

Janzen, Heather

Subject: FW: Email - Communication - Scott Wieting - Cycling Safety Concerns - CK 6000-5

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

Sent: Wednesday, June 21, 2023 12:10 AM

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

Subject: Email - Communication - Scott Wieting - Cycling Safety Concerns - CK 6000-5

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

Submitted on Wednesday, June 21, 2023 - 00:09

Submitted by user: [REDACTED]

Submitted values are:

I have read and understand the above statements.: Yes

I do not want my comments placed on a public agenda. They will be shared with members of Council through their online repository.: No

I only want my comments shared with the Mayor or my Ward Councillor.: No

Date: Tuesday, June 20, 2023

To: His Worship the Mayor and Members of City Council

Pronouns: He/him/his

First Name: Scott

Last Name: Wieting

Email: [REDACTED]

Address: [REDACTED] Childers Bend

Neighbourhood: [Kensington](#)

City: Saskatoon

Province: Saskatchewan

Postal Code: [REDACTED]

What do you wish to do ?: Submit Comments

What meeting do you wish to speak/submit comments ? (if known):: Wednesday June 28

What agenda item do you wish to comment on ?: Cycling infrastructure / intersection of Wiggins and College Drive

Comments:

To Saskatoon City Council,

I have found out that Councillor Block (Ward 6) has introduced motions to council to address several cycling safety concerns in Saskatoon.

I fully support a third party road safety audit at the intersection of Wiggins and Collage Dr and the funding for the audit.

An update on the implementation of the Active Transportation Plan and a budget option for an annual Road Safety Audit program.

We have a decent beginning on safe all ages active transportation in Saskatoon but we have an even longer way to go to have a safe cycling network throughout the city. I support any future motions to improve cycling safety in Saskatoon.

I cycle every day to commute to work. Fortunately I can take multi use paths the majority of the way but even so there are regularly close calls at intersections. Since Natasha Fox was killed I have had very similar incidents happen to myself 2 times. Both times I was crossing 11th street on the multi use path to go to the path along Dawes avenue. Both times when I had the green light people ran the red light without stopping or looking to make right turns. Fortunately in both cases once with a semi and once with a mini van I saw they were not stopping so I stopped in time to avoid being run down.

This city desperately needs protected intersections at all bike route intersections including the one where Natasha was killed.

I think initially fixing the safety problems with our existing infrastructure should be the priority. This would be fairly inexpensive. The points that come to mind for me that I regularly cycle are as follows.

1-protected intersections on all bike routes

2-Blairmore bikeway should have a 30km/hr speed limit. Why bother with traffic calming if you can legally accelerate immediately to 50???

3- Blairmore bikeway and 23st should be connected. 2 blocks of nothing with crossing Idywyld is insanity.

4-the plastic posts on 23rd street "protected" bike lanes are a joke. Most of them are already run down and offer no protection . Put in some cement.

5-remove one of fences from each of the train crossings on 11th street so you can stay on the multi use path and not have to drive around in traffic to get by. Just need a city worker with an angle grinder.

6-connect the bike path on 17th street to 18th street. There is already a dirt path on the west side of avenue P then along the train tracks to 17th. Continue the path one more block.

7- widen the sidewalk on the west side of Betts avenue and the north side of Attridge along the shopping areas and make them multi use paths so you can legally go shopping without dying. Betts and Attridge are far too busy to ride on but you can't legally drive on sidewalk.

8-Just because it's a pet peeve of mine, change the building code to say that the required bike racks (already in code) must fit adult bikes. Almost everywhere puts in child sized racks.

The changes I mentioned above are easy and inexpensive but would be a great place to start. With the need to reduce carbon dioxide emissions and the rising price of vehicles and fuel a safe efficient cycling system is an absolute must for the future of Saskatoon. Please help your constituents by making cycling in Saskatoon safely a reality.

Thank you
Scott Wieting

Will you be submitting a video to be vetted prior to council meeting?: No