Engage MB What We Heard

Intersection Improvements at PTH 10 & PTH 83

Project Overview

As part of ongoing efforts to improve safety, Manitoba Infrastructure identified the intersection of Provincial Trunk Highway (PTH) 10 at PTH 83 in Swan River as a target location for enhancements. To address the history of collisions and rising left turn conflicts, the department explored alternate intersection designs that could improve safety and reduce the likelihood of severe collisions.

Two options are being considered to improve safety and traffic flow:
Option A: Addition of Protected/Designated Left Turn Lanes
Option B: Constructing a New Roundabout

After presenting the two options to the Town of Swan River for input, we presented the options online to the public and asked for feedback. The online information provided an overview of both options and asked the public to participate in a survey. The results from the survey will be considered in the overall evaluation of which option to implement at the intersection.

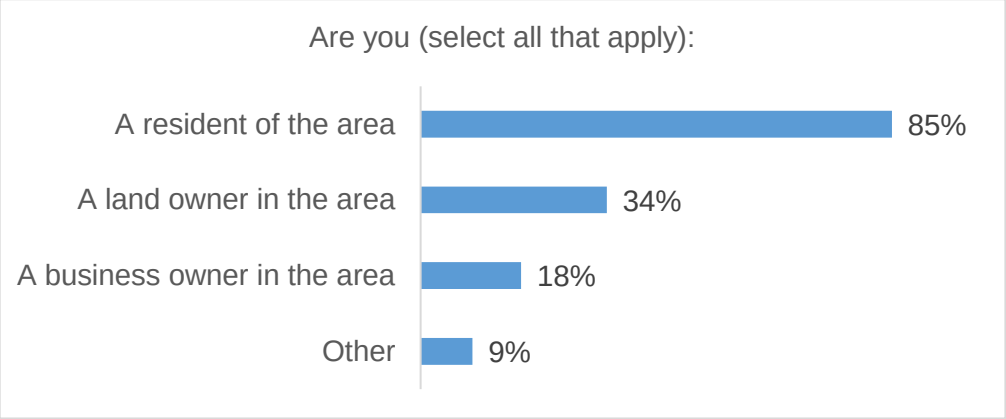
Engagement Overview

Public engagement consisted of an online presentation and survey on EngageMB, which was open for feedback from March 23 to April 13, 2021. A public advertisement was issued in the local community paper, and was also shared online at rural community and news websites. Social media posts were shared by both the Manitoba government (@MBGov) and the Town of Swan River encouraging followers to contribute their feedback.

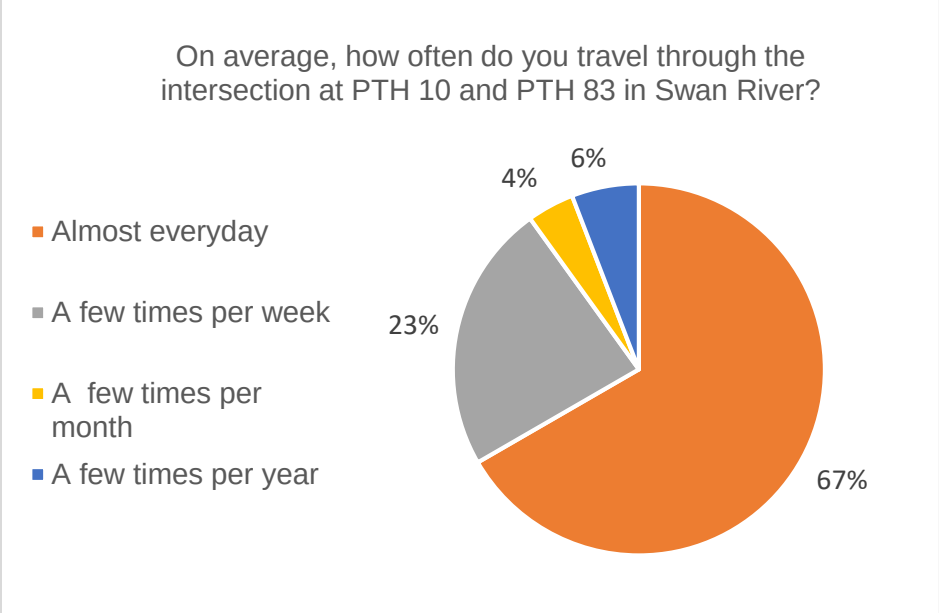
Survey Results

A total of 343 responses were received to the survey.

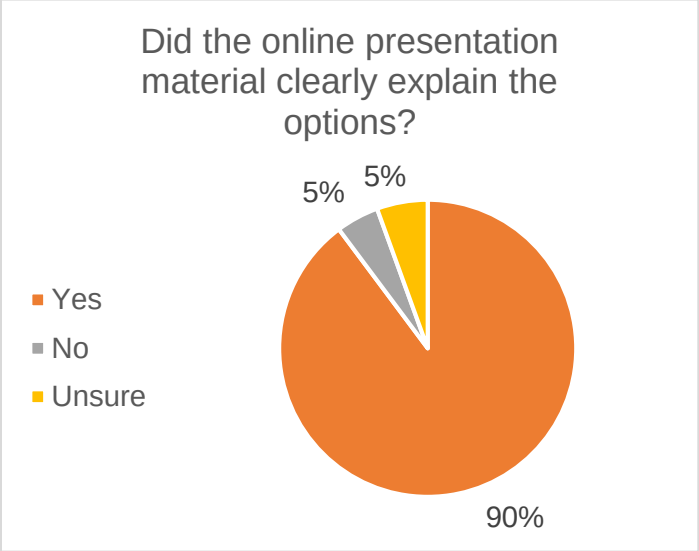
Survey respondents were asked about their connection to the area as either residents, landowners or business owners. Respondents could select more than one option to describe their connection to the area. Of the responses received, 85 per cent indicated they were residents, 34 per cent indicated they were landowners and 18 per cent identified as business owners in the area. Of the 9 per cent that selected “other” the majority indicated that they travel through the area either regularly or on occasion.



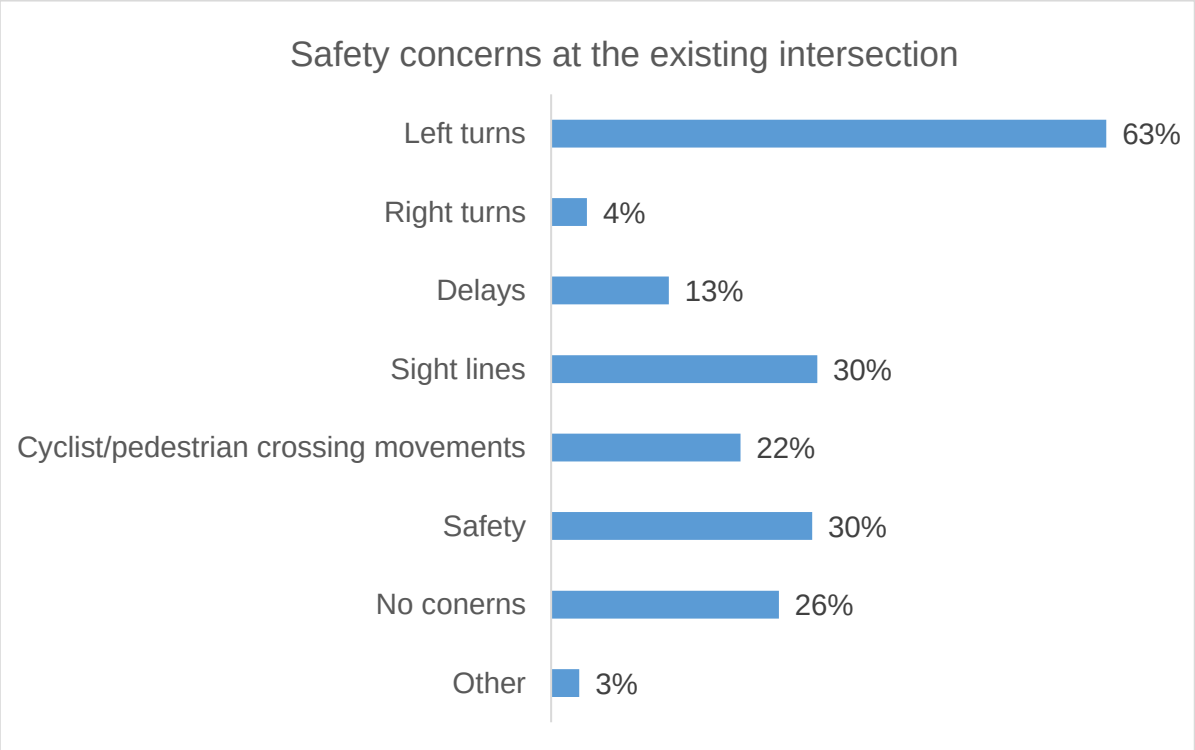
The majority of survey respondents are frequent users of the intersection with 67 per cent reporting that they drive through the intersection almost every day.



The majority of survey respondents indicated that the engagement material clearly explained the options for intersection improvements with 90 per cent agreeing to the question “Did the online presentation material clearly explain the options for intersection improvements at PTH 10 and PTH 83 in Swan River?” Those who indicated “no” or “unsure” indicated that they found the maps difficult to understand or provided general comments about the project overall.

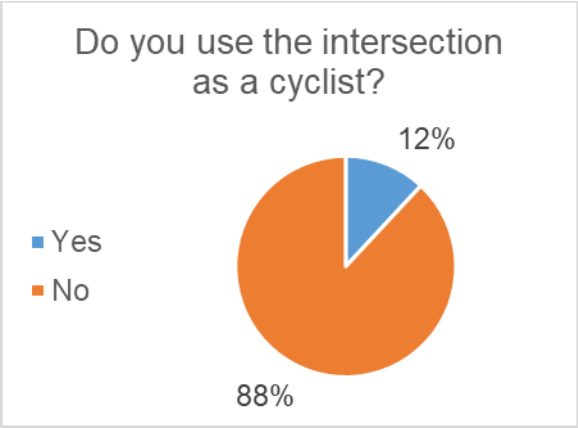


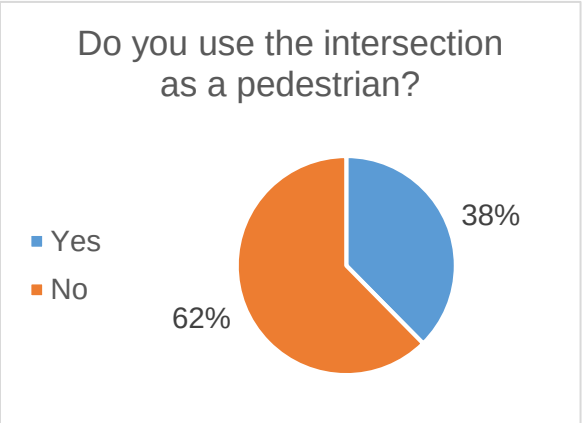
Survey respondents were asked about their concerns with the existing intersection. The top three concerns that respondents reported were: left turns (63 per cent), sight lines (30 per cent) and safety (30 per cent). Respondents could select as many options as applied.



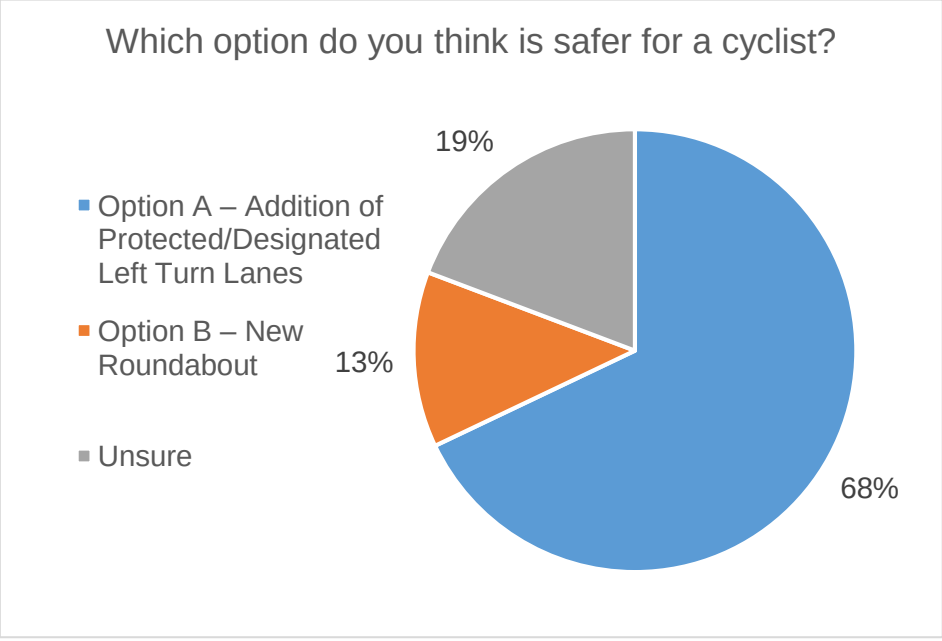
Intersection Safety for Active Transportation Users

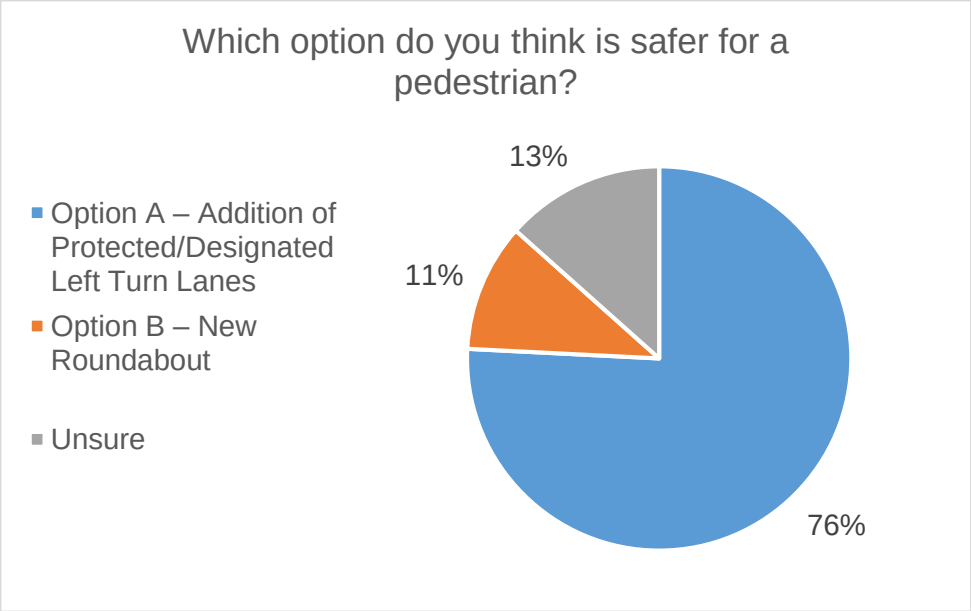
The survey asked respondents if they used the intersection for active transportation purposes. Only 41 respondents (12 per cent) reported using the intersection as a cyclist and 129 respondents (38 per cent) reported using the intersection as a pedestrian.





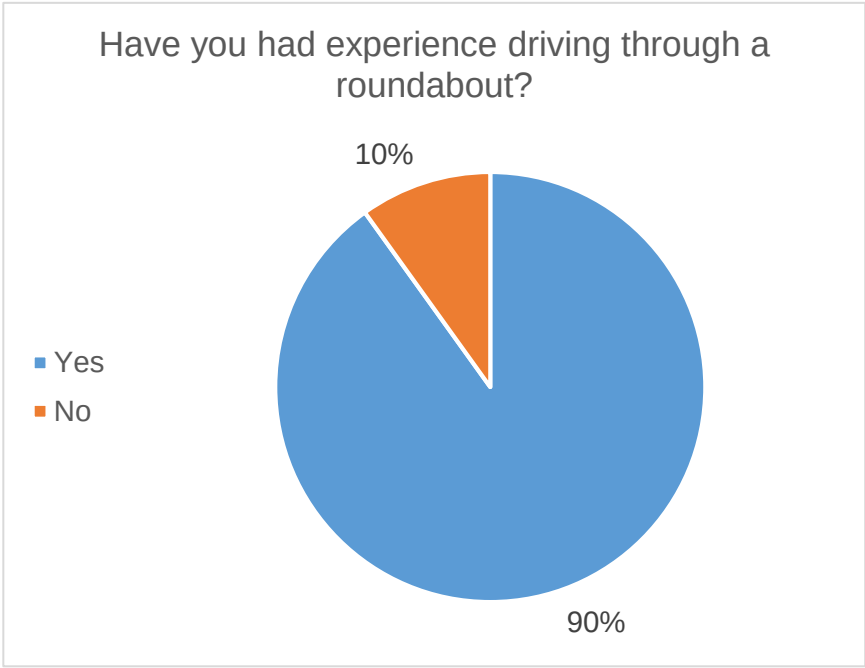
The majority of respondents felt Option A: Addition of Protected/Designated Left Turn Lanes would be safer for cyclists (68 per cent).





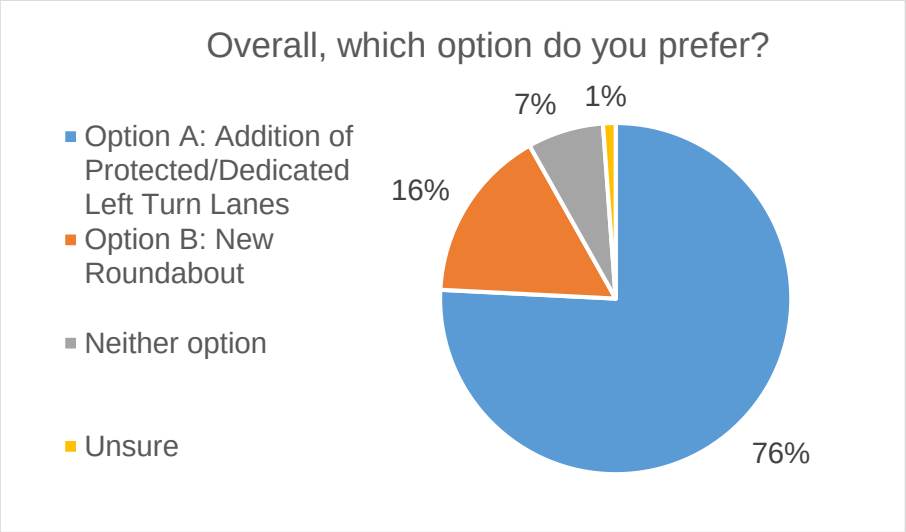
The majority of respondents also responded Option A: Addition of Protected/Designated Left Turn Lanes would be safer for pedestrians (76 per cent).

We wanted to understand about experience driving through a roundabout. Among survey respondents 90 per cent indicated that they had experience driving through roundabouts.



Overall Preference

The final question of the survey asked respondents overall which option they preferred, Option A: Addition of Protected/Designated Left Turn Lanes or Option B: New Roundabout. Overall, 76 per cent of respondents preferred Option A featuring the left turn lane/signal.



As well, respondents were encouraged to provide comments about their preferred Option. A summary of the comments received is below.

Additional comments provided by the 260 Respondents who preferred Option A:

24 per cent of respondents	Thought this option would be better for large vehicles including farm equipment, commercial trucks, and longer-length logging trucks.
15 per cent of respondents	Concern for other drivers' ability to use the roundabout. Notably, some also commented that improved education/information to the community would improve this ability.
8 per cent of respondents	Intersection requiring only a left turn signal with left turn advance movement (with no left turn lane) is sufficient.
4 per cent of respondents	Lower capital cost for option A.
2 per cent of respondents	Safer for cyclists and pedestrians.

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Additional comments provided by the 55 Respondents who preferred Option B:

11 per cent of respondents	More progressive road management and this is the way of the future.
9 per cent of respondents	Traffic would flow better.
5 per cent of respondents	Safer type of intersection.
5 per cent of respondents	Less impact on the business accesses near the intersection.

Analysis

- Most respondents indicated a strong connection to the project, and indicated they understood the options well and had experience driving through roundabouts.
- Survey respondents identified left turns as the highest concern with the existing intersection, which corresponds with the department's engineering analysis.
- Of the two options presented:
    - **A majority of respondents preferred *Option A: Addition of Protected/Designated Left Turn Lanes.***
    - **A majority also believed that Option A was safer for both cyclists and pedestrians.**

Manitoba Infrastructure wants to thank all who participated in the survey. We appreciate your support!

Next Steps

Public feedback is an important part in the evaluation of the proposed options. Our engineering team will closely review the engineering assessment of the options, consultation with local government officials, and all public feedback to evaluate the proposed options and select a preferred option for the intersection improvements.

The next major step in the project is the detailed design phase. Once detailed design is completed, tendering for the construction phase of the project will take place. It is anticipated that the intersection improvements will be complete before the end of the 2022 construction season.

Questions?

Please direct any questions or comments to regional staff at R4Engagement@gov.mb.ca