

### PR 215 / PARK AVENUE IMPROVEMENTS IN THE TOWN OF BEAUSEJOUR, MB

### PHASE 3 ENGAGEMENT SUMMARY REPORT

### CONTEXT

WSP Canada Inc. (WSP) was retained by Manitoba Infrastructure and Transportation (MTI) to coordinate and facilitate stakeholder and public engagement related to PR 215 / Park Avenue improvements in the Town of Beausejour, Manitoba. Phase 1 engagement was completed in February 2023, consisting of the following four stakeholder meetings:

- 1 One in-person meeting with the RM of Brokenhead (February 14, 2023);
- 2 One in-person meeting with the Town of Beausejour (February 22, 2023); and
- 3 Two virtual group stakeholder meetings (February 22, 2023).

WSP's public engagement team, Stantec's design team, as well as representatives from MTI, were present for all meetings. With the feedback received from the stakeholder meetings, two roadway options and three intersection designs were developed by the design team.

Phase 2 of engagement was completed in late April 2023, and included four stakeholder meetings, a public open house, and an online survey. The purpose of this engagement phase was to present and collect feedback from stakeholders and community members on the roadway and intersection design options. Phase 2 engagement included:

- 1 One in-person meeting with the RM of Brokenhead (April, 25, 2023);
- 2 One in-person meeting with the Town of Beausejour (April 25, 2023);
- 3 Two virtual group stakeholder meetings (April 26, 2023);
- 4 One Open House on April 27, 2023, from 6:00 PM to 8:00 PM at the SunGRO Centre (360 Veteran's Lane, Beausejour); and
- A survey was available at the Open House and online from April 24, 2023 to May 11, 2023, with a total of 20 responses.

WSP's public engagement team, Stantec's design team, as well as representatives from MTI, were present for all meetings and the Phase 2 open house.

Feedback was received that, in part, informed the selection of the preferred roadway design that was presented to stakeholders and the public as part of Phase 3 engagement.



### **BACKGROUND**

The purpose of Phase 1 engagement was to introduce the project to stakeholders and the public and obtain initial feedback. During Phase 1 engagement we heard:

- That a re-designed Park Avenue (PR 215) will help to revitalize the Town, support businesses, and make it safer for all road users.
- The PR 215 / PTH 44 / PR 302 intersection is the primary area of concern within the study area as it sees heavy traffic from all types of vehicles (especially in the summer), is the site of many collisions, and lacks pedestrian infrastructure.
- Loading and parking for businesses on Park Avenue (PR 215) are important considerations. Stakeholders noted a preference for a net zero loss of parking spaces and a desire to remove the existing angled parking.
- Stakeholders identified gaps in the sidewalk network east of 6th Street and the need for
  pedestrian accommodation along the service road accessing Tim Hortons south of Park
  Avenue, as well as at 5th Street and 3rd Street.
- Construction staging needs to consider various events, including the rodeo, car show, and Christmas on Park.

In Phase 2, two road options (one with active transportation and one without) and a design for a roundabout at PR 215 / PTH 44 / PR 302 were presented. During Phase 2 engagement we heard:

- Most stakeholders were in favour of the proposed roundabout design at PR 215 / PTH 44 and PR 302 and believe it will improve traffic flow at this location.
- Several stakeholders noted that many large vehicles pass through this intersection and inquired about the capacity of the proposed design to accommodate large vehicles.
- Respondents were in favour of a raised median, with the following benefits identified: providing opportunities for landscaping and trees; reducing the number of illegal right and left-hand turns; providing refuge for pedestrians crossing the street; providing locations for snow storage; reducing cost and maintenance associated with yearly repainting; and improved aesthetics.
- Respondents were in favour of Roadway Option 2 (proposed inclusion of active transportation paths) over Roadway Option 1 (no proposed active transportation paths), although the preference was not a wide margin.
- Alternative accommodations should be explored in the next phase of engagement to address the loss of on-street parking spaces.
- Stakeholders were mostly supportive of the proposed active transportation paths.
- Several stakeholders expressed concerns regarding snow clearance, maintenance, and winter usage of the proposed active transportation paths, with the Town of Beausejour suggesting that the active transportation paths could be raised to the same grade/elevation as the existing sidewalks to simplify maintenance.



Several stakeholders raised concerns regarding drainage and flooding issues along PR
 215, particularly near the intersection of PR 215 / Park Avenue and Elmdale Street.

### PHASE 3 ENGAGEMENT

Phase 3 of engagement was completed in July 2023 and included four stakeholder meetings, a public open house, and an online survey. The purpose of this engagement phase was to present the preferred roadway design and collect feedback from stakeholders and community members.

Information regarding project details and the open house were communicated using the following methods:

- 1 Webpages on the Province of Manitoba, Town of Beausejour, and RM of Brokenhead's websites;
- 2 A newsletter mailed directly to 370 property owners within the study area; and
- 3 A Clipper Weekly newspaper advertisement published on July 6, 2023 for both digital and print editions.

The communication materials are attached in **Appendix A**.

### STAKEHOLDER MEETINGS

The four stakeholder meetings included the following:

- 1 One in-person meeting with the Town of Beausejour (July 11, 2023);
- 2 One in-person meeting with the RM of Brokenhead (July 11, 2023); and
- 3 Two virtual group stakeholder meetings (July 12, 2023).

WSP's public engagement team, Stantec's design team, as well as representatives from MTI, were present for all meetings and the Phase 3 open house.

The purpose of the meetings was to present the preferred roadway alternative and intersection design and collect feedback. The following is a high-level summary of the feedback received at the meetings and through email correspondences.

### ROUNDABOUT DESIGN AT PR 215 / PTH 44 / PR 302

 Stakeholders were in favour of the proposed roundabout design at PR 215 / PTH 44 and PR 302 and believe it will improve traffic flow at this location and accommodate larger vehicles.

### ROADWAY DESIGN

- There were significant concerns regarding the selection of Roadway Option 2 as the preferred alternative.
- There were concerns from stakeholders about the selection of the preferred alternative due to the loss of parking spaces and the impact on PR 215 / Park Avenue's ability to accommodate through traffic.
- There were concerns about how drainage will be addressed in the design, with several concerns about flooding at the intersection of PR 215 / Park Avenue and Elmdale Street. Stakeholders would like to see drainage solutions shared during this phase of engagement.



- Stakeholders expressed concerns with traffic delay whenever drivers are exiting the proposed parallel parking spaces, and holding up traffic while they manoeuvre.
- Several stakeholders expressed a desire for more lanes to facilitate higher vehicular speeds and reduced travel times along PR 215 / Park Avenue.
- Several stakeholders noted that increasing the number of traffic signals and pedestrian crossings would suffice to accommodate pedestrians.
- Participants expressed the desire for left turn lanes at Third and Fourth Streets, as there are businesses located on the north and south sides of the street at these intersections. The absence of left turn lanes at these locations would be inconvenient to customers driving into town.

### **ACTIVE TRANSPORTATION**

- Stakeholders noted that the accommodation of active transportation is too costly and does not consider older residents or accessibility.
- Stakeholders noted there are currently not enough cyclists to justify the inclusion of bike lanes along PR 215 / Park Avenue. Some noted the redundancy with the availability of the active transportation path (the 'Rail Trail') running east-west from First Street to Fifth Street, just two blocks south of PR 215 / Park Avenue.
- The Town would like to see the active transportation paths raised to the same level as the existing sidewalk to mitigate maintenance concerns and increase accessibility.

### PROPERTY ACCESS

- Stakeholders had some specific questions related to property access, which will be addressed as the design proceeds to detailed design.
- There were concerns that a raised median may impact a fire trucks ability to complete a U-turn manoeuvre on Park Avenue to turn direction and potential for traffic to back up on Park Avenue resulting in delays.

### **PUBLIC OPEN HOUSE**

The in-person open house took place on July 13, 2023, from 6:00 PM to 8:00 PM at the SunGRO Centre (360 Veteran's Lane, Beausejour) in a drop-in format.

The purpose of the open house was to provide information on the proposed preferred alternative and intersection designs and gather feedback. Members of WSP's public engagement team were present alongside representatives from Stantec and Manitoba Transportation and Infrastructure to answer questions. A sign-in sheet was used to track in-person attendance, in which 45 individuals signed in. It is estimated that there were an additional 10 individuals in attendance who did not sign in, for a total of 55 attendees.

The presentation boards displayed at the open house are attached in **Appendix B.** A map illustrating the preferred roadway alternative and intersection design was also available at the event for commenting, attached in **Appendix C**.



The following is a high-level summary of the feedback received at the open house, including comments annotated on the table map and one-on-one conversations with the project team.

### ROUNDABOUT DESIGN AT PR 215 / PTH 44 / PR 302

— Attendees were generally supportive of the proposed roundabouts.

### **ROADWAY DESIGN**

- Many participants expressed desire to retain the angled parking, quoting that traffic will be delayed while vehicles enter and exit the proposed parallel parking spaces. Some participants also quoted that moving into a parallel parking space is a more difficult maneuver.
- There was desire for controlled intersections along PR 215 / Park Avenue, most notably at First Street, Third Street, and Fifth Street.
- A few participants noted that PR 215 / Park Avenue should have center left turn lanes.
- A few participants suggested to implement a partially raised and painted medians along PR 215 / Park Avenue, while one participant suggested to implement medians at the beginning of First Street and end by Seventh Street with no median in between.
- A few participants noted that PR 215 / Park Avenue should not be a truck route.
- There was interest in reviewing the traffic study that was completed for this project, and one participant requested for a traffic study to be conducted for the lands south of Tim Hortons.
- One participant suggested to restrict left turns to side streets to prevent vehicular traffic generated by the Co-op Grocery Store to spill into the surrounding residential area.
- One participant questioned the necessity of the proposed curb extensions / "rounded corners".
- One participant inquired why the proposed intersection at First Street and PR 215 / Park Avenue is so small, given its high traffic volumes.
- One participant expressed desire for crosswalk signals at all intersections along PR 215 / Park Avenue from First Street to Fifth Street.
- One participant expressed desire to implement a 50 kilometres per hour speed limit along PR 215 / Park Avenue until Blue Jays Crescent.

### ACTIVE TRANSPORTATION

- Some participants expressed desire to remove bike lanes from the proposed design, with some noting the redundancy with the availability of the 'Rail Trail' running east-west from First Street to Fifth Street two blocks south of PR 215 / Park Avenue.
- A few attendees voiced support for the proposed bike lanes, while one participant noted that the proposed bike lanes are not enough.



### PROPERTY ACCESS

- There were concerns with the increased difficulty for large vehicles such as semis to access lots along PR 215 / Park Avenue, with a couple of participants specifically quoting access to the Co-op Grocery Store.
- There were concerns with the fire trucks' inability to make an eastbound turn out of the Fire Hall.

### **SURVEY RESULTS**

A follow-up survey was advertised at the open house and made available online via Survey Monkey from July 13, 2023 to August 13, 2023. Hard copies were also provided at the open house. A total of 382 responses were received, with 367 entries collected online and 15 hard copy entries collected at the open house.

Sixty-four percent of the survey respondents (236 out of 368) indicated they were residents of Beausejour, twenty-eight percent (104 out of 368) indicated they were residents of the RM of Brokenhead, and eight percent of respondents indicated they lived in another municipality.

Seventy percent of respondents (256 out of 368) noted they accessed PR 215 / Park Avenue and/or the intersection of PR 215 / PTH 44 / PR 302 almost every day, and twenty-seven percent of respondents (98 out of 368) indicated they accessed the same area a few times per week.

Respondents were asked to evaluate what kind of impact the proposed roadway design would have on various criteria, as illustrated in **Figure 1.** Most notably, forty-five percent of respondents indicated the proposed design will have a very negative impact on businesses in the area, while thirty-seven percent of respondents noted a very negative impact on personal travel patterns. Regarding road safety in the area, thirty-one percent of respondents indicated a very negative impact, while twenty-two percent of respondents noted a very positive impact.



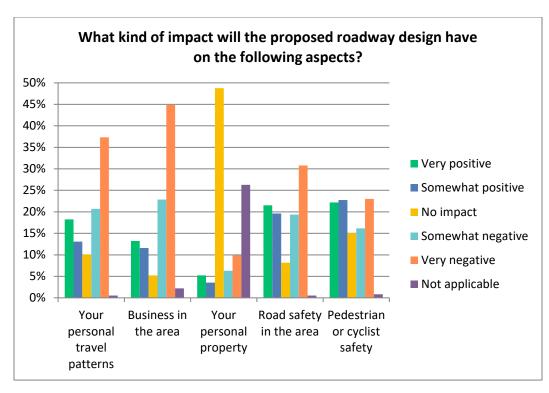


Figure 1: Results to Question 3 of the online survey (out of 367 responses).

Respondents were provided the opportunity to include any additional open-ended comments about the proposed roadway design, and 228 responses were provided. While several respondents expressed their support for the proposed design, many had concerns. The following is a summarized list of the concerns and suggestions provided in the open-ended comments and follow-up emails received:

- Many responses expressed opposition towards the implementation of parallel parking, while several responses noted their desire to retain the existing angled parking. The most common reasons that were indicated include: (1) parallel parking will result in a significant loss of parking spaces, which would negatively affect businesses and seniors searching for parking; (2) many of the Town residents are unable to parallel park, which may lead to accidents; and (3) traffic will be delayed while vehicles enter and exit the proposed parallel parking spaces.
- Many responses expressed concern for the loss of parking spaces. Several respondents specified that the funeral home has high parking demand.
- Respondents were generally supportive of the proposed roundabout. The few respondents
  who expression opposition noted it would be difficult for bulky vehicles and equipment
  to pass through.
- Several responses indicated that the loss of parking will adversely impact businesses along PR 215 / Park Avenue, as it will be more difficult for patrons to locate and parallel park their vehicles.
- Several responses expressed accessibility concerns for seniors with limited mobility.
   Some specific comments that were mentioned include: (1) further walking distances due



- to the loss of parking spaces; (2) lack of barrier-free access points for along PR 215 / Park Avenue; and (3) lack of space to accommodate mobility aids such as walkers and wheelchairs next to parallel parking spaces.
- Some respondents expressed current safety concerns such as lack of safe pedestrian
  crossing opportunities and limited visibility of the road for drivers turning onto PR 215 /
  Park Avenue. Several respondents also expressed safety concerns to the proposed
  roadway design due to the traffic back-up caused by drivers parallel parking.
- While some respondents expressed support for the proposed bike lanes, a higher proportion of respondents indicated the proposed bike lanes are unwarranted, as they will be underutilized and there is already a two-way cycling path (Train Whistle Parkway) located two blocks south of PR 215 / Park Avenue.
- Some respondents indicated that traffic flow should be prioritized more by (1) implementing two vehicle lanes per direction to allow emergency vehicles and regular vehicles to pass drivers maneuvering into or out of a parallel parking space; (2) removing the median; (3) decreasing the median width; or (4) implementing a painted median instead.
- Some respondents indicated that the Town should invest in addressing other issues instead, such as resurfacing PR 215 / Park Avenue, improving sidewalks, and fixing existing drainage issues (specifically at Elmdale Street).
- Some respondents indicated the need to improve the intersection of PR 215 / Park
   Avenue and PR 302, either by constructing a roundabout or installing traffic lights.
- A few respondents suggested to install controlled or flashing lights at crossings along PR
   215 / Park Avenue to increase pedestrian safety.
- A few respondents noted that the proposed speed limit should be lowered to around 30 kilometres per hour to increase safety.
- A few respondents expressed desire for turning lanes along PR 215 / Park Avenue.

Ten follow-up emails were also received from community members throughout Phase 3 engagement. Copies of the completed online surveys and hard copy surveys completed at the open house are attached in **Appendix D**.

### **NEXT STEPS**

Based on the feedback received from the stakeholder meetings, open house, survey responses, and follow-up emails, the following suggestions may be considered:

- Re-examine the preferred roadway alternative and reconsider the inclusion of active transportation facilities within the design;
- Explore other parking configurations;
- Provide additional consideration towards or information on barrier-free design;
- Re-examine the proposed location of medians to accommodate more left-hand turning lanes and ingress/egress points to ensure safe access is facilitated; and



 Communicate how existing drainage issues along PR 215 and its adjacent streets would be addressed.

All three phases of engagement for the functional design study are now complete. The design team and MTI will consider the stakeholder and public engagement feedback received throughout the project as they finalize the functional roadway and intersection designs. Detailed design is anticipated to commence in January 2024. WSP has been retained by MTI to maintain ongoing communications with stakeholders and the public throughout the entirety of the project, from the functional design study through to the end of construction. It is anticipated that delays to the schedule may occur if additional changes to the design results from the feedback received during the third phase of engagement.

Attachments: Appendix A – Newsletter & Clipper Newspaper Advertisement

Appendix B – Open House Presentation Boards

Appendix C – Open House Annotated Roadway Design Maps

Appendix D – Survey Results

### **APPENDIX**

A

NEWSLETTER AND CLIPPER NEWSPAPER ADVERTISEMENT



### **Study Description**

Manitoba Transportation and Infrastructure (MTI) is completing intersection improvements and road rehabilitation along Park Avenue in the Town of Beausejour (PR 215) and the Rural Municipality of Brokenhead.

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



### We Want to Hear From You

In April, we shared the road design alternatives and have now selected the proposed design. Join us at an open house to review the proposed design, tell us what you think, and speak with members of the project team.

### **PUBLIC OPEN HOUSE**

DATE: Thursday, July 13<sup>th</sup>, 2023

TIME: 6:00-8:00pm

LOCATION: SunGRO Centre (Bison Room),

360 Veteran's Lane, Beausejour, Manitoba

FORMAT: Drop-in (come and go)



### **Business Owner Stakeholder Meeting**

If you are a business owner along Park Avenue, you are invited to a virtual Stakeholder Meeting on Wednesday, July 12<sup>th</sup> at 2:00 pm. Please contact Lauren Lange (contact information below) for the Microsoft Teams link.

### Learn more



To learn more about the project including the study and proposed construction timelines, please visit the project webpage at: www.gov.mb.ca/mit/projects\_management/index.html or follow the QR code on the left.

### For further information



Please contact **Lauren Lange** at: **lauren.lange@wsp.com** or 204-259-1919





July 6, 2023 The Clipper



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### PR 215 IMPROVEMENTS IN BEAUSEJOUR

Manitoba Transportation and Infrastructure (MTI) is completing intersection improvements and road rehabilitation along Park Avenue in the Town of Beausejour (PR 215) and the Rural Municipality of Brokenhead.

In April, we shared the road design alternatives and have now selected the proposed design.

Join us at an open house to review the proposed design, tell us what you think, and speak with members of the project team.

DATE: Thursday, July 13th, 2023

TIME: 6:00 - 8:00pm

LOCATION: SunGRO Centre (Bison Room),

360 Veteran's Lane, Beausejour, Manitoba

FORMAT: Drop-in (come and go)

### Learn more



To learn more about the project including the study and proposed construction timelines, please visit the project webpage at: www.gov.mb.ca/mit/projects\_management/index.html or follow the QR code on the left.

### For further information

Please contact Lauren Lange at: lauren.lange@wsp.com or 204-259-1919

Manitoba 🗫



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### **APPENDIX**

### B

# OPEN HOUSE PRESENTATION BOARDS

# PR 215 Improvements in Beausejour

# Phase 3 Engagement

July 2023

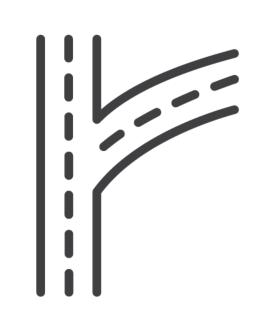




### The purpose of this phase of engagement is to:



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.



### Background





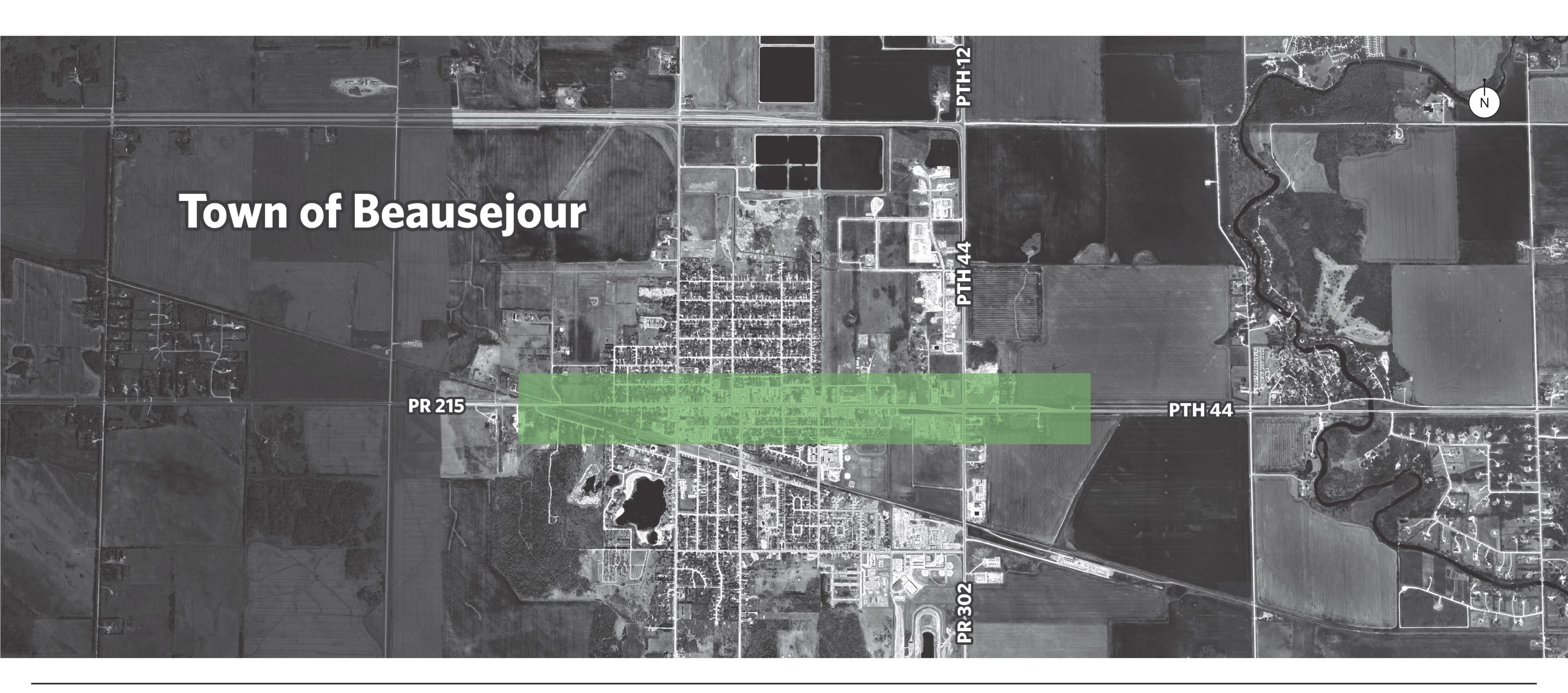
Manitoba Transportation and Infrastructure (MTI) is completing intersection improvements and bituminous rehabilitation along Provincial Road (PR) 215, 7.2 km east of Provincial Trunk Highway (PTH) 12 to PTH 44. The project was initiated to address operational issues as a consequence of angle parking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



### Study Area

4

- » 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.





### Functional Design Study

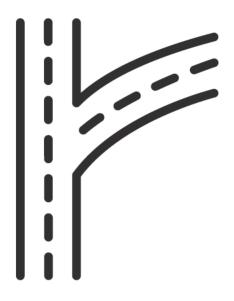




Stantec was engaged to complete a Functional Design Study (FDS) including restoration of the pavement surface, intersection improvements, and access management for the study area.



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.

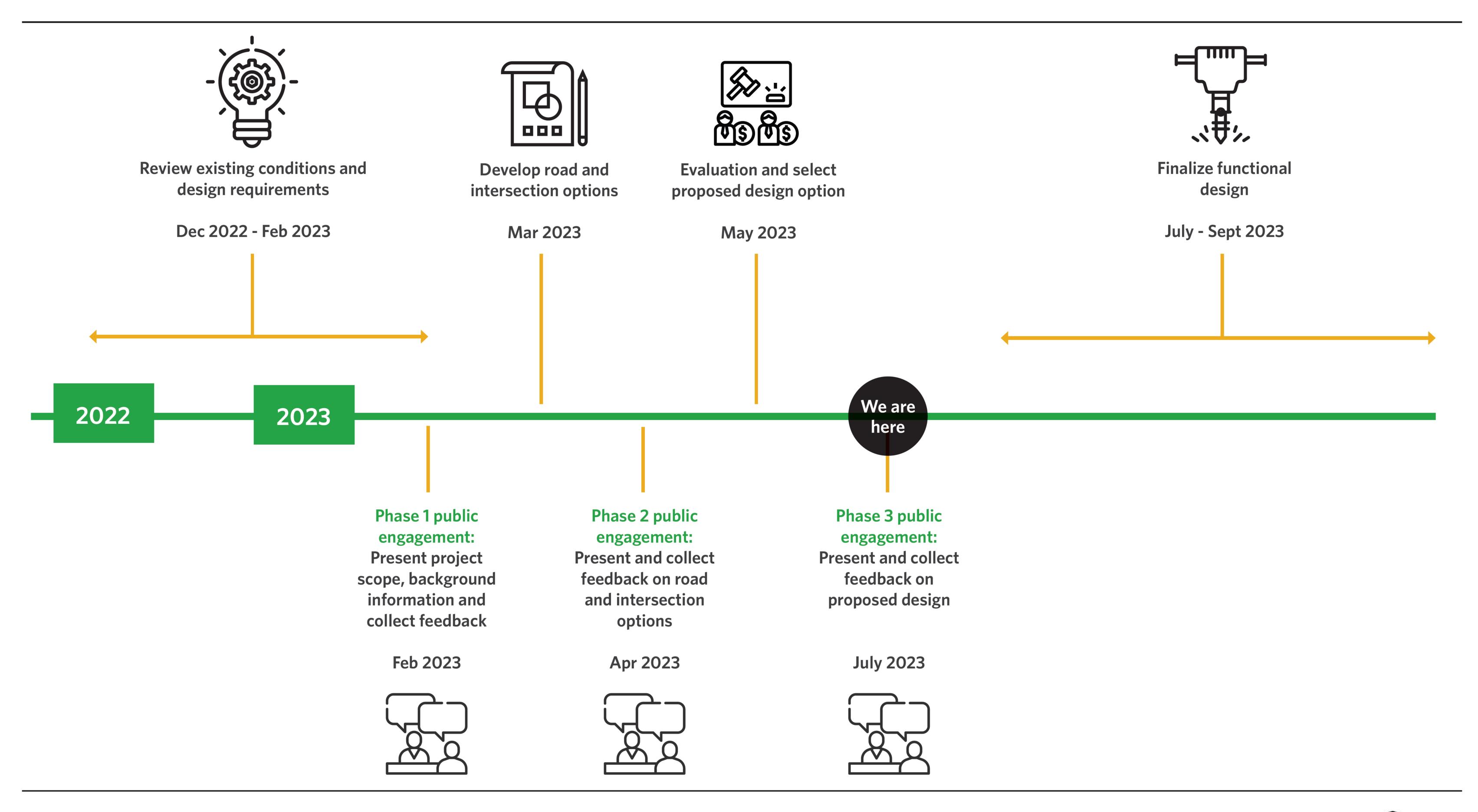


A FDS is an early phase of the design process in which the road right-of-way and roadway layout are established based on projected travel patterns and demand. Functional designs are informed by both technical studies and public feedback throughout the process.



### Functional Design Study Timeline

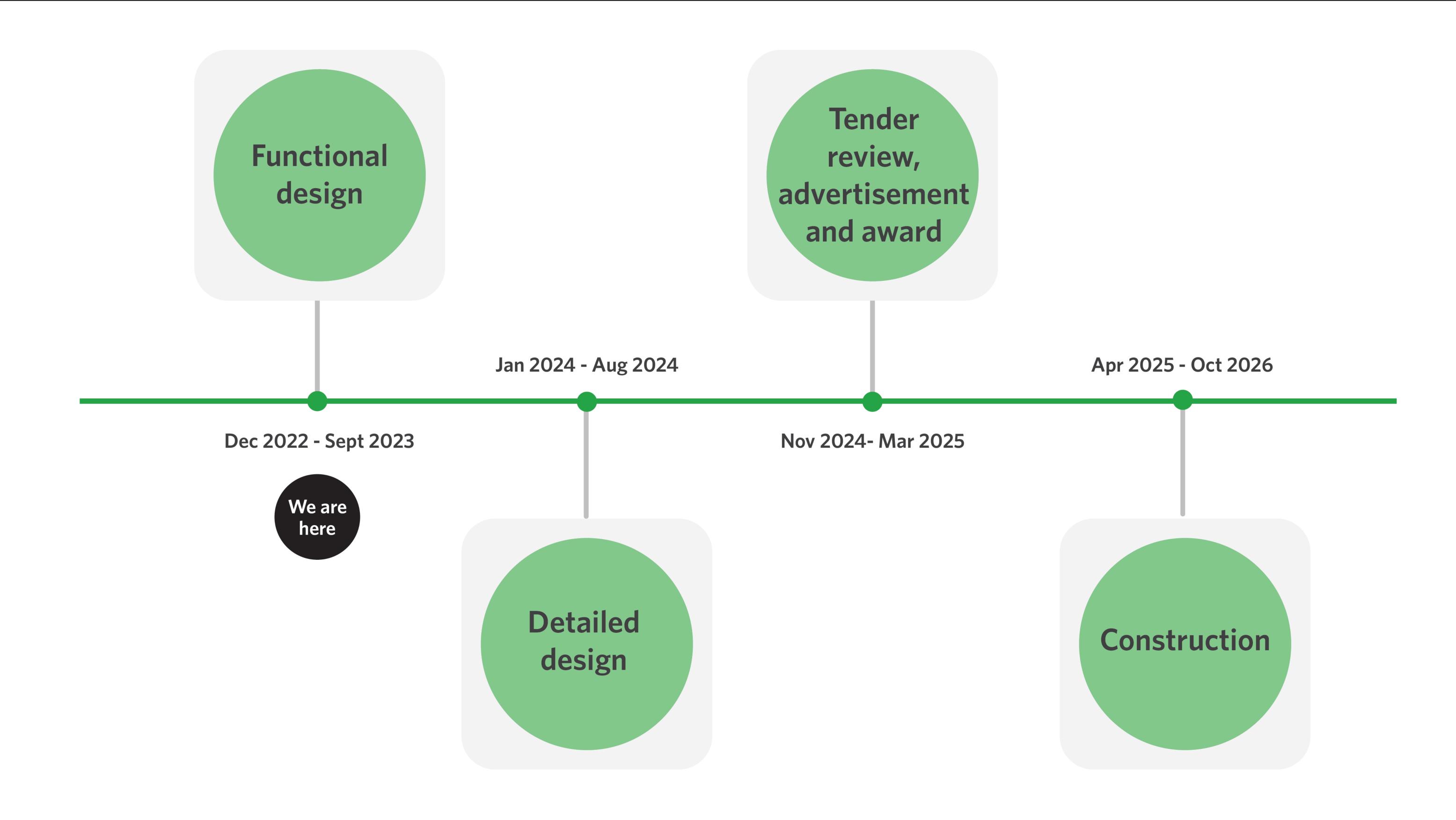






### Overall Project Timeline







### Public and Stakeholder Engagement



### 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







### **Evaluation Criteria**



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**



Community/Social/ Economic Impacts



**Cost Factors** 



# **Environmental Impacts**

### **CRITERIA**

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

### **CRITERIA**

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

### **CRITERIA**

- Cost of construction
- Operations and maintenance

### CRITERIA

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

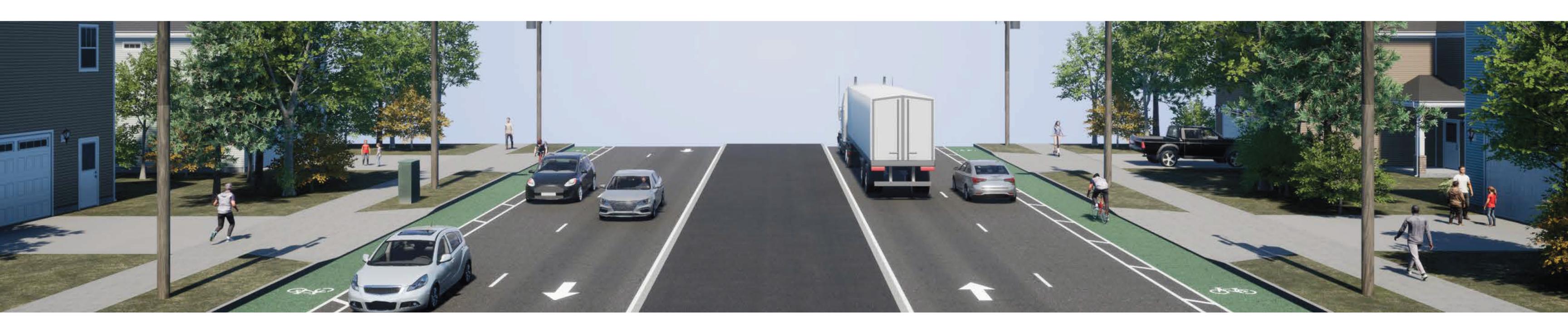


### Proposed Design - Highlights



- » 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.

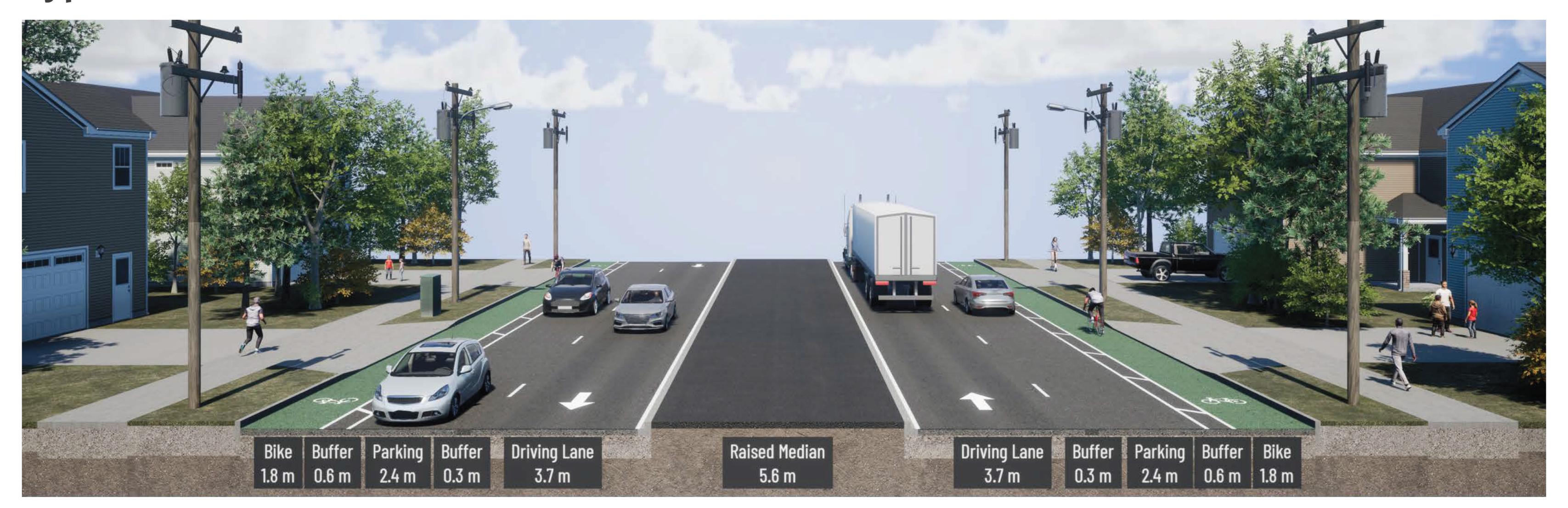


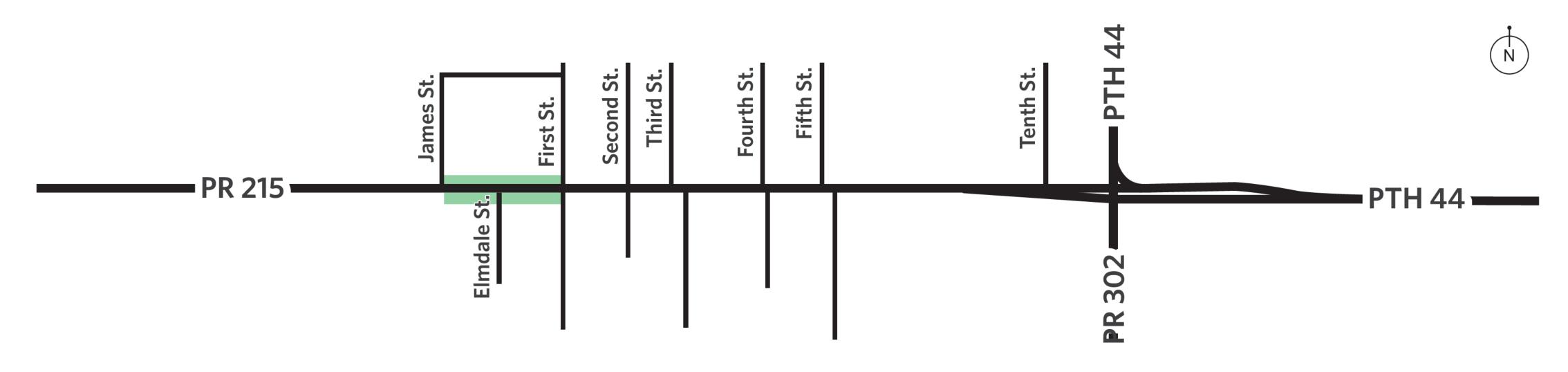


### Proposed Roadway Design

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### **Typical Section - Raised Median**



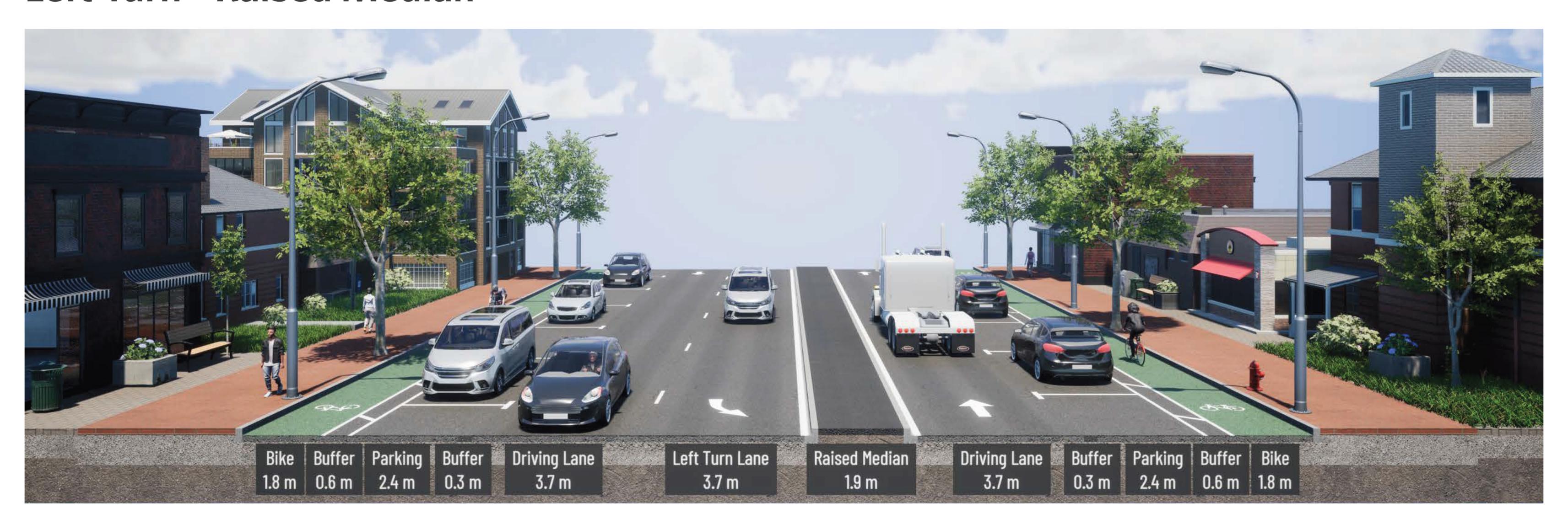


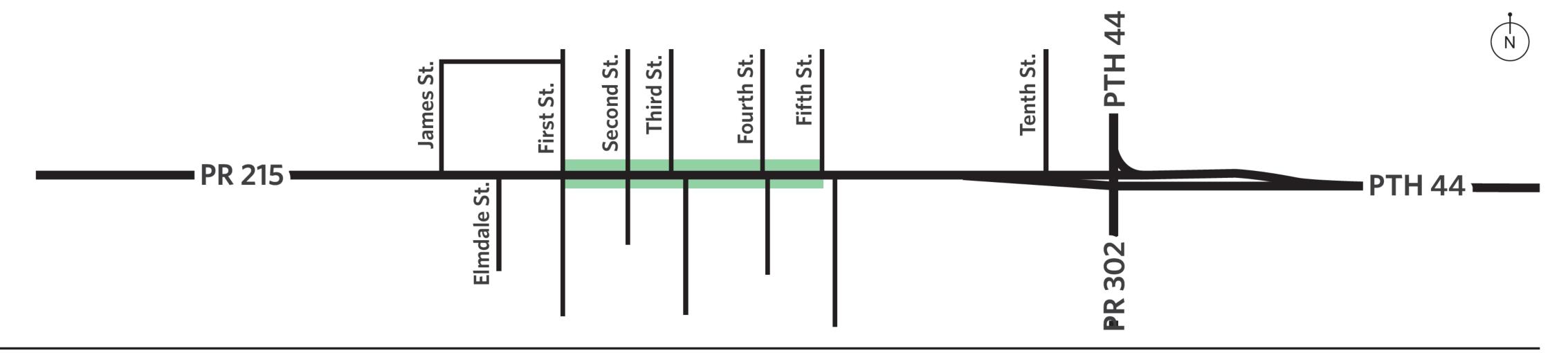


### Proposed Roadway Design

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### Left Turn - Raised Median







### Proposed Roadway Design

### 15

### **Curb Extension - Raised Median**



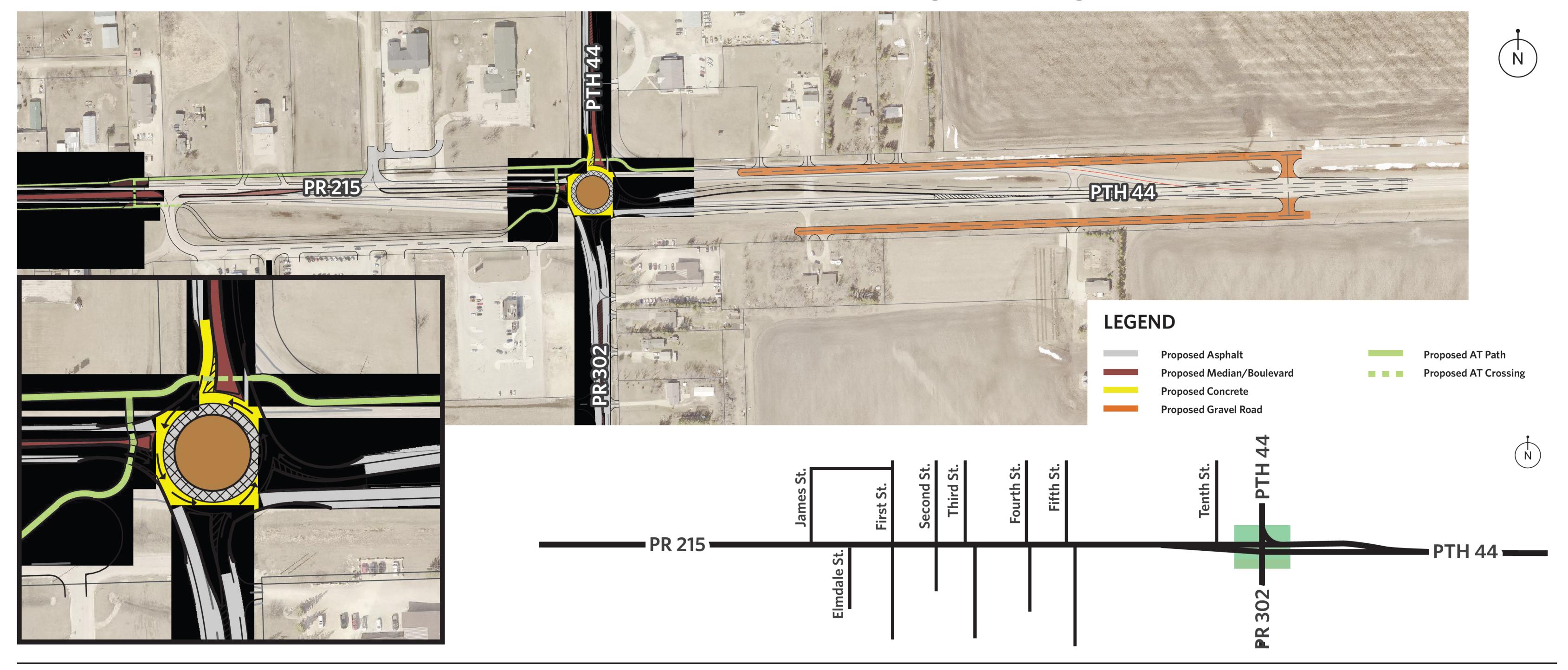




### Roundabout at PR 215 and PTH 44 / PR 302

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- » 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.





### Access Modifications



- » 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



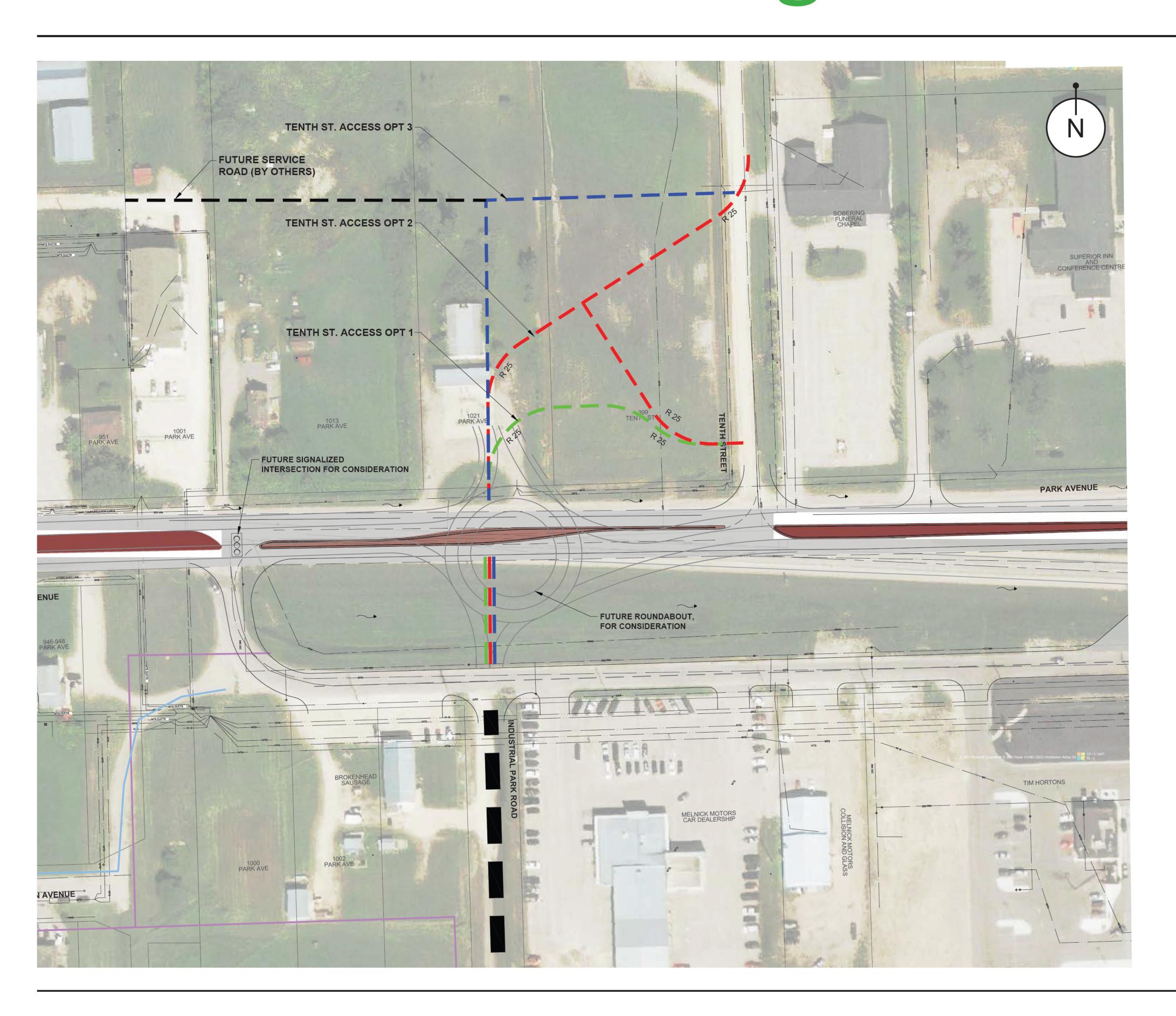


- » In Phase 2 engagement, signalization was proposed at PR 215 and First Street. However, new traffic count data has since been analyzed, and it was determined that signalization is not warranted at this location
- » The intersection is designed in a way to accommodate future signalization when warranted.
- » 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.

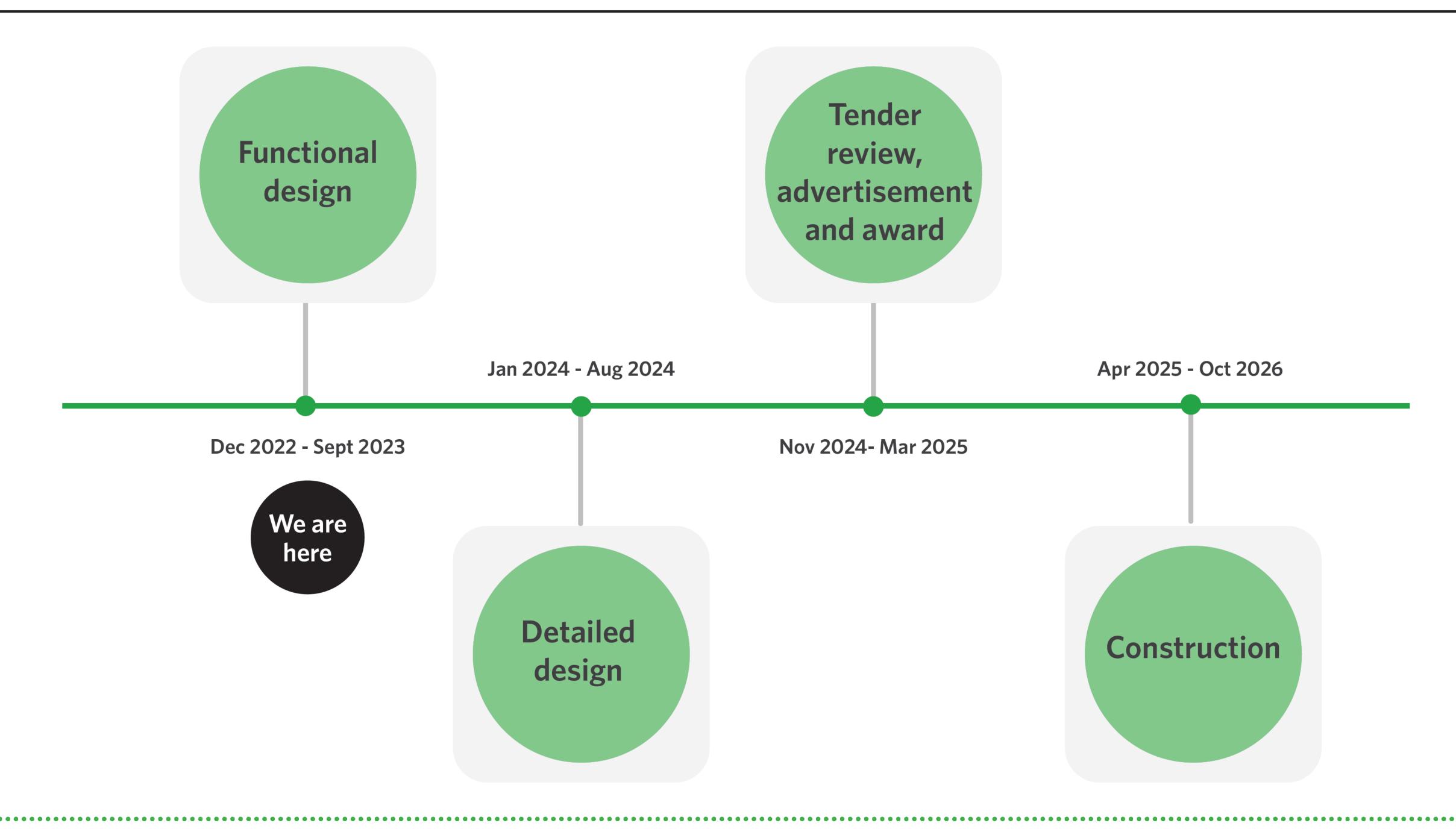


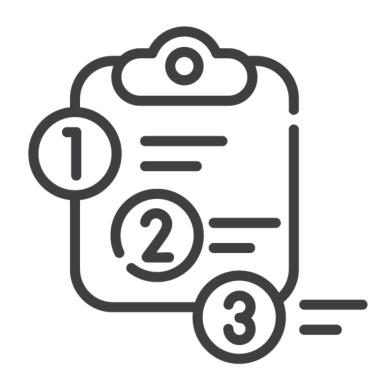


- » The study team explored options to mitigate the loss of 137 on-street parking spaces along PR 215.
- » The Town of Beausejour owns the properties shown on the table map. Some of these are already used for parking, while others will need to be developed for that use. Two of the Town-owned properties 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.



### Thank You



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



https://www.surveymonkey.com/r/PR215

### For additional information, please contact:

Lauren Lange, Engagement Lead

E: Lauren.Lange@wsp.com

T: 204-259-1919

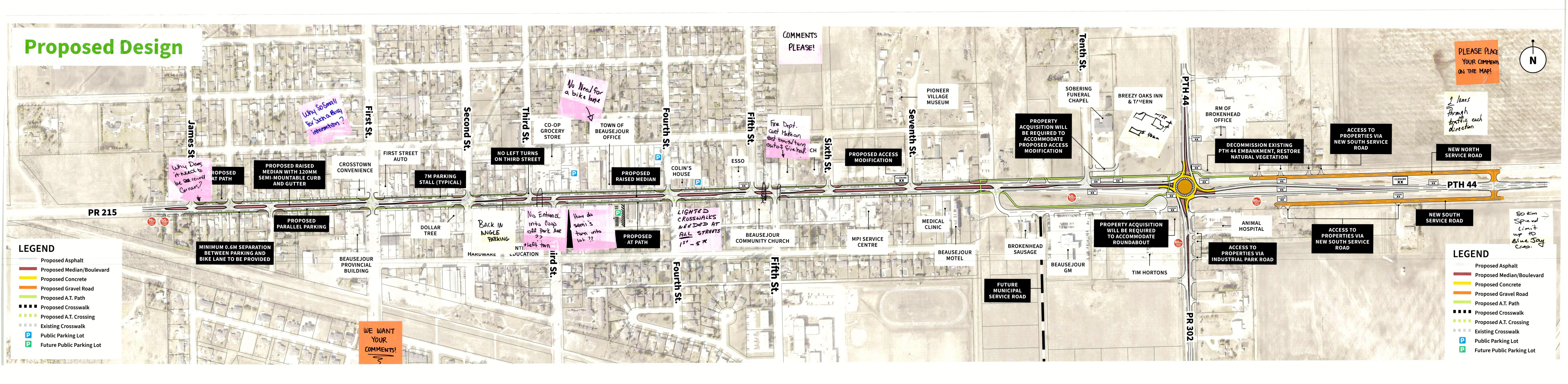
Visit the project website at: www.gov.mb.ca/mit/projects\_management/index



## **APPENDIX**

## C

# OPEN HOUSE ANNOTATED ROADWAY DESIGN MAPS



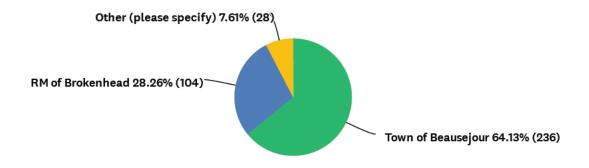


## **APPENDIX**

## D SURVEY RESULTS

#### Q1 Where do you live?

Answe ed: 368 Sk pped: 0



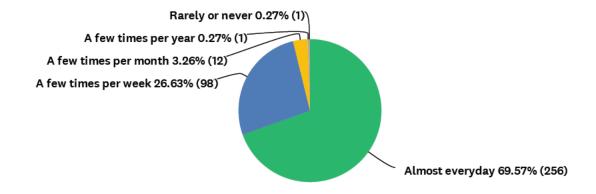
ANSWER CHOICES	RESPONSES	
Town of Beausejou	64.13%	236
RM of B okenhead	28.26%	104
Othe (p ease spec fy)	7.61%	28
TOTAL		368

#	OTHER (PLEASE SPECIFY)	DATE
1	Rm of Reynolds	8/10/2023 12:53 PM
2	Seddons co ne	8/9/2023 10:20 PM
3	Rm of Sp ngf e d	8/9/2023 9:17 AM
4	St C ements	8/9/2023 6:45 AM
5	Seddons co ne	8/9/2023 6:36 AM
6	Reyno ds	8/9/2023 6:07 AM
7	Seddons co ne	8/9/2023 5:03 AM
8	RM of Wh temouth	8/8/2023 11:30 PM
9	Rm of A exande	8/8/2023 10:37 PM
10	Seasons Co ne	8/8/2023 10:25 PM
11	Being annexed soon we just hea d	8/8/2023 9:42 PM
12	Ano a	8/8/2023 9:09 PM
13	RM Reyno ds	8/8/2023 8:31 PM
14	Seven s ste s fa s	8/8/2023 7:53 PM
15	44 east RM Lac du Bonnet	8/8/2023 7:15 PM

16	Otter Falls	8/8/2023 6:13 PM
17	West st paul	8/8/2023 5:57 PM
18	Landmark	8/8/2023 5:31 PM
19	Rennie	8/8/2023 5:21 PM
20	Rm of lac du bonnet	8/8/2023 4:51 PM
21	Rm of ldb	8/8/2023 4:30 PM
22	Lorette	8/8/2023 4:22 PM
23	Alexander	8/8/2023 4:05 PM
24	Winnipeg	8/8/2023 4:02 PM
25	Rm of whitemouth	8/8/2023 3:58 PM
26	Rm of Springfield	8/8/2023 3:51 PM
27	RM Springfield	7/25/2023 1:25 PM
28	Springfield	7/14/2023 10:37 AM
		-

## Q2 I use PR 215/Park Avenue and/or the PR 215 and PTH 44/PR 302 intersection (on average)?

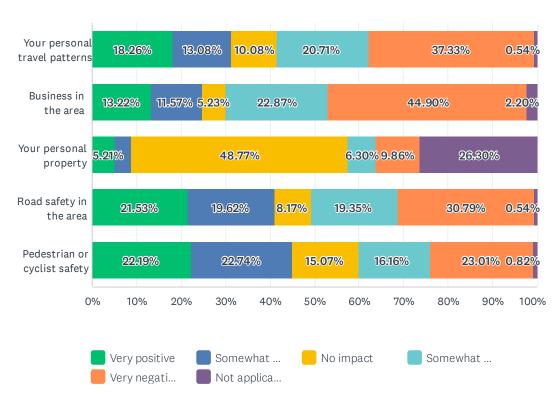
Answe ed: 368 Sk pped: 0



ANSWER CHOICES	RESPONSES	
A most eve yday	69.57%	256
A few t mes pe week	26.63%	98
A few t mes pe month	3.26%	12
A few t mes pe yea	0.27%	1
Ra e y o neve	0.27%	1
TOTAL	:	368

### Q3 What kind of impact will the proposed roadway design have on the following?





	VERY POSITIVE	SOMEWHAT POSITIVE	NO IMPACT	SOMEWHAT NEGATIVE	VERY NEGATIVE	NOT APPLICABLE	TOTAL
You pe sona t ave patte ns	18.26% 67	13.08% 48	10.08% 37	20.71% 76	37.33% 137	0.54% 2	367
Bus ness in the a ea	13.22% 48	11.57% 42	5.23% 19	22.87% 83	44.90% 163	2.20%	363
You pe sona p ope ty	5.21% 19	3.56% 13	48.77% 178	6.30% 23	9.86% 36	26.30% 96	365
Road safety n the a ea	21.53% 79	19.62% 72	8.17% 30	19.35% 71	30.79% 113	0.54%	367
Pedest an o cyc st safety	22.19% 81	22.74% 83	15.07% 55	16.16% 59	23.01% 84	0.82%	365

## Q4 Do you have any additional comments, questions or concerns about the proposed roadway design?

Answered: 228 Skipped: 140

#	RESPONSES	DATE
1	It would no good to parallel parking . There would be less parking and more accidents.	8/15/2023 2:17 PM
2	Agree to all except NO BIKE LANE.	8/13/2023 1:02 PM
3	No parallel parking! There will be too many accidents. Let the older folks of this town be.	8/12/2023 11:30 PM
4	The town of Carlyle, Sask has a great set-up for diagonal parking and is very safe. There is a center median and everyone parks diagonally against the median, leaving the space from parking to the sidewalk for traffic. It completely prevents u-turns into parking spots and gives a lot more visibility for turning or crossing the road. There's enough space at the center median/parking that if needed you can stop there to let traffic pass, almost treating it like a two lane road. It also gives a lot more visibility for pulling out of parking spaces. It is very safe and there are nearly no accidents while maintaining lots of parking spaces. I can provide photos and further details if you're interested (email: tmhengen@gmail.com cell: 431-338-6428).	8/12/2023 10:46 PM
5	The illegal turn over double line has been a problem and it seems to be getting worse	8/12/2023 8:20 PM
6	NO	8/12/2023 12:47 PM
7	If there is less parking and no parking available when I try I will head directly to the city and do all my shopping there. This will impact all businesses and will probably cause businesses major losses in revenue. I am not in favor of these new plans for Park Ave at all.	8/11/2023 10:32 AM
8	How will annual events for our town still operate with this new design? Examples being the Car Show, Christmas on Park which take up all of 215.	8/11/2023 9:21 AM
9	angle parking needs to go	8/10/2023 11:04 PM
10	Parallel parking will reduce spots and it's already limited parking at a lot of businesses on park. The fact a lot of park Ave businesses don't have rear parking is going to be an issue if you add parallel in.	8/10/2023 10:40 PM
11	Go back to the drawing board this plan is no good for this town.	8/10/2023 10:12 PM
12	Change and improvement are always welcome	8/10/2023 12:25 PM
13	They should leave park avenue exactly how it is add in some lights at 302 timmies intersection parallel parking is gonna take way longer to park then it does to back out of a spot !!! We do not need a bike lane; if you want to change park ace change the speed limit to 30	8/10/2023 8:53 AM
14	I believe we don't need bike paths and would benefit from 2 full lanes both directions so that someone parallel parking isn't holding up traffic as most people don't ever parallel park so will take them longer.	8/10/2023 7:22 AM
15	Looking forward to the improvements, as always on edge when traveling on Park Ave. There is a lot going on. Cars backing up or cars that rush through a stop sign to move up to where they can be able to view oncoming taffic which has been blocked by the parked vehicles on Park Ave and pedestrians crossing the street almost everywhere. Danger!! Please fix.	8/10/2023 2:32 AM
16	Leave as is, just fix the road.	8/9/2023 10:20 PM
17	Will there be more pedestrian crossings with lights? Will the median be beautiful with flower pots?	8/9/2023 10:10 PM
18	It's taking away most parking for businesses. It's going to cause more congestion and a lot more confusion.	8/9/2023 8:39 PM
19	With less parking by the change to parallel parking how about the disabled who can't walk far. I	8/9/2023 8:17 PM

use a walker and as is have to drive around the block many times to find parking spot for the

distance I can walk. Never mind trying to get walker up on curb 20 Come up with better plan 8/9/2023 5:58 PM 21 Bikers and pedestrians both use the very large wide sidewalk so I do not think it will impact 8/9/2023 5:54 PM them. I worry about the businesses Could a back in diagonal parking be implemented? 22 How about fixing the streets first. The water never drains properly on park ever town should 8/9/2023 5:37 PM worry about that and the people that walk who have to try and figure out ways to cross the streets and not get soaked feet or slip 23 Living by 4th street in between 2 businesses on park ave, I see alot of illegal turns & near 8/9/2023 3:41 PM misses daily. Near crosswalks & in people backing out of spaces there too long for. The whole way down park ave. Parallel parking is going to take away so many parking spots. They will be reduced by at least 8/9/2023 3:32 PM 24 half the amount. Most people avoid parallel parking if they have an option. I think it will cause more fender benders especially with the age of most of the drivers in the town and that live in the vicinity. Bad idea. 25 Recently have no DL due to medical condition. I reside in town, work on Park and are forced to 8/9/2023 2:39 PM rely on local business and services 95% of the time. As a pedestrian I appreciate the centre median that parallel parking (pp) will allow. I agree that pp will result in less parking spots uptown which the Town and businesses will need to address. I also think that bicycling will already be safer on Park with pp so do not see the benefit of adding a bike path at this time. I think the pp is necessary and safer but will be a considerable adjustment for local residents. Adding a bike path will only remove the benefit of the extra room that parallel parking will create. I would prefer a wider center median. I prefer the roundabout to lights at the PR302 intersection. This has to be one of the worse designs there is . The town needs so much . Just pave the 8/9/2023 2:39 PM 26 road properly so we don't have to this all the time. Crosswalk lights . This would destroy local businesses 27 The issue of enough parking.. As Businesses on Park Ave have their own private parking at 8/9/2023 2:38 PM the back but need to keep open area for semis and deliveries coming into our lot 28 Don't need bike lanes 8/9/2023 2:36 PM 29 Not a fan of the parallel parking 8/9/2023 2:12 PM 30 Leave it the way it is but fix the actual road. Put a round about at 302 and 44. We don't need a 8/9/2023 1:07 PM bike lane on park. That would be a complete waste of money. People can use train whistle park for biking. The Town Council NEEDS to remove the parallel parking requirement of this design. I am in 31 8/9/2023 1:05 PM support of improved pedestrian safety with cross walk lights, a raised median and improvements to traffic flow at the east intersection. Removing the angle parking with completely destroy the flow of traffic through the town of Beausejour. It will cause traffic to come to a standstill any time a vehicle has to pull in to a spot. It will also remove multiple spots to park in front of businesses, which is bad for the businesses and the pedestrians who now need to hunt for a spot and walk multiple minutes just to get to their destination (which is especially bad when our population is aging and has mobility issues.) These current proposal is "over designed" and much less can be done to improve the overall safety for pedestrians and traffic flow. 32 Why don't you look at back in diagonal parking similar to some of the streets in Winnipeg? 8/9/2023 12:17 PM Much safer than the current drive-in diagonal parking. It is also much easier than backing out on to the street. 33 Who is going to pay for this? Because the province owns Park Ave are they going to pay for all 8/9/2023 11:45 AM the alleged improvements? We don't need a bike lane. No 8/9/2023 11:15 AM 34 Keep the angle parking as any parking lots are very far away from some stores for seniors to 8/9/2023 11:12 AM 35 be able to get to. The parking lots behind the stores and restaurants do not all have access to the store or front sidewalk via and sidewalk joining them. The speed limit on Park should be 30

	or 35. (Carmen doesn't even have parking on Hwy 3 and most of it has a speed limit of 30.) I will avoid Park Ave more than I do now if you have Parallel parking there. I don't agree with the bike lane. It will be too dangerous. Keep the angle parking to keep our businesses thriving, lower the speed limit and fix the drainage. If you are making a median and parallel parking you will need to buy some of the business and make some parking lots.	
36	The proposed plan eliminates over 1/2 the available parking in town. Most residents and travellers do not have an issue with diagonal parking and there is no need for a bike lane on Park Ave.	8/9/2023 10:48 AM
37	Not a fan of parallel parking especially without additional parking lots. Selkirk just did that and it removed many of the spots which got a huge amount of complaints. It will also slow traffic (when it is already slow).	8/9/2023 9:47 AM
38	The median will impact accessibility for persons using mobility devices by creating these additional barriers. Persons using mobility devices will have to travel further distances to navigate across the road safely. Where is the accessible parking for persons with disabilities? The parallel parking lanes do not appear wide enough to use a lift or ramp. With disabilities of all types on the rise, why is accessibility for persons with disabilities less of a priority than cyclists? Beausejour touts itself as an inclusive community and with the aging population universal design is required.	8/9/2023 9:33 AM
39	This design is stupid with bike lane next to sidewalk! A vehicle will be opening doors both sides into traffic! Bikes should use roadway since they must follow HTA rules & you don't seethat many bikes anyway. Forget the bike lanes & big meridian! Make it 2 lanes both directions with narrow meridian & parallel parking. Havin only one traffic lane will hold up traffic too much when people park!	8/9/2023 8:59 AM
40	This is ridiculous. You leave a 0.3 buffer for people to enter/exit their vehicles while traffic zooms by. Wow!! Hope you didn't pay someone for this.	8/9/2023 8:55 AM
41	While the current diagonal parking and speed limit on park make it dangerous for cyclists, having a sidewalk bike path alongside parallel parking could also lead to accidents with passenger doors opening into the path.	8/9/2023 8:38 AM
42	It will take away from the old fashion look of days gone by. Its towns like ours that attract movie productions. Lets keep the town the was it was originally built.	8/9/2023 8:36 AM
43	Even with the additional off road parking, the loss of over 100 parking spots will have a huge impact. If I can't find a place to park, I won't shop in town.	8/9/2023 8:27 AM
44	4-way stop or travel circle at First and Park Ave. This would slow traffic down coming through town and allow north/south traffic less waiting time at especially busy times.	8/9/2023 8:03 AM
45	Parking should not be changed to parallel parking and should be left as angle parking. You can fit more cars at an angle than by parallel and there aren't enough bicycles in town to warrant their own lane.	8/9/2023 7:55 AM
46	Better pedestrian safety, worse cyclist safety. Don't need a bike line, the meridian barriers are good but will be interesting with snow removal.	8/9/2023 7:10 AM
47	To be frank, the elderly in this town can barely handle parking as it is, parallel parking with make that way worse not to mention the constant stopping the traffic would have to do. With less street parking cars will fill the side street and I personally don't want extra traffic on my street.	8/9/2023 6:53 AM
48	This would be fine if there were transportation available to drop people off in front of the businesses they need to go to. That is not an option, people won't or can't walk long distances, so the angle parking should stay.	8/9/2023 6:45 AM
49	Keep park Ave as it is , just repair it properly! Put a round about at the corner of 302/44 by Tim hortons	8/9/2023 6:36 AM
50	I lived in Toronto for 4 years. While being there I would frequently travel to the Northern Bruce Peninsula. In the town of Wiarton they did construction to do exactly this. Add a median, add bike lanes, take away parking spaces and it was an absolute nightmare. Construction took very long and it was a complete detour. Took away business from the businesses on that street for over a year. Then when the construction was complete it was a disaster to clear	8/9/2023 5:45 AM

	snow with the median and the new lanes. People got into more accidents because of it. Please listen to our concerns.	
51	It's a horrible idea. People in this town are horrible drivers as it is and can't park in regular parking spots. Changing it to parallel would not only limit the parking on main that I'd already limited but increase the amount of accidents.	8/9/2023 5:35 AM
52	Waste of taxpayer money	8/9/2023 5:25 AM
53	Don't need a bike lane on Park Avenue. Keep the diagonal parking.	8/9/2023 4:15 AM
54	Leave park the way it is there will be zero parking the new way. Then you wantvto install medians and not have u turns thats going to piss people off as well. Not only that you now cause more traffic on the side streets so poeple can turn around. I don't disagree the median is needed maybe have roundabouts at first and fifth those are the busiest	8/9/2023 3:55 AM
55	I think that they should put lights at the crossing by tim hortons. And parallel parking will lose a lot of Businesses. Our town is full of seniors, and seniors cannot walk Far distance.	8/9/2023 3:23 AM
56	A bike path on Park is completely unnecessary. I see minimal bikes on Park plus we have winter for half the year or more anyway.	8/9/2023 2:17 AM
57	This plan has no consideration for the huge amount of seniors with limited mobilityforcing them to park at distances unacceptable for their ability to walk. How can you justify taking private parking away from a business such as the funeral home where so much parking is needed. Have you been in town when there is a large funeral? Their front and back parking lots are full cars are parked on both sides of the street down 10th street and parked along 215 almost from the corner of 302 to the apartment on the north side of 215? Most businesses along park do not have back entrances for the public to access for the so called behind business parking again causing issues for seniors The roundaboutdump that idea in favor of street signal lights with turning lights. Far better plan for the type of traffic going through there. Hundreds of long vacation trailers with boats on the bumpersmany many double semi trailers Parallel parking?what a snarl traffic on park will be as people try to parkand those that will sit and wait in the middle of the driving lane when they think someone might pull outholding everyone else up. I do not like this plan nor do I look forward to this being implemented. Spend a few weeks here downtown all day to see if this plan will work. Observe the large number of seniors who reside here and what their needs are. We do not need some fancy roadwaywe just need the street repaired properly with the design as it is and let us carry on.	8/9/2023 12:34 AM
58	With less parking in front of business we will loose customers and revenue to our town, especially in the winter months. Elderly won't be able to walk a block on icy sidewalks to get their prescriptions and most businesses do not have back door entries. So to accommodate their customers they would have to add access to the back which in turn costs that business more money. I would leave the angle parking - and honestly check with MPI to see how many accidents happen on PR 215 within town limits due to the angle parking. I do agree and Am in favour of a roundabout at the intersection of 215/302/44. I feel this would cause less of a traffic jam during summer months and hopefully less t-bones.	8/9/2023 12:17 AM
59	Too many spots will be eliminated in for the post office! Not enough people in beausejour ride bikes, so the bike lane is a waste of money!	8/9/2023 12:13 AM
60	You need to focus on having two lanes going either way. That way there will always be flow. Without two lanes, town will be completely backed up with people trying to park. Terrible idea to only have one lane going each way. If you have to go to parallel parking, do it right the first time. Anything less than two lanes, plus a parking lane in each direction, won't work and will cause several accidents.	8/8/2023 11:33 PM
61	I am very concerned about local business and the median and flow through town and accidents	8/8/2023 11:20 PM
62	Leave the bike path out. No need in this small town. This is going to cause an accident with parallel parking.	8/8/2023 11:15 PM
63	Barely any bicyclists. Snow load will affect lanes and no barrier between parallel parking and bike lane. Many older drivers who shouldn't be driving will run over cyclists	8/8/2023 11:07 PM
64	We don't need a bicycle lane. Having a bicycle lane will push the parallel parked cars farther out from an intersection and making it difficult and dangerous to pull out and onto the street like it is now. So that won't fix one of the 2 worst problems with Beausejours main drag.	8/8/2023 10:56 PM

65	Find angle parking much easier than parallel parking so not happy this is changing. Really is it better to delay traffic while parallel parking or just being careful when pulling out from ange parking. Did you do a study on accidents happening with angle parking vs parallel parking? I also don't see a need for a bicycle lane. Most cycle on side streets, back lanes and parks in the area. I don't see many cycling on Park Av PR 215. The proposed medians I feel are not needed or need to be rethought. People in vehicles wanting to turn left into a business (ie. Coop Grocery) will be blocked from turning left into their parking area and will have to do a uturn to get on to right side of road which defeats the purpose. And taking out the entrance to Coop parking will be a total nightmare as only way into parking would be from one side street. The only positive part of this design is the round about at hwy. 302 and hwy 44. These are my concerns. Thank-you .	8/8/2023 10:49 PM
66	I defiantly don't see parallel parking the way to go , you will be loosing out in spots and causing more accidents , most people can't drive already . I don't think bikes really need a proper bike lane , side walks on park are huge and I'm sure they can share or turn the side walk into half a bike lane , to me there's lots of safety concerns with both the parking and the bike lane	8/8/2023 10:37 PM
67	Bike lanes - do not install these. There are other places for bikes to be used in the town and not along traffic on Main Street. Parallel parking - there is not enough parking lots in beausejour to accommodate the rest of the traffic.	8/8/2023 10:30 PM
68	It's nice to see the town looking outside the box and not living in the stone ages and looking to improve the look of park avenue. People are afraid of change and like status quo but change is good. It's about time	8/8/2023 10:24 PM
69	Diagonal parking is dangerous & especially since this stretch of roadway is a highway. People are constantly turning around to park on the other side of the street. I am so surprised no one has been seriously injured that I know of. Changes NEED to be made for safety.	8/8/2023 10:17 PM
70	I am concerned about parking in front of the post office as it is a very busy area and not much parking nearby for people with mobility issues.	8/8/2023 10:16 PM
71	Our town or visitors cant understand not to cross over a double solid line. They wotn understand others. The town needs better parking and the round a bout will create more traffic jams and accidents during peak cabin/camping season.	8/8/2023 10:12 PM
72	Overheard lights at all crosswalks are needed	8/8/2023 10:12 PM
73	The loss of spaces doesn't make any senseit will not help any businesses that are trying to get customers back since Covid destroyed so many of the little guys Is the road even wide enough to accommodate (2 bike lanes, 2 rows of parallel parking, driving lanes & meridian) Seems like an extra expense for our town that's not necessary. Spent that money to fix other issues around town	8/8/2023 10:10 PM
74	Not enough parking spaces. Parallel parking will cause major delays and accidents. Don't need bike lanes. Median will cause issues for snow clearing and accidents.	8/8/2023 10:07 PM
75	What about people in wheels chairs,or people that are living with a disability and/or older people that have a harder time getting around Is there going to be anywhere they can park for easy access to ALL businesses Accessibility for ALL is key	8/8/2023 9:56 PM
76	The citizens of Beausejour want to keep them angle parking. You bureaucrats need to live here a while to understand. No good reason to change except you want to think you are modernizing the town somehow but it simply is not practical. People are angry	8/8/2023 9:56 PM
77	There will be less available parking, and seniors will have to walk further, especially at the post office, not to mention having to drive around the block because there's no stalls available. It will also increase traffic on the residential streets, thereby making it unsafe especially for pets and kids.	8/8/2023 9:49 PM
78	Parking will be limited and very slow & dangerous since 95% of people who come to town cannot parallel park	8/8/2023 9:42 PM
79	Bike paths are not necessary on the Main Street in Beausejour. Speed limit should be 30 km down the Main Street as currently cars are going 60 to 80 once they Pass the Coop gas bar heading East. Each street corner needs minimum of one or two spots blocked off from parking to provide better safety and visibility. Either round about or lights at Tim Hortons corner Hwy	8/8/2023 9:28 PM

	302 needed. Winter is longer than summer make sure plan matches the best for snow cleaning and removal.	
80	There is no need for a bike lane in the town of Beausejour with a bike path that already goes through town. It does not make sense to put in, this is not a major urban Centre, most people travel by vehicle. Get rid of the bike lane.	8/8/2023 9:25 PM
81	Absolutely love the proposed idea. Way to go.	8/8/2023 9:19 PM
82	Make the bike path priority .	8/8/2023 9:15 PM
83	Make one lane through town with a bike lane and keep angled parking. All those lanes will cause so many vehicle accidents and pedestrian accidents.	8/8/2023 9:09 PM
84	Parallel parking will be a change, but will be way safer. If sufficient parking lots are made, and some businesses like the drugstore, chicken delight allow parking it will be easier. People don't like change, but I believe this is a change we definitely need. I have almost been hit multiple times by people crossing the double line to park	8/8/2023 9:08 PM
85	There isn't anywhere to park now. This will take away most of the available number of stalls. The bikes will have those in the parking lane knocking them off their bikes. People can't back into traffic but they are going to parallel park???	8/8/2023 8:53 PM
86	This is going to hinder people's movements within the core business areas and some residential areas as well. The loss of parking will have negative consequences on both businesses and their customers as well. Seniors have a harder time with parking and putting in parallel parking will be more difficult which could cause more accidents. Having them park in a parking lot where they need to walk to the different stores will be impossible for many seniors. Assuming that businesses have parking behind their buildings would be wrong. Most of these parking areas are for staff parking, deliveries and tenants living above a lot of these small businesses. Most also do not have access to Park Ave and would require people to walk along the backlanes to the next cross street. Many or these areas are quite small as well. I don't feel that any of these changes will have an impact on pedestrian safety. I would rather see lights set up instead of a roundabout. Will this roundabout allow semi trucks to drive through or large grain trucks? Lots of farmers use these and need to be able to move their grain, etc through. The drainage in Park will not be helped with these plans. Also, the bicycle lanes would be under water with a good rain as will the parallel parking spots.	8/8/2023 8:35 PM
87	Please make bicycle safety a priority.	8/8/2023 8:32 PM
88	The drawing scale is off and missleading. There's not enough width for a bike lane, nor would it be safe to have parallel parking adjacent to it. Bigger issues are lack of lit crossings and we need a traffic light timed for when school is in session so kids and busses can safely come out of the cross street when the sun is coming up and setting.	8/8/2023 8:29 PM
89	Not enough parking, nobody knowing how to parallel park, bikers being his by open doors from vehicles parked, speeding in town, no good access for emergency vehicles in cases of emergencies	8/8/2023 8:25 PM
90	I think the round about is a great idea. However parallel parking in main st will be difficult for senior drivers and negatively effect businesses due to loss of parking.	8/8/2023 8:24 PM
91	It has been a long time coming!	8/8/2023 8:19 PM
92	Putting parallel parking in a town of all the old people that can barely drive as it is they cannot parallel park there's gonna be more accidents from people backing into cars than anything, they screwed up all the parking in Sellkirk by turning it into parallel parking on Manitoba ave, never mine all the Jog's they put in all over the place that makes it a night mare to clean snow in the winter time, you can park 3 cars in the space it takes to parallel park one car, leave it the way it is all your doing is wasting money on stupid stuff	8/8/2023 8:10 PM
93	Love the bike lane. Any parking spots lost due to parallel parking have been addressed earlier via lots purchased for that purpose. Just means I will brush up my parallel parking skills.	8/8/2023 8:03 PM
94	The loss of angled parking spots in front of businesses will have an absolutely negative impact on small business owners. Parallel parking will limit access and accessibility to multiple places, including the post office. There are far fewer cyclists in town that would be advantaged by the bike lanes than this plan alludes to. It doesn't account for the higher pedestrian traffic	8/8/2023 7:56 PM

nor the population of the community and surrounding area, which is better off with working on

improving access and sidewalks to make them accessible. 95 Parking might be an issue for seniors....to far to walk 8/8/2023 7:56 PM 96 I am for the raised medium. But parking should stay the same. For example in front of Rexall, 8/8/2023 7:46 PM where seniors can park approximately 5 to 6 cars wide can easily get into Rexall being old and having a hard time to walk. Parallel parking only allows about 2 to 3 cars to park in front of a drugstore. I personally do not want parallel parking Raised medium is good but the parking should not change 8/8/2023 7:45 PM 97 98 Leave it as is. Just fix the road and leave the rest. This is a small town. Big city ideas do not 8/8/2023 7:32 PM always improve things in a small town. Give us more parking areas. People around here drive trucks and 2 trucks will take up where 5 8/8/2023 7:32 PM 99 cars can park when it comes to parallel parking. It's a town not a city. Maybe highways should fix the drainage and road and do something about 302 and 44 then parking in town. 100 Ι 8/8/2023 7:15 PM 101 Changing to parallel parking will significantly impact businesses, cause major backups, and 8/8/2023 7:15 PM will cause so much issues come winter 102 Parallel parking takes away so much parking space. Round about at 44 and 302 should happen 8/8/2023 7:10 PM 103 Having parallel parking and a median would prevent so many crashes in town especially 8/8/2023 7:10 PM because when a big truck parks beside you, you can't see backing out. Plus no more people doing illegal turns into parking spots almost crashing every time!!!!! 10/10 proposal. 104 Don't need a bike lane thats what the train whistle path is used for. Parallel parking will slow 8/8/2023 7:01 PM traffic and take away from the amt of parking we have. 105 Huge mistake to take away angle parking. So many fewer spaces for parking when parallel. 8/8/2023 7:01 PM Will make it very difficult for seniors and people with disabilities to park near the stores they want to enter or the post office, etc. There seem to be very few cyclists here, as most farmers drive to town. Bike lanes would be a complete waste. Keep the angle parking. I work in one of the buildings that recently had a car drive into it. If it wasnt for my computer 106 8/8/2023 6:57 PM not working that day i would have been directly in line with the car coming in. My work station directly faces the window looking out to park and can constantly see near accidents/ people jumping the curb when diagonally parking. It's time for something new and hopefully safer! 107 If you would put up lights at both ends of town it would make a big difference and not a traffic 8/8/2023 6:55 PM circle. I also feel that parallel parking is not good for the town. You could also finish the bypass. 108 One lane traffic will come to a stop to allow parallel parkers to stop and reverse in, who rides 8/8/2023 6:53 PM bicycles in the winter at -20 or colder. How much emergency time and lives lost in emergency vehicles taking residential streets. Semis should be nowhere near residential streets, they wouldn't be able to make the tight turns on the narrow streets. This proposal is obviously not for small town Manitoba Why can't we be different than every one else and have the street parking the way it is. It's 8/8/2023 6:46 PM 109 been working fine just put a center diver in so people will not cross. Problem solved. If you change parking it will be hard for everyone parking and doing shopping. I for 1 will be shopping alot more in Selkirk if it is hard parking 110 Posted speed is too high just before intersection going east. 8/8/2023 6:45 PM 111 Would like to see sideways improved: levels and bricks removed for concrete to improve 8/8/2023 6:44 PM accessibility down park. 112 No parallel parking on park ave 8/8/2023 6:43 PM 113 Will effect traffic and parking, especially for seniors 8/8/2023 6:38 PM I don't agree with the idea. I will spend less time supporting local for shopping if I cannot 114 8/8/2023 6:38 PM access the businesses as they are now.

115	Please keep our small town a small town. NOT the next oakbank. Park Ave is what I fell in love with to begin with.	8/8/2023 6:36 PM
116	Excellent plans and long overdue!	8/8/2023 6:33 PM
117	The town will lose so many parking spaces in front of businesses if this is implemented. I am very against this design and would like to keep angled parking in place.	8/8/2023 6:29 PM
118	There won't be lots of room to park in front of local businesses, traffic will come to a stop when people are parallel parking, lots of accidents will happen.	8/8/2023 6:24 PM
119	Parallel parking is going to take away so many parking spots, and business from businesses right on park avenuewho wants to walk a block in the rainor when it's storming snow outsidealso parallel parking is also going to possibly cause delays to traffic as ppl are trying to park Also, what about our town parades? Their is so much other work that Beauséjour needs Like for example, a roundabout at 302 & 44! How many times I'm going home after an evening shift, and I see ppl not even stop at the stop signsroundabout at 206 & 12 totally improved problems there, I'm sure this would solve all the accidents at 302 & 44 So many residential streets in town are in need of repairsespecially the ones at the north end of town I think resigning park is a terrible ideaand a waste of money when work is needed in other areas first	8/8/2023 6:24 PM
120	Safety will be improved, especially when pulling out of a parking spot, because of the longer vehicles parked.	8/8/2023 6:17 PM
121	Love the boulevard down the center. Will keep people from crossing the line to park on other side. I would definitely use the bike lane. Can't wait for a roundabout at 302/44/215 intersection. Looking forward to the changes.	8/8/2023 6:16 PM
122	THIS IS A BAD IDEA FOR THE PEOPLE OF THIS TOWN.	8/8/2023 6:15 PM
123	Bicycles will get clipped in the middle lane if someone swerved to avoid a car parking	8/8/2023 6:13 PM
124	I feel the proposed access to the 2 businesses at the east end of town will be detrimental to those businesses.	8/8/2023 6:05 PM
125	Beausejour is a small town & this design doesn't work. You will be taking away from the town ( ex- less money spent in town because there is no where to park, people visiting, take awayfrom business)if you do this. The town is to small to have this kind of parking & meridian will cause more accidents. I have not seen to many bikes in town that would make a difference to put a bike lane in. If you want to spent money make a few bike paths around town.	8/8/2023 5:58 PM
126	I have a business on park avenue and my only concern is the amount of parking. All we really have is a few spots out back (mostly for staff) plus the angled spots out front.	8/8/2023 5:57 PM
127	Just get it done! Other towns have done the same switch & they are awesome.	8/8/2023 5:57 PM
128	Leave it the way it is and resurface the road	8/8/2023 5:52 PM
129	How will snow clearing work? When streets are cleaned in winter parking spots are filled with piles for days and now you want to add another road issue. Redicuous. The round-a-bout isn't going to work well with semis and trailers along with camper trailers and bosts being pulled in the summers and going to cause way more accidents or have people completely avoid our town in general. Good bye tourism.	8/8/2023 5:49 PM
130	I worry too many parking spaces may be lost for our businesses, most of which I already see completely/almost full every time I drive by	8/8/2023 5:46 PM
131	Parallel parking in beausejour will be a negative impact on the town , it's people and the businesses on park ave.	8/8/2023 5:45 PM
132	with parralel parking i will have no reason to shop in town. ill coordinate to go to selkirk or wpg. very often no close parking to rexall post office etc already. the bike path is useless. the stores will all need back doors and parking spaces like guardian. dangerous fir mobility challenged people to get out into traffic and crawl up a curb. the median will stop people making backwards turns to park on opposite side of street.	8/8/2023 5:45 PM
133	People in Beausejour don't know how to parallel park.	8/8/2023 5:41 PM
134	I don't want more traffic down residential area because Park will be congested. Especially	8/8/2023 5:39 PM

	semis and emergency vehicles. Parallel parking will take away a lot of business parking. Not sure where everyone will park, without the town suffering. My fear is people will by pass our town instead of visiting. Also, need to make sure emergency vehicles can have access everywhere!	
135	I think the bike lane is a great idea! Parallel parking on the other hand will be difficult for most people, especially our seniors, also it will take up more room and will be less parking available for business's.	8/8/2023 5:37 PM
136	Loss of many parking spots. Passenger and cyclist will collide while exiting/entering vehicle. How is there space for the number of lanes planned? Looks nice but does't seem safe/functional for our community. We don't need a turning lane, or a cyclist lane.	8/8/2023 5:32 PM
137	Parallel parking on the Main Street will kill business in town	8/8/2023 5:31 PM
138	Most residents are seniors and I'm sorry they will have a hard time parallelparking. To any accidents will happen. Do some thing for the kids like a spray park	8/8/2023 5:30 PM
139	I have business frontage on pr 215 we don't have enough parking now. With parallel parking it will be even less.	8/8/2023 5:22 PM
140	Keep Park Avenue the way it has been all these years with the parking left alone as it will interfere with local businesses loosing customers. Repave the street, curbs and sideways. Don't need a bike path, total waste of tax payers dollars. Thanks.	8/8/2023 5:21 PM
141	Diagnol parking provides for more parking spots.	8/8/2023 5:21 PM
142	Get rid of dialogue parking for sure. Very unsafe and dangerous.	8/8/2023 5:20 PM
143	Please do not bring in parallel parking. By making it this way, you don't have people that know how to do it. It is going to make it hard on business. You are not going to have enough space for elderly people to get to business.	8/8/2023 5:19 PM
144	Yes, people can't parallel park. The majority of this town are baby boomers. They will bang up vehicles trying to park. Businesses will lose valuable parking spaces. Why do you need a bike lane. Do you see many bikes uptown? If you are putting a round about at the end of 215 and 44, what about the farmers? Their huge machinery? Not fair to ask them to travel another route. Some can't. Some of the machines are hailing seeders and sprayers that are lengthy. The middle is a good idea so people can't cross over. But the rest better be rethought	8/8/2023 5:13 PM
145	The businesses will lose too many parking spaces dropping diagonal parking. It's going to be a frustrating experience for everyone losing half the spots. What we really need is a nice street in the current configuration. Bike lanes aside I could see a lot of accidents happening with the aging population in the community not being used to that. There are already easy access to the park avenue from the side streets for cyclists along with the active transportation trails.	8/8/2023 5:11 PM
146	By Bergies - blinking cross walk	8/8/2023 5:07 PM
147	Why change something that works excellently. And cut down parking by over half! Such a stupid idea.	8/8/2023 5:06 PM
148	By parallel parking you will cause less spots to an already very busy and full street. Drivers already can't see on coming traffic and pedestrians causing this to be increased dramatically. Adding the bike lane will add to pedestrian traffic when we have a beautiful path that should be added to. Focus of lights or a round about at the 44 and 302 as well as 1st street and park would create a much better safety!!!!!	8/8/2023 5:04 PM
149	Will the decreased amount of parking lead to more parking on residential streets? If so that leads to more traffic/ foot traffic on residential streets which is a safety concern with children walking to and from school on 5th.	8/8/2023 4:56 PM
150	We will have no parking spots in town anymore if you change it to parallel parking	8/8/2023 4:53 PM
151	The retirement town cannot parallel park not to mention not enough parking as it is	8/8/2023 4:51 PM
152	Concerns for being able to park close to businesses in the winter when it's very cold and walking is far is required.	8/8/2023 4:51 PM
153	I think the design is only as good as the drivers that use it. I know many people are opposed to parallel parking likely because they are not used to it. Parallel parking will be safer than	8/8/2023 4:46 PM

	angle parking. I feel the design is good. Many people in this town are opposed to change which will be for the better.	
154	Get rid of the bike lanes, they are an unnecessary nuisance.	8/8/2023 4:45 PM
155	Keep the centre median narrow as possible. Don't need these wide medians. Rather have wider driving lanes, turn lanes and decent room for parking.	8/8/2023 4:44 PM
156	Exit plan for dead end street. Elmdale only has one exit - Park Ave. How are residents suppose to exit their street without another way out?	8/8/2023 4:44 PM
157	Concerned about speed limit due to hidden crosswalks.	8/8/2023 4:43 PM
158	Get rid of the bike pathnot enough of them in town to waste money on them! Heck the sidewalks barley get cleaned of snow in winter never mind having to worry about a bike path, and have more parking! Lake traffic and tourists park with campers and boats/off road trailers to access our food and stores. No parking for them means less dollars in the main part of town killing the shops and pushing business to the outskirts or just away!. Don't forget this is a farming community and farmers with big trucks also use and park downtown for food and shopping.	
159	No angle parking and no parallel parking should have parking lots only	8/8/2023 4:30 PM
160	There will not be enough parking available for businesses if it changes to parallel parking. There isn't enough now in areas and the town and surrounding area is growing. Having cars circling, looking for parking, waiting for a car to pull out and then backing in, will certainly cause traffic problems and is detrimental to road safety.	8/8/2023 4:27 PM
161	Property acquisition at Sobering's and the Breezy oaks hotel is wrong. The funeral home has that size parking lot to service the large funerals. There is an easement that runs between the 2 properties to allow for a roadway there so that the properties are not losing their parking space, especially the funeral home. The easement runs from Selch road which would the fix the issue of people turning off of 215 into the 2 properties. Also, the parallel parking (I am able to do it) will be an issue. Town would be losing 2/3 of the parking spaces. Not only that, probably 80 % of the town is unable to parallel park. This would then result in more accidents, hit and runs, etc.	8/8/2023 4:23 PM
162	Parking as it is makes entering Park dangerous off the side streets as visibility is limited. Reduced parking will increase people looking for spots and circling blocks which will Lead to distractions. Not sure of a viable situation where all will be happy.	8/8/2023 4:23 PM
163	Bike lanes suck. No one rides them in the winter. No no no	8/8/2023 4:22 PM
164	Will there be additional parking available in town? I imagine the parallel parking spaces will be 8/8/2023 4:21 PM less than the current amount of spaces	
165	Why waste money on a bike path nobody will ever use it parallel parking is about as useless as this design and will effect local businesses especially when people get frustrated mostly because they can't park close enough and WONT BE ENOUGH PARKING!!	8/8/2023 4:18 PM
166	I love, love, love the new design. The current parking is dangerous.	8/8/2023 4:13 PM
167	Totally Overdue Beausejour seems stuck in the 1950's	8/8/2023 4:05 PM
168	Love it!	8/8/2023 4:03 PM
169	I have family in Beausejour and have been going there for the past 40 years. Parallel parking is a bad idea. Limits the amount of parking in an already small town. Never have I ever seen anyone parking down Park.	8/8/2023 4:02 PM
170	There will be less spots to park on Park, and that will crowd the side streets. Also, parallel parking is more difficult and I feel like traffic will be waiting forever for someone to park it'll take forever to get through town.	8/8/2023 4:01 PM
171	The one question that I have is, where is the additional vehicle parking?	8/8/2023 3:59 PM
172	The problem with having parallel parking is half of the population here has never done it. And will cause people to say "ah I will just go to Selkirk or Winnipeg when they drive by and there's no parking" on a busy day my clients have to walk a couple blocks now as it is. And the town knows how many seniors and physically challenged people we have. I think it's about the worst	8/8/2023 3:57 PM

	idea I've ever heard. And done with no consideration to what the people of beausejour actually want. Nobody is ants to see our tax dollars go towards an idea that's going to cause problems that can't be undone. What the helm do we need a bike path for!? We have paths all over and around town. And what the hell do we need a median for? It's ridiculous. It's not like the town is going to do a better job of maintaining a road that's going to be even more expensive to fix in the future and fall on the responsibility of our local tax dollars in the future. Moronic ideas all around.	
173	Delete the bike path , make it so you can turn left onto Third st for coop or any other store that will be there	8/8/2023 3:56 PM
174	Parallel parking will not increase anything but accidents and delay, park avenue is not wide enough as it is never mind with a median added to the roadway and a bike lane. This idea will be a detriment to local business as well as pedestrian safety due to the limited space and an entire community that has never had to parallel park in this area.	8/8/2023 3:54 PM
175	I believe the raised median is a not so good idea.	8/8/2023 3:54 PM
176	Parallel parking is a terrible idea. If I owned a business on Park I would be furious about losing 2/3 of my parking spaces for customers. There is no way this will have a positive impact on the town. Instead of stopping in town for supplies, weekend cabin traffic will pass right around and go elsewhere.	8/8/2023 3:52 PM
177	Why change the road way for thousands just for maybe 1 dozen cyclist that might use it during the week	8/8/2023 3:52 PM
178	Something town has needed for a while. Sucks we're losing parking options but we'll get used to it	8/8/2023 3:51 PM
179	Yes parallel parking will Be awful . I think it will cause more accidents as people have to stop in the middle of the road to parallel park and there are lot of seniors in the area who haven't parallel parked in years , we should keep angle parking	8/8/2023 3:51 PM
180	As a school bus driver who drives thru that intersection 4 times a day I think an upgrade is very important for safety.	8/8/2023 3:51 PM
181	I prefer raised medians because beauséjour drivers ignore painted lines and medians.	8/8/2023 3:51 PM
182	This is not necessary and a waste of time and money. There will be very limited parking spots and this will affect all of the business's and surrounding side streets.	8/8/2023 3:48 PM
183	Round about is good The park ave redesign is awful. There is no need for a bike lane and the loss of over 100 parking spots will kill businesses The road needs to be resurfaced and left alone	8/8/2023 3:48 PM
184	Raised median could cause some problems. The rest is good.	8/8/2023 3:47 PM
185	- A roundabout NEEDS to be put in at the intersection at the east end of Town. This intersection sees more traffic than anywhere else and, although no one has been seriously injured, it has several accidents every year (not to mention the excessive traffic slow down from "lake" traffic). This is much more important than all other things related to the 215/ Park avenue I think installing a concrete or permanent median along Park avenue is a bad idea. It would cause problems for traffic, residents crossing the street and snow clearing in the winter. Yes, several people cross the street "illegally" every day, but if the person is smart and knows how to look both ways, then it is never an issue. Having a median is just another inconvenience for residents and will cause people to travel way more in their vehicle just to get to a business. If anything should be done, it should be painted lines with better signage of what is and isn't illegal (and of course proper enforcement from the road authority) No matter what is done about the median, there needs to be properly indicated pedestrian crosswalks (flashing lights with a button). Especially at fourth I also do not think the angle parking is a large issue (again, when the rules are followed). Any changes will negatively impact businesses because there just isn't enough parking in town and we specifically have a much older population who are unable to walk as much. I really hope the businesses are highly considered when making this decision	8/8/2023 3:47 PM
186	We need the change! Get rid of the angled parking. Coming out of coop or anywhere really in town you have nose out so far to see if vehicles are coming it's a game of cat & mouse. It's awful.	8/8/2023 3:46 PM

187	Where are we supposed to park? Beausejour does not have areas for parking to accommodate the loss of so many spaces by moving from angled to parallel parking. Also a bike lane is great in theory, but there are not nearly enough cyclists in this town to make this a useful allocation of space on Park Ave. The proposed roundabout at highway 44 and 302 is a great idea.	8/8/2023 3:45 PM
188	I think it's a terrible idea. Not nearly as much parking available. It will effect how often people visit local businesses.	8/8/2023 3:44 PM
189	Removing existing parking will cause issue with traveller's and older individuals.	8/8/2023 3:44 PM
190	The change in parking would cause a lot of accidents as well as eliminate a lot of parking! In my opinion, people will choose elsewhere (Selkirk, Winnipeg, etc.) to do their shopping which would decrease business support.	8/8/2023 3:44 PM
191	Not sure it's worth the investment. Lots of ways to use that money with a higher ROI	8/8/2023 3:42 PM
192	So stupid to put in parallel parking, and a curb in the middle of such a busy area!	8/8/2023 3:42 PM
193	I feel very strongly that you reconsider the need for traffic lights @ PR 215 and 1st street. I often have to wait up to 5 minutes to safety cross that intersection. cars are often lined up to 5-10 deep waiting to safely cross. safety is really more the issue than waiting time, several vehicles turning at the same time. I have witnessed at least three accidents and many many close calls.	7/28/2023 12:21 PM
194	I agree with the roundabout, but do not agree with getting rid of angle parking. have medians starting at 1st to 3rd, no median from 3rd to 7th, then median to roundabout. as we are losing over 100 parking spots people will be very agitated with parking. show us more spots we can park.	7/28/2023 12:19 PM
195	need to have 4 lanes of vehicle traffic. eliminate bike lanes, this accommodate left turns, not a need for u-turns.	7/28/2023 12:18 PM
196	people in general don't obey painted medians. a raised median stops that behaviour.	7/28/2023 12:17 PM
197	Bike lane unnecessary. Park needs no bike lane. should have one parking lane and two travel lanes in each direction all the way through. Anything less will impede the flow of traffic causing potential for accidents or injury. The median is a nice idea so long as it will still allow for one parking lane and two travel lanes.	7/28/2023 12:16 PM
198	Consult with the fire departments, EMS, police and seniors citizens.	7/28/2023 12:11 PM
199	Lighted crosswalks are essential for safety for everyone from children to seniors on scooters - every intersection from 1st to 5th street.	7/28/2023 12:10 PM
200	do things sooner!! We have been waiting a long time for improvement!	7/28/2023 12:09 PM
201	I live and work on Park. Taking away diagonal parking removes a LOT of parking from my SMALL business. This plan is ruining the downtown and is frankly an awful idea. The roundabout is great, keep that. There is no need for a median, bike lane, bumpouts, or any of this. If safety is the biggest issues, add traffic lights and more flashing cross walks. It would save you guys a hell of a lot of money. You are killing my business my home and my town. My suggestions: lights, flashing cross walks, BACK IN DIAGONAL parking, add a median at 1st to slow traffic and add one at 7th. NONE IN BETWEEN.	7/28/2023 12:08 PM
202	traffic lights mandatory at First and Park. Lighted crosswalks at all intersections.	7/28/2023 12:05 PM
203	Roundabouts specifically, add to road safety in the area. Great Work.	7/28/2023 12:04 PM
204	Do not like raised center on Park Ave, should be painted lines. There was a big storm (possible tornado) last night with lots of damage to trees, buildings, roadways plus no power for over 4 hours. There were lots of emergency vehicles on and off Park Avenue and it was lucky there was not a cement blvd in the way. It would have been a nightmare for responders with a cement center in middle of Park. This plan would have been a huge problem therefore should be painted lines for safety when situations such as this storm caused. A serious concern for everyone when problems happen, not good plan.	7/27/2023 11:06 AM
205	Get er done	7/27/2023 7:04 AM
206	206 It is about time. Get it done.	

207	Think about the seniors and anyone with a disability having to walk god no how far. Trucker, buses, farm equipment having to go into this circle intersection. Put up lights simple. Bike paths for who? Paralleled parking is the only way to go it's been fine all these years. Fix up some of our other streets that have never been paved. If you want people to go shopping else where these changes will diffently succeed at doing that . There is no need for any of this.	7/25/2023 6:23 PM
208	Don't need to make it fancy keep the lanes and parking the way it is. No one can park properly in a parking lot as it is how are they going to know how to use a round about. This whole plan is ridiculous. That corner is so busy in summer with lake traffic and machinery with farmers. The round about is a crazy idea.	7/25/2023 6:17 PM
209	Active transportation is important.	7/25/2023 3:00 PM
210	-I work in town and travel this road 5 days a week -Very little cyclist traffic in town -Lots of options for pedestrians/biking on streets other than park -The decrease in parking spaces will greatly effect the businesses in town -Not enough turn lanes, there will be people doing lots of poor turns/u-turns to get where they need to be Access to the major grocer in town and other retails is limited. As someone who also travels through town (with a 5th wheel &/or boat) to access the provincial park, we will no longer be stopping in town for shopping, treats, restaurants. We would have to travel around. A typical stop in town includes Co-op, Liquor store, dollar tree, Collins house or subway and some times ice cream. Likely a loss of \$400+ to the retailers/restaurants in the area. That is for 1 family, on 1 Friday eveningThe demographic in the town has difficulty driving in general. Parallel parking will be nearly impossible for mostRound about is great, much needed.	7/25/2023 1:25 PM
211	Hello, I'm representing the Brokenhead Trail Blazers Power Toboggan Club Inc. and the Snowmobilers of Manitoba. We have some questions about how the roundabout at the PR215/PTH44 intersection will affect our designated snowmobile trail. We can be contacted at executive@brokenheadtrailblazers.ca	7/25/2023 1:21 PM
212	The hotel needs direct access from road 215. The funeral home uses their entire parking lot during services and will not be able to give up room for a road to go through to access the hotel. Left turn access to the hotel isn't necessary but right turn access should be maintained. Also ensure the roundabout is large enough to handle super-B grain trailers who need access to the elevator south of the 44/302 intersection.	7/25/2023 11:56 AM
213	Do not put bike lanes in the new project. The median will need to allow truck and lake traffic access into COOP, MLCC, and other businesses.	7/25/2023 11:13 AM
214	Parralel parking is going to run business' into the ground due to not being able to park losing so many parking spots. Leave park Ave as is with the nice cap job they put on last year.	7/25/2023 11:06 AM
215	None at this time.	7/24/2023 3:53 PM
216	I am Absolutely opposed to cutting off the driveways for Sobering Funeral chapel and the hotel, and I am absolutely opposed to putting in a median in front of Sobering funeral chapel, what happens when we have a funeral procession with a 100 cars going through your round about? I Will fight this every step of the way! unacceptable that you would compromise my business. Regards, Libby Siebold	7/19/2023 10:02 AM
217	We own 8 properties which front onto Park Ave. Most of those properties are rented so the changes being proposed will have an impact no question. As landlords will will be forced to do capital investment to improve and off street parking options on these properties. And the switch to parallel parking will no doubt have some impact on current and future tenants. While we knew this day would come, and we are supportive of improving Park Ave., do have concerns with the current proposed design. I believe, for improved traffic flow, for ease of parallel parking, for snow removal and for fire/ambulance movement (safety reasons), that the bike lane should be removed and the meridian narrowed as necessary to allow for two flow through lanes of traffic in each direction. This would allow traffic movement to continue if someone is parking or exciting parking as they could easily be passed in the second lane. Bike traffic - for the current limited amount there is could use inside lane and again easily passed if needed. Scooter traffic of older residents could use the sidewalks as they are currently wide enough. A second suggestion is to think big picture and into future. As Fifth street is off set on Park with north and south not aligning, a purchase of the properties at 743 & 751 Park be considered (they are for sale) to create a proper intersection of these busy cross streets/crosswalk be reconfigured to align and create a safer more effective intersection. This is already one of the busiest corners and will no doubt be busier in the future.	7/18/2023 1:19 PM

218	Comments regarding the need for Active Transportation, 2 bike paths. Train Whistle Parkway is a newly completed two way bike path located 2 blocks south of Park Ave. It runs parallel to Park Ave, starts at 1st street and ends at 5th street. It is a safe, well maintained, paved 2 way bike path with proper lanes, benches, lighting with no vehicle traffic therefore question the necessary of 2 additional bike paths on Park Ave. Train Whistle Bike Path is an exceptional roadway for cyclists just 2 short blocks away. The existing sidewalks on Park Ave are wide enough to accommodate electric scooters and bikes. I have lived in Beausejour all my life, use Park Ave every day and very rarely see bikes along Park Ave. The space required for the two additional bike paths should be used to improve the traffic flow on PR215. Eliminate the concrete median, put in painted median with 2 lanes of traffic in each direction, right lane for individuals to maneuver into the parallel parking lane and the left lane utilized for a drive through traffic. The PR215 design is getting far too complicated for what it needs to be, the community just wants a roadway that's improves traffic flow and provides pedestrian safety. PR215 also needs safe designated crosswalks and a provision for traffic lights in the future if needed. The community will be happy with this plan enough said, case closed, thank you	7/18/2023 12:31 AM
219	The biggest concern is the 15m concrete center median, it is problematic and non-functional. It is an unnecessary obstacle/obstruction which encourages jaywalking, impedes and hinders emergency vehicles plus creates a snow clearing/snow removal nightmare for years to come. In addition, the concrete center median impedes all annual community events which utilize Park Avenue. These events benefit local businesses and restaurants, bringing hundreds of people, vehicles, activities to the center of Park Ave. The concrete median forces emergency vehicles to travel several additional blocks to make a U-turn and/or turn around on residential streets to get to the opposite side of Park Ave. Fires can spread quickly and time is of an essence in the case of an emergency or fire. Commercial buildings on Park Ave are very close together, they are older dwellings with families living upstairs therefore the inability for emergency vehicles to maneuver or turn around on Park Ave is a very serious concern. A painted median is more suitable and would eliminate this potential problem. Snow clearing and snow removal equipment require sample space to maneuver in order to effectively clear and remove snow in a reasonable amount of time. A painted median is more suitable and workable in this climate. Community events such as the Double B Rodeo parade, Shades of the Past Car Show (largest car show in Manitoba 500-700 vehicles), Christmas on the Park, Canadian Power Toboggan Championships utilize Park Ave between 1st street and 5th street. Park Ave is closed off at both ends to allow ample space to accommodate the event and provide safety to the residents attending. A concrete center median would be a huge barrier and would have a major impact on these community events in order for them to be successful. A painted median is more suitable for Park Ave and would have no impact to community events, emergency situations and snow clearing/removal. Many people appeared to be in favor of the concrete center median however they may not have fu	7/17/2023 11:18 PM
220	Back in angle parking, more flashing crosswalks, lights at 1st ST.	7/14/2023 3:16 PM
221	I am disappointed in the design. It does not seem to improve anything except for cyclists - albeit not a bad thing but there are few cyclists in the town currently. The 6m meridian blocks access to both sides of the street- why can that not be a driving lane instead? The design also limits turning left or right - how are people going to get around? Please keep diagonal parking, losing 137 parking spaces is a significant amount to the residents and businesses on park ave. Yes, Park needs to be fixed - it needs to be paved, drainage should be addressed, paint lines, add more crosswalks and a few set of lights, and keep the parking as is. There's no need to add a meridian or change to parallel parking.	7/14/2023 10:37 AM
222	Removal of diagonal parking will kill downtown. If parking must change orientation, it must only change to back in diagonal. The median through town does not allow for transport trucks to access businesses. The roundabout at 302 looks good and will improve the safety and flow of the intersection	7/14/2023 6:34 AM
223	Please provide transparency regarding parking. If diagonal parking is an option, then provide the specs. Otherwise, i suggest, if diagonal is not a possibility provide the stats that will satisfy the community members that are hoping to remain with diagonal parking so they can stop lobbying for it. That would be in true spirit working with our community.	7/13/2023 9:11 PM

224	Take median away between 1st and 7th. Was told these medians are meant to slow traffic down but I feel only needed at beginning and end of town. Also take away bike lanes, most people ride their bikes on side streets and at Rain Whistle Park bike path. Put a 4 way stop at 1st Street.	7/13/2023 8:39 PM
225	It really needs to have two lanes of through traffic in each direction. Even if it means sacrificing active transportation.	7/12/2023 3:16 PM
226	A side walk for pedestrian traffic to Beausejour GM/Tim hortons is important. Can pedestrians use the proposed cyclist path? -there will be no parking in front of Dollar tree on the North or south side of park Ave. This is very concerninga left turn onto third street North is crucially important for the traffic going into Beausejour Coophow will the bike lane and the parking lane be delineated? I picture people parallel parking halfway into the bike line areathe roundabout at the intersection of PR215/Hwy 44/PR 12 will make it much safer. This intersection is so terrible for safety and the flow of traffic right now. Thank you for addressing this. Please make it large enough diameter for campers and Semi Trailers	7/12/2023 12:44 PM
227	I would like to see turn lanes at Third and Fourth Streets. I don't think that u turns are necessary along Park Avenue.	7/12/2023 10:40 AM
228	Limited bike usage doesnt justify the cost of having bike lanes	7/12/2023 10:27 AM



### Comment Sheet July 2023

1.	Where do you live?		
	☐ Town of Beausejour	RM of Brokenhead	☐ Other:
2.	I use PR 215/Park Avenue and/or the	PR 215 and PTH 44/PR 302 intersection	on (on average)?
	☐ Almost everyday	A few times per week	☐ A few times per month
	☐ A few times per year	☐ Rarely or never	
3.	What kind of impact will the proposed	d roadway design have on the following	ng?
	Your personal travel patterns		
	☐ Very positive	☐ Somewhat positive	☐ No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable
	Business in the area		
	☐ Very positive	☐ Somewhat positive	☐ No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable
	Your personal property		
	☐ Very positive	☐ Somewhat positive	No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable
	Road safety in the area	ly	
	Road safety in the area  Very positive	☐ Somewhat positive	☐ No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable
	Pedestrian or cyclist safety		
	☐ Very positive	☐ Somewhat positive	☐ No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable



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Thank you for your input and participation. Please return your comment sheet to the sign-in table.





#### **Comment Sheet**

**3** July 2023

		•/	
1.	Where do you live?		
	Town of Beausejour	☐ RM of Brokenhead	☐ Other:
2.	I use PR 215/Park Avenue and/or the	PR 215 and PTH 44/PR 302 intersection	on (on average)?
	h /	TR 213 did TTT 44/TR 302 intersection	on ton average).
	Almost everyday	☐ A few times per week	☐ A few times per month
90	☐ A few times per year	☐ Rarely or never	
3.	What kind of impact will the proposed	d roadway design have on the followi	ng?
	Your personal travel patterns		1
	☐ Very positive	☐ Somewhat positive	No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable
	Business in the area		
	☐ Very positive	☐ Somewhat positive	☐ No impact
	Somewhat negative	☐ Very negative	☐ Not applicable
	Your personal property		
	☐ Very positive	☐ Somewhat positive	No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable
	Road safety in the area		
	☐ Very positive	Somewhat positive	☐ No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable
	Pedestrian or cyclist safety		
	Very positive	☐ Somewhat positive	☐ No impact
	Somewhat negative	☐ Very negative	☐ Not applicable



4.	Do you have any additional comments, questions, or concerns about the proposed roadway design?			
	TATERIC JULIS MANDATORY AT LEAST AND PART			
	LIGHTED (AUSSWANKS AT ALL TITOASKETIONS)			

Thank you for your input and participation. Please return your comment sheet to the sign-in table.





## Comment Sheet July 2023

1.	Where do you live?		
	Town of Beausejour	☐ RM of Brokenhead	☐ Other:
2.	I use PR 215/Park Avenue and/or the	PR 215 and PTH 44/PR 302 intersection	on (on average)?
	✓ Almost everyday	☐ A few times per week	☐ A few times per month
	☐ A few times per year	☐ Rarely or never	
3.	What kind of impact will the proposed	d roadway design have on the following	200
<b>J</b> .	Your personal travel patterns	a roadway design have on the following	·6:
	☐ Very positive	☐ Somewhat positive	☐ No impact
	☐ Somewhat negative	☑ Very negative	□ Not applicable
	Business in the area		
	☐ Very positive	☐ Somewhat positive	☐ No impact
	☐ Somewhat negative	∇ Very negative	☐ Not applicable
	Your personal property		
	☐ Very positive	☐ Somewhat positive	☐ No impact
	☐ Somewhat negative	☑ Very negative	☐ Not applicable
	Road safety in the area		
	☐ Very positive	☐ Somewhat positive	☑- No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable
	Pedestrian or cyclist safety	, ,	
			4
	☐ Very positive	☐ Somewhat positive	☑ No impact
	☐ Somewhat negative	□ Very negative	☐ Not applicable



4.	Do you have any additional comments, questions, or concerns about the proposed roadway design?
	I live and work on Park. Taking away diagonal
	parking removes a LOT of Parking from my SMALL
	business. This plan is ruining the downtown and is
	frankly an awful idea. The round about is great,
	keep that. There is no need for a median, bike lane,
	bumpouts or any of this. If safety is the biggest
	issue, add traffic lights and more flashing cross
	walks. H would save you guys a hell of all of
	money. You are killing my business, my home and

My Suggestions: Lights, flashing cross walks, BACKIN DIAGONIAL Parking, add a median at 1st ST to slow traffic and add one at 7th ST. NONE IN BETWEEN

Thank you for your input and participation. Please return your comment sheet to the sign-in table.





## Comment Sheet July 2023

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	Town of Beausejour	☐ RM of Brokenhead	☐ Other:
2.	I use PR 215/Park Avenue and/or the	PR 215 and PTH 44/PR 302 intersection	on (on average)?
	Almost everyday	☐ A few times per week	☐ A few times per month
	☐ A few times per year	☐ Rarely or never	
	*		
3.	What kind of impact will the proposed	d roadway design have on the followin	ng?
	Your personal travel patterns		
	Very positive	☐ Somewhat positive	□ No impact
	☐ Somewhat negative	☐ Very negative	□ Not applicable
	Business in the area		
	Very positive	☐ Somewhat positive	☐ No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable
	Your personal property		
	☐ Very positive	Somewhat positive	☐ No impact
	☐ Somewhat negative	☐ Very negative	□ Not applicable
	Road safety in the area		
	Very positive	☐ Somewhat positive	□ No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable
	Pedestrian or cyclist safety		
	☐ Very positive	Somewhat positive	☐ No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable



you have any	y additional comments, questions, or concerns about the proposed roadway design?	
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Thank you for your input and participation. Please return your comment sheet to the sign-in table.





## Comment Sheet July 2023

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	Town of Beausejour	☐ RM of Brokenhead	☐ Other:
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	☐ Almost everyday	A few times per week	☐ A few times per month
	☐ A few times per year	☐ Rarely or never	
3.	What kind of impact will the propose	d roadway design have on the followir	ng?
	Your personal travel patterns		
	Very positive	☐ Somewhat positive	□ No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable
	Business in the area		
	☐ Very positive	Somewhat positive	☐ No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable
	Your personal property		
	∀ Very positive	☐ Somewhat positive	☐ No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable
	Road safety in the area		
	Very positive	☐ Somewhat positive	☐ No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable
	Pedestrian or cyclist safety		
	Very positive	☐ Somewhat positive	☐ No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable



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hoNG TIME FOR IMPROUTENCY				k 0.4	/
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Thank you for your input and participation. Please return your comment sheet to the sign-in table.





#### Comment Sheet July 2023

1.	Where do you live?		
	Town of Beausejour	☐ RM of Brokenhead	☐ Other:
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	☐ Almost everyday	A few times per week	☐ A few times per month
	☐ A few times per year	☐ Rarely or never	
3.	What kind of impact will the proposed	d roadway design have on the followi	ng?
	Your personal travel patterns	/	
	☐ Very positive	✓ Somewhat positive	□ No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable
	Business in the area		
	☐ Very positive	☐ Somewhat positive	☐ No impact
	☑ Somewhat negative	☐ Very negative	☐ Not applicable
	Your personal property		
	☐ Very positive	☐ Somewhat positive	No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable
	Road safety in the area		
	☐ Very positive	☐ Somewhat positive	☐ No impact
	☐ Somewhat negative	■ Very negative	☐ Not applicable
	Pedestrian or cyclist safety		
	☐ Very positive	☐ Somewhat positive	☐ No impact
	☐ Somewhat negative	∨ery negative	☐ Not applicable



4.	Do you have any additional comments, questions, or concerns about the proposed roadway design?			
	Tighted crosswalks are essential for			
	safety for everyone from childrent to			
	seriors on scoolers - EVERY intersection			
	Show 1 st to 5 th Street			
	Y			

Thank you for your input and participation. Please return your comment sheet to the sign-in table.





## Comment Sheet July 2023

1.	Where do you live?		
	☐ fown of Beausejour	☐ RM of Brokenhead	☐ Other:
2.	I use PR 215/Park Avenue and/or the	PR 215 and PTH 44/PR 302 intersecti	on (on average)?
		☐ A few times per week	☐ A few times per month
	☐ A few times per year	☐ Rarely or never	
3.	What kind of impact will the propose	ed roadway design have on the follow	ing?
	Your personal travel patterns		
	☐ Very positive	☐ Somewhat positive	☐ No impact
	☐ Somewhat negative	Very negative	☐ Not applicable
	Business in the area		
	☐ Very positive	☐ Somewhat positive	☐ No impact
	☐ Somewhat negative	□ Very negative	☐ Not applicable
	Your personal property		
	☐ Very positive	☐ Somewhat positive	☐ No impact
	☐ Somewhat negative	<b>□</b> Very negative	☐ Not applicable
	Road safety in the area		
	☐ Very positive	☐ Somewhat positive	☐ No impact
	Somewhat negative	☐ Very negative	☐ Not applicable
	Pedestrian or cyclist safety	/	
	☐ Very positive	Somewhat positive	☐ No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable



•	Do you have any additional comments, questions, or concerns about the proposed roadway design?	
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#### **Comment Sheet**

**July 2023** 

1.	Where do you live?		
	Town of Beausejour	☐ RM of Brokenhead	☐ Other:
2.	I use PR 215/Park Avenue and/o	or the PR 215 and PTH 44/PR 302 inter	section (on average)?
	Almost Everyday	☐ A few times per week	☐ A few times per month
	☐ A few times per year	☐ Rarely or never	
3.	What kind of impact will the pro	posed roadway design have on the fo	llowing?
	Your personal travel patterns		8
	☐ Very positive	☐ Somewhat positive	☐ No impact
	Somewhat negative	✓ Very negative	☐ Not applicable
	Business in the area		
	☐ Very positive	☐ Somewhat positive	☐ No impact
	☐ Somewhat negative	✓ Very negative	☐ Not applicable
	Your personal property		
	☐ Very positive	☐ Somewhat positive	No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable
	Road safety in the area		
	☐ Very positive	☐ Somewhat positive	☐ No impact
	☐ Somewhat negative	✓ Very negative	☐ Not applicable
	Pedestrian or cyclist safety		,
	☐ Very positive	☐ Somewhat positive	No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable



4.	Do you have any additional comments, questions, or concerns about the proposed roadway design?
	Bike lane Unecessary.
	Park needs No Dike lane. Should have One Yarking
	lane and two trave lands in each direction all
	the way through. Any thing less will impeade the
	flow of traffic Causing potential for accidents
	or injury.
	The distribution of the state o
	The median is a nice idea so long as it will
	still allow for one parning line and Tho
	travel lanes.





1.	Where do you live?		
	Town of Beausejour	☐ RM of Brokenhead	☐ Other:
2.	I use PR 215/Park Avenue and/or the	PR 215 and PTH 44/PR 302 intersection	on (on average)?
	Amost everyday	☐ A few times per week	☐ A few times per month
	☐ A few times per year	☐ Rarely or never	
3.	What kind of impact will the propose	d roadway design have on the followi	ng?
	Your personal travel patterns		
	☐ Very positive	☐ Somewhat positive	☐ No impact
	☐ Somewhat negative	Very negative	□ Not applicable
	Business in the area		
	☐ Very positive	☐ Somewhat positive	☐ No impact
	☐ Somewhat negative	Tery negative	☐ Not applicable
	Your personal property		
	☐ Very positive	☐ Somewhat positive	No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable
	Road safety in the area		
	☐ Very positive	☐ Somewhat positive	☐ No impact
	☐ Somewhat negative	Very negative	☐ Not applicable
	Pedestrian or cyclist safety		
	☐ Very positive	☐ Somewhat positive	No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable



	Do you have any additional comments, questions, or concerns about the proposed roadway design?				





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	M Almost everyday	☐ A few times per week	☐ A few times per month
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3.	What kind of impact will the propose	d roadway design have on the followi	ng?
	Your personal travel patterns	/	
	☐ Very positive	☑ Somewhat positive	☐ No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable
	Business in the area	,	
	☐ Very positive	☐ Somewhat positive	☐ No impact
	☐ Somewhat negative	□ Very negative	☐ Not applicable
	Your personal property		
	☐ Very positive	☐ Somewhat positive	☐ No impact
	☐ Somewhat negative	□ Very negative	☑ Not applicable
	Road safety in the area		
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	☐ Somewhat negative	☐ Very negative	☐ Not applicable
	Pedestrian or cyclist safety		
	☐ Very positive	☑ Somewhat positive	☐ No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable



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1.	Where do you live?		
	✓ Town of Beausejour	☐ RM of Brokenhead	☐ Other:
2.	I use PR 215/Park Avenue and/or the	PR 215 and PTH 44/PR 302 intersection	on (on average)?
	☑ Almost everyday	☐ A few times per week	☐ A few times per month
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	Your personal travel patterns		
	☐ Very positive	☐ Somewhat positive	□ No impact
	☐ Somewhat negative	✓ Very negative	☐ Not applicable
	Business in the area		
	☐ Very positive	☐ Somewhat positive	☐ No impact
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	Your personal property		
	☐ Very positive	☐ Somewhat positive	☐ No impact
	☐ Somewhat negative	✓ Very negative	☐ Not applicable
	Road safety in the area		
	☐ Very positive	✓ Somewhat positive	☐ No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable
	Pedestrian or cyclist safety		
	☐ Very positive	✓ Somewhat positive	☐ No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable



4.	Do you have any additional comments, questions, or concerns about the proposed roadway design?					
	X Need to have 4 lanes of vehicle traffic					
	- éliminate bike lanes					
	- this accomedates left turns	10.				
	- not a need for u- turns					





1.	Where do you live?		
	Town of Beausejour	☐ RM of Brokenhead	☐ Other:
2.	I use PR 215/Park Avenue and/or the	PR 215 and PTH 44/PR 302 intersectio	n (on average)?
	Almost everyday	☐ A few times per week	☐ A few times per month
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	Your personal travel patterns		.6.
	☐ Very positive	Somewhat positive	☐ No impact
	☐ Somewhat negative	. □ Very negative	☐ Not applicable
	Business in the area		
	☐ Very positive	☐ Somewhat positive	□ No impact
		☐ Very negative	☐ Not applicable
	Your personal property		
	☐ Very positive	☐ Somewhat positive	🖄 No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable
	Road safety in the area		
	☐ Very positive	☐ Somewhat positive	☐ No impact
	Somewhat negative	☐ Very negative	☐ Not applicable
	Pedestrian or cyclist safety		
	☐ Very positive	☐ Somewhat positive	☐ No impact
	🏿 Somewhat negative	☐ Very negative	☐ Not applicable



I.	AGREE WITH THE ROUNDABOUT, BUT DO NOT AGREE WITH
GET	TING RID OF ANGLE PARKING. HAVE MEDIANS AT START
AT	FIRST TO THIRD, NO MEDIAN FROM THIRD TO SEVENT
YHT	TO BROWN TO ROUNDABOUT.
RS	WE ARE LOSING OVER 100 PARKING SPOTS, PEOPLE WILL
	WAY AGITATED WITH PARKING. SHOW US MORE SROTS
	CAN 8 DRX





#### **Comment Sheet**

July 2023

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	Almost everyday	☐ A few times per week	☐ A few times per month
	☐ A few times per year	☐ Rarely or never	· · · · · · · · · · · · · · · · · · ·
3.	What kind of impact will the propose	d roadway design have on the followi	ng?
	Your personal travel patterns		
	☐ Very positive	☐ Somewhat positive	☐ No impact
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	Your personal property		
	☐ Very positive	☐ Somewhat positive	☐ No impact
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	Road safety in the area		
	☐ Very positive	☐ Somewhat positive	☐ No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable
	Pedestrian or cyclist safety		
	☐ Very positive	☐ Somewhat positive	□ No impact
	☐ Somewhat negative	☐ Very negative	☐ Not applicable



Do you have any additional comments, questions, or concerns about the proposed roadway design?		
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	Business in the area				
	☐ Very positive	☐ Somewhat positive	□ No impact		
	☑ Somewhat negative	☐ Very negative	☐ Not applicable		
	Your personal property				
	☐ Very positive	☐ Somewhat positive	₩ No impact		
	☐ Somewhat negative	☐ Very negative	☐ Not applicable		
	Road safety in the area				
	Very positive	☐ Somewhat positive	☐ No impact		
	☐ Somewhat negative	☐ Very negative	☐ Not applicable		
	Pedestrian or cyclist safety				
	Very positive	☐ Somewhat positive	☐ No impact		
	☐ Somewhat negative	☐ Very negative	☐ Not applicable		



4.	Do you have any additional comments, questions, or concerns about the proposed roadway design?
	I feel very strongly that you reconsider
	the need for trapped light @ PR215& First. St.
	O veten have to wait up to 5 minutes to
	Safely cross that intersection.
	Cars are tot often lened up 5-10 deep
	waiting to enfely cross.
	Safety is really more the issue than writing time - several vehicles truence, noth.
	uniting time - several veficiles truence, noth.
	at the same time.
	I De have withersed at
	least 3 accidents and many many

close calle.

