

**Subject:** Email - Communication - Denise Balcaen - Proposed Bike Path on Victoria Avenue - CK 6000-5 x 7000-1  
**Attachments:** victoria\_ave.\_bike\_path.pdf; screen\_shot\_2021-04-01\_at\_1.33.58\_pm.png

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**From:** Web NoReply  
**Sent:** Thursday, April 1, 2021 3:37 PM  
**To:** City Council <[City.Council@Saskatoon.ca](mailto:City.Council@Saskatoon.ca)>  
**Subject:** Email - Communication - Denise Balcaen - Proposed Bike Path on Victoria Avenue - CK 6000-5 x 7000-1

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

Submitted on Thursday, April 1, 2021 - 15:37

Submitted by user: Anonymous

Submitted values are:

Date Thursday, April 01, 2021  
To His Worship the Mayor and Members of City Council  
First Name Denise  
Last Name Balcaen  
Phone Number (306) [REDACTED]  
Email [REDACTED]  
Address [REDACTED] Street East  
City Saskatoon  
Province Saskatchewan  
Postal Code s7h [REDACTED]  
Name of the organization or agency you are representing (if applicable) Buena Vista Neighbourhood  
Subject proposed Bike Path on Victoria Ave.  
Meeting (if known) April 6, 2021 - Standing Policy Committee on Transportation  
Comments

Attention: Standing Policy Committee on Transportation

Today I received notification from Carley Grassing of the upcoming presentation of the Victoria Avenue Bikeway, Pedestrian & Traffic Safety Improvement Project to the Standing Policy Committee on Transportation for consideration on Tues. April 6, 2021. I will not be able to speak at this meeting but would like this, my letter, to be added to the Agenda for consideration.

History of Public Neighbourhood engagement  
- 5 year old ATP - June 27, 2016, City Council approved the Active Transportation Plan (AT Plan)  
  
- In person Open House March 11, 2020  
  
- Online Public Meeting to Dec. 9, 2020

- April 6, 2021

I have lived in Buena Vista for over 35 years. The first I heard of the proposed Bike Path was when I received the flyer for the Dec. 9 Open House - nothing prior to that whatsoever. I was unable to attend but heard from a number of people that did attend, (as well as the March 11 session). that any suggestions of an alternate route were not taken seriously by the City - it appeared & does now also appear the City is prepared to move ahead with their own agenda - without proper consultation from our neighbourhood.

In addition to the poor communication with the neighbourhood, there is much concern over the fact that if Option 4 is adopted, not only will ALL the Boulevard Trees be removed but the existing new curbs & newly laid asphalt surface on the west side of the street will be torn up & redone at a cost of over 6 million dollars! I can't imagine a city that values it's trees as much as it professes to would take out trees on a street that is such a hot bed of debate. There will certainly be some unhappy people having to pay twice for a City of Saskatoon over site - installing roadwork that will be ripped out because the City failed to plan ahead.

During a telephone conversation with Carley Grassing earlier this year - I asked how the neighbourhood was informed of the impending changes.

She stated the homes on the route & a block to either side had flyers delivered to them informing of the March 11 & Dec. 9 meetings. When I asked her why the City had done roadwork last Summer, obviously aware of the Bike Path plan, (which by the way was sorely overdue!) she simply replied the City is getting better at organizing such things - not a very good response at all & not one any Saskatonian would like to hear.

Granted the Bike Path information is on the City's website - but very few people I know, including myself, would be spending time on it to see what is being proposed in their neighbourhood. I do not feel the neighbourhood was well informed particularly in view of the fact the Dec. 9 meeting occurred at a very busy time just prior to Christmas. This decision affects not only the people on the 'flyer delivery route' but the entire neighbourhood of Buena Vista & bordering communities.

I recently hand delivered a request to the 75 homes on Victoria Ave., between 8th St. & Taylor St., asking them to sign a petition I started to get the City of Saskatoon to realize that stretch is NOT the best spot for the proposed Bike Path. Eastlake Ave. & McPherson Ave. would be prime routes for a Bike Path with far less cost & disruption.

I have received over 362 signatures which tells me that not only did the City do a poor job of notifying residents of their intentions but there is a LOT of support to get them to reconsider the proposed route. The full petition is on the BVCA FB page <https://www.facebook.com/YourBVCA> & I am attaching the link here also.

[https://www.change.org/p/city-of-saskatoon-department-of-transportation-victoria-ave-bicycle-lane-proposal?redirect=false&fbclid=IwAR0Rnp5AZHhfp-J-zvTMWFGVEzv4-QLg06V8qoM56cjZMWJbBSpi\\_e5fpcs](https://www.change.org/p/city-of-saskatoon-department-of-transportation-victoria-ave-bicycle-lane-proposal?redirect=false&fbclid=IwAR0Rnp5AZHhfp-J-zvTMWFGVEzv4-QLg06V8qoM56cjZMWJbBSpi_e5fpcs)

I have been in touch with Jay Magus - Director of Transportation, Carley Grassing - Transportation Engineer, the BVCA & as well as Cynthia Block, our ward 6 representative - over the past few months with regard to the project & neighbourhood concerns. I have educated myself on not only this matter's history but also the information the City has made available online.

I am writing this letter in an effort to inform the Saskatoon City Council the voices of our community NEED & DESERVE to be heard before this Bike Plan is implemented at all!

Denise Balcaen  
[REDACTED] Street East  
Saskatoon, SK  
306 [REDACTED]

[REDACTED]

April 1, 2021

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Balcaen  
[REDACTED] Street East  
Sask [REDACTED] K  
306-[REDACTED]

To improve active transportation along Victoria Avenue from 6<sup>th</sup> Street East to Taylor Street East, five options were developed. A “Do Nothing” option that does not provide a AAA cycling facility on Victoria Avenue has been included for comparison. A brief summary of the options and some of the benefits are shown below. Details of the options can be found in Appendix 3.

|                                  | Options                                 |                                                       |                                       |                                                    |                                    |                |
|----------------------------------|-----------------------------------------|-------------------------------------------------------|---------------------------------------|----------------------------------------------------|------------------------------------|----------------|
|                                  | 1 - Bidirectional Bike Lane (West Side) | 2 - Protected Street-Level Bike Lanes without Parking | 3 - Raised Bike Lanes without Parking | 4 - Protected Street-Level Bike Lanes with Parking | 5 - Raised Bike Lanes with Parking | 6 - Do Nothing |
| Provides AAA Facility            | X                                       | X                                                     | X                                     | X                                                  | X                                  |                |
| Improves Cyclist Safety          | X                                       | X                                                     | X                                     | X                                                  | X                                  |                |
| Minimizes Cyclist Delay          |                                         | X                                                     | X                                     | X                                                  | X                                  |                |
| Maximizes for Cyclist Comfort    | X                                       | X                                                     |                                       | X                                                  |                                    |                |
| Maintains Some On-Street Parking | X                                       |                                                       |                                       | X                                                  | X                                  | X              |
| Maintains Median Trees           | X                                       | X                                                     | X                                     |                                                    |                                    | X              |
| Capital Cost                     | \$758,234                               | \$472,257                                             | \$5,555,039                           | \$6,297,570                                        | \$7,426,880                        | \$ 49,500      |

Traffic Calming at Victoria Avenue and 6<sup>th</sup> Street