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

Phase 2 Engagement Report

SCATLIFF + MILLER + MURRAY

visionary urban design + landscapes

Contents

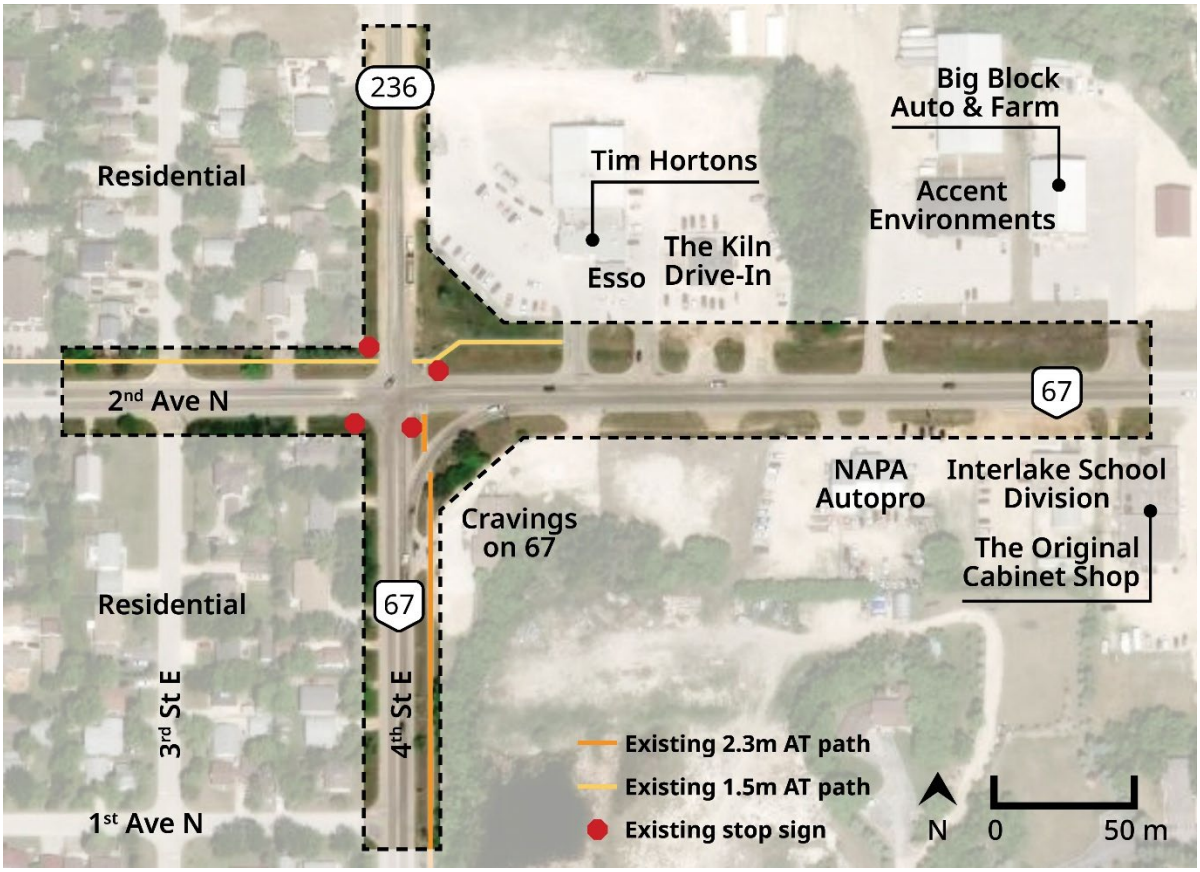
Project Overview

Introduction

Manitoba Transportation and Infrastructure (MTI) recognized the need for improvements at the Provincial Trunk Highway (PTH) 67 and Provincial Road (PR) 236 intersection. Through consideration of engineering evaluations and public feedback, MTI selected a preferred design to improve the intersection functioning.

Project Site

The area of study was identified as the intersection of PTH 67 and PR 236 in Stonewall, Manitoba, including property accesses within the site and the highway shoulder. The site is bordered by both residential and commercial properties, including an Esso, a Tim Hortons, and an undeveloped commercial lot to the southeast of the intersection.



Engagement Overview

Public feedback to inform the development and selection of the preferred design was gathered over two phases, through events including meetings with the Town of Stonewall municipal council and administration, affected groups and organizations, nearby landowners, and the public-at-large. This report represents a summary of events, activities, and feedback received during Phase 2 engagement for the project.

Phase 2 Summary

Phase 2 activities consisted of three stakeholder meetings, an online event featuring presentation boards and a survey, and a Public Open House held in the Town of Stonewall, MB.

As with many community engagement initiatives involving a significant change to the function of familiar infrastructure, a diverse range of perspectives were observed from the participants. Differing views on the preferred design (a roundabout with access changes to adjacent properties) were especially evident during the Public Open House, as well as in the online survey.

Participants opposed to the preferred design were highly averse to changes to business access. They also expressed a concern that a roundabout would cause confusion for users and would have negative impacts on pedestrian safety. Participants in support of the preferred design expressed that the roundabout would offer significant improvements to traffic flow and safety, and emphasized the need for clear, accessible information to help users navigate this new traffic control system.

Stakeholder Meetings

Phase 2 meeting invitations were distributed to stakeholders by email, providing details on how to participate in the second phase of engagement. Stakeholders were categorized into three groups based on their level of interest and involvement: the Town of Stonewall Council and administration, nearby landowners, and related groups/organizations (see Appendix A for the full promotional suite, including advertisement of the Public Open House).

Each stakeholder group met separately with members of the project team. During these meetings, a slide deck was presented, sharing evaluation criteria for the design alternatives, and a map of access changes in the study area (Appendix C). The slide deck also provided a summary of engagement Phase 1, outlining how stakeholder feedback had been addressed and considered in the selection of the preferred design. Each meeting concluded with an open discussion period, allowing stakeholders to ask questions and share input directly with the project team. Event details are provided below, followed by a summary of key themes that emerged.

	Stakeholder Group	Meeting Date & Time	Meeting Location
1	Town of Stonewall Municipal Council and Administration	April 2, 2025 6:30 p.m. – 7:30 p.m.	Stonewall Town Hall
2	Nearby landowners	April 4, 2025 6:00 p.m. – 7:30 p.m.	Fullbrook Room, Quarry Park Heritage Arts Centre
3	Related groups/organizations	April 10, 2025 10:00 a.m. – 11:00 a.m.	Zoom (online)

1. Town of Stonewall Municipal Council and Administration

Council reviewed the proposed roundabout design and received clarification on anticipated construction timelines, access disruptions, and mitigation plans. Concerns regarding the equitability of accesses for businesses north and south of PTH 67 were raised. Council

anticipated opposition from business owners, noting that future development is expected at the intersection, particularly on the 234 2nd Avenue property.

Construction-related concerns included the effectiveness of detour routing for commercial vehicles, and the potential impacts on local businesses. KGS Group noted that disruption to business entrances during construction would only be over the course of a few hours. Post-construction issues raised by Council included the removal of a sidewalk that would no longer align with the preferred design. It was clarified by MTI that this stretch of sidewalk would not be replaced following construction. Council questioned why the construction of active transportation networks was not a component of this project. MTI clarified that active transportation recommendations were included, but the construction of any paths and sidewalks is outside of the Province's scope of responsibility.

Council expressed support for a developer-led traffic impact study and emphasized the importance of ongoing engagement with landowners and business owners. It was confirmed that Council representatives would be present at the upcoming landowners' meeting, at the request of the landowners themselves.

2. Nearby landowners

Attendees included representatives from nearby businesses and property owners within the project area. The discussion focused on changes to business accesses, impacts to ongoing and planned developments, construction-related disruptions, and pedestrian safety. Though roundabout functioning was not a primary topic of discussion, the perceived negative effect that the removal and relocation of accesses would have on business operations at the intersection was a concern.

Landowners at this meeting were highly opposed to the access plan, and generally unsupportive of the roundabout as the preferred design. MTI maintained consistent messaging from Phase 1, reminding landowners that the key function of this project is to improve safety and traffic flow at the intersection. The project team encouraged landowners to approach Council as the ultimate traffic authority, should landowners wish to reinstate removed access points following project completion.

3. Related groups/organizations

Attendees at this meeting expressed strong support for the preferred roundabout design, highlighting its alignment with provincial transportation trends. Key topics of discussion included access management, the integration of active transportation, and considerations for future development. The shared responsibility between municipal and provincial authorities in maintaining the design was emphasized. Overall, participants voiced that they were in favour of the roundabout as the preferred design.

Public Open House

	Invited Participants	Meeting Date & Time	Meeting Location
1	General public of Stonewall, including previously engaged stakeholders	April 25, 2025 4:00 p.m. – 7:00 p.m.	Access Auditorium, Quarry Park Heritage Arts Centre

Event notifications for the Public Open House were distributed through a variety of physical and virtual advertisements, intended to reach the general public of Stonewall and previously engaged stakeholders. Promotion included a mail drop to nearby landowners and residents within 1 kilometer of the intersection, as well as social media and website posts. The purpose of this event was to allow the public to review the preferred design and learn about roundabout functioning, partake in discussions with the project team, and provide their feedback via comment form and mapping activity.

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) provided background information, project timelines, site photos, an overview of the alternatives and feedback considered during Phase One, details of the preferred design, instructions on how to navigate a roundabout, and information about construction staging and detour plans. Attendees had the opportunity to provide additional feedback through a mapping activity and a comment form. Additionally, takeaway posters summarizing key event information were made available for attendees to bring home.

Representatives from the project team, including members of KGS Group, MTI, and SMM, were present to answer questions, facilitate engagement activities, and offer detailed explanations of the preferred design. The Town of Stonewall Mayor and members of Council were also in attendance, engaging with the community on the project. Over the course of the session, approximately 39 attendees reviewed the boards and participated in discussions with the project team. Key topics of conversation included circulation around nearby businesses, pedestrian safety, and education on roundabout navigation.

Summary & Next Steps

Phase 2 engagement successfully communicated information regarding the preferred design alternative with those who are anticipated to be affected by changes to the intersection. This phase also presented the anticipated project timeline. Information collected from Phase 2 events, along with project activities and materials as presented to stakeholders and the public are available in the following appendices.

Construction tendering is expected in late spring/early summer 2026, with construction work starting later in summer 2026.

Appendices

Appendix A – Promotional Materials

STONEWALL INTERSECTION IMPROVEMENTS AT PTH 67 & PR 236 (NORTH JUNCTION) – FUNCTIONAL & DETAILED DESIGN

Subject: Phase 2 Functional Design of Intersection Improvements at PTH 67 and PR 236

Good morning,

Manitoba Transportation and Infrastructure (MTI) is starting Phase 2 Engagement for the functional design study for intersection improvements at PTH 67 and PR 236. Our team is interested in meeting with Town Council to provide a project update and present the selected design alternative.

MTI has selected an alternative that will enhance the main intersection leading into Stonewall. The design improves the geometry, safety, and traffic operations. During **Phase 1 Engagement**, which wrapped up in December 2024, the project team presented three design alternatives for the intersection. MTI is now in **Phase 2 Engagement**, which will present the design alternative that was selected by the project's steering committee, in consideration of feedback gathered and the results of engineering studies conducted by KGS Group. A public open house event will take place in April to share the design with the community at large.

The Phase 2 meetings and public open house are an opportunity for stakeholders and the public to view the selected design and share their feedback.

Our team is looking to receive feedback from Council and answer any questions you may have. Please advise if Council is available for a 20–30-minute window as part of the March 12th council meeting for our team to present and discuss the project. Project team representatives from MTI, KGS Group, and Scatliff + Miller + Murray would attend this meeting either over Zoom or in person at Town Hall, depending on your preference.

Please confirm if our team can be accommodated in the March 12th agenda. Our team is also available on March 20th or 25th, if Council can attend a meeting outside of their scheduled dates.

I look forward to hearing from you, either at: 204-927-3444 ext. 251, or jhilder@scatliff.ca.

Sincerely,

Jane Hilder (she/her), B.Env.D., MLA
Landscape Architectural Intern + Community Engagement Specialist
Scatliff + Miller + Murray

SCATLIFF + MILLER + MURRAY
visionary urban design + landscapes

Email invitation to Stakeholder Meeting #1 (Town of Stonewall Municipal Council and Administration) – The final date selected for the project team to meet with Council was April 2, 2025

Good afternoon,

In advance of our meeting at the **Quarry Park Heritage Arts Centre (Fullbrook Room) this Thursday**, we are forwarding a **Zoom link option** for anyone who is **unable to attend in person, but able to attend virtually**. Please disregard this email if that does not apply to you. Also note that this meeting is invitation-only, with a public event taking place later this month.

Topic: Phase 2 Engagement - PTH 67/PR 236 N Jct Intersection Improvements Landowner Meeting
Time: Apr 3, 2025 06:00 PM Winnipeg
Join Zoom Meeting
https://us02web.zoom.us/j/89837316571

Meeting ID: 898 3731 6571

Find your local number: https://us02web.zoom.us/u/kdUotpG7cr

Have a good evening,
Jane Hilder [she/her],
Landscape Architectural Intern + Public Engagement Specialist

SCATLIFF + MILLER + MURRAY
visionary urban design + landscapes

204.927.3444 ext 256 | jhilder@scatliff.ca | www.scatliff.ca
1120–201 Portage Avenue Winnipeg, Manitoba R3B 3K6

From: Jane Hilder
Subject: Phase 2 Invitation - Functional Design of Intersection Improvements at PTH 67 and PR 236 (North Junction)

Good afternoon,

Manitoba Transportation and Infrastructure (MTI) is starting Phase 2 Engagement for the functional design study for intersection improvements at PTH 67 and PR 236. **You are invited to participate in the second round of engagement on Thursday, April 3, 2025.**

The Project
MTI has selected an alternative that will enhance the main intersection leading into Stonewall. The design improves the geometry, safety, and traffic operations. During **Phase 1 Engagement**, which wrapped up in December 2024, the project team presented three design alternatives for

Email invitation to Stakeholder Meeting #2 (Nearby landowners) page 1

the intersection. MTI is now in **Phase 2 Engagement**, which will present the preferred design alternative that was selected by the project's steering committee, in consideration of feedback gathered and the results of engineering studies conducted by KGS Group.

Your Participation

The April 3rd stakeholder meeting is your opportunity to view details of the selected design and share your feedback with the project team. This event will be attended by project team representatives from MTI, KGS Group, and our team at Scatliff + Miller + Murray. A public open house event will take place later in April to share the design with the community at large. The Phase 2 meetings and public open house are an opportunity for stakeholders and the public to view the selected design and share their feedback.

Please join us for this meeting on:

Date	**Time**	**Location**
Thursday, April 3, 2025	6:00 – 7:00 p.m.	Quarry Park Heritage Arts Centre Fullbrook Room (lower level) 166 Main Street

Should you require further information or clarifications, please contact the undersigned at: 204-927-3444 ext. 256, or jhilder@scatliff.ca.

Sincerely,

Jane Hilder [she/her],
Landscape Architectural Intern + Public Engagement Specialist

SCATLIFF + MILLER + MURRAY
visionary urban design + landscapes

204.927.3444 ext 256 | jhilder@scatliff.ca | www.scatliff.ca
1120–201 Portage Avenue Winnipeg, Manitoba R3B 3K6

Email invitation to Stakeholder Meeting #2 (Nearby landowners) page 2

Good morning,

Manitoba Transportation and Infrastructure (MTI) is starting Phase 2 Engagement for the functional design study for intersection improvements at PTH 67 and PR 236. **You are invited to participate in the second round of engagement on April 10, 2025.**

The Project
MTI has selected an alternative that will enhance the main intersection leading into Stonewall. The design improves the geometry, safety, and traffic operations. During **Phase 1 Engagement**, which wrapped up in December 2024, the project team presented three design alternatives for the intersection. MTI is now in **Phase 2 Engagement**, which will present the design alternative that was selected by the project's steering committee, in consideration of feedback gathered and the results of engineering studies conducted by KGS Group.

Your Participation
The April 10th stakeholder meeting is an opportunity to view the selected design and share your feedback with the project team. This event will be attended by project team representatives from MTI, KGS Group, and our team at Scatliff + Miller + Murray.

A public open house event will take place later in April to share the design with the community at large.

The Phase 2 meetings and public open house are an opportunity for stakeholders and the public to view the selected design and share their feedback.

Please join us for this meeting at:

Date	Time	Location
Thursday, April 10, 2025	10:00 a.m. – 11:00 a.m.	Zoom https://us02web.zoom.us/j/86230308732 Meeting ID: 862 3030 8732

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

Jane Hilder [she/her],
Landscape Architectural Intern + Public Engagement Specialist

SCATLIFF + MILLER + MURRAY
visionary urban design + landscapes

204.927.3444 ext 256 | jhilder@scatliff.ca | www.scatliff.ca

1120–201 Portage Avenue Winnipeg, Manitoba R3B 3K6

Email invitation to Stakeholder Meeting #3 (related groups/organizations)

Good afternoon,

On behalf of Manitoba Transportation and Infrastructure (MTI), our team at Scatliff + Miller + Murray (SMM) is writing to update you on the progress of the functional design study for intersection improvements at PTH 67 and PR 236. We are now in Phase 2 of engagement, meeting with representatives from the Town of Stonewall, nearby affected landowners, and representatives from various relevant organizations and industries. In addition to these meetings, we will be hosting a public open house to share the design with the public-at-large.

The Project
MTI has selected an alternative that will enhance the main intersection leading into Stonewall. The design improves the geometry, safety, and traffic operations. During **Phase 1 Engagement**, which wrapped up in December 2024, the project team presented three design alternatives for the intersection. MTI is now launching **Phase 2 Engagement**, which will present the design alternative that was selected by the project's steering committee, in consideration of feedback gathered and the results of engineering studies conducted by KGS Group.

Stakeholder Participation
The Phase 2 meetings and public open house are an opportunity for stakeholders and the public to view the selected design and share their feedback. These meetings will be attended by project team representatives from MTI, KGS Group (the engineering consultant leading the preliminary design work) and our engagement team at SMM.

If you are interested in learning more about this project, please contact the undersigned with any questions at jhilder@scatliff.ca or (204) 927-3444.

Jane Hilder [she/her],
Landscape Architectural Intern + Public Engagement Specialist

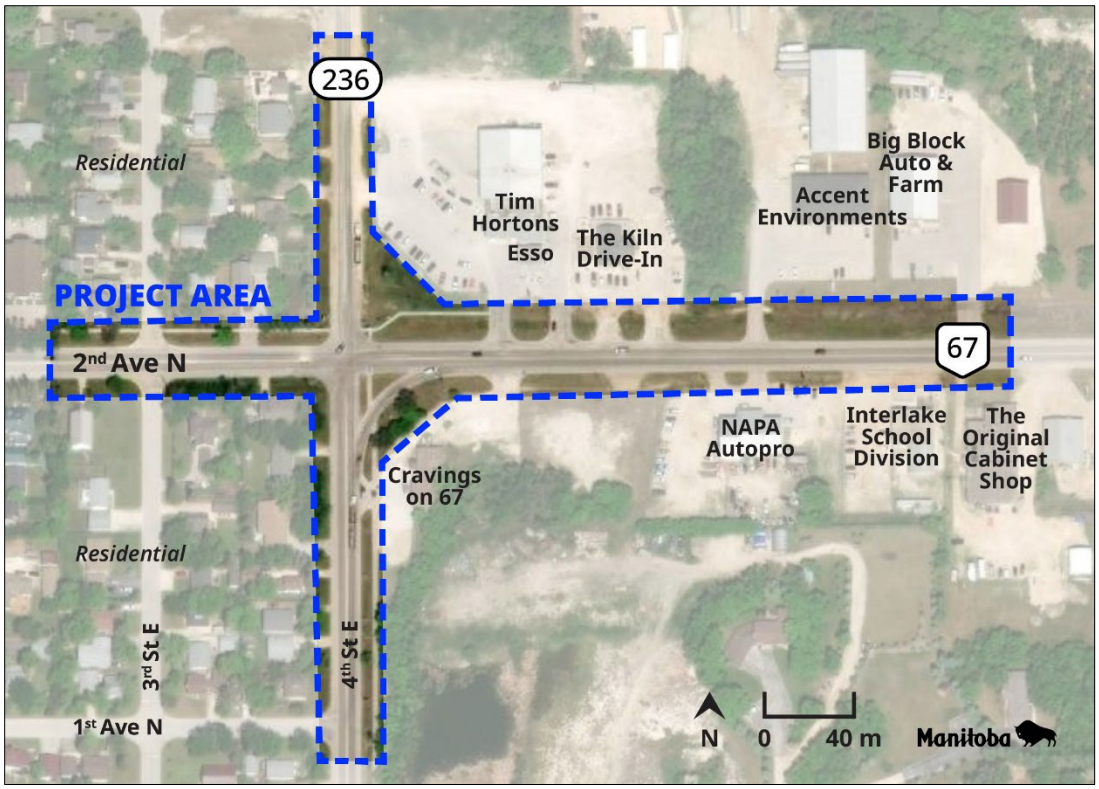
SCATLIFF + MILLER + MURRAY
visionary urban design + landscapes

204.927.3444 ext 256 | jhilder@scatliff.ca | www.scatliff.ca
1120–201 Portage Avenue Winnipeg, Manitoba R3B 3K6

Government Agency Notification Email

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

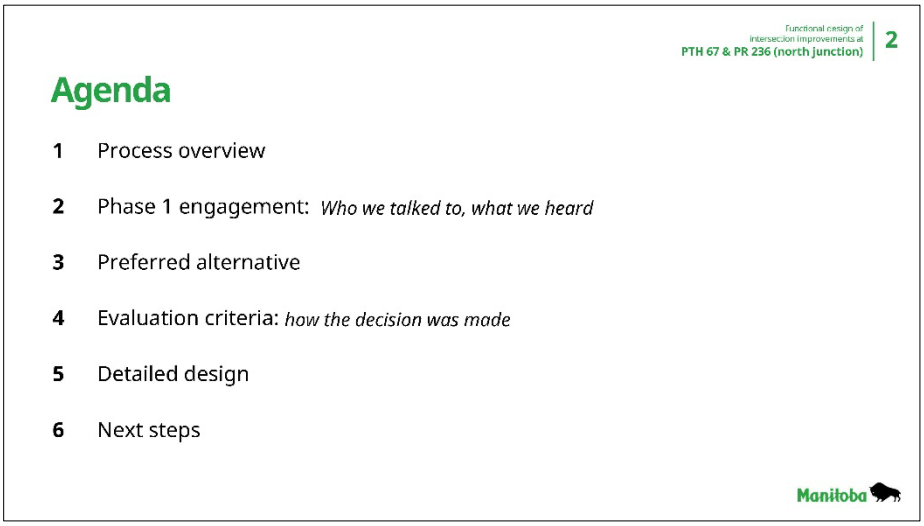
"Manitoba Transportation and Infrastructure will be hosting a Public Open House to share the preferred design alternative for intersection improvements at PTH 67 and PR 236. This event will be hosted at Quarry Park Heritage Arts Centre in the Access Auditorium on Friday, April 25 from 4:00 – 7:00 pm. This will be a "come and go" style event. Unable to attend? Scan the QR code in the flyer below (or visit LINK) to view the project boards and take the online survey.

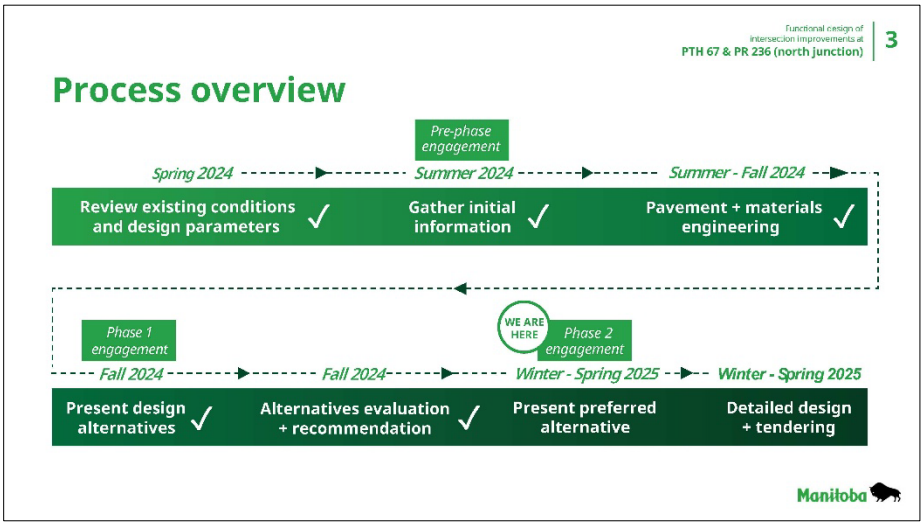


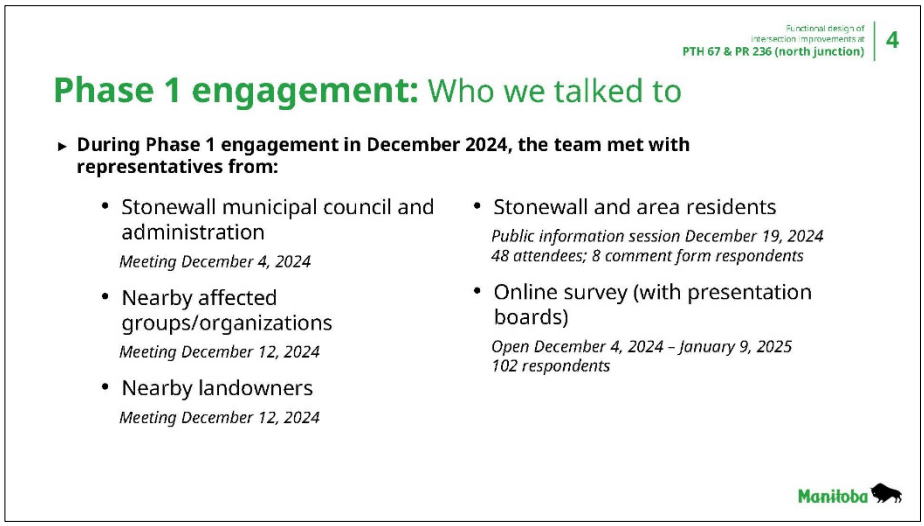
Postcard advertising the Public Open House, deposited in mailboxes of nearby landowners/residents within 1 kilometer of the intersection.

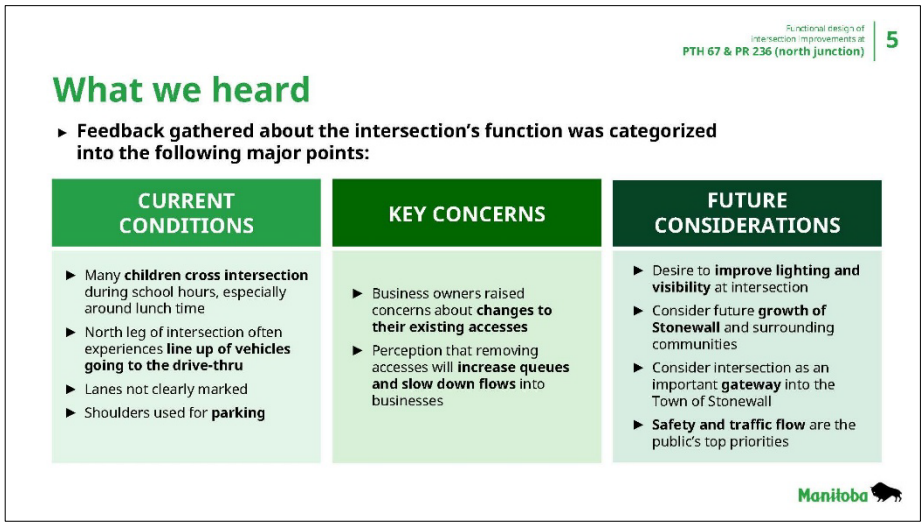
Appendix B – Slide Deck

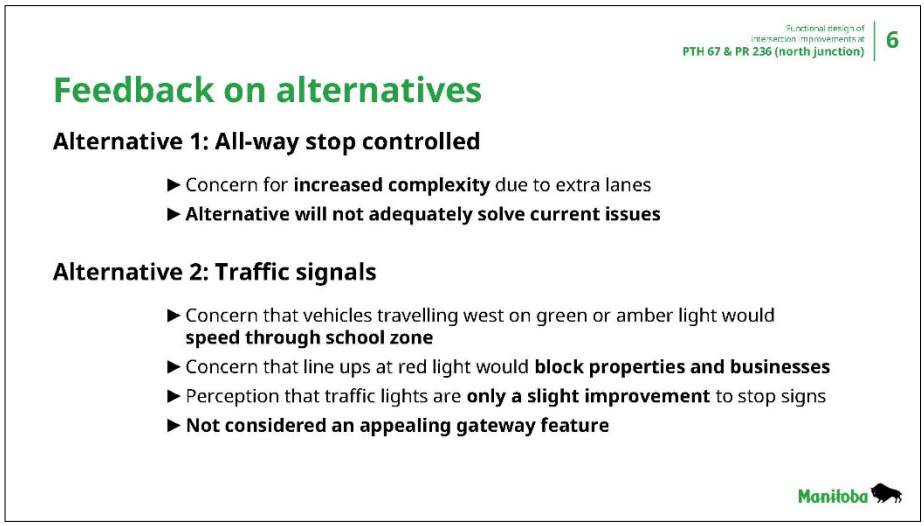
The following 20 slides were shared with stakeholders.

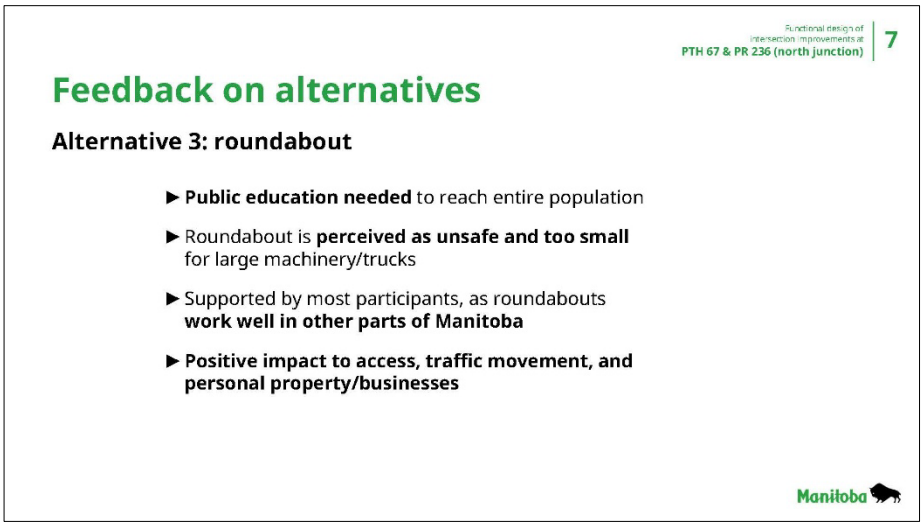


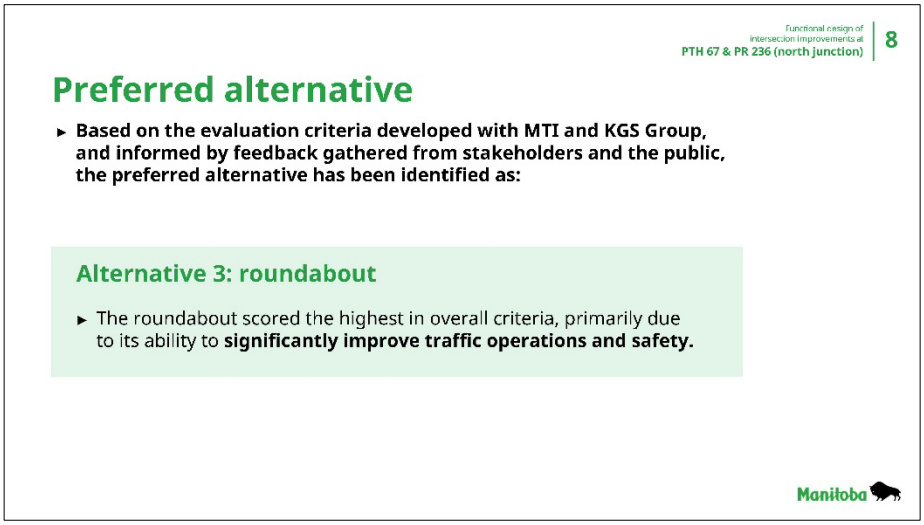


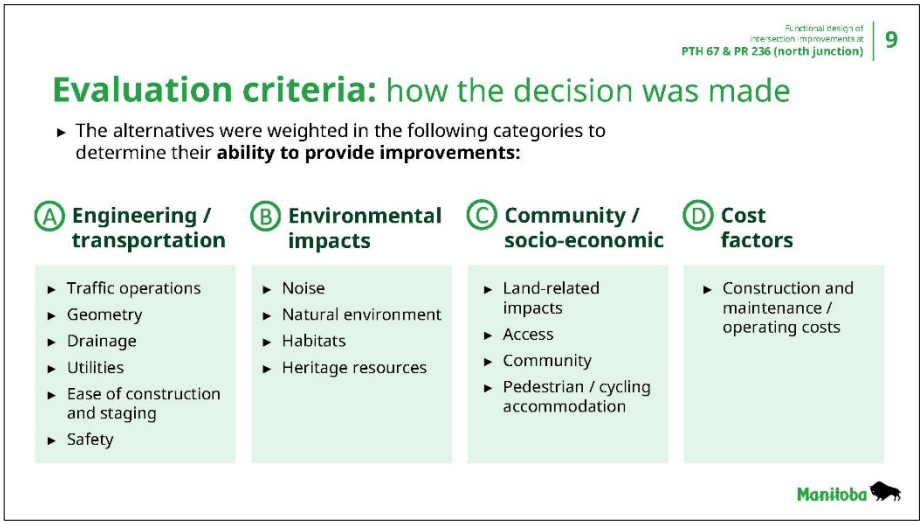

Functional design of intersection improvements at PTH 67 & PR 236 (north junction)
4
Phase 1 engagement: Who we talked to
During Phase 1 engagement in December 2024, the team met with representatives from:
Stonewall municipal council and administration
Meeting December 4, 2024
Nearby affected groups/organizations
Meeting December 12, 2024
Nearby landowners
Meeting December 12, 2024
Stonewall and area residents
Public information session December 19, 2024
48 attendees; 8 comment form respondents
Online survey (with presentation boards)
Open December 4, 2024 – January 9, 2025
102 respondents
Manitoba


Functional design of intersection improvements at PTH 67 & PR 236 (north junction)
5
What we heard
Feedback gathered about the intersection's function was categorized into the following major points:
CURRENT CONDITIONS
Many children cross intersection during school hours, especially around lunch time
North leg of intersection often experiences line up of vehicles going to the drive-thru
Lanes not clearly marked
Shoulders used for parking
KEY CONCERNS
Business owners raised concerns about changes to their existing accesses
Perception that removing accesses will increase queues and slow down flows into businesses
FUTURE CONSIDERATIONS
Desire to improve lighting and visibility at intersection
Consider future growth of Stonewall and surrounding communities
Consider intersection as an important gateway into the Town of Stonewall
Safety and traffic flow are the public's top priorities
Manitoba


Functional design of intersection improvements at PTH 67 & PR 236 (north junction)
6
Feedback on alternatives
Alternative 1: All-way stop controlled
Concern for increased complexity due to extra lanes
Alternative will not adequately solve current issues
Alternative 2: Traffic signals
Concern that vehicles travelling west on green or amber light would speed through school zone
Concern that line ups at red light would block properties and businesses
Perception that traffic lights are only a slight improvement to stop signs
Not considered an appealing gateway feature
Manitoba


Functional design of intersection improvements at PTH 67 & PR 236 (north junction)
7
Feedback on alternatives
Alternative 3: roundabout
► Public education needed to reach entire population
► Roundabout is perceived as unsafe and too small for large machinery/trucks
► Supported by most participants, as roundabouts work well in other parts of Manitoba
► Positive impact to access, traffic movement, and personal property/businesses
Manitoba


Functional design of intersection improvements at PTH 67 & PR 236 (north junction)
8
Preferred alternative
► Based on the evaluation criteria developed with MTI and KGS Group, and informed by feedback gathered from stakeholders and the public, the preferred alternative has been identified as:
Alternative 3: roundabout
► The roundabout scored the highest in overall criteria, primarily due to its ability to significantly improve traffic operations and safety.
Manitoba


Functional design of intersection improvements at PTH 67 & PR 236 (north junction)
9
Evaluation criteria: how the decision was made
► The alternatives were weighted in the following categories to determine their ability to provide improvements:
A Engineering / transportation
► Traffic operations
► Geometry
► Drainage
► Utilities
► Ease of construction and staging
► Safety
B Environmental impacts
► Noise
► Natural environment
► Habitats
► Heritage resources
C Community / socio-economic
► Land-related impacts
► Access
► Community
► Pedestrian / cycling accommodation
D Cost factors
► Construction and maintenance / operating costs
Manitoba

Functional design of intersection improvements at PTH 67 & PR 236 (north junction) 10

Criteria ranking

- The alternatives ranked as follows:

	Alternative 1 (stop signs)	Alternative 2 (traffic signals)	Alternative 3 (roundabout)
(A) Engineering / transportation	✓	✓✓	✓✓✓
(B) Environmental impacts	✓✓	✓✓✓	✓✓✓
(C) Community / socio-economic	✓	✓✓	✓✓✓
(D) Cost factors	✓✓✓	✓✓	✓✓

Manitoba

Functional design of intersection improvements at PTH 67 & PR 236 (north junction) 11

Evaluation summary

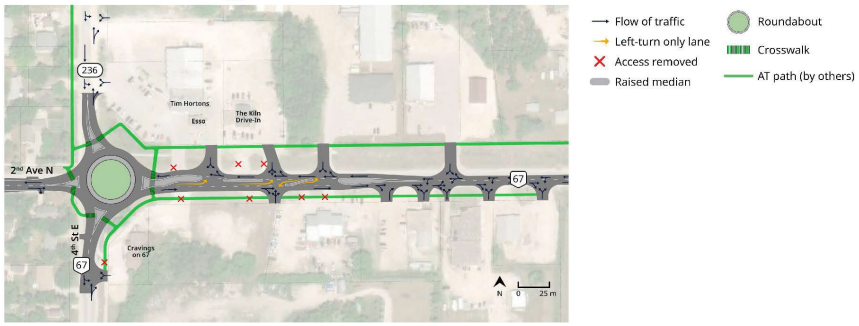
- The roundabout excelled in the most evaluation categories, providing significant **improvement to traffic operations** and achieving significantly **higher levels of service at the 20-year design horizon.**

	Alternative 1 (stop signs)	Alternative 2 (traffic signals)	Alternative 3 (roundabout)
Total ranking	✓	✓✓	✓✓✓

Manitoba

Functional design of intersection improvements at PTH 67 & PR 236 (north junction) 12

Detailed design: roundabout



Manitoba

Functional design of intersection improvements at PTH 67 & PR 236 (north junction) | 13

Roundabout functioning for:

Pedestrians / cyclists

- **Reduced crossing distances** to safe refuges
- **Only one direction of oncoming traffic** to check when crossing
- **Pedestrians have right of way**

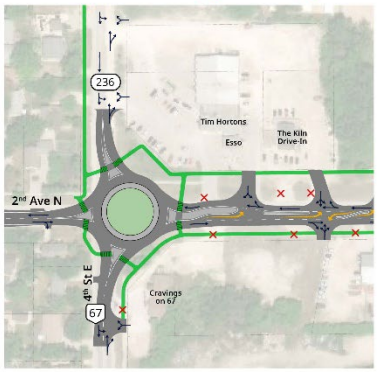
Vehicles / trucks

- **Proven less collision points** than a traditional signalized intersection
- **Lower collision severity**
- **Better traffic flow** and **minimal delays**

Manitoba

Functional design of intersection improvements at PTH 67 & PR 236 (north junction) | 14

Accesses: key changes

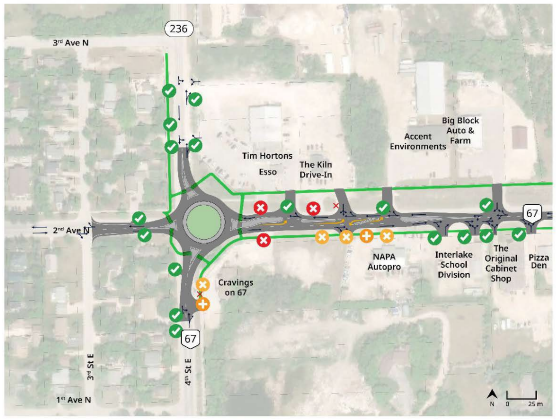


- Accesses consolidated for **safety** and **efficiency**

Manitoba

Functional design of intersection improvements at PTH 67 & PR 236 (north junction) | 15

Full access plan

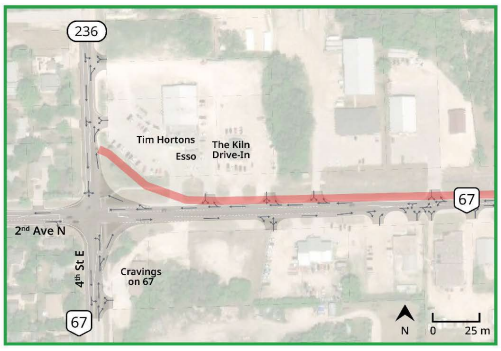


- The selected roundabout design will incorporate the following modifications:
  - Access remains
  - Access moved (existing)
  - Access relocated (proposed)
  - Access removed

Manitoba

Construction Phasing
Phase 0: Detour Construction

Functional design of intersection improvements at PTH 67 & PR 236 (north junction) 16



Length: 2 weeks

Flow of traffic
Construction

Manitoba

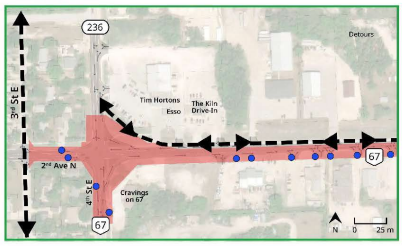
Functional design of intersection improvements at PTH 67 & PR 236 (north junction) 17

Phase 1: Roundabout Construction

Length: 13 weeks

Flow of traffic
Short Term Disruptions to existing accesses
Construction
Detours

Local truck detour

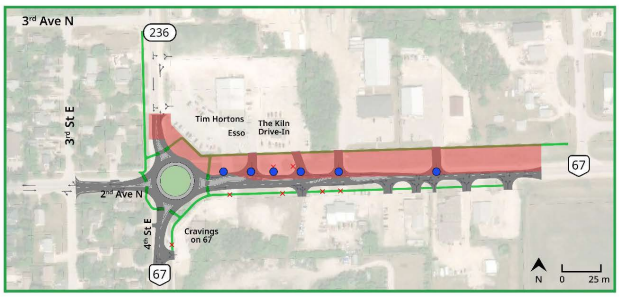


Commercial truck detour

Manitoba

Functional design of intersection improvements at PTH 67 & PR 236 (north junction) 18

Phase 2: Westbound PTH 67 construction



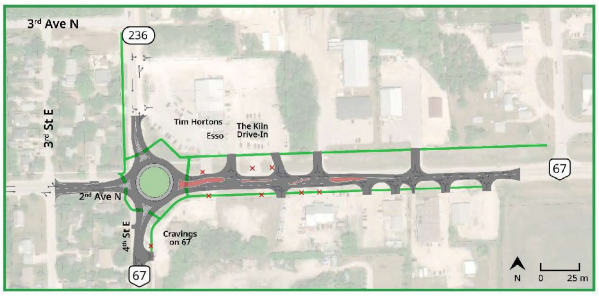
Length: 3 weeks

Flow of traffic
Access removed
Construction
Short term disruptions to existing accesses
Raised medians to be built in Phase 3

Manitoba

Functional design of intersection improvements at PTH 67 & PR 236 (north junction) | 19

Phase 3: Construction of raised medians



Length: 2 weeks

Flow of traffic
Access removed
Construction
Raised median

Manitoba

Functional design of intersection improvements at PTH 67 & PR 236 (north junction) | 20

Next steps

Discussion

- How will the preferred alternative and access design affect you?
- How will construction impact you?
- Other comments or concerns?

Attend the public open house:

Date: Friday, April 25, 2025

Time: 4 p.m. – 7 p.m.

Location: Quarry Park Heritage Arts Centre
Access Auditorium
166 Main St, Stonewall, MB

Contact us

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

Cheryl Dixon
Community Engagement Specialist,
Scatliff + Miller + Murray

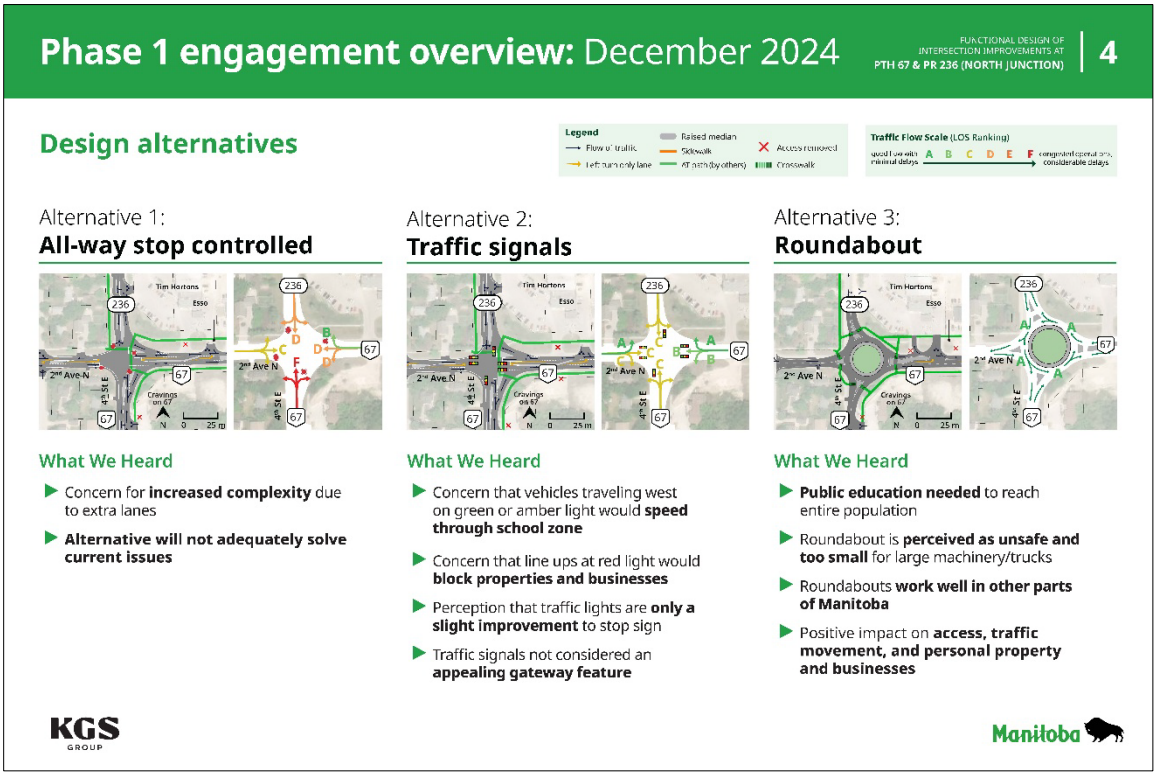
cdixon@scatliff.ca

Thank you for attending!

Manitoba

Appendix C – Presentation Boards

The following 14 presentation boards were displayed during the Public Open House, sharing details of the project with attendees of the event.



Evaluation Criteria Ranking

FUNCTIONAL DESIGN OF INTERSECTION IMPROVEMENTS AT PTH 67 & PR 236 (NORTH JUNCTION) | 5

How the decision was made:

The alternatives were weighted in the following categories to determine their ability to provide improvements:

Engineering / Transportation
- Traffic operations
- Geometry, drainage, utilities, safety
- Ease of construction and staging

Environmental Impacts
- Noise, habitats
- Natural environment
- Heritage resources

Community / Socio-Economic
- Land-related impacts
- Access, community
- Pedestrian / cycling accommodation

Cost Factors
- Construction and maintenance / operating costs

The alternatives ranked as follows:

	Alternative 1: **All-Way Stop Controlled**	Alternative 2: **Traffic Signals**	Alternative 3: **Roundabout**
Engineering / Transportation	✓	✓✓	✓✓✓
Environmental Impacts	✓✓	✓✓✓	✓✓✓
Community / Socio-Economic	✓	✓✓	✓✓✓
Cost Factors	✓✓✓	✓✓	✓✓

Selected Alternative: Roundabout

The **roundabout** excelled in the most evaluation categories.

- Significant **improvement to traffic operations**
- Significantly **higher levels of service at the 20-year design horizon**

KGS GROUP

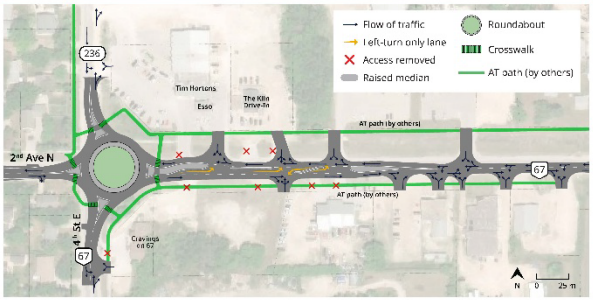
Manitoba

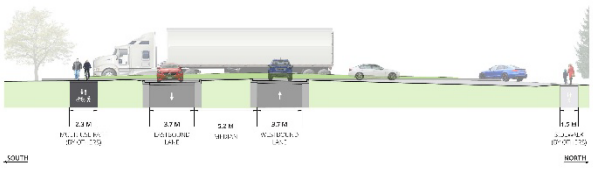
Preferred Alternative

FUNCTIONAL DESIGN OF INTERSECTION IMPROVEMENTS AT PTH 67 & PR 236 (NORTH JUNCTION) | 6

Roundabout

Plan View





Section view of PTH 67 looking west toward intersection.

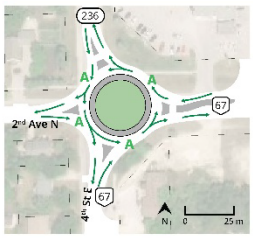
Design Description

The preferred design 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)
- Best level of service overall with the shortest queue of vehicles during peak hours
- Accesses operate well

Level of Service at Afternoon Peak Hour



Traffic Flow Scale
Level of Service Ranking (LOS)

A B C D E F

good flow with minimal delays — congested operations, considerable delays

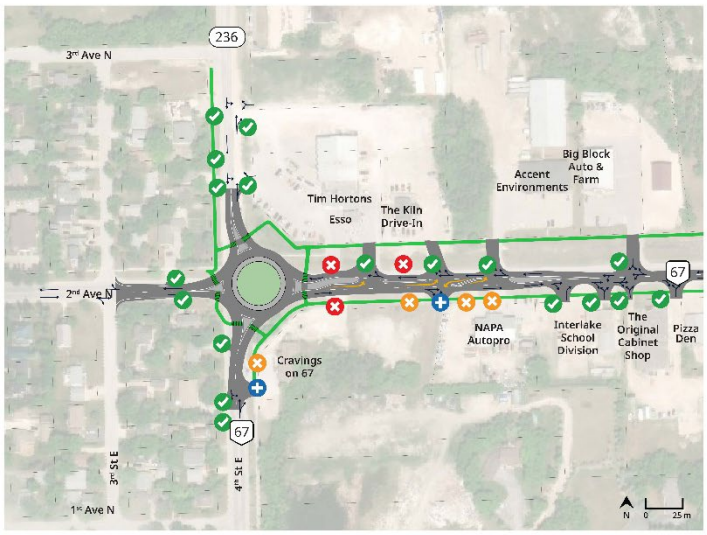
Traffic simulations confirm that a roundabout will provide an optimal level of service to rank on the flow scale at an **A** level.

KGS GROUP

Manitoba

Access Management Plan

FUNCTIONAL DESIGN OF INTERSECTION IMPROVEMENTS AT PTH 67 & PR 236 (NORTH JUNCTION) | 7



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 are proposed 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

The preferred roundabout design will incorporate the following modifications:

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

KGS GROUP

Manitoba

How Does a Roundabout Function?

FUNCTIONAL DESIGN OF INTERSECTION IMPROVEMENTS AT PTH 67 & PR 236 (NORTH JUNCTION) | 8

Who has the right-of-way?

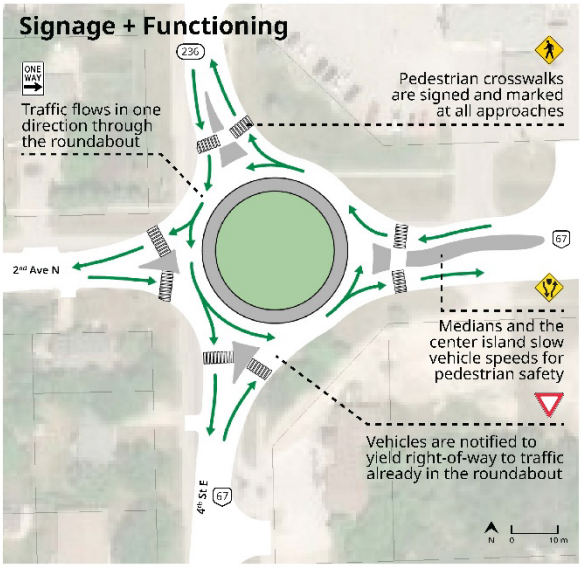
When approaching a roundabout, **pedestrians always have the right of way** at designated crosswalks.

Pedestrians **Cyclists** **Drivers**

Rules for safe navigation

Essential practices for roundabout safety

- If you are in a roundabout when an **emergency vehicle** approaches, **use the nearest exit and pull over to the right.**
- All vehicles travel in the **same counterclockwise direction**
- Vehicles that are already inside the roundabout **have the right-of-way.**
- If two vehicles arrive at the same time, **yield to the vehicle on your right.**



KGS GROUP

Manitoba

Pedestrian Navigation

How to walk through a roundabout:

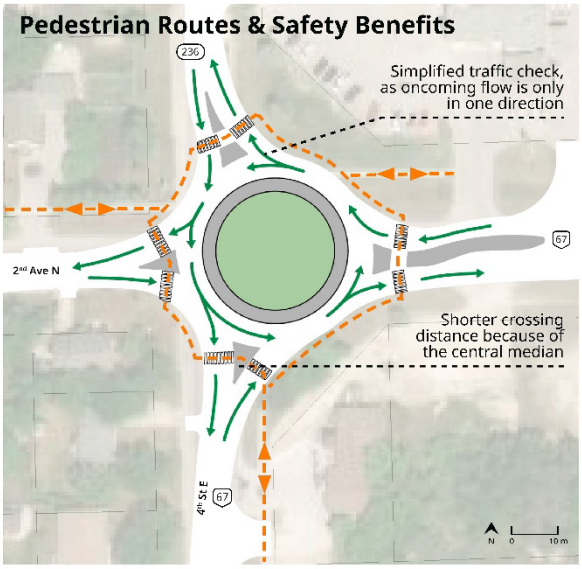
When approaching a roundabout, **pedestrians always have the right of way** at designated crosswalks.

1. Before stepping onto the crosswalk, **make eye contact** with the approaching driver or cyclist.
2. **Check for traffic** as you approach the intersection. **Cross one lane at a time, pause at the median islands** and **check again for traffic** before crossing the second lane.

Safety Tips

Rules for safe navigation

- **Always use the sidewalk and designated crosswalks.** Never walk within the roundabout or on the center island.
- **Remove** earphones, **turn off** any music, and **stop texting or talking** on the phone.



KGS GROUP

Manitoba

Vehicle Navigation

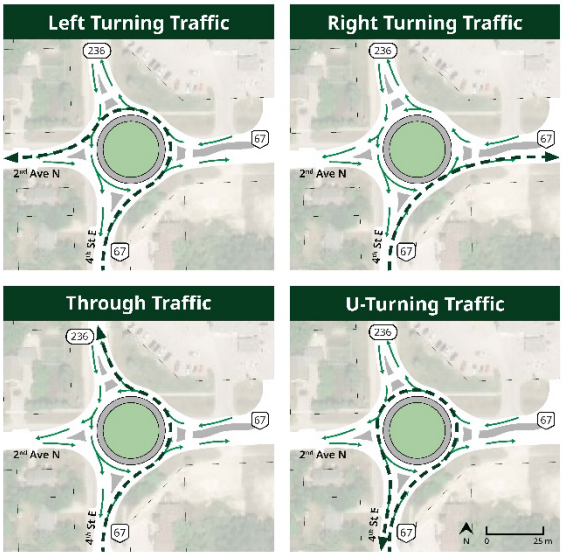
How to drive through a roundabout:

1. **Reduce your speed to the posted speed limit** or slower and be prepared to yield to pedestrians, cyclists and vehicles in the roundabout.
2. When no traffic is approaching from the left **you may proceed into the roundabout by turning right.**
3. Continue until you reach the street you wish to exit on, **signaling your intention to exit** in advance.
4. As you exit, **watch for pedestrians** within the pedestrian corridor and **yield the right-of-way to pedestrians and cyclists.**

Safety Tips

Rules for safe navigation

- When approaching a roundabout, **pedestrians always have the right of way** at designated crosswalks.



KGS GROUP

Manitoba

Cycling Navigation

As a cyclist, you can travel through a roundabout one of two ways:

OPTION 1 — Ride through
(rules of a vehicle)

1. **Slow down** and **watch for pedestrians**, prepare to stop if necessary.
2. When approaching, **hand-signal your intent to move left** and occupy the lane
3. **Yield to circulating traffic** on the left; do not stop if it is clear
4. **Hand-signal to exit** the intersection

Safety Tips
Rules for safe navigation

- Travel through the roundabout in the **middle of the lane**, preventing vehicles from passing you or cutting you off.

OPTION 2 — Dismount and walk
(rules of a pedestrian)

1. **Dismount and use the sidewalk / crosswalks** as a pedestrian
2. **Make sure motorists see you** before stepping onto the crosswalk
3. Cross one lane at a time, and **pause on the median island** to watch for oncoming cars

Safety Tips
Rules for safe navigation

- **Always use the sidewalk and designated crosswalks.** Never walk within the roundabout or on the center island.

KGS GROUP

Manitoba

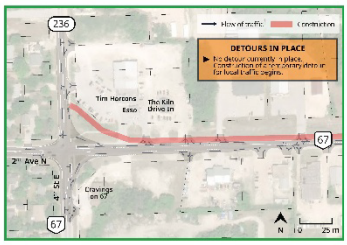
Construction Phasing: Phases 0-1

PHASE 0: Detour Construction

2 weeks

Anticipated Disruptions

- A temporary detour will be constructed, widening of westbound PTH 67
- Little to no disruption to accesses or traffic are anticipated during this phase



PHASE 1: Roundabout Construction

13 weeks

Anticipated Disruptions

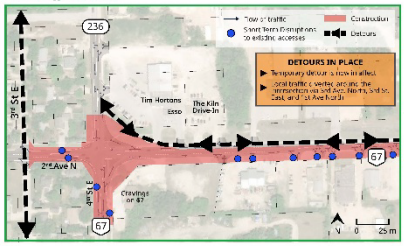
*Short term disruptions to **residential properties** may occur but will be limited by:*

- Excavation work will take place during the day, with access restored by the evening
- Residents may need to park on adjacent streets for short periods
- Temporary gravel tie-ins will be constructed at accesses
- Contractor will provide 24 hours notice prior to disruption

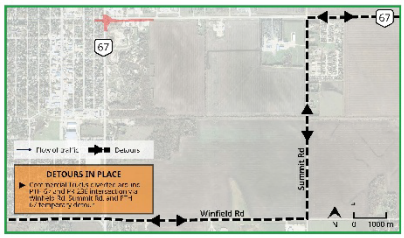
*Short term disruptions to **businesses** may occur but will be limited by:*

- Work may be completed on weekends
- At least one access will be provided to businesses at all times, where there are multiple existing accesses
- Temporary gravel tie-ins will be constructed at accesses
- Contractor will provide 24 hours notice prior to disruption

Local traffic detour



Commercial truck detour



KGS GROUP

Manitoba

Construction Phasing: Phases 2-3

PHASE 2: Westbound PTH 67 Construction

3 weeks

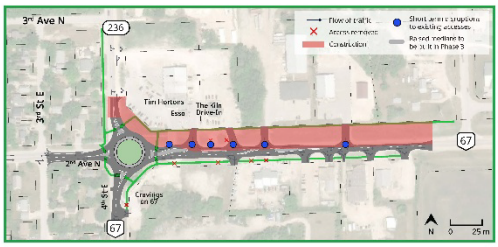
Outcomes

- ✓ **Roundabout is now functional**
- ✓ Temporary detour is **removed**
- ▶ Construction of westbound PTH 67 begins
- ▶ Remainder of PR 236 north of the intersection to be completed half-at-a-time

Anticipated Disruptions

*Short term disruptions to **businesses** may occur but will be limited by:*

- Work may be completed on weekends
- At least one access will be provided to businesses at all times, where there are multiple existing accesses
- Temporary gravel tie-ins will be constructed at accesses
- Contractor will provide 24 hours notice prior to disruption



PHASE 3: Construction of Raised Medians

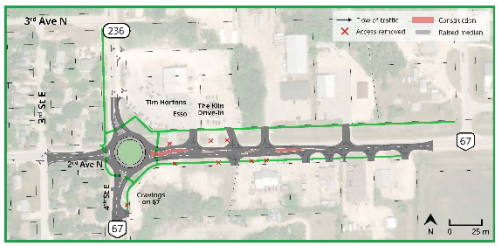
2 weeks

Outcomes

- ✓ **No detours**
- ▶ Remainder of construction is completed on raised medians

Anticipated Disruptions

- No significant disruption expected



KGS GROUP

Manitoba

Next Steps

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 May 9, 2025 at:

www.surveymonkey.com/r/StonewallIntersectionPhase2

Contact Us

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

Cheryl Dixon,
Community Engagement Specialist,
Scatliff + Miller + Murray

engage@scatliff.ca

Thank you for your participation!

KGS GROUP

Manitoba

Appendix D – Public Open House Summary

On April 25, 2025, from 4:00 p.m. to 7:00 p.m., representatives from the project team hosted a Public Open House with the general public of Stonewall, including previously engaged stakeholders, the mayor, and Council members. Approximately 39 attendees were present over the course of the Public Open House, which was set up as a come-and-go event. During the event, the project team shared background information about the project and the preferred design through a series of presentation boards. Attendees were encouraged to share their feedback throughout the event, both during an engagement activity and by completing a comment form. Results of the activity and responses from collected comment forms (18 completed forms received) are summarized below.

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

Attendees were presented with a context map of Stonewall, highlighting the project area. They were asked three prompting questions—designed to provide insights into the area's demographics, attendees' interactions with the site, and its broader context—including: Where do you live? Where do you work or volunteer? What facilities do you often visit or use?

By placing dot stickers on key locations, it was observed that participant residency and work/volunteer locations were dispersed throughout the map, with a slight concentration east of the intersection. Frequently visited facilities, adjacent to the intersection, included Tim Hortons, Esso, and The Kiln Drive-In. Several popular destinations were also identified along Main Street. For a visual reference, see Appendix E.

Comment Form

Participants who attended the Public Open House were invited to fill out a comment form—which was also available as an online survey, linked with a QR code displayed at the event. The comment form contained questions about the participant's demographic information and invited participants to share their feedback on the preferred design. A total of 18 comment forms were submitted during the event. This raw data has been incorporated into the online survey responses. For a summary of responses, see below.

Engagement Participation

- According to responses, promotion of the event successfully reached participants through the town webpage, email, word of mouth, and social media posting.
- Most respondents felt the engagement materials provided adequate information on how to navigate a roundabout.

Demographics & Site Usage

- 5 of 18 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.
- 15 of 18 respondents travel through the intersection daily; 2 respondents a few times per week, and the remaining respondent a few times per month.

Impacts of the Preferred Design

- When asked about the effects they believed the roundabout would have on themselves and the community, respondents expressed concerns about pedestrian safety and the removed accesses to nearby businesses. Others noted that the roundabout would improve traffic flow, enhance safety, and benefit the environment.
- One respondent noted that there was not enough feedback collected from residents of Stonewall.

General Feedback

- Respondents encouraged the project team to consider traffic flow within the Tim Hortons/Esso lot.

Online Survey

The online survey was open from April 18 to May 9, 2025, and was introduced with a PDF version of the presentation boards to help respondents familiarize themselves with the project details shared at the Public Open House. The survey received 267 responses, with notable themes summarized below.

Engagement Participation

- 93% of respondents reviewed the presentation boards.
- 62% of respondents were made aware of the public open house via social media promotion, 32% were made aware by word of mouth, and 12% by the Town of Stonewall website.
- 81% of respondents agreed that the engagement materials presented provided adequate information to understand how to navigate a roundabout.

Demographics & Site Usage

- 92% of respondents identified as a resident of the study area; 24 respondents identified as business owners in the study area.
- All respondents (100%) indicated they use motor vehicles to travel through the intersection. Pedestrian crossing was the second most common mode, reported by 46% of respondents.
- 62% of respondents travel through the intersection daily.

Impacts of the Preferred Design

- When asked about the effects they believe the roundabout would have on themselves and the community, the following themes emerged:
    - Respondents commonly noted that the roundabout would help reduce congestion and improve overall traffic flow, particularly during peak hours.
    - The most frequently mentioned theme was pedestrian safety. While some respondents expressed concerns about potential risks due to the high number of students who walk or bike through the area, while others supported the design, citing features like medians and one-directional crossings as safety improvements.
    - Concerns were raised about drivers not knowing how to properly navigate roundabouts, potentially leading to confusion, frustration, and accidents.
    - Self-identified truck drivers and others highlighted the difficulty large vehicles (e.g., semi-trucks, farm equipment, trailers) may have navigating the roundabout due to limited space.

- Respondents expressed concerns about potential impacts on access to local businesses, including disruptions to traffic flow and customer access.
- Some respondents recognized the roundabout's long-term environmental benefits, including reduced idling and vehicle emissions.
  Temporary disruption during construction was a concern, particularly related to traffic delays and local access.

General Feedback

- When asked to share any further comments or questions about the project, respondents expressed the following:
  - Some respondents questioned the overall need for the project, suggesting the current four-way stop is sufficient.
  - A number of respondents questioned the accuracy and methodology of the traffic studies used to justify the project.
  - Respondents emphasized the importance of continuous and accessible public communication to educate residents on how to safely navigate the roundabout.
  - Many respondents expressed support for the roundabout, describing it as a modern, forward-thinking solution and suggesting it could serve as a model for future intersections in the Town of Stonewall.
  - Several respondents expressed concern about the overall project cost and potential impacts on local taxes, noting that project funds might be better spent on road repairs, such as those needed on Highway 236.
  - Regardless of stance on the project, respondents consistently cited pedestrian safety as a top priority.

Appendix E – Activity A Results

Activity Board posted at the Public Open House (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.