



# Connecting Millar Avenue: Walking and Cycling Improvements

*Round 2 Public Engagement: What We Learned Report*

September 12, 2024



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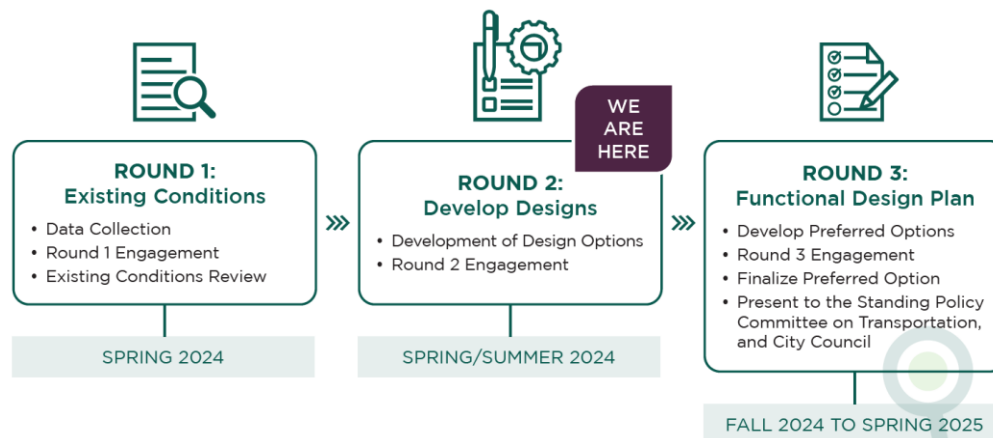
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## 1.0 Engagement Summary

The City of Saskatoon (the City) is committed to promoting active transportation and providing transportation choices that are safe and comfortable for people of all ages and abilities all year round.

The City's Active Transportation Plan (AT Plan) identified Millar Avenue as a future All Ages and Abilities (AAA) cycling and walking route to help address infrastructure needs for cycling, walking, and other modes of active transportation in Saskatoon. As part of the AT Plan's implementation strategy to have shelf-ready plans, the outcome of this project is to plan and design walking and cycling facilities and does not include construction.



Three rounds of engagement are included as part of the evaluation and design process for active transportation facilities on Millar Avenue between 43<sup>rd</sup> Street East and Marquis Drive East, including the addition of 43<sup>rd</sup> Street from the Assiniboine Pedestrian Crossing to connect with Millar Avenue in Round 2 and Round 3. Round 1 and Round 2 Engagement were completed as of July 2024, with Round 3 Engagement scheduled to begin in early 2025.

### Round 2 Engagement

The objectives of the second round of engagement, conducted from July 2 to 30, 2024, were to:

- Re-introduce the community to the project by providing pertinent background information and sharing what we learned from Round 1 engagement;
- Share and gather feedback from the community on possible design options demonstrating active transportation facilities along Millar Avenue; and
- Help inform the preferred design options and recommendations that will be tailored to the corridor's transportation needs.

An open house was held on July 16, 2024 (5 to 7pm) at the Rusty McDonald Library and had 14 attendees. An online public survey was open for responses from July 2 to July 30, 2024, and had 172 responses. Lastly, a total of three emails were received about the project.

All feedback received in Round 2 Engagement will be considered by the project team as they develop the preferred option and recommendation, which will be shared with interested parties and the public in Round 3 Engagement in early 2025. Below is a summary of the common themes from both the open hour and online survey. For additional details, see Table 3.

### **Support for Active Transportation Facilities**

- The majority of survey respondents (70 per cent) supported the design options demonstrating walking and cycling facilities on Millar Avenue.
- 46 per cent of people responding to the survey preferred having a shared-use pathway on both sides of the roadway (Option 1) as opposed to the 13 per cent who favoured a sidewalk on one side and a shared-use pathway on the other side (Option 2).

### **Safety Concerns and Traffic**

- Safety was a major concern noted by many people. Many supported the design options for the walking and cycling facilities as they were separated from vehicle traffic.
- Some people were in favour of walking and cycling facilities to enhance safety for all transportation modes and they provided design suggestions to improve safety on the roadway.
- Others noted that walking and cycling facilities would make walking and cycling more dangerous due to the roadway's industrial nature, heavy traffic and frequent vehicle crossings over pathways and sidewalks as they access businesses.
- Many commented that better roadway maintenance (like fixing potholes and snow clearing) is needed to enhance road safety for all transportation modes.

### **Greenery**

- Many were concerned about tree removal and preferred the design option that maintains existing trees along the roadway.

### **Business/Property Impacts**

- Some people were concerned about the impacts of construction and the facilities negatively impacting business operations such as access to businesses, removal of private parking for customers and staff that is currently on the public right of way, and safety for all users when vehicles cross sidewalks and shared-use paths.

### **Cost**

- Several people noted that they were concerned about the cost of the project and some commented that City resources would be better spent elsewhere.



## 2.0 Background

The following report details Round 2 Engagement for the City of Saskatoon’s Connecting Millar Avenue: Walking and Cycling Improvements project.

### 2.1 About the Project

The City of Saskatoon (the City) is exploring the opportunities and challenges of incorporating walking and cycling improvements on Millar Avenue from 43rd Street East to Marquis Drive and 43rd Street between CN rail tracks and Millar Avenue. As part of Saskatoon’s Active Transportation (AT) Plan’s implementation strategy to have shelf-ready plans, the outcome of this project is to plan and design walking and cycling facilities and does not include construction.

The City is working with ISL Engineering and Land Services to plan and design options and a recommendation for this project that considers the ideas and concerns of all interested parties. The project goals are summarized in Figure 1 below.

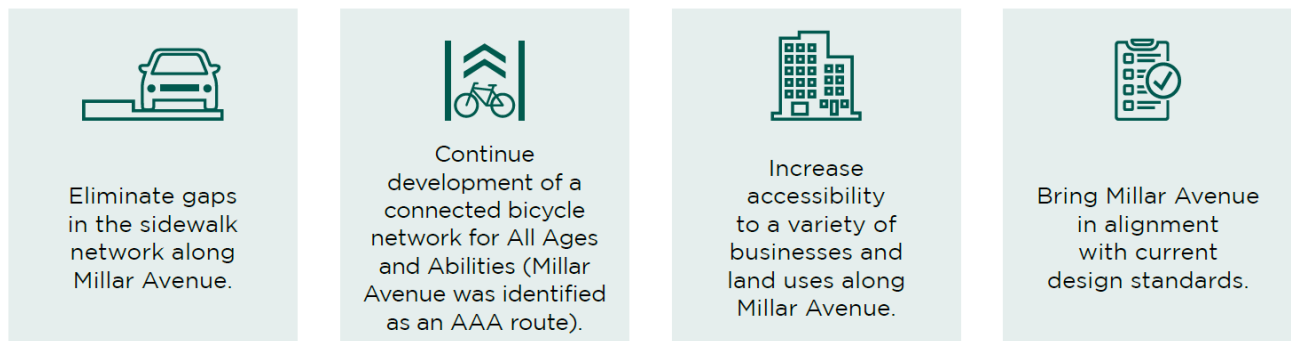


FIGURE 1: PROJECT GOALS

### 2.2 Strategic Goals

Through the three-phased engagement approach, the City will engage with key City departments, community groups, adjacent businesses and residents to obtain feedback on opportunities and challenges to inform the development of design options and the recommendation for active transportation facilities on Millar Avenue from 43rd Street East to Marquis Drive and 43rd Street between CN rail tracks and Millar Avenue.

The strategic goals and objectives for each round of engagement are outlined in Table 1.

TABLE 1: STRATEGIC GOALS FOR ENGAGEMENT

#	Strategic Goal	Dates	Objectives
<b>Round 1</b>	Introduce the Project and Gather Key	January 2024 to April 2024	Build awareness about the project and encourage participation in the engagement processes for the project.

#	Strategic Goal	Dates	Objectives
	Ideas and Concerns		Engage with interested parties and the public to gather ideas and concerns to inform the facility's design options.
<b>Round 2</b>	Share and Gather Feedback on Design Options	May 2024 to July 2024	Build awareness about the project and encourage participation in the engagement processes for the project.  Share and gather feedback on the facility's design options for Millar Avenue and 43rd Street to inform the recommended design.
<b>Round 3</b>	Share and Gather Feedback on the Recommended Design	Fall 2024 to Early 2025  Engagement will occur in early 2025)	Build awareness about the project and encourage participation in the engagement processes for the project.  Share and gather feedback on the recommended design and identify further refinements to the preferred option and recommended design.

## 2.3 Stakeholder Groups / Interested Parties

A comprehensive list of stakeholders groups and interested parties identified as having the potential to be impacted by or interested in active transportation facilities along Millar Avenue was developed, including local land owners and business owners/operators along Millar Avenue from 43rd Street East to Marquis Drive, local landowners and business owners/operators along 43rd Street between CN rail tracks and Millar Avenue, CN Rail, Saskatoon Chamber of Commerce, North Saskatoon Business Association, transit groups, walking and cycling groups, Canadian National Institute for the Blind, Saskatoon Council on Aging, SaskPower and Saskatoon Health Authority.

## 2.4 Engagement Activities

In the second round of engagement (July 2024), we presented possible design options for active transportation facilities along Millar Avenue and gathered feedback from property owners, business owners/operators and the public.

Round 2 Engagement included a public open house and an online survey to collect feedback that will inform the development of preferred design options for All Ages and Abilities (AAA) cycling facilities and inform improvements to walking facilities on Millar Avenue. The interested parties and the public were also able to provide input by contacting the Project Manager directly via email, mail or telephone.

TABLE 2: SUMMARY OF ENGAGEMENT STRATEGY

Stakeholder	Level of Participation	Engagement Goal	Engagement Activity/Component
All interested parties and the public	Involve	Round 2: <ul style="list-style-type: none"> <li>Use various communication tactics to provide ample notice of upcoming engagement opportunities.</li> <li>Share key project messages, information about the project and engagement, design options across the corridors and example crossing designs so that participants have ample information to provide informed feedback.</li> <li>Gather feedback on the design options, which will inform the preferred design options.</li> </ul>	Open house, paper and online surveys, correspondence with project team via email and phone

## 2.5 Communication Techniques

Adjacent landowners and business owners/operators along Millar Avenue and 43<sup>rd</sup> Street and key interested parties were directly invited to participate in the in-person and online engagement opportunities via invitation flyers sent by email or mail (see Appendix A).

The City’s social media posts (see Appendix B) and Engage page were used to promote the in-person and online engagement opportunities, share display boards and maps and provide a link to the online survey.

## 2.6 Input Received

An open house was held on July 16, 2024 (5 to 7pm) at the Rusty McDonald Library and an online public survey was open for responses from July 2 to 30, 2024, for the project team to learn from the community and gather feedback.

A total of **14 people** attended the open house. The open house was an opportunity to have direct and in-person conversations. Attendees gained more information about the project and provided feedback on possible design options for walking and cycling facilities in the project area. This was facilitated through information and feedback boards (see Appendix C), detailed roll plot maps of design options and discussion tables for participants to fill out surveys and speak with the project team.

A total of **172 individuals** responded to the survey. The survey had a similar purpose to the open house (see Appendix D) while also gathering input from those who could not attend the open house.

Interested parties and the public were asked to share their thoughts on the possible design options relating to incorporating active transportation facilities along Millar Avenue and 43<sup>rd</sup> Street. Option 1 included a shared-use pathway on both sides of Millar Avenue and 43<sup>rd</sup> Street whereas Option 2 included a sidewalk on the east side and a shared-use pathway on the west side of the roadway.

## What We Learned

We asked people which design option they preferred on Millar Avenue from 43<sup>rd</sup> Street East to Marquis Drive (Figure 2). 46 per cent of people said they preferred Option 1 with fewer people saying they preferred Option 2 (13 per cent). 13 per cent of people said they had no preference and liked both options. Conversely, 28 per cent of people said they did not like either option and thought the City should focus on other City initiatives or add active transportation facilities to other areas of the City. Similar results were found when asking people for their preference on 43<sup>rd</sup> Street East from Millar Avenue to the CN rail tracks (Figure 3), with no unique comments provided for this segment of the project.

Overall, 70 per cent of survey respondents were in support of the design options presented for implementing walking and cycling facilities on Millar Avenue.

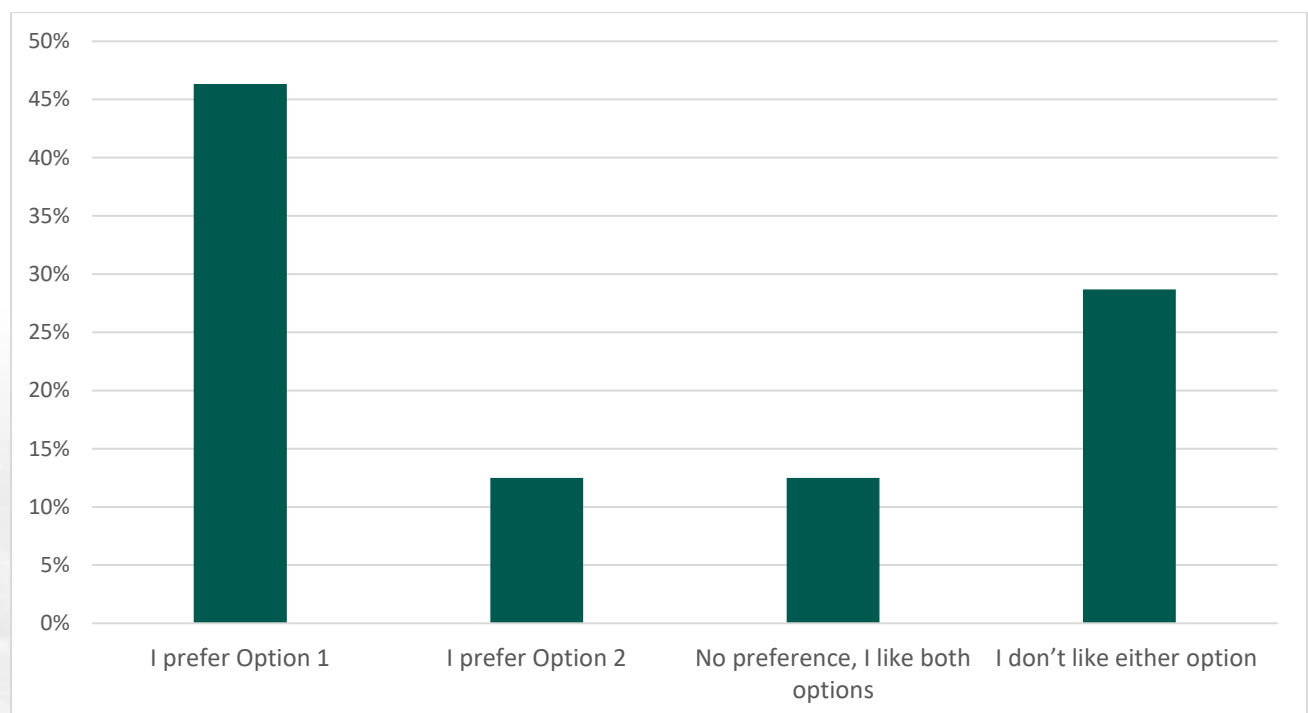
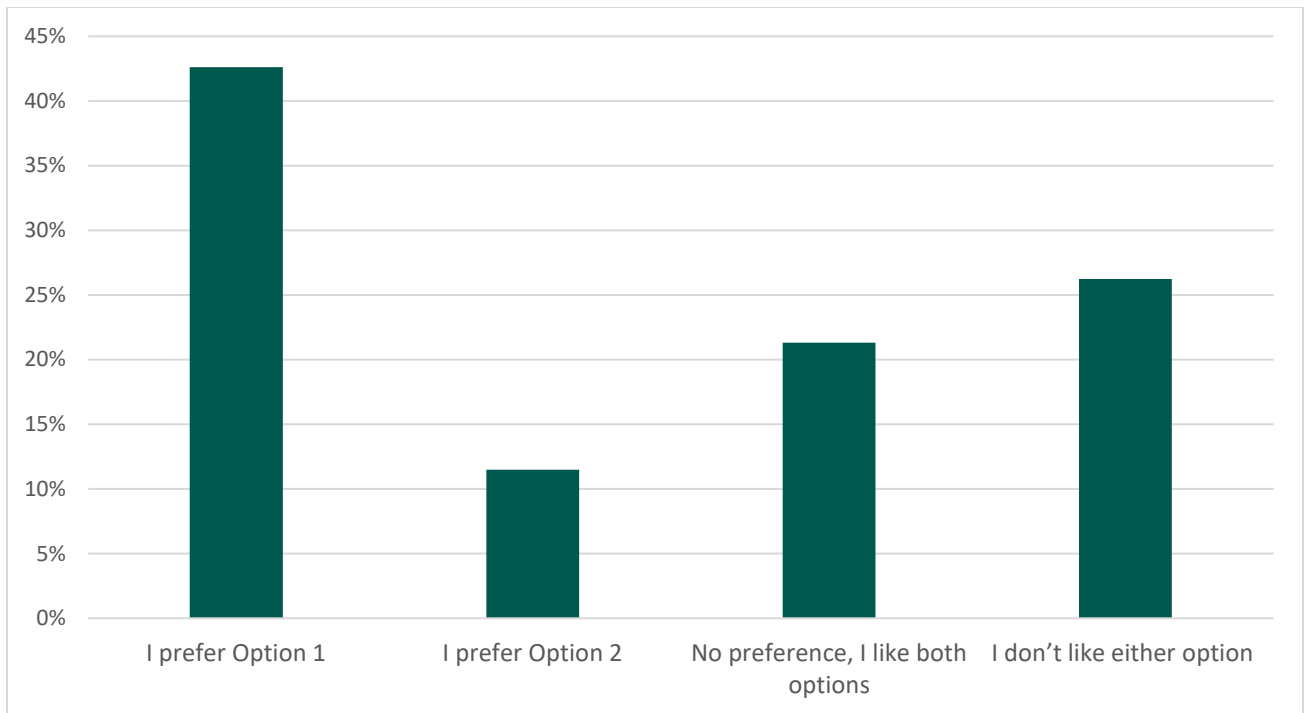


FIGURE 2: OPTION PREFERENCES ON MILLAR AVENUE FROM 43 STREET EAST TO MARQUIS DRIVE





**FIGURE 3: OPTION PREFERENCES ON 43RD STREET EAST FROM MILLAR AVENUE TO CN RAIL TRACKS**

We asked people to share their preferences and any concerns they had regarding the designs for Option 1 and Option 2. The majority of respondents mentioned that having shared-use pathways on both sides of Millar Avenue (Option 1) is more inclusive of all transportation modes, and it allows bikes to legally travel on both sides of the roadway. Some people preferred Option 2 because it has a smaller amenity strip, which allows for more tree preservation next to the pathways. However, there were concerns that Option 2 poses a safety risk because cyclists may use the sidewalks, leading to pedestrians having to share the sidewalk. A few respondents only supported having a sidewalk as an option.

We also asked people whether they had comments about specific segments of Millar Avenue. Most comments concerned safe crossing at specific intersections and a few people provided design suggestions for safer crossing. Overall, many supported the designed options being separated from the vehicle travel lanes and thereby not removing travel lanes for vehicle traffic.

In addition to sharing what people liked and their concerns about the design options, people provided comments about the project in more general terms. The following table summarizes the themes that arose from the open-house conversations and survey responses.

TABLE 3: GENERAL THEMES FROM ROUND 2 ENGAGEMENT

General Themes	What We Learned
<p><b>Safety Concerns and Traffic</b></p>	<ul style="list-style-type: none"> <li>• Safety was a major concern noted by most respondents, regardless of whether or not people supported the inclusion of active transportation facilities along Millar Avenue.</li> <li>• Many people noted that it is difficult and unsafe to walk along the road and cross Millar Avenue. A few people suggested enhancing crossing safety through marked crosswalks, raised crosswalks, crossing devices and crossing options at all intersections. Some noted specific intersections that would benefit from crossing devices.</li> <li>• Some noted that adding active transportation facilities along Millar Avenue would increase the number of people walking and cycling through the area which would be unsafe for all users due to the roadway’s industrial nature, heavy traffic and frequent vehicle crossing over pathways and sidewalks as they access businesses. As a result, some suggested having no active transportation facilities along Millar Avenue and preferred keeping the roadway only for vehicle traffic.</li> <li>• A few people said that measures should be taken to slow down traffic to ensure safety on Millar Avenue for all users.</li> <li>• There were also concerns noted about the lack of roadway maintenance such as existing potholes and lack of snow clearing during the winter months which negatively impacts the safety, access and usability of the roadway.</li> </ul>
<p><b>Greenery</b></p>	<ul style="list-style-type: none"> <li>• Many were concerned about tree removal and wanted to maintain existing trees along the roadway.</li> <li>• Some people supported Option 2 more than Option 1 as the amenity strip was bigger to maintain existing trees.</li> </ul>
<p><b>Business/Property Impacts</b></p>	<ul style="list-style-type: none"> <li>• Some people were concerned about construction negatively impacting properties along Millar Avenue.</li> <li>• A few people were concerned about how additional active transportation users along Millar Avenue would negatively impact business operations such as access to businesses, removal of private parking for customers and staff that is currently on the public right of way and safety for all users when vehicles cross sidewalks and shared-use paths.</li> </ul>
<p><b>Cost</b></p>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>

General Themes	What We Learned
	<ul style="list-style-type: none"> <li>Some people suggested that the City should instead spend money to improve roadway infrastructure in the City.</li> <li>A few commented that the infrastructure would only benefit a small portion of the population and were skeptical about the practicality of biking in the area.</li> </ul>

## 2.7 Who We Learned From

The following section provides more information on who we learned from during the online survey and how people are connected to Millar Avenue on 43<sup>rd</sup> Street

We asked people why they travel on Millar Avenue and 43<sup>rd</sup> Street to get a better sense of why people are interested in this project (Figure 4). The survey revealed that most people who responded use Millar Avenue or 43<sup>rd</sup> Street to access businesses and services (41 per cent) or use it for their daily commute (43 per cent) whether on or outside of Millar Avenue. 8 per cent of people are business owners/operators or employees in the area. 3 per cent of people specified other reasons, with most stating they are interested citizens of Saskatoon or residents near Millar Avenue.

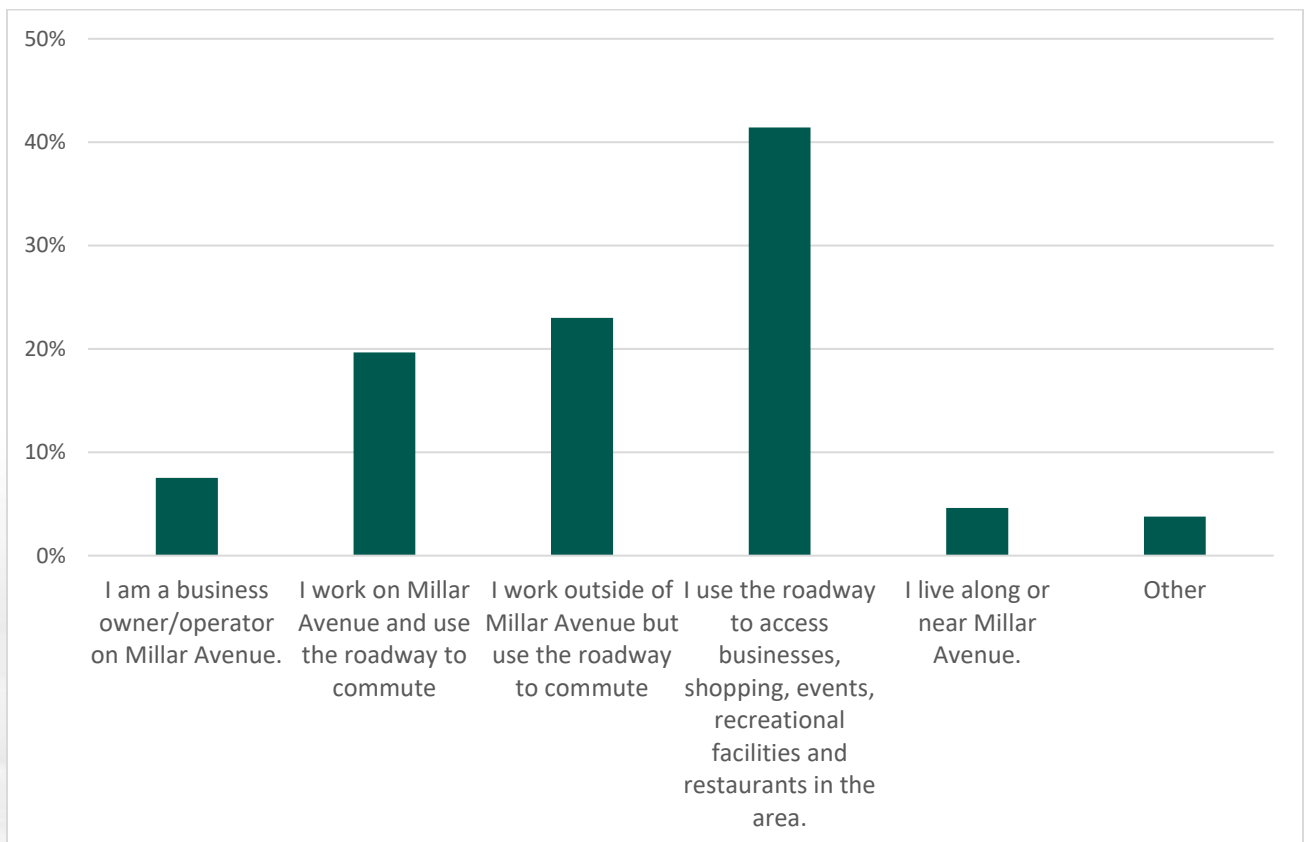
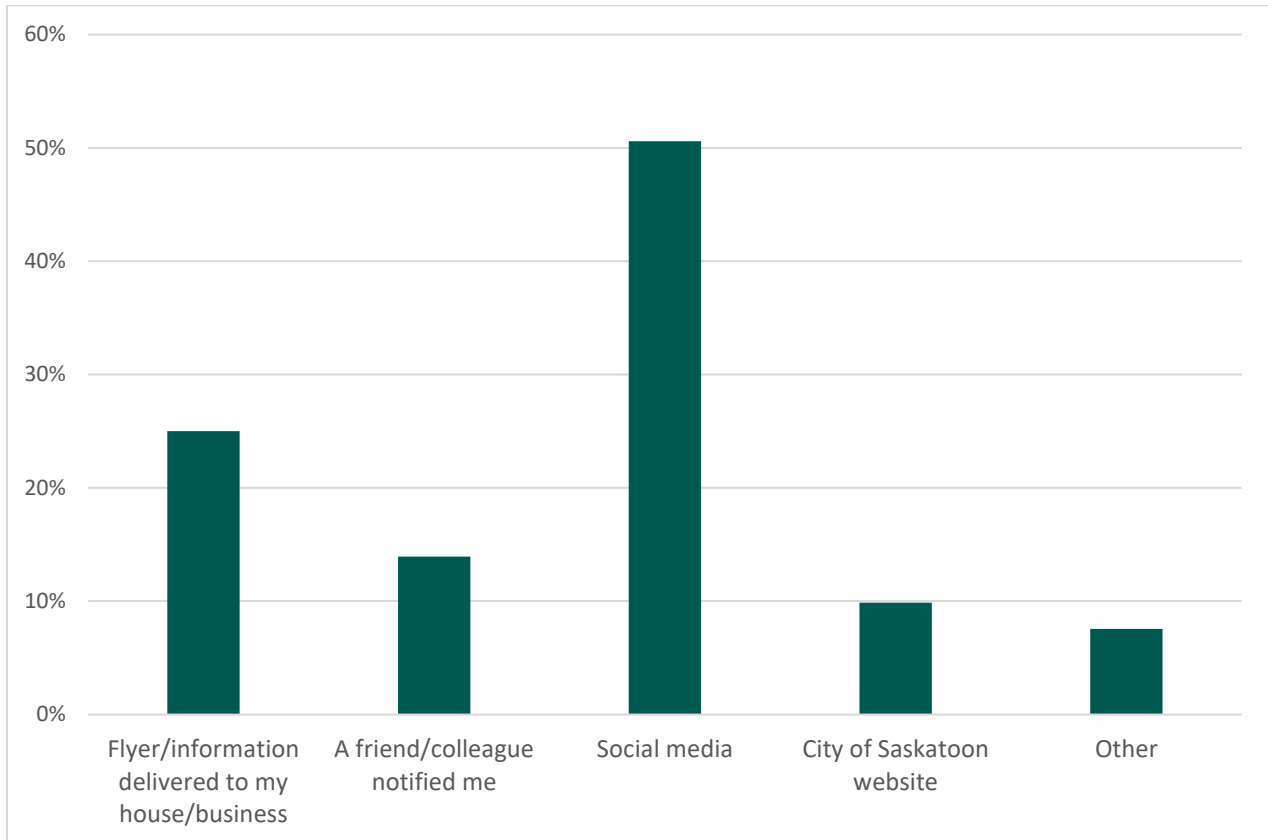


FIGURE 4: SURVEY RESPONDENTS' CONNECTION TO MILLAR AVENUE

Half of the respondents learned about the project through social media, making social media an important platform for reaching interested parties (Figure 5). Flyers and information delivered to homes and businesses were also effective, reaching a quarter of respondents. Other methods of reaching people included hearing from friends and colleagues (14 per cent), accessing the City of Saskatoon project website (10 per cent) or hearing from local interested organizations (e.g. North Saskatoon Business Association newsletter and Saskatoon Chamber).



**FIGURE 5: HOW DID PEOPLE HEAR ABOUT THE SURVEY OPPORTUNITY?**



We wanted to have a better understanding of people’s commuting habits on Millar Avenue and 43<sup>rd</sup> Street (Figure 6). The most common form of transportation is by vehicle with half of survey respondents commuting by vehicle daily. Over 60 per cent of people never cycle, walk or take transit on the roadway.

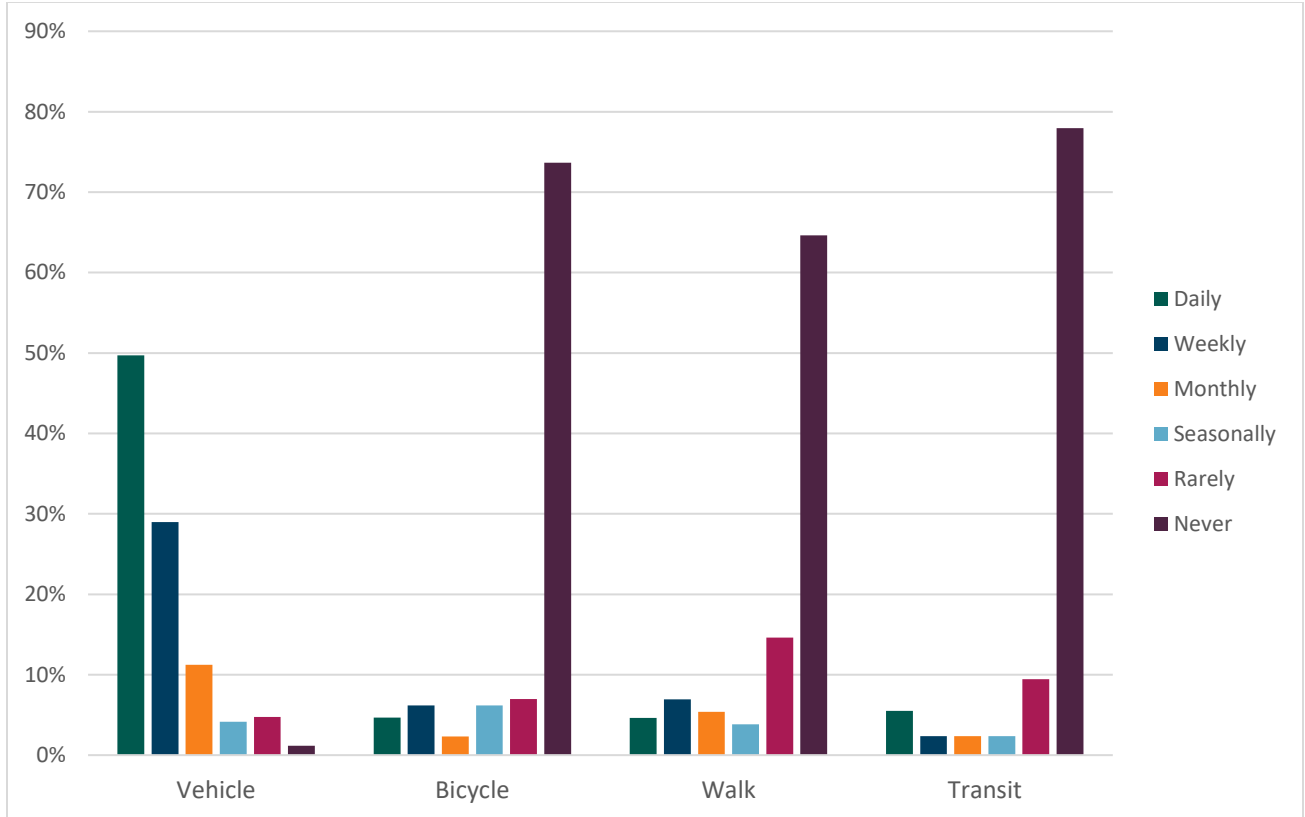


FIGURE 6: FREQUENCY OF TRAVEL MODES USED ON MILLAR AVENUE

We wanted to know why people are using Millar Avenue and 43<sup>rd</sup> Street (Figure 7), with the majority (63 per cent) using the roadway to travel to work and roughly half of the respondents also using the roadway to access shopping, events and restaurants. Other reasons include accessing community or recreational services (14 per cent) or traveling to school (2 per cent).

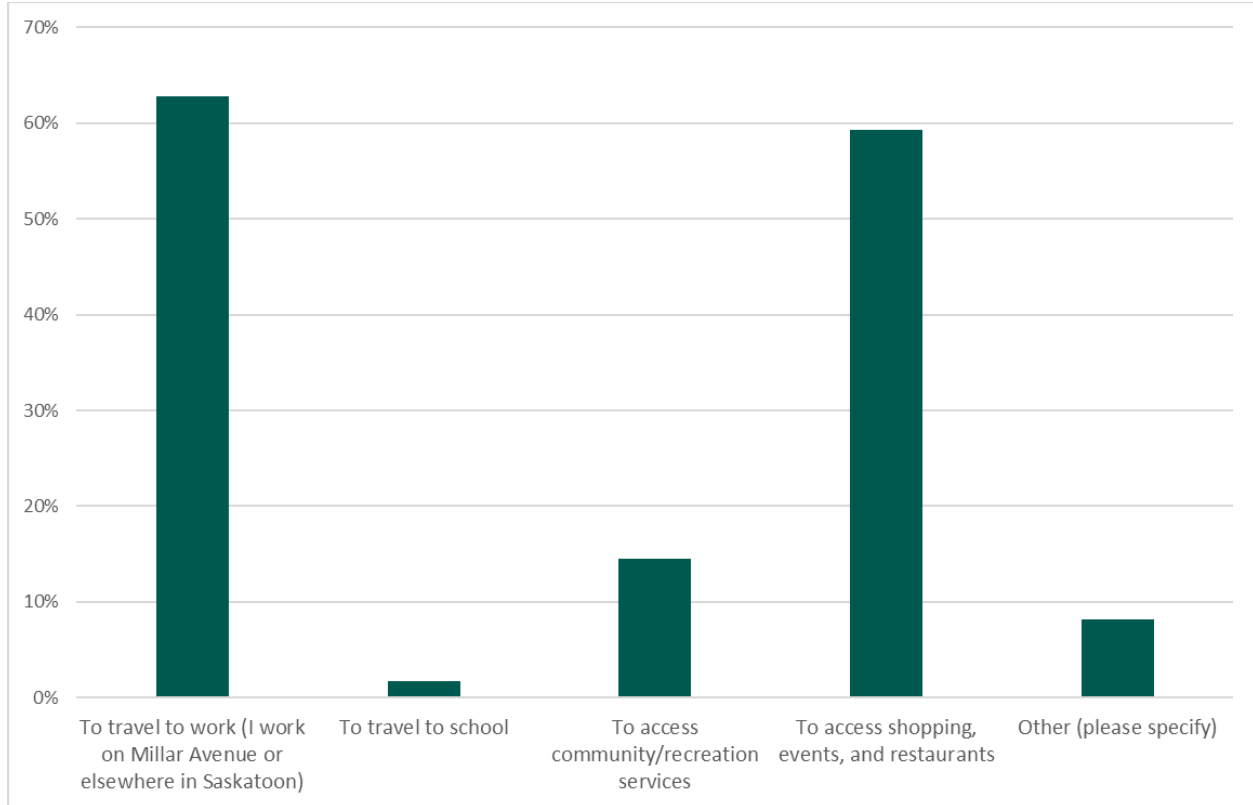


FIGURE 7: SURVEY RESPONDENTS' PURPOSE FOR USING MILLAR AVENUE.

## 3.0 Evaluation

The following measurements and evaluation tools were used to determine the success of the engagement and communications strategy:

- **906** of businesses engaged through flyers
- **291** businesses and property owners engaged through an invitation letter
- **2** groups/organizations engaged via email
- **172** survey responses
- **14** people at the open house
- Online engagement (three posts per social media platform)
- Total engagement: **34,489 impressions, 1,076 engagements**
  - Facebook – 20,312 impressions, 751 engagements
  - Twitter – 4,244 impressions, 126 engagements
  - Instagram – 9,933 impressions, 199 engagements

Further to the above evaluation tools, participant comment forms supported the review of the engagement process. We received **five** responses through the open house participant comment forms with the majority being satisfied, and a few somewhat satisfied, with the open house session. Most people commented that the displays were very clear and informative and the staff were knowledgeable about the project. One individual commented that they wanted more opportunities to support active transportation in the City.

Based on the evaluation, engagement objectives were met, and the open house went well, with the date, time and location being suitable for most attendees. In Round 3, an open house will follow a similar format with information displays and facilitated conversations using discussion questions and roll plots of the recommended plan.

## 4.0 Next Steps

The feedback received will be used by the City and ISL to develop the preferred design option and recommendations for the Connecting Millar Avenue: Walking and Cycling Improvements. The preferred option and recommended plan will be shared in Round 3 Engagement which will include a public open house and online survey, similar to Round 1 and 2. Public input, along with other considerations like cost and technical analyses, will inform the final design.

The final design will be presented to the Standing Policy Committee on Transportation and City Council in 2025.

## Appendix A: Invitation Letter/Email

**Re:** Targeted Interested Party Open House Invitation  
Connecting Millar Avenue, Walking and Cycling Improvement Project

Dear Community Partner,

The City of Saskatoon (City), along with ISL Engineering and Land Services (ISL), is excited to share what we heard from the first round of engagement and the design options for walking and cycling facilities along Millar Avenue between 43rd Street East to Marquis Drive. The infrastructure will contribute to increased transportation options within Saskatoon by improving the accessibility, comfort, convenience, and safety of active transportation.

The current design options include 1) shared-use pathways on both sides or 2) a single shared-use pathway on the west side and a sidewalk on the east side of Millar Avenue. The design options will not remove any current vehicle travel lanes.

You have been identified as an interested party, and the project team invites you to attend a drop-in open house on Tuesday, July 16, 2024. During this drop-in session, participants will be able to review the project and will have an opportunity to ask questions as well as provide feedback.

Your feedback will be used by the City and ISL to assist in the development of the preferred option. This is the second of three opportunities to provide feedback on the project. The final opportunity is scheduled for early 2025 with more information to come.

### Join us:

Date: Tuesday, July 16, 2024

Location: Rusty Macdonald Library Auditorium - 225 Primrose Dr, Saskatoon, SK S7K 5E4

Time: 5 to 7 p.m.

RSVP by: Friday, July 12, 2024

Please RSVP at your earliest convenience by contacting the Project Team at [akaiser@islengineering.com](mailto:akaiser@islengineering.com).

If you are unable to attend the open house or require accommodation to complete the survey, you may correspond directly with the Project Team at [TransportationSurvey@saskatoon.ca](mailto:TransportationSurvey@saskatoon.ca).

For additional information on the project, review the attached information or visit the project Engage Page at [saskatoon.ca/ConnectingMillarAve](https://saskatoon.ca/ConnectingMillarAve). Please submit feedback via survey by **July 30, 2024**.

Sincerely,

**Devon Parker, P. Eng.** | tel 306.975.2476

Transportation Engineer | Transportation

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

[TransportationSurvey@saskatoon.ca](mailto:TransportationSurvey@saskatoon.ca)

[www.saskatoon.ca](https://www.saskatoon.ca)

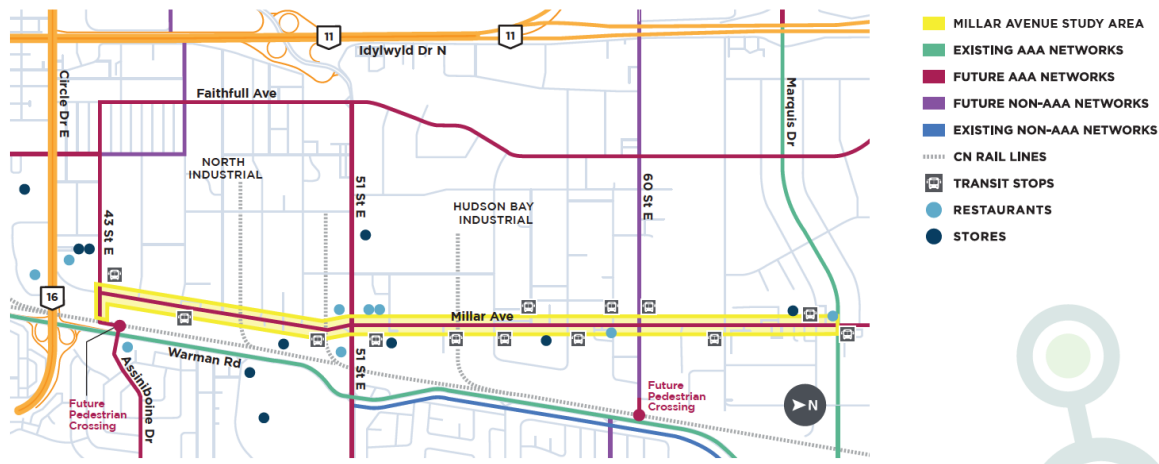
Survey QR Code





### Background Information

Saskatoon’s Active Transportation Plan (AT Plan) contributes to increasing transportation options within the city by improving the accessibility, comfort, convenience and safety of active transportation. Millar Avenue has been identified for improvements to develop a complete and connected network (for walking, cycling, e-scooters, etc.) for people of all ages and abilities throughout Saskatoon. Additionally, this project will address the lack of a sidewalk network along Millar Avenue and **will NOT be taking away a vehicle lane in the design.**

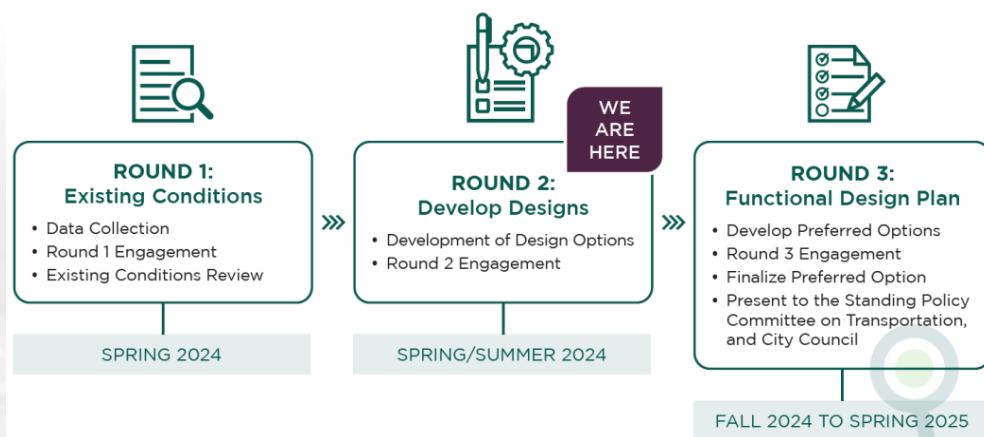


### Project Timeline

We are in the second phase of the project to share the design options and gather feedback to inform the preferred option for Millar Avenue. The goal is to hear and learn from interested parties and community members before developing the final design plans.

### Final Project Outcome

As part of the AT Plan’s implementation strategy to have shelf-ready plans, the outcome of this project is to plan and design facilities for walking and cycling for Millar Avenue but does not include construction. The project will be informed by the interested party and community feedback, technical evaluation of design options and City standards and policies. The project team will evaluate design options and recommend one preferred option which will be shared with interested parties and the community for feedback. Feedback gathered in round 3 engagement will be used to inform the final design plan for Millar Avenue before presenting it to City Council.



## Appendix B: Social Media Posts

### Facebook/Instagram

#### Post #1

Share Your Thoughts! – Connecting Millar Avenue: Walking and Cycling Improvements

📣 Join the community conversation in Round 2 of engagement! We heard from many business owners/operators and community members in Round 1. The City of Saskatoon is now excited to share with you what we learned and showcase the design options we developed for improving accessibility, comfort, convenience and safety of walking and cycling on Millar Avenue from 43rd Street East to Marquis Drive. 🧑🏻‍🦽



Design options for Millar Avenue include either shared-use pathways on both sides or a single shared-use pathway on the west side and a sidewalk on the east side. No vehicle travel lanes will be removed.

Review the options and share your feedback in-person at the open house or online via survey. Your feedback will inform the preferred option for Millar Avenue. Please do not hesitate to contact the project team if you require accommodations to attend the open house or access the online survey.

📅 Open House (drop-in): Tuesday, July 16, 2024 - 5 to 7 p.m.

📍 Rusty Macdonald Library Auditorium - 225 Primrose Dr, Saskatoon, SK S7K 5E4

📄 Survey closes July 30, 2024 - <https://www.surveymonkey.ca/r/KMMNQFV>

📘 [saskatoon.ca/ConnectingMillarAve](https://saskatoon.ca/ConnectingMillarAve)

#yxe #yxecc #saskatoon #byxe

#### Post #2

Have you filled out the survey? – Connecting Millar Avenue: Walking and Cycling Improvements

📄 Reminder that the Connecting Millar Avenue survey closes on July 30, 2024, for Round 2 engagement. If you missed us at the open house, the survey is a great way to provide your feedback on the options. Design options for Millar Avenue include either shared-use pathways on both sides or a single shared-use pathway on the west side and a sidewalk on the east side. No vehicle travel lanes will be removed.

📣 We heard from many business owners/operators and community members in Round 1. The City of Saskatoon is now excited to share with you what we learned and showcase the options we developed for improving accessibility, comfort, convenience and safety of walking and cycling on Millar Avenue from 43 Street East to Marquis Drive. Please do not hesitate to contact the project team if you require accommodations to access the online survey.

📄 Survey closes July 30, 2024 - <https://www.surveymonkey.ca/r/KMMNQFV>

📘 [saskatoon.ca/ConnectingMillarAve](https://saskatoon.ca/ConnectingMillarAve)

#yxe #yxecc #saskatoon #byxe

#### Post #3

🔔 The survey for Round 2 engagement is now closed for the Connecting Millar Avenue: Walking and Cycling Improvements. Thank you to all those who responded and/or participated in our engagement event!

The feedback and ideas you provided will inform the preferred option for walking and cycling facilities for Millar Avenue (from 43 Street East to Marquis Drive). No vehicle travel lanes will be removed.

Check out the project website and the City's social media pages for project updates and details on the next round of engagement, scheduled for early 2025!

[i saskatoon.ca/ConnectingMillarAve](https://www.saskatoon.ca/ConnectingMillarAve)  
#yxe #yxecc #saskatoon #byxe

## Twitter

### Post #1

Drop by and talk with us at our open house - Connecting Millar Avenue: Walking and Cycling Improvements – Round 2 of engagement!

Open House Tuesday July 16, 5-7 pm  
Rusty Macdonald Library Auditorium - 225 Primrose Dr

Survey closes July 30 - <https://www.surveymonkey.ca/r/KMMNQFV>

Check out the project website and the City's social media for project updates.  
[saskatoon.ca/ConnectingMillarAve](https://www.saskatoon.ca/ConnectingMillarAve)

### Post #2

Share your thoughts! – Connecting Millar Avenue: Walking and Cycling Improvements

The Connecting Millar Avenue survey is a great way of providing the project team with feedback for Round 2 engagement.

Survey closes July 30, 2024 - <https://www.surveymonkey.ca/r/KMMNQFV>

Check out the project website and the City's social media for project updates.  
[saskatoon.ca/ConnectingMillarAve](https://www.saskatoon.ca/ConnectingMillarAve)

### Post #3

The survey for Round 2 engagement is now closed for the Connecting Millar Avenue: Walking and Cycling Improvements. Thank you to all those who responded and/or participated!

Check out the project website and the City's social media for project updates.  
[saskatoon.ca/ConnectingMillarAve](https://www.saskatoon.ca/ConnectingMillarAve)

## Appendix C: Display Boards

saskatoon.ca/ConnectingMillarAve

### CONNECTING MILLAR AVENUE WALKING AND CYCLING IMPROVEMENT

Saskatoon  
**TRANSPORTATION  
MASTER PLAN**

## ABOUT THE PROJECT



The City of Saskatoon is exploring the opportunities and challenges of incorporating **walking and cycling improvements** on Millar Avenue from 43rd Street East to Marquis Drive.



The addition of a **pathway and/or a sidewalk** along Millar Avenue will improve safety for all users.



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



Example of walking/cycling improvements on Marquis Dr.

Saskatoon  
**TRANSPORTATION  
MASTER PLAN**



## HISTORY AND CONTEXT

The project will:



Eliminate gaps in the sidewalk network along Millar Avenue.



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



Increase accessibility to a variety of businesses and land uses along Millar Avenue.



Bring Millar Avenue in alignment with current design standards.

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



## DESIGN CONSIDERATIONS FOR WALKING AND CYCLING

Accessible crossings and inclusive for people of all ages and abilities



Marquis Dr. & 43rd Street E

Min. 2.5m sidewalk and 3m pathway for major arterial road  
Amenity strip for pathway separation



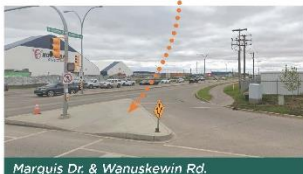
Lenore Dr. & Wanuskewin Rd.

Pathway design based on existing desire lines/goat trails



Millar Ave & 64 St. E.

Accessible Channelization Islands



Marquis Dr. & Wanuskewin Rd.

3m Shared-Use Pathway



Marquis Dr.

Desire Lines

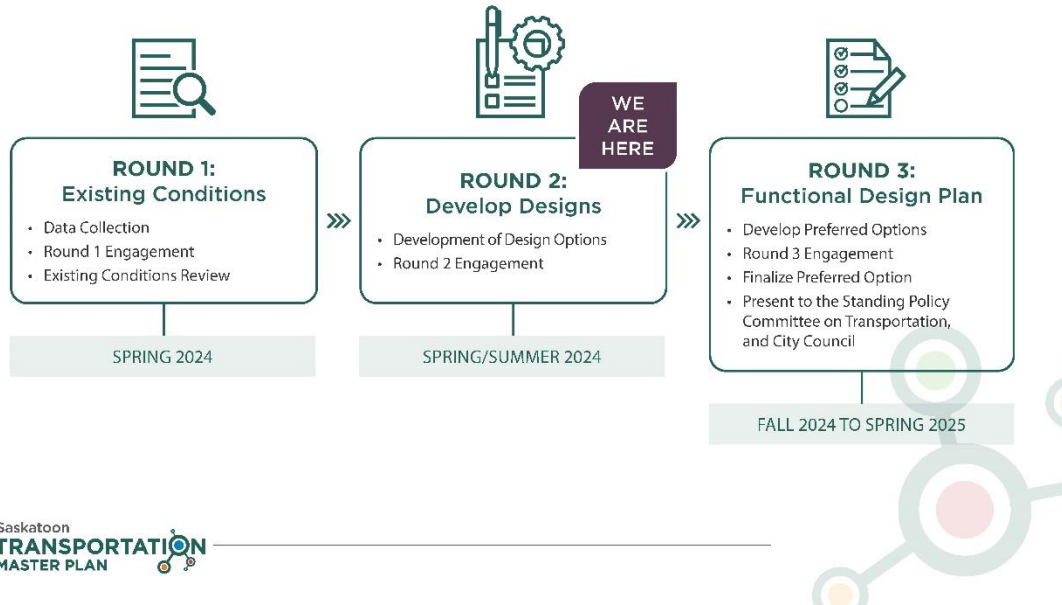


Millar Ave & 51st Street

Designed pathway (and/or sidewalk) will not impact vehicle travel lanes



## PROJECT SCHEDULE AND SCOPE



## STUDY AREA MAP

The project area is along Millar Avenue, from 43rd Street East to Marquis Drive, approximately 4.2 km.



## SUMMARY OF ROUND 1 ENGAGEMENT

Based on 782 survey responses, feedback from the open house (35 attendees), and email/phone correspondence, the following themes were highlighted:



### Support for Active Transportation Facilities

- Some supported adding a sidewalk or a shared-use pathway or both facility options; others did not support the addition of facilities.



### Traffic and Congestion

- People suggested separating the active transportation facilities from traffic.
- Others opposed the project due to the high traffic volume and congestion.
- Lack of snow clearing was also a concern for all road users.



### Safety and Comfort

- Many noted it is difficult and unsafe to walk along and cross the roadway.
- Suggestions were made to add sidewalks, shared-use pathways and/or additional crossings.
- Conversely, others noted that active transportation facilities would make the area less safe for users due to traffic and congestion.
- The addition of landscaping and snow clearing would increase the comfort for active transportation users.



## SUMMARY OF ROUND 1 ENGAGEMENT

Based on 782 survey responses, feedback from the open house (35 attendees), and email/phone correspondence, the following themes were highlighted.



### Accessibility

- Some supported adding sidewalks only to improve pedestrian and transit user safety.
- Others supported adding a shared-use pathway to improve the safety of all active transportation users.



### Business/Property Impacts

- Some were concerned about the facilities negatively impacting properties along the roadway.
- Example concerns: land acquisition, removal of landscaping, parking, driveway accesses, etc.



### Connectivity

- Some noted that sidewalks and/or a shared-use pathway would improve connectivity for active transportation commuters and improve access to area businesses.
- Others noted that the City should prioritize vehicle connectivity instead.



### Cost

- Many people noted that they were concerned about the cost of the project.





## POSSIBLE DESIGNS - 43 STREET TO 47 STREET

### KEY MAP - SEGMENT 1



Saskatoon  
**TRANSPORTATION**  
MASTER PLAN

### EXISTING CONDITIONS



### OPTION 1 | Shared-use pathways on both sides of Millar Avenue



**OPTION 1**  
A shared-use pathway on both sides of Millar Avenue. Significant separation from the roadway provides a more comfortable active modes experience. Utility relocation will be required. There is no proposed change to the existing vehicle lanes.

### OPTION 2 | Sidewalk on east side and a shared-use pathway on west side of Millar Avenue



**OPTION 2**  
A sidewalk on the east side and a shared-use pathway on the west side of Millar Avenue. Significant separation provides a more comfortable active modes experience. There is no proposed change to the existing vehicle lanes.

Share your feedback at the discussion tables, roll plot maps or via survey. A roll plot is provided for more detailed reference of each road segment.

## POSSIBLE DESIGNS - 47 STREET TO 51 STREET

### KEY MAP - SEGMENT 2



Saskatoon  
**TRANSPORTATION**  
MASTER PLAN

### EXISTING CONDITIONS



### OPTION 1 | Shared-use pathways on both sides of Millar Avenue



**OPTION 1**  
A shared-use pathway on both sides of Millar Avenue. Significant separation from the roadway provides a more comfortable active modes experience. There is no proposed change to the existing vehicle lanes.

### OPTION 2 | Sidewalk on east side and a shared-use pathway on west side of Millar Avenue



**OPTION 2**  
A sidewalk on the east side and a shared-use pathway on the west side of Millar Avenue. Significant separation provides a more comfortable active modes experience. There is no proposed change to the existing vehicle lanes.

Share your feedback at the discussion tables, roll plot maps or via survey. A roll plot is provided for more detailed reference of each road segment.



## POSSIBLE DESIGNS - 51 STREET TO 60 STREET

### KEY MAP - SEGMENT 3



Saskatoon  
**TRANSPORTATION**  
MASTER PLAN

### EXISTING CONDITIONS



### OPTION 1 | Shared-use pathways on both sides of Millar Avenue



**OPTION 1**  
A shared-use pathway on both sides of Millar Avenue. Significant separation from the roadway provides a more comfortable active modes experience. Utility relocation and tree removal will be required. There is no proposed change to the existing vehicle lanes.

### OPTION 2 | Sidewalk on east side and a shared-use pathway on west side of Millar Avenue



**OPTION 2**  
A sidewalk on the east side and a shared-use pathway on the west side of Millar Avenue. Reduced amenity space to limit amenity utility relocation. There is no proposed change to the existing vehicle lanes.

Share your feedback at the discussion tables, roll plot maps or via survey. A roll plot is provided for more detailed reference of each road segment.

## POSSIBLE DESIGNS - 60 STREET TO MARQUIS DRIVE

### KEY MAP - SEGMENT 4



Saskatoon  
**TRANSPORTATION**  
MASTER PLAN

### EXISTING CONDITIONS



### OPTION 1 | Shared-use pathways on both sides of Millar Avenue



**OPTION 1**  
A shared-use pathway on both sides of Millar Avenue. Significant separation from the roadway provides a more comfortable active modes experience. Tree removal will be required. There is no proposed change to the existing vehicle lanes.

### OPTION 2 | Sidewalk on east side and a shared-use pathway on west side of Millar Avenue



**OPTION 2**  
A sidewalk on the east side and a shared-use pathway on the west side of Millar Avenue. Reduced amenity space to limit amenity utility relocation. There is no proposed change to the existing vehicle lanes.

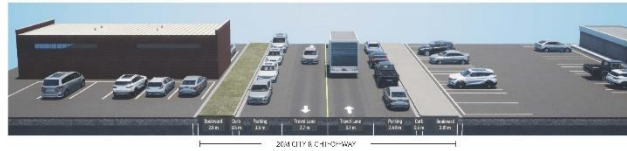
Share your feedback at the discussion tables, roll plot maps or via survey. A roll plot is provided for more detailed reference of each road segment.

## POSSIBLE DESIGNS – MILLAR AVENUE TO CN RAIL

### KEY MAP - SEGMENT 5



### EXISTING CONDITIONS



### OPTION 1 | Shared-use pathways on both sides of 43rd Street E



**OPTION 1**  
A shared-use pathway on both sides of 43rd Street E. Utility relocation will be required. Parking and travel lanes are maintained at the minimum width.

### OPTION 2 | Shared-use pathway on north side and sidewalk on south side of 43rd Street E



**OPTION 2**  
A shared-use pathway on the north side and a sidewalk on the south side of 43rd Street E. Utility relocation will be required. Amenity space on the north side allows for potential tree planting. Parking and travel lanes are maintained at the minimum width.



Share your feedback at the discussion tables, roll plot maps or via survey. A roll plot is provided for more detailed reference of each road segment.

## CROSSING CONSIDERATIONS

Feedback from the first engagement event identified street and driveway/access crossings as a major design consideration. Crossing types at each of the locations will be evaluated in the next phase of design. Crossing considerations for driveway/access crossings may include the following:



**Raised Crossing**  
Raised crossings emphasize pedestrian safety by providing a clear and continuous pathway for pedestrians to cross the street at the same level as sidewalks, while causing drivers to slow down as they approach.



**Crossing Materials instead of Painted Crossing**  
Pedestrian Crossings are often enhanced with paint, different materials and textures. The types of crossings for driveways, side streets and Millar Avenue will be further defined during the design phase.



**Painted Crossing**  
Adding colorful markings to the street create a safer environment for active modes users in high traffic areas.





## CROSSING CONSIDERATIONS

Feedback from the first engagement event identified street and driveway/access crossings as a major design consideration. Crossing types at each of the locations will be evaluated in the next phase of design. Crossing considerations for driveway/access crossings may include the following:



**Accessibility Ramps**  
Ramps provide access on and off streets and sidewalks and are an essential tool for all pedestrians. Ramps include a detectable warning surface to communicate boundaries between pedestrian and vehicular paths and unprotected drop-offs to pedestrians who have vision disabilities.



**Millar Avenue Pedestrian Crossing Signals**  
Crossing Millar Avenue (4 lanes of industrial road) can be very challenging for active modes users. The need for additional Pedestrian Crossing Devices will be reviewed and locations presented at the final open house. Please share where devices would be needed on the roll plot maps.



**Bend-Out Crossing**  
Positions cyclists/pedestrians farther from Millar Avenue, with the distance between the crossing and the roadway measuring 6-7m. Provides space for turning motorists to give way at the crossing, reducing the potential for collisions on Millar Avenue, requires more space than a bend-in crossing.



**Bend-In Crossing**  
Positions cyclists/pedestrians closer to Millar Ave, with the distance between the crossing and the roadway measuring 0.5-2m. Provides optimal views and sightlines for motorists to see users at the crossing. Requires less space than a bend-out crossing.



Bend-Out and Bend-In figures from FHWA Small Town and Rural Multimodal Network. <https://transportationguide.com>

## 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 July 30, 2024.**



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

saskatoon.ca/ConnectingMillarAve  
306-975-2476  
TransportationSurvey@saskatoon.ca

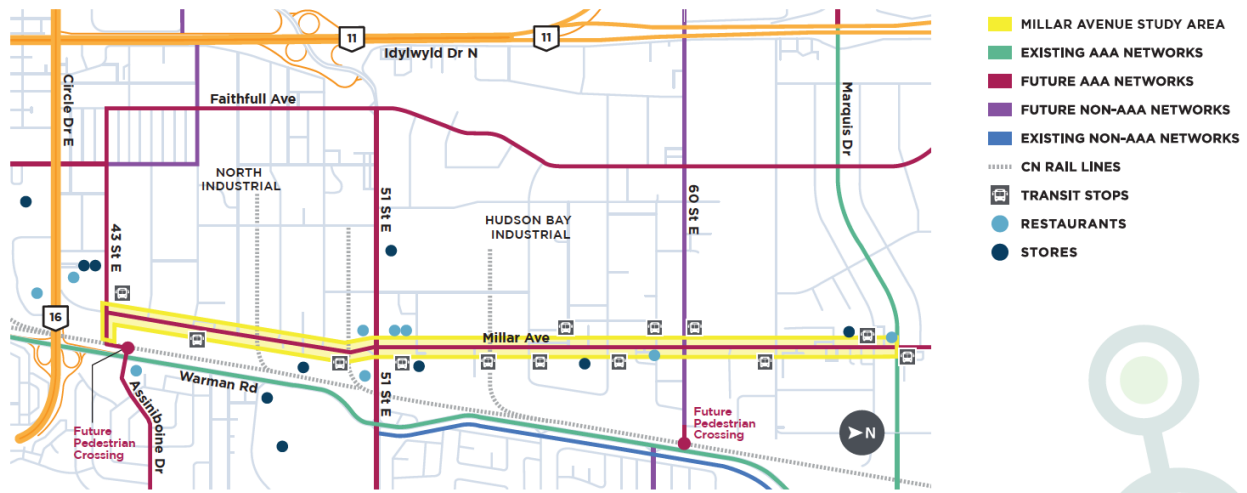


## Appendix D: Survey

### Open House Survey – Round 2 Engagement

**What Are We Doing?** Designing walking and cycling facilities for Millar Avenue, from 43rd Street East to Marquis Drive, as well as 43rd Street East from Millar Avenue to the Assiniboine Rail Crossing.

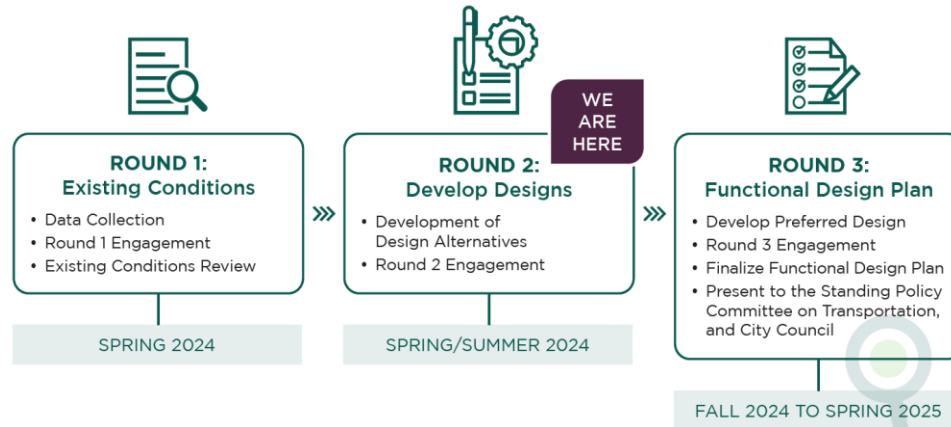
**Purpose of the Survey?** The purpose of the survey for Round 2 engagement is to gather input on the design options for improving walking and cycling facilities along Millar Avenue and 43rd Street East, making it more accessible to everyone. Please submit your responses by **July 30, 2024**. Please do not hesitate to contact the project team at [TransportationSurvey@saskatoon.ca](mailto:TransportationSurvey@saskatoon.ca) if you require accommodation to complete the survey.



### Background Information

Saskatoon's Active Transportation Plan (AT Plan) was established to increase transportation options within the city by improving the accessibility, comfort, convenience and safety of walking and cycling. The AT Plan identified Millar Avenue and 43<sup>rd</sup> Street as a future all-ages and abilities cycling routes to work towards creating a shared-use, complete and connected bicycle network throughout Saskatoon. Additionally, this project will address the lack of a sidewalk network along Millar Avenue and **will NOT be taking away a driving lane from Millar Avenue.**

For Round 1 engagement, an open house was held on March 27, 2024 and had 35 attendees. An online public survey had 782 responses. All feedback received in Round 1, in addition to other considerations (e.g. City standards, cost, design best practices, objectives from the AT Plan, technical feasibility) was considered by the project team as they developed design options.



**Tell Us About Yourself**

**\* Required**

\* 1. Tell us about yourself! Check all that apply.

- I am a business owner/operator on Millar Avenue.
- I work on Millar Avenue and use the roadway to commute and travel.
- I work outside of Millar Avenue but use the roadway to commute and travel.
- I use the roadway to access businesses, shopping, events, recreational facilities and restaurants in the area.
- I live along or near Millar Avenue.
- Other (please specify)

\* 2. How did you hear about this survey opportunity?

- Flyer/information delivered to my house/business
- A friend/colleague notified me
- Social media (Facebook, X (Twitter), Instagram, other online platforms)
- City of Saskatoon website
- Other (please specify)

\* 3. Which modes of transportation do you use along Millar Avenue and how often do you use this mode of transportation on Millar Avenue? (select all that apply)

	Daily	Weekly	Monthly	Seasonally	Rarely	Never
Vehicle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walk	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



Other (please specify the mode of transport)

\* 4. Why do you travel on Millar Avenue?

- To travel to work (I work on Millar Avenue or elsewhere in Saskatoon)
- To travel to school
- To access community/recreation services
- To access businesses, shopping, events, and restaurants

Other (please specify)

**About the Design Options**

After viewing the design options at the open house or online, please provide your feedback on the design options for each of the four segments of Millar Avenue. To view the information online, please visit [saskatoon.ca/ConnectingMillarAve](http://saskatoon.ca/ConnectingMillarAve) or click [here](#).

Information materials that could be used as reference include:

- Project display boards for information on the project background and design options
- Project roll plots for more detailed options for each segment of Millar Avenue

The project team is proposing two design options for each segment of Millar Avenue.

- Option 1 includes having 3 m shared-use pathways on both sides of Millar Avenue.
- Option 2 includes a 2.5m sidewalk on the east side and a 3 m shared-use pathway on the west side of Millar Avenue.

The four segments of Millar Avenue are broken up into the following:

- 43rd Street to 47th Street
- 47th Street to 51st Street
- 51st Street to 60th Street
- 60th Street to Marquis Drive

\*5. Which design option do you prefer for Millar Avenue?

- I prefer Option 1 – Shared-use pathways on both sides of Millar Avenue
- I prefer Option 2 – A sidewalk on the east side and a shared-use pathway on the west side of Millar Avenue.
- No preference, I like both options
- I don't like either option (please explain in the next question)

6. Please share with the project team what you like or any concerns you may have with Option 1.

7. Please share with the project team what you like or any concerns you have with Option 2.

**The following questions are to collect public input on specific segments of Millar Avenue. Please provide your input if you have comments about one of the four segments.**

**If you have no specific comments, skip to question 12 of the survey.**

8. Please share with the project team what you like or any concerns you have with Option 1 or Option 2 for the section of Millar Avenue between **43rd Street to 47th Street**. Please be specific about the option you are referring to in your answer.

9. Please share with the project team what you like or any concerns you have with Option 1 or Option 2 for the section of Millar Avenue between **47th Street to 51st Street**. Please be specific about the option you are referring to in your answer.

10. Please share with the project team what you like or any concerns you have with Option 1 or Option 2 for the section of Millar Avenue between **51st Street to 60th Street**. Please be specific about the option you are referring to in your answer.

11. Please share with the project team what you like or any concerns you have with Option 1 or Option 2 for the section of Millar Avenue between **60th Street to Marquis Drive**. Please be specific about the option you are referring to in your answer.

**EXISTING CONDITIONS**

**Segment 1: 43 Street to 47 Street**



**OPTION 1** | Shared-use pathways on both sides of Millar Avenue

**Segment 1: 43 Street to 47 Street**



**OPTION 2** | Sidewalk on east side and a shared-use pathway on west side of Millar Avenue





**EXISTING CONDITIONS**

**Segment 2: 47 Street to 51 Street**



40M CITY RIGHT-OF-WAY

**OPTION 1** | Shared-use pathways on both sides of Millar Avenue

**Segment 2: 47 Street to 51 Street**



40M CITY RIGHT-OF-WAY

**OPTION 2** | Sidewalk on east side and a shared-use pathway on west side of Millar Avenue

**Segment 2: 47 Street to 51 Street**



40M CITY RIGHT-OF-WAY

**EXISTING CONDITIONS**

**Segment 3: 51 Street to 60 Street**



25M CITY RIGHT-OF-WAY

**OPTION 1** | Shared-use pathways on both sides of Millar Avenue

**Segment 3: 51 Street to 60 Street**



**OPTION 2** | Sidewalk on east side and a shared-use pathway on west side of Millar Avenue

**Segment 3: 51 Street to 60 Street**



**EXISTING CONDITIONS**

**Segment 4: 60 Street to Marquis Drive**



**OPTION 1** | Shared-use pathways on both sides of Millar Avenue

**Segment 4: 60 Street to Marquis Drive**





12. Do you have any other thoughts to share regarding the Connecting Millar walking and cycling improvements project?

13. Which option do you prefer for 43rd Street East from Millar Avenue to Assiniboine Pedestrian Crossing?

- I prefer Option 1 – Shared-use pathways on both sides of 43rd Street East
- I prefer Option 2 – A sidewalk on the south side and a shared-use pathway on the north side of 43rd Street East
- No preference, I like both options
- I don't like either option (please explain in the next question)

14. Please share with the project team what you like or any concerns you have with Option 1 or Option 2 for the section from Millar Avenue to Assiniboine Pedestrian Crossing. Please be specific about the option you are referring to in your answer.

### EXISTING CONDITIONS



### OPTION 1 | Shared-use pathways on both sides of 43rd Street E



**OPTION 2** | Shared-use pathway on north side and sidewalk on south side of 43rd Street E



The intersection of 51st Street and Millar Avenue is being reviewed for improvements regarding safety and accessibility. After viewing design options at the open house or online. Please provide your feedback for the intersection improvement design options.

15. Which option do you prefer for the Millar Avenue & 51st Street intersection improvements?
- I prefer option 1 – Improve Accessibility
  - I prefer option 2 – Relocate Driveways
  - I prefer option 3 – Complete Reconstruction
  - I prefer another option (please explain in the next question)
16. Please share with the project team what you like or any concerns you have with Option 1, 2 or 3 regarding the Millar Avenue & 51st Street intersection improvements. Please be specific about the option you are referring to in your answer.

*-End of survey-*

### **Thank you for your participation!**

This survey will remain open until **July 30, 2024**. We invite you to distribute this survey to anyone interested in participating. Your feedback, along with other considerations (e.g. City standards, cost, best practices from other cities, objectives from the AT Plan, technical feasibility), will help to inform the City in developing the preferred option.

Your feedback along with technical feedback will be used by the City to develop and inform the final design plan which will go to Standing Policy Committee on Transportation and City Council in 2025. Please visit <https://www.saskatoon.ca/ConnectingMillarAve> for more information related to the project.

### **We look forward to hearing your feedback!**

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Stay Connected! Keep up-to-date with the project and other upcoming engagement events. Join the email list by scanning the QR code.

