



Connecting Millar Avenue: Walking and Cycling Improvements

Round 3 Public Engagement: What We Learned Report

March 25, 2025



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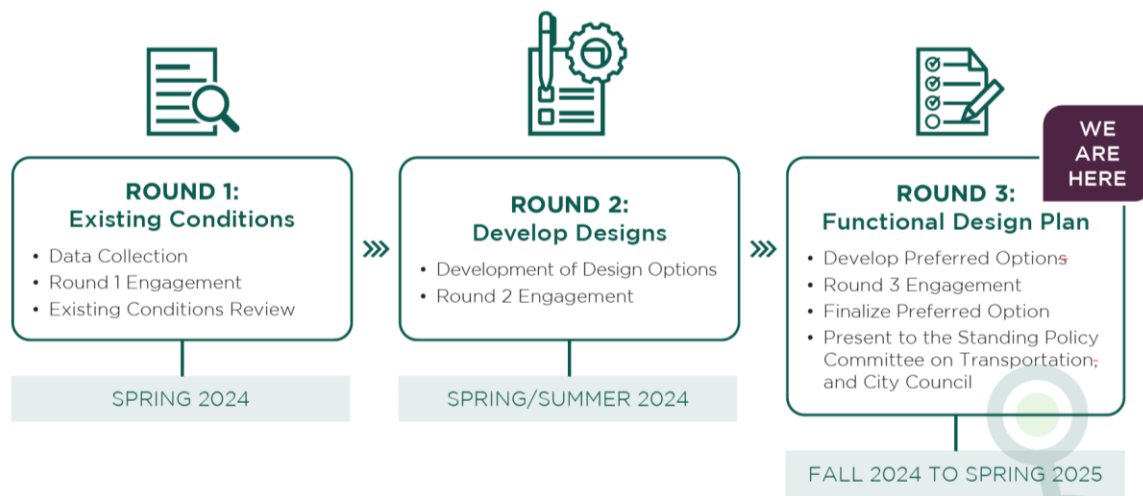
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1.0 Engagement Summary

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 43rd Street East and Marquis Drive East, including the addition of 43rd Street East from the Assiniboine Pedestrian CN Rail Crossing to connect with Millar Avenue, which was added in Round 2 and Round 3. All rounds of engagement were completed as of March 2025.

Round 3 Engagement

The objectives of the third round of engagement, conducted from January 28 to February 25, 2025, were to:

- Re-introduce the community to the project by providing pertinent background information and sharing what we learned from Round 2 engagement;
- Share and gather feedback from the community on the preferred design option demonstrating active transportation facilities along Millar Avenue; and
- Help finalize the preferred design option and recommendations that will be tailored to the corridor's transportation needs.

Based on City standards, cost, best practices from other cities, objectives from the Active Transportation Plan, technical feasibility and public feedback from two rounds of engagement, the project team developed a preferred design option. For Millar Avenue, the preferred design will

include a 3-metre wide shared-use pathway on both sides of the roadway. For 43rd Street East, the preferred design will include a 3-metre wide shared-use pathway on the north side of 43rd Street East and a 1.8-metre wide sidewalk on the south side of the roadway.

An open house was held on February 11, 2025 (6 to 8pm) at the Rusty McDonald Library and had 33 attendees. An online public survey was open for responses from January 28 to February 25, 2025, and had 325 responses. Lastly, a total of two emails were received about the project.

All feedback received in Round 3 Engagement will be considered by the project team as they finalize the preferred option and recommendation, which will be presented to the Standing Policy Committee on Transportation and City Council in Spring 2025. Below is a summary of the common themes from both the open house and online survey. For additional details, see Table 3.

Support for the Project

- Support for the project was generally positive with close to three quarters of the people in support of walking or cycling facilities in the project area. Almost as many supported the design of shared-use pathways on both sides of Millar Avenue that were wide enough for the safe use of different transportation modes and separate from the vehicle driving lane.
- The remaining respondents either were unsupportive or did not state their support for the project. Those unsupportive were concerned about whether the project is needed, or enough people would use the pathways.

Suggestions for Design Improvement

- Having a more continuous pathway to minimize users interacting with vehicles at driveway and road crossings.
- For driveways, road crossings and along the length of the corridor, people made suggestions to increase user safety and comfort including additional signage, lights, raised pavements, traffic calming measures, good snow removal and a barrier between the road and pathway.

Business/Property Impacts

- Some people were concerned about the loss of business parking spots (in both private lots and lots in the public right-of-way) for staff and customers.
- Concerns were also raised regarding delivery and transport truck access to businesses due to construction impacts and pathway users travelling throughout the area.
- Approximately four individuals commented on the benefits of the project to accessing business in the area through different transportation modes.

Greenery

- Many were concerned about tree removal, citing the importance for maintaining the current trees and provided suggestions to limit tree removal.

Cost

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

2.0 Background

The following report details Round 3 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) has explored the opportunities and challenges of walking and cycling improvements on Millar Avenue from 43rd Street East to Marquis Drive East and 43rd Street East from the Assiniboine Pedestrian CN Rail Crossing to connect with 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 worked with ISL Engineering and Land Services to plan and design options and a recommendation for this project that considered the ideas and concerns of all interested parties. The project goals are summarized in Figure 1 below.

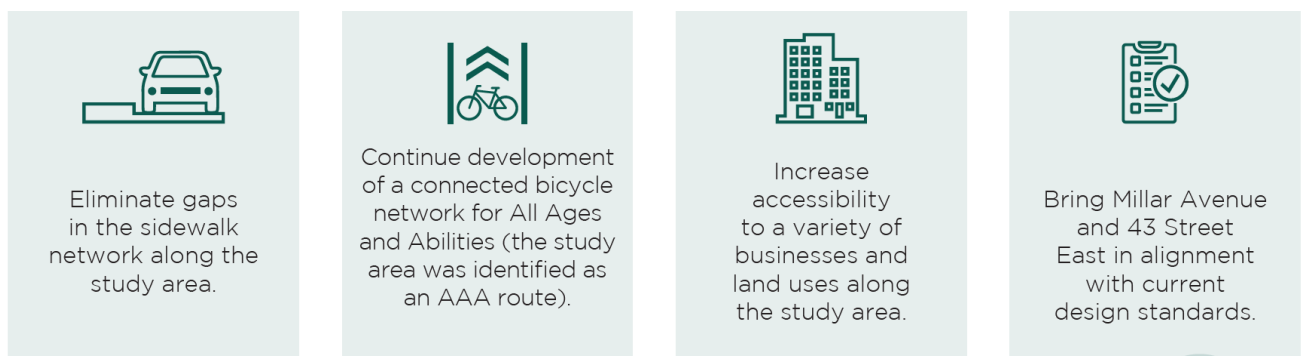


FIGURE 1: PROJECT GOALS

Based on City standards, cost, best practices from other cities, objectives from the Active Transportation Plan, technical feasibility and public feedback from two rounds of engagement, the project team developed a preferred design option. For Millar Avenue, the preferred design will include a 3-metre wide shared-use pathway on both sides of the roadway. For 43rd Street, the preferred design will include a 3-metre wide shared-use pathway on the north side of 43rd Street East and a 1.8-metre wide sidewalk on the south side of the roadway. In the third round of engagement, interested parties and the public were asked to share their thoughts on the designs, what they liked, and what could be improved in the designs.

2.2 Strategic Goals

Through the three-phased engagement approach, the City has engaged with key City departments, community groups, adjacent businesses and residents to obtain feedback on opportunities and challenges to inform the development of a preferred design and the recommendation for active

transportation facilities on Millar Avenue and 43rd Street East. 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
Round 1	Introduce the Project and Gather Key Ideas and Concerns	January 2024 to April 2024	Build awareness about the project and encourage participation in the engagement processes for the project. Engage with interested parties and the public to gather ideas and concerns to inform the facility's design options.
Round 2	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 East to inform the recommended design.
Round 3	Share and Gather Feedback on the Recommended Design	January 2025 to February 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

Below is a comprehensive list of stakeholder groups, including interested parties identified as being potentially impacted by or parties who are interested in active transportation facilities along Millar Avenue. It included the following:

- Local landowners and business owners/operators within the project limits;
- CN Rail;
- Saskatoon Chamber of Commerce;
- North Saskatoon Business Association;
- Bus Riders of Saskatoon
- Walking and cycling advocacy groups (Walking Saskatoon, Saskatoon Cycles, and Saskatoon Cycling Club);
- Canadian National Institute for the Blind;
- Saskatoon Council on Aging;
- SaskPower; and
- Saskatoon Health Authority.

2.4 Engagement Activities

In the third round of engagement, we presented the preferred design option for active transportation facilities along Millar Avenue and 43rd Street East and gathered feedback from property owners, business owners/operators and the public.

Round 3 Engagement included a public open house and an online survey to collect feedback that will help finalize recommendations for the preferred design option 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	Consult	Round 3: <ul style="list-style-type: none"> Use various communication tactics to provide ample notice of upcoming engagement opportunities. Share key project messages, information about the project and engagement, the preferred design across the corridors and example crossing designs so that participants have ample information to provide informed feedback. Gather feedback on the preferred design, which will inform the final recommendations. 	Open house, paper and online surveys, correspondence with project team via email, mail or phone

2.5 Communication Techniques

Adjacent landowners and business owners/operators along Millar Avenue and 43rd Street East 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) were used to promote the in-person and online engagement opportunities. The City’s Engage page served a similar function while also serving as a platform for sharing the display boards and maps and provide a link to the online survey.

2.6 Input Received

An open house was held on February 11, 2025 (6 to 8pm) at the Rusty McDonald Library and an online public survey was open for responses from January 28 to February 25, 2025, for the project team to learn from the community and gather feedback. Interested parties and the public were asked to share their thoughts on the preferred design relating to incorporating active transportation facilities along Millar Avenue and 43rd Street.

A total of **33 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 the preferred design for walking and cycling facilities in the project area. This was facilitated through information and feedback boards (see Appendix C), a detailed roll plot map of the design and discussion tables for participants to fill out surveys and speak with the project team.

A total of **325 individuals** responded to the survey. The survey (see Appendix D) had a similar purpose to the open house while also gathering input from those who could not attend the in-person event. Paper copies of the survey were also available at the open house for those in attendance.

What We Learned

We asked people what they liked and what could be improved upon for the preferred design on Millar Avenue. Table 3 is a summary of public feedback that we received for the designs along Millar Avenue in both the in-person and online engagement.

TABLE 3 : SUMMARY OF FEEDBACK FOR THE PREFERRED DESIGN ON MILLAR AVENUE

General Themes	What We Learned for Millar Avenue
<p>Support for the project</p>	<ul style="list-style-type: none"> • Support for the project was generally positive, with most people supporting the design of shared-use pathways on both sides of Millar Avenue that were wide enough for the safe use of different transportation modes and pathways that are separate from the vehicle driving lane. • Many noted that there is currently no walking and cycling infrastructure so any infrastructure would be supported. • A few shared that they supported the designs demonstrating connectivity to other pathways in the area. • Some people remain unsupportive of the project and were generally concerned about whether the project is needed or whether enough people would use the pathways. • A small number of people would prefer either a single sidewalk along the roadway or having a sidewalk on one side and shared-use pathway on the other. • A couple of people would like to see only cycling facilities on Millar Avenue.

General Themes	What We Learned for Millar Avenue
Suggestions for design improvement	<p>A few respondents provided suggestions for improving the design, including:</p> <ul style="list-style-type: none"> • Having a more continuous pathway to minimize user interaction with vehicles at driveway crossings. • Along the entire corridor and in particular for driveways and road crossings, add additional signage, lights, raised pavement, traffic calming measures and a barrier between the pathway and roadway. • Ensuring good snow removal for user comfort.
Business/Property Impacts	<ul style="list-style-type: none"> • Some people, particularly business operators and landowners, were concerned about the loss of parking spots (in both private lots and lots in the public right-of-way) for staff and customer. • Concerns were also raised regarding delivery and transport truck access to businesses and the increased potential for walking/cycling users to obstruct access to businesses. • A small number of people noted the benefits of the project to business by increasing accessibility to businesses through different transportation modes and providing safe walking and cycling facilities. • A few people suggested moving the shared-use pathways along the CN rail tracks where roadways are quieter, and the infrastructure would not remove business parking. • Others suggested having the pathways directly adjacent Millar Avenue to limit the need to remove parking.
Greenery	<ul style="list-style-type: none"> • Some people suggested that landscaping should involve more trees or more low-maintenance plants as grass is not well kept in the City. • Many were concerned about tree removal impacting the visual aesthetic of the area and removing the benefits of trees. These individuals wanted more information about how many trees will be removed and how they will be replaced. • People suggested adjusting designs to limit tree removal.
Cost	<ul style="list-style-type: none"> • Some people noted that they were concerned that the City was spending resources on adding active transportation facilities to Millar Avenue rather than spending on other priorities that would be better suited. A couple of individuals indicated that City funding would be better used for snow removal and repairing roads. • A few commented that the infrastructure would only benefit a small portion of the population and were skeptical about the number of users who would use these facilities.

We asked people what they liked and what could be improved upon for the preferred design on 43rd Street East. The feedback for 43rd Street East was similar to what was said for the designs on Millar Avenue, with people reiterating their feedback or noting that their feedback is the same for

this section of the project. Additional comments that were more specific to 43rd Street East included:

- Some general comments were about safety for pathway users. A few were particularly concerned about crossing Millar Avenue at 43rd Street East. People suggested adding further safety designs such as lights, painted crossing, and pedestrian gates/barriers.
- A few others wanted more information about the pedestrian crossing over the railway track at the end of 43rd Street East and safety for users at this location.

We asked people to share if they had anything else they would like to share with the project. Similarly, people reiterated whether or not they supported the project. Other additional feedback included:

- Some people shared that they look forward to the project and welcome more walking and cycling projects in the City.
- A small number of respondents shared stories about walking and cycling challenges across the City.
- A couple of people suggested piloting shared-use pathway on one side of the roadway first before constructing the second shared-use pathway on the other side of Millar Avenue.

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 43rd Street East.

We asked people why they travel on Millar Avenue and 43rd Street East to get a better sense of why people are interested in this project (Figure 2). The survey revealed that most people who responded use Millar Avenue on their daily commute (55 per cent) or use the roadway to access businesses and services (52 per cent). 13 per cent of people are business owners/operators or employees in the area. 9 per cent of people specified other reasons, with most stating they are interested citizens of Saskatoon or residents near Millar Avenue and a small number who used to work in the project area. 5 per cent of people live along or near the project area.

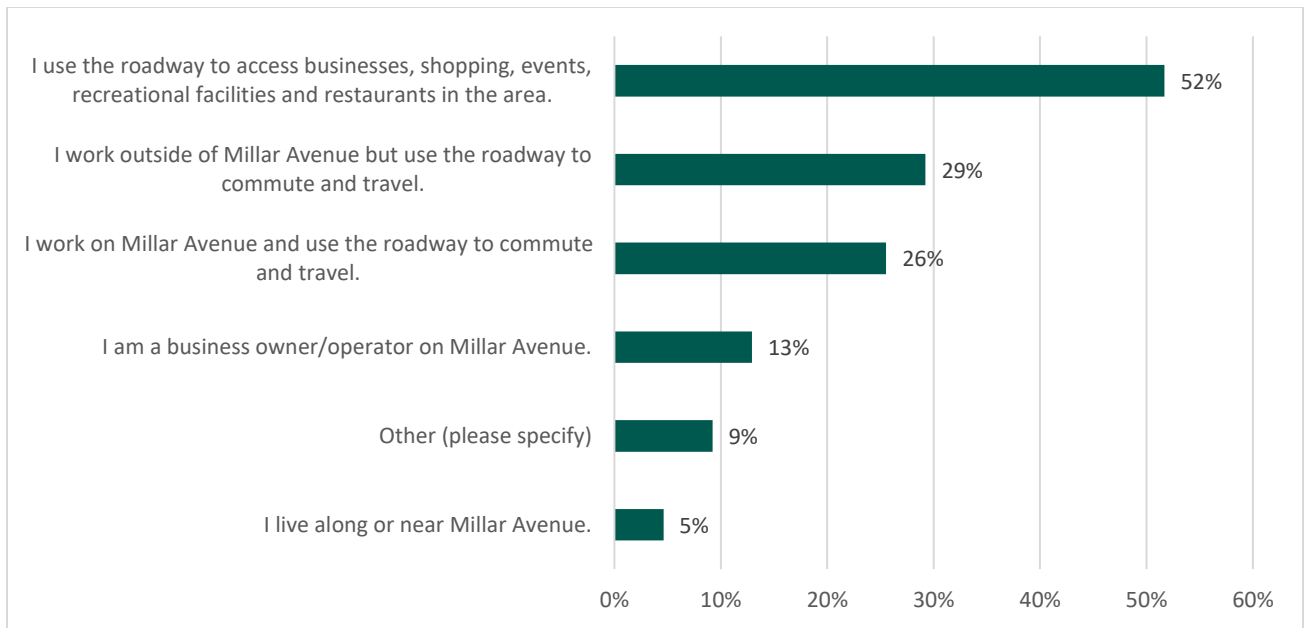


FIGURE 2: SURVEY RESPONDENTS’ CONNECTION TO THE PROJECT AREA

34 per cent of the respondents learned about the project through social media, making social media an important platform for reaching interested parties (Figure 3). Close to a quarter (24 per cent) of people heard about the project through friends and colleagues. Other methods of reaching people included email notification (19 per cent), flyers and information delivered to homes and businesses (19 per cent), accessing the City of Saskatoon project website (8 per cent) or hearing from local interested organizations (e.g. North Saskatoon Business Association newsletter, Saskatoon Cycles, Walking Saskatoon, and SOS Tree Coalition).

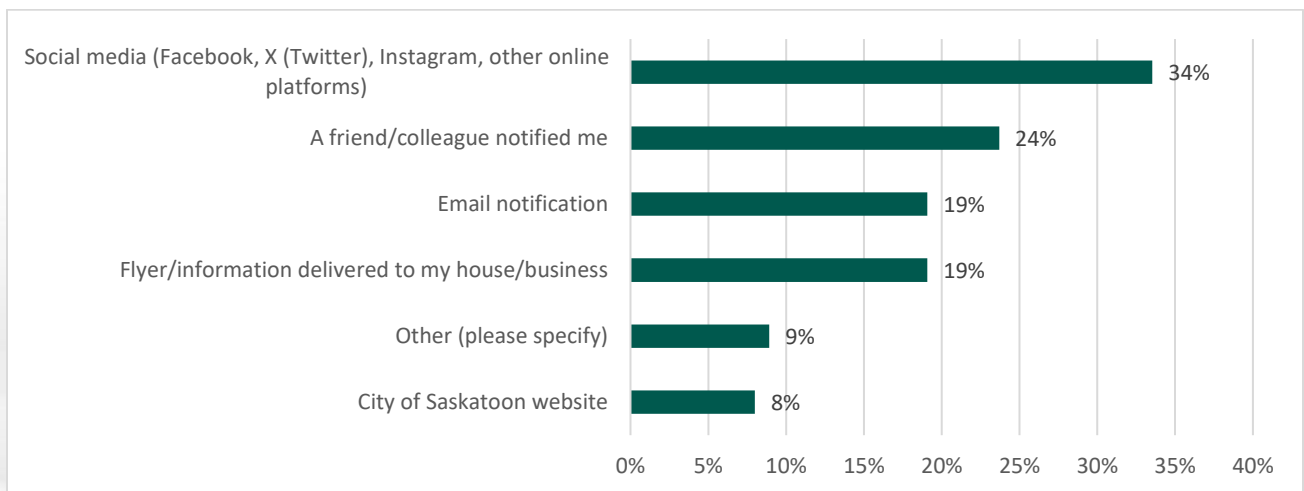


FIGURE 3: HOW DID PEOPLE HEAR ABOUT THE SURVEY OPPORTUNITY?

We wanted to have a better understanding of people’s commuting habits on Millar Avenue and 43rd Street East (Figure 4). The most common form of transportation is by vehicle with almost half of survey respondents commuting by vehicle daily. Over 60 per cent of people never cycle, walk or take transit on the roadway. A few people noted that they feel unsafe cycling or walking in the area, particularly in winter.

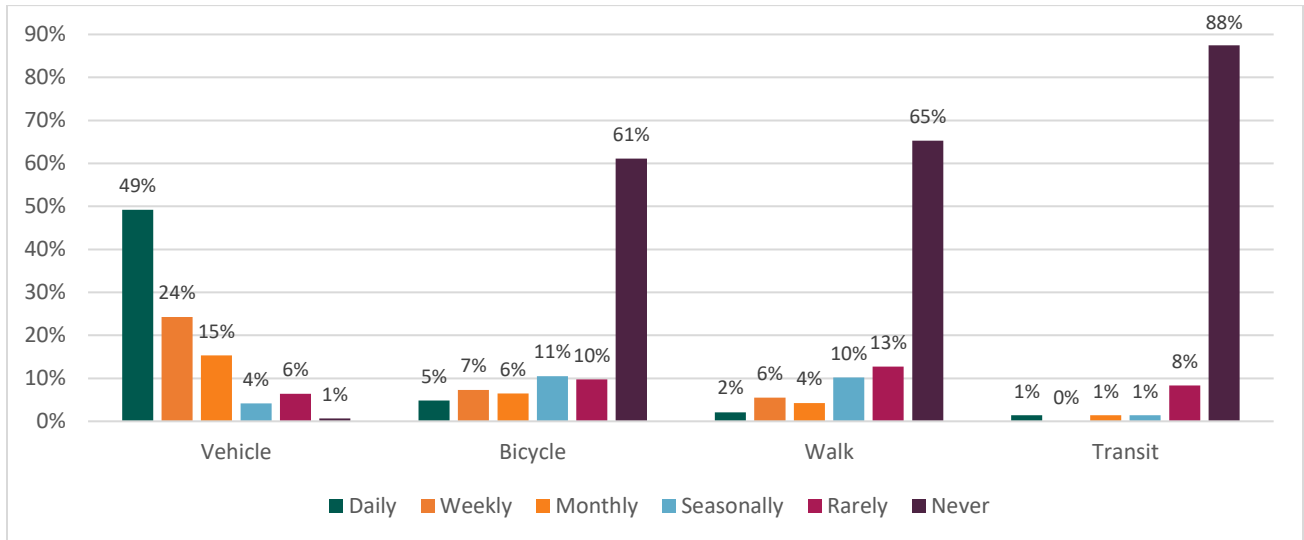


FIGURE 4: FREQUENCY OF TRAVEL MODES USED ON MILLAR AVENUE

We wanted to know why people are using Millar Avenue and 43rd Street East (Figure 5), with the majority (60 per cent) using the roadway to travel to work and 58 per cent of the respondents also using the roadway to access shopping, events and restaurants. Additional reasons include accessing community or recreational services (18 per cent) or traveling to school (0.3 per cent). Other reasons (3 per cent) include those who use the roadway to access other parts of the City or people who avoid the roadway altogether.

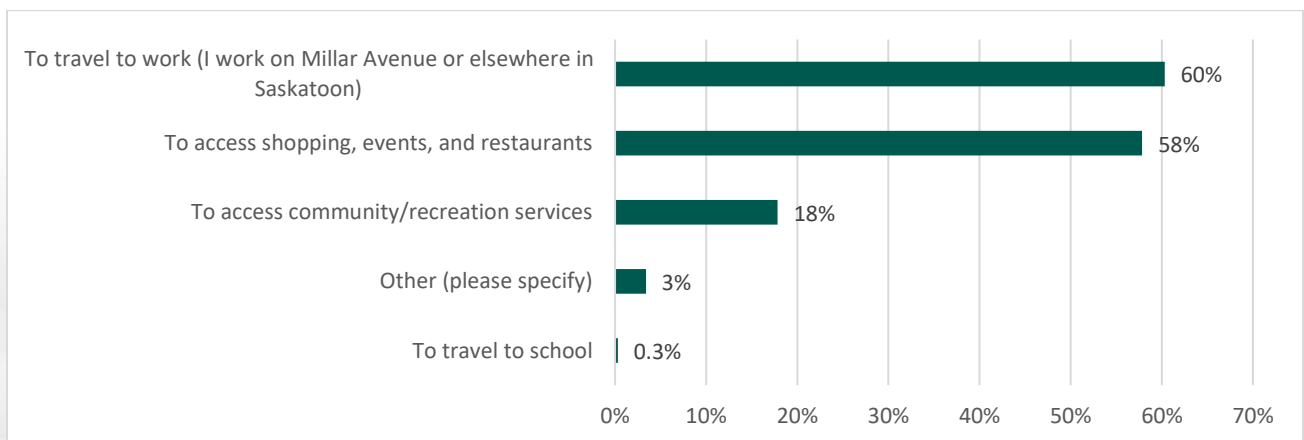


FIGURE 5: SURVEY RESPONDENTS’ PURPOSE FOR USING MILLAR AVENUE.

3.0 Evaluation

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

- **1342** of businesses engaged through flyers
- **223** businesses and property owners engaged through an invitation letter
- **53** groups/organizations engaged via email
- **325** survey responses
- **33** people at the open house
- Online engagement (three posts per social media platform)
- **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, we asked people what they thought of the survey, and to share their level of agreement with four statements about the survey. 61 per cent of people responding agreed or strongly agreed that they understood how their feedback was being used (Figure 6). Over 80 per cent of respondents agreed or strongly agreed with the remaining statements.

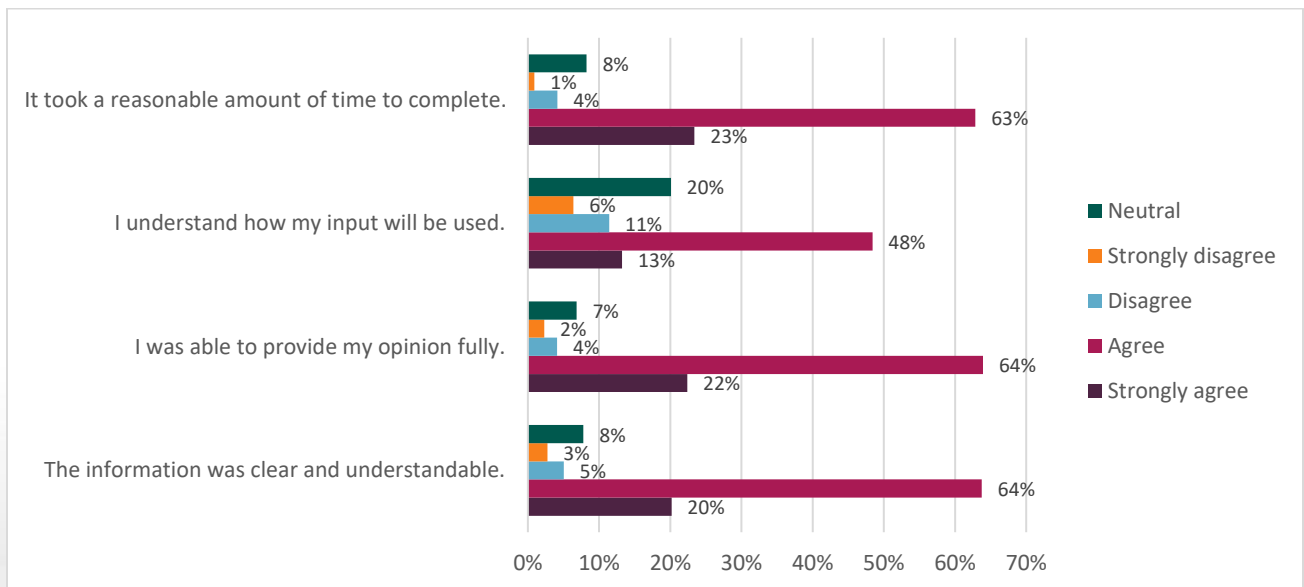


FIGURE 6: WHAT RESPONDENTS THOUGHT ABOUT THE SURVEY

Additionally, people could fill out comment forms at the open house event to review the engagement process. We received **19** responses through the open house comment forms with the majority being satisfied and a few somewhat satisfied with the open house session. Six

respondents noted that the project team was very knowledgeable, and the project information was clearly displayed with many opportunities to provide feedback.

Regarding areas of improvement, one individual noted that it was difficult to navigate the City webpage in order to find the project webpage. Another shared that they needed more time and would prefer if the location for the open house was more accessible for cycling. A couple individuals were able to share feedback but did not feel like the project team will take their feedback into consideration.

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.

4.0 Next Steps

The feedback received will be used by the City and ISL to refine and finalize the recommendations for the Connecting Millar Avenue: Walking and Cycling Improvements. The final recommended plan will be presented to the Standing Policy Committee on Transportation and City Council, anticipated in Spring 2025.

After the recommended plan is completed, the Connecting Millar Avenue project will be considered for funding in future City Council budget deliberations. The timeline for the project will be determined following a decision to fund the project. As a result, no timeline has been set for the detailed design and construction phases.

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 East. 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.

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.

For additional information on the project, review the attached information or visit the project Engage Page at 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

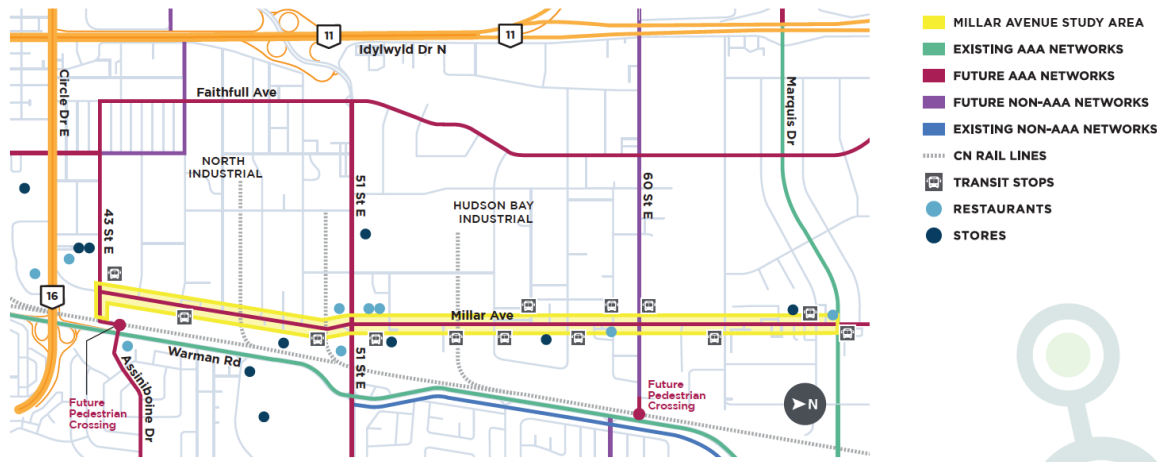
www.saskatoon.ca

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.**

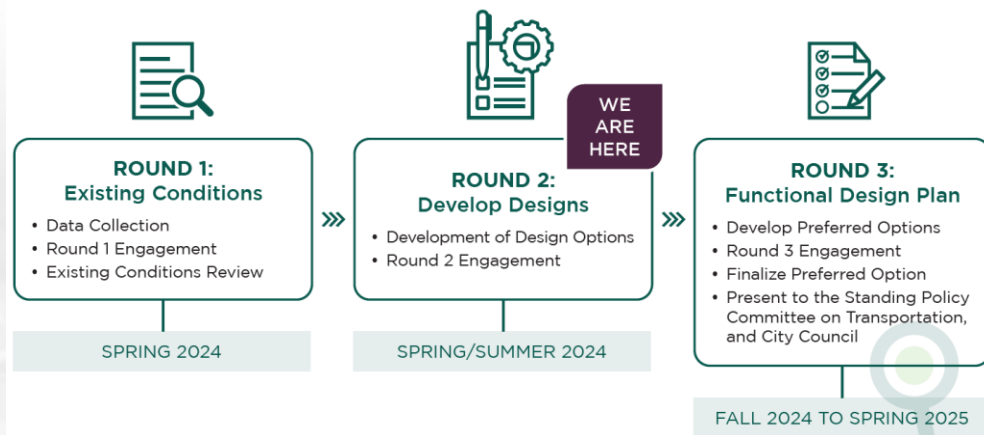


Project Timeline

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

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


 Join the community conversation in Round 3 of engagement! We heard from many business owners/operators and community members in Round 1 and Round 2. The City of Saskatoon is now excited to share with you what we learned and showcase the preferred design option we developed for improving accessibility, comfort, convenience and safety for people who walk, cycle and wheel on Millar Avenue from 43rd Street East to Marquis Drive and 43rd Street East between Millar Avenue and the CN railway tracks.

The preferred design option includes a 3-metre shared-use pathway on both sides of Millar Avenue. For 43rd Street East, the design is a 3-metre wide shared-use pathway on the north side and a 1.8-metre sidewalk on the south side of the roadway.

No vehicle travel lanes will be removed.

Review the preferred design option and share your feedback at an in-person open house or via an online survey. Your feedback will inform the final design plan for Millar Avenue. Please contact the project team if you require accommodations to complete the online survey.

 Open House (drop-in): Tuesday, February 11, 2025 - 6 to 8 p.m.


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

 Survey closes February 25, 2025 - www.surveymonkey.ca/r/connectingmillaravenue

 saskatoon.ca/ConnectingMillarAve


#yxe #yxecc #saskatoon #byxe

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

 Reminder that the Connecting Millar Avenue survey closes on February 25, 2025, for Round 3 engagement. If you missed us at the open house, you may still provide your feedback through the survey.

The preferred design option includes a 3-metre shared-use pathway on both sides of Millar Avenue. For 43rd Street East, the design is a 3-metre wide shared-use pathway on the north side and a 1.8-metre sidewalk on the south side of the roadway.

No vehicle travel lanes will be removed.


 We heard from many business owners/operators and community members in Round 1 and Round 2. The City of Saskatoon is now excited to share with you what we learned and showcase the

preferred design option we developed for improving accessibility, comfort, convenience and safety for people who walk, cycle and wheel on Millar Avenue from 43rd Street East to Marquis Drive East and 43rd Street East between Millar Avenue and the CN railway tracks.

 Survey closes February 25, 2025 - www.surveymonkey.ca/r/connectingmillaravenue

 saskatoon.ca/ConnectingMillarAve

#yxe #yxecc #saskatoon #byxe

 The Round 3 engagement survey is now closed for the Connecting Millar Avenue project. Thank you to all those who responded and/or participated in our engagement event!

The feedback you provided will inform the final design plans for walking and cycling facilities for Millar Avenue (from 43rd Street East to Marquis Drive) and 43rd Street (between Millar Avenue and the CN railway tracks).


Check out the project website and the City's social media pages for project updates and details on the final design plans.

 saskatoon.ca/ConnectingMillarAve

#yxe #yxecc #saskatoon #byxe

Twitter


Round 3 of engagement is underway on the Connecting Millar Avenue project. Have your say!

 Open House: Tuesday, Feb. 11, 6 to 8 p.m.

 Rusty Macdonald Library Auditorium - 225 Primrose Dr

 Survey closes Feb. 25 - www.surveymonkey.ca/r/connectingmillaravenue

 saskatoon.ca/ConnectingMillarAve

 Share your thoughts!

The Connecting Millar Avenue survey, an opportunity for providing the project team with feedback for Round 3 engagement, closes Feb. 25.

www.surveymonkey.ca/r/connectingmillaravenue

saskatoon.ca/ConnectingMillarAve

The survey for Round 3 engagement is now closed for 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

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 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 self-ready projects.

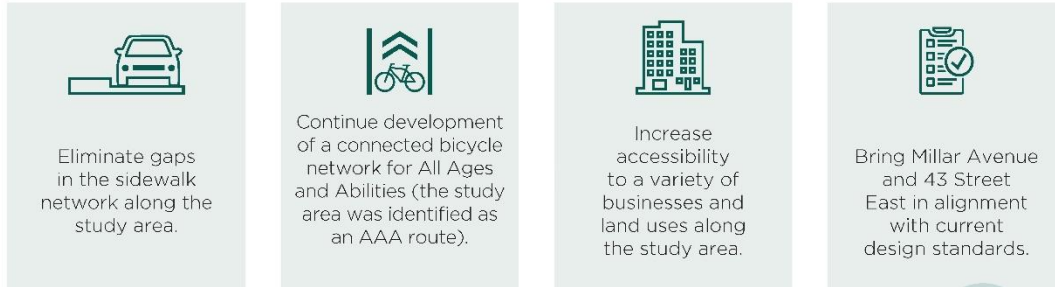


Example of walking/cycling improvements on Marquis Dr.

Saskatoon
**TRANSPORTATION
MASTER PLAN**

HISTORY AND CONTEXT

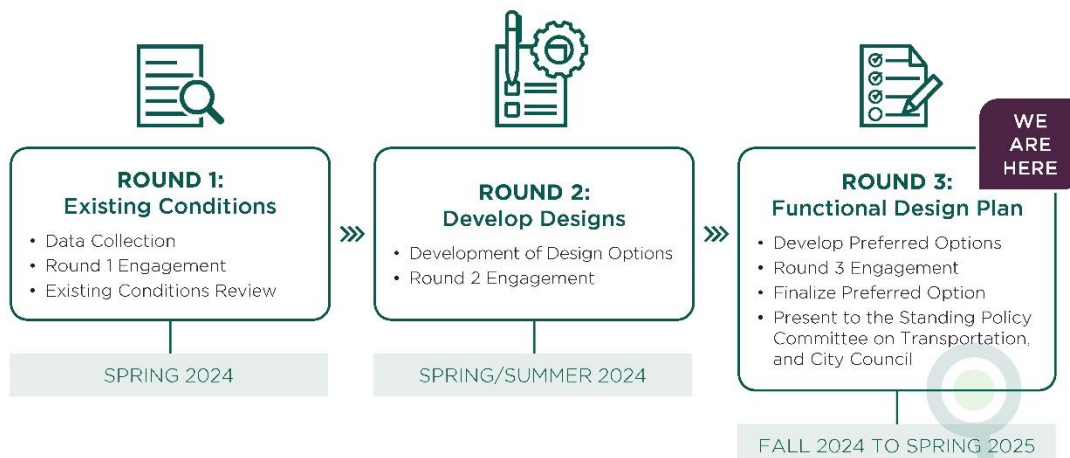
The project will:



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

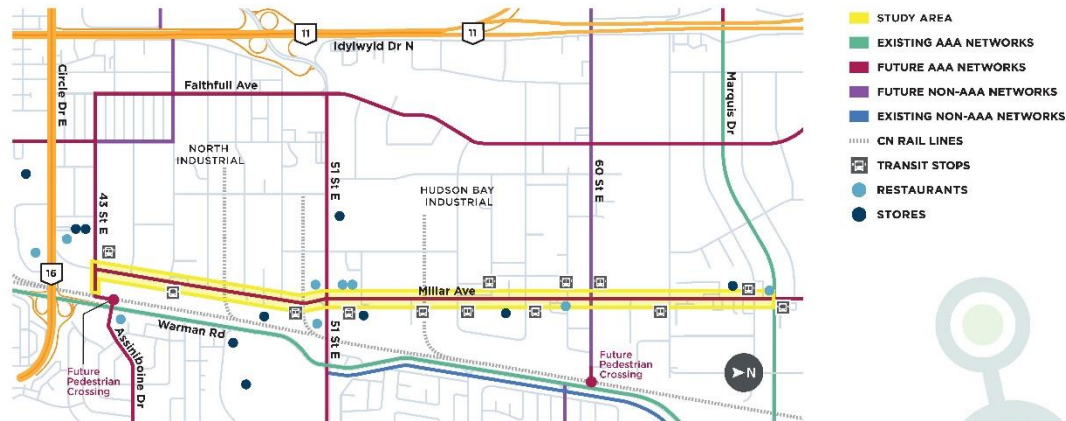


PROJECT SCHEDULE AND SCOPE



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.



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.

47 STREET TO 51 STREET ALONG MILLAR AVENUE

KEY MAP



- In segments 1 and 2, some parking lots within the existing City right-of-way will require adjustments.
- A few trees will be removed with the addition of the shared-use pathways, with opportunities for future tree placement.



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

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.

60 STREET TO MARQUIS DRIVE 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.



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

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.



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

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	Estimated Cost
<ul style="list-style-type: none"> 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 	\$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/ConnectingMillerAve
 306-975-2476
 TransportationSurvey@saskatoon.ca

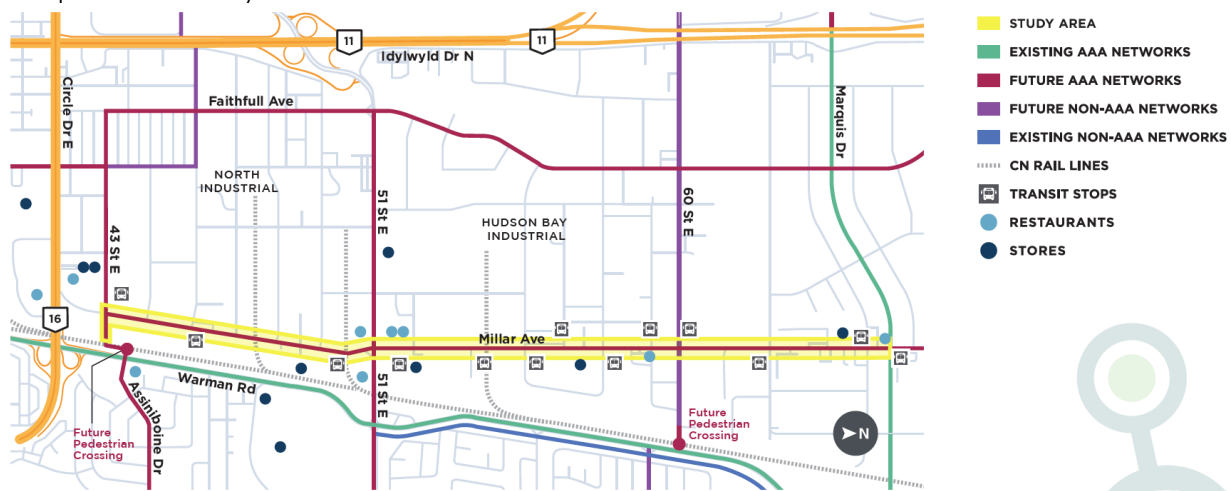


Appendix D: Survey

Open House Survey – Round 3 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 between Millar Avenue and the Canadian National (CN) railway tracks.

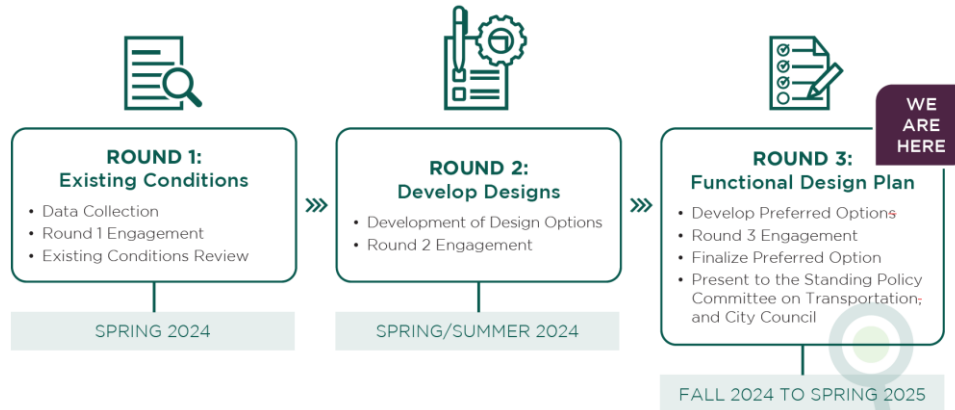
Purpose of the Survey? The purpose of the survey for Round 3 engagement is to gather input on the preferred design option for improving walking and cycling facilities along Millar Avenue and 43rd Street East, making it more accessible to everyone. Please submit your responses by **February 25, 2025**. You can contact the project team at 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 43rd Street East 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, 35 people attended the open house (March 27, 2024) and 782 people responded to the survey. For Round 2 engagement, 14 people attended the open house (July 16, 2024) and 172 people responded to the survey. City standards, cost, best practices from other cities, objectives from the Active Transportation Plan, technical feasibility and public feedback from Round 1 and Round 2 engagement was considered by the project team as they developed the preferred design option.



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
- Email notification
- 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?

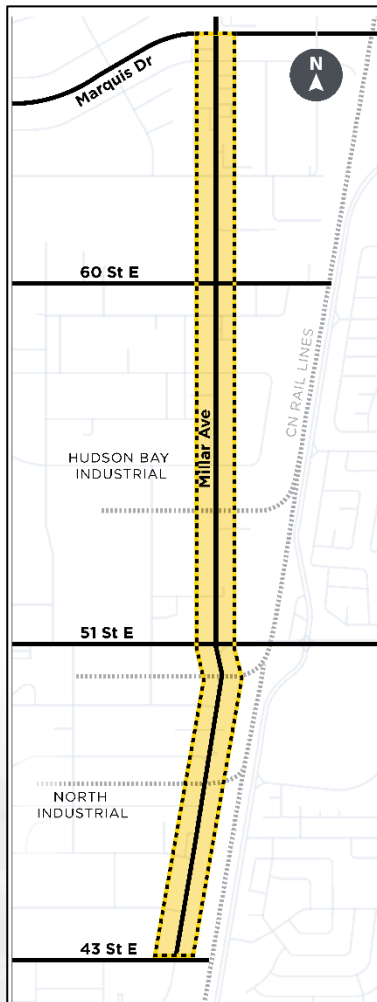
- To travel to work (I work on Millar Avenue or elsewhere in Saskatoon)
- To travel to school
- To access community/recreation services
- To access businesses, shopping, events, and restaurants
- Other (please specify)

A. Millar Avenue from 43rd Street East to Marquis Drive

After viewing the preferred design option at the open house or online, please provide your feedback. To view the information online, please visit saskatoon.ca/ConnectingMillarAve.

Information materials that could be used as reference include:

- Millar Avenue and 43rd Street East display boards for information on the project background and design options
- Project roll plots for more detailed options for each segment of Millar Avenue and 43rd Street East



The preferred design option will include a 3-metre wide shared-use pathway on both sides of Millar Avenue.

5. Please share with the project team what you like and what can be improved upon with the preferred design option from 43rd Street to Marquis Drive. Please be specific in your response.

B. 43rd Street East from Millar Avenue to future CN Railway pedestrian crossing



The preferred design option will include a 3-metre wide shared-use pathway on the north side of 43rd Street East and a 1.8-metre wide sidewalk on the south side of the roadway.

6. Please share with the project team what you like and what can be improved upon with the preferred design option on 43rd Street East from Millar Avenue to the CN Railway pedestrian crossing. Please be specific in your response.

C. 51st Street and Millar Avenue Intersection Improvement

Information materials that could be used as reference include:

- 51st Street Intersection display boards
- Project roll plots for more detailed options for this intersection

The preferred design Option C – Full Reconstruction

- ***Changing the northbound and southbound lanes to include:***
 - ***A left turn bay;***
 - ***A through lane; and***
 - ***A shared through lane and right turn lane.***
- ***The addition of a median on the north and south leg.***

7. Please share with the project team what you like and what can be improved upon with the preferred design for the 51st Street and Millar Avenue Intersection Improvement. Please be specific in your response.

8. Was there anything else you would like to share with the project team?

9. What did you think of the survey?

	Strongly agree	Agree	Disagree	Strongly disagree	Neutral
The information was clear and understandable.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I was able to provide my opinion fully.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I understand how my input will be used.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
It took a reasonable amount of time to complete.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Thank you for your participation!

This survey will remain open until **February 25, 2025**. We invite you to distribute this survey to anyone interested in participating by sharing the following link:

<https://www.surveymonkey.ca/r/connectingmillaravenue>

City standards, cost, best practices from other cities, objectives from the Active Transportation Plan, technical feasibility and public feedback on the preferred design option will be used by the City and ISL to assist in finalizing the design plan, which will go to Standing Policy Committee on Transportation and City Council in Spring 2025. Please visit <https://www.saskatoon.ca/ConnectingMillarAve> for more information related to the project.



Stay connected! Keep up to date with the project.
Join the email list by scanning the QR code.