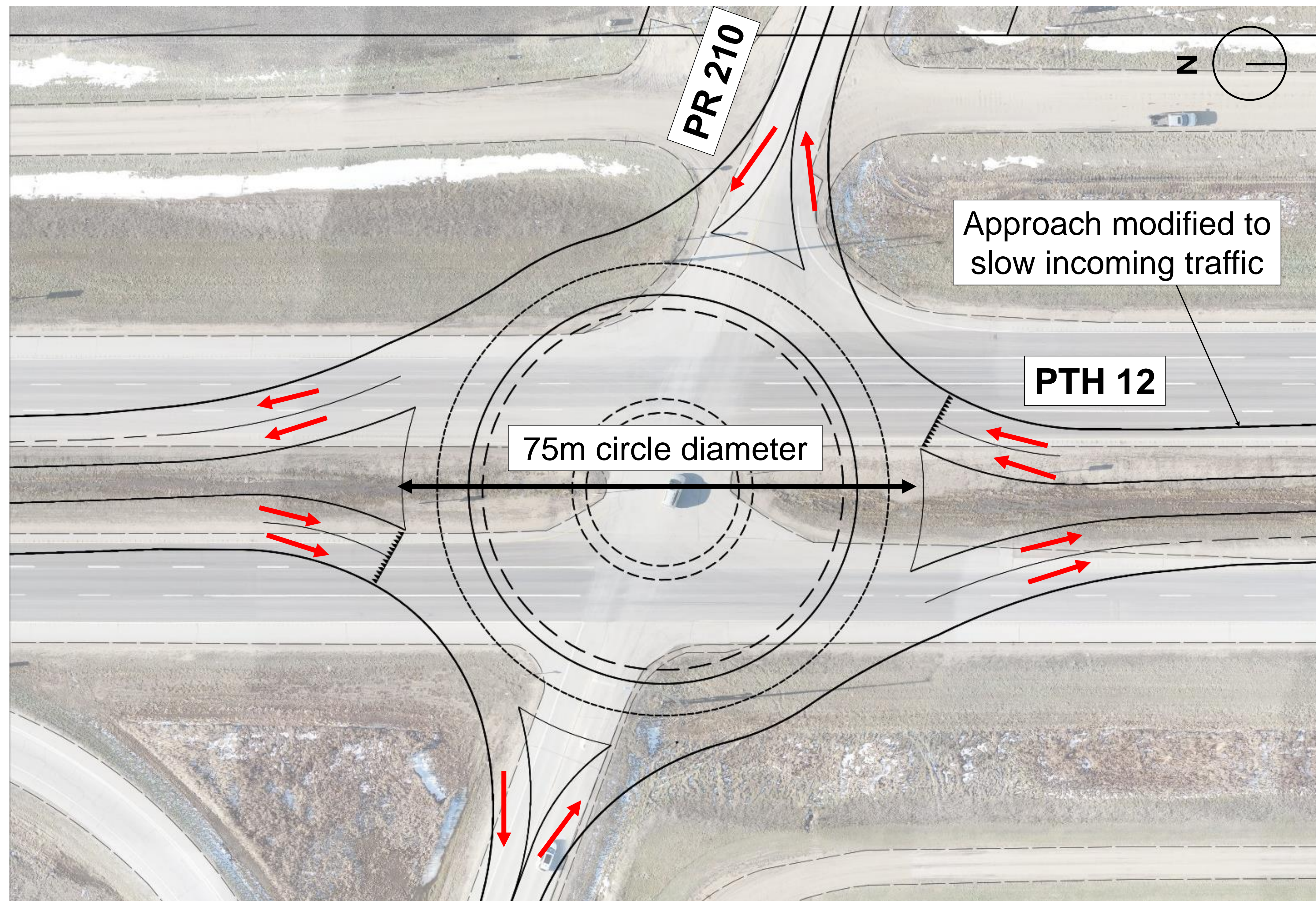
## Pros

- Addresses traffic safety issues, reduces intersection conflict points, can accommodate 2043 projected traffic volumes
- Maintains speed limit on PTH 12
- Eliminates through and left movements from PR 210 associated with right-angle collisions

## Cons

- All left-turn movements from PTH 12 and through and left movements from PR 210 must re-route to the PR 207 interchange
- West side detour route is 6.9 km long, mostly gravel

# Alternative #4: Roundabout



## Pros

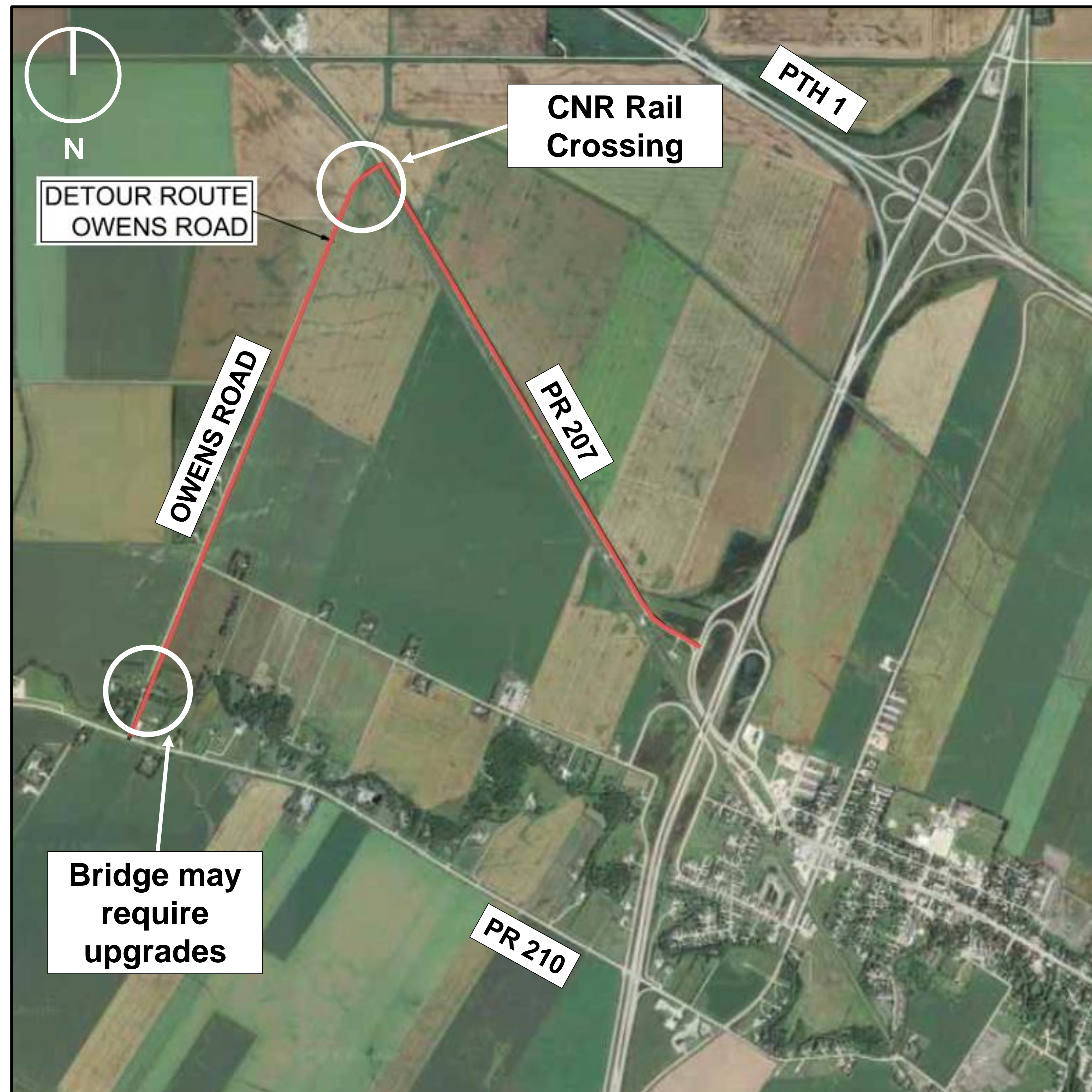
- Addresses traffic safety issues, can accommodate 2043 projected traffic volumes
- All turning movements from PTH 12 and PR 210 are maintained
- Anticipated to reduce injury and fatal collision rates

## Cons

- Approaching roundabout PTH 12 speed limit reduced from 100 km/hour to 80 km/hour
- Further speed reduction when entering the roundabout, 30 to 40 km/hour
- Large trucks, especially long combination vehicles, will more than likely need to come to a very low speed or complete stop before entering the roundabout
- Anticipated to increase overall collision rate, but collisions expected to be less severe

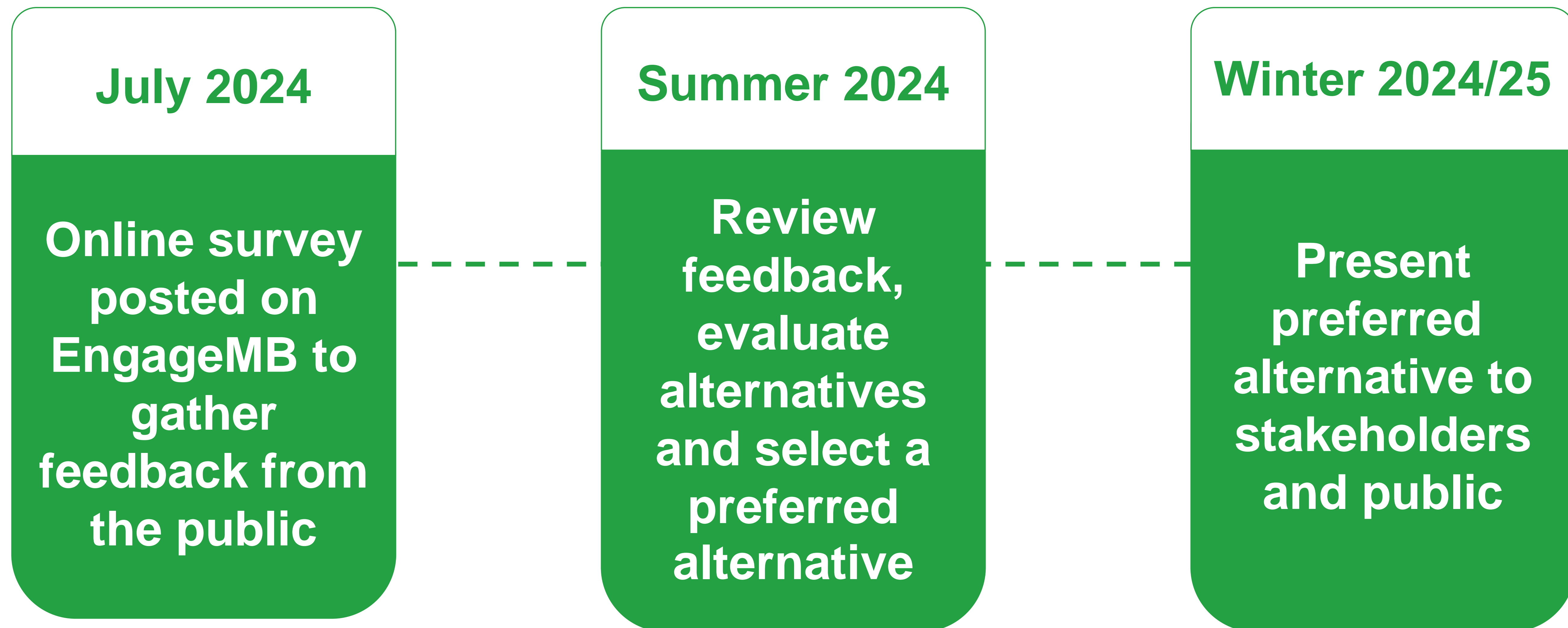


# West Side Detour



- This detour plan could be implemented if Alternative #1 or #3 are selected
- Vehicles can only turn right from PR 210 to PTH 12
- Vehicles travelling east on PR 210 that wish to travel north on PTH 12 must detour 6.9 km to the PR 207 interchange
- The detour road is mostly gravel
- Bridge upgrade may be required on Owens Road
- May require minor realignment of Owens Road and PR 207 intersection to reduce skew angle

# Next Steps



# Thank You

Thank you for participating in the EngageMB Survey.

**For additional information, please contact:**

Hannah Surgenor, Engagement Support  
E: [Hannah.ShirtliffSurgenor@aecom.com](mailto:Hannah.ShirtliffSurgenor@aecom.com)

## Preamble (Introduction on EngageMB page)

Over the past five years, collisions have increased at the intersection of Provincial Trunk Highway No. 12 (PTH 12) and Provincial Road No. 210 (PR 210). Manitoba Transportation and Infrastructure (MTI) is conducting a Functional Design Study to help make the intersection safer. The study will consider intersection geometry and how to manage traffic to reduce the number of collisions. MTI is seeking your feedback regarding the alternatives presented in the engagement boards below.

*PTH 12 and PR 210 Intersection Improvement Alternatives – EngageMB (link to boards)*

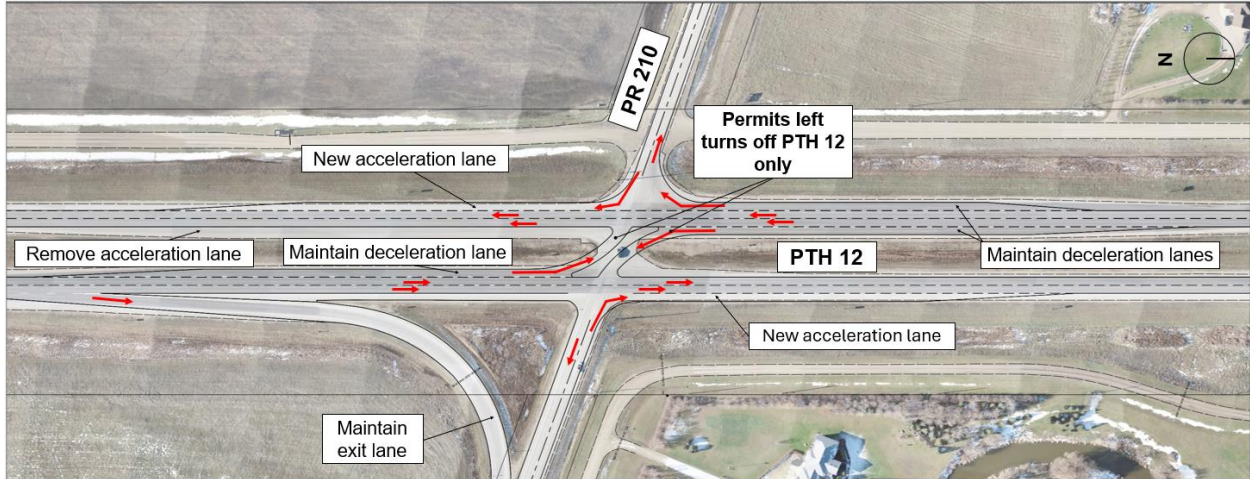
## EngageMB Survey

### Introductory Questions

1. I am a: (select all that apply):
  - Resident of the Town of Ste. Anne
  - Resident of the RM of Ste. Anne
  - Business owner in the Town of Ste. Anne
  - Business owner in the RM of Ste. Anne
  - Landowner in the functional design study area
  - Other (please specify)
2. How often do you use the PTH 12 and PR 210 intersection (on average)?
  - Almost every day
  - A few times per week
  - A few times per month
  - A few times per year
  - Rarely or never

### Alternative #1: Median Half-Closure Option A

*Description: The median is partially closed so only left turns are allowed from PTH 12. Vehicles travelling east or west on PR 210 cannot turn left or move straight through the intersection. These vehicles will be re-directed to the PR 207 intersection.*



3. How would Alternative #1 impact your travel patterns?

- Very positively
- Somewhat positively
- No impact
- Somewhat negatively
- Very negatively
- Don't know
- Not applicable

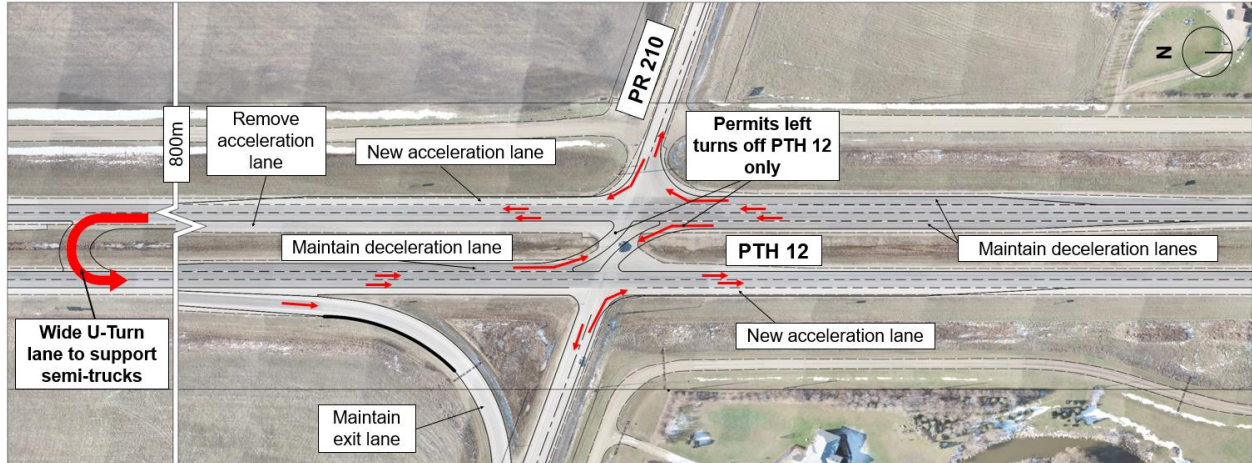
4. If you are a business owner in the area, how would Alternative #1 impact your business?

- Very positively
- Somewhat positively
- No impact
- Somewhat negatively
- Very negatively
- Don't know
- Not applicable

5. Please share any additional comments on Alternative #1.

## Alternative #2: Median Half-Closure Option B (U-Turn)

*Description: The median is partially closed (the same as Alternative #1), but a U-turn is provided about 800m south of the intersection. Vehicles travelling eastbound on PR 210 can turn right onto PTH 12, drive 800m south, then U-turn to travel northbound on PTH 12, then turn right to continue travelling eastbound on PR 210. Vehicles travelling westbound on PR 210 can only turn right onto PTH 12, left-turn and through movements are not permitted and must re-route to the PR 207 interchange.*



6. How would Alternative #2 impact your travel patterns?

- Very positively
- Somewhat positively
- No impact
- Somewhat negatively
- Very negatively
- Don't know
- Not applicable

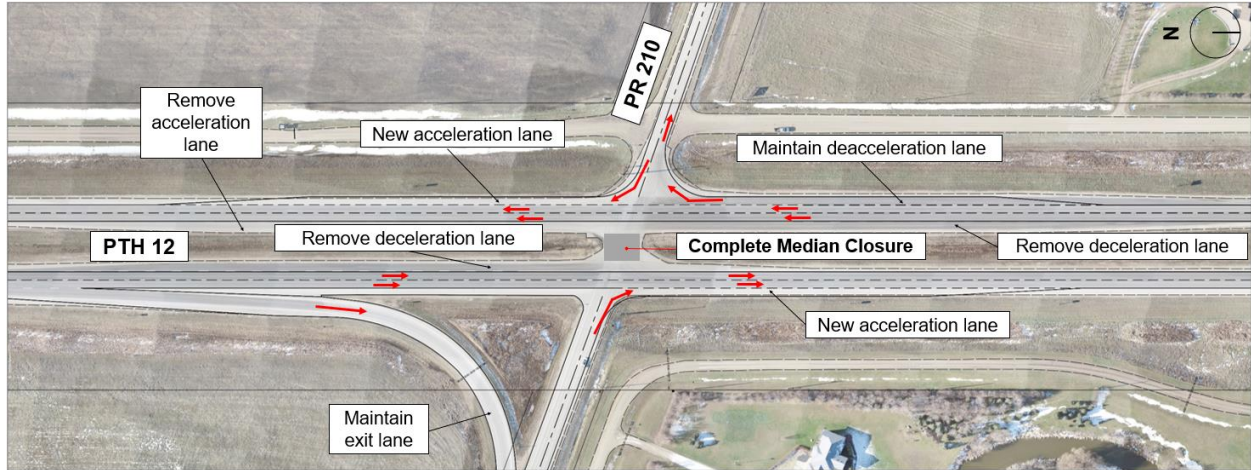
7. If you are a business owner in the area, how would Alternative #2 impact your business?

- Very positively
- Somewhat positively
- No impact
- Somewhat negatively
- Very negatively
- Don't know
- Not applicable

8. Please share any additional comments on Alternative #2.

**Alternative #3: Median Full Closure**

*Description: The PTH 12 median is completely closed. Right turns from eastbound and westbound PR 210 are permitted, but left and through traffic must re-route to the PR 207 interchange.*



9. How would Alternative #3 impact your travel patterns?

- Very positively
- Somewhat positively
- No impact
- Somewhat negatively
- Very negatively
- Don't know
- Not applicable

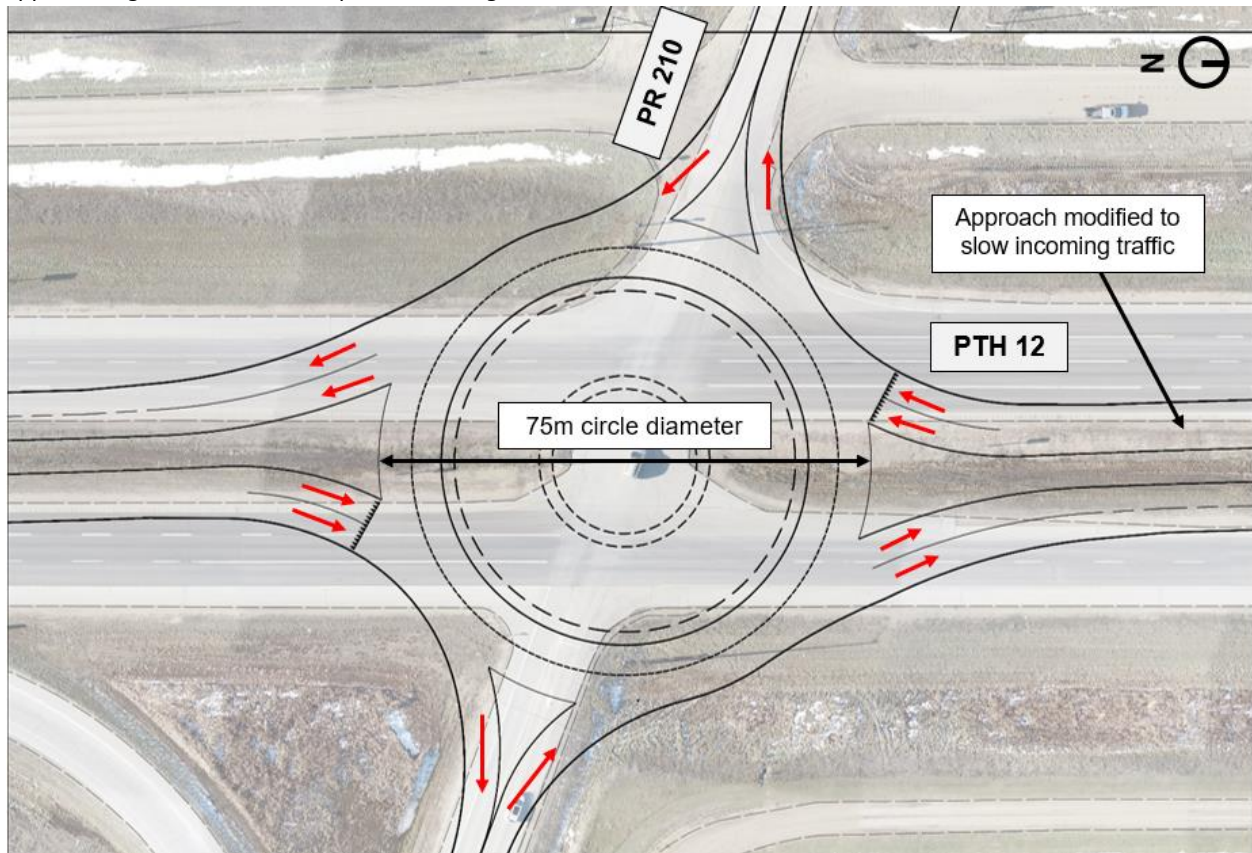
10. If you are a business owner in the area, how would Alternative #3 impact your business?

- Very positively
- Somewhat positively
- No impact
- Somewhat negatively
- Very negatively
- Don't know
- Not applicable

11. Please share any additional comments on Alternative #3.

#### Alternative #4: Roundabout

Description: The existing intersection is replaced with a two-lane roundabout. The current turning movements from PTH 12 and PR 210 are maintained. The speed limit on PTH 12 is lowered from 100 km/hour to 80 km/hour when approaching the roundabout; speeds entering the roundabout will be 30 to 40 km/hour.



12. How would Alternative #4 impact your travel patterns?

- Very positively
- Somewhat positively
- No impact
- Somewhat negatively
- Very negatively
- Don't know
- Not applicable

13. If you are a business owner in the area, how would Alternative #4 impact your business?

- Very positively
- Somewhat positively
- No impact
- Somewhat negatively
- Very negatively
- Don't know
- Not applicable

14. Please share any additional comments on Alternative #4.



### Closing Questions

15. Overall, which design alternative do you prefer to improve safety at PTH 12 and PR 210?

- Alternative #1: Median Half-Closure Option A
- Alternative #2: Median Half-Closure Option B (U-Turn)
- Alternative #3: Median Full Closure
- Alternative #4: Roundabout
- No improvement is required
- None of the above

16. How did you learn about the functional design study (check all that apply)?

- Provincial website
- Mail
- Email
- Social media
- Other \_\_\_\_\_

17. Did the engagement materials provide adequate information on the purpose of this survey?

- Yes
- No

18. Did the engagement materials provide adequate information on the alternatives under consideration?

- Yes
- No

19. Please share any additional comments, questions, or concerns about the proposed alternatives.

Thank you for taking part in this survey. If you have any questions or would like more information, please contact:  
Hannah Surgenor, Engagement Support, [hannah.shirtliffsurgenor@aecom.com](mailto:hannah.shirtliffsurgenor@aecom.com).

Hannah Surgenor, RPP, MCIP

99 Commerce Drive  
Winnipeg, MB R3P 0Y7