

## Fehr, Britney

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**Subject:** FW: Email - Request to Speak - Kira Judge - Saskatoon Cycles - Victoria Avenue Bikeway - File CK 6000-5

**Attachments:** saskatoon\_cycles\_victoria\_avenue\_protected\_bikelane\_options\_kirajudge.pdf;  
saskatoon\_cycles\_victoria\_ave\_bikelanes\_letter.pdf

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**From:** Web NoReply <[web-noreply@Saskatoon.ca](mailto:web-noreply@Saskatoon.ca)>

**Sent:** Monday, April 5, 2021 10:48 AM

**To:** City Council <[City.Council@Saskatoon.ca](mailto:City.Council@Saskatoon.ca)>

**Subject:** Email - Request to Speak - Kira Judge - Saskatoon Cycles - Victoria Avenue Bikeway - File CK 6000-5

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

Submitted on Monday, April 5, 2021 - 10:48

Submitted by user: Anonymous

Submitted values are:

Date Monday, April 05, 2021

To His Worship the Mayor and Members of City Council

First Name Kira

Last Name Judge

Phone Number (306) [REDACTED]

Email [REDACTED]

Address [REDACTED] ave K south

City saskatoon

Province Saskatchewan

Postal Code s7m [REDACTED]

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

Subject 7.3.1 Victoria Avenue Bikeway Pedestrian and Traffic Safety Improvement Project

Meeting (if known)

Comments

I would like to speak as well. Please call me at 306 [REDACTED]. I also have 2 slides to present which is attached here.

Thank you in advance for the opportunity to be heard.

Kindest Regards,

Kira Judge

Co-chair

Saskatoon Cycles

[REDACTED]

[REDACTED]

[REDACTED]



Apr 2, 2021

City of Saskatoon

Re: Victoria Ave Bikeway

Saskatoon Cycles is excited to see the City of Saskatoon moving forward with safe cycling infrastructure. The addition of a protected bike lane on Victoria Ave from 8th St to Taylor St is important in the creation of a properly connected and comfortable cycling network.

Today's leaders have to confront the poor car-centric planning decisions made well before their time. While you are not responsible for those earlier decisions, it is your responsibility to make positive changes now to address problems. Building the Victoria Ave bike lane is one step forward in making our city comfortable for all users of public space of all ages and abilities.

Options 2 and 3 are preferred over 1, 4 & 5 as their design includes continuation and keeping of the existing design. We believe this would also align with the City of Saskatoon's Climate Action Plan and assist in the reduction of GHG emissions that the city has committed to.

Canada trails many other countries when it comes to cycling infrastructure. Let's change this and become leaders by integrating safe and comfortable bicycle infrastructure into an overall transportation system. We need to make serious investments in alternatives to driving. This includes making transit efficient, comfortable and affordable. We need to build cycling infrastructure to ensure people can get to where they need to without fearing for their lives. We need to ensure that using sidewalks is a dignified experience. Change is difficult but with some political will we are confident the City of Saskatoon can achieve these goals.

If needed Saskatoon Cycles is willing to provide statistics and economics on infrastructure spending to justify the expenditure on bike lanes that is beneficial to taxpayers for many generations to come. We also encourage clearly separating out the dollar amount spent on cycling infrastructure from overall neighborhood improvement expenses.

Thank you

Board of Saskatoon Cycles

[contactus@saskatooncycles.org](mailto:contactus@saskatooncycles.org)

# Victoria Avenue Protected Bikelane Options

Kira Judge

Co-Chair

Saskatoon Cycles

April 6, 2021

# Financial Implications for Taxpayer

## FINANCIAL IMPLICATIONS

The total estimated costs for the six options are as follows:

	Alternatives					
	Option 1 Bidirectional Bike Lane (West Side)	Option 2 Protected Street-Level Bike Lanes without Parking	Option 3 Raised Bike Lanes without Parking	Option 4 Protected Street-Level Bike Lanes with Parking	Option 5 Raised Bike Lanes with Parking	Option 6 Do Nothing
Signage and Pavement Markings	\$110,214	\$ 73,515	\$ 73,515	\$ 73,515	\$ 73,515	-
Traffic Signal Upgrades	\$ 32,500	\$ 32,500	\$ 32,500	\$ 32,500	\$ 32,500	-
Protected Cycling Facility	\$192,649	\$295,151	\$4,915,862	\$ 474,271	\$1,868,499	-
Median Work	\$325,783	-	-	\$5,116,620	\$4,749,038	-
Traffic Calming	\$ 28,158	\$ 28,158	\$ 28,158	\$ 28,158	\$ 28,158	\$ 45,000
Engineering (10%)	\$ 68,930	\$ 42,932	\$ 505,004	\$ 572,506	\$ 675,171	\$ 4,500
Total	\$758,234	\$472,256	\$5,555,039	\$6,297,570	\$7,426,881	\$ 49,500

# Options 2,3 & 4

