

# Phase 2: Perimeter Safety Review

North Perimeter Highway (PTH 101)

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Online Public Consultation  
Spring 2021



# Purpose of Online Engagement

- The purpose of this online public engagement is to seek input from the public and local residents on the proposed safety review for Provincial Trunk Highway (PTH) 101 (also known as the North Perimeter Highway) from Portage Avenue to Fermor Avenue.
- This engagement
  - Outlines the need for safety improvements
  - Presents the proposed Phase 2 Perimeter Safety Review
  - Gathers public input

# Background

- The North Perimeter Highway (PTH 101) is one of the most important economic corridors in Manitoba.
  - It is a key link in the Trans Canada Highway.
  - It plays a strategic role in Manitoba's economy by providing Manitoba's industries with access to world markets.
  - It has very high traffic volumes with over 30,000 vehicles per day and growing rapidly.



# Background

- PTH 101 accommodates a broad cross-section of mixed traffic types including:
  - Large, long haul (international, interprovincial) trucks.
  - Regional and local commercial trucks.
  - High volumes of local and regional commuter traffic.
  - Other users such as emergency responders, pedestrians/cyclists, etc.

# Background

- Phase 1: South Perimeter Highway (PTH 100)
  - In 2018, Phase 1 of the Perimeter Safety Review was developed and the implementation began.
  - Safety improvements included modifying or closing access at 26 intersections, with the remaining work expected to be completed over the next several years.
- Proposed Phase 2: North Perimeter Highway (PTH 101)
  - Phase 2 of the Perimeter Safety Review looks to build on the success of Phase 1 by immediately implementing similar safety measures on the North Perimeter Highway.



# Safety Concerns

- **PTH 101 has 19 stop sign-controlled accesses**
  - 8 accesses are stop sign-controlled with no median openings which may result in:
    - Unprotected deceleration and acceleration due to right-turn movements on the high-speed roadway.
  - 11 accesses are stop sign-controlled with unsignalized median openings which may result in:
    - Unprotected cross-traffic exposed to high-speed T-Bone collisions.
    - Unprotected deceleration and acceleration due to left- or right-turn movements on the high-speed roadway.

# Proposed Safety Improvements

- **Phase 2 Safety Review Proposes:**
  - Closing unsignalized median openings to eliminate left-turn movements and cross-traffic.
  - Closing unsignalized access points to eliminate right-turn movements, thus limiting access to the North Perimeter Highway to only appropriate intersections such as signalized intersections or interchanges.



# Proposed Safety Improvements

- **Benefits of closing median openings and accesses:**
  - Safer for through traffic by:
    - Eliminating cross-traffic and high-speed differentials of left- and right-turning vehicles.
  - Safer for traffic entering or leaving the Perimeter Highway by:
    - Limiting egress and access to interchanges or signalized intersections.

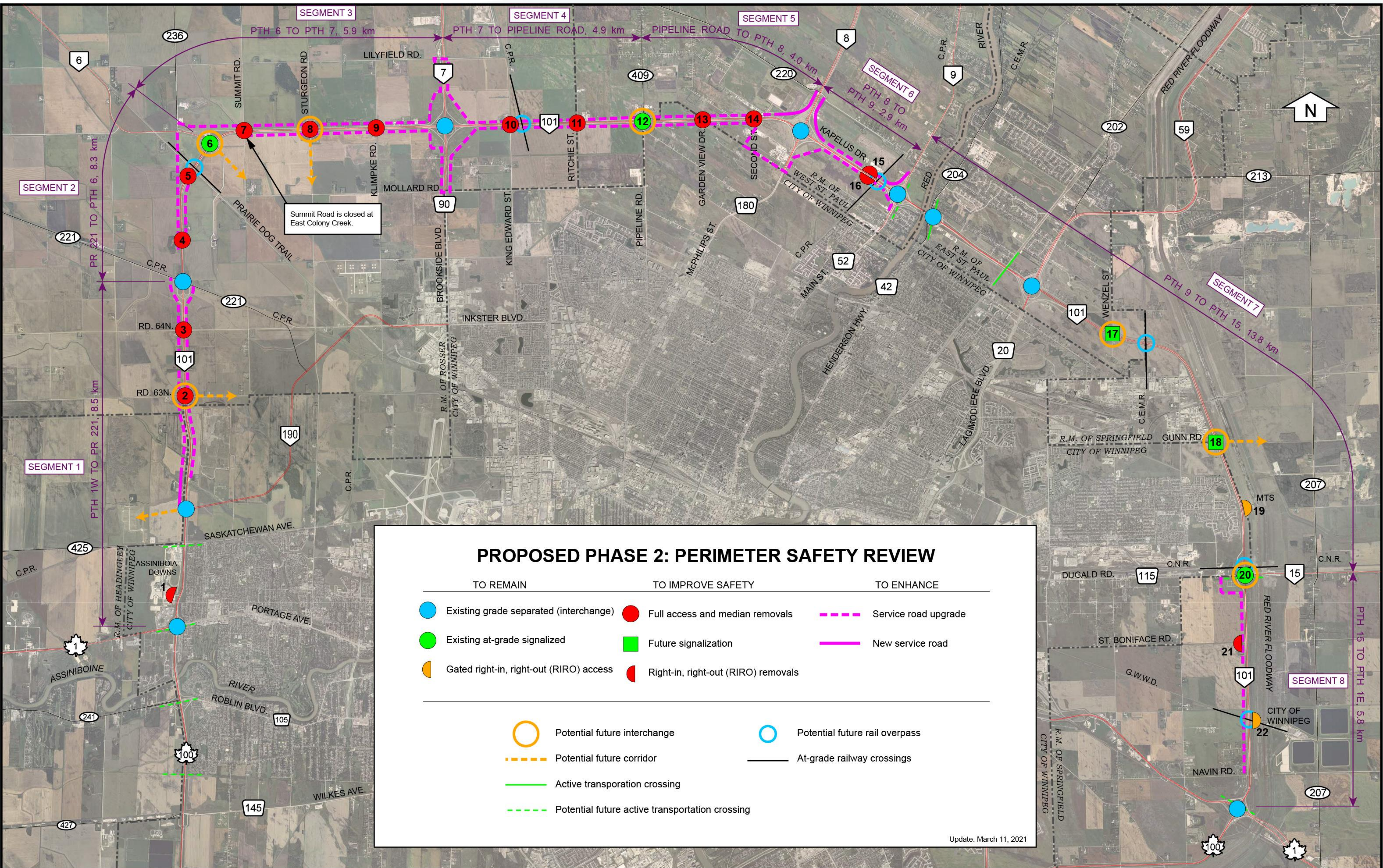


# Proposed Access Improvements

- The safety improvements in this proposal will reduce direct access to PTH 101, improving safety and mobility on the North Perimeter Highway.
- Access improvements (such as upgrading service roads) are proposed to mitigate the removal of landowners and businesses' direct access to the North Perimeter Highway.
  - Service road upgrades, in general, involve adding gravel to existing service roads to support increased traffic.
- Proposed safety and access improvements are shown on the maps in the following slides.



# Proposed Phase 2 Safety Improvements

















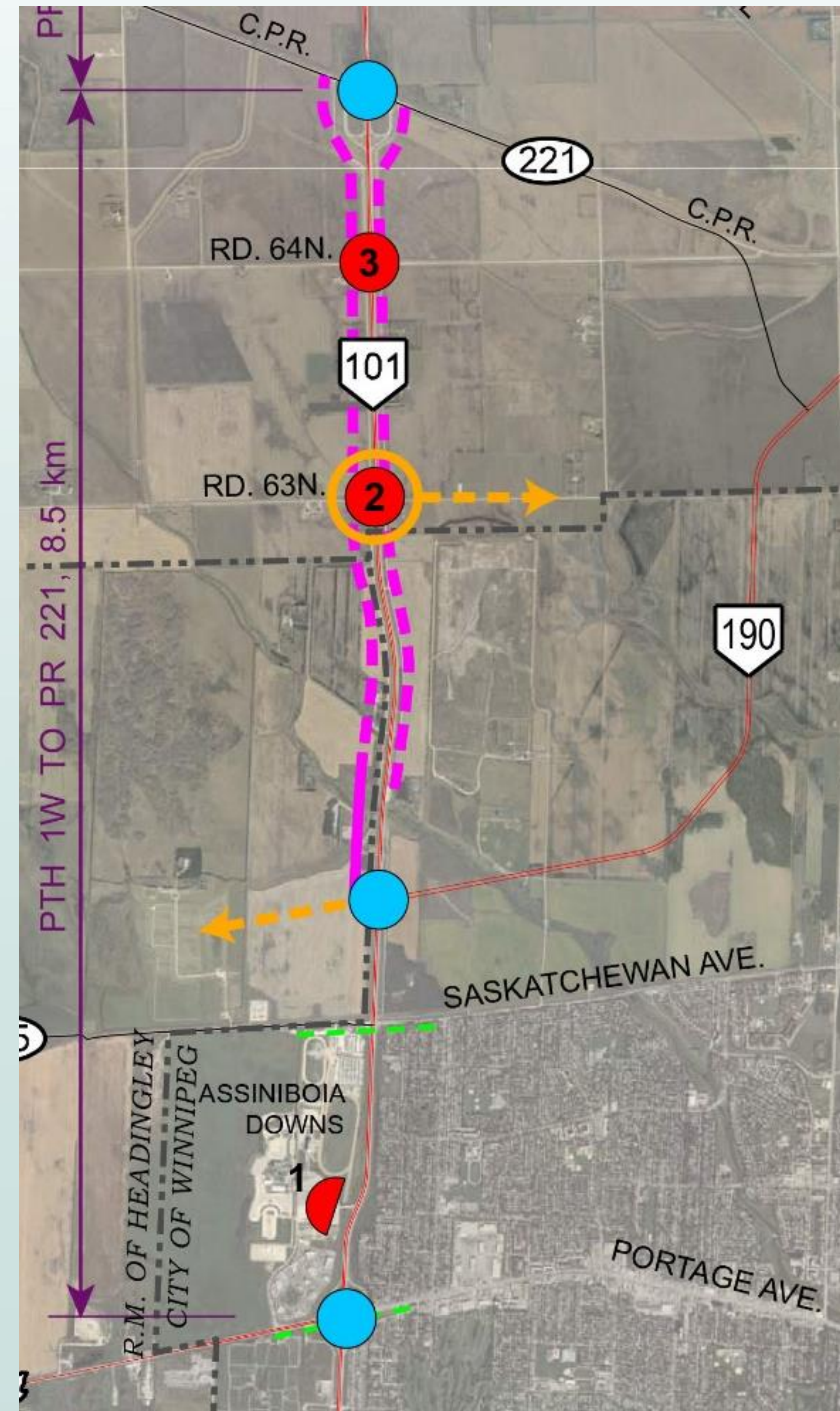


# Proposed Phase 2 Safety Improvements

## Segment 1: PTH 1W to PR 221

### Legend:

TO REMAIN	
	Existing grade separated (interchange)
	Existing at-grade signalized
	Gated right-in, right-out (RIRO) access
TO IMPROVE SAFETY	
	Full access and median removals
	Future signalization
	Right-in, right-out (RIRO) removals
TO ENHANCE	
	Service road upgrade
	New service road
	Potential future interchange
	Potential future corridor
	Active transportation crossing
	Potential future active transportation crossing
	Potential future rail overpass
	At-grade railway crossings








# Proposed Phase 2 Safety Improvements

## Segment 2: PR 221 to PTH 6

## Legend:

TO REMAIN







-  Existing grade separated (interchange)
-  Existing at-grade signalized
-  Gated right-in, right-out (RIRO) access

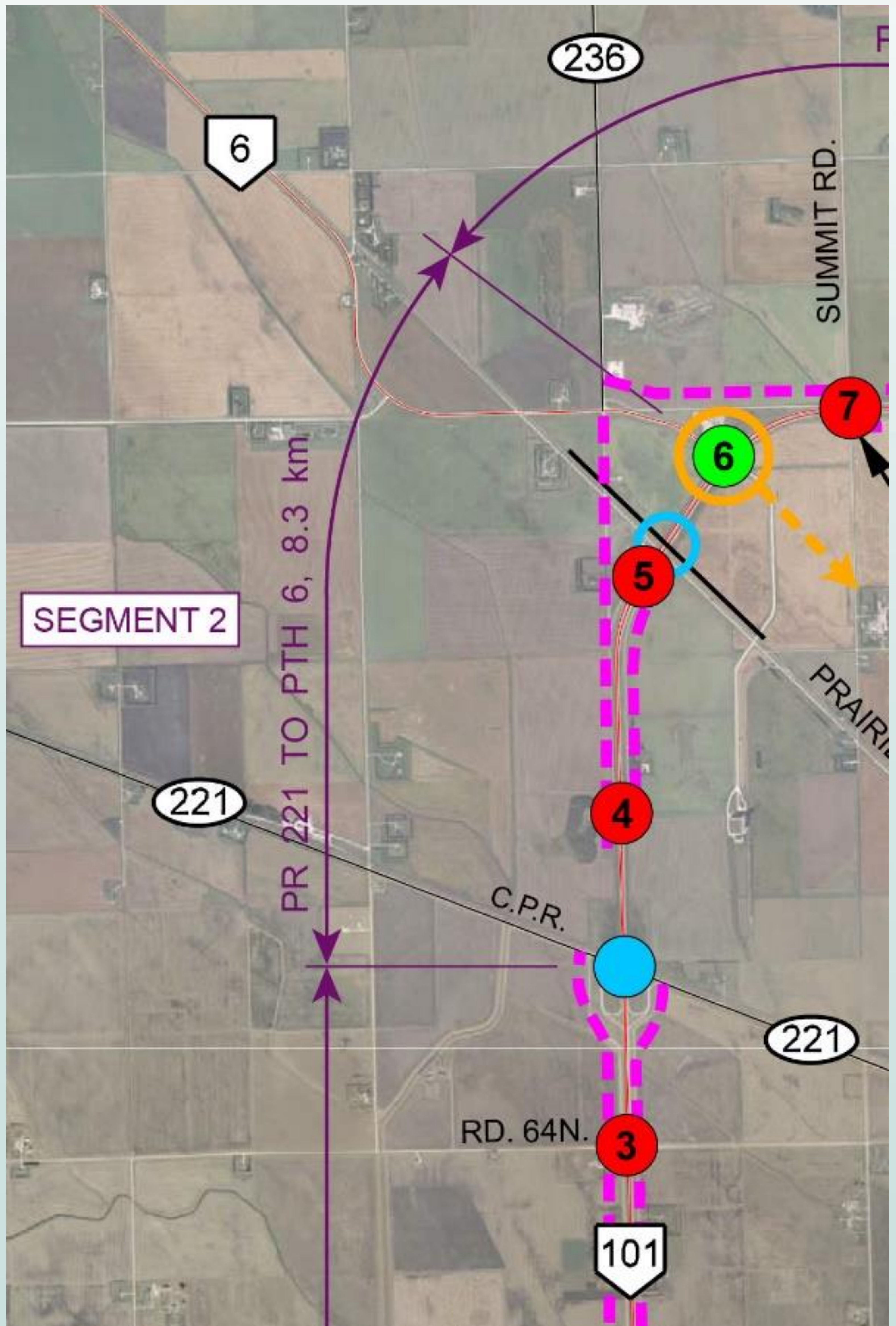
## TO IMPROVE SAFETY

- Full access and median removals
- Future signalization
- ◐ Right-in, right-out (RIRO) removals

TO ENHANCE

-  Service road upgrade  
 New service road

-  Potential future interchange
-  Potential future corridor
-  Active transporation crossing
-  Potential future active transportation crossing
-  Potential future rail overpass
-  At-grade railway crossings


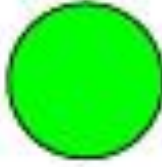


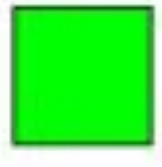











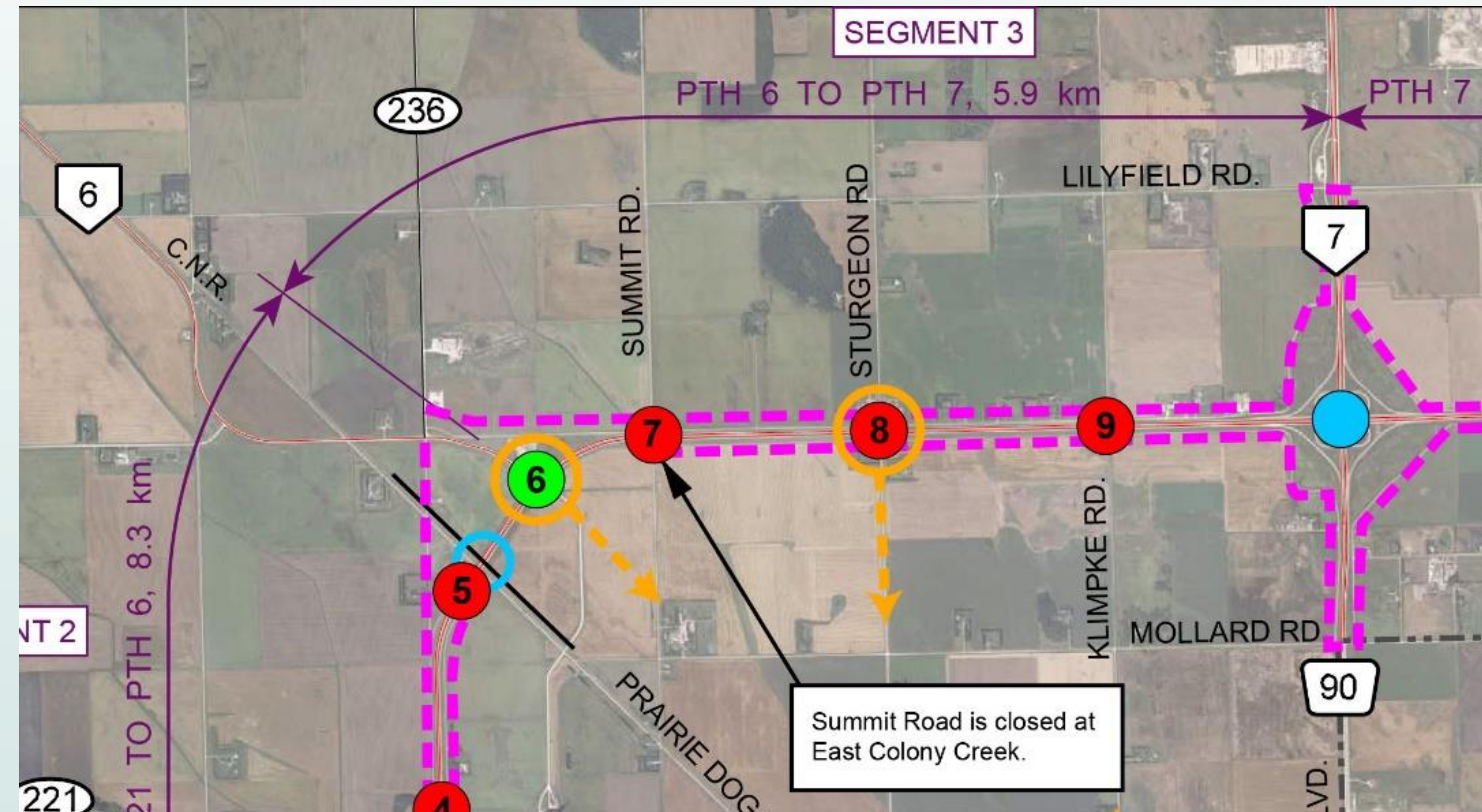


# Proposed Phase 2 Safety Improvements

## Segment 3: PTH 6 to PTH 7

### Legend:

TO REMAIN	
	Existing grade separated (interchange)
	Existing at-grade signalized
	Gated right-in, right-out (RIRO) access
TO IMPROVE SAFETY	
	Full access and median removals
	Future signalization
	Right-in, right-out (RIRO) removals
TO ENHANCE	
	Service road upgrade
	New service road
	Potential future interchange
	Potential future corridor
	Active transportation crossing
	Potential future active transportation crossing
	Potential future rail overpass
	At-grade railway crossings


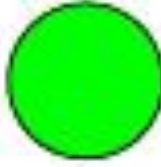


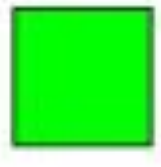

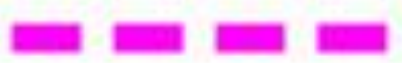









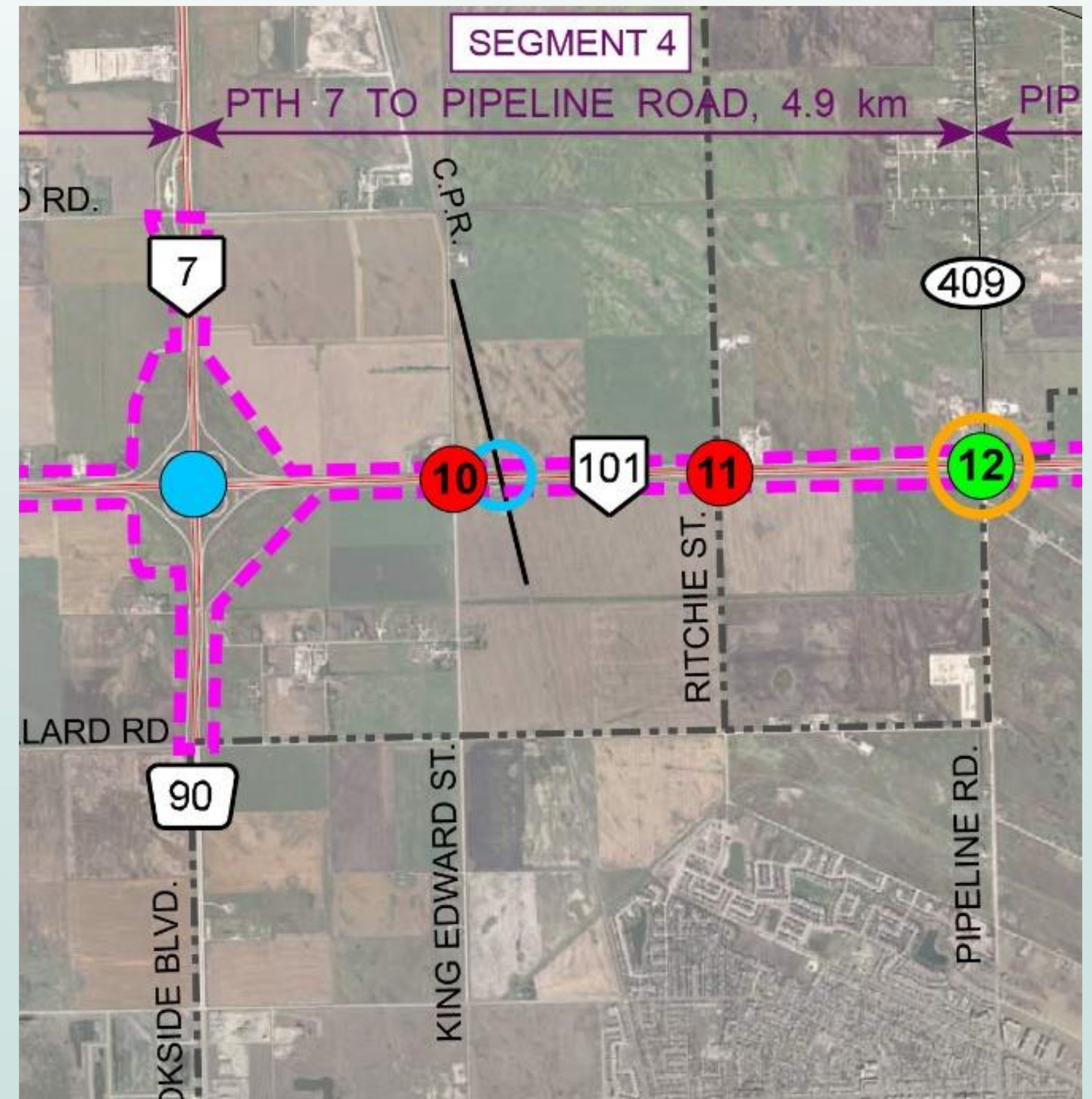


# Proposed Phase 2 Safety Improvements

## Segment 4: PTH 7 to PR 409

### Legend:

TO REMAIN	
	Existing grade separated (interchange)
	Existing at-grade signalized
	Gated right-in, right-out (RIRO) access
TO IMPROVE SAFETY	
	Full access and median removals
	Future signalization
	Right-in, right-out (RIRO) removals
TO ENHANCE	
	Service road upgrade
	New service road
	Potential future interchange
	Potential future corridor
	Active transporation crossing
	Potential future active transportation crossing
	Potential future rail overpass
	At-grade railway crossings








# Proposed Phase 2 Safety Improvements




## Segment 5: PR 409 to PTH 8

## Legend:


TO REMAIN







-  Existing grade separated (interchange)
-  Existing at-grade signalized
-  Gated right-in, right-out (RIRO) access

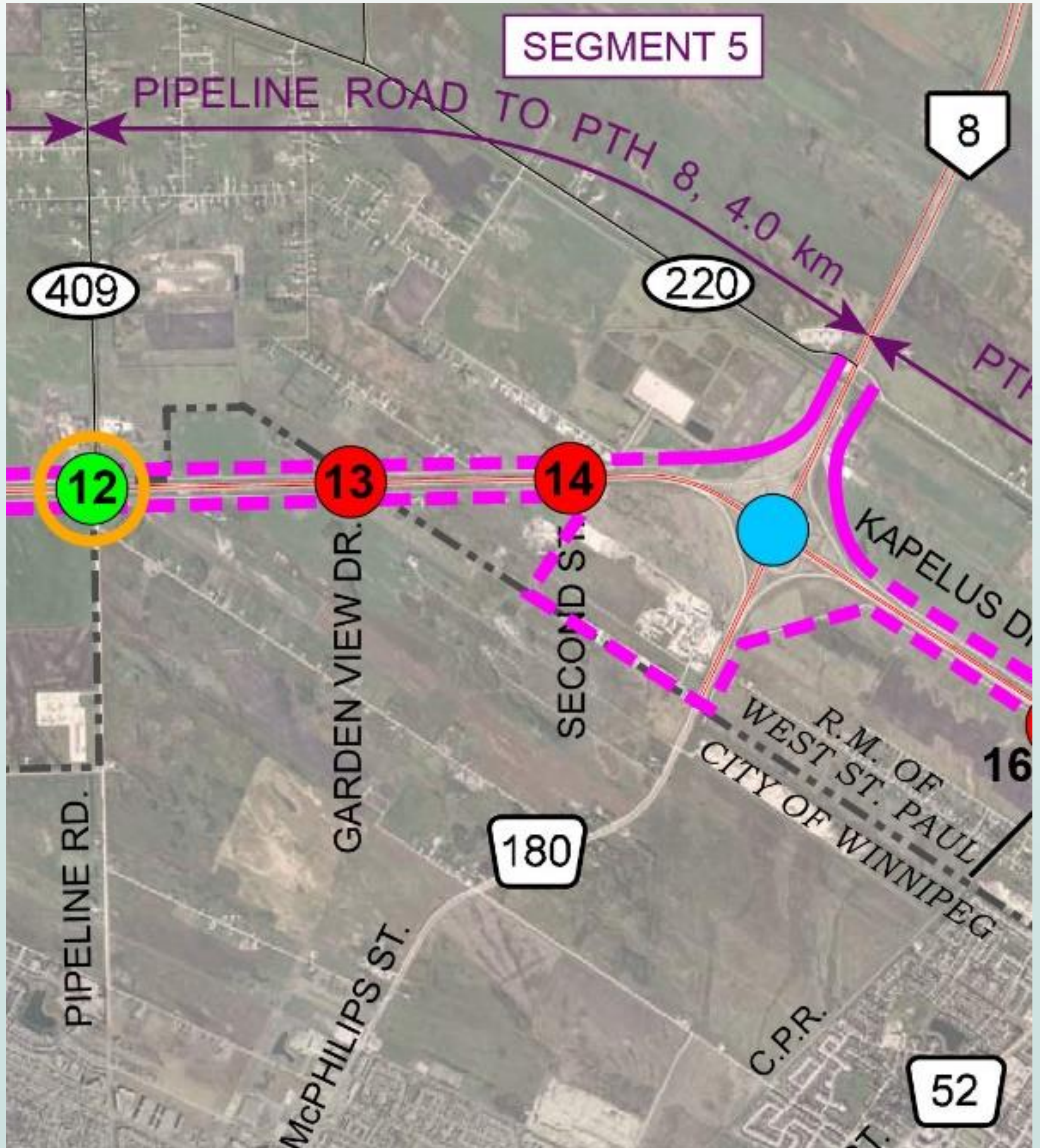
## TO IMPROVE SAFETY

-  Full access and median removals
-  Future signalization
-  Right-in, right-out (RIRO) removals

TO ENHANCE

-  Service road upgrade  
 New service road

-  Potential future interchange
-  Potential future corridor
-  Active transportation crossing
-  Potential future active transportation crossing
-  Potential future rail overpass
-  At-grade railway crossings





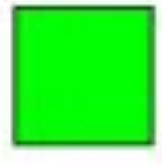











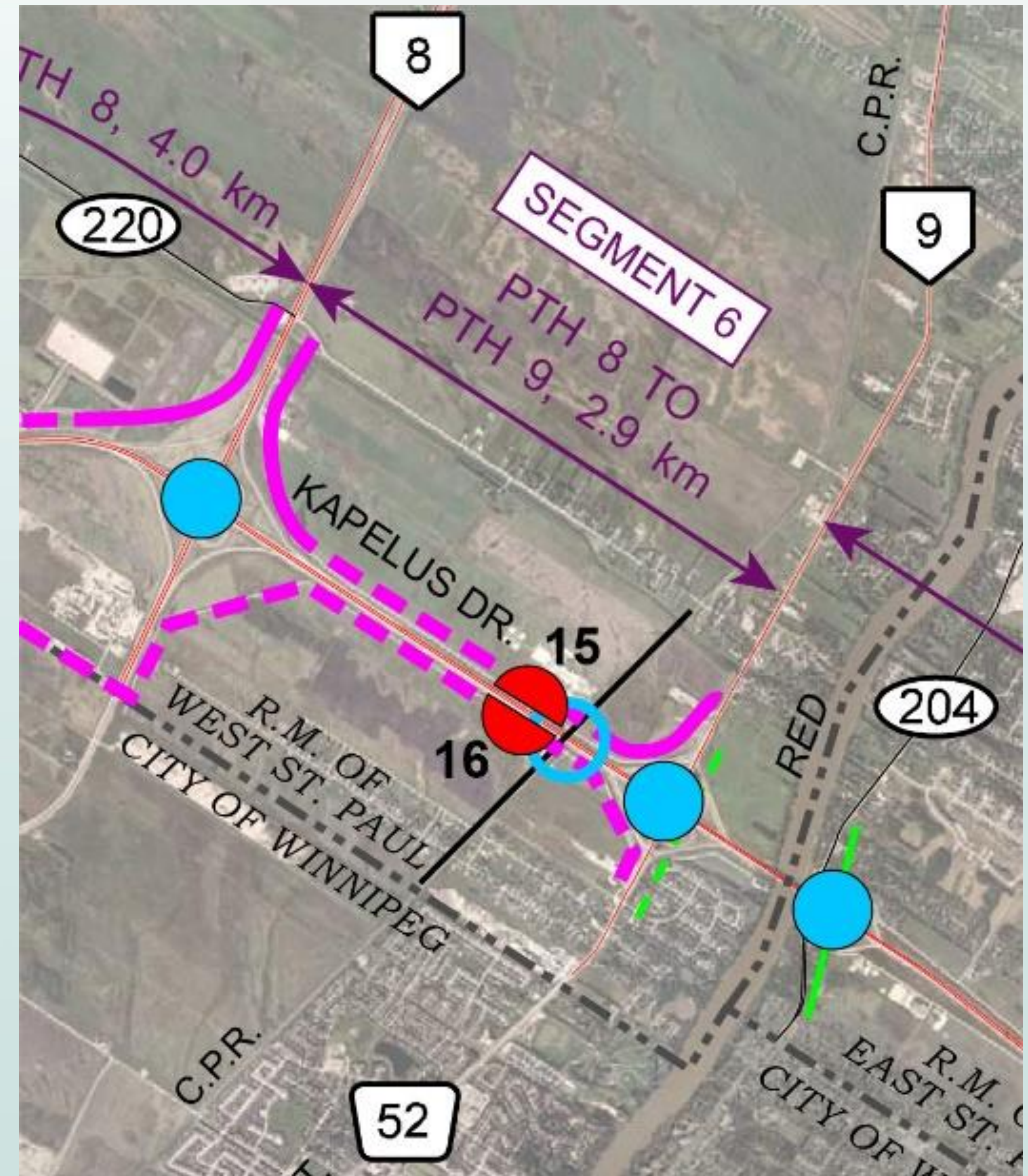


# Proposed Phase 2 Safety Improvements

## Segment 6: PTH 8 to PTH 9

### Legend:

- | TO REMAIN   |   |
|---|---|
|    | Existing grade separated (interchange)  |
|    | Existing at-grade signalized            |
|    | Gated right-in, right-out (RIRO) access |
| TO IMPROVE SAFETY   |   |
|   | Full access and median removals         |
|  | Future signalization                    |
|  | Right-in, right-out (RIRO) removals     |
| TO ENHANCE  |   |
|  | Service road upgrade                    |
|  | New service road                        |
- 
- |   |   |
|---|---|
|  | Potential future interchange                    |
|  | Potential future corridor                       |
|  | Active transportation crossing                  |
|  | Potential future active transportation crossing |
|  | Potential future rail overpass                  |
|  | At-grade railway crossings                      |





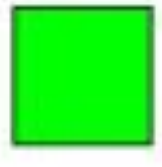











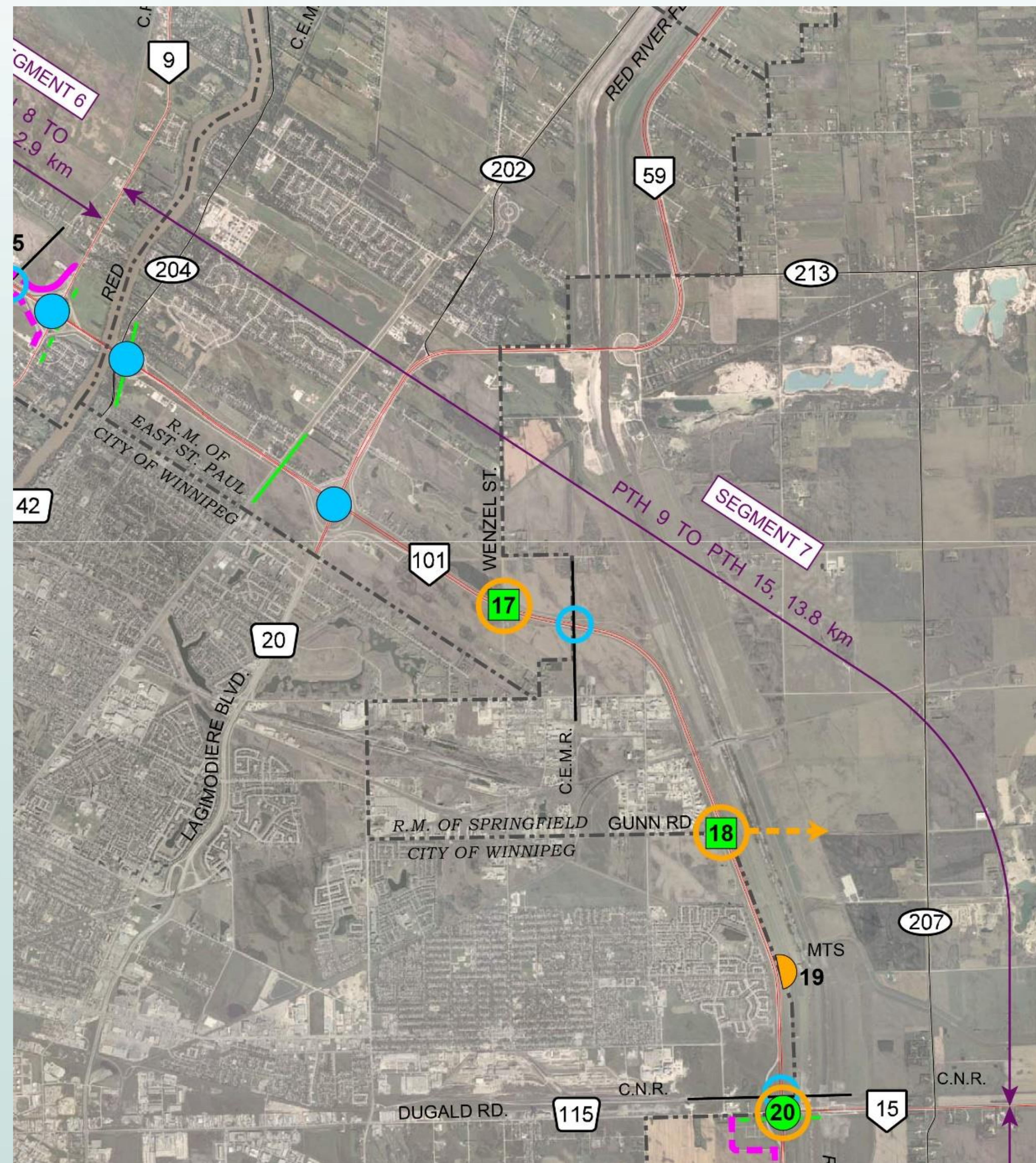


# Proposed Phase 2 Safety Improvements

## Segment 7: PTH 9 to PTH 15

### Legend:

- | TO REMAIN   |   |
|---|---|
|    | Existing grade separated (interchange)          |
|    | Existing at-grade signalized                    |
|    | Gated right-in, right-out (RIRO) access         |
| TO IMPROVE SAFETY   |   |
|   | Full access and median removals                 |
|  | Future signalization                            |
|  | Right-in, right-out (RIRO) removals             |
| TO ENHANCE  |   |
|  | Service road upgrade                            |
|  | New service road                                |
|  | Potential future interchange                    |
|  | Potential future corridor                       |
|  | Active transporation crossing                   |
|  | Potential future active transportation crossing |
|  | Potential future rail overpass                  |
|  | At-grade railway crossings                      |





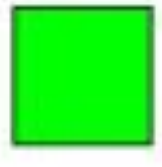

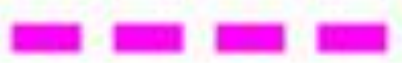









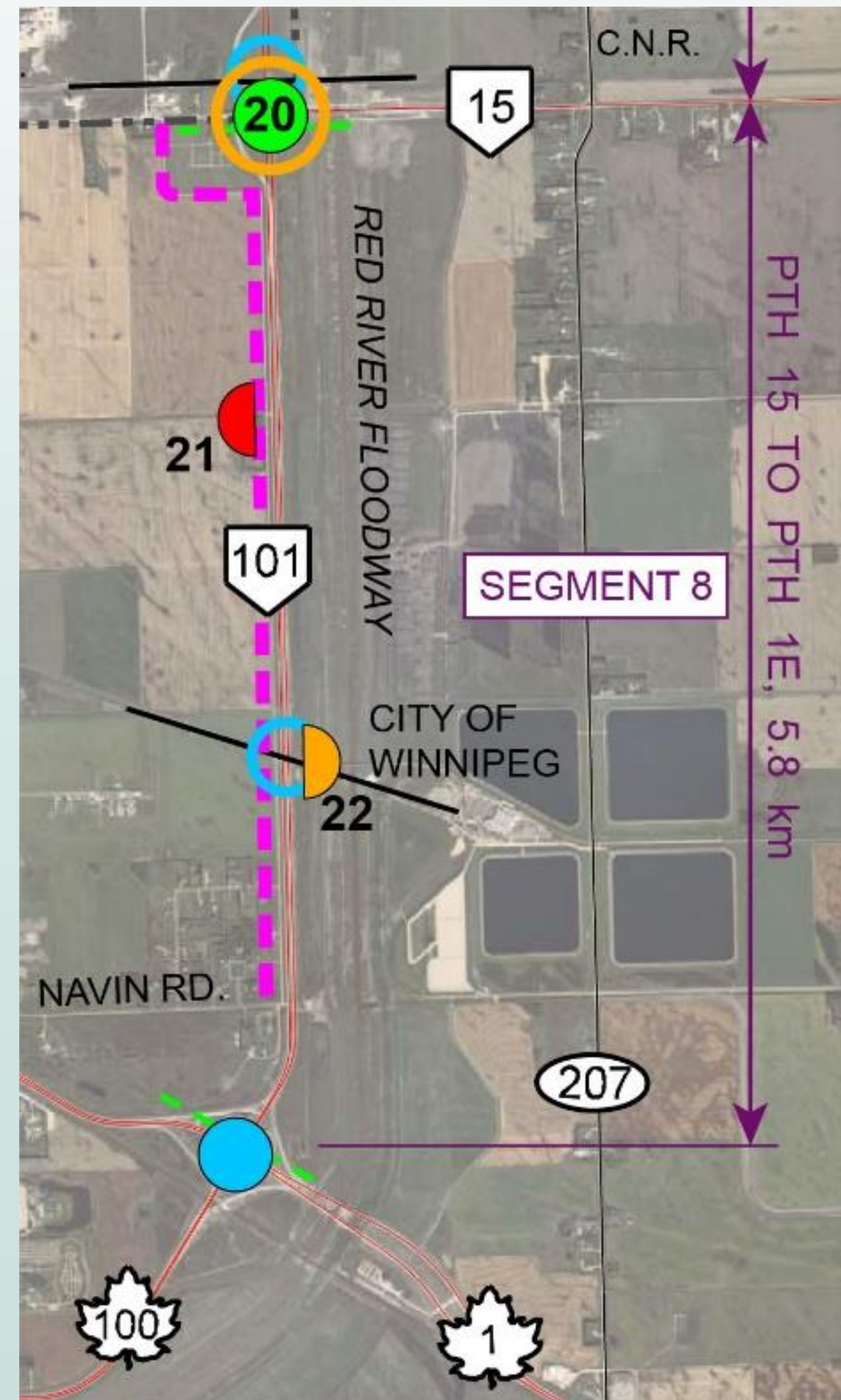


# Proposed Phase 2 Safety Improvements

## Segment 8: PTH 15 to PTH 1E

### Legend:

- | TO REMAIN   |   |
|---|---|
|    | Existing grade separated (interchange)  |
|    | Existing at-grade signalized            |
|    | Gated right-in, right-out (RIRO) access |
| TO IMPROVE SAFETY   |   |
|   | Full access and median removals         |
|  | Future signalization                    |
|  | Right-in, right-out (RIRO) removals     |
| TO ENHANCE  |   |
|  | Service road upgrade                    |
|  | New service road                        |
- 
- |   |   |
|---|---|
|  | Potential future interchange                    |
|  | Potential future corridor                       |
|  | Active transportation crossing                  |
|  | Potential future active transportation crossing |
|  | Potential future rail overpass                  |
|  | At-grade railway crossings                      |



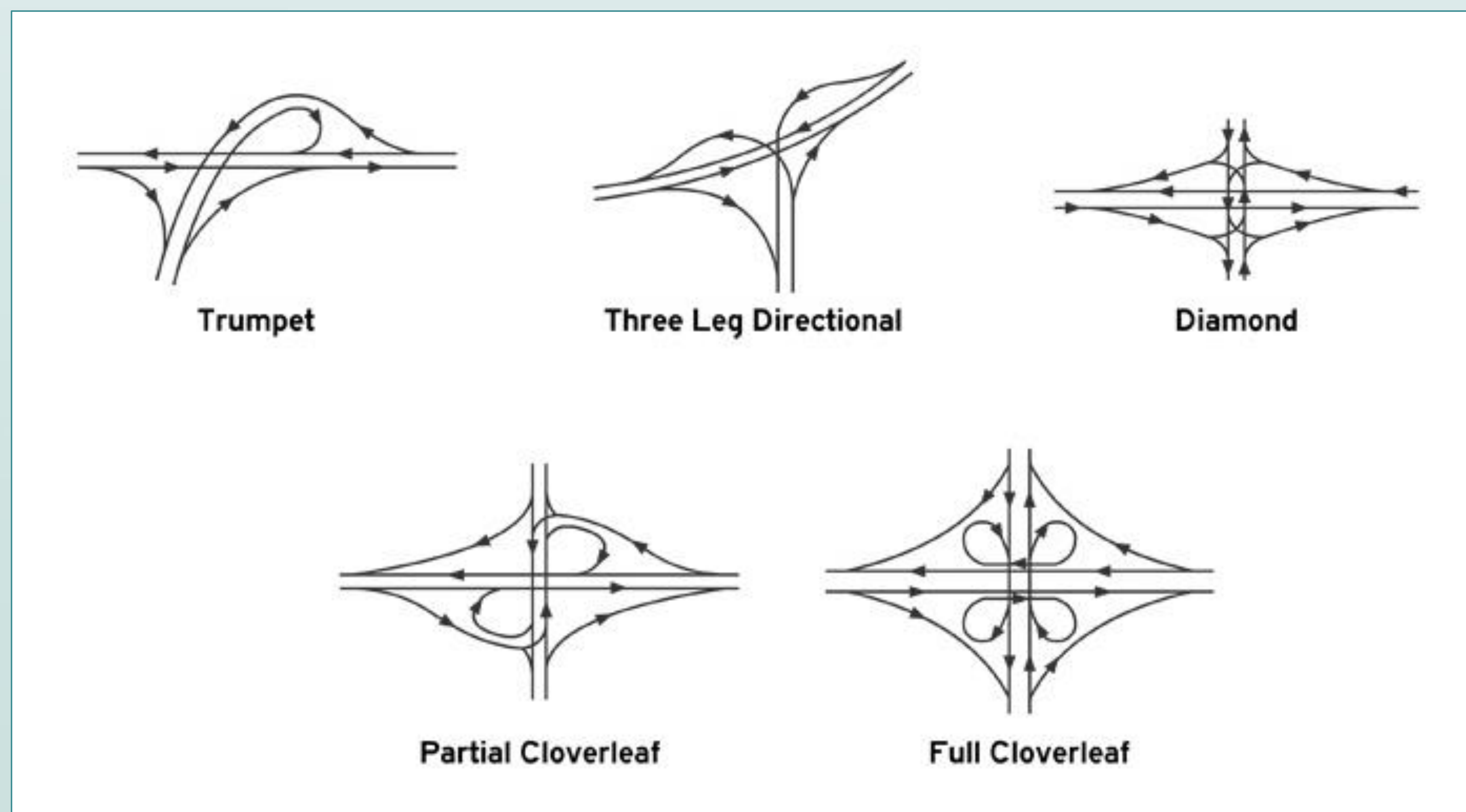


# Perimeter Highway Vision

## ***A fully access-controlled freeway:***

- ✓ *Interchanges with overpass structures, ramps or loops and service roads provide highway access*
- ✓ *Safe, efficient, free-flowing traffic*

### Common Interchange Configurations





# Perimeter Highway Vision

- **Characteristics of a fully access-controlled freeway:**
  - Interchanges will be the only way onto (or off of) the highway.
  - Service roads and other adjacent roadways will provide access from adjacent land to the interchanges where traffic can then access the main highway.
- **Benefits of a fully access-controlled freeway:**
  - Improved safety by eliminating at-grade intersections where the majority of serious/fatal collisions occur.
  - Improved efficiency and reduced congestion by eliminating traffic lights requiring traffic to stop.
- **Timeframe for developing a fully access-controlled freeway**
  - A highway design study (similar to the South Perimeter Design Study completed in 2020) to update the North Perimeter Highway to freeway standard is being considered. This study would determine locations for future interchanges, grade separations, and access management strategies.



# What's next

- ❑ Provide your feedback on the proposed safety improvements through an online survey on EngageMB
- ❑ Results from the online public engagement will be communicated to the public online through EngageMB

## We will:

- ❑ Review public input for the proposed safety improvements
- ❑ Meet with directly impacted stakeholders and municipalities
- ❑ Seek funding approvals for the proposed safety improvements and the North Perimeter Design Study



**Thank You**  
**Here's how to contact us if you**  
**have any questions about this**  
**engagement ...**

Email: [Perimeter.Engagement@gov.mb.ca](mailto:Perimeter.Engagement@gov.mb.ca)