Phase 3 Engagement Summary Report

Functional Design Study PTH 12 at PR 210 Intersection Improvements

Manitoba Transportation and Infrastructure

60713778

June 2025

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AECOM: 2024-12-21

Quality Information

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Revision History

Rev #	Revision Date	Revised By:	Revision Description
01	June 10, 2025	Fernando Velarde Trejo	Updates to stakeholder comments included, appendices added.

Distribution List

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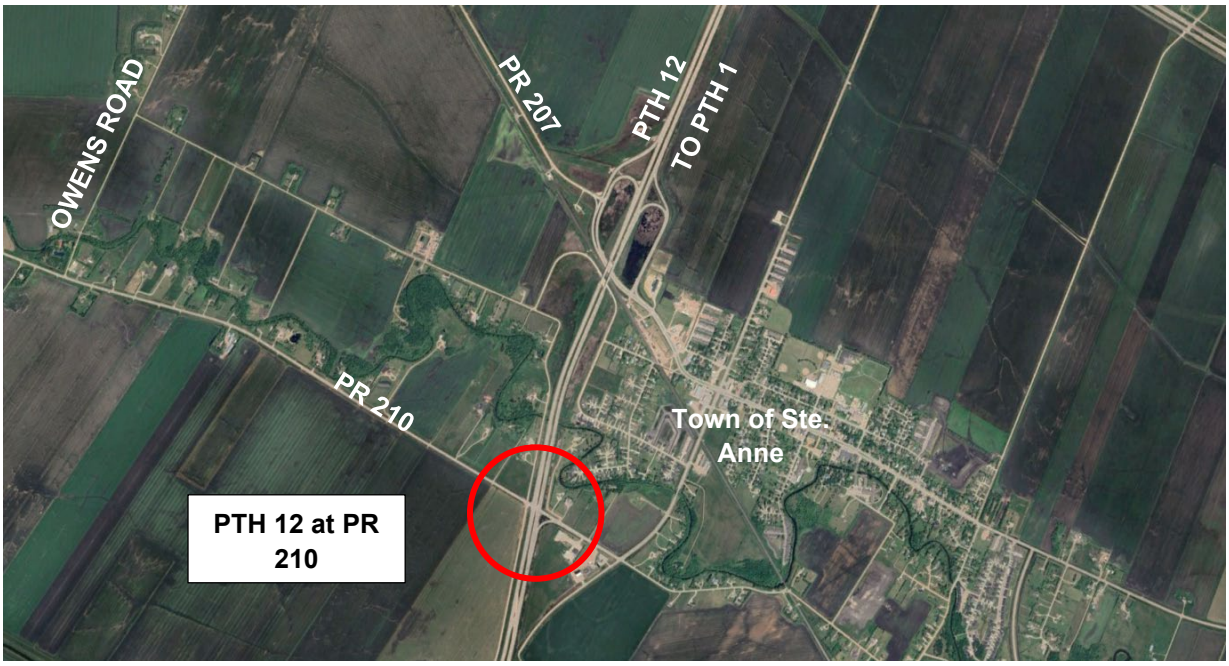
1. Introduction

1.1 Project Overview

The PTH 12 at PR 210 intersection is located southwest of the Town of Ste. Anne, about 1.5 kilometers south of the PTH 12 and PR 207 interchange. PTH 12 is an expressway four-lane divided highway for northbound and southbound traffic with a depressed median, and PR 210 is a two-lane collector highway running east-west. The intersection is unsignalized with stop control on PR 210 and is skewed at a 70-degree angle.

AECOM was engaged by Manitoba Transportation and Infrastructure (MTI) to undertake a Functional Design Study of the PTH 12 and PR 210 intersection to accommodate future traffic volumes and improve the safety of the intersection as collisions have increased at this location over the past five years. The study will consider how intersection geometry and traffic operation may be improved to reduce the number and severity of collisions at this intersection. Through the course of the study, alternatives are developed, evaluated, and refined. MTI also engaged AECOM to lead the public and stakeholder engagement process for the project.

Figure 1. Project Site



2. Engagement Overview

Working with MTI, AECOM is undertaking a three-phase engagement program as part of the Functional Design Study, with two of three phases completed to date.

Phase 1 – Project Introduction

The goal of this phase was to introduce the project to landowners, stakeholders, and local governments to gather initial insights for future consideration. An informational letter with a meeting invitation was sent to the following identified stakeholders: RM of Ste Anne; Town of Ste Anne; Ste Anne Police Service; RCMP - Steinbach Detachment; Canada Post; Manitoba Environment, Climate and Parks; Seine River School Division; MB Trucking Association; Town of Ste Anne Fire Department; Trails Manitoba; the Manitoba Cycling Association; and local landowners.

Four virtual meetings were held with the following stakeholders who expressed an interest in meeting: RM and Town of Ste. Anne Councils (joint meeting); Manitoba Trucking Association; RCMP; and landowners. Feedback was also collected via phone calls and emails from landowners who were unable to attend the meeting. Key discussion themes included potential intersection options, such as traffic lights, roundabouts, turn lanes, and priorities for safety and traffic flow.

Phase 2 – Presentation of Alternatives

The purpose of Phase 2 was to list the various concepts developed; present the short list of preferred alternatives; and gather feedback from stakeholders and the public. Four alternatives that best address the intersection's safety and operational issues were presented:

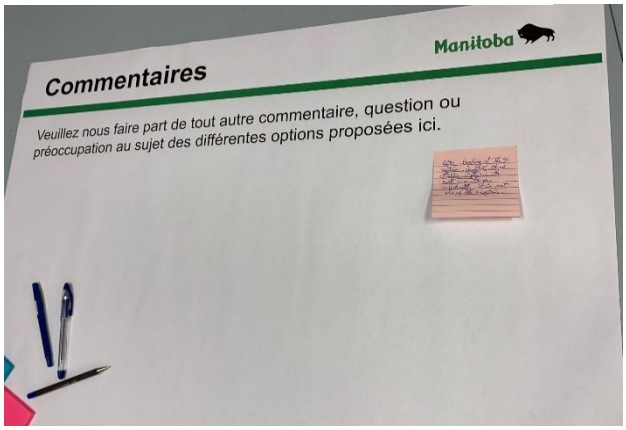
- Alternative #1: Median Half-Closure Option A;
- Alternative #2: Median Half-Closure Option B (includes a U-turn for eastbound PR 210 vehicles travelling to Ste. Anne or PTH 1);
- Alternative #3: Median Full Closure; and
- Alternative #4: Roundabout.

Four meetings were held with stakeholders who expressed an interest in meeting: Town of Ste. Anne Council (virtual); RM of Ste Anne Council (in person); Manitoba Trucking Association (virtual); and RCMP (virtual). A public Open House was hosted on July 11th, 2024, with approximately 35 attendees. Materials were provided in French and English. The open house was promoted via RM and Town webpages, as well as local radio.

A survey was also launched on the EngageMB website (July 12th – 24th, 2024) and promoted on local RM and Town webpages as well as local radio. MTI received a total of 198 survey responses. Feedback was also collected via phone calls and emails from businesses and landowners unable to attend the Open House.

Ninety percent of survey respondents agreed that engagement materials provided adequate information on the alternatives being considered; some commented that the project materials and process were clear and easy to read. Others asked why traffic lights were not considered as one of the preferred alternatives – or that the reasoning be shared with the public.

Figure 2. French Language Materials



Key themes generated from stakeholder and public meetings included:

- interest to continue to explore additional alternatives (e.g., traffic lights, roundabout, overpass, a flyover intersection, road realignment) that support safety and cost efficiency;
- concern that Alternative #4 (roundabout) may not be used properly by drivers;
- need for broader driver education; and
- need to educate drivers on less familiar road configurations

Phase 3 – Present Recommended Design Alternative

Phase 3 took place in Winter/Spring 2025 once the recommended design alternative, Median Half-Closure Option B, was selected.

In this phase, MTI and AECOM met with stakeholders to review the evaluation of the four alternatives presented in Phase 2, presented the recommended design alternative, and provided stakeholders with another opportunity for input. AECOM also shared a fact sheet explaining why traffic signals were not considered as one of the four alternatives presented in Phase 2. This fact sheet was developed in response to stakeholders' questions about this specific option. It was shared with stakeholders at the Phase 3 Open House, and emailed to interested stakeholders.

The Open House presented posters and materials in English and French, and a video that ran continuous footage of an existing restricted crossing U-turn intersection with geometry and vehicular movements similar to the recommended Median Half-Closure Option B. A large (~ 8 foot) poster with the full intersection design allowed stakeholders to clearly view the recommended alternative in more detail.

Following stakeholder engagement, a *What We Heard* summary was developed to post on the MTI website along with material showing the recommended design alternative. The feedback gained during the third round of engagement will be used to help refine the recommended alternative and complete the Functional Design.

This engagement summary report documents the third round of engagement including stakeholder consultation meeting minutes, public engagement session information presented, attendance records, summary of comments, suggestions, and consultation summaries.

A schedule of the engagement activities for the project is presented in Table 1.

Table 1. Engagement Schedule

Phase	Dates	Objective	Activities
Stakeholder Engagement Phase 1	November 2023	To communicate the need for the project and receive feedback on the proposed options from stakeholders. Gather input to consider for alternatives development.	■ Letters requesting a meeting mailed out to landowners and stakeholders ■ Four (4) meetings with stakeholders (joint meeting with the RM of Ste Anne and Town of Ste Anne Councils; RCMP; Manitoba Trucking Association; landowners) ■ Received comments via phone calls and emails
Stakeholder Engagement Phase 2	July 2024	Present alternatives under consideration and gather feedback to assist design and evaluation of alternatives.	■ Letters requesting a meeting mailed out to landowners and stakeholders ■ Four (4) meetings with stakeholders (Town of Ste Anne Council; RM of Ste Anne Council; RCMP; Manitoba Trucking Association) ■ One (1) Open House at Club Jovial on July 11, 2024 ■ EngageMB survey ■ Received comments via phone calls and emails
Stakeholder Engagement Phase 3	February to May 2025	Review the recommended alternative with stakeholders. Communicate how concerns raised during the Phase 2 engagement were considered. Gather additional feedback on the recommended alternative. Consider input to optimize the recommended alternative.	■ Letters requesting a meeting mailed out to landowners and stakeholders ■ Three (3) meetings with stakeholders (one Town of Ste Anne Council; two with RM of Ste Anne Council) ■ One (1) Open House at Club Jovial on February 6, 2025 ■ Received comments via phone calls and emails; provided individual responses to all calls / emails.

2.1 Stakeholders

MTI and AECOM developed a list of stakeholder groups to engage with throughout the project lifecycle, based on anticipated interest in and influence on the project. Engagement was planned at the International Association of Public Participation (IAP2) level of "inform" and/or "consult" for all stakeholders, as AECOM and MTI were requesting input and feedback on the project and preferred alternatives. MTI was responsible for Indigenous consultation in accordance with Section 35 of the *Constitution Act, 1982.*

Table 2. Stakeholder Groups

Stakeholder Group	Interest In / Influence on the Topic	Objectives for Engaging with Group	IAP2 Spectrum Level	Supports or Considerations
Rural Municipality (RM) of Ste Anne	Impacts to road network; impacts on property / safety / businesses	Obtain feedback on design considerations and address concerns where possible.	Consult	Hosted one (1) meeting with the RM of Ste Anne Council during each phase of the project; an additional meeting was held after the open house of Phase 3 of the project.
Town of Ste Anne	Impacts to road network; impacts on property / safety / businesses	Obtain feedback on design considerations and address concerns where possible.	Consult	Hosted one (1) meeting with the Town of Ste Anne Council during each phase of the project.
Adjacent landowners (see Appendix A for list)	Potential impacts to property; potential impacts on vehicle traffic	Obtain feedback on design considerations and address concerns where possible.	Consult	Hosted one (1) meeting during Phase 1. Invited landowners to a meeting in Phase 2 but there was no interest. Invited to Open House in Phase 2 and 3.
RCMP	Potential impacts to traffic safety.	Obtain feedback on design considerations and address concerns where possible.	Consult	Hosted one (1) meeting with the RCMP during Phase 1 and 2 of the project.
Manitoba Trucking Association	Impacts to road network; traffic safety; movement of goods on the Manitoba highway system	Obtain feedback on design considerations and address concerns where possible.	Consult	Hosted one (1) meeting with the MTA during each phase of the project.
General Public	General interest	Obtain feedback on design considerations and address concerns where possible.	Consult / Inform	Open House and EngageMB Survey in Phase 2. Open House in Phase 3.

As part of the Phase 1 and Phase 2 engagement, informational letters with a meeting invitation were sent to Manitoba Cycling Association, Canada Post, Seine River School Division, MECP, Town of Ste Anne Police Service, Town of Ste Anne Fire Department, and Trails Manitoba. No responses were received.

3. Phase 3 Stakeholder Engagement

3.1 Stakeholder Meetings

The following Phase 3 stakeholder meetings were held:

- January 29, 2025, virtual meeting with Town of Ste. Anne Council
- February 5, 2025, virtual meeting with RM of Ste Anne Council
- May 20, 2025, in-person meeting with RM of Ste Anne Council

3.1.1 Virtual meeting with Town of Ste. Anne Council

A virtual meeting with the Town of Ste Anne Council took place on January 29, 2025, with elected officials and staff, and MTI and AECOM representatives. Key discussion points included:

- Recommended Design Median Half-Closure Option B Features: right turns only from PR 210, a U-turn for eastbound traffic, acceleration lanes for right turns, and realignment of service roads. Includes a separate northbound acceleration lane for U-turns to address safety concerns. Goal is to simplify traffic movements, reduce conflict points, and improve overall traffic flow and safety.
- Safety Measures include dedicated acceleration lanes for example, for northbound U-turns to ensure safe merging and reduce collision risks.
- Discussion of the busy nature of the intersection at Central Avenue and Traverse Road (PR 207 / PR 210) and how new developments will impact traffic flow.
- AECOM confirmed that traffic analyses of the PR 207 / PR 210 intersection were completed based on long-term (2043) traffic projections that include impacts of future traffic growth and development. The projections included 4.3% annual traffic growth over the next 5 years and 2.0% annual growth for the following 15 years. The analysis determined that:
  - Without any changes to the existing PTH 12 at PR 210 intersection, the existing 2-way stop control at PR 207 and PR 210 will need to be improved to a 4-way to accommodate long term traffic operations.
  - If Median Half-Closure Option B is implemented at PTH 12 and PR 210, the existing 2-way stop at PR 207 and PR 210 will operate acceptably under projected traffic volumes with no need to modify the traffic control to a 4-way stop.
- Council members support the recommended Option B, noting it would not worsen traffic conditions and might slightly improve them.
- Publicity: Confirmation that the event details were posted on the town and RM websites.

3.1.2 Virtual meeting with RM of Ste Anne Council

A virtual meeting with the RM of Ste Anne Council took place on February 5th, 2025, with elected officials and staff, and MTI and AECOM representatives. Key discussion points included:

- Recommended Design Alternative (Option B): Features right turns only from PR 210, a U-turn for eastbound traffic, acceleration lanes for right turns, and realignment of service roads. Includes a separate northbound acceleration lane for U-turns to address safety concerns. Goal is to simplify traffic movements, reduce conflict points, and improve overall traffic flow and safety.
  - Intersection Characteristics and Project Goals: The existing intersection is skewed with no acceleration lanes for right turns from PR 210 onto PTH 12. The project aims to improve traffic safety and accommodate long-term traffic demand.

  - Impact on Local Traffic: Rerouting traffic through the PR 207 and PR 210 intersection could improve operations by reducing heavy left-turn volumes. The intersection is expected to operate acceptably under 2-way stop control even with the 2043 projected traffic volumes.
- Council concerns about the impact of the proposed design on future industrial development, particularly in the southeast corner of the PTH 12 at PR 210 intersection. They preferred the roundabout option due to its convenience and safety benefits.
  - AECOM recognized the roundabout's convenience and safety benefits. However, the roundabout was not recommended due to concerns about driver expectations and the proximity to the PR 207 interchange. The recommended design aims to address safety concerns while maintaining efficient traffic flow on PTH 12.
  - Discussion on U-Turns and Traffic Signals: Concerns were raised about the safety of U-turns on a high-speed highway and the exclusion of traffic signals as a viable option. AECOM explained the design features to ensure safe merging and cited studies showing that traffic signals could increase certain types of collisions such as "90 degree" collisions, which are the most common at this location and have a higher likelihood to cause serious injuries or fatalities, and might not effectively reduce the predominant left-turn collisions at the intersection. The recommended alternative offers better long-term safety and traffic operations.
- Positive feedback on the project team's efforts and presentation.

3.1.3 In-person meeting with RM of Ste Anne Council

An in-person meeting with the RM of Ste Anne Council took place on May 20th, 2025, with municipal elected officials and staff and MTI and AECOM representatives. Key discussion points included: Council expressed concerns pertaining:

  - how the new multi-lot light industrial subdivision immediately next to the PTH 12 and PR 210 intersection appeared to not have influenced the decision-making process for the recommended design alternative;
  - how closing the direct crossing movements may force heavy industrial traffic through the Town of Ste Anne's downtown area; and
  - the importance of maintaining convenient ingress/egress to the Town of Ste Anne.
- In response to Council's concerns, MTI staff explained that the recommended design alternative:
  - maintains higher through speeds by eliminating direct left turn and crossing movements;
  - relies of U-turn maneuvers via dedicated lanes to reduce conflict points; and
  - was selected as it adequately addresses the intersection's safety and traffic operation conditions.
- The Roundabout option was discussed, and the following issues were highlighted pertaining the use of said option at the intersection of PTH 12 and PR 210:
  - a roundabout at this location would be too close to the PTH 12 interchange causing long combination vehicles to struggle navigating the roundabout and potentially occupy both lanes during maneuvers;
  - trucks would need to regularly use engine retarder brakes to slow to a near stop, creating day and night noise;
  - high speed differential between through traffic (over 100 KM/h) and vehicles slowing or stopping for roundabout raises likelihood of severe crashes causing injury or death; and
  - the introduction of a roundabout at this intersection would violate driver expectations on an otherwise high-speed highway.

- At the meeting, information was shared pertaining the acceleration and deceleration lanes highlighting that the lanes were designed to safely operate at speeds of up to 120 KM/h and providing sufficient merge space for heavy trucks/vehicles to enter/exit without impeding through lanes.
- Finally, details pertaining the U-turn lane geometry was discussed including:
  - widening and lengthening of the U-turn lane to accommodate large combination vehicles in a dedicated lane to prevent encroachment on through traffic;
  - the inclusion of separate acceleration and deceleration lanes specifically for U-turn movements; and
  - the use of recommended design (restricted crossing U-turn intersections) across the United States with good results. Similar good results are expected in Canada, particularly at locations with lower traffic volumes.

3.2 Open House

A public Open House was hosted on February 6, 2025, with approximately 35 attendees. The Open House was promoted via RM and Town webpages. A number of individuals had attended the Phase 2 Open House and had basic project knowledge.

Figure 3. Project Team Members

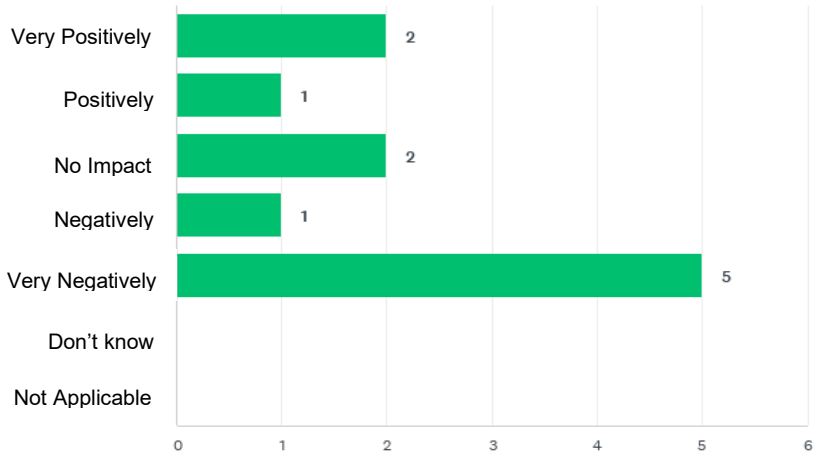
Respondents shared various opinions on the proposed traffic alternatives. Key themes included driver education and awareness; safety concerns with U-turns; concerns with traffic circulation impacts in the Town of Ste. Anne (i.e., at the PR 207 / PR 210 intersection); and the potential for short-cutting on local gravel roads. A log of comments received at the open house is included in Appendix A.1.1.3. Opinions were divided, with arguments both for and against the recommended option.

- Concerns about the proposed U-turn south of the intersection, with questions about its safety, especially with vehicles pulling onto PTH 12 southbound and crossing lanes to the U-turn. Even with acceleration lanes, some attendees felt that U-turns might pose risks.
- High interest and support for MTI addressing the safety and traffic concerns at the intersection.
- Comments highlighted the need for additional length for speed-up/merge lanes and raised concerns about the safety of the proposed design. Some attendees questioned the accuracy of safety data supporting Median Half-Closure Option B.; Economic and safety considerations were acknowledged, with some attendees believing that the right decision is being made despite perceived negative impacts. These attendees stated that taxpayer dollars are being responsibly spent and commuters are not affected;
- Similar to Phase 2 feedback, some attendees highlighted that driver education is important so drivers can adapt to new traffic patterns.
- Questions about why a roundabout was not recommended; many participants believed it to be safe and effective design option.
- Comments that none of the recommended options are appropriate and that traffic signals should be installed.
- Concerns for the proposed option included perception that the U-turns would contribute to accidents; long queues for deceleration/acceleration lanes; and deceleration/acceleration lanes not being able to accommodate semi-trucks.
- Concerns about increased emissions from trucks needing to accelerate out of roundabouts, and underuse of the existing PR 207 interchange.

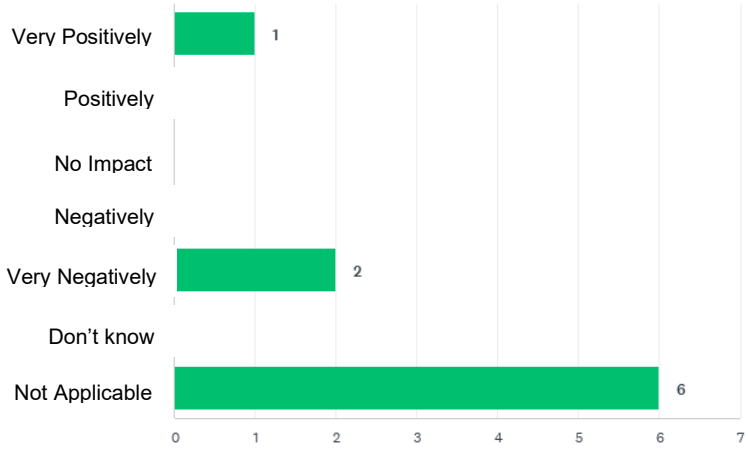
3.3 Survey and Comment Card Responses

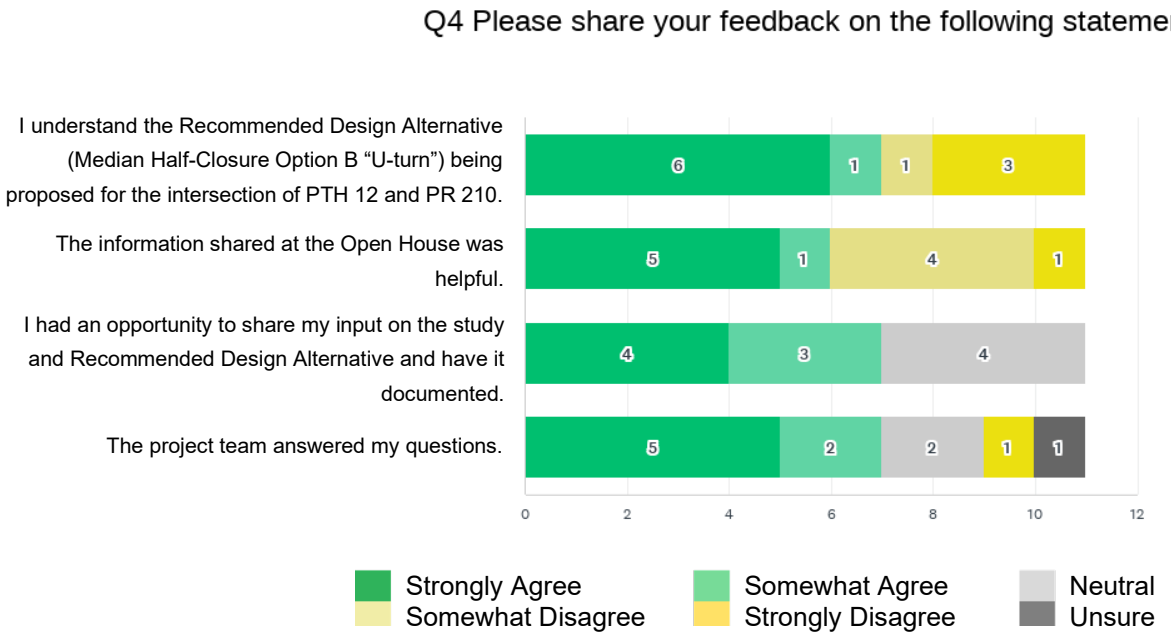
Eleven respondents completed a paper survey available to Open House attendees. General comments and feedback captured are included in the Open House summary above. Notable, despite some strong opinions shared at the Open House, most respondents understood the recommended design alternative being proposed (6 strongly agreed, 1 somewhat agreed), more than half felt they could share their input (4 strongly agreed, 3 somewhat agreed) and seven respondents said the project team answered their questions (5 strongly agree, 2 somewhat agreed).

Q1 How would the Recommended Design Alternative impact your travel patterns?



Q2 If you are a business owner in the area, how would the Recommended Design Alternative impact your business?





Comment cards were also available, with four individuals submitting responses. Feedback is integrated into the Open House summary and included in full as part of Appendix A.1.1.3 "February 6, 2025, Open House Feedback."

3.4 Stakeholder Feedback

A small number of stakeholders (five) reached out via email and phone to MTI and AECOM directly. These questions and concerns reflect a focus on safety, cost, traffic flow, and the potential impacts on the community and property values. AECOM developed responses; following MTI review and approval, replies were sent directly to the stakeholder. One stakeholder also reached out directly to the MTI Minister's office, and received a direct reply. Copies of responses sent to received correspondence has been included as part of Appendix A.1.1.4 "Written Responses to Correspondence."

Overall, stakeholders expressed satisfaction at the timeliness and responsiveness of the design team.

Summary of Key Questions and Concerns

Concerns were raised about the cost and effectiveness of the proposed U-turn for trucks, with a preference for a roundabout due to its perceived safety and cost benefits. Stakeholders questioned whether PR 210 could be repositioned to create a 90° intersection for better visibility and if longer merge lanes on PTH 12 were being considered. There were also suggestions to use the existing service road for highway access instead of direct access and to improve public education on making left turns.

Questions about the potential increase in noise generated by the proposed solution and the impact on property values were also raised. Stakeholders were concerned about the possibility of increased traffic on the service road and sought clarification on the steps the Province would take if the design did not perform as expected. Additionally, there were inquiries about compensation for any negative impacts and the timeline for construction.

The recommended design can be transitioned in the future if traffic volumes increase, or intersection operations require enhanced measures. Future work could include construction of a detour route on the west side of PTH 12 to

direct PR 210 traffic to the PR 207 interchange using Owens Road. No compensation will be provided for perceived negative impacts to this intersection improvement project such as increased traffic or noise pollution. The timeline for construction is anticipated for 2026 or 2027, subject to schedule impacts, with about a year needed for land acquisition and detailed design after the Functional Design Study is accepted.

Public education on making left turns was addressed by including a raised island in the recommended design to improve traffic safety and avoid vehicle overlaps. Noise generation should be reduced due to fewer stops/starts at the intersection. Increased traffic on the service road is unlikely, and measures such as signage and enforcement could be implemented if necessary.

Comments were also received requesting that the design be revised to provide the ability to ride a bicycle across the PTH 12 and PR 210 intersection. As a result, a path system for cyclists is being incorporated into the design to allow safe crossing through the intersection once the median island is constructed.

Figure 4. Open House Engagement

4. Lessons Learned

Importance of Visual Aids: Visualizing design options can be challenging for stakeholders.

- The Design Team used video and large format images. This helped to promote understanding and engagement.

Effective Communication: Ensuring stakeholders are presented with reasoning behind design choices.

- Provide clear, detailed explanations and fact sheets to address specific questions, such as why certain alternatives (e.g., traffic signals) were not considered.
- Provide clear, specific information on why some intersection treatments are not suitable for rural, high-speed roadways. For example, at the intersection of PTH 12 and PR 210 the limited amount of roadside development and high speeds makes the installation of traffic lights less suitable than the recommended design alternative.

Diverse Feedback Channels: Gathering comprehensive feedback from a wide range of stakeholders.

- Use multiple channels for feedback, including surveys, open houses, emails, and phone calls, to ensure all voices are heard.
- Track and document questions received by phone; use email responses to document understanding of questions asked.

Diverse Opinions: Capturing diverse opinions and strong feelings.

- Model respectful listening; repeat what was heard to clarify understanding.

Figure 5. Open House Engagement

5. Summary and Next Steps

The PTH 12 at PR 210 Functional Design Study aims to improve traffic safety and accommodate future traffic volumes at the intersection southwest of the Town of Ste. Anne. The engagement process involved three phases. Phase 1 introduced the project to stakeholders and gathered initial insights through virtual meetings and feedback collection. Phase 2 presented four alternatives to address the intersection's safety and operational issues, held meetings with stakeholders, and hosted a public Open House to gather feedback. Phase 3 reviewed the evaluation of the alternatives, discussed the recommended alternative, Median Half-Closure Option B, and collected feedback to assist in refining the design.

Phase 3 engagement included virtual and in-person stakeholder meetings, a public open house, and feedback collected through phone calls and emails. Feedback was documented via meeting notes from stakeholder meetings, email correspondence, "field notes" captured during conversations, and annotated table maps at the open house. This comprehensive approach ensured that diverse perspectives were considered in refining the recommended design alternative.

Phase 3 engagement showed again the high level of community and stakeholder interest in the Functional Design Study. Overall, engagement was high and the mix of outreach methods helped to spread awareness of the study. The background information related to traffic signals supported understanding of why this option was not selected as one of the four preferred alternatives considered. Following the high public attendance for the Phase 2 Open House, additional technical staff attended the Phase 3 Open House to answer stakeholder questions.

The next steps include finalizing the Functional Design of the recommended alternative using feedback from Phase 3 and completing the final design report. Public communication will continue with updates posted on the MTI website. Detailed design and land acquisition, estimated at about a year in duration, will proceed once the Functional Design Study is accepted. Construction is currently planned for 2026 or 2027, following the completion of land acquisition and detailed design.

Figure 6. Open House Engagement



Appendix A. Phase 3 Engagement Materials

A.1.1.1 Stakeholder Materials

- Open House Notice
- Traffic Signals Summary

Public Open House - February 6, 2025

Functional Design Study

PTH 12 at PR 210 Intersection Improvements

Date: Thursday, February 6, 2025

Location: Club Jovial
157 Central Avenue
Ste. Anne, Manitoba

Time: 6 to 8 p.m.

This is a drop-in event.

Project Background:

The PTH 12 at PR 210 intersection is an at-grade intersection located southwest of the Town of Ste. Anne. Collisions have increased at this intersection over the past five years. Manitoba Transportation and Infrastructure (MTI) is conducting a functional design study (FDS) to help make the intersection safer. The study will consider intersection geometry and how to manage traffic to reduce collisions.

MTI has hired engineering service provider AECOM to complete the FDS for the intersection. The FDS takes place early in the design process, where different alternatives are developed and evaluated, based on analyses and public and stakeholder feedback. Subsequently, a preferred design alternative is selected and further refined into a final functional design.

MTI invites you to a public open house that will provide an overview of the project, present and collect feedback on the preferred design alternative, and discuss next steps.

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Manitoba

PTH 12 at PR 210 Functional Design Study

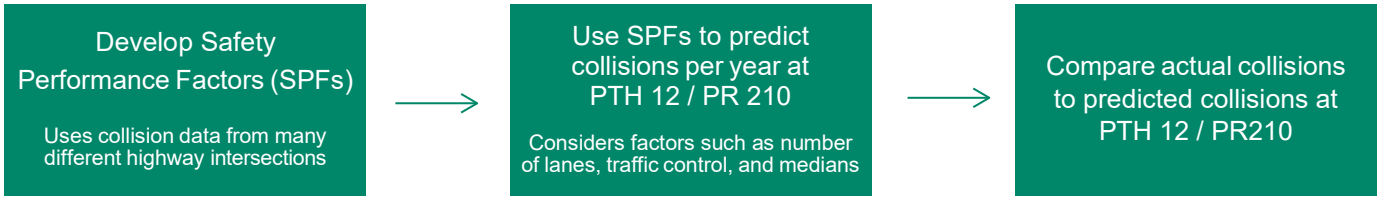
Why aren't Traffic Signals a Preferred Alternative?

Traffic signals were studied as one of eleven potential improvements at the PTH 12 and PR 210 intersection. We found that traffic signals were not as safe compared to the other options investigated.

Traffic Safety

How was safety measured for this intersection?

Based on collision data at many different intersections, road safety experts have developed Safety Performance Factors (SPF) which can be used to predict the average number of collisions per year at a specific location. This prediction is compared to actual collision data to help determine if there is a safety issue.



We determined that over the past five years there has been an average of eight (8) collisions per year at PTH 12 and PR 210, with **more than half involving injuries or fatalities**. The most common collision type was "90 degree" (72%) followed by "rear-end" (15%). The number of actual collisions per year exceeded the predicted collisions by 22%.

We also reviewed studies conducted in the United States at comparable two-way stop controlled rural intersections on four-lane highways. These studies show that collision rates at PTH 12 and PR 210 are **more than six times higher** than the average for the number of vehicles entering the intersection.

Taken together, the safety analysis shows there are existing safety problems at the PTH 12 and PR 210 intersection that need to be addressed.

How will a Traffic Signal affect safety?

The SPFs were also used to predict the number of collisions per year if the existing two-way stop is replaced with traffic signals in a similar rural driving environment. **Compared to a typical two-way stop, traffic signals have the following predicted collisions:**

- **Total collisions are expected to increase by more than four times**
- **Collisions involving injuries / fatalities are expected to more than double**

Why are Traffic Signals less safe here?

Traffic signals do not reduce the most common "90 degree" collisions that occur at this intersection. Compared to almost every other collision type, "90 degree" collisions have the most serious outcomes. When drivers make mistakes at high-speed signalized intersections, poor outcomes involving injury or death can be expected. Road design professionals assume that drivers will make a mistake at some point in time. Their designs need to accommodate these mistakes so that drivers can survive a collision.

What makes Traffic Signals safer at other locations?

Traffic signals are a better alternative in areas with more significant development beside the road, or in lower speed urban areas. Roadside development is a visual clue that can raise driver awareness resulting in less driver error at signals. Overall, moderate to very high development areas produce much safer outcomes for traffic signals. In this location there is very little development right next to the roadway to raise awareness, so mistakes are more likely.

Summary

Traffic signals are not as safe as other options investigated for the study for the type of driving environment at the project location. Traffic signals were not selected as one of the four alternatives shown as part of the Public Engagement due to the predicted increase in collisions versus other alternatives.

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A.1.1.2 Open House Materials

- Open House Storyboards

PTH 12 at PR 210 Intersection Improvements
Functional Design Study

Public Open House

February 2025

Manitoba

Purpose of the study

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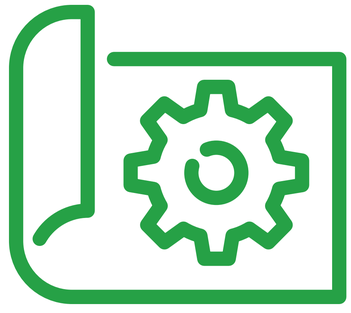
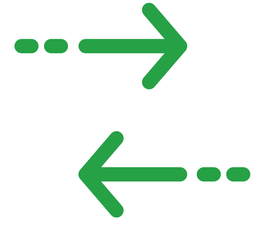
Collisions have increased at PTH 12 and PR 210 intersection over the past five years.



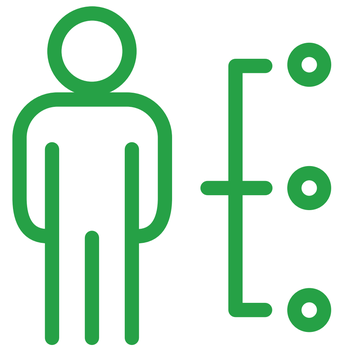
Manitoba Transportation and Infrastructure (MTI) is conducting a Functional Design Study to help make the intersection safer.



The study will consider intersection geometry and how to manage traffic to reduce collisions.

The purpose of this Open House is to:

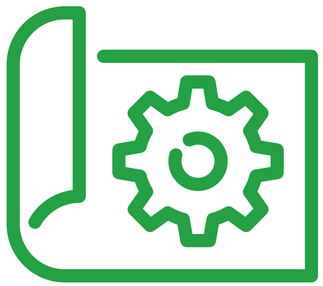
Provide an overview of the project



Present the recommended design alternative

Collect feedback on the recommended design alternative

What is Functional Design?



Functional design is an early design phase which addresses traffic operations and safety issues.

Several design alternatives are developed and evaluated, based on analyses, and public and stakeholder feedback.

Based on evaluation, Manitoba Transportation and Infrastructure will select a recommended design alternative and finalize functional design.

Study timeline

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Functional Design Study

October to December 2023

Review existing conditions and design requirements

December 2023 to June 2024

Prepare alternatives and evaluation criteria

July to August 2024

Evaluate alternatives, select recommended alternative

Spring 2025

Final Report

We are here

November 2023

Stakeholder Meetings

June and July 2024

Stakeholder Meetings / Public Engagement

Winter 2025

Present recommended alternative to stakeholders and public

Detailed Design Study

Construction

Existing PTH 12 at PR 210 Intersection

- No acceleration lanes for right turns from PR 210 onto PTH 12
- Northbound and southbound left turn lanes on PTH 12
- Left-turn median acceleration lane provided for westbound PR 210 to southbound PTH 12
- Stop signs at PR 210
- Skewed intersection
- Right-turn lane from northbound PTH 12 to PR 210

Intersection improvement concepts

MTI and AECOM considered 11 improvement concepts.

- Geometric improvements to the existing intersection
- Improve intersection skew angle
- Restricted crossing U-turn (RCUT)
- **Median Half Closure (Option A)**
- **Median Half Closure (Option B)**
- Median Half Closure (Option C)
- **Median Full Closure**
- Jug handle
- **Roundabout**
- Median U-turn (MUT)
- Traffic signals

Intersection improvement alternatives

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Four alternatives that addressed most or all the intersection's safety and operational issues were selected for further analysis:

Alternative #1	Alternative #2	Alternative #3	Alternative #4
Median Half Closure (Option A)	Median Half Closure (Option B)	Median Full Closure	Roundabout

Alternative #1 median half closure option A
Alternative #2 median half closure option B

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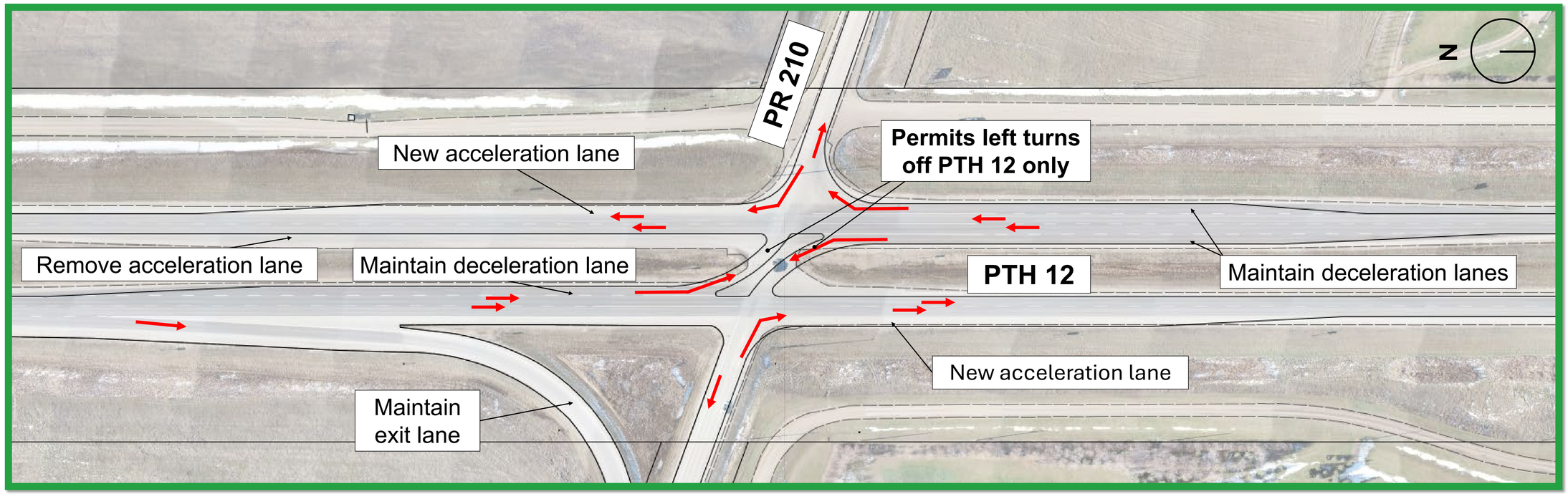
Alternative #1

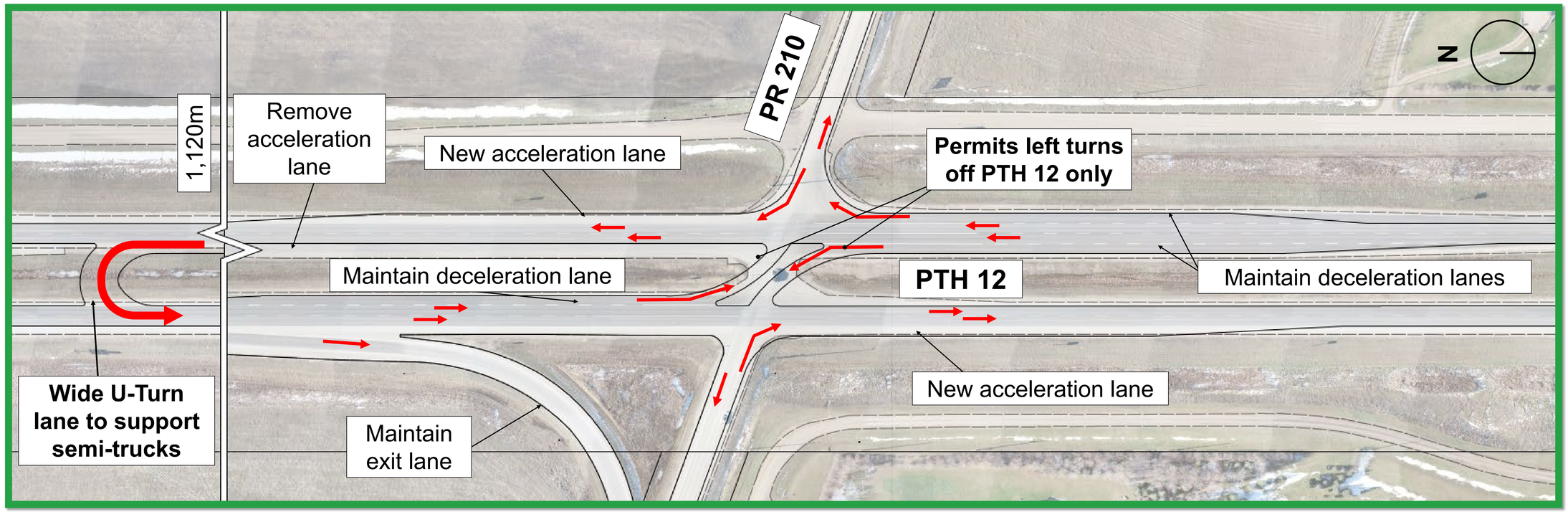
Median Half Closure (Option A)

* See detour slide



Alternative #2

Median Half Closure (Option B)



Alternative #3 median full closure
Alternative #4 roundabout

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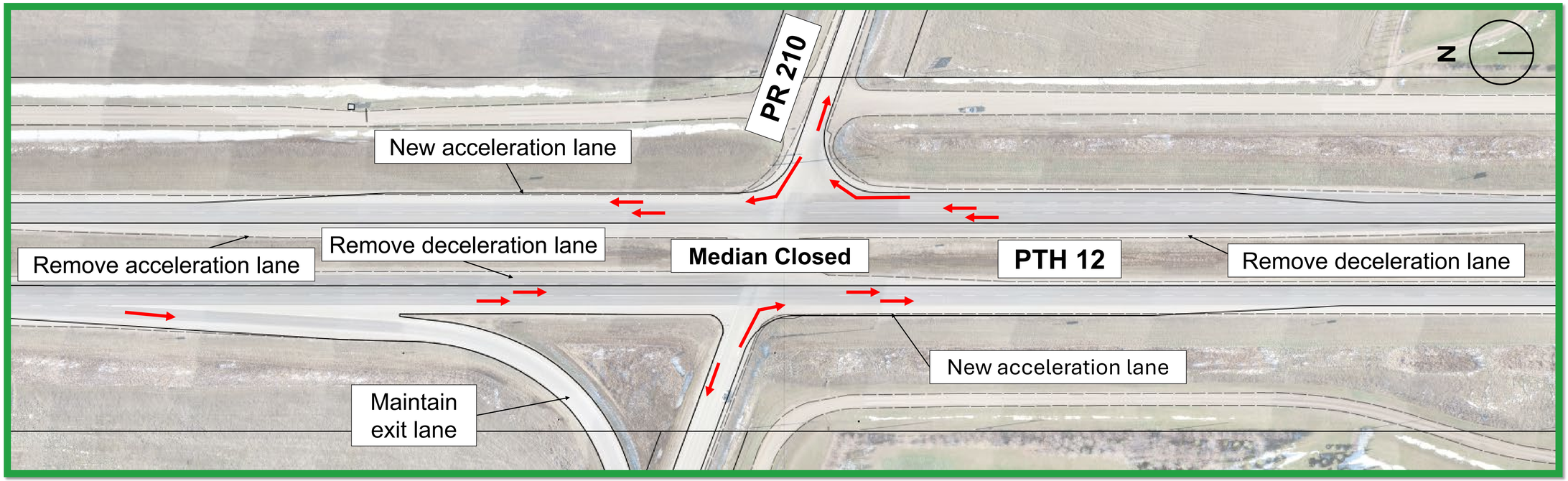
Alternative #3

Median Full Closure

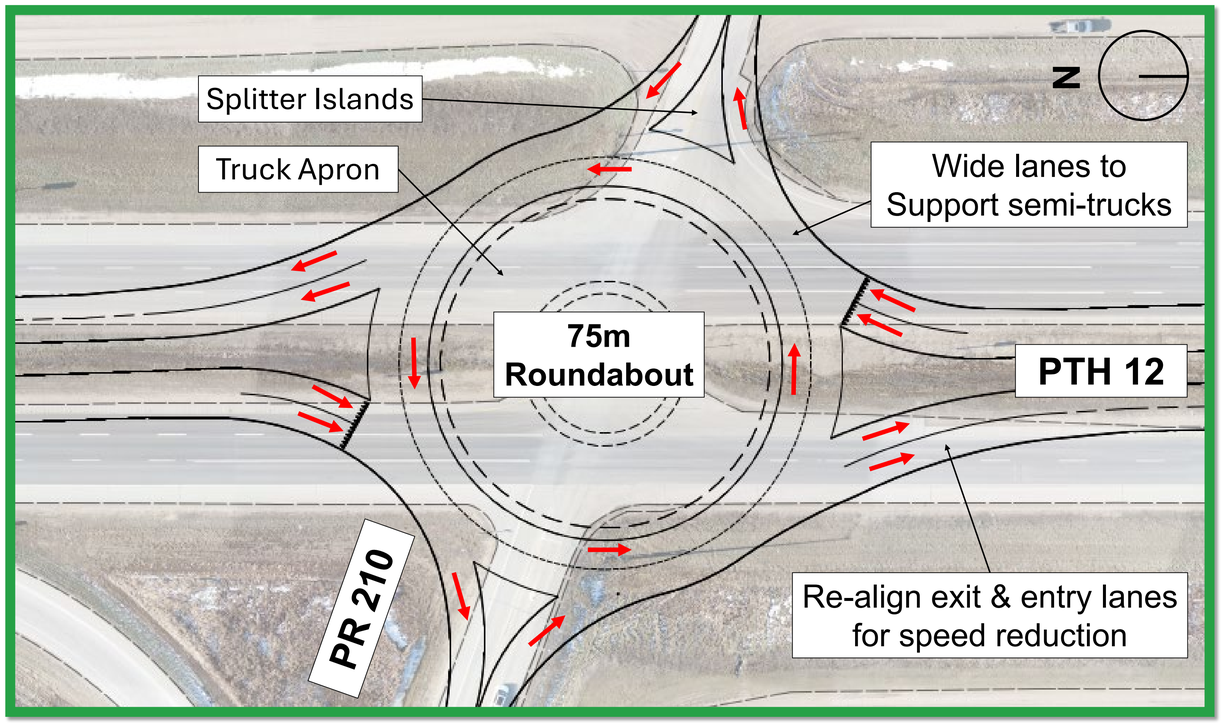
* See detour slide



Alternative #4

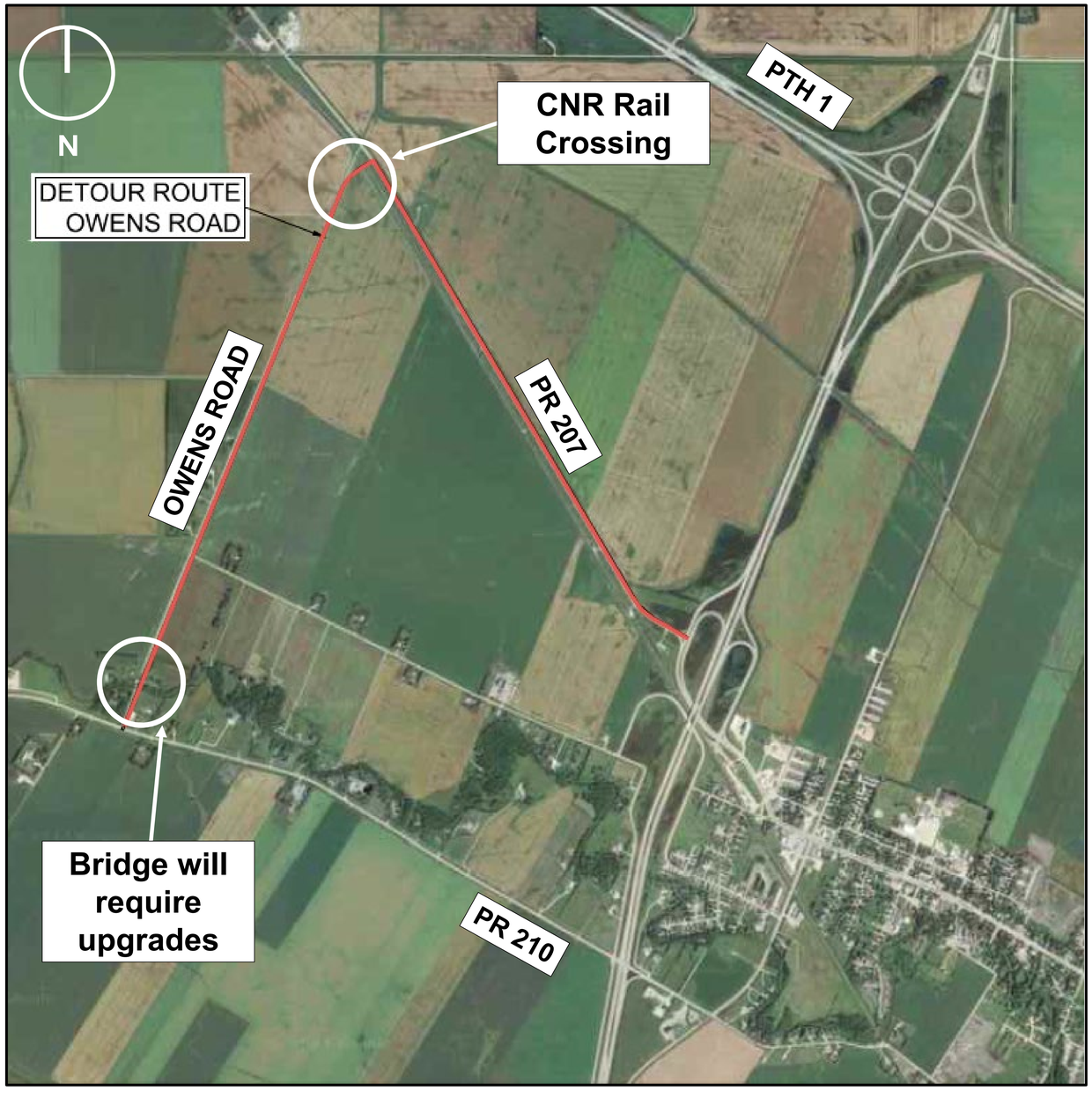
Roundabout

PTH12 Speed reduced to 80km/h



PTH12 Speed reduced to 80km/h

West side detour



If either Alternative #1 or #3 is selected a detour route to service eastbound PR 210 traffic is needed

- Vehicles can only turn right from eastbound PR 210 to PTH 12
- Vehicles travelling east on PR 210 that wish to travel north on PTH 12 must detour 6.9 km to the PR 207 interchange
- Currently the detour route is mostly gravel and will need to be paved
- Bridge upgrade will be required on Owens Road
- May require minor realignment of Owens Road and PR 207 intersection to reduce skew angle

Why aren’t traffic signals a preferred alternative?

Traffic signals were studied as one of the improvement options at PTH 12 and PR 210. However, it was determined there are safer options than traffic signals that can also handle future traffic volumes effectively.

Why are traffic signals less safe here?

- Traffic signals are an effective option in areas with significant roadside development. Roadside development provides a visual clue that helps increase driver awareness and reduce driver error.
- At PTH 12 and PR 210 there is very little development adjacent to the highway, so mistakes are more likely.
- Installation of a traffic signal at this location is expected to increase the total number of collisions by **more than four times** and double the number of collisions involving injuries or fatalities.
- In addition, traffic signals do not reduce “90 degree” collisions which are the most common at this location and have the most serious outcomes.

Evaluation matrix

As part of selecting a recommended design alternative, an evaluation matrix grouped the following criteria in two categories:

ENGINEERING:

- Safety
- Traffic Operation
- Over-dimension Load Accommodation (e.g. able to accommodate large agricultural equipment)
- Capital Cost
- Winter Maintenance
- Utilities

SOCIO-ECONOMIC (AND ENVIRONMENTAL):

- Land Acquisition
- Impact on Road Users and Adjacent Landowners
- Environmental Impacts
- Implementation Timeline Impacts
- Stakeholder/Public Feedback

Each criteria was given a weight to indicate relative importance. Each criteria was then assigned a score.

Evaluation matrix results

PTH 12 at PR 210 Functional Design Study

Preferred Alternative Evaluation Results

Evaluation Criteria	Alt 1: Median Half Closure Option A	Alt 2: Median Half Closure Option B	Alt 3: Median Full Closure	Alt 4: Roundabout
Engineering Subtotal	14.8	**18.5**	17.3	16.0
Socio-Economic Subtotal	9.9	11.0	10.9	**12.0**
Total	*24.7*	***29.5***	*28.2*	*28.0*

Recommended functional design plan

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Recommended functional design plan

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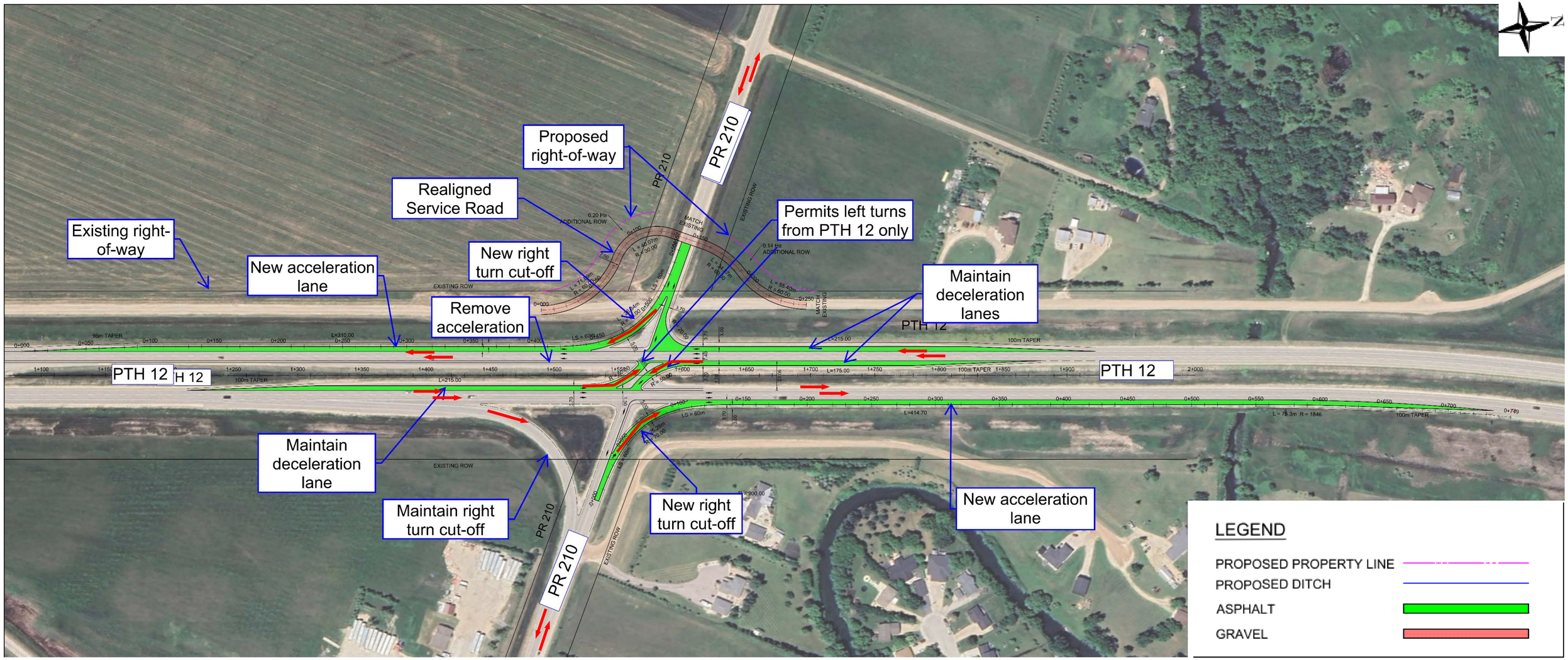

Impact on PR 207 & PR 210 intersection

- Stakeholders and the Public have asked if improvements at PTH 12 and PR 210 will impact traffic at the PR 207 and PR 210 intersection in the Town of Ste. Anne.

- As a result, AECOM completed additional traffic analyses at the PR 207 and PR 210 intersection for the following scenarios:
  - Existing (2024) traffic conditions;
  - Projected (2043) traffic conditions; and
  - Projected (2043) traffic conditions after implementation of recommended option.

- These traffic analyses indicated that the implementation of improvements at the PTH 12 and PR 210 would **improve traffic conditions** at the PR 207 and PR 210 intersection. In particular, re-routing traffic to the PR 207 interchange reduces the number of westbound lefts, which improves overall traffic operations.

Comments

Please share any additional comments, questions, or concerns about the recommended functional design plan here.

Next steps

Manitoba

February 2025

Review feedback on recommended design alternative

Spring 2025

Finalize Functional Design & Submit Final Report

Thank You

Thank you for participating in the Phase 3 Engagement for the PTH 12 at PR 210 Intersection Improvements Functional Design Study.

For additional information or questions, please contact:

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