



# CPKC RAIL GRADE SEPARATION ON 8TH STREET EAST

Round 1 Engagement - What We Learnt Report



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## Engagement Summary

The City of Saskatoon (City), in partnership with ISL Engineering and Land Services (ISL), is reviewing grade separation options (e.g. overpass or underpass) for the CPKC railway crossing on 8th Street East. Significant development in the area, including the Brighton and Rosewood neighbourhoods, has led to increased vehicle and pedestrian traffic at the railway crossing. This has triggered the requirement for grade separation at this location. The grade separation would improve safety and mobility of people who drive, walk or cycle in the area.



Two rounds of engagement are included as part of the evaluation and design process for reviewing the grade separation options at 8th Street East, with the first round of engagement being completed in March 2025. The objectives of the first round of engagement were to:

- Introduce the project by providing information about the project and why grade separation is needed at this location, the project background and the proposed design options (e.g. overpass or underpass across 8th Street East for the CPKC Rail line);
- Gather feedback from the public and interested parties on what they liked and what can be improved upon for the design options; and
- Use feedback from the public and interested parties to inform the evaluation and selection of the preferred design that will be tailored to the project area's transportation needs.

An open house was held on March 5, 2025 (5 to 8pm) at the auditorium in the Cliff Wright Public Library (1635 McKercher Drive) and had approximately 125 attendees. An online public survey was open for responses from February 24 to March 17, 2025, and had 248 responses. Lastly, a total of 12 emails were received about the project.

All feedback received from round 1 engagement will be considered by the project team as they evaluate and select a preferred design option. The preferred design option will be presented in round 2 engagement in June 2025. Below is a summary of the common themes from feedback received at the open house and online survey. For additional details, see [Table 3](#) within the full report.

### General support for project

- The majority of people were supportive of the project to ease traffic flow in the area and provide safe crossing of the railway tracks.
- Comments regarding the underpass and overpass design options were mixed, with many sharing what they liked and areas of improvement for each.

### **Option 1 Overpass - 8th Street East over CPKC Railway**

- People liked that option 1 would have lower construction/maintenance costs compared to an underpass and would be easier and quicker to construct.
- People noted concerns related to visual and noise impacts of an overpass, providing mitigation suggestions such as reducing the design height, building aesthetic noise walls or berms and planting vegetation to mitigate.
- Some people said that an overpass was preferred due to the high-water table in the area that would cause significant costs and challenges to manage flooding with an underpass option
- Others suggested making the roadway as gradual as possible to better accommodate pathway users.

### **Option 2 Underpass - 8th Street East under CPKC Railway**

- People liked that option 2 would minimize the visual impacts for nearby residents and there would be less noise and lights in comparison to an overpass.
- People also said that they liked that the grade across the railway crossing would be more gradual to better accommodate pathway users.
- People noted concerns related to flooding and the added cost/complexity of building and maintaining an underpass.
- People also suggested planting vegetation to mitigate noise and flood risks.

### **Support for pathways**

- There were numerous comments supporting pathway additions in the design options and increasing access to neighbourhoods in the project area.
- A few people also provided design suggestions such as designing the pathway to be shared use and making the pathway slope more gradual to support all pathway users.
- Some people suggested adding pathways to nearby areas outside of the project area.

### **Wess Road**

- Many people were concerned about the closure of Wess Road at 8th Street East due to the loss of access to businesses outside the project area and the potential increase in traffic congestion within Briarwood without the access.

### **Future growth in the project area**

- Some people were concerned about the future growth in the area and increase in traffic.
- A few additional concerns were shared relating to the increase in air pollution and loss in natural spaces as a result of future growth.
- A few people were concerned about issues with existing roadway construction projects outside of the project area and that additional construction in the area would cause more traffic issues.

### **Other comments**

- Some individuals requested to see more design details, visuals for the designs, accommodation for transit and timelines for project construction.
- A small number of nearby residents wanted to see the railway track moved away from the area entirely.



## 1.0. Background

The City of Saskatoon (City), in partnership with ISL Engineering and Land Services (ISL), is reviewing grade separation options (e.g. overpass or underpass) for the CPKC railway crossing on 8th Street East. As the City continues to grow and communities in the area are developed, there has been an increase in vehicle and pedestrian traffic at the railway crossing. The Saskatoon Freeway Functional Planning Study also introduces a proposed interchange along 8th Street (east of Range Road 3043/Winmill Road), generating additional traffic along the 8th Street corridor. As a result, a grade separation is required at the CPKC rail crossing to improve safety and mobility of people who drive, walk or cycle in the area.

### 1.1. Strategic Goals

The City is directly engaging key City departments, community groups, adjacent businesses, and residents as part of the CPKC and 8th Street Grade Separation project. The goal is to hear from the public first and use the feedback to inform the selection of the preferred design option. Technical analysis, cost, City policies/standards, and best practices will also be used to inform the selection of the preferred design option.

This overall objective will be achieved by the strategic goals outlined in [Table 1](#).

**TABLE 1: STRATEGIC GOALS FOR TWO ROUNDS OF ENGAGEMENT**

#	Strategic Goal	Dates	Objectives
1	Introduce the Project, Existing Conditions and Options and Gather Key Ideas and Concerns	February to March 2025	<ul style="list-style-type: none"> <li>Build awareness about the project and encourage participation in the engagement processes for the project.</li> <li>Engage with interested parties and the public to gather feedback about the options to inform the evaluation of options and selection of the preferred option.</li> </ul>
2	Share and Gather Feedback on the Preferred Option	Anticipated June 2025	<ul style="list-style-type: none"> <li>Build awareness about the project and encourage participation in the engagement processes for the project.</li> <li>Share and gather feedback on the preferred option and identify further refinements to the recommended design.</li> </ul>

### 1.2. City Project Team

Luc Bittner, Project Manager

Karen Lynch, Manager Stakeholder and Public Engagement

Mike Halstead, Communications Consultant

Chelsea Lanning, Transportation Engineer

### 1.3. Summary of Engagement Strategy

In the first round of engagement, we presented the proposed design options for grade separation along 8th Street East and gathered feedback from nearby residents, businesses and the public. Round 1 engagement included a public open house and an online survey to collect feedback that will help inform the evaluation of options and selection of the preferred design option. 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 1: <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, the proposed design options and example designs so that participants have ample information to provide informed feedback.</li> <li>• Gather feedback on the proposed design options, which will inform the preferred design.</li> </ul>	Open house, paper and online surveys, correspondence with project team via email, mail or phone

#### 1.3.1. Interested Parties

A comprehensive list of interested parties includes property owners, business operators, and organisations who would be directly impacted by the project, community groups and the public. Identified parties would be highly interested in the outcome of the project and would participate in the engagement process. They may also have local knowledge and specialised expertise that will support an improved project design.

The interested parties list included:

- CPKC Rail
- Residents in Briarwood immediately adjacent to 8<sup>th</sup> Street, Wess Road and CPKC railway line where the grade separation would be constructed.
- Residents in the Briarwood, College Park East, and Brighton subdivisions
- Councillor for Ward 8
- Ball groups that use Edward McCourt Park
- Immediately adjacent business owners and operators in the project area
- SaskPower
- SaskEnergy
- Bus Riders of Saskatoon
- Saskatoon Cycles

- Saskatoon Cycling Club
- Walking Saskatoon
- Saskatoon Health Authority
- Saskatoon and area school boards
- City residents and other businesses and landowners outside of the project area

### 1.3.2. Communications and Marketing Techniques

Property owners and business operators in the project area as well as relevant organizations and community groups 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 [Engage page](#) was also used to promote the in-person and online engagement opportunities, share display boards (see Appendix B) and provide a link to the online survey.

## 2.0. Input Received

### 2.1. Open House and Survey

An open house was held on March 5, 2025 for the project team to learn from the community and gather feedback.

Approximately 125 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 proposed design options, sharing what they liked about the overpass and underpass options as well as what could be improved for each option.

An online public survey was open from February 24 to March 17, 2025 for the project team to learn from the public and gather further feedback. Paper copies of the survey were also made available at the open house event or to those who requested a copy by contacting the project team. The questions asked in the survey was similar in format to what was asked at the open house. 248 responses were received through the survey.

#### 2.1.1. Intended Audience

For the open house, the main intended audience included residents from the nearby neighbourhoods of Briarwood, College Park East, and Brighton. Although we mostly heard from nearby residents, the event was open to the public and invitations were shared with all groups on the interested parties list (see Section 1.3.1). The event was held at an accessible venue with ample parking. The open house was also a drop-in format to allow people to come-and-go at their convenience and the event was held for three hours to accommodate people's schedules.

For the survey, the intended audience included residents from the nearby neighbourhoods of Briarwood, College Park East, and Brighton, all groups on the interested parties list (see section 1.3.1) and any other residents and businesses. The survey was an additional opportunity for people to share feedback and accommodated those who were unable to attend the in-person event.

#### 2.1.2. Analysis

Thematic analysis of the comments from the open house and the survey was used to analyse the data and organize the feedback into common themes. The themes produced is representative of what the majority of

respondents shared. Unique comments received from a singular respondent or comments that were unrelated to the project are not included in the summary. However, these comments were still shared with the project team for review.

### 2.1.3. Data limitations

The project team assumed that people attending the open house shared their comments by using the engagement tactics made available (i.e., post-it notes, paper surveys and online survey). There is a possibility that not all comments were captured through these tactics. Additionally, the limitations of thematic analysis is the interpretive and subjective nature of the analyst. As a result, the feedback shared in the following section was reviewed by the project team members who attended the event to verify whether the themes aligned with what was shared in the survey and the open house.

### 2.1.4. Summary of Thematic Analysis

We asked people what they liked and what could be improved upon for the two design options. Option 1 was a proposed design for 8th Street East to become an overpass above the CPKC railway line. Option 2 was a proposed design for 8th Street East to become an underpass below the CPKC railway line. The majority of people were supportive of the project to improve traffic flow in the area and provide safe crossing of the railway tracks. Only three respondents from the survey stated they were opposed to the project and would prefer the status quo. Some respondents stated they would prefer for the rail line to be moved (which is not a possible option for the project).

Support for the design options were mixed, with many sharing what they liked and areas of improvement for both the overpass and underpass. [Table 3](#) is a summary of what the project team learnt from the open house event and from the surveys regarding the two options.

**TABLE 3: SUMMARY OF THEMES – WHAT WE LEARNT**

Theme	What We Learnt
<b>Support for Option 1 - Overpass</b>	<ul style="list-style-type: none"> <li>Many people shared that option 1 would have lower construction and maintenance cost compared to option 2. The design appears to be less complex as well as easier and quicker to construct.</li> <li>Many people also supported this option as there is a lower risk of flooding and that there would be no added cost of building a lift station.</li> <li>Only a few people said that the overpass is visually appealing.</li> </ul>
<b>Areas of improvement for Option 1</b>	<ul style="list-style-type: none"> <li>Many people raised concerns about traffic noise for option 1. Similarly, many were concerned about the visual impacts of a large overpass, impacting the views and property values of nearby residents.</li> <li>As a solution, some suggested building aesthetic noise walls or berms and planting vegetation to mitigate noise, pollution and visual impacts. A few other suggested reducing the height of the overpass.</li> <li>There were also a few suggestions to make the overpass slope as gradual as possible.</li> <li>A small number of people noted that the overpass may require more earthworks, creating more dust/debris and require more soil.</li> </ul>



<b>Support for Option 2 - Underpass</b>	<ul style="list-style-type: none"> <li>Many people shared that this option would minimize the visual impacts for nearby residents.</li> <li>Some people noted that there would be less noise and lights with this option compared to the overpass design.</li> <li>A few others said the grade would be easier and more accessible for people who walk or wheel along the pathway.</li> </ul>
<b>Areas of improvement for Option 2</b>	<ul style="list-style-type: none"> <li>Most concerns for option 2 related to flooding from heavy rain and snow fall and the high water table in the area.</li> <li>Some people noted that flooding concerns already exist for surrounding neighbourhoods or in other cities.</li> <li>Some also shared that option 2 would involve higher construction and maintenance cost.</li> <li>A few people suggested planting vegetation to reduce noise as well as address flooding impacts.</li> <li>A couple of people shared that they were concerned that the underpasses would be unsafe and attract undesirable activity.</li> </ul>
<b>Support for All Ages and Abilities (AAA) cycling networks</b>	<ul style="list-style-type: none"> <li>Many people supported the addition of pathways in the project designs and increasing access to the surrounding neighbourhoods.</li> <li>A few individuals noted that pathways should be shared use and accommodating to different types of users.</li> <li>A couple people shared that Wess Road should include a cycling and walking path.</li> <li>A couple people suggested designing wide pathways with a gradual slope across the railways crossing to accommodate different pathway users.</li> </ul>
<b>Wess Road</b>	<ul style="list-style-type: none"> <li>Many people shared their concerns with the closure of Wess Road and the loss of access to businesses to the south, i.e. outside of the project area.</li> <li>There were also a few who noted that there will be increased traffic congestion with the road closure.</li> <li>Only a couple of people were in support of the closure.</li> </ul>
<b>Future growth in the project area</b>	<ul style="list-style-type: none"> <li>Some people from the open house and in the survey shared general concerns about future traffic volumes and congestion due to increased growth and development in the area.</li> <li>People wanted to know more information about future traffic projections and whether six-lanes of traffic is necessary for the area.</li> <li>There were a few general concerns for pollution from increased traffic as the area continues to develop and the loss in natural spaces.</li> </ul>
<b>Other comments</b>	<ul style="list-style-type: none"> <li>A couple of individuals requested more information and visuals for both design options and about construction timelines.</li> <li>A few respondents shared that they wish the railway line could be relocated away from the area.</li> <li>Regarding transit, a few wanted to see accommodations made in the designs for future bus routes.</li> </ul>

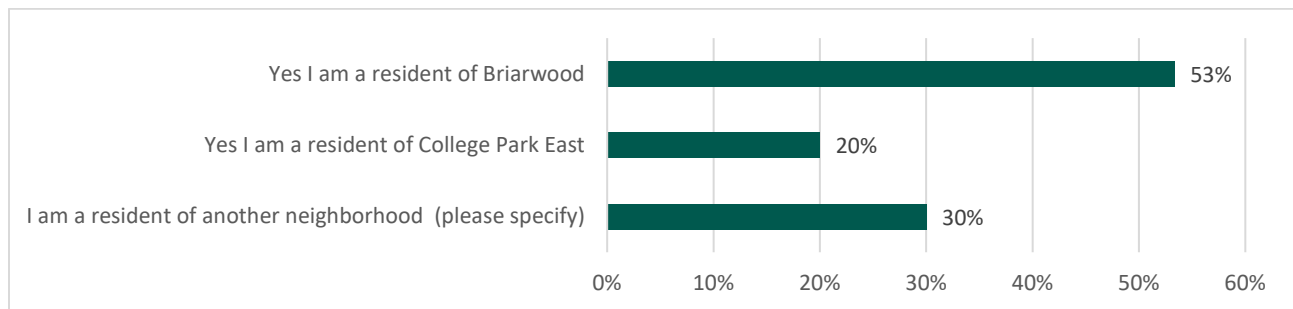
## 2.2. Who We Learnt From

We asked people to share some demographic information with the project team so that we may better understand who we are hearing from. Section 2.2.1 and 2.2.2 summarizes who we learnt from through the open house and survey.

### 2.2.1. Open House

Approximately 125 people attended the open house session. 31 individuals completed the open house evaluation forms that were made available at the event.

We asked people whether they were residents within the project area. Fifty-three per cent of respondents said they were residents of Briarwood and twenty per cent of respondents were residents of College Park East and would be using the roadway in the future.

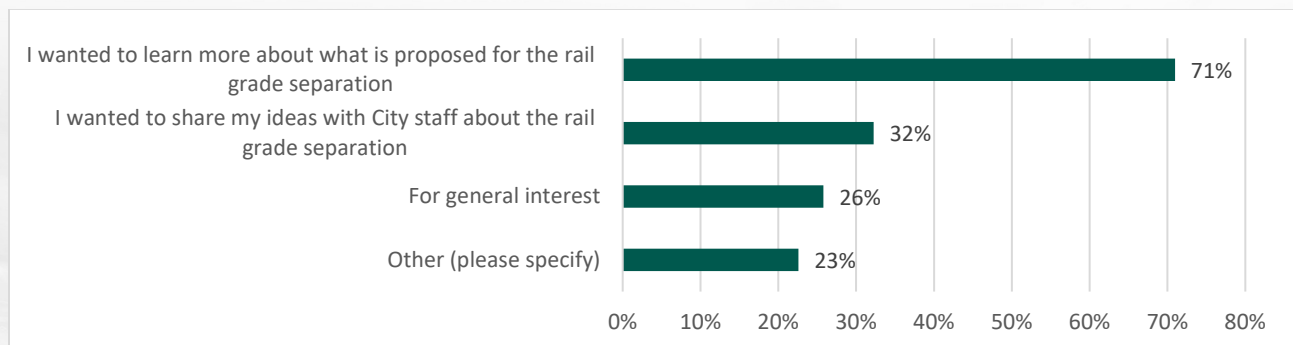


**FIGURE 1: ATTENDEE'S RELATIONSHIP TO THE PROJECT AREA (30 RESPONSES)**

Other responses:

- Arbor Creek
- Wildwood
- Brighton
- Live right on Wess Road
- Buena Vista
- King George

We asked people to indicate the primary reason for attending the open house. People could select more than one response, with the majority (seventy-one per cent) wanting to learn more about what is being proposed for the project.



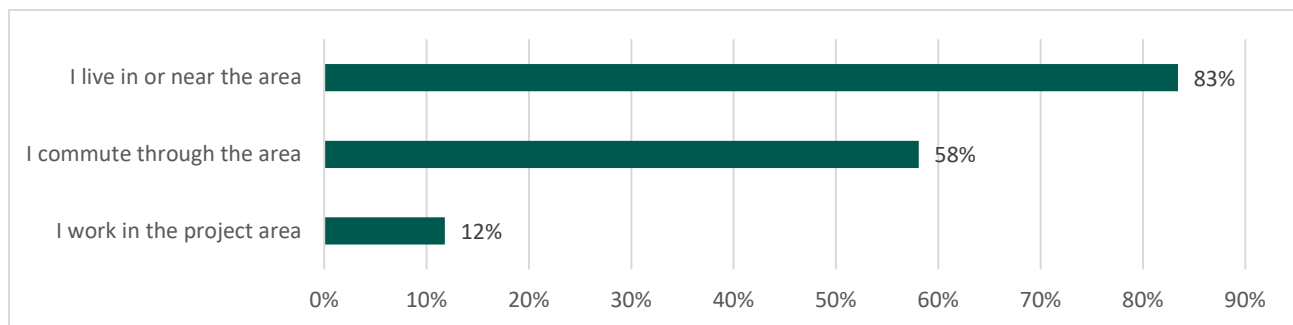
**FIGURE 2: PRIMARY REASON FOR ATTENDING THE OPEN HOUSE (31 RESPONSES – PEOPLE COULD SELECT ALL THAT APPLIED)**

Other responses:

- Show support for active transportation into Brighton
- Did not know this was happening - was going to the library.
- Concerned how it will impact nearby residents.
- Retired and interested resident

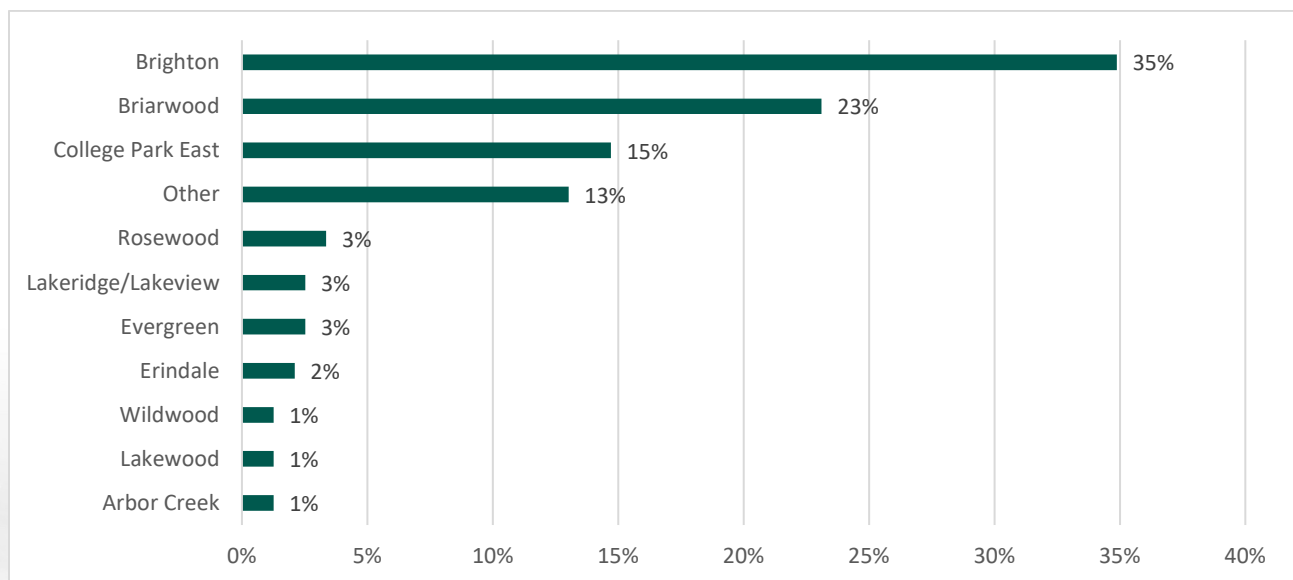
### 2.2.2. Survey

In the survey, we similarly asked questions to learn more about who we heard and learnt from. We asked people to indicate whether they live, commute or work in the area. Eighty-three per cent of people live in or near the area and/or commute through the area (fifty-eight per cent).



**FIGURE 3: RESPONDENT'S RELATIONSHIP TO THE PROJECT AREA (229 RESPONSES – PEOPLE COULD SELECT ALL THAT APPLIED)**

We also asked people what neighbourhood they work or live in. The majority of respondents (thirty-five per cent) work or live in Brighton, Briarwood (twenty-three per cent) and College Park East (fifteen per cent).



**FIGURE 4: WHAT NEIGHBOURHOOD DO PEOPLE WORK AND LIVE (238 RESPONSES)**

Other responses:

- People indicated that they recreate, shop or commute in the project area
- Other neighbourhoods/locales:

- Buena Vista
- Caswell
- City Park
- Exhibition
- Forest Grove
- Greystone
- Hampton Village
- Holliston
- King George
- Nutana Park
- Pacific Heights
- Queen Elizabeth
- River Heights
- Silverspring
- Silverwood Heights
- University Heights
- USask Campus
- Varsity View
- Wess Road
- Westmount
- Willowgrove
- Outside of city
- Martensville

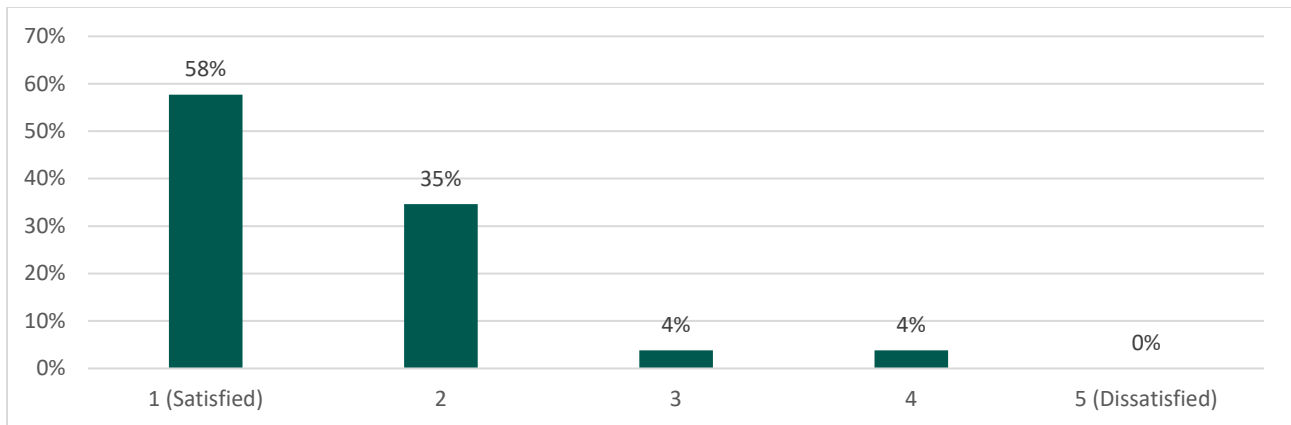
### 3.0. Evaluation

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

- **151** businesses and **5750** property owners engaged through an invitation letter (mailed and emailed)
- **28** residents, groups and organizations engaged via email
- **248** survey responses
- **125** people (approximately) at the open house

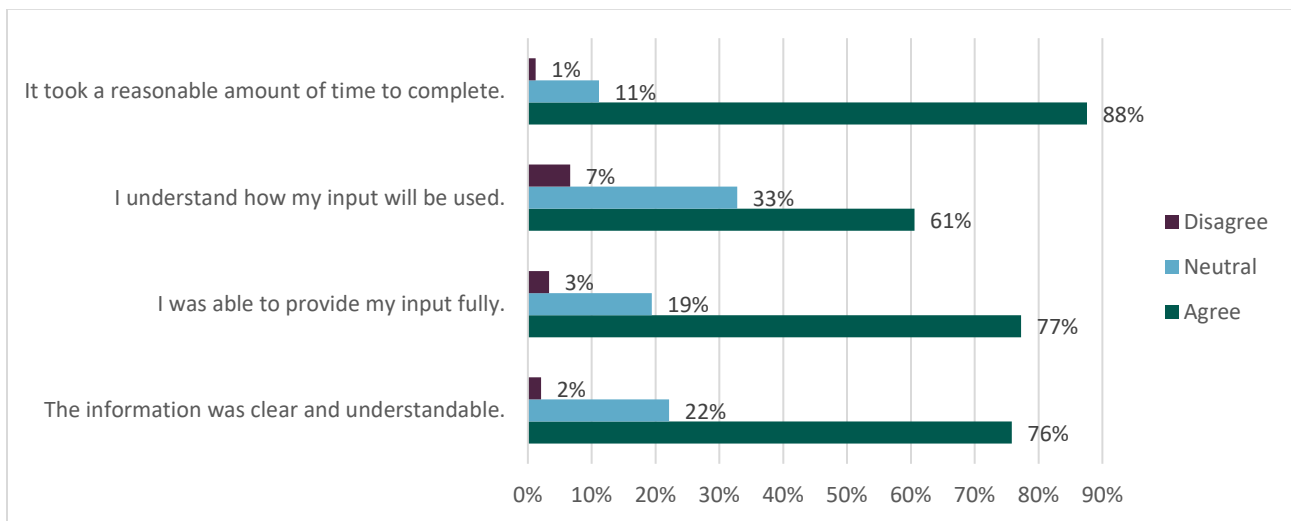
Further to the collection of data through the online survey and at the open house, we asked people what they thought of the open house event. Attendees were asked to rate their experience of the engagement event from 1 (satisfied) to 5 (dissatisfied). Ninety-three per cent of those who responded said they were satisfied with the open house.





**FIGURE 5: ATTENDEES RATING THEIR SATISFACTION WITH THE OPEN HOUSE SESSION (26 RESPONSES)**

In the online survey, we asked people to share their level of agreement to four statements about the survey. Eighty-eight per cent of people said that it took a reasonable amount of time to complete the survey. Sixty-one per cent of people understood how their input will be used and seventy-seven per cent said they were able to provide their input fully. Seventy-six per cent said that the information was clear and understandable.



**FIGURE 6: RESPONDENTS RATING THE SURVEY PROCESS (244 RESPONSES)**

## 4.0. Next Steps

The feedback received on the design options, in addition to other considerations made by administration (i.e. City standards, policies, cost, best practices, technical feasibility), will be utilized by the City in developing a preferred design and inform the final recommendation.

In the second round of engagement (May to June 2025), the project team will share the preferred design for public and interested party feedback. To stay up-to-date on the project, visit the project webpage [here](#).

## Appendix A: Invitation Flyer and Email

### Flyer

February 24, 2025

### Have Your Say: CPKC Rail Grade Separation on 8th Street East

The City of Saskatoon, in partnership with ISL Engineering and Land Services (ISL), is reviewing grade separation options for the CPKC railway crossing on 8th Street East. This project will determine if an overpass or underpass is more suitable at the CPKC railway crossing on 8<sup>th</sup> Street East. This project does not include detailed design or construction.

Significant development in the area, including the Brighton and Rosewood neighbourhoods, has led to increased vehicle and pedestrian traffic at the CPKC rail crossing, which has triggered the requirement for grade separation at this location. The project would improve safety and mobility for people who walk, cycle, wheel and drive in the area.

The project team invites you to attend a drop-in open house on **March 5, from 5 p.m. to 8 p.m.** During this come-and-go event, participants will have an opportunity to ask questions and provide input on the proposed design options for this project.

Your feedback on the design options, in addition to other considerations made by administration (e.g. City standards, policies, cost, best practices, technical feasibility), will be used by the City to help develop a preferred design and inform the final recommendation.

Visit [saskatoon.ca/8thstrailseparation](https://saskatoon.ca/8thstrailseparation) to see the proposed design options.

**Don't leave yourself out of the conversation! There are multiple ways to participate and provide us with your feedback. The online survey is open from February 24 to March 17, 2025**

#### Come-and-Go Open House:

**When:** March 5, 2025 from 5 p.m. to 8 p.m.

**Where:** Cliff Wright Library  
1635 McKercher Dr, Saskatoon, SK S7H 5J9

There is free parking available in the parking lot beside the Lakewood Civic Centre

Multiple bus routes can take you to the Cliff Wright library. Plan your route here:  
[transit.saskatoon.ca/plan-my-trip](https://transit.saskatoon.ca/plan-my-trip)

#### Online survey:

Go to [saskatoon.ca/8thstrailseparation](https://saskatoon.ca/8thstrailseparation) or scan the QR code to complete the survey.



#### By mail:

Bridges & Structures  
222 – 3rd Avenue North  
Saskatoon, SK S7K 0J5

#### By email/phone:

[gradeseparationproject@saskatoon.ca](mailto:gradeseparationproject@saskatoon.ca) or  
306.975.2400

### Next Steps



- ✓ **CURRENT:** Engagement Round 1: Gather input on the proposed design options.
- ✓ **APRIL TO MAY 2025:** City and ISL engineers will review feedback.
- ✓ **JUNE 2025:** Engagement Round 2 - Present preferred design option.
- ✓ **SUMMER 2025:** Review feedback and finalize the recommended design option.



- FUTURE NON AAA CYCLING NETWORK
- FUTURE AAA CYCLING NETWORK
- FUTURE MULTI-MODAL CORRIDOR INCLUDING 3.0M ASPHALT PATHWAYS
- EXISTING NEIGHBOURHOOD PATHWAYS
- CPKC RAIL LINES

AAA = A cycling network that serves all ages and abilities

## Email and Mailed Letters

February 24, 2025

Re: Open House Invitation - CPKC Rail Grade Separation on 8th Street East

Dear Community Partner,

The City of Saskatoon (City), in partnership with ISL Engineering and Land Services (ISL), is reviewing grade separation options for the CPKC railway crossing on 8th Street East. Significant development in the area, including the Brighton and Rosewood neighbourhoods, has led to increased vehicle and pedestrian traffic at the CPKC rail crossing and 8th Street East, which has triggered the requirement for grade separation (e.g. overpass or underpass) at this location. The grade separation would improve safety and mobility of people who drive, walk or cycle in the area.

Current design options include:

- 1) Overpass: 8th Street East over the CPKC rail line; and
- 2) Underpass: 8th Street East under the CPKC rail line.

This is your invitation to attend a come-and-go open house:

**March 5, 2025**

**5:00 p.m. - 8:00 p.m.**

**Cliff Wright Library Auditorium (1635 McKercher Dr)**

You will have the opportunity to learn more about the project, ask questions and review and provide input on the proposed design options.

Your feedback, in addition to other considerations made by administration (i.e. City standards, policies, cost, best practices, technical feasibility), will be considered by the City in developing a preferred design to be shared during the next open house, tentatively scheduled in June 2025.

For more information on the project or to provide your feedback through an online survey, please visit **[saskatoon.ca/8thstrailseparation](https://saskatoon.ca/8thstrailseparation)**. Please complete the survey by **March 17, 2025**.

To correspond directly with the Project Team, e-mail: **[gradeseparationproject@saskatoon.ca](mailto:gradeseparationproject@saskatoon.ca)**

Sincerely,

Luc Bittner, P.Eng

Asset Preservation Manager, Bridges and Structures

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



## Background Information

A grade separation is required at the CPKC rail line as:

- Significant development in the area, including the Brighton and Rosewood neighbourhoods, has led to increased vehicle and pedestrian traffic at the CPKC crossing.
- The project would improve safety and mobility for people who drive, walk or cycle in the area.
- The City has completed a functional plan within the project area that identifies the requirement for 8th Street to maintain a six-lane cross-section with pathways on both sides.
- The [Saskatoon Freeway Functional Planning Study](http://www.saskatoonfreeway.org) ([www.saskatoonfreeway.org](http://www.saskatoonfreeway.org)) introduces a proposed interchange along 8th Street east of Range Road 3043 (Winmill Road).



- FUTURE NON AAA CYCLING NETWORK
- FUTURE AAA CYCLING NETWORK
- FUTURE MULTI-MODAL CORRIDOR INCLUDING 3.0M ASPHALT PATHWAYS
- EXISTING NEIGHBOURHOOD PATHWAYS
- CPKC RAIL LINES

AAA = A cycling network that serves all ages and abilities

We are in the first round of engagement where the project team is gathering information and feedback on the proposed design options for the project. The goal is to hear from the public first, then the feedback will be used to inform the selection of the preferred design option. Technical analysis, cost, City policies/standards, and best practices will also be used to inform the selection of the preferred design option. Further feedback will be gathered from the community about the preferred design option in round two of engagement, which will inform the final recommendation for the CPKC crossing on 8th Street East.



## Appendix B: Display Boards

# WELCOME!

## CPKC RAIL GRADE SEPARATION ON 8TH STREET EAST



- FUTURE NON AAA CYCLING NETWORK
- FUTURE AAA CYCLING NETWORK
- FUTURE MULTI-MODAL CORRIDOR INCLUDING 3.0M ASPHALT PATHWAYS
- EXISTING NEIGHBOURHOOD PATHWAYS
- CPKC RAIL LINES

AAA = A cycling network that serves all ages and abilities

City of Saskatoon | [saskatoon.ca/8thstrailseparation](https://saskatoon.ca/8thstrailseparation)



## ABOUT THE PROJECT

The City of Saskatoon, in partnership with ISL Engineering and Land Services (ISL), is reviewing grade separation options at the CPKC railway crossing on 8<sup>th</sup> Street East. This project will determine if an overpass or underpass is a more suitable option. **This project does not include detailed design or construction.** Construction for this project is anticipated to be completed by 2030, pending funding availability.

### WHY ARE WE DOING THIS WORK?

- Significant development in the Brighton and Rosewood neighbourhoods has led to increased vehicle and pedestrian traffic at the CPKC rail crossing and triggered the requirement for an underpass or overpass.
- An overpass or underpass will improve safety and mobility of people who drive, walk or cycle in the area.
- The City has completed a functional plan within the project area that identifies the requirement for 8<sup>th</sup> Street to maintain a six-lane cross-section with 3.0m asphalt pathways on both sides.
- The [Saskatoon Freeway Functional Planning Study](#) introduces a proposed interchange along 8<sup>th</sup> Street East of Range Road 3043 (Winmill Road) generating additional traffic along the 8<sup>th</sup> Street corridor.



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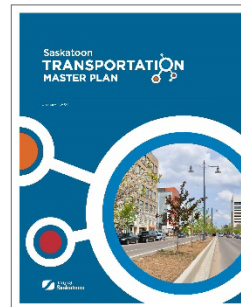


## BACKGROUND INFORMATION

The designs developed for this grade separation study are informed by the following plans and policies:

### SASKATOON'S TRANSPORTATION MASTER PLAN (TMP)

- The TMP was developed to create a comprehensive framework for managing Saskatoon's transportation infrastructure as the city continues to grow. It aims to support a vibrant, sustainable, and attractive community for future generations.
- Approved by City Council in the spring of 2021, the TMP provides strategic guidance on infrastructure priorities and policies.
- Key principles outlined in the TMP, such as **enhancing safety, improving traffic flow, and promoting multi-modal transportation, directly influence the design and objectives of this project.**



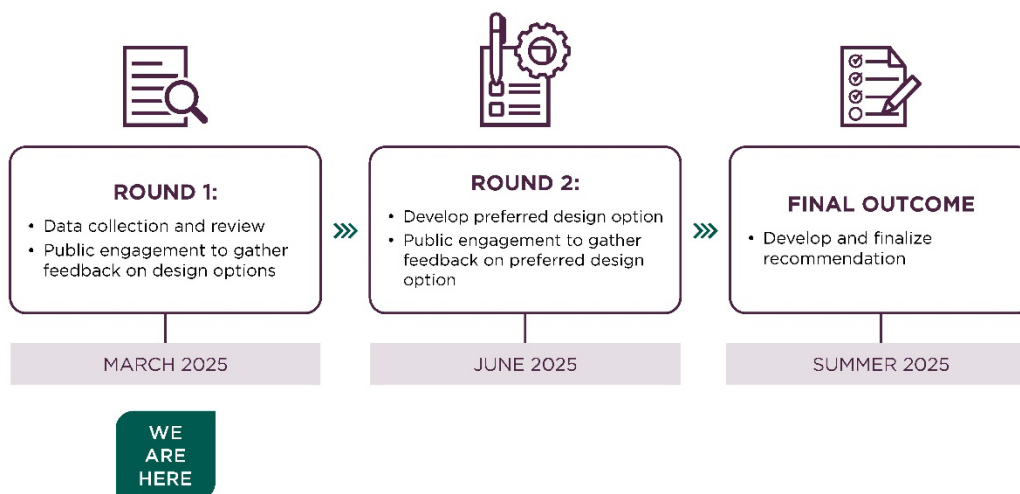
### SASKATOON FREEWAY FUNCTIONAL PLANNING STUDY (FPS)

- The FPS is an initiative led by the Government of Saskatchewan's Ministry of Highways to plan for a future freeway that will support regional mobility and economic development.
- The FPS is ongoing and is currently in the third and final phase of the project.
- The study identifies the placement of critical infrastructure, including 17 interchanges, five railway crossings, multiple flyovers, and one major river crossing on the Saskatoon Freeway.
- A future interchange on 8<sup>th</sup> Street, located east of the CPKC railway crossing, has been earmarked as a key component of this plan. **This provides important context for the grade separation project, as it aligns with the long-term regional transportation network envisioned in the FPS.**

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## PROJECT SCHEDULE AND SCOPE



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## HOW DECISIONS ARE MADE



It is important to note that your input, along with the input of other citizens and interested parties, helps the City better understand the perspectives, opinions and concerns of people affected by City projects and decisions.

Your feedback on the design options, in addition to other considerations made by administration (i.e. City standards, policies, cost, best practices, technical feasibility), will be considered by the City in developing the final recommendations for this project.

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## PROPOSED DESIGN OPTION 1 - OVERPASS

For the proposed design **OPTION 1**, 8<sup>th</sup> Street East would become an overpass across the CPKC rail line.



- The 8<sup>th</sup> Street roadway must rise approximately 9m (or about three storeys high) to cross over the CPKC rail tracks.
- The median, boulevards and pathways narrow approaching the overpass to minimize the width of the new bridge.
- CPKC requires an unobstructed right-of-way for future track installation.
- Retaining walls extend above ground along the south side of 8<sup>th</sup> Street to minimize private property impacts.
- The overpass option results in the greatest visual impact for properties in Briarwood.
- Noise attenuation walls will be required to minimize traffic noise and visual impacts to existing homes.

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# SHARE YOUR FEEDBACK!

Using the sticky notes provided, please share what you like and what can be improved upon for **OPTION 1** - overpass across the CPKC rail line.

WHAT DO YOU LIKE ABOUT OPTION 1?	WHAT CAN BE IMPROVED UPON FOR OPTION 1?

# PROPOSED DESIGN OPTION 2 - UNDERPASS

For the proposed design **OPTION 2**, 8<sup>th</sup> Street East would become an underpass below the CPKC rail line.



- A new railway bridge allows 8<sup>th</sup> Street to cross under the CPKC rail tracks.
- The 8<sup>th</sup> Street roadway must be lowered approximately 7m below the CPKC tracks to provide enough overhead clearance for trucks and emergency vehicles.
- The profile is set, reducing the incline and decline, to accommodate people who walk and wheel through the underpass.
- The median, boulevards and pathways narrow approaching the underpass to minimize the length of the railway bridge.
- Retaining walls extend below ground, along the south side of 8<sup>th</sup> Street, to minimize private property impacts.
- The underpass option results in less visual impact for properties in Briarwood and may reduce noise impacts.
- A stormwater lift station will be required to ensure that the underpass is not flooded with water during storm events, which will add additional costs to the project.

# SHARE YOUR FEEDBACK!

Using the sticky notes provided, please share what you like and what can be improved upon for **OPTION 2** - underpass across the CPKC rail line.

WHAT DO YOU LIKE ABOUT OPTION 2?	WHAT CAN BE IMPROVED UPON FOR OPTION 2?

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# HAVE YOUR SAY!

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




Please complete the online survey before **March 17, 2025**


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