

# WEYBURN

## REGIONAL TRANSPORTATION STUDY

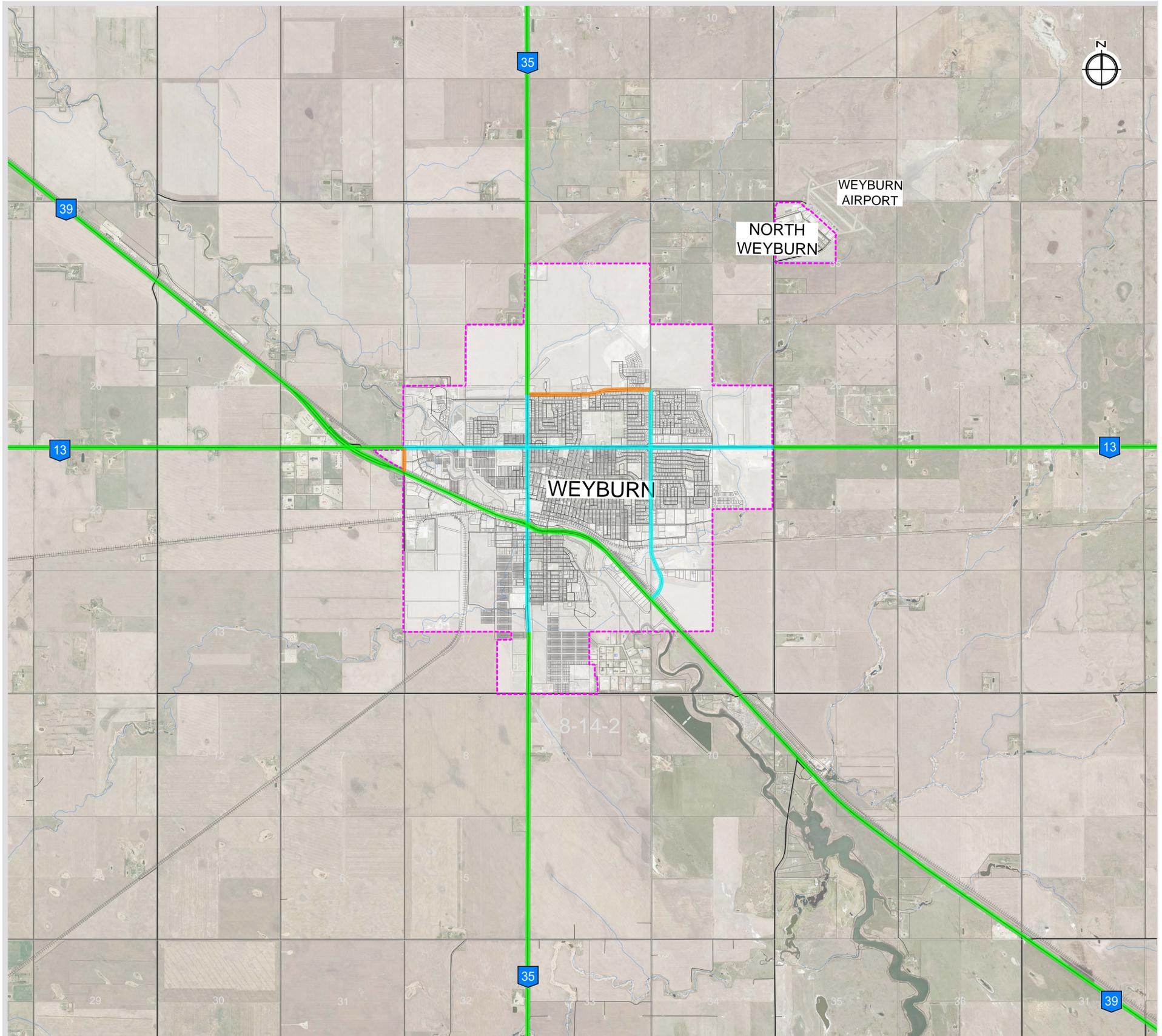


## OBJECTIVES

- Define a transportation network that is sustainable, safe, and efficient for both existing and long-term horizons.
- Examine the potential road and pedestrian infrastructure requirements to serve future development.
- Reserve right-of-way for future transportation needs.
- Identify staging opportunities for future network upgrades.



# TRANSPORTATION NETWORK



- LEGEND**
- - - - - STUDY LIMITS / R.M. BOUNDARY
  - - - - - URBAN BOUNDARIES
  - EXISTING HIGHWAYS AND ROADS
  - + + + + + EXISTING RAILWAY
- CLASSIFICATION:**
- PROVINCIAL HIGHWAYS
  - ARTERIALS
  - COLLECTORS



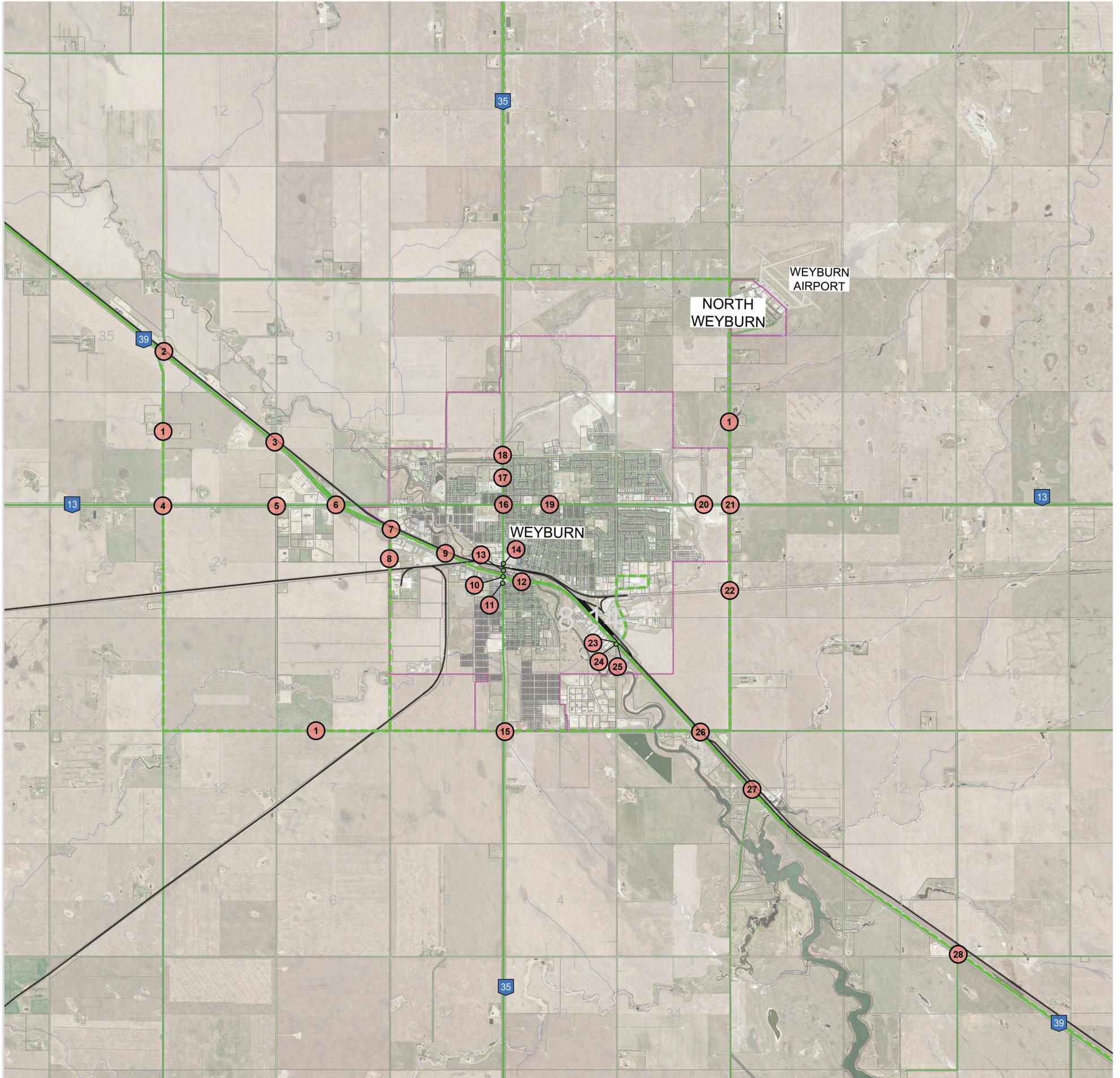
# RECOMMENDATIONS

No.	Location	Recommendation	Short-term (0-5 Years)	Medium-term (5-15 Years)	Long-term (15+ Years)
1	Highway 13, Highway 35, 5th Avenue North	Formalize and sign the Truck / Dangerous Goods Route, which utilizes Township Road 90, Range Road 2142, Township Road 82, and Range Road 2151.	•		
2a	Highway 39 and Range Road 2151	Monitor intersection for traffic volumes, queuing, and delay to see if acceleration lanes become warranted at the time the external truck route is implemented.	•		
2b	Highway 39 and Range Road 2151	Monitor traffic volumes and consider extending the 4-lanes outwards as traffic volumes grow.		•	
3a	Highway 39 and Range Road 2150	Monitor intersection for traffic volumes, queuing, and delay and implement auxiliary lanes when warranted.	•		
3b	Highway 39 and Range Road 2150	Require proposed development to submit a Traffic Impact Assessment addressing the infrastructure (roadway and multi-user) impacts, mitigation measures, and the anticipated costs.	•		
4	Highway 13 and Range Road 2151	Review centre line pavement markings at the Highway 13 and Highway 2151 intersection.	•		
5	Highway 13 (Range Road 2150 to Queen Street)	Lower posted speed limit on Highway 13 between Range Road 2150 and Queen Street to 60 km/h and add an 80 km/h transition zone west of Range Road 2150.	•		
6	Highway 39 and Highway 13	Examine the feasibility of implementing alternative traffic control measures such as realignment, traffic signals, or a roundabout.	•		
7	Highway 39 and Queen Street	Restrict access of north leg of Highway 39 and Queen Street. Realign south leg to intersect with Highway 39 at 90 degrees.		•	
8a	Future Industrial Access (SE)	Identify primary weight connection (i.e. Queen Street) to Highway 39 to link the future industrial development to the highway network.	•		
8b	Future Industrial Access (SE)	Construct primary weight connection to Highway 39 to link the future industrial development to the highway network. Aligned at 90 degrees, if possible.			•
9	Highway 39	Expand Highway 39 to a 4-lane cross-section between Highway 13 to Highway 35 in the long-term horizon.			•
10	Highway 39 and Highway 35	Replace traffic signal warning system. Replace traffic signal poles and have signal head placed over left-turn lane to improve clarity of the intersection. Monitor intersection for the long-term.	•		
11	Highway 39 & Simms Avenue	Monitor intersection for traffic volumes, delays, and conflicts. Examine possible conversion of Simms Ave to a cul de sac at Highway 35 intersection.			•
12	Highway 39 & 3rd Street	Intersection is recommended for further review. Potential to shift the eastbound lanes south to accommodate an eastbound left-turn lane.	•		
13	Highway 35 & Railway	Grade Separation is not warranted based on the projected traffic volumes and train volumes. Monitor traffic volumes and enter into discussion with CP Rail regarding future train operations.			•
14	Highway 35 & Railway Avenue	Collect traffic volumes to evaluate current operations and complete the Transportation Associations of Canada Traffic Signal Warrant Analysis to determine if traffic signals are warranted.	•		
15	Highway 35 & Township Road 82	Monitor intersection for traffic volumes, queuing and delay to determine how external truck route will impact turning volumes. Implement auxiliary lanes when dictated by traffic volumes.		•	
16	Highway 13 & Highway 35	Replace signal heads and poles and sure a signal head is directly over the left-turn lanes. Lane arrangement tabs, advanced signage and placement, and pavement markings require further review.	•		
17a	Highway 35 & Highschool	Implement a public education campaign to advise drivers to yield to pedestrians at the crosswalks.	•		
17b	Highway 35 & Highschool	Update pedestrian crossing signage to align with the Canadian Guidelines (MUTCDC & TAC Ped Crossing Control).	•		
18	Highway 35 North	The speed transition zone should be reviewed against the current best practices.	•		
19	Highway 13 & 5th Street	Replace signal heads and poles and sure a signal head is directly over the left-turn lanes. Lane arrangement tabs, advanced signage and placement, and pavement markings require further review.	•		
20	Highway 13 East	Relocate the posted speed limit signs to the east of the Range Road 2142 intersection. As development proceeds along the corridor, consider reducing the speed limits to match the development corridor.	•		
21a	Highway 13 & Range Road 2142	As the corridor along Highway 39 develops, the Highway 13 and Range Road 2141 intersection should transition from a rural intersection to a urbanized intersection. The eastbound and westbound approaches will likely need to be modified to include a separate left, through, and separate right-turn lane.		•	
21b	Highway 13 & Range Road 2142	Add signage on side streets noting "Important Intersection Ahead". Examine potential to lengthen intersection treatment to reduce confusion regarding turning movements.	•		
21c	Highway 13 & Range Road 2142	Require proposed developments to submit a Traffic Impact Assessment addressing the infrastructure (roadway and multi-user) impacts, mitigation measures, and the anticipated costs.		•	

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No.	Location	Recommendation	Short-term (0-5 Years)	Medium-term (5-15 Years)	Long-term (15+ Years)
22	Range Road 2142 & Dust	Implement dust control on roadway.	•		
23	Highway 39 & South Service Road	Realign the south leg of the Highway 39 and 16th Street intersection to the east to create a jug handle that intersects Highway 39 at 90 degrees.		•	
24	Highway 39 & 16th Street	The realignment of the south leg of the intersection will help remove confusion at the intersection. Monitor speeds and vehicle interactions when a train is present. Possible implementation of additional lane for storage of queued vehicles but further study is required to examine in more detail.		•	
25	16th Street & Railway	A warning system with gates is warranted at the 16th Street. Work with CP Rail to upgrade warning system.	•		
26	Highway 39 & Township Road 82	Monitor intersection for traffic volumes, queuing and delay to determine how external truck route will impact intersection operations.		•	
27	Highway 39 & Golf Course Access	Collect traffic volumes and assess potential intersection modifications (i.e. auxiliary lanes). Realign the Golf Course Access Road to intersect with Highway 39 at 90 degrees.		•	
28	Highway 39 & Nickle Lake Access	Require proposed development to submit a Traffic Impact Assessment addressing the infrastructure (roadway and multi-user) impacts, mitigation measures, and the anticipated costs.	•		
29	Highway 39 & 1st Avenue SE	There is the option to maintain it as is or close the highway access for access management purposes. Further review as part of on-going monitoring of Highway 39.		•	
30	Hospital Location	Ensure potential locations have the flexibility within the network to accommodate the future hospital. Require proposed development to submit a Traffic Impact Assessment addressing the infrastructure (roadway and multi-user) impacts, mitigation measures, and the anticipated costs.	•		
31	Jubilee Park and the Cugnet Centre	A parking management strategy should be completed for key corridors/areas.	•		
32	New School	Completed pedestrian crossing warrants along corridor to identify if a higher degree of crossing control is needed. Work with the public to provide an education piece.	•		
33	Pathways	Improve pedestrian crossing by adding signage, paint lines and pedestrian ramps to provide connectivity within the neighbourhood.	•		
34	Elevator Crossings	City, RM and MHI work together to upgrade pavement design at key locations with high truck traffic.	•		
35	Highway 13 & Weigh-in-Motion	Increase enforcement to ensure trucks use the designated truck routes. Public awareness campaign from trucking industry about increased enforcement on grid roads.	•		

## RECOMMENDATIONS



- LEGEND**
- URBAN BOUNDARIES
  - EXISTING HIGHWAYS
  - EXISTING RAILWAY
  - DANGEROUS GOODS ROUTE - PROPOSED
  - INTERSECTION IMPROVEMENT LOCATIONS



## NEXT STEPS

### ■ Your Input

- We will receive and summarize your input from tonight's Open House to finalize the recommendations.

### ■ Final Report

- Document study findings and summarize in a final report.

