

Connecting Avenue C Walking & Cycling Improvement Project
Phase 2 Public Engagement: What We Heard Report
December 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 was complete as of December 2022, and Phase 3 Engagement is slated to begin in Winter 2023.

A full breakdown of the first phase of engagement and the themes that emerged can be found in the Phase 1 What We Heard Report, September 2022.

Phase 2

The objectives of the second phase of engagement, conducted November-December 2022, were to:

- Provide information on existing conditions, pertinent background information, and the types of facilities proposed for Avenue C, and
- Gather feedback from stakeholders and the community on preferred facility options for each segment of the Avenue C corridor.

A stakeholder session was held on November 16, 2022 and had 7 attendees. A public engagement session was held on November 17, 2022 and had 20 attendees. An online public survey was open for responses from November 2 – November 30, 2022 and received 346 responses. Paper surveys were available at Mayfair Library and received 3 responses. A total of five emails were received from the public.

Common themes from the stakeholder session included:

- Maintaining, protecting, and adding trees and landscaping wherever possible.
- Sidewalk widths should be widened to enhance comfort and safety for all users.
- The number of pedestrian and cyclist crossovers that occur in some sections, especially school zones, is a concern.
- Concern regarding potential conflicts between pedestrian and cyclists on shared, multi-use paths.

Concern for cyclist safety on shared roadways.

Common themes from the public engagement session included:

- A general desire to prioritize pedestrians and cyclists over vehicular traffic.
- A desire to retain existing green space and trees, as well as a desire to increase the landscaping along the corridor, especially in the industrial area where there is less/non-existent green space.

Common themes from the survey responses included:

- Overall concerns for cyclist safety and concerns regarding sharing the road with vehicle traffic.
- Concerns around the removal of parking on certain segments of Avenue C.
- Desire to become less car-centric and to support active transportation.

1. Contents

- 1. Background..... 1
- 2. Stakeholder Groups..... 1
- 3. Engagement Activities..... 2
- 4. What We Heard 3
 - 4.1 Phase 2 Stakeholder Session 3
 - 4.1.1 Purpose 3
 - 4.1.2 Marketing Techniques 3
 - 4.1.3 Input Received 3
 - 4.2 Phase 2 Public Engagement Session 6
 - 4.2.1 Purpose 6
 - 4.2.2 Marketing Techniques 6
 - 4.2.3 Input Received 7
 - 4.3 Survey: Survey Monkey 9
 - 4.3.1 Purpose 9
 - 4.3.2 Marketing Techniques 10
 - 4.3.3 Input Received 10
- 5. Additional Comments 30
- 6. Data Limitations 30
- 7. Next Steps..... 31

2. Figures

- Figure 1 Age Cohort 11
- Figure 2 Reasons for Travelling on Avenue C 12
- Figure 3 Modes and Frequency of Transportation 13
- Figure 4: Spadina Crescent to 19th Street Option Selection..... 15
- Figure 5: 19th Street to 25th Street Option Selection 18
- Figure 6 19th Street to 25th Street Option Selection 21
- Figure 7 38th Street to 41st Street Option Selection..... 24
- Figure 8 Support for 41st Street to Circle Drive Option 27
- Figure 9 Support for Circle Drive to 45th Street Option..... 29

3. Appendices

- Appendix A Phase 2 Stakeholder List
- Appendix B Phase 2 Online Stakeholder and Public Session Presentation

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:

 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

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 2 Engagement included a virtual targeted stakeholder session and a virtual public engagement session to collect feedback that will inform the final design option selections for All Ages and Abilities (AAA) cycling facilities and improvements to walking facilities on Avenue C.

Both the stakeholder and public sessions ran in conjunction with an online and paper public survey.

Participants	Level of Influence	Objective	Engagement Goal	Engagement activity
Stakeholders	Consult	Share information and obtain feedback and ideas	Phase 2: Receive input on the various active transportation options proposed for Avenue C and address questions and concerns.	Stakeholder session Public survey – online format Engage Page Sent email updates to the stakeholder group / subscribers list
Community/Residents	Consult	Share information and obtain feedback and ideas	Phase 2: Receive input on the various active transportation options proposed for Avenue C and address questions and concerns.	Public session Public survey – online and paper format Engage Page Correspondence with project team via email and phone

4. What We Heard

4.1 Phase 2 Stakeholder Session

4.1.1 Purpose

The purpose of the Phase 2 stakeholder engagement session was to present the options that were developed using the input gathered in the first phase of engagement and to collect feedback, comments, suggestions, answer questions and address concerns related to the proposed options. The stakeholder session was held on November 16, 2022.

4.1.2 Marketing Techniques

Key community groups and partners were directly invited to participate in this session.

4.1.3 Input Received

A total of 7 attendees participated in the virtual stakeholder session. Participants were encouraged to provide their feedback and ask questions/state concerns on the various options proposed for Avenue C. The presentation slide deck for the online stakeholder and public engagement sessions can be found in **Appendix B**.

A series of possible walking and cycling facilities were presented for each segment of Avenue C from Spadina Crescent to 45th Street, and attendees were asked to share their perspectives, thoughts, and concerns on each of the sections noted below:

1. Spadina Crescent to 19th Street
2. 19th Street to 25th Street
3. 25th Street to 38th Street
4. 38th Street to 41st Street
5. 41st Street to Circle Drive
6. Circle Drive to 45th Street

Feedback from session participants is broken down by road segment and theme, as outlined below.

Road Segment: Spadina Crescent to 19th Street – Commercial Area

Safety

- Crossover between pedestrian and cyclist paths – concern that if the bike lane is at sidewalk level without putting in a barrier/distinguishing between the sidewalk and the bicycle lane it will create conflicts.
- Traffic Volume - the volume of traffic and reduced sight lines are a concern during public events, particularly for children residing in this area, because traffic volumes are higher during special events, such as the Victoria Park Jazz Festival, and this is a busier section.

Accessibility

- Sidewalks are too narrow and due to this some areas are not pedestrian friendly.

Road Segment: 19th Street to 25th Street – Commercial/Residential Area

Accessibility

- Traffic volumes should be kept low on Spadina as it is a desirable pedestrian walking area so parking should be retained on the west side of Avenue C to prevent vehicles from parking on Spadina.
- There is a seasonal shortage of accessible parking and on-street parking between 19th Street and 21st Street.
- Snow clearing may be difficult in a narrow unidirectional bike lane with barriers

Safety

- Driveways and intersections pose a potential for conflict between users of the bike facility and vehicular traffic.

Green Space & Tree Preservation

- Desire landscaping improvements in this section and for trees to be protected and added in sections with no trees/vegetation.

Road Segment: 25th Street to 38th Street – Residential Area

Safety

- Concern around the amount of cyclist cross over that will occur in this section due to the location of schools and parks in the area and the various forms of transport used (i.e., scooters, skateboards, bikes, etc.).
- A portion of this roadway goes uphill after the railway crossing and may pose conflict between cyclists and vehicles in a shared bikeway because cyclists need to take more space on the road to retain balance.
- Suggest that speed bumps are added for traffic calming through the school area and at junctions close to the school, especially at 33rd Street.
- The junction of Avenue C north and 33rd Street west has a lot of turns and will therefore be a point of conflict for cyclists. Consider erecting a dedicated bike signal on one side of the street where cyclists can cross.

Green Space & Tree Preservation

- The boulevard trees in this section require maintenance, some of the roots are coming to the surface and removing them will be expensive.

Road Segment: 38th Street to 41st Street – Residential and Commercial/Industrial Area

Accessibility

- Suggest widening the multi-use path at bus stop areas so that there is enough space for people to stand and wait for the bus, because that has been an issue on a lot of multi-use pathways with people blocking the walkway while waiting for the bus.

Safety

- This section has a lot of heavy freight traffic coming through and there is concern that unidirectional bike lanes would be very dangerous for cyclists.
- Some concern that a multi-use pathway would create conflicts between speeding cyclists and pedestrians.
- This section is a high traffic area which makes it a higher safety risk for the more vulnerable. Suggest addressing ease for those vulnerable/poverty populations on this street.
- Rail crossing is a potential conflict point.

Road Segment: 41st Street to Circle Drive – Commercial/Industrial Area

Safety

- High traffic volumes and potential conflicts at the intersections, especially during rush hour, is a concern.
- Concern regarding safe access to the airport for cyclists. Need a safe intersection for cyclists commuting to the airport. Make sure this is appropriately supported.

Road Segment: Circle Drive to 45th Street – Commercial/Industrial Area

Accessibility

- Connect existing pathways to the airport – desire for a multi-use path or a sidewalk that connects these points together or better connectivity for pedestrians, especially the ones close to the airport, because there is a trail going from 45th Street to the back door at the airport that also connects to hotels nearby.
- Desire to see pedestrian and cycling facilities expanded in the future.

Green Space & Tree Preservation

- Enhancing green space and addressing climate change. There is an urgent need for significant enhancements for safer pedestrian access to green space because of climate change. Ensuring and enhancing sidewalk and intersection accessibility and protections on both sides of the street and providing green space access is very critical. The air quality in this area is very poor. Adding concrete sidewalks on both sides will exacerbate the heat for pedestrians/cyclists in the summer. Need landscaping and trees in this area to mitigate climate change, heat, and pollution in this area.
- Critical need for workers to be able to walk safely and access green space with appropriate care from the city. Looking for more care in this area for the pedestrians in such a dangerous environment.
- This is a high traffic industrial zone with no buffering between pedestrians on the sidewalk and the road traffic.

General Comments

- Consider using materials other than concrete for pedestrian paths.
- Concern was expressed about the possible number of transitions that may be implemented on the corridor, depending on the final chosen options, and how this might affect traffic flow.

4.2 Phase 2 Public Engagement Session

4.2.1 Purpose

The purpose of the Phase 2 public engagement session was to present the options that were developed using the input gathered in the first phase of engagement and to collect feedback, comments, suggestions, answer questions and address concerns related to the proposed options. The public engagement session was held on November 17, 2022.

4.2.2 Marketing Techniques

Phase 2 engagement was advertised on the City's Engage page, through Saskatoon's social media feeds, and by direct email to stakeholder groups. Flyers with information about the engagement were delivered to the residents along Avenue C. Four mini billboards were placed along Avenue C to promote the survey at the following locations:

- Cynthia Street & Robin Crescent
- 30th Street West & Avenue D North
- 392 22nd Street
- Avenue C North & Circle Drive

Letters were delivered to businesses near Avenue C in the Riversdale Business Improvement District (BID), 33rd Street BID, and business along Avenue C between Circle Drive and 45th Street. Paper copies of the survey were available at the Mayfair Branch Library. The stakeholder group was encouraged to share the survey with their networks.

4.2.3 *Input Received*

A total of 20 attendees participated in the virtual public engagement session. Similar to the stakeholder session, participants were encouraged to provide their feedback and ask questions/state concerns via the Q&A function in Zoom on the various options proposed for Avenue C. The presentation slide deck for the online stakeholder and public engagement sessions can be found in **Appendix B**.

A series of possible walking and cycling facilities were presented for each segment of Avenue C from Spadina Crescent to 45th Street, and attendees were asked to share their perspectives, thoughts, concerns and given the opportunity to ask questions on each of the sections below:

1. Spadina Crescent to 19th Street
2. 19th Street to 25th Street
3. 25th Street to 38th Street
4. 38th Street to 41st Street
5. 41st Street to Circle Drive
6. Circle Drive to 45th Street

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

Road Segment: Spadina Crescent to 19th Street – Commercial Area

Safety

- Option A which proposes a neighbourhood bikeway is similar to what currently exists and is perceived as an unsafe option for cyclists.
- Separated cycling lanes are excellent in between intersections but are more dangerous in the intersection as drivers do not look in these lanes, especially when turning. On street cycling keeps you safer in intersections as drivers can see you. Concern in regard to keeping cyclists safe in the intersections where they are most vulnerable.
- Some support for the idea of 19th Street to Spadina being one way to allow some parking spaces to remain, which is important for parking in front of residential property.

Road Segment: 19th Street to 25th Street – Commercial Area and Residential Area

Accessibility

- Regarding the junction of Avenue C and 23rd Street/Jamieson, consider expanding the existing protected bike lanes on 23rd Street so that it connects with this corridor.

Road Segment: 25th Street to 38th Street – Residential Area

Safety

- Biking or walking 25th Street to 38th Street is incredibly dangerous due to reduced visibility from parking, high speeds of cars, narrow sidewalks and "shared" road space.
- Some portions of Avenue C are one-way only. 36th Street to 37th Street is southbound only, and 37th Street to 38th Street is northbound only. Consider that a neighbourhood bikeway would have to allow cyclists to travel in both directions.

Road Segment: 38th Street to 41st Street – Residential Area and Commercial/Industrial Area

Safety

- Developing cycling facilities north of 38th Street is the most important out of all the options.

Road Segment: 41st Street to Circle Drive - Commercial/Industrial Area

Accessibility

- Concern that parking for businesses will be negatively affected/lost from 41st Street to 45th Street

Road Segment: Circle Drive to 45th Street – Commercial/Industrial Area

Safety

- This area has much higher vehicle speeds and poses more of a safety issue. With this area being industrial it could be less necessary for this type of connectivity in this corridor.

Accessibility

- Concern regarding connectivity - cycle lanes that do not connect to anything are cycle lanes that do not get used. There should be somewhere for pedestrians and cyclists to go at the 45th Street terminus of the corridor especially since there is a trail from 45th to the Airport and a pedestrian bridge at the end of 45th connecting to Northgate Drive that is pretty useless.
- Consider extending the cycling/walking facilities slightly past 45th Street so that the proposed multi-use path connects to RCAF Memorial Park. People who work at the industrial businesses may want to bike to work.
- Concern that private off-street parking for businesses, as well as parking for customers will be negatively affected/lost
- Cyclists use this route regularly.
- Consider putting a multi-use path on both sides of the corridor so that both cyclists and pedestrians have access to the improved infrastructure and access to businesses on both sides of the street.

Green Space & Tree Preservation

- A sidewalk is needed, but keep in mind that the truck traffic volume here is really high, thus the urban heat island effect, air pollution and impacts of flood will be catastrophic as more concrete is poured. The sidewalk on the west side of Avenue C should not be constructed, instead it should be reserved for trees to mitigate heat and air quality issues.

General Comments

Safety

- User safety and convenience should be the primary concern over parking.
- Consider implementing consistent unidirectional bike lanes to avoid unnecessary and dangerous crossing from one sidewalk to another to meet the correct direction.
- Consider the need for winter plowing and maintenance to protect users from slip and fall incidents.
- Consider a painted buffer instead of a concrete buffer to allow for easier snow removal. This could also be a more cost-effective method of creating a buffer.
- Signs and paint do not influence driver's behaviour, consider more aggressive speed bumps for traffic calming.

Accessibility

- Consider raising the sidewalk through the intersection so there is no dip for the pedestrian (and a bump for the car) to help slow traffic and keep the path accessible.
- Concern that a mix of cycling facilities will lead to confusion and safety issues for cyclists due to uneducated drivers. Standardization would benefit predictability.
- Consider adding bike parking facilities throughout the route.
- Support for raised sidewalks throughout the corridor.
- Prioritize pedestrians and cyclists over vehicles.

Green Space & Tree Preservation

- Plant more trees in the industrial area.
- Consider using green coverage like potted flowers for the barriers of the unidirectional bike lanes.

4.3 Survey: Survey Monkey

4.3.1 Purpose

A survey was prepared in both paper and online format to gather feedback on the proposed cycling facility options. The online version was prepared using SurveyMonkey. The survey was open during the month of November 2022 for a total of 28 days. The survey captured 346 online participants. Paper copies of the survey were available at Mayfair Library and received 3 responses.

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.

4.3.2 Marketing Techniques

The survey was advertised on the City's Engage page, through Saskatoon's social media feeds, by direct email to stakeholder groups, and during the stakeholder and public phase 2 engagement sessions. Flyers with information about the project and survey were delivered to the residents along Avenue C. Mini billboards were placed along Avenue C to promote the survey. The stakeholder group was encouraged to share the survey with their networks.

4.3.3 Input Received

4.3.3.1 Demographics & Supplemental Information

Age Range

Survey respondents largely represented the age cohorts of:

- 35-44 years (31%),
- 25-34 years (21%), and
- 55-64 years (16%).

The three participants that responded via the paper surveys represented the age cohorts of:

- 35-44 years (2)
- 55-64 years (1)

What is your age range?

Answered: 283 Skipped: 62

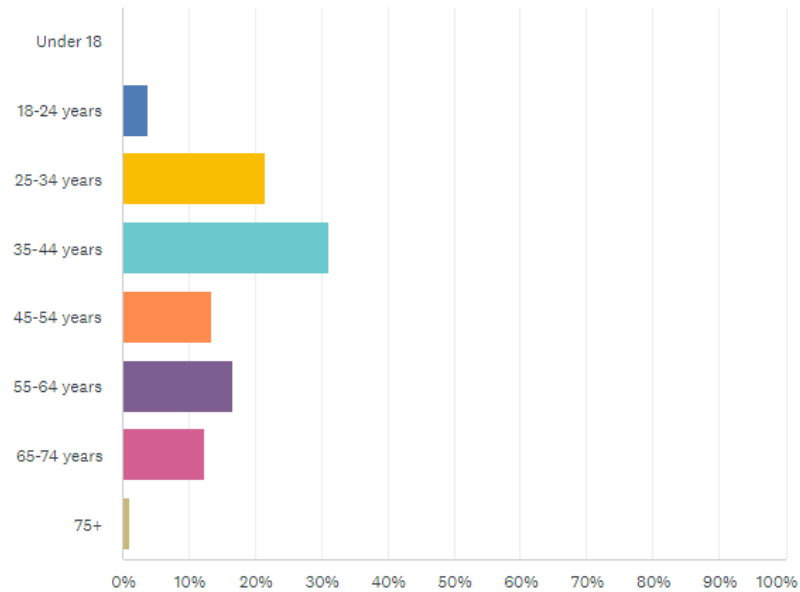


Figure 1 Age Cohort

Gender and Identity

Males represented 57% of participants and females represented 43%. 8% of respondents identified as having a disability. 9% of respondents identify as being part of a visible minority group.

When asked whether participants are Indigenous, 1% identified as First Nations, and 2% identified as Métis.

Of the paper survey responses, 2 respondents are female and 1 is male. None of the respondents identified as being part of a visible minority group. None identified as Indigenous.

Vehicles per Household

The majority of respondents (83%) indicated that they have 1-2 vehicles available in their household, while 12% have 3 or more.

Of the paper survey responses, all respondents have 1 vehicle available in their household.

Travel on Avenue C

The next set of questions focused on how and why participants travel on Avenue C. When asked why participants travel on Avenue C, the top three reasons identified were to access shopping and restaurants (54%), to travel to work (47%), and to access the river (40%).

For what reasons do you travel on Avenue C? (select all that apply)

Answered: 282 Skipped: 63

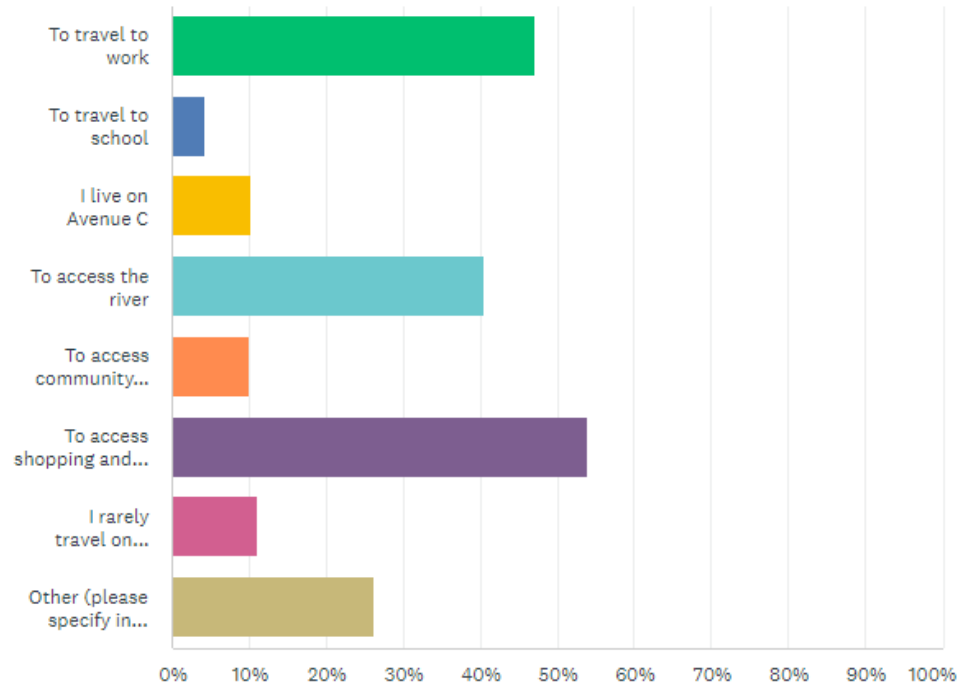


Figure 2 Reasons for Travelling on Avenue C

Other reasons included to access businesses and the airport, live in close proximity to Avenue C, as an access route to other parts of the City, to visit friends, and to avoid traffic on Idylwyld and Circle Drive.

The paper responses indicated that the reasons for travel on Avenue C were:

- I live on Avenue C (2)
- To travel to work (2)
- To travel to school (1)
- To access the river (1)
- To access shopping and restaurants (1)

Modes of Transportation

Participants were asked what mode of transportation they use and how often these modes are used on Avenue C. Travelling via personal vehicle was ranked the highest with at least 30% of respondents traveling by this mode every day or every week. Walking was ranked the second highest for everyday use with 19% followed by biking at 11%. However, biking (16%) ranked slightly higher than walking (15%) for weekly use. In contrast, transit consistently ranked the lowest as a mode of transportation on Avenue C, which may be a result of the few transit routes currently available on Avenue C.

Paper responses included that all three participants walk every day. Two participants bike frequently, one every day and the other every week. All three use a personal vehicle, two drive every week, while the other drives occasionally/seasonally. Two of the respondents indicate that they never use transit.

What modes of transportation do you use and how often do you use this mode of transportation on Avenue C? (select all that apply to you)

Answered: 282 Skipped: 63

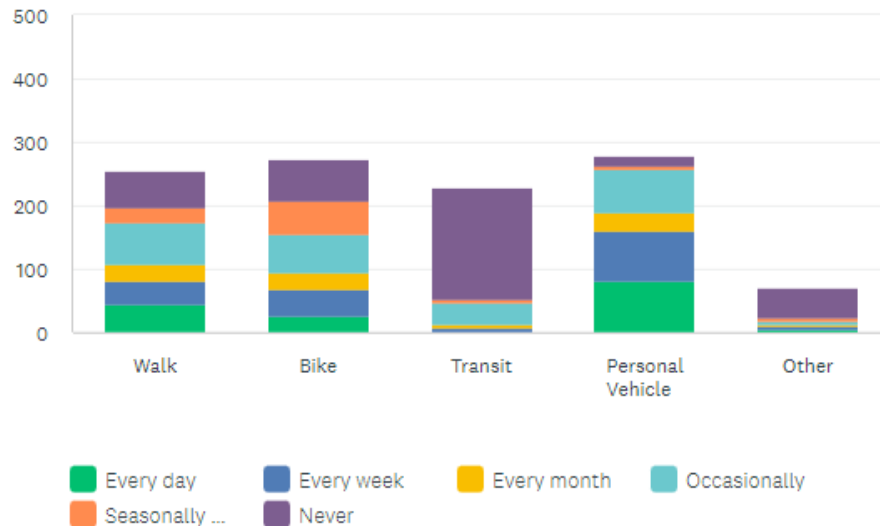


Figure 3 Modes and Frequency of Transportation

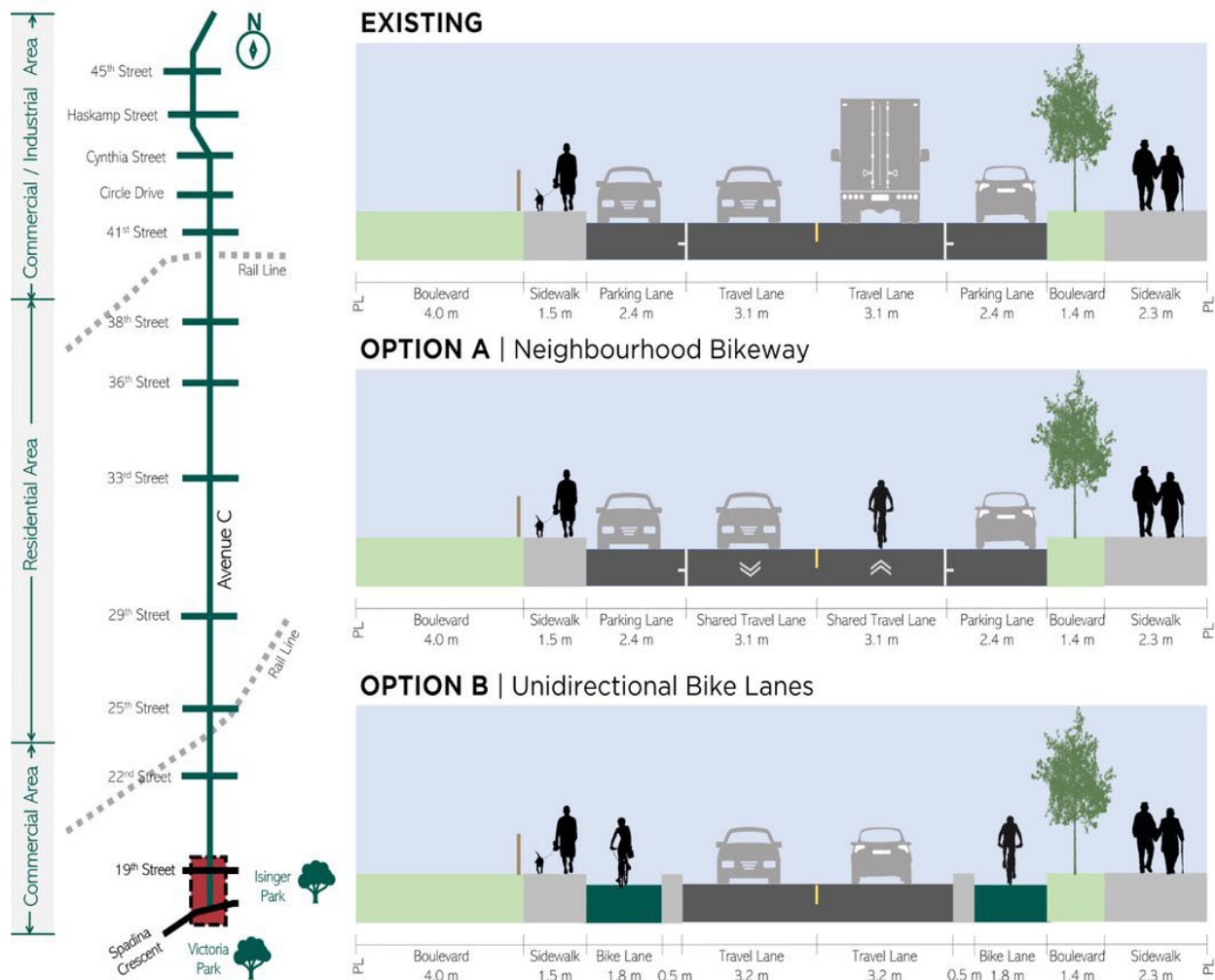
4.3.3.2 Option Rating and Feedback

In this section of the survey, participants were asked to review each of the segment options proposed and provide feedback. The feedback collected is summarized below.

Road Segment: Spadina Crescent to 19th Street – Commercial Area

Proposed Options: Option A - Neighbourhood Bikeway or Option B - Unidirectional Bike Lanes

The first segment proposed two options for cycling facilities along Spadina Crescent to 19th Street. Participants were asked to identify which, if any of the options they preferred and what they liked or disliked about both options.



Option A proposes a neighbourhood bikeway that would unlikely affect on-street parking. Option B proposes unidirectional bike lanes that would provide an enhanced level of separation; however, parking would need to be removed.

Participants were first asked which of the options they thought was most appropriate for this section of the Avenue C corridor. As illustrated in Figure 4, Option B: Unidirectional Bike Lanes was preferred by 181 respondents (53%). In contrast, Option A: Neighbourhood Bikeway was preferred by 74 respondents (21%), while 21% responded neither.

Of the paper survey responses, the preferred options were as such:

- Option A (1)
- Option B (1)
- Not sure/no opinion (1)

Which proposed option do you think would be most appropriate for this section?

Answered: 338 Skipped: 7

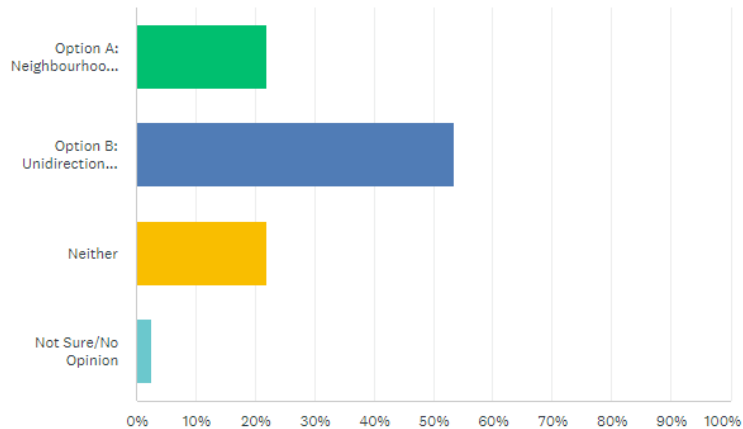


Figure 4: Spadina Crescent to 19th Street Option Selection

The second question asked participants to comment on what they liked and what they disliked about both options in order to gain insight into the perceived pros and cons of each option. The likes and dislikes identified have been categorized into themes below for each option.

The comments below have been categorized, summarized, and abbreviated from the raw data received in the survey.

Option A: Neighbourhood Bikeway:

Likes Identified:

- Least disruptive to parking.
- Reduced speed limits will increase safety for all.
- More cost effective.

Dislikes Identified:

- Lack of separation between cyclists and vehicular traffic doesn't afford sufficient protection for cyclists – need a physical barrier to protect cyclists.
- Cyclists remain vulnerable in this high traffic area.
- With parking on either side, cyclists are at risk of being injured by opening car doors (aka., being 'doored').
- Sidewalks are too narrow and require widening.
- Snow removal is inadequate in this area.
- Option A is too similar to what is there currently.
- Option A doesn't allow two-way traffic.
- This is a high traffic area – dislike disruption to vehicular traffic to accommodate cycling/shared travel lane.

- Discontinuity with bike lanes north.
- Not conducive to all ages and abilities.

Option B: Unidirectional Bike Lanes

Likes Identified:

- Bike lanes are separated from traffic and are therefore much safer for cyclists. This will save lives.
- Increased comfort and safety overall for cyclists.
- Roads remain dedicated to vehicular traffic - drivers not 'inconvenienced' by slower road users.
- Bikes can not travel at the same speed as vehicles and as a result are a safety hazard both to themselves and others.
- Will make cycling a viable option for many, including new cyclists.
- A clear path for everyone, which puts everyone at ease: drivers, cyclists and pedestrians.
- Separate lanes are easier for everyone to manage - sharing the road tends to be stressful for cyclists and cars alike.
- Would provide consistency with other (safer) parts of the network - improved connectivity and flow for users to continue on the unidirectional bike lane north of 19th street rather than having to transition.
- Connects the bike lanes from 19th Street to 25th Street to the Meewasin Trail.
- Family friendly.

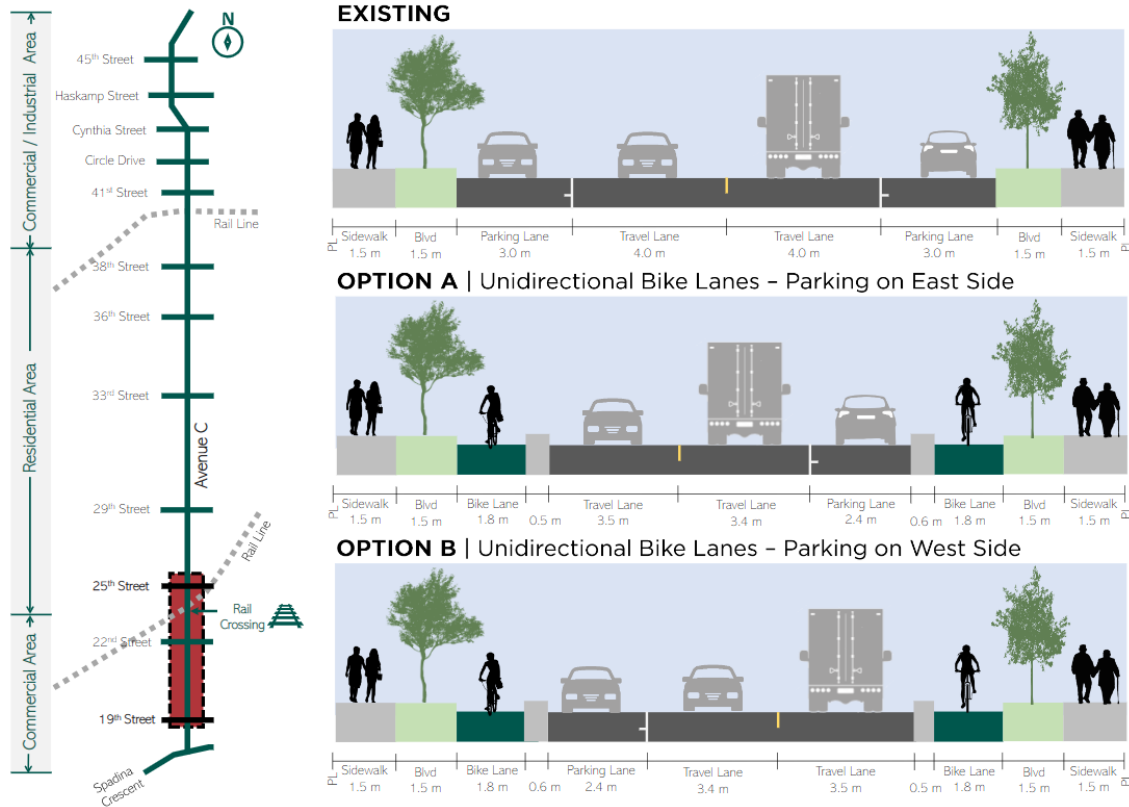
Dislikes Identified:

- Cost.
- Eliminates street/residential/business parking.
- Does not allow for widening of the sidewalks.
- Negative impact on businesses - loss of land to businesses.
- Separating motorists from cyclists does not allow motorists to become familiarized with sharing the road with cyclists - Saskatoon drivers would benefit from re-education on cyclist law and sharing the road.
- Separated bike lanes are dangerous at intersections - need a plan to slow traffic to ensure cyclist safety.
- Removal of parking will upset motorists and will never be approved.

Road Segment: 19th Street to 25th Street – Commercial and Residential Area

Proposed Options: Option A - Unidirectional Bike Lanes or Option B - Parking on East or Parking on West

The second segment proposed unidirectional bike lanes that would provide a suitable level of separation given the traffic volumes and roadway function along 19th Street to 25th Street. One lane of parking would need to be removed in order to implement protected bike lanes. Option A proposes to retain parking on the east side of Avenue C, while Option B proposes to retain parking on the west side. Participants were again asked to identify which, if any of the options they preferred and what they liked or disliked about both options.



Participants were first asked which of the options they thought was most appropriate for this section of the Avenue C corridor. As illustrated in Figure 5, when combined, over half of survey participants (59%) were not sure/had no opinion or chose neither Option A nor Option B. Between the two options; however, Option B: Unidirectional Bike Lanes with parking on the west side received the most favourable response being preferred by 67 respondents (21%). In contrast, Option A was preferred by 56 respondents (18%).

Of the paper survey responses, the preferred options were as such:

- Option B (1)
- Not sure/no opinion (2)

Which proposed option do you think would be most appropriate for this section?

Answered: 307 Skipped: 38

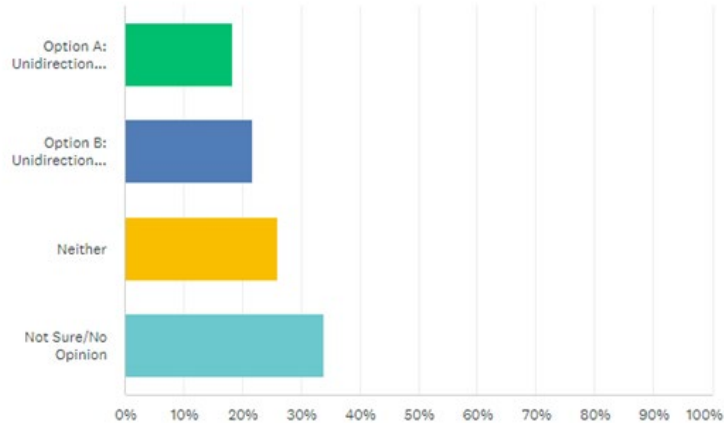


Figure 5: 19th Street to 25th Street Option Selection

The second question again asked participants to comment on what they liked and what they disliked about both options.

Option A: Unidirectional Bike Lanes - Parking on East Side:

Likes Identified:

- Parking is on the side of the food bank; therefore, there is not so many people crossing the road.
- There are more business entry ways/driveways on the east side.
- Least disruptive to traveling and parking.
- Would retain parking in front of some residences.
- Protected bike lanes - provides a safe way for bicycles to travel through the downtown.
- Traffic flows north so parking on east makes more sense.

Dislikes Identified:

- One lane of parking is removed.
- Costly – concern for raised taxes to support the plan.
- Street is too congested for bike lanes especially with the railway tracks.
- Not enough room for pedestrians.
- Snow removal/clearance for road and bike lanes.
- Bike lanes are too narrow, do not allow for passing.
- Concern for opening doors with the parking being adjacent to the bike lane.
- Hiding bikes behind a row of parking means they will suddenly appear to drivers at the intersection.
- Not enough parking, too much space for pedestrians – 2 walking paths on either side is too much – concern that paths will not be well utilized.
- Motorists will not be educated as to how to share the road with cyclists.

Option B: Unidirectional Bike Lanes - Parking on West Side

Likes Identified:

- Between 19th and 20th most traffic turns left off of 20th onto Avenue C so providing parking on the west side might be more appropriate.
- Traffic will be heavier going south on Avenue C, so parking on the west side would have a more protective value.
- Services that may require transportation to access (i.e., OUTSaskatoon, Saskatoon Sexual Health) are on the west side of the street.
- Slightly more businesses on the west side vs. east.
- Historically, parking is used slightly more on the west side.
- Many parking spaces are not utilized so removing one lane of parking will not cause a major disruption.

Dislikes Identified:

- One lane of parking is removed – businesses and residents will be negatively impacted.
- Cost – concern that bike lanes will not be well utilized compared to vehicle traffic, especially in winter.
- Street is too congested to support bike lanes.
- Motorists will not be educated as to how to share the road with cyclists.

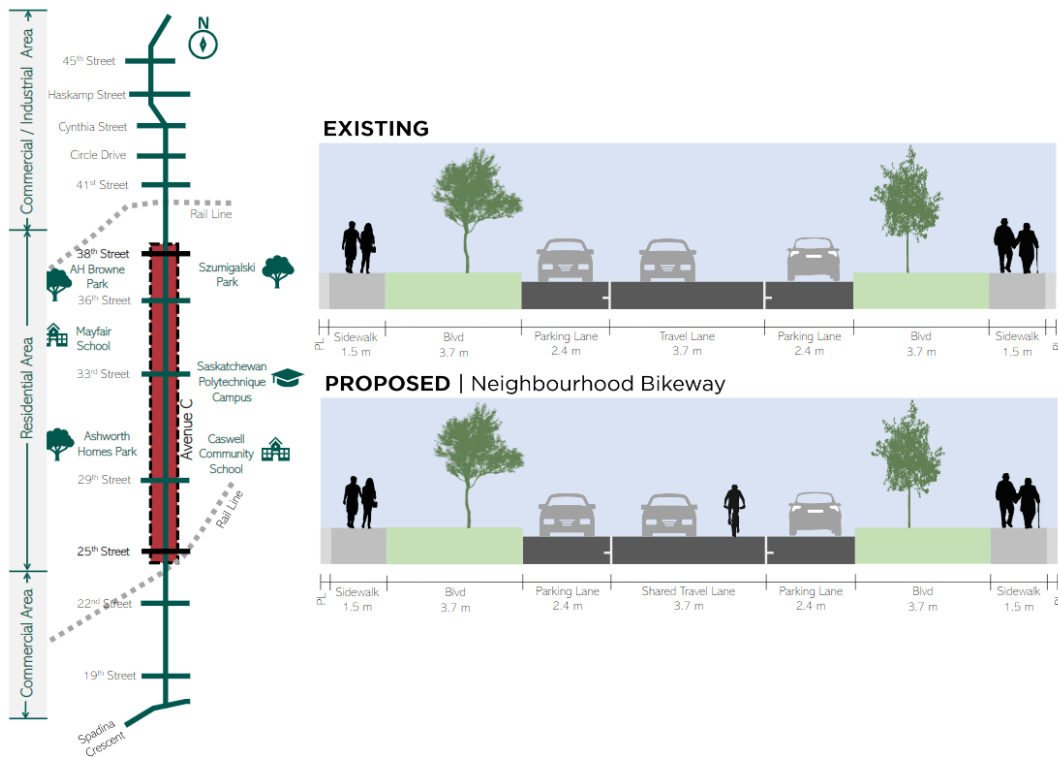
Neutral:

- Many participants indicated that they are neutral and do not feel strongly about which side of the street parking is removed from.
- Options A and B are both good as long as bike lanes are separated and protected, preferably at sidewalk level not street level.
- Enough space needs to be given between the parking lane and the bicycle lane which is sometimes an issue on the 23rd Street bicycle lane with people parking right on the division line or drivers having partially obstructed views when turning right with the cyclists separated from drivers by parked cars.

Road Segment: 25th Street to 38th Street – Residential Area

Proposed Option: Neighbourhood Bikeway

Given the traffic volumes and operating speeds of the residential area along 25th Street to 38th Street, a neighbourhood bikeway was predetermined to be the most appropriate option for this section of the Avenue C corridor. Participants were asked to identify whether a neighbourhood bikeway is a good option for this segment, their likes and dislikes associated with this option, and where traffic calming features may be beneficial.



106 respondents (35%) think that a neighbourhood bikeway is not a good option for this section of Avenue C, while 93 (31%) indicated that it is a good option. 24% of participants chose somewhat and less than 10% are unsure if this is a good option.

When asked if a Neighbourhood Bikeway is a good option, the respondents of the paper survey indicated:

- Yes (1)
- Somewhat (1)
- No (2)

Do you think a Neighbourhood Bikeway is a good option for this section?

Answered: 300 Skipped: 45

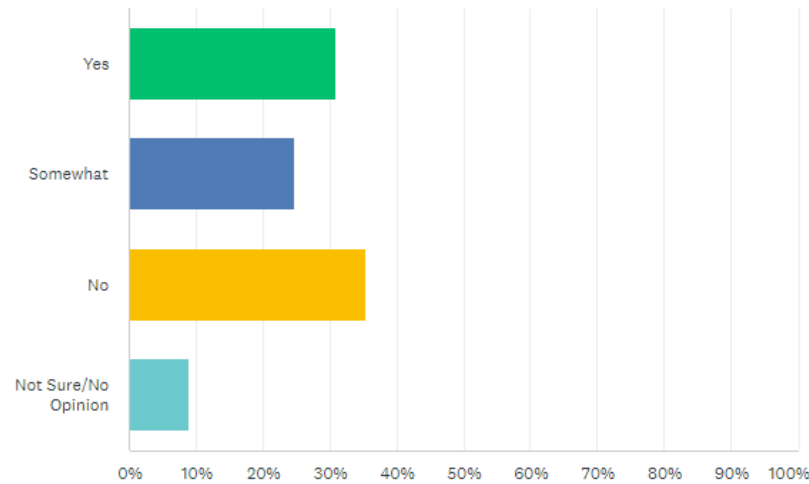


Figure 6 19th Street to 25th Street Option Selection

Participants were then asked what they liked or disliked about this option.

Proposed Option: Neighbourhood Bikeway:

Like Identified:

- Does not disrupt parking.
- Would support travel through the city on a quieter roadway which is a safer alternative for cyclists.
- Provides a north /south access route for commuters.
- Vehicular speed reduction.
- Lower costs associated.
- Green boulevards and protected sidewalks.
- Already use this section as a shared bike lane.
- Familiarizes drivers with sharing the road with cyclists.
- Separates cyclists and pedestrians.
- Would provide a safe north-south cycling path - Idylwyld is dangerous for cyclists.

Dislikes Identified:

- The road is not wide enough to accommodate a dedicated, safe bike lane. Currently, oncoming vehicles have to pull into the parking lane.
- The streets are congested with parking.
- Unsafe for cyclists – no protection against uneducated, careless, or aggressive drivers – puts cyclists at risk.
- Snow will cover/hide painted bike lane lines and motorists will ignore boundaries.
- Cyclists will be at risk of 'dooring' by parked cars.
- Not family friendly – not safe to take children.

- Accessible only to experienced and able-bodied cyclists – not a safe option for newer cyclists, youth, children, or disabled or less-abled cyclists.
- No improvement or differentiation to what is currently there – does not improve safety or active transportation desirability.
- Shared travel lanes are not bike infrastructure.
- Too much of the road is used for car storage and not for active transportation.
- Residents have alleyways, garages, or parking space behind homes that can accommodate parking – on street parking is not necessary.
- Cyclists will slow down traffic flow for vehicles, who will then become agitated and aggressive towards cyclists.
- Lack of continuity for cyclists and inconsistent with the rest of the route facilities.
- Drivers will not care about cyclists on the road – need a separate bike lane.
- Supports car centric planning – is not an AAA solution.
- Will not support or encourage increased cycling.
- Lack of education SGI lacks when implementing more cyclist friendly roadways.

Additional comments:

- Having dedicated signage for the shared bikeway would be helpful.
- Continue unidirectional bike lanes in the south section.
- Should be a shared path with pedestrians. Remove parking lanes, add trees and more space for pedestrians and bikes.

Participants shared ideas of where traffic calming (curb extensions, speed humps, crosswalks, etc.) may be beneficial.

Traffic Calming Ideas Identified:

- Lower speed limit to 30km/hr – enforce with cameras.
- Curb extensions are dangerous.
- Curb extensions should be present at all four lane intersections, and could include raised crosswalks across Ave C.
- Need an area between the curb and the extension large enough to let bikes through.
- Speed bumps to slow vehicular traffic – include gaps so cyclists can travel at speed.
- Don't use traffic calming measures that push cyclists into traffic. For example, curb extensions should have a gap to accommodate cyclists without forcing them into the road.
- Signage to educate motorists and cyclists.
- Diverters are currently working on Avenue C – leave in place.
- Regular snow maintenance of roadways during winter months.
- Provide crosswalks on busier streets.
- Provide traffic lights over yield signs.
- Close the intersection(s) of Ave C and 33rd Street for cars and make it pedestrian and bicycle only.

Traffic Calming Locations Identified:

- Around 29th and 33rd Streets.

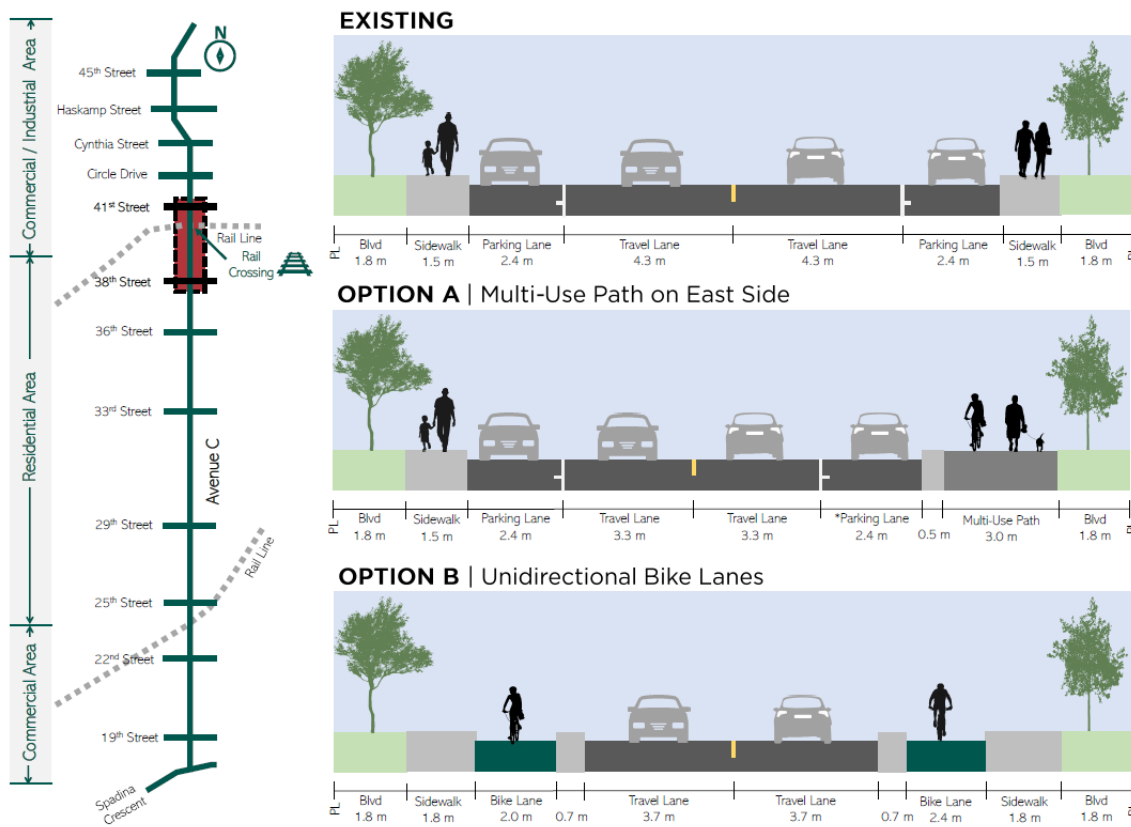
- Curb Extensions and speed humps would be beneficial on 33rd Street. This would provide a safer way for both bicycles and pedestrians to cross 33rd Street.
- 39th Street needs speed bumps.
- Campus area – put sidewalk level bike path.
- Around all school and park areas.
- 22nd Street needs pedestrian/bike flashing crossing signals at intersections.
- Ave C should have right of way at 25th Street.

Road Segment: 38th Street to 41st Street – Residential and Commercial/Industrial Area

Proposed Options: Option A - Multi-Use Path on East Side or Option B - Unidirectional Bike Lanes

Two cycling facility options are proposed for 38th Street to 41st Street. Option A proposes a 3.0 m wide raised multi-use path on the east side of Avenue C which would provide a suitable level of separation from vehicles. Option B proposes a 2.0 m wide unidirectional bike lane with a raised barrier on both sides of the road in order to accommodate sufficient lane widths.

Participants identified which of the options they thought would be most appropriate for this section and what they liked or disliked about both options.



As illustrated in Figure 7, Option A: Multi-Use Path on East Side received the most favourable response and was preferred by 123 respondents (42%). In contrast, Option B: Unidirectional Bike Lanes was preferred by 99 respondents (34%).

Of the paper survey responses, the preferred options were as such:

- Option A (2)
- Option B (1)

Which proposed option do you think would be most appropriate for this section?

Answered: 294 Skipped: 51

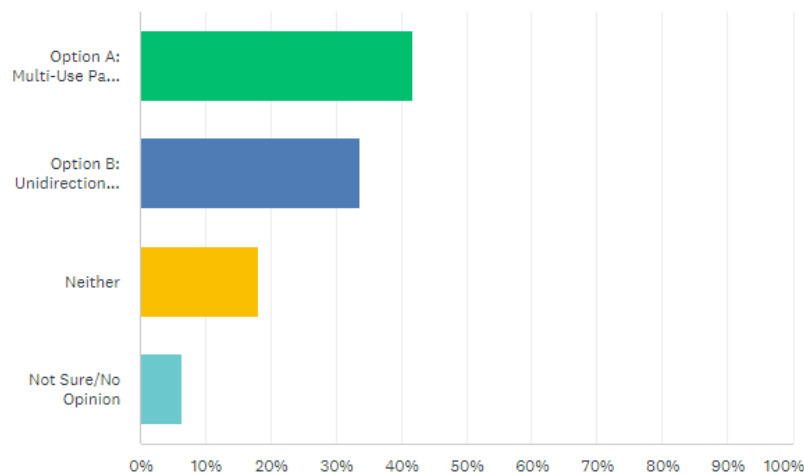


Figure 7 38th Street to 41st Street Option Selection

Participants commented on what they liked and what they disliked about both options.

Option A: Multi-Use Path on East Side

Likes Identified:

- Preserves parking.
- Does not interfere with vehicle traffic.
- Separates cyclists from vehicle traffic.
- Least costly option.

Dislikes Identified:

- Costs associated.
- Cyclists at risk of being “doored” by parked cars.
- Possible conflicts between cyclists traveling in opposite directions on multi-use pathway.
- Cyclists stuck on one side of the street - required to cross street in order to stay on cycling path.
- Non-dedicated cycling route creates safety risk at intersections.
- Concerns for potential conflicts between cyclists and pedestrians.
- Transition from previous facility type – lack of consistency.

Additional Comments

- Educate pedestrians about the cycling path to avoid conflicts.
- Direct cyclists via signage as to how to transition onto and off of multi-use path.
- The railway tracks are dangerous to walk and cycle across.

Option B: Unidirectional Bike Lanes

Likes Identified:

- Safer for cyclists.
- Physical separation of cyclists, pedestrians, and vehicular traffic.
- Cyclists have access to both sides of the road.
- Consistency with the other facility types along the corridor.
- Does not require cyclists to cross lanes through traffic to access biking path.
- Removal of parking to support active transportation – people-centric design.

Dislikes Identified:

- Removal of parking.
- Perception that bike lanes are not needed/necessary along the Avenue C corridor.
- Costs associated and concern for increasing taxes.
- Concern that bicycle lanes will not be utilized.
- Disruption to vehicular traffic flow.

Additional Comments:

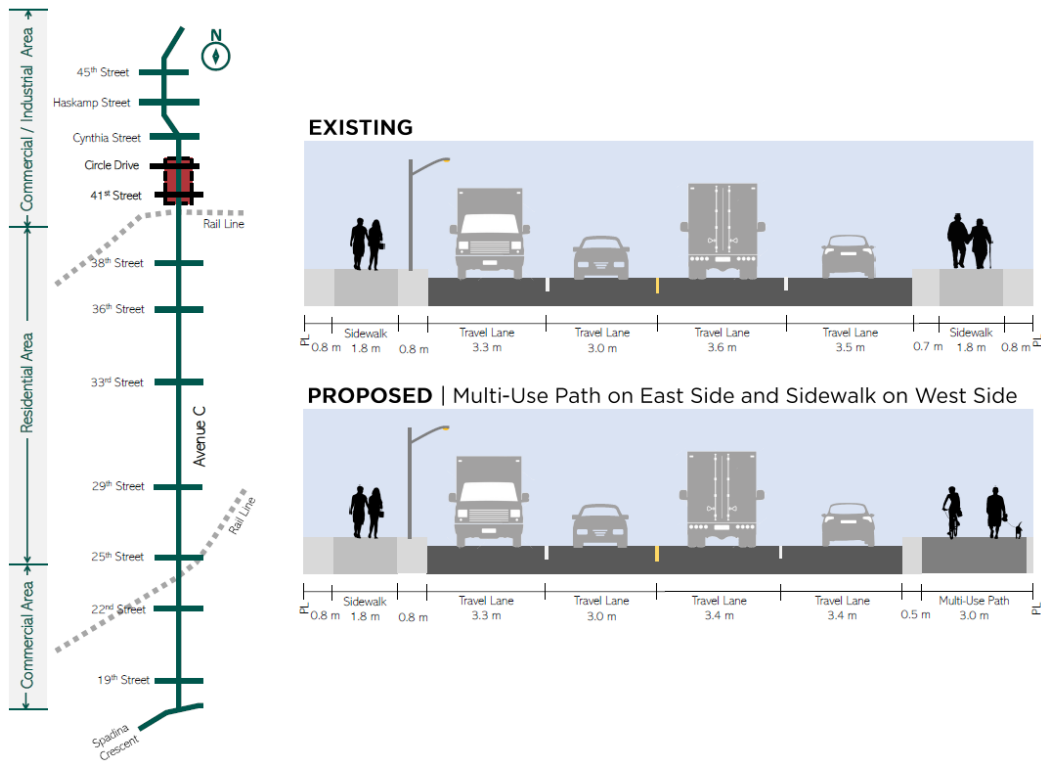
- Concern that the backlash from motorists enraged by the loss of parking will stop the plan.

Road Segment: 41st Street to Circle Drive – Commercial/Industrial Area

Proposed Option: Multi-Use Path on East Side and Sidewalk on West Side

A multi-use path on the east side was pre-determined to be the most appropriate option for the 41st Street to Circle Drive section of Avenue C. The 3.0 m raised multi-use path is located on the east side due to light standards near the curb on the west side and provide a suitable level of separation from vehicles. The path replaces the existing sidewalk since both pedestrians and cyclists share it. Four travel lanes are maintained; however, the northbound lanes need to be narrowed slightly.

Participants were asked to identify whether they think a multi-use path is a good option for this segment, and their likes and dislikes associated with this option.



As illustrated in Figure 8, just over half of respondents (51%) think that a multi-use path is a good option for this section of Avenue C, while 23% do not, and just under 20% of respondents selected somewhat.

When asked if a Multi-Use Path is a good option, the respondents of the paper survey indicated:

- Yes (1)
- Somewhat (1)
- Not sure/no opinion (1)

Do you think a Multi-Use Path is a good option for this section?

Answered: 287 Skipped: 58

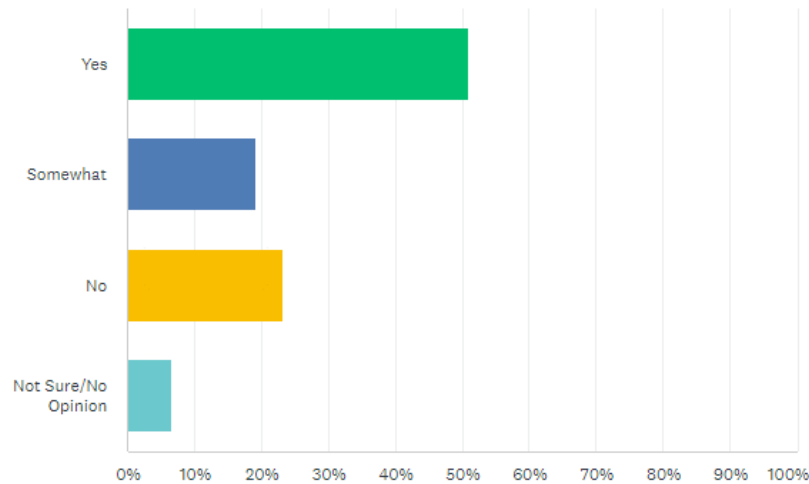


Figure 8 Support for 41st Street to Circle Drive Option

Participants were then asked what they liked or disliked about this option.

Proposed Option: Multi-Use Pathway:

Likes Identified:

- Separation from traffic.
- Progressive design.
- Safe for cyclists without disrupting traffic.
- This is a high traffic area and dangerous for cyclists, so separation is ideal.
- Currently cyclists are not comfortable cycling this area – increasing safety will encourage more use.
- Provides sidewalks which are lacking and needed in this area.
- Foresee more people walking in this area.
- Better option than nothing for cyclists.

Dislikes Identified:

- Cost and concern for tax dollars being spent on non-essential service.
- Too car-centric and not people/active transportation focused.
- Not focused on reducing vehicle traffic and mitigating climate change.
- Lack of consistency with the facilities provided on the rest of the corridor.
- Requires more traffic calming efforts to be considered safe.
- Four lanes of traffic is unnecessary.
- Providing cycling route on only one side of the road – no access to west side of the street.

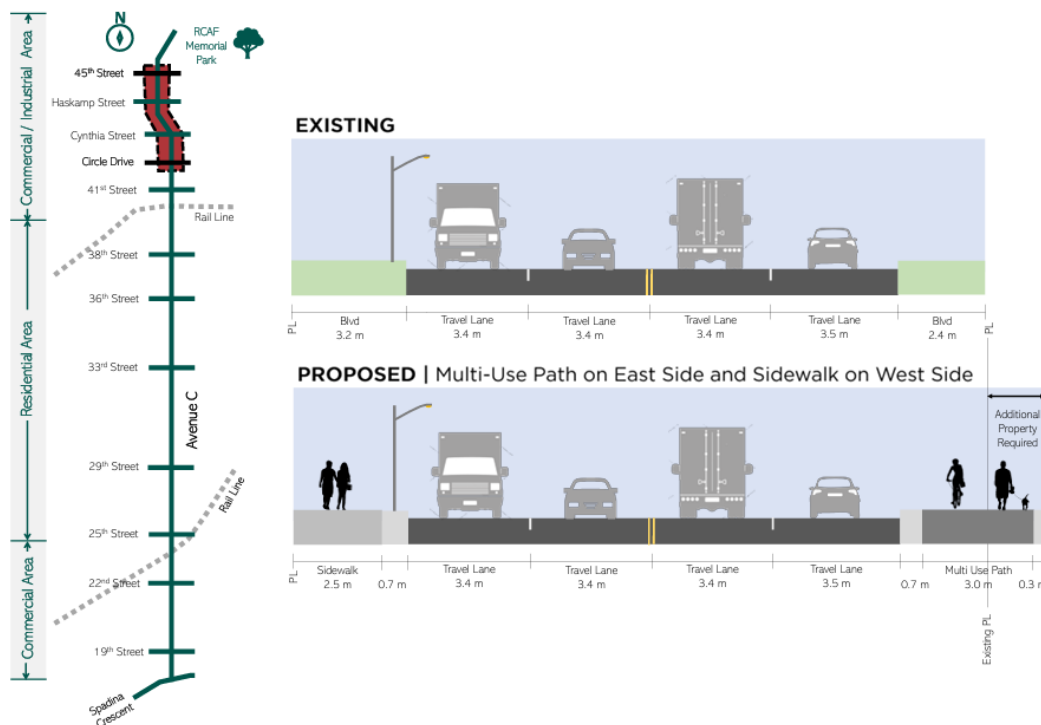
Road Segment: Circle Drive to 45th Street – Commercial/Industrial Area

Proposed Option: Multi-Use Path on East Side and Sidewalk on West Side

A multi-use path was pre-determined to be the most appropriate option along Circle Drive to 45th Street as it provides a suitable level of separation given the high traffic volumes on this portion of Avenue C. The multi-use path is 3.0 m wide to 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.

Participants were asked to identify whether they think a multi-use path is a good option for this segment, and their likes and dislikes associated with this option.



The majority of respondents (54%) think that a multi-use path is a good option for this section of Avenue C, while 22% do not, and 20% think it is somewhat a good option.

When asked if a Multi-Use Path is a good option, the respondents of the paper survey indicated:

- Yes (1)
- Somewhat (1)

- Not sure/no opinion (1)

Do you think a Multi-Use Path is a good option for this section?

Answered: 282 Skipped: 63

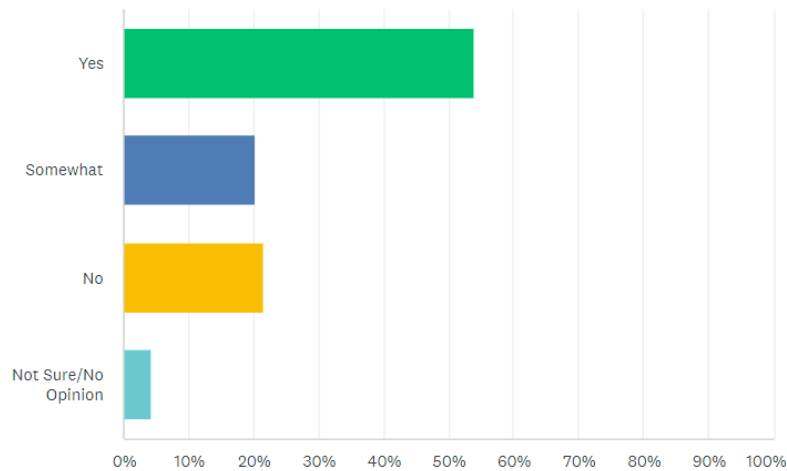


Figure 9 Support for Circle Drive to 45th Street Option

Participants were then asked what they liked or disliked about this option.

Proposed Option: Multi-Use Pathway

Likes Identified:

- Cyclists are separated and therefore protected from traffic in this dangerous, high traffic area.
- Traffic flow is not interrupted.
- Sidewalks and multiuse pathway would be a great benefit to workers and pedestrians in the area. Currently people have to walk in traffic when the boulevards become covered in deep snow.
- A multi-use pathway would make cycling more accessible and viable for many.
- Support for sidewalks in this area where there currently are none.
- Need safe areas for pedestrians and cyclists – which is necessary to a good quality of life.
- Area is currently unsafe for pedestrians – have to navigate through parking lots to get around.
- Saves tax dollars.
- Continues the flow from previous blocks.
- Makes the area more accessible.
- Raised pathway increases visibility for cyclists and pedestrians.
- People-centric - promotes and supports active transportation in the City.
- Will make the area around the airport and businesses more people friendly.

Dislikes Identified:

- Costs associated/rising taxes.
- Concern that bicycle lanes will not be utilized.
- Concern for property loss for businesses.

- Since there are few safe ways to cross the street, destinations on the opposite side are still inaccessible.

Additional Comments:

- Crossing Circle Drive across the merges is dangerous, anyone in a wheelchair wouldn't feel comfortable crossing as drivers don't look both ways.

5. Additional Comments

Participants had the opportunity to provide additional comments at the end of the survey. Comments provided included themes such as:

- Making sure that the proposed facilities are safe for cyclists and pedestrians.
- Support for reducing speed limits along the corridor to 30 km/hr.
- Providing enough time for seniors to cross streets at flashing light-controlled crosswalks.
- Concerns of tax money being used to fund the project.
- Require wider sidewalks.
- Indication that respondents would bike to work, to businesses, and for leisure etc. if it were made safer – support for the project.
- Concerns that the cycling infrastructure would not be utilized.
- Indication that transit needs to be improved in the City.
- Need for increased landscaping and tree cover along pedestrian travel routes.
- Ensure cycling routes are designed bike friendly (i.e., no barriers, speed bumps, etc. that make it difficult for cyclists to use).
- Desire for more information on the project and to be involved in future engagement.

The community also had the opportunity to email comments to the City directly. Comments included themes such as:

- Concern by resident living on Avenue C in regards to the high crime, lack of safety, speeding traffic, and lack of essential services such as quality water, street lighting, roads.
- Concern that the project will have negative impacts on property values, businesses, and customers.
- Concern that removal of parking may negatively affecting business
- Suggestion to add an alternate biking route on Cynthia Street rather than identified route from Circle Drive to 45th Street.

6. Data Limitations

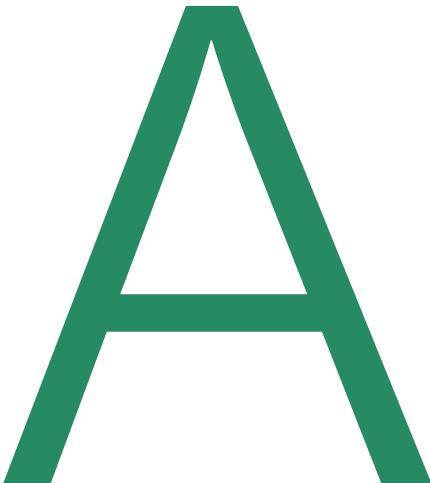
The team utilized interactive online platforms to host stakeholder workshops and gather input from the community. All Phase 2 public and stakeholder feedback was gathered in an online environment. While online engagement tools offer increased flexibility for some participants, responses may be limited to those with access to adequate technology and internet.

7. Next Steps

The feedback received during Phase 2 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 3 (Winter 2023). Future engagement activities will include a stakeholder workshop, community survey, and a community session.

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
INDIGENOUS
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

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



PHASE 1 ENGAGEMENT SUMMARY

Saskatoon
TRANSPORTATION
MASTER PLAN



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



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



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

7

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)

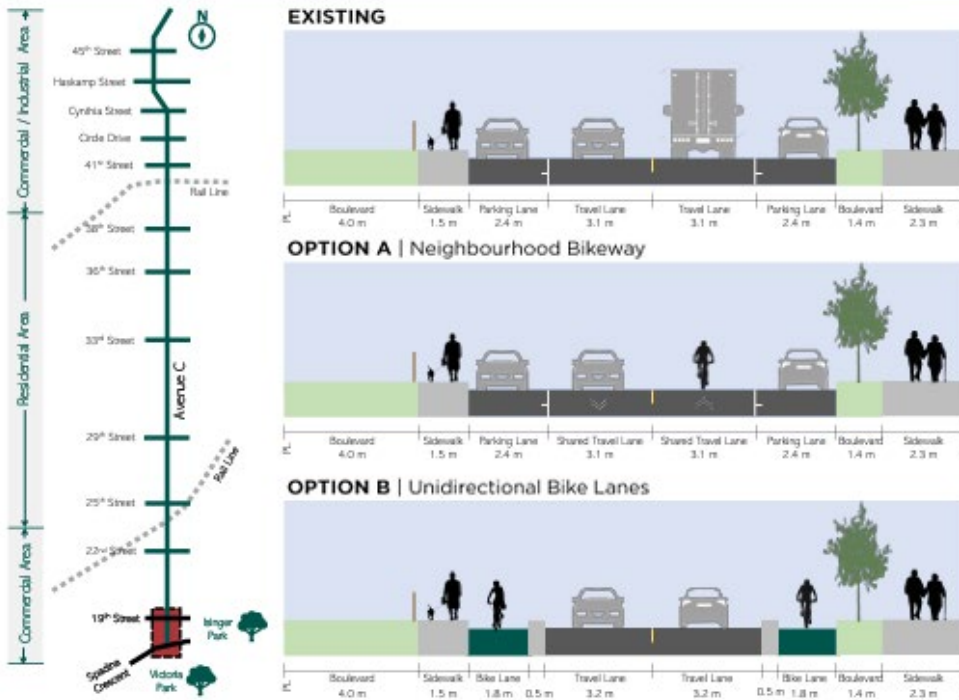


Protected bicycle lane (Sidewalk Level)

8

POSSIBLE CYCLING FACILITIES SPADINA CRESCENT TO 19TH STREET

Saskatoon
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MASTER PLAN

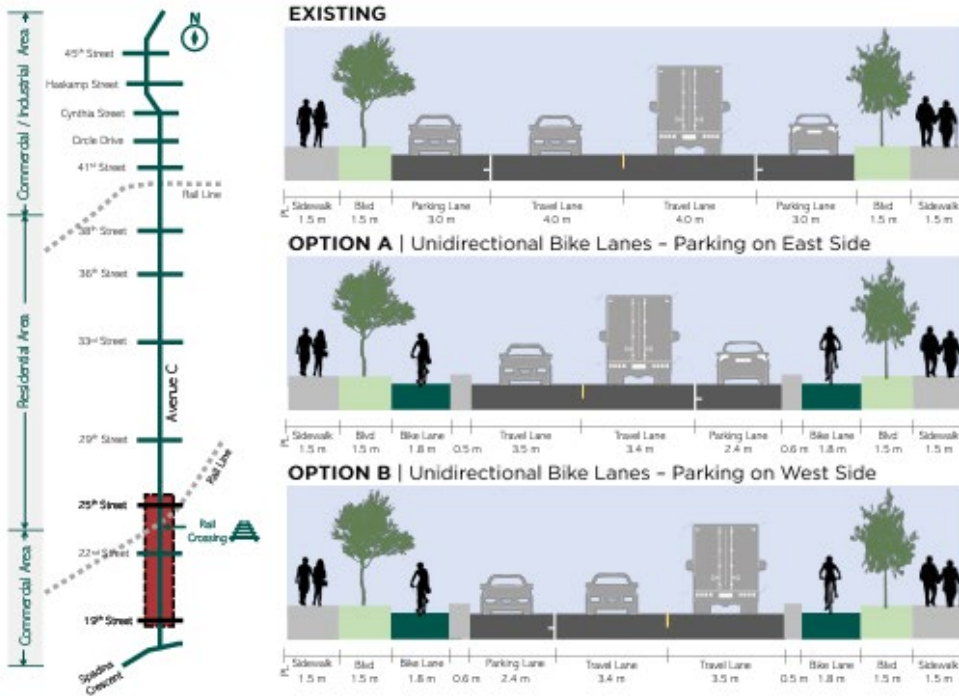


OPTION A
A neighbourhood bikeway could be an appropriate treatment based on the traffic volumes. There is a 30 km/h speed limit playground zone in a portion of this section; the requirement for additional traffic calming measures would be determined at the next phase of design.

OPTION B
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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TRANSPORTATION
MASTER PLAN

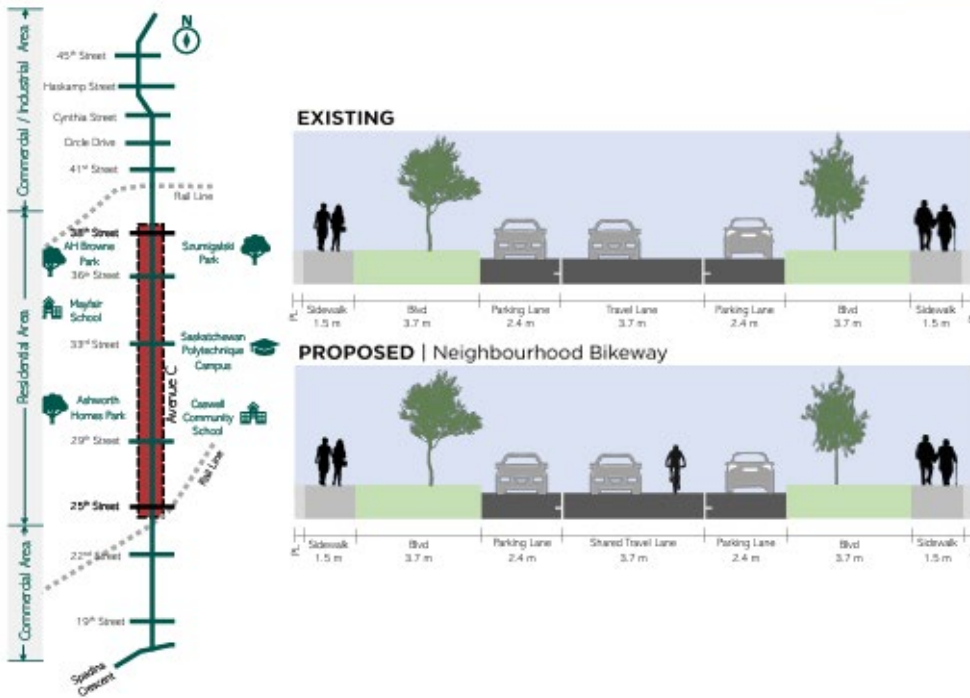


NOTE
A neighbourhood bikeway was not considered an appropriate treatment for this section of Avenue C as the traffic volumes are above what is typically desired for a neighbourhood bikeway. A multi-use path was not recommended as there is minimal boulevard space available and it is beneficial to separate 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.

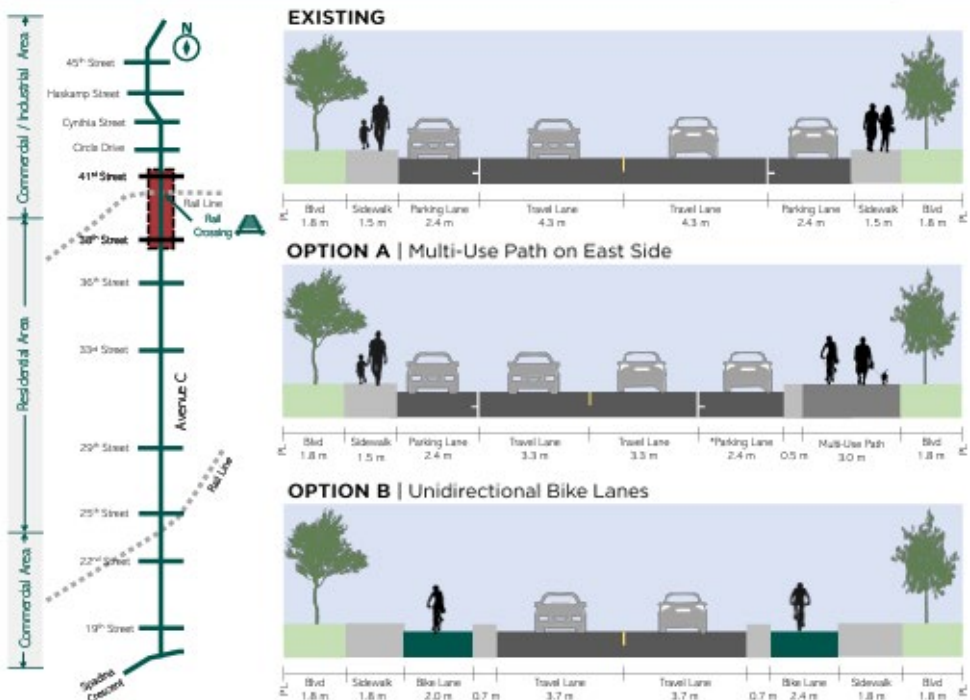
OPTION B
A unidirectional bike lane provides a suitable level of separation given the higher traffic volumes and roadway function (commercial area with parking/loading demand). One lane of parking would need to be removed in order to implement protected bike lanes. Option B retains parking on the west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

POSSIBLE CYCLING FACILITIES 25TH STREET TO 38TH STREET



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



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.

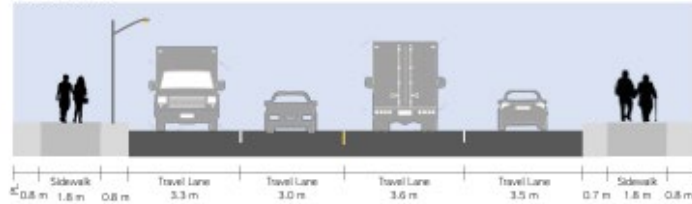
OPTION B
A unidirectional bike lane provides a suitable level of separation given the traffic volumes and roadway function. The bike lane is 2.0 m wide and could be at street-level with a raised barrier (as shown) or raised. Parking would need to be removed on both sides in order to have sufficient lane 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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TRANSPORTATION
MASTER PLAN



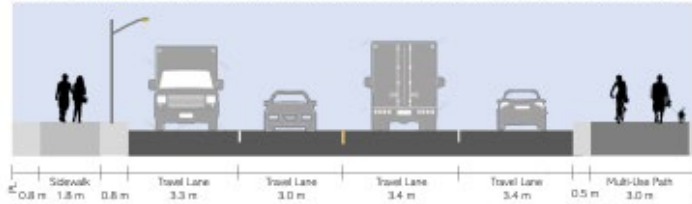
EXISTING



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

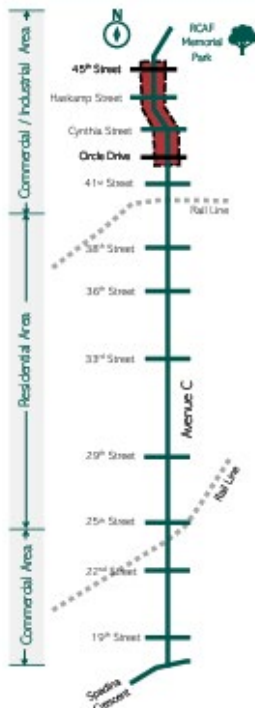


PROPOSED

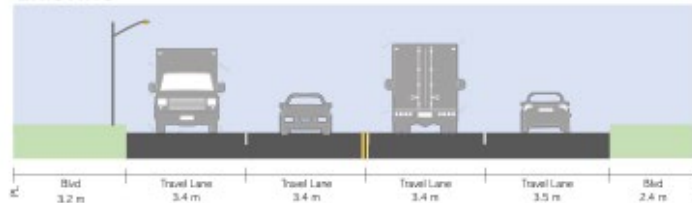
A multi-use path on the east side provides a suitable level of separation from vehicles. The multi-use path is 3.0 m wide and raised (as shown). The multi-use path is located on the east side due to the presence of light standards adjacent to the curb on the west side. The path replaces the existing 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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TRANSPORTATION
MASTER PLAN



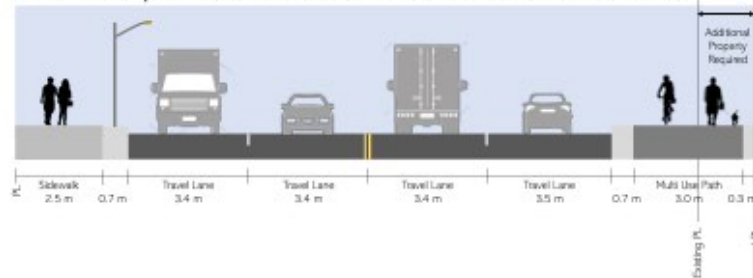
EXISTING



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.

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



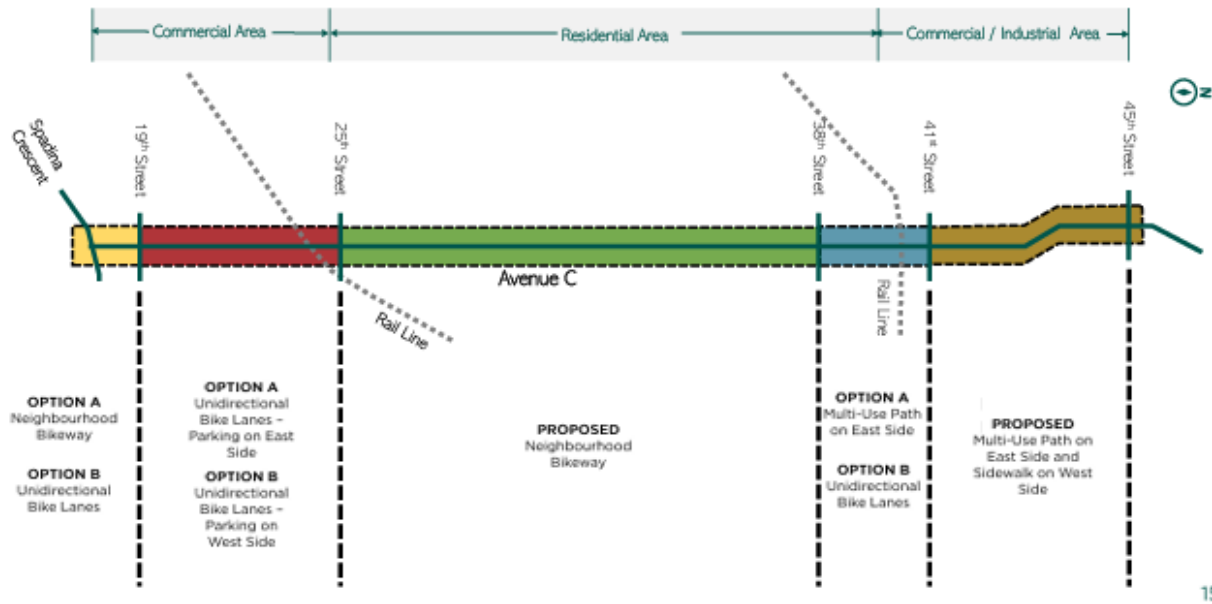
A new 2.5 m wide sidewalk is also proposed on the west side of Avenue C within the existing boulevard space and would be exclusive to pedestrians.

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

Saskatoon
TRANSPORTATION
MASTER PLAN



15

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:



16

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 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