

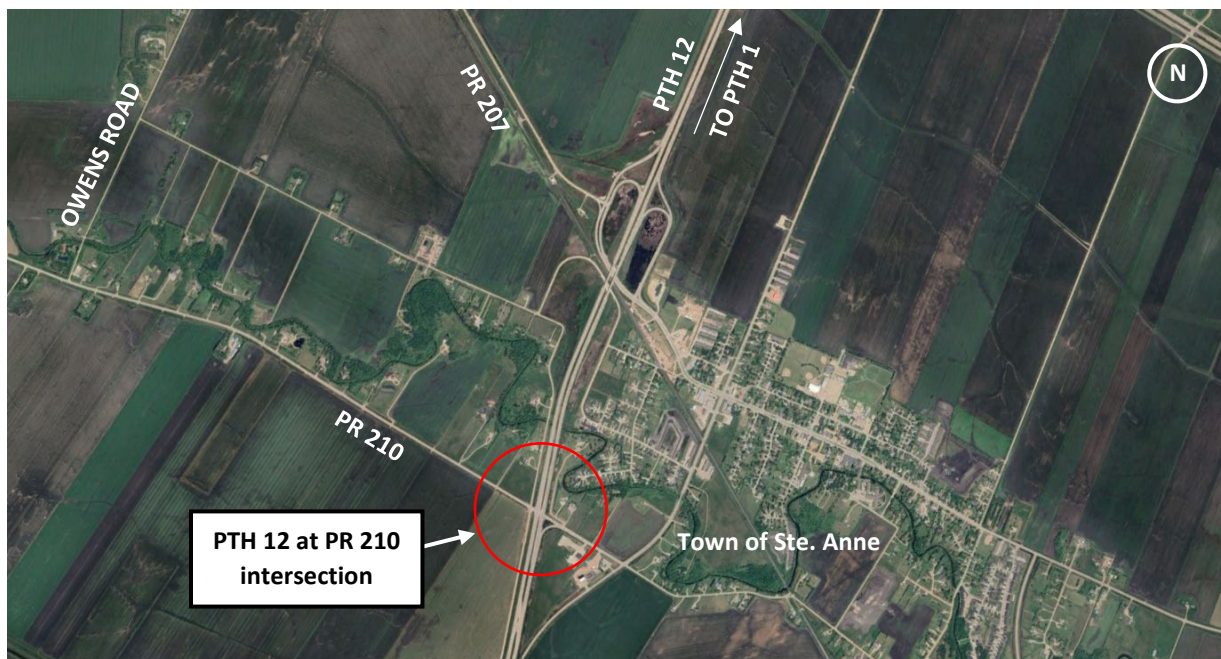
## Functional Design Study PTH 12 at PR 210 Intersection Improvements

### Manitoba Transportation and Infrastructure

#### Project Overview

The Provincial Trunk Highway (PTH) 12 at Provincial Road (PR) 210 intersection is located southwest of the Town of Ste. Anne, about 1.5 kilometers south of the PTH 12 and PR 2017 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.

Manitoba Transportation and Infrastructure (MTI) is doing a functional design study of the PTH 12 and PR 210 intersection to help make the intersection safer, as collisions have increased at this location over the past five years. Functional design is an early phase of the design process. Concept plans are developed to address design standards, traffic operations and safety issues, and then evaluated and refined.



## **Engagement Program Overview**

A three-phase engagement program began in November 2023 and is scheduled to conclude in winter 2024/25 with the presentation of the preferred alternative to stakeholders and the public.

Phase 1 included meetings with stakeholders (the Town and Rural Municipality [RM] Councils from Ste Anne, RCMP, Manitoba Trucking Association, and adjacent landowners) to introduce the project and collect feedback on existing issues and concerns.

In Phase 2, the project team met with stakeholders (the Town and RM Councils, RCMP, and the Manitoba Trucking Association) and held an Open House at Club Jovial in the Town of Ste Anne to present the four alternatives under consideration. A landowners' stakeholder meeting was planned, but invitees did not express interest to attend. Several landowners attended the open house or provided feedback directly to the project team via email instead. Feedback from the public was collected by email and by phone, and through an online survey hosted by EngageMB. The online survey opened on July 12, 2024 and closed July 26, 2024. The survey was advertised on the province's social media accounts and a link was sent to the Town, the RM, and all Open House attendees who provided legible email addresses.

In Phase 3 (anticipated for winter 2024/25), MTI will share the preferred alternative with stakeholders and the public for final feedback.

## **What We Heard**

### Phase 1

The purpose of Phase 1 was to communicate the need for the project and get feedback on the proposed options from stakeholders. Key discussion themes included intersection options, such as traffic signals, roundabouts, turn lanes, and priorities for safety and traffic flow.

We heard that stakeholders are concerned about the number and severity of traffic accidents at this intersection. Many people choose to detour to the interchange to avoid the intersection and encourage others to do the same. Drivers are often rushing and enter the intersection when it's unsafe to do so.

## Phase 2

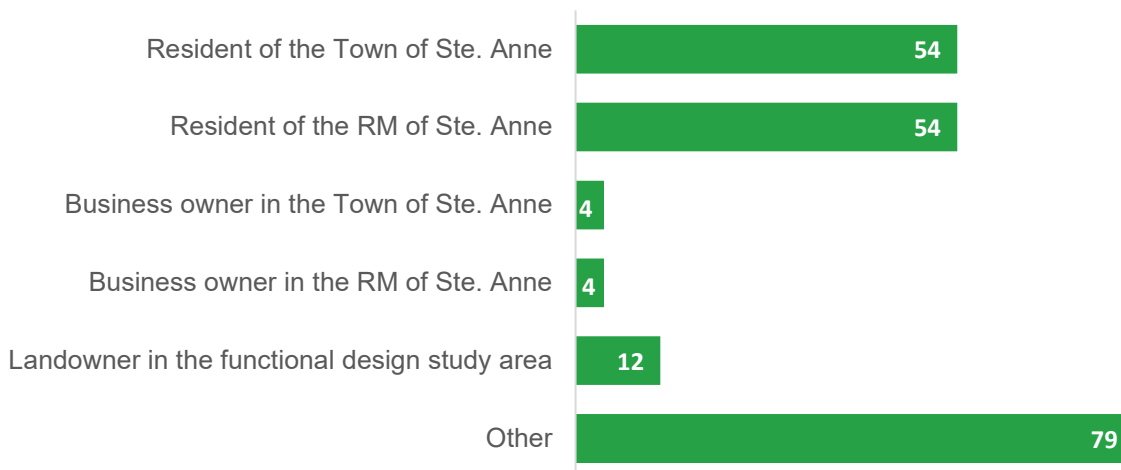
The purpose of Phase 2 was to show the short list of alternatives, present the recommended design alternative, and gather feedback from stakeholders and the public. Four alternatives that address most or all the intersection's safety and operational issues were presented:

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

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

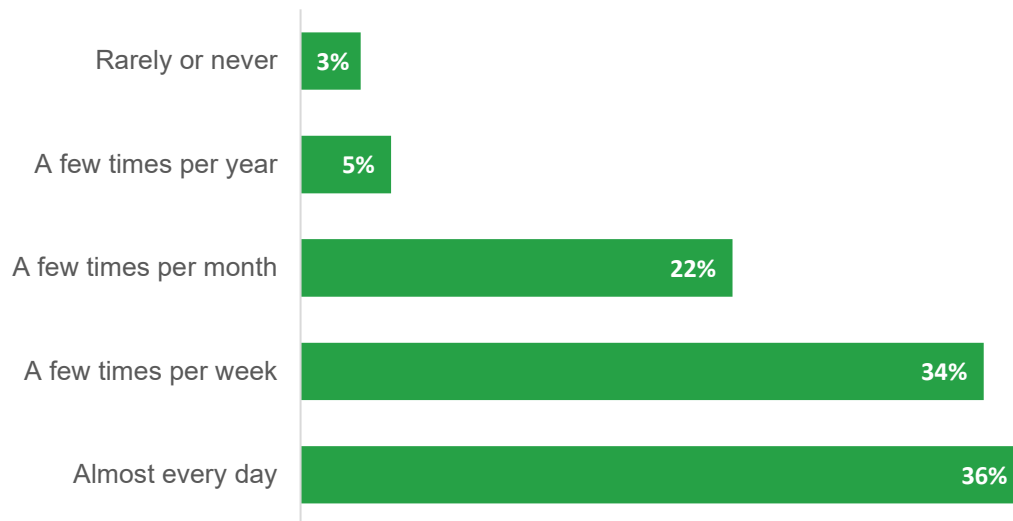
Respondents were asked about their connection to the area as either residents, business owners, or landowners (Figure 1). Respondents could select multiple options. An equal number of respondents were residents of the Town of Ste. Anne or the RM of Ste. Anne (54). Eight people identified themselves as business owners in the Town or RM (four from each). Seventy-nine respondents selected "other;" no detailed responses were provided.

**Figure 1. Survey Respondents**



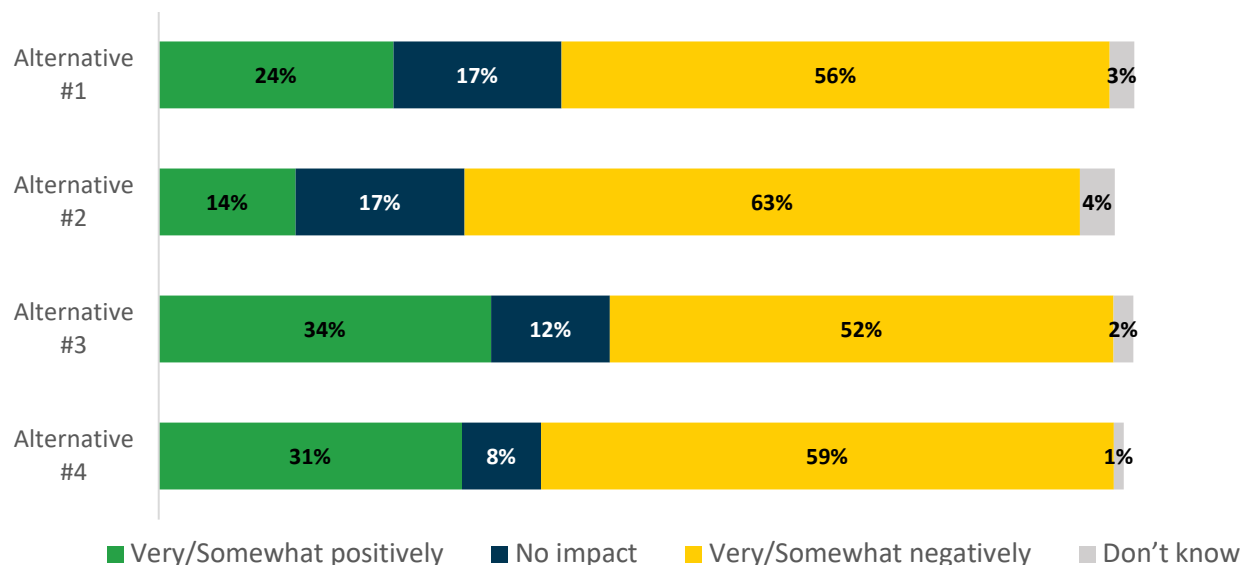
Almost three-quarters of respondents (70 per cent) use the PTH 12 and PR 210 intersection daily or a few times per week (Figure 2). Twenty-two (22) per cent of respondents use the intersection a few times per month, with the remaining 8 per cent travelling through less frequently.

**Figure 2. Frequency of Travel**



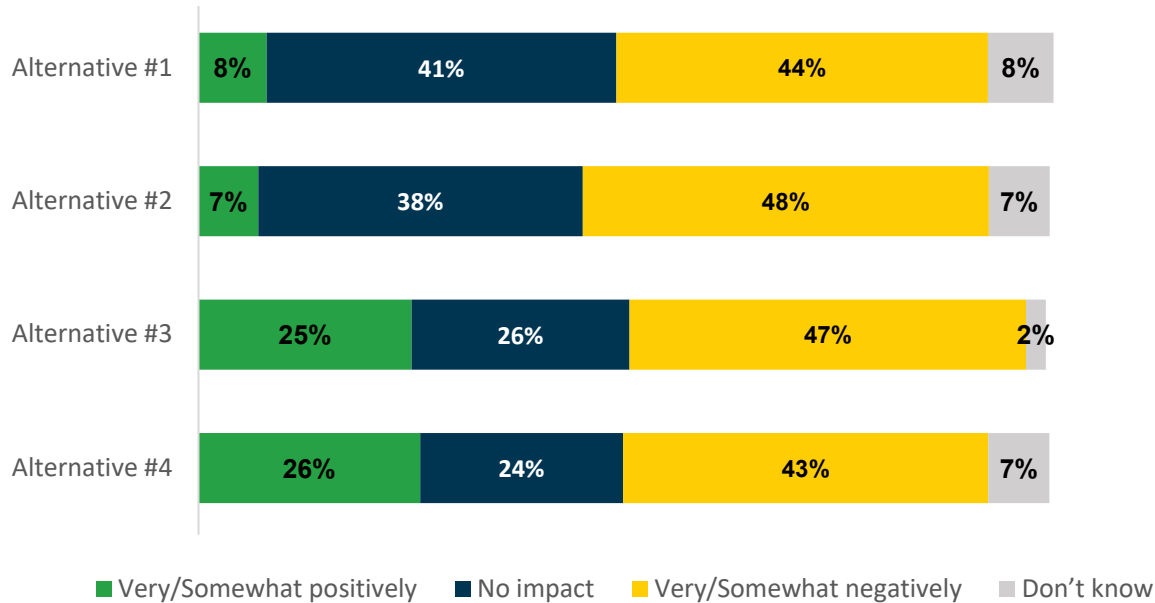
When asked how each alternative would impact travel patterns, all four alternatives received over 50 per cent negative responses from participants (Figure 3). Alternative 3 (full median closure) received the highest positive reception (34 per cent) and the lowest negative reception (52 per cent). Fewer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

**Figure 3. Anticipated Impact on Travel**



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

Figure 4 – Anticipated Impact on Business



# Overall Project 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 / fly ways, road realignment), traffic speed, driver education, and the project materials and process.

## Project Need

- Action should be taken to avoid further accidents. Safety and cost efficiency are critical factors in decision making.
- Some respondents stated that there is no need to change the intersection. It is important instead to focus on drivers' education. Many drivers do not have adequate driver training, are rushing, or not paying adequate attention to the road.
- 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 were requested 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 flyway option was also proposed, as well as “straightening” the intersection.
- 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 information gathered through stakeholder meetings, the open house, and the EngageMB survey as part of the overall public engagement process will be used to assist in selecting the preferred alternative.

In Phase 3, MTI will share the preferred alternative with stakeholders and the public for final feedback. Following Phase 3, MTI will finalize the preferred alternative, and prepare the detailed design and construction drawings. Construction timing will be confirmed during detailed design phase.

## **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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