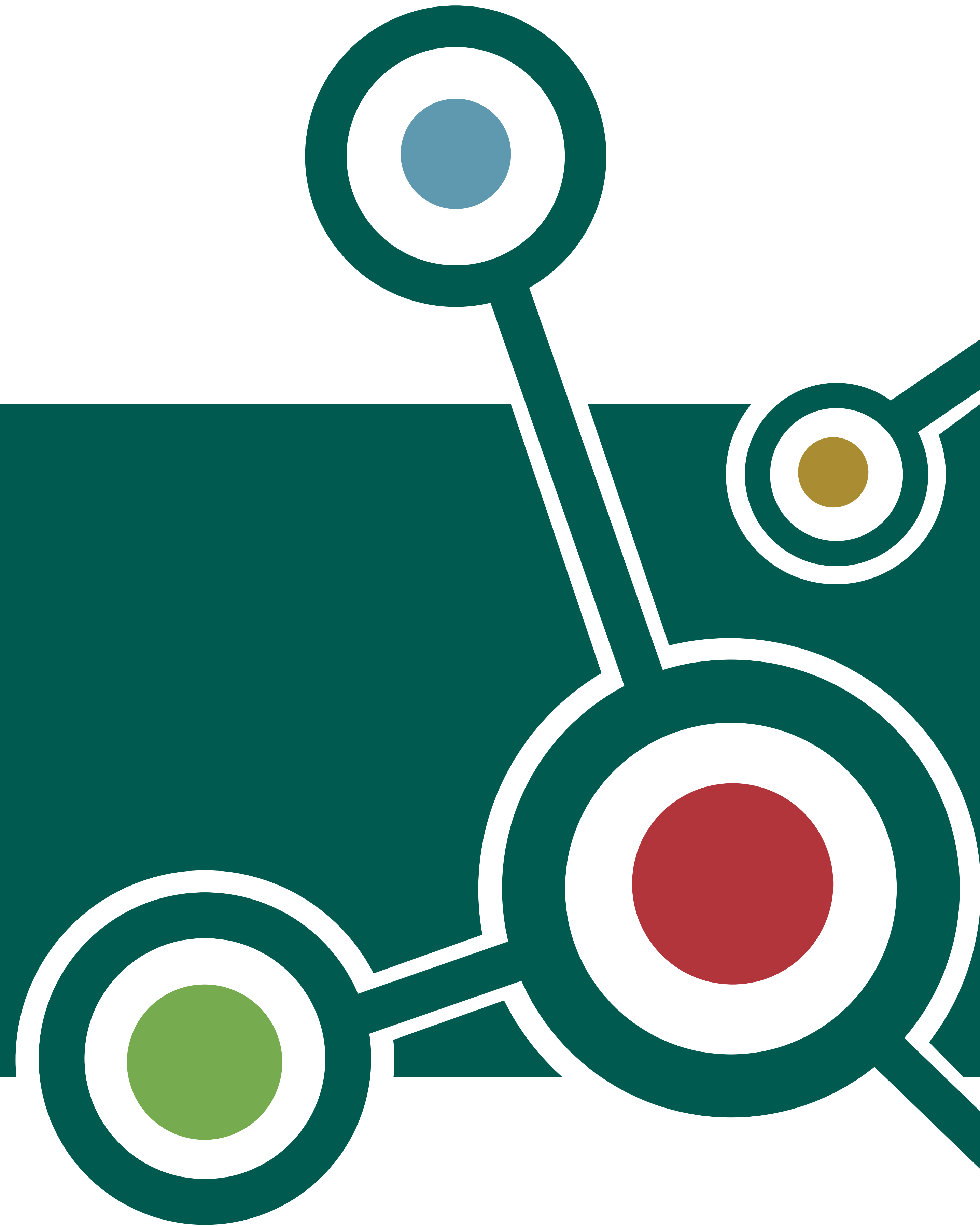


Connecting Avenue C

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.**



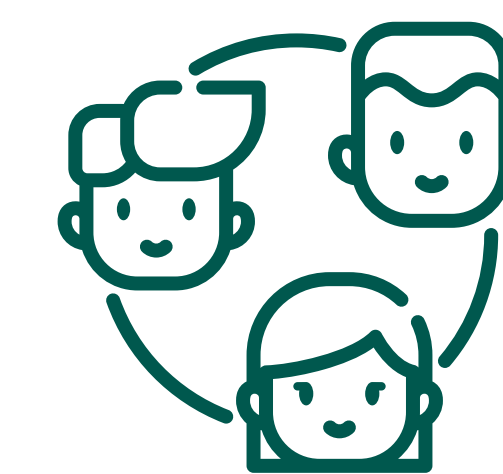
Key goals of the study include:



Designing a **safe, comfortable, and accessible walking and cycling 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
- Future AAA Cycling Network
- Future Multi-Modal Corridor
- Existing Off-Street Pathway
- Existing Neighbourhood Bikeway
- Existing Protected Bikeway

Commercial

Residential

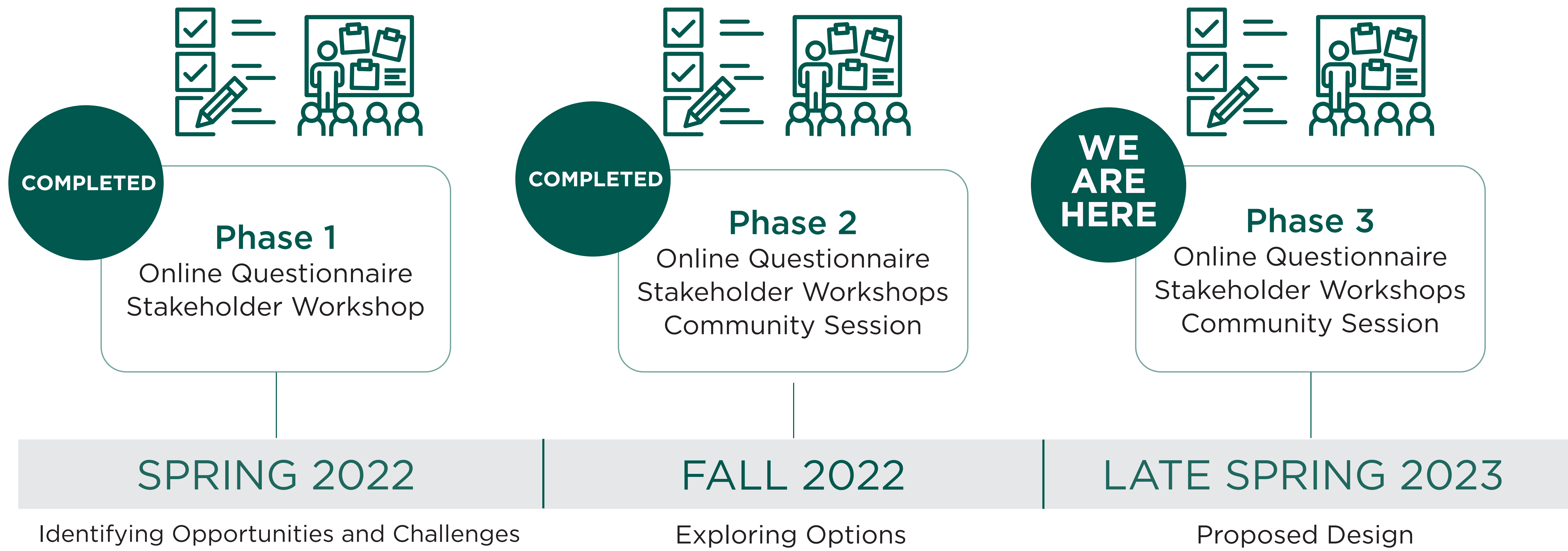
Commercial/Industrial





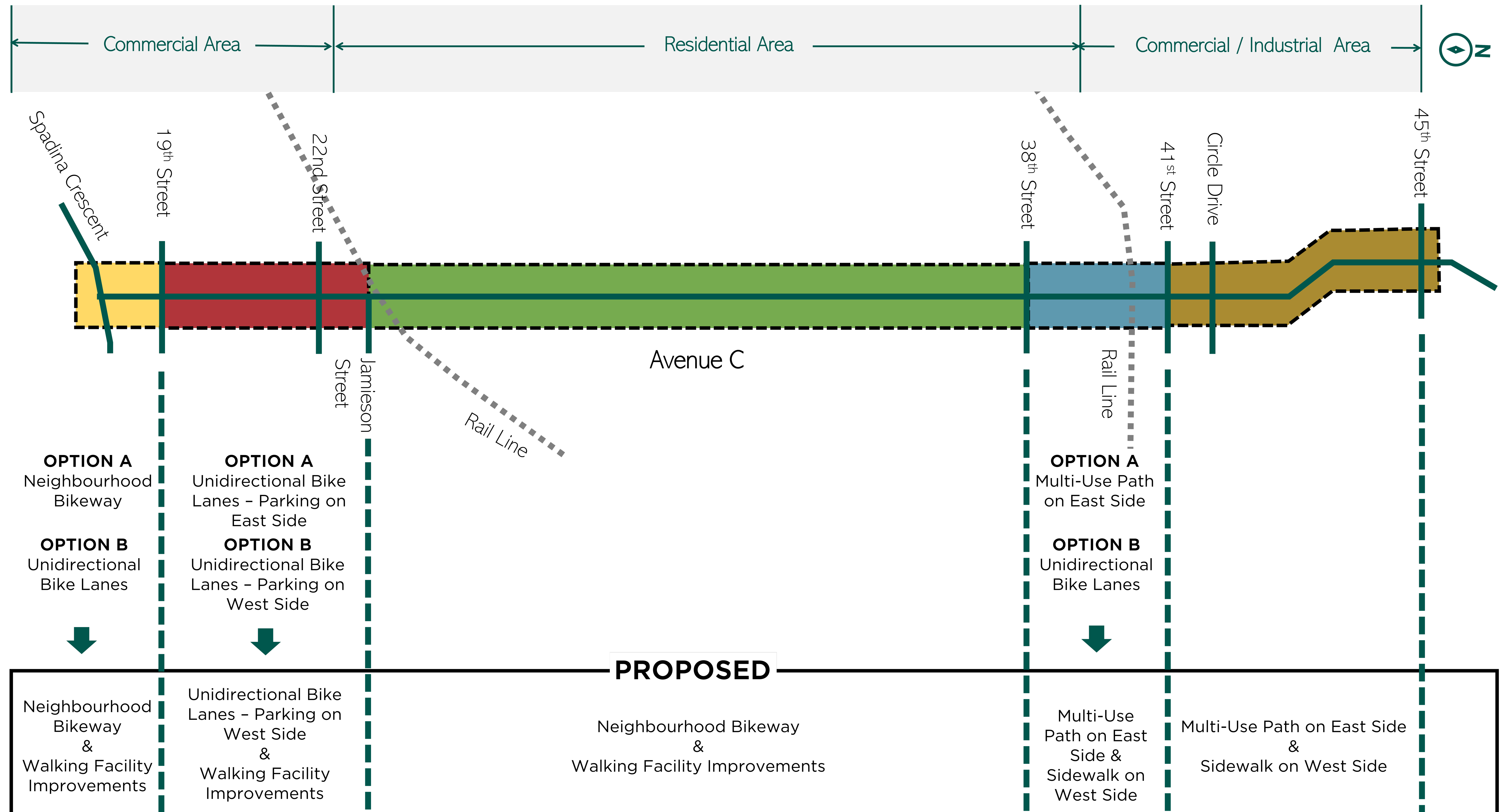
This round of engagement will be focused on us sharing and collecting feedback on the proposed designs before a final report detailing the findings and recommendations will be presented to the Standing Policy Committee on Transportation (SPCT) in Fall 2023.

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



POSSIBLE CYCLING & WALKING FACILITIES

OPTION SUMMARY





Common themes from the Phase 2 feedback include:

- Desire to widen sidewalks to enhance comfort and safety for all users.
- Concern with the number of pedestrians and cyclists crossing Avenue C, especially in school zones.
- Desire to prioritize pedestrians and cyclists over vehicular traffic.
- Concerns around the removal of parking on certain segments of Avenue C.
- Desire to increase landscaping along the corridor and to retain existing green space and trees.
- Concerns for cyclist safety and concerns regarding sharing the road with vehicle traffic.
- Concern regarding potential conflicts between pedestrian and cyclists on shared, multi-use paths.

PROPOSED CYCLING FACILITIES

SPADINA CRESCENT TO 19TH STREET



Neighbourhood bikeways are on-street routes designed to move cyclists, pedestrians, and vehicles comfortably and safely. Neighbourhood bikeways typically include a range of treatments such as signage, pavement markings and traffic calming.

The proposed design includes:

- Neighbourhood bikeway on Avenue C from Spadina Crescent to 19th Street.
- Parking on both sides of Avenue C.
- Retaining existing sidewalks on both sides of Avenue C.



Sample cross section of neighbourhood bikeway on Avenue C. Recommended posted speed 30 km/h pending Council approval.

PROPOSED CYCLING FACILITIES

19TH STREET TO JAMIESON STREET



Unidirectional bike lanes are physically separated, on-street lanes designated exclusively for one-way bike travel. Cyclists will be physically separated from vehicles by a raised curb. Cyclists can enter/exit at intersections and vehicles are blocked from entering the bike lane.

The proposed design includes:

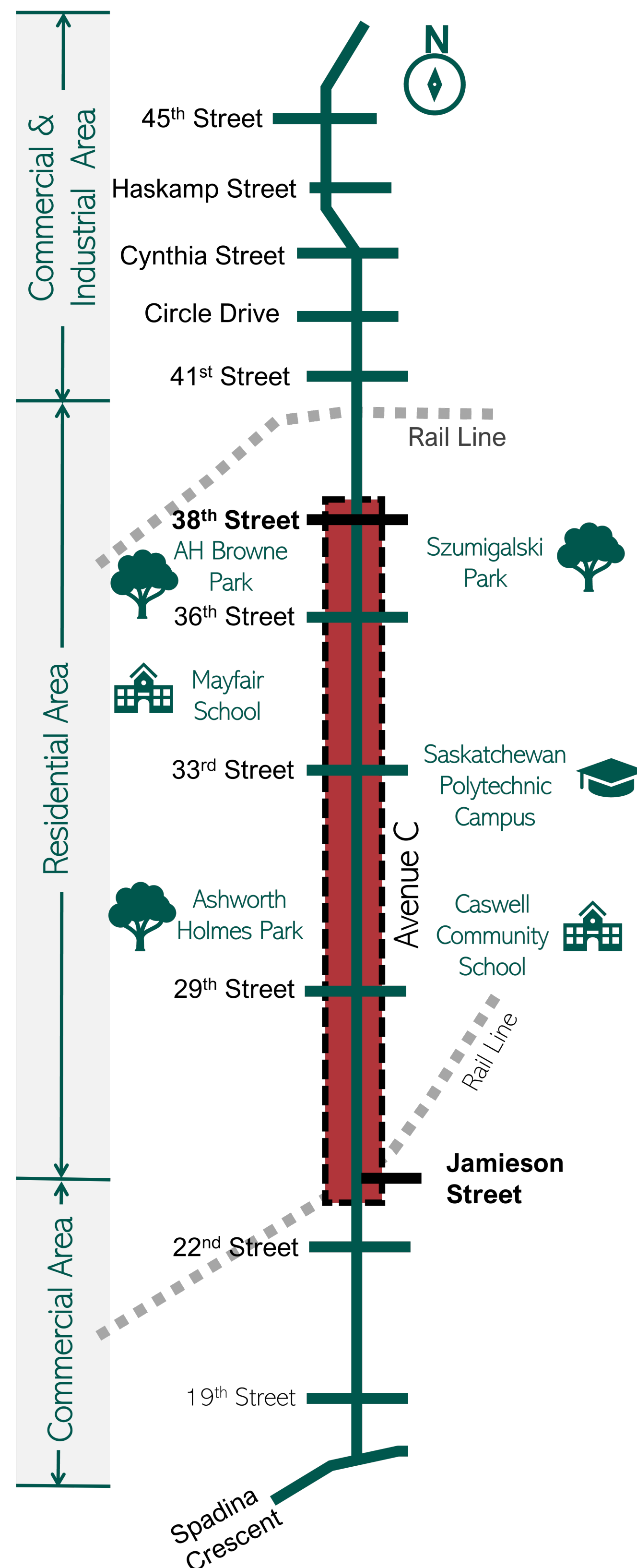
- Street level unidirectional bike lanes on Avenue C from 19th Street to Jamieson Street.
- Parking on the west side of Avenue C.
- Retaining existing sidewalks on both sides of Avenue C.



Sample cross section of unidirectional bike lanes on Avenue C.

PROPOSED CYCLING FACILITIES

JAMIESON STREET TO 38TH STREET



Neighbourhood bikeways typically include a range of treatments such as signage, pavement markings and traffic calming.

The proposed design includes:

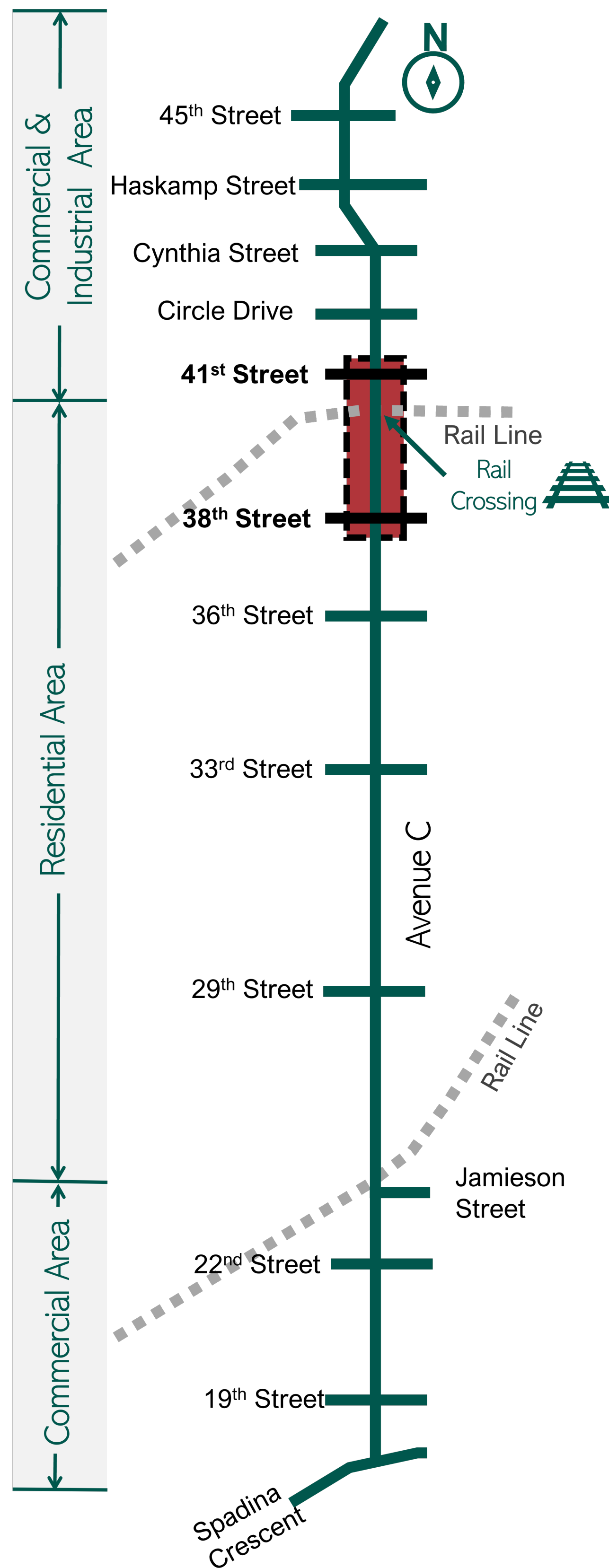
- Neighbourhood bikeway on Avenue C from Jamison Street to 38th Street with parking on both sides.
- Installing missing curb ramps along Avenue C.
- Retaining existing sidewalks on both sides of Avenue C.



Sample cross section of neighbourhood bikeway on Avenue C. Recommended posted speed 30 km/h pending Council approval.

PROPOSED CYCLING FACILITIES

38TH STREET TO 41ST STREET



Multi-use paths are off-street facilities that are physically separated from vehicles and run alongside or nearby roadways. These paths allow for two-way travel and are shared by pedestrians, cyclists and other non-motorized users.

The proposed design includes:

- Sidewalk level multi-use pathway on the east side of Avenue C from 38th Street to 41st Street.
- Retaining the sidewalk on the west side of Avenue C.
- Removing parking on the east side of Avenue C from 38th Street to 39th Street and retaining parking on the west side only.
- Parking would be retained on both sides of the street north of 39th Street.



Sample cross section of multi-use pathway on Avenue C.

PROPOSED CYCLING FACILITIES

41ST STREET TO 45TH STREET



Multi-use paths allow for two-way travel and are shared by pedestrians, cyclists and other non-motorized users.

The proposed design includes:

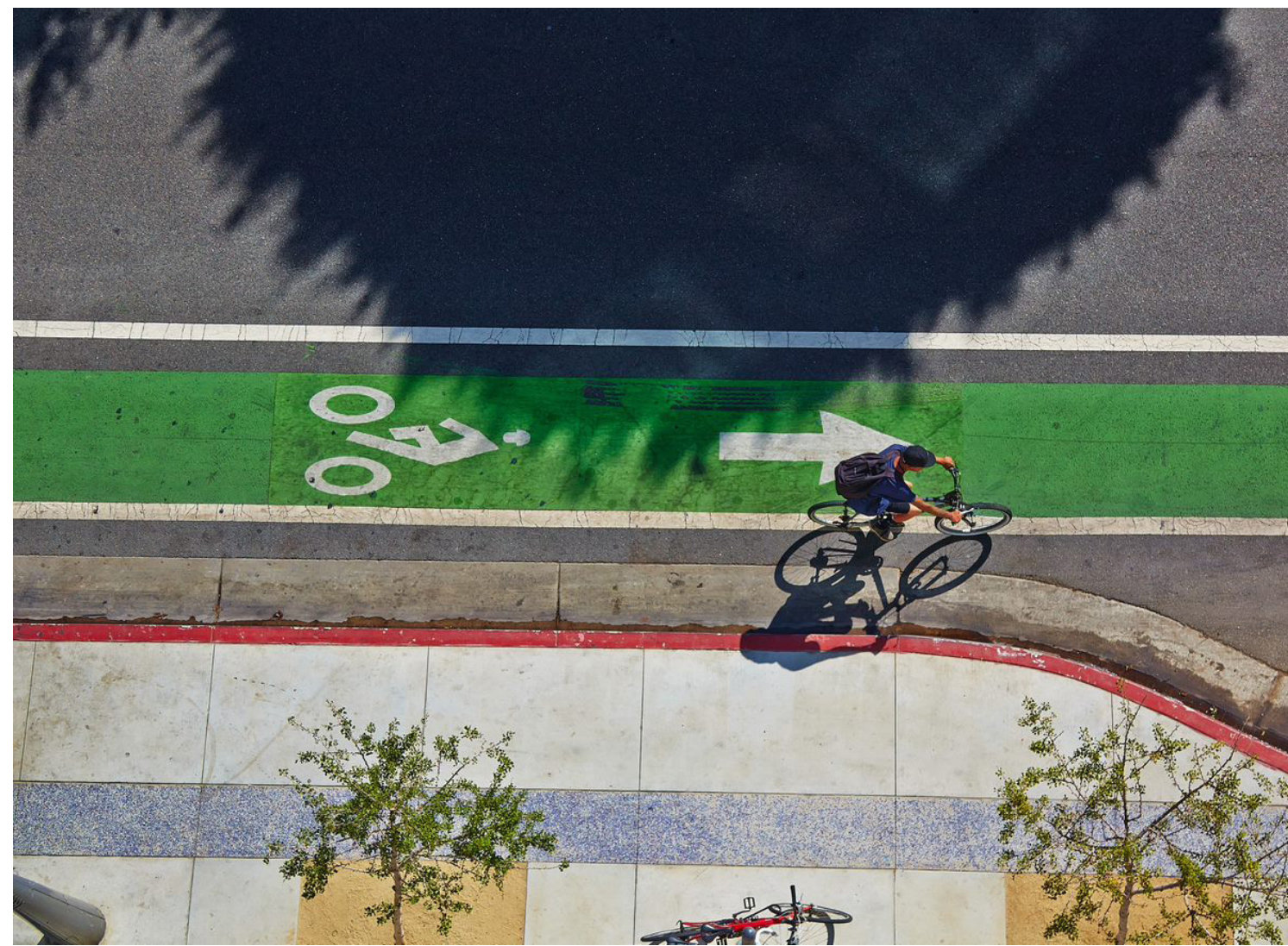
- Sidewalk level multi-use pathway on the east side of Avenue C from 41st Street to 45th Street.
- Retaining the sidewalk on the west side of Avenue C between 41st Street and Circle Drive.
- A new sidewalk on the west side of Avenue C, north of Circle Drive.



Sample cross section of multi-use pathway on Avenue C.
Additional property would be required.



Pavement markings



Pavement markings (i.e., green paint) will be used to indicate the path for cyclists through intersections and driveways. This treatment improves the safety of the intersection by increasing the visibility of the bicycle lane and helps to reinforce that cyclists have priority in these areas.

Two-stage turn boxes



Two-stage turn boxes provide a safe waiting area for left-turning cyclists at some intersections.

Curb extensions



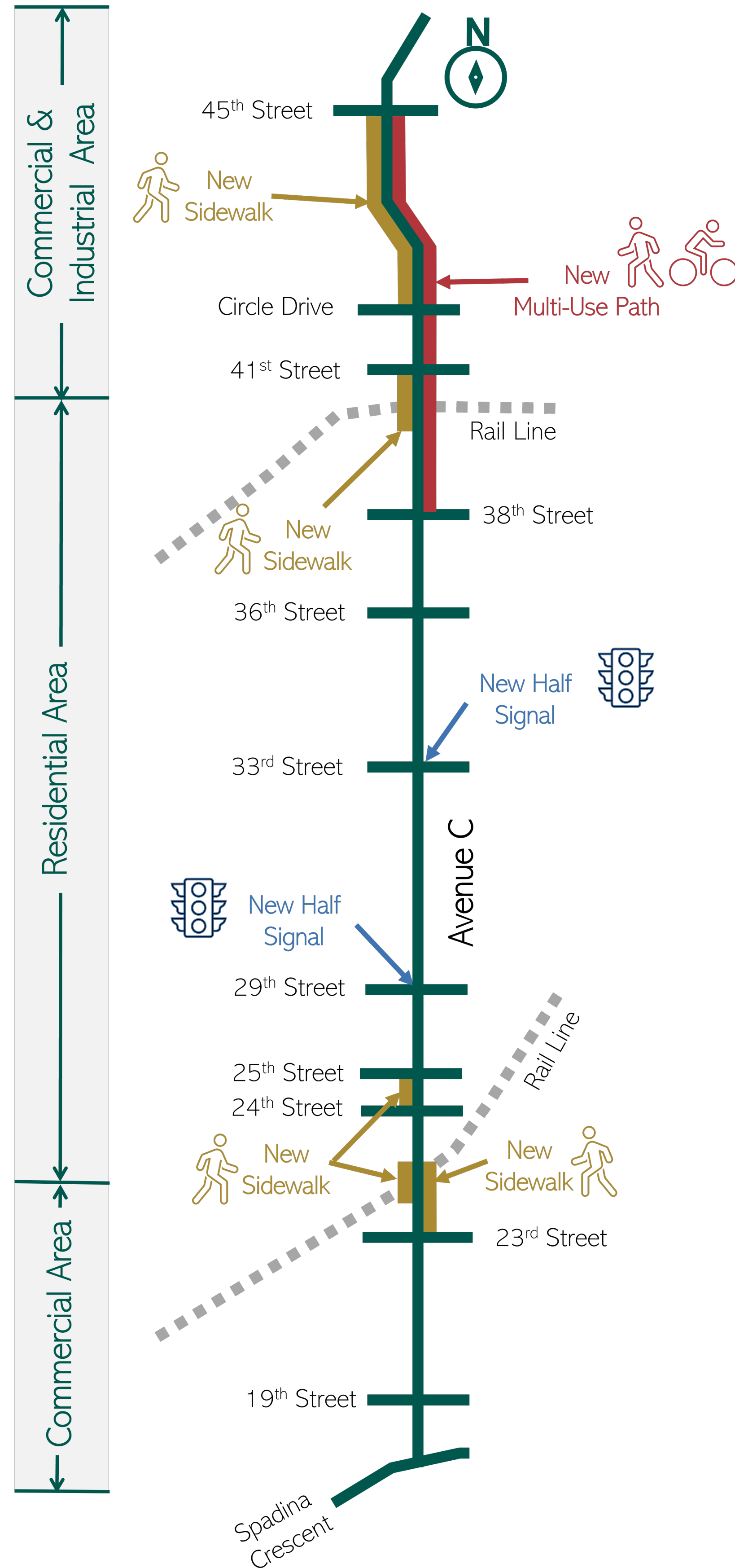
Curb extensions will be added at some intersections to reduce the speed of vehicles.

Bicycle signals



Bicycle signals provide direction to cyclists when crossing a street.

IMPROVEMENTS TO WALKING FACILITIES



The proposed design includes enhancements to walking facilities in the project area:

- **New sidewalks** and **multi-use paths** will be added to improve the connectivity of walking facilities.
- **Curb extensions** will be added at some intersections to decrease the pedestrian crossing distance and reduce the speed of vehicles.
- **Zebra pavement markings** will be added to some pedestrian crossing locations to enhance the crosswalk visibility.
- **Curb ramps** will be added at intersections to improve accessibility.
- **Pedestrian and cyclist actuated half signals** will be added on Avenue C at 29th Street and 33rd Street to improve safety for pedestrians and cyclists.
- **Formalized rail line crossings** will be added.



Example of Typical Sidewalk



Example of Zebra Pavement Markings

The proposed design maintains existing parking for much of the corridor; however:

- On Avenue C between 19th Street and Jamieson Street adding unidirectional bike lanes would require that 85 parking spaces be removed on the east side and 18 parking spaces be removed on the west side, resulting in the loss of 103 parking spaces.
- On Avenue C between 38th Street and 39th Street adding a multi-use path would require that parking is removed on the east side, resulting in the loss of 22 parking spaces.



Avenue C - 19th and 20th Street



Avenue C - 20th and 21st Street



Avenue C - 21st and 22nd Street



Avenue C - 22nd and 23rd Street



Avenue C - 38th and 39th Street

- The proposed design maintains existing landscaping and amenities for much of the corridor as most of the proposed changes are within the curb-to curb space and do not impact the existing boulevard areas.
- Potential new locations for bicycle parking have been identified throughout the corridor.
- North of 38th Street a multi-use path is proposed on the east side and a sidewalk is proposed on the west side of Avenue C in the existing boulevard space.
- Some trees and landscaping may be impacted where new sidewalks and multi-use paths are proposed.



Proposed location for bike parking
Isinger Park



Example of bike rack



Example of bike rack



The next steps for Connecting Avenue C Walking and Cycling improvements include:



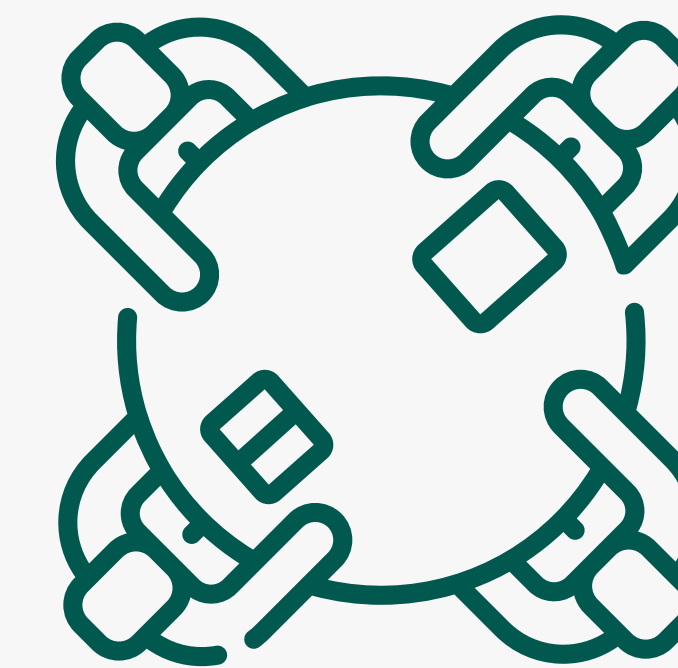
GIVE FEEDBACK



Your input will help create a plan for connecting 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 30th 2023:
<https://www.surveymonkey.com/r/AvenueC>



Sign up to **receive updates about the project** by visiting the City of Saskatoon's Engage Page at:
<https://www.saskatoon.ca/engage>