

## Neighbourhood Bikeways Proposed Speed Limit Change Feedback

To collect feedback on the proposed 30 km/h speed limit along Saskatoon's neighbourhood bikeways, the City sent flyers to residents living near the four approved neighbourhood bikeways to inform them of the proposed speed limit change being presented to Council and gather input.

A total of 51 responses were received. Participants had mixed support for a speed limit change on neighbourhood bikeways. The distribution of feedback was as follows:

- 35% of respondents supported 30 km/h speed limits on neighbourhood bikeways;
- 31% were opposed to 30 km/h speed limits on neighbourhood bikeways;
- 18% did not provide comments on the proposed speed limit change, but were opposed to the neighbourhood bikeway or cycling projects in general;
- 6% were opposed to 30 km/h speed limits on neighbourhood bikeways but supported cycling projects in general; and
- 10% did not provide clear indication of their views on the proposed speed limit change or cycling projects.

Feedback received has been summarized for each of the corridors.

### 23<sup>rd</sup> Street West

A total of 11 responses were received regarding the 23<sup>rd</sup> Street Neighbourhood Bikeway.

Several responses indicated that they fully supported changing the speed limit along 23<sup>rd</sup> Street West to 30 km/h.

Respondents who were opposed to the proposed 30 km/h speed limit for neighbourhood bikeways, the 23<sup>rd</sup> Street Neighbourhood Bikeway, or cycling projects in general stated concerns along the following themes:

- the current volume of people riding their bike along 23<sup>rd</sup> Street West is too low to warrant a change in speed limit for cyclists,
- Based on the current deficits facing the City of Saskatoon's in the upcoming budget, money should not be spent on cycling projects,
- 23<sup>rd</sup> Street West is the most direct internal route in the neighbourhood, and
- the street should be prioritized for vehicles not cyclists.

Respondents both in favour and against the proposed speed limit change noted that vehicle speeds along 23<sup>rd</sup> Street West are high.

It was noted that there are several missing sidewalks along 23<sup>rd</sup> Street West that need to be installed. It was also noted that lack of snow clearing makes it difficult to walk along the street in the winter.

An additional comment was made that there was some support for cycling projects and protected cycling facilities, but not neighbourhood bikeways with cyclists in mixed traffic. There was also a comment that a 40 km/h speed limit would be preferred over a 30 km/h speed limit.

### **Dudley Street**

A total of five responses were received regarding the Dudley Street Neighbourhood Bikeway.

The majority of respondents indicated that they fully supported changing the speed limit along the Dudley Street Neighbourhood Bikeway to 30 km/h and stated the following reasons:

- Dudley Street provides a good connection for walking and cycling between the Meewasin Trail and the Gordie Howe Sports Complex,
- they would prefer separated and protected cycling facilities, but if they must ride in mixed traffic, then a 30 km/h speed limit is preferred, and
- it is difficult to drive 50 km/h on Dudley Street anyway.

There was a comment that the lack of snow clearing, and ruts make it difficult to bike in the winter and made a request for improved snow clearing on neighbourhood bikeways. It was also noted that there are sidewalks missing along Dudley Street that are needed to improve walking along the street.

One respondent indicated that they did not support the Dudley Street Neighbourhood Bikeway and commented that it is a waste of taxpayer money. There was also a comment that resident feedback is not considered when making decisions.

One respondent did not indicate if they were in support or opposed to the proposed speed limit.

### **31<sup>st</sup> Street West**

A total of 15 responses were received regarding the 31<sup>st</sup> Street Neighbourhood Bikeway.

A couple of respondents fully supported the proposed 30 km/h speed limit for neighbourhood bikeways. There was a comment that as a cyclist they would prefer separated and protected cycling facilities, but if they must ride in mixed traffic, then a 30 km/h speed limit is preferred.

Some residents did not indicate if they were in support or opposed to the proposed speed limit; however, they did note concerns with the potential for additional noise and light pollution in the neighbourhood from the accessible signals that would be used as part of the planned cyclist and pedestrian activated signals on 31<sup>st</sup> Street West. There was also a comment with concerns about cyclists not following the rules of the road and a desire for more education for cyclists.

The majority of respondents were opposed to the proposed 30 km/h speed limit for neighbourhood bikeways, the 31<sup>st</sup> Street Neighbourhood Bikeway, or cycling projects in general and stated concerns along the following themes:

- concerns for the current City of Saskatoon budget status and that now is the time to cut costs,
- Unhappiness with the increases in property taxes in recent years, and that money should not be spent on cycling projects given the current financial status of the City,
- resident feedback is not considered when making decisions,
- current volume of people riding their bike in Saskatoon is too low to warrant a change in speed limit, and that even fewer people cycle in the winter,
- the speeds and volume of traffic in some parts of 31<sup>st</sup> Street West is too high for it to be considered for a neighbourhood bikeway,
- it is difficult to drive any faster than 30 km/h on 31<sup>st</sup> Street West currently and that a speed limit change would be redundant,
- 31<sup>st</sup> Street West is currently comfortable when walking and biking, and
- addressing crime in the neighbourhood should be the priority.

It was noted that in the winter the snow ruts on 31<sup>st</sup> Street can become very deep and are difficult to navigate, even in a vehicle. It was also noted that if snow is not cleared from neighbourhood bikeways in the winter it would be difficult for cyclists to use the street year-round.

### **14<sup>th</sup> Street East**

A total of 20 responses were received regarding the 14<sup>th</sup> Street East Neighbourhood Bikeway. The majority of responses indicated that they fully support changing the speed limit along 14<sup>th</sup> Street East to 30 km/h.

Some respondents indicated that they supported cycling in Saskatoon but not 30 km/h speed limits. Quite a few respondents indicated that they were confident cyclists and did not feel like a 30 km/h speed limit was required, while others indicated that they were not comfortable riding their bike in mixed traffic and would not be comfortable even if a reduced speed limit was implemented.

Respondents who were opposed to the proposed 30 km/h speed limit for neighbourhood bikeways, the 14<sup>th</sup> Street Neighbourhood Bikeway, or cycling projects in general stated concerns along the following themes:

- the current volume of people riding their bike in Saskatoon is too low to warrant a change in speed limit.
- money should not be spent on cycling projects given the current financial status of the City.
- 14<sup>th</sup> Street East should be prioritized for vehicles not cyclists, and that the current speed limits in Saskatoon are too slow.