



Functional Design of Intersection Improvements at PTH 67 & PR 236 (North Junction)

Phase 1 Engagement External Report

SCATLIFF + MILLER + MURRAY

visionary urban design + landscapes

March 3, 2025

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Phase 1 Summary

Introduction

This report represents the summary of events and feedback received during Phase 1 of engagement for the functional design of intersection improvements at PTH 67 & PR 236 (North Junction) project. Phase 1 activities consisted of three stakeholder meetings, an online event featuring presentation boards and a survey, and a public information session held in the Town of Stonewall, MB.

Like many engagement initiatives, the participants expressed differing opinions in relation to changes in their community. These were observed primarily within the Public Information Session and online survey. Participants displayed conflicting views of the intersection's current function, with some stating that the intersection functions well in its current state and questioning if improvements were necessary. Public education was a key point of discussion regarding the roundabout design alternative, which was also observed to be the most polarizing alternative. Those in favour indicated the need for proper roundabout usage to be clearly communicated to the public, while those opposed perceived a lack of safety and concern for the accommodation of oversize vehicles navigating the turns. Participants at large agreed that support for access to businesses at the intersection is important to any future design.

Stakeholder Meetings

Phase 1 meeting invitations were distributed by email and/or mail drop to stakeholders, containing a newsletter and information on how to participate in the first round of meetings. Stakeholders were grouped into the following three categories by level of interest: the Town of Stonewall Council, nearby affected groups/organizations, and nearby landowners (see Appendix A or the full promotional suite, including advertisement of the Public Information Session).

Each group met separately with project team representatives, at which the three design alternatives for intersection improvements were presented in a slide deck (Appendix B), followed by an open discussion period with the project team. These points of contact with stakeholders allowed the project team the opportunity to gather feedback prior to the selection of the preferred design option. Themes and event details have been summarized below:

	Stakeholder Group	Meeting Date & Time	Meeting Location
1	Town of Stonewall Municipal Council and Administration	December 4, 2024 6:00 p.m. – 7:00 p.m.	Stonewall Town Hall
2	Nearby affected groups/organizations	December 12, 2024 10:00 a.m. – 11:00 a.m.	Zoom (online)
3	Nearby landowners	December 12, 2024 6:00 p.m. – 8:30 p.m.	Fullbrook Room, Quarry Park Heritage Arts Centre

1. Town of Stonewall Municipal Council and Administration

Council discussed current usage of the intersection, pedestrian and vehicle safety, and accesses in relation to businesses and development. Council noted that many students and children under the age of ten cross the intersection as pedestrians, requesting the addition of pedestrian crossing lights should Alternative 2 (traffic signals) be selected. If Alternative 3 (roundabout) is the design chosen, then Council notes that public education would be required, and oversize trucks, including the movement of houses and silos, would need accommodation. The project team was also encouraged to consider access for future development of the lot at 234 2nd Ave N (PTH 67), at the southeast corner of the intersection. In terms of overall project comments, Council expressed interest in a curb and gutter system instead of the existing shoulder and ditch, as well as an interest in overhead lighting, and the need for unimpeded visibility for drivers.

2. Nearby affected groups/organizations

Attendees of this meeting included representatives from the Interlake School Division (ISD) and the South Interlake Planning District (SIPD). Discussion themes centred around interest in active transportation, pedestrian safety, and traffic congestion as related to access layout. SIPD expressed support for Alternative 3 (roundabout), noting their effectiveness across Canada. ISD requested consideration be made for the safety of those crossing the intersection as pedestrians, and the speed of vehicles exiting the intersection towards the school zone.

3. Nearby landowners

Representatives from The Kiln Drive-In, Tim Hortons/Esso, and residential properties within the project area were present at this meeting. Conversation focused on traffic, current conditions, maintaining access to their businesses, pedestrian safety, parking, and engagement.

Public Information Session

	Invited Participants	Meeting Date & Time	Meeting Location
1	General public of Stonewall, including previously engaged stakeholders	December 19, 2024 4:00 p.m. – 7:00 p.m.	Access Auditorium, Quarry Park Heritage Arts Centre

Event notification for the public information session was achieved through a variety of physical and virtual advertisements to the general public of Stonewall, including social media and web postings, and posters placed in key businesses and organizations throughout the town. Stakeholders invited to previous meetings were also invited to attend the session. All participants were encouraged to engage in discussions with the project team, review the functional design alternatives, and participate in feedback activities. The event was a come-and-go format, with presentation boards set up throughout the auditorium for attendees to review at their own pace. These boards (Appendix C) shared background information, the project timeline, site photos, observations of the existing intersection, and a summary of key topics considered in the three design alternatives. Descriptions of these alternatives and their associated outcomes were supported by sections, plans, and a list of benefits and challenges. Attendees were able to compare how each option responded to key

design considerations through a traffic flow scale (Level of Service - LOS ranking) and were invited to provide further feedback via a mapping activity, sticky note remarks, and a comment form.

Members of the project team from KGS Group, MTI, and SMM were in attendance and available to answer questions, facilitate engagement activities, and provide further explanations regarding the material represented on the presentation boards. In addition to MTI and consultant team members, the Mayor and Council also attended the event to engage with community on the project. Over the course of the event, approximately 38 attendees came to the session, reviewed the boards, and were engaged in discussions with the project team. Key conversations included circulation around nearby businesses and education on roundabout navigation.

For a full summary of the public information session, comment form results, and emerging themes, see Appendix D. For online survey responses summary, see Appendix E.

Appendices

Appendix A – Promotional Materials



Figure 1: Newsletter sharing project information and project team contact information, accompanying stakeholder meeting invitations and available for review and takeaway at the public information session.

I am following up after our meeting last summer regarding the functional design study for intersection improvements at PTH 67 and PR 236. Public and stakeholder events are planned for each phase of the project. You are invited to participate in the Phase 1 stakeholder meetings. We would like to meet with the Town Council again to discuss the alternatives before we host a public information session.

The Project

This project aims to enhance the main intersection leading into the Town of Stonewall. The intent is to develop a design that improves the geometry, safety, and traffic operations at PTH 67 and PR 236 (North Junction). Currently, we are in the functional design phase of the project, where three alternatives for the intersection will be presented to stakeholders and the public.

Your Participation

This meeting is an opportunity to learn and engage in a dialogue about the project, helping the project team to understand your priorities, wants, and needs. KGS has prepared three design alternatives that we will present to you in this round of meetings. This meeting will be attended by project team representatives from MTI, KGS Group, and our team at SMM.

We would like to meet with you for Phase 1 of engagement, to continue our conversation about the project and share your comments and questions. Would Council be available to meet during the day on December 4th? Please let me know your availability on December 4, 2024 between 9:30 a.m. to 3:30 p.m. Please also indicate whether you would prefer to meet on Teams or in person at the council chambers.

Should you require further information or clarifications, please contact me at: 204-927-3444 ext. 251, or elise.ouellette@scatliff.ca.

Sincerely,

Elise Ouellette (she/her), BEnvD, MLA
Landscape Architectural Intern + Community Engagement Specialist
204.927.3444 ext 251 | elise.ouellette@scatliff.ca | www.scatliff.ca
1120-201 Portage Avenue | Winnipeg, Manitoba | R3B 3K6

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Figure 2: Email invitation to Stakeholder Meeting #1 (Town of Stonewall Municipal Council and Administration)

Subject: Functional Design of Intersection Improvements at PTH 67 and PR 236 (North Junction)

Good morning/afternoon,

MTI has engaged KGS Group to complete a functional design study for intersection improvements at PTH 67 and PR 236. Engagement events are planned for each phase of the project. **You are invited to participate in the first round of engagement on December 12, 2024.** If you are interested but unable to attend, please forward this invitation to 1-2 representatives from **your organization / association / group.**

The Project

This project aims to enhance the main intersection leading into the Town of Stonewall. The intent is to develop a design that improves the geometry, safety, and traffic operations at PTH 67 and PR 236 (North Junction). Currently, we are in the functional design phase of the project, where three alternatives for the intersection will be presented to stakeholders and the public.

Your Participation

The December 12 meeting is an opportunity to learn and discuss the project. KGS has prepared three design alternatives that we will present to you in this first round of engagement. This event will be attended by project team representatives from MTI, KGS Group, and our team at Scatliff + Miller + Murray.

Please join us during our first round of engagement, to learn more about the project and share your comments and questions. If you are interested in attending the meeting, please RSVP to this email.

Date	Time	Location
Thursday, December 12, 2024	10:00 – 11:00 a.m.	Zoom (virtual)

After you RSVP, a Zoom invite will be sent to your email address.

Please see the attached newsletter for more information.

Should you require further information or clarifications, please contact the undersigned at: 204-927-3444 ext. 251, or eouellette@scatliff.ca.

Sincerely,

Elise Ouellette (she/her), B.Envd., MLA
Landscape Architectural Intern + Community Engagement Specialist
Scatliff+Miller+Murray

Figure 3: Email invitation to Stakeholder Meeting #2 (Nearby affected groups/organizations)

Subject: Functional Design of Intersection Improvements at PTH 67 and PR 236 (North Junction)

Good day,

MTI has engaged KGS Group to complete a functional design study for intersection improvements at PTH 67 and PR 236. Engagement events are planned for each phase of the project. **You are invited to participate in the first round of engagement on December 12, 2024.**

The Project

This project aims to enhance the main intersection leading into the Town of Stonewall. The intent is to develop a design that improves the geometry, safety, and traffic operations at PTH 67 and PR 236 (North Junction). Currently, we are in the functional design phase of the project, where three alternatives for the intersection will be presented to stakeholders and the public.

Your Participation

The December 12 meeting is an opportunity to learn and discuss the project. KGS has prepared three design alternatives that we will present to you in this first round of engagement. This event will be attended by project team representatives from MTI, KGS Group, and our team at Scatliff + Miller + Murray.

Please join us during our first round of engagement, to learn more about the project and share your comments and questions on the design alternatives.

Date	Time	Location
Thursday, December 12, 2024	6:00 – 7:00 p.m.	Quarry Park Heritage Arts Centre Fullbrook Room (lower level) 166 Main St

Please see the attached newsletter for more information.

Should you require further information or clarifications, please contact the undersigned at: 204-927-3444 ext. 251, or euouellette@scatliff.ca.

Sincerely,

Elise Ouellette (she/her), B.Envd., MLA
Landscape Architectural Intern + Community Engagement Specialist
Scatliff+Miller+Murray

Figure 4: Email invitation to Stakeholder Meeting #3 (Nearby landowners)

Manitoba Transportation and Infrastructure invites you to attend a
Public Information Session
to review functional design alternatives

INTERSECTION IMPROVEMENTS AT PTH 67 AND PR 236 (NORTH JUNCTION)

What is the project about?

The goal of the project is to enhance the main intersection to the Town of Stonewall by improving the geometry, safety, and traffic operations.

How to participate:

Join us for a come and go style public information session to:

- learn more about the project
- talk to members of the team
- share your feedback on the design alternatives



★ Project location

We want to hear from you!

Quarry Park Heritage Arts Centre

Access Auditorium
166 Main Street
Stonewall, MB

Thursday
December 19, 2024

4:00 p.m.–7:00 p.m.

Come and go style event



Unable to attend? Scan here
to view the project boards
and take the online survey

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Figure 5: Poster advertising Public Information Session, posted around the Town of Stonewall in major businesses / public buildings.

Also shared to Stonewall social media accounts, and 'Local Notices' page of Town of Stonewall website with the following caption, and link to online survey:

"Manitoba Transportation and Infrastructure will be hosting a Public Information Session to review functional design alternatives for intersection improvements at PTH 67 and PR 236. This event will be hosted at Quarry Park Heritage Arts Centre in the Access Auditorium on Thursday, December 19 from 4:00 – 7:00 pm. This will be a "come and go" style event. Unable to attend? Scan the QR code in the flyer below to view the project boards and take the online survey or visit [CLICK ON THIS LINK](#)"

You are invited to a

Public Information Session

for the Functional Design of
Intersection Improvements at
PTH 67 and PR 236 (North Junction)

Manitoba Transportation and Infrastructure is working to improve the PTH 67 and PR 236 (North Junction) intersection's geometry, safety, and traffic operations.

Join us at the public information session to:

- learn more about the project
- talk to members of the team
- share your feedback on the design alternatives

We want to hear from you!



Thursday
December 19, 2024



Quarry Park Heritage Arts Centre

Access Auditorium
166 Main Street
Stonewall, MB



4:00 - 7:00 p.m.
Come and go style

Unable to attend?
Scan the QR code
to view the project
boards and take
the online survey.



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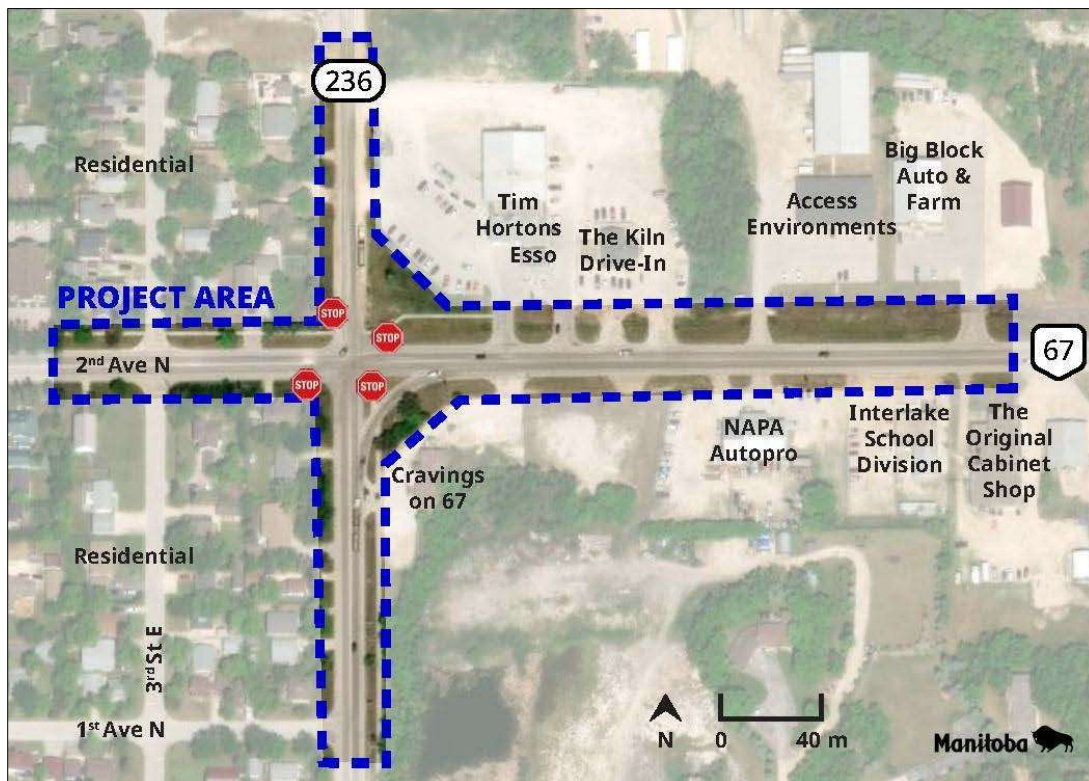


Figure 6: Postcard advertising Public Information Session, deposited in mailbox of stakeholders adjacent to the project area.


Appendix B – Slide Deck

Figures 7-33: The following 27 slides were shared with stakeholders.

Welcome to the

PHASE 1 Stakeholder Meeting


Functional Design of Intersection Improvements at PTH 67 & PR 236 (North Junction)



FUNCTIONAL DESIGN OF
INTERSECTION IMPROVEMENTS AT
PTH 67 & PR 236 (North Junction) | 2

Agenda

- 1 Project team
- 2 Project background
- 3 Key topics
- 4 Design considerations
- 5 Functional design alternatives
- 6 Next steps



FUNCTIONAL DESIGN OF
INTERSECTION IMPROVEMENTS AT
PTH 67 & PR 236 (North Junction) | 3

Project team




Grace Quintana
Project Manager

Mandip Sainbhi
Technical Services
Engineer

Manjit Chana
Regional Design
Engineer

Warren Borgford
Traffic Services Engineer



Craig Rowbotham
Project Manager

Steve Penner
Transportation
Design Lead

Nathan Gray
Sr. Transportation
Design Engineer

Destiny Piper
Transportation
Design Engineer


Giles Smalley
Roadside Safety
Auditor

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Cheryl Dixon
Public/Stakeholder
Engagement Lead

Elise Ouellette
Public/Stakeholder
Engagement Support



What is the project about?

Project area



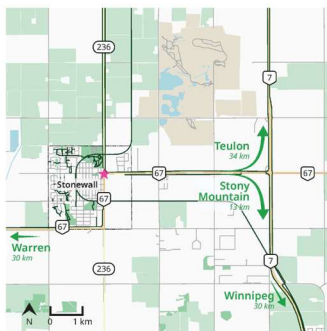
- ▶ Based on traffic counts completed in 2024, traffic volumes at PTH 67 and PR 236 (North Junction) have increased.
- ▶ Intersection needs improvement to accommodate growing traffic volumes.

Northbound view on PTH 67, towards intersection



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Site Context



- ▶ This intersection is a gateway into Stonewall.
- ▶ Traffic volumes are increasing as the town grows.
- ▶ Future growth and development is anticipated to negatively impact the intersection's operations.

Connections

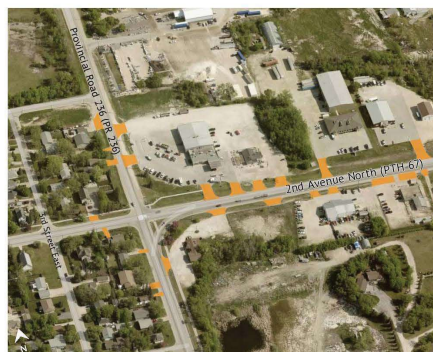
- Project site
- Stonewall boundary
- Parks and greenspace
- Agricultural land
- Quarry
- Provincial Trunk Highway
- Provincial Roads
- Local roads
- Active transit pathway

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Key Issues

Safety & Accesses

- ▶ Of the 18 collisions recorded within the vicinity of the intersection along PTH 67 between 2017 and 2021, nine occurred at the study intersection.
- ▶ The number of accesses is excessive within near proximity to the study intersection.
- ▶ Future growth and development will negatively impact the intersection's operations.
- ▶ The existing accesses in close proximity to the intersection are causing traffic delays.



Isometric view of intersection with accesses highlighted in orange

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Our Process

Project Goals

- ▶ Enhance the main intersection leading into Stonewall.
- ▶ Design to accommodate continued growth and traffic volume.
- ▶ Improve safety and overall level of service of intersection.
- ▶ Accommodate the needs of:
 - Drivers (personal vehicles and trucking)
 - Active transportation users
 - Pedestrians

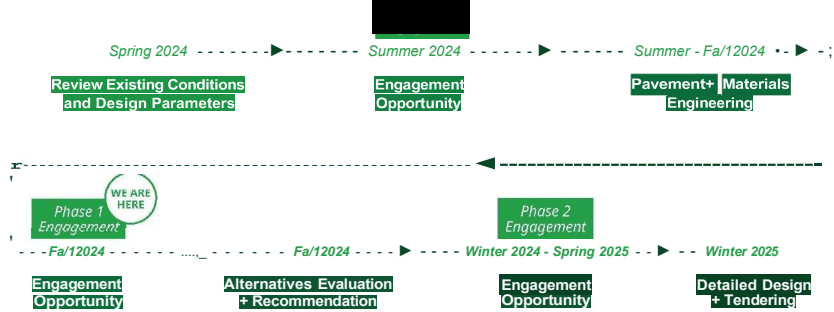


Isometric view of intersection. All accesses to the intersection are shown.

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Functional Design Timeline

This project begins...



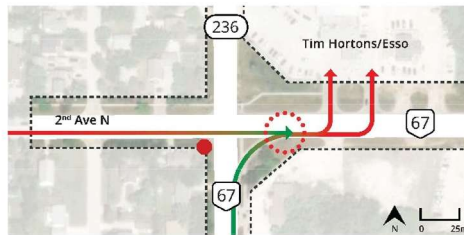
Montoba

On-Site Observations

- ▶ In-service road safety review was completed.
- ▶ KGS gathered up-to-date traffic volumes and observed conflicts.

Results of analysis:

- ▶ Examples of findings:
 - Northbound PR 236 right-turning traffic slowed rapidly on PTH 67 due to vehicles entering the Tim Hortons / Esso parking lot
 - Westbound 2nd Ave N traffic accelerating consistently from a stop are at risk of a rear-end collision

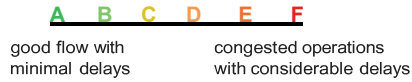


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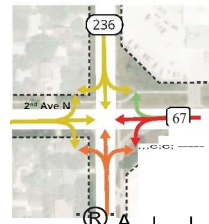
Level of Service (LOS)

- Determines the operating conditions of the intersection.
- Analysis uses traffic simulation software to gather information about the LOS.

Traffic Flow Scale (LOS Ranking)



Analysis of existing conditions:



Traffic in the project area ranks on the LOS scale as follows:

- C** North leg, all directions
- E** East leg, turning right
- F** East leg, through and left
- E** Southleg, all directions
- C** West leg, all directions

LOS during moon peak hour

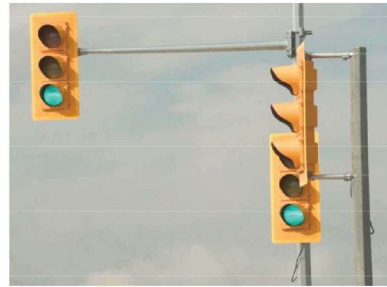
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Warrant Analysis

- Existing conditions reviewed.
- Identified critical movements and possible negative impacts.

Results of analysis:

- Warranted improvements:
 - Auxiliary lanes could improve level of service for the 20-year traffic volume forecast
 - Traffic signals could improve flow through intersection



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Design Considerations

Safety

Goals

- Reduce conflict on roads
- Consolidate accesses to provide safer operations and better organization of vehicles
- Provide intersection lighting to improve pedestrian safety

Active Transportation (AT)

- Identify potential enhancements and connections to AT network around the intersection

Business

- Ensure patrons can access surrounding businesses by minimizing queueing at accesses

Growth

- Ensure the section can accommodate increasing number of vehicles as Stonewall grows

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Proposed Evaluation Criteria

- Evaluation criteria will be developed based on typical criteria and site specific factors:

Finance
Socio-economic factors
Safety
Environment
Traffic operations
Driver expectation
Stewardship
Road design



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Proposed Access Management

- There are 25 accesses in the project area.
- Town of Stonewall has jurisdiction over three of four legs of intersection.
- Revision of accesses along PTH 67 need to ensure:

Access consolidation for safety
Better organization of vehicles
Parcels are not land locked
Access to businesses is maintained

All three design alternatives proposed incorporate the following modifications:

- f Access remains
- 0 Access moved (existing)
- 0 Access relocated (proposed)
- 0 Access removed



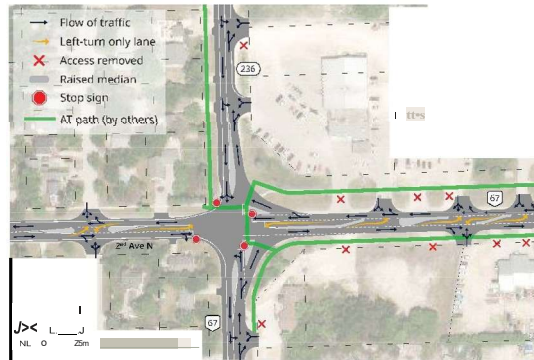
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Alternative 1: All-Way Stop Controlled



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Alternative 1: All-Way Stop Controlled



- Adequate level of service for lower traffic volumes

► Benefits:

Lower maintenance cost (snow clearing)

New left-turn lanes for accesses on PTH 67 and 2nd Ave reduce delays and queues

Site accesses expected to operate well

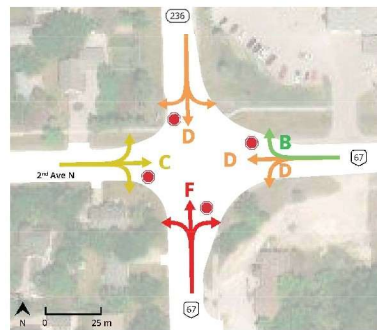
► Challenges:

20-year design horizon
 LOS is poor for NB, WB, SB through traffic and WB turning movements

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Alternative 1: All-Way Stop Controlled

Projected Level of Service at Afternoon Peak Hour

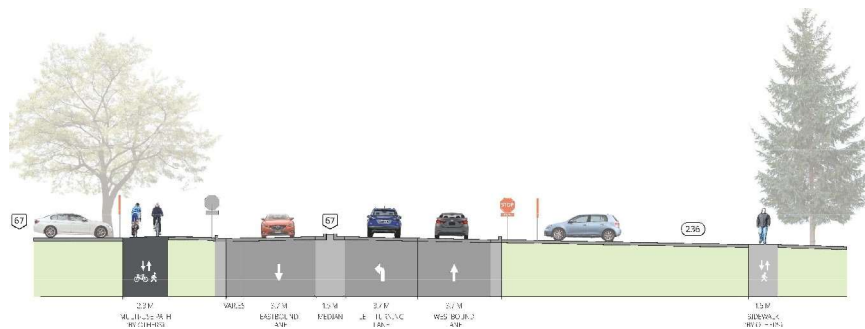


Traffic Flow Scale (LOS Ranking)

- A good flow with minimal delays
- B
- C
- D
- E
- F congested operations, considerable delays

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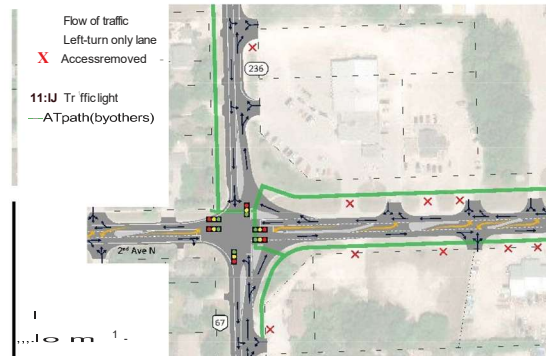
Alternative 1: All-Way Stop Controlled



SerfiondPTH67 looking west toward intersection

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Alternative 2: Traffic Signals



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Alternative 2: Traffic Signals

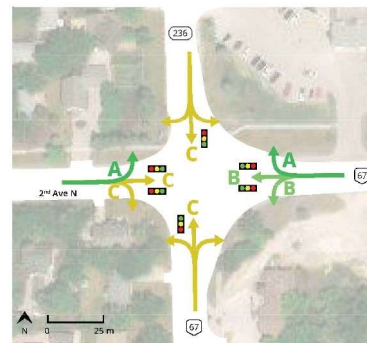


- ▶ Better level of service than Alternative 1
- ▶ Benefits:
 - Control and order
 - Pedestrian friendly
 - Adaptable
 - Accesses operate well overall
- ▶ Challenges:
 - NB queues could block access to Cravings on 67 (SE quadrant) during peak hours
 - Some queuing on EB (through) PTH 67 at Access 4 during peak hours

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Alternative 2: Traffic Signals

Projected Level of Service at Afternoon Peak Hour

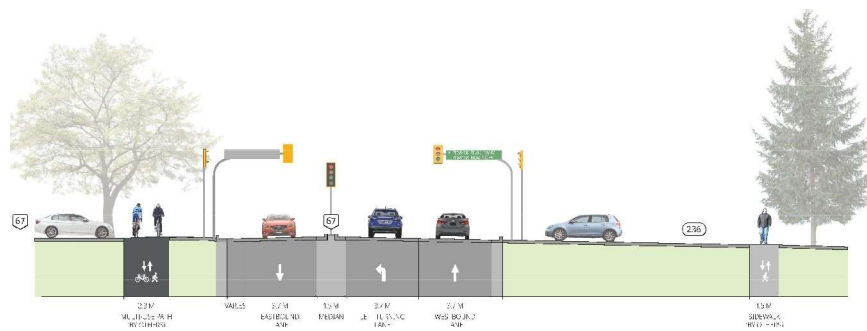


Traffic Flow Scale (LOS Ranking)

- A good flow with minimal delays
- B
- C
- D
- E congested operations, considerable delays
- F

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Alternative 2: Traffic Signals



Section of PTH 67 looking westward intersection

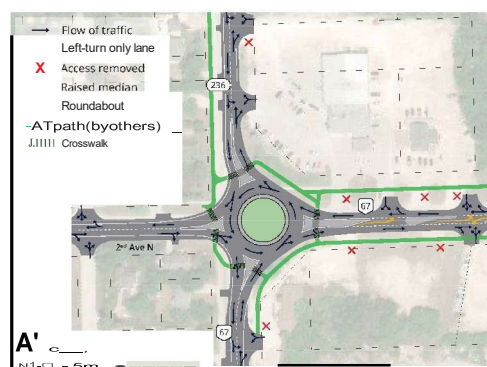
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Alternative 3: Roundabout



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Alternative 3: Roundabout

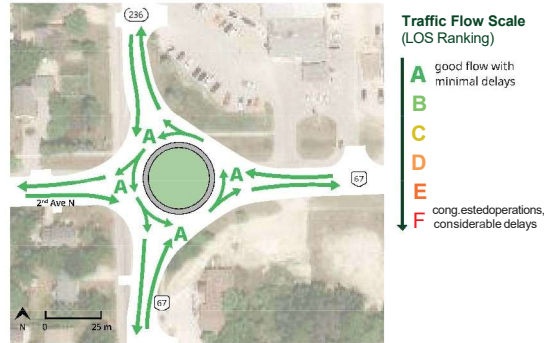


- Single lane roundabout
- Benefits:
 - Enhanced safety
 - Reduced fuel consumption and emissions
 - Lower maintenance costs (snow clearing)
 - Best LOS overall with shortest queue of vehicles during peak hours
 - Accesses operate well overall
- Challenges:
 - larger footprint
 - more complicated construction staging

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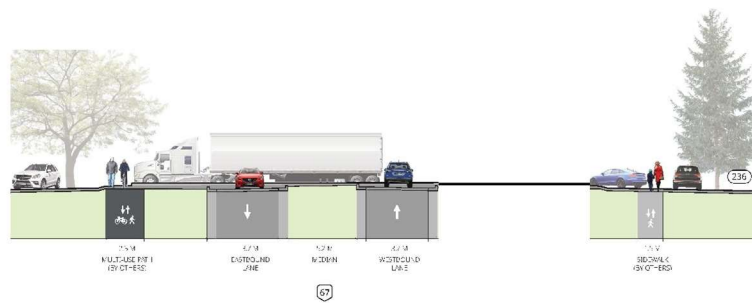
Alternative 3: Roundabout

Projected Level of Service at Afternoon Peak Hour



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Alternative 3: Roundabout



Section of PTH 67 looking westward intersection

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Next steps

Discussion

- How will the proposed changes affect you?
- How will construction impact you?
- Other comments or concerns?

Attend the public open house:

EI Date: December 19, 2024
Time: 4:00 p.m. to 7:00 p.m.
Location: Quarry Park Heritage Arts Centre
166 Main St, Stonewall, MB

Contact us

- + If you have further questions/ comments for the project team, please contact:

Elise Ouellette
Community Engagement Specialist,
Scatliff + Miller + Murray
eouellette@scatliff.ca

Thank you for attending!

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Appendix C – Presentation Boards

Figures 34-45: The following 12 presentation boards were displayed during the Public Information Session, sharing details of the project with attendees of the event.

Public Information Session

FALL 2024 | 1

Functional design of intersection improvements at PTH 67 & PR 236 (North Junction)

Project Area

What is this project about?

Manitoba Transportation and Infrastructure (MTI) recognized an increase in traffic volumes at the **north junction of the Provincial Trunk Highway (PTH) 67 and Provincial Road (PR) 236 intersection**.

At this key location in Stonewall, MTI have determined the need for intersection improvements.

Neighbourhood on PTH 67, towards intersection

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Site Context & Key Issues

FUNCTIONAL DESIGN OF INTERSECTION IMPROVEMENTS AT PTH 67 & PR 236 (NORTH JUNCTION) | 2

Why is this project important?

The intersection at PTH 67 and PR 236 (North Junction) is a gateway into Stonewall. As the Town continues to grow and develop, the traffic volumes are anticipated to increase.

Though the intersection may function satisfactorily today, growth in the area is anticipated to negatively impact its operation.

Safety & Accesses

Of the 18 collisions recorded along PTH 67 between 2017 and 2021, nine occurred at the study intersection.

The number of accesses is excessive within near proximity to the study intersection.

The existing accesses in close proximity to the intersection are causing traffic delays.

Connections

- ★ Project site
- Stonewall boundary
- Parks and greenspace
- Agricultural land
- Quarry
- Provincial Trunk Highway
- Provincial Roads
- Local roads
- Active transit pathway

KGS GROUP

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Our Process & Your Participation

FUNCTIONAL DESIGN OF
INTERSECTION IMPROVEMENTS AT
PTH 67 & PR 236 (NORTH JUNCTION)

3

Project Goals

- ▶ Enhance the main intersection leading into Stonewall
- ▶ Design to accommodate continued growth and traffic volume
- ▶ Improve safety and overall level of service of intersection

Engineering + Engagement

Engagement opportunities are taking place at regular intervals throughout this project. Design alternatives must be informed by the needs and desires of:



Drivers
(personal vehicles and trucking)



Active transportation users



Pedestrians

KGS
GROUP

Project Milestones



Site Analysis



Pre-Phase Engagement:
Information Gathering



Develop Design Alternatives



Phase 1 Engagement:
Share Design Alternatives

Select Preferred Alternative

Phase 2 Engagement:
Present Preferred Alternative

Prepare Detailed Design Documents for Construction

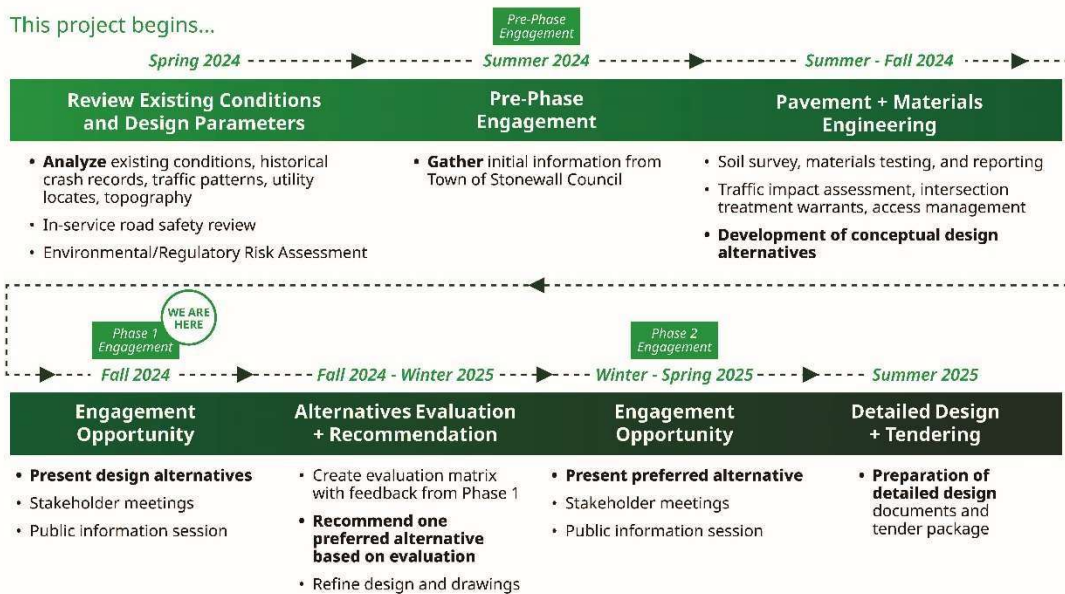
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Functional Design Timeline

FUNCTIONAL DESIGN OF
INTERSECTION IMPROVEMENTS AT
PTH 67 & PR 236 (NORTH JUNCTION)

4

This project begins...



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On-Site Observations

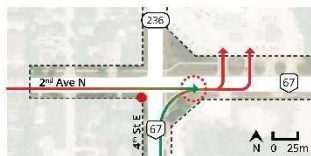
This data is collected when visiting the study site.

This analysis:

- documents and observes traffic flow firsthand.

Results of analysis:

- A potential conflict was identified:
 - Northbound PR 236 right-turning traffic slows rapidly on PTH 67 to enter the Tim Horton's / Esso Station parking lot.
 - Westbound 2nd Ave N traffic accelerating consistently from a stop are at **risk of a rear-end collision**.



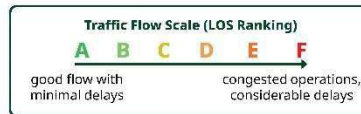
KGS
GROUP

Level of Service (LOS)

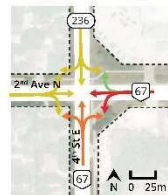
The LOS determines the operating conditions of the intersection (flow rate).

This analysis:

- uses traffic simulation software to gather information.



Results of analysis:



Traffic in the project area ranks on the LOS scale as follows:

- C North leg, all directions
- B East leg, turning right
- F East leg, through and left
- E South leg, all directions
- C West leg, all directions

Warrant Analysis

The process to determine if improvements are needed.

This analysis:

- review of existing conditions.
- identifies critical movements and possible negative impacts.

Results of analysis:

- The need for **auxiliary lanes** was identified to improve the LOS for the 20-year traffic volume forecast.
- Additionally, **traffic signals** could be added to improve flow through the intersection.

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Design Considerations: Goals

The following project factors guided the development of the design alternatives.

These factors led to three alternatives that could best improve the intersection functioning.

Safety

Goals

- Reduce conflict on roads
- Consolidate accesses to provide safer operations and better organization of vehicles
- Provide **intersection lighting** to improve pedestrian safety

Active Transportation (AT)

Goals

- Identify potential enhancement and connections to AT network around the intersection

Business

Goals

- Ensure patrons can access surrounding businesses by minimizing queueing at accesses

Growth

Goals

- Ensure intersection can **accommodate increasing number of vehicles** as Stonewall grows

KGS
GROUP

Manitoba

Design Considerations: Key Topics

FUNCTIONAL DESIGN OF
INTERSECTION IMPROVEMENTS AT
PTH 67 & PR 236 (NORTH JUNCTION)

7



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Proposed Access Management

FUNCTIONAL DESIGN OF
INTERSECTION IMPROVEMENTS AT
PTH 67 & PR 236 (NORTH JUNCTION)

8



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GROUP

Modifications

There are **25 accesses** belonging to both residents and businesses in the project area. The Town of Stonewall has jurisdiction of accesses on three of four legs of the intersection.

Revision of these accesses along PTH 67 need to ensure:

- Consolidation to provide safer operations and improved intersection operation
- Better organization of vehicles entering and exiting
- Parcels are not land locked
- Access to businesses is maintained

All three design alternatives proposed incorporate the following modifications:

- ✓ Access remains
- ✚ Access moved (existing)
- ✚ Access relocated (proposed)
- ✗ Access removed

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All-Way Stop Controlled

Plan View



Section view of PT-167 looking west toward intersection

KGS
GROUP

Design Description

Alternative 1 represents a similar layout to the existing intersection. Geometry is refined to accommodate large trucks and increase pedestrian safety and operations at the intersection. This alternative provides an adequate level of service for lower traffic volumes.

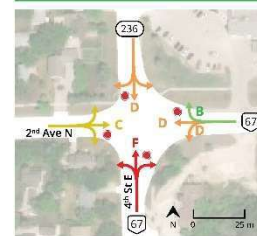
Benefits

- ▶ lower maintenance cost (snow clearing)
- ▶ new left-turn lanes for accesses on PTH 67 and 2nd Ave reduce delays and queues
- ▶ site accesses expected to operate well

Challenges

- ▶ northbound and southbound approaches expected to operate poorly, with LOS F
- ▶ site accesses expected to operate with some delay

Level of Service at Afternoon Peak Hour



**Traffic Flow Scale
(LOS Ranking)**

A good flow with minimal delays

B
C

C
D

- congested operations.

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ALTERNATIVE 2

Traffic Signals

Plan View



Section view of P⁺-67 looking west toward intersection

KGS
GROUP

Design Description

Alternative 2 is to install traffic signals with improvements to the lanes and geometry of the existing intersection.

Benefits

- ▶ control and order
- ▶ pedestrian-friendly
- ▶ adaptable
- ▶ traffic operations improve significantly with implementation of traffic signals
- ▶ accesses will operate well overall

Challenges

- ▶ northbound queues have the potential to block access to Cravings on PTH 67
- ▶ some queuing in eastbound through lane on PTH 67 at Access 4

Level of Service at Afternoon Peak Hour



**Traffic Flow Scale
(LOS Ranking)**

A good flow with minimal delays

B

C

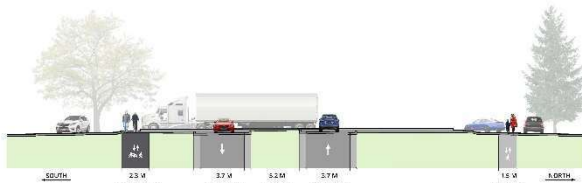
C
D

E congested operations

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Roundabout

Plan View



KGS
GROUP

Design Description

Alternative 3 is a single-lane roundabout. The north and south lanes are realigned eastward to accommodate the diameter and AT pathways. Pedestrian crossing distances are reduced.

Benefits

- ▶ enhanced safety
- ▶ reduced fuel consumption and emissions
- ▶ lower maintenance costs (snow clearing)
- ▶ provides best level of service overall with the shortest queue of vehicles during peak hours
- ▶ accesses operate well

Challenges

- ▶ larger footprint
- ▶ more complicated construction staging

Level of Service at Afternoon Peak Hour



For this alternative, all traffic ranks on the flow scale at an A level.

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Next Steps

Thank you for your participation today!



Your feedback will be taken into consideration as the project team selects the appropriate design alternative.

Today's Activities

Once you have reviewed the information on the project boards, we invite you to:

1. Share your questions and feedback with members of the project team.
2. Complete the mapping activity.
3. Complete a comment form.



Today's comment form is also available online until January 9, 2025 at:

surveyMonkey.com/r/StonewallIntersection

KGS
GROUP

Upcoming Engagement

A Public Open House will take place in Winter 2025, to present the selected alternative.



Promotion for this session will begin approximately **two weeks** before the event date.

We hope to see you there!

Contact Us

If you have further questions/comments for the project team, please contact:

Elise Ouellette,
Community Engagement Specialist,
Scatliff + Miller + Murray



eouellette@scatliff.ca

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Appendix D – Public Information Session Summary

On December 19, 2024, from 4:00 p.m. to 7:00 p.m., representatives from the project team hosted a public information session with the general public of Stonewall, including previously engaged stakeholders, the Mayor, and Council members. Approximately 48 attendees were present over the course of this come-and-go format event. The session shared project background information and the three design alternatives through a series of presentation boards. Activities and a comment form were available to provide feedback, in addition to attendees engaging in discussions with the project team. Results of the activities and comment form responses (8 completed forms received) are summarized below.

Activity A – Where do you live, work, and visit?

Attendees were presented with a context map of Stonewall surrounding the project area. This activity contained three prompting questions, designed to elicit an understanding of the area demographics of people who attended the event, and their interactions with the site and its context: where do you live, where do you work/volunteer, and what facilities do you often visit/use?

Gathering feedback by placing dot stickers on key locations, it was observed that participant residency and work/volunteer locations were scattered across the map, with slight weighting towards central Stonewall. Frequently used facilities adjacent to the intersection included Tim Hortons, Esso, The Kiln Drive-In, and Big Block Auto & Farm. Popular facilities were also noted along Main Street and 3rd Avenue South. To view the map, refer to Appendix D1.

Activity B – What do you think of the three alternatives?

Attendees were presented with summary sheets of the three design alternatives presented and asked to use sticky notes to share their feedback on each. A summary of comments is provided in the table below. Refer to Appendix D2 for raw data.

Design Alternative	Summary of Activity B Responses
Alternative 1 ALL-WAY STOP CONTROLLED	<ul style="list-style-type: none">• Support was expressed for addition of a smart channel.• Participant indicated that less accesses to businesses and the introduction of medians is not preferred.
Alternative 2 TRAFFIC SIGNALS	<ul style="list-style-type: none">• Concern was expressed for overhead clearance of farming equipment, and the amount of gas spent waiting for a changing signal.• Participant responded positively to traffic signals allowing longer times for traffic to cross, and subsequently longer time and perceived safety for seniors and children crossing as pedestrians.• Alternative 2 was noted as not providing a significant enough improvement from existing conditions.
Alternative 3 ROUNDAABOUT	<ul style="list-style-type: none">• Participants expressed support for Alternative 3, requesting sizing of lanes to accommodate large vehicles.• Education to the use of roundabouts was noted as a need for success, should this alternative be selected.• Participants were concerned about access to The Kiln Drive-In and Tim Hortons/Esso.

Comment Form

Attendees of the Public Information Session were invited to fill out a comment form, also available as an online survey, available through QR code posted at the event, to fill out at their convenience. The comment form collected demographic information and opinions of the project and alternatives. 8 comment forms were received during the open house. For a summary of responses, see below; for raw data, see Appendix D3.

Engagement Participation

- According to responses, promotion of the event successfully reached participants through mailer, email, word of mouth, and social media posting.
- Most respondents agreed that the engagement materials presented provided adequate information on the purpose of the study and the alternatives under consideration.

Demographics & Site Usage

- 2 of 8 respondents identified themselves as business owners within the study area, with the remaining responses being from residents/landowners.
- All respondents use a motor vehicle to travel through the intersection, with pedestrian travel as the secondary form of transportation, closely followed by bicycles/scooters.
- 2 of 8 respondents identified their involvement in goods movement/trucking.
- 5 of 8 respondents travel through the intersection daily; the remaining three respondents noted traveling through a few times a week.

Design Priorities

- Respondents noted safety and access to businesses as the two considerations of most importance to the project. Optimized traffic flow and quick implementation of a design solution were ranked equally close as secondary importances.
- One respondent encouraged cost to be a consideration of the project team.

Design Alternative	Summary of Comment Form Responses (7)
Alternative 1 ALL-WAY STOP CONTROLLED	<ul style="list-style-type: none">• 3/7 respondents believed Alternative 1 would have a neutral effect on access; a positive effect on traffic movement (3/7), and either a neutral (2/7) or very negative (2/7) impact on personal property/business.• Multiple respondents believe an all-way stop controlled intersection functions well and/or have not experienced issues with congestion.
Alternative 2 TRAFFIC SIGNALS	<ul style="list-style-type: none">• 3/7 respondents believed Alternative 2 would have a neutral effect on access, traffic movement (4/7), and personal property/business (3/7). Two respondents noted a very negative opinion of Alternative 2's impact on personal property/business.• Respondents sought clarification on timed vs. set traffic signals.• Project team asked to consider overhead clearance for farming equipment.
Alternative 3 ROUNDBOUT	<ul style="list-style-type: none">• 3/7 respondents believed Alternative 3 would have a negative or very negative (2/7) effect on access, traffic movement (3/7), and personal property/business (4/7).• Concern was expressed for safety, sufficient size for vehicles, and lack of public education on use.• One respondent stated support for a roundabout, given that no expropriation is required.

General Feedback

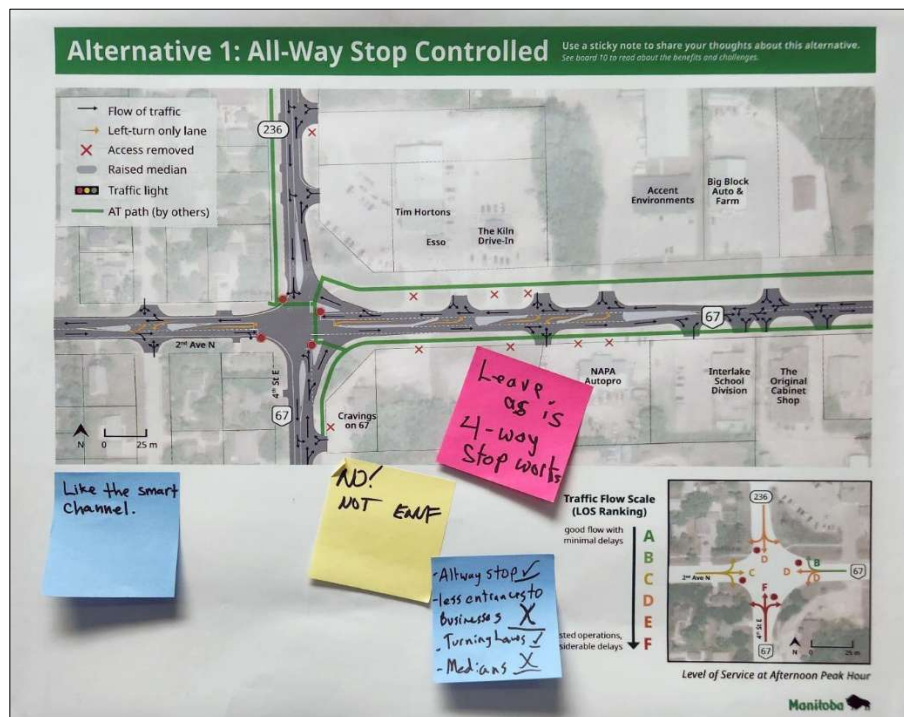
- Project team was encouraged by respondents to consider pedestrian movement to Esso and The Kiln Drive-In.

Appendix D1 – Activity A Results



Figure 46: Activity Board posted at the Public Information Session (above). Blue stickers represent the area of participant's homes, yellow stickers represent locations where participants work/volunteer, and pink stickers represent frequently used facilities. Participant residency and work/volunteer locations are scattered across the map, with slight weighting towards central Stonewall. Frequently used facilities adjacent to the intersection included Tim Hortons, Esso, The Kiln Drive-In, and Big Block Auto & Farm. Popular facilities were also noted along Main Street and 3rd Avenue South.

Appendix D2 – Activity B Results



Figures 47-49: Activity B, boards representing design alternatives, posted at the Public Information Session. Sticky notes were used by participants to document their opinions about this alternative.

Figure 47: Alternative 1 (All-Way Stop Controlled)

Responses, as written, are as follows:

- Like the smart channel.
- No! Not enough
- All-way stop ✓, less entrances to businesses X, turning lanes ✓, medians X
- Leave as is 4-way stop works

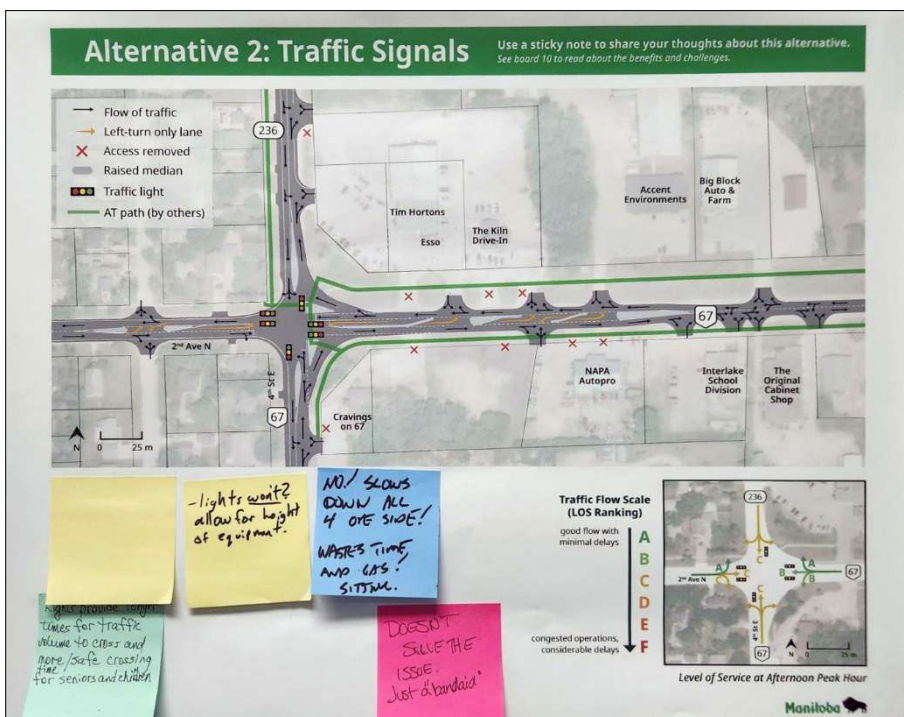


Figure 48: Alternative 2 (Traffic Signals)

Responses as written, are as follows:

- Lights provide longer times for traffic volume to cross and more time / safe crossing for seniors and children
- Lights won't allow for height of equipment
- No! Slows down all 4 one side! Waste time and gas sitting!
- Doesn't solve the issue. Just a "bandaid"

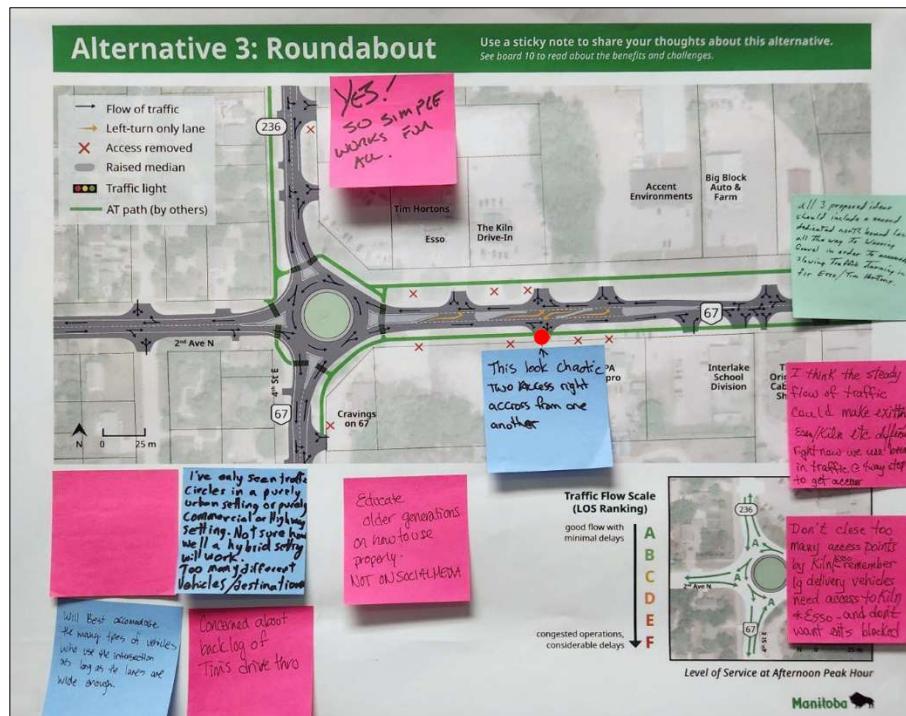


Figure 49: Alternative 3 (Roundabout)

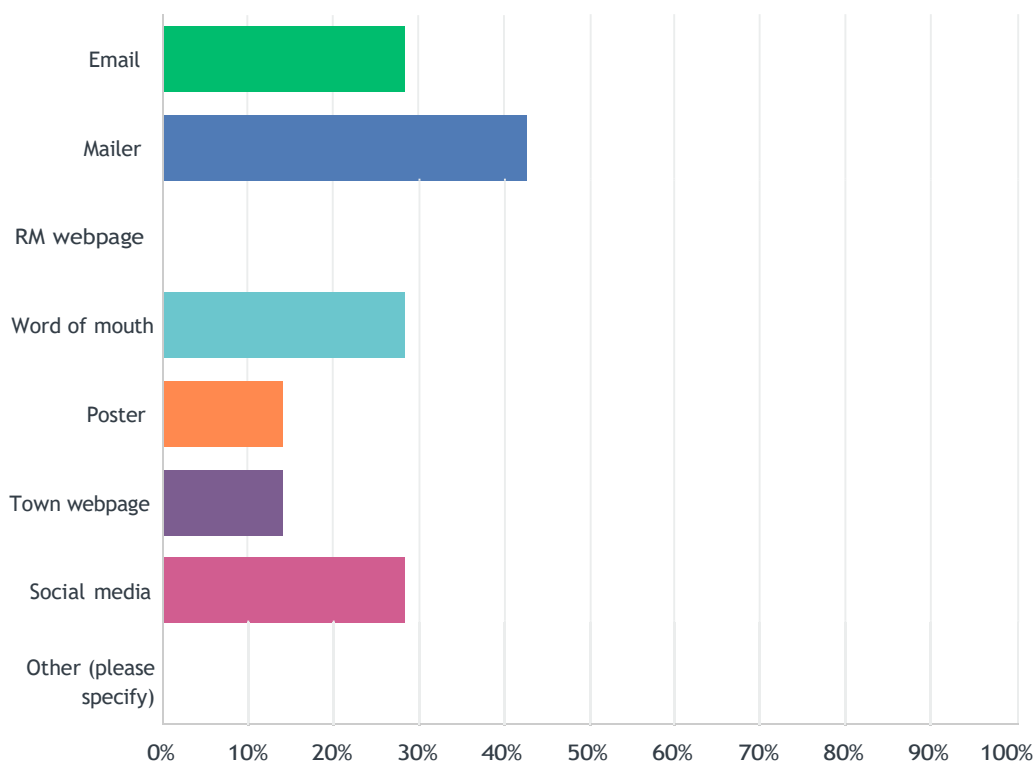
Responses, as written, are as follows:

- Yes! So simple works for all.
- Will best accommodate the many types of vehicles who use the intersection as long as the lanes are wide enough.
- I've only seen traffic circles in a purely urban setting or purely commercial or highway setting. Not sure how well a hybrid setting will work. Too many different vehicles/destinations
- Concerned about backlog of Tim's drive thru
- Educate older generations on how to use properly. Not on social media
- This look (sic) chaotic two access right across from one another ●
- All 3 proposed ideas should include a second dedicated northbound lane all the way to Warring Gravel (Waring Landscape Supply) in order to accommodate slowing traffic turning in for Esso/Tim Hortons
- I think the steady flow of traffic could make exiting Esso/Kiln etc difficult. Right now we use break in traffic @ 4way stop to get access
- Don't close too many access points by Kiln/Esso - remember lg delivery vehicles need access to Kiln & Esso - and don't want exits blocked

Appendix D3 – Comment Form Results *(see following pages)*

Q1 How did you hear about this public information session?

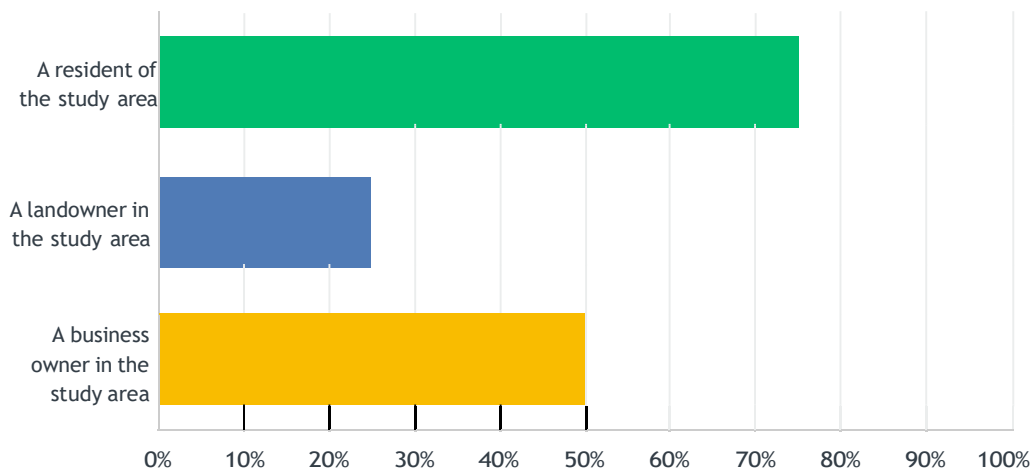
Answered: 7 Skipped: 1



ANSWER CHOICES	RESPONSES	
Email	28.57%	2
Mailer	42.86%	3
RM webpage	0.00%	0
Word of mouth	28.57%	2
Poster	14.29%	1
Town webpage	14.29%	1
Social media	28.57%	2
Other (please specify)	0.00%	0
Total Respondents: 7		

Q2 Are you:

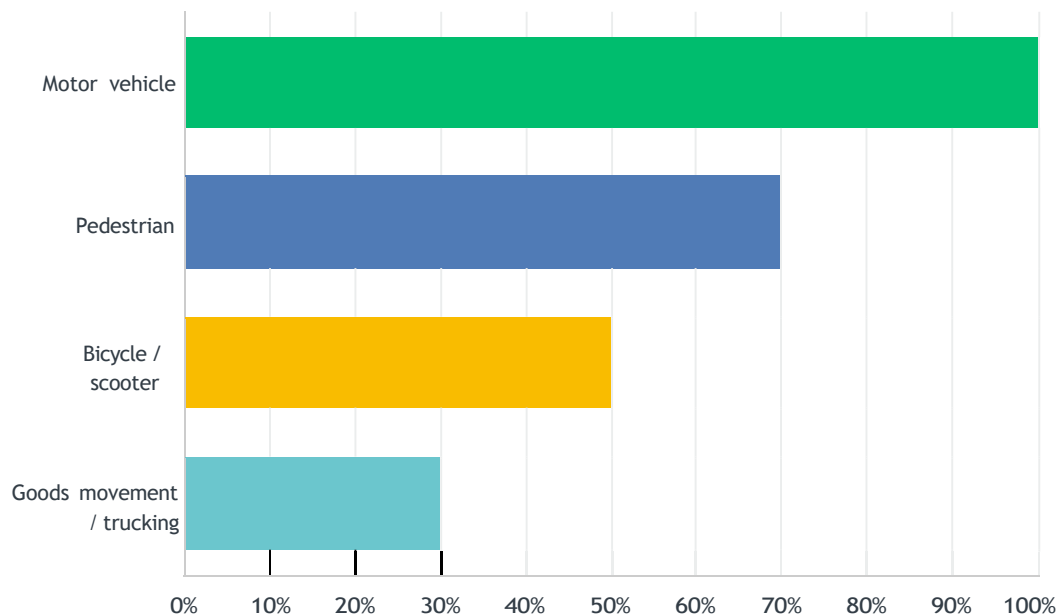
Answered: 4 Skipped: 4



ANSWER CHOICES		RESPONSES	
A resident of the study area		75.00%	3
A landowner in the study area		25.00%	1
A business owner in the study area		50.00%	2
Total Respondents: 4			

Q3 What modes of transportation do you currently use to move through this intersection?

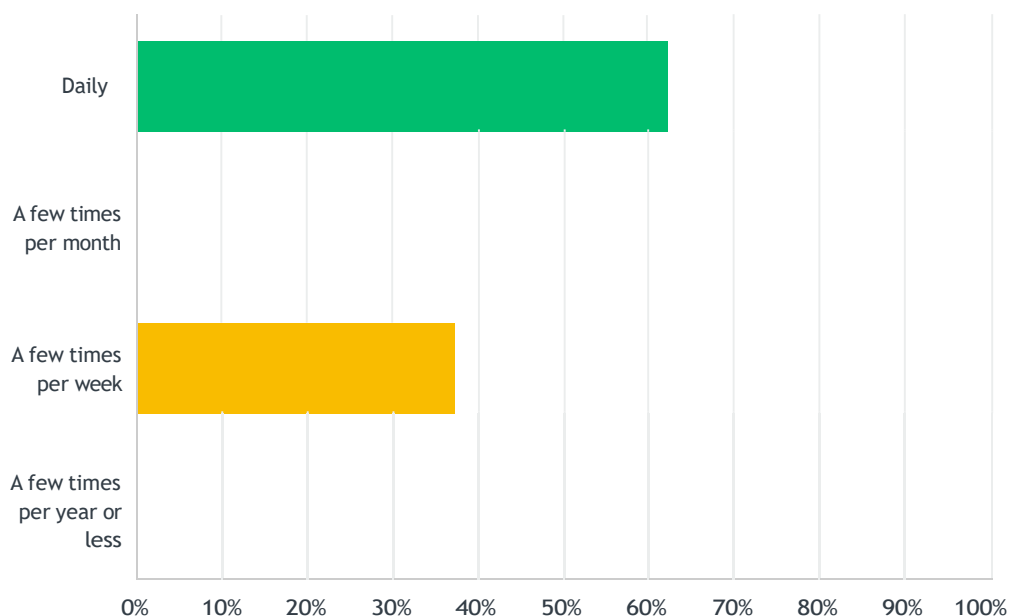
Answered: 8 Skipped: 0



ANSWER CHOICES	RESPONSES	
Motor vehicle	100.00%	8
Pedestrian	62.50%	5
Bicycle / scooter	50.00%	4
Goods movement / trucking	25.00%	2
Total Respondents: 8		

Q4 How often do you travel through the intersection?

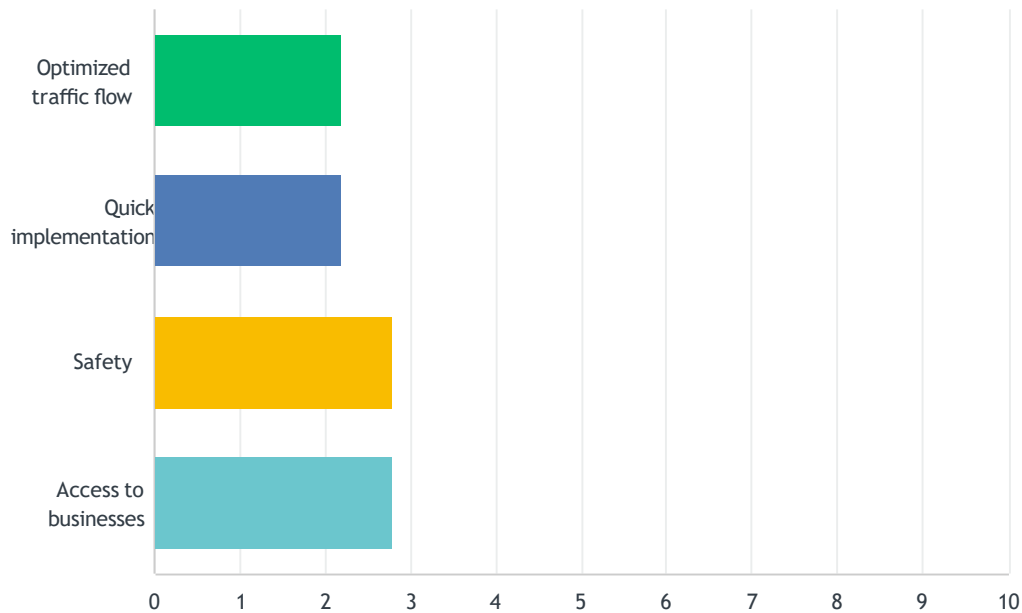
Answered: 8 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily	62.50%	5
A few times per month	0.00%	0
A few times per week	37.50%	3
A few times per year or less	0.00%	0
TOTAL		8

Q5 Please rank the following in order of importance to you, from 1-4, with 1 being most important. Click the arrows to adjust the ranking.

Answered: 5 Skipped: 3



	1	2	3	4	TOTAL	SCORE
Optimized traffic flow	0.00% 0	40.00% 2	40.00% 2	20.00% 1	5	2.20
Quick implementation	20.00% 1	20.00% 1	20.00% 1	40.00% 2	5	2.20
Safety	40.00% 2	20.00% 1	20.00% 1	20.00% 1	5	2.80
Access to businesses	40.00% 2	20.00% 1	20.00% 1	20.00% 1	5	2.80

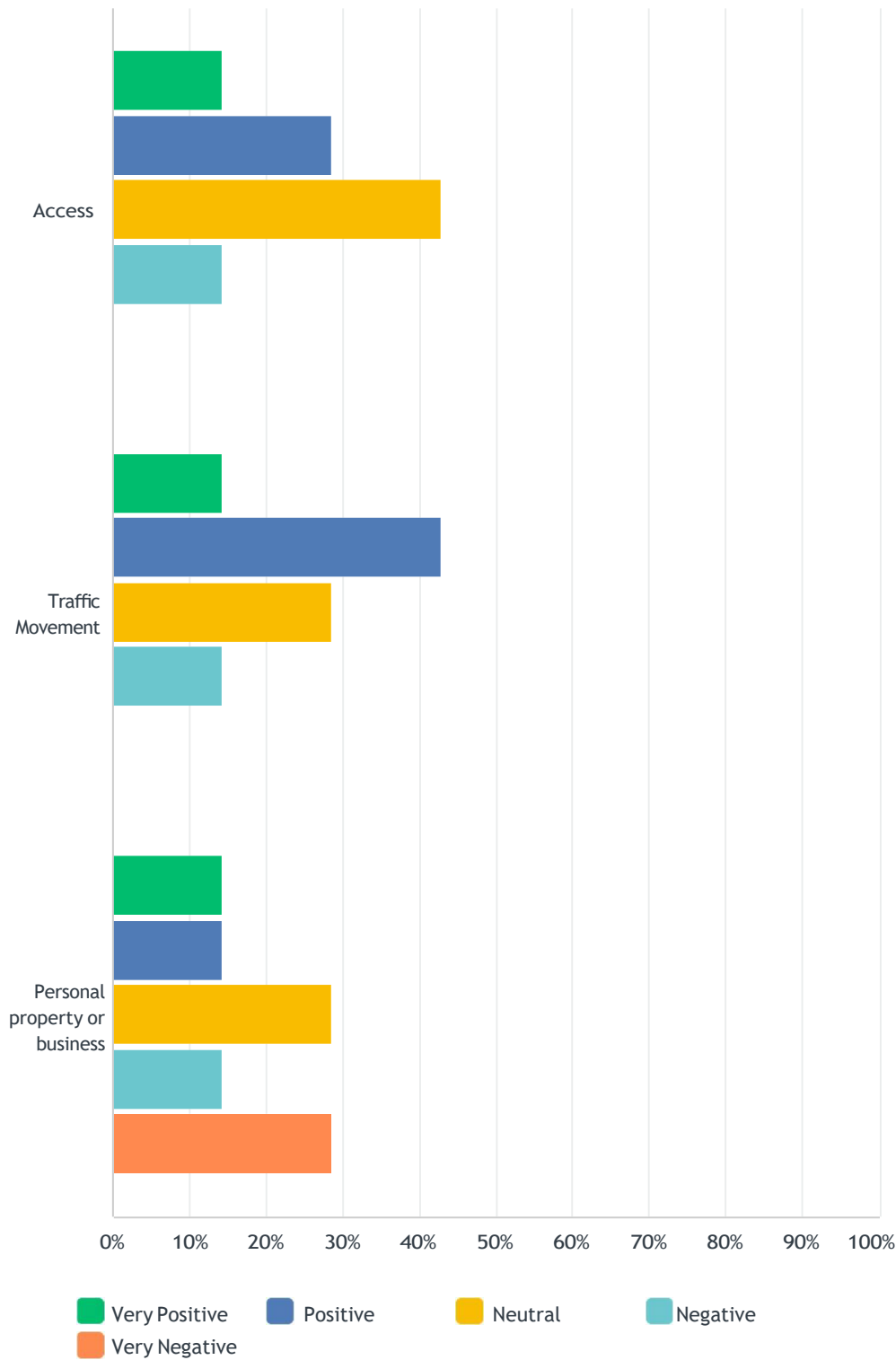
Q6 Are there any considerations not mentioned in the previous question that you believe should be prioritized for the project?

Answered: 1 Skipped: 7

#	RESPONSES	DATE
1	Cost	1/8/2025 9:44 AM

Q7 How would you describe the effect that Alternative 1 (all-way stop controlled) would have on the following:

Answered: 7 Skipped: 1



Comment Form Summary - Stonewall Intersection Improvements at PTH 67 & PR 236 (North Junction) –Functional Design

	VERY POSITIVE	POSITIVE	NEUTRAL	NEGATIVE	VERY NEGATIVE	TOTAL
Access	14.29%	28.57%	42.86%	14.29%	0.00%	
	1	2	3	1	0	7
Traffic Movement	14.29%	42.86%	28.57%	14.29%	0.00%	
	1	3	2	1	0	7
Personal property or business	14.29%	14.29%	28.57%	14.29%	28.57%	
	1	1	2	1	2	7

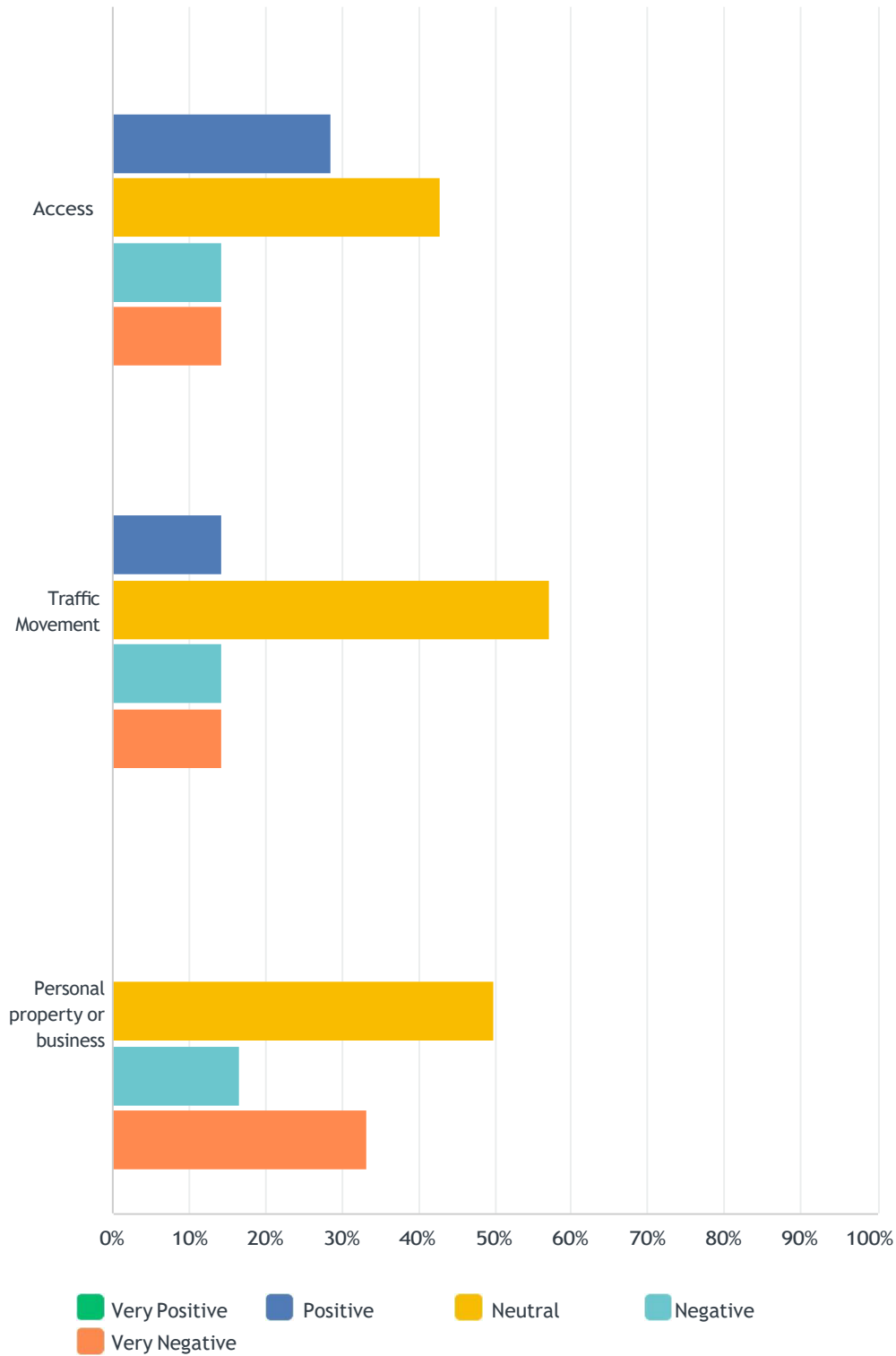
Q8 Do you have any other comments about Alternative 1 (all-way stop controlled)?

Answered: 5 Skipped: 3

#	RESPONSES	DATE
1	access on north side of 67 does not appear to be efficient for those north side businesses	1/8/2025 9:59 AM
2	seems to work	1/8/2025 9:55 AM
3	I have lived here for 44 years and I have never seen an accident at this intersection, or I have never been frustrated with congestion. Possibly I have not always been there at weekdays 5- 7pm or when the Baptist Church has dismissed! Or Boonstra Picking days!	1/8/2025 9:51 AM
4	Best option for safety, controlling flow, allowing a variety of vehicles	1/8/2025 9:44 AM
5	Works fine when people Stop	1/8/2025 9:38 AM

Q9 How would you describe the effect that Alternative 2 (traffic signals) would have on the following:

Answered: 7 Skipped: 1



Comment Form Summary - Stonewall Intersection Improvements at PTH 67 & PR 236 (North Junction) –Functional Design

	VERY POSITIVE	POSITIVE	NEUTRAL	NEGATIVE	VERY NEGATIVE	TOTAL
Access	0.00%	28.57%	42.86%	14.29%	14.29%	
	0	2	3	1	1	7
Traffic Movement	0.00%	14.29%	57.14%	14.29%	14.29%	
	0	1	4	1	1	7
Personal property or business	0.00%	0.00%	50.00%	16.67%	33.33%	
	0	0	3	1	2	6

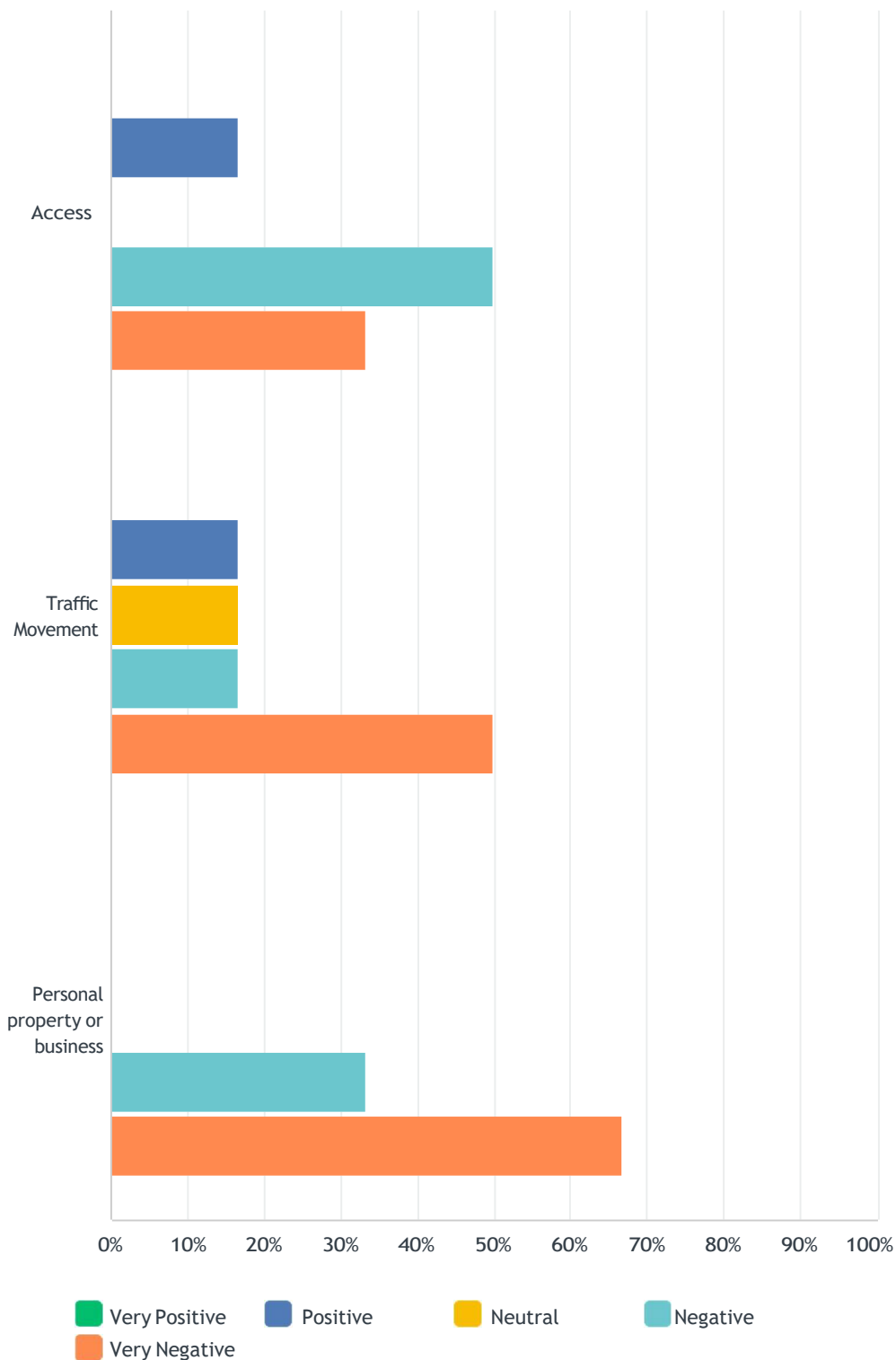
Q10 Do you have any other comments about Alternative 2 (traffic signals)?

Answered: 3 Skipped: 5

#	RESPONSES	DATE
1	will lites be set or will they work with traffic ie. lites come on quicker if no traffic movement	1/8/2025 9:55 AM
2	is there enough room above for farm equipment?	1/8/2025 9:44 AM
3	when not at peek times, lights should be flashing red. Four way stop mode.	1/8/2025 9:41 AM

Q11 How would you describe the effect that Alternative 3 (roundabout) would have on the following:

Answered: 6 Skipped: 2



Comment Form Summary - Stonewall Intersection Improvements at PTH 67 & PR 236 (North Junction) –Functional Design

	VERY POSITIVE	POSITIVE	NEUTRAL	NEGATIVE	VERY NEGATIVE	TOTAL
Access	0.00%	16.67%	0.00%	50.00%	33.33%	
	0	1	0	3	2	6
Traffic Movement	0.00%	16.67%	16.67%	16.67%	50.00%	
	0	1	1	1	3	6
Personal property or business	0.00%	0.00%	0.00%	33.33%	66.67%	
	0	0	0	2	4	6

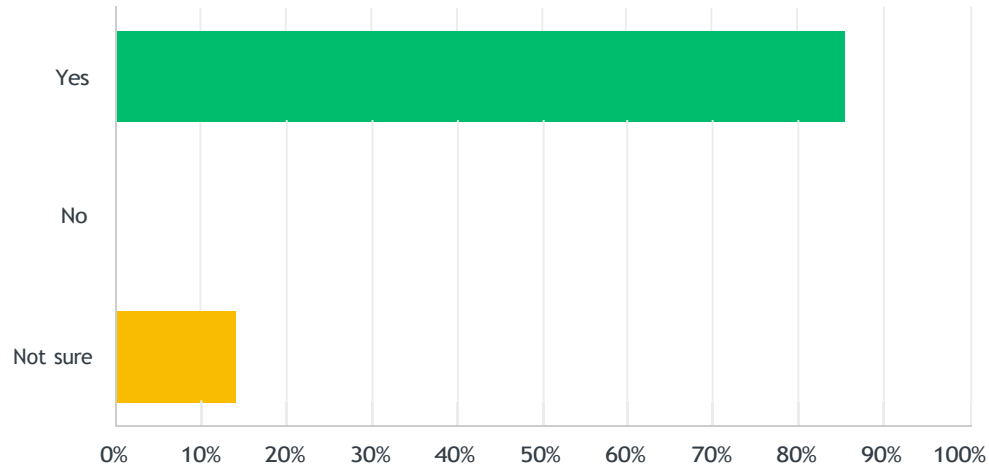
Q12 Do you have any other comments about Alternative 3 (roundabout)?

Answered: 5 Skipped: 3

#	RESPONSES	DATE
1	People will have a hard time learning	1/8/2025 9:55 AM
2	By far the best alternative, as long as no expropriation is required	1/8/2025 9:51 AM
3	Unsafe	1/8/2025 9:44 AM
4	I don't like them !	1/8/2025 9:41 AM
5	It has to be Big Enough	1/8/2025 9:36 AM

Q13 Did the engagement materials provide adequate information on the purpose of this study and the alternatives under consideration?

Answered: 7 Skipped: 1



ANSWER CHOICES		RESPONSES	
Yes		85.71%	6
No		0.00%	0
Not sure		14.29%	1
TOTAL			7

Q14 Please share any further comments or questions you have about the project.

Answered: 3 Skipped: 5

#	RESPONSES	DATE
1	watch out where pedestrians move to ESSO & The Kiln	1/8/2025 9:57 AM
2	Hwys dept did not help that the intersection in 1993 or 4 or 5 when they allowed a direct access off of #67 into their new church property. Hwys first denied their application and they appealed to Municipal Bd + got approved! Put several hundred vehicles thru that intersection at Sunday Church times!	1/8/2025 9:51 AM
3	Not a round about PLEASE	1/8/2025 9:36 AM

Appendix E – Online Survey Responses Summary

The online survey was open from December 4, 2024 – January 9, 2025, prefaced with a PDF version of the presentation boards, so respondents could familiarize themselves with the project details available at the public information session. This survey received 102 responses, with notable themes summarized below. The order of themes may not reflect the order of questions in the survey. To review raw data results, see Appendix E1.

Engagement Participation

- 97% of respondents reviewed the presentation boards.
- 61% of respondents were made aware of the public information session via social media promotion, with the secondary sources of information reported to be the Town of Stonewall website and word of mouth, both ranking at approximately 12%.
- 85% of respondents agreed that the engagement materials presented provided adequate information on the purpose of the study and the alternatives under consideration.

Demographics & Site Usage

- 89% of respondents identified as a resident of the study area. 7 respondents identified as business owners in the study area.
- 100% of those who noted their mode of transportation through the intersection were recorded as motor vehicle users. The second most common form of transportation was recorded as pedestrian crossing, at 44%.
- 63% of respondents travel through the intersection daily.

Design Priorities

- Respondents noted safety and optimized traffic flow as the two considerations of most importance to the project.
- When asked to provide any further considerations that should be prioritized for this project, the following themes emerged:
 - Pedestrian safety (referenced by 25% of participants)
 - Tim Hortons (Tims) extended queuing on PR 236 (referenced by 17% of respondents)
 - Ease of movement
 - Accommodation of large truck traffic
 - Education on use of roundabout
 - Repair to damaged highway edge
 - Bike accessibility
 - Cost of ongoing maintenance

Alternative 1: ALL-WAY STOP CONTROLLED

	Very Positive	Positive	Neutral	Negative	Very Negative
Access (100 votes)	11.00 %	25.00 %	41.00 %	16.00 %	7.00 %
Traffic Movement (99 votes)	6.06 %	19.19 %	38.38 %	24.24 %	12.12 %
Personal Property or Business (99 votes)	5.05 %	10.10 %	57.58 %	18.18 %	9.09 %

General Comments - Alternative 1

- The most common remark, representing 24% of respondents, was that this alternative would not adequately solve the identified issues, or create significant change; respondents anticipated this alternative would need reassessment over time and is not a long-term solution.
- Respondents expressed general confusion as to right-of-way traffic when opposing vehicles approach the intersection simultaneously. This confusion was anticipated to increase with the addition of lanes.
- Concern was expressed by respondents for the safety of pedestrians now crossing an increased number of traffic lanes.
- Of the respondents who remarked on proposed access removal, opinion was divided as to the positive or negative effects.
- Respondents believed that traffic would move slowly and/or result in backups at busy times if Alternative 1 is the chosen solution.

Alternative 2: TRAFFIC SIGNALS

	Very Positive	Positive	Neutral	Negative	Very Negative
Access (100 votes)	16.00 %	16.00 %	40.00 %	10.00 %	18.00 %
Traffic Movement (100 votes)	15.00 %	15.00 %	26.00 %	22.00 %	22.00 %
Personal Property or Business (98 votes)	12.24 %	11.22 %	43.88 %	16.33 %	16.33 %

General Comments - Alternative 2

- The most common concern, expressed by 23% of respondents, is the impression that traffic signals will cause traffic to build up and/or move slowly.
- The secondary theme of responses was 16% of respondents noting the similarity to all-way stop control functioning, and the challenges present in Alternative 1 still existing. Respondents considered this alternative to function only slightly better than the existing conditions.
- Ongoing maintenance costs were noted, along with negative environmental impacts.
- Traffic speeding to pass the intersection on an amber signal was raised as a concern.
- Some respondents suggested that the volume of traffic is too low the majority of the day to necessitate traffic signals. Respondents requested blinking lights, sensors, or timed signals as a resolution for quieter traffic times.
- Alternative 2 was considered a positive option for improving pedestrian safety.
- Some respondents believed that traffic signals would negatively affect the rural aesthetic character of the town.

Alternative 3: ROUNDABOUT

	Very Positive	Positive	Neutral	Negative	Very Negative
Access (100 votes)	26.00 %	37.00 %	12.00 %	7.00 %	18.00 %
Traffic Movement (99 votes)	37.37 %	32.32 %	6.06 %	4.04 %	20.20 %
Personal Property or Business (100 votes)	21.00 %	26.00 %	23.00 %	8.00 %	22.00 %

General Comments - Alternative 3

- The point raised most frequently by respondents (16%) was the need for education on the proper use of roundabouts to allow this to be a successful solution and noted that social media cannot be the only means to achieve this in order to reach all ages of the population.
- Phrasing of responses demonstrated that Alternative 3 is a divisive solution. Of the 35 respondents who expressed significant preference either pro or against, 57% were strongly in favour of a roundabout, and 43% were strongly opposed.
- Concern for large trucks being able to turn and navigate a roundabout was raised by several respondents, including those self-identifying as truck drivers.
- Respondents believed Alternative 3 would improve traffic flow, and cited other locations in Manitoba and internationally where roundabouts have been proven successful.
- Respondents requested consideration for pedestrian safety, suggesting the inclusion of crossing signs and flashing lights at crosswalks.

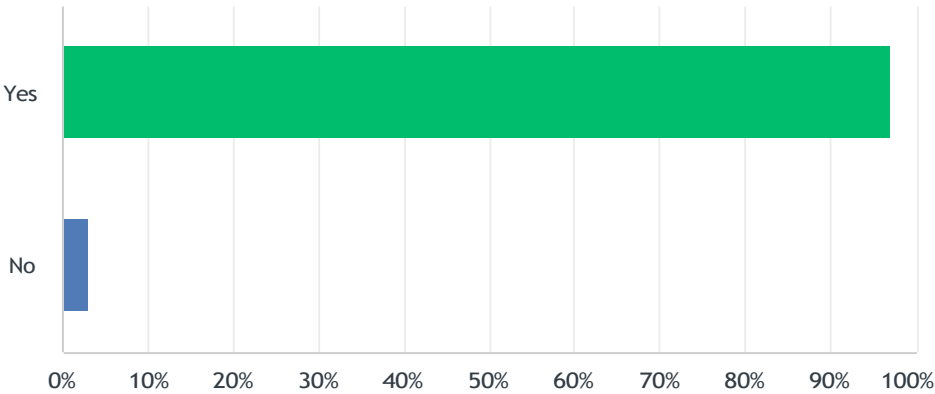
General Project Comments

- When asked to share any further comments or questions about the project, respondents expressed the following:
 - PDFs of engagement presentation boards were clear and concise
 - Education is necessary for the success of a roundabout at this location
 - Safe pedestrian and cycling access are a priority
 - Perception among some respondents is that there is no need for changes
 - This remark was generally made in tandem with a request for improvements outside of the project area, particularly to the south at the intersection of PR 236 and Winfield Road
 - Acknowledgement of the excessive number of accesses to businesses at the intersection, and the need to reduce this number
 - Request for curb and gutter system and paved/repaved shoulder
 - Concern for cost of all options and the perceived impact on taxes

Appendix E1 – Online Survey Results *(see following pages)*

Q1 Did you review the presentation boards?

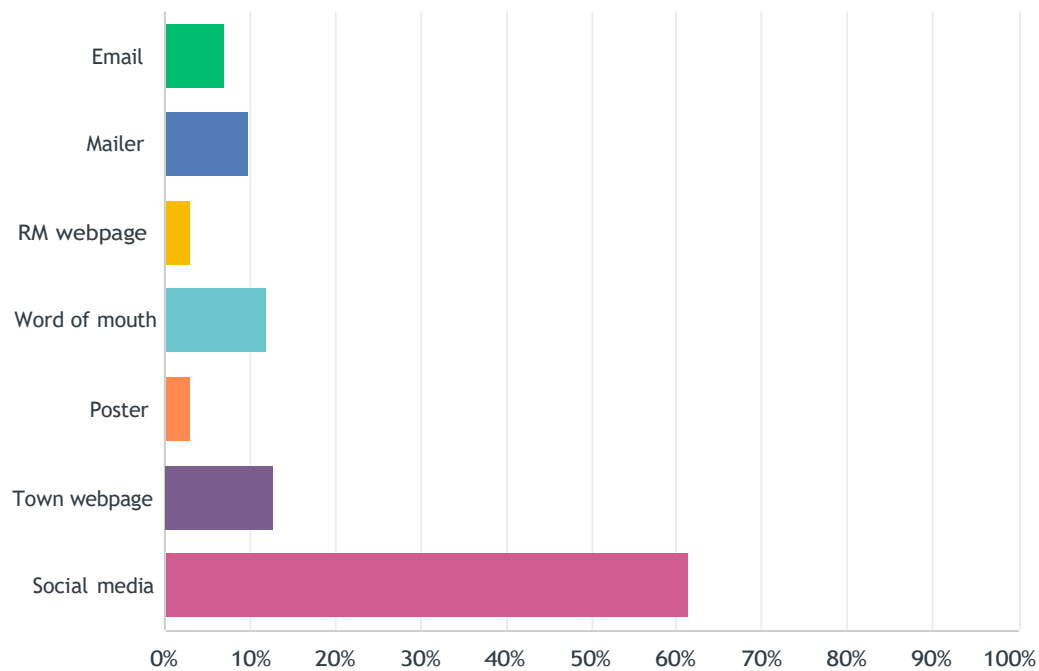
Answered: 102 Skipped: 0



ANSWER CHOICES		RESPONSES	
Yes		97.06%	99
No		2.94%	3
TOTAL			102

Q2 How did you hear about this public information session?

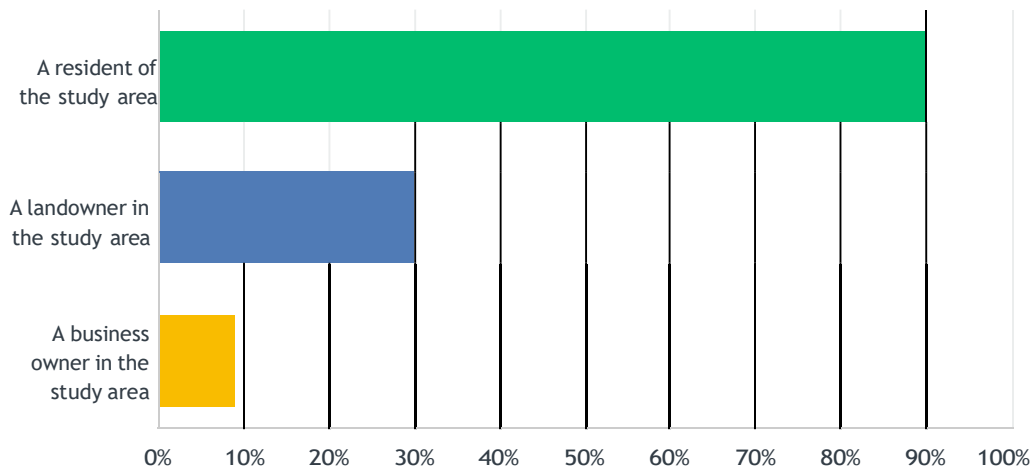
Answered: 101 Skipped: 1



ANSWER CHOICES	RESPONSES	
Email	6.93%	7
Mailer	9.90%	10
RM webpage	2.97%	3
Word of mouth	11.88%	12
Poster	2.97%	3
Town webpage	12.87%	13
Social media	61.39%	62
Total Respondents: 101		

Q3 Are you:

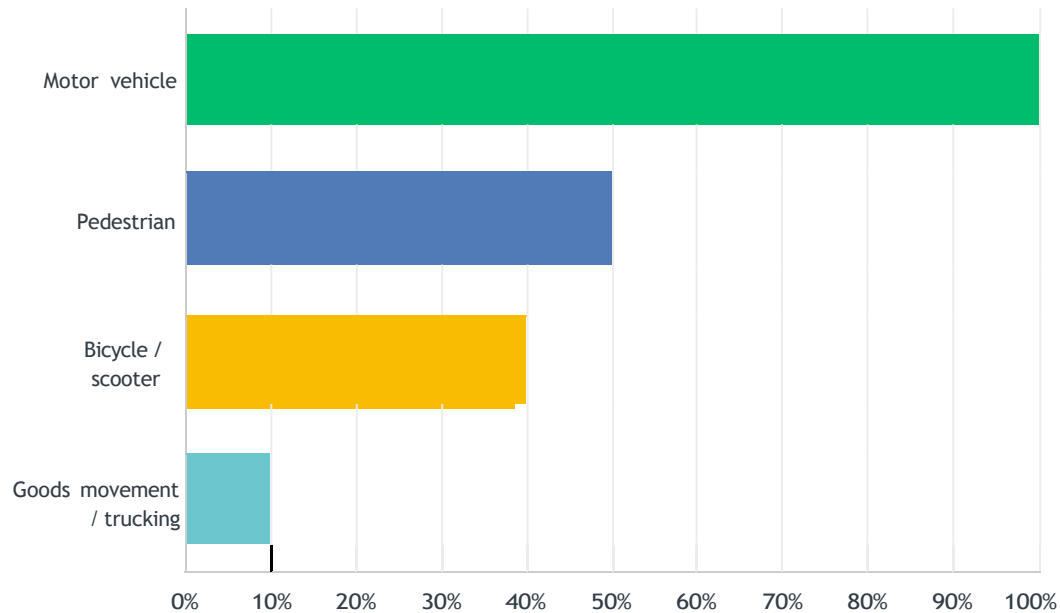
Answered: 78 Skipped: 24



ANSWER CHOICES	RESPONSES	
A resident of the study area	89.74%	70
A landowner in the study area	24.36%	19
A business owner in the study area	8.97%	7
Total Respondents: 78		

Q4 What modes of transportation do you currently use to move through this intersection?

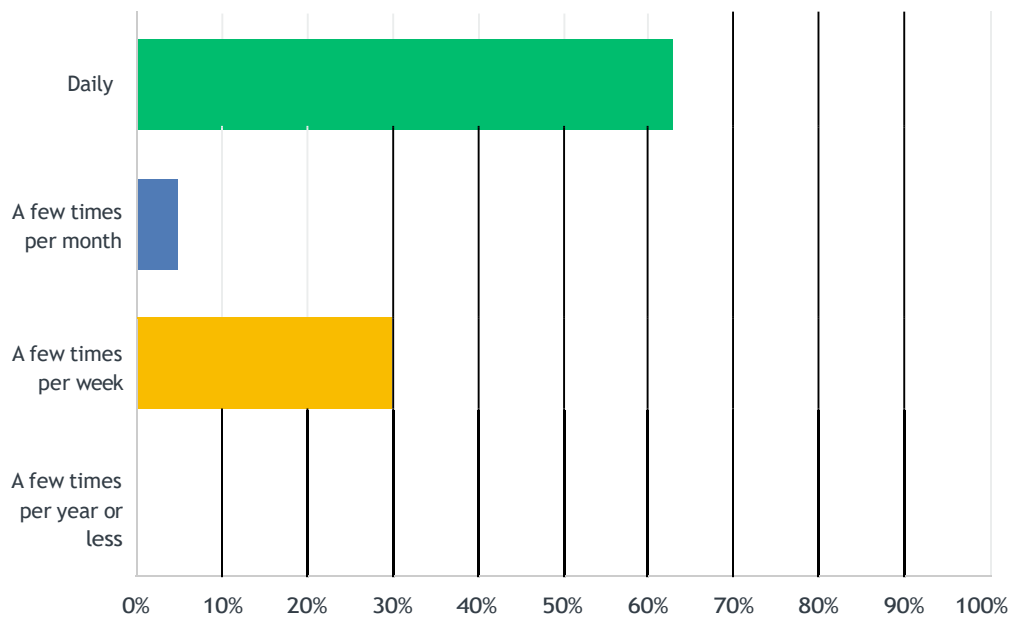
Answered: 101 Skipped: 1



ANSWER CHOICES	RESPONSES	
Motor vehicle	100.00%	101
Pedestrian	44.55%	45
Bicycle / scooter	38.61%	39
Goods movement / trucking	9.90%	10
Total Respondents: 101		

Q5 How often do you travel through the intersection?

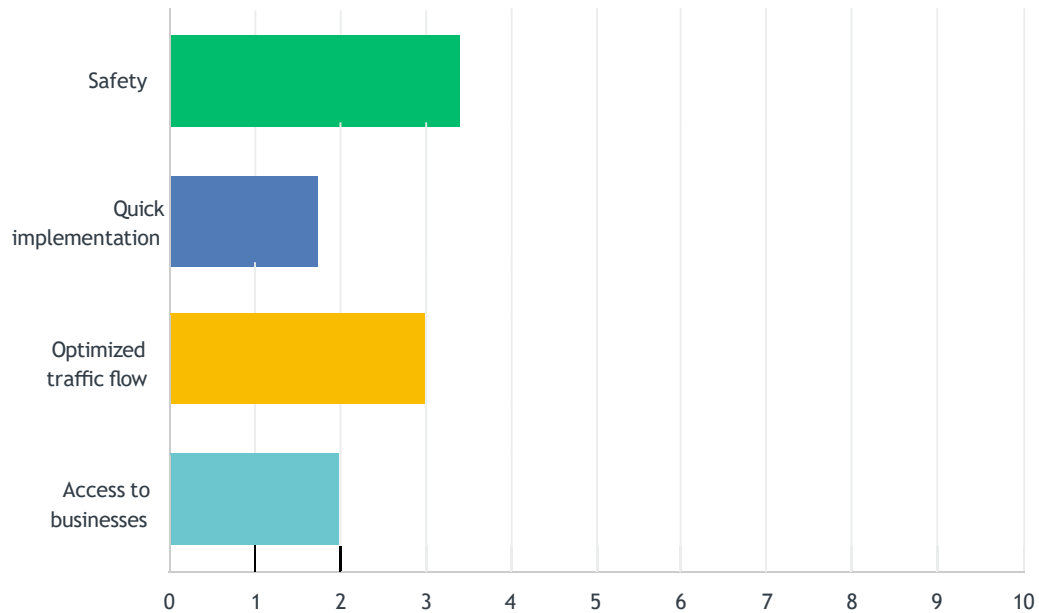
Answered: 100 Skipped: 2



ANSWER CHOICES	RESPONSES	
Daily	63.00%	63
A few times per month	5.00%	5
A few times per week	30.00%	30
A few times per year or less	2.00%	2
TOTAL		100

Q6 Please rank the following in order of importance to you, from 1-4, with 1 being most important. Click the arrows to adjust the ranking.

Answered: 100 Skipped: 2



	1	2	3	4	TOTAL	SCORE
Safety	58.00% 58	29.00% 29	9.00% 9	4.00% 4	100	3.41
Quick implementation	7.00% 7	9.00% 9	35.00% 35	49.00% 49	100	1.74
Optimized traffic flow	29.00% 29	51.00% 51	10.00% 10	10.00% 10	100	2.99
Access to businesses	6.00% 6	11.00% 11	46.00% 46	37.00% 37	100	1.86

Q7 Are there any considerations not mentioned in the previous question that you believe should be prioritized for the project?

Answered: 28 Skipped: 74

#	RESPONSES	DATE
1	Pedestrian traffic is still a concern	12/19/2024 6:35 PM
2	Tim Hortons que line on 236	12/19/2024 6:34 PM
3	Confusion	12/19/2024 6:23 PM
4	No	12/19/2024 5:14 PM
5	Pedestrian safety	12/19/2024 12:05 PM
6	Ease of movement	12/16/2024 8:28 PM
7	Make it big enough to accomodatebig truck traffic. Bigger than the one at 236/6 and Garvin rd and 206.	12/16/2024 12:21 AM
8	Safe, logical, and intuitive pedestrian traffic flow must be an integral part of the design	12/13/2024 10:45 AM
9	No	12/9/2024 1:55 PM
10	It's unclear if they are improving the entrance/access road into Tim Hortons! Need to alleviate drive through traffic backing all the way down 236 to the 4 way stop!	12/9/2024 12:30 PM
11	No roundabouts. Peiple don't know how to use them and this would put many walking pedestrians at risk. Lights of some kind would be okay, but don't seem necessary having used this intersection daily or more often and never having an issue.	12/8/2024 2:40 PM
12	No traffic lights	12/8/2024 2:40 AM
13	No	12/6/2024 10:54 PM
14	no	12/6/2024 10:13 PM
15	A bridge pedestrian path. Many kids bike to the businesses there.	12/6/2024 8:59 PM
16	No	12/6/2024 6:36 PM
17	Northbound traffic on 236 at Tim Hortons access, 2 things: 1) the hwy edge is often damaged with the dmg significantly encroaching into the lane. 2) traffic from the drive through occasionally backs up onto the hwy and shoulder.	12/6/2024 2:11 PM
18	The other hwy67 and 236 needs to be considered as well, that intersection is much more dangerous than this one.	12/6/2024 1:54 PM
19	Pedestrian traffic flow and safety	12/6/2024 1:31 PM
20	The lineup of cars from Tim Horton is a major problem as it goes back to the intersection	12/6/2024 12:52 PM
21	Add cameras to intersection at MPI cost and control so they can adjudicate accidents. NOT to be used for traffic enforcement. Accessible to police for investigating criminal activity, not traffic enforcement.	12/6/2024 11:25 AM
22	Walking and bike accessible path is very important	12/6/2024 11:09 AM
23	Slow traffic speed south bound hwy 236	12/6/2024 11:08 AM
24	Blocking highway 236 for coffe drive through, i believe the onus should fall onto the business owner to provide the real estate for the lineups that occur on 236	12/6/2024 10:53 AM

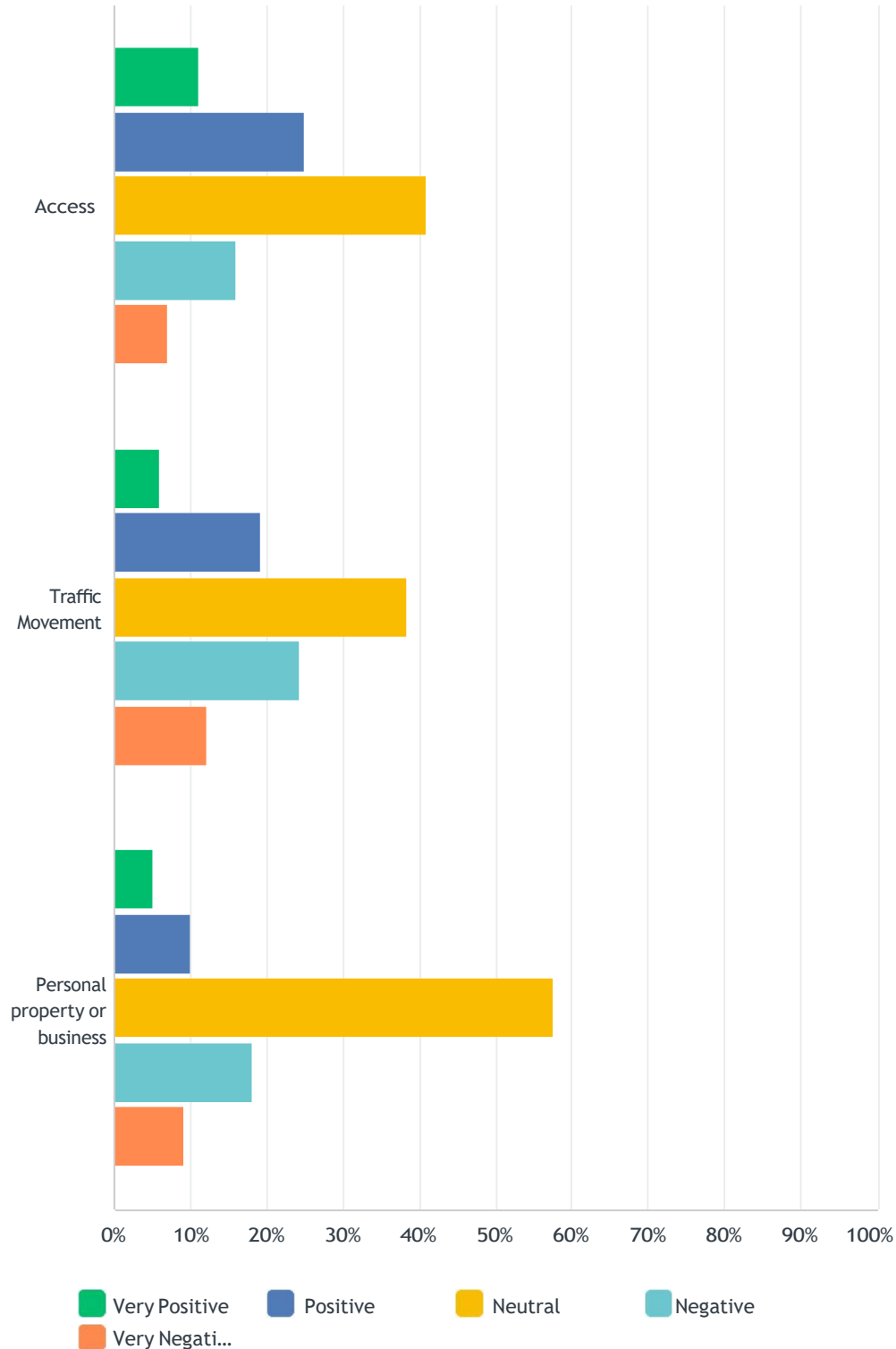
25	There needs to be an additional lane added on the east bond lane and allow no left turns into esso	12/6/2024 10:45 AM
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Stonewall Intersection Improvements at PTH 67 & PR 236 (North Junction) – Functional Design

26	3 items: maintaining rural character, recognition that this is to solve a two hour problem and resulting project costs/level of govt. paying.	12/6/2024 10:35 AM
27	Semis come into and out of the Esso to use wash bays	12/6/2024 10:33 AM
28	Money - impact to tax payers; for maintenance etc, if it costs more money for traffic lights and snow clearing that will impact us tax payers. That's a HUGE consideration, our town council seems to think that "grants" cover 100% of everything, they don't they forget about ongoing maintenance and other related costs.	12/6/2024 10:29 AM

Q8 How would you describe the effect that Alternative 1 (all-way stop controlled) would have on the following:

Answered: 100 Skipped: 2



Stonewall Intersection Improvements at PTH 67 & PR 236 (North Junction) – Functional Design

	VERY POSITIVE	POSITIVE	NEUTRAL	NEGATIVE	VERY NEGATIVE	TOTAL
Access	11.00%	25.00%	41.00%	16.00%	7.00%	
	11	25	41	16	7	100
Traffic Movement	6.06%	19.19%	38.38%	24.24%	12.12%	
	6	19	38	24	12	99
Personal property or business	5.05%	10.10%	57.58%	18.18%	9.09%	
	5	10	57	18	9	99

Q9 Do you have any other comments about Alternative 1 (all-way stop controlled)?

Answered: 37 Skipped: 65

#	RESPONSES	DATE
1	Build business access roads on north and south sides of Hwy 67 from the industrial park entrance to Hwy 236.	12/22/2024 2:31 PM
2	Difficult to know who's turn is next.	12/20/2024 2:10 PM
3	2 way stop with right turns only north south	12/20/2024 12:48 PM
4	People already have issues with regular 4-way intersections and causing a stand off when people aren't sure who came up first or don't want to go first. The all-way stop control with multiple lanes would cause confusion and probably still have the same amount of accidents and a 4-way stop. Pedestrians would have to cross 2 lanes of traffic plus watch out for people trying to turn and causing pause in the intersection.	12/19/2024 8:27 PM
5	Doesn't solve the issues	12/19/2024 6:35 PM
6	More accesses to surrounding businesses, not less	12/19/2024 6:23 PM
7	It's basically what's there now, only with new medians.	12/19/2024 5:51 PM
8	Adding turning and straight lanes is going to make mess. Instead of four lanes there's now 8. This is going to confuse people and increase issues.	12/19/2024 5:14 PM
9	It won't change much from the existing	12/19/2024 4:13 PM
10	Unnecessary to take access away from businesses	12/16/2024 8:28 PM
11	Traffic would move very slow with stop control. Need to make improvement for future. This would be same as what is there now except bigger intersection	12/16/2024 12:21 AM
12	Too much going on in one intersection. People cannot figure out how to use the 4-way stop properly already, Nevermind adding more lanes for turning etc. sounds like a disaster!	12/11/2024 4:23 PM
13	At times of low traffic volume this option would be worse than what is there now. It might be beneficial at high volume times but not when there is no traffic	12/11/2024 10:34 AM
14	This wouldn't fix this current issue of backed up traffic when lots of vehicles are coming from #7	12/10/2024 8:38 PM
15	Stop signs create large traffic backups at busy times.	12/10/2024 5:21 AM
16	Slight upgrade to what is there now.	12/9/2024 1:55 PM
17	I don't foresee any change in traffic levels with this alternative.	12/9/2024 12:30 PM
18	Keeps town feeling like a small town	12/9/2024 11:54 AM
19	Would slow traffic too much with how busy the intersection is	12/9/2024 9:54 AM
20	This will just result in the same problem in a few more years	12/8/2024 9:56 AM
21	There is NOTHING WRONG with the current traffic control system Just close the access from 67	12/7/2024 9:03 AM
22	We Know that people roll through the stop signs in this town or they completely ignore them. The lights is better. You need to keep the accesses large in these parking lots as heavy trucks do use the parking lots Semi trucks and contractors and deliveries. Pedestrian traffic and light	

gns? Keeping the road Larger is better to as agriculture equipment and medium/heavy

trucks does
use the area
The other
problem

would be the overload of east (hwy67)bound traffic from the parking lots. (left hand turn) The lights would give the ability to turn easier? If their are

12/6/2024 11:27 PM

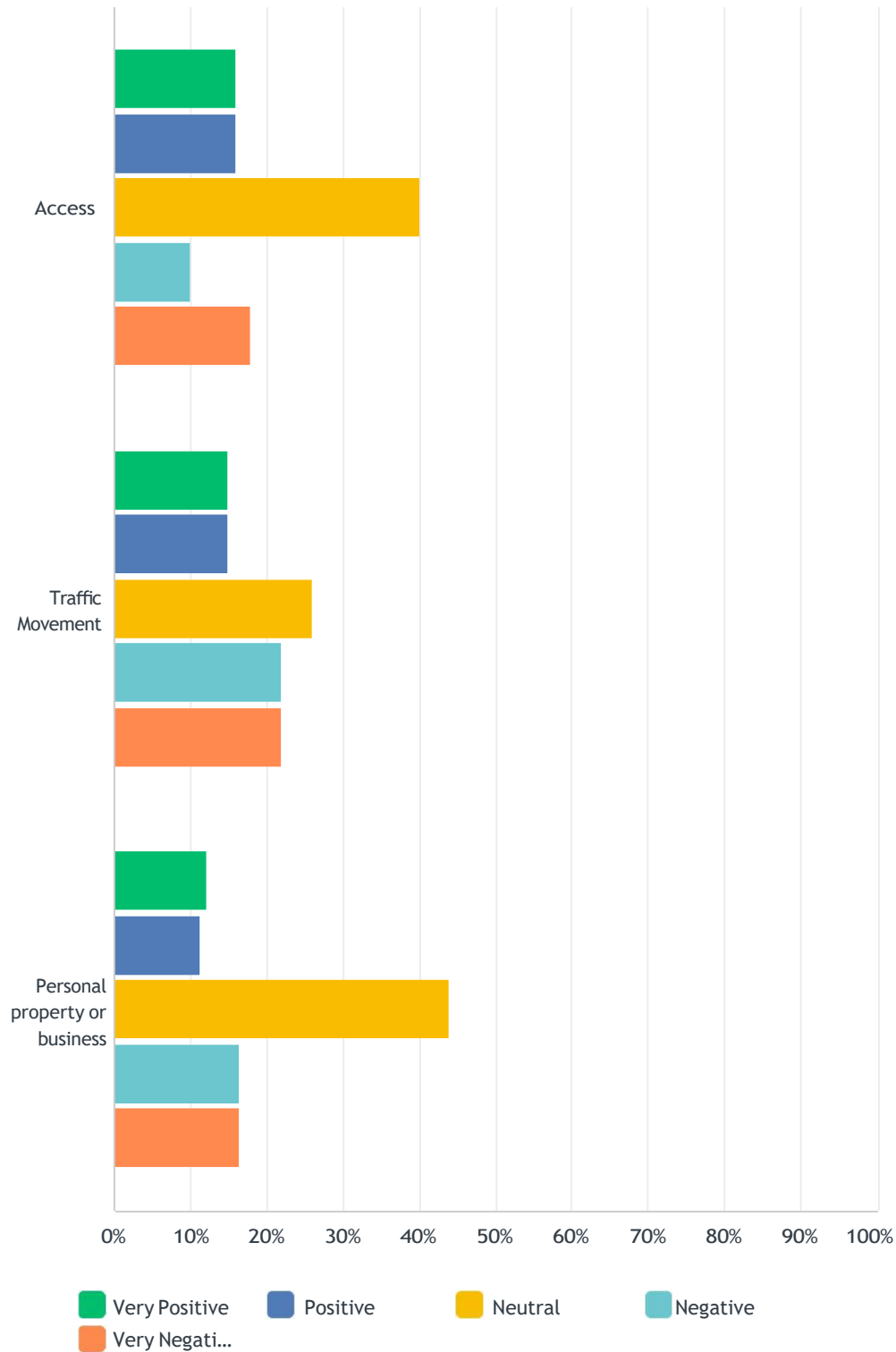
Stonewall Intersection Improvements at PTH 67 & PR 236 (North Junction) – Functional Design

truck and trailers this may be difficult. I have used the north accesses furthest from the stop sign to get eastward back on 67.

23	Neither of the Esso/Tim's access connection to PTH 67 can be removed. If the west access on 67 is removed, drive thru traffic would then be forced to try to get around the crowded Esso pumps or loop back around to exit through the access on PR 236. As well, the pump traffic would also have to do the same. There isn't enough room for vehicle movements in these lots to safely remove that west access.	12/6/2024 10:54 PM
24	Please don't do this version.	12/6/2024 5:19 PM
25	How is this different from what's currently there?	12/6/2024 1:54 PM
26	Most delays at present are minimal. I prefer to use access points on PH236 due to ease of flow. Removing access points on PH67 and redirecting to access points on PH236 is beneficial. Pedestrian safety is important. Having all four directions stopping and looking is good for pedestrian safety.	12/6/2024 1:31 PM
27	I feel that it would be a waste of money to do all the changes and retain stop signs. Traffic is often backed up at the intersection as it is, so it doesn't seem like a viable option.	12/6/2024 1:12 PM
28	It's not much of an improvement over the existing intersection.	12/6/2024 12:56 PM
29	Allowing vehicles to line up along 236 to get coffee is the problem. There should be no access to Tim Morton's from 236 s there is no room for vehicles to line up once the drive thru is full Ridiculous that it was allowed in the first place.	12/6/2024 12:52 PM
30	Feels like an option that will need to be revisited in 10 years.	12/6/2024 12:51 PM
31	Snow removal may be more challenging?	12/6/2024 11:25 AM
32	Not sure that there has ever been an application to have highway access to tim's/ESSO from 236	12/6/2024 10:53 AM
33	make all access go north on 236 behind the Esso and have no access on the north side of 67	12/6/2024 10:45 AM
34	This is the best of the alternatives with the exception of the medians closer to 2nd St. East as they are not needed.	12/6/2024 10:35 AM
35	North turning east going into Esso and Tim Hortons is still going to cause problems holding up traffic	12/6/2024 10:33 AM
36	Stupid, use Alternative 2!! Lights has always been the best option. I drive semis through here daily. Lights are the only thing you should be considering!	12/6/2024 10:30 AM
37	I like removing the many access spots located on 67	12/6/2024 9:43 AM

Q10 How would you describe the effect that Alternative 2 (traffic signals) would have on the following:

Answered: 100 Skipped: 2



Stonewall Intersection Improvements at PTH 67 & PR 236 (North Junction) – Functional Design

	VERY POSITIVE	POSITIVE	NEUTRAL	NEGATIVE	VERY NEGATIVE	TOTAL
Access	16.00%	16.00%	40.00%	10.00%	18.00%	
	16	16	40	10	18	100
Traffic Movement	15.00%	15.00%	26.00%	22.00%	22.00%	
	15	15	26	22	22	100
Personal property or business	12.24%	11.22%	43.88%	16.33%	16.33%	
	12	11	43	16	16	98

Q11 Do you have any other comments about Alternative 2 (traffic signals)?

Answered: 42 Skipped: 60

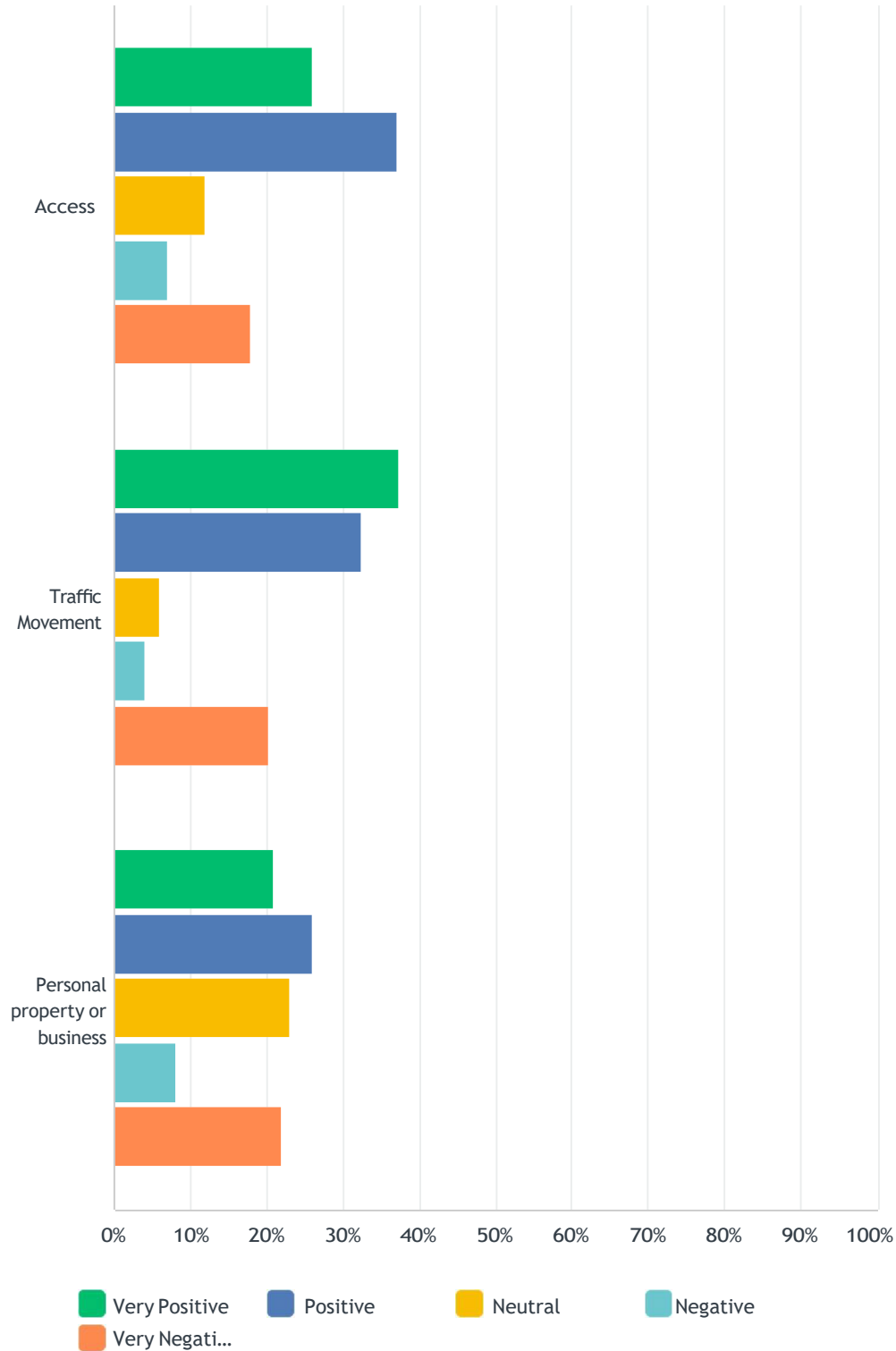
#	RESPONSES	DATE
1	Traffic back up making it difficult to use turning lanes.	12/20/2024 2:10 PM
2	Bad idea for traffic movement, environmental impacts.	12/19/2024 9:30 PM
3	There wouldn't be enough traffic to justify putting in lights, even in planning into the future. There is also an upkeep to lights. If they stop working, it would still lead to a 4-way stop to navigate. though it is universally known, it would cause issues with people not pulling up close enough to trigger the lights causing a backlog. Also pedestrians would still have to cross 2 lanes of traffic. People also will speed up to beat the light so they don't have to wait.	12/19/2024 8:27 PM
4	Just moves the traffic build up doesn't solve issue	12/19/2024 6:35 PM
5	Perhaps not high enough clearance for farm equipment	12/19/2024 6:23 PM
6	This is my least preferred option. It will increase congestion and maintenance costs.	12/19/2024 5:51 PM
7	Lights are going to cause backups which will impact access to business and side streets. People try and "beat the light" which adds more danger to the intersection. There really isn't enough traffic to justify lights for most of the day.	12/19/2024 5:14 PM
8	It won't change much from whats existing	12/19/2024 4:13 PM
9	Best choice for pedestrian safety I feel. As long as CB lights are timed differently fir higher and lower traffic times	12/19/2024 12:05 PM
10	You cannot send traffic light traffic into a 4 way stop, that will just create congestion at the next 4 way stop. If people are annoyed about waiting at a stop light on their commute they will avoid it. Therefore sending more traffic into residential areas with narrower roads.	12/16/2024 8:28 PM
11	Traffic would move very slow with lights in all directions. Very expensive compare to round about.	12/16/2024 12:21 AM
12	That intersection is not busy enough for a set of lights!	12/11/2024 4:23 PM
13	Same comments as alternative 1 . It's like highway 7 and 236 when there is no traffic — sit and wait and wait for the lights to change	12/11/2024 10:34 AM
14	I feel like this would help with the traffic coming from #7 but would end up slowing down the traffic coming N and S on 236.	12/10/2024 8:38 PM
15	Traffic signals also need to have turning signals, especially the east/west lights.	12/10/2024 11:01 AM
16	A bit better than stop signs, but still creates bad traffic flow.	12/10/2024 5:21 AM
17	Same as the other but with traffic lights.	12/9/2024 1:55 PM
18	I feel like if there was a green light cars would be speeding westbound directly into a school zone. Also traffic would end up backed up at intersection of 2nd and Main!	12/9/2024 12:30 PM
19	Don't need lights at non peak times. Not enough traffic for lights in off hours	12/9/2024 11:54 AM
20	Best option as the lights will keep the flow of traffic going safely and this is the best option	12/9/2024 9:54 AM
21	This is not a progressive solution	12/8/2024 9:56 AM
22	No traffic lights please	12/8/2024 2:40 AM
23	An unnecessary expense and worse accidents with those running the light	12/7/2024 9:03 AM

Stonewall Intersection Improvements at PTH 67 & PR 236 (North Junction) – Functional Design

24	I would rather have the traffic lights and setup. This also will control pedestrian traffic easily. This will cost more in the keep east bound accesses on 67. The other problem would be the overload of east bound traffic from the parking lots. (left hand turn)	12/6/2024 11:27 PM
25	See above	12/6/2024 10:54 PM
26	This would be so awful.	12/6/2024 10:18 PM
27	Lights won't be helpful if people have to slow down at the school zone anyway	12/6/2024 5:19 PM
28	Traffic lights are the best option. Here and at the other intersection of 67and 236	12/6/2024 1:54 PM
29	If lights are timed well, flow could be maintained. Crossing signals for pedestrians could improve pedestrian safety. Most delays at present are minimal. I prefer to use access points on PH236 due to ease of flow. Removing access points on PH67 and redirecting to access points on PH236 is beneficial.	12/6/2024 1:31 PM
30	Traffic may flow better when multiple cars can clear the intersection during a light cycle. But it may become a nuisance when there is less traffic.	12/6/2024 1:12 PM
31	I hate traffic lights in general, don't think they are necessary at this intersection.	12/6/2024 12:56 PM
32	Traffic circles are the future. Education is key as Manitoba drivers are basically illiterate, lazy and entitled.	12/6/2024 12:52 PM
33	As #1	12/6/2024 11:25 AM
34	Not sure that there has ever been an application to have highway access to tim's/ESSO from 236	12/6/2024 10:53 AM
35	How to ruin the character of a rural town: put up a traffic light to solve a 2 hour problem. Ugly and unnecessary.	12/6/2024 10:35 AM
36	This intersection has needed lights for years. People are too god damn goofy to figure out how a round about works. Look at the cluster fuck around hwy 6 and 236. There will not be room for a round about, and the weird turn lanes in alternative 1 won't ease the flows of traffic enough. People in this town can't figure out a 4 way stop either... Maybe we should take away 80% of the towns drivers licenses and mitigate the problem that way.	12/6/2024 10:30 AM
37	there is no need for traffic lights in Stonewall, we are a small town ,let's keep it that way. A roundabout is the obvious solution.	12/6/2024 10:29 AM
38	This is by far the best option for all types of vehicles that use the intersection.	12/6/2024 10:27 AM
39	There are times when traffic isn't heavy and a traffic light signal can be a nuisance. Could we put sensors on the lights or do blinking yellows for low volume times?	12/6/2024 10:16 AM
40	I don't think we need traffic lights in Stonewall.	12/6/2024 10:13 AM
41	I fully support traffic lights here	12/6/2024 9:43 AM
42	absolutely the worst possible option	12/6/2024 9:28 AM

Q12 How would you describe the effect that Alternative 3 (roundabout) would have on the following:

Answered: 100 Skipped: 2



Stonewall Intersection Improvements at PTH 67 & PR 236 (North Junction) – Functional Design

	VERY POSITIVE	POSITIVE	NEUTRAL	NEGATIVE	VERY NEGATIVE	TOTAL
Access	26.00%	37.00%	12.00%	7.00%	18.00%	
	26	37	12	7	18	100
Traffic Movement	37.37%	32.32%	6.06%	4.04%	20.20%	
	37	32	6	4	20	99
Personal property or business	21.00%	26.00%	23.00%	8.00%	22.00%	
	21	26	23	8	22	100

Q13 Do you have any other comments about Alternative 3 (roundabout)?

Answered: 49 Skipped: 53

#	RESPONSES	DATE
1	Slows traffic but keeps it moving.	12/20/2024 2:10 PM
2	It's a no brainer. Educate people how to use them properly and they are the best option, hands down. This is a perfect example of where a roundabout can shine!	12/19/2024 9:30 PM
3	Roundabout would be the best option. It would keep traffic flowing as it's a fist come first serve into the centre. It may cause a bit of a backup if one side is longer than the other. Most traffic flows from west to east and vise versa so it shouldn't bee too much of an issue. Roundabouts forces people to slow down while keeping traffic flowing. Pedestrians only have to cross one lane at a time which would be a safer option for them. The one section of turns West of the roundabout looks pretty confussing though 90% of traffic that would be turning would be turning north.	12/19/2024 8:27 PM
4	Education to older community seems critical not on socials as they don't use it	12/19/2024 6:35 PM
5	Allowing people to not come to a stop at the intersection decreases safety for pedestrians and other motorists. The speed to which you can get through the intersection and the variety of vehicles that use the intersection make it unsafe.	12/19/2024 6:23 PM
6	This is my preferred option, but keep it to single lane though.	12/19/2024 5:51 PM
7	This is the best option by far. Keeps traffic moving and reduces the number of lanes pedestrians have to cross in one go. No waiting when the intersection is no busy.	12/19/2024 5:14 PM
8	I travel this intersection multiple times daily and at 4.30pm to 5pm traffic is always backed up along 67. The stop start procedure is dangerous and I don't see option 1 or 2 changing that	12/19/2024 4:13 PM
9	Do we need all the hard medians for business entry? Why take access to businesses away. Why not have two west approaches of the businesses be enters and right hand exit only?	12/16/2024 8:28 PM
10	This is the best alternative to move traffic in a safe way. Making the circle big enough to accomidate big vehicles. The round about would likely be cheaper with less maintenance The public need to be educated on how to use round about from my experience . The round about work very well to move traffic if people are educated on how to use them. You may think that every drive knows how to use a round about but there are a lot of near accidents from my experience because people don't know how to use them. Educate people!	12/16/2024 12:21 AM
11	This is the best option.	12/11/2024 4:23 PM
12	Traffic movement would be greatly enhanced. Roundabouts work (Portage la Praire access to Island Lake and the PCU arena area & 236 and #6 .NO LEFT TURNS which are the biggest traffic tieups now and greatest safety issue. Also no stop & start which means traffic is always moving	12/11/2024 10:34 AM
13	This is the best option as it keeps traffic from all directions moving. I know a lot of people will be against this option simply because they don't understand roundabouts. If people understood them, and were forced to use more of them, they would realize they are safer and keep traffic moving so much more effectively than other options.	12/10/2024 8:38 PM
14	Not enough room for a roundabout without doing expropriation & also need to remember the house at the northwest corner has a heritage designation. During the construction phase it would be a total gong show!	12/10/2024 11:01 AM
15	Roundabouts have proven to be by far the best method to facilitate traffic flow.	12/10/2024 5:21 AM
16	The locals will probably be confused about the round about. Generally I dislike the curviness, but it's better than traffic lights at this location.	12/9/2024 1:55 PM

17	Best case scenario to keep traffic moving but still slowing it down!	12/9/2024 12:30 PM
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Stonewall Intersection Improvements at PTH 67 & PR 236 (North Junction) – Functional Design

18	Keeps traffic moving no matter what time of day. Would take time for users to understand how roundabouts work.	12/9/2024 11:54 AM
19	Traffic circles don't work in snowy/icy climates. They create dangerous turns and most people do not understand how to use them.	12/9/2024 9:54 AM
20	Very unsafe for community and current pedestrian and vehicle use. As long term /life time residents this is a very poor design option for the town. Too any kids and adults walk in this area and would have serious safety issues with a roundabout and traffic blowing through.	12/8/2024 2:40 PM
21	This is the most future focussed solution	12/8/2024 9:56 AM
22	Roundabout would be a disaster.	12/8/2024 8:59 AM
23	Thanks for adding more pedestrian access	12/7/2024 9:47 AM
24	There is not enough room for the installation of a Round about which is a HUGE expense	12/7/2024 9:03 AM
25	The cost of property expropriation stupid expenditure	12/7/2024 8:55 AM
26	NO!	12/6/2024 11:27 PM
27	See above	12/6/2024 10:54 PM
28	Please do this!	12/6/2024 5:19 PM
29	Roundabouts suck for semi traffic. This is the main route to get to number 7 for most semi	12/6/2024 3:25 PM
30	Bad idea, residents will hate it	12/6/2024 1:54 PM
31	Prefer this alternative, but only if pedestrian crossing signs with flashing lights and splitter islands are installed at crosswalks. Many students and families use the sidewalks at this interection. Most delays at present are minimal. I prefer to use access points on PH236 due to ease of flow. Removing access points on PH67 and redirecting to access points on PH236 is beneficial	12/6/2024 1:31 PM
32	Despite my initial thoughts on the roundabout at 236 and hwy 6, it has worked well. It would likely work well at the study site as well.	12/6/2024 1:12 PM
33	I was just in the united kingdom and drove their roads for 9 days. Roundabouts are the way to go! They don't clog traffic, traffic keeps moving and if you make a mistake and miss your exit you just go around the roundabout another time...no issues. It just makes sense.	12/6/2024 1:11 PM
34	The roundabout is a great alternative to this intersection. The only issue is that drivers do not use their signals to indicate where they are going . This roundabout should have a separated, dedicated turning lane for traffic travelling westbound and turning north, and a separated, dedicated turning lane for traffic travelling north and turning east. Four lanes all the way east until the Stonewall Cemetery. Do this project right the first time, even if it means using more land.	12/6/2024 12:56 PM
35	Traffic circles are the answer. Get out of the dark ages. Fix 236, it's a disaster.	12/6/2024 12:52 PM
36	Love this idea. Holds a long term solution.	12/6/2024 12:51 PM
37	Make sure tractor trailers can use the intersection	12/6/2024 11:55 AM
38	As #1	12/6/2024 11:25 AM
39	Not sure that there has ever been an application to have highway access to tim's/ESSO from 236	12/6/2024 10:53 AM
40	never put in a circle as there is too much truck traffic. To put in a circle there is not enough room in that corner . The one at #6 and 236 is an example of a circle that is too small	12/6/2024 10:45 AM
41	What a lot of money and land to solve the traffic problem. Watching people at the Hwy No. 6 traffic circle and at circles in Wpg. proves that this may not solve the small problem of fender benders at this corner.	12/6/2024 10:35 AM
42	<i>PTH 67 & PR 236 Phase 1 Engagement Report</i> A single lane round about is not sufficient is size at a highway intersection for semi units and longer units!!!	12/6/2024 10:33 AM

43

Like mentioned earlier, I drive large trucks through this intersection daily. There will not be

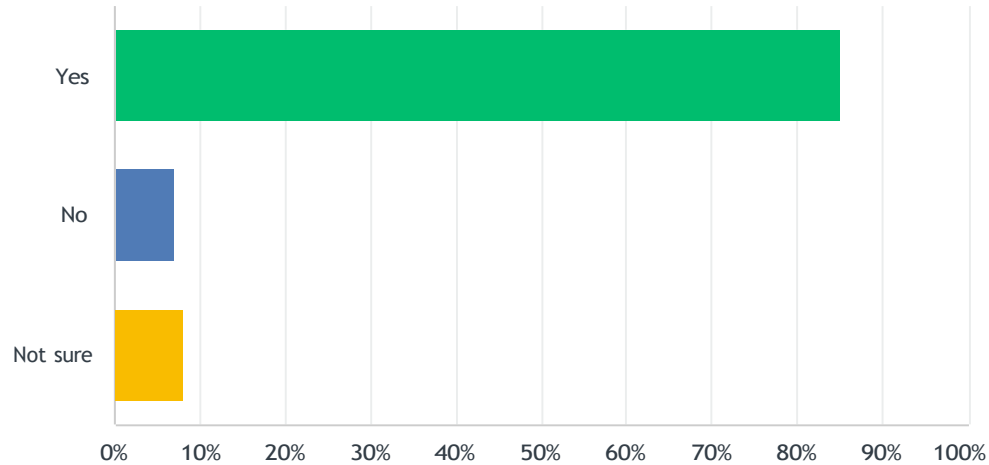
12/6/2024 10:30 AM

adequate room for a large enough round about. You'll have trucks cutting lanes, just to get around properly. Throw in town traffic and pedestrians, and I feel like you have an accident waiting to happen. The intersection in question has been a growing issue for years. Between business traffic increasing, and the growing number of stupid drivers... Green light = go and Red light = stop. Can't get much simpler than that. Please make the correct decision. Force Esso and the Kiln into 1 entrance/exit each. Don't allow truckers to throw the 4 ways on and wandering into Tim's. Good luck, I'm sure you'll never please 100% of the people. But by god, don't put a round about in.

44	I have driven all over Ireland with narrow roads and lots of traffic, their roundabouts work great, did not have 1 issue even driving on the opposite side of the road during rush hour. Proper planning of the project is key so we're not re-doing this again in a few years. Town council should be able to provide information to the public on any related costs in the future, such as snow clearing, will this increase or decrease the current budget for instance.	12/6/2024 10:29 AM
45	Roundabout would be a disaster. It's too small for the semi traffic that has to use that intersection. The one on #6 is barely big enough for semis. Also dangerous to pedestrians because you're too busy looking for oncoming drivers to watch for pedestrians as well.	12/6/2024 10:27 AM
46	Unfortunately there are a lot of drivers in town who don't follow traffic rules - I am not convinced that traffic circles are safe as people barrel through them even when they don't have the right of way	12/6/2024 10:16 AM
47	Great idea. Keeps traffic flowing.	12/6/2024 10:13 AM
48	Given my daily experience at the roundabout on 6/perimeter it's very clear that understanding how to travel a roundabout eludes people causing increase frustrations and still potential traffic concerns . It's not my first choice for a fix at this location in stonewall.	12/6/2024 9:52 AM
49	No one knows how to use traffic circles	12/6/2024 9:43 AM

Q14 Did the engagement materials provide adequate information on the purpose of this study and the alternatives under consideration?

Answered: 100 Skipped: 2



ANSWER CHOICES		RESPONSES	
Yes		85.00%	85
No		7.00%	7
Not sure		8.00%	8
TOTAL			100

Q15 Please share any further comments or questions you have about the project.

Answered: 45 Skipped: 57

#	RESPONSES	DATE
1	Like turning lanes. Good to have primary access to Tim's on Hwy 236	12/20/2024 2:10 PM
2	The project slides were excellent. Details were presented clearly and concisely. I think your engineers already know the roundabout is the best option. Manitobans need to get used to these if they care about efficiency and the environment. Don't be swayed by those who are negative on roundabouts because they "don't know how to use them" and don't bother to educate themselves. The roundabout at #6 and 236 is a Game Changer!!! Best thing that could have happened to that intersection!	12/19/2024 9:30 PM
3	Please go with a roundabout. People may complain and moan about it but the roundabout that was put in at hwy 6 and 236 works wonderfully and has a significantly more amount of traffic that goes though and it's a double lane. People should be able to handle a single lane one no problem.	12/19/2024 8:27 PM
4	Educate senior citizens in the area on how to use the roundabout	12/19/2024 6:34 PM
5	Make sure safe pedestrian and cycling access through the intersection is maintained. Make sure with that in mind that there is a clear barrier separating traffic from pedestrians and bikes, and that the intersection is well lit at night without flooding the nearby residents with a glowing sky. Use modern lighting that projects the light down where it is needed and doesn't just light up everything including the sky the way old tech does.	12/19/2024 5:51 PM
6	How quickly will this project be completed? It's a busy intersection in town with not many great work around.	12/19/2024 5:14 PM
7	Please do the roundabout!	12/19/2024 4:13 PM
8	The all stops one wasn't very clearly described in words	12/19/2024 12:05 PM
9	With minimal traffic accidents per year I do not see the need for any changes.	12/19/2024 10:47 AM
10	The corner at Winfield Road and 236 is far more dangerous and should be prioritized over this.	12/19/2024 9:47 AM
11	Why was only the traffic of the 4 way stop monitored with a camera? Why were the entrances of the business whose approaches you want to take away not monitored? Why was traffic on a Sunday evening when people are coming home from the cabin and accessing the business not monitored? Or a Friday night with everyone leaving, fuelling up? I feel your firms did not do an adequate job of studying the traffic in the area on a whole, considering the extreme changes you are proposing for each option. Maybe you should spend some time commuting to and from this town, or living here, experiencing the traffic flow, instead of assuming how it is. Disappointed in your lack of understanding of our community.	12/16/2024 8:28 PM
12	I can't open the presentation link	12/13/2024 6:02 PM
13	Personally I don't see many issues with this intersection and I go through it daily at its "rush hour". The intersection that needs serious attention ASAP is PTH 67/Road 76N and PR 236. I come close to getting t-boned there on a bi-weekly basis!!	12/11/2024 4:23 PM
14	Adding a pedestrian crossing for east-west pedestrian traffic on the north side of the intersection	12/11/2024 2:05 PM
15	The most significant issue at this intersection was identified — too many access points far too close to the intersection. This intersection has been poorly managed for years . Either a roundabout and/or moving the business accesses to a " service road model" would improve traffic flow and safety.	12/11/2024 10:34 AM

Stonewall Intersection Improvements at PTH 67 & PR 236 (North Junction) – Functional Design

who do not have a clue as to the rules of conduct at a 4 way stop.

17	Strongly support roundabout option. Both stop signs and signals will not alleviate the current problem where traffic backs up past business entrances.	12/10/2024 5:21 AM
18	I feel like stop signs are fine here even though I ranked roundabout the highest. The traffic simulation over estimates the 'need' for something based on a small percentage of the day. Putting in traffic signals for one hour a day when the rest of the time the traffic here is just fine, seems excessive.	12/9/2024 1:55 PM
19	I feel that with the addition of new apartments on 3rd ave this will further increase traffic levels at this intersection and turning onto 236 from 3rd ave is already extremely difficult! I feel that most traffic coming and leaving town from the stone ridge and thunder hill developments are now speeding down the newly built 4th ave n and continuing down 3rd ave making for increased speeding traffic volumes!	12/9/2024 12:30 PM
20	A stop light should have been added years ago and with the growth of the area, a traffic light makes the most sense.	12/9/2024 9:54 AM
21	Please do due diligence with this, messing with the main access will only hurt residents who don't have an issue with this access currently. If there are issues due to time hortons and the kiln the owners should remedy this within their own property. Eg. Changing access points to the drive through.	12/8/2024 2:40 PM
22	There is nothing wrong with this intersection. This would be the biggest waste of time and resources, and negatively affect Stonewall's local businesses, that are already struggling.	12/8/2024 12:31 PM
23	No traffic lights	12/8/2024 2:40 AM
24	Be aware of local opposition to the concept of a round about andake sure you present how he 236 round about is helping traffic flow at the 6. People are resistant to change	12/7/2024 9:47 AM
25	Anything would help	12/7/2024 9:27 AM
26	Stop wasting funds on these STUPID and unnecessary engineering firms You don't need it to figure out to close access points and flow the traffic using what we have in place IF I can figure that out most of the residents can as well	12/7/2024 9:03 AM
27	The cost of this engineering study was a large waste of funds, something council loves to do, common sense and an actual decision by a council on something easy like this..... keep 4 way stops, close off the too many driveways, direct traffic in and out of Tim's with least number of cars crossing traffic on 67, a trained monkey could figure this out, engineering degree not needed	12/7/2024 8:55 AM
28	Not sure if the property next to the mechanic and restaurant will be developed into fast food restaurant. That property could be sold and developed and an access would be needed. The other problem would be the overload of east bound traffic from the parking lots. (left hand turn) this would be my main concern and is a concern at rush hours. its very hard to get back on to 67 going east. I go out the north parking lot then too the stop sign and left on 67 eastward.	12/6/2024 11:27 PM
29	Would love to see more roundabouts in this area	12/6/2024 5:19 PM
30	Whatever option is used, the plane designation and access changes are very welcome.	12/6/2024 2:11 PM
31	Pedestrian safety should be a priority. Many families and students use the sidewalks to attend businesses in the study area. Pedestrian crossing signs with flashing lights and splitter islands should be installed at crosswalks if a roundabout is utilized. Removing access points on 67 and redirecting traffic to access points on 236 should help with flow and congestion.	12/6/2024 1:31 PM
32	Curb and gutter like the rest of the roads in the area should be implemented. Also, the traffic changes should include and go north of 3rd avenue north	12/6/2024 1:07 PM
33	Shoulders should also be paved on 236 from this intersection at least until town limits. along with repairing that stretch of highway.	12/6/2024 12:56 PM

34	This should have been planned out before it became a problem. Did you not think the town would grow and idiots would to have want coffee 5 times a day. Typical of government to approve something then years later discover it was a mistake.	12/6/2024 12:52 PM
35	I don't think stonewall should be wasting the tax payer dollars on this. Fix the hwys first, 236	12/6/2024 12:42 PM

Stonewall Intersection Improvements at PTH 67 & PR 236 (North Junction) – Functional Design

from stonewall to hwy #6 is a complete disaster!!

36	Traffic here is slow.... 40-70. However further south on 236 at intersection of #6/Winfield road traffic is fast and big trucks with only east-west stop signs. THIS intersection should be a priority "safety-wise"!	12/6/2024 11:25 AM
37	Not sure that there has ever been an application to have highway access to tim's/ESSO from 236, lineups on 236 occur every morning/afternoon and should not be lined up on the highway.	12/6/2024 10:53 AM
38	That section of 67 running E TO W need to be 4 lanes with a solid divider down the middle	12/6/2024 10:45 AM
39	Did I miss seeing in the presentation what the costs are for each option? As well as who pays for each option.	12/6/2024 10:35 AM
40	I would prefer the lights at the intersection even though it may slow traffic movement per hour. But a single land round about is NOT the answer.	12/6/2024 10:33 AM
41	Please please please no round about!!!	12/6/2024 10:30 AM
42	I would like to ensure our town council is transparent and shares any information on this as well as the feedback that is received.	12/6/2024 10:29 AM
43	The town needs to do something quickly and effectively before someone gets hurt at that intersection. A massive problem is the people that park on 236N to go to Tim's drive through that block traffic and entrances and exits of ESSOs parking lots. That needs to be changed. A merge to the north off of 67 is a great idea as well.	12/6/2024 10:27 AM
44	Removing access to those businesses will hurt them. Adding access lanes would be alright but need to have access lanes both sides but that would encroach on your at lanes	12/6/2024 10:19 AM
45	Could you look at the intersection at the Dump Road and 67 as well? That is a dangerous intersection, too	12/6/2024 10:16 AM