

# PR 215 Improvements in Beausejour

## Phase 2 Engagement

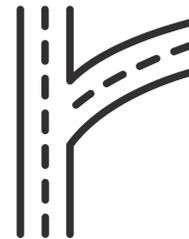
April 2023



## The **purpose** of today's meeting is to:



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



Present the **road and intersection options**.



Provide an opportunity for you to review the road and intersection options, **provide feedback, and ask questions** of the project team.

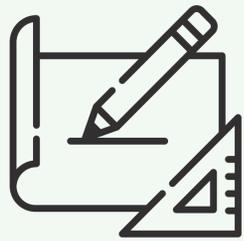


Manitoba Transportation and Infrastructure (MTI) is completing intersection improvements and bituminous rehabilitation along Provincial Road (PR) 215, 7.2 km east of Provincial Trunk Highway (PTH) 12 to PTH 44. **The project was initiated to address operational issues as a consequence of angle parking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

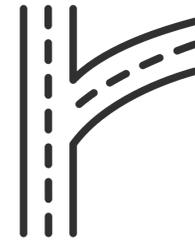




Stantec was engaged to complete a Functional Design Study (FDS) including restoration of the pavement surface, intersection improvements, and access management for the study area.



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 until the end of construction.

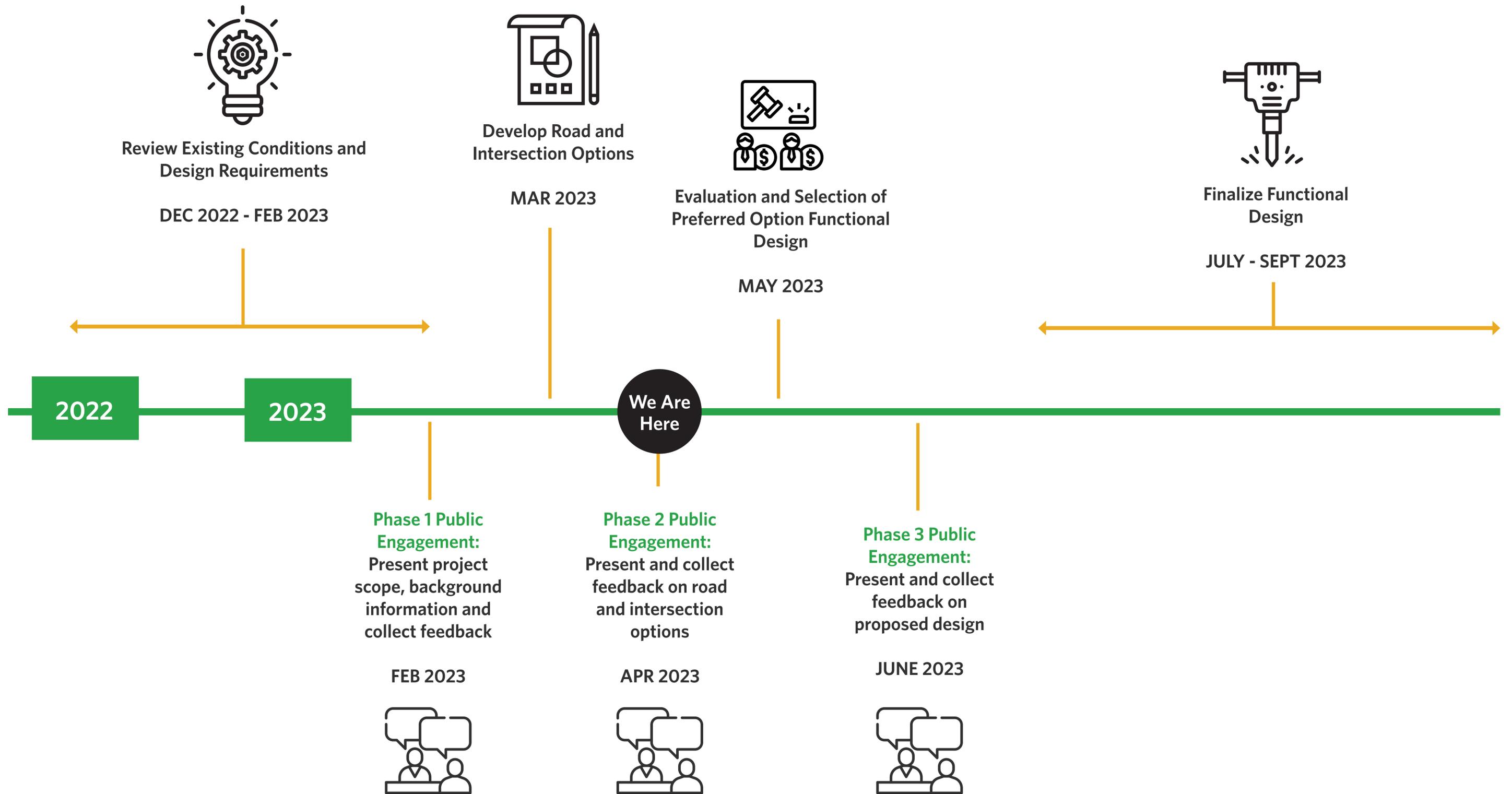


The FDS was initiated to address operational issues as a consequence of angle parking maneuvers and increased traffic.

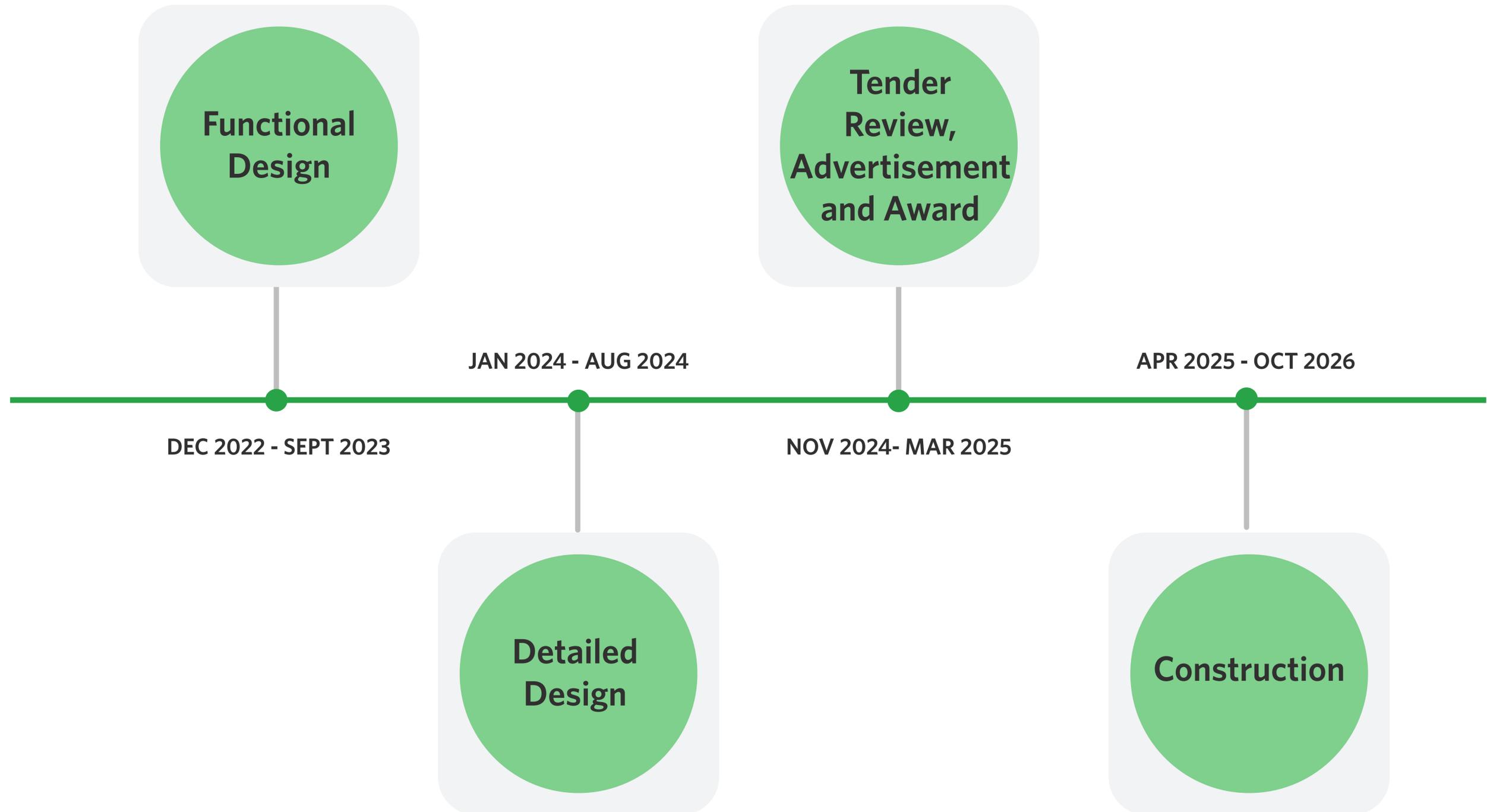


A FDS is an early phase of the design process in which the road right-of-way and roadway layout are established based on projected travel patterns and demand. Functional designs are informed by both technical studies and public input and feedback throughout the process.

# Functional Design Timeline



# Project Timeline



# Existing Conditions

The project team reviewed the following **existing conditions** to inform the design of the road and intersection options.



PROPERTY  
BOUNDARIES AND  
LAND OWNERSHIP



LAND DEVELOPMENT  
INFORMATION  
AND PLANS



EXISTING  
CONNECTIONS



ROADWAY  
CONDITIONS



ACCESS



EXISTING AND  
PLANNED UTILITIES



PARKING



LAND DRAINAGE



TRAFFIC DATA



COLLISION HISTORY



PEDESTRIAN AND  
CYCLING FACILITIES



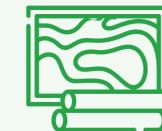
ACCESSIBILITY



ENVIRONMENTAL  
CONSIDERATIONS



TRANSPORTATION  
PLANS



TOPOGRAPHIC  
STUDIES

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

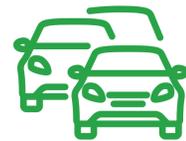
» In Phase One (February 2023), the project team met with the municipalities and stakeholder groups to introduce the project and collect initial feedback. Newsletters introducing the project were also mailed to landowners in the study area.

### We heard:



#### VISION

A re-design of Park Avenue (PR 215) will help to revitalize the Town, support businesses, and make it safer for all road users. Although landscaping is not included in the project scope, the design should consider areas to accommodate potential landscaping.



#### TRAFFIC OPERATIONS

The PR 215 / PTH 44 / PR 302 intersection was identified as a primary area of concern as it sees heavy traffic. Other key locations identified as requiring review include intersections with First Street, Third Street, Fifth Street, and Tenth Street.



#### PARKING/LOADING CHANGES AND ACCESS MANAGEMENT

Loading and parking for businesses on Park Avenue (PR 215) are important considerations.



#### ACTIVE TRANSPORTATION

There is an interest in accommodating active transportation in the design. Potential locations for accessible curbs and crosswalks should be considered.



#### CONSTRUCTION STAGING

Various events should be taken into consideration, including the rodeo, car show, and Christmas on Park. Construction staging will need to include a plan for the loss of parking along Park Avenue (PR 215) during construction.

# Roadway Option 1 - Design Highlights

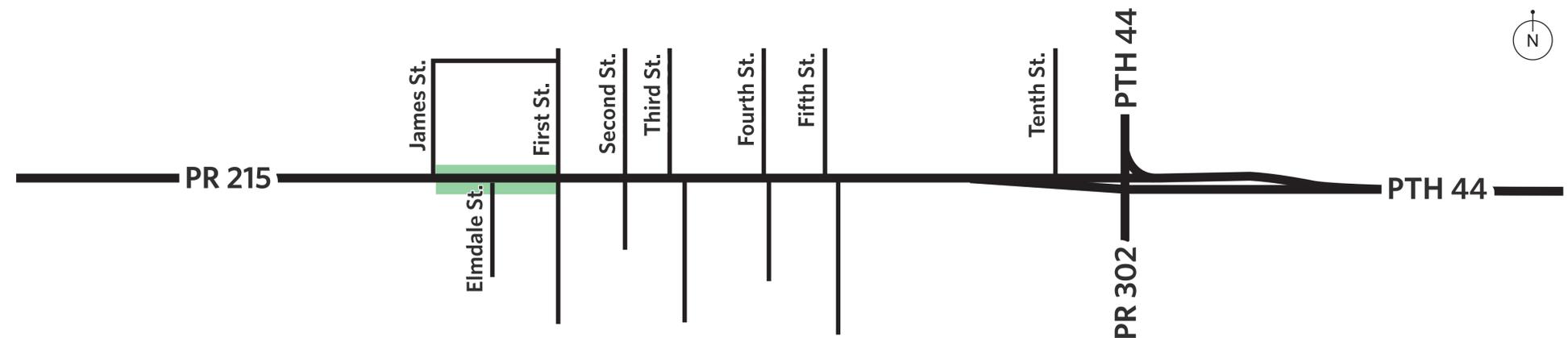
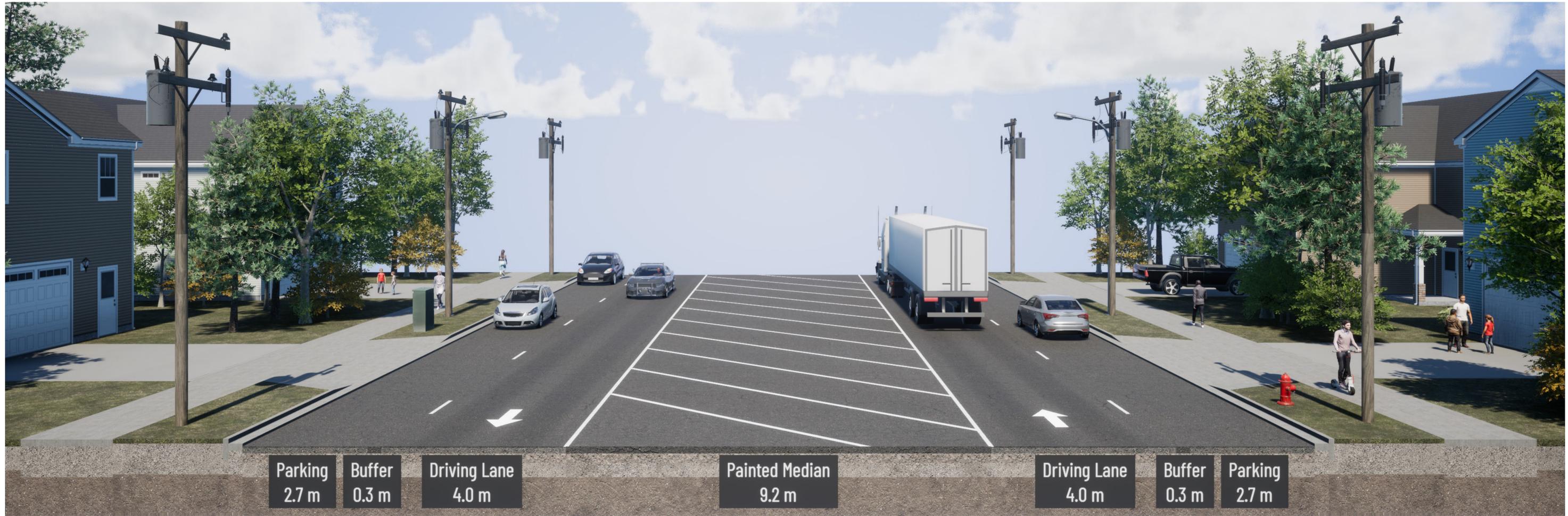
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- » Curb-to-curb construction limits.
- » Allows for either a painted or raised median.
- » Drainage will be improved by adjusting asphalt grades along the gutters within the study area.
- » No through accommodation along PR 215 for active transportation or cycling infrastructure (north-south connections identified in The Town of Beausejour Active Transportation Master Plan).
- » 4.0 metre wide through lanes.
- » 2.7 metre wide parking lane with a 0.3 metre buffer.
- » U-turns from left lane with the median may be challenging.
- » 192 parallel parking spaces provided (a net loss of 135 parking spaces) along PR 215 - alternative parking on side streets or offstreet lots is required.



# Roadway Option 1

## Typical Section - Painted Median



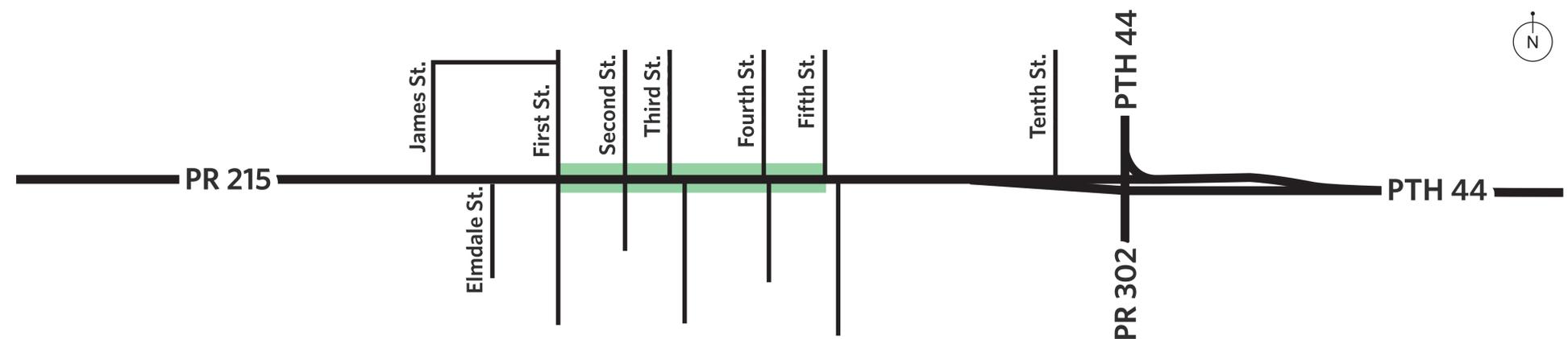
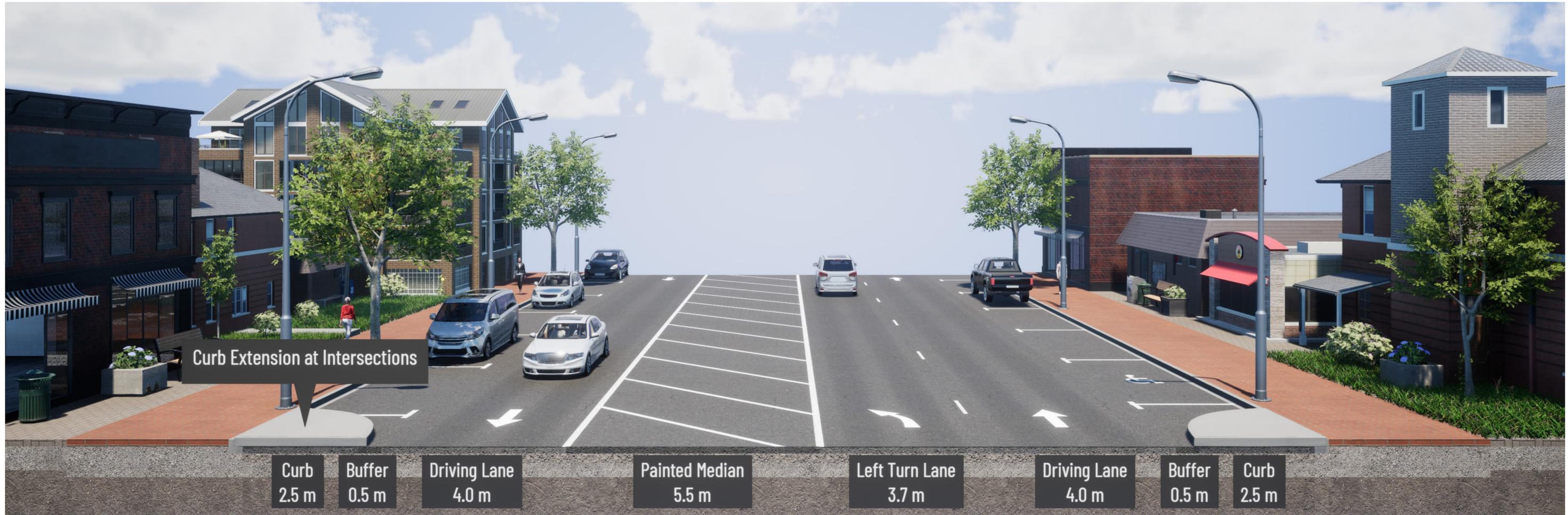
# Roadway Option 1

## Left Turn - Painted Median



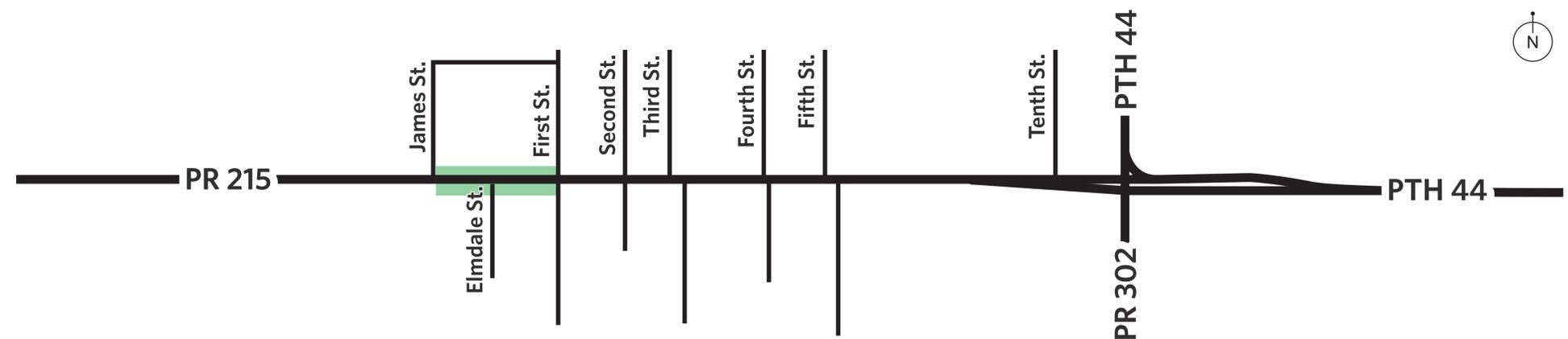
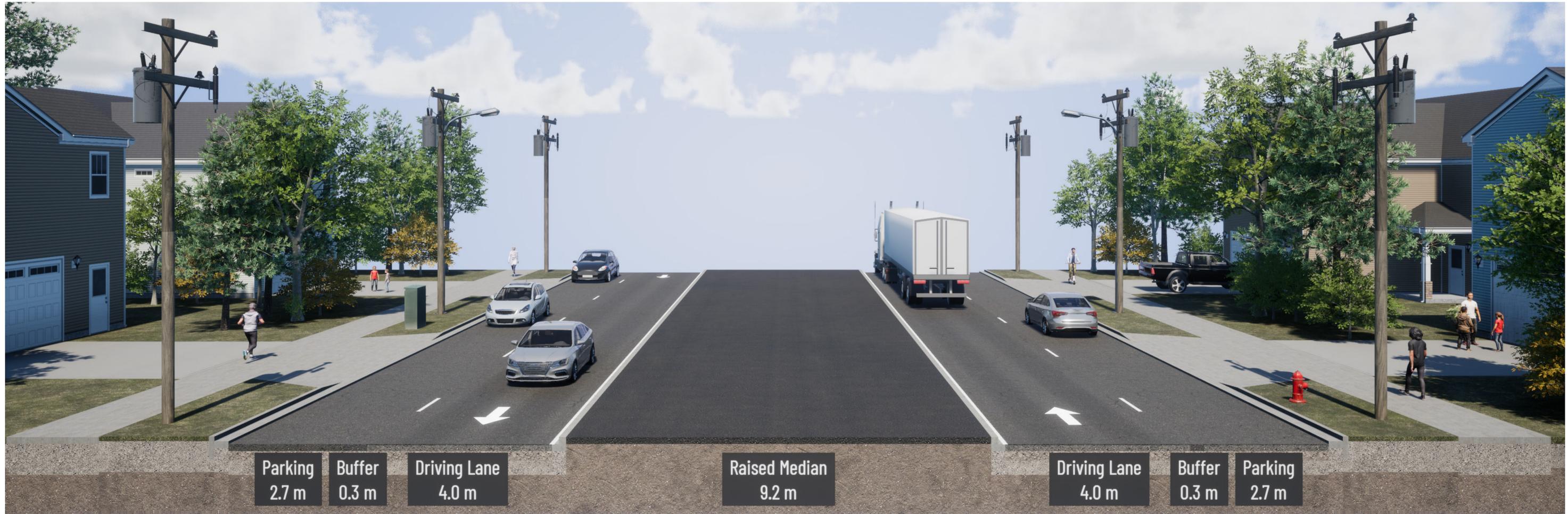
# Roadway Option 1

## Curb Extension - Painted Median



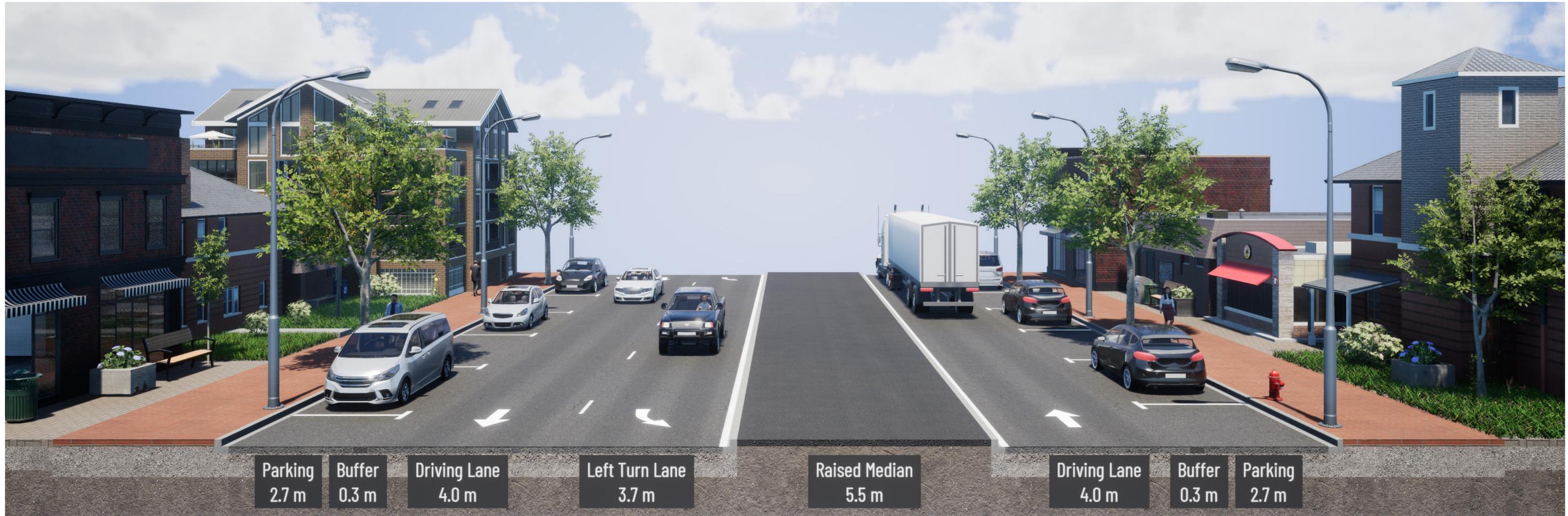
# Roadway Option 1

## Typical Section - Raised Median



# Roadway Option 1

## Left Turn - Raised Median



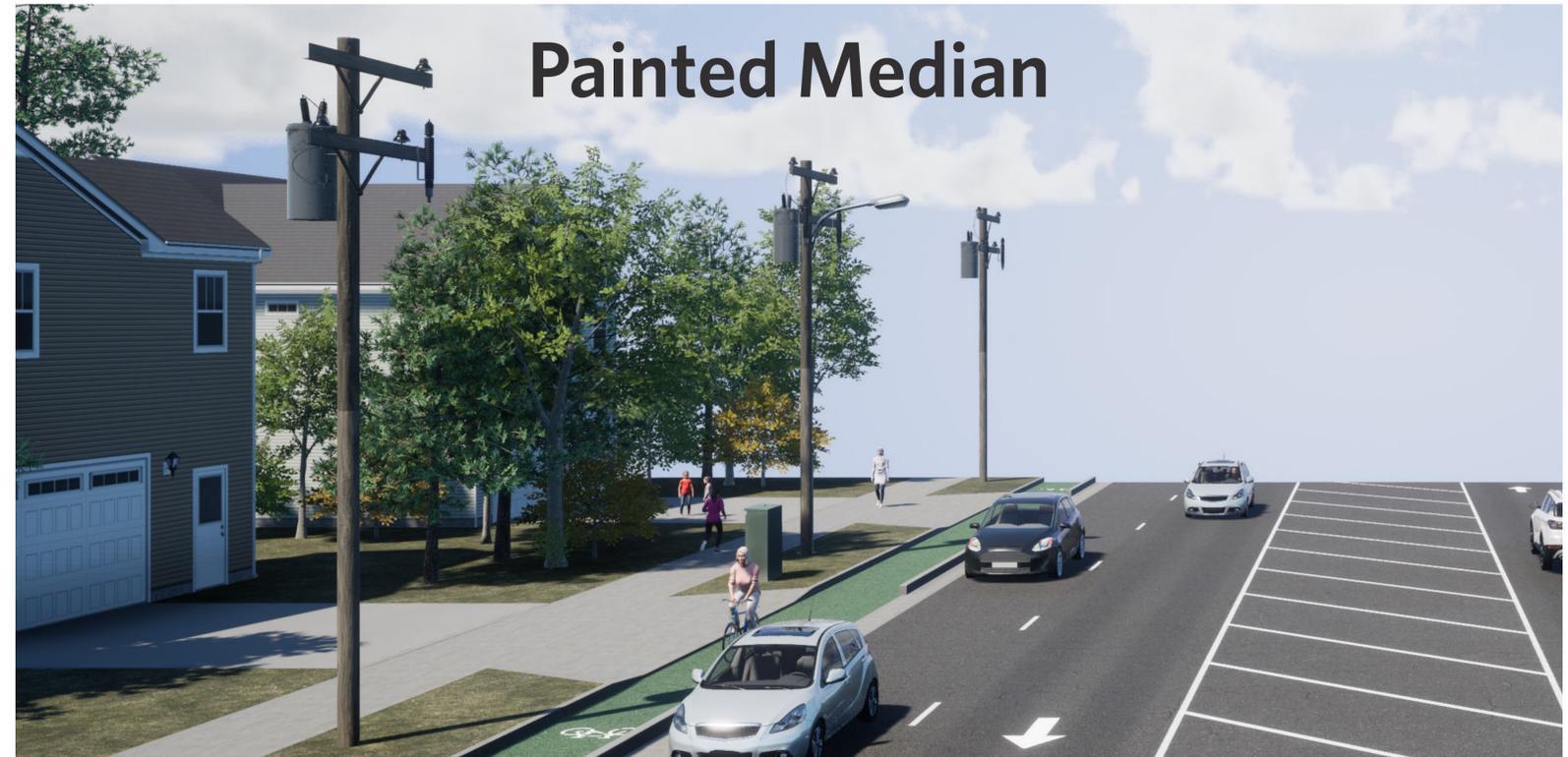
# Roadway Option 1

## Curb Extension - Raised Median



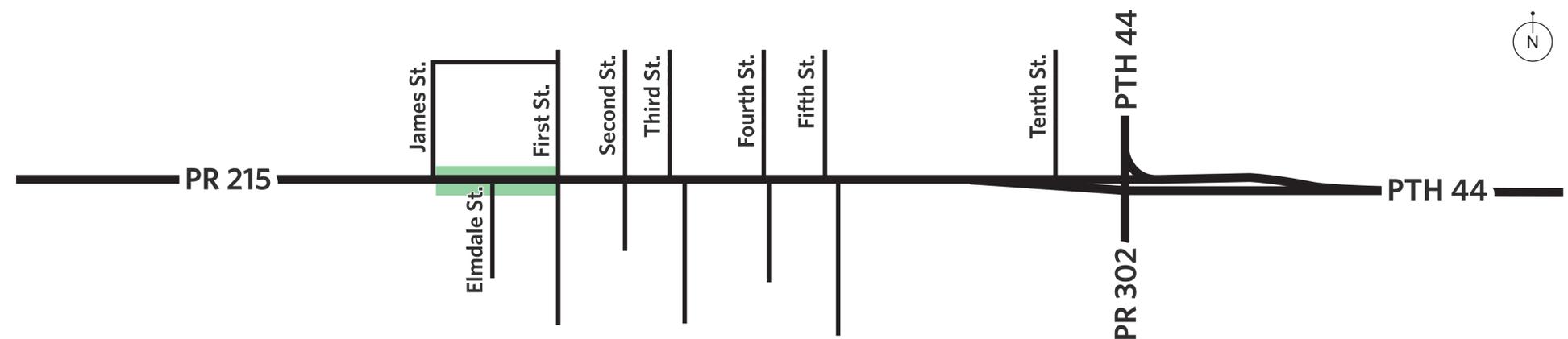
# Roadway Option 2 - Design Highlights

- » Curb-to-curb construction limits.
- » Allows for either painted or raised median.
- » AT facility at curb extension provides opportunity for surface drainage.
- » Drainage will be improved by adjusting asphalt grades along the gutters within the study area.
- » Maximizes number of transportation modes by incorporating a bike lane.
- » 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.
- » U-turns from left lane with the median would be restricted at First Street, Second Street, Fifth Street and Industrial Park Road.
- » 190 parallel parking spaces provided (a net loss of 137 parking spaces) along PR 215 - alternative parking on side streets or offstreet lots is required.



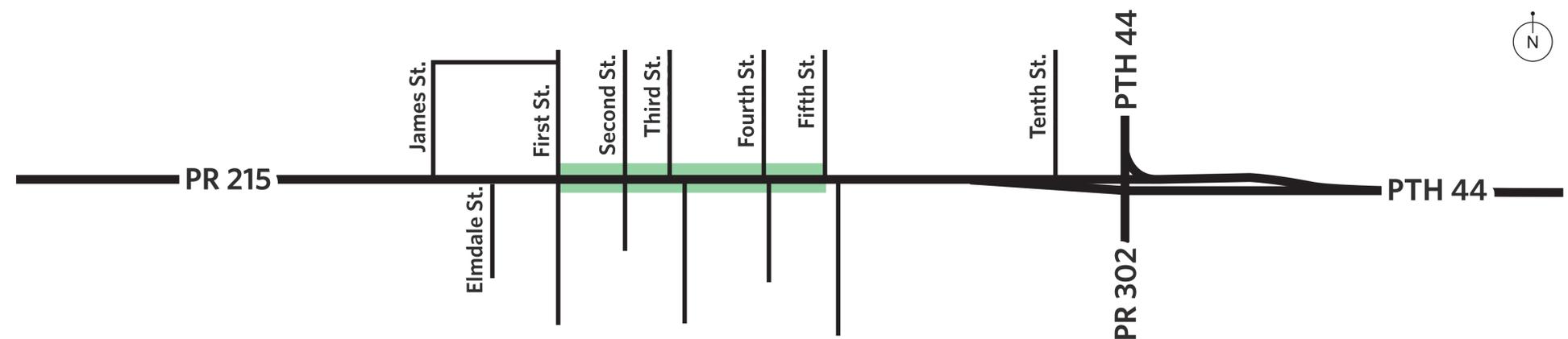
# Roadway Option 2 - Active Transportation

## Typical Section - Painted Median



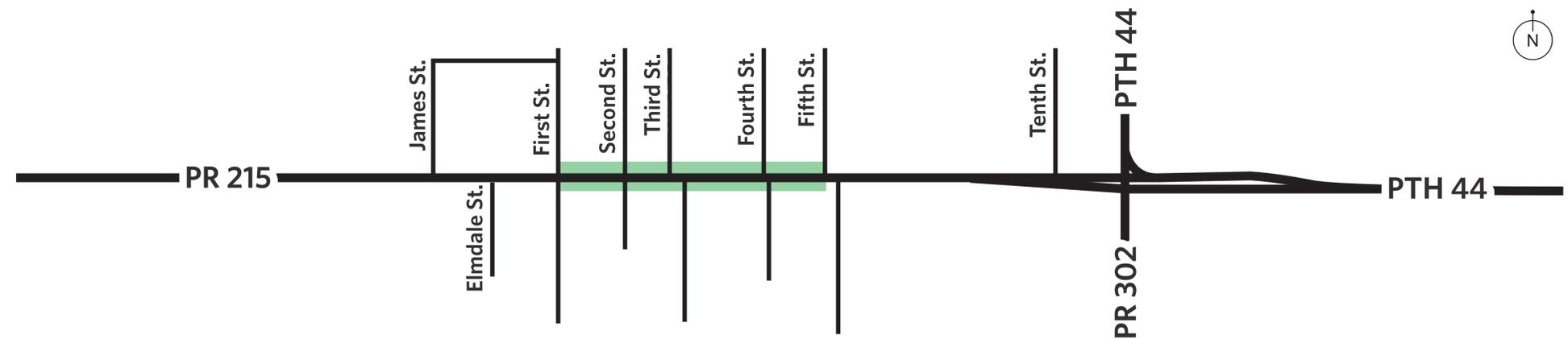
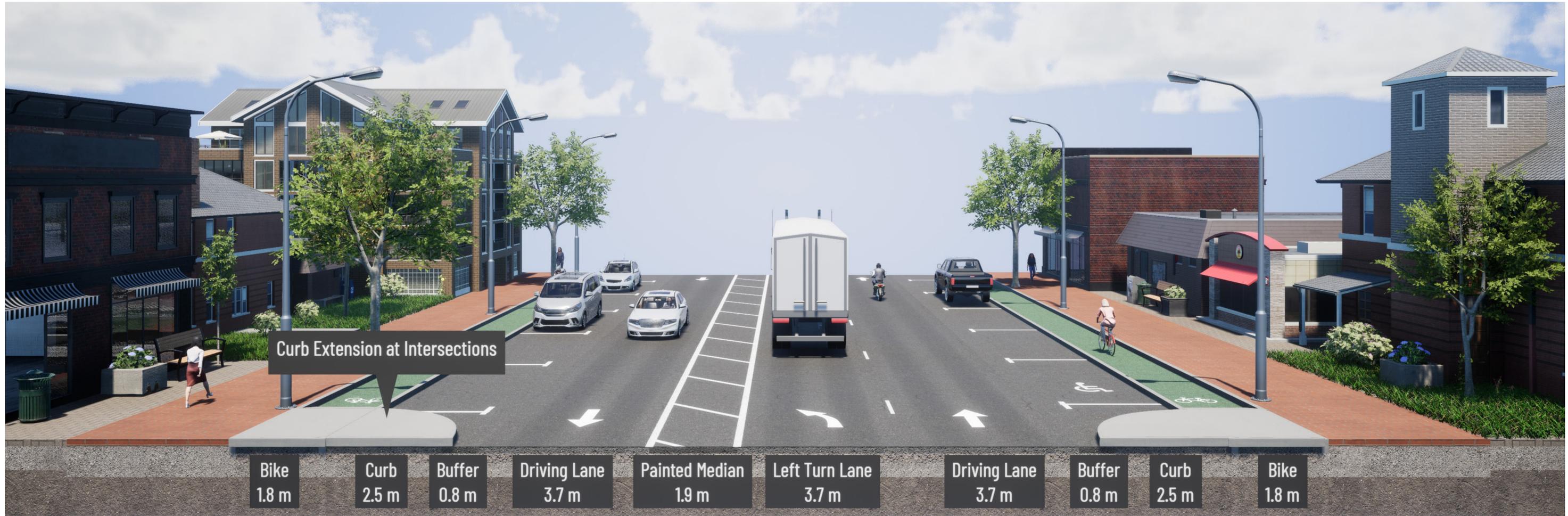
# Roadway Option 2 - Active Transportation

## Left Turn - Painted Median



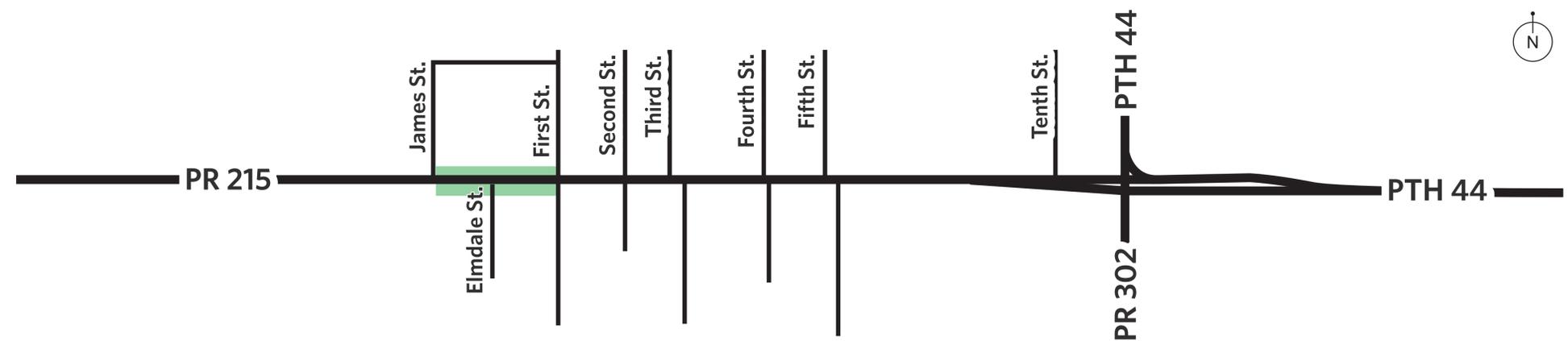
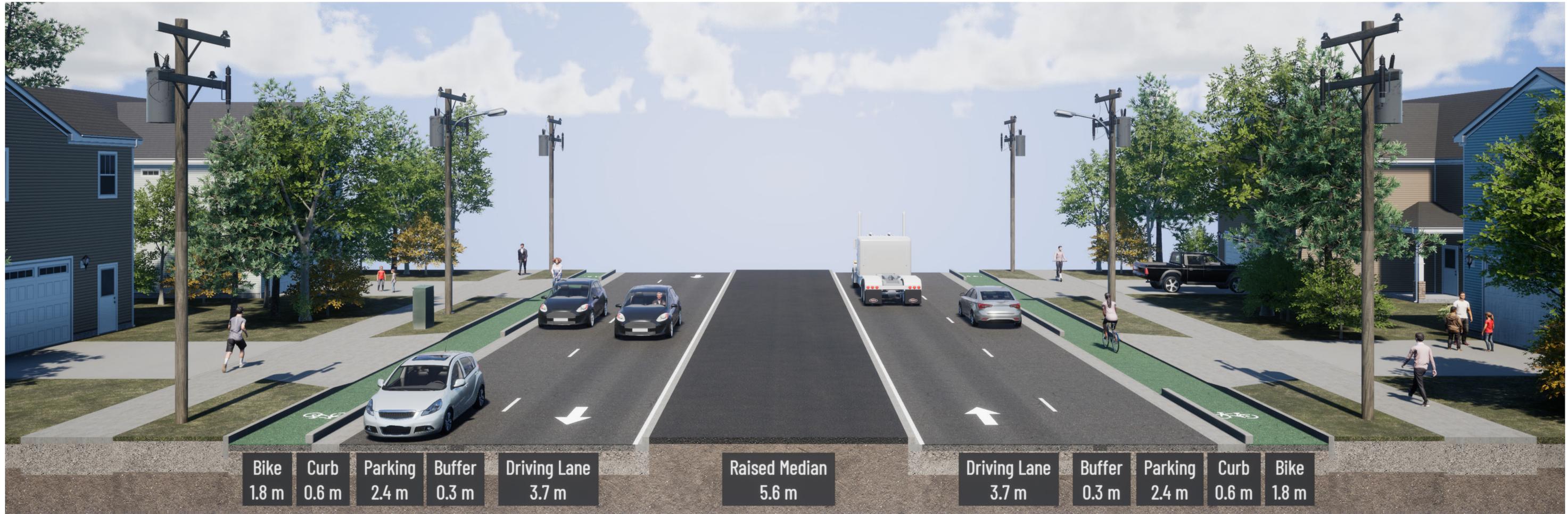
# Roadway Option 2 - Active Transportation

## Curb Extension - Painted Median



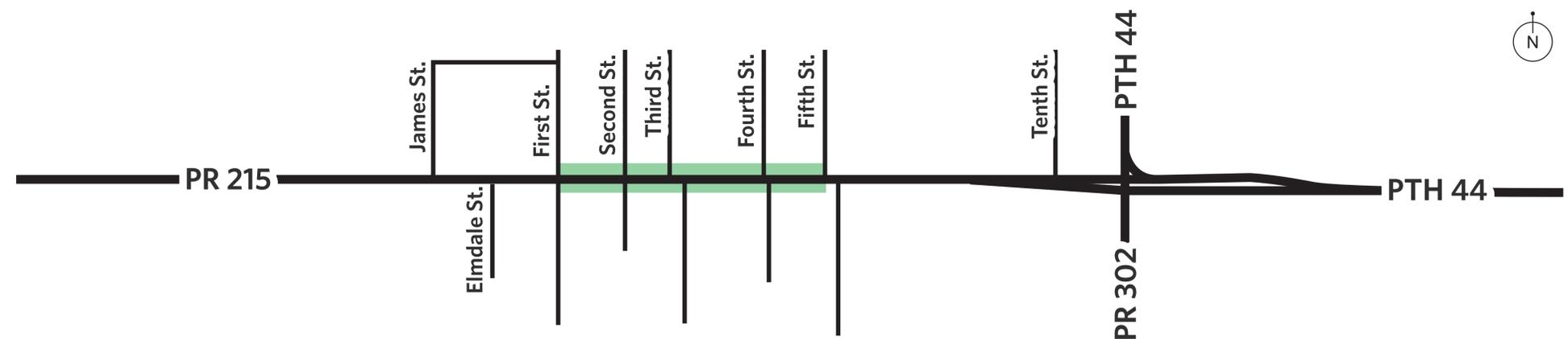
# Roadway Option 2 - Active Transportation

## Typical Section - Raised Median



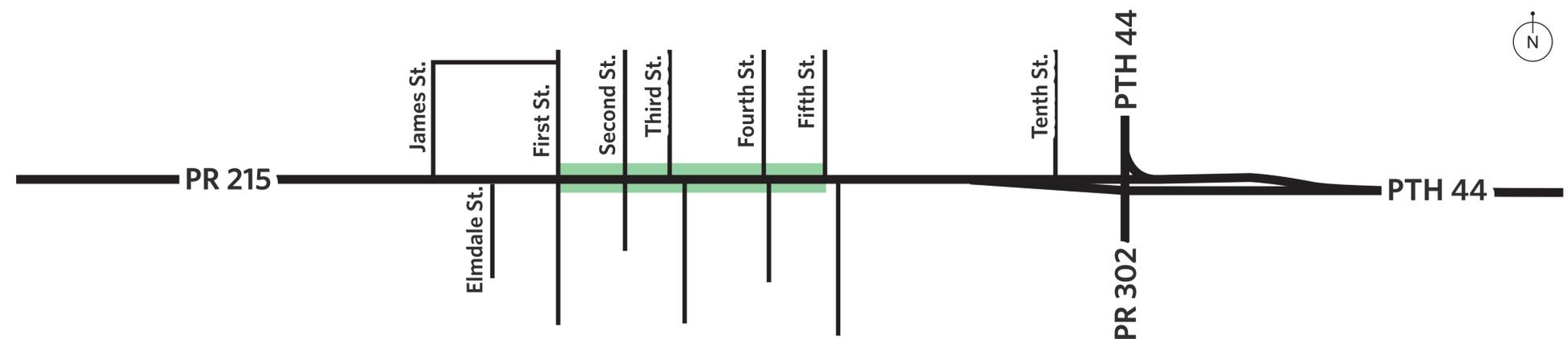
# Roadway Option 2 - Active Transportation

## Left Turn - Raised Median



# Roadway Option 2 - Active Transportation

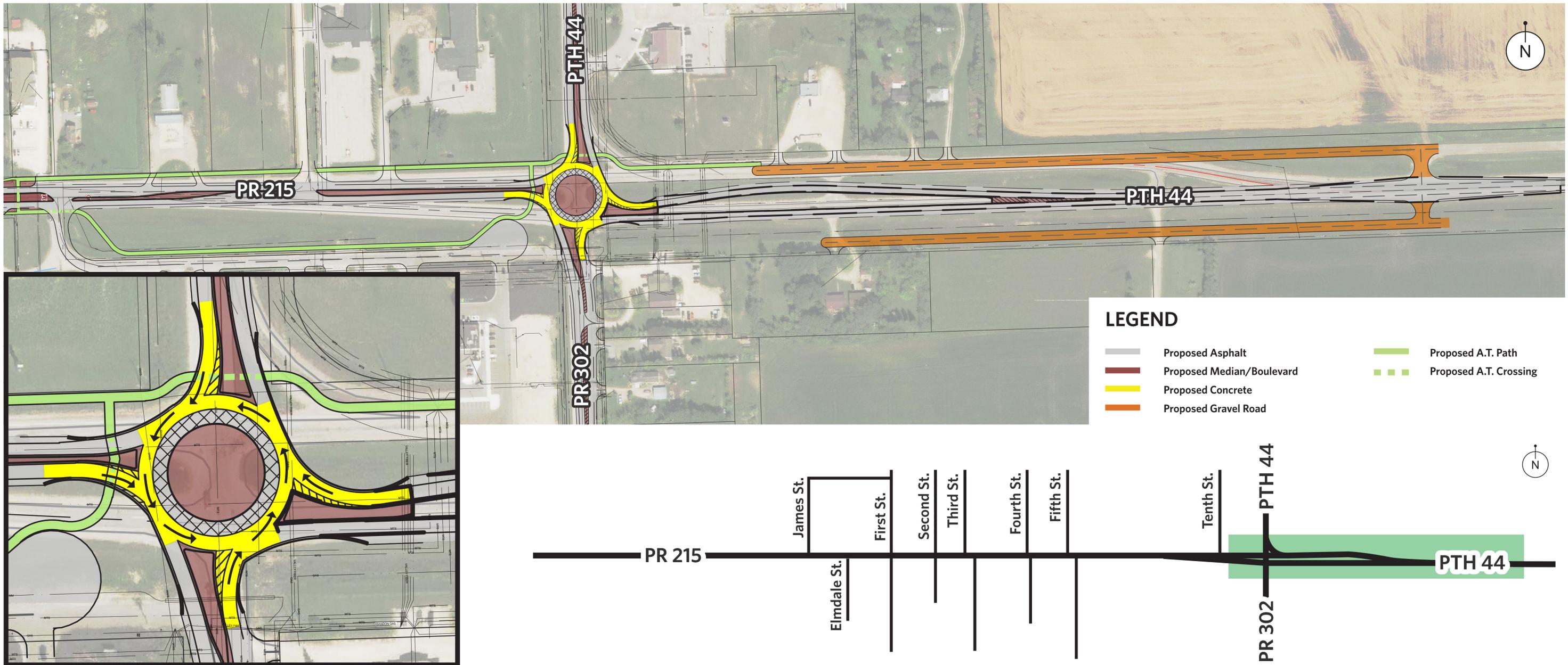
## Curb Extension - Raised Median



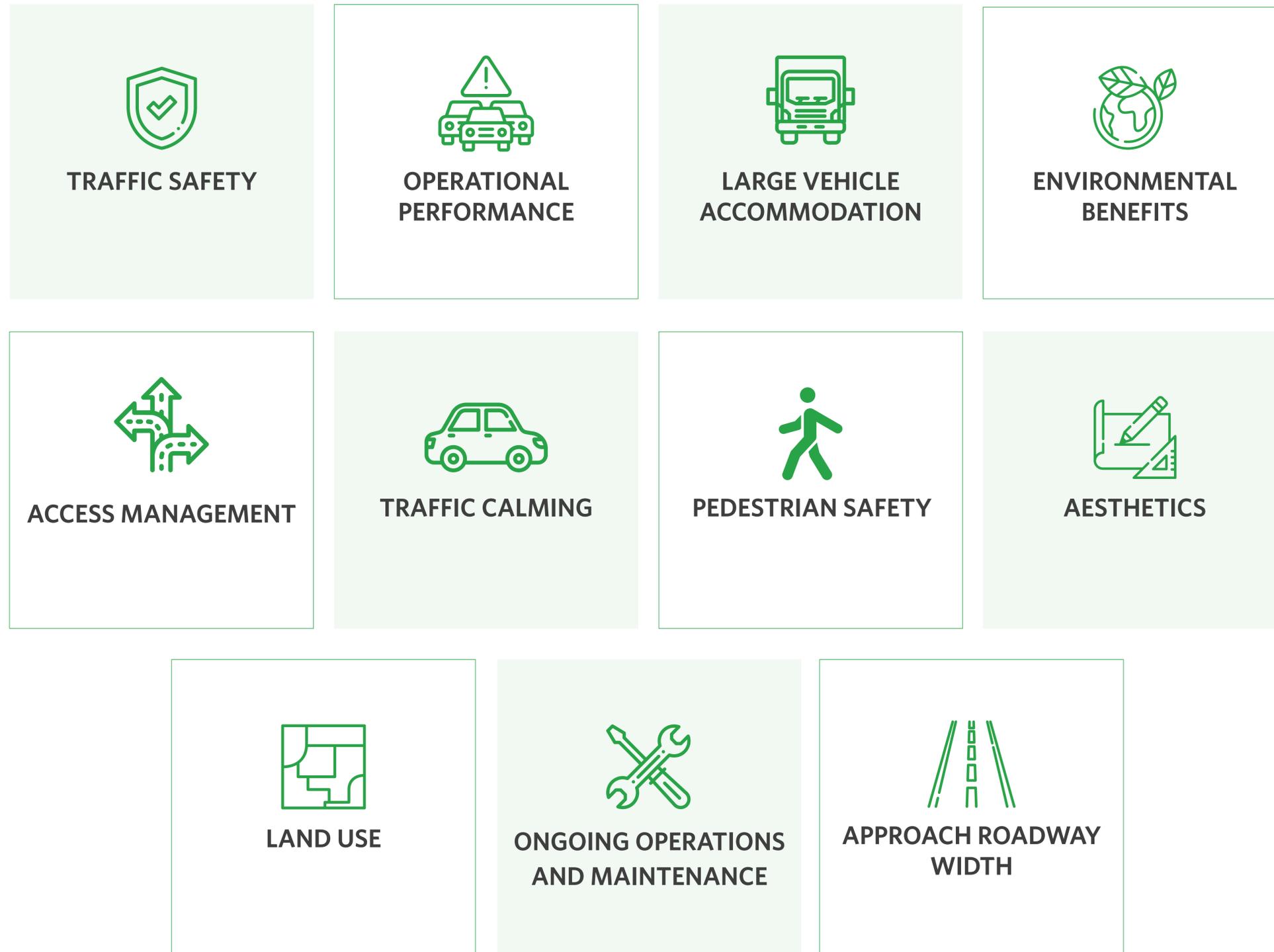
# Roundabout at PR 215 and PTH 44 / PR 302

## Single Lane Roundabout

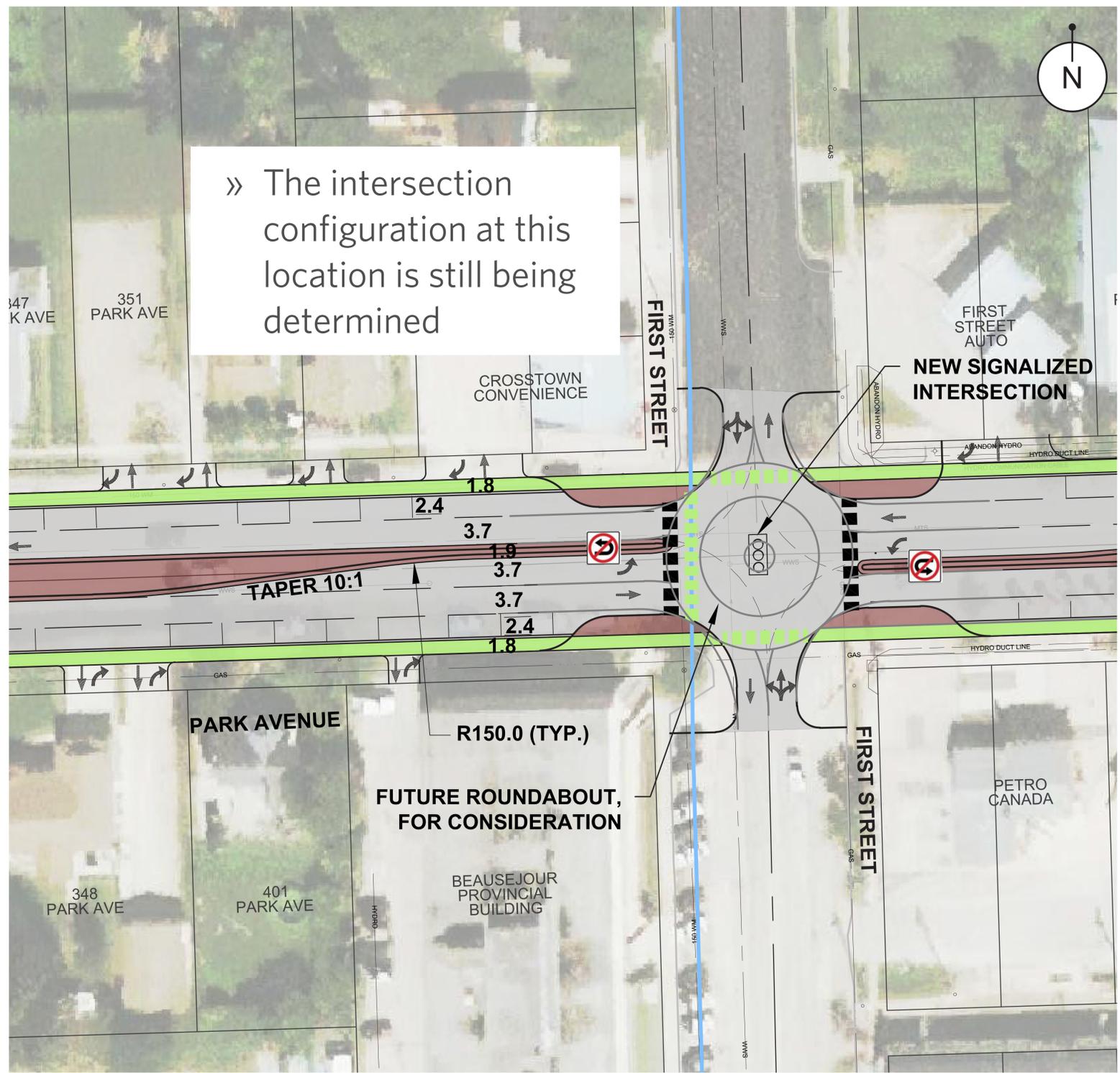
» A single lane roundabout is proposed at the intersection of PR 215 and PTH 44/PR 302 due to its ability to improve safety and operational efficiency. A signalized intersection was evaluated for this location, but would require property acquisition, utility relocations, and additional capital costs.



# Roundabout Benefits

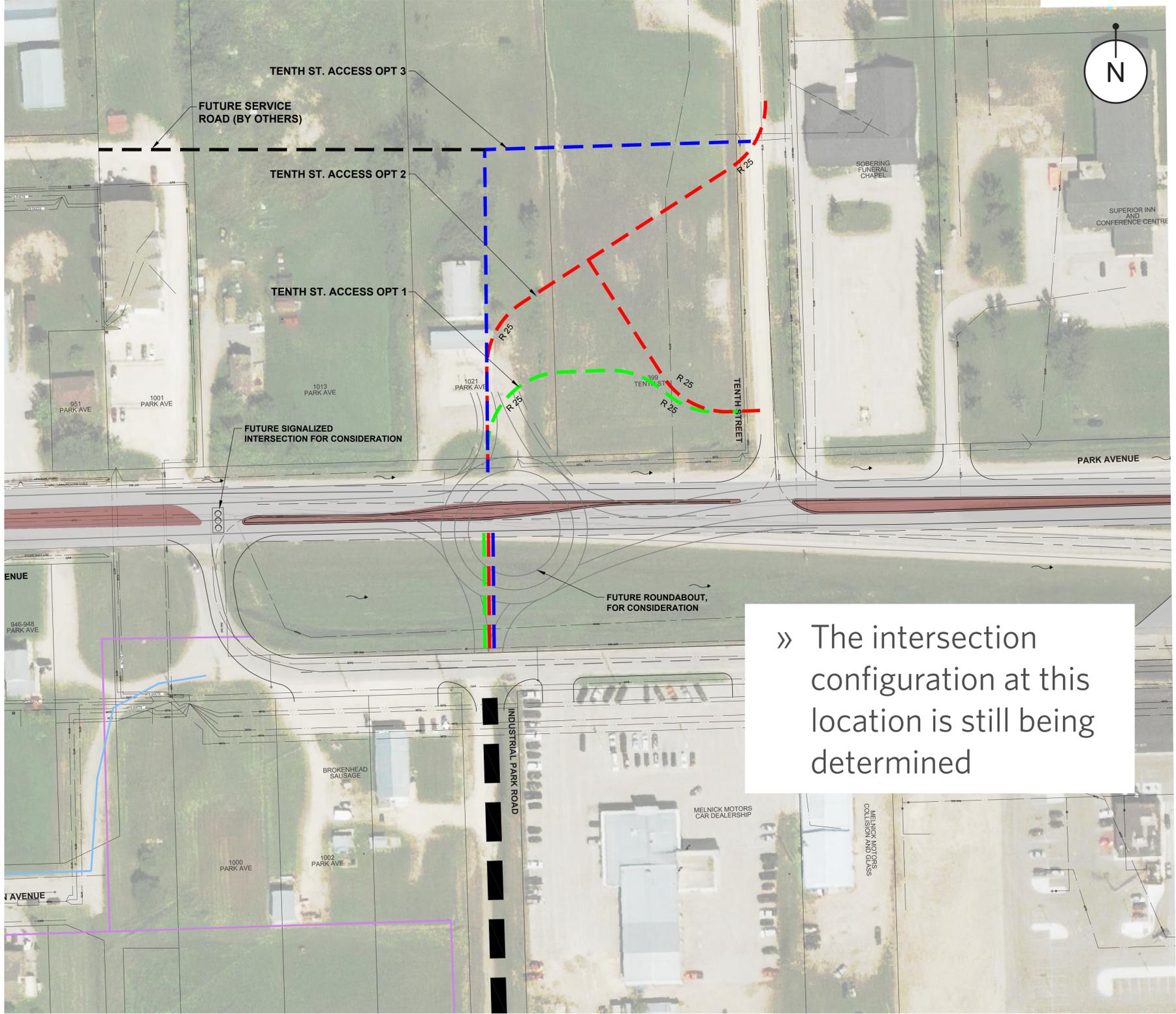


# Access Management First Street



- » Signalization is warranted at this location based on the traffic data available.
- » Generally, the primary option for improvement would be a signalized intersection.
- » The inclusion of a roundabout is also being explored as a potential option.

# 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 configuration of the Service Road and Tenth Street, while generally acceptable, could be optimized to perform at a higher Level of Service if one of the additional alternatives is explored further.
- » The map to the left, illustrates three potential access options, for consideration.

The project team will review the public and stakeholder input received, along with the following criteria, 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

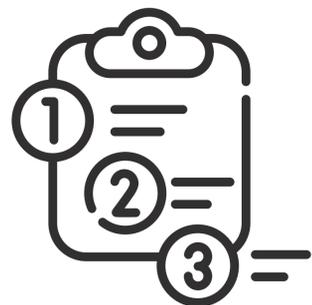
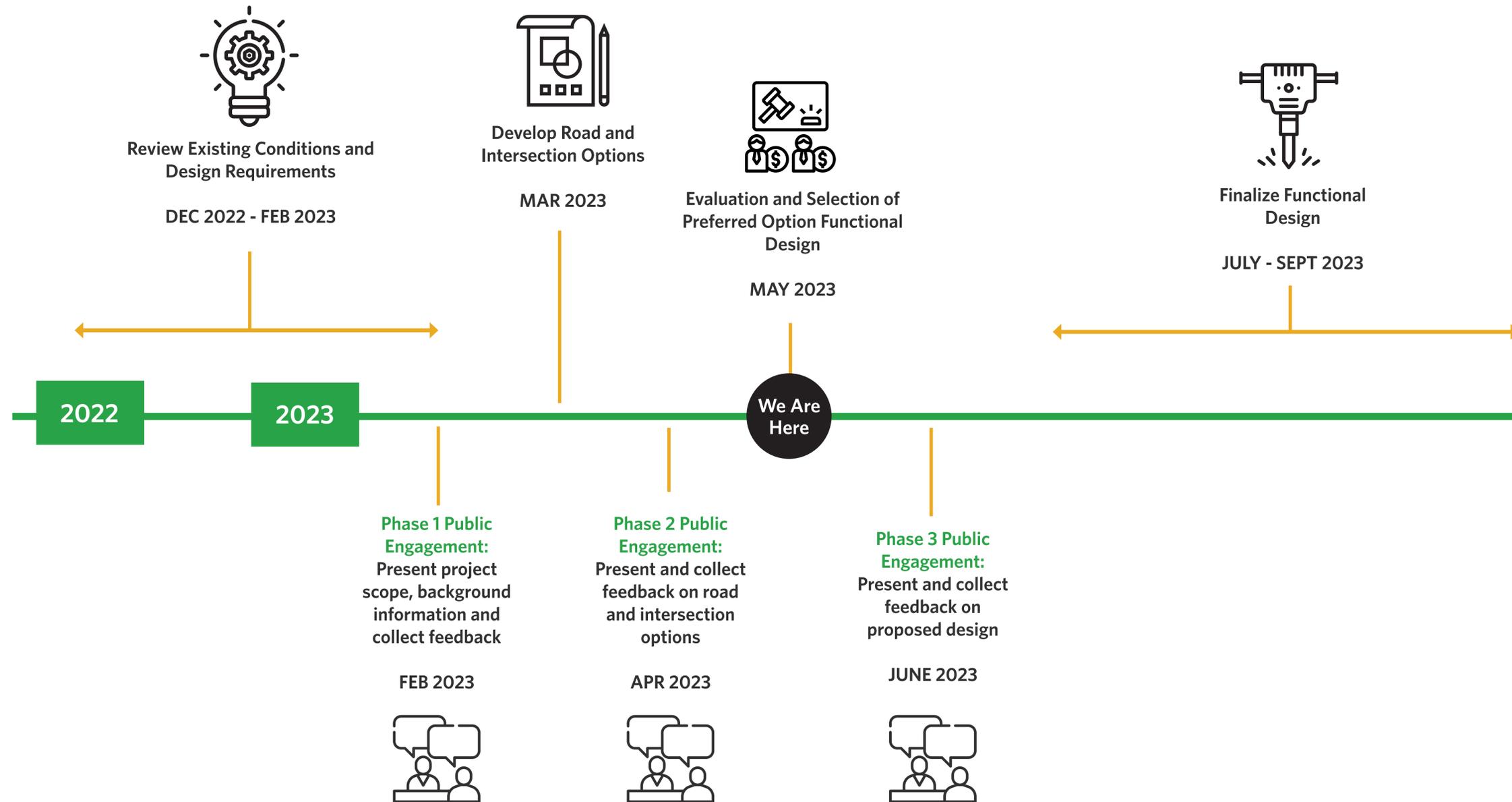


## Environmental Impacts

### CRITERIA

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- Noise Impacts
- Natural Environment
- Habitat Impact
- Heritage Resources Impact



**After completion of Phase 2 Engagement**, the project team will focus on evaluating the road and intersection alternatives.

**Phase 3 Engagement** will include presentation of the proposed design and ask for feedback.

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**For additional information, please contact:**

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