

Online Public Engagement PR 206 & PR 213 (Garven Road) Intersection Improvements

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Public Engagement Period
May 25, 2020 – June 5, 2020



Purpose of Online Public Engagement

- ☐ Outline the need for intersection improvement
- ☐ Present intersection improvement alternatives
- ☐ Gather public input

Project Development Process

✓ Identify need for intersection improvements

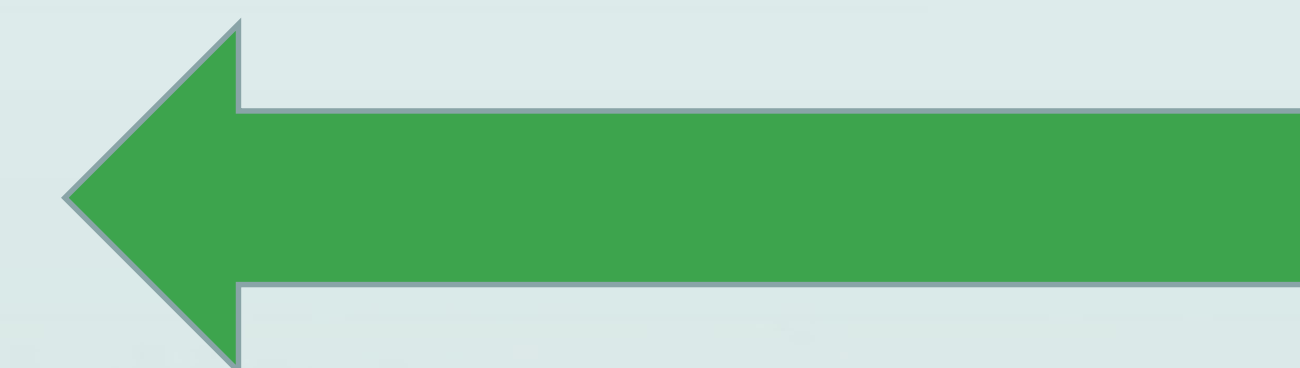
✓ Develop alternatives

☐ Gather public input

☐ Select an alternative

☐ Proceed to construction

- Summer and fall of 2020

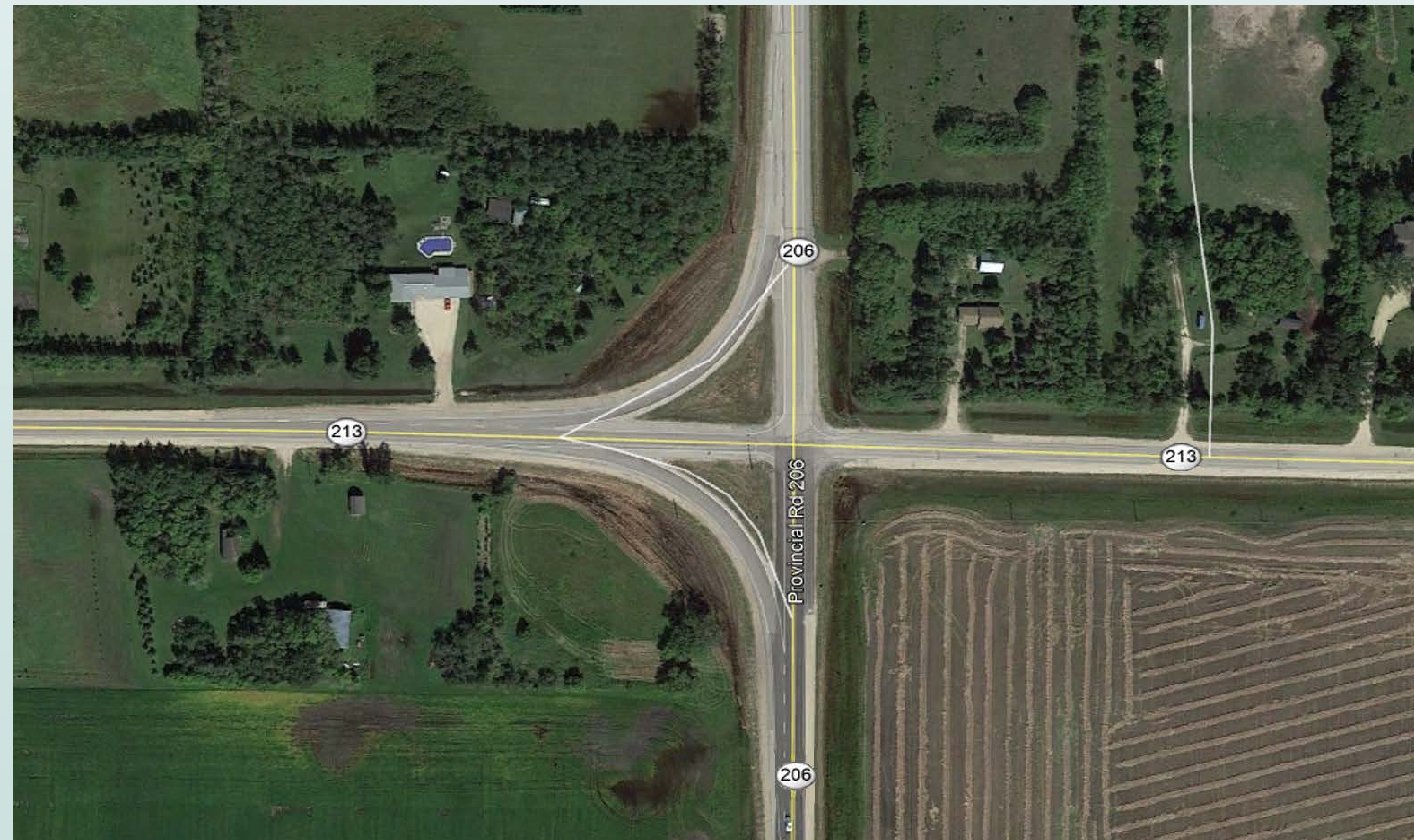


We are here

Project Need

Problem: The intersection has a history of collisions and traffic delay

Proposed Solution: Improve safety and traffic flow by upgrading the existing intersection



Existing Conditions

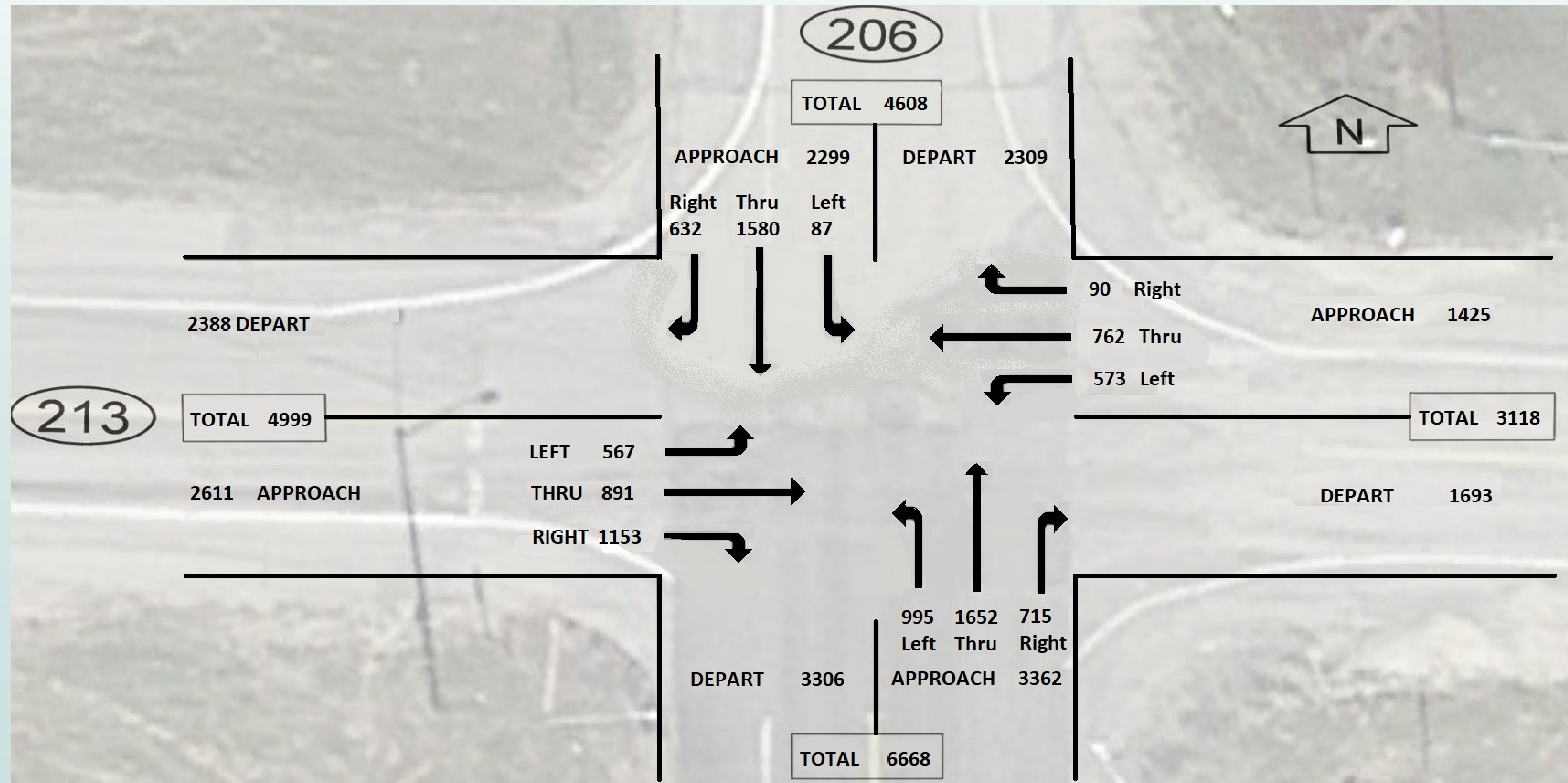
- ☐ 2-way stop sign controlled
 - Through traffic on PR 206
 - Stop condition on PR 213 (Garven Rd)
- ☐ History of right-angle (T-Bone) collisions
- ☐ Various posted speeds
- ☐ Rumble strips on PR 213
- ☐ Traffic delay on PR 213

Google Maps Image



Posted Speeds approaching the intersection of PR 206 & PR 213 shown in their existing position based on vehicle direction and motorist viewpoint

Existing 24 hour Traffic Volumes

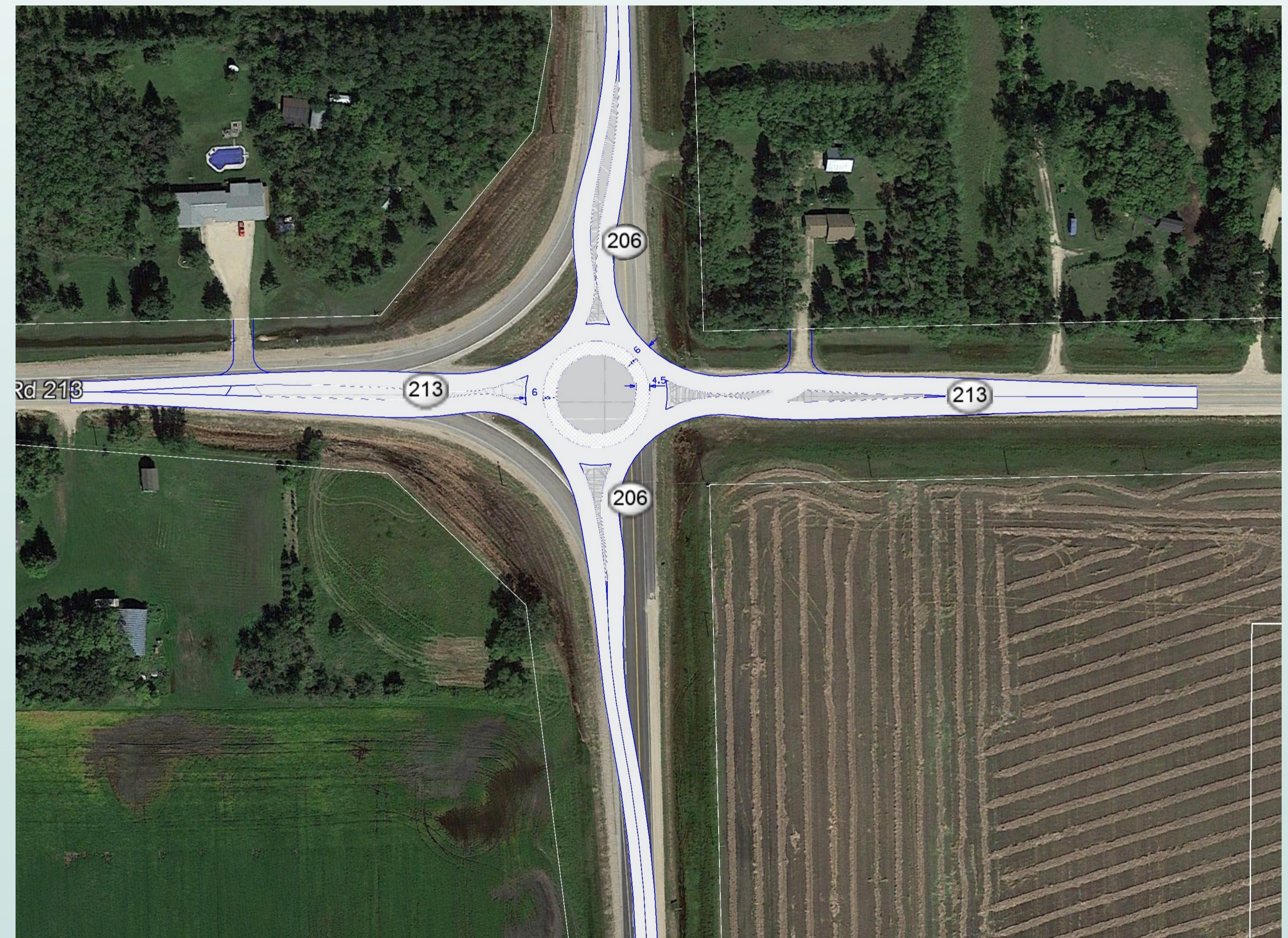


Intersection Improvement

Option #1: Roundabout

- ☐ Free flow conditions
- ☐ 8 vehicle conflict points
- ☐ 30km/h through the intersection
- ☐ No dedicated turning lanes required
- ☐ Rumble strips are not required

Google Maps Image



Single lane roundabout design shown over aerial photo of existing intersection at PR 206 & PR 213

Intersection Improvement

Option #2: Traffic Signals

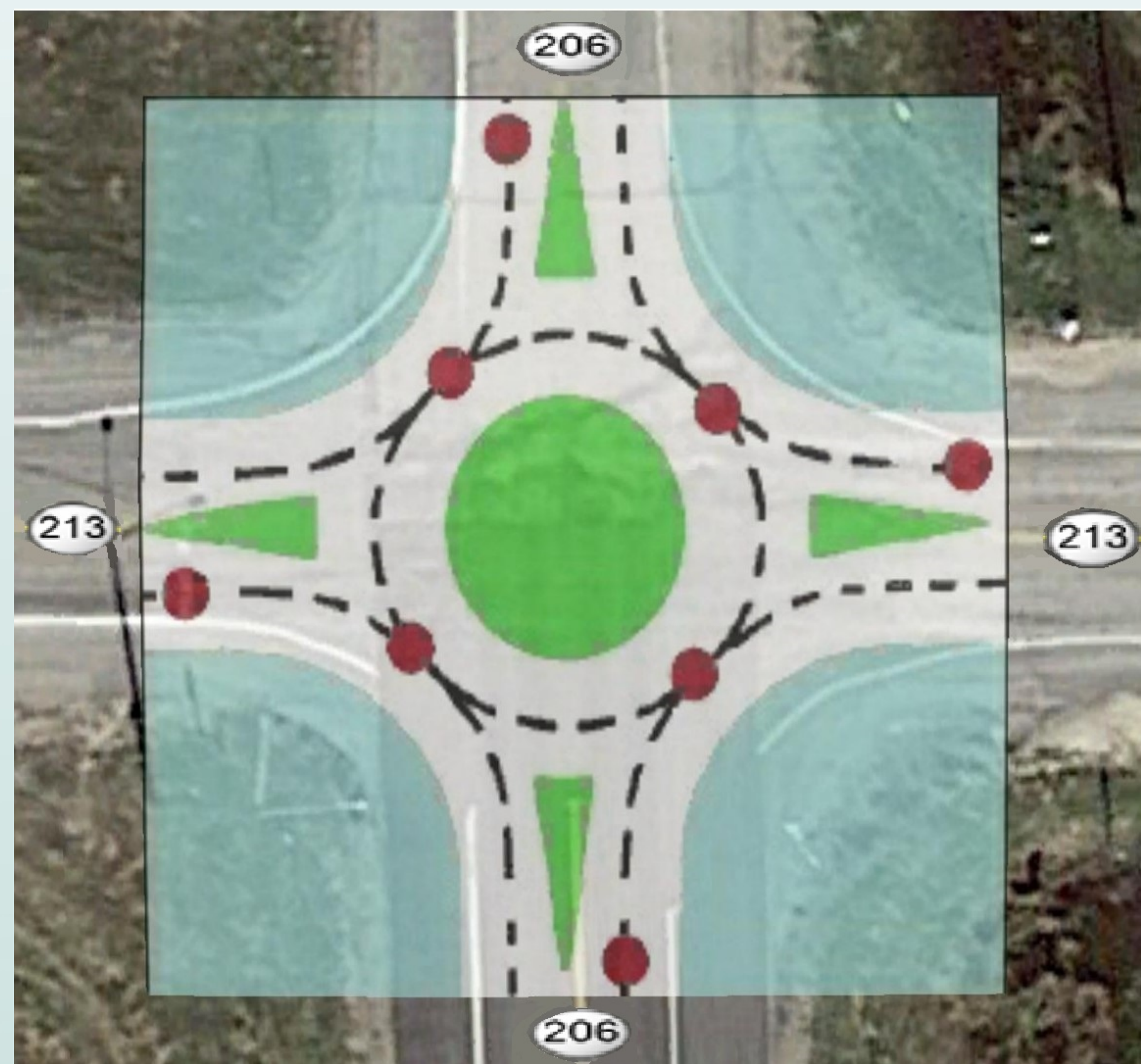
- ❑ Stop-controlled conditions
- ❑ 32 vehicle conflict points
- ❑ 70km/h through the intersection on a green light
- ❑ Dedicated turning lanes required
- ❑ Require Advanced Warning Flashing Lights
- ❑ Rumble strips are not required



*Example of a signalized intersection at PTH 59 & PR 311
Photo facing west on PR 311*

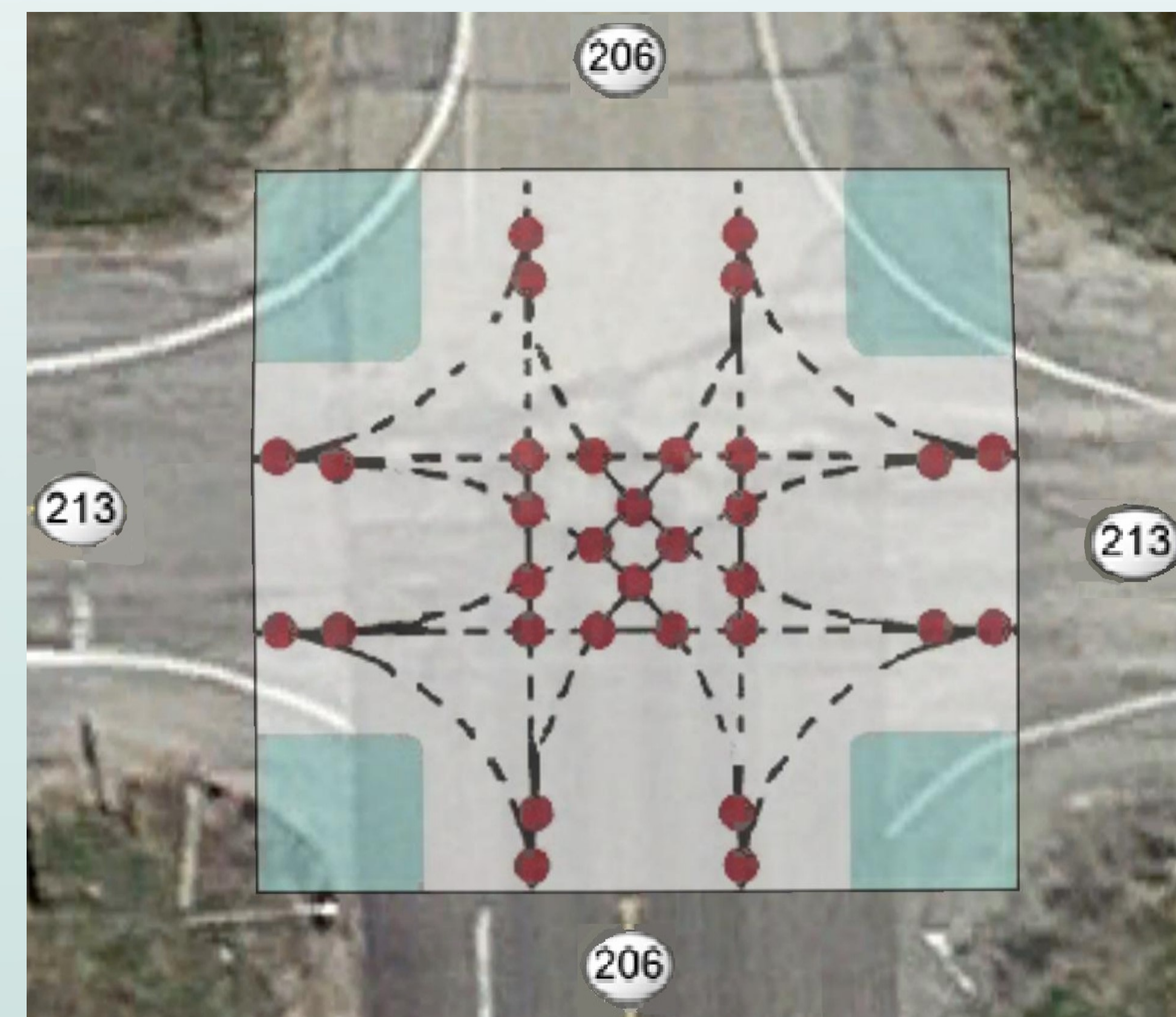
Conflict points of each Alternative

Roundabout



8 vehicle conflict points

Traffic Signals



32 vehicle conflict points

Conflict points are locations where vehicle collisions can occur

Comparing the two options - Safety

Roundabout

- ☐ Reduce collision severity and frequency
 - Reduce fatal collisions by 88%*
 - Reduce injury collisions by 58%*
- ☐ Eliminate right-angle (T-Bone) collisions
- ☐ Lower speeds through the intersection
- ☐ Reduce the vehicle conflict points to 8

Traffic Signals

- ☐ Reduce collision frequency
 - Reduce fatal collisions by 32%*
 - Reduce injury collisions by 44%*
- ☐ Right-angle (T-Bone) collisions are still a possibility
- ☐ Higher speeds through the intersection
- ☐ Vehicle conflict points remain unchanged at 32

Comparing the two options - Functionality

Roundabout

- ☐ Minimize delays
- ☐ Free flow conditions
- ☐ Accommodate oversize/over width vehicles
- ☐ Eliminate the need for dedicated turning lanes
- ☐ Eliminate the need for Advanced Warning Flashing Lights

Traffic Signals

- ☐ Reduce Delays
- ☐ Stop-controlled conditions
- ☐ Accommodate oversize/over width vehicles
- ☐ Require dedicated turning lanes
- ☐ Require Advanced Warning Flashing Lights

What you can do to help

- ☐ Please fill out the survey
- ☐ Provide input

What's Next

- ☐ Incorporate public input to select the best option
- ☐ Results from the Online Public Engagement will be communicated to the Public online at engagemb.ca after June 5, 2020
- ☐ The selected intersection improvement option will be constructed during summer and fall of 2020

Thank You

If you would like to contact us to discuss this project,
staff will be available to answer any questions

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