

Priority Ranking Option 1

Item #	LOCATION AND ISSUE DESCRIPTION	RECOMMENDED IMPROVEMENTS	COSTS	PRIORITY	PROPOSED DATE/FUNDS
1	Highway 35, south of 10 th Avenue W –Lack of sidewalks and pedestrian safety in general.	Install a 1.5 m concrete sidewalk on the east side of Highway 35, from 10 th Avenue W to the CO-OP gas station, a total of 570 m.	\$\$	1	Start legal and site review summer of 2020. Complete grant application summer/fall 2020. Possible construction 2021.
2	Maple Road W and 4 th Street E- Pedestrian safety.	Remove the existing diagonal crosswalk and replace it with a proper crosswalk, which conforms to current safety standards.	\$	1	Summer 2020
3	2 nd Avenue W and E –Traffic diversion from 1 st Avenue and safety.	Convert the existing 2-way stop at 2 nd Avenue and Centre Street to a 4-way stop control; install a concrete median on the north side of the intersection. Move the accessible parking space in front of the post office by utilizing two regular spaces.	\$	1	Start legal and engineered plans Summer 2020. Summer 2020.
4	Railway Avenue West and 8 th Street West. – Poor intersection geometry and truck movement accommodation.	Demolish old Fire Hall – Create Right hand turning lane, add remaining property to current fire hall.	\$\$\$	1	Start legal and engineered plans summer 2020. Apply for grant summer/fall 2020. Budget for 2021.
5	Maple Road E and 6 th Street E –Pedestrian Crossing Safety near the school.	Paint stop bars to provide proper stopping positions for vehicles and trim the hedges on the southeast quadrant of the intersection to provide better sightlines for northbound vehicles.	\$	2	Summer 2020
6	Skateboard Park –Pedestrian safety and crosswalk location.	Replace the traffic signal with amber flashing lights and paint a new crosswalks one directly in front of the park the other at Nipawin Road E and 4 th Street N. The traffic signal should be salvaged.	\$\$	2	Research in 2020 budget in 2021
7	Evaluation and comparison of truck routes	Northbound trucks should use 1 st Avenue W/8 th Street W while southbound trucks should use the Old Highway 35 up to its intersection with Railway Ave W	\$	3	Summer 2020
8	1 st Avenue E and Nipawin Road E –Poor intersection geometry and truck movement accommodation.	Modify the intersection geometry to safely accommodate heavy truck movements. This will require additional land from the RCMP corner and the relocation of a power transmission pole.	\$\$\$	3	Start legal and engineered plans Summer 2020.
9	2 nd Ave East and 2 nd St. E. – Higher than usual volume of T-Bone accidents	Convert the existing 2-way stop to a 4-way stop control.	\$	3	Summer of 2021 after seeing how 4-way at Centre and 2 nd affects traffic.
10	1 st Avenue E and 2 nd Street E –4way Stop	Maintain the 4-way stop control and install proper raised medians and signage.	\$	4	
11	1 st Avenue W and 2 nd Street W –4way stop signs review	Maintain the 4-way stop control and install proper raised medians and signage.	\$	4	
12	Railway Avenue E and Nipawin Road E –Poor intersection geometry and truck movement accommodation.	Modify the intersection geometry to safely accommodate heavy trucks and other vehicles.	\$\$\$	5	
13	Intersection of Highway 35 and 9 th Avenue W –Delays for right turn movements and high volume of resident complaints received by the Town Office.	Install a right turning lane by widening the existing parking lane.	\$\$	6	
14	1 st Avenue, between 3 rd Street W and 2 nd Street E –Improper use of right lane and pedestrian safety while crossing 1 st Avenue.	Narrow the intersections by installing bulb-outs at 3 rd Street W, 2 nd Street W and at 2 nd Street E. This will improve safety by shortening the crossing/walking distance.	\$\$\$	6	

Table 6-1 amended by Town of Nipawin March 2020 sourced from Traffic Assessment and Improvements Study by Allnorth 2019.

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15	Maple Road – 5-way stops –Safety concerns	In spite of the awkward geometry, the intersections seem to be working well with no collisions over the past five years. Both pedestrians and motorists do utilize the intersection in a safe manner. No action is recommended.	N/A	N/A
16	Town Wide –Speed limit reduction from 50 km/h to 40 km/h	The Town of Nipawin should maintain the current speed of 50 km/h with reduction in speeds only in school zones and playgrounds.	N/A	N/A
17	Railway Avenue and Centre Street –Safety concerns	Railway Avenue is a truck route, which instills a perception that the intersection is less safe. However, over the past five years there have been only two reportable collisions are this location. No action is recommended.	N/A	N/A
18	Railway Avenue –Dangerous Goods Route (DGR) designation.	The Town of Nipawin should not officially designate Railway Avenue as a DGR; rather the status quo should be maintained. This is to minimize liabilities associated with the official designation.	N/A	N/A
19	Relocation of truck and Dangerous Goods Route (DGR) to Marathon Avenue Corridor	There is a major utility in the vicinity of the Marathon Avenue Corridor that would render the relocation infeasible. No action is recommended.	N/A	N/A
20	1 st Avenue from 3 rd Street W to 2 nd Street East –Lane arrangement reviews	1 st Avenue plays dual roles; it is a mobility street for traffic passing through the Town but it also provides access to the commercial business along the street. Based on the role of 1 st Avenue, current traffic volumes and the available capacity it was concluded that no changes to the current lane arrangements are required at this time.	N/A	N/A
21	Maple Road W and 1 st Avenue –Delays for right turn movements	The existing intersection has a wide throat that operates as if there are two lanes. As a result, motorists experience fewer delays at this intersection. No action is recommended.	N/A	N/A
22	Install additional sidewalk (when budget will allow) for the Safe Route Plan. The portion from 1st St W from Maple Rd to 9th Ave. The East side of road contains driveways which would require additional prep work by crew, but there is minimal landscaping done on lots in the work areas of these 2 blocks. Having the safe route go by the 9th Ave Daycare on the way to Wagner School promotes younger children walking with siblings or parents. The addition of this sidewalk is important because it creates a straight lane to the school as well as no time spent on busier streets.		10000.00 Would be town supplied labor	
23	Make angle Parking at the 9th Ave daycare to only allow eastbound traffic into parking area		500.00 for signage	2020 program budget
24	Research the walking trails from Montgomery Dr. down the hill to 4th St E, along with crosswalks and entries into the Central Park walking trails. Repairs and maintenance would be required on hills to prevent slippage in wet times. Possible grade improvements for winter usage		NA	
25	<u>Sidewalk</u> 10 th Ave to 3 rd St. To promote traffic from 9 th Ave to 10 th Ave., 6 th St From Maple Rd to 6 th Ave E on west side of road, 4 th St N from Nipawin Rd East North At least 2 blocks, Shults Rd from 6 th St to Coventry Cres, South on HWY 35 from 10 th Ave W to Tim Hortons and Coop, North end side walks. 4 th St E from 6 th Ave E to Maple Road		60000.00	Future budget