

## PTH 3 Functional Design Study

### Project Overview

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

A functional design study is an early phase of the design process, in which the road right-of-way and roadway layout are established based on projected travel patterns and demand. Functional designs are informed by both technical studies and feedback received through engagement throughout the process.

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

### Preferred Design Alternative

The preferred design alternative maintains the existing alignment and is divided into a short term and long-term design.

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

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

### Engagement Overview

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

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

- The intent of the second phase was to present and seek feedback on the design alternatives. This phase included municipal council meetings, group stakeholder meetings, Indigenous rights holder meetings, landowner meetings, online engagement through EngageMB, and a newsletter. This phase was completed in January 2024.
- The intent of the third phase was to present the preferred design alternative. This phase included municipal council meetings, group stakeholder meetings, landowner meetings, online engagement through EngageMB, a newsletter, and meetings with property and business owners. This phase was completed in January 2025.

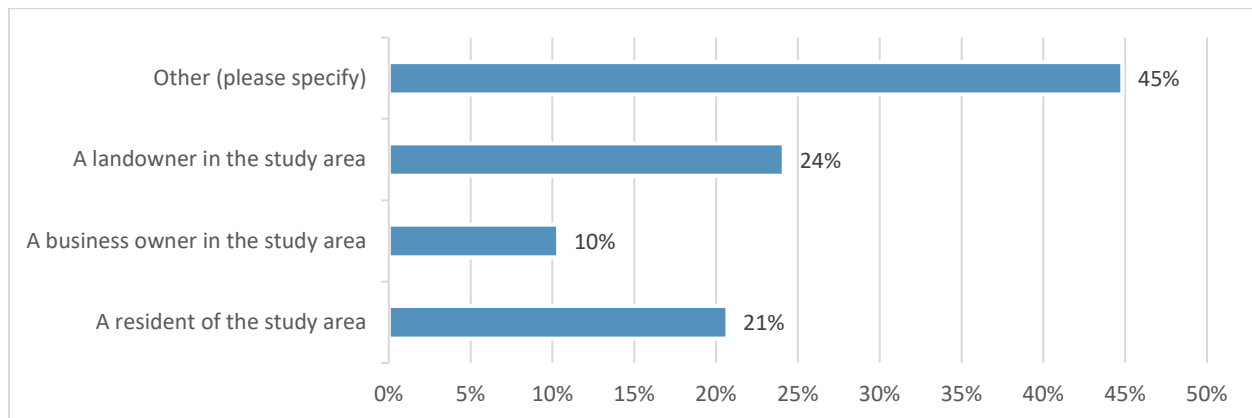
Part of the third phase of public engagement through EngageMB consisted of a questionnaire, which was open for feedback from January 9, 2025 to January 17, 2025. Advertising included direct email notification to individuals who previously participated in stakeholder engagement. The Manitoba government provided a link on their website to direct people to the public online engagement.

The questionnaire requested feedback from the public on the short-term and long-term preferred design alternative. The results of the questionnaire will be considered in the finalization of the Functional Design Study.

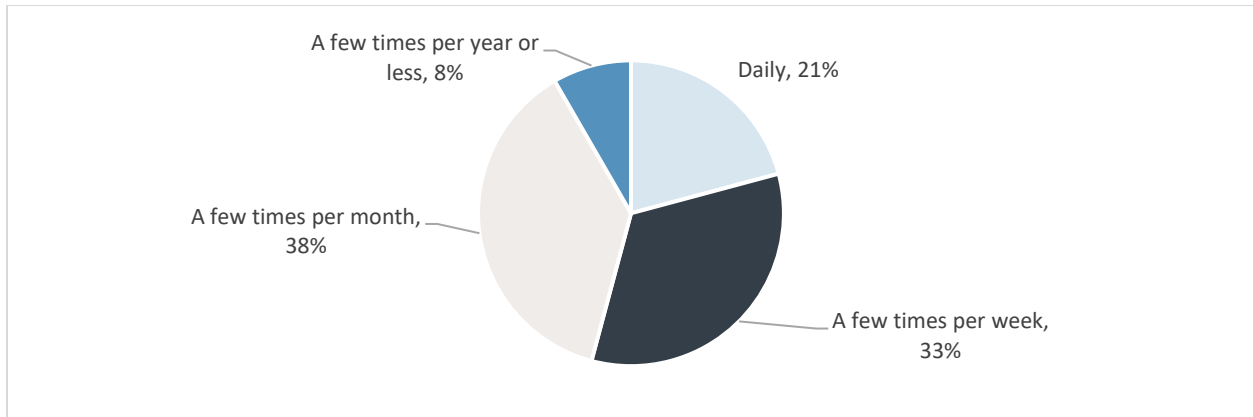
## What We Heard

Manitoba Transportation and Infrastructure received a total of 24 survey responses.

Respondents were asked about their connection to the area as either residents, business owners, or landowners. Of all responses received, 21 per cent indicated they are residents of the study area. Of the 45 percent that selected “other”, the majority responders indicated that they regularly visit or travel through the area.

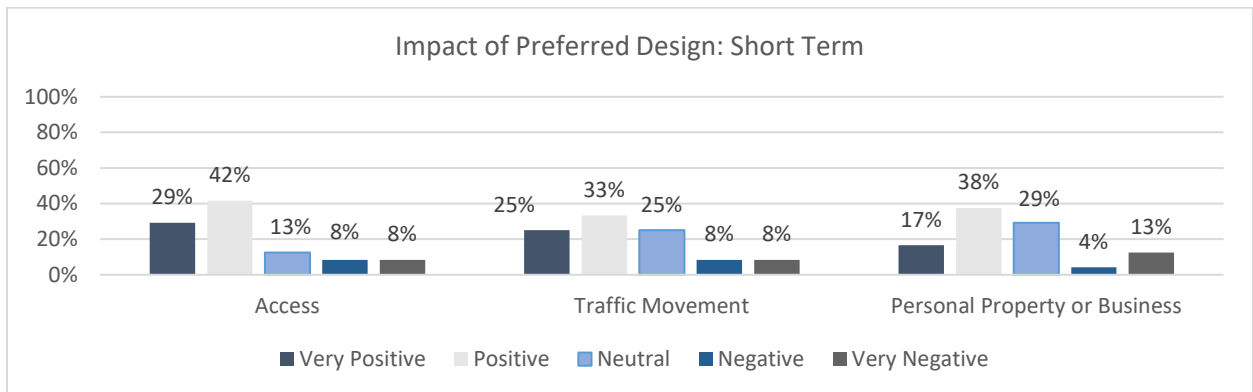


Over a half respondents (54 per cent) travel regularly on PTH 3 anywhere from Road 7E to Brady Road almost every day or a few times per week. The remaining participants travel through the area less frequently.



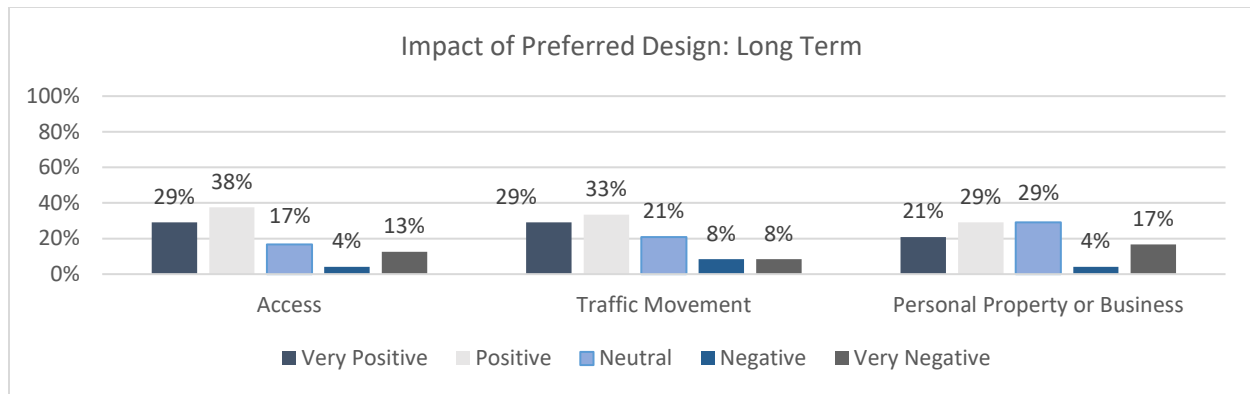
### Preferred Design: Short-Term

Generally, respondents indicated that the short-term preferred design would have a very positive or positive impact on access (71 per cent), traffic movement (58 per cent), and personal property or business (55 per cent). A much smaller portion of respondents indicated the design would have a negative or very negative impact on access (16 per cent), traffic movement (16 per cent), personal property or business (17 per cent). About a quarter of respondents indicated that the design would have a neutral impact on traffic movement, personal property or business.



### Preferred Design: Long-Term

Similarly to the short-term preferred design, over half of respondents indicated that the long-term preferred design would have a very positive or positive impact on access (67 per cent), traffic movement (62 per cent), and personal property or business (50 per cent). Less than a quarter of respondents indicated that the long-term preferred design would have negative or very negative impact on access (17 per cent), traffic movement (16 per cent), personal property or business (21 per cent).



## Overall Project - Additional Comments

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

- Respondents described concern that traffic lights added at multiple intersections will impact traffic flow.
- Respondents described issues with access to their properties being removed, and associated impact to business operations and overall viability.
- Some respondents expressed interest in the inclusion of active transportation connections along the corridor, however sidewalks and active transportation infrastructure is under local government jurisdiction.
- Some respondents described preferred connections, including connecting PTH 3 from Brady Road to Abinojii Mikanah instead of McGillivray Boulevard.
- Some respondents described feeling that the consultation process was not seeking feedback but rather informing them of pre-made decisions.

## 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 finalizing the Functional Design Study.

## Active Offer Statement

This information is available in an alternate format on request. Please contact [pmb@gov.mb.ca](mailto:pmb@gov.mb.ca)

## Questions?

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