
Subject: Email - Communication - Erin Edwards - Saskatoon Cycles - Dudley Street Bikeway - CK 6000-5
Attachments: dudley_st_bikeway_feedback.pdf

From: Web NoReply <web-noreply@saskatoon.ca>

Sent: Monday, December 21, 2020 8:05 AM

To: City Council <City.Council@saskatoon.ca>

Subject: Email - Communication - Erin Edwards - Saskatoon Cycles - Dudley Street Bikeway - CK 6000-5

--- Replies to this email will go to [REDACTED] ---

Submitted on Monday, December 21, 2020 - 08:04

Submitted by user: Anonymous

Submitted values are:

Date Monday, December 21, 2020

To His Worship the Mayor and Members of City Council

First Name Erin

Last Name Edwards

Phone Number (306) [REDACTED]

Email [REDACTED]

Address [REDACTED] Leddy Crescent

City Saskatoon

Province Saskatchewan

Postal Code [REDACTED]

Name of the organization or agency you are representing (if applicable) Saskatoon Cycles

Subject Dudley St Bikeway

Meeting (if known) City Council regular meeting

Comments Letter submitted

Attachments

[dudley_st_bikeway_feedback.pdf](#)

[REDACTED]

[REDACTED]

December 21, 2020

RE: Saskatoon Cycles feedback on Dudley St Bikeway design

The Neighbourhood Bikeways Projects are an important step forward in making Saskatoon a bicycle friendly city. The City of Saskatoon's Active Transportation Plan states, "the ATP target is to double walking and cycling trips to 24% of all daily trips and 15% of all commute trips by 2045. Doubling the walking and cycling mode share will require significant investment and effort." We need to get to work to achieve these goals by 2045.

Saskatoon Cycles supports the Dudley St Bikeway design. To make this a true AAA cycling facility it is very important that the proper traffic calming measures be put in place from Ave P to Spadina Cres. If we are going to encourage everyone from ages 8-80 to ride a bicycle on the streets of Saskatoon we have to ensure they will feel safe. When a car is passing a cyclist at 50km/hr this feels anything but safe. The feeling of safety could be achieved by reducing the speed limit to 30km/hr and/or adding a bicycle boulevard to discourage through-trips by cars.

Our concern about Dudley East of P, is based on watching the bikeway example video at

https://www.youtube.com/watch?v=4c0s3AmIB84&list=PLg6VvmjV8v3zAJ6sv3uIAUQ4uZ_Mlhgbo&index=4

That is a great choice of video, with most of the key features of an excellent bikeway/bike boulevard.

What is extremely important in a neighbourhood bikeway, is that cars and bikes do not share the same route for more than a block or two. To feel comfortable on a bike, people need to travel at their own speed. If there is a car following them for one block, the car remains patient and doesn't "push" or intimidate the person on a bike.

Unless car drivers are diverted off the bikeway, they tend to bunch up behind a cyclist and even if they have golden intentions, many people on a bike with a fast, powerful machine waiting to get by, will feel intimidated. Many people, when on a bike, will feel like they are 'in the way' or trespassing on a road meant for cars. This puts the bike rider in a conundrum: should I pull over and let the car by? Do I have a moral right to stay in my lane? We've all had the sensation of a car getting past after being forced to follow at your speed, and roar off spinning their tires, most of the time angrily. There are no clear instructions anywhere about if or when you should 'get out of the way.'

The Adanac Street bikeway in Vancouver makes it clear, by diverting cars off Adanac every couple of blocks. If a car's shortest route from Dudley & Spadina to Dudley & P is to use the bikeway, then many people will inevitably feel intimidated from biking there. And many people will not be comfortable to send their kids along that route. No amount of sharrows and "share the road" signs can fix this. Unless cars are diverted and dead-ended, the car is the king of the road.

We're not sure that a bikeway is worth doing if cars have the run of it's entire length. We risk a result like 23rd street, or even worse, 4th Avenue Downtown, that opponents can point to and say "no one uses these bike lanes anyway." If they aren't done to a level of excellence, they won't

be popular. As it is we sometimes bike on the sidewalk on 23rd St. On the other hand, it is eight blocks that dead-ends at the river, so car traffic is limited.

According to sources like the book “Copenhagenise,” cars and bikes should be mixed only if the cars are going less than 30 kph.

Another frequent feature of Adanac St is the tall speed humps. Physical features work better than speed limit signs (according to Copenhagenise.)

For Dudley West of P,

We are big fans of separated bikeways. Wherever possible we do not want to be in the path of cars. We also feel that the bikeway needs to be physically back as far as possible from the motorway because of:

- noise
- harmful air pollution
- to prevent mud, etc from being splashed on our clothes – we believe in cycling in professional and formal attire
- safety
- attractiveness.

We'd like to point out that a multi-use pathway is also needed from Wellington street (at the Saskatoon French School) west through the Sports Complex to Fletcher Road halfway between Dudley and the Saskpower building. This route is open and available now, but it needs to be surfaced and formalised so people become aware of it.

We used to be able to bike along Fletcher Rd to the VIA station in Montgomery. It's unfortunate a tunnel or something wasn't put in under the new Circle Dr to keep that route open. Certainly we need much better connections along 11th Street, or parallel to 11th on the North side. The sidewalk along 11th is in dreadful shape, poorly maintained and is a biking route for high schools for many students who live in Holiday Park and King George communities.

Finally, if the city of Saskatoon is committed to meet its GHG reduction targets, then designing a safe cycling infrastructure will help reduce emissions, save lives and taxpayers funds.

Grateful for considering our input.

Erin Edwards & Kira Judge

Co-chairs

Saskatoon Cycles