

Connecting Avenue C Walking & Cycling Improvement Project
Phase 1 Public Engagement: What We Heard Report
September 2022



Executive Summary

The City of Saskatoon 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.

Saskatoon's Active Transportation Plan (2016) identified Avenue C as a future All Ages and Abilities (AAA) cycling and walking route to help address community and infrastructure needs for cycling, walking, and other modes of active transportation in Saskatoon.

Three phases of engagement will be conducted as part of the evaluation and design process for cycling facilities on Avenue C from Spadina Crescent to 45th Street. Phase 1 Engagement was complete as of June 2022, Phase 2 Engagement is slated to begin in Fall 2022, and Phase 3 Engagement is slated to begin in Winter 2022.

Phase 1

The objectives of the first phase of engagement, conducted May-June 2022, were to:

- Introduce the community to the project by providing information on existing conditions, needs assessment and pertinent background information;
- Gather feedback from the community on opportunities and challenges they see related to developing Avenue C as an active transportation corridor; and
- Help inform design options that will be tailored to the corridor's transportation needs.

A stakeholder session was held in the afternoon of May 13th, 2022 and had 13 attendees. An online public survey was open for responses from May 12th – June 13th, 2022 and had 295 responses. Lastly, a total of 8 emails and 3 phone calls were received through the Project Manager's email and phone line.

Common themes from the stakeholder session included:

- Maintaining trees and creating green space wherever possible should be a priority.
- The facility design needs to be inclusive and consider the needs of all users (walking, wheelchair, etc.).
- Safe, accessible, and controlled intersection crossings will be necessary to ensure comfort and safety of all non-vehicle users.

Common themes from the survey responses included:

- 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; and
- Improving traffic calming and intersection safety.

Common themes from phone call and email responses included:

- High traffic speeds and volume along Avenue C creating safety concerns for pedestrians and cyclists;
- Concerns around parking loss and disruption to access of local businesses on Avenue C; and
- Creating accessible and easily understandable ways for all residents to provide feedback on the proposed design.

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1 Background

This document outlines feedback received from 2022 public engagement events in support of the City of Saskatoon’s Connecting Avenue C Walking & Cycling Improvement Project (the “Project”). The Project focuses on the design of All Ages and Abilities (AAA) cycling facilities and improvements to walking facilities on Avenue C from Spadina Crescent to 45th Street in Saskatoon to enhance connectivity, safety, and accessibility.

The route will 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.

Several key factors will be considered in the planning and design of AAA walking and cycling facilities along Avenue C, including:



2 Stakeholder Groups

A comprehensive list of stakeholders identified as having the potential to be impacted by or interested in the construction of active transportation facilities along Avenue C was developed, including:

Local Residents/ Homeowners

Those who live or own property on or near Avenue C between Spadina Crescent and 45th Street.

Business Owners & Community Service Organizations

Those who own or operate businesses and/or community service organizations on or near Avenue C between Spadina Crescent and 45th Street.

Cyclists, Pedestrians, Drivers and Mobility Device Users

Those who walk, cycle, drive or use mobility devices to travel along Avenue C between Spadina Crescent and 45th Street.

The stakeholder list will be a living resource to be developed and continuously refined to include people who are either directly or indirectly impacted by the project. Concerted efforts were made to identify any vulnerable and marginalized segments of the community, or community organizations who service vulnerable or marginalized segments of the community, to ensure they are invited to share their perspectives. The stakeholder list can be found in **Appendix A**.

3 Engagement Activities

Phase 1 Engagement included a targeted stakeholder session and interactive online survey to collect feedback that will inform development of design options for All Ages and Abilities (AAA) cycling facilities and improvements to walking facilities on Avenue C.

The general public were also able to provide input through the City of Saskatoon Engage Page forum and contact the Project Manager directly via email, mail, or telephone.

Stakeholder	Level of Influence	Objective	Engagement Goal	Engagement activity
All stakeholders	Consult	Share information and obtain feedback and ideas	Phase 1: Receive input on what community members and stakeholders see as challenges regarding improvements to walking, cycling, driving or using mobility devices on Avenue C.	Stakeholder session Public survey – online and paper versions were made available Engage Page Correspondence with project team via email and phone

4 What We Heard

4.1 Phase 1 Stakeholder Session

4.1.1 Purpose

The objectives of the stakeholder session conducted on May 18th, 2022 were to:

- Introduce the community to the project by providing information on existing conditions, needs assessment and pertinent background information;
- Gather feedback from the community on opportunities and challenges they see related to developing Avenue C as an active transportation corridor; and
- Help inform design options that will be tailored to the corridor's transportation needs.

4.1.2 Marketing Techniques

Key community groups and partners were directly invited to participate in this session based on the impacts of this project along Avenue C.

4.1.3 Input Received

A total of 13 attendees participated in the stakeholder session. The session was hosted virtually because it was held prior to the return to in-person engagement events. The presentation slide deck for the online stakeholder session can be found in **Appendix B**.

A series of key project considerations were presented on maps representing segments of Avenue C from Spadina Crescent to 45th Street, and attendees were asked to share their perspectives on the following questions:

- Where do you experience barriers or challenges, where are walking and cycling enjoyable, or where so you see opportunities for improvement?
- What are your top priorities for an active transportation corridor on Avenue C?

Feedback from session participants is broken down by road segment and themes, as outlined below:

Road Segment: Spadina to 25th Street West – Commercial Area

Accessibility

- Sidewalks are narrow and obstructed by posts, trees, and meters. Pedestrians cannot walk easily on these streets unless in single file without carts, baby carriages, etc.
- There are several corners that are very difficult to navigate via wheelchair.

- Pedestrian traffic volume should also be considered during the study. There is a high volume of pedestrian traffic on Ave C South from 19th to 22nd due to access points for various services and businesses (The Salvation Army, Out Saskatoon, Saskatoon Food Bank). Keep in mind that you will see people in line or congregating on sidewalks when accessing community-based services.

Safety

- Sidewalks could be enhanced in the commercial area and separated by a line of trees along the curb to provide separation from pedestrian and cycle traffic.
- There are numerous parking lots and entryways along the street that are hazardous to pedestrians as well as the intersections. Good visibility and control of the cross-traffic would add to safety of people ages 8 to 80.
- There needs to be a plan for how bikes can safely cross intersections, as there are challenges with raised facilities.
- Crossing 22nd Street can feel unsafe because it's such a wide street and vehicles can be unpredictable. This is an area where extra safety for cyclists and pedestrians is needed.
- The railway crossing presents a safety issue and there needs to be a mechanism to avoid collision with trains, such as a barrier system when the train is crossing.
- There is high traffic on 20th and Ave C. As stated, sidewalks are narrow and filled with posts, parking meters and trees. Also, vehicles are coming in and out of the back alleys—additional safety measures should be considered here.

Traffic Flow

- The intersection at 23rd Street needs special attention— there is a fair amount of traffic that travels along 23rd Street from the east and makes the right-hand turn going South on Avenue C difficult. There is a stop sign there, but at the pedestrian crossing there's a roll through stop sign. Attention also needs to be paid to the railroad crossing that is parallel to the street crossing, and another one on 25th Street.

Green Space & Tree Preservation

- Blocks of trees need to be preserved in this section as they provide much-needed shade in warmer weather.

Road Segment: 25th Street West to 33rd Street West – Residential Area

Accessibility

- Curbs need to have ramps at each intersection.

- Sidewalk maintenance will be very important for walking and wheelchair users.

Safety

- Avenue C and 33rd Street will need adjustments to existing traffic control that can assure safety of pedestrians and cyclists crossing 33rd Street.
- Intersections with narrow streets and speed issues need to be resolved – 33rd and 25th Streets in particular.
- The intersection at 33rd Street needs special attention. It has a grocery store on the corner with a jog in the street and no stop signs on 33rd Street – there should be a traffic light installed here to enhance bike and pedestrian safety when crossing the street

Traffic Flow

- Traffic speeds need to be not only slow enough to allow pedestrian and cycling safety, but also consistent and predictable for drivers.

Green Space & Tree Preservation

- Trees separating sidewalks from the street are an asset in terms of both shelter and distancing from traffic.

Road Segment: 33rd Street West to Rail Line – Residential Area

Safety

- It may be better to divert cycle routes on to Avenue D from 35th to 39th to avoid one-way sections (traffic travels in both directions but there are directional closures) and airport traffic. You cannot cycle at full speed going the wrong way and therefore are sometimes forced to take the sidewalk.
- Vehicles tend to move faster in the north end, there will need to be increased safety at intersections.

Traffic Flow

- There will be a lot of cycle commuter traffic on Ave C to the industrial area and to Hampton Village via Cynthia Street. Cyclists and pedestrians must be separated.
- 33rd Street to Circle Drive has been used as an alternative route to the airport, so traffic calming has been a bit of an issue along that section and needs to be resolved.

Green Space & Tree Preservation

- The trees are wonderful. Please keep them.

Road Segment: Rail Line to 45th Street West – Commercial & Industrial Area

Accessibility

- When we think about active transportation it is not simply for cyclists, it is for users with all sorts of abilities and disabilities such as wheelchair users, stroller users, walker users, etc. Regarding the 45th Street pedestrian overpass and stair upgrades, it's very important that instead of putting rails in that we invest first and foremost to have ramps are installed. If you plan to be inclusive, putting rails in (even if temporary) caters only to bike users and you're ignoring a large portion of the population who use this route and will not benefit as a result.
- Having benches or other facilities to make it easier to wait for crossing at Circle Drive intersection would be beneficial – especially for seniors or handicapped people.

Safety

- This segment is a death trap.
- This is a very truck dominated neighbourhood, and there is a lot of fear and hesitancy to walk or cycle in this area. Safety must be a priority here.
- This segment is currently the most difficult to cycle and walk. I avoid 45th and go up the East side of Cynthia Street and back along 45th. Would prefer to see a dedicated cycle lane and sidewalks along the whole stretch. This may reduce the width of the road for motor vehicles – traffic along that route is characterized by impatience as much as speed, which can be equally dangerous.

Traffic Flow

- Circle Drive intersection is very complicated with a lot of traffic – there is already a long wait time to cross Circle Drive and adding pedestrian signals could make it even longer, so that should be a design consideration.
- Circle Drive to 45th Street is not pedestrian friendly and is a rather hostile environment. It would be a good place for some additional landscaping/trees that could be used as traffic separators.

Green Space & Tree Preservation

- Circle Drive to 45th Street would be a good place for additional landscaping/trees to make the community more pleasant.

General Comments

Accessibility

- In the central section where Bike Boulevards/Neighbourhood Bikeways may be used, aggressive traffic calming would help to make active transportation travel safer.
- Benches to allow for rest stops everywhere are needed and would be much appreciated.

Safety

- At key intersections, include the advance bike boxes to separate bikes from the cars and to allow for better intersection clearing.
- Dedicated bike lanes and sidewalks should be included along the entire length of the study area.

Green Space & Tree Preservation

- Pocket parks along the way for people to take a break would be beneficial and it would also add a little bit of green on the route to enjoy.

General

- Publicly accessible washrooms are needed all along this route (Saskatoon Public Library on 33rd Street responded that public washrooms are available at the library).
- Transit users frequently have bus stops that are not easily used, particular in winter and spring thaws. These stops need to be built into the pedestrian network.
- Bikes and other new modes of transportation now need to be planned for as well.
- The city should be looking not only at how to make life easier for active transportation but also at reducing motorised vehicle use.

4.2 Phase 1 Survey: MetroQuest

4.2.1 Purpose

An online survey was prepared using the MetroQuest platform to help develop a stronger understanding of community needs and desires. The survey was open from May 12, 2022 to June 13, 2022 for a total of 32 days. A hard copy version of the survey was available to residents at the Mayfair Branch Library and Harry Bailey Aquatic Centre. The survey captured 295 online participants and 4 paper survey participants for a total of 299 participants. The survey questions/activities were developed to gather input on the best way to develop a plan to enhance mobility and safety on Avenue C from Spadina Crescent to 45th Street.

Of note, these were self-administered, non-random surveys and thus results cannot be considered to be statistically significant or representative of the opinions of all residents. As with other consultation tools, the survey findings should not be considered in isolation, but instead factored into the context of other community input and assessment methodologies.

4.2.2 Marketing Techniques

The survey was advertised on the City's Engage page website, through Saskatoon's social media feeds and by direct email to stakeholder groups. Flyers with information about the project and survey were delivered to the neighbourhoods along Avenue C. Mini billboards were placed along Avenue C to promote the survey. Paper copies of the survey were available at the Mayfair Branch Library and Harry Bailey Aquatic Centre. Posters were also placed in these locations to promote the survey. Identified stakeholders were encouraged to share the survey with their networks.

4.2.3 Input Received

A total of 295 individuals responded to the public survey. Survey respondents largely represented the age cohorts of:

- 35-44 years (35%),
- 25-34 years (18%), and
- 45-54 years (17%).

Males represented 48% of participants and females represented 43%, while 2% of respondents identify as non-binary. 11% of respondents identified as having a disability. 7% of respondents identify as being part of a visible minority group.

When asked whether participants are Indigenous, 11% identified as First Nations, and 3% identified as Métis. Figure 1: Age Cohort, Figure 2: Gender Distribution, Figure 3: Disability Identification, Figure 4: Visible Minority Identification, Figure 5: Indigenous Identification.

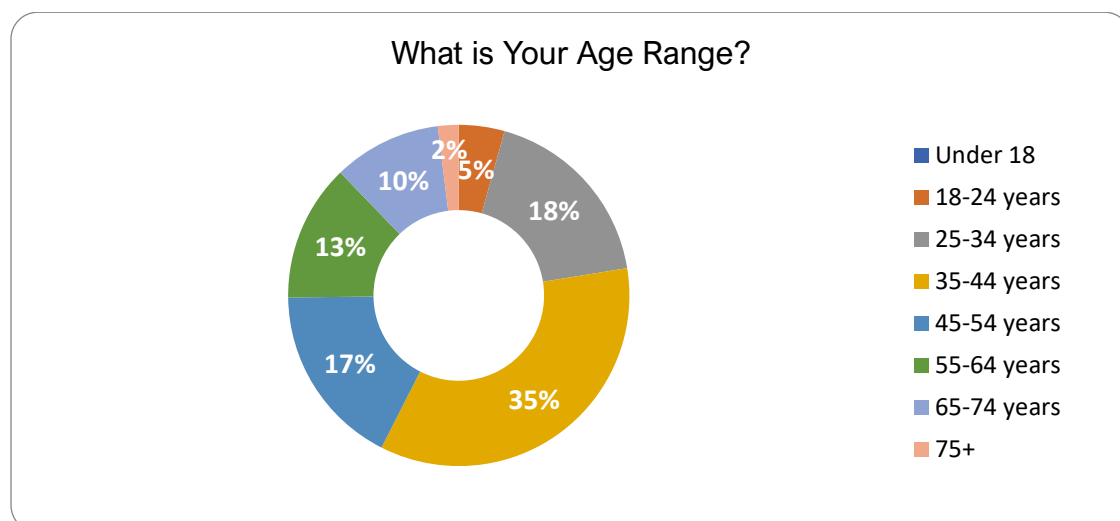


Figure 1 Age Cohort

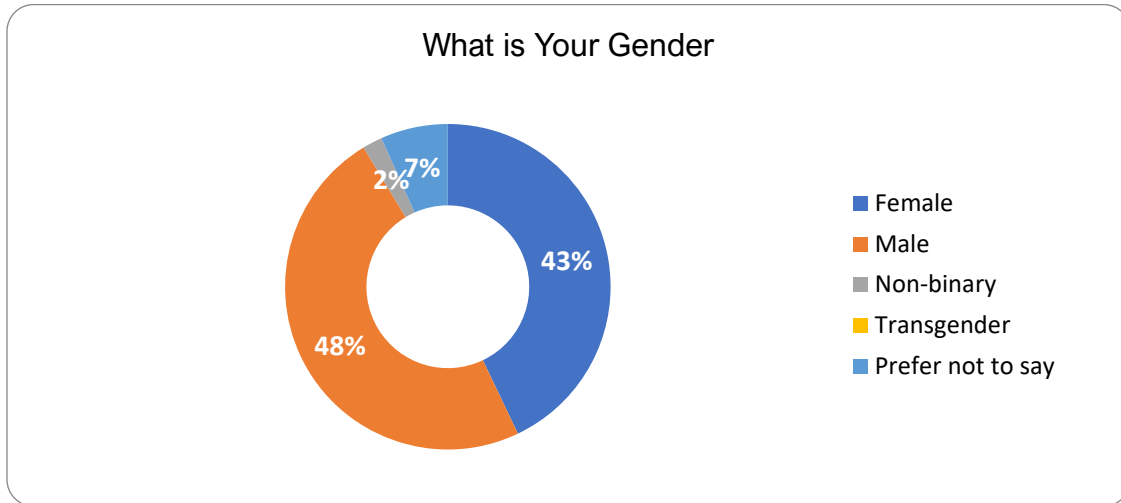


Figure 2 Gender Distribution

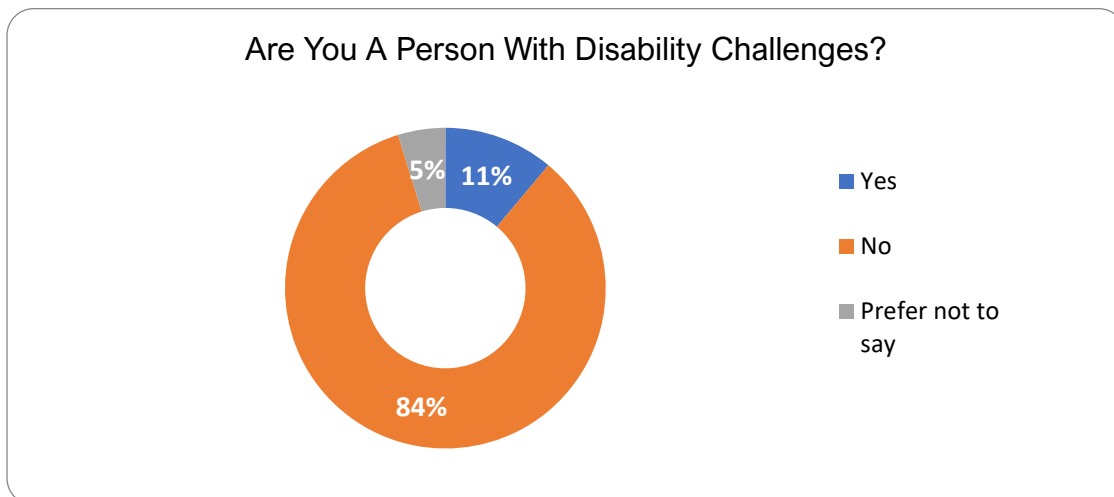


Figure 3 Disability Identification

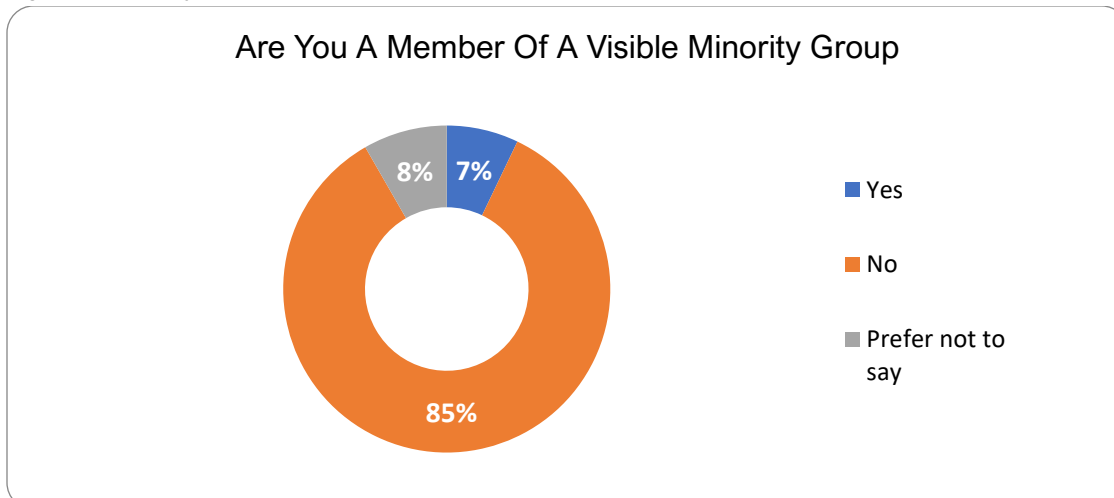


Figure 4 Minority Group Identification

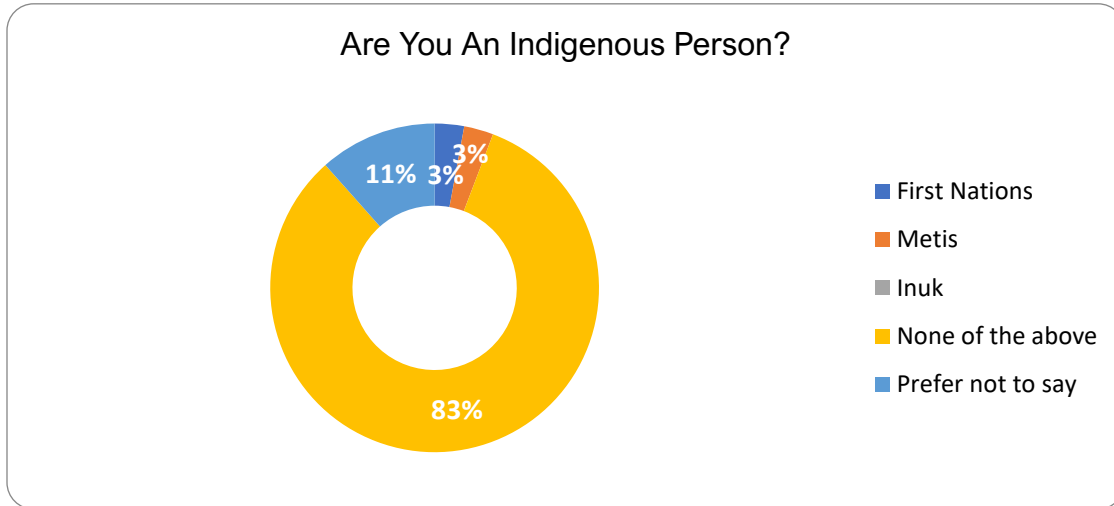


Figure 5 Indigenous Identification

Activity 1: Map Markers

In the map markers activity, survey participants were asked to drop pins on a map of the project area indicating where individuals experience barriers or challenges to walking and/or cycling, and where there are opportunities for improvement. Seven categories were included - cycling, pedestrian, road condition, amenities, connectivity, accessibility, and other.

The technical team has undertaken detailed analysis of all comments provided through this activity during the development of design options. The map link below outlines all participant feedback provided for each category: [Connecting Avenue C - Google My Maps](#)

The following is a sample list of paraphrased, high-level comments which are meant to provide an overview of general topics, concerns, and opinions regarding active transportation on Avenue C. For a detailed category/comment breakdown, please visit the map link where you can navigate to any areas of interest: [Connecting Avenue C - Google My Maps](#).

Accessibility – What is a priority or opportunity for improvement here?

- No effort has been made to make Avenue C generally accessible and, as such, it poses a major obstacle for users with mobility challenges
- Accessible ramps are required on all sides of the sidewalks at intersections
- Crosswalk lights along Avenue C change too quickly – does not give enough time for those with mobility challenges or families pushing strollers to safely cross
- Snow clearing needed for those pushing a stroller, using a wheelchair or motorized scooter
- Sidewalks are difficult to navigate - too narrow and the sidewalk curbs are high
- Too much space for cars and too little space for pedestrians and cyclists – feels unsafe
- Needs overall aesthetic improvements to be more inviting including picnic tables, shade trees, benches, etc.

Amenities - What is a priority or opportunity for improvement here?

- Trees for shade – trees would provide shade and increase the aesthetic of the area which would in turn encourage foot traffic for local businesses
- Desire picnic tables and street trees in green spaces along Avenue C
- Mostly vacant buildings, parking lots, and chain link fences create an unwelcoming and unsafe atmosphere for users
- Speeding drivers make the area unsafe
- Would like to see raised crosswalks to improve safety
- Sidewalks all along Avenue C are too narrow for pedestrian traffic – sidewalks need to be widened to encourage foot traffic
- Desire to see a dedicated bike lane along the entire Avenue C corridor
- Requires street cleaning and waste removal
- Add bike lanes

Connectivity - What is a priority or opportunity for improvement here?

- Link to the Meewasin Valley Trail with improved cycling infrastructure and safer connections
- Improve connectivity from downtown bike paths onto a protected west bound bike path
- Awkward/unsafe intersections in many sections along Avenue C with poorly marked crossing for pedestrians and cyclists
- Sidewalks needed or need improvements – sidewalks too narrow
- Overall safety concerns for pedestrians and cyclists along this corridor

Cycling - What is working well, needs improvement, or is a priority here?

- Overall concerns for cyclists' safety and concern regarding sharing the road with vehicle traffic
- No bike lanes or bike parking available
- Safe walkways are needed in many areas
- Road is too narrow for cyclists and vehicles to share safely
- Support for protected bike lanes
- Traffic calming required to improve safety in many areas
- Improved signage, sightlines, crossing lights, and road conditions needed
- Need for designated cycling lanes

Pedestrian - What is working well, needs improvement, or is a priority here?

- Overall concern for pedestrian safety (poorly lit, isolated, dangerous alleyways, no sidewalks, pedestrian crosswalk times too short)
- Traffic calming to reduce speeding vehicles is required to improve safety for pedestrians and cyclists
- Widened sidewalks are needed
- Additional lighting and existing lighting improvements are needed
- Surroundings feel uninviting in many areas (too many parking lots, garbage, no greenery)
- Sidewalks and crosswalks end abruptly/do not connect to anything
- Insufficient visible crosswalks – concerns of speeding vehicles that do not stop for pedestrians

Road Condition - What is a priority or opportunity for improvement here?

- Poor condition of road needs improvement in many areas (i.e., potholes, uneven and bumpy)
- Road is too narrow and cars parked along sides makes it hard for cyclists to use the road
- Poor visibility to oncoming traffic due to street parking

Activity 2: Priorities Ranking

The priority ranking activity gave survey participants the chance to rank their top priorities for an active transportation corridor on Avenue C from 1 to 3 with 1 having the highest priority and 3 having the lowest priority, see Figure 6 Priority Ranking Activity MetroQuest View. The ranking options included:

- Connectivity of cycling routes;

- Comfortable cycling environment;
- Condition/maintenance of bike facilities;
- Connections to amenities/destinations;
- Comfortable walking environment;
- Maintaining parking and loading;
- Accessibility for all users;
- Bike parking; and
- Access to transit services.

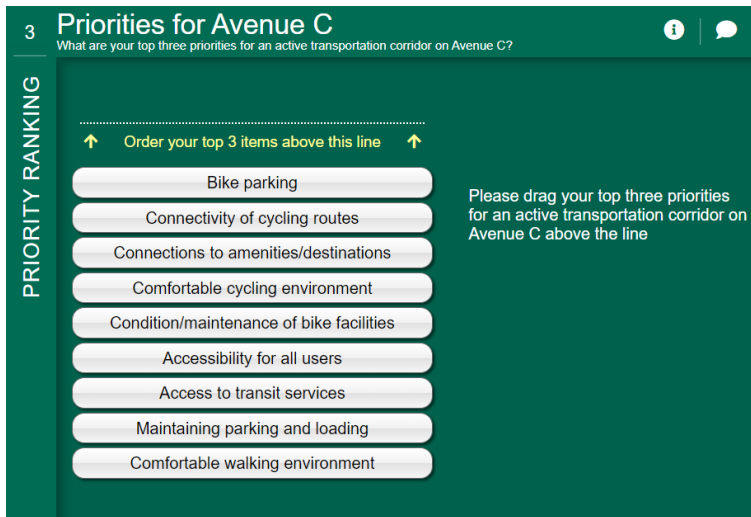


Figure 6 Priority Ranking Activity MetroQuest View

Comfortable Cycling Environment received the highest priority ranking with 57 participants ranking it number 1 out of 3. The next ranked priority was Comfortable Walking Environment with 38 votes for top priority, followed by Accessibility For All Users with 34 votes for top priority. Connectivity Of Cycling Routes was closely ranked with Maintaining Parking And Loading. Conversely, the lowest ranked option was Bike Parking which received 0 votes for top priority. Figure 7: Priorities for Avenue C, Figure 8: Top Priorities for Avenue C.

Common comments related to the prioritization activity included the importance of focusing on cyclist and pedestrian safety first before comfort or aesthetics, providing clear connections, maintaining active transportation infrastructure, and shifting from car centric design priorities to active transportation priorities.

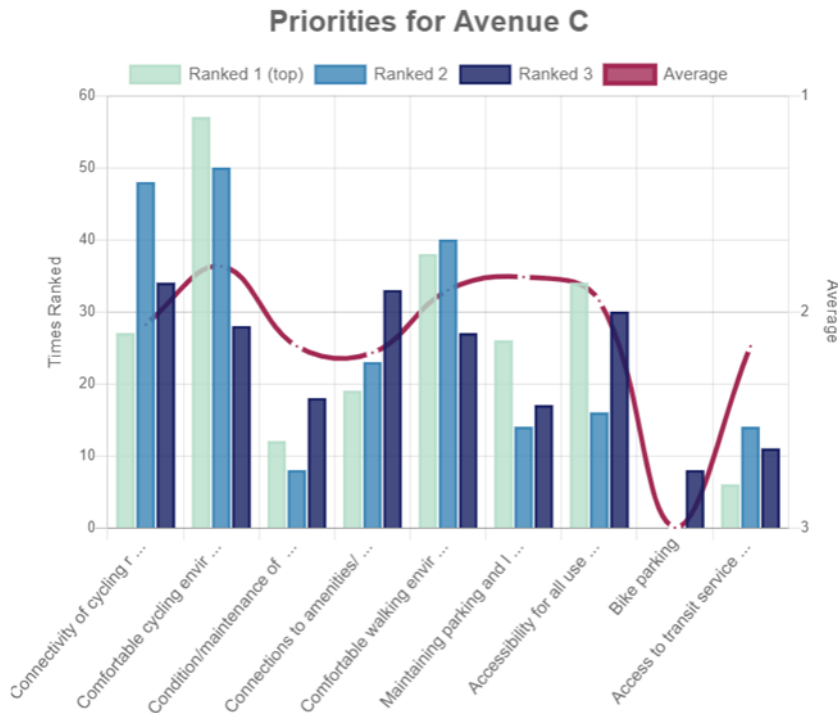


Figure 7 Priorities for Avenue C

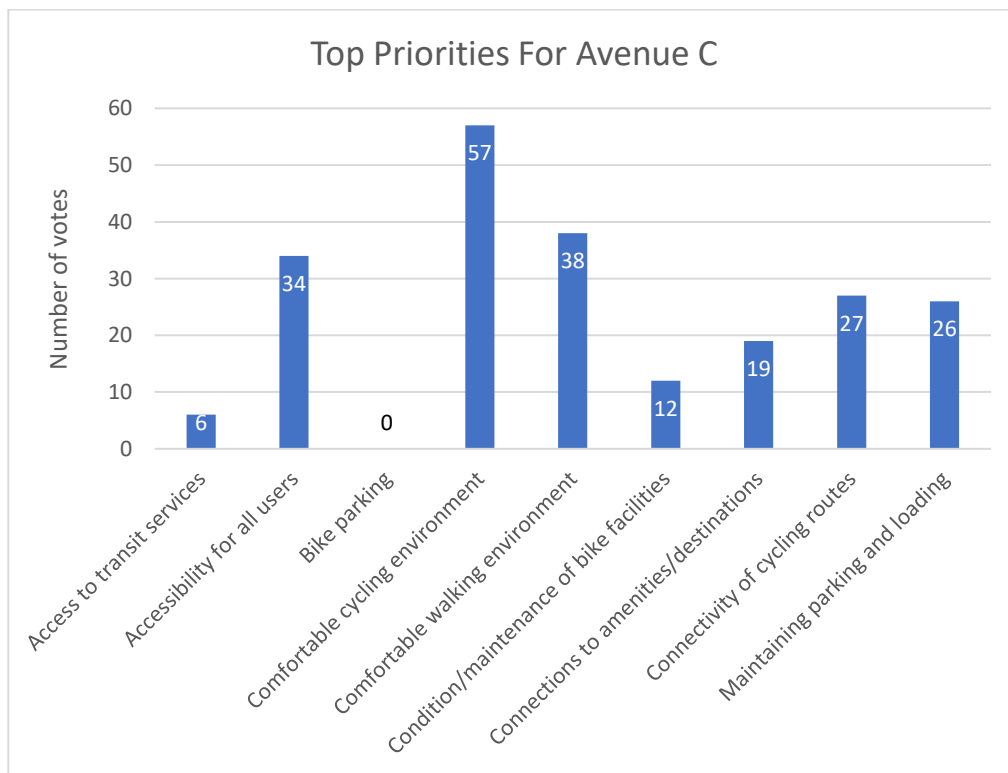


Figure 8 Top Priorities for Avenue C

Activity 3: General Questions

The third activity consisted of a number of questions related to modes and frequency of transportation used and the number of household vehicles.

Transportation

The modes of transportation used by survey respondents are as follows:

- walking (31%),
- biking (26%),
- driving (32%),
- transit (9%), and
- other – no additional information was supplied for this option.

The majority of respondents who selected walk indicated that they walk

- weekly (28%),
- occasionally (24%), and
- everyday (21%).

The respondents who selected bike indicated that they use this mode

- weekly (30%),
- seasonally (mostly in summer months) (20%), and
- occasionally or never (17%).

Nearly 60% of survey participants who responded to this question indicated that they never use transit as a mode of transportation on Avenue C, while 25% use transit occasionally. It is worth noting that Avenue C does not currently have many transit routes, which may have impacted the large percentage of participants that indicated they never use transit on Avenue C.

The majority of respondents that drive on Avenue C use this mode

- everyday (38%),
- weekly (27%), and
- occasionally (14%).

The reason that respondents travel on Avenue C is fairly dispersed and the top reasons includes

- travel to work (31%),
- the respondent lives along the corridor (20%),
- in order to access shopping and restaurants (20%), and
- to access the river (14%).

The majority of respondents indicated that they have either 1 vehicle (46%) or 2 vehicles (33%).

Figure 9 Transportation Modes; Figure 10 Walk Mode Frequency; Figure 11 Bike Mode Frequency; Figure 12 Transit Mode Frequency; Figure 13 Vehicle Mode Frequency; Figure 14 Reason for Travel on Ave C; Figure 15 Total Vehicles Per Household.

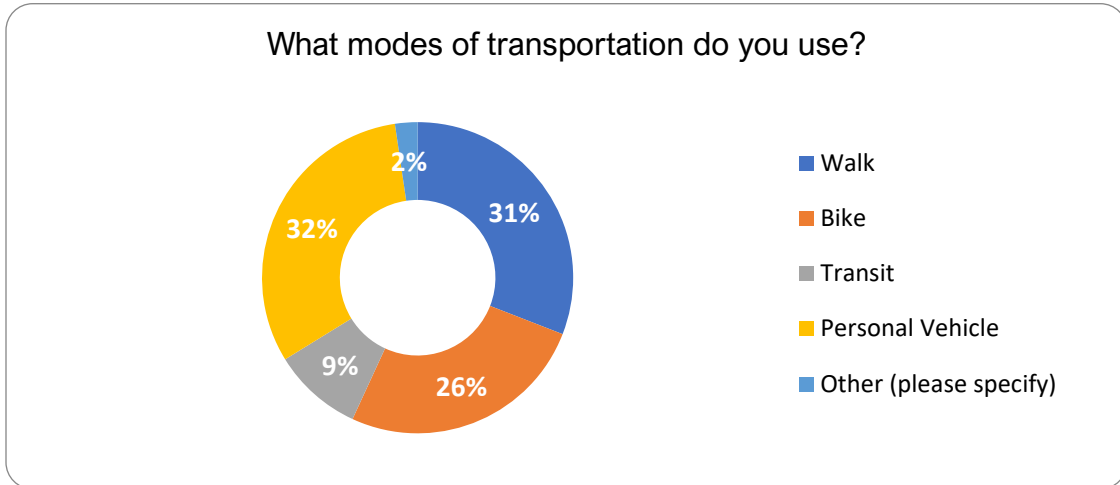


Figure 9 Transportation Modes

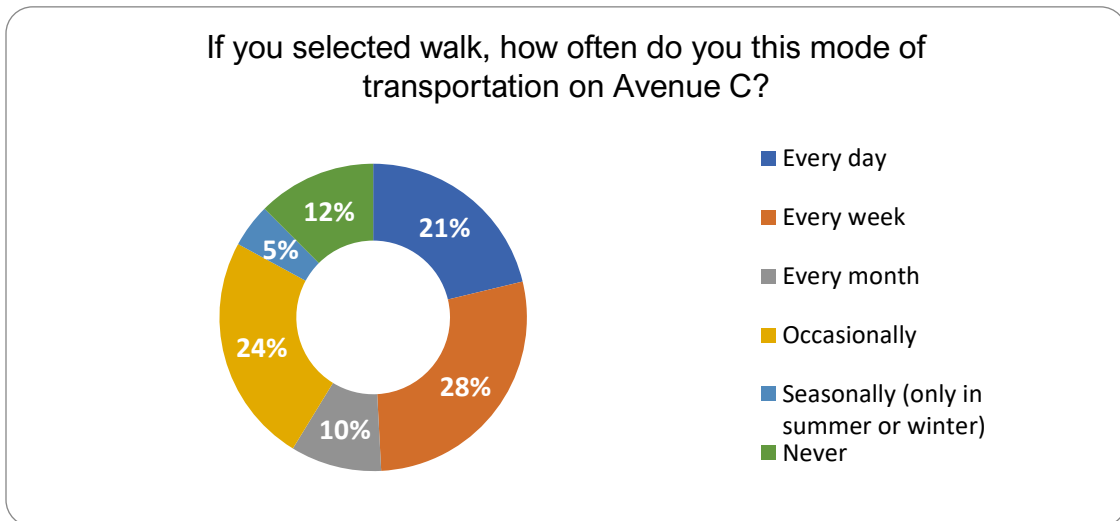


Figure 10 Walk Mode Frequency

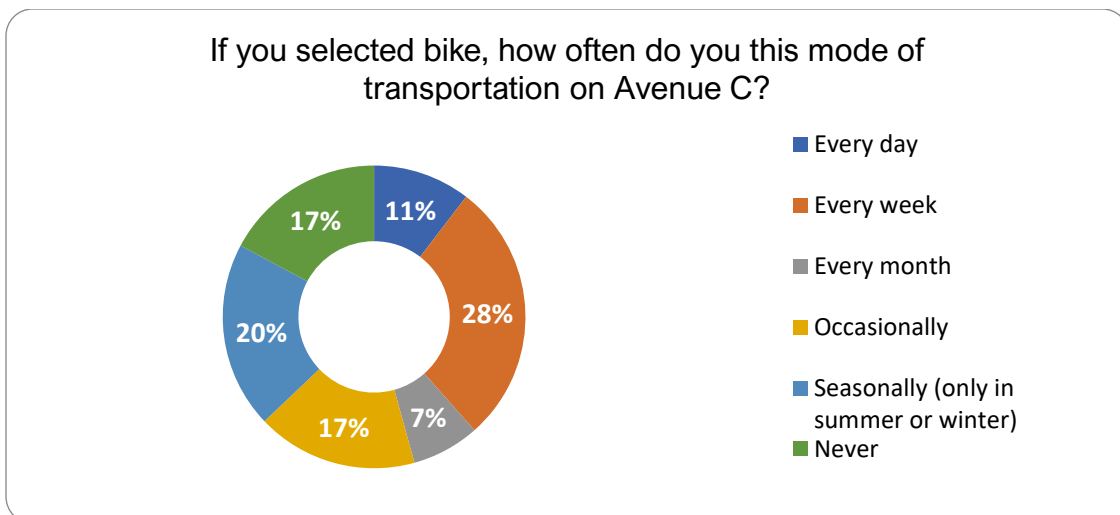


Figure 11 Bike Mode Frequency

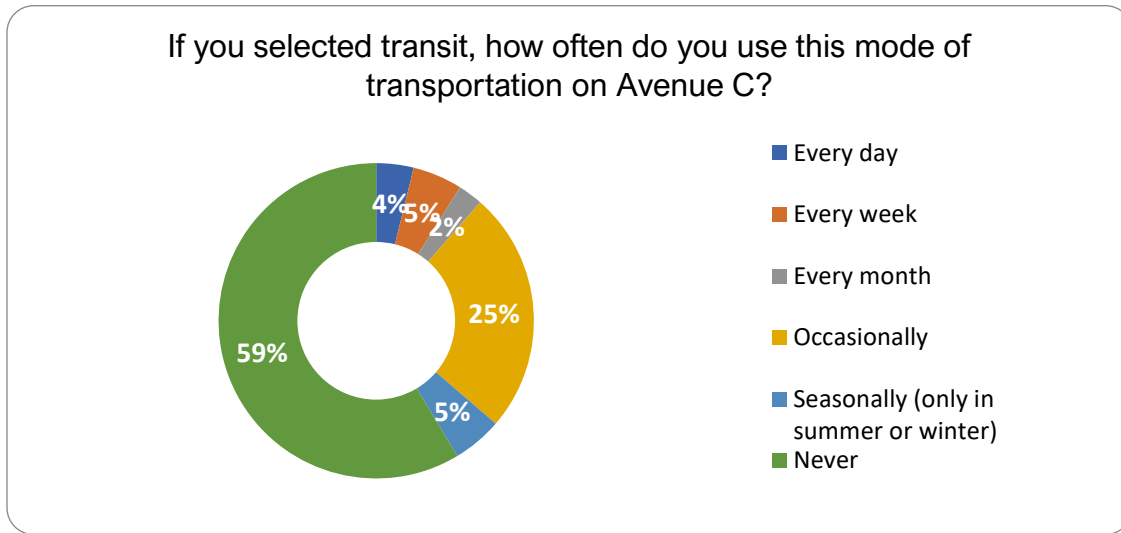


Figure 12 Transit Mode Frequency

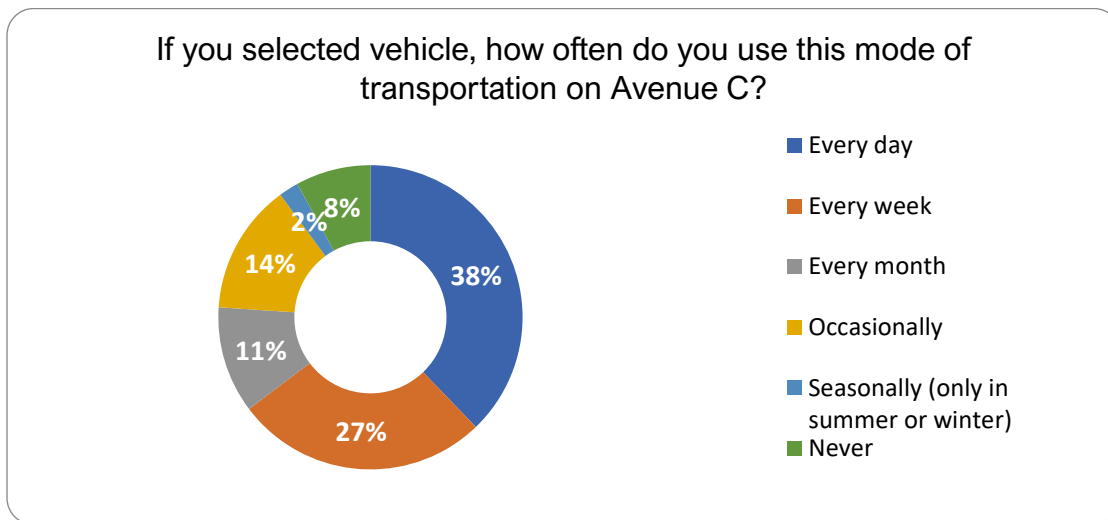


Figure 13 Vehicle Mode Frequency

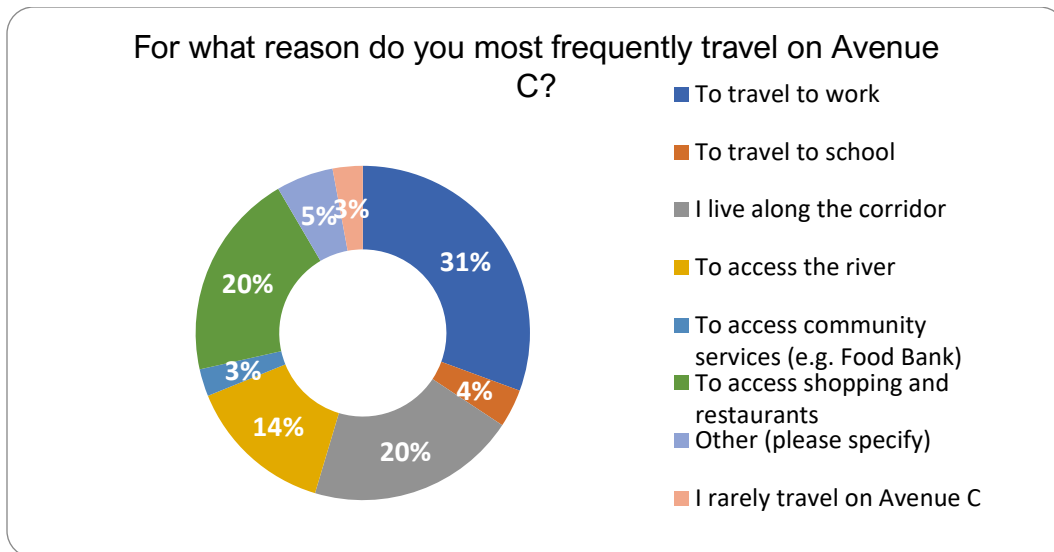


Figure 14 Reason for Travel on Ave C

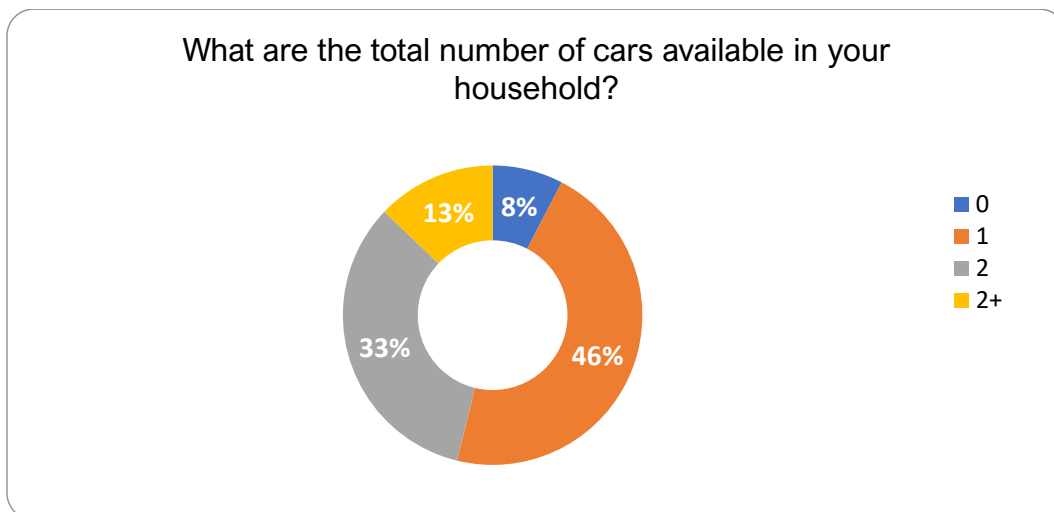


Figure 15 Total Vehicles Per Household

5 Additional Comments

The following themes are high-level, paraphrased results from the feedback received.

- Without creating separated bike lanes, wider sidewalks, treed areas, and connections to places people want to go (like a bike lane down 20th Street), efforts to improve Ave C will fail
- Desire to use active transportation more often but the infrastructure to support it isn't there – feels unsafe for families and commuters wishing to bike more
- Improve bicycle infrastructure and connectivity - require better bike path connectivity, bike parking, and more protected bike lanes to keep commuters safe
- General concerns around the noise, pollution, safety, and traffic along Avenue C – desire to have alternate active transportation routes along quieter, safer, and greener side lanes/routes off Avenue C
- Traffic calming to reduce vehicles speeding on Avenue C is desired

- Concerns around the lack of snow removal on sidewalks hindering walkability
- Improve transit access along Avenue C
- Need active transportation education component to shift car-centric mentality of the community

6 Data Limitations

Due to the changing provincial regulations around Covid-19, the team utilized interactive online platforms to host stakeholder workshops and gather input from the community. All Phase 1 public and stakeholder feedback was gathered in an online environment.

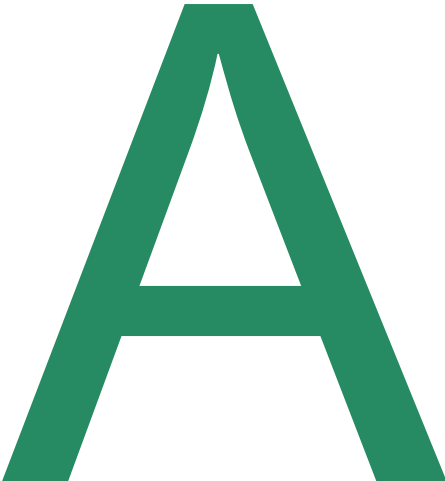
Prior the online Phase 1 Stakeholder Session, an accidental meeting cancellation was sent. While many participants still logged into the meeting, it may have caused confusion and prevented some invited participants from joining the meeting.

7 Next Steps

The feedback received during Phase 1 Engagement will be used to help inform the Connecting Avenue C design options for a walking and cycling facility along Avenue C that will be presented in Phase 2 (Fall 2022). Future engagement activities will include presenting the design options to the public through a community session and survey.

Engagement feedback, along with technical analysis and best practices, will be used to prepare the recommendations for the corridor, which will be presented to City Council in Winter 2023.

APPENDIX



EXTERNAL STAKEHOLDERS
EDUCATION
Applicable school divisions
City of Saskatoon – University of Saskatchewan Students Connection Committee
Mayfair Library Branch
Saskatoon Public Library
Saskatoon Community Youth Arts Programming (SCYAP)
MOBILITY/RECREATIONAL USERS
Bike Doctor - E-Bike Provider
Biktrix - E-Bike Provider
Bridge City Bicycle Co-Op
Saskatoon Cycles
Walking Saskatoon
Jane's Walk Saskatoon
Bus Riders of Saskatoon
EQUITY/ACCESSIBILITY/ADVOCACY
Canadian National Institute for the Blind (CNIB)
SaskAbilities
Saskatoon Accessibility Advisory Committee
Saskatoon Council on Aging
Saskatoon Food Bank and Learning Centre
Salvation Army
OutSaskatoon
Core Neighbourhood Youth Co-op
PAVED Arts
Crocus Cooperative
COMMUNITY ASSOCIATIONS
Caswell Community Association
Kelsey Woodlawn Community Association
Mayfair Community Association
Riversdale Community Association
BUSINESS/ECONOMIC
Business & Property Owners along Avenue C - key sections of corridor along 20th St, 33rd St, 45th St
Riversdale Business Improvement District (BID)
Downtown BID
33rd Street BID
North Saskatoon Business Association

Saskatoon Chamber of Commerce
Tourism Saskatoon
Farmer's Market Tenants
INDIGNEOUS
Central Urban Métis Federation Inc. (CUMFI)
Metis Nation Saskatchewan
Saskatoon Tribal Council
ENVIRONMENTAL
Eco Friendly Saskatoon
Climate Justice Saskatoon
Saskatchewan Environmental Society
Meewasin Valley Authority
Saskatoon Youth Climate Committee
SOS Trees Coalition
Wild About Saskatoon
TRANSPORTATION/INFRASTRUCTURE
Airport Business Area/North Industrial

INTERNAL STAKEHOLDERS
EDUCATION
City Communications Department
Community Services Department - Communications
Community Services Department - Community Development
Community Services Department - Economic Development
Community Services Department - Indigenous Initiatives
Community Services Department – Parking
Community Services Department – Planning and Development
Fire Department
Parks Department (Urban Forestry)
Roadways Department
Saskatoon Police Service
Saskatoon Transit Services
Transportation Department
Urban Design

APPENDIX

B



Connecting Avenue C

Walking and Cycling Improvements



ABOUT THE PROJECT



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 Crescent to 45th Street in Saskatoon. The Avenue C corridor crosses many different types of land uses including commercial, residential, and industrial.

LEGEND	Study Corridor	Schools	Rail Crossing	North
	Future AAA Cycling Network	Parks	Signalized Intersection	* Observed 85th percentile operating speeds. Speed limit is 50 km/h along Avenue C, except between 30th Street and 31st Street where the speed limit reduces to 30 km/hr due to the school zone.
	Future Multi-Modal Corridor	Low Traffic Volume (less than 1,500 vehicles per day)	Low Speed (<40 km/hr)	
	Existing Off-Street Pathway	Medium Traffic Volume (1,500 - 6,500 vehicles per day)	Medium Speed ("between 40 and 55 km/hr)	
	Existing Neighbourhood Bikeway	High Traffic Volume (Greater than 6,500 vehicles per day)	High Speed (>greater than 55 km/hr)	
	Existing Protected Bikeway			



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PROJECT SCOPE

Saskatoon
TRANSPORTATION
MASTER PLAN



The project will include:

1. Design of AAA cycling facilities

Possible cycling facilities



2. Identification of improvements to walking facilities

Possible improvements to walking facilities



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GENERAL DESIGN CONSIDERATIONS



Several key factors will be considered in the planning and design of AAA walking and cycling facilities along Avenue C, including:

Network of connections	Safety and comfort for all users	Public and stakeholder input	Equity and accessibility	Parking, loading and deliveries
Adjacent land uses	Transit stops and routes	Traffic operations	Right-of-way and road constraints	Snow clearing and maintenance

PARKING



A parking study was conducted to **determine use of available on-street parking**. The parking study was conducted on December 6, 2021 for 12-hours (8:00 a.m. to 8:00 p.m.) between Spadina Crescent and 25th Street, and 4-hours (11:00 a.m. to 1:00 p.m. and 8:00 p.m. to 10:00 p.m.) between 25th Street and 45th Street.



PARKING

Saskatoon
TRANSPORTATION
MASTER PLAN



33rd Street West to Rail Line



Rail Line to 45th Street West



LEGEND

Percent of Occupied Parking Spaces

- 80% - 100%
- 60% - 80%
- 40% - 60%
- 20% - 40%
- Less than 20%
- Parking Prohibited
- ➔ North

KEY PROJECT CONSIDERATIONS

Saskatoon
TRANSPORTATION
MASTER PLAN

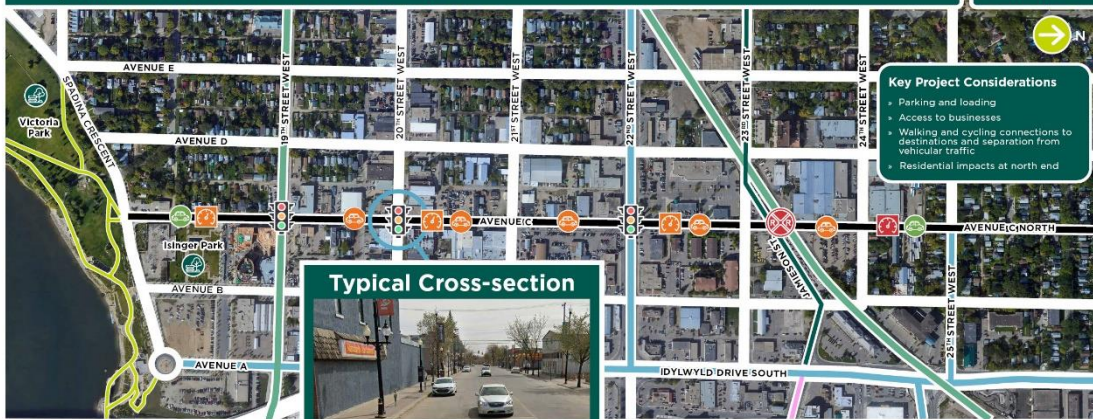


LEGEND

- | | | | |
|--|--|---|---|
| Study Corridor | Schools | Rail Crossing | ➔ North |
| Future AAA Cycling Network | Parks | Signalized Intersection | * Observed 85th percentile operating speeds. Speed limit is 50 km/h along Avenue C, except between 30th Street and 31st Street where the speed limit reduces to 30 km/h due to the school zone. |
| Future Multi-Modal Corridor | Low Traffic Volume
(less than 1,500 vehicles per day) | Low Speed
(* < 40 km/hr) | |
| Existing Off-Street Pathway | Medium Traffic Volume
(1,500 - 6,500 vehicles per day) | Medium Speed
(* between 40 and 55 km/hr) | |
| Existing Neighbourhood Bikeway | High Traffic Volume
(greater than 6,500 vehicles per day) | High Speed
(* greater than 55 km/hr) | |
| Existing Protected Bikeway | | | |

Spadina to 25th Street West: Commercial Area

Residential



KEY PROJECT CONSIDERATIONS

Saskatoon
TRANSPORTATION
MASTER PLAN



LEGEND	
	Study Corridor
	Future AAA Cycling Network
	Future Multi-Modal Corridor
	Existing Off-Street Pathway
	Existing Neighbourhood Bikeway
	Existing Protected Bikeway
	Schools
	Parks
	Low Traffic Volume (less than 1,500 vehicles per day)
	Medium Traffic Volume (1,500 - 6,500 vehicles per day)
	High Traffic Volume (greater than 6,500 vehicles per day)
	Rail Crossing
	Signalized Intersection
	Low Speed (*<40 km/hr)
	Medium Speed (*between 40 and 55 km/hr)
	High Speed (*greater than 55 km/hr)
	North
	Off-Set Intersection
* Observed 85th percentile operating speeds. Speed limit is 50 km/h along Avenue C, except between 30th Street and 31st Street where the speed limit reduces to 30 km/hr due to the school zone.	

25th Street West to 33rd Street West: Residential Area



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KEY PROJECT CONSIDERATIONS

Saskatoon
TRANSPORTATION
MASTER PLAN



LEGEND	
	Study Corridor
	Future AAA Cycling Network
	Future Multi-Modal Corridor
	Existing Off-Street Pathway
	Existing Neighbourhood Bikeway
	Existing Protected Bikeway
	Schools
	Parks
	Low Traffic Volume (less than 1,500 vehicles per day)
	Medium Traffic Volume (1,500 - 6,500 vehicles per day)
	High Traffic Volume (greater than 6,500 vehicles per day)
	Rail Crossing
	Signalized Intersection
	Low Speed (*<40 km/hr)
	Medium Speed (*between 40 and 55 km/hr)
	High Speed (*greater than 55 km/hr)
	North
	One-Way Closure to prevent short cutting (when applicable to the plan of closure)
* Observed 85th percentile operating speeds. Speed limit is 50 km/h along Avenue C, except between 30th Street and 31st Street where the speed limit reduces to 30 km/hr due to the school zone.	

33rd Street West to Rail Line: Residential Area



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KEY PROJECT CONSIDERATIONS



LEGEND

Study Corridor	Schools	Rail Crossing	North
Future AAA Cycling Network	Parks	Signalized Intersection	* Observed 85th percentile operating speeds. Speed limit is 50 km/h along Avenue C, except between 30th Street and 31st Street where the speed limit reduces to 30 km/h due to the school zone.
Future Multi-Modal Corridor	Low Traffic Volume (less than 1,500 vehicles per day)	Low Speed (* < 40 km/hr)	
Existing Off-Street Pathway	Medium Traffic Volume (1,500 - 6,500 vehicles per day)	Medium Speed (* between 40 and 55 km/hr)	
Existing Neighbourhood Bikeway	High Traffic Volume (greater than 6,500 vehicles per day)	High Speed (* greater than 55 km/hr)	
Existing Protected Bikeway			



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PROJECT TIMELINE & PUBLIC ENGAGEMENT



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 Council.

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



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GIVE FEEDBACK

Saskatoon
TRANSPORTATION
MASTER PLAN



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



Complete the project survey to **share your initial thoughts** by June 13, 2022:

<https://live.metroquestsurvey.com/g8j6>



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

<https://www.saskatoon.ca/engage>