

What We Learned - Engagement Summary



Connecting 2nd Avenue / 3rd Avenue: Walking, Cycling, and Driving Improvements

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March 18, 2024



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Engagement Summary

In the 1980s, the City of Saskatoon acquired properties along the 900 block of 3rd Avenue North, a site on the corner of Duchess Street and 3rd Avenue North, and a site on the corner of Duke Street and 3rd Avenue. The intent was to widen 3rd Avenue North. The project was postponed because of the Circle Drive South project.

The City of Saskatoon reviewed 2nd Avenue / 3rd Avenue between King Street and 33rd Street. The purpose of the project is to design 2nd Avenue / 3rd Avenue to improve safety for people walking, cycling, and driving.

In December 2023, engagement on the proposed changes along 2nd Avenue / 3rd Avenue took place with community members and business owners.

Summary of engagement activities

The goal of this engagement was to **inform and consult with** the community and businesses on the proposed changes along 2nd Avenue / 3rd Avenue. Two engagement activities were held on the same day, first was a virtual Teams Live Event and the second was an in-person event. These were followed with an online survey.

Table 1: Summary of Engagement Strategy

Engagement Event		Engagement Purpose	Participants	Engagement Goal
1	Virtual Meeting	Communicate and gather feedback	Business Owners City Park Residents Public	Share the proposed changes along 2 nd Avenue / 3 rd Avenue and gather feedback.
2	In-Person Meeting	Communicate and gather feedback	City Park Residents Business Owners Public	Share the proposed changes along 2 nd Avenue / 3 rd Avenue and gather feedback.
3	Online survey	Gather Feedback	General Public	Gather feedback on the proposed changes along 2 nd Avenue / 3 rd Avenue.

Flyers were mailed to the City Park Community Association, local residents and business owners in City Park and the Central Industrial area within the 2nd Avenue / 3rd Avenue study limits. The flyer described the various engagement activities and how to participate in them. The engagement activities were also posted on the City’s social media accounts. A billboard was also placed on the street.

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Event 1 – Virtual Meeting

A Teams Live Event was held on December 6th, 2023, and 9 people attended the meeting. The project team presented the proposed changes to the attendees. The attendees were provided with the option of typing in their questions in the chat box in the live event.

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Attendees raised concerns about the trees that will be removed by the proposed changes. Some of the attendees asked if the sidewalk and asphalt pathway could be modified to save the trees. Questions were asked if the pedestrian crosswalk on the south side of Princess Street was considered in the proposed changes as it is an access into City Park and if the triangular island at the Princess Street intersection could be landscaped with trees to encourage proper sight lines. It was also noted that some sidewalks are not continuous on Princess Street.

Questions were also raised on whether work will be done on storm drainages in any of the proposed changes and if the roadway asphalt will be updated with the project. There were questions about the impact of the changes to businesses along the 2nd Avenue / 3rd Avenue corridor and the impact on the remnant lands currently used by the Saskatoon Food Bank. Other attendees suggested that the Food Bank site could be used as landscape and not commercial purposes because of the vehicular traffic. There was a question about the traffic growth rate on 2nd Avenue / 3rd Avenue over 10 years or more and whether four lanes would be enough for the anticipated growth rate. There was also a comment that the project was a much-needed upgrade.

Event 2 – In-Person Meeting

The in-person event was held at École St. Paul Elementary on December 6th, 2023, and 9 people attended the meeting. The project team started with a presentation of the proposed changes, followed by a question and answer session. The project team members were available to answer questions with boards set up in the meeting space.

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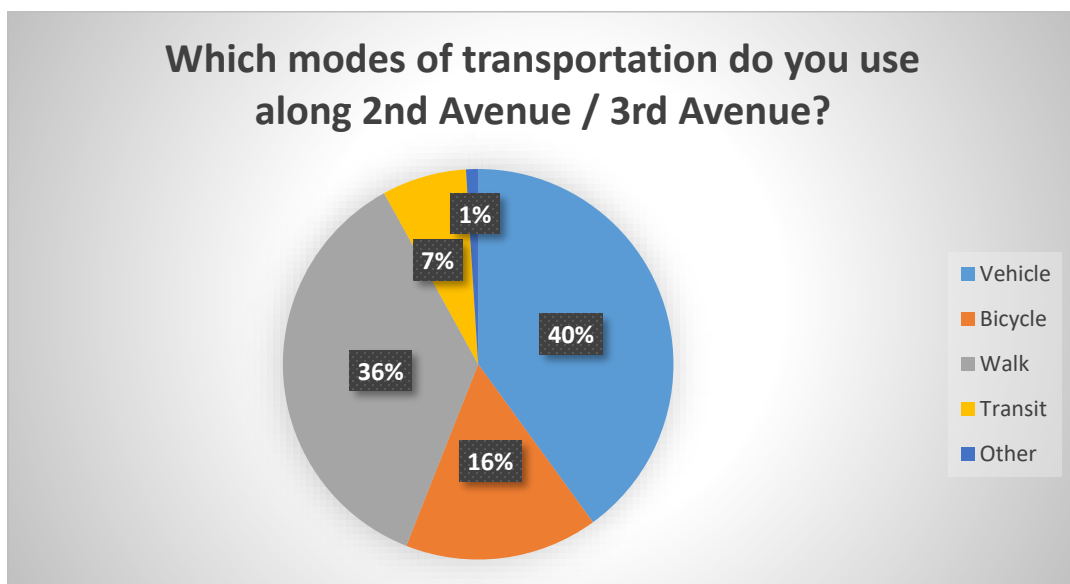
Most of the attendees were residents of City Park. One major concern that was raised was why the project team was proposing to remove the pedestrian crosswalk from Princess Street. Some of the attendees noted that a pedestrian device should be recommended at the Princess Street pedestrian crossing because the study area is too long to have only two pedestrian crossing locations. The unsafe conditions when crossing 2nd Avenue / 3rd Avenue was a common theme heard among several respondents that wanted pedestrian crossing devices to facilitate crossing the street. Some attendees preferred a different option to the project team's proposed option.

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Event 3 – Online Survey

The online survey was made live on December 6th, 2023 and remained open until December 29th, 2023. The survey was developed to gather feedback on the proposed option to Widen to the West with a Combined Sidewalk and the proposed locations for the Pedestrian Actuated Signals. Respondents were asked to review the draft plan on the Engage Page before completing the survey. The survey had 3 sections with 19 questions. 43 respondents completed the survey.

The majority of the respondents use 2nd Avenue / 3rd Avenue daily. 17 respondents (40%) travel on the road using vehicles, 16 (36%) travel the road by walking, and 7 respondents (16%) use cycling as their means of transportation.

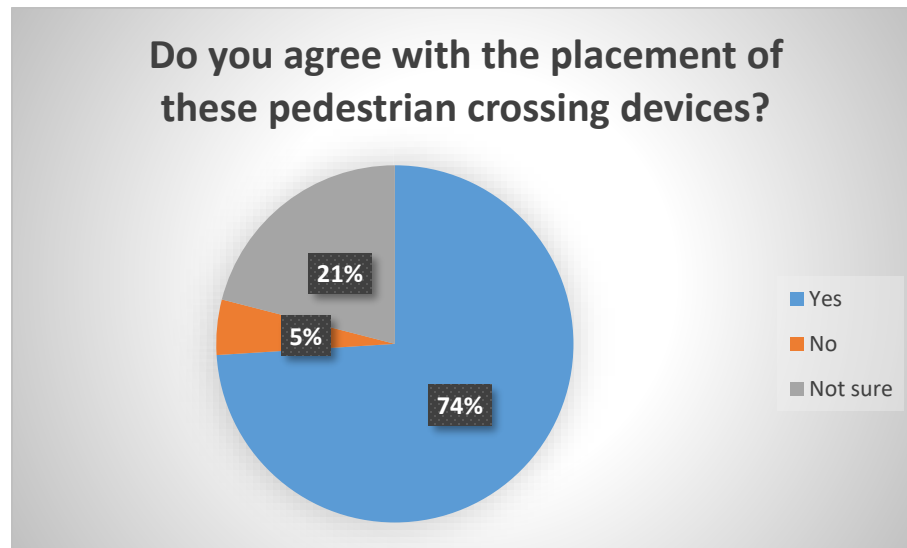


What We Learned

Proposed Locations for Pedestrian Actuated Signals

32 respondents (74%) supported the proposed Pedestrian Actuated Signals (crossing devices) on King Street and Duke Street and the removal of the crosswalk at Princess Street. Nine respondents (21%) were not sure and two respondents (5%) did not agree with the proposed changes.

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Respondents who did not agree with the placement of pedestrian devices (11) were asked a follow up question to identify their proposed locations for the pedestrian crossing devices. Six of these respondents (55%) suggested a pedestrian crossing on Princess Street. They mentioned that in a high traffic flowing area, more pedestrian crossings are needed.

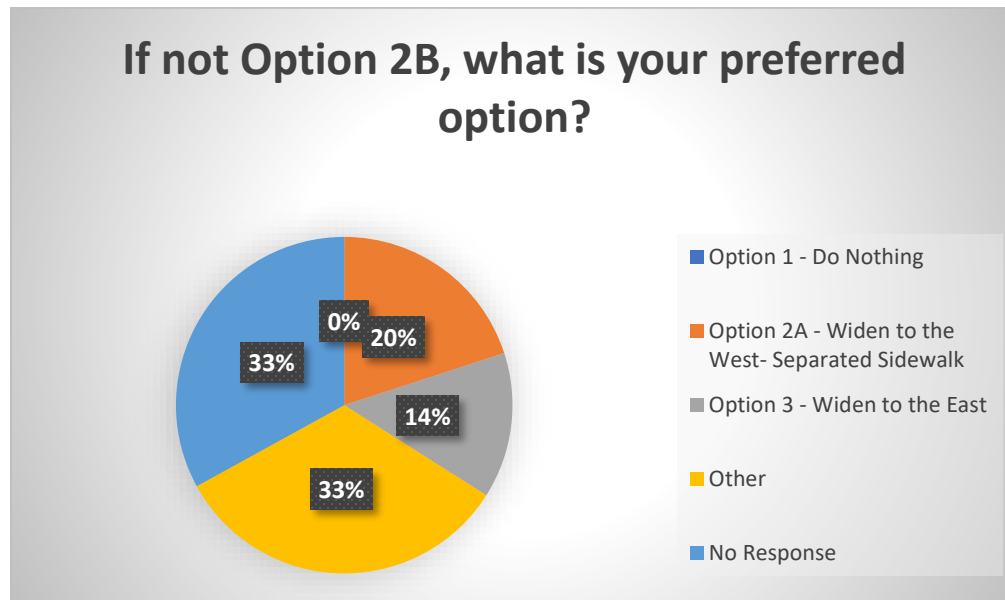
Some respondents also wondered what will happen to the current pedestrian pavement markings at the Princess Street. Respondents expressed how unsafe it is for them when they are crossing the street using the current pedestrian crossing device and suggested the new crossing devices be improved to make them feel safe when crossing.

Proposed Widening Option

28 respondents (65%) agreed with the proposed option to Widen to the West with a Combined Sidewalk. Some respondents shared that they liked the proposed option because it saves more trees and they advocated for the planting of more trees to replace the lost ones. Others were happy about the closure of 3rd Avenue north of Princess Street. Many respondents noted that the proposed option was a much-needed upgrade.

8 respondents (19%) were not in agreement with the proposed options; the rest (7 or 16%) were not sure. Some respondents advocated for more involvement of the City Park Community Association. Of the respondents that did not support the proposed option or were unsure, three (20%) supported the option to Widen to the West with a Separated Sidewalk, two (14%) supported the option to Widen to the East, five (33%) preferred a different option to the ones provided, and five (33%) did not provide an answer.

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The respondents that preferred different options suggested that the lanes be widened to a four-lane divided roadway with no driveway access, and no left turns at Lauriston Street and at Duchess Street. A protected left turn at Duke Street, Princess Street and King Street, left turn prohibition from Duke Street onto 3rd Avenue, new trees along the back of sidewalk on both sides, and closure of 3rd Avenue to traffic north were also suggested. Some indicated they would like a median added to separate the driving lanes and a speed limit of 40 km/h between 25th Street and 33rd Street noting that road widening will lead to an even higher average traffic speed.

Feedback about the Online Survey

The majority of the survey respondents did not attend the virtual or in-person engagement events. Of the respondents who attended an engagement event, most attended the in-person public meeting. The overall experience for respondents on the online survey was good.

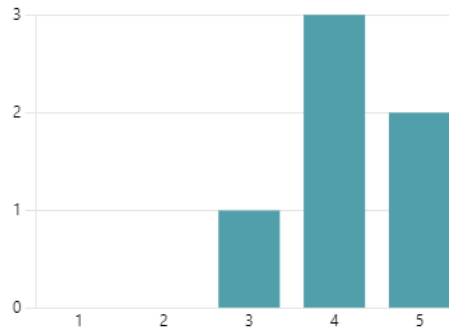
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Overall, how was your experience today?

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4.17
Average Rating



Limitations

Some participants may have limited access to internet or technology that presented challenges in accessing the online survey and virtual meeting.

Next Steps

Engagement results will be shared with the project team in the Transportation Department to determine next steps. The summary of this evaluation will also be provided to City Council in Spring 2024.