

Highway 7 Kindersley Corridor Study

Welcome to the Open House

Here you will find:

- Background information on the Highway 7 corridor through Kindersley
- Proposed options to improve traffic safety and operations

Please take time to:

- View the proposed options
- Ask questions and share your ideas
- Fill out a comment card

Thank You for attending!

October 23, 2018



Study Overview

Main Objective:

- Develop an Ultimate Corridor Plan that addresses traffic safety and operations issues on and along Highway 7 through Kindersley

Considerations:

- Increasing traffic volumes as a result of Highway and Town growth
- Balancing traffic mobility and access
- Maintaining 70 km/hr operating speed
- Spacing between Highway 7 and service roads
- Collision history at signalized intersections
- Trucks turning, parking, and hauling over-dimension loads
- Delays and congestion at intersections



Study Timeline

- December 2017 – Study began. Collected background data.
- April 2018 – An online public survey identified issues along the corridor. Over 800 responses received from those who live and travel through Kindersley.
- May – September 2018 - Developed, evaluated, and refined three corridor options.
- October 2018 (today) – Public open house to gather feedback about the options.



Public Survey – What We Heard, April 2018

Most Common Responses:

- Speeding on Highway 7 is a concern
- Improve pavement markings at intersections
- Add lighting west of Highway 21
- Ensure traffic signals cannot be hit by trucks
- Clarify who has the right-of-way at intersections
- Ensure trucks can get on/off the highway without causing congestion
- Improve safety for drivers entering Highway 7
- Maintain truck parking, without blocking sight lines



1 15th STREET WEST



- MINOR ROAD IS STOP CONTROLLED

HIGHWAY 21 TO 15th STREET WEST

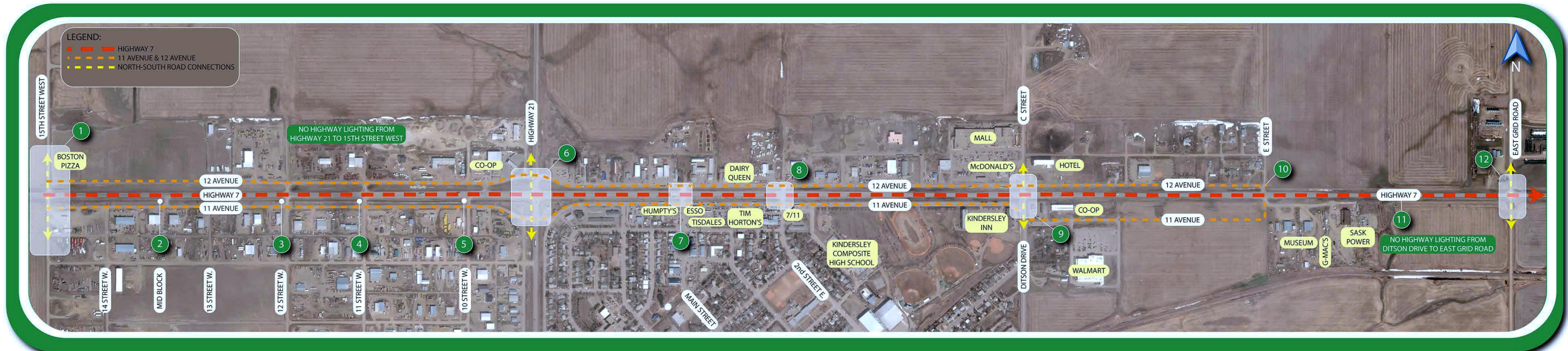


- MINOR ROADS ARE STOP CONTROLLED
- EACH INTERSECTION HAS RELATIVELY LOW TURNING TRAFFIC VOLUMES

6 HIGHWAY 21



- HIGHWAY 7 HAS LEFT AND RIGHT TURN LANES, HIGHWAY 21 HAS SOUTHBOUND RIGHT TURN LANE
- TRAFFIC SIGNALS ARE OUT-DATED, TOO LOW, AND DO NOT SWIVEL
- GOOD SEPARATION BETWEEN SERVICE ROADS AND HIGHWAY 7



10 E STREET



- MINOR ROAD IS STOP CONTROLLED
- HIGHWAY 7 HAS RIGHT TURN LANES

12 EAST GRID ROAD

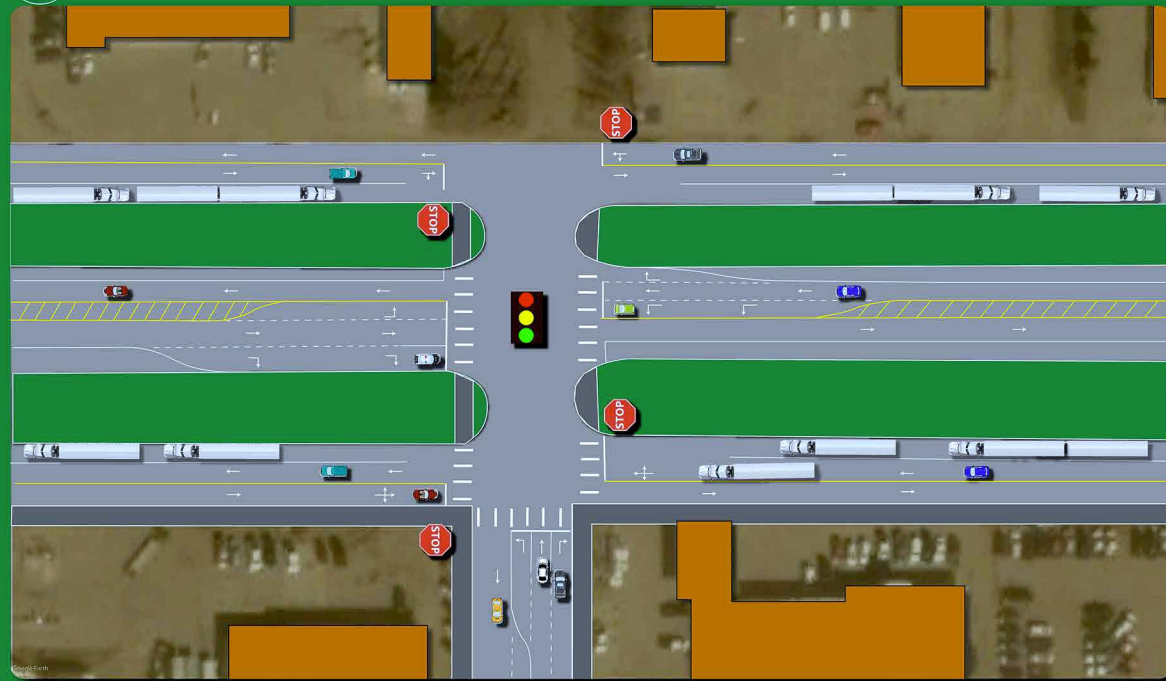


- MINOR ROAD IS STOP CONTROLLED

HIGHWAY 7 KINDERSLEY CORRIDOR STUDY- EXISTING CONDITIONS



7 MAIN STREET



- TRAFFIC SIGNALS ARE OUT-DATED, TOO LOW, AND DO NOT SWIVEL
- PROXIMITY OF SERVICE ROADS TO HIGHWAY 7 CAN CAUSE CONFUSION, NEAR MISSES, AND CONGESTION

8 2nd STREET



- PEDESTRIAN CROSSING DEMAND BETWEEN HIGH SCHOOL AND FOOD SERVICES
- PROXIMITY OF SERVICE ROADS TO HIGHWAY 7 CAN CAUSE CONFUSION, NEAR MISSES AND CONGESTION
- STOP SIGNS AT HIGHWAY 7

9 DITSON DRIVE



- 11TH AVENUE HAS GREATER SEPARATION FROM HIGHWAY 7 THAN 12TH AVENUE
- TRAFFIC SIGNALS UPGRADED IN 2014
- LEFT TURNS FROM DITSON DRIVE ARE DELAYED DURING RUSH HOUR
- EASTBOUND LANE ENDS SHORTLY AFTER INTERSECTION

1 15TH STREET WEST

- ADD LEFT AND RIGHT TURN LANES ON HIGHWAY 7
- MOVE 11TH AVENUE AND 12TH AVENUE AWAY FROM INTERSECTION

HIGHWAY 21 TO 15TH STREET WEST

- REMOVE 10TH STREET AND MIDBLOCK ACCESSES
- 11TH STREET AND 12TH STREET ACCESSES REMAIN UNTIL 11TH AVENUE AND 12TH AVENUE ARE PAVED

6 HIGHWAY 21

- INSTALL NEW TRAFFIC SIGNALS (RELOCATE WITH SWIVEL BASES)
- WIDEN HIGHWAY 21 FOR LEFT AND RIGHT TURN LANES



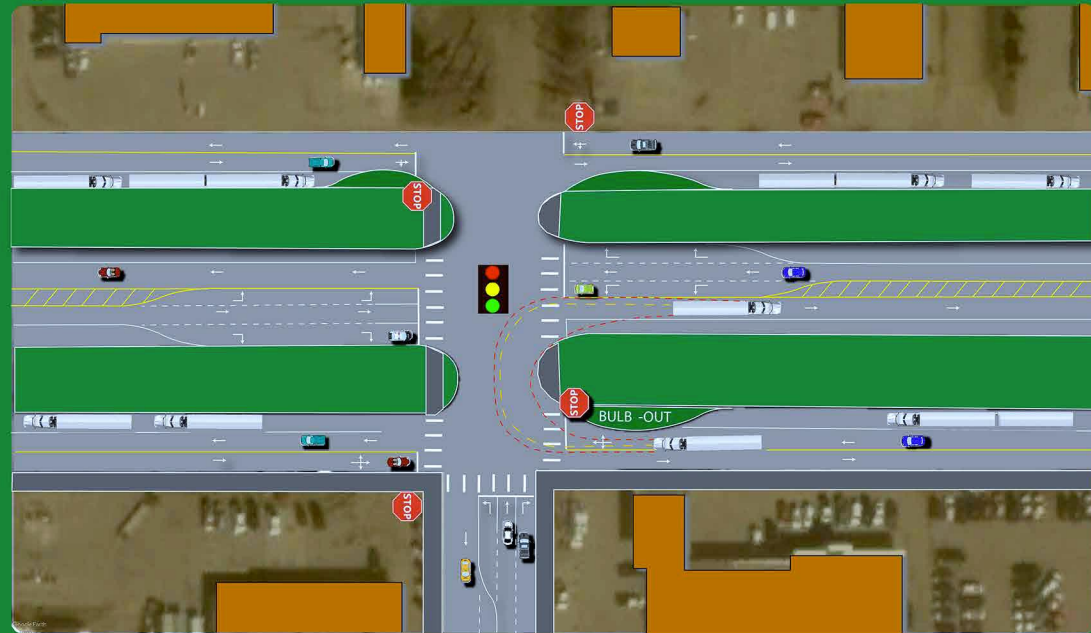
10 E STREET

- REMOVE NORTH ACCESS
- REMOVE SOUTH ACCESS WHEN 11TH AVENUE IS EXTENDED TO EAST GRID ROAD

12 EAST GRID ROAD

- ADD LEFT AND RIGHT TURN LANES ON HIGHWAY 7
- MOVE 11TH AVENUE AWAY FROM INTERSECTION

7 MAIN STREET



- INSTALL NEW TRAFFIC SIGNALS (RELOCATE WITH SWIVEL BASES) AND IMPROVE SIGNAL TIMING
- CONCRETE BULB-OUTS HELP TRUCKS MAKE WIDE TURNS

8 2nd STREET



- DO NOT EXTEND 2ND STREET FURTHER NORTH
- ADD PEDESTRIAN SIGNALS
- CONCRETE BULB-OUTS HELP TRUCKS MAKE WIDE TURNS

9 DITSON DRIVE



- IMPROVE SIGNAL TIMING
- REPAINT FOR DEDICATED LEFT TURNS ON HIGHWAY 7 AND DITSON DRIVE
- ADD A CONCRETE MEDIAN TO PREVENT LEFT TURNS ONTO 12TH AVENUE FROM DITSON DRIVE
- IMPROVE LANE MARKINGS AND SIGNAGE
- CONCRETE BULB-OUTS HELP TRUCKS MAKE WIDE TURNS

1 15th STREET WEST



- ADD LEFT AND RIGHT TURN LANES ON HIGHWAY 7
- MOVE 11TH AVENUE AND 12TH AVENUE AWAY FROM INTERSECTION

HIGHWAY 21 TO 15th STREET WEST

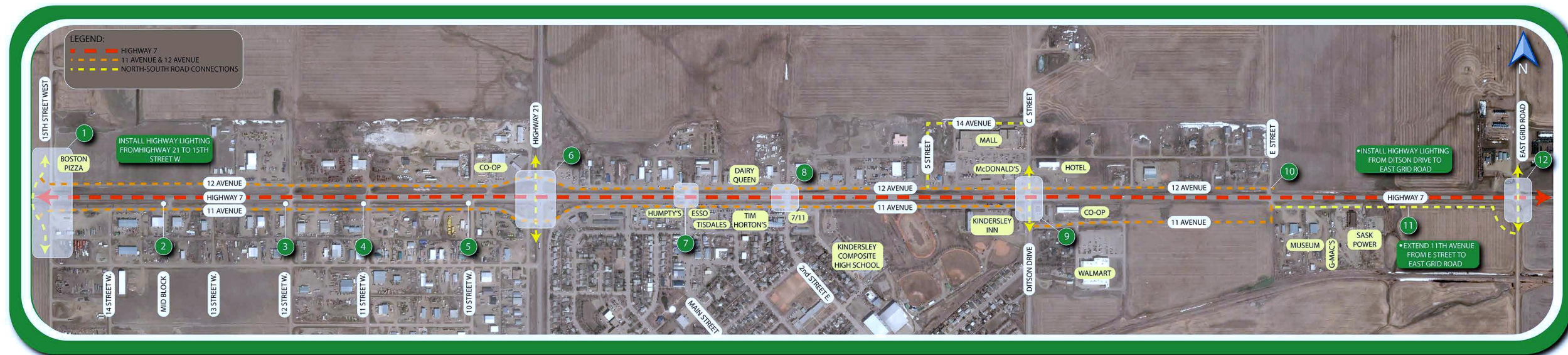


- REMOVE 10TH STREET AND 11TH STREET AND MID BLOCK ACCESSES
- 12TH STREET ACCESSES REMAIN UNTIL 11TH AVENUE AND 12TH AVENUE ARE PAVED

6 HIGHWAY 21



- INSTALL NEW TRAFFIC SIGNALS (RELOCATE WITH SWIVEL BASES)
- IMPROVE SIGNAL TIMING



10 E STREET



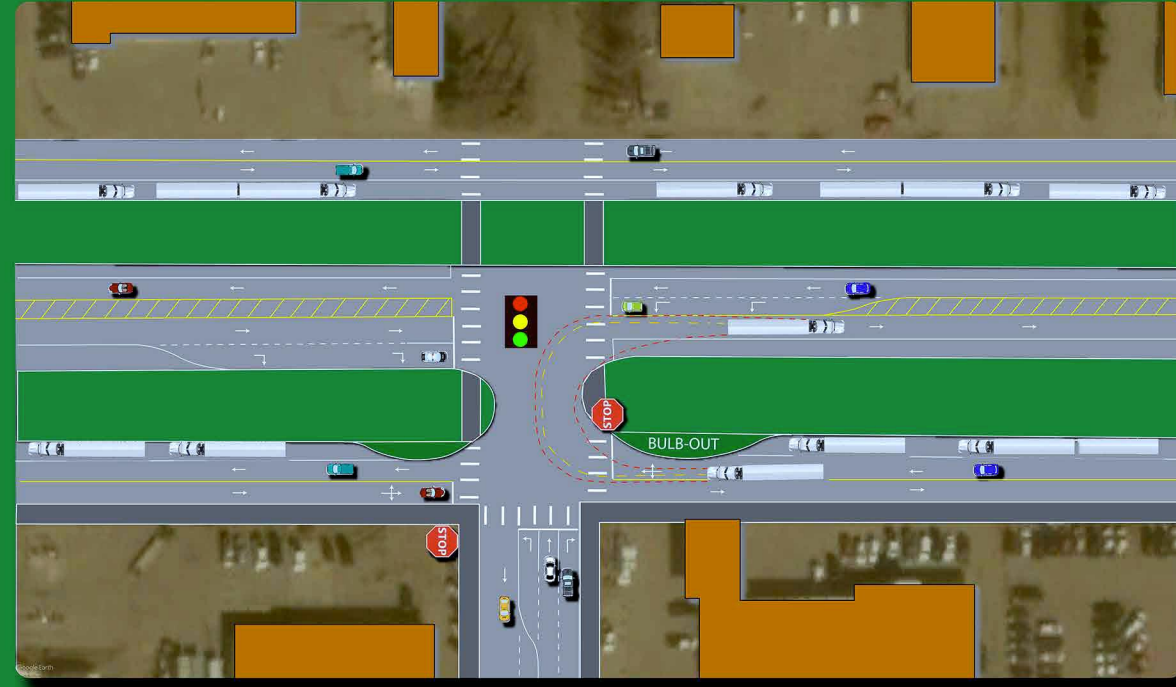
- REMOVE NORTH ACCESS
- CONVERT SOUTH ACCESS TO RIGHT-IN, RIGHT-OUT

12 EAST GRID ROAD



- ADD LEFT AND RIGHT TURN LANES ON HIGHWAY 7
- MOVE 11TH AVENUE AWAY FROM INTERSECTION

7 MAIN STREET



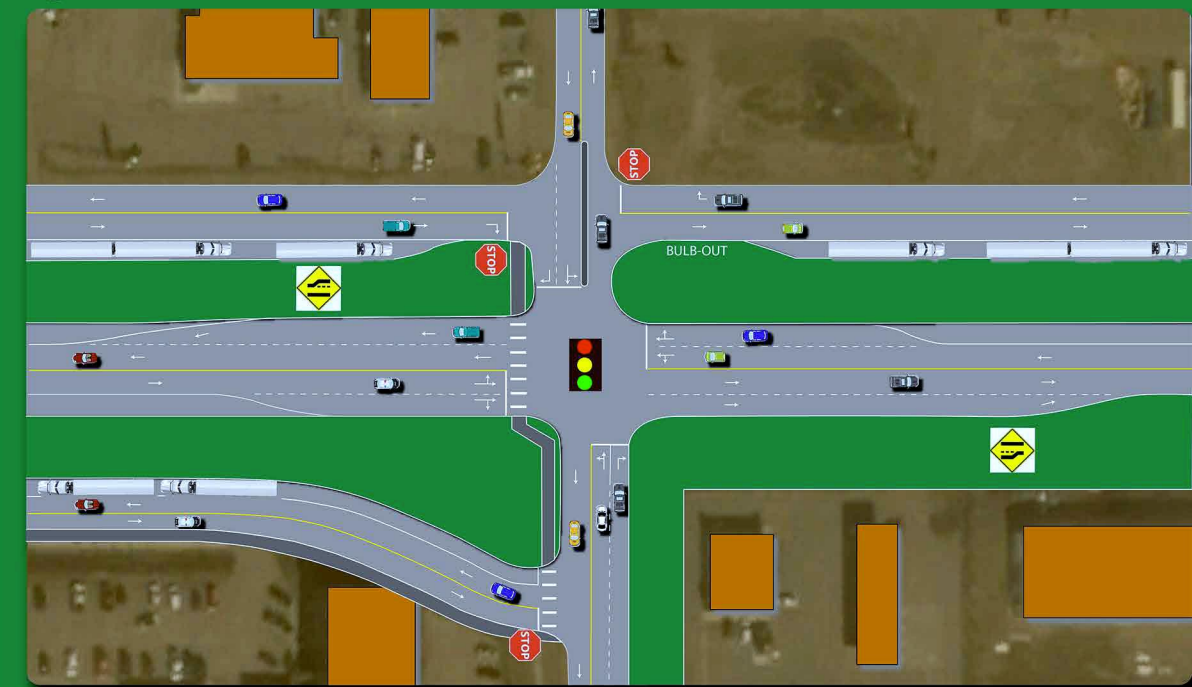
- REMOVE NORTH ACCESS
- INSTALL NEW TRAFFIC SIGNALS (RELOCATE WITH SWIVEL BASES)
- CONCRETE BULB-OUTS HELP TRUCKS MAKE WIDE TURNS

8 2nd STREET



- REMOVE SOUTH ACCESS
- ADD PEDESTRIAN SIGNALS
- CONCRETE BULB-OUTS HELP TRUCKS MAKE WIDE TURNS

9 DITSON DRIVE



- IMPROVE SIGNAL TIMING
- ADD A CONCRETE MEDIAN TO PREVENT LEFT TURNS ONTO 12TH AVENUE FROM DITSON DRIVE
- IMPROVE LANE MARKINGS AND SIGNAGE
- CONCRETE BULB-OUTS HELP TRUCKS MAKE WIDE TURNS

1 15th STREET WEST

- CONSTRUCT ROUNDABOUT
- MOVE 11TH AVENUE AND 12TH AVENUE AWAY FROM INTERSECTION

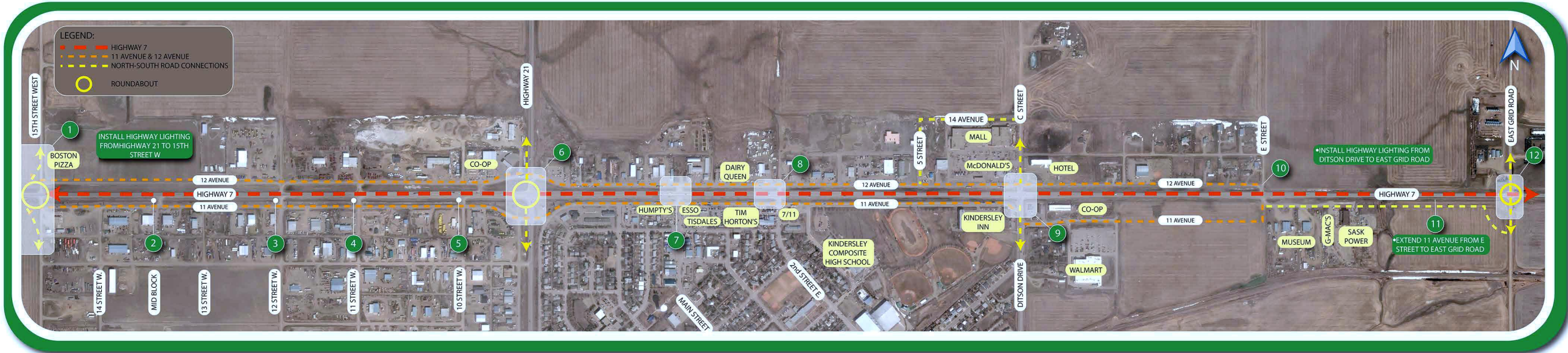
HIGHWAY 21 TO 15th ST. WEST

- REMOVE 10TH STREET, 12TH STREET, AND MID BLOCK ACCESSES
- 11TH STREET ACCESSES REMAIN UNTIL 11TH AVENUE AND 12TH AVENUE ARE PAVED

6 HIGHWAY 21

- REPLACE TRAFFIC SIGNALS WITH ROUNDABOUT
- 12TH AVENUE MOVES FURTHER NORTH, AWAY FROM ROUNDABOUT

RURAL HIGHWAY ROUNDABOUT EXAMPLE



10 E STREET

- REMOVE NORTH ACCESS
- REMOVE SOUTH ACCESS WHEN 11TH AVENUE IS EXTENDED TO EAST GRID ROAD

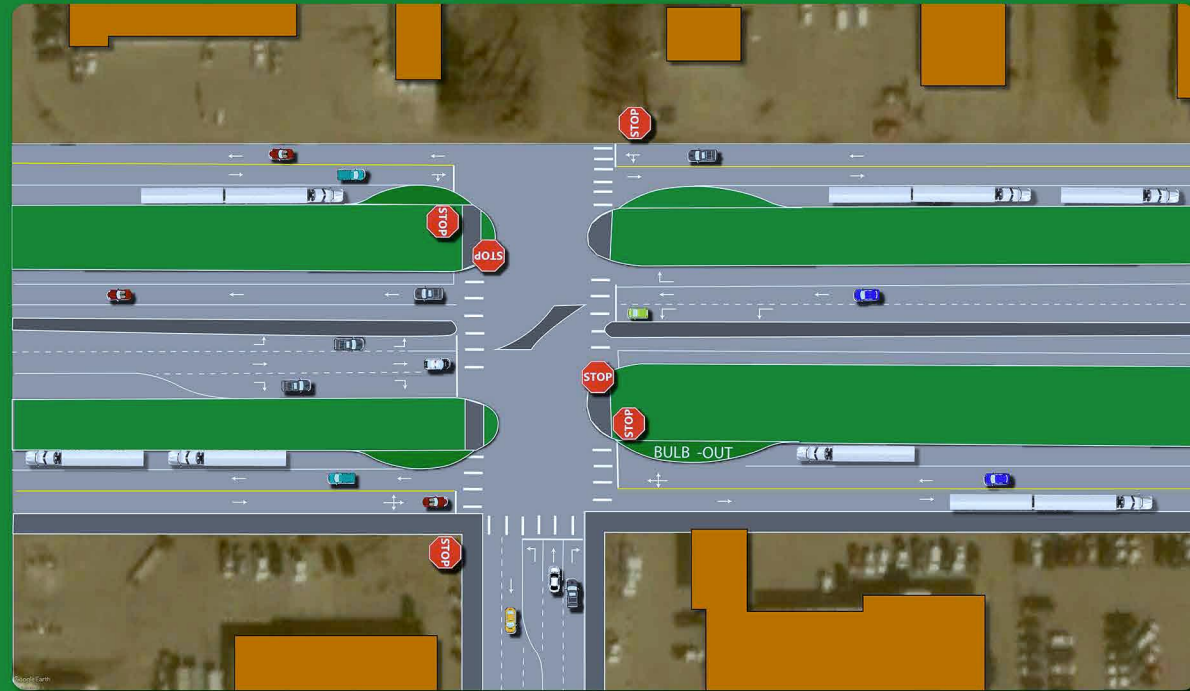
12 EAST GRID ROAD

- CONSTRUCT ROUNDABOUT
- MOVE 11TH AVENUE AWAY FROM INTERSECTION

CONFLICT POINTS

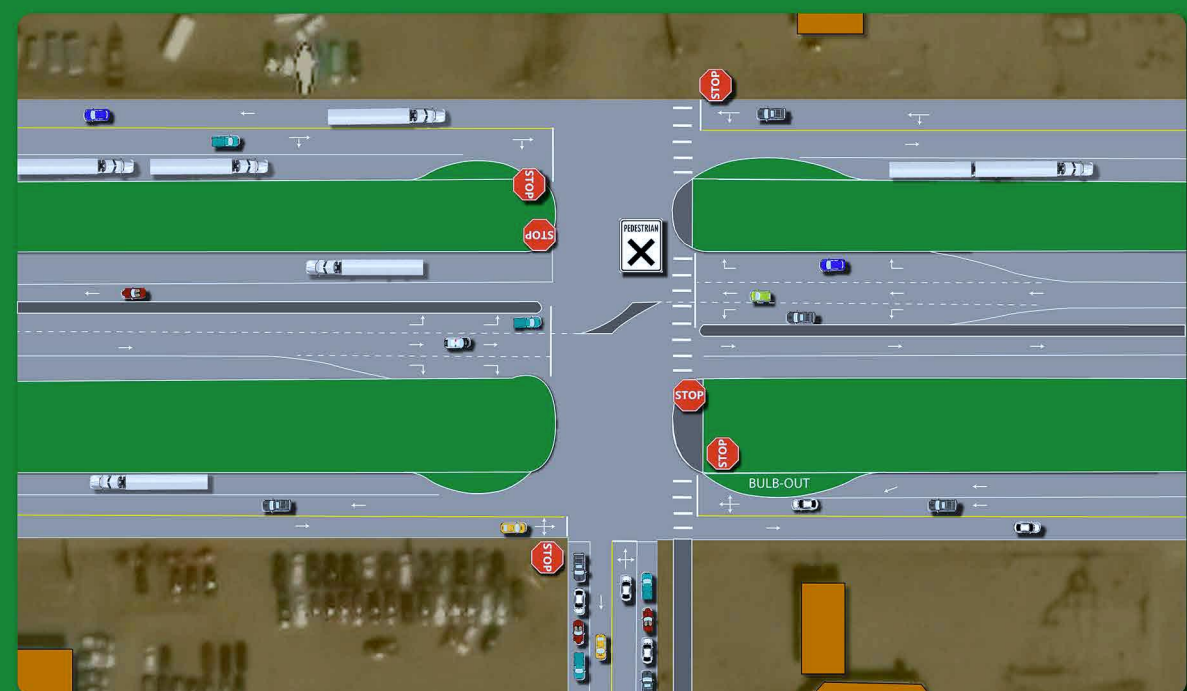
- NORMAL INTERSECTION HAS 32 CONFLICT POINTS
- ROUNDABOUT HAS 8 CONFLICT POINTS

7 MAIN STREET



- RESTRICT LEFT AND THROUGH VEHICLES FROM MAIN STREET ONTO HIGHWAY 7 WITH CONCRETE MEDIAN
- CONCRETE BULB-OUTS HELP TRUCKS MAKE WIDE TURNS
- REMOVE TRAFFIC SIGNALS

8 2nd STREET



- RESTRICT LEFT AND THROUGH VEHICLES FROM 2ND STREET ONTO HIGHWAY 7 WITH CONCRETE MEDIAN
- CONCRETE BULB-OUTS HELP TRUCKS MAKE WIDE TURNS
- ADD PEDESTRIAN SIGNALS

9 DITSON DRIVE



- WIDEN HIGHWAY 7 FOR LEFT AND RIGHT TURNS
- RELOCATE TRAFFIC SIGNALS TO ACCOMMODATE WIDENING
- WIDEN DITSON DRIVE FOR LEFT AND RIGHT TURNS
- ADD A CONCRETE MEDIAN TO PREVENT LEFT TURNS ONTO 12TH AVENUE FROM DITSON DRIVE

Planning Level Cost Estimates

Option 1:

- \$5 Million - \$6 Million

Option 2:

- \$5 Million - \$6 Million

Option 3:

- \$18 Million - \$21 Million



Next Steps

- Review open house feedback
- Selection of preferred option
- Develop a staged implementation plan
- Draft Report
- Presentation to Town Council
- Final Report – early 2019

Thank You for attending!

Please fill out a comment card

View display boards online at:

<https://www.saskatchewan.ca/residents/transportation/highway-construction-projects/highway-planning-studies/open-houses>

