

## Functional Design of Highway 52

### Project Overview

The increasing population of the community of Mitchell has resulted in growing traffic volumes. This project explores options for improved safety for both drivers and pedestrians along Provincial Trunk Highway (PTH) 52 through the community. Options are being considered to meet the needs of all users by identifying upgrades to support safer entry points onto PTH 52 for drivers, and safer crossing points for pedestrians and active transport users.

The functional design study that is currently underway is looking at the traffic movements in the community and how these movements could be better accommodated through upgrades to the current infrastructure. With Centre Street requiring signal lights in the near future, intersection improvements are required now to support the installation of signal lights.

The need to provide safe locations for pedestrian movements has also been identified. Signal lights at Centre Street will provide one crossing location for pedestrians; however, a second location is also required further west to provide a safe location for pedestrians and cyclists travelling to the local schools. The design study is considering several options to provide a safe location for these active transportation users.

Due to the COVID-19 pandemic, it was safest to present information to the public online through EngageMB. The online information presented the pros and cons of both options and asked the public to fill in a survey. The results from the survey will be used to evaluate the options and to determine the next steps in the design process.

### Project Option Diagrams

#### Option 1

[https://gov.mb.ca/asset\\_library/engagemb/infrastructure/pth52/pth52option1.pdf](https://gov.mb.ca/asset_library/engagemb/infrastructure/pth52/pth52option1.pdf)

#### Option 2

[https://gov.mb.ca/asset\\_library/engagemb/infrastructure/pth52/option2.pdf](https://gov.mb.ca/asset_library/engagemb/infrastructure/pth52/option2.pdf)

#### Option 3

[https://gov.mb.ca/asset\\_library/engagemb/infrastructure/pth52/option3.pdf](https://gov.mb.ca/asset_library/engagemb/infrastructure/pth52/option3.pdf)

## Current Status

The public engagement component of the functional design process is currently underway. Public feedback will be used to improve the design options to meet the needs of the community.

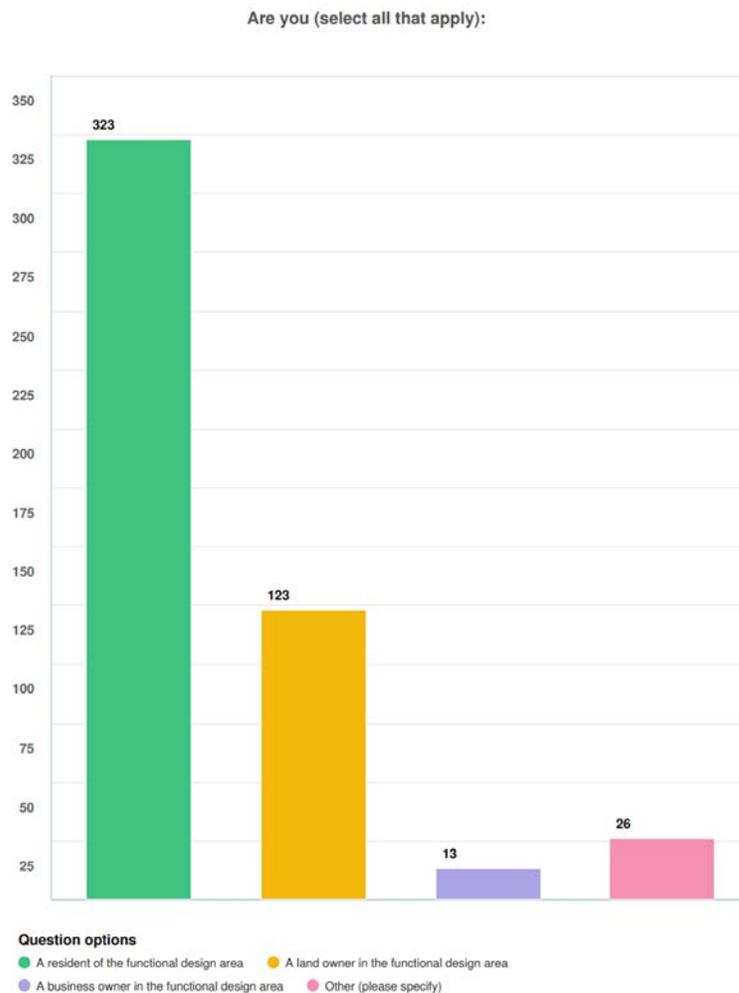
## Engagement Overview

Public engagement consisted of an online presentation, with community maps, on EngageMB.ca. This was accompanied by an open online survey, which was run from September 14 to September 28, 2020. News stories on local media posts encouraged interested members of the public to participate. The RM of Hanover and the Manitoba government provided links on their websites to direct people to the public online engagement.

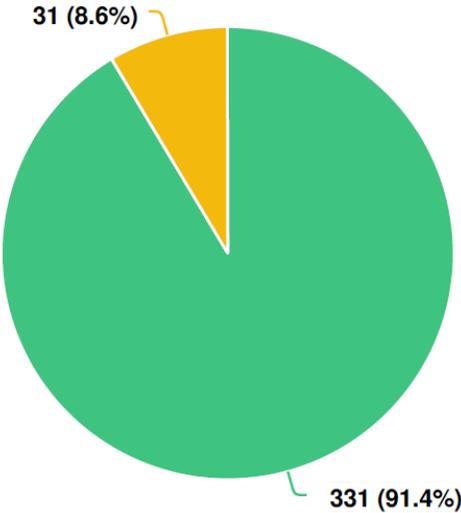
## Demographics of Survey Responses

A total of 362 responses were received for the online survey and a further six responses were received through email. Of the 362 responses received online, 71 per cent indicated a mailing address in Mitchell, 7 per cent indicated a mailing address outside of Mitchell and 22 per cent did not provide a mailing address.

The vast majority of survey respondents reported strong ties to the study area.



Most people agreed that the engagement material clearly communicated the purpose of the functional design study with 91.4 per cent agreeing with the question “Did the online engagement material clearly communicate the purpose of the functional design?”



**Question options**

- Yes
- No

## What We Heard

Several key themes were identified when analyzing the feedback. Responses were categorized into themes in order to categorize the information into useable data. The themes identified are Speed Concerns, Concerns Regarding Traffic Patterns on Local Streets, the Importance of Ash Street, Safety and Requirement for Land Acquisition. What we heard within these themes and how they will be addressed in the project going forward follow in the sections below.

### **Speed Concerns**

Several comments were received regarding the speed of traffic on PTH 52. Comparisons were made to other communities including Steinbach where the speed limits are lower.

### **Concerns Regarding Traffic Patterns on Local Streets**

Many of the participants thought that the closure of the accesses to Lilac Street and Willow Street would increase the volume of traffic on the other local streets. Concerns were expressed for the higher traffic volumes on these narrow streets and the lack of sidewalks on these streets which force pedestrians to walk on the street.

### **Importance of Ash Street**

The most frequent comment received related to the need to reopen the median opening at Ash Street. Several comments pointed out the importance of Ash Street to service the schools and arena. Many comments talked about the central location of Ash Street in the community and how it plays a central role in the transportation of people into and out of the community.

### **Safety**

There were several comments regarding various concerns related to safety. Concerns were expressed regarding option 3 and how it would direct heavy commercial trucks into the residential area around Peter's Lane. A few people thought that it would be better if the heavy commercial traffic was separated from the light residential traffic.

There were requests for turning lanes at all of the locations. One participant pointed out that there should have been a left turn lane shown on option 3 at Reichenbach Road.

Suggestions were made to extend the four lane section of PTH 52 further west past Broesky Road. With a full intersection at Broesky Road, a service road on the north side of PTH 52 could provide access to the industrial park located on Rosedale Road.

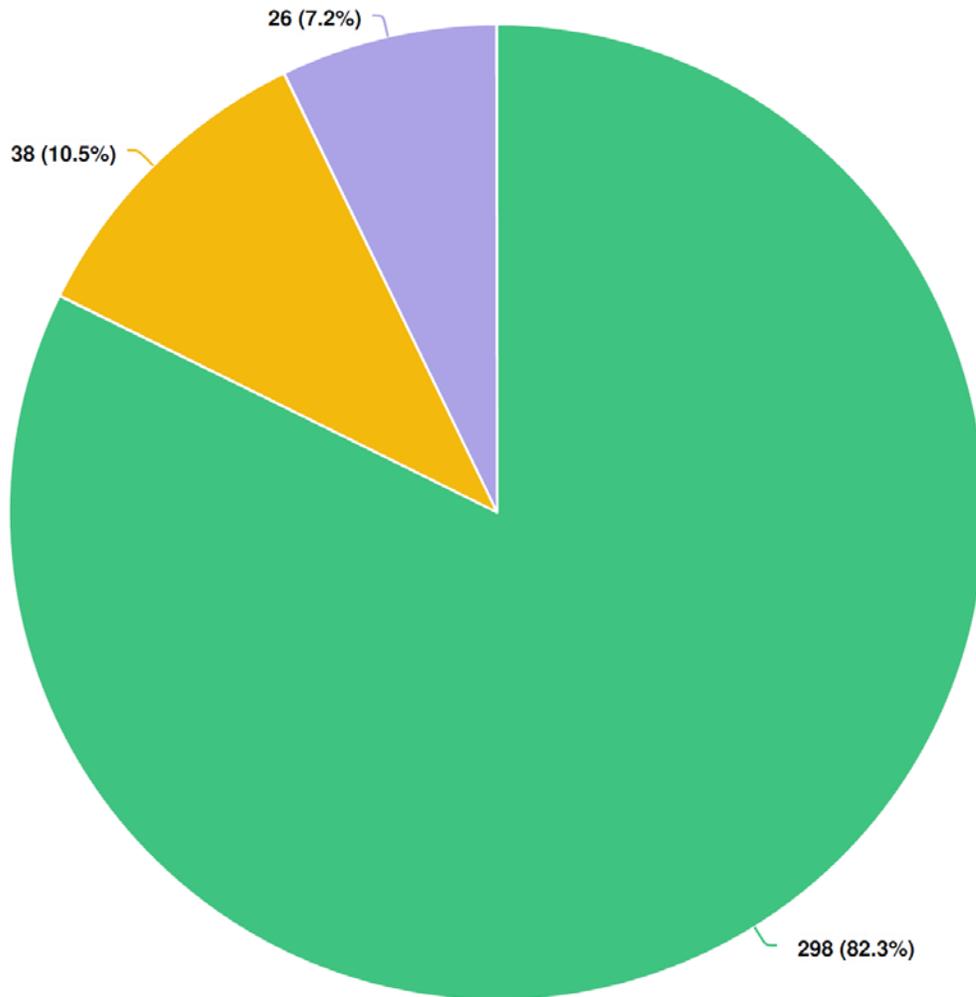
There were also many participants who did not want to see the relocation of the Reichenbach Road intersection.

Finally, a number of participants commented on the need for more sidewalks in Mitchell to separate pedestrians from traffic.

### **Requirement for Land Acquisition**

Comments were made regarding the requirement for private land to construct some of the improvements. There was concern expressed that some of the owners may not be interested in selling their land for these improvements.

Do you agree or disagree with the proposed intersection improvements at Centre Street, including the realignment of Centre Street S?



**Question options**

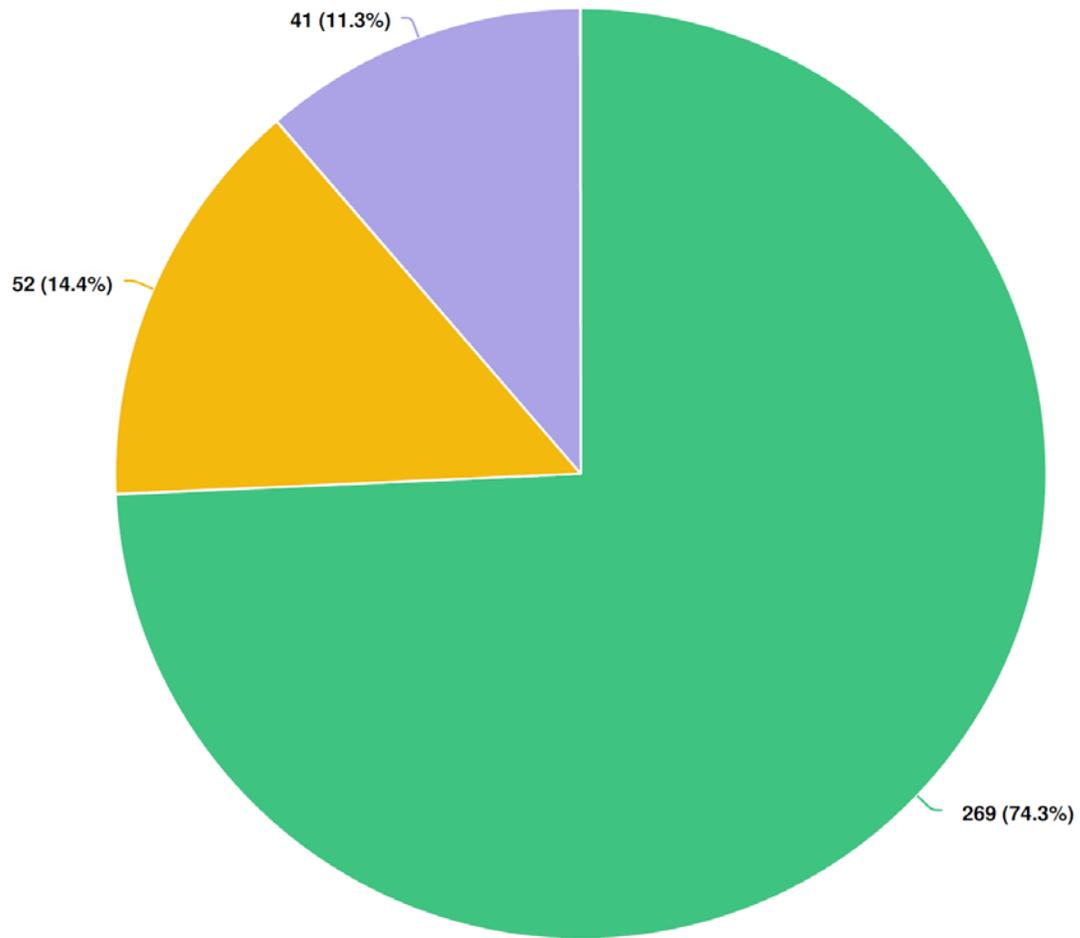
● Agree ● Disagree ● Unsure

*Mandatory Question (362 response(s))*

*Question type: Dropdown Question*

Survey results show that 82.3 per cent support intersection improvements at Centre Street.

Do you agree or disagree with the proposed access closures at Lilac Road?

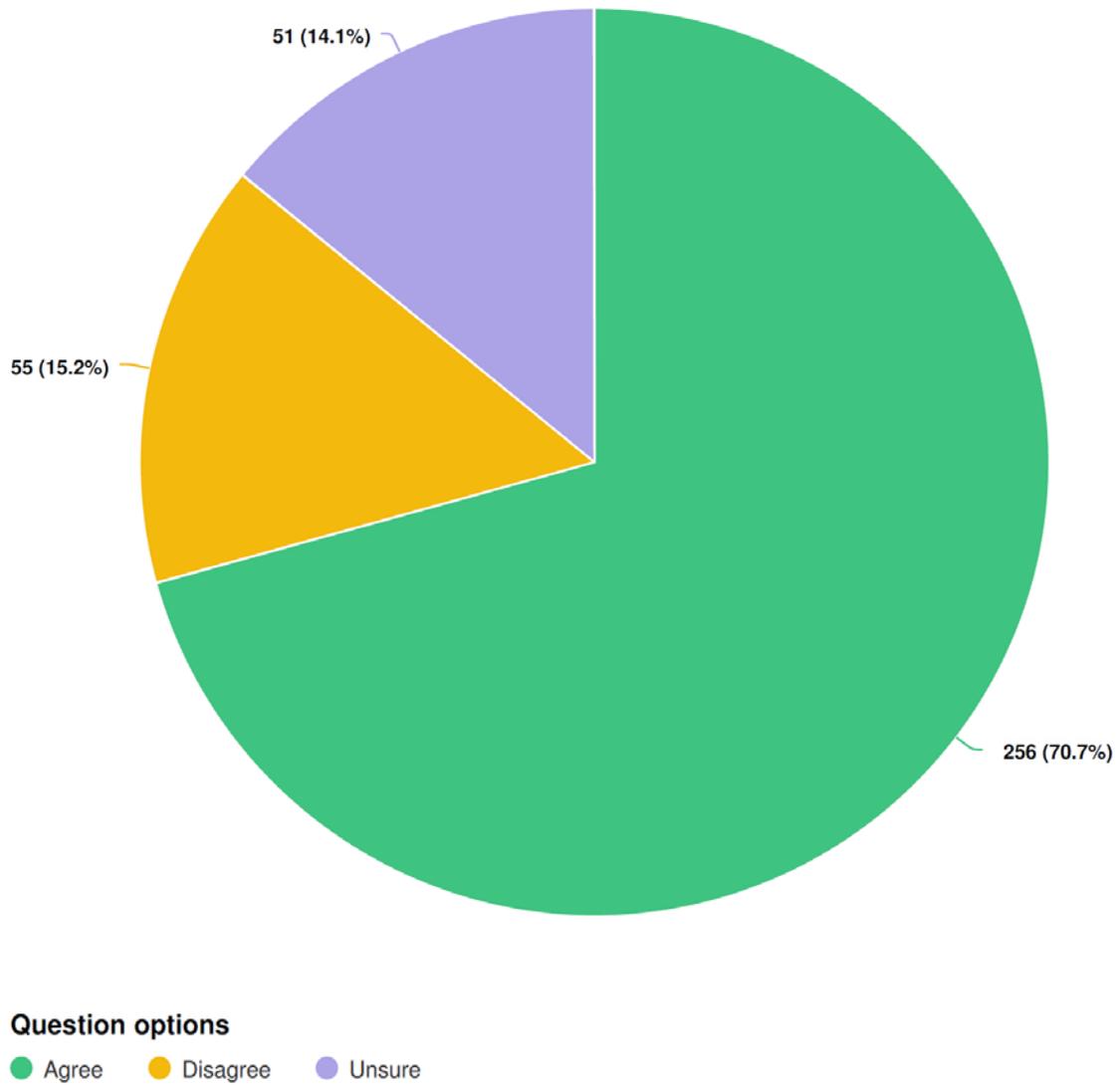


**Question options**

● Agree ● Disagree ● Unsure

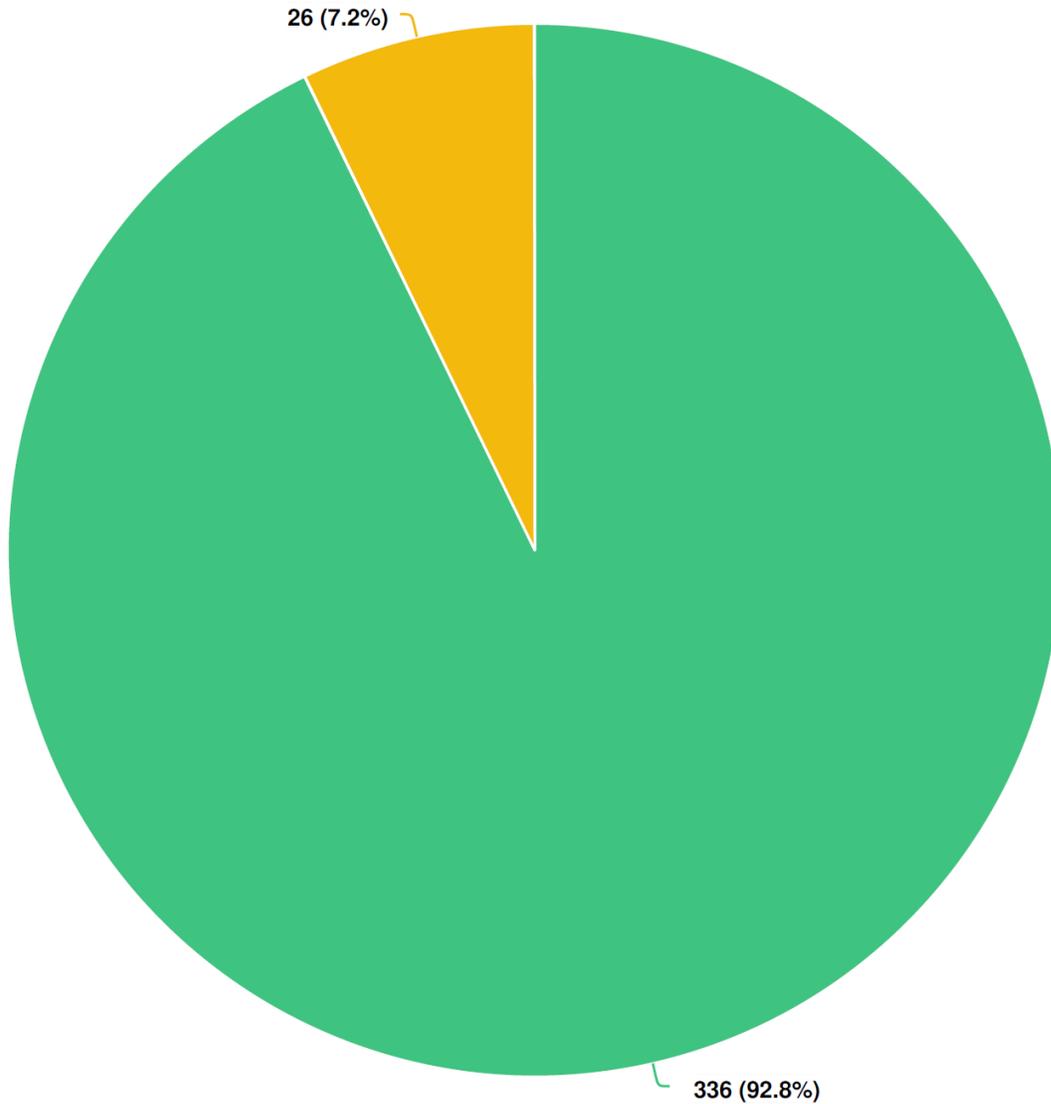
The survey shows that 74.3 per cent agree with proposed access closures at Lilac Road.

Do you agree or disagree with the proposed partial access closure at Willow Street?



The survey shows that 70.7 per cent agree with a partial access closure at Willow Street.

Which alternative do you prefer at Ash Street?

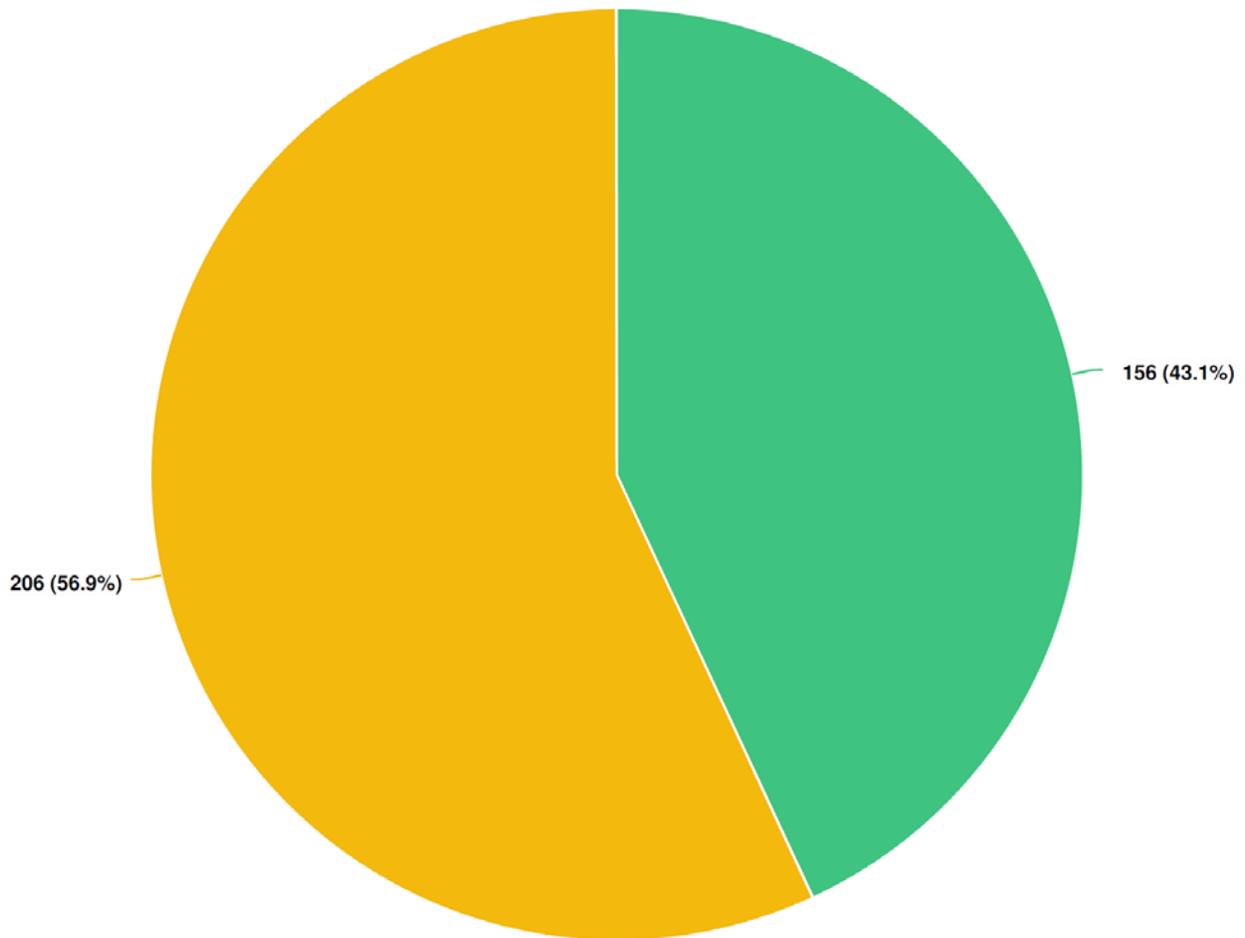


**Question options**

- Ash Street Alternative A: Median to be open to traffic
- Ash Street Alternative B: Median to be closed but maintain right-in right-out traffic

The survey shows 92.8 per cent prefer the median to be open to traffic on Ash Street.

Which alternative do you prefer at the Western Access of Mitchell?

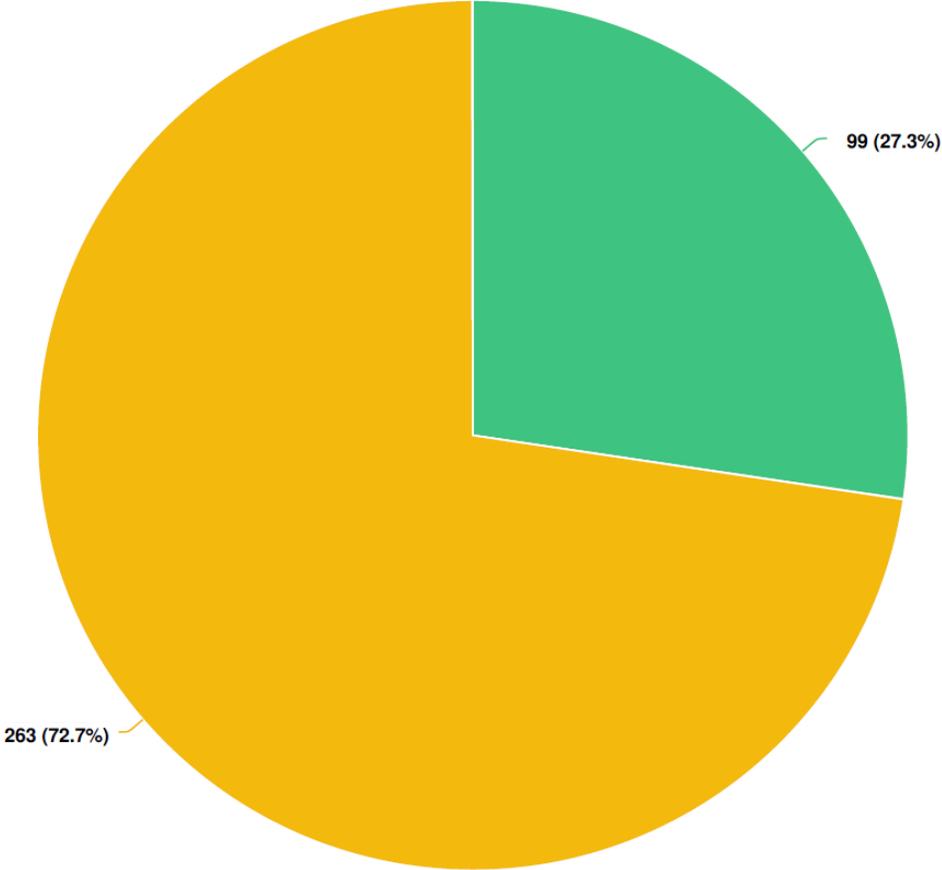


**Question options**

- Alternative C: Relocation of Reichenbach Road, Rosedale Road, and Broesky Road intersections to one consolidated intersection location
- Alternative D: Intersection improvements to Reichenbach Road at its current location, including additional intersection improvements at Broesky Road

The survey shows that 56.9 per cent prefer intersection improvements to Reichenbach Road at its current location, including additional intersection improvements at Broesky Road at the Western access of Mitchell.

Which alternative do you prefer for the active transportation corridors for pedestrians and cyclists crossing PTH 52?



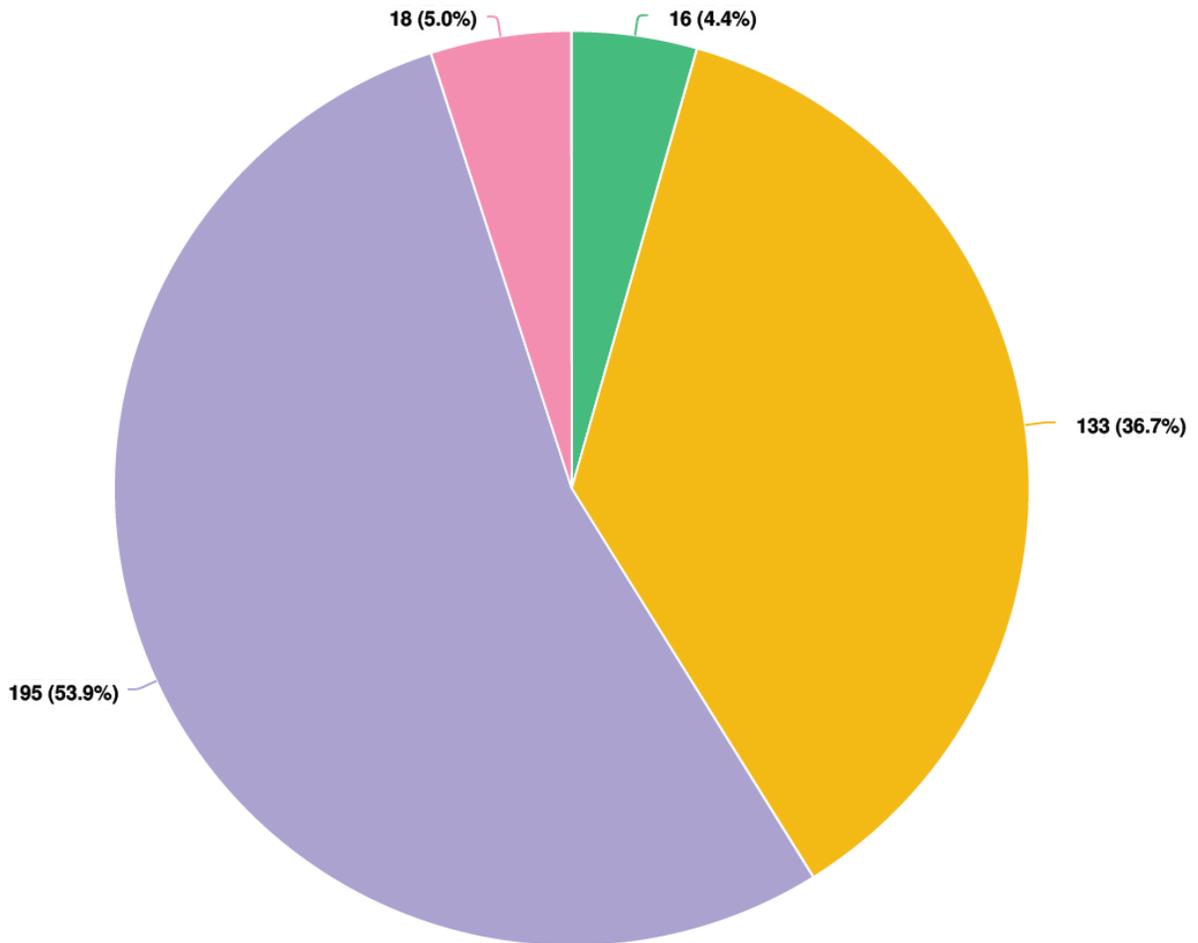
**Question options**

- Alternative E: Ash Street
- Alternative F: Burntwood active transportation corridor

The survey shows support for placing the active transportation corridor at Burntwood.

The survey results show that option 3, with Ash Street opened to traffic and the western access located at Reichenbach Road, was the most preferred option. There was also support for option 2 but little support for option 1, which featured the median closure at Ash Street.

Overall, which design option do you prefer?

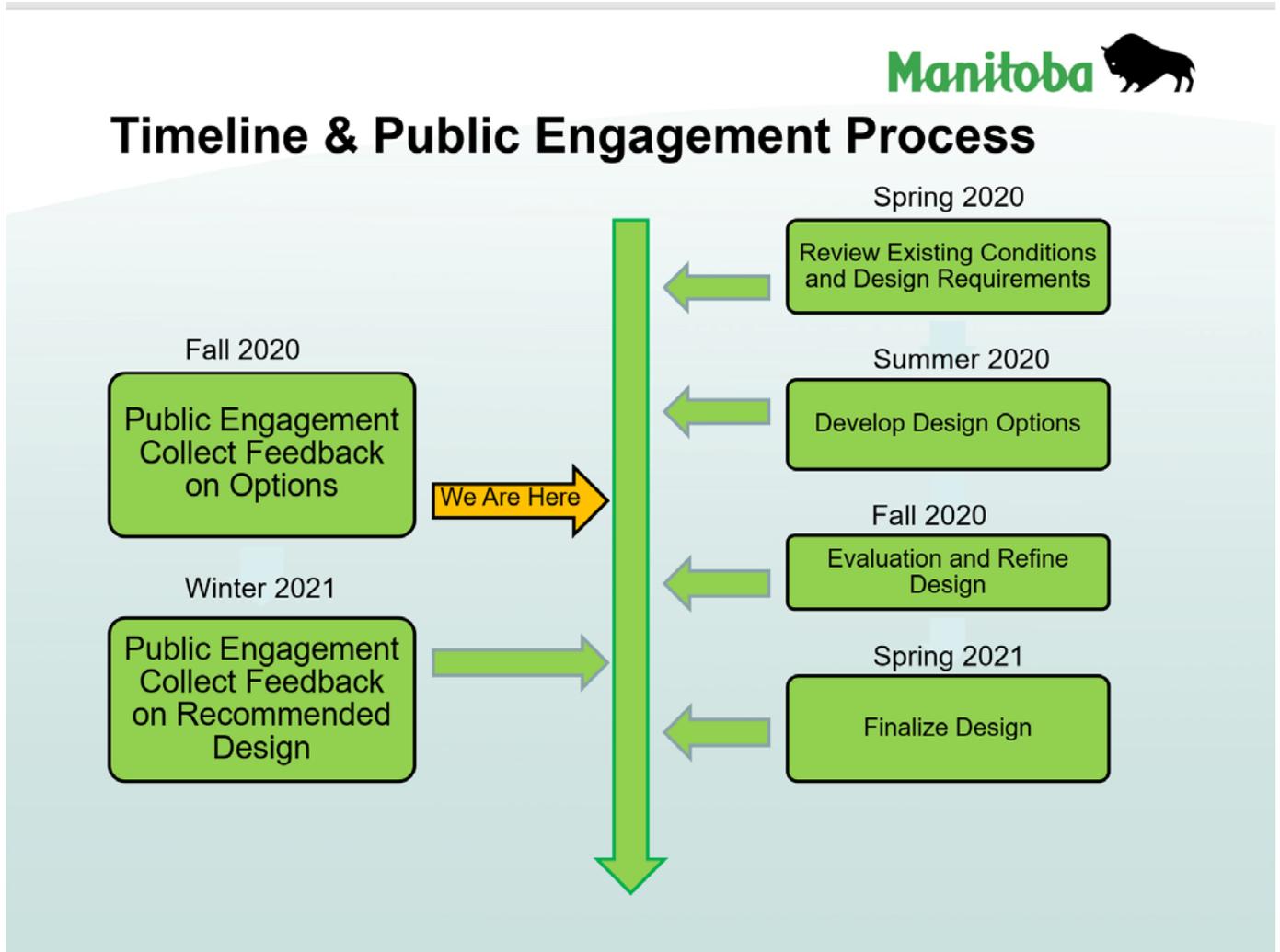


**Question options**

- Option 1: Ash Street median closed with Western access located at Rosedale Road
- Option 2: Ash Street median opened with Western access located at Rosedale Road
- Option 3: Ash Street opened with Western access located at Reichenbach Road
- I do not like any of the design options

## Next Steps

The next step in the project will be to discuss the comments with the RM of Hanover to see how the design options can be modified to incorporate the feedback that was collected in the survey. The modified options will then be shown to stakeholders, including the RM of Hanover to determine impacts to long term development plans and to impacted local land owners to determine how land acquisition might impact their businesses or parcels of land.



## Questions?

Please direct any questions or comments to [EORegion1@gov.mb.ca](mailto:EORegion1@gov.mb.ca).