

CONNECTING MILLAR AVENUE

WALKING AND CYCLING IMPROVEMENT



ABOUT THE PROJECT



The City of Saskatoon is preparing a design for **walking and cycling improvements** on Millar Avenue from 43rd Street East to Marquis Drive and on 43rd Street East between Millar Avenue and the CN Railway pedestrian crossing.



The addition of **pathways and/or sidewalks** along Millar Avenue and 43rd Street will improve safety for all users.



This project supports the **Active Transportation (AT) Plan's** implementation strategy of having shelf-ready projects.



HISTORY AND CONTEXT

The project will:



Eliminate gaps in the sidewalk network along the study area.



Continue development of a connected bicycle network for All Ages and Abilities (the study area was identified as an AAA route).



Increase accessibility to a variety of businesses and land uses along the study area.



Bring Millar Avenue and 43 Street East in alignment with current design standards.

This project is funded in part by the **Government of Canada**

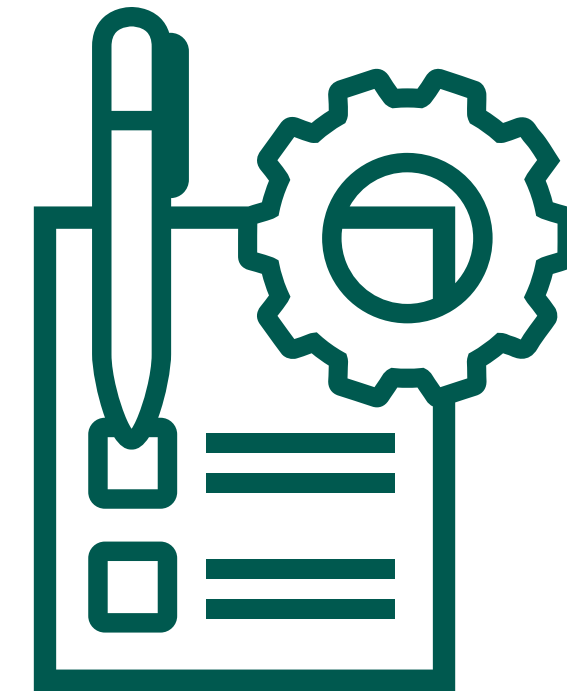
PROJECT SCHEDULE AND SCOPE



ROUND 1: Existing Conditions

- Data Collection
- Round 1 Engagement
- Existing Conditions Review

SPRING 2024



ROUND 2: Develop Designs

- Development of Design Options
- Round 2 Engagement

SPRING/SUMMER 2024



ROUND 3: Functional Design Plan

- Develop Preferred Options
- Round 3 Engagement
- Finalize Preferred Option
- Present to the Standing Policy Committee on Transportation, and City Council

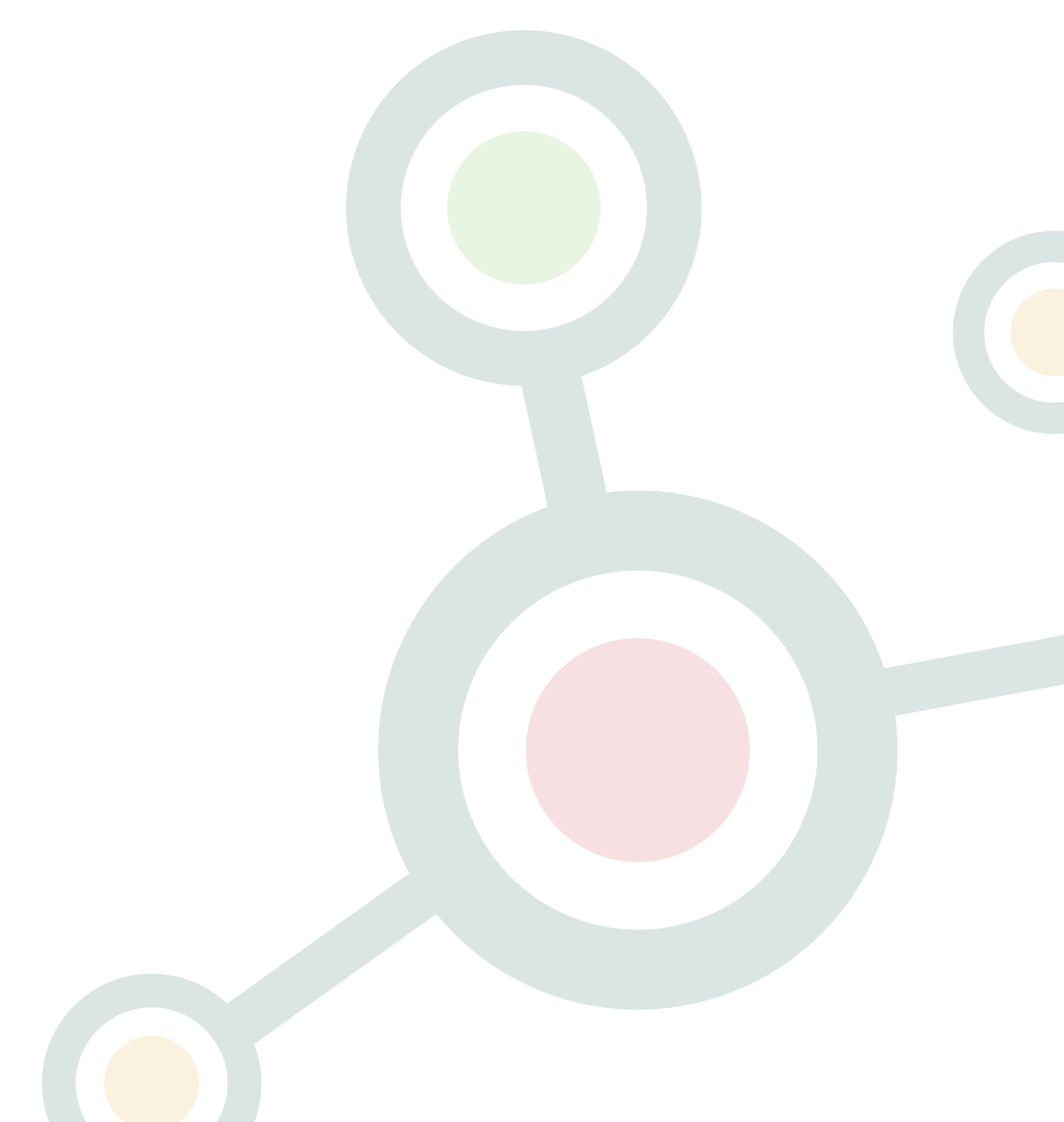
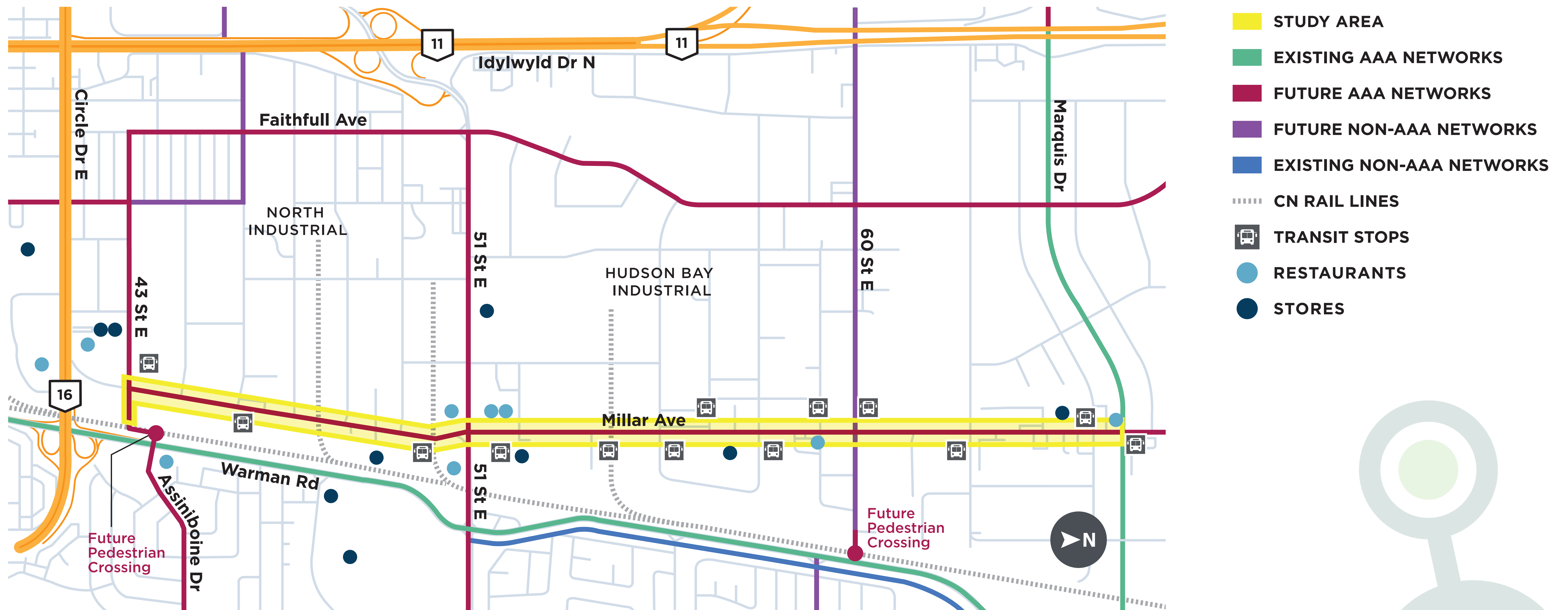
FALL 2024 TO SPRING 2025

WE
ARE
HERE



STUDY AREA MAP

The project area is along Millar Avenue from 43rd Street East to Marquis Drive, and 43rd Street East from Millar Avenue to the CN railway crossing.



SUMMARY OF ROUND 2 ENGAGEMENT

Based on 172 survey responses, feedback from the open house (14 attendees), and email/phone correspondence with interested parties, the following summarizes the **option preference**.

On Millar Avenue from 43rd Street East to Marquis Drive, **72% of people were in favour** of one or both of the options presented.



46% of people preferred option 1:
a shared-use pathway on both sides of Millar Avenue and 43rd Street.



13% of people preferred option 2:
a sidewalk on one side and a shared-use pathway on the other side of the roadway.



13% of people liked both options.



28% of people did not like either option.

To access the full What We Learned report, please visit www.saskatoon.ca/ConnectingMillarAve

SUMMARY OF ROUND 2 ENGAGEMENT

Common themes



Safety concerns and traffic:

- Many people noted that it is difficult and unsafe to walk along the road and cross Millar Avenue.
- Some people suggested walking and cycling design features and also highlighted important intersections the project team should consider along the roadway.
- Some noted that adding walking and cycling facilities would increase the number of unsafe incidents on the roadway.
- A few said that measures should be taken to slow down traffic and better maintain the roadway to improve safety and usability of the road (e.g. filling potholes and better snow removal).



Greenery:

- Many were concerned about tree removal and wanted to maintain existing trees along the roadway.



Business/Property Impacts:

- Some people were concerned about construction negatively impacting properties along Millar Avenue.
- A few people were concerned about how additional active transportation users along Millar Avenue would negatively impact business operations like access to businesses, removal of private parking that is currently on the public right of way and safety for all users when vehicles cross sidewalks and shared-use paths.



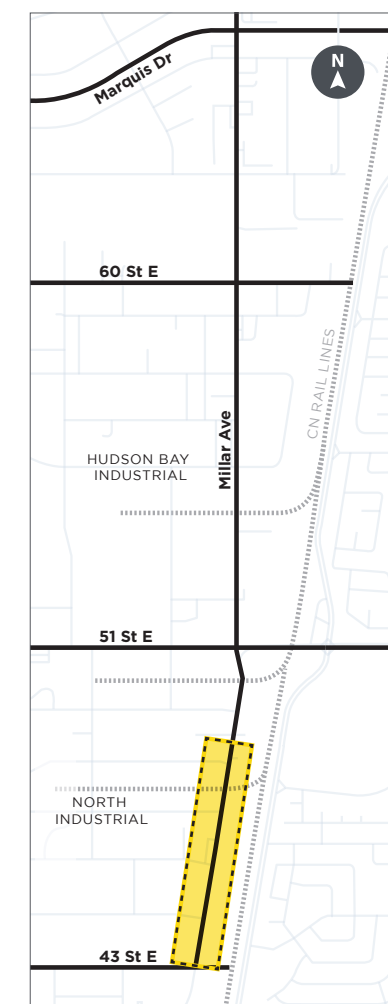
Cost:

- Some people noted that they were concerned that the City was spending resources on adding active transportation facilities to Millar Avenue rather than other areas that were better suited.

PREFERRED DESIGN

43 STREET TO 47 STREET ALONG MILLAR AVENUE

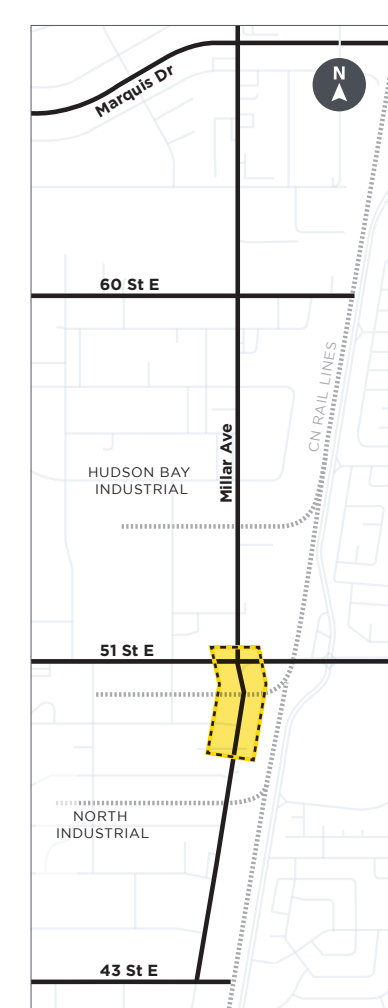
KEY MAP



- A 3-metre wide shared-use pathway on both sides of Millar Avenue offset from the property lines.
- Significant separation from the roadway provides a more comfortable active modes experience.
- There is no proposed change to the existing vehicle travel lanes.
- In segments 1 and 2, some parking lots within the existing City right-of-way will require adjustments.

47 STREET TO 51 STREET ALONG MILLAR AVENUE

KEY MAP

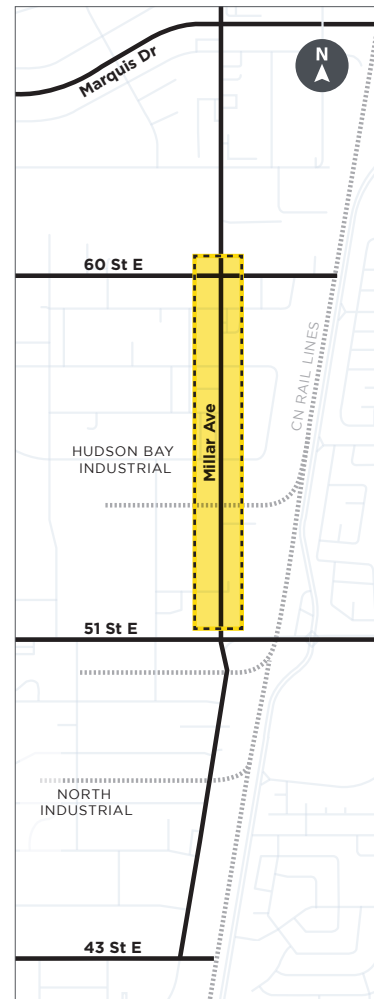


- A few trees will be removed with the addition of the shared-use pathways, with opportunities for future tree placement.

PREFERRED DESIGN

51 STREET TO 60 STREET ALONG MILLAR AVENUE

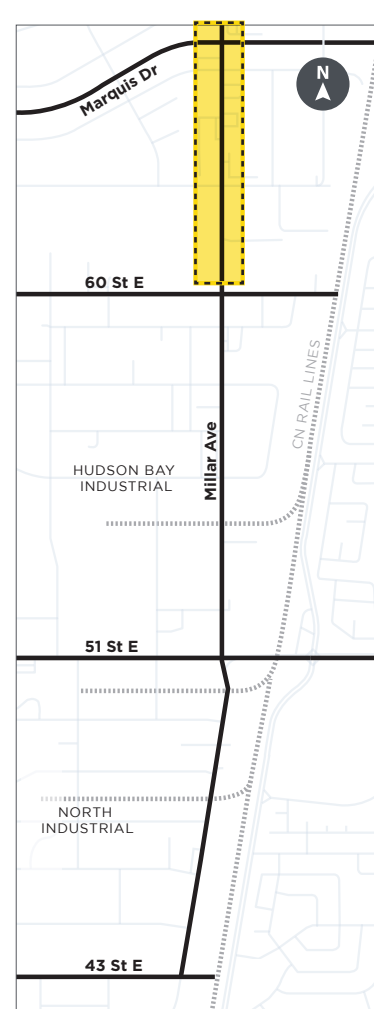
KEY MAP



- A 3-metre wide shared-use pathway on both sides of Millar Avenue offset from the property lines.
- Significant separation from the roadway provides a more comfortable active modes experience.
- There is no proposed change to the existing vehicle travel lanes.
- A few trees will be removed with the addition of the shared-use pathways, with opportunities for future tree placement.

60 STREET TO MARQUIS DRIVE ALONG MILLAR AVENUE

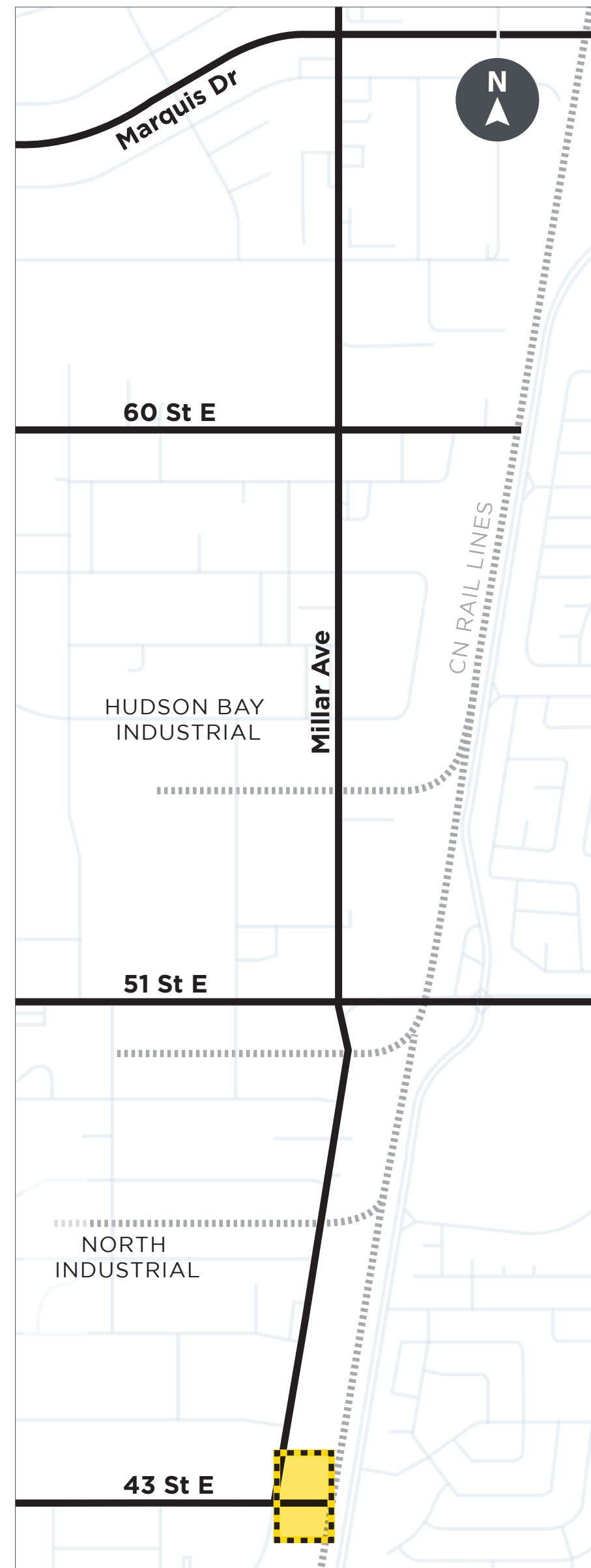
KEY MAP



PREFERRED DESIGN

MILLAR AVENUE TO CN RAIL ALONG 43 STREET EAST

KEY MAP



- A 3-metre wide shared-use pathway on the north side and a 1.8-metre wide sidewalk on the south side of 43rd Street East offset from the property lines. This option is more suitable for this section of the roadway because:
 - A wider amenity space on the south side allows for tree planting.
 - The cross section is similar to a typical local road by prioritizing a pedestrian-friendly environment and enhancing the street's aesthetic and ecological value.
- Parking and travel lanes are maintained at the minimum width.
- Potential retaining wall required along the north property line to limit impacts to adjacent properties.



CROSSING CONSIDERATIONS

Public feedback identified street crossings as a major design consideration. Crossing considerations for street crossings will include the following:



Crosswalk along Spadina Crescent

Standard Crosswalks

Standard Crosswalks with ground mounted signs and two parallel white lines will be added to cross street intersections along Millar Avenue to enhance crosswalk visibility. Standard crosswalks have also been proposed at various locations along Millar Avenue to provide safe pedestrian crossings, create a more connected network, and offer convenient access to nearby bus stops.



Active Pedestrian Corridor (APC) along Millar Avenue

Active Pedestrian Corridors (APC)

Active Pedestrian Corridors (APC) consisting of two parallel solid lines to designate the crosswalk and internally illuminated overhead mounted signs with alternating amber flashing beacons and down lighting may be considered during subsequent design phases.



Ramps along Central Avenue

Accessibility Ramps

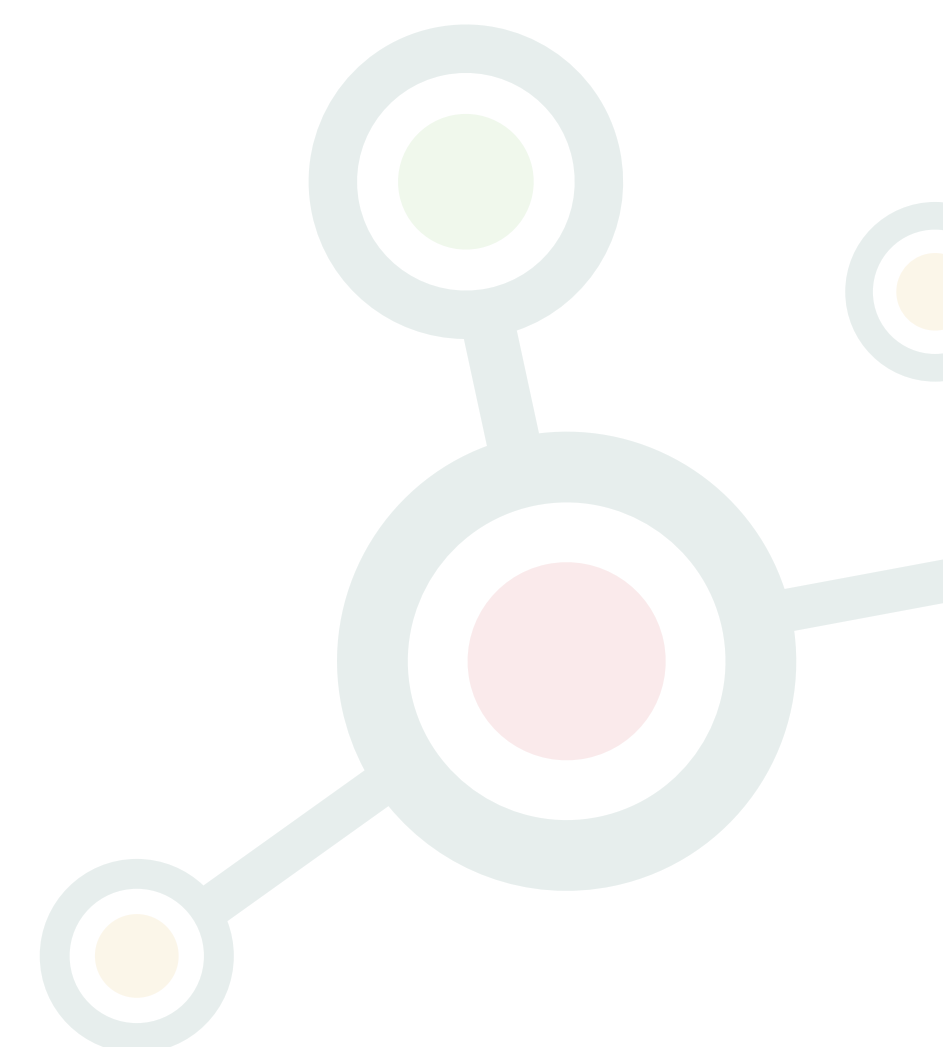
Ramps offer access to and from streets and sidewalks, serving as an essential mobility tool for all pedestrians. They feature a detectable warning surface to indicate boundaries between pedestrian/vehicular areas and unprotected drop-offs, aiding pedestrians with vision disabilities.



Rail line crossing along Marquis Drive

Formalized Rail Line Crossings

Formalized rail line crossings will be added on both sides of Millar Avenue where applicable.



DRIVEWAY CONSIDERATIONS

Public feedback identified driveway/access crossings as a major design consideration. Crossing considerations for driveway/access crossings will include the following:



Concrete sidewalk through access along 8th Street



Concrete crossing along Spadina Crescent

Crossing Materials

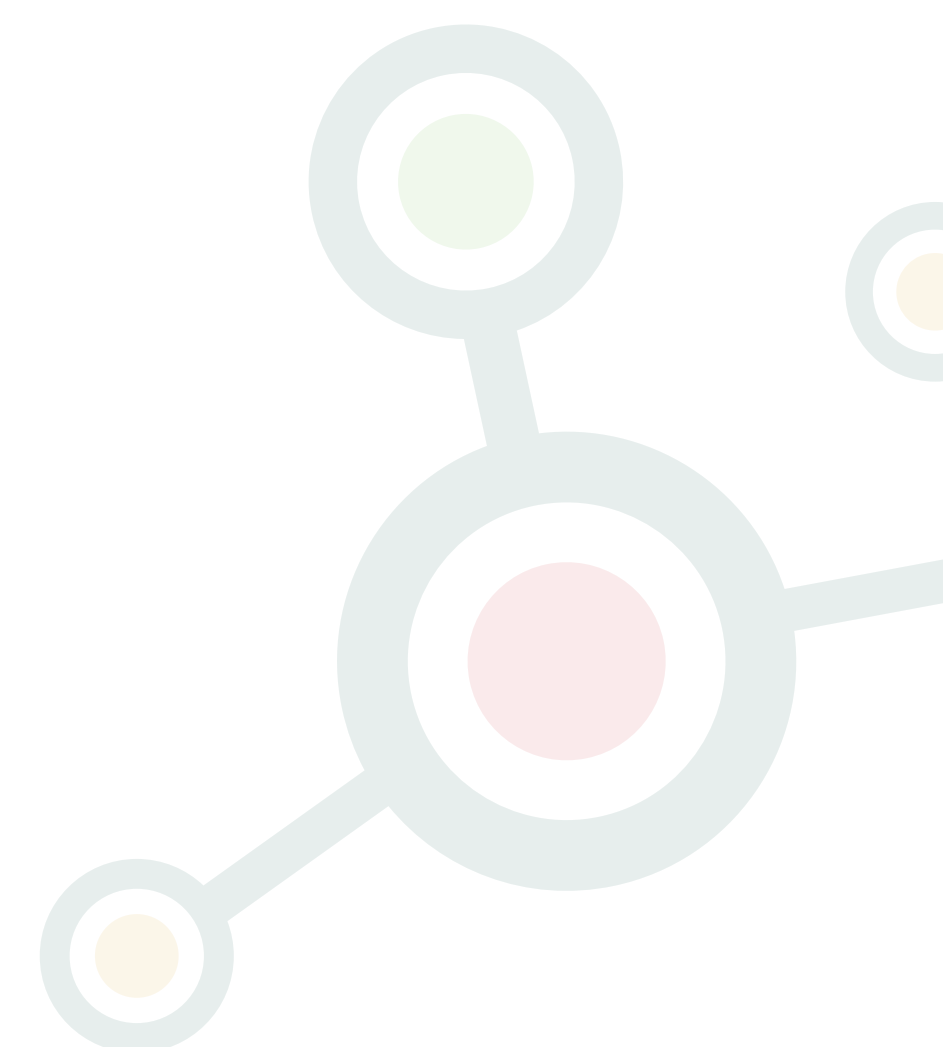
Driveway and access crossings will be enhanced with material differentiation, such as distinct textures or finishes, to improve crossing safety by increasing visibility and signaling priority for pedestrians.

Driveway Access Widths

The widths of access points have not been evaluated as part of this study; however, they will be reviewed in future design phases to ensure they meet the applicable City standards and accommodate necessary traffic flow and safety requirements.

Number of Accesses

The number of access points has not been evaluated as part of this study, but they will be evaluated in future design phases to ensure alignment with City standards and to optimize traffic operation and safety.



PARKING IMPACTS

The project team worked to minimize parking impacts along the corridor. However, the public right-of-way currently being used for private parking will be reallocated for public use. Below are the approximate number* of private parking stalls that will be reallocated for public use.



Millar Avenue
North of Molaro Place (~1 space)



Millar Avenue
South of 50 Street (~18 spaces)



Millar Avenue
47 to 48 Street (~3 spaces)



Millar Avenue
47 to 48 Street (~15 spaces)



Millar Avenue
47 to 48 Street (~3 spaces)

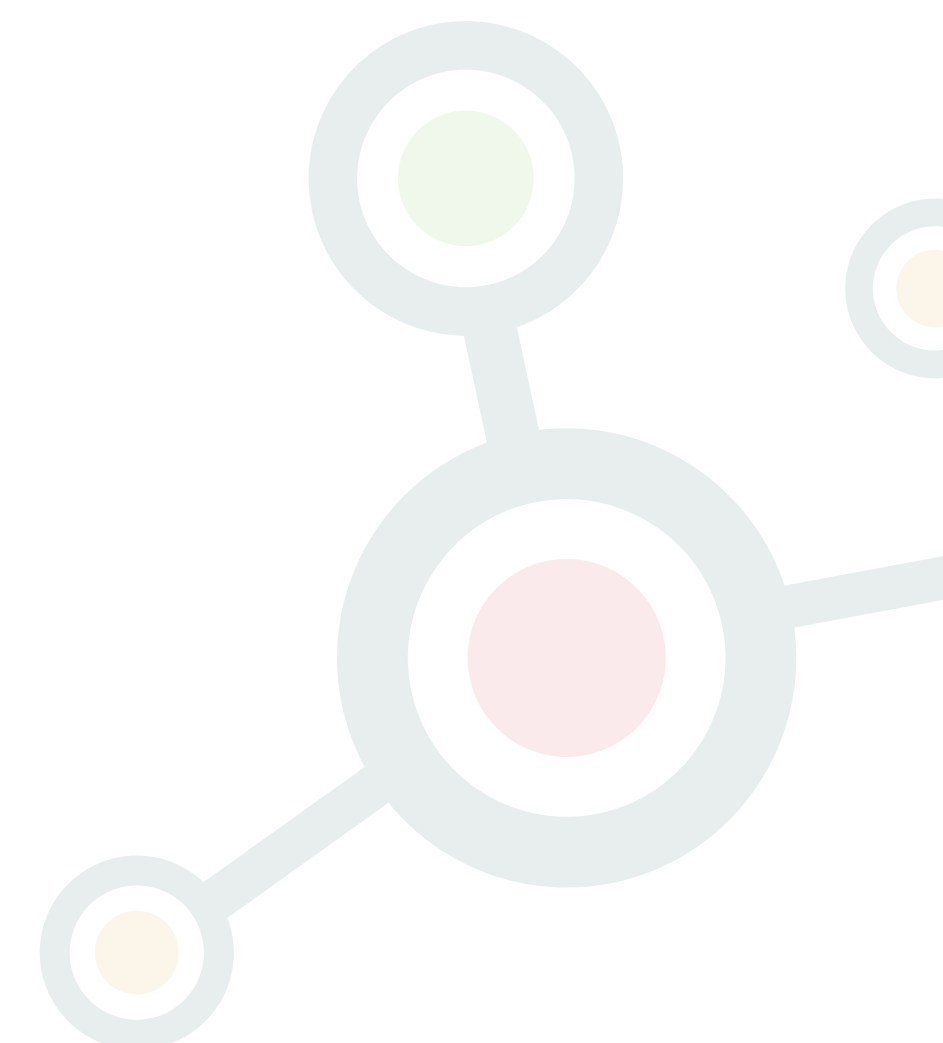


Millar Avenue
South of 47 Street (~12 spaces)



Millar Avenue
South of 46 Street (~10 spaces)

*The exact number of stalls will be determined in the detailed design phase



COST ESTIMATE

Connecting Millar Avenue Project

Recommendations

- Shared-use pathways on both sides of Millar Avenue
- Sidewalk on one side and shared-use pathway on the other side of 43rd Street East

Estimated Cost

\$14,000,000

The estimated cost:

- Excludes cost of land acquisition and utility relocation.
- Includes the improvements at the intersection of 51st Street and Millar Avenue.
- High level cost estimate with +/-30% variance.



HAVE YOUR SAY!


Feedback can be provided through the online survey, by **phone, email or mail using the information below.**



Please complete the online survey
before February 25, 2025.



Stay connected and subscribe for
project updates.

 City of Saskatoon
Attn: Transportation & Construction - Connecting Millar Avenue Project
222 3rd Avenue North, Saskatoon, SK S7K 0J5

Thank you for your feedback! City standards, cost, best practices from other cities, objectives from the Active Transportation Plan, technical feasibility and your feedback on the preferred design option will be used by the City and ISL to assist in finalizing the design plan.

 saskatoon.ca/ConnectingMillarAve

 306-975-2476

 TransportationSurvey@saskatoon.ca

