

**Saskatchewan Traffic Safety Committee**

**May 28, 2013**

**Estevan, Saskatchewan**

**Presented by "Time To Twin" Highways # 39 & 6 Committee**

**1916 Dyer Road, Estevan, Sask. S4A 1Z5**

**Margery Young Co-Chairperson** Margery Young

**Lauralie Ireland Co-Chairperson** Lauralie Ireland

**Abbie Velestuk member** Abbie Velestuk

**Don Kindopp witness** Don Kindopp

## **Introduction by Lauralie Ireland**

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Our group "Time To Twin" Highways # 39 & 6 was started in October of 2009.

At that time our group began with 5 individuals who all realized that something had to be done to encourage the Saskatchewan Government to see the problem in regards to safety, on our highway # 39 & 6.

OUR OBJECTIVE always has been SAFETY.

At present our membership is 7 people, with the backing from 2 more people in the community. We are open to any new members.

## **TRAFFIC SAFETY COMMITTEE... RECOMMENDATIONS & CONCLUSIONS**

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- 1.) **Highways #39 & 6 need to be twinned** due to the large numbers of accidents and fatalities. There are so many semis that travel these two S.E. Saskatchewan highways.
- 2.) **Highways #39 & 6 Traffic Counts, by the Ministry of Highways, need to be revisited.**
- 3.) **Weather and road conditions** play a huge role on our highways.
- 4.) We **need our Provincial & Federal Governments to work together** to secure funding to build the infrastructure needed in S.E. Sask.
- 5.) There are many **factors that affect our traffic counts and safety each day.**
  - a.) **North Portal Border Crossing** does \$12 Billion in trade annually.
  - b.) **Bakken Oil Boom** in 2012, had 2350 producing wells in S. E. Sask.
  - c.) **(GTH) Global Transportation Hub** in Regina sends traffic to this area, This will increase dramatically each year.
  - d.) **Northgate** which is approximately 70 km east of Estevan, will have \$ 93 million invested by the Sask. Govt. to develop this oil and grain hub.
  - e.) **Estevan Traffic Weigh Scales are closed.** No Traffic Officers are patrolling highway # 39.
- 6.) **Twinning Highways # 39 & 6 will save lives, improve safety.**
- 7.) **People in S.E. Sask. are afraid to travel highways # 39.**

**I. HIGHWAYS # 39 & 6 NEED TO BE TWINNED DUE TO THE LARGE NUMBER OF ACCIDENTS AND FATALITIES. THERE ARE SO MANY SEMIS THAT TRAVEL THESE TWO HIGHWAYS IN S.E. SASKATCHEWAN.**

**NOTE: SHEET OF STATISTICS (SOURCE is SGI)**

**NOTE: GRAPH (SOURCE is Dustin Hockey. "Time To Twin "member)**

**2. TRAFFIC COUNTS: HIGHWAYS #39 & 6 TRAFFIC COUNTS TAKEN BY THE MINISTRY OF HIGHWAYS NEED TO BE REVISITED. WHY DON'T WE MEET THE TARGET OF 5,000 TO 6,000 VEHICLES PER DAY, NEEDED FOR TWINNING?**

The reason that we do not meet the 5000 or 6000 vehicles per day is because many (43%) of the people take the alternate route via Stoughton, to go Regina because highway #39 semi traffic frightens them.

**(SOURCE: The Estevan Mercury ... online poll winter of 2012-2013)**

**NOTE: TRAFFIC COUNTS FOR 2012**

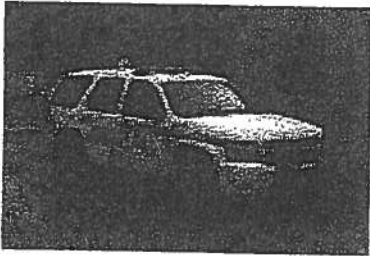
**(SOURCE: Jennifer Ehrmantraut Ministry of Highways)**

COMMENTS: You can see that the truck traffic between Bienfait and Estevan is circled. The amount of 1200 per day is a dramatic increase from 2011 which was 790 per day. ( 2 tonne and larger) This means that section of highway have over 10,000 trucks per week.

( I had been previously been given the number of 1500 two tonne and larger trucks per day by the Ministry of Highways personnel.)

3.a.) WEATHER AND ROAD CONDITIONS PLAY A HUGE ROLE ON OUR  
UN-TWINNED HIGHWAYS # 39 & 6

**a. Fatal Accident Near Milestone on HWY 39**  
Written by Blaine Weyland on Monday, 25 March 2013 (Discover Estevan)



Highway 39 north west of Milestone was closed on Saturday after a fatal accident involving two vehicles claimed the life of a 28 year old woman from alberta.

RCMP say that the collision was between a SUV and a car. At the time of the accident the road was wet, it appears the SUV was behind a snow plow and blowing snow with reduced visibility is suspected to be a factor in the collision. ★

The driver of the car and all occupants of the SUV were taken to hospital for their injuries, there conditions are not known at this time. The 28 year old woman who was killed in the accident was the passenger of the car.

Highway 39 was closed for about 13 hours as a result of the collision.

b. My daughter, Jessica, was also in a similar situation by Milestone, on March 17, 2013, one week before this tragedy. They had slowed down to 60 km/hour because the traffic ahead had slowed for a snow plough. Because they were on a two lane highway, the semi they all met, blinded everybody. The vehicle in which my daughter was a passenger, was rear-ended. Luckily, it was another half tonne truck that hit them and not a semi. The collision caused over \$9000 in damages but they were able to keep going.

Shortly afterwards, on highways #39 they saw 3 semis coming straight for them on their lane of the highway. They did not move over. This time the vehicle my daughter was in was forced to almost drive into the ditch to get out of the semis path. As they slowed to get out of the way of these 3 semis they were almost rear-ended a second time. They were so traumatized they had to stay in a hotel in Weyburn for the night before trying to get home to Estevan.

There are stories like this happening everyday on our un-patrolled, un-twinning highway.

c. Lauralie's daughter and family's story is the same.

It happened 15 days earlier. If it had been a twinned highway, they would not have to have drive into the ditch to avoid a head-on collision with a half tonne truck passing a semi in the middle of the town of Midale. Again, another story on this un-patrolled and un-twinning highway. If highway #39 & 6 were twinned, these semis would not cause these accidents. Semis create chaos out there on highway #39. Semis create terror out there on highway # 39.

6

**4.) WE NEED OUR PROVINCIAL AND FEDERAL GOVERNMENTS TO WORK TOGETHER TO SECURE FUNDING TO BUILD THE INFRASTRUCTURE (TWINNING HIGHWAYS #39 & 6) NEEDED IN S.E. SASKATCHEWAN.**

At our recent public meeting in Estevan on May 21, 2013, the Ministry of Highways representative said that it would cost approximately \$500 million for the highways #39 & 6 to be twinned from North Portal Border Crossing to Regina.

These two levels of government have worked together before to get projects completed so we count on them to collaborate on this project soon

Remember: In S.E. Saskatchewan, last winter there were at least 7 fatalities that occurred on a variety of highways, but each of these vehicles was involved in an accident with a semi.

Highway #13..2 fatalities when their truck was involved in an accident with a semi

Highway #39..1 fatality when his car was struck by a semi

Highway #18...1 fatality when there was a collision with a semi

Highway # 47..1 fatality when in collision with a semi

Highway # 9..2 fatalities when their car was rear-ended by a semi

These accidents create an atmosphere of fear in our area..

**5.) THERE ARE MANY FACTORS THAT AFFECT OUR TRAFFIC COUNTS & SAFETY EACH DAY ON HIGHWAYS #39 & 6.**

**A.) NORTH PORTAL BORDER CROSSING (N.P.B.C.)**

This border crossing does \$12 billion in trade annually. These semis all travel highway #39.

"The federal government hopes a \$10 million investment will improve the flow of commercial traffic at the North Portal Border Crossing. (N.P.B.C.) "

"The NPBC operates 24 hours per day, seven days per week and it is the main Canada-U.S. border crossing in Saskatchewan."

" We want to make sure we do everything we can to enhance that trade... We have found over the course of the last number of years that trade between the two countries at North Portal has grown exponentially and we needed to make significant improvements to ensure commercial traffic get through the border quicker and more secure than ever before."

"In 2012, over 92,000 traveler vehicles passed through the NPBC."

"The NPBC was earmarked to receive federal funding because it is the ninth busiest port of entry in the country.

..."Traffic flow is to increase further once the Global Transportation Hub is fully operational."

**(SOURCE: Leader Post newspaper "Upgrades Coming to North Portal  
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Border Crossing...April 3,2013)**

As well, approximately 1,000 semis per day move back and forth across the Canada U.S. border at North Portal.

So why is the government so concerned about border security and speed to get the trucks through but give no consideration to the two lane highway #39 that all of these semis are thrown on to with our family vehicles.



## **5.B.) BAKKEN OIL BOOM AFFECTS OUR SAFETY EACH DAY ON HIGHWAY**

**#39. IN 2012, THE BAKKEN OIL FORMATION HAD 2350 PRODUCING WELLS IN S.E. SASKATCHEWAN. THESE WELLS PRODUCED 69,000 BARRELS PER DAY.**

Each well needs approximately 1500 semi loads of supplies and services to it.

"In S.E. Saskatchewan, it is one of the hottest oil plays in North America. "

Approximately 60-70% of Saskatchewan's oil is coming from this area.

2011-oil production =157.7 million barrels and a value= \$12.7 billion

2011-2012 oil & gas royalties= \$1.7 billion

2012-2013 crown land sales for oil & gas rights= \$88.9 million

2011 opportunities in exploration, extraction, processing, refining and related services= \$4.0 billion

**(SOURCE: Govt. of Saskatchewan fact sheet from their website)**

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**5.C.) GLOBAL TRANSPORTATION HUB (GTH)** in Regina has traffic coming through S.E. Saskatchewan daily. Loblaws sends out 3600 trucks per week and a portion of those travel highway #39 everyday. This will increase every year as the GTH grows. According to the GTH website, "the GTH will encourage North American trade and world distribution, transportation and exports." This means that these products will travel #39 to reach the NPBC.

## **5 D.) ESTEVAN TRUCK TRAFFIC WEIGH SCALES**

It was just discovered May 14, 2013 that these weigh scales are closed. There are no highway traffic officers out on highway #39. This is very stressful.

This is one reason why the public are so fearful on this highway.

The weigh scales personnel we spoke with said that there are no officers in training planned for here. They have had tons of complaints about semis on these roads. Something must be done immediately to put traffic officers out on highway #39 everyday. It is very dangerous with these aggressive, speeding semis.

The fact that is even more disturbing is that the individual RCMP member we had a phone conversation with last week, had just found out that Estevan's weigh scales were closed.

Our RCMP are stretched thin with their work load around Estevan and area, so they are rarely seen on highway #39.

So we have no RCMP or no Highway Traffic Officers on a highway that has over 1000 semis a day traveling it. There are tons of complaints that weigh scales officers are receiving in other offices. And there is still no one out there.

No wonder our residents are scared to be on highway #39.

It is like the WILD WEST on that highway!!

## **5 E.) NORTHGATE OIL AND GRAIN HUB**

This will be built approximately 70 km east of Estevan. There will be a \$94 million dollar investment by the Saskatchewan Government.

There will be hundreds of oil tanker trucks daily hauling the 70,000 litres of oil to this hub and approximately 75 grain trucks daily, hauling as well, by our calculations. These oil tanker trucks are going to put a huge burden on our already over-burdened highways. We are very concerned about the general

public who will have to share their highways with hundreds of tanker trucks everyday. There will be collisions and the outcome will be tragic for all!

## **6. TWINNING HIGHWAYS # 39 & 6 WILL SAVE LIVES**

This will save lives because Transport Canada says that twinning or building divided highways improves safety by 60%. We have lost 58 lives on highways #39 & 6 since 2002. many of these would have been saved had these highways been twinned. Our group would have quit long ago except the people of Estevan and area urge us to continue to push for this twinning project because it is so necessary for our safety.

**Passing lanes are not appropriate for this highway because of the large number**

**of semis who make it very dangerous to share the same road with them.**

## **7. PEOPLE ARE FEARFUL TO TRAVEL ON HIGHWAY # 39!**

**(Don Kindopp, a retired teacher from Estevan has come as our witness to tell about this.)** Estevan Mercury says 43% of other Estevan residents choose to go to Regina by highway #47 to Stoughton and then highway #33 to Regina. This is because they are afraid to travel highway #39. In Weyburn many residents go to Regina by highway #35 to Francis and then highway # 33 to Regina. They do this because they do not want to travel on highway #39.

If these 43% of Estevan's residents were brave enough to travel highway # 39 then we would have much more than the required 5,000-6,000 vehicles needed per day to twin these highways.

## **ADDITIONAL INFORMATION...**

The Traffic Safety Committee wants to consider and report on ways to improve traffic safety. Your committee wants to recommend ways to reduce the number of accidents, injuries and fatalities caused by factors like impaired driving, distracted driving, excessive speed, wildlife and intersections.

It is so sad that 2012 marked a record year for traffic fatalities on Saskatchewan highways and roads.

**Our presentation has showed you that on highways #39 & 6, the people of S.E. Saskatchewan have additional hurtles when it comes to traveling safely on these two highways.**

**The factors causing the 162 deaths on Saskatchewan highways.**

"The three top factors that caused most of the Saskatchewan deaths were:

-57 caused by Distracted Driving

-54 caused by Drinking & Driving (Alcohol Related)

-37 caused by Speeding

Also 52 were reported as unbuckled seatbelts."

**(SOURCE: SGI)**

When we consulted "Roadway Safety Benchmarks Over Time" from Transport Canada, March 2003, they listed the top 14 list of engineering countermeasures to reduce collision frequency and severity. Three of them are:

#1 Divided Highways

#2 Intersection left and right-turn lanes

#12 Passing Lanes (along two-lane highways)

- enforcement**
- education**
- engineering initiatives**

It had been well recognized that legislative and enforcement initiatives such as seat-belts laws and impaired driving enforcement, have reduced the number of crashes on Canada's roads. Similarly, new vehicle safety systems, such as air bags and daylight running lights, have also helped to reduce collision frequency and severity."

**(SOURCE: "Keeping Canada Safe Through Improving Road Design"**  
Transport Canada .... Downloaded 03/04/2011

### **1.) ENFORCEMENT:**

WE DO NOT HAVE TRAFFIC OFFICERS OR RCMP ON HWY #39 ON A REGULAR OR CONSISTENT BASIS, THE SPEED THAT MOST PEOPLE TRAVEL ON HWY #39 IS 120 KM/HR, BECAUSE THERE IS NO POLICE PRESENCE THERE.

### **2.) EDUCATION:**

PERHAPS IT IS TIME TO REVISIT THE WAY THE DRIVER'S EDUCATION IS DELIVERED.

- MORE 'SHOCK AND AWE' TREATMENT MIGHT BE NECESSARY TO REALLY GET THEIR ATTENTION.
- HAVE SPEAKERS COME TO TALK TO THEM THAT HAVE BEEN SERIOUSLY HURT IN ACCIDENTS OR LOST LIMBS.
- SHOW VIDEOS THAT ARE VERY GRAPHIC.
- SHOW WHAT HAPPENS TO A CAR WHEN IT ROLLS OVER 4 OR 5 TIMES.

### **3,) ENGINEERING INITIATIVES :**

- TWINNED HIGHWAYS
- INTERSECTION LEFT AND RIGHT-TURN LANES
- RUMBLE STRIPS
- ROUNDBABOUTS...on some highways
- PASSING LANES...on some highways

(2002 - 2012)

From all  
3 charts

Head On Collisions by Year and Severity

Year	Collisions			
	PDO*	Injury	Fatal	Total
2002	1	1	2	4
2003	0	2	0	2
2004	0	2	1	3
2005	0	1	0	1
2006	0	0	2	2
2007	0	0	2	2
2008	0	5	3	8
2009	1	2	2	5
2010	0	3	1	4
2011	1	4	2	7
2012	0	3	1	4
<b>Total</b>	<b>3</b>	<b>23</b>	<b>16</b>	<b>42</b>

Injuries	Fatalities	Total	
4	2	6	2002
7	0	7	2003
5	1	6	2004
1	0	1	2005
1	3	4	2006
3	2	5	2007
17	4	21	2008
4	3	7	2009
12	1	13	2010
7	2	9	2011
14	1	15	2012
<b>75</b>	<b>19</b>	<b>94</b>	

total collisions	
109	
118	
137	
96	
104	
128	
157	
157	
161	
198	
77	
<b>1442</b>	

Rollover Collisions by Year and Severity

Year	Collisions			
	PDO*	Injury	Fatal	Total
2002	65	18	2	85
2003	54	27	1	82
2004	72	27	2	101
2005	65	11	1	77
2006	49	27	3	79
2007	71	24	3	98
2008	82	31	4	117
2009	102	22	3	127
2010	94	29	3	126
2011	110	33	5	148
2012	30	27	2	59
<b>Total</b>	<b>794</b>	<b>276</b>	<b>29</b>	<b>1099</b>

Injuries	Fatalities	Total	
30	2	32	2002
47	1	48	2003
41	2	43	2004
14	1	15	2005
35	6	41	2006
33	3	36	2007
51	5	56	2008
30	4	34	2009
47	3	50	2010
43	5	48	2011
41	2	43	2012
<b>412</b>	<b>34</b>	<b>446</b>	

Total Injuries	
39	
73	
65	
19	
48	
51	
89	
47	
78	
65	
68	
<b>642</b>	

All Other Collisions by Year and Severity

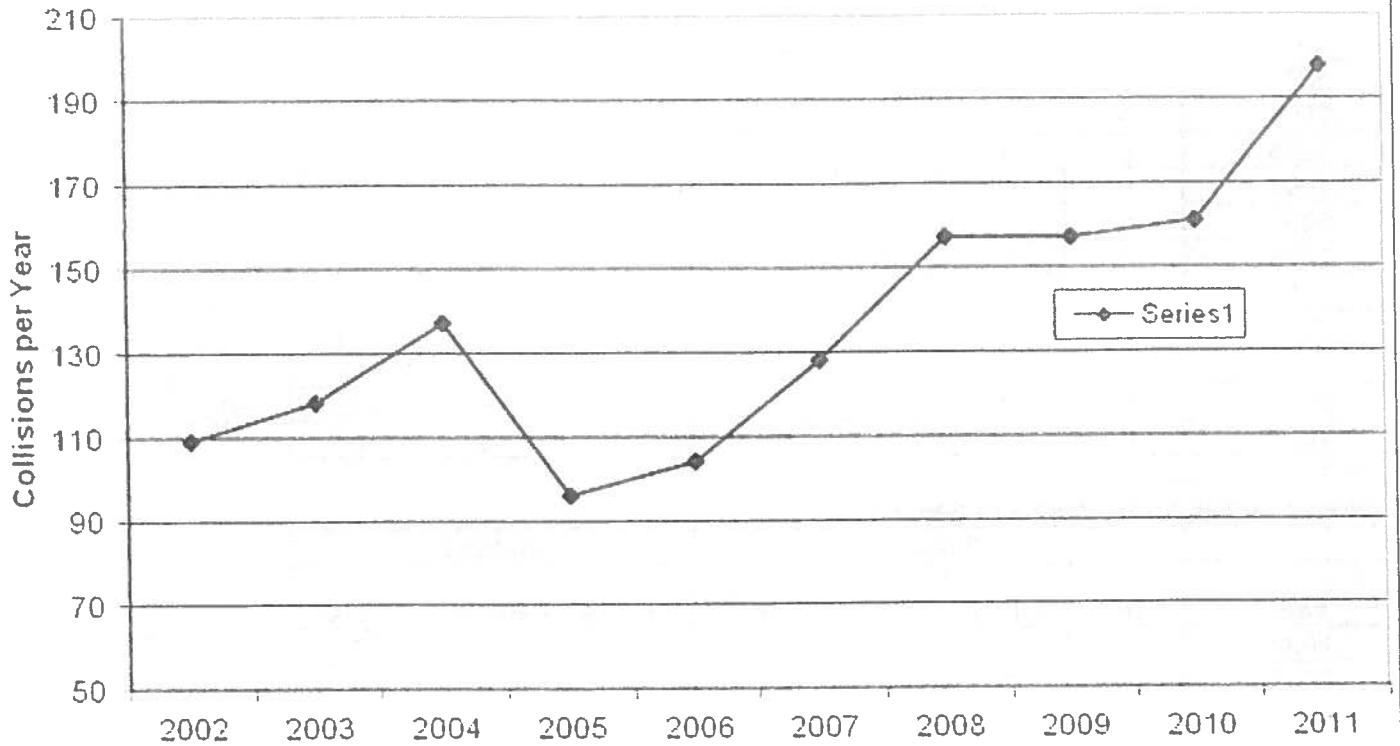
Year	Collisions			
	PDO*	Injury	Fatal	Total
2002	15	5	0	20
2003	19	14	1	34
2004	21	12	0	33
2005	14	4	0	18
2006	12	11	0	23
2007	16	12	0	28
2008	16	15	1	32
2009	15	10	0	25
2010	19	12	0	31
2011	30	13	0	43
2012	2	12	0	14
<b>Total</b>	<b>179</b>	<b>120</b>	<b>2</b>	<b>301</b>

Injuries	Fatalities	Total	
5	0	5	2002
19	1	20	2003
19	0	19	2004
4	0	4	2005
12	0	12	2006
15	0	15	2007
21	1	22	2008
13	0	13	2009
19	0	19	2010
15	0	15	2011
13	0	13	2012
<b>155</b>	<b>2</b>	<b>157</b>	

Total Fatalities	
4	
2	
3	
1	
9	
5	
10	
7	
4	
7	
3	
<b>55</b>	
<b>2013 + 3</b>	
<b>Total = 58</b>	

\*Property Damage Only - All police reported accidents and claims over \$5,000  
Preliminary

Total Collisions on Hwy #39



Graph-by Dustin Hockey

Minister of Highways - Don McMorris  
quotes:

(- last 5 years ) [ 2008 - 2012 ]

Highway 6 : 92 collisions + 6 deaths  
Highway 39 : 519 collisions + 13 deaths

Highway 7 : 876 collisions + 23 deaths

Highway 16 : 1004 collisions + 19 deaths

"Ehrmantraut, Jennifer" <jennifer.ehrmantraut@gov.sk.ca>  
 "Highway 16" <Highway16@sk.ca>  
 March 7, 2013 2:57:33 P.M. (GMT-06:00)  
 "Warga, Yvonne" <yvonne.warga@sasktel.net>

Location	Length (km)	ADT42	ADT42
<b>U.S. Border to Regina</b>			
Highway 39 - US Border to West of Blenheim	23.91	1430	680
Highway 39/18 - west of Blenheim to Estevan	9.54	7480	1200
Highway 39 - Estevan to Weyburn	84.62	3610	830
Highway 39 - Weyburn to Highway 6	71.54	3680	950
Highway 39 - US Border to Highway 6	192.41	3610	870
Highway 6 - Highway 39 to Regina (Jct Highway 1)	37.67	4130	640
<b>Saskatoon to Alberta Border</b>			
Highway 7 - Saskatoon to Delisle	36.12	6690	890
Highway 7 - Delisle to Rosetown	73.78	3040	660
Highway 7 - Rosetown to Kindersley	83.43	2700	700
Highway 7 - Kindersley to Alberta Border	61.23	2240	610
Highway 11 - Saskatoon to Highway 2 south of Prince Albert	128.50	7490	650
<b>Yorkton to Saskatoon</b>			
Highway 16 - Yorkton to Wynyard	139.37	2130	580
Highway 16 - Wynyard to Lanigan	63.35	2200	630
Highway 16 - Lanigan to Colonsay	59.83	2660	680
Highway 16 - Colonsay to Saskatoon	54.57	6510	880
Highway 16 - Clavet to Saskatoon	18.36	3610	1000

= 59  
veh  
per  
km

= 58  
veh  
per  
km

= 58  
veh  
per  
km

= 43  
veh  
per  
km

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