Functional Design

PTH 52: In Mitchell

Online Public Engagement

September 2020

Purpose of Online Public Engagement

- The main purpose of this Online Public Engagement is to receive input from the public and local residents on design options for Provincial Trunk Highway (PTH) 52 through the community of Mitchell.
- There are three possible design options that include a variety of alternatives that will be described in more detail here.
- A preferred design option will be selected after analyzing the public feedback on the alternatives and options.

Purpose of the Functional Design Study

- The main purpose of the Functional Design Study is to explore alternatives for the Highway Network, including the integration of active transportation (AT; for pedestrians, cyclists, etc.) corridors through Mitchell.

- The study focuses on the intersections of Centre Street, Ash Street, Reichenbach Road and Rosedale Road and how to integrate the AT network into the highway system.

Project Description

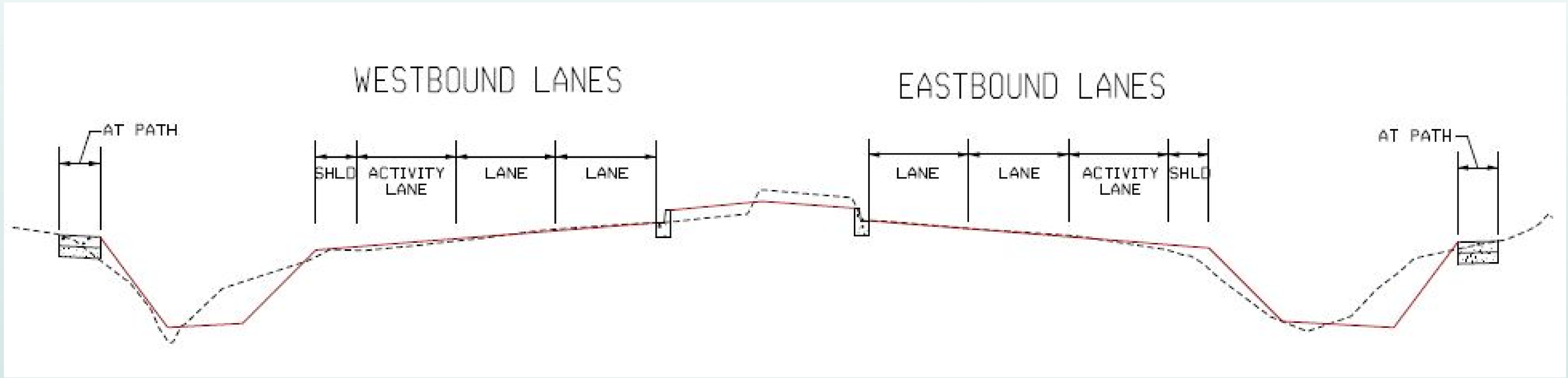
Problem: With an ever-growing community, the increased vehicular and active transportation traffic leads to intersection conflicts which impacts the safety of all users.

Proposed Solution: Improve safety of active transportation and vehicular traffic by way of strategically placed AT corridors and improved intersections.

Improving Safety

- Safety on roadways can be improved by reducing driver workloads
- Workloads are reduced by limiting the number of conflict points and by providing fully developed intersections with left and right turn lanes
- Conflict points are created when vehicles or pedestrians enter or leave the roadway
- Fully developed intersections allow turning traffic to safely remove themselves from the traffic stream
- A fully developed intersection requires more space to provide turning lanes and sightlines to those turning lanes

Proposed Typical Cross-Section



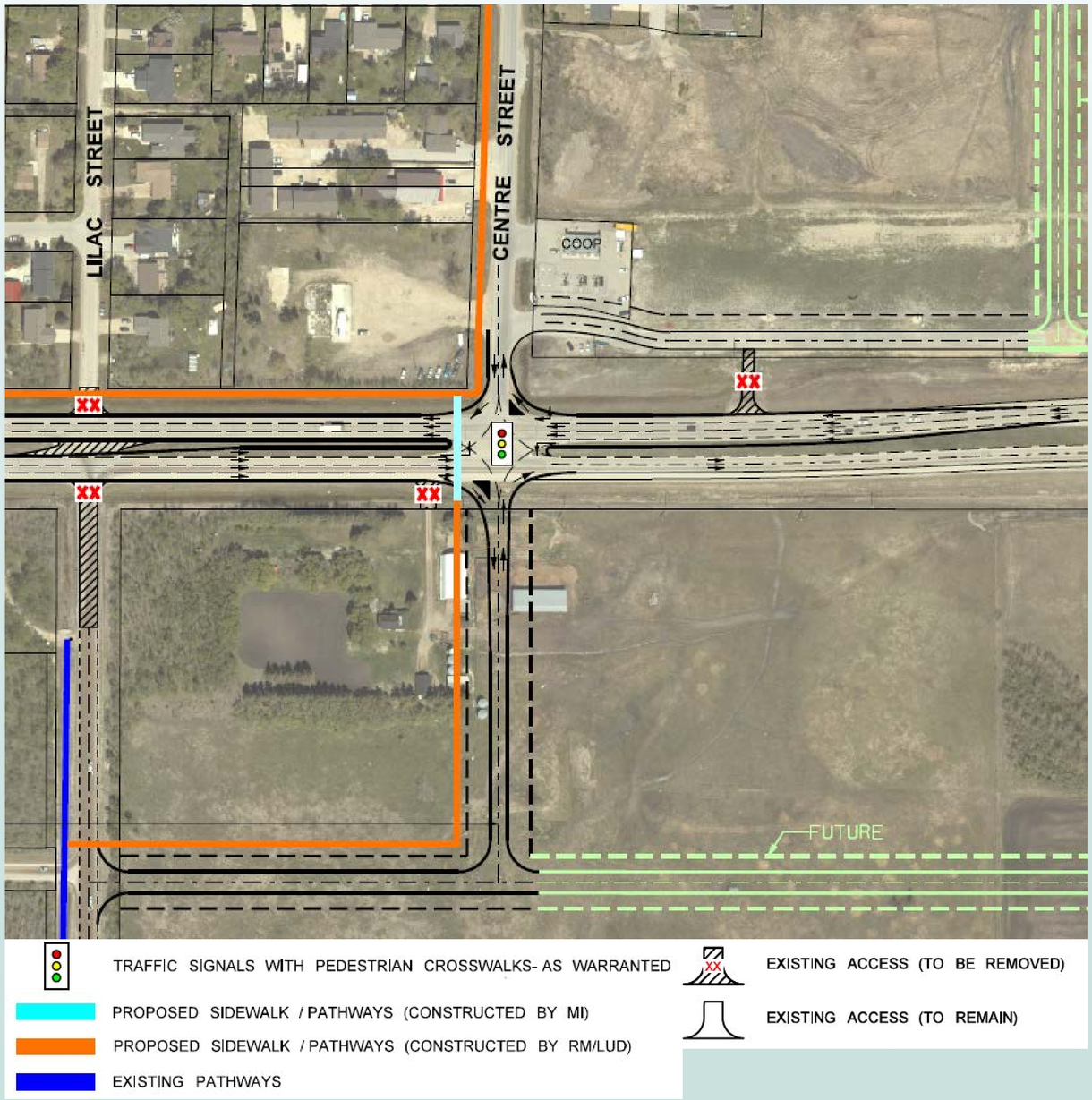
The introduction of an Activity Lane and Turn Lanes (as required) throughout Mitchell will allow the motoring public to exit the main lanes to perform the required actions.

The introduction of these specialty lanes will cause less potential for rear-end collisions at uncontrolled intersections (including private accesses or driveways).

Eastern Access to Mitchell
Intersection Improvement at Centre Street

Proposed Alternative

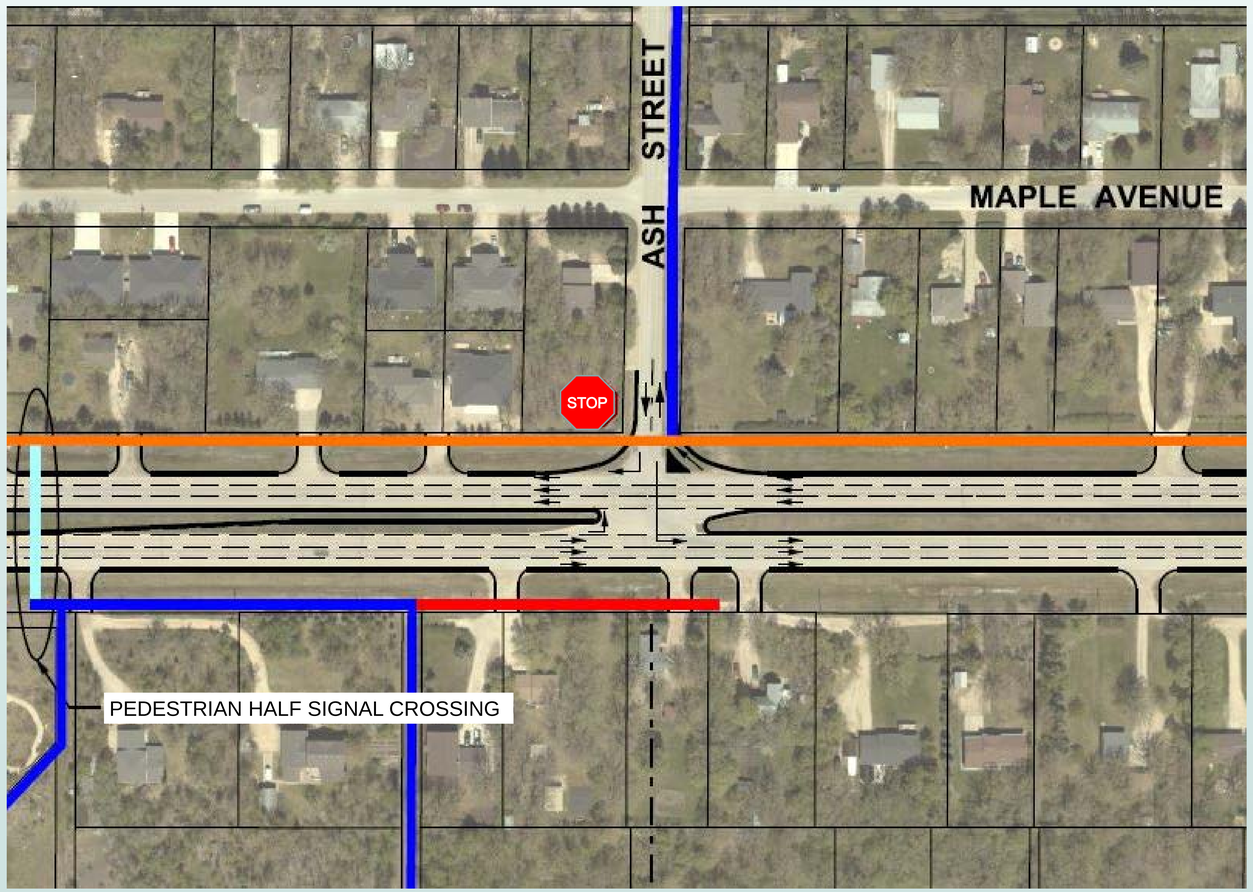
- Improves safety
  - Realignment of Centre Street S to be in line with Centre Street N.
    - Consolidates accesses along the highway, reducing the number of conflict points and potential collision locations.
    - Eliminates off-set intersection and allows a single signal light to service the north and south sides of Mitchell.
- Improves traffic flow through the intersection
  - Reduce delays
- Promotes further development on the east side of Mitchell.



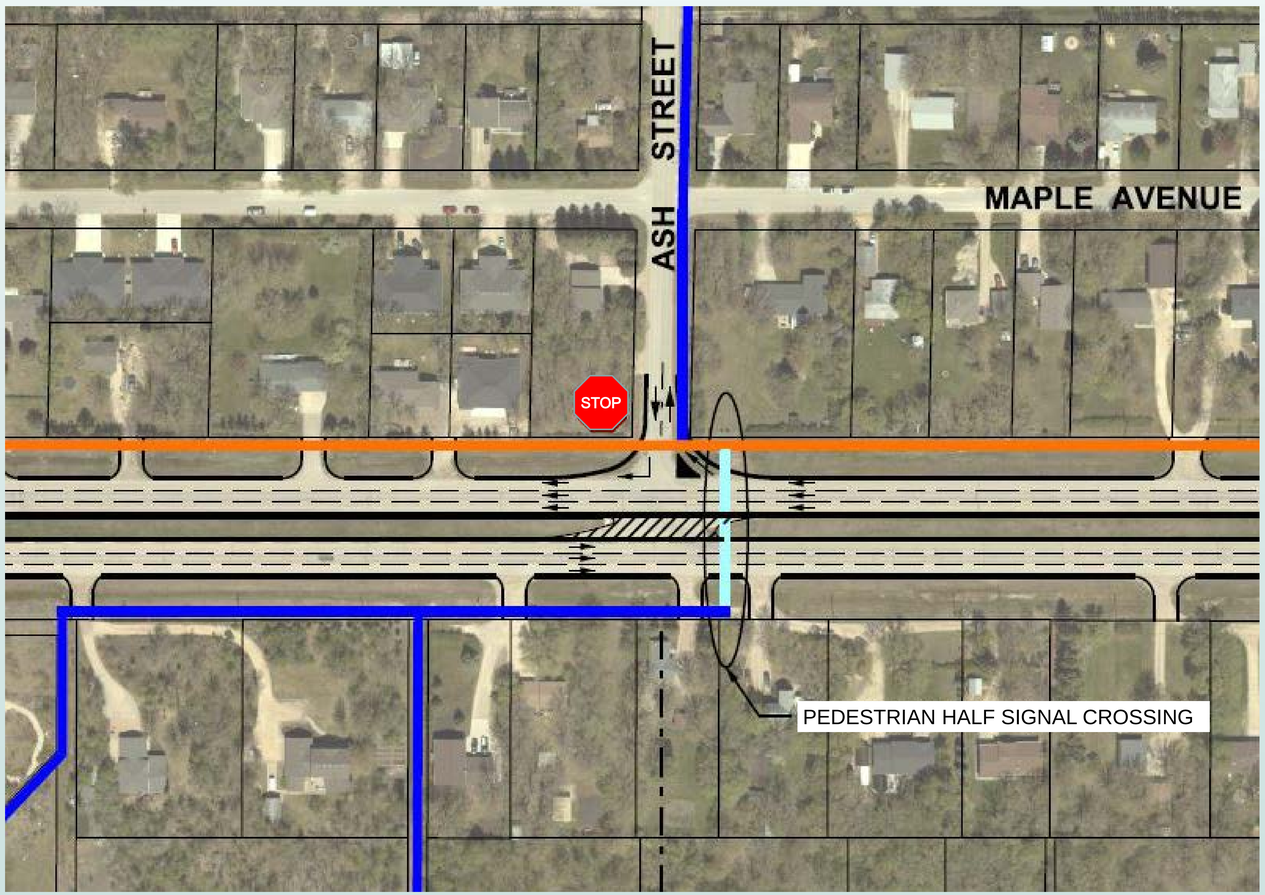
Central Access to Mitchell

Intersection Improvement at Ash Street

Alternative A – Open



Alternative B – Closed



PROPOSED SIDEWALK / PATHWAYS (CONSTRUCTED BY MI)

PROPOSED SIDEWALK / PATHWAYS (CONSTRUCTED BY RM/LUD)

EXISTING PATHWAYS

EXISTING PATHWAYS TO BE REMOVED

XX EXISTING ACCESS (TO BE REMOVED)

EXISTING ACCESS (TO REMAIN)

Central Access to Mitchell
Intersection Improvement at Ash Street

Alternative A – Open

- Requires the relocation of an AT corridor that has been installed at Ash Street.
- Maintains full access to a main local roadway that provides access to the north side of Mitchell.
- Does not impact existing traffic operations.
- Provides direct access to the Arena and most direct access to the schools.

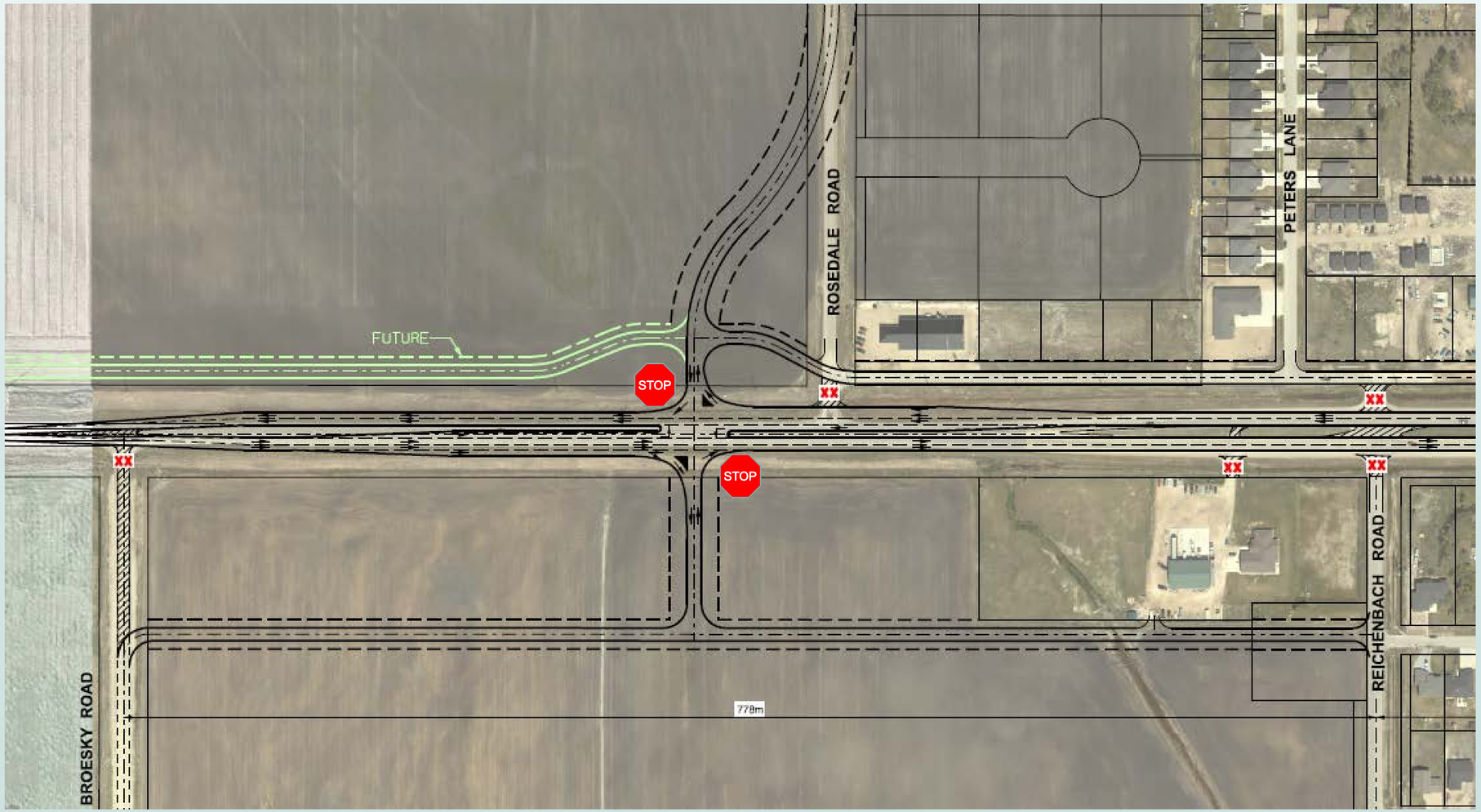
Alternative B – Closed

- Provides a safer AT corridor located at Ash Street.
- Does not maintain full access to a main local roadway that provides access to the north side of Mitchell.
- Impacts existing traffic operations.
- Indirect access to the Arena and the schools via local roads.

Western Access to Mitchell

Intersection Improvement at Reichenbach/Rosedale

Alternative C – Rosedale



Relocation and consolidation of Reichenbach Road, Rosedale Road and Broesky Road.

Western Access to Mitchell

Intersection Improvement at Reichenbach/Rosedale

Alternative D – Reichenbach

Intersection improvements at Reichenbach Road. Alternative also includes intersection improvements at Broesky Road.

Western Access to Mitchell

Intersection Improvement at Reichenbach/Rosedale

Alternative C – Rosedale

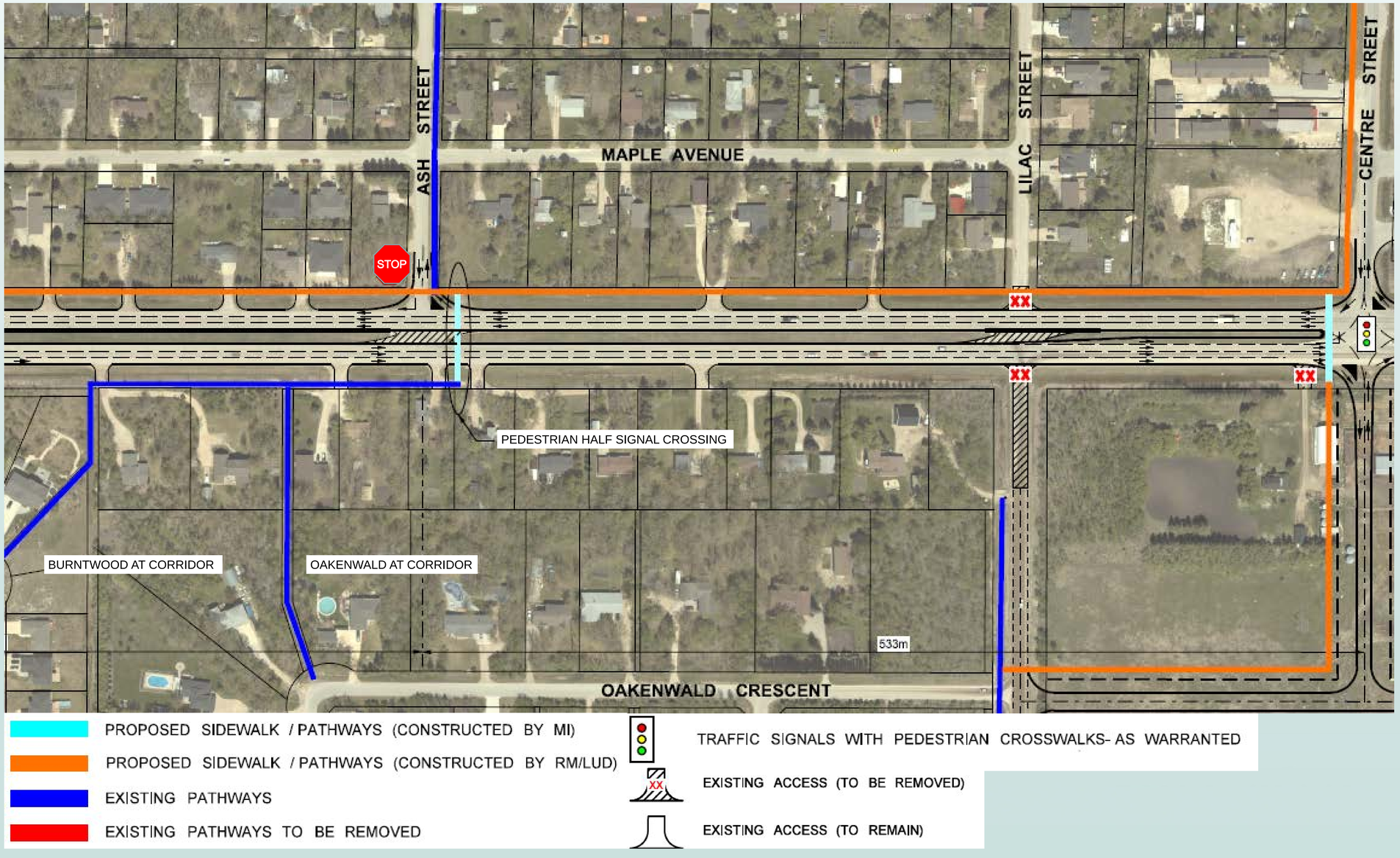
- Consolidates two intersections into one, reducing the number of conflict point on the highway.
    - Addresses existing safety concerns at the Broesky Road intersection.
- Impacts undeveloped land, and provides further development opportunities at the west end of Mitchell.
- Provides direct access for the large commercial trucks accessing the commercial developments.
- Increases travel distance for the residents on the west end of Mitchell travelling to/from Steinbach.

Alternative D – Reichenbach

- Does not consolidate the intersections along the highway.
    - Requires an additional intersection improvement at Broesky Road to address the existing safety concerns.
- Impacts developed land, and does not provide additional development opportunities.
- Provides indirect access for large commercial trucks accessing the commercial developments.
- No change to the existing travel distances for the residents on the west end of Mitchell.

Active Transportation Corridor

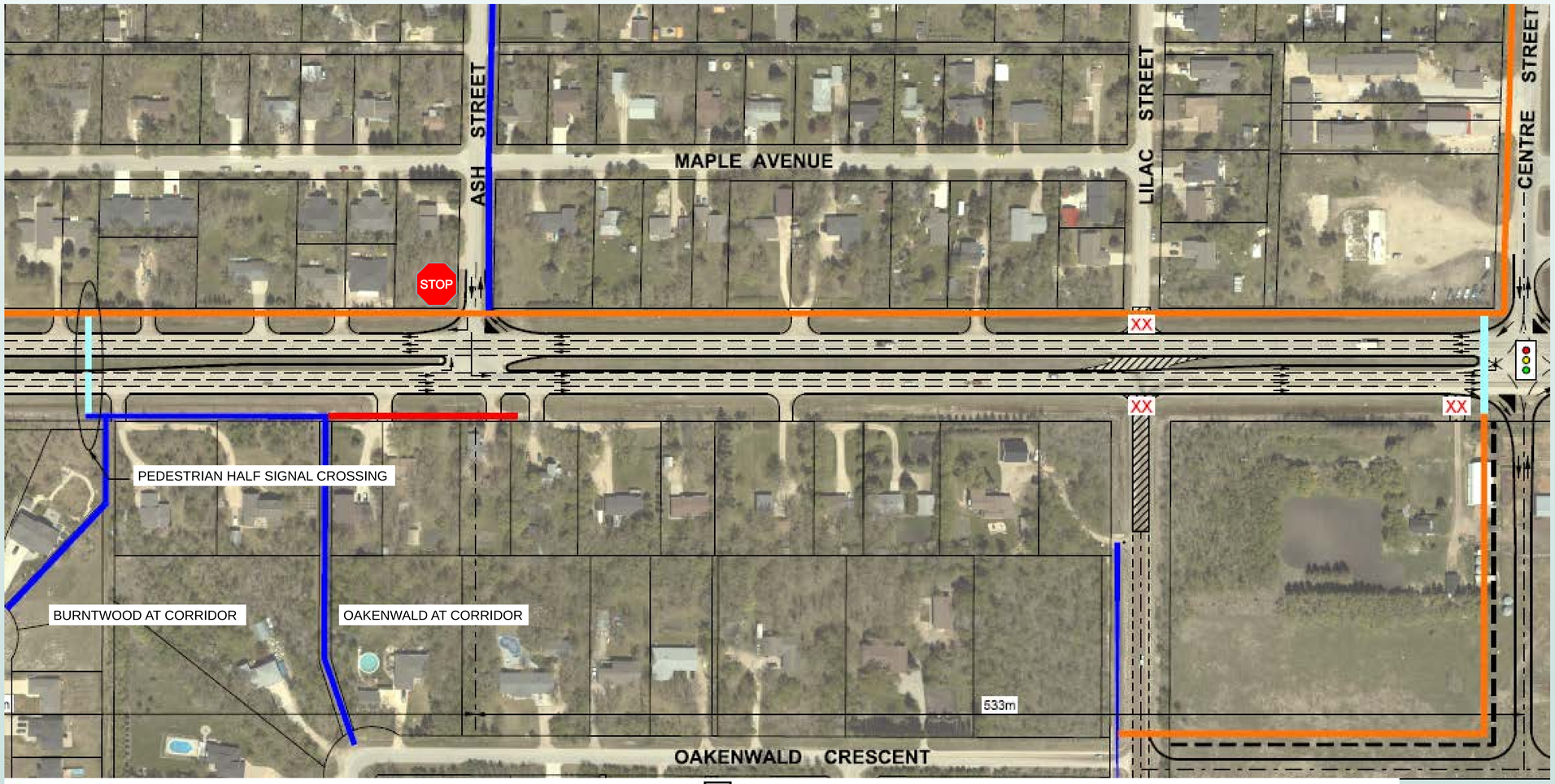
Alternative E – Ash Street



AT corridors crossing PTH52 at Ash Street (existing) and Center Street (future).

Active Transportation Corridor

Alternative F – Burntwood AT Corridor



AT corridors crossing PTH52 at the Burntwood Corridor (relocated half-signals from Ash Street) and Center Street (future).

Active Transportation Corridor

Alternative E – Ash Street

- Utilizes the existing half-signals* at Ash Street.
    - Minor backtracking required from the Burntwood corridor for the public heading towards the Schools, however provides more direct access to the Arena.

- Does not require the removal of a previously installed sidewalk.

Alternative F – Burntwood AT Corridor

- Requires relocation of the existing half-signals* at Ash Street.
    - Minor backtracking required from the Oakenwald corridor for the public heading towards the Arena, however provides more direct access to the Schools.

- Requires the removal of a portion of existing sidewalk between the Oakenwald Corridor and Ash Street.
    - Removal is required to promote usage of the pedestrian crossing.

**A half-signal is a traffic signal that is only activated when a pedestrian/cyclist is wanting to cross the highway.*

Partial and Full Intersection Closures

Lilac Street (Full Closure) and Willow Street (Partial Closure*)

- Intersection closures reduce the number of conflict points along the highway.
    - Reducing the number of conflict points, reduces driver workload which improves safety.
    - Fewer conflict points allows traffic on PTH 52 to move more efficiently and maintains its function as a high speed thoroughfare.
    - Provides proper spacing between fully developed intersections.

- Alternate routes for local traffic are available via local road network.

- All traffic crossing PTH 52 is directed to fully developed intersections.

**A partial intersection closure for the purpose of this presentation is referring to an intersection where the median opening will be closed and the access will be limited to right-in traffic only.*

What’s Next

- Incorporate feedback from public engagement to select the best option.
- The preferred design option will be communicated to the public through a second online engagement.

Here’s how to contact us…

Email: EORegion1@gov.mb.ca

Phone: (204) 346-6266

Staff will be available to answer any questions
regarding this Project during regular business hours

8:30am - 4:30pm Monday - Friday