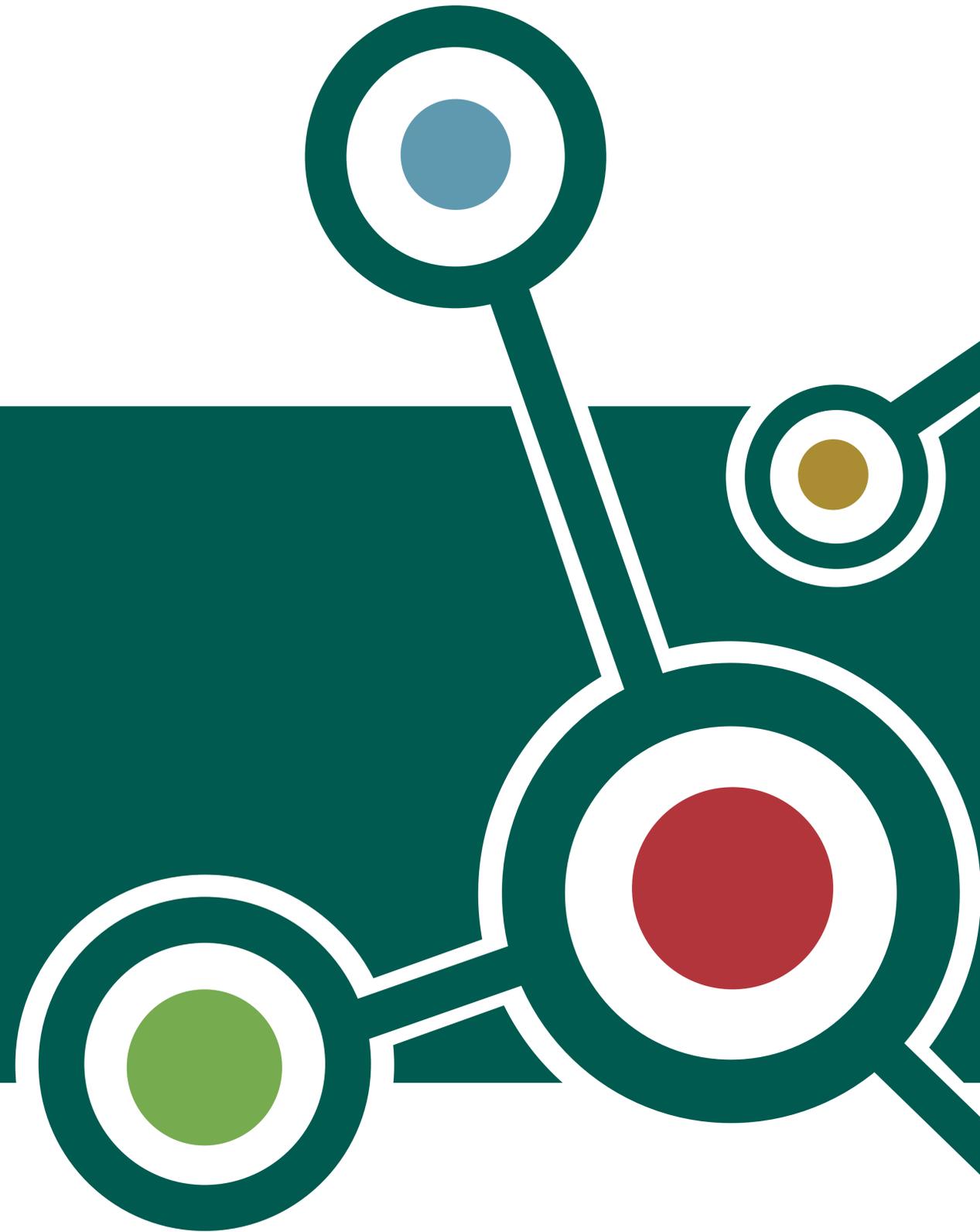


# Connecting Avenue C

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

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                            |   |  |
|  | Future Multi-Modal Corridor    |  | Low Traffic Volume<br><i>(less than 1,500 vehicles per day)</i>     |  | Low Speed<br><i>(* &lt; 40 km/hr)</i>              |   |  |
|  | Existing Off-Street Pathway    |  | Medium Traffic Volume<br><i>(1,500 - 6,500 vehicles per day)</i>    |  | Medium Speed<br><i>(* between 40 and 55 km/hr)</i> |   |  |
|  | Existing Neighbourhood Bikeway |  | High Traffic Volume<br><i>(greater than 6,500 vehicles per day)</i> |  | High Speed<br><i>(* greater than 55 km/hr)</i>     |   |  |
|  | Existing Protected Bikeway     |  |   |   |  |   | * 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. |

### Commercial

### Residential

### Commercial/Industrial





The project will include:

## 1. Design of AAA cycling facilities

*Possible cycling facilities*



Multi-use pathway



Neighbourhood bikeway



Raised cycle track



Protected bicycle lane

## 2. Identification of improvements to walking facilities

*Possible improvements to walking facilities*



Connected sidewalks



Accessible intersections



Enhanced pedestrian crossings



Pedestrian safety improvements

**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



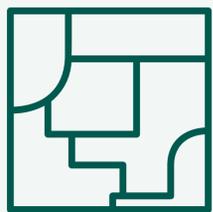
Public and stakeholder input



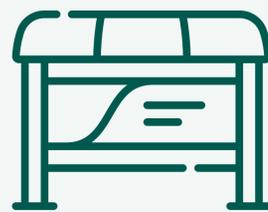
Equity and accessibility



Parking, loading and deliveries



Adjacent land uses



Transit stops and routes



Traffic operations



Right-of-way and road constraints



Snow clearing and maintenance

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.



## Spadina to 25th Street West



## 25th Street West to 33rd Street West



## LEGEND

Percent of Occupied Parking Spaces

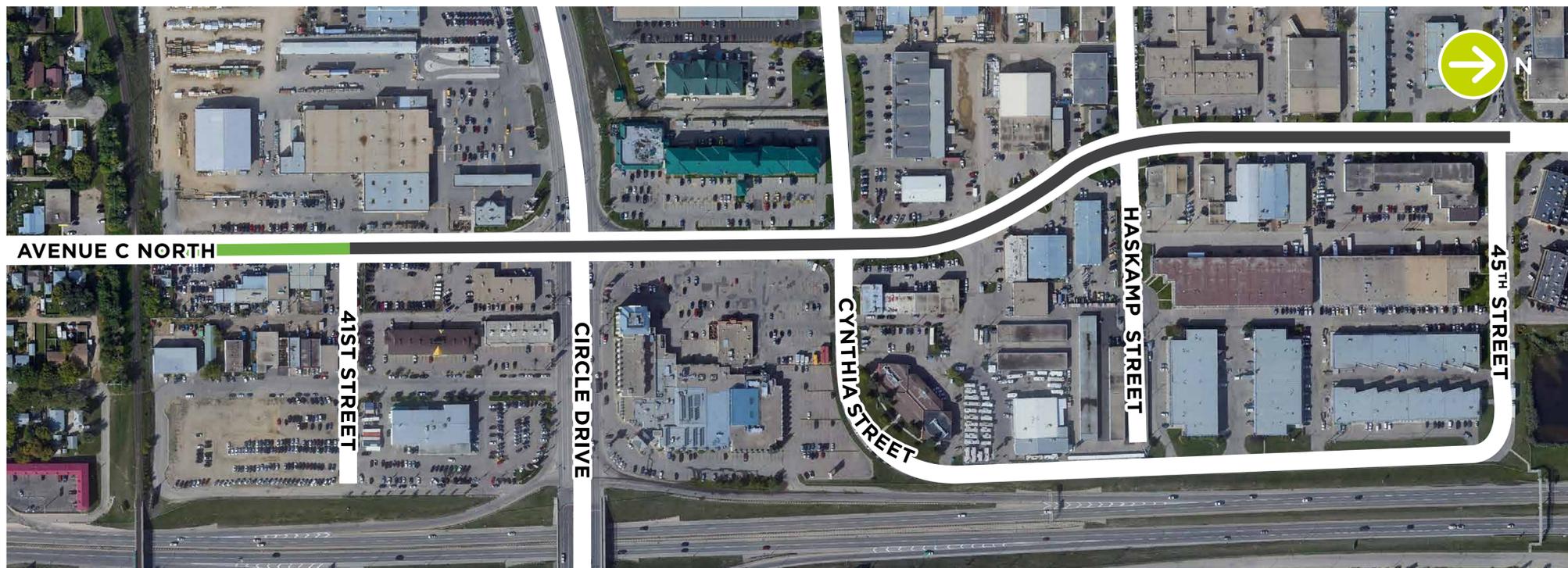
- 80% - 100%
- 60% - 80%
- 40% - 60%
- 20% - 40%
- Less than 20%
- Parking Prohibited
- North



## 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

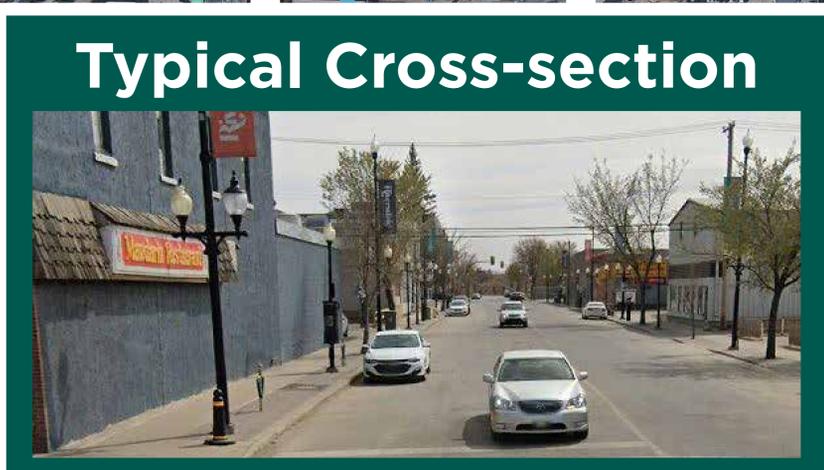
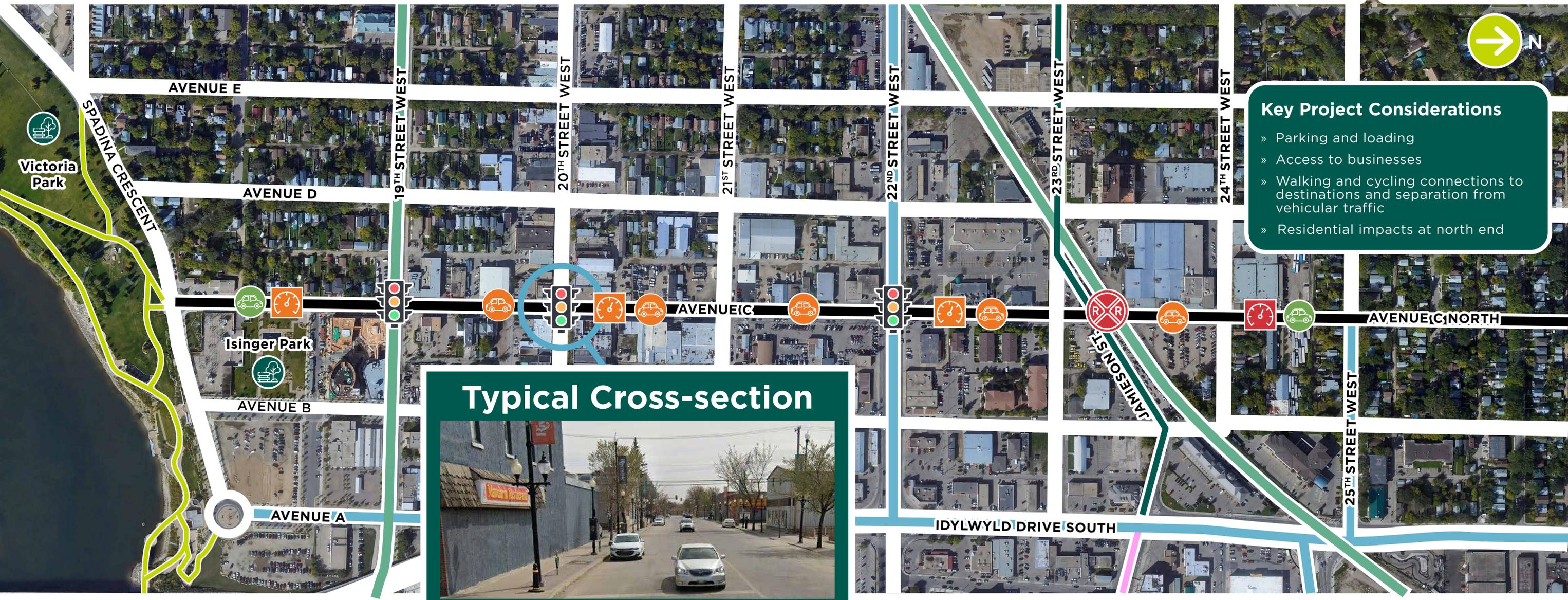
## LEGEND

-  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

\* 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.

## Spadina to 25th Street West: Commercial Area

## Residential



**Key Project Considerations**

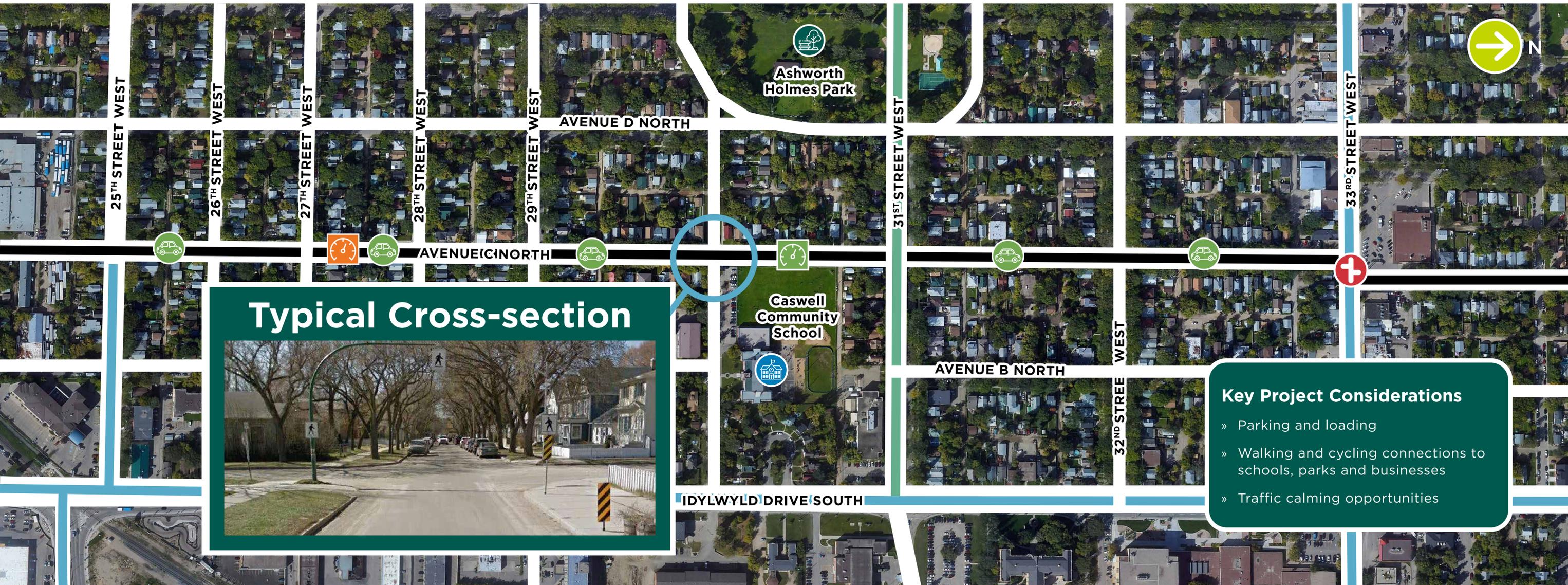
- » Parking and loading
- » Access to businesses
- » Walking and cycling connections to destinations and separation from vehicular traffic
- » Residential impacts at north end

# KEY PROJECT CONSIDERATIONS

## LEGEND

	Study Corridor		Schools		Rail Crossing		North
	Future AAA Cycling Network		Parks		Signalized Intersection		Off-Set Intersection
	Future Multi-Modal Corridor		Low Traffic Volume <i>(less than 1,500 vehicles per day)</i>		Low Speed <i>(* &lt; 40 km/hr)</i>	* 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.	
	Existing Off-Street Pathway		Medium Traffic Volume <i>(1,500 - 6,500 vehicles per day)</i>		Medium Speed <i>(* between 40 and 55 km/hr)</i>		
	Existing Neighbourhood Bikeway		High Traffic Volume <i>(greater than 6,500 vehicles per day)</i>		High Speed <i>(* greater than 55 km/hr)</i>		
	Existing Protected Bikeway						

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

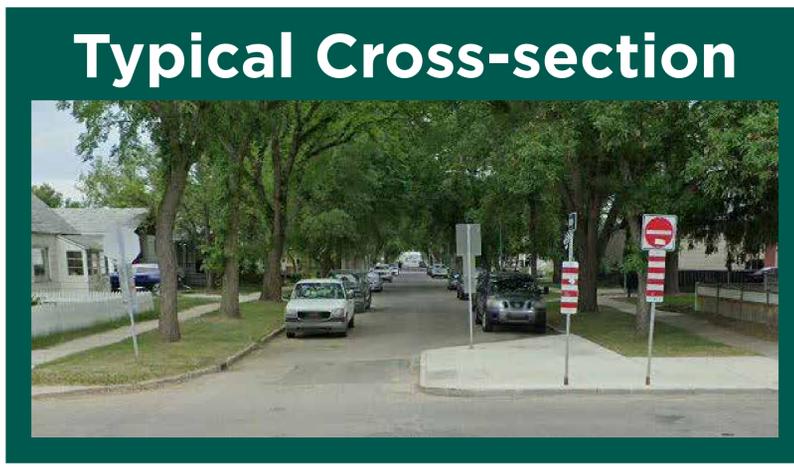
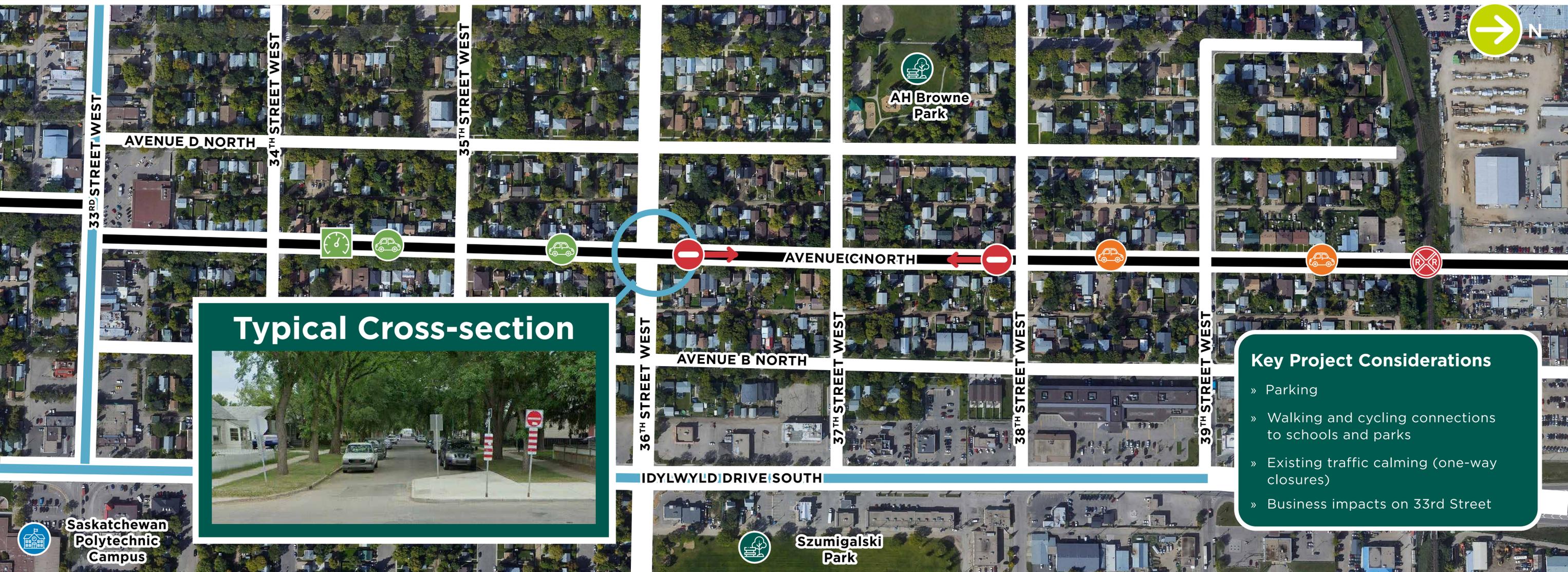


# KEY PROJECT CONSIDERATIONS

## LEGEND

- |   |                                |   |   |   |   |  |   |
|---|--------------------------------|---|---|---|---|--|---|
|  | Study Corridor                 |  | Schools   |  | Rail Crossing   |   | North   |
|  | Future AAA Cycling Network     |  | Parks   |  | Signalized Intersection                                   |   | One-Way Closure to prevent short cutting<br><small>(arrow points in direction of closure)</small> |
|  | Future Multi-Modal Corridor    |  | Low Traffic Volume<br><small>(less than 1,500 vehicles per day)</small>     |  | Low Speed<br><small>(*&lt;40 km/hr)</small>               | * 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. |   |
|  | Existing Off-Street Pathway    |  | Medium Traffic Volume<br><small>(1,500 - 6,500 vehicles per day)</small>    |  | Medium Speed<br><small>(*between 40 and 55 km/hr)</small> |  |   |
|  | Existing Neighbourhood Bikeway |  | High Traffic Volume<br><small>(greater than 6,500 vehicles per day)</small> |  | High Speed<br><small>(*greater than 55 km/hr)</small>     |  |   |
|  | Existing Protected Bikeway     |   |   |   |   |  |   |

## 33rd Street West to Rail Line: Residential Area



- ### Key Project Considerations
- » Parking
  - » Walking and cycling connections to schools and parks
  - » Existing traffic calming (one-way closures)
  - » Business impacts on 33rd Street

Saskatchewan Polytechnic Campus

# KEY PROJECT CONSIDERATIONS

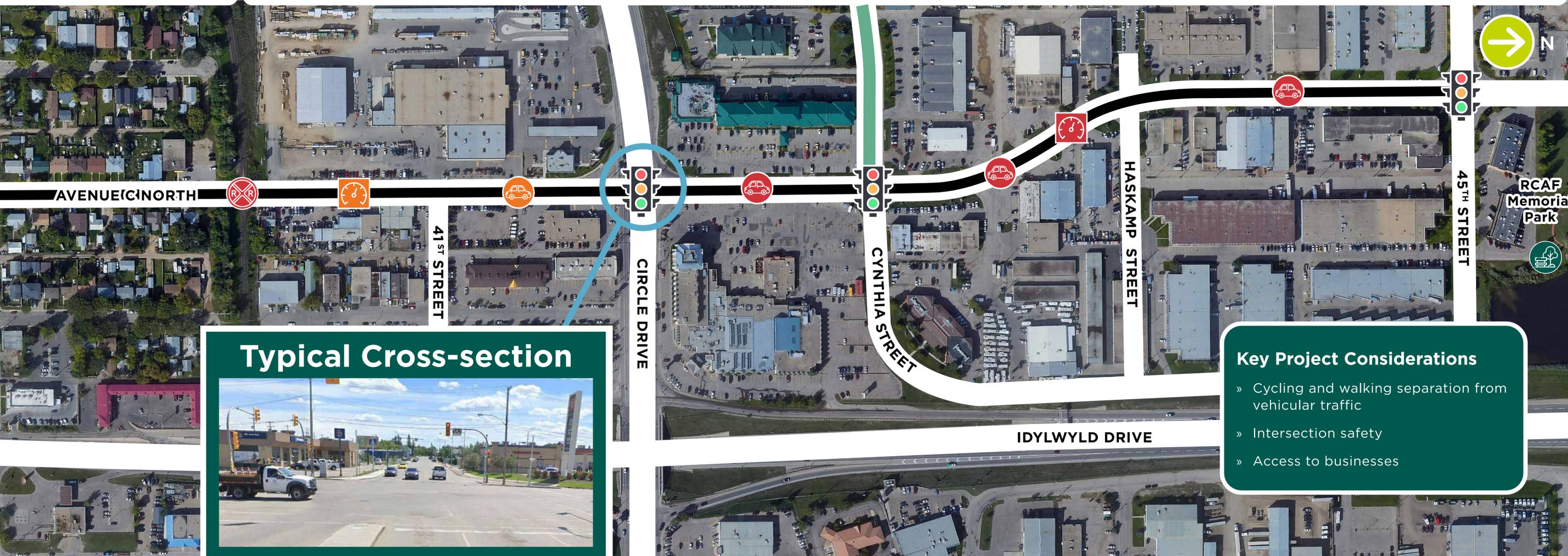
## LEGEND

- |   |                                |   |   |   |   |   |       |
|---|--------------------------------|---|---|---|---|---|-------|
|  | Study Corridor                 |  | Schools   |  | Rail Crossing                                     |  | North |
|  | Future AAA Cycling Network     |  | Parks   |  | Signalized Intersection                           |   |       |
|  | Future Multi-Modal Corridor    |  | Low Traffic Volume<br><i>(less than 1,500 vehicles per day)</i>     |  | Low Speed<br><i>(*&lt;40 km/hr)</i>               |   |       |
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|  | Existing Protected Bikeway     |   |   |   |   |   |       |

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## Residential

## Rail Line to 45th Street West: Commercial and Industrial Area



### Typical Cross-section



### Key Project Considerations

- » Cycling and walking separation from vehicular traffic
- » Intersection safety
- » Access to businesses

# 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:



# GIVE FEEDBACK



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>