

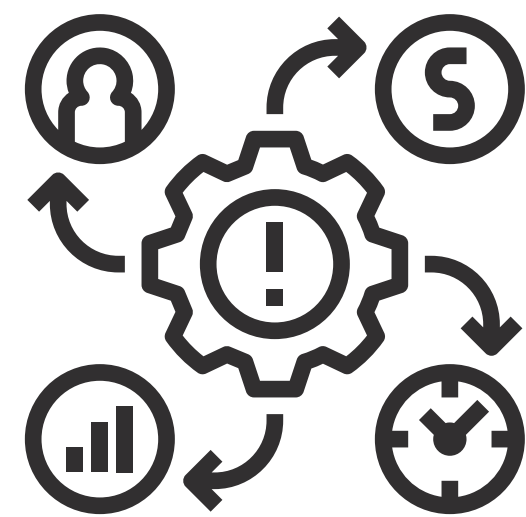
# PR 215 Improvements in Beausejour

## Phase 3 Engagement

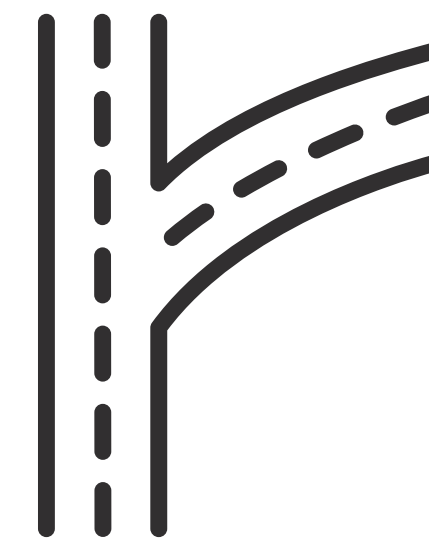
July 2023



## The **purpose** of this phase of engagement is to:



Provide **information on the purpose, scope, and timing of the PR 215 improvements in Beausejour** project, including construction timing.



Present the **proposed design**.



Provide an opportunity for you to review the proposed design, **provide feedback, and ask questions** of the project team.





Manitoba Transportation and Infrastructure (MTI) is completing intersection improvements and bituminous rehabilitation along Provincial Road (PR) 215, 7.2 km east of Provincial Trunk Highway (PTH) 12 to PTH 44. The project was initiated to address operational issues as a consequence of angle parking maneuvers and increased traffic.

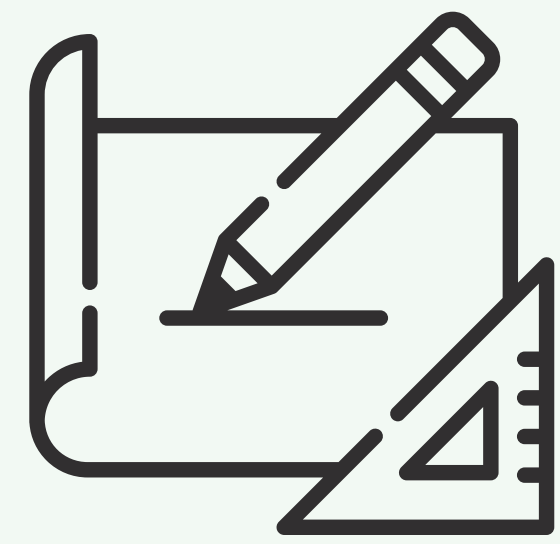


# Study Area

- » The study area is in the Town of Beausejour and the Rural Municipality of Brokenhead.
- » The study area includes Provincial Road (PR) 215, 7.2 km east of Provincial Trunk Highway (PTH) 12 to PTH 44.



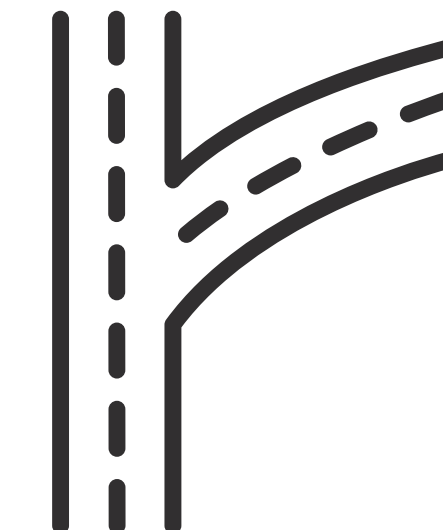




Stantec was engaged to complete a Functional Design Study (FDS) including restoration of the pavement surface, intersection improvements, and access management for the study area.



To support the FDS, WSP was engaged to develop and implement a public and stakeholder consultation program designed to identify and consult with stakeholders and the public from the start of the project through until the end of construction.



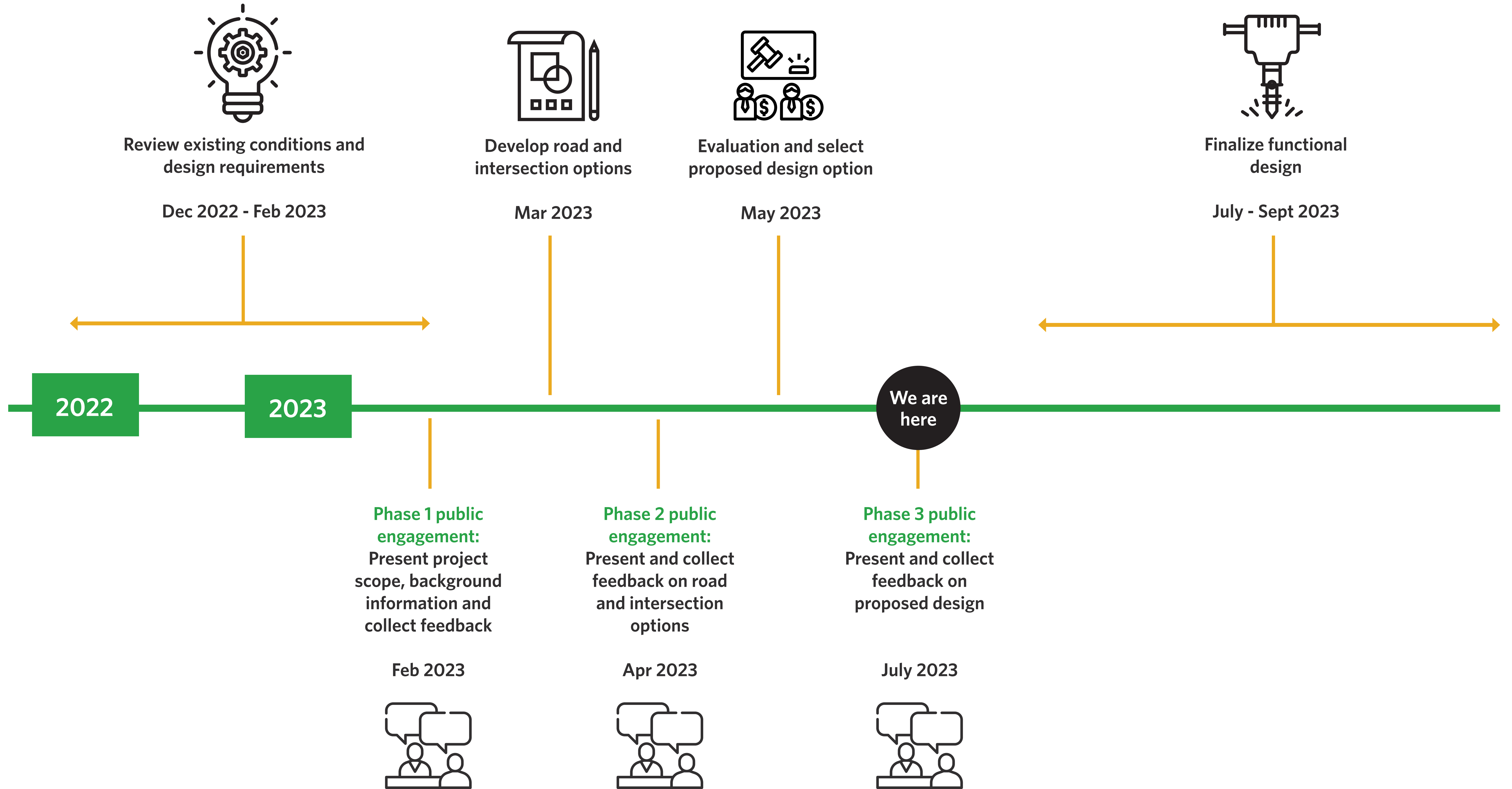
The FDS was initiated to address operational issues as a consequence of angle parking maneuvers and increased traffic.



A FDS 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 public feedback throughout the process.

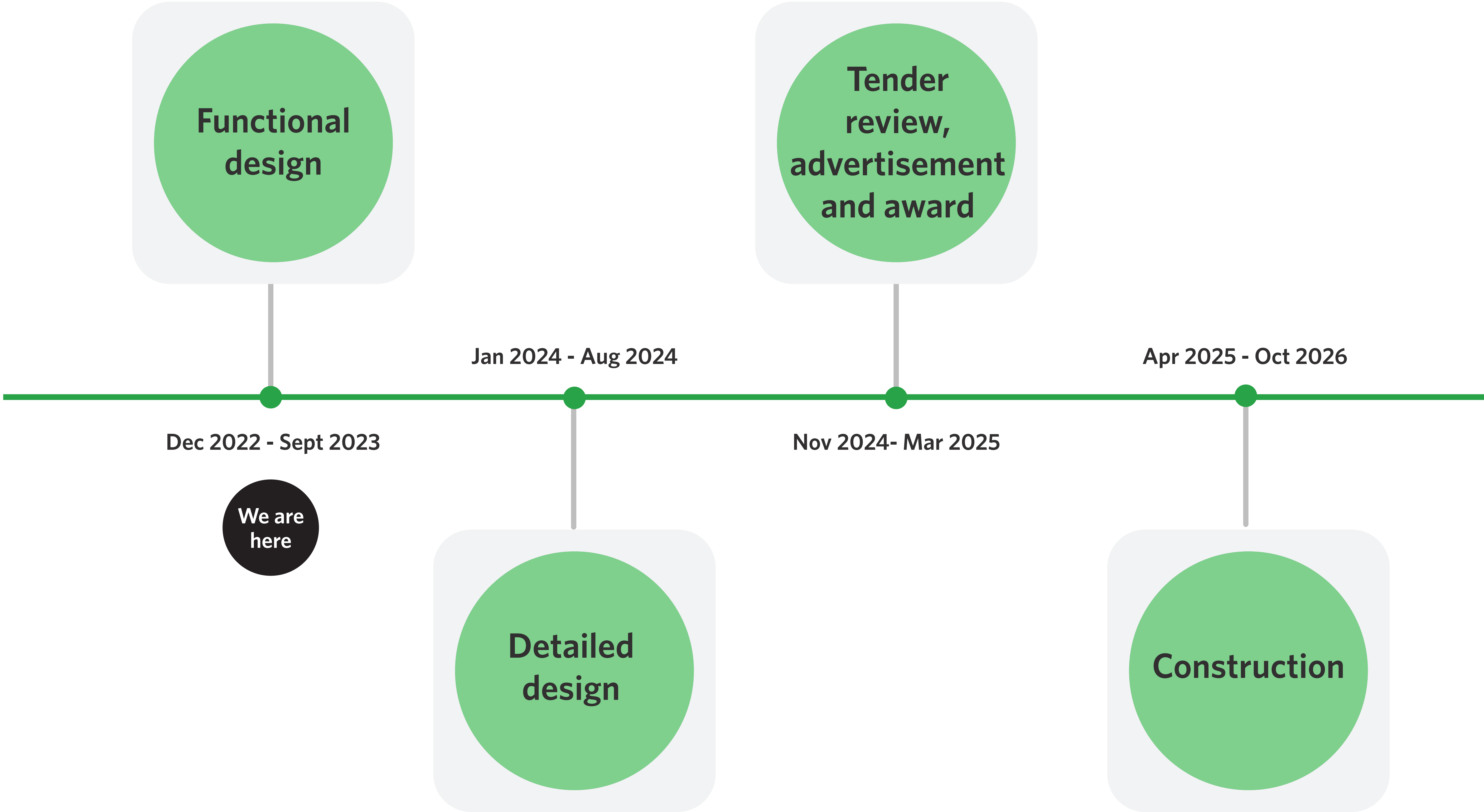


# Functional Design Study Timeline





# Overall Project Timeline





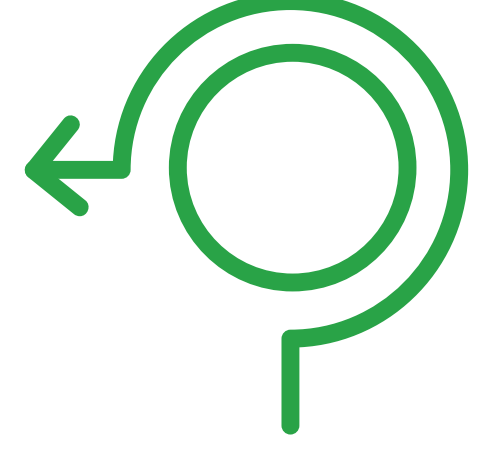

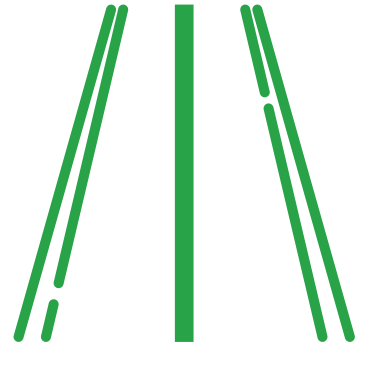
## Public and stakeholder engagement is an important part of the project.

- » In Phase 1 (February 2023), the project team met with the Town of Beausejour and R.M. of Brokenhead councils, as well as other stakeholder groups to introduce the project and collect initial feedback. Newsletters introducing the project were also mailed to landowners in the study area.
- » In Phase 2 (April 2023), the project team met with the municipalities and stakeholder groups and held a public open house to present the road and intersection options under consideration. A follow-up survey was also used to collect feedback from the public.
- » Two roadway options were presented, each with an option for either raised or painted medians.







# Public and Stakeholder Engagement

	What We Heard	How We Responded
 Roundabout Design at PR 215/PTH 44/PR 302	A roundabout will improve traffic flow but must accommodate larger vehicles and their turning movements.	The proposed roundabout design accommodates large vehicles such as trailers and delivery trucks.
 Access	Access for private properties along PR 215 must be maintained.	Access for properties east of the proposed roundabout is provided via service roads.
 Medians	Raised medians are preferred over painted medians.	The proposed design includes raised medians along PR 215 and a painted median along PR 302.



# Public and Stakeholder Engagement

 <p>Parking</p>	<p>Alternative accommodations should be explored to address the loss of on-street parking spaces.</p>	<p>Options for potential off-street parking accommodation have been identified.</p>
 <p>Active Transportation</p>	<p>There is interest in accommodating bike paths in the design but maintenance and access between the sidewalk and parking lane are areas of concern.</p>	<p>Bike paths are included in the proposed design but in response to concerns, the proposed curb separation has been replaced by a painted buffer. This aspect of the design can be refined during detailed design if necessary.</p>



The project team reviewed the public and stakeholder input received, along with the following criteria, in order to evaluate the road and intersection options:



## Engineering and Transportation

### CRITERIA

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- Safety
- Geometry
- Utilities
- Ease of construction and staging
- Traffic operations
- Drainage



## Community/Social/Economic Impacts

### CRITERIA

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- Minimize land acquisition
- Impact on businesses
- Impact on access
- Pedestrian/cycling accommodation
- Parking changes
- Number of properties impacted



## Cost Factors

### CRITERIA

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- Cost of construction
- Operations and maintenance



## Environmental Impacts

### CRITERIA

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- Noise impacts
- Natural environment
- Habitat impact
- Heritage resources impact



# Proposed Design - Highlights

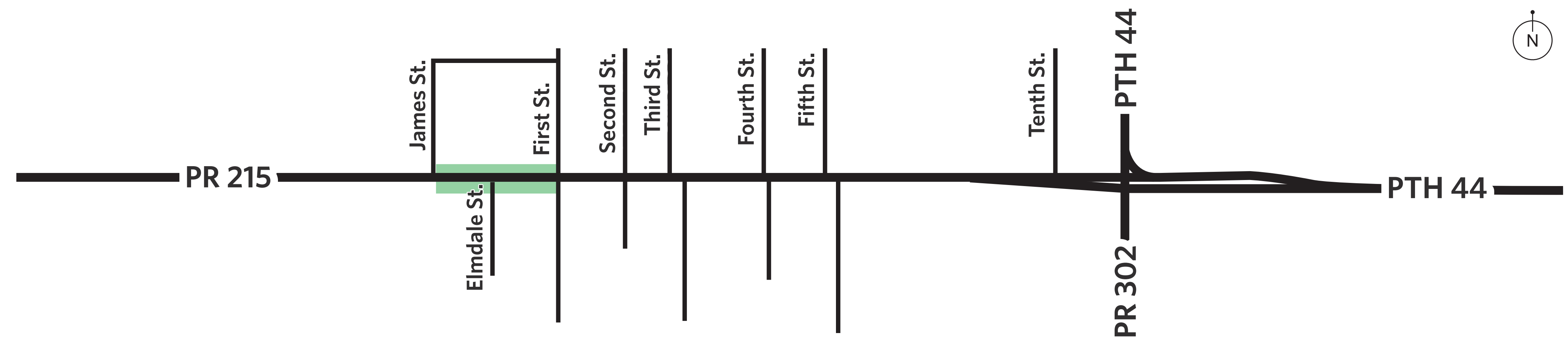
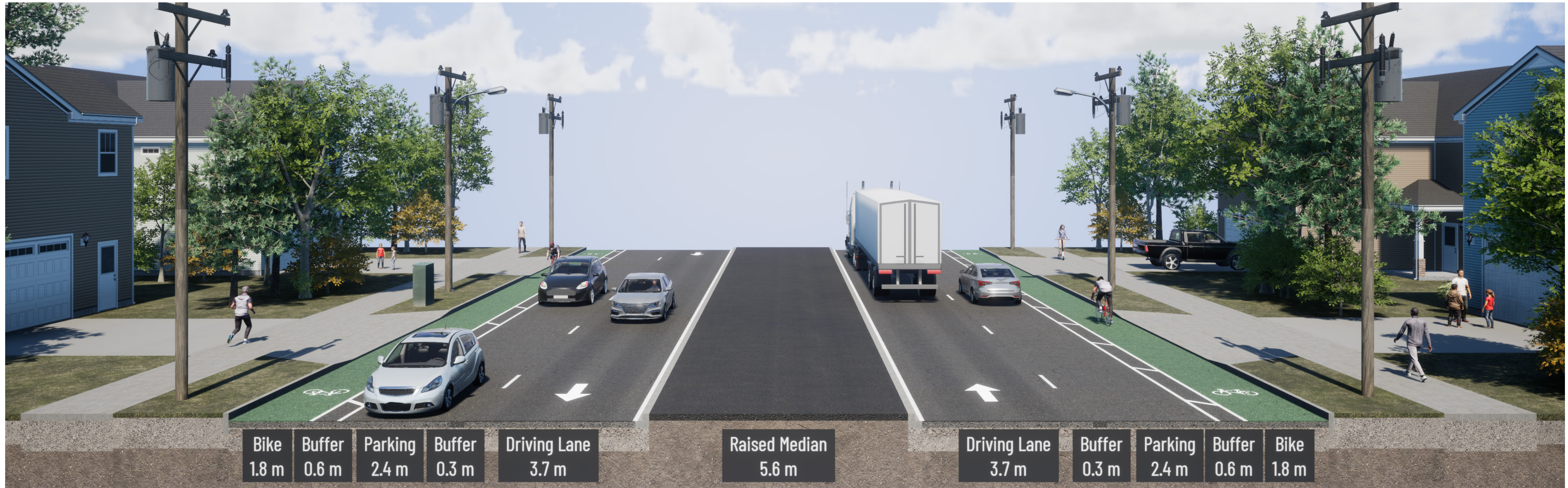
- » Maximizes the number of transportation modes by incorporating bike lanes in both directions along PR 215.
- » Bike lanes are delineated by painted lines, rather than curbs.
- » 190 parallel parking spaces are provided (a net loss of 137 parking spaces) along PR 215 - alternative parking on side streets or offstreet lots is being explored.
- » Includes a raised median that varies in width from 5.6 metres (typical) to 1.9 metres at intersections with left turn lanes.
- » U-turns from the left lane will be restricted at First Street, Second Street, Fifth Street and Industrial Park Road.
- » Curb-to-curb construction limits.
- » 3.7 metre wide through lanes.
- » 2.4 metre wide parking lane with a 0.3 metre buffer.
- » 1.8 metre wide bike path with a 0.6 metre separation to prevent dooring.
- » Drainage will be improved by adjusting asphalt grades along the gutters within the study area.
- » Bike lanes at curb extensions provide opportunity for surface drainage.





# Proposed Roadway Design

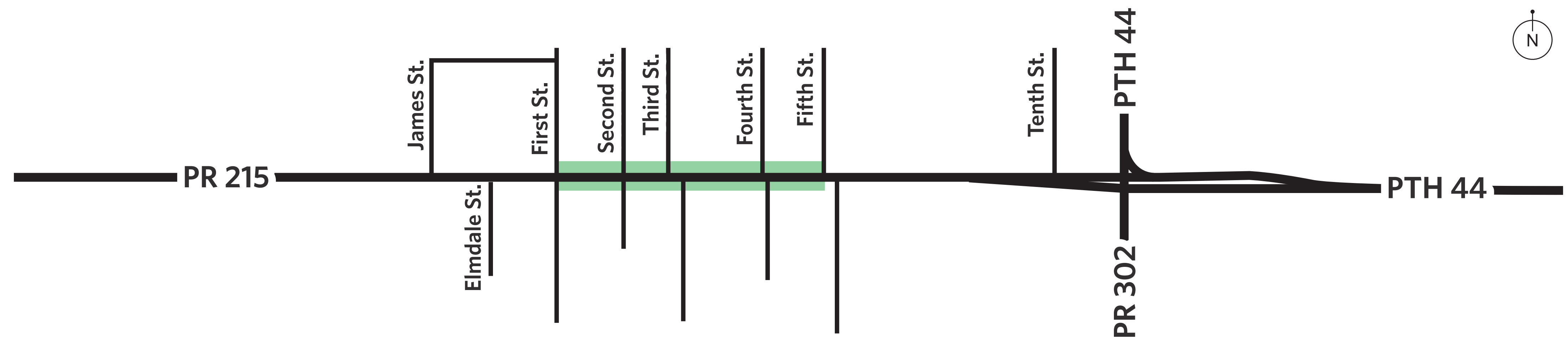
## Typical Section - Raised Median





# Proposed Roadway Design

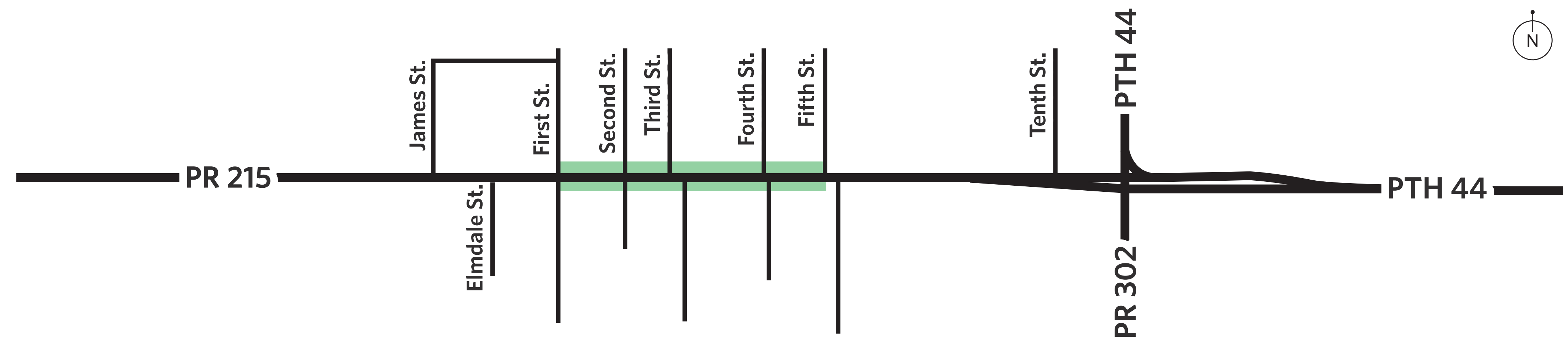
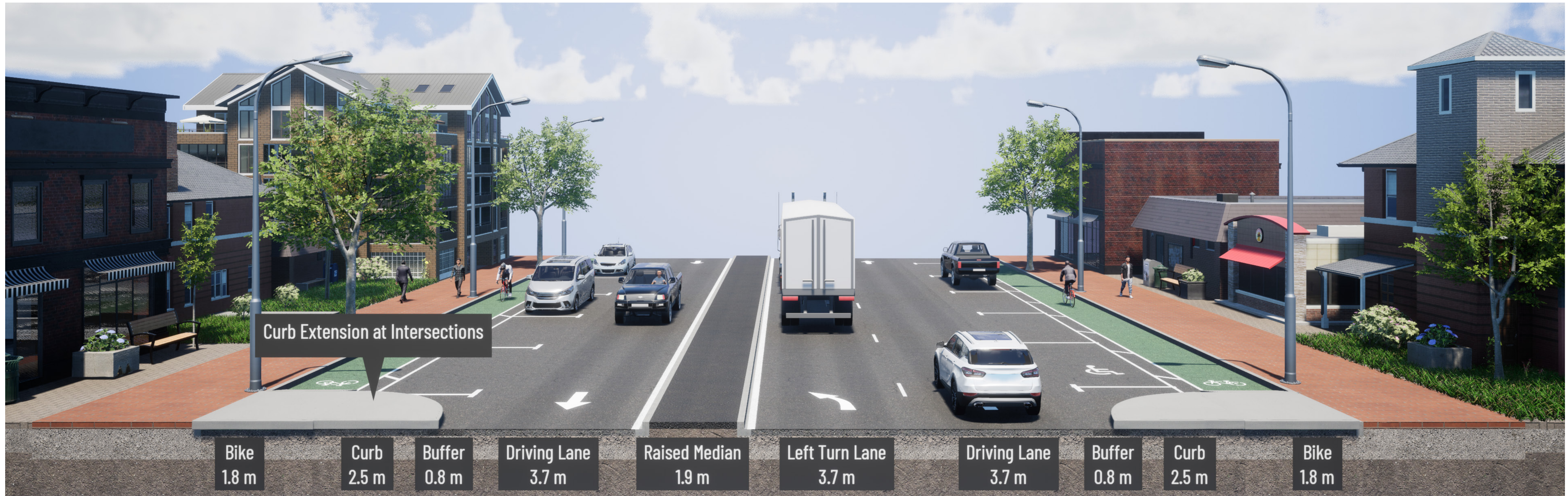
## Left Turn - Raised Median





# Proposed Roadway Design

## Curb Extension - Raised Median

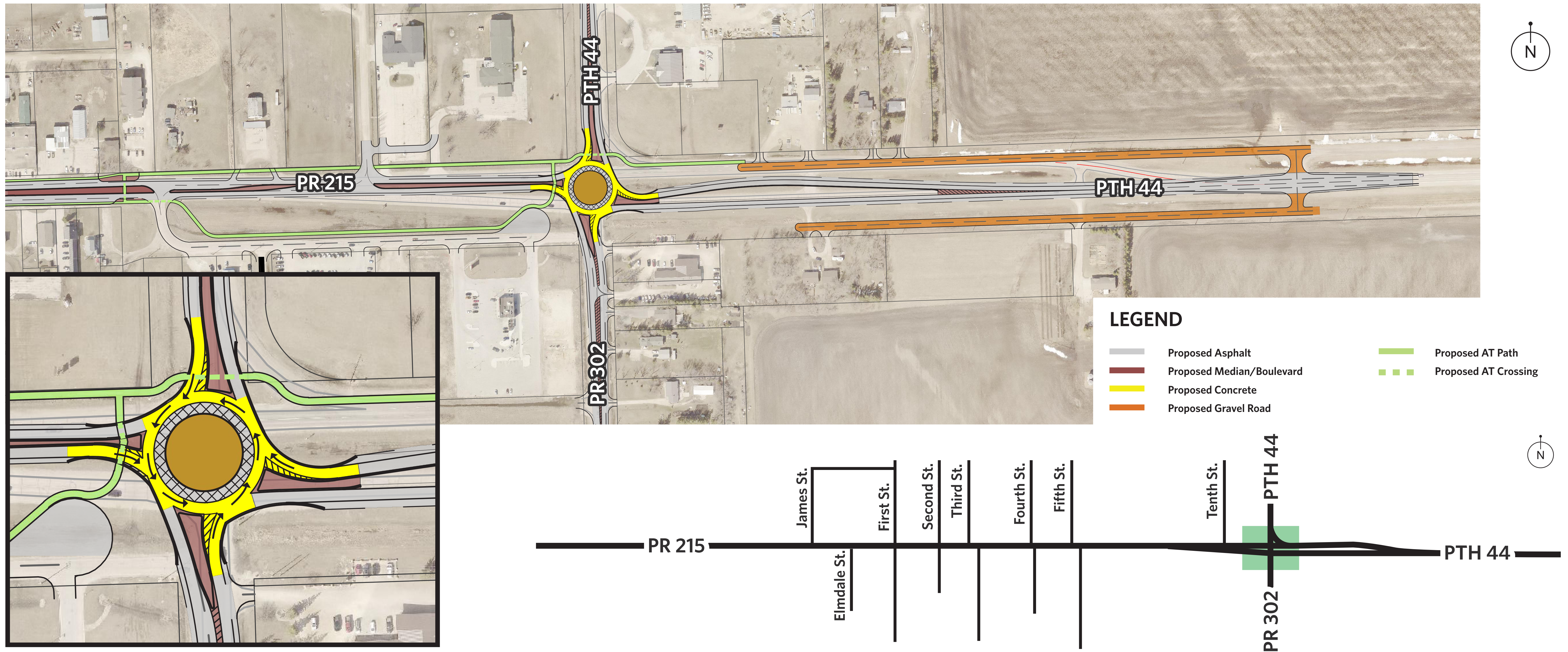




# Roundabout at PR 215 and PTH 44 / PR 302

» A single lane roundabout is proposed at the intersection of PR 215 and PTH 44/PR 302 due to its ability to improve safety and operational efficiency.

» Property acquisition will be required at all four corners of the roundabout to accommodate the proposed design as generally shown on the image below. The land requirements will be determined and identified during the finalization of the functional design and refined during detailed design.



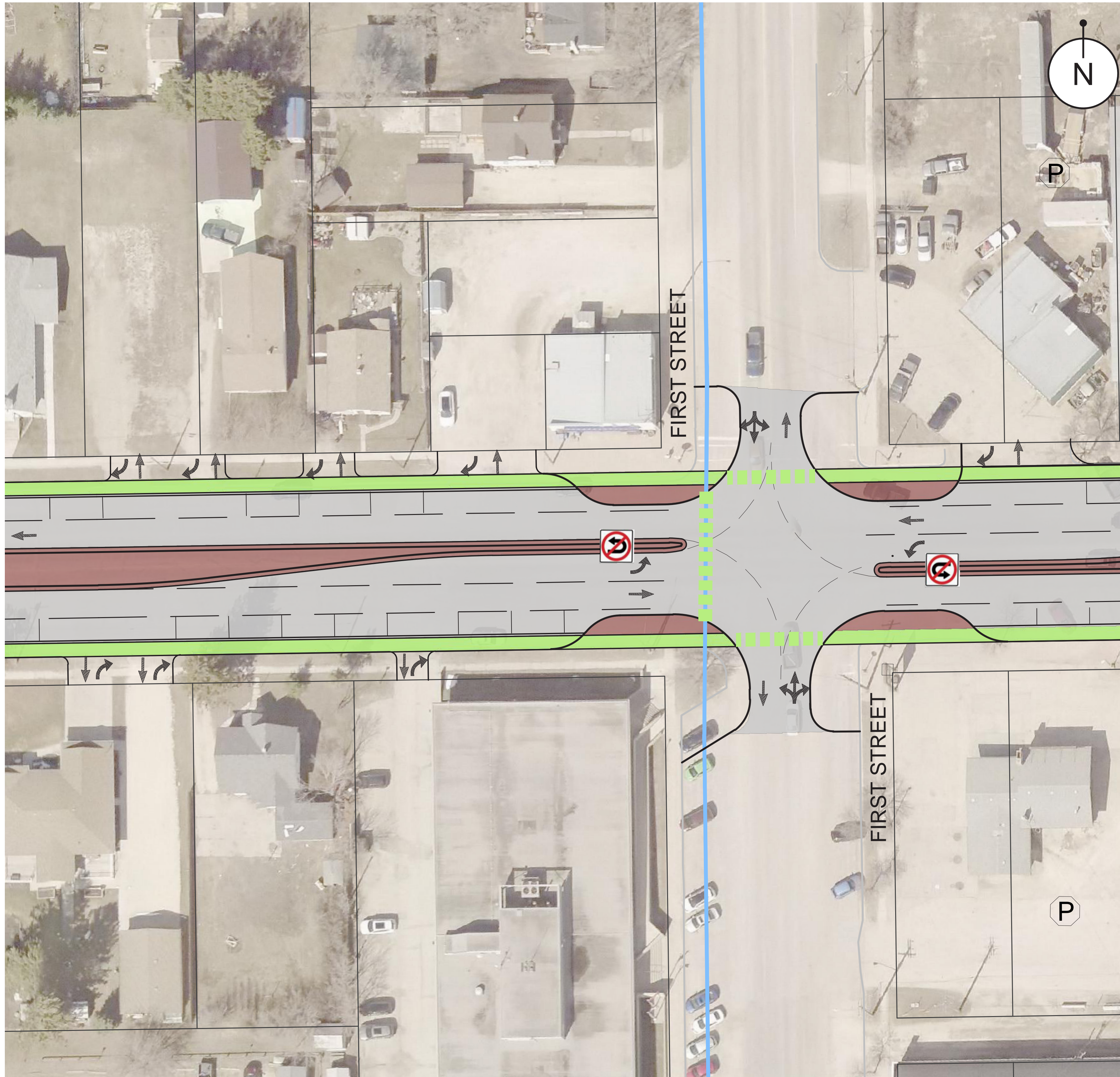


- » Several private driveway approaches will be closed in order to ensure safe distances from intersections.
- » Approaches will be closed on the north side of PR 215 in proximity to intersections with Third Street, Fifth Street, Seventh Street, and Tenth Street.
- » East of the proposed roundabout at PR 215 and PTH 44 / PR 302, private accesses onto PTH 44 will be replaced with service roads on both the north and south sides of the highway.
- » Service roads will be located within the existing highway right-of-way.
- » North of the roundabout, one of the driveway approaches to the RM of Brokenhead office will be closed.
- » South of the proposed roundabout at PR 215 and PTH 44 / PR 302, accesses to two residential properties will be modified to be 'right-in/right-out' only.

See the table map for access closures along the proposed design.



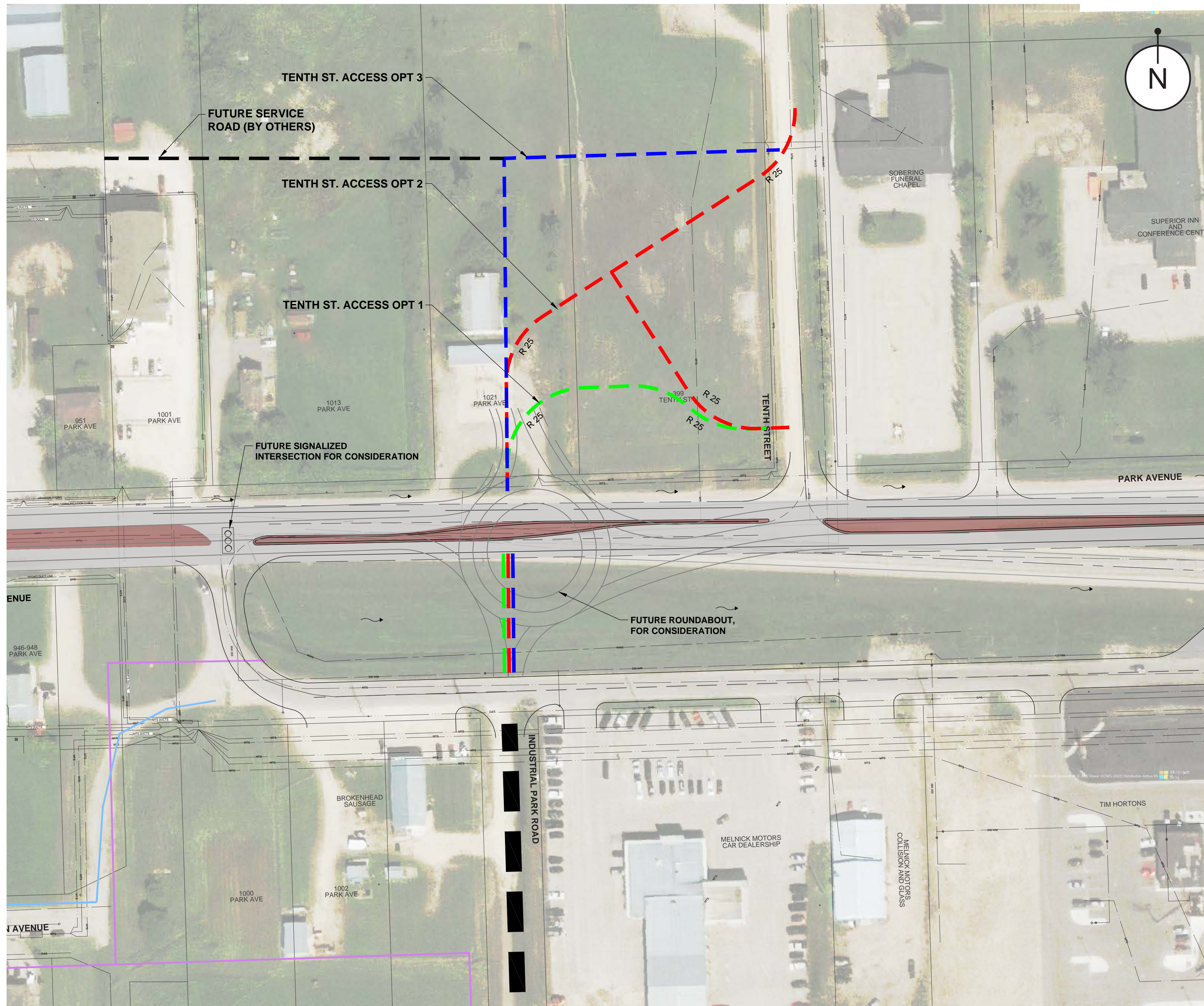
# Access Management - First Street



- » In Phase 2 engagement, signalization was proposed at PR 215 and First Street. However, new traffic count data has since been analyzed, and it was determined that signalization is not warranted at this location
- » The intersection is designed in a way to accommodate future signalization when warranted.
- » The intersection will be continually monitored by the Province for signal warrants.
- » A roundabout at this location was also considered but is not being proposed due to geometry/space constraints.



# Future Access Management - Tenth Street



- » In the future, it is anticipated there could be more development in the study area (particularly near Tenth Street). This could result in more traffic, which could impact future roadway needs, traffic signal warrants, and access to the adjacent lands to the north.
- » Commercial development to the south of PR 215 could lead to significant increases in traffic volumes at this location.
- » The current design meets traffic operations requirements, but future improvements may be required, should traffic volumes increase.
- » The map to the left illustrates three potential access options for future consideration.
- » This work is outside the scope of this project.

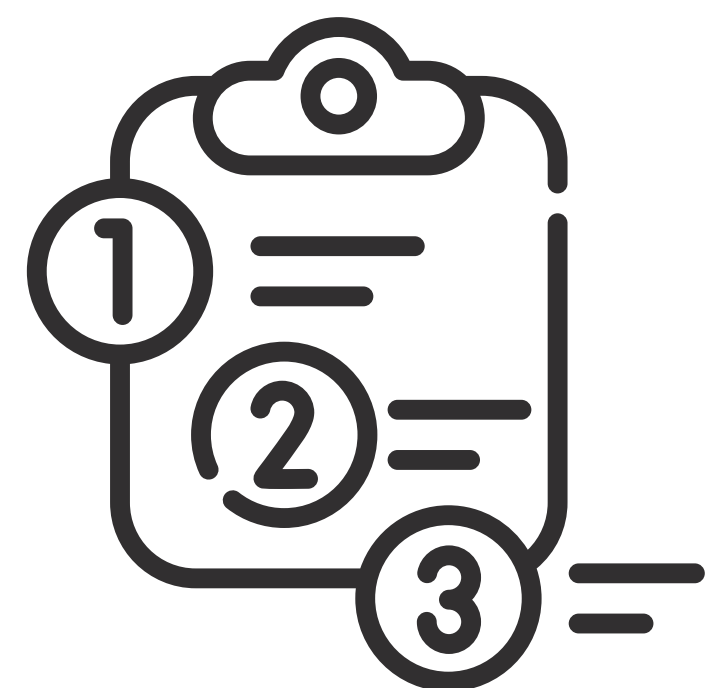
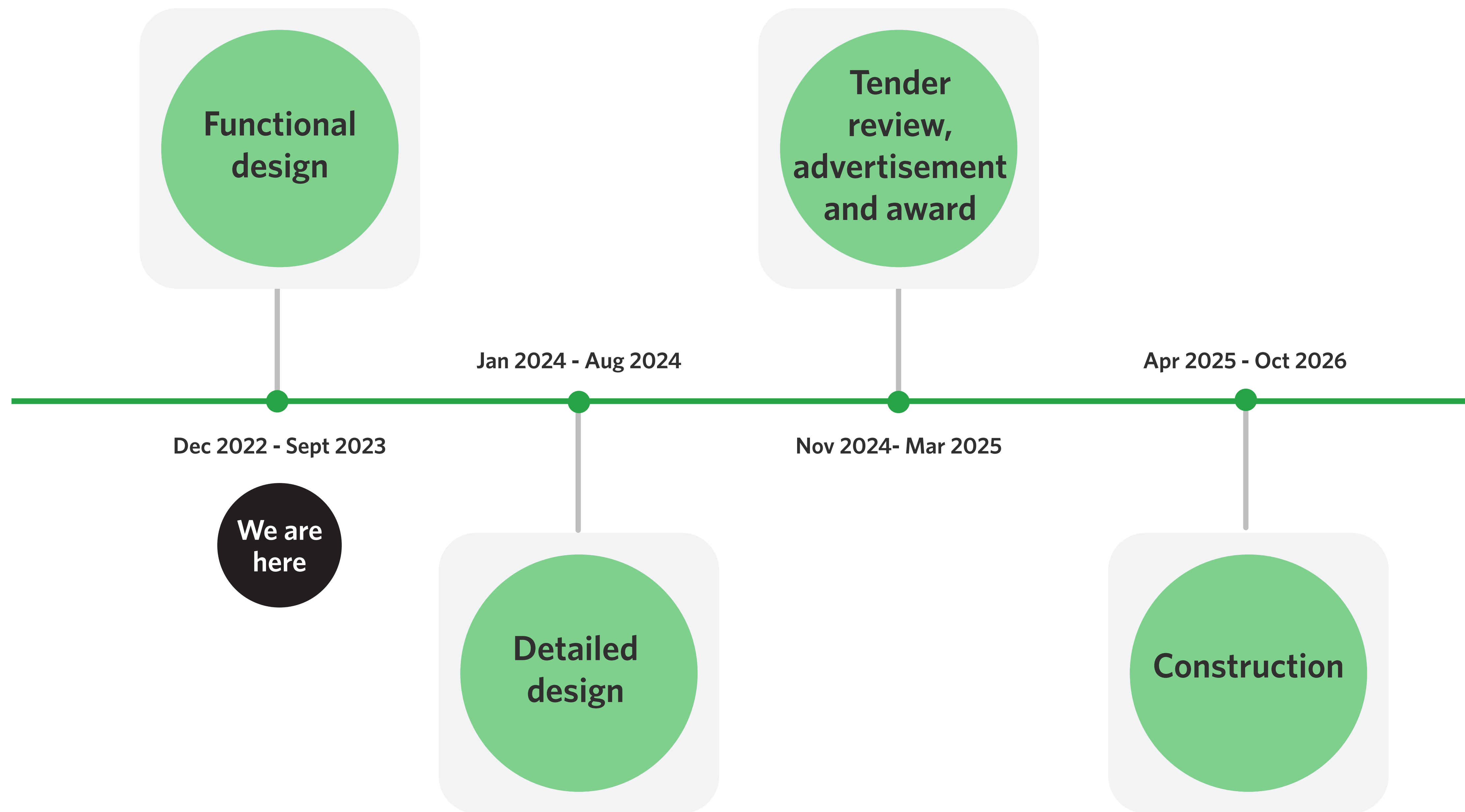




- » The study team explored options to mitigate the loss of 137 on-street parking spaces along PR 215.
- » The Town of Beausejour owns the properties shown on the table map. Some of these are already used for parking, while others will need to be developed for that use. Two of the Town-owned properties could be developed to accommodate up to 34 new off-street parking spaces.
- » Many businesses also have their own parking lots, often located to the rear of buildings.

See the table map for proposed off-street parking locations.





After completion of **Phase 3 engagement**, the project team will finalize the functional design, including development of utility relocation, property acquisition, and construction staging plans. Detailed design will then need be undertaken prior to tendering construction.



**Scan this QR code or use the link below to participate in a survey.**



**<https://www.surveymonkey.com/r/PR215>**

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**For additional information, please contact:**

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**Visit the project website at: [www.gov.mb.ca/mit/projects\\_management/index](http://www.gov.mb.ca/mit/projects_management/index)**