Saskatoon
TRANSPORTATION
MASTER PLAN

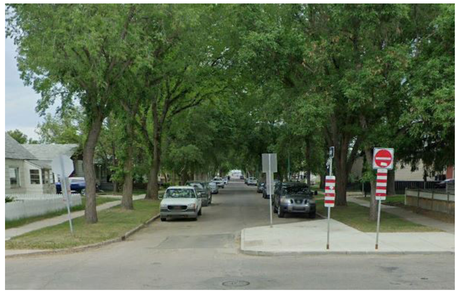
Connecting Avenue C

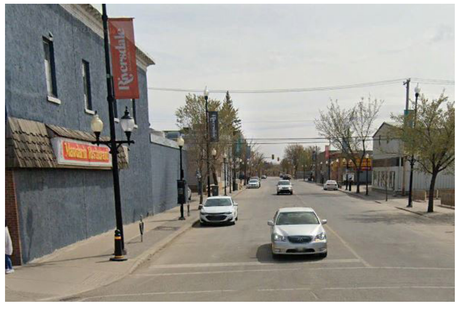
Walking and Cycling Improvements

ABOUT THE PROJECT

Saskatoon TRANSPORTATION MASTER PLAN

The City of Saskatoon is committed to improving active transportation options for residents and visitors. In support of the City's active transportation goals, **Avenue C** has been identified as an **All Ages and Abilities (AAA) cycling route** to be designed as a safe and inclusive space for all modes of transportation that **connects the people of Saskatoon to each other and to many destinations in the City**.





Key goals of the study include:

Designing a **safe, comfortable, and accessible active transportation corridor** along Avenue C

Engaging residents throughout plan development to **understand local priorities and concerns**

Creating a plan that will **consider the needs of all users.**

PROJECT LOCATION

Saskatoon TRANSPORTATION MASTER PLAN

The project is focused on the design **of All Ages and Abilities (AAA) cycling facilities** and **improvements to walking facilities** on Avenue C from Spadina Cresent to 45th Street in Saskatoon. The Avenue C corridor crosses many different types of land uses including commercial, residential, and industrial.

LEGEND

- Study Corridor
- Future AAA Cycling Network
- Future Multi-Modal Corridor
- Existing Off-Street Pathway
- Existing Neighbourhood Bikeway
- Existing Protected Bikeway

PHASE 1 ENGAGEMENT SUMMARY

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Three phases of engagement will be conducted as part of the evaluation and design process for cycling and walking facilities on Avenue C. Phase 1 Engagement (Identifying Opportunities and Challenges) was complete as of June 2022, Phase 2 Engagement (Exploring Options) began in Fall 2022, and Phase 3 Engagement (Presenting Recommendations) is slated to begin in Winter 2023.

Common themes from the Phase 1 feedback include:

- Maintaining trees and creating green space wherever possible should be a priority.
- Facility design needs to be inclusive and consider the needs of all users (walking, wheelchair, etc.)
- Overall concerns for cyclist safety and concerns regarding sharing the road with vehicle traffic.
- The need for street lighting, sidewalk installation or widening of sidewalks to create a safe walking environment for pedestrians.
- High traffic speeds and volumes along Avenue C create safety concerns for pedestrians and cyclists. Improving traffic calming and intersection safety will help alleviate these concerns.
- Concerns around parking loss and disruption to access of local businesses on Avenue C.
- Creating simple and accessible ways for residents to provide feedback on the proposed design.

DESIGNING OPTIONS - OPPORTUNITIES AND CHALLENGES

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Findings from the Existing Conditions Review along with input received from Phase 1 Public & Stakeholder Engagement was considered in the identification of opportunities and challenges for the corridor. Examples of key considerations include:

Need for increased safety for cyclists and pedestrians at intersections

Parking, loading and access to businesses

Awareness of high conflict areas near driveways

Maintaining existing boulevard trees

Separation of cyclists and pedestrians from traffic

Addition of curb ramps at intersections to enhance accessibility

Concerns with high vehicle speeds

Addressing gaps in the pedestrian network

IMPROVEMENTS TO WALKING FACILITIES

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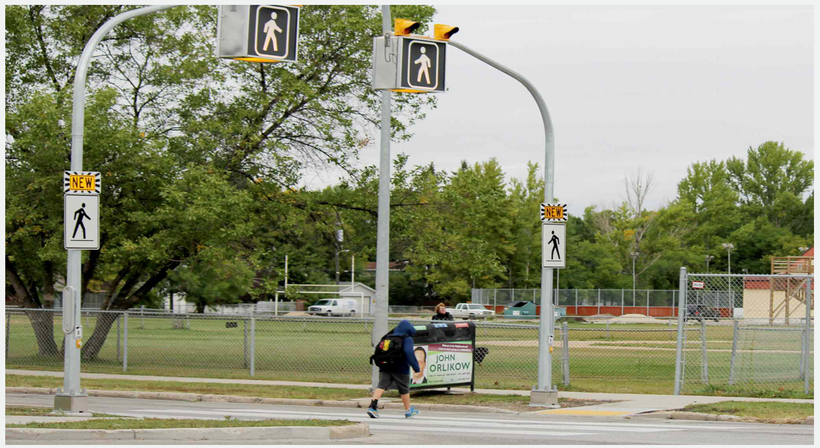
Decisions on enhancing walking facilities in the project area will be presented in Phase 3 following selection of the cycling facilities for each segment of Avenue C and options to improve the pedestrian environment, which will be explored as part of the functional design phase. Examples of possible improvements to walking facilities include:

Possible improvements to walking facilities

Connected sidewalks

Accessible intersections



Enhanced pedestrian crossings

Pedestrian safety improvements

DESIGN OF AAA CYCLING FACILITIES

The facility selection process resulted in the cycling facility options shown below for use on different segments of Avenue C:

Possible cycling facilities

Protected bicycle lane (Street Level)

Protected bicycle lane (Sidewalk Level)

Neighbourhood Bikeway

Multi-use Pathway

STREET LEVEL AND SIDEWALK LEVEL BIKE LANES

All graphics for protected bike lanes (where this is an option) are shown at street level. A final determination on implementing street level or sidewalk level bike lanes will be made in the next phase. Considerations will include, but not be limited to, the location of boulevard trees, existing utilities, poles and signs, drainage, and cost implications.

Protected bicycle lane (Street Level)

Protected bicycle lane (Sidewalk Level)

POSSIBLE CYCLING FACILITIES
SPADINA CRESCENT TO 19TH STREET

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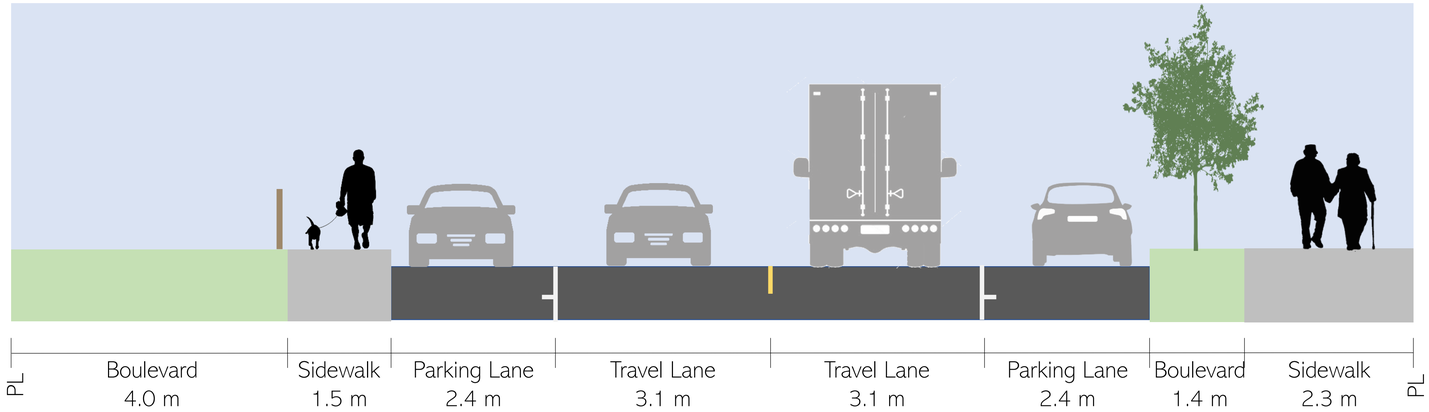
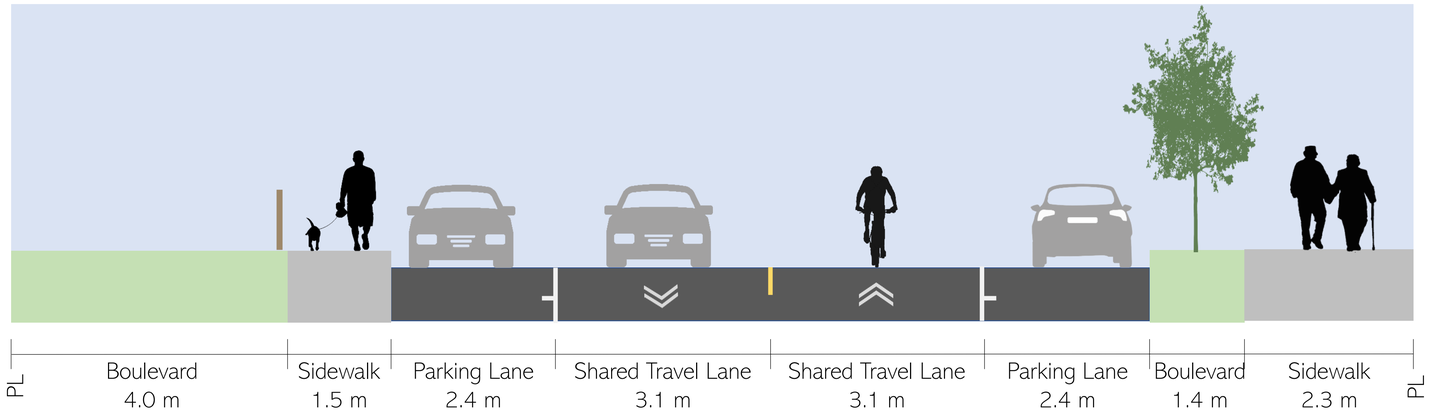
EXISTING

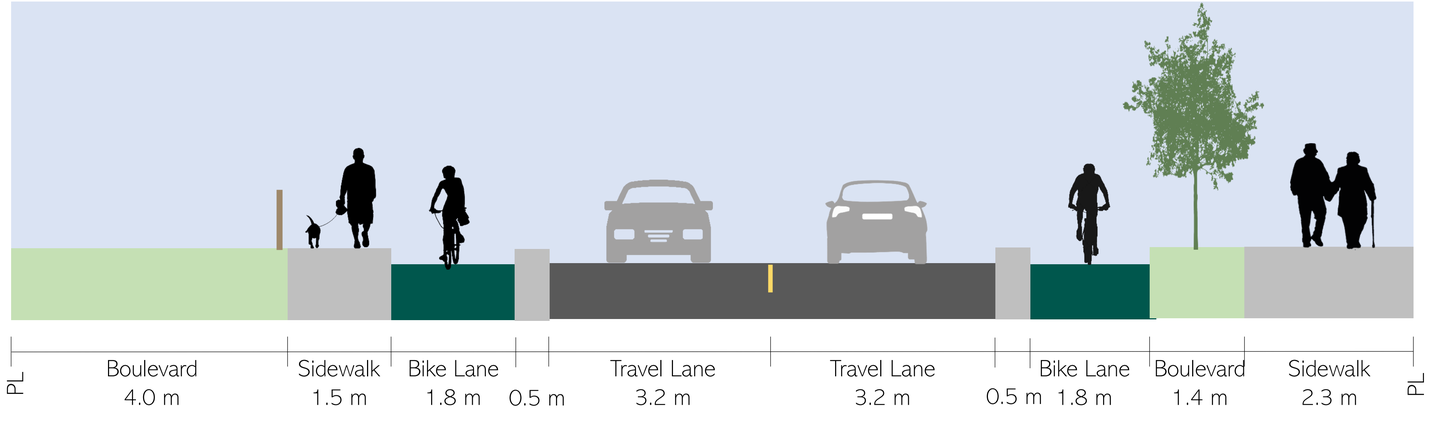


OPTION A | Neighbourhood Bikeway



OPTION A
A neighbourhood bikeway could be an appropriate treatment based on the traffic volumes. There is a 30 km/h speed limit playground zone in a portion of this section; the requirement for additional traffic calming measures would be determined at the next phase of design.

OPTION B | Unidirectional Bike Lanes



OPTION B
Given that a unidirectional bike lane is required north of 19th Street due to the higher traffic volumes, it may be beneficial to continue the bike lane for facility consistency. A bike lane would provide an enhanced level of separation; however, parking would need to be removed.

POSSIBLE CYCLING FACILITIES
19TH STREET TO 25TH STREET

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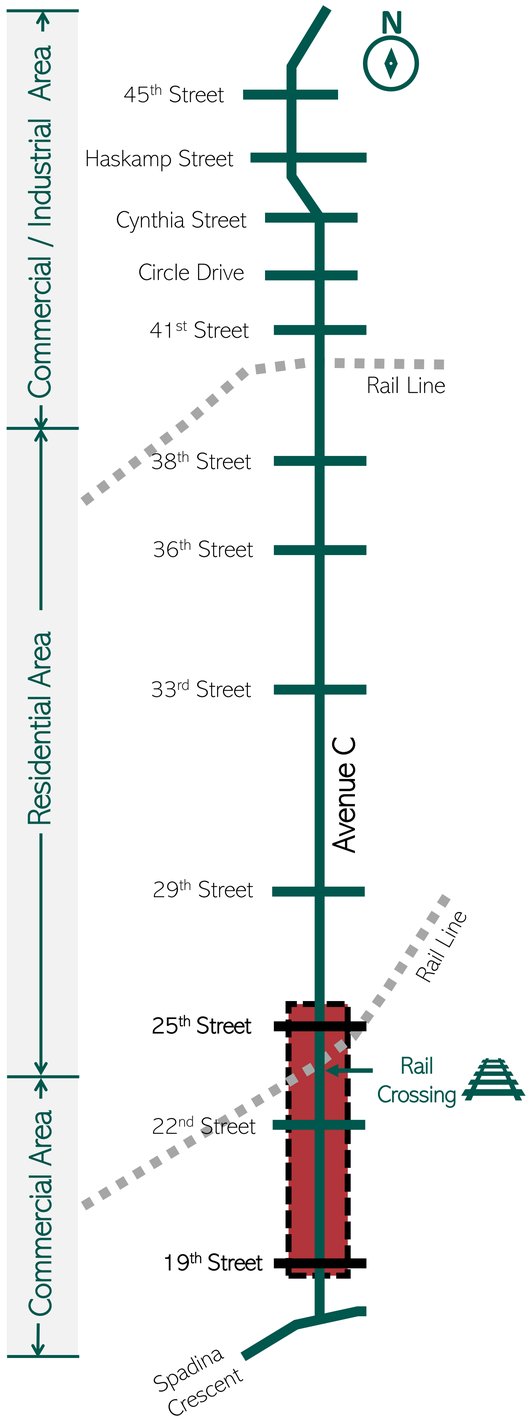

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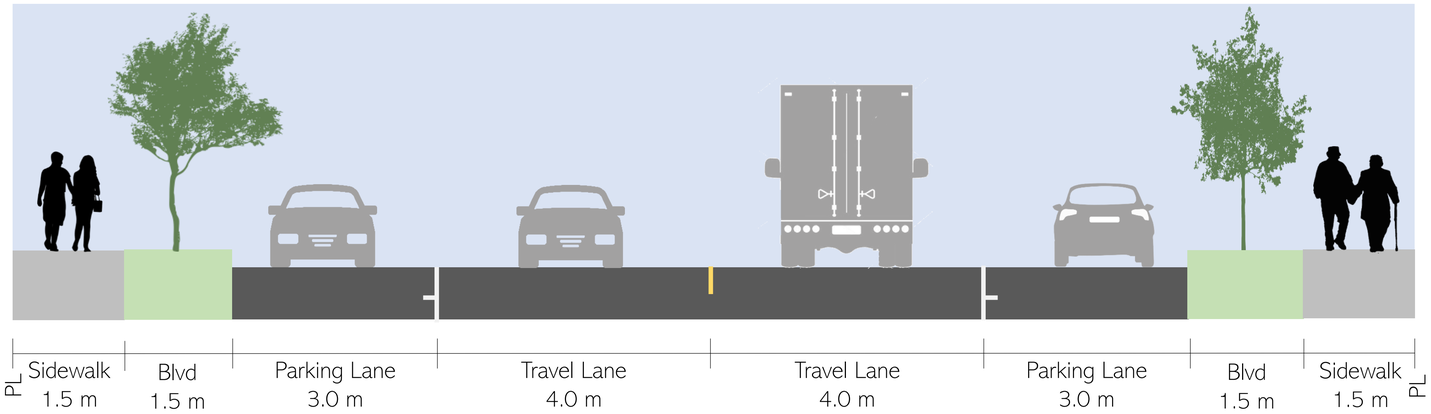
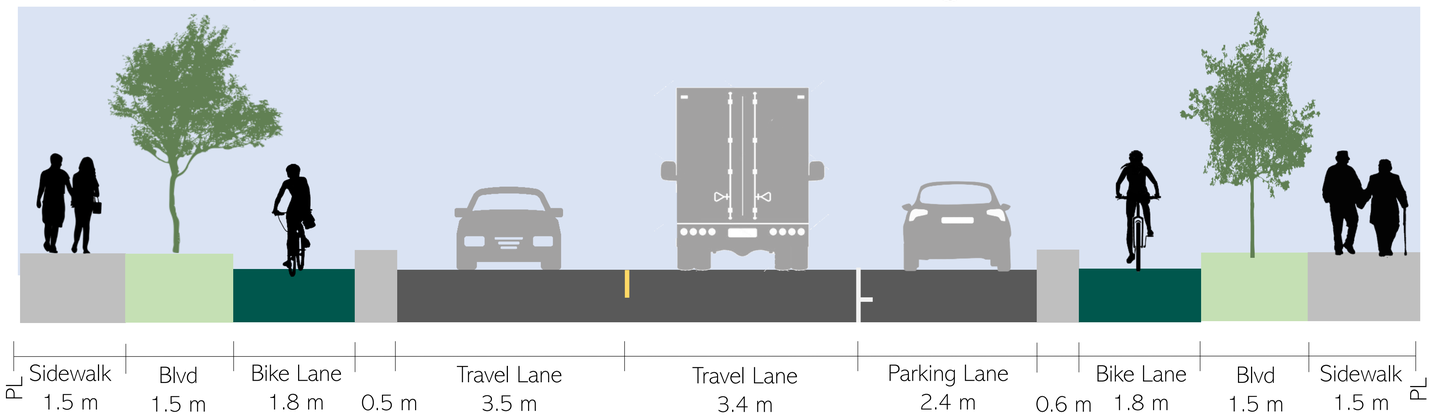
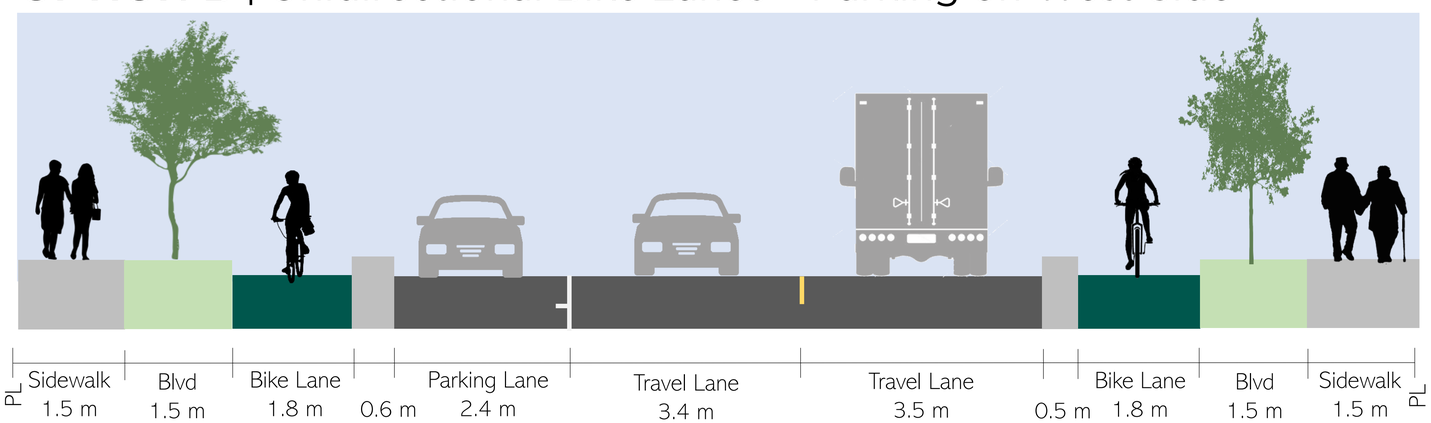


OPTION A | Unidirectional Bike Lanes – Parking on East Side



OPTION B | Unidirectional Bike Lanes – Parking on West Side



NOTE

A neighbourhood bikeway was not considered an appropriate treatment for this section of Avenue C as the traffic volumes are above what is typically desired for a neighbourhood bikeway. A multi-use path was not recommended as there is minimal boulevard space available and it is beneficial to separate pedestrians and cyclists in areas of higher pedestrian activity. A bidirectional facility was not recommended due to the high number of driveways and access points that could reduce safety for counterflow cyclists.

OPTION A

A unidirectional bike lane provides a suitable level of separation given the higher traffic volumes and roadway function (commercial area with parking/loading demand). One lane of parking would need to be removed in order to implement protected bike lanes. Option A retains parking on the east side of Avenue C only.

OPTION B

A unidirectional bike lane provides a suitable level of separation given the higher traffic volumes and roadway function (commercial area with parking/loading demand). One lane of parking would need to be removed in order to implement protected bike lanes. Option B retains parking on the west side of Avenue C only.

POSSIBLE CYCLING FACILITIES
25TH STREET TO 38TH STREET

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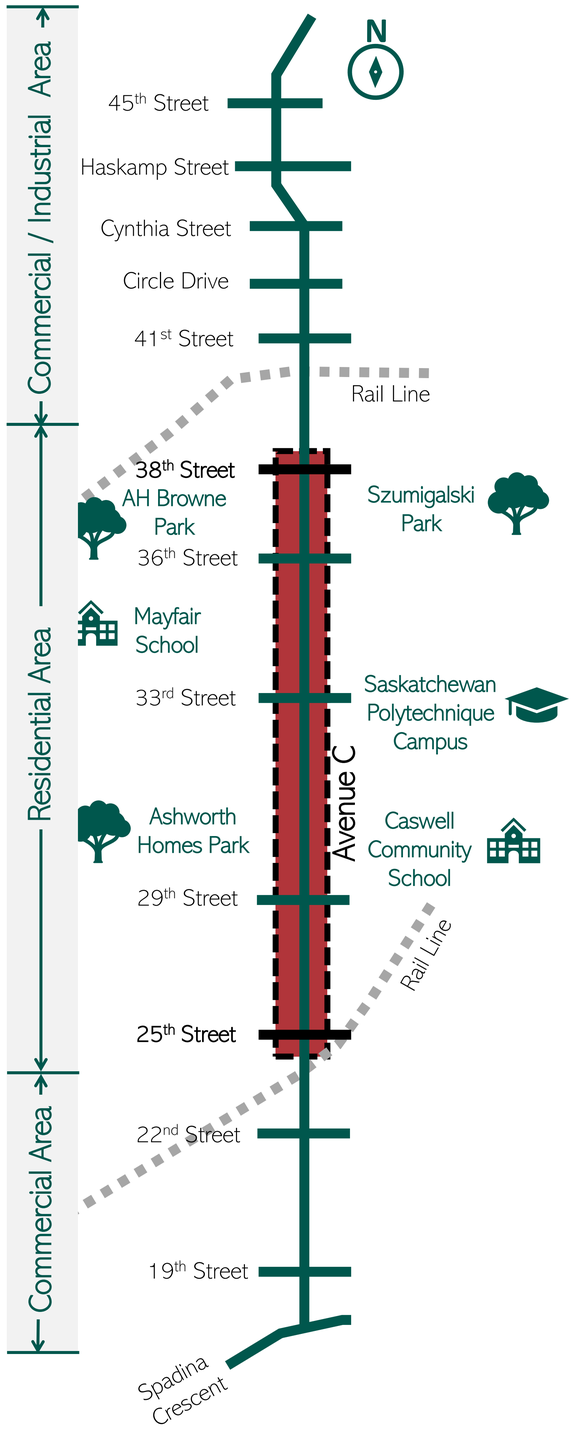

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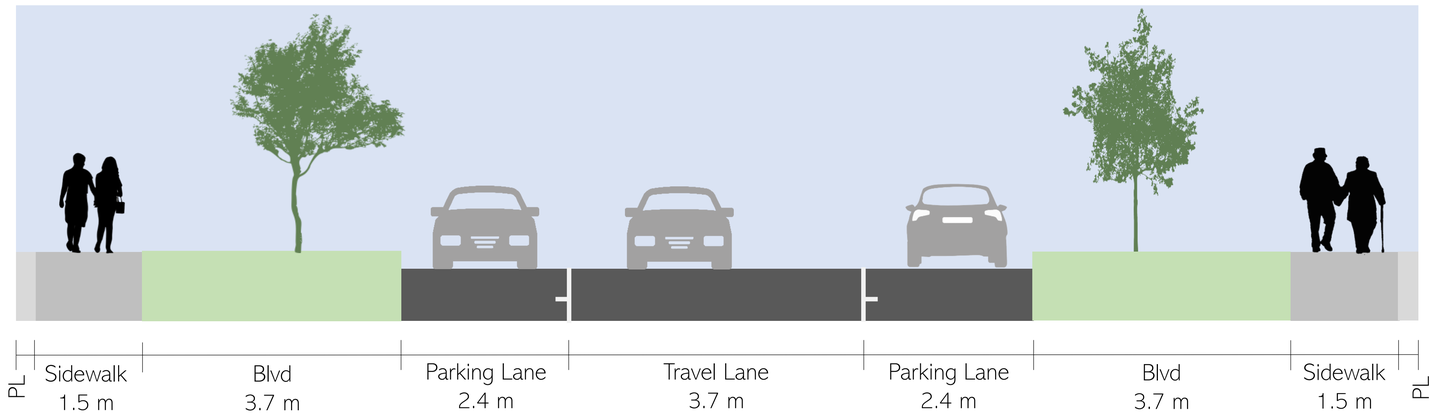
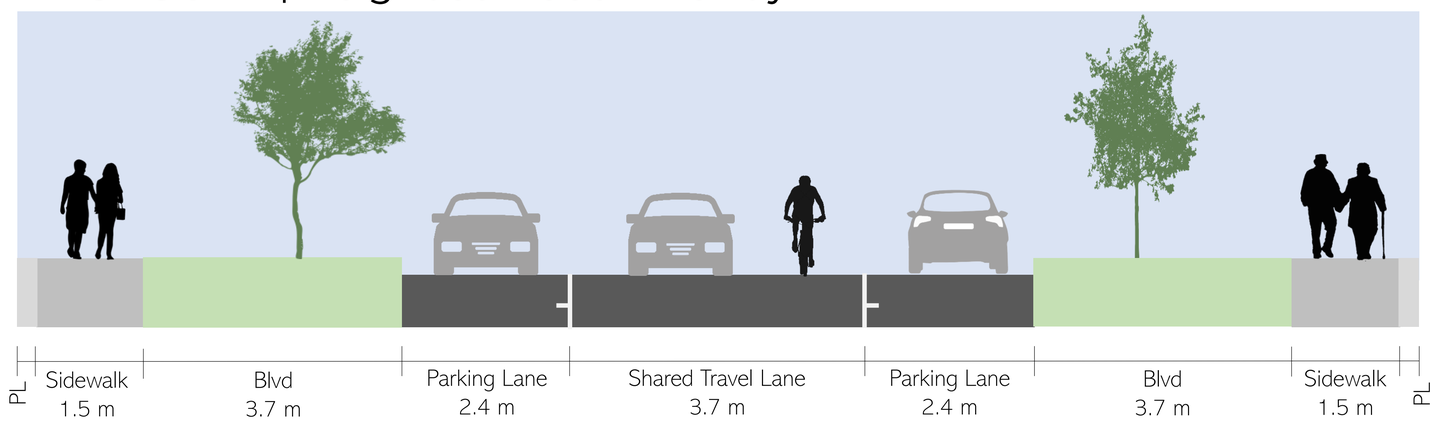


PROPOSED | Neighbourhood Bikeway



PROPOSED
A neighbourhood bikeway is an appropriate treatment based on the traffic volumes; therefore, is the only option proposed for this section. There is a 30 km/h speed limit school zone in a portion of this section; the requirement for additional traffic calming measures would be determined at the next phase of design.

POSSIBLE CYCLING FACILITIES
38TH STREET TO 41ST STREET

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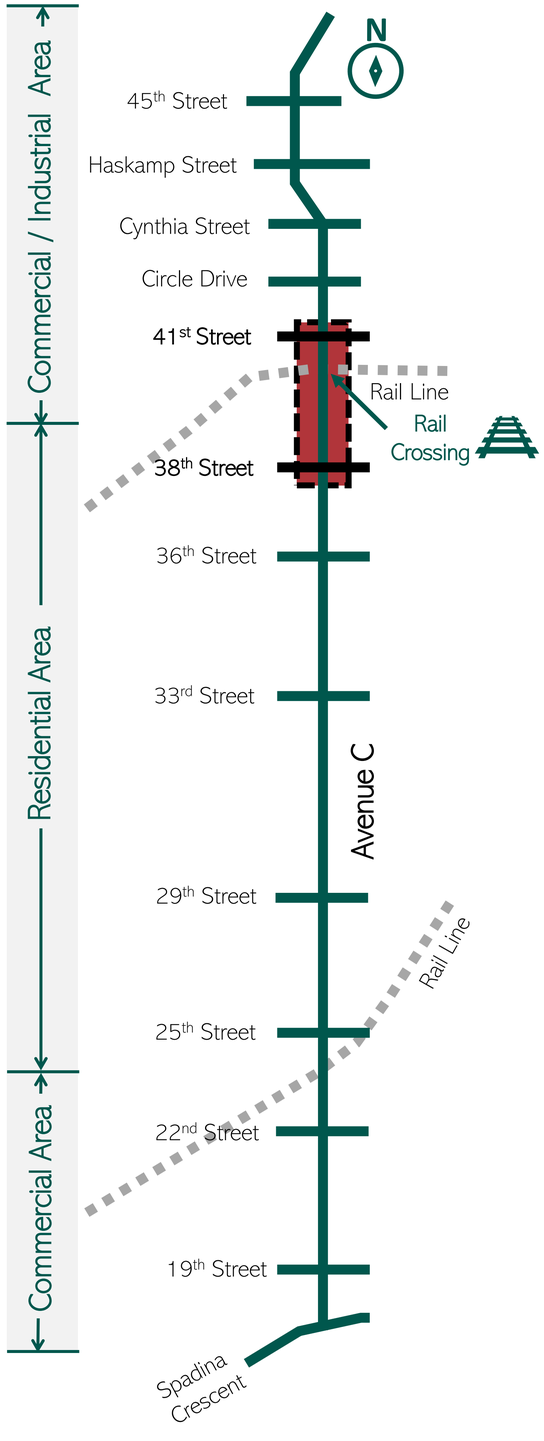

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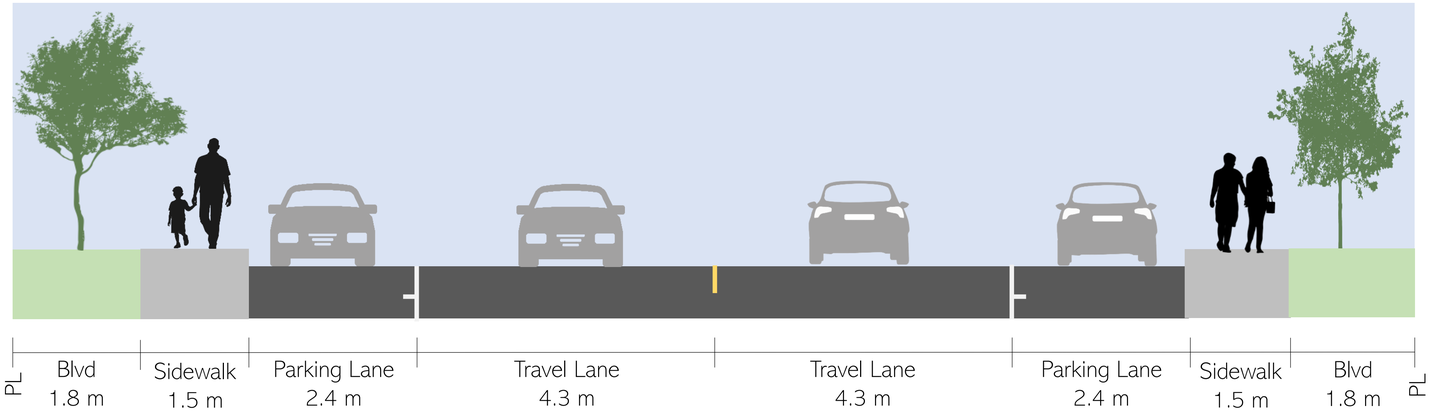
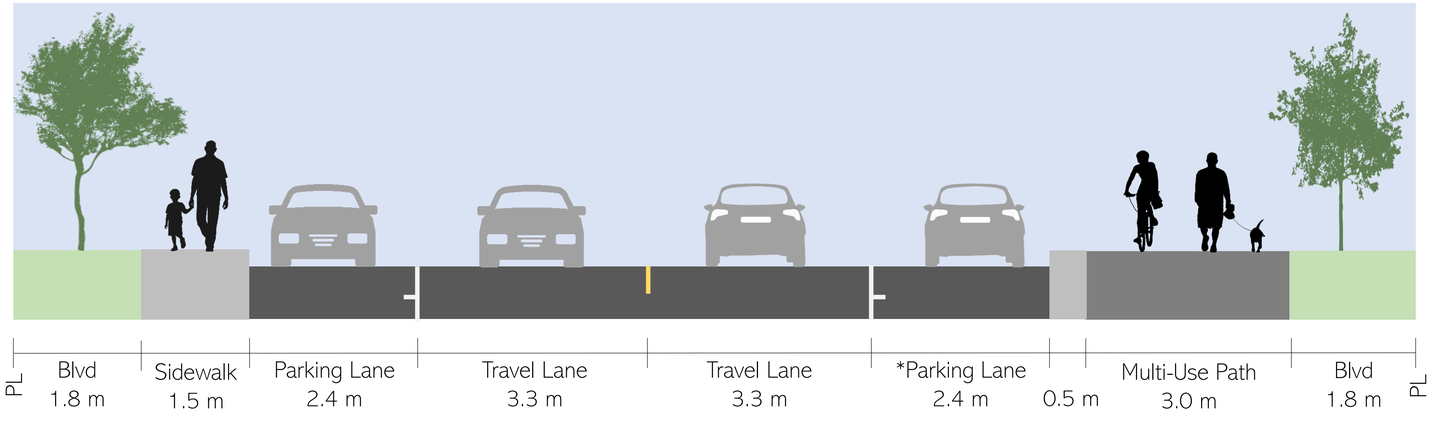
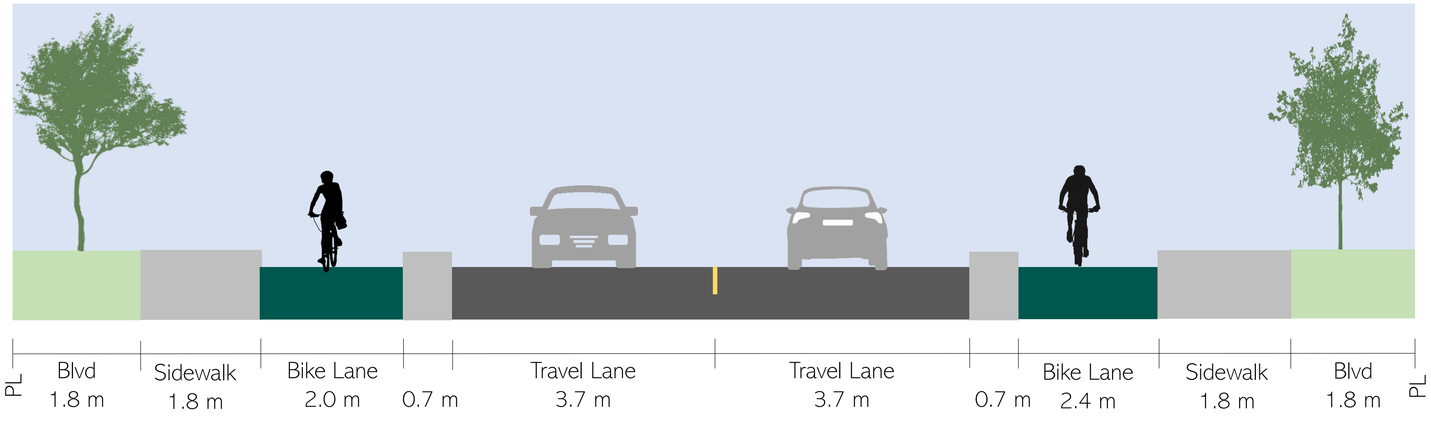


OPTION A | Multi-Use Path on East Side



OPTION B | Unidirectional Bike Lanes



OPTION A

A multi-use path on the east side provides a suitable level of separation from vehicles. It is located on the east side due to the presence of light standards adjacent to the curb on the west side north of the rail line. The multi-use path is 3.0 m and raised (as shown). The path replaces the existing sidewalk since it is shared by both pedestrians and cyclists.

*Between 38th Street and 39th Street, parking would need to be removed on the east side. Between 39th and 41st Street, parking could be maintained on both sides of the street.

OPTION B

A unidirectional bike lane provides a suitable level of separation given the traffic volumes and roadway function. The bike lane is 2.0 m wide and could be at street-level with a raised barrier (as shown) or raised. Parking would need to be removed on both sides in order to have sufficient lane widths. Sidewalks could also be widened to 1.8 m. This option is not recommended based on the parking impacts.

POSSIBLE CYCLING FACILITIES
41ST STREET TO CIRCLE DRIVE

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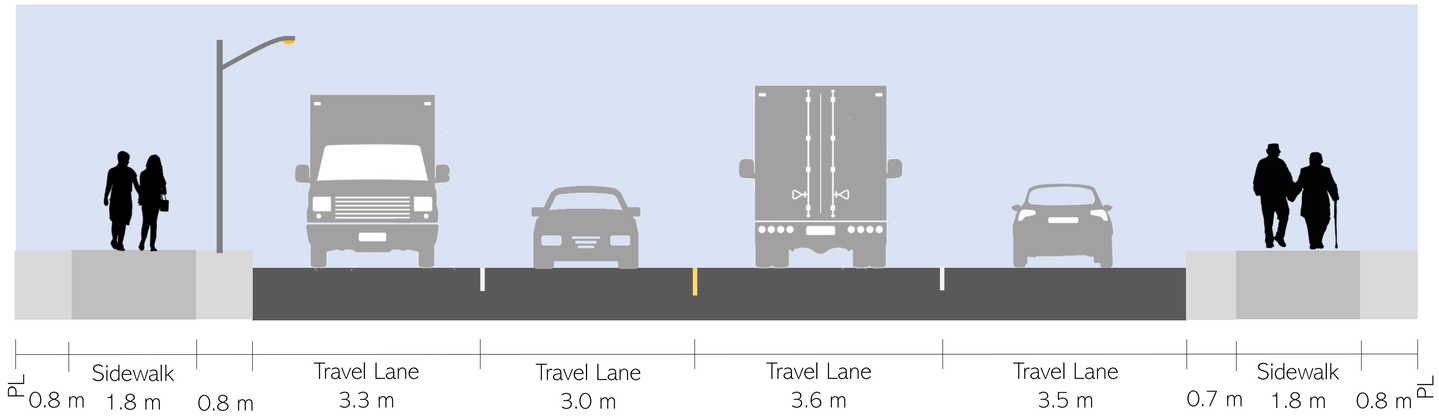
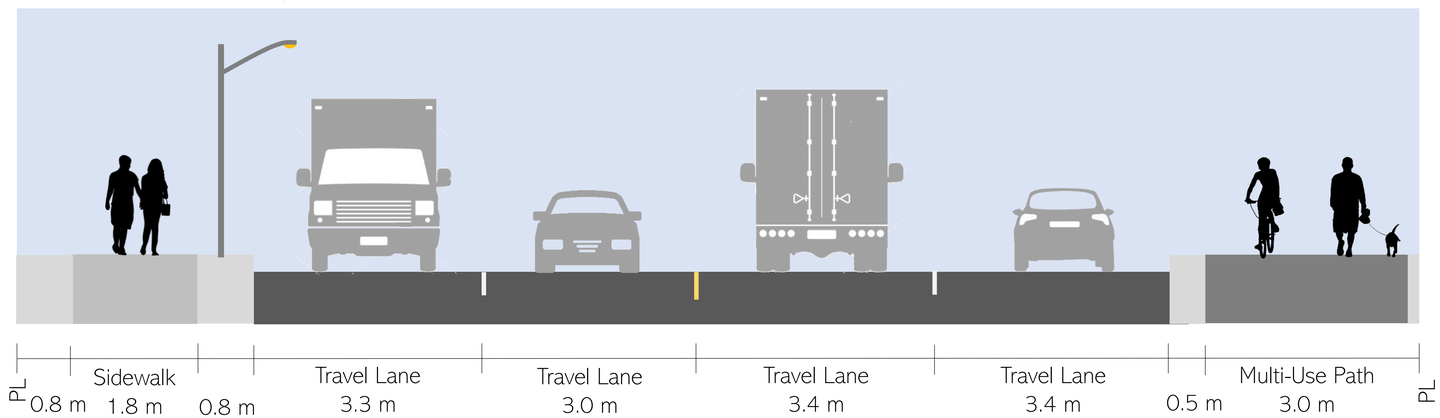
EXISTING



NOTE
A protected bike lane was not recommended for this section of Avenue C as it is not able to fit within the existing right-of-way.

PROPOSED | Multi-Use Path on East Side and Sidewalk on West Side



PROPOSED
A multi-use path on the east side provides a suitable level of separation from vehicles. The multi-use path is 3.0 m and raised (as shown). The multi-use path is located on the east side due to the presence of light standards adjacent to the curb on the west side. The path replaces the existing sidewalk since it is shared by both pedestrians and cyclists. Four travel lanes are maintained; however, the northbound lanes would need to be slightly narrowed.

POSSIBLE CYCLING FACILITIES
CIRCLE DRIVE TO 45TH STREET

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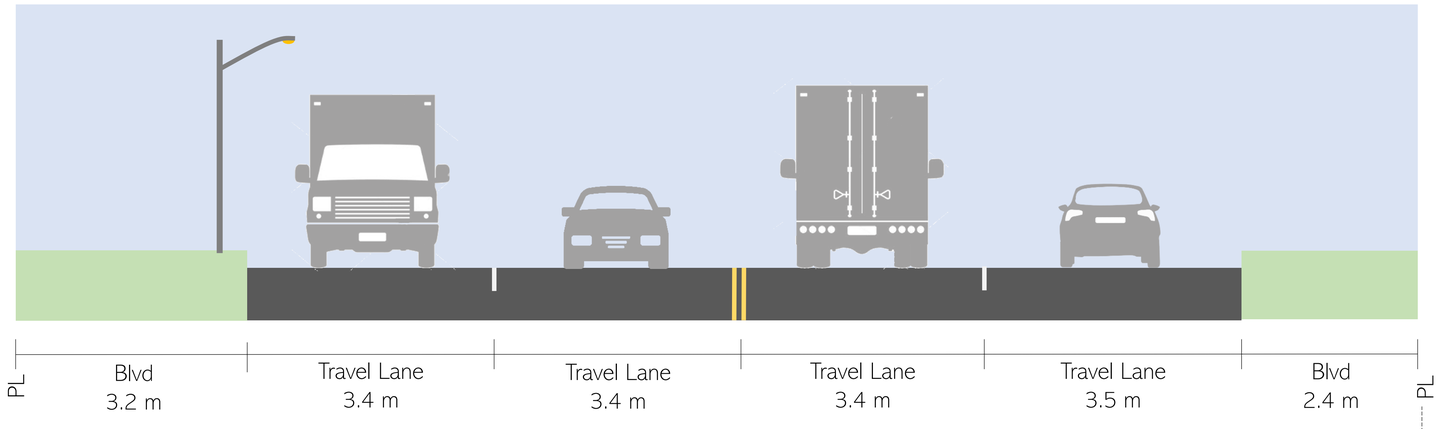
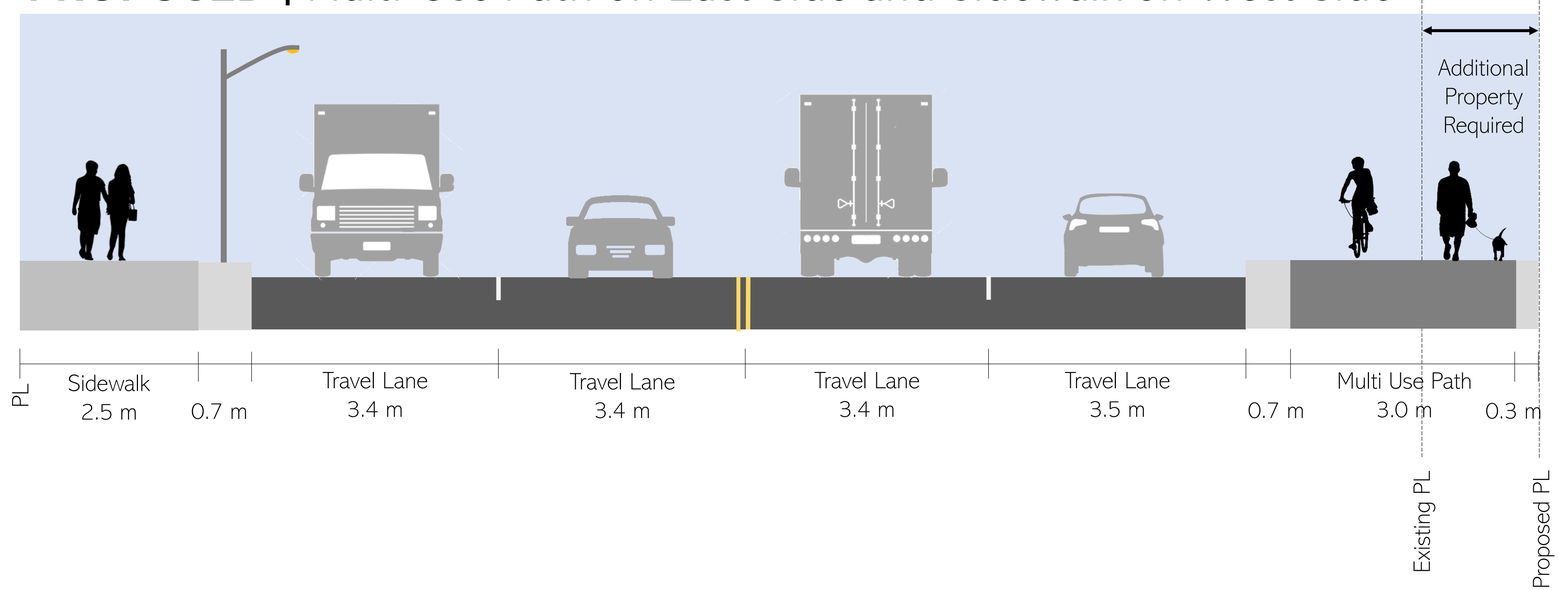


PROPOSED | Multi-Use Path on East Side and Sidewalk on West Side



PROPOSED

A multi-use path provides a suitable level of separation given the high traffic volumes on this portion of Avenue C. The multi-use path would be 3.0 m wide and accommodate both pedestrians and cyclists. It is proposed that the multi-use path be located on the east side to be consistent with the proposed multi-use path south of Circle Drive.

A new 2.5 m wide sidewalk is also proposed on the west side of Avenue C within the existing boulevard space and would be exclusive to pedestrians.

The multi-use path and sidewalk would be located away from the road edge to provide additional separation from traffic which will enhance the pedestrian and cyclist experience, as well as mitigate streetlight relocations.

Additional property would be required on both sides between Circle Drive and Cynthia Street and on the east side between Cynthia Street and 45th Street.

POSSIBLE CYCLING FACILITIES
OPTION SUMMARY

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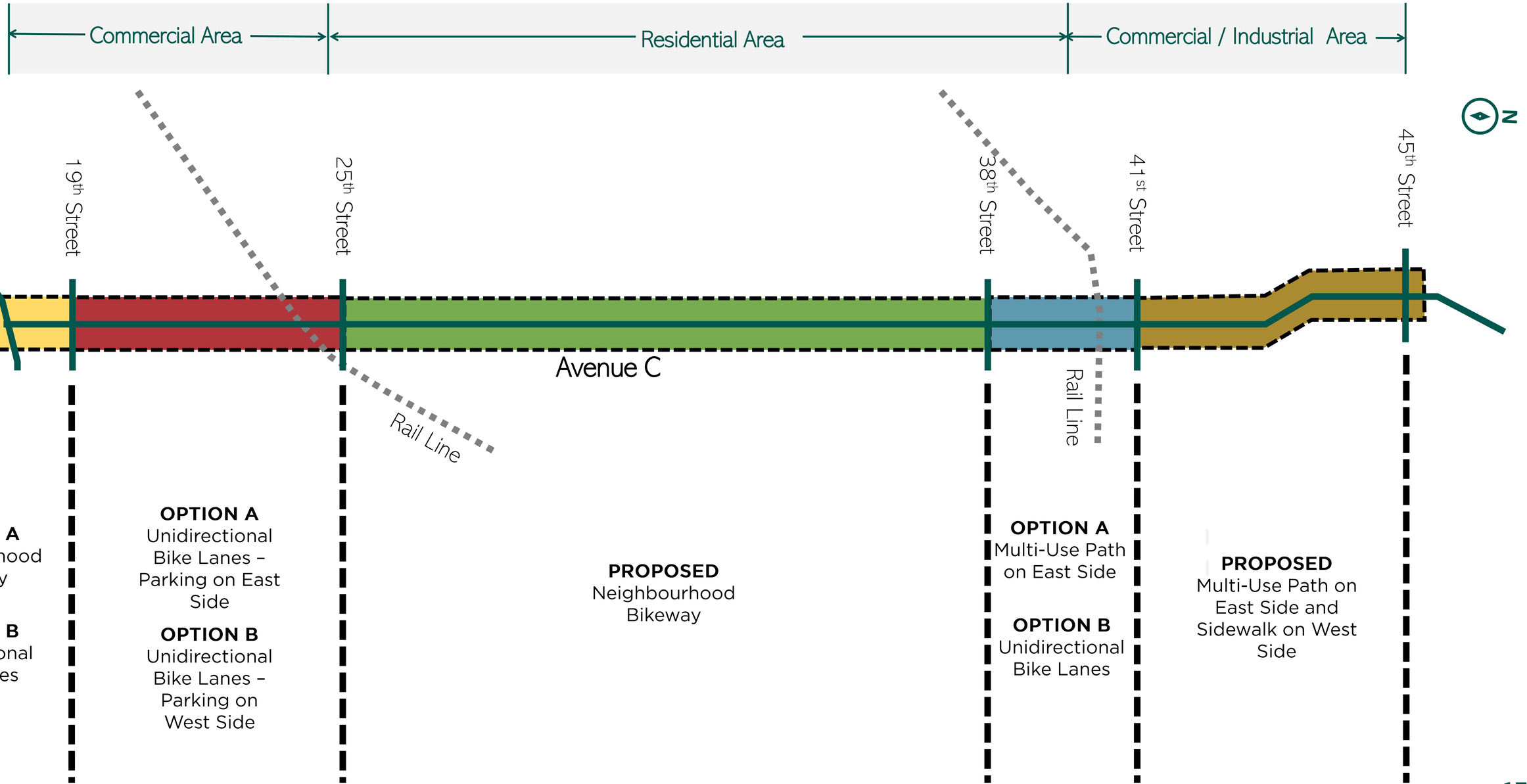

OPTION A
Neighbourhood Bikeway

OPTION B
Unidirectional Bike Lanes

OPTION A
Unidirectional Bike Lanes – Parking on East Side

OPTION B
Unidirectional Bike Lanes – Parking on West Side

PROPOSED
Neighbourhood Bikeway

OPTION A
Multi-Use Path on East Side

OPTION B
Unidirectional Bike Lanes

PROPOSED
Multi-Use Path on East Side and Sidewalk on West Side

PROJECT TIMELINE & PUBLIC ENGAGEMENT

Saskatoon TRANSPORTATION MASTER PLAN

The project began in Winter 2022 and is set to be completed in Winter 2023 when a final report detailing findings and recommendations will be presented to Standing Policy Committee on Transportation.

Public and stakeholder engagement will be conducted at key points throughout the project, including:

COMPLETED

Phase 1 (Identifying Opportunities and Challenges)
Online Questionnaire
Stakeholder Workshop

SPRING 2022

WE ARE HERE

Phase 2 (Exploring Options)
Online Questionnaire
Stakeholder Workshops
Community Session

FALL 2022

Phase 3 (Presenting Recommendations)
Online Questionnaire
Stakeholder Workshops
Community Session

WINTER 2023

GIVE FEEDBACK

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Your input will help create a plan for Avenue C that supports the needs of all users. We look forward to hearing from you!

SCAN ME

Complete the project survey to **share your initial thoughts** by November 30, 2022:

https://www.surveymonkey.com/r/ConnectingAveC

Sign up to **receive updates about the project** by visiting the City of Saskatoon's Engage Page at:

Saskatoon.ca/ConnectingAveC