

Janzen, Heather

Subject: FW: Email - Communication - Jon White - Connecting Avenue C - Walking and Cycling Improvement Project - CK 6000-5
Attachments: Jon White to CoS Council - In support of Connecting Avenue C - 18Dec2023.pdf

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

Sent: Monday, December 18, 2023 3:02 PM

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

Subject: Email - Communication - Jon White - Connecting Avenue C - Walking and Cycling Improvement Project - CK 6000-5

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

Submitted on Monday, December 18, 2023 - 15:00

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: Monday, December 18, 2023

To: His Worship the Mayor and Members of City Council

First Name: Jon

Last Name: White

Email: [REDACTED]

Address: [REDACTED] 29th St W

Neighbourhood: [Caswell Hill](#)

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):: Dec 20th City Council Regular Business Meeting

What agenda item do you wish to comment on ?: 9.2.1 - Connecting Avenue C: Walking and Cycling Improvement Project

Comments:

I'm writing in support of the proposed infrastructure improvements on Avenue C. I believe these proposals are logical, well-placed, and address very real safety issues that I have experienced firsthand as a long-term commuter into Saskatoon's Airport Industrial area.

Attachments:

- [Jon White to CoS Council - In support of Connecting Avenue C - 18Dec2023.pdf](#) 72.48 KB

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

Dear City Council,

I'm writing in support of the proposed infrastructure improvements on Avenue C. I believe these proposals are logical, well-placed, and address very real safety issues that I have experienced firsthand as a long-term commuter into Saskatoon's Airport Industrial area.

I speak as a pickup truck owner, a motorcyclist, a Transit user, and as a cyclist. Speaking also as a resident of, homeowner and property taxpayer in Caswell Hill, I offer my background of employment in and perspective of commuting to the Airport Industrial area:

- 2-1/2 years (Feb 2010 - Jun 2012) cycling and bussing from North Park to Hanselman Ave in the Airport Industrial area - employed as an assembler, welder, and apprentice machinist.
- 8-1/2 years (Aug 2012 - Apr 2021) cycling and bussing from Bedford Rd and 24th St W in Caswell Hill to Cynthia St and Robin Way - employed as a journey person CNC machinist; Avenue C and Avenue D were my primary routes. I had more than one coworker in this workplace that also cycled to work, and one specifically that lived in Riversdale and stated that he used Ave D through Mayfair for his commute. I frequently - daily at times - observed other cycling commuters crossing Circle Drive at the 42nd and Ave C intersection between the Sandman and Travelodge hotels.
- During a 1-1/2 year employment (Jun 2021 - Oct 2022) at a 58th St manufacturing facility in the North Industrial area I found the greater distance, combined with the lack of any presence of pedestrian surfaces or roadway shoulders, too challenging to make cycling a viable and safe option, and discontinued commuting by bicycle for that time.
- I am currently employed at the University of Saskatchewan in a term position as a machinist, and with the infrastructure that exists on my route, I am again cycling and bussing to work almost exclusively. I use the 23rd St separated bike lane from Idylwyld to Spadina. Should my term with the University not be renewed, I will likely find myself working again in an industrial area within Saskatoon and will continue cycling to work there if safely possible.

In my 15 years of employment in manufacturing environments, I have not often absolutely needed a vehicle or its cargo capacity for the commute, and never required a vehicle in the performance of my work. Manufacturing equipment is company-owned and usually permanently installed on site. Most workplaces such as these have lockers or space for employees to leave work boots and workwear in the building.

My perspective of the Airport Industrial area, its constituent businesses and employees - as observed in workplaces and as a user of the Transit system - gives me primarily an impression of its variety. Airport "Industrial" may be a misnomer. It contains businesses that operate in a variety of sectors, offer a variety of services, and employ people with a variety of skills, backgrounds, and levels of income, which may sometimes restrict or even dictate their commuting options. The area's several hotels, some manufacturers, and the airport itself for instance, employ staff that are required to work shifts that offset their commuting time from "typical" and may be invisible in the perception of the commuter makeup.

The proposal to specifically extend the separated bicycle access along Avenue C north of Circle Drive to 45th St addresses a real safety problem. Traffic on Ave C on the north side of 42nd moves more like freeway traffic in its connection of Circle Drive and 51st. While approaching 42nd on C northbound I, and the other cycling commuters I regularly saw, would avoid crossing the intersection as vehicles and

instead ride through the Coop Home Center parking lot, cross 42nd as pedestrians, then ride through the Sandman Hotel parking lot to connect to Cynthia St. If needing to continue further north on C, a cyclist is left to jog over to a narrow street such as Hanselman Ave, or string together a patchwork route of parking lots, crossing vehicular traffic at the entries of these lots and at intersections that have no pedestrian infrastructure and do not cue a driver to the presence of any non-motorized traffic.

Establishing Avenue C as a safe, efficient option for bicycle traffic connects a major area of Saskatoon's west side. Not only for commuting into Airport Industrial for work, but for connecting residential Mayfair, Caswell Hill, and Riversdale to each other, to nearby services, and to central Saskatoon. Avenue C offers connection for residents of these areas to the current Farmers' Market location on Koyl Ave, to River Landing, and to the 22nd businesses and 33rd Street FreshCo grocery store between.

From my current residence on 29th St W and while walking daily in the neighbourhood, I continue to routinely observe bicycle traffic on Avenue C. I see the same as I travel on foot from 29th St to Spadina in my jogs on the river trails several times each week. My experiences and impressions are that many Saskatoon citizens, who happen to be cyclists, already recognize Avenue C as a natural choice and utilize it in their daily lives. It is not possible to see this from a vehicle while driving on Idylwyld.

Finally, I will also share that as a newer homeowner, while I adjust to the expenses of property taxes and upkeep, reducing my driving and gas expenditure has been my chief cost-saving tool as I look for ways to weather the ongoing period of high inflation; I believe that I cannot possibly be alone amongst Saskatonians who are experiencing financial pressure, driving less, and looking for less expensive commuting solutions. Cycling to work has saved me hundreds of dollars in fuel and parking expenses in 2023. Cycling for commuting has never been the exclusively lower-income issue that some seem to think, but I believe that it may increasingly present itself as a necessary option even to those who would have been considered middle class in the recent past. Cycling infrastructure built will be utilized.

With thanks,

- Jon White
18 Dec 2023